OCTOBER 1989 FOUNDED IN 1924 PRICE £1.20

MOTOR SPORT



MERCEDES: Ambitions fulfilled

1000 LAKES: Top dogs thwarted

PORSCHES: Fun on the track

ISSN 0027-2019
10
9 770027 201001



MEET A CAR MADE FOR YOU AT

MOTORFAIR

Earl's Court 19 – 29 October 9.30am – 7.30pm (closes 5pm final day).
Public preview day Thursday 19 October. Motor Sport day Tuesday 24 October.
Credit card bookings 01 379 4444.

THE LONDON Motorfair 89 MOTOR SHOW

MOTOR SPORT

The Magazine that gave its name to The Sport

©MOTOR SPORT Magazine Limited, Standard House, Bonhill Street, London EC2A 4DA. The November issue will be published on October 27.
Incorporating Speed and The Brooklands Gazette. **Editor: William Boddy.** Telephone 01-628 4741. Telex 888602 MONEWS G. Fax 01-638 8497.
USA Agent Eric Waiter Associates, Box 188, Berkeley Hts, NJ 07922. Second class postage paid, Berkeley Hts, NJ. Postmaster please send address changes to Eric Waiter Assoc, Box 188, Berkeley Hts, NJ 07922.

Vol. LXV No.10 **October 1989**

CONTENTS

1010
MATTERS OF MOMENT
The Birmingham Superprix and the questionable ethics of prosecuting a driver for going *too slowly!*

1012
AROUND AND ABOUT
An update on the team changer for 1990 in Formula 1 as well as an obituary on the founding father of the VSCC.

1014
FORMULA ONE



Spa and Monza: David Tremayne recounts the story of each Grand Prix in his inimitable style, while DSJ takes the strategic view in Formula One Scene.

1034
F3000
Tales of Supeprix and Brands Hatch, Donnelly and Alesi amongst others.

1039
WS-PC
Sauber Mercedes clinch the championship but they were not straightforward victories despite the results in both races.

1043
LETTER TO READER
Dick Seaman remembered.

1046
COTTON ON . . .
In praise of Donington.

1051
THE LOLA STORY



Concluding part of the Eric Broadley interview.

1055
TUNING TOPICS
An unleaded MGB V8 is running in the Wilky Championship. We look at it and drive it.

1056
RALLY REVIEW
The uninspiring Argentinian Rally but the thrilling 1000 Lakes Rally with its surprise result.

FRONT COVER
After three years of trying Sauber Mercedes wrested the WS-PC crown from Jaguar at Donington. MLC reviews the race as well as the preceding qualifier at the Nürburgring.

Sportscar reports begin on page 1039

NEXT MONTH
With Motorfair on the horizon, the November issue will take a look at many of the new models that we can expect to see on the road in the not too distant future. There will be a report on our concours at Silverstone and on the season's final VSCC race meeting at Donington.

1062
TRACK TEST



Jeremy Walton excels himself on the track in two racing Porsches put at his disposal for the day.

1068
JAGUAR E-TYPE
From swamp to heated garage, the story of an early E-type which has been brought back to life.

1071
VETERAN TO CLASSIC



The LCC Relay Races, the 1914 Humbers and the VSCC events.

1080
BOOK REVIEWS
WB reviews the *Humber Story* and *Motor Sport in the '20s.*

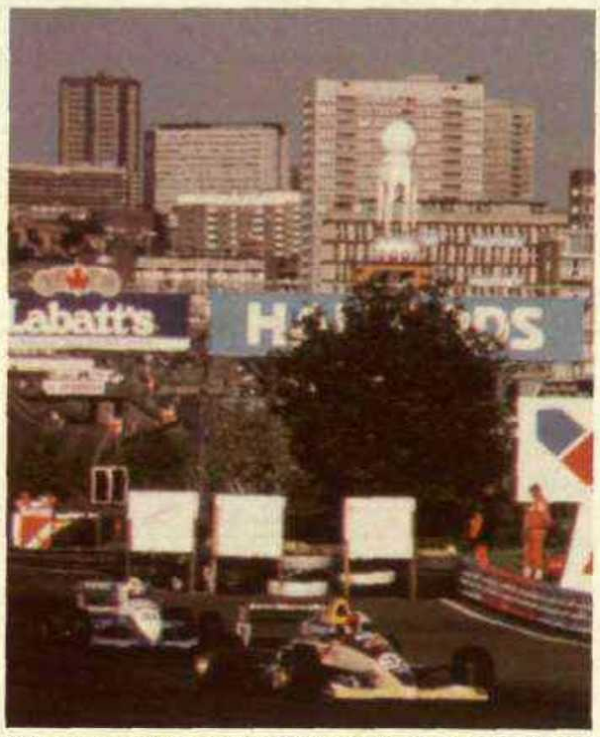
1082
LETTERS
A long letter from Anthony Blight and a proposal to expunge replicas from the old car movement.

MATTERS OF MOMENT

Good on you, Brum!

Motor racing came late to the British mainland. Not until Brooklands Track was built in 1906/7 did proper racing take place here; Donington didn't open until 1933 and road racing has been confined by law to Ireland, the IoM and Jersey. Until four years ago that is, when, almost incredibly, Birmingham staged its finest Superprix, a street-race emulating those which the Continent had seen for years.

Not at first entirely successful, this year the BRSCC organisation, the sensible driving and a close fought race won by F1 driver Jean Alesi (Reynard-Mugen) by a mere 24/100th sec. after 51 laps made this a first class F3000 Halfords Superprix, opened by HRH Prince Edward and watched by a TV-estimated crowd of 80,000. Simon Taylor, assisted by Derek Bell, gave an excellent ITV Sport commentary. So, good on you, Brum! (F3000 report on page 1034) **WB**



The successful race in Birmingham proves it can be done on the streets.

Speed Perspectives

Along the years MOTOR SPORT has fought for many motorists' rights, advocating higher speed-limits, attacking unfair prosecutions, parking anomalies, traffic congestion, inadequate roads, the evils of tar-spraying, etc. However, we never expected to defend driving too slowly! At present vehicle-owners have many things to contend with, such as fluctuating petrol prices, anonymous radar convictions, the withdrawal of leaded two-star petrol, possible restrictions on the use of historic vehicles and the like. Now they can be fined for driving too slowly, even in a 30 mph limit!

We have to confess, much as this may surprise some of our readers, to feeling some sympathy for the miner who was fined £50 recently, with £15 costs, for driving his Morris Marina at 20 mph in a 30 mph limit area, thus causing a long tail-back of following vehicles. We fret and fume (and swear) with the rest of you when slowly-driven vehicles hold us up. We are aware that legislation has been suggested, applying to snail-like drivers. Right and proper, and the fretting understandable, on mainroads or motorways perhaps.

On 30 mph country roads and in winding lanes, the situation seems a bit different. So one wonders under what heading the crawling miner was convicted? If slow moving drivers are to be hauled into the Courts, the legal-beavers, as usual, are in for a profitable time! Will they be defending those out and about on their lawful occasions in JCBs, horseboxes, overladen lorries, hay-balers and other massive farm machinery? What of trailer-caravans, which obscure the view of those hoping to overtake them far more than most laden trailers, because they are higher and wider than the cars towing them, yet are exempt from extra taxation?

It should also be taken into account, in this context, that it is often "number two who causes the queue". So in convictions for mobile obstruction, the driving ability not only of he or she heading the crocodile but of those too timid or incompetent to pass, must surely be in question. Horse-drawn carts, steam traction-engines and waggons, old cars and lorries on the way to rallies may come under scrutiny if going slowly is to be an apprehendable offence; although the more courteous rallyists pull in at intervals, to allow others to pass them.

The miner who, perhaps rightly, says he is unrepentant and intends to continue the steady Marina progress that suits him, may have started something bigger than he realises. Will everyone, old people included, now be expected to keep to the upper-end of all speed limits or will a differential low be established; say, 40 mph in 60 limits, 45 on dual carriageways, seen as contravening the law? We hope it will not become necessary to have to prove special reasons, like fog or busy streets or whatever, to obtain exemption from a too-slow driving conviction.

MOTOR SPORT never expected to be defending slow driving, and no doubt most of our readers still prefer to get a decent move on. But think about it! **WB**

Club New

Packard Automobile Club of Austr invites all Packard owners to attend fifth National Rally In Canberra fr Friday September 29 to Tuesday Octobe Write to the PACA rally director at PO 14, Turramurra, New South Wales 2074 details.

This year's Beaujolais Rally takes pl on November 15-16, the entry fee £250 for a car and two occupants includ ferry crossing and reception breakfast n Dover. The ideas are to stock up on Be jolais Nouveau, to have fun trying to rec the lowest road-mileage on the ro between Calais and Chatillon-s Chalaronne, and to raise money for chari of the entrants' choice. Rally headquarter 16 Crossfield Road, London NW3 4NT.

The MG Car Club MMM Register published its *Triple-M Year Book* 1988-89, which contains the usual excell range of subject-matter, with emphasis the C-type Midget, pictures of Brookla ancient and modern, NE Magnettes, Kimbers' family transport and mair nance hints. It costs £4 including post for non-members, from R Thomas, Ki berley House, 3 Kenmore Close, K Surrey TW9 3JG.

Established in 1932, the Scottish Sp ting Car Club organises navigatio road rallies, autotests, production car tri sprints and rallycross meetings as well regular social events. Membership sec tary is Jenny Barnes, 4 Tofthill Garde Bishopbriggs, Glasgow G64 3PD.

Vanden Plas Owners Club caters for models built by the company post-1923 cars featuring its coachwo Interested owners are invited to send an to club secretary A Blake at 18 Oakcr Clayton-le-Woods, Chorley, Lancash PR6 7UH.

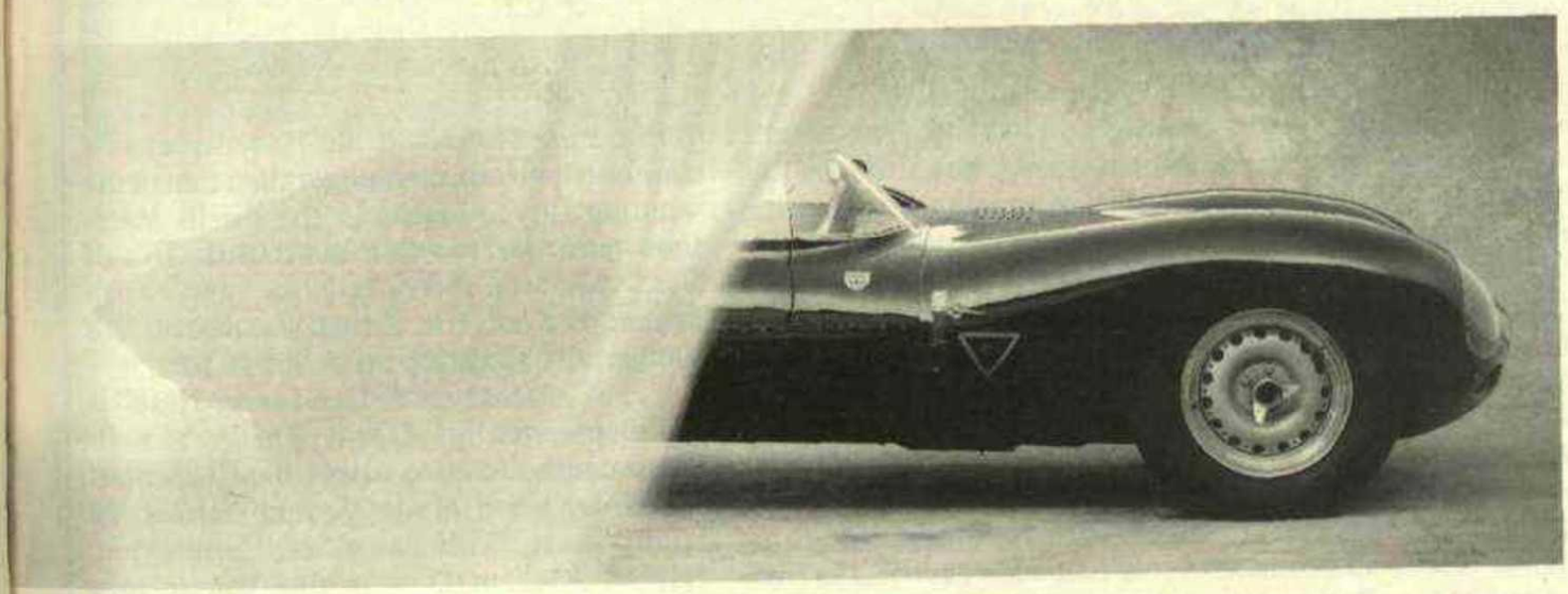
A super variety of cars ranging fron 3-litre Bentley to a Talbot 10, fron Lagonda LG45 to an Austin 7, from Aston Martin International to a DKW, all due to take part in the Sunbeam Tal Alpine Register-run rally for vintage a classic cars on October 22. The event being sponsored by Lovell Developme and is being organised to raise money the BBC Children in Need Appeal.

The route is approximately 100 mi long and starts from the Syon Park Mo museum. It is open to all cars made betwe 1919 and 1959, and later cars by arran ment. Entry costs just £28 which include lunch for two.

Entry forms are available from Da Carpenter, 28 Jessamy Road, Weybrid Surrey KT13 8LB. (SAEs would be app ciated).

BROOKS

Europes first specialist
auctioneers of collectors cars



FIRST SALE

motorfair

26 OCTOBER

VIEW FROM
OCTOBER 19

ENTRIES
ARE CURRENTLY
BEING ACCEPTED

telephone

ROBERT BROOKS
JAMES KNIGHT
MARK BEATTIE
01 228 8000

FOR FURTHER
INFORMATION

AROUND AND ABOUT

T. W. (TIM) CARSON, MBE

On the last day of August Tim Carson collapsed in his car in Newbury and died on the way to hospital. He was 83 and was on his way to the offices of the Vintage Sports-Car Club, of which he was the President Emeritus. The entire Club will mourn his loss.

For so many years Tim *was* the VSCC, in as much as he was appointed Hon. Secretary in 1937, when the membership was a mere 150, and it was under his calm guidance that the Club grew to its present stature, Carson becoming the full-time paid Secretary in 1947 when every motor club was in a debilitated post-war condition. Tall, quietly-spoken, and completely unflappable, Tim was well-suited to build up and help run this unique organisation which believed that cars made after 1930 were inferior to the sports-cars of vintage times.

Educated at Charterhouse, Tim acquired his first motorcycle, a two-stroke New Hudson, at the age of 14 and followed this with a new Rudge Multi, a single-speed 996cc 1916 Harley-Davidson and a Martinsyde, taking part in trials, speed hill-climbs and club races at Brooklands. He bought his first car, a 1919 Chevrolet, in 1924, with which he won a gold medal in a night trial. Then came vintage cars innumerable, leading up to his beloved 30/98 Vauxhalls, although it was with a big Paige that he won a race at a Henly's Day at Brooklands. He then got one of the 1922 TT Vauxhalls, which he drove at Brooklands and Skegness, winning two races at the Track, qualifying him for BRDC membership. He also took the Class-D 200km. record at 96.61 mph, late in 1928.

After this Tim Carson built the Vauxhall-engined Carson Special, with which he competed at Donnington and Shelsley Walsh. When the VSCC was formed Tim was publican of "The Phoenix" at Hartley Wintney, which became the Club's HQ, and as he was dealing in the better motorcars this became known also as "the Home of the 30/98". All this varied experience stood him in excellent stead as Secretary of the new, lively VSCC, helped materially by his late wife Majorie. Absolutely fair in interpretating regulations, Tim seldom missed the action; I remember, for instance, when an over-keen competitor tried to join the Oulton Park starting-grid after it had been closed, Carson suddenly became alive, stopping the driver with a quiet but firm admonition ... When the time came for Tim to step-down his place was taken equally effectively by Peter Hull who would, I am sure, be the first to agree that the steady development of the VSCC in its formativ years was very largely due to Tim, wh retained his interest to the end. **W**

Chain-Gangers

Pre-war cars have indulged in some notabl long-distance feats recently and now news coming through of this year's Raid to Bo zano by members of the Frazer Nash Sectio of the VSCC, the "Chain Gang". Not only di most of the 69 cars (including som "modern" 'Nashes) survive the 3,000-mil journey which included many Alpine passe but Roger Richmond in his GN-Morga climbed the Stelvio with its 48 hairpins in time only two minutes longer than that of th winning E-type Jaguar in the Pirelli Mara thon, and the vee-twin air-cooled GNs Tom McEwan/Bill Craddock and Mik Bullett, the latter in a 1920 ioe tourer, als successfully ascended this 9,000 ft. pass.

"The Centenary of Archie Frazer-Nash" commemorated in David Thirlby's wel illustrated booklet, available for £2.25 pos free, from Brian Heath, Spring Cottage, 2 High Street, Milford-on-Sea, Lymington Hants., SO41 0QD — a fine tribute to remarkable character, but we are astonishe to note that in two captions the Frazer Nas car is *hyphenated!* **W**

OCTOBER FIXTURES

C—Closed. CI—Closed Invitational. R—Restricted. N—National. INT—International

Date	*Organiser*	*Venue*	*Event*	*Type*
Sep 22-24	BRSCC	Donington Park, Castle Donington, Derbyshire	Race Meeting	N
Sep 23	HSCC	Silverstone, Towcester, Northamptonshire	Race Meeting	R
Sep 23	VSCC	Donington Park, Derbyshire	Race Meeting	N
Sep 23-24	BHLRC	Brands Hatch, Dartford, Kent	Truck Racing	N
Sep 23-24	Lothian CC (Edinburgh) Ltd	Dounce, Stirling, Scotland	Hill-Climb	N
Sep 24	BARC	Thruxton, Andover, Hampshire	Race Meeting	N
Sep 24	BRSCC	Donington Park, Castle Donington, Derbyshire	Race Meeting	N
Sep 22-24	**Cyprus Automobile Association**	**Cyprus**	**Cyprus Rally (ERC)**	**INT**
Sep 24	**ASACo des 24 Heures du Mans**	**Le Mans, France**	**International F3000 Championship**	**INT**
Sep 24	**Automobile Club du Portugal**	**Estoril, Portugal**	**Portuguese Grand Prix**	**INT**
Sep 29-Oct 1	**BRSCC**	**Cardington, Bedford**	**Tour of Britain**	**INT**
Sep 29-Oct 1	**ASAC Antibes Juan-Les Pins**	**Antibes, France**	**Antibes Rally (ERC)**	**INT**
Oct 1	**Cirjesa**	**Jerez, Spain**	**Spanish Grand Prix**	**INT**
Oct 1	BHLRC	Cadwell Park, Louth, Lincolnshire	Race Meeting	N
Oct 1	BARC	Pembrey, Llanelli, Dyfed	Race Meeting	N
Oct 7	BHLRC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
Oct 7-8	BRDC	Silverstone Circuit, Towcester	Race Meeting	IR
Oct 8	BARC	Donington Park, Derbyshire	Race Meeting	N
Oct 8	BRSCC	Cadwell Park, Louth, Lincolnshire	Race Meeting	N
Oct 8	VSCC	Weston-Super-Mare, Avon	Sprints	R
Oct 8-14	**A C San Remo**	**San Remo, Italy**	**San Remo Rally (WRC)**	**INT**
Oct 14	BARC (NW)	Oulton Park, Tarporley, Cheshire	Race Meeting	N
Oct 14	BRSCC	Castle Coombe, Chippenham, Wilts	Race Meeting	N
Oct 14-15	BARC	Thruxton, Andover, Hants	Race Meeting	N
Oct 15	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
Oct 15	BRSCC	Donington Park, Derby	Race Meeting	R
Oct 15	SMRCN	Ingliston, Edinburgh	Race Meeting	R
Oct 15	ASTRA MC	Lydden Hill, Dover, Kent	Race Meeting	R
Oct 21-22	**BHLRC**	**Brands Hatch, Dartford, Kent**	**Cellnet F3 Superprix**	**INT**
Oct 21	BRSCC (NW)	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Oct 21	750 MC Ltd	Silverstone, Towcester, Northants	Race Meeting	R
Oct 22	HSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
Oct 22	LIMRC	Lydden Hill, Dover, Kent	Race Meeting	R
Oct 22	750 MC Ltd	Mallory Park, Leicester	Race Meeting	R
Oct 22	BMRMC	Donington Park, Derby	Race Meeting	R
Oct 22	**ASA Dijon-Prenois**	**Dijon, France**	**International F3000 Championship**	**INT**
Oct 27-29	**BRSCC**	**Brands Hatch, Dartford, Kent**	**Formula Ford Festival**	**INT**
Oct 28	HSCC	Silverstone, Towcester, Northants	Race Meeting	R
Nov 4-5	**DRC**	**Donington Park, Derby**	**Donington Trucks**	**INT**
Nov 5	BHF	Snetterton, Norwich, Norfolk	Circuit Rides	R
Nov 5	SDMC	Brands Hatch, Dartford, Kent	Race Meeting	R

AROUND AND ABOUT



1990 Ferrari team-mates Alain Prost and Nigel Mansell.


Derek Warwick and Martin Donnelly are the 1990 Lotus line up.

Both Ferrari and Lotus have announced their driver line ups for 1990. Alain Prost will partner Nigel Mansell while Derek Warwick and Martin Donnelly represent a clean sweep in the Norfolk team.

Nelson Piquet has joined Benetton for 1990. Alessandro Nannini will remain in the team as his number 2.

Riccardo Patrese will stay at Williams in 1990 and both Mauricio Gugelmin and Ivan Capelli will stay at Leyton House March.

Leading F3000 driver Eric Bernard has been signed up by Gerard Larrousse's F1 team for 1990.

After an unhappy season in which he was able to qualify for only one race, Piercarlo Ghinzani has announced his retirement from Formula 1.

Joachim Luethi, owner of the Brabham team through his company Kingside Establishment, has been arrested in Switzerland on fraud charges.

Congratulations to McLaren International, Sauber Mercedes and Chamberlain Engineering for winning their respective championships.

Although not definitive at the time of going to press, Jean-Louis Schlesser looks likely to win the World Sports-Prototype Championship for Drivers. Only if team-mate Baldi wins at Spa and the Frenchamn is lower than second will it be decided at the last race in Mexico on October 29.

Andy Wallace and Jan Lammers have re-signed with the TWR Jaguar team to contest the 1990 WS-PC.

The Proteus Technology Aston Martin WS-PC team has announced that both David Leslie and Michael Roe have been signed for next year's championship.

At the recent Mid-Ohio race in America, Teo Fabi finally gave the March-Porsche 89P its first CART victory.

The Autoglass Tour will go ahead in the last week of September, but probably with little more than 30 entries, although included are some well known names such as Johnny Herbert, Jimmy McRae and David Llewellin in Ford Sierra Cosworths and Derek Bell in a Vauxhall Astra GTE.

In a recent race at Watkins Glen, which even attracted such luminaries as Jacky Ickx and Brian Redman, a 1967 Lola T70 beat a large entry of Ford GT40s to win the Aston Martin two hour endurance race. With forty cars starting, including ten GT40s, the race soon developed into a series of classic battles that were so reminiscent of world endurance racing twenty years ago.

With only four laps remaining of the 44 lap event, the Shallet/Simpson Lola passed the GT40 of Bob Stillwell to take victory.



The FW13, the new Williams contender, shown at Silverstone in mid-September where it was confirmed that Boutsen would remain in the team for 1990.



We apologise for the lack of a road test this month, but deputy editor Gordon Cruickshank has been involved, as passenger, in an extremely serious road accident. We are sure that all our readers will join the staff and contributors of MOTOR SPORT in wishing "GC" a full recovery. It is a particuarly cruel blow coming as it does soon after his triumph in the Pirelli Classic Marathon. His marvellous prose and sharp mind will be sorely missed in the meantime in the magazine.



While Mansell sprints down the outside of grid at the start, Senna slots ahead of team-m Prost into a lead he is never to lose.

All at Sea

Question: What do all the wet F1 races since Monaco 1984 have in common? Answer: Ayrton Senna.

Others have had their moments. Who could forget the rate at which Stefan Bellof was catching both Alain Prost and Senna at that Monaco race, for example? But the man who has dominated each wet Grand Prix since he came into F1 five years ago is Senna, and at Spa he did it yet again with a beautifully judged victory.

Pole, of course, was his. Nowadays it takes a very special effort by Prost, or unusual circumstances such as we had in Hungary, to place anyone else fastest in qualifying. The Brazilian waxed almost lyrical after his Saturday afternoon efforts on a dry track netted him the 1m 50.867s lap that earned him the right to start from the front for a record-increasing 35th time.

"I had two clear laps and the car was much better on the second. On such a fast circuit it takes a lot of commitment. In the corners you have to guess how much you can push and commit yourself. It's very exciting; a special feeling."

After rain on Friday the dry Saturday assumed even greater importance as everyone rushed to make up for lost time. Senna rushed more than anyone else, as usual. For once at a pole position press conference, he seemed keen to talk, almost anxious to share his experience. This is a deeply sensitive man whose thick outer shell often offends, but in Belgium, with his parents watching his exploits, he seemed more relaxed than for several months. The information almost bubbled from him.

"Down to the Bus Stop chicane, for example, we are pulling 300kmh. To do that you have to get the chassis and tyres just right, and you have to be driving well. You must be neither under nor above the limit, but right on it. That's where machine and men are pushed to their very limits. And that's why it is such a great challenge to me."

The race proved equally as challenging. Friday's rain returned, but by the scheduled 2.30 start had intensified. The race was delayed half an hour, amid increasing speculation of cancellation. It did go ahead, of course, as it was always going to, but as indication of just how bad things were, and how unsuitable were their special hand-grooved 'wet' slicks, both Brabham drivers damaged their cars in the original formation lap. "They were just totally gripless," Martin Brundle winced. Earlier that day, in less wet conditions, Pier-Luigi Martini had used the same tyres to salvage Pirelli pride with fastest time in the morning warm-up.

The race, all 44 laps of it, was Senna's all the way.

"The problem is to judge how hard you can push early on," he explained later of his opening charge. "In those conditions it is so easy to make a mistake, believe me. You always want to push, push, push, but you must take care."

What made it trickier still for him was a mismatch in his tyre temperatures and, therefore, their pressures, during the initial laps. On the grid everyone had wrapp their rubber in electric blankets, but McLaren number one the rear blankets h warmed the Goodyears faster than had t fronts. The difference in pressures chang the intended ride height until the fro reached their working temperature, a Senna struggled with the twitchy MP4/5 the first five laps.

You wouldn't have known it from the w he pulled clear of Prost.

With the benefit of a clear track, he ma the most of it and pulled out a 12 seco cushion by half distance, as the weath finally began to show signs of abating ma ginally. He should have won at Monaco '84, he did win in Estoril '85. He won Silverstone and Hockenheim last year, a he was the moral victor in Montreal in Jun Spa, deservedly, belonged to him.

By the end Prost had closed to within second and a half, but that was more a case Senna slackening his pace than t Frenchman making any real inroad although both he and Nigel Mansell indu ged in a gripping battle which saw eac continuously improving the fastest lap.

Prost racing in the rain? Remember a that furore last year, after his withdraw from the British GP? Hockenheim at th next race, Canada this year and now Sp simply endorsed what he has always main tained; when he can see it's fine. And Spa, unlike Silverstone, where he wa struggling with a recalcitrant car way dow the field amid all the spray, he could se once he'd dropped back from his team mate. Berger and Mansell initially di likewise in the opening stages, as did mos other leading drivers as they let the race fal into a pattern.

Berger had been quick all weekend buoyed by the promise of a more powerfu



Derek Warwick celebrated his 35th birthday on race day with a sixth place and a mega-card.



Gerhard Berger's performance on Friday's qualifying session saw him put his Ferrari on provisional pole.

Ferrari V12 for Monza and impressed by it testing at the Italian venue the previous week. And for the first nine laps he pushed Prost, hard. Eleven races is a long spell without a single point, and Gerhard was desperate for a result on his 30th birthday. He wasn't to get one, though. He had had his ride heights set a fraction lower than Mansell's, and when he hit a particularly large puddle at Les Combes on lap 10 the Ferrari simply slithered across it on its belly, wheels off the deck, and skated into his 11th straight retirement.

The way was thus clear for Mansell to take up the cudgels. As Prost was trapped for three laps behind Eddie Cheever, he drew ever closer to the McLaren.

Cheever had already visited the pits after a first lap moment, and a loose wheel nut was found on his Arrows. As he chased after Michele Alboreto's Larrousse Lola, he delayed Prost. When the latter finally nipped past at the sprayless La Source hairpin, it was Mansell's turn, and the unfortunate Briton lost the best part of 19 seconds over the next five or six laps as the American's wide car blocked him. It got so bad that race official Roland Bruynseraede showed him the black and white flag which indicates 'unsporting behaviour', and eventually Mansell was through. In Eddie's defence, it should be said he was racing blind in Alboreto's spray, but the moment Senna lapped him, he should have realised others would follow. He was not the only driver who failed to see waved blue flags in the appalling conditions, though.

Clear of Cheever, Mansell got his head down and charged, and by lap 34 he and Prost were together again. Time and again the Ferrari jinked around in the McLaren's mirrors - "I was trying to say hello!" - yet Prost never looked ruffled and Mansell never got quite close enough to pose a real threat. This wasn't so much about an all-out attempt to overtake. Sure, Nigel would have loved to, but he knew in his heart that Alain isn't the type to make mistakes under pressure, and the Honda V10 had the legs of the Ferrari V12 where it mattered even if the Italian chassis could outhandle the McLaren.

What it was really about was a warning shot across the Frenchman's bows. Only days after Spa it was finally revealed officially that the two will be team partners at Maranello next year, and this was Mansell's way of reminding his new team-mate that he needn't expect life at Ferrari to be a sinecure.

Thankfully, that duel at least injected



Sandro Nannini comes up to lap local hero Bertrand Gachot before the Onyx driver's retirement.



Johnny Herbert's return to Grand Prix racing was a mixed blessing. He qualified ahead of team-mate Palmer but was out after only 3 laps of the race.

some excitement into the event, at least as far as the bedraggled spectators were concerned. In the cockpits there was excitement enough simply keeping cars on the track.

On his home ground Thierry Boutsen put in another of those curiously characterless drives of his, racing under the shadow of the knowledge that team owner Frank Williams would be quite happy to put his contract up for grabs should Prost become available for Williams. He took fourth at the start and held it throughout, and any threat from close-following team-mate Riccardo Patrese was nullified when the latter tangled with Alboreto. Michele moved aside to let Boutsen pass, and cut back on to his line before realising that Riccardo was following through. Exit both, the Williams minus its right rear wheel. "He apologised, so what could I say?" asked the aggrieved Hungarian race leader.

That left Sandro Nannini and Derek Warwick with clear runs to the remaining points. The Italian was again feeling unsettled in the mercurial Benetton environment, from which manager Peter Collins had been expunged in the week following the race in Budapest, and though he pushed early on, the slightly drying track soon began to take its toll on his front Goodyears.

Warwick, too, had a similar problem. In his own quiet way the likeable Briton always excels in the wet, and sixth behind all those multi-cylinders and the new Ford V8 was the product of a super drive. Thirty five on the day, he had been in particularly ebullient mode all weekend, and within a fortnight would officially be confirmed as Lotus number one for 1990.

If Mauricio Gugelmin had a relatively troublefree run to seventh, and a much-needed finish for the beleaguered Leyton House Racing team (which that wee confirmed both its drivers had re-signe 1990), Ivan Capelli had a real spray bat the first 27 laps. From the start he s fastly remained glued to Martini's gea in a display of tenacity that reminded why he went so well this time last year his persistence paid when the Minardi pitted for new tyres.

Piero, like Andrea de Cesaris, felt c tions were more suited to the hand-gro slicks, and both launched impre charges. Where the Dallara driver's ent asm got the better of him on three occas when he spun as had team-mate Caffi, tini kept his car on the island and ri back through his rivals to snatch a w ninth. By the flag he was only two sec adrift of Stefan Johansson, who had h Moneytron Onyx's chances of avoiding prequalification with a solid eighth. If i a dull result, with team-mate Ber Gachot departing the fray with yet an cooked wheel bearing following yet an seal failure, team patron Jean-Pierre Rossem more than made up for it wit off-track outbursts about Porsche's engine and the unfairness of the mann which F1 is run. It was, after all, his race, and he had to make some impress

Behind Martini, Emanuele Pirro dil tly steered his Benetton round the one of grass at the back of the Stavelot g bed, after negotiating the latter backw and was thus able to rejoin the race to 10th, while the troubled Jonathan Pa was an uninspired 14th in his Camel Ty ahead of the equally lacklustre Luis Sa

The Doctor yet again had to watch new team-mate outqualified him. This



Mansell hounded Prost in the opening laps of the race.



Neither Olivier Grouillard in the Ligier nor Eddie Cheever in the Arrows were able to run higher midfield.



Alboreto squeezes by his team-mate at La Source after Alliot's first lap spin in his Lola-Lamborghini.

it was the recovering Johnny Herbert as Jean Alesi was away winning the Birmingham Super Prix for Eddie Jordan. In fairness, JP tried a new set-up which didn't work, and thus fell behind, but Herbert impressed on his return to F1. Three visits to gravel beds on Friday and Sunday morning left smudges on his copybook, but he was eighth fastest on Saturday morning, and only dropped to 16th on the grid after an engine failure. Unfortunately, he pushed too hard in the blind early stages, as he chased Johansson, and skated off at the top of Eau Rouge (scene of his 1987 F3 shunt with Gachot) on lap four.

For Lola the qualifying promise of a revised Chrysler Lamborghini V12 evaporated when Alliot had a first lap moment and then was hit by Arnoux's Ligier when he spun at La Source fumbling with a sticking gear shift, and he joined his compatriot and his team-mate in retirement when his oil pressure sagged. Olivier Grouillard struggled on for 13th, but that was a poor reward from an event in which Ligier at one stage seemed destined to take rather more. After all, the good René had been fourth in Friday morning's session . . .

For the gripless Brabhams the Belgian GP was even more of a nightmare, since team owner Joachim Luethi had had his collar felt by Swiss banking authorities the previous week, but by far the worst off was Lotus. For the first time in history neither of its cars qualified, and this in front of Hazel Chapman and her family, and in Camel's most important European market. Both should have made it, but Satoru Nakajima couldn't balance his car in the dry having been an excellent eighth in Friday's wet, and Piquet fell off on Saturday afternoon after letting Grouillard flummox him.

The Brazilian former champion then headed for the Ford motorhome meeting which cemented his 1990 tenancy of a Benetton cockpit, as Lotus waved good riddance and prepared for a year of Chrysler Lamborghini power for a pair of fully motivated chargers, Warwick and Martin Donnelly.

Time was when F1 was a reasonably settled formula, with few major personality moves. The way things are these days you're lucky if you recognise your own face when you shave in the mornings. **DJT**



Another race — another win for Senna as he celebrates yet another fine victory.

Belgian Grand Prix RESULTS

STARTING GRID

↑

2
A. Prost
(McLaren-Honda V10)
1min 51.463secs

5
T. Boutsen
(Williams-Renault V10)
1min 52.786secs

27
N. Mansell
(Ferrari V12)
1min 52.898secs

8*
S. Modena
(Brabham-Judd V8)
1min 55.642secs

9
D. Warwick
(Arrows-Cos V8)
1min 55.864secs

21
A. Caffi
(BMS Dallara-Cos V8)
1min 55.892secs

23
P. Martini
(Minardi-Cos V8)
1min 56.115secs

4
J. Herbert
(Tyrrell-Cos V8)
1min 56.248secs

22
A. de Cesaris
(BMS Dallara-Cos V8)
1min 56.257secs

7
M. Brundle
(Brabham-Judd V8)
1min 56.327secs

29
M. Alboreto
(Lola-Lamborghini V12)
1min 56.616secs

10
E. Cheever
(Arrows-Cos V8)
1min 56.748secs

26
O. Grouillard
(Ligier-Cos V8)
1min 57.027secs

1
A. Senna
(McLaren-Honda V10)
1min 50.867secs

28
G. Berger
(Ferrari V12)
1min 52.391secs

6
R. Patrese
(Williams-Renault V10)
1min 52.875secs

19
A. Nannini
(Benetton-Cos V8)
1min 55.075secs

15
M. Gugelmin
(March-Judd V8)
1min 55.729secs

30
P. Alliot
(Lola-Lamborghini V12)
1min 55.890secs

20
E. Pirro
(Benetton-Cos V8)
1min 55.902secs

36
S. Johansson
(Onyx-Cos V8)
1min 56.129secs

25
R. Arnoux
(Ligier-Cos V8)
1min 56.251secs

16
I. Capelli
(March-Judd V8)
1min 56.291secs

3
J. Palmer
(Tyrrell-Cos V8)
1min 56.600secs

37
B. Gachot
(Onyx-Cos V8)
1min 56.716secs

24
L. Sala
(Minardi-Cos V8)
1min 56.957secs

No. 8 started from the pit lane

1989 WORLD CHAMPIONSHIP

DRIVERS

Alain Prost	62
Ayrton Senna	51
Nigel Mansell	38
Riccardo Patrese	25
Thierry Boutsen	20
Alessandro Nannini	14
Nelson Piquet	9
Michele Alboreto	6
Eddie Cheever	6
Derek Warwick	6
Johnny Herbert	5
Andrea de Cesaris	4
Mauricio Gugelmin	4
Stefano Modena	4
Alessandro Caffi	4
Christian Danner	3
Jean Alesi	3
Stefan Johansson	2
René Arnoux	2
Pierluigi Martini	2
Gabriele Tarquini	1
Olivier Grouillard	1
Luis Perez-Sala	1
Martin Brundle	1
Jonathan Palmer	1

MANUFACTURERS

McLaren-Honda	113
Williams-Renault	45
Ferrari	38
Benetton-Cosworth	19
Arrows-Cosworth	12
Tyrrell-Cosworth	10
Lotus-Judd	9
Dallara-Cosworth	8
Brabham-Judd	5
March-Judd	4
Rial-Cosworth	3
Ligier-Cosworth	3
Minardi-Cosworth	3
Onyx-Cosworth	2
AGS-Cosworth	1

LAP TIMES

No	Driver	Car	Tyres	Pre-Qualifying	Friday Qualifying	Saturday Qualifying	Best Race Lap	(on l
1	A. Senna	McLaren MP4/5	G		2.11.171	*1.50.867*	2.12.890	(4
2	A. Prost	McLaren MP4/5	G		2.12.721	1.51.463	2.11.571	(4
3	J. Palmer	Tyrrell 018	G		2.18.405	1.56.600	2.19.772	(4
4	J. Herbert	Tyrrell 018	G		2.17.714	1.56.248	2.26.020	
5	T. Boutsen	Williams FW12C	G		2.13.030	1.52.786	2.13.842	(3
6	R. Patrese	Williams FW12C	G		2.12.581	1.52.875	2.18.273	(1
7	M. Brundle	Brabham BT58	P		2.18.663	1.56.327	2.27.325	
8	S. Modena	Brabham BT58	P		2.19.161	1.55.642	2.31.976	
9	D. Warwick	Arrows A11	G		2.13.005	1.55.864	2.14.106	(4
10	E. Cheever	Arrows A11	G		2.14.641	1.56.748	2.16.727	(3
11	N. Piquet	Lotus 101	G		2.14.358	1.57.771		
12	S. Nakajima	Lotus 101	G		2.13.677	1.57.251		
15	M. Gugelmin	March CG891	G		2.16.401	1.55.729	2.17.411	(3
16	I. Capelli	March CG891	G		2.15.863	1.56.291	2.15.701	(3
17	N. Larini	Osella FA1-M	P	1.58.065				
18	P. Ghinzani	Osella FA1-M	P	1.58.209				
19	A. Nannini	Benetton B189	G		2.14.117	1.55.075	2.14.399	(4
20	E. Pirro	Benetton B189	G		2.15.068	1.55.902	2.15.868	(4
21	A. Caffi	BMS Dallara F189	P		2.17.604	1.55.892	2.22.790	(1
22	A. de Cesaris	BMS Dallara F189	P		2.17.512	1.56.257	2.13.176	(3
23	P. Martini	Minardi M189	P		2.15.515	1.56.115	2.12.101	(4
24	L. Sala	Minardi M189	P		2.18.907	1.56.957	2.22.222	(3
25	R. Arnoux	Ligier JS33	G		2.14.344	1.56.251	2.26.022	
26	O. Grouillard	Ligier JS33	G		2.18.175	1.57.027	2.17.253	(4
27	N. Mansell	Ferrari F1/89	G		2.12.042	1.52.898	2.11.736	(4
28	G. Berger	Ferrari F1/89	G		*2.11.102*	1.52.391	2.18.865	
29	P. Alliot	Lola L89	G	1.57.748	2.14.357	1.55.890	2.14.675	(3
30	M. Alboreto	Lola L89	G	1.57.509	2.17.240	1.56.616	2.21.323	(1
31	R. Moreno	Coloni C3	P	1.58.650				
32	E. Bertaggia	Coloni C3	P	2.21.709				
33	G. Foitek	EuroBrun ER188B	P	2.02.767				
34	B. Schneider	Zakspeed ZK891	P	2.00.713				
35	A. Suzuki	Zakspeed ZK891	P	2.00.757				
36	S. Johansson	Onyx ORE-1	G	1.56.279	2.17.329	1.56.129	2.17.294	(4
37	B. Gachot	Onyx ORE-1	G	1.57.720	2.18.151	1.56.716	2.19.405	(1
38	C. Danner	Rial ARC2	G		2.20.503	2.00.247		
39	P-H. Raphanel	Rial ARC2	G		2.21.180	2.02.937		
40	G. Tarquini	AGS JH24	G	1.59.432				
41	Y. Dalmas	AGS JH23	G	2.02.205				

RESULTS

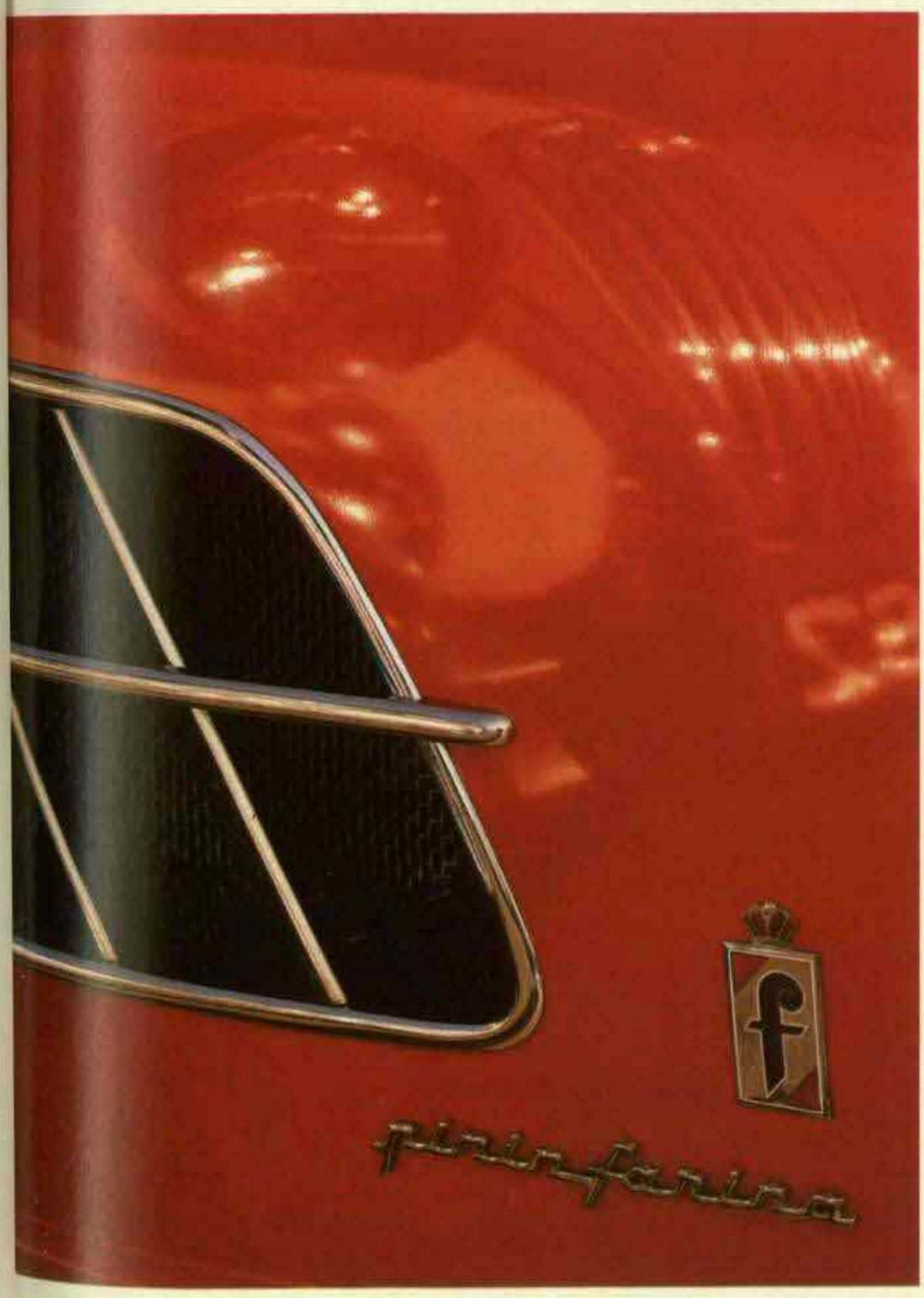
Belgian Grand Prix, Spa-Francorchamps, August 27
44 laps of 6.940km circuit (305.360km/189.741 miles)

Pos	Driver	Nat.	Car/Engine	Ti
1st	Ayrton Senna	(BRA)	McLaren MP4/5-Honda V10	1h 40m 54.19
2nd	Alain Prost	(F)	McLaren MP4/5-Honda V10	1h 40m 55.50
3rd	Nigel Mansell	(GB)	Ferrari F1/89-Ferrari V12	1h 40m 56.02
4th	Thierry Boutsen	(B)	Williams FW12C-Renault V10	1h 41m 48.61
5th	Alessandro Nannini	(I)	Benetton B189-Cosworth V8 EXP	1h 42m 03.00
6th	Derek Warwick	(GB)	Arrows A11-Cosworth V8 DFR	1h 42m 12.51
7th	Mauricio Gugelmin	(BRA)	March CG891-Judd V8	1 lap behi
8th	Stefan Johansson	(S)	Onyx ORE1-Cosworth V8 DFR	1 lap behi
9th	Pierluigi Martini	(I)	Minardi M189-Cosworth V8 DFR	1 lap behi
10th	Emanuele Pirro	(I)	Benetton B189-Cosworth V8 EXP	1 lap behi
11th	Andrea de Cesaris	(I)	BMS Dallara F189-Cosworth V8 DFR	1 lap behi
12th	Ivan Capelli	(I)	March CG891-Judd V8	1 lap behi
13th	Olivier Grouillard	(F)	Ligier JS33-Cosworth V8 DFR	1 lap behi
14th	Jonathan Palmer	(GB)	Tyrrell 018-Cosworth V8 DFR	2 laps behi
15th	Luis Perez-Sala	(E)	Minardi M189-Cosworth V8 DFR	3 laps behi
16th	Philippe Alliot	(F)	Lola L89-Lamborghini V12	5 laps behi
17th	Eddie Cheever	(USA)	Arrows A11-Cosworth V8 DFR	retired on lap
18th	Bertrand Gachot	(B)	Onyx ORE1-Cosworth V8 DFR	retired on lap
19th	Riccardo Patrese	(I)	Williams FW12C-Renault V10	retired on lap
20th	Michele Alboreto	(I)	Lola L89-Lamborghini V12	retired on lap
21st	Alessandro Caffi	(I)	BMS Dallara F189-Cosworth V8 DFR	retired on lap
22nd	Martin Brundle	(GB)	Brabham BT58-Judd V8	retired on lap
23rd	Gerhard Berger	(AUT)	Ferrari F1/89-Ferrari V12	retired on lap
24th	Stefano Modena	(I)	Brabham BT58-Judd V8	retired on lap
25th	René Arnoux	(F)	Ligier JS33-Cosworth V8 DFR	retired on lap
26th	Johnny Herbert	(GB)	Tyrrell 018-Cosworth V8 DFR	retired on lap

Fastest Lap: Alain Prost (McLaren-Honda) 2 min 11.571 secs on lap 44; 189.890 kph (117.992 mph)
Winner's Average Speed: 181.576 kph (112.820 mph). **Conditions:** Very wet.

DNQ	Satoru Nakajima	(J)	Lotus 101-Judd V8	1.57.2
DNQ	Nelson Piquet	(BRA)	Lotus 101-Judd V8	1.57.7
DNQ	Christian Danner	(D)	Rial ARC2-Cosworth V8 DFR	2.00.2
DNQ	Pierre-Henri Raphanel	(F)	Rial ARC2-Cosworth V8 DFR	2.02.9
DNPQ	Nicola Larini	(I)	Osella FA1-M-Cosworth V8 DFR	1.58.0
DNPQ	Piercarlo Ghinzani	(I)	Osella FA1-M-Cosworth V8 DFR	1.58.2
DNPQ	Roberto Moreno	(BRA)	Coloni C3-Cosworth V8 DFR	1.58.6
DNPQ	Gabriele Tarquini	(I)	AGS JH24-Cosworth V8 DFR	1.59.4
DNPQ	Bernd Schneider	(D)	Zakspeed ZK891-Yamaha V8	2.00.7
DNPQ	Aguri Suzuki	(J)	Zakspeed ZK891-Yamaha V8	2.00.7
DNPQ	Yannick Dalmas	(F)	AGS JH23-Cosworth V8 DFR	2.02.2
DNPQ	Gregor Foitek	(CH)	EuroBrun ER188B-Judd V8	2.02.7
DNPQ	Enrico Bertaggia	(I)	Coloni C3-Cosworth V8 DFR	2.21.7

COLLECTORS' MARQUES AT CHRISTIE'S



Christie's regular sales of collectors' cars present both the enthusiast and serious collector with unique opportunities to buy the finest examples of some of the most sought after motor cars.

The sale of the fabulous Aston Martin DBR 2 and the D-Type Jaguar at our sale in Monaco, captured the headlines. But Christie's auctions also include equally fine examples of collectors' cars in almost every class.

Christies' recent sales have included such diverse models as Austin 7 and 10/4 saloons, MGTF, Triumph TR3B and E-Type Jaguar sportscars and even a 1952 Bedford 20 seat bus.

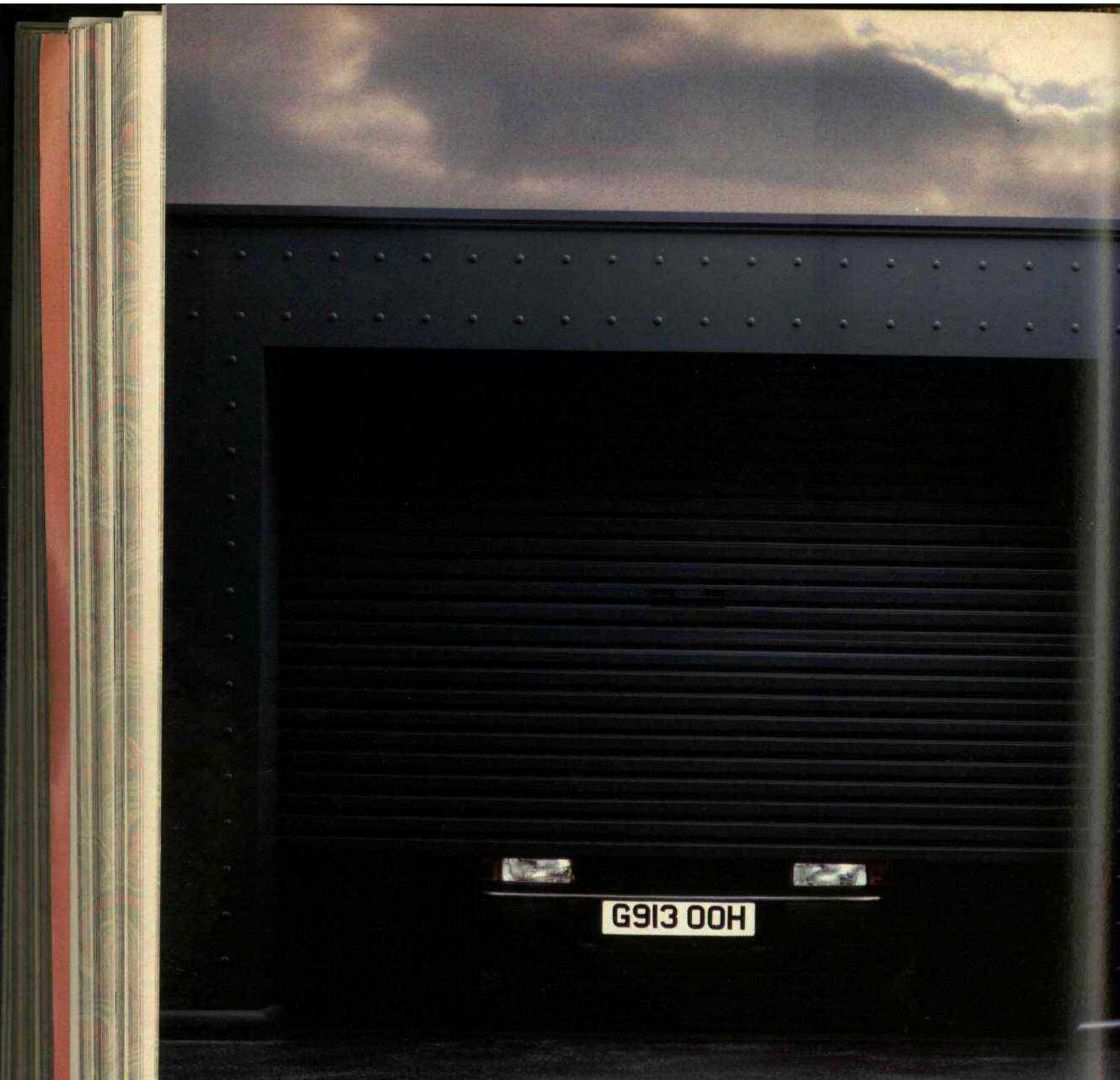
Christies' in depth research of every car they sell ensures that buyers are given the fullest information on both a car's history and condition.

If you are considering buying or selling a collectors' car at auction, talk to Colin Crabbe or Neil Corner who will be happy to give advice and guidance, and they can arrange for you to receive Christie's Motor Car auction catalogues on a regular basis if you wish. Christie's Collectors' Car Department, 8 King Street, St. James's, London SW1Y 6QT. Telephone 01-839 9060 or Telefax 01-925 2649.

Our next sale is at Beaulieu on Monday, December 11th; closing date for entries: 11 October.

CHRISTIE'S

In association with Lord Montagu of Beaulieu.



WHAT COULD BE MORE DESIRABLE THAN A BRAND NEW CAR?

If you thought a BMW was out of the question, think again. Because for the price of an 'average' new car, you could well drive home an Approved Used BMW.

Granted you may not be sporting G-reg number plates.

But then you will be sporting all the many and varied advantages of owning a BMW.

A car that is made from only the very highest quality steel.

And one that has undergone no less than a 46 stage paint process.

A car, in short, that's built to last.

Even then, not every BMW qualifies to become Approved Used car. Far from it.

These select machines have to be under 5 years and have covered less than 60,000 miles.

They must then undergo a multi point check, wh everything from the lights to the lighter is rigorously tested.

This skilled task is performed by the only person w really knows how: a BMW trained technician.

The car that makes the grade will finally be given Approved Used Car warranty.



This covers most of the car's mechanical and electrical parts whether it be at home or in Europe.

Meanwhile an Emergency Service Cover will protect the driver and passengers against accidents or breakdowns.

But will the car then be put on display in BMW dealer showrooms? Most certainly not.

Before that occurs, it will be given a full valet service, leaving it gleaming from tip to tail-light.

A BMW Approved Used car it may be, but we aren't the only ones who'll do the approving.

To: BMW Information Service, PO Box 46, Hounslow, Middlesex TW4 6NF. Tel: 01-897 6665.
Please send me a BMW Approved Used Car Information File and the name of my local dealer.

(Mr, Mrs, Miss, etc.) Initial Surname Address

AM/3/MS/1

Town County

Post Code Telephone

Present Car Year of reg. Age if under 18

Approved Used Cars



Who were the crowd cheering: Prost or Berger as the McLaren overtook the Ferrari?

Food for Thought

Six years ago, Alain Prost was the most vilified man in Italy. He was hated so much by the tifosi he had to be protected by bodyguards during the Italian GP. He even received death threats. When his Renault broke he faced a long walk back to the pits, and was stoned by Ferrari's faithful supporters.

Times change in F1, but nothing is more mercurial than the tifosi's affections. On lap 40 of the 1989 Italian GP they faced a dilemma. Nigel Mansell - 'Lion Nigel' as the supporting banners called him - was clearly in some sort of trouble and wasn't going to win for Ferrari. And Prost was closing in on Gerhard Berger's second-placed F1/89. They'd cheered the Frenchman on the formation lap, but what to do now?

A lap later, the deed was done as Prost scythed inside the Ferrari going into the first chicane, right under the noses of the tifosi. By then the reaction had been sanctioned. Here, after all, was the true 1990 Ferrari driver disposing of the traitor who was turning his back on the Prancing Horse to drive for the enemy next year. Never mind that the Austrian had been the hero of the hour the previous year when he smashed McLaren's hopes of winning every 1988 GP. That was then and this was now.

There was more to come.

You didn't have to be able to see up to the Parabolica on lap 45 to know something horrible had befallen Ayrton Senna. The scream of the tifosi and the flurry of their banners was graphic enough indication. As far as they were concerned the *right* McLaren was now leading.

The Brazilian had, quite simply, annihilated the opposition in qualifying on Saturday. The day before, when the track itself was faster, he'd struggled to get within three tenths of the Ferraris, yet by Saturday McLaren Honda had found a massive 1.3s at a time when the Ferrari drivers had lost two tenths apiece. Ayrton might have bodged his first run with a missed gearshift, but on the second he slammed round in 1m 23.720s to leave the rest gasping.

Prost, unhappy with his chassis set-up and engine response all through qualifying, looked shattered as he climbed out of his MP4/5, a best of 1m 25.510s putting him behind the Ferraris and dangerously close to the hand of Riccardo Patrese in his Williams.

That was when all the aggravation was stirred up again within the McLaren camp. Prost did his best not to say outright, as he had after the Mexican GP, that he felt his equipment was inferior to Senna's, but there were plenty of others in the pit lane ready to voice his thoughts for him.

"Five clicks faster on the straight?" said Mansell as he looked at the relative times for the two McLaren pilots and dabbed a digit at Senna's 321kmh top speed. "It's obvious they're up to their tricks again."

Keke Rosberg, another ex-Williams Honda driver with what he feels to be good cause, was adamant the Frenchman was not receiving parity. In their Williams days, both Mansell and Rosberg cite times when they felt their engines were definitely not on par with their team-mates'.

The rumours began to spread again, just as Ron Dennis and Osamu Goto were thinking they had put a stop to them by Hockenheim the first time around. Then they had painstakingly, they said, told Prost that he wasn't using full revs as long as Senna was, that he would have to adapt his style to the characteristics of a Honda V10 that wasn't as strong at its bottom end as it was at the top. Senna, they said, knew how to drive, and blipped the throttle in the corners just as he had done in the turbo era. Then it was to maintain boost; now it was to maintain revs and keep the engine within its optimum range. Prost, the smoothest driver

Italian GP

in the business, would have to start using the throttle more.

The man himself, not surprisingly in view of his Grand Prix victories record, was rather less convinced. True, he would admit, he had had a different chip - sorry, EPROM - in his management system, to richen the low-rev mixture and alleviate the pick-up problem. But in testing at Ricard prior to Canada, he said, he had been given the use of a chip he'd never heard of before, the one which Senna had had all year. Since Montreal, his car had been back on the pace.

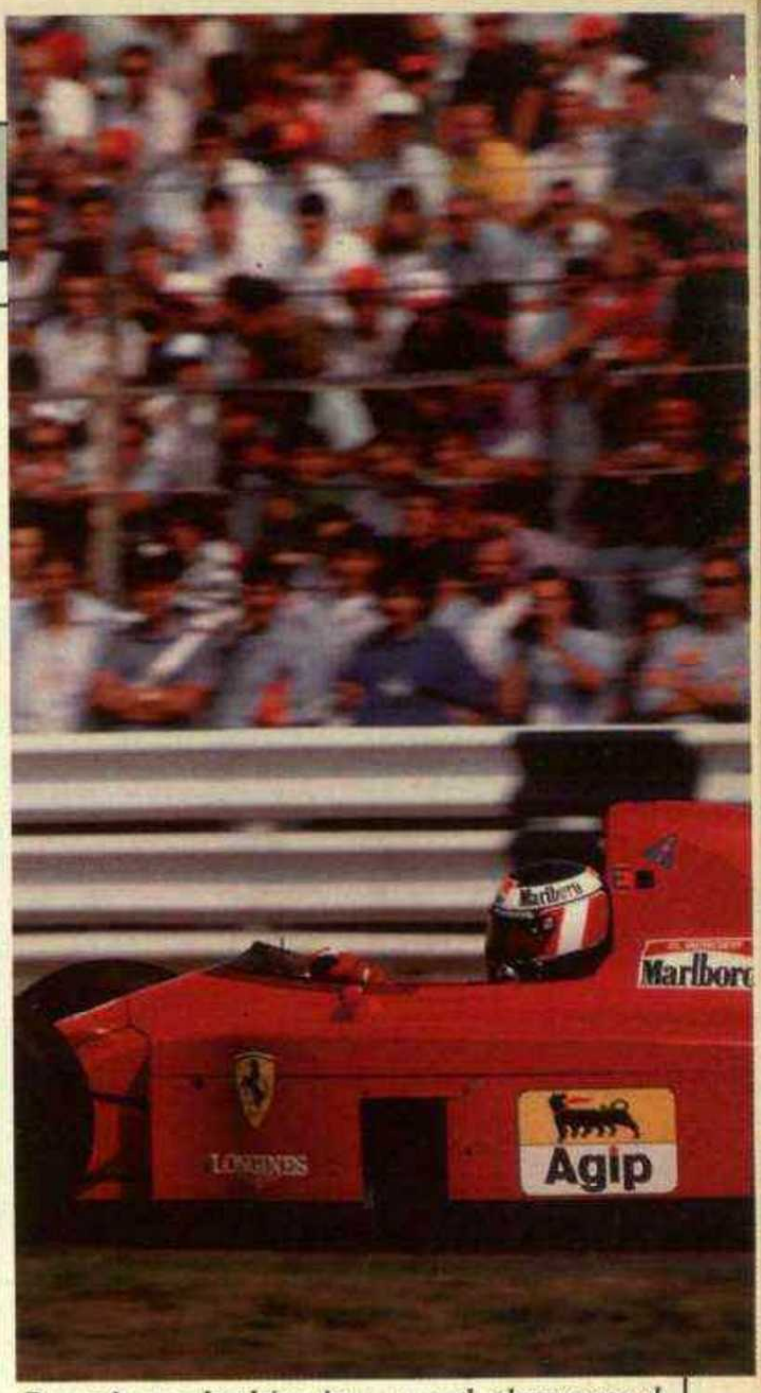
Now, he claimed, his engine was off-song, and though there were other factors in the equation in Monza qualifying, such as an inferior set-up and more wing, he didn't feel he was 5kmh slower than Ayrton Senna as a driver of a supposedly identical car. French and Swiss television quoted him as threatening to quit before Suzuka and Adelaide if he ever thought he and Senna had unequal cars.

Dennis pushed a bung into the leak by holding a press conference for the national daily journalists, while Goto maintained a discreet silence and evinced none of the enthusiasm for lecturing the press that he had when 'putting the specialists right' in Germany.

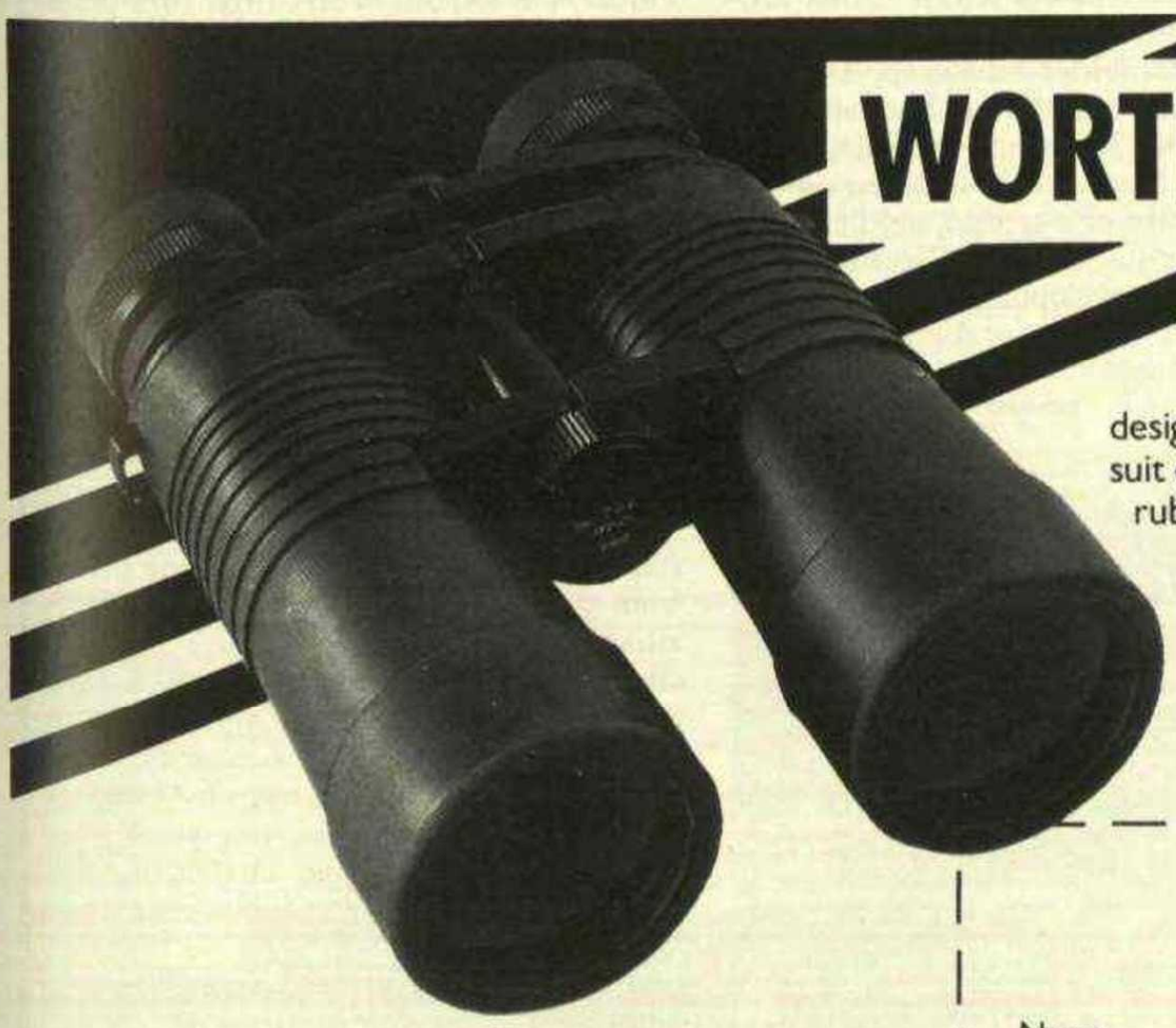
So Senna went off from pole like tomorrow had been cancelled, and led right through to lap 45, when his lead over Prost was 21.78s. Blown off? It appeared so. Some pointed out that Prost's fastest race lap, set on lap 43, was faster than Senna's best, also set that lap. But Senna himself admitted he had been conserving revs from the start, and nursing fading oil pressure from lap 40. Since then, he had backed off the throttle even more.

As he coasted hazily into Parabolica on lap 45, oil erupted from the V10 and the slick coating over his rear Goodyears sent him sliding into a spin and the already inevitable retirement. Throughout the entire furore he maintained a diplomatic silence, neither fuelling an ugly situation, nor apparently reacting to it. Regardless of whether Jean-Marie Balestre was correct when he asserted on the victory rostrum that Prost had driven brilliantly to win in a car with 20bhp less than his, he had driven another faultless race, only to be robbed eight laps from home.

So Alain Prost took the chequered flag for the 39th time in his GP career, and in the process won McLaren another Constructors' Championship and edged it level with Lotus' tally of 79. A dull race was over,



Berger's steady drive into second place earned him his first points of the year.



WORTH LOOKING INTO

Only Ranger binoculars combine high quality optics and robust construction with such a tremendous variety of styles. From popular traditional designs to the latest folding compacts, there's something to suit everyone – in a choice of standard, heavy-duty rubberised, or leather style finishes.

Prices range from just £25 to over £100, and include attractive carrying case, and a full 5 year guarantee.

Well worth looking into – send for the full colour Ranger brochure and details of your local stockists today.

J.J. Silber Ltd. Ranger dept. 01-903 8081

RANGER

BINOCULARS

J.J. Silber Ltd. Ranger dept.
Engineers Way, Wembley, Middx HA9 0EB

Name_____

Address_____

_____

_____

_____ Postcode_____

MS10



Alesi and Brundle had a good tussle with the Frenchman finally clinching fifth position.

but the real story of the Italian GP was about to reach its climax.

On the rostrum, Prost handed down his trophy to the eager tifosi, already cementing his relationship with his new friends. In doing so, however, he may well have shattered his relationship with Dennis forever. As he witnessed this act of 'treason', Ron exploded. Trophies mean a lot to McLaren, especially in the foyer at Albert Drive, and here was a McLaren trophy going to Ferrari's fans. It was all too much, and Ron slammed his own trophy down at Prost's feet before storming off, leaving the bewildered Frenchman to chase at his heels.

Neither disclosed what they'd said to each other, but Alain was deeply hurt to find a Ferrari sticker on his helmet and pasta in the cockpit of his car when he returned to the garage. And to find some of his closest friends in the team voicing criticism of his criticism of the chassis set-up. "After all," said one, "he's the one who sets it up..."

Against that bitter backdrop, Ferrari's situation didn't seem so bad after all. After annihilating the McLarens on Friday, when Berger edged Mansell out for fastest time by five thousandths of a second, neither could hold a candle to Senna on Saturday, even with the latest development V12s. But despite morning transmission trouble cau by a faulty bush, Berger started from front row and did a sensible job to bring F1/89 home for the first time since Japan 1988. Those six points were well worth new restraint he forced into his usu exuberant style.

Mansell, meanwhile, found his gear losing hydraulic pressure due to the p gressive failure of an internal O-ring t had been nipped during assembly. As ge shifts became more difficult, he lost grou to Berger, was finally passed by Prost on 21, and then succumbed to Boutsen on 42, just as the unit failed altogether. A did, Patrese had a major moment avoid him, coming on the near-stationary Fer at 240kmh.

For Boutsen, scraping past Mansell the highlight of a race in which ini pressure from Sandro Nannini's Benet had evaporated as the Italian lost dow force in his wake and ruined his front ty After a very fast stop for replacements, was making inroads into Patrese's troub sixth place - the FW12C was pulling h right whenever he backed off - when he out of brakes. Team-mate Emanuele Pi had been very little slower in qualify (even though Benetton has dispensed w his 1990 services in favour of Nel Piquet) but fell out of an initial 10th pl on lap one when he was punted on to grass and broke the transmission.

In bringing his Tyrrell 017 home fi Jean Alesi not only plastered a larger sm than usual on Ken Tyrrell's chee countenance, but further endorsed his b geoning reputation. He'd had a na moment when he awoke to rain Saturday, since a small rear wing infrin ment had nullified Friday's times, but was lucky. The track dried and he carr on as if nothing happened to qualify excellent 10th.

He couldn't hold Patrese in the ea stages, managed to shrug off a strong thr from a flying Nelson Piquet as the B zilian's Lotus was dogged with a fau clutch following a morning engine chan and then succumbed to Capelli's fly March until the Leyton House car cappe fraught weekend for the team by blow up on lap 31. Thereafter, though Mar Brundle staged a late challenge, Frenchman had his measure since the fr tyres Brundle had had fitted on the g rotated on their rims and created sev vibrations.

Pirelli's other leading lights fared l well. Modena didn't even make the st after he was thrown out on Saturday aft noon for failing to stop at the red pit en light for a mandatory weight check, wh Pierluigi Martini survived an opening clash with Michele Alboreto's Lola to t seventh. With his slightly damag Minardi, he was in no position to fend o



Mansell fell back into the clutches of Boutsen as the Ferrari's gearbox began to play up.


MARELLI
MARELLI
MARELLI

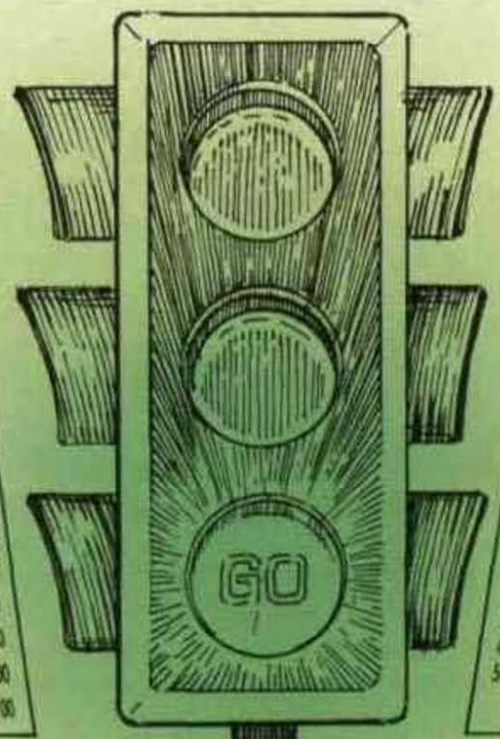
Now's the time to move into lower rate car insurance

EXAMPLES

DRIVERS WITH CLEAN RECORD

Age	Cover	Car	Risk	Area	Cost	Deposit
17	TPFT	Escort 1100	Student – Prov. Lic.	London GLC	£227.00	£77.00
18	TPFT	Capri 2000	Bank Clerk – Full Lic.	London GLC	£336.00	£114.00
19	TPFT	Opel Manta GTE	Clerical – Full Lic.	London GLC	£388.00	£132.00
20	COMP	Fiesta Ghia	Female – 2 years NCB	London GLC	£337.00	£140.00
21	COMP	Peugeot 205 GL	Accountant – Nil NCB	London GLC	£411.00	£140.00
22	TPFT	RS 2000	Builder – 3 years NCB	London GLC	£252.00	£85.00
23	TPFT	Astra GTE	Male – Nil NCB	Warws.	£404.00	£137.00
24	COMP	Toyota MR2	Male – Nil NCB	Essex	£583.00	£198.00
25	COMP	Mini Mayfair	Policeman – Nil NCB	London SW1	£199.00	£67.00
30	COMP	Fiesta 1100	Bank Clerk – Nil NCB	London E1	£218.00	£74.00
35	COMP	XR3i	Builder – 4 years NCB	London GLC	£192.00	£65.00
40	COMP	Carlton 2000	Max. NCB	London GLC	£185.00	£62.00
50	COMP	Cavalier 1600	Postal Worker – Max. NCB	London GLC	£101.00	£34.00

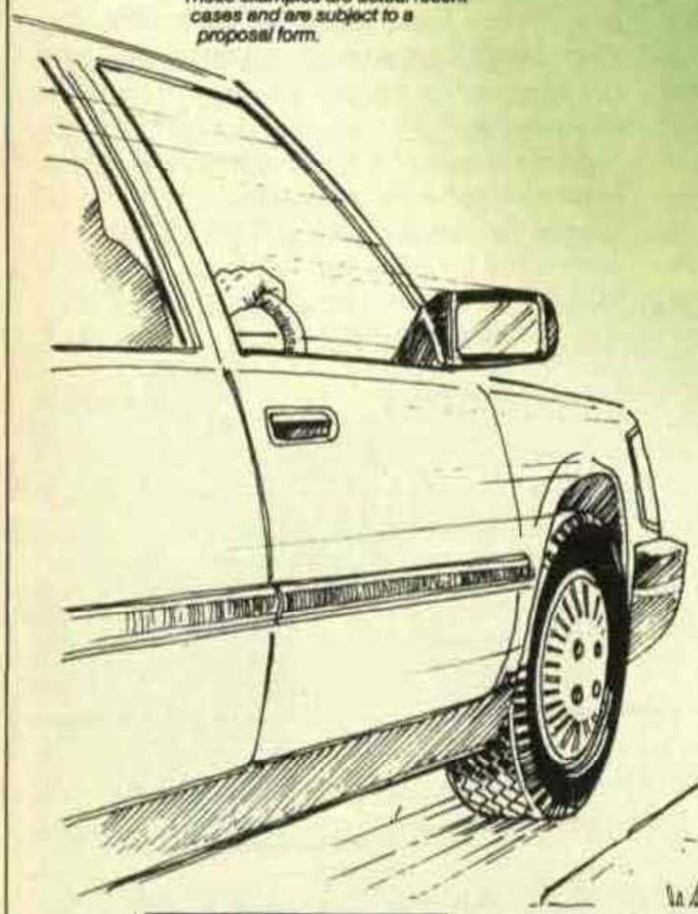
These examples are actual recent cases and are subject to a proposal form.



EXAMPLES

DRIVERS WITH ACCIDENTS/ CONVICTIONS

Age	Cover	Car	Risk	Area	Cost	Deposit
17	TPFT	Escort 1.3 Ghia	1987 IN ID 1988 – PC30 CU 10, CU 40	London E15	£634.00	£215.00
18	TPFT	Mini 1000	1987 UT 40 in 10 LC 10	London GL6	£455.00	£155.00
19	TPFT	Escort 1100	1988 DR 10 – 1 yr NCB	London GLC	£276.00	£93.00
20	TPFT	TR7	1985 PL 30, 1987 SP 30	Lincs.	£296.00	£100.00
21	TPFT	Cavalier 1600	'86 PL 10, CU 10, CU 20	London GLC	£213.00	£72.00
22	COMP	Peugeot 205 GTI	1985 DR 10 – 1 yr NCB	Essex	£972.00	£329.00
23	TPFT	Astra 1300	Female '86 Accident CD 10	London GLC	£241.00	£82.00
24	TPFT	Orion L	1984 DD 30 – 3 yrs NCB	London GLC	£166.00	£56.00
25	COMP	Escort 1300	'87 2 Accidents – 1 yr NCB	London E18	£361.00	£123.00
30	COMP	Escort Popular	Female Bank Clerk, 2 Accidents 1988	London GLC	£296.00	£100.00
35	TPFT	Cortina 2000	Accidents, '87, '88, '89	London GLC	£344.00	£117.00
40	TPFT	Mercedes 240D	1977 DR 10, 1983 in 10	London E12	£274.00	£93.00
50	COMP	Lotus Eclat	£4,000 Accident 1987 – 1 year NCB	Suffolk	£413.00	£140.00



Incredible low rates NOW AVAILABLE by instalments.

Phone now for instant cover or quotation.

Access VISA

MRB INSURANCE BROKERS LIMITED

01-590 7755

321/3 High Road, Chadwell Heath, Romford, Essex RM6 6AX

Results — ITALIAN GRAND PRIX

STARTING GRID

1
A. Senna
(McLaren-Honda V10)
1min 23.720secs

27
N. Mansell
(Ferrari V12)
1min. 24.739secs

6
R. Patrese
(Williams-Renault V10)
1min. 25.545secs

30
P. Alliot
(Lola-Lamborghini V12)
1min. 26.985secs

20
E. Pirro
(Benetton-Cos V8)
1min. 27.397secs

11
N. Piquet
(Lotus-Judd V8)
1min. 27.508secs

29
M. Alboreto
(Lola-Lamborghini V12)
1min. 27.803secs

23
P. Martini
(Minardi-Cos V8)
1min. 27.923secs

22
A. de Cesaris
(BMS Dallara-Cos V8)
1min. 28.129secs

12
S. Nakajima
(Lotus-Judd V8)
1min. 28.441secs

26
O. Grouillard
(Ligier-Cos V8)
1min. 28.669secs

25
R. Arnoux
(Ligier-Cos V8)
1min. 28.685secs

15
M. Gugelmin
(March-Judd V8)
1min. 28.923secs

28
G. Berger
(Ferrari V12)
1min. 24.734secs

2
A. Prost
(McLaren-Honda V10)
1min. 25.510secs

5
T. Boutsen
(Williams-Renault V10)
1min. 26.155secs

19
A. Nannini
(Benetton-Cos V8)
1min. 27.052secs

4
J. Alesi
(Tyrrell-Cos V8)
1min. 27.399secs

7
M. Brundle
(Brabham-Judd V8)
1min. 27.627secs

3
J. Palmer
(Tyrrell-Cos V8)
1min. 27.822secs

9
D. Warwick
(Arrows-Cos V8)
1min. 28.092secs

16
I. Capelli
(March-Judd V8)
1min. 28.430secs

21
A. Caffi
(BMS Dallara-Cos V8)
1min. 28.596secs

37
B. Gachot
(Onyx-Cos V8)
1min. 28.684secs

17
N. Larini
(Osella-Cos V8)
1min. 28.773secs

24
L. Sala
(Minardi-Cos V8)
1min. 29.293secs

1989 WORLD CHAMPIONSHIP

DRIVERS

Alain Prost	71
Ayrton Senna	51
Nigel Mansell	38
Riccardo Patrese	28
Thierry Boutsen	24
Alessandro Nannini	14
Nelson Piquet	9
Michele Alboreto	6
Eddie Cheever	6
Derek Warwick	6
Gerhard Berger	6
Johnny Herbert	5
Jean Alesi	5
Andrea de Cesaris	4
Mauricio Gugelmin	4
Stefano Modena	4
Alessandro Caffi	4
Christian Danner	3
Stefan Johansson	2
René Arnoux	2
Pierluigi Martini	2
Martin Brundle	2
Gabriele Tarquini	1
Olivier Grouillard	1
Luis Perez-Sala	1
Jonathan Palmer	1

MANUFACTURERS

McLaren-Honda	122
Williams-Renault	52
Ferrari	44
Benetton-Cosworth	19
Arrows-Cosworth	12
Tyrrell-Cosworth	12
Lotus-Judd	9
Dallara-Cosworth	8
Brabham-Judd	6
March-Judd	4
Rial-Cosworth	3
Ligier-Cosworth	3
Minardi-Cosworth	3
Onyx-Cosworth	2
AGS-Cosworth	1

LAP TIMES

No	Driver	Car	Tyres	Pre-Qualifying	Friday Qualifying	Saturday Qualifying	Best Race Lap	(on lap)
1	A. Senna	McLaren MP4/5	G		1.25.021	*1.23.720*	1.28.179	(43)
2	A. Prost	McLaren MP4/5	G		1.25.872	1.25.510	*1.28.107*	(43)
3	J. Palmer	Tyrrell 018	G		1.29.187	1.27.822	1.32.474	(12)
4	J. Alesi	Tyrrell 018	G		*1.28.799	1.27.399	1.30.588	(32)
5	T. Boutsen	Williams FW12C	G		1.26.155	1.26.392	1.28.245	(43)
6	R. Patrese	Williams FW12C	G		1.26.195	1.25.545	1.28.857	(33)
7	M. Brundle	Brabham BT58	P		1.27.627	1.27.637	1.30.437	(32)
8	S. Modena	Brabham BT58	P		1.28.377	1.28.017**		
9	D. Warwick	Arrows A11	G		1.28.092	1.29.031	1.32.302	(12)
10	E. Cheever	Arrows A11	G		1.29.884	1.29.554		
11	N. Piquet	Lotus 101	G		1.28.135	1.27.508	1.30.976	(8)
12	S. Nakajima	Lotus 101	G		1.28.769	1.28.441	1.31.931	(42)
15	M. Gugelmin	March CG891	G		1.29.192	1.28.923	1.33.571	(9)
16	I. Capelli	March CG891	G		1.31.969	1.28.430	1.30.236	(9)
17	N. Larini	Osella FA1-M	P	1.27.980	1.29.265	1.28.773	1.32.416	(7)
18	P. Ghinzani	Osella FA1-M	P	1.28.884				
19	A. Nannini	Benetton B189	G		1.27.162	1.27.052	1.29.726	(27)
20	E. Pirro	Benetton B189	G		1.28.367	1.27.397	no time	
21	A. Caffi	BMS Dallara F189	P		1.28.596	1.28.708	1.31.112	(42)
22	A. de Cesaris	BMS Dallara F189	P		1.28.129	1.28.180	1.31.138	(38)
23	P. Martini	Minardi M189	P		1.28.397	1.27.923	1.31.468	(37)
24	L. Sala	Minardi M189	P		1.29.592	1.29.293	1.31.535	(41)
25	R. Arnoux	Ligier JS33	G		1.28.685	1.28.843	1.32.577	(6)
26	O. Grouillard	Ligier JS33	G		1.28.669	1.29.537	1.31.639	(29)
27	N. Mansell	Ferrari F1/89	G		1.24.739	1.24.979	1.28.820	(33)
28	G. Berger	Ferrari F1/89	G		*1.24.734*	1.24.998	1.28.712	(43)
29	M. Alboreto	Lola L89	G	1.27.829	1.28.586	1.27.803	1.32.548	(13)
30	P. Alliot	Lola L89	G	1.26.623	1.27.118	1.26.985	1.44.035	(1)
31	R. Moreno	Coloni C3	P	1.28.864				
32	E. Bertaggia	Coloni C3	P	1.31.606				
33	O. Larrauri	EuroBrun ER189	P	1.30.089				
34	B. Schneider	Zakspeed ZK891	P	1.29.472				
35	A. Suzuki	Zakspeed ZK891	P	1.30.085				
36	S. Johansson	Onyx ORE-1	G	1.28.588				
37	B. Gachot	Onyx ORE-1	G	1.28.344	1.28.684	1.29.058	1.32.691	(15)
38	C. Danner	Rial ARC2	G		1.32.074	1.31.830		
39	P-H. Raphanel	Rial ARC2	G		*1.31.994	1.36.295		
40	G. Tarquini	AGS JH24	G	1.28.813				
41	Y. Dalmas	AGS JH23	G	1.30.382				

*Time disallowed for rule infringement **Disqualified from meeting

RESULTS
Italian Grand Prix, Monza, September 10
53 laps of 5.80km circuit (307.400km/191.009 miles)

Pos	Driver	Nat.	Car/Engine	Time
1st	Alain Prost	(F)	McLaren MP4/5-Honda V10	1h 19m 27.550s
2nd	Gerhard Berger	(AUT)	Ferrari F1/89-Ferrari V12	1h 19m 34.876s
3rd	Thierry Boutsen	(B)	Williams FW12C-Renault V10	1h 19m 42.525s
4th	Riccardo Patrese	(I)	Williams FW12C-Renault V10	1h 20m 06.272s
5th	Jean Alesi	(F)	Tyrrell 018-Cosworth V8 DFR	1 lap behind
6th	Martin Brundle	(GB)	Brabham BT58-Judd V8	1 lap behind
7th	Pierluigi Martini	(I)	Minardi M189-Cosworth V8 DFR	1 lap behind
8th	Luis Perez-Sala	(E)	Minardi M189-Cosworth V8 DFR	1 lap behind
9th	René Arnoux	(F)	Ligier JS33-Cosworth V8 DFR	2 laps behind
10th	Satoru Nakajima	(J)	Lotus 101-Judd V8	2 laps behind
11th	Alessandro Caffi	(I)	BMS Dallara F189-Cosworth V8 DFR	retired on lap 48
12th	Andrea de Cesaris	(I)	BMS Dallara F189-Cosworth V8 DFR	retired on lap 46
13th	Ayrton Senna	(BRA)	McLaren MP4/5-Honda V10	retired on lap 45
14th	Nigel Mansell	(GB)	Ferrari F1/89-Ferrari V12	retired on lap 42
15th	Bertrand Gachot	(B)	Onyx ORE-1-Cosworth V8 DFR	retired on lap 39
16th	Alessandro Nannini	(I)	Benetton B189-Cosworth V8 EXP	retired on lap 34
17th	Ivan Capelli	(I)	March CG891-Judd V8	retired on lap 31
18th	Olivier Grouillard	(F)	Ligier JS33-Cosworth V8 DFR	retired on lap 31
19th	Nelson Piquet	(BRA)	Lotus 101-Judd V8	retired on lap 24
20th	Jonathan Palmer	(GB)	Tyrrell 018-Cosworth V8 DFR	retired on lap 19
21st	Derek Warwick	(GB)	Arrows A11-Cosworth V8 DFR	retired on lap 19
22nd	Nicola Larini	(I)	Osella FA1-M-Cosworth V8 DFR	retired on lap 17
23rd	Michele Alboreto	(I)	Lola L89-Lamborghini V12	retired on lap 15
24th	Mauricio Gugelmin	(BRA)	March CG891-Judd V8	retired on lap 15
25th	Philippe Alliot	(F)	Lola L89-Lamborghini V12	retired on lap 2
26th	Emanuele Pirro	(I)	Benetton B189-Cosworth V8 EXP	retired on lap 1

Fastest Lap: Alain Prost (McLaren MP4/5-Honda V12) 1 min 28.107 secs on lap 43; 236.985 kph (146.717 mph)
Winner's Average Speed: 232.119 kph (144.232 mph). **Conditions:** Hot.

DNQ	Eddie Cheever	(USA)	Arrows A11-Cosworth V8 DFR	1.29.554
DNQ	Christian Danner	(D)	Rial ARC2-Cosworth V8 DFR	1.31.830
DNQ	Pierre-Henri Raphanel	(F)	Rial ARC2-Cosworth V8 DFR	1.36.295
Disq	Stefano Modena	(I)	Brabham BT58-Judd V8	1.28.017
DNPQ	Stefan Johansson	(S)	Onyx ORE-1-Cosworth V8 DFR	1.28.588
DNPQ	Gabriele Tarquini	(I)	AGS JH24-Cosworth V8 DFR	1.28.813
DNPQ	Roberto Moreno	(BRA)	Coloni C3-Cosworth V8 DFR	1.28.864
DNPQ	Pier-Carlo Ghinzani	(I)	Osella FA1-M-Cosworth V DFR	1.28.884
DNPQ	Bernd Schneider	(D)	Zakspeed ZK891-Yamaha V8	1.29.472
DNPQ	Aguri Suzuki	(J)	Zakspeed ZK891-Yamaha V8	1.30.085
DNPQ	Oscar Larrauri	(ARG)	EuroBrun ER189-Judd V8	1.30.089
DNPQ	Yannick Dalmas	(F)	AGS JH24-Cosworth V8 DFR	1.30.382
DNPQ	Enrico Bertaggia	(I)	Coloni C3-Cosworth V8 DFR	1.31.606

FORMULA ONE SCENE

Spouting at Spa

Anyone who has been to the motorcycle TT races in the Isle of Man will know what I mean when I say "there was mist on the mountain". The Spa-Francorchamps circuit where the Belgian Grand Prix was run last month does not have a real mountain at one end, but there is quite a difference in altitude between the low point at Eau Rouge and the high point at Les Combes, where the new part of the circuit begins. Unfortunately television coverage of the circuit, with the use of drastically foreshortening lenses, does not do justice to the sheer grandeur of the circuit, nor of the length of the straight bits, nor the steepness of the inclines.

Even so, the coverage for those unable to get to Belgium is pretty good, but being there is being in a whole new world of spectacular Grand Prix racing. To drive round in a family saloon takes your breath away, and the plunge down the long hill in the centre of the circuit is one of those things that makes you exclaim "Wheeee . .ee . .ee". It is difficult to imagine what it is like at 180 mph in a Grand Prix car, but it is quite understandable when drivers say it is the best circuit on the calendar at the moment.

All weekend "there was mist on the mountain" and the weather at Les Combes never did clear although the rain did stop at times. From the pit/paddock area the top of the hills and the fir trees were shrouded in mist or low cloud every time you looked across the valley. In spite of all this I was not aware of any driver deciding not to go out, even in practice, let alone in qualifying. When the heavens opened fifteen minutes before the scheduled starting time on Sunday nobody would have blamed anyone who decided they had had enough and were going home. The rain had stopped pelting down by 2.30pm and it was just raining, but the start was delayed for 30 minutes while marshals worked valiantly at dispersing the flood water and sweeping mud and gravel off the track, which the rains had carried across the circuit.

At 2.30pm the conditions had been diabolical, if not downright impossible, and at 3pm they were just awful. When the green flag was waved to set pole-man Senna off on the parade lap the whole field followed him, eager to get on with the racing; apart from Stefano Modena who was having to start from the pit lane due to a change of Brabham. Conditions were still pretty bad when the twenty-five cars took position on the grid, but when the green light came on they were gone as if they always drove in such conditions. Heroes all, and greatly admired by even the worst of the Formula One critics and cynics.

Many people find it fashionable and clever to criticize Ayrton Senna in everything he does, and frankly they bore me, but the 1989 Belgian Grand Prix answered their continual bleat about "why is Senna so obsessed with being on pole position?" Apart from the sheer satisfaction of doing the perfect lap, and setting a new benchmark, pole position shows any opposition who is fastest, and as Fangio says in his



Ayrton Senna — another Fangio?

forthcoming autobiography in English, "when you are World Champion you should be honour-bound to show people why you are World Champion." All these things Senna agrees with instinctively, but when the weather is like it was in Belgium you are the only one with a clear view. On that opening lap there must have been twenty-five drivers wishing they had been on pole position rather than Ayrton Senna, but it was too late.

His problems began on lap 8 when he began to lap the tail-enders, for it meant coming up behind a great cloud of spray containing a car somewhere inside. For those like Prost, Berger and Mansell, who had been following Senna, the problem was different, for all they had to do was follow the cloud of spray in front, with no speed differential. When you are leading a race like this, with a clear but murky road ahead of you there are no problems, but when you begin to see a moving cloud of spray a long way ahead you have to start thinking carefully.

Last year, after his runaway victory, Ayrton Senna told me how he programmed himself for lapping slower cars with such apparent ease. It wasn't easy, it required a lot of thought and winning on such a challenging circuit as Francorchamps was more of a mental strain than a physical one. In the dry he could see the tail-enders as much as a mile ahead of him, either at the end of the long uphill straight to Les Combes, or across the open valley on the high-speed swoop down to the Stavelot road. Seeing what car it was, and which driver it was, gave him time to estimate where he would actually catch it, and thus pre-plan his tactics and approach. If there were two cars together it soon became apparent that either they were racing against each other, and would have to be overtaken in one move, or if the gap between them changed between two viewpoints it would be a case of passing the individually, and at different places on t circuit. His ideal situation was to overta one under braking for La Source hairpi and the other on the rush down to E Rouge.

All that was comparatively simple, pr viding you have the sort of eyes that see, t brain that registers and the skill to drive 180 mph and think well ahead all the tim In the pouring rain it was a different sto altogether.

There was no way of pre-planning, for y could not see what was in the cloud of spr until you were in it as well, with your ov cloud all around you. Then you had to ma instant decisions and act on reflexes mo than anything else. In a *mille*-second y had to take in what the other car was, wh was driving it, what speed it was going which direction it was taking and whether was actually two cars, not one. After the ra Senna had to admit that he was very caref about lapping the slower cars!

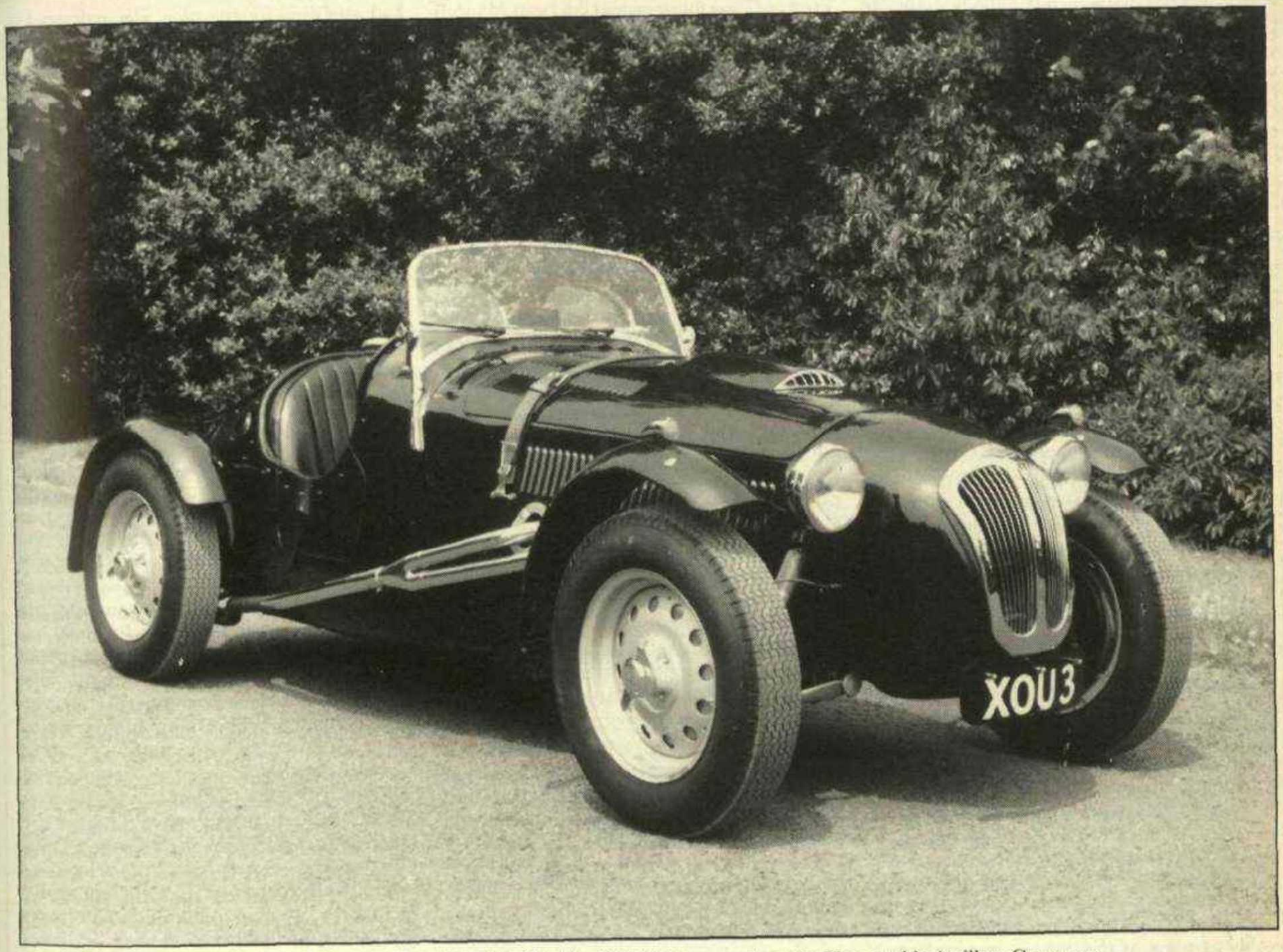
For his pursuers it was doubly difficu for they had to divine (and divine is t word) which cloud of spray contained t slow car, and which contained Senna a his McLaren, and if you were racing again somebody, you had to know where he was well. All the drivers said afterwards that t visibility was appalling, but in truth, by t standards of normal mortals there was visibility.

We all have our "moments of truth" a the 1989 Belgian Grand Prix was "moment of truth" for Grand Prix racin and it came through with flying colou Some years ago the German Grand Prix the real Nürburgring had a simil "moment of truth" and Grand Prix raci then came through with flying colou People who are not very close to Formu One often deride it and talk about "ove paid prima-donnas" and query why I ho the top drivers in such esteem. Had tho people been at Francorchamps on Sund 27 August, rather than sitting comfortab at home in front of their "magic box" th would know why I regard these drivers highly. Even the rabbits at the back of t field were heroes.

Nobody had refused to take the sta nobody pulled in at the end of the first la (though Alain Prost had given serio thought to it on the opening lap) a everyone gave it their best. There we numerous spins and excursions off the roa some terminating in the gravel traps, othe

SOTHEBY'S

FOUNDED 1744



1950 Frazer Nash Le Mans Replica. Sold for £209,000 in our sale at the Honourable Artillery Company.

Entries are now being accepted for our forthcoming sales

30th SEPTEMBER 1989

The Gangbridge Collection of Motorcycles
The property of Mr G. Shoosmith and selected entries, Hampshire

7th OCTOBER 1989

The contents of the Dargate Motor Museum, Kent and selected entries.
Sold by order of the Executors of the late Mr. R. Moore

21st OCTOBER 1989

Brooklands, Weybridge, Surrey

4th DECEMBER 1989

Honourable Artillery Company, London EC1

Catalogues: £8, £8, £8 and £10 respectively

Enquiries: please telephone or write to Malcolm Barber, Michael Worthington-Williams
or Peter Blond 01-408 5320 or Stewart Skilbeck (0757) 638894

34-35 New Bond Street, London W1A 2AA

getting away with it, but nobody could be really blamed. You or I would have probably spun off on the straights in a Metro, let alone trying to control a car of about the same weight, with 600 horsepower on tap. What this race illustrated very clearly was who had remarkable sensitivity in hands and feet, phenomenal judgement and perception, anticipation and conditioned reflexes, and who knew the true meaning of "throttle control".

Towards the end of the race, when the rain stopped and a "dry line" began to appear it was probably even more difficult for anyone really racing. By this time Senna had the whole situation well in hand, as he so often does, but behind him Nigel Mansell was enlivening the grey scene by his spirited attack on Alain Prost's second place. They put on a splendid display of Grand Prix driving, trading fastest laps continually as the road dried out. They were no threat to the leader, who was watching their progress in his mirrors and across the corners and valleys, but it was stirring stuff.

Providing Prost kept to the "dry line" and did not make the tiniest error his second place was safe, but Mansell did not give up pressing, ready for the slightest fumble by the Frenchman. Once again, as in the recent German Grand Prix, it was Prost at his best and they finished half a second apart, with Prost just pinching fastest lap from Mansell on their last lap. Prost recorded 2.11.5 and Mansell 2.11.7, while Senna cruised serenely home with 2.18.2 so that all three crossed the line within sight of one another.

Some people were worried that Senna was in trouble, but when questioned he smiled (Yes, *Autosport*, he does smile!) and said "you don't have to win by very much, as long as you win".

Recently I have been involved with editing the English version of Juan Manuel Fangio's autobiography, due to appear early next year, and it is uncanny the number of times that Senna's racing philosophy coincides with those of the five times World Champion from the 1950s. Fangio used to say that he tried to win races at the lowest possible speed, the emphasis being on winning. Senna's love of his home country Brazil, is the same as Fangio's was for Argentina when he was racing in Europe; Senna's belief in "teams" rather than "individuals" is similar; his "obsession" for being on pole position and always showing who justified the title World Champion is similar. It is interesting.

At a Press 'junket' after practice Senna was asked by someone what he thought about Team Lotus packing up and going home, their drivers having qualified 27th and 28th, or in other words, neither Lotus had qualified for the race. His sadness for what was once a very great team was sincere and honest, which he expressed with well-chosen words. And to those of us who have been in Grand Prix for a number of years it was equally sad.

When Senna left the Benetton team and joined Team Lotus I asked him why he had chosen Lotus; he could have gone to Ferrari. His reply was so simple and honest that it floored me for a moment. He said "Ferrari? Why? It was Team Lotus that made Emerson Fittipaldi World Champion, and when I was a young boy Emerson was Brazil's national hero and we all wanted to follow his example. It was Team Lotus that did that, so naturally I jumped at the chance to drive for them."

Fittipaldi's reign was in the days of Colin Chapman, who kept Team Lotus wound up tight and revving on the rev-limiter. Within the Lotus empire he was known as 'The White Tornado' — the dust never settled while "Chunky" Chapman was around. He kept the big flywheel that energised Team Lotus fully wound up, but since his untimely death that flywheel has been slowing down with nobody capable of putting the energy back into it that Chapman did. There is no real answer, except, "come back Colin, motor racing needs you". **DSJ**

Murmurs from Monza

This sub-title is really rather absurd, for one thing that does not happen at Monza is anyone murmuring quietly, except perhaps some of the 'money manipulators' in the paddock. There is either a stony silence overall, or vociferous cheering, shouting and whistling, and at all times there is the sound of racing engines on full song, either down the back straight from the Ascari curve to the Parabolica corner, or from the Parabolica up past the pits and main grandstands towards the first *chicane*. Across the timing line the Ferrari and Honda powered cars were nudging 200 mph, while the slow back-markers were well into the 180 mph area. Monza is about speed and noise.

Before the meeting got underway on Friday morning there was quite a lot of noise in the Italian newspapers, for the Scuderia Ferrari had announced officially that Alain Prost had signed to drive for the Maranello team in 1990 and we already knew that Gerhard Berger was leaving Ferrari and joining McLaren-Honda for 1990.

Some 30,000 spectators were at the *Autodromo Nazionale* on Friday when the action began, but a large proportion of them were very confused. They were not confused in their passion for motor racing or their passion for Ferrari, but who to cheer was the problem facing them. There was no problem with number 27, or its driver Nigel Mansell; he had already won two races for Ferrari and fought the *Pericolo Giallo* (ie. McLaren-Honda, the yellow peril) valiantly on every possible occasion and had confirmed his contract with Ferrari for next year. From any viewpoint Mansell was a hero to be cheered long and loud. Gerhard Berger was a problem; he was a good, honest, fast driver for Ferrari, but he was a traitor to the cause. He was abandoning the red cars next year, which was bad, but worse he was joining the *Pericolo Giallo*. However, he was driving a Ferrari at the moment so he merited some cheers and applause.

But Alain Prost, now he demanded maximum ovation, for he was going to be "our" driver next year. But he is still driving a McLaren-Honda, and may beat the Ferraris, you deign to mention. Yes, but . . . he drives for Ferrari next year, and that means maximum cheering and applause. And Ayrton Senna? No problem; whistles, cat-calls and boos. He is "our" opposition, he drives the dreaded Japanese-powered car, he beats our Ferraris, he is the enemy. But Alain Prost also beats the Ferraris with the Honda-powered car? Yes, but . . . Prost drives for Ferrari next year, he is "our" driver. But you used to whistle Prost and throw gravel at him in previous years, even when he drove for Renault, before Honda? Yes, but . . . now he is a Ferrari driver.

The enthusiasm of the Italian motor racing fan is lovingly simple, why make problems. Alain Prost, winner of more Grand Prix races than anyone else, is driving for Ferrari next year.

Friday was joy day. The Ferrari engine men had been working hard on improving the performance of the 5-valve per cylinder V12 engine, improving the torque and power range, and there was little to complain about John Barnard's chassis, suspension and aerodynamics. In spite of the three *chicanes* introduced some years ago, Monza is still all about power and speed, and Ferrari were well to the fore, in fact they were ahead. Berger and Mansell were separated by third place decimals in their battle for provisional pole-position during the qualifying hour. There was plenty to cheer about and the Berger fans bantered lightheartedly with the Mansell fans, but were united over the fact that Ferrari was setting the pace. Berger recorded 1.24.734 and Mansell 1.24.739, with a similar minute difference in speed across the finishing line, but in reverse order. Mansell 196.57 mph, Berger 196.17 mph.

The crowd was buzzing, and then Senna went out for his final qualifying run. There was hush, broken only by the feeble sound of Cosworth DFR engines and Judd engines trying to keep up with the overall

pace. He looked cool enough, and had had the front ride-height altered at the last moment, the tyres were at the right temperature and pressures, all seemed set to deal with the Ferraris. He had already done 1.25.792 but needed a whole second off that. One "flyer" and the timing apparatus clicked up 1.25.021. Fast, but not fast enough. The crowd roared and waved their Ferrari flags, the Italian journalists rushed to their telephones and word-processors, the whole of Italy seemed to be hugging each other with joy. Ferrari was on top in a really good free-for-all. The McLaren pit was quiet and sombre, Senna grimaced and shrugged, that was all he could do for the moment, my old colleague A.H. (now writing for The Guardian) murmured, "He doesn't look too worried, does he?"

After pouring rain on Saturday morning at breakfast time, the track dried out during the testing session and then 1pm approached. Only one hour for McLaren-Honda to redress the situation, only one hour for Ferrari to defend their position. There was no one else in the picture. The tension was almost unbearable.

The Ferrari were still quick, dispelling evil thoughts about 4-litre engines the day before, but no quicker than in Friday qualifying, though Mansell upped his finish-line speed to 197.51 mph. It seemed that conditions for lap-times were slower by a few tenths of a second.

The battle for pole-position at the home of Italian motor racing was not only serious, it was a "death or glory" situation, far more important than the Grand Prix itself. Senna did his first run, 1.24.996, with a good solid 196 mph across the finish, and then he returned to the shade of the pit-lane garage. It was the fastest time for the afternoon, but not fast enough to beat Berger's Friday time for pole-position. Ferrari were still ahead, but the whole of Monza seemed to be aware that Senna was only two-tenths of a second away from Berger's time. Meanwhile heroic things were being enacted by drivers with less powerful engines or less effective chassis, and in a lot of cases a lot less driving ability. Even the Renault-powered drivers could not get below 1.26 while most the other drivers were from 3 to 5 seconds away from the serious battle of the moment.

In the McLaren pit the air was very tense, even grim, for Prost had been unable to approach the Ferrari times. It was not merely a question of pole-position, it was far more serious than that. The threat from Ferrari had been getting stronger all season and now at the very home of Italian motor racing the red cars occupied the front row of the grid. Some drivers and team would shrug and say things like, 'you don't have to be on pole, you can win from the second row'. But that is not the philosophy of Ayrton Senna and the McLaren-Honda team. They are the reigning World Champions, and if you have truly deserved those titles it is up to you to show the world why.

Senna sat in his car, looking so calm and cool, surrounded by the men from Honda and McLaren, all looking a bit tense. They were waiting for the moment for their final attack; their whole reputation was at stake, it was as if they were about to "go over the top into battle" or even more, as if they were on the countdown to firing a rocket to the moon! Nobody moved, nobody spoke, nobody fidgeted. What a pity that the world outside could have not witnessed this moment. Only those of us who believe in Senna and acclaim him as the best there is, lurked in the shadows of the garage, observing, but not daring to speak, suffering all the tension of the team members. Senna's composure was remarkable. He was watching the Olivetti-Longines small monitor screen that was recording what was happening out on the track. He was not watching to see if anyone was challenging his present lap time, but analysing who was out on the circuit at this very moment, what order they were in and what they were doing.

There were not many minutes left of the qualifying hour, the moment had come, this was it. He has admitted that at such a moment his heart does beat a little faster. He lowered his visor, signalled to the McLaren mechanics to start the engine, the tyre-warming covers are removed, the McLaren time-keeping team tell him over the radio how many cars are still out on the track and he is off down the pitlane. If you were interested you had the option of looking out onto the pit straight to watch his approach, you could find a closed-circuit TV screen to watch his progress, or you could study the Olivetti-Longines timing screen.

As happens so often that it cannot be luck, there was a distinct break in the passing "traffic", on this occasion after Boutsen had gone by in the Williams-Renault. Then came the scream of a Honda V10, a flash of red and white car with the driver's yellow helmet, and Senna was on his "flyer" with a very clear track in front of him. No problems with "traffic" for Ayrton Senna. In just over 1 minute and 26 seconds Boutsen went by again, and again a pause. Then Pirro's Benetton appeared coming up the centre of the track, but coming up even faster and using the "draft" of the Benetton was the McLaren-Honda.

The electronic timers flashed their message on all the screens in the pits and paddock. 1 min 23.720 secs — 199.27 mph across the finish line. *One whole second* faster than Berger's existing pole-position time. There was a stony silence from the crowd. The *Pericolo Giallo* had struck again. In the McLaren pit there was no wild cheering, or shouting and waving, but the grim tension had risen up and was gone and there were a lot of contented faces like those of the Cheshire Cat. Senna came in at the end of his slowing-down lap, quietly satisfied with the result of what he describes as "total committment".

He climbed out of the cockpit, removed his helmet, and shook the hands of the Honda engine men, then of his McLaren mechanics, from those who put the car together to those who pour in the petrol and change the tyres. Then he admitted to his engineers that at the start of that shattering lap he had made a slight error at the first *chicane*, but added that it wasn't serious. At that moment a shrill scream came from the pit next door. It was the warcry of a V12 Ferrari engine preparing a counter-attack, the crowd cheered, but it was too late. Time had run out, but even Mansell and Berger knew they had no hope of matching Senna's time. Up and down the pit-lane there was an air of disbelief, but he had done the same thing at Monte Carlo earlier in the season. Slow circuits or fast circuits, it makes no difference, and he never looks flustered, there is always the feeling that there is more to come if it is needed.

The vast crowd of Ferrari supporters drifted away, their Ferrari flags at half-mast. Joy had turned to sadness. And in the race tomorrow? Could anyone hope to challenge Ayrton Senna and the McLaren-Honda?

As the race report shows, there was no-one in the same class. He was in total command until the Honda men shot themselves in the foot and their engine blew up in a big way, the stream of oil and water over the rear tyres causing Senna to spin harmlessly off the track while trying to coast back to the pits with a dead engine. It should have been Berger's moment of luck, but a few laps before Prost had moved up from a dispirited third place to outbrake the Ferrari into the first *chicane* and sit in second place until Senna's engine went bang, whereupon he inherited the lead. Afterwards he moaned about having been given a bad engine, and this being wrong and that being wrong; you wouldn't have thought he had won the race, his 39th Grand Prix victory. If anyone had cause to complain it should have been Senna, for his engine had let him down, but he stressed that the engine had been running perfectly until warning lights suddenly appeared on his instrument panel indicating that trouble was imminent, and then "bang".

As Prost took the chequered flag the crowd cheered and waved and applauded, and the ovation accompanied him all round the track. The applause for Berger, who came home second, was restrained by comparison. But McLaren-Honda have once again beaten the Ferraris? Yes but . . . Prost is "our" driver, he drives for Ferrari next year.

Would that life could be so simple in all the other countries of the world. You've got to love Italian motor racing. **DSJ**


10 20 30 40 50 60 70 80
0
90
WATER
MILES
FUEL
VAUXHALL
450 550
LW

When 3rd gear was top, so was ordinary multigrade.

G E M I N I



Gears have changed a great deal in the last thirty years.

They've progressed from column changes to floor changes. And from a choice of only three gears to four, five and, on some cars, even six.

By comparison, ordinary multigrade oil has been stuck in neutral.

It may have been ideal for the leisurely pace of life when it was first introduced, in 1959.

But while ordinary multigrade has hardly changed at all, motoring has moved up a gear.

Now speeds are higher, engines hotter and service intervals longer.

So the chains of molecules which give ordinary multigrade its engine protecting qualities can literally be chopped to bits.

Long before it's time for your next oil change.

Fortunately, there is a multigrade oil that's designed to cope with today's tougher driving conditions.

It's Shell Gemini. The oil that stays in grade whether you're starting a cold engine or pushing a hot engine to its limits. Whether you're pulling out all the stops on the motorway, or stop-starting around town.

Try it at your next oil change.

You'll be so impressed, asking for it will soon become automatic.

CHANGING OIL





Birmingham practice: Donnelly spins to a halt at Holts corner and quickly evacuates leaving his Reynard to its fate . . .

Allez France

This time one year ago, Formula 3000 was the focus of attention for all the wrong reasons. A spell of midsummer madness led to no fewer than six stoppages in four consecutive races. Several drivers were injured and the final step on the ladder to a Grand Prix berth did not seem like a good place to be.

Happily, there has been no repeat. Instead, we have been treated to a fascinating tussle. Few would imagine it taking quite so long for a championship favourite to emerge. It's just like 1987, all over again. Only after Birmingham, seventh round of the European Championship, did a chink of light appear between Jean Alesi and the chasing pack. Even so, with only 10 points in hand and three races to go, the Camel/EJR Reynard driver's title aspirations are far from assured. Still, he can console himself in the knowledge that two of those races are on home soil, at Le Mans and Dijon.

Alesi and team-mate Martin Donnelly certainly looked to be the class of the field in Enna, monopolising the front row at the Sicilian speedbowl. The circuit had been resurfaced since last year, however, and with local temperatures running on a par with an Australian test score, the tarmac started to melt. Donnelly found out about this when he tried to slip inside his team-mate at the start. He found no traction in the fragmented surface, spun and nudged his French colleague into retirement.

Alesi had gone to Sicily with a marginal series lead, but he jetted away with a one-point deficit. The unassuming Swiss Andrea Chiesa drove a strong race under pressure from Claudio Langes' Forti Lola to claim a maiden F3000 victory, both for himself and Roni Motorsport.

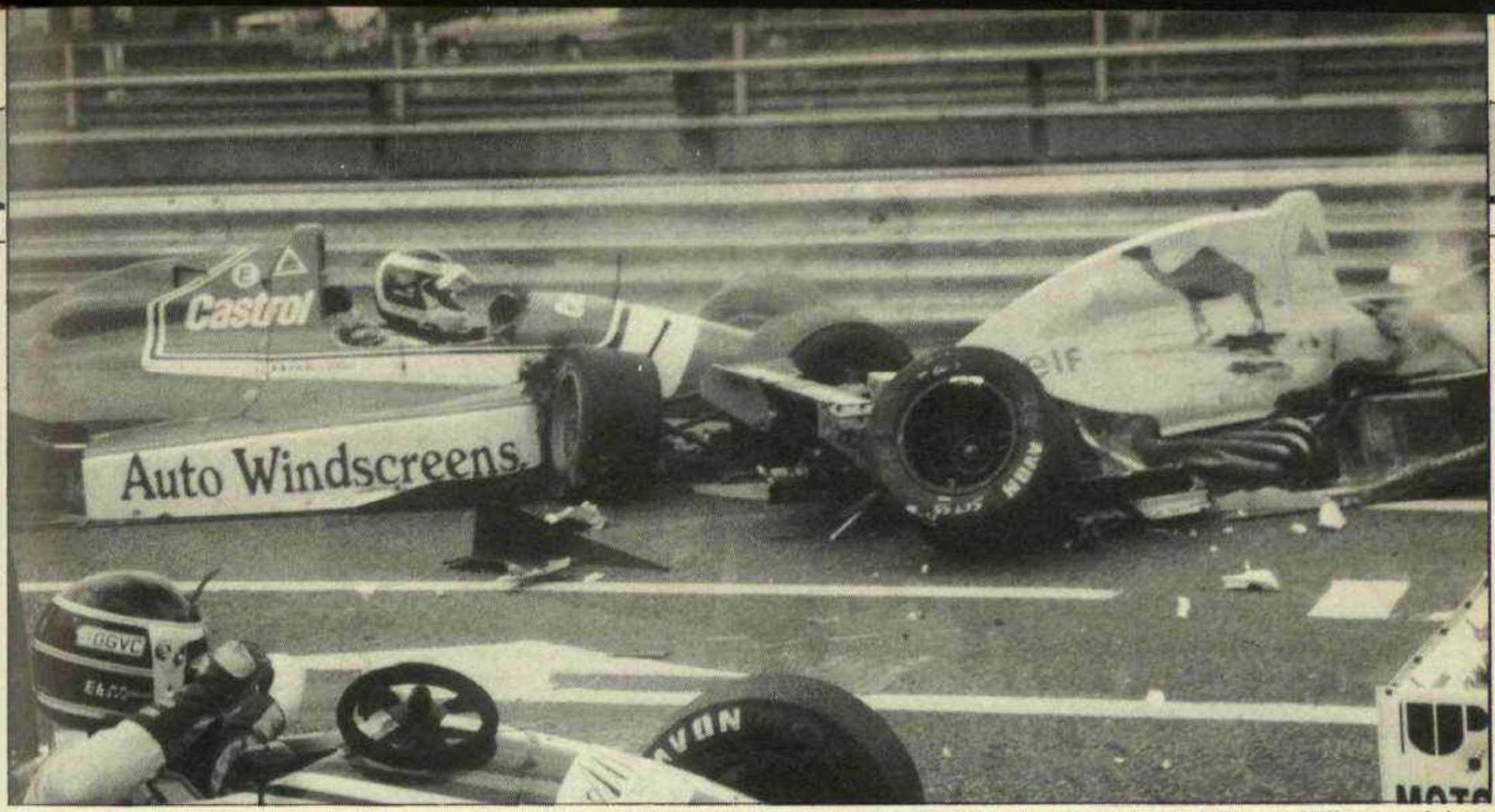
Running with extensive backing from Q8 Team Ford, Roni has become a truly competitive force in F3000 for the first time. When Q8 announced it was transferring its budget from EJR to Roni at the start of the year, those who thought they were in the know shook their heads. Recent events have proved them wrong. Under Bob Salisbury's wing, Chiesa and his dynamic young team-mate Emanuele Naspetti have proved the outfit's worth, and Chiesa's triumph at Enna fully justified Q8's decision. It also gave Andrea the series lead. But with five races gone, 15 points was a somewhat meagre total, and the championship was wide open.

At Brands Hatch, Donnelly made amends for his Sicillian goofs (having rejoined after his first lap nonsense, he later collided with Thomas Danielsson) with a dominant drive at Brands Hatch. Pipped by three Frenchmen in qualifying, he shadowed Alesi for just a couple of laps before searing away to score his first points of the year. It was his second win, of course, but the wise men at FISA declared his Vallelunga success null and void. At Brands, finally, it all came right.

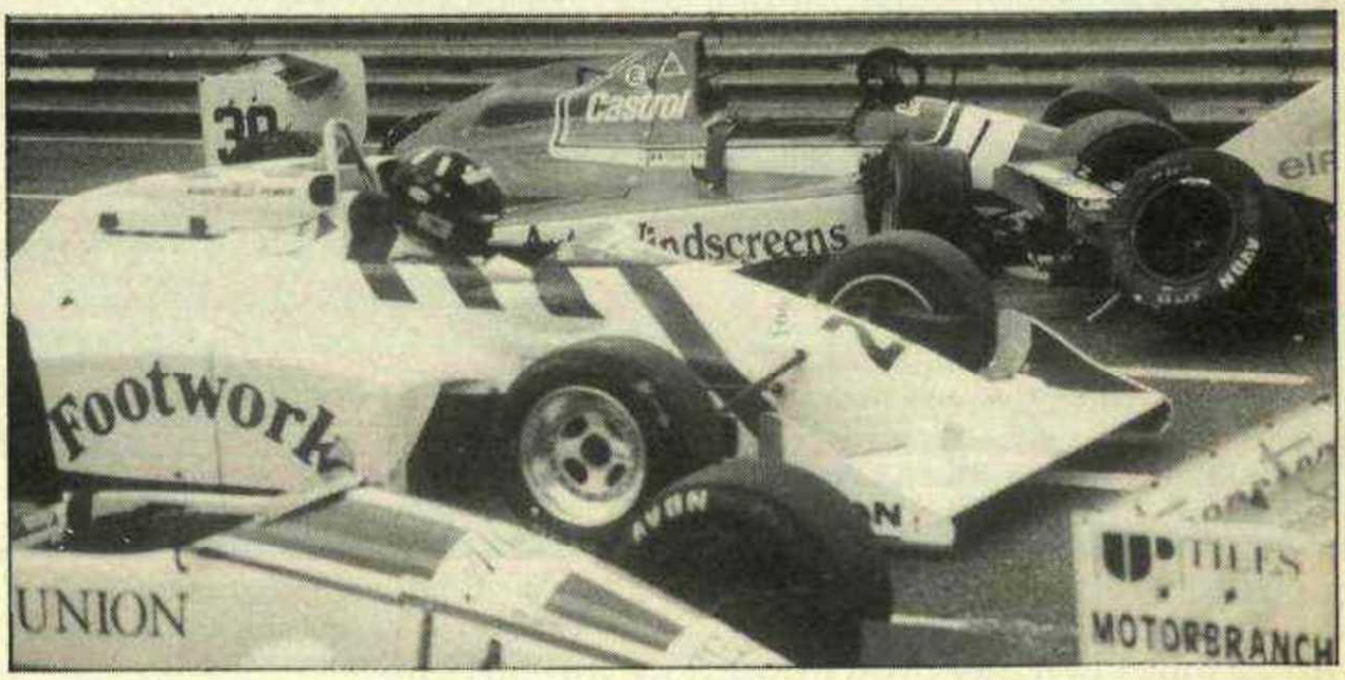
As far as the championship was concerned, though, Alesi returned to the head of the pack with a strong second. Chiesa looked sure to add to his points tally too, until he missed his braking for Paddock. He hopped out of his wrecked Reynard unscathed, but he was nonetheless despatched to



It was in Birmingham that Jean Alesi began to stamp his dominance on the championship.



. . . Giovanardi and Goudchaux take avoiding action and hit the barriers but Cheli rams the car amidships and spins it round. Damon Hill arrives (below) and threads his way through the carnage. (Picture sequence David Hayhoe)



hospital for a quick once-over.

Behind Alesi, Chiesa was joined on 15 points by surprise pole-winner Erik Comas. The reigning French F3 champion had never seen the sinuous Kent circuit prior to unofficial practice, so his effort with his works/DAMS Lola was quite remarkable. Learning the line at Brands in an hour or so is a bit like trying to learn several Cantonese dialects in an afternoon, but not quite so simple.

Fortunately for the opposition, Comas made a lousy start, inadvertently holding up team-mate Eric Bernard, who had likewise qualified on the front row. While Comas had a fairly untroubled run to third after the main opposition had come to a premature halt against one guardrail or another, Bernard was in the midst of one of the drives of the season.

The high accident rate left the circuit littered with Reynard and Lola fragments, several of which caused punctures. Bernard was an early victim, but he stormed back from his pit stop to finish fourth, keeping his name within a point or two of the series leaders.

And then came Brum. Alesi had set the pace for most of the weekend when Donnelly came in for his final set of fresh rubber, with about 15 minutes of qualifying still to go. The Ulsterman was looking for pole, but got just one lap out of his new tyres before spinning off at the first corner. The car came to rest in the centre of the circuit, superficially damaged certainly, but nothing to cause the team any undue headaches.

Fabrizio Giovanardi hit the barriers in his attempts to avoid the stricken Reynard, and seconds later Donnelly sprinted to safety. Ben Johnson couldn't have scrammed faster, with or without steriods.

The speedy exit was a blessing, for within moments an inattentive Eric Cheli arrived on the scene, blissfully ignorant of the vigorously waved yellow flags. The resultant impact completely junked Donnelly's car, the radiator of which sliced an enormous hole through the monocoque.

That spelt an end to Cheli's weekend, but the EJR crew set to work, staying up all night to build a fresh car around a brand new tub, imported from Reynard's Bicester factory at a 'phone call's notice.

In the circumstances, third place for Donnelly was a marvellous effort, but some way ahead Alesi had been staking a serious championship bid. Under severe pressure from Marco Apicella's First Reynard for 30 laps, the Frenchman didn't make a single mistake. Given the frequent need to lap slower cars (the two leaders put a full lap on all bar the top six), that was some achievement. Both drove beautifully, and the end result was a 10-point series lead for Alesi, with Apicella — who has yet to win a race — his closest pursuer.

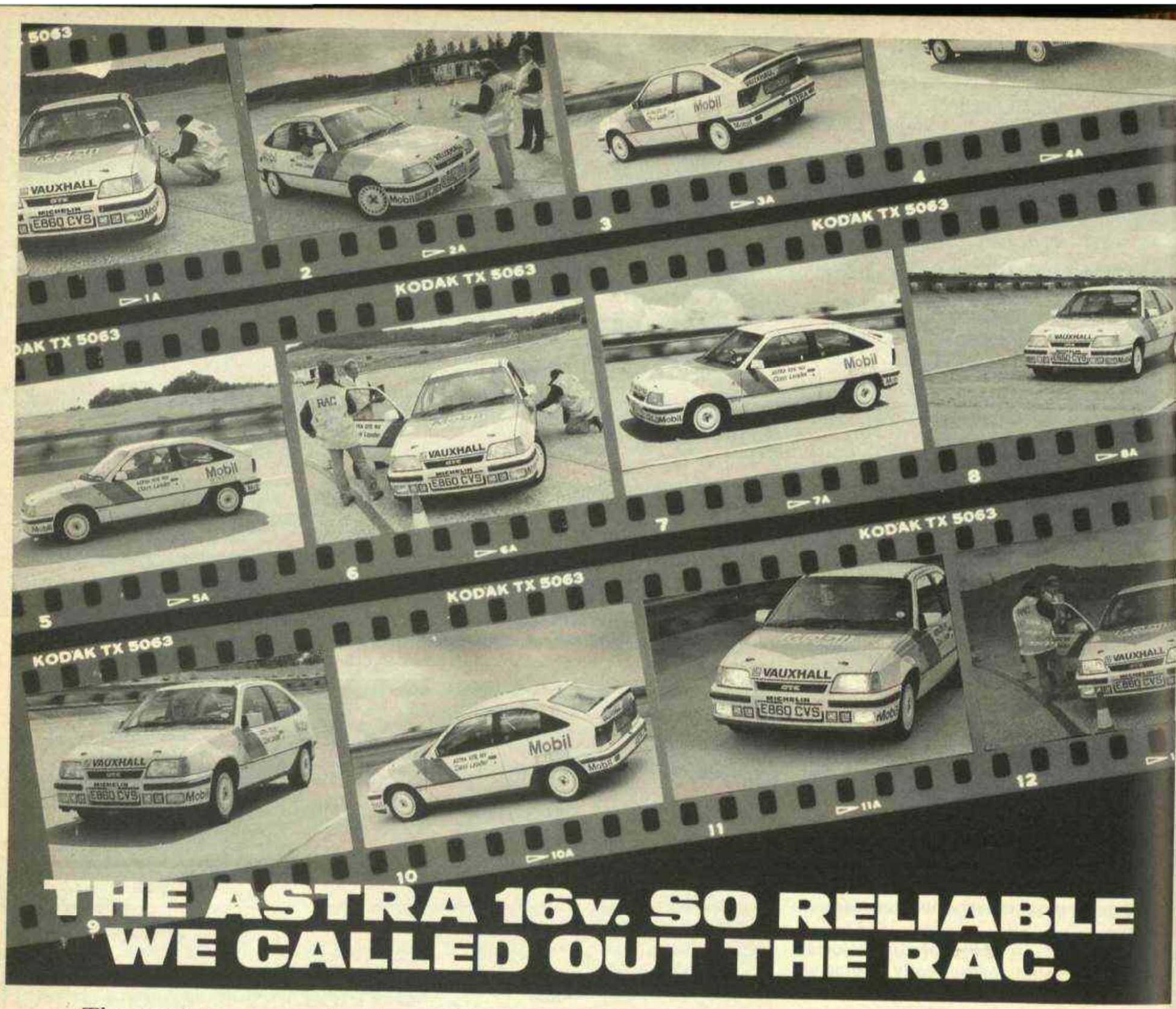
One's heart bled for Chiesa. Third for much of the event, he was scuppered by fading brakes and — terminally — a rear suspension failure. With Comas' early charge towards the two leaders interrupted by a loose battery terminal, Bernard's fourth place added to the queue of serious title aspirants, the Frenchman joining Chiesa and team-mate Comas on 15 points.

One piece of particularly encouraging news in Birmingham was Mark Blundell's fifth place. Having qualified a lowly 17th with a down-on-power engine, the Englishman drove with his usual determination. His luck hasn't been particularly good this year, but maybe Birmingham indicated that things are changing.

During the event, shrapnel from Eric van de Poele's Lola shattered Mark's helmet with such force that a morsel of visor lodged in his cheek. It stung, but he battled on to pip Eddie Irvine after a time-consuming battle. Mark has recently carried out some testing work for Williams, thereby joining several of his contemporaries who have already experienced F1 this year.

Irvine — third in Enna — continues to impress in the Marlboro/Pacific Reynard team. In five of this year's seven events, he has outqualified reigning British F3 champion J J Lehto, of whom much was expected.

For the Finn, Brum marked a nadir. Both



THE ASTRA 16v. SO RELIABLE WE CALLED OUT THE RAC.

The next time you decide to drive over 3,000 miles in a day (you know how you do) and don't fancy breaking down, you'll want a car that's not only fast, but reliable too.

In which case we'd recommend the Astra GTE 16 valve. And if they were allowed to, we suspect the RAC Motor Sports Association would do the same.

With eyes peeled, clipboards poised and stopwatches ticking, they acted as independent observers as the GTE 16 valve attempted to break the RAC's speed and endurance records at Millbrook test circuit.

The car passed with flying colours. Literally.

Driven for 24 hours, it covered a distance of 3,131 miles at an average speed of over 130 mph. On unleaded petrol, courtesy of Mobil.

As the RAC observed, nothing broke, blew up, ruptured or fell off. Several things were smashed, however. 23 National Speed Records.

As the RAC also observed, the car was a basic showroom model.

Which means you can buy an identical one from your local Vauxhall dealer.

Minus, you'll be relieved to hear, the attractive promotional stickers.



VAUXHALL. ONCE DRIVEN, FOREVER SMITTEN.

VAUXHALL IS BACKED BY THE WORLDWIDE RESOURCES OF GENERAL MOTORS. ON THE 1ST/2ND APRIL THE ASTRA GTE 16V ABOVE BROKE 23 RAC NATIONAL SPEED RECORDS (SUBJECT TO RATIFICATION BY THE RAC MSA). ASTRA GTE 16 VALVE MODELS ARE CAPABLE OF RUNNING ON UNLEADED OR ORDINARY PETROL. ASTRA GTE 16V PRICE, £13,260 INCLUDES CAR TAX AND VAT. DELIVERY AND NUMBER PLATES EXTRA. PRICE CORRECT AT TIME OF GOING TO PRESS.

Gary Brabham joined the Leyton March team at Brands Hatch and managed to finish in the points in fifth place.

drivers struggled during qualifying, but while Irvine squeezed himself into the top 10 with a do-or-die effort, Lehto limped into the race in 22nd spot, thoroughly disheartened by the experience. An early engine blow-up was a blessing in disguise, bringing an unhappy weekend to its conclusion.

FISA's application of the championship regulations continues to impress nobody. At Enna, the 29 entries were split into two qualifying sessions . . . of 13 and 16 cars respectively. That meant that all cars in one group were guaranteed a race (the rules state that, in divided sessions, the fastest 13 in each will qualify), while three participants in the second group were destined not to race. If you are a fatuous twit and would like to work in Paris, you know where to apply . . .

New faces come and go. Mauro Martini's lacklustre (or rather destructive) efforts in the works March saw him replaced at Brands Hatch, where Gary Brabham did an excellent job to come home fifth.

Ukyo Katayama found continual traipsing between his native Japan and Europe to be both time-consuming and detrimental to his concentration, so Damon Hill was drafted in to drive the Footwork car. Damon instantly proved quicker than his predecessor, but he found the car a real handful in Birmingham, and was only rescued from non-qualification by Cheli's enforced withdrawal. A lot of good that did him, a driveshaft breaking on the warm-up lap.

Having been thwarted from racing at Jerez (FISA bureaucracy come on down), Ross Hockenhull returned for the two British races, and looked set to finish in the points at Brands before fourth gear broke. He may see out the season at Madgwick, albeit in a year-old chassis updated to suit the existing chassis regulations.

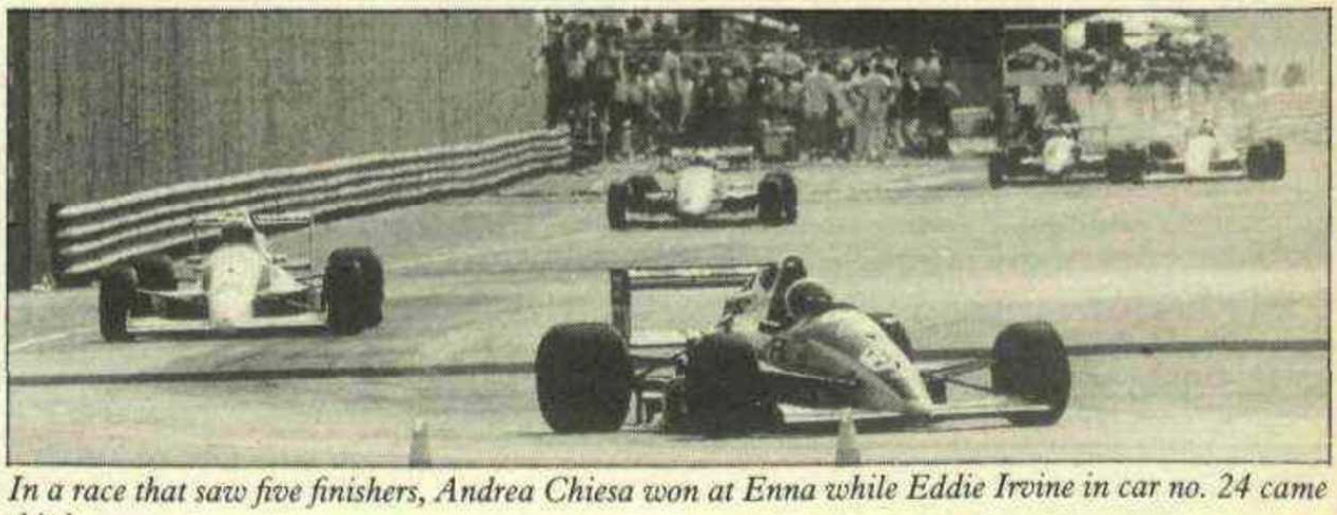
Perry McCarthy looked good in RCR's Lola at Birmingham, but was lain low by electrical maladies, and Gary Evans scored his best-ever F3000 result at Enna, where he bagged fifth in his Madgwick Reynard. As it happens, there were only five finishers in Sicily, but that shouldn't detract from the efforts of the Vice-President of Luton Town FC, who nursed his car home after an early collision, having qualified well up the grid.

Of the remaining Brits, Phil Andrews drove with aplomb at both Brands and Birmingham, only a puncture robbing him of a top six finish at the former. He then finished seventh just a couple of miles down the road from his native Walsall.

Unmerited ill-fortune has kept GA Lola drivers Eric van de Poele and Philippe Favre out of the points in recent events, while Frenchman Philippe Gache has shown well at the wheel of his Apomatox Reynard. But for losing third gear at half-distance, the under-rated Gache might well have scored a point or two in Birmingham.

Alesi's success in Britain's second city gave him the street double — Pau and Birmingham. Someone else managed that last year. His name was Roberto Moreno, and he also drove a yellow Reynard. He's now in F1, with Coloni, and Alesi's GP future is similarly assured, a contract with Tyrrell for 1990 having nestled in the pocket of his overalls for several weeks.

Team-mate Donnelly's F1 graduation has also been confirmed. One can only hope that there will be enough vacancies in the senior formula to accommodate all those with proven ability of Bernardic, Apicellian or Blundellian proportions . . . **LWTNS**



In a race that saw five finishers, Andrea Chiesa won at Enna while Eddie Irvine in car no. 24 came third.

FORMULA 3000 Results

BRITISH FORMULA 3000 CHAMPIONSHIP

Round 5, Enna-Pergusa, July 23
39 laps; 193.05km (119.96 miles)

1st	Andrea Chiesa	Reynard-Cosworth 89D	58m 54.516s
2nd	Claudio Langes	Lola-Cosworth T89/50	58m 55.128s
3rd	Eddie Irvine	Reynard-Mugen 89D	58m 55.690s
4th	Marco Apicella	Reynard-Judd 89D	59m 36.392s
5th	Gary Evans	Reynard-Cosworth 89D	59m 57.930s

(no other finishers)

Winner's Average Speed: 196.637kph (122.185mph)
Fastest Lap: Donnelly (Reynard-Mugen 89D) 1m 28.860s; 200.55kph (124.62mph)

Round 6, Brands Hatch, August 20
48 laps; 200.84km (124.80 miles)

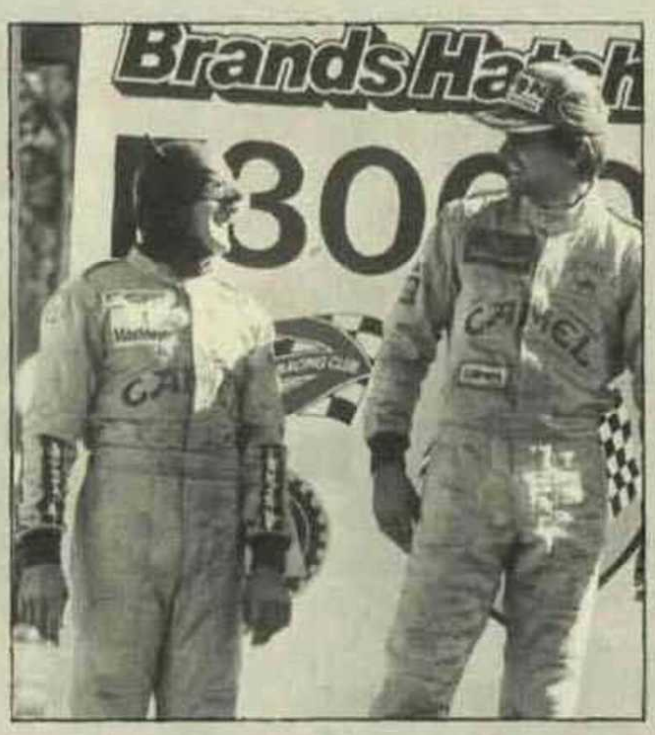
1st	Martin Donnelly	Reynard-Mugen 89D	62m 03.76s
2nd	Jean Alesi	Reynard-Mugen 89D	62m 17.06s
3rd	Erik Comas	Lola-Mugen T89/50	62m 20.46s
4th	Eric Bernard	Lola-Mugen T89/50	62m 53.63s
5th	Gary Brabham	March-Judd 89B	63m 02.56s
6th	Claudio Langes	Lola-Cosworth T89/50	63m 04.22s
7th	Philippe Favre	Lola-Cosworth T89/50	63m 12.22s
8th	Ross Hockenhull	Reynard-Cosworth 89D	63m 20.50s
9th	Emanuele Naspetti	Reynard-Cosworth 89D	47 laps
10th	Phil Andrews	Reynard-Cosworth 89D	47 laps

Winner's Average Speed: 194.18kph (120.66mph)
Fastest Lap: Bernard 1m 15.51s; 199.49kph (123.96mph)(record)

Round 7, Birmingham, August 28
51 laps; 202.73km (125.97 miles)

1st	Jean Alesi	Reynard-Mugen 89D	71m 48.98s
2nd	Marco Apicella	Reynard-Judd 89B	71m 49.42s
3rd	Martin Donnelly	Reynard-Mugen 89D	72m 26.68s
4th	Eric Bernard	Lola-Mugen T89/50	72m 46.32s
5th	Mark Blundell	Reynard-Cosworth 89D	73m 04.64s
6th	Eddie Irvine	Reynard-Cosworth 89D	73m 10.66s
7th	Phil Andrews	Reynard-Cosworth 89D	50 laps
8th	Philippe Gache	Reynard-Cosworth T89/50	50 laps
9th	Claudio Langes	Lola-Cosworth T89/50	50 laps
10th	Franco Scapini	Reynard-Judd 89D	50 laps

Winner's Average Speed: 169.36kph (105.24mph)
Fastest Lap: Alesi 1m 23.03s; 172.34kph (107.09mph)



Donnelly and team-mate Batman, aka Jean Alesi, did well at Brands Hatch, but Eric Bernard, below, gave the drive of the race.

Championship Positions: 1, Alesi 29; 2, Apicella 19; 3= Comas, Bernard and Chiesa; 6= Danielsson and Donnelly; 8, Giovanardi; 9, Van de Poele; 10= Blundell and Langes 7; 12, Favre 13; Irvine 13; 14, Lehto 4; 15, A. Ferté; 16= Nsapetti, Evans and Brabham.





The Nissan gave the Sauber-Mercedes a run for its money at the Nurburgring.

Almost There

The ADAC Trophy race at the Nürburgring proved to be a game of bluff, and Peter Sauber's Mercedes team had to face severe challenges from Nissan and the Joest Porsche team before achieving its now familiar 1-2 result. As has happened so many times before in the fuel-regulated Group C series, some leading teams were prepared to race beyond their allocation hoping for a pace-car period to slow the pace and bring them back onto the consumption. However Mercedes couldn't afford to underestimate Nissan or Joest and had to go with them, only to see the pretenders drop away in the closing stages.

A cursory glance at the results, when the race is half forgotten, may indicate that the "Silver Arrows" crushed their opposition. Jean-Louis Schlesser and Jochen Mass beat Mauro Baldi and Kenny Acheson by two seconds after nearly three hours of racing (their cars had never been out of sight of each other) and third, two laps behind, was the improved Kremer Porsche 962 K6 driven by George Fouche and Giovanni Lavaggi. There were four more cars queuing up behind Fouche at the flag with Johnny Dumfries' Toyota at the tail, moving entrant Glenn Waters to say: "There was just half a gallon between seventh and third"!

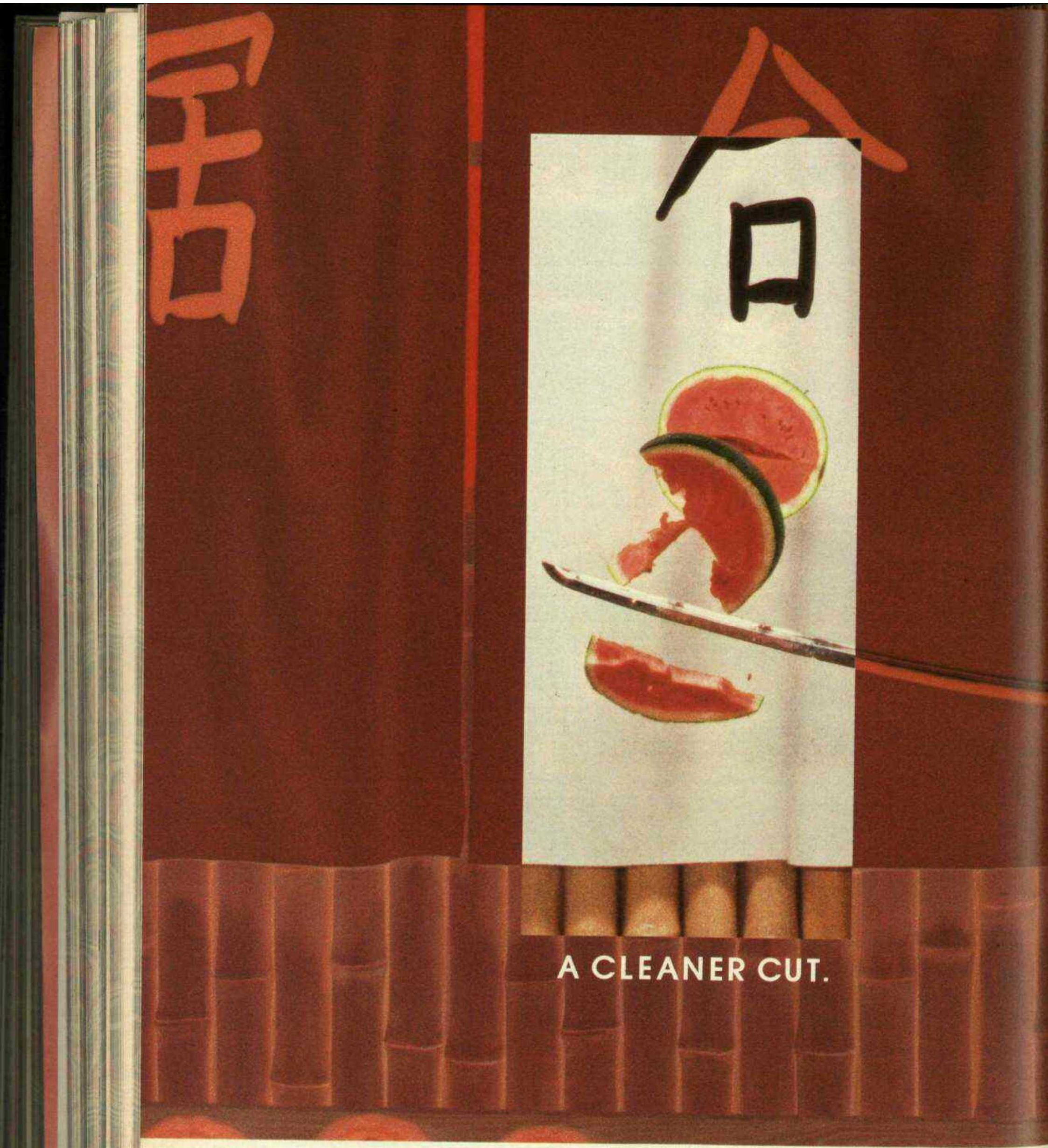
True enough, but the principal opponents had come to a standstill on the final lap and World Sports-Prototype Championship regulations insist, as usual, that if you don't see the flag you don't get classified. So the efforts of Bob Wollek and Frank Jelinski in the Joest Porsche were in vain, and so too was Nissan's contribution although the R890, well driven by Andrew Gilbert-Scott and Julian Bailey led for 69 of the 106 laps...but not the vital one at the end, of course.

What worried the Sauber Mercedes team was the way that Gilbert-Scott, the fresh-faced Englishman with next to no experience of sportscar racing, sized up the silver cars, passed them and pulled away as if it was a routine. For a long while the blue and white Nissan had the look of belonging, just like Geoff Brabham's Electramotive Nissan in the IMSA series, and when he took the lead Gilbert-Scott pulled away from the champions-elect at a second per lap. Bailey had to watch all this going on, standing in the pits as a wrist-slap for his escapade at Brands Hatch, but he was in the Nissan at the 60-lap point when its advantage was greatest, at 29.5 seconds.

By then, much to their concern, Acheson and Mass couldn't see the Nissan any more. All the while the Joest Porsche, which won at Dijon in May, was shining its headlights at their gearboxes and adding to their discomfort, and the Mercedes drivers were being told to hold on because they were, if anything, above their fuel ration.

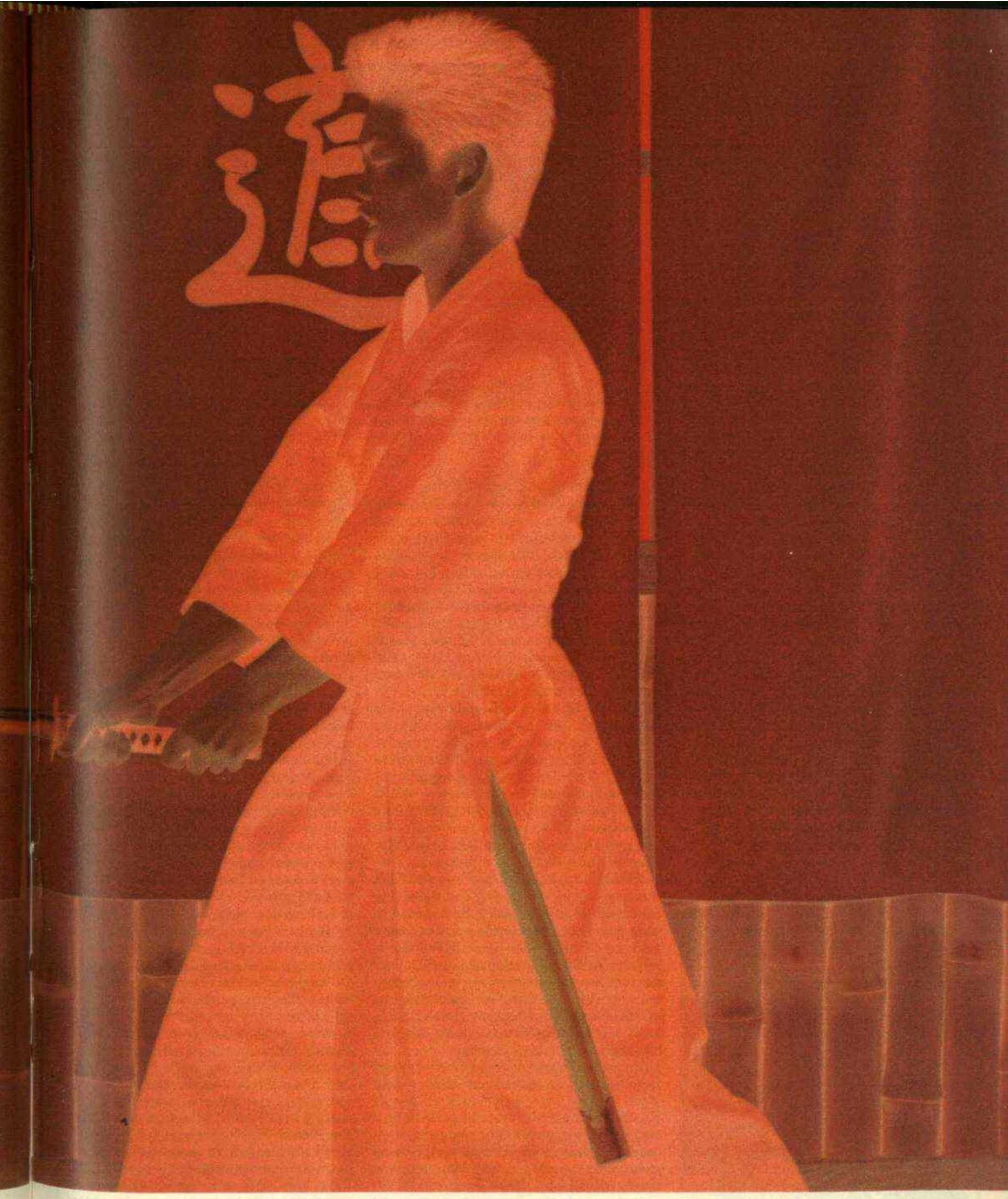
The instincts of racers are always put to the test in situations like this because tactical skills are brought to the fore. "We're over the limit, they must be too," said one Mercedes engineer as he looked at the telemetric readouts inside the pits, but how certain could he be? Acheson backed off a little because he had to, but Mass' far greater experience of "economy racing" enabled him to nip past the Ulsterman and effectively win the race.

Bailey was the first leader to yield however, as he responded to manager Keith Greene's urgent "slow down" arm waving over the pit rail. Even in the days of sophisticated communications the old-fashioned messages, the waved hands and shaken fists, still have their place but it can't be long now before the telemetry works in reverse, and the engineers can reduce throttle openings, lower the revs or cut the boost pressure. Then Bob Wollek might have been third and Julian Bailey fourth. We had a cameo of the race as the leaders entered their 91st lap. Bailey, slowing, was caught on the line by Schlesser but Wollek was level with the Mercedes' door. Didn't they know it was World Championship sportscar racing, in which excitement is strictly rationed? The German crowd was on its feet, roaring for



Kodak Ektar 1000 is a new film from Kodak. Quite simply, Ektar is the sharpest 35mm colour print film in the world. The grain is perceptibly finer than you'd expect of a 1000 ASA film. Because, as you can see from the photo above taken with a standard 35mm camera, the sharper negative produces a sharper positive. In fact, Ektar breaks new ground in sharpness and clarity. That's why we describe the results as the new photorealism.

EKTAR 1000. THE NEW PHOTOREALISM



Kodak and Ektar are trade marks.

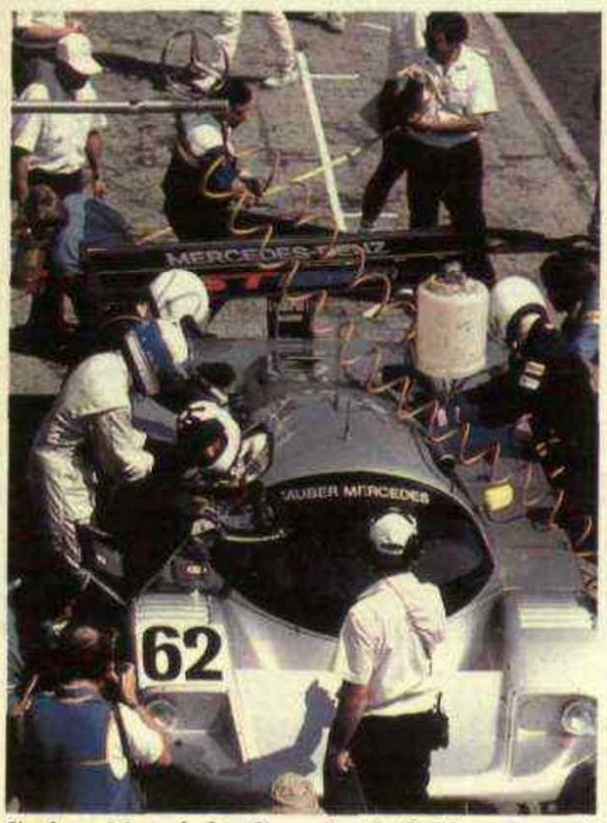
Mercedes or Porsche (who cared, they're both made in Stuttgart!).

The Blaupunkt/Sachs sponsored Porsche power-slid through the Romer Curve next time but entered the pits straight too slowly and Schlesser managed to extend a few car lengths. Eventually, with 95 laps completed Wollek made his successful bid on the main straight and led for the first time. Only he knew how much fuel he'd got, and Schlesser wasn't privy to the information. Bailey was only a memory now, cruising round and soon lapped, and would roll to a stop on his 104th lap.

Into lap 104 Wollek caught the Aston Martin out of the Romer curve and, just as Mansell took Senna at the Hungaroring, so Schlesser took Wollek. The Porsche man retaliated at the Dunlop Curve, led for a couple of hundred metres up the hill, but then slowed visibly. He was out of fuel, and the race was decided. Schlesser and Baldi went by almost as one car and although Wollek passed the line again at half speed, he'd have been better advised to wait, alongside Harald Huysman's Brun Porsche, for the flag.

The victory took Mercedes a large step closer to the main goal, the World Sports-Prototype Championship for Teams, only a placing needed at the next race to do the trick. Schlesser too could sleep easier after extending his advantage over Baldi by five points. The Frenchman wants the World Championship badly, having been beaten narrowly last year by Jaguar's Martin Brundle.

But what about the Silk Cut Jaguar team? They had their backs to the wall all weekend at the Nürburgring and Patrick Tambay's third place was the high point of the trip to Germany. The other Jaguar turbo



Jochen Mass helps Jean-Louis Schlesser out of the leading car mid-way through the race.



The Saubers were hounded by the Joest Porsche for much of th race while the works Spice was handicappe by tyres.

driven by John Nielsen and Andy Wallace burst an oil line on Friday and pulled up in flames, and neither car showed anything like a competitive speed with correct consumption.

We expect too much of the TWR prepared Jaguars, of course. It took the Electramotive team three years to turn the Nissan GTP into a regular IMSA winner, and it took Mercedes three years to make the C8/C9 model the almost omnipotent machine it is today (allowing for Peter Sauber's groundwork). The XJR-10 and 11 turbo models by contrast were first thought of in March 1988, and it's something of a miracle that they're ready for racing now. The trouble is that the Silk Cut Jaguar team claimed the top titles in 1987 and 1988, and had so much further to fall.

"Our performance at Brands Hatch was misleading" says Lammers. "Clearly we still have a lot of work to do, but we've learned a lot this weekend so it hasn't been wasted." The Dutchman, last year's Le Mans winner, has come a long way in the diplomatic stakes too, and his reward for a heads-down, no fireworks race was tenth place, a single championship point, five places behind Nielsen and Wallace.

On Saturday Wallace had run the V12, the team's spare car, during qualifying and settled easily at 1:28 and 1:29, a race winning pace it seemed, and it was time again to regret that the stock-block XJR-9 model wasn't further developed during the winter. Even the latest tyres produce a better performance, and the rapid progress of the Aston Martin team shows that a stock-block configuration isn't history, although neither is it a winner.

David Leslie and Brian Redman may not have been as delighted with their eighth place as they were with fourth at Brands Hatch, but the British race had produced a rather fortunate result, one that came from out of the blue. The AMR-1 is still being reduced in weight and the team predicted that it would find a new level of competitiveness in September, at Donington and Spa.

Aston Martin achieved something of a coup in signing Stanley Dickens, the Le Mans winner, for Spa. The Swede has raced Porsches for a number of years, recently with the Joest and Brun teams, without managing to win a World Championshi race, but was a first-time winner wit Mercedes and reached the top of Richar Williams' list of prospects for next season Dickens claims a distant descendancy fro the famous author, and might fit a Britis team rather well.

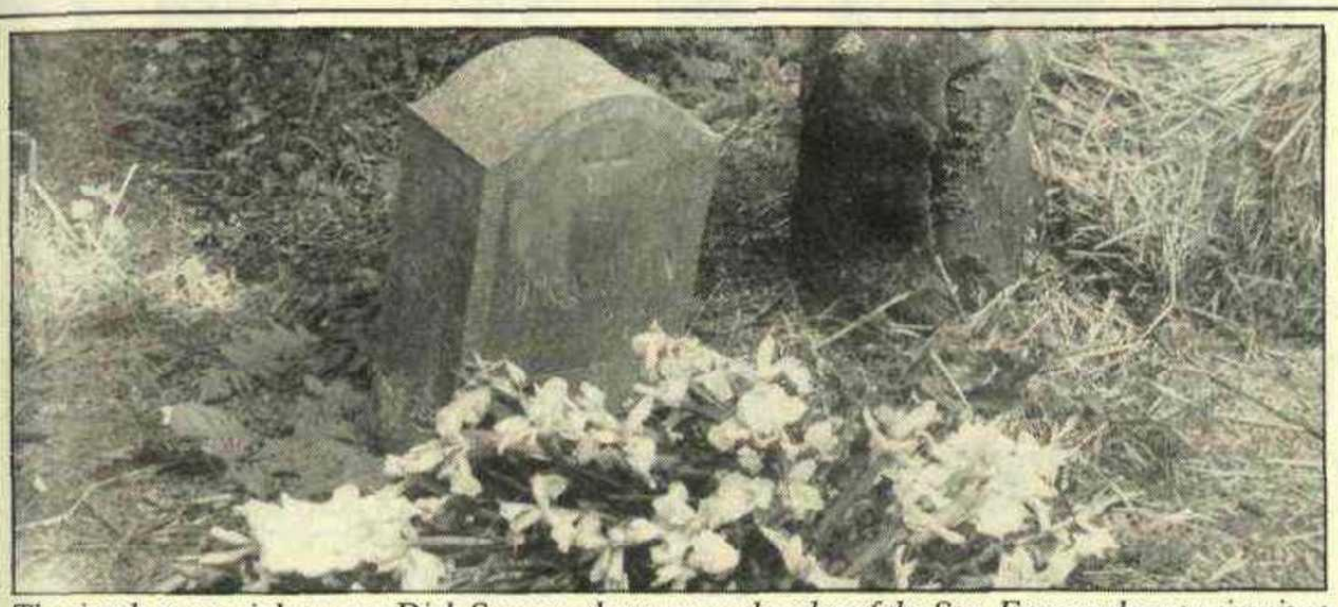
At the Nürburgring Walter Brun's tea went well on newly developed Yokoham tyres, perhaps firming a relationship tha was getting shaky. Brun and Jesus Parej were fourth, an excellent result for th owner, and Oscar Larrauri and Fran Konrad were sixth, after having an unsche duled brakepad change.

Brakes were the bane of Richard Lloyd' team too, as they had been at Brands Hatch Carbon discs were experimented with o Friday, but put aside, and with iron disc the RLR Porsche 962 GTi shared a definit deficiency in braking with the Brun team' cars. Steven Andskar, another young Swed little known in Europe but a regular Por sche man in Japan, proved to be the quick est member of Lloyd's team at th Nürburgring, ably backed by F1 drive Bertrand Gachot on his maiden sports ca race.

They finished 11th despite Andskar' visit to a gravel trap and a lack of braking while Derek Bell and Tiff Needell seeme to experience even worse difficulties i RLR's lead car, and finished 15th.

Hugh Chamberlain was frustrated in hi effort to tie up the World Championship fo C2 teams as Fermin Velez and Nick Adam posted their first title-race retirement o the season. They've won the C2 category a a canter at Suzuka, Dijon, Jarama an Brands Hatch, in the latest model Spice Cosworth SE89C, but retired in Germany with a blown relay in the fuel pump circuit

James Shead was the lucky man, cele brating his 24th birthday with a victory i the Team Mako Spice SE88C. He an Robbie Stirling drive an ex-works car, one that's used to winning, and they won C2 i their very first year of WS-PC compe titions. Don Shead, former powerboat racer and now a successful constructor, has pu together an excellent team, one that has now finished fourth at Dijon, second at Le Mans, second at Brands Hatch and first a the Nürburgring, which is most impressive for a first half-year. **MLC**



The simple memorial stone to Dick Seaman that was on the edge of the Spa-Francorchamps circuit at the place where he crashed in 1939.

History Lesson

Dear Reader

I know, and I hope you know, that the first motor race to take the title Grand Prix, was the one organised by the Automobile Club de France in 1906. The winner was François Szisz and he drove a Renault.

Grand Prix racing has continued ever since, and a great number of countries have had a major race which they named as their Grand Prix. For a time not all of them followed the lead of the Automobile Club de France, but eventually conformity appeared and Grand Prix races adhered to a Formula laid down by the international governing body of motor sport.

Between the two World Wars there were regular sets of rules governing a Grand Prix motor race of any standing, these covering the specification of the cars and the running of the event. The rules were changed every few years, in the light of experience and technical progress, for the years 1920 to 1939 saw some major break-throughs. Engine design, metallurgy, suspension knowledge, streamlining and tyres all benefited from the progress encouraged by Grand Prix racing.

Until 1939 the whole scene was described as "Grand Prix" (Grosser Preis in German, Gran Premio in Italian) which was the accepted international expression to describe cars or events run to the pertaining rules, and to the people that drove. At the time there was also racing for smaller cars, to a similar format as Grand Prix cars, and these were known generally as "voiturettes", the inference being that Grand Prix cars were "voitures" though the expression was never used.

After the 1939-45 World War the sport of motor racing proliferated and presumably due to everyone having been trained on six years of military discipline and a sense of order, the expressions "Grand Prix", "Voiturette" and "Petit Cylindre" were given the formal, and rather dull, titles of Formula 1, Formula 2 and Formula 3. There were attempts to continue this trend, with Formula 4, 5 and 6, but thankfully we stopped there, or otherwise we would probably be up to Formula 69 by now!

In 1950 the international governing body, the Federation International de l'Automobile (FIA) schemed up a World Championship for Drivers, based on a fixed number of Grand Prix events and points scored on the results. In 1958 they added a similar championship for manufacturers, though unofficially successful manufacturers had been acclaimed World Champions for many years.

For a while only a limited number of Grand Prix events counted for championship points, though there were many other races staged to Formula 1 or Grand Prix rules, that were of an equal challenge but not supported by all the manufacturers and teams.

As the World Championship series progressed more events were added to the list that counted for points, eventually reaching a total of sixteen. This very full programme of major events meant that the minor ones suffered from falling entries, lack of support, and lack of financial stability. Added to that the aftermath of the 1955 Le Mans accident took its toll, as racing was outlawed from the public roads by one country after another and forced to go to permanent tracks.

This caused the death-knell of the smaller Grand Prix races, which was a pity as it took away the opportunity for drivers and teams to learn the profession of Grand Prix racing before launching off into the World Championship series. Today any driver or team that wants to get into Formula 1 has to go in at the deep end, committing themselves to a full season of sixteen events, and many of them sink without trace.

Sadly a large section of the press and television media have become obsessed with the World Championship, especially that for drivers, viewing the driver as an individual rather than as a member of a team. Even more sad is their inability to think of anything else but 'NOW'. They forget all about those drivers and teams that built the foundations of Grand Prix racing over the last 83 years, and brought it through to the strong position it was in in 1950 when it was able to support a World Championship.

Due to press and television indoctrination too many people today think that Grand Prix (and Formula 1) racing started in 1950. They forget everything that happened before then, not just in the years from 1906, but even 1947/48/49. MOTOR SPORT fell from grace recently by listing the past winners of the British Grand Prix only from 1950, ignoring Villoresi (Maserati) who won in 1948, and Baron de Graffenried (Maserati) who won in 1949; to say nothing of the two British Grand Prix races in 1926 and 1927.

This obsession with the World Championship and 1950 has been nurtured by the publicity department of Marlboro cigarettes who established a department called Marlboro World Championship Team (whatever that meant) and have dispensed valuable information to the media for many years now. It is all good stuff, but it only deals with events since 1950, and the world's press (or most of them, especially newcomers) think that Formula 1 racing started in 1950.

Those of us to whom Grand Prix racing is the ultimate way of motor racing life can look back beyond 1950 I am glad to say. Recently there have been some articles, prompted by the recent Grand Prix of Belgium, about Richard (Dick) Seaman, who died 50 years ago as the result of his crash in the 1939 Belgian Grand Prix while driving for the Mercedes-Benz Grand Prix team and who was everyone's hero at the time. Some friends placed a small memorial stone by the side of the road where he crashed. It was there for many years, just in front of the Automobile Club of Spa clubhouse, having survived the war years. During the Stewart/Bonnier era of "double row armco everywhere" this stone was hidden behind the armco, but you could still see it if you knew where to look.

Then one day it disappeared, but I do not recall exactly when; it was a case of one day realizing the road had been realigned and widened and the stone was gone. Attempts to trace it have repeatedly failed, though many people remember it. If anyone has any ideas I, and numerous other readers, would like to hear from you. It is not a great National Monument, but it honours one of Britain's most famous Grand Prix drivers from an important age, before the world became obsessed with "points" and championships, when winning the Belgian Grand Prix would have been sufficient acclaim in itself.

DSJ

COYS A

IMPORTANT SALE OF HISTORIC VE
THE ROYAL HORTICULTURAL SOCIETY HA

ENTRIES NOW INVITED

The historic Alfa Romeo illustrated opposite is one of many cars which achieved new record prices at our sensational £9,000,000 auction held at the Nurburgring, West Germany, on the 5th August.

Established in 1919, we were Europe's first auction house to deal exclusively in collectors cars. We cannot advise you on your Ming vase or Van Gogh etching, but as the leading specialist in historic automobiles we can offer a unique sales service and sound advice on your car or collection.

We are currently welcoming entries for our last sale of 1989, to be held in central London on the 5th December.

FOUNDED 1919

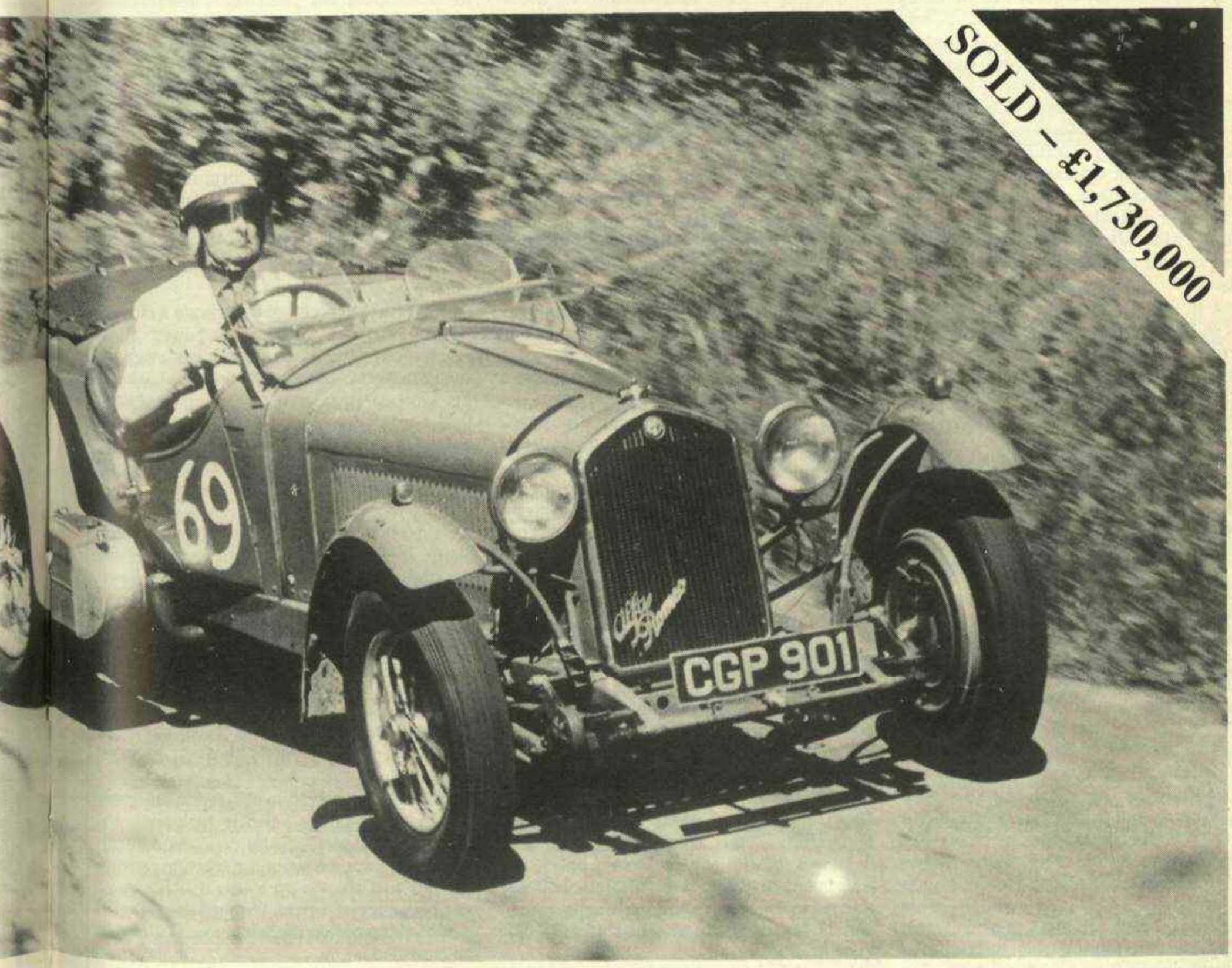
FOR PROFESSIONAL ADVICE PLEASE CONTACT:

COYS INTERNATIONAL AUCTIONS

2-4 Queens Gate Mews,
London SW7 5QJ
Telephone: 01-589 8850
Fax: 01-584 2733
Telex: 928015 COYKEN G

UCTION

HILES, TUESDAY 5th DECEMBER, 1989
LL, VINCENT SQUARE, WESTMINSTER, LONDON



1933 Ex-Earl Howe Alfa Romeo 8C 2300 Le Mans

Chassis Number: 2311201

COTTON ON . . .

Five Star Circuit

Tom Wheatcroft's first FIA World Championship race at Donington Park was widely acclaimed, and stakes a powerful claim for the East Midlands track to hold a Formula 1 Grand Prix in the forseeable future. Mercedes won the 1989 World Sports-Prototype Championship on September 3 in a meeting that passed off without incident, and the Germans were able to laugh about the replica Spitfire which pointed ominously at their silver cars on the Craner Curves.

There was some irony in Mercedes relieving Jaguar of the World Championship on the 50th anniversary of the outbreak of war and none of the Germans actually said "third time lucky", as was rumoured. The title is well deserved though, because Peter Sauber's Mercedes team has made 15 car starts this season and has no retirements, nor any finishes below fifth place (Jarama and Le Mans).

Some people were concerned, as I was, that the track would be too narrow, the concrete walls too close in places, and that overtaking would be too difficult for the Group C cars that are as wide as some Japanese Christmas-cracker saloons are long. However the track has been skillfully upgraded since it was opened in 1977 with gravel beds and tyre walls, and the expanse of manicured grass on each side of the Craner Curves looked quite inviting to the unwary.

Overtaking was never a problem, and in fact Kenny Acheson said it was a good deal easier than at Brands Hatch which is, after all, virtually one big corner. There are three appreciable straights at Donington, and a couple of sharp corners where two drivers of like mind can reach an understanding, and complimentary remarks about the track were heard everywhere.

Of the race, though, there were mixed feelings. Most schoolchildren know that the release of energy causes heat, and in motor cars energy is created by the fuel. Donington was enormously hard on brakes and therefore enormously hard on the fuel consumption, even more so than at the Nürburgring which had been the previous port of call.

The drivers are, of course, supposed to race at a speed which will get them to the end with a litre to spare, and within that constraint all the tracks should present similar targets. But drivers have to watch their digital gauges very carefully at the 'Ring, and (according to one calculation) Donington was 15% more demanding. Frank Jelinski, normally an amiable man, was fuming when he got out of the fourth-placed Porsche: "It's a **** race. We're on the lowest boost, the leanest fuel setting, and *still* I hate it." His words were echoed by Hervé Regout, another of motor racing's gentlemen.

Clearly Donington can't please all the people all the time, but it now seems to be almost ideal for fuel-free F1 cars and, in 1991, for sports cars as well. Mr. Wheatcroft didn't mince his words or hopes on Friday night when he entertained people like Yvon Leon, FISA's secretary-general, Pierre Aumonier of the BRDC and Silverstone, Group C steward Alain Bertaut, and Dennis Keeping of Shell. "I hope this is our first World Championship motor race and, as most people know, we want the Grand Prix here as soon as possible," said the Leicestershire master builder.

The in-fighting between interests at Silverstone, Brands Hatch, Birmingham and Donington in recent years can only be imagined, and without getting involved in all that we can only say that there are good tracks and not-so-good, and Donington can now take its place in the five-star category. Street tracks often give rise to frustration, ultra-fast tracks are sometimes not ideal for spectators, but Wheatcroft's dream conveniently affords superb viewing in a driver-friendly environment. If only they'd close the East Midlands airport for two or three hours, though!

A success for Donington Park, a triumph for the Silver Arrows. The Sauber Mercedes team's record this year has been pretty well impeccable, apart from the tyre-related defeat at Dijon (which was excellent for the championship's reputation), and the reliability record is every bit as good as the Rothmans-Porsche team's in its heyday. The difference is that Porsche had to beat none but its customers in 1983-85, and always had the advantage in equipment, resources, drivers and teamwork.

When Mercedes-Benz put its full weight behind Peter Sauber's team at the beginning of 1988 the already impressive C9 model went into top gear. The silly failures like broken seat catches became a thing of the past, the suspect Hewland VGC based transmissions became almost perfectly reliable (with the help of the British company, Staffs Silent Gear), and victories began to pile up: Jerez, Hungaroring, the Nürburgring, Spa and Sandown Park. There were only two retirements in 1988, those of Mass who was the victim of an accident at Brands Hatch, and of Mauro Baldi who had a brake disc explode at Fuji.

It would take an outstanding team to beat the Swiss-German outfit, and so far this year Reinhold Joest's Goodyear tyred Porsche, driven by Bob Wollek and Frank Jelinski, was the only one up early enough in the morning at Dijon. The Silk Cut Jaguar team has struggled all year and Nissan has emerged as Mercedes' strongest challenger with the R89C.

The Nissan team of 1989, engaged in th full World Championship, is very differen from the sleepy Japanese team which came t Le Mans in 1986, '87 and '88. Orient priorities seemed not to be the same as thos of Europeans and development work wa determined by committee, and proceede imperceptibly.

Now the chassis supplied by Eric Broadle as recently as April 3 has been turned into near winner, and seems likely to take th chequered flag any race now. For their par Nissan's engineers have made substanti progress with fuel-economising engine man agement chips, and are near to solving th delicate equation between power an economy.

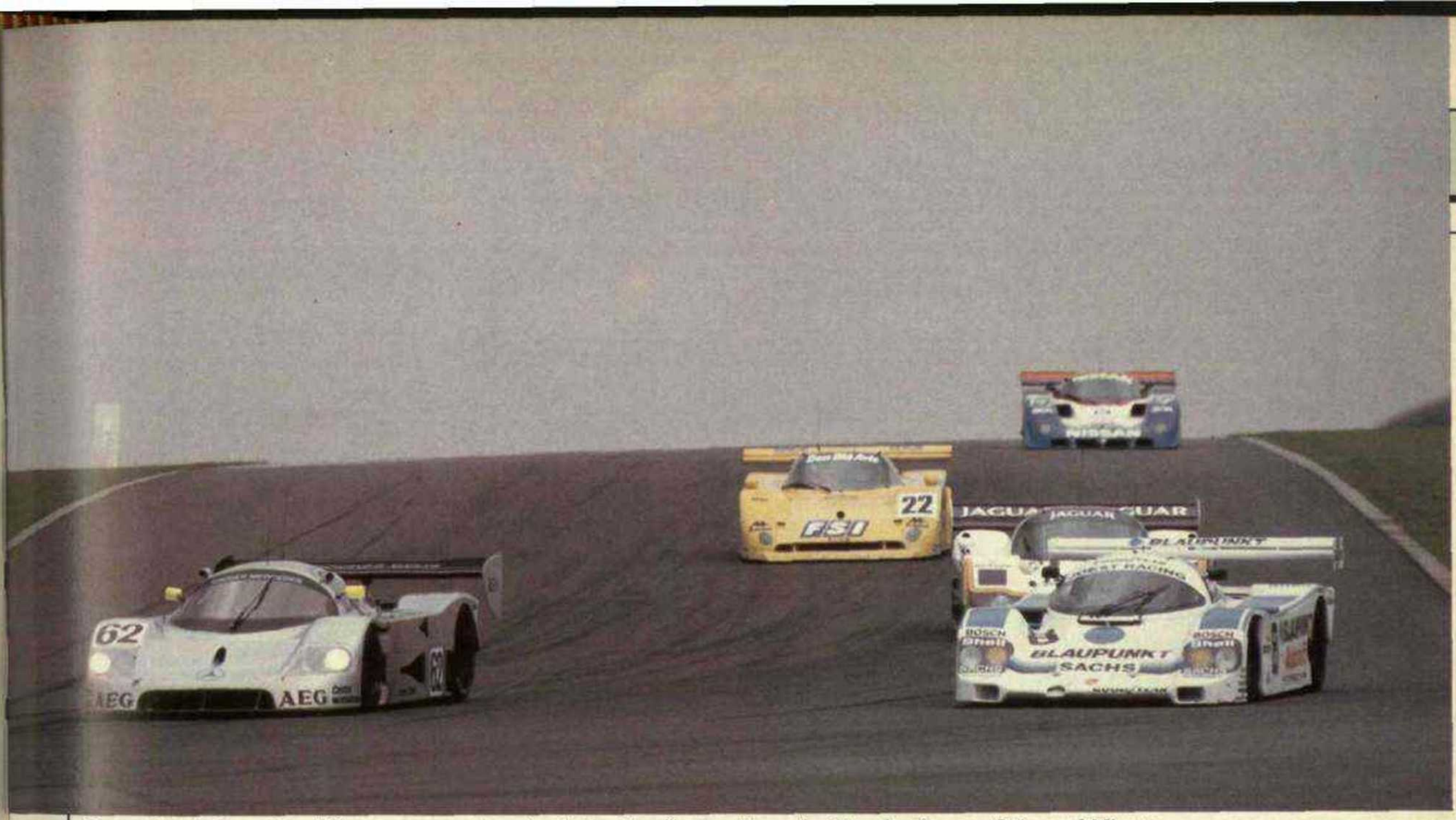
Nobody in Formula 1, certainly, misses th fuel-rationed races and even the turbocha ged engines are nothing but fond memorie today. At the Nürburgring Jean-Mar Balestre confirmed, as he had at Dijon, tha there would be no delay in introducing th universal 3½-litre engine formula in 199 Unless he contradicts himself later on w have only one more year of fuel-regulate Group C racing, and only one more year o the production-based engines, which is great pity.

A 1½-litre turbocharged Formula 1 engin which produces 1,200 horsepower is remarkable creation, but totally irrelevant i the real world. Even a 3½-litre V12 whic produces in excess of 600 bhp is fairl irrelevant, when compared with productio based V8 and V12 engines which churn ou 720 bhp or thereabouts, whilst using no mor than 51 litres of fuel per 100 kilometres. If tha sounds excessively thirsty, by the way, the consider that the current Group C engines ar about 35% more economical, when specifi consumptions are measured in grammes pe kilowatt-hour, than modern passenger cars.

There are times when fuel consumption i nothing but a nuisance, especially at th Nürburgring and Donington, and th Americans have evolved a better system i IMSA racing with inlet orifice restrictor (once promised for World Championshi racing, but immediately buried by th bureaucrats).

In an ideal world we'd carry on wit production engines, greatly favoured b manufacturers as a basis for racing and muc liked by the spectators, and substitute restric tors for fuel consumptions so that parity i reached, approximately, without the sight o cars conking out on the last lap and failing t be classified.

But we do not live in an ideal world, an like it or not we're heading for still shorte races for which the entry fee is a £10 millio 3½-litre V12, and it will be called sports ca racing. Eight manufacturers who have so fa declared their interest will love it, for th opportunities to be seen on the world' television sets, but Pedro and Seppi may turn in their graves.



Group C at its best: five different marques chase for the lead — Sauber-Mercedes, Porsche, Jaguar, Spice and Nissan.

Champion's Performance

To capture the 1989 World Sports-Prototype Championship, the Mercedes team had to pass a Spitfire 120 times at Donington on September 3. There was a peculiar irony in the situation, even though the warplane was only a plastic replica, and no-one felt like alluding to the anniversary of the outbreak of war until Jochen Mass broke the ice, in celebration: "It's a good job we're wearing soft shoes, or you'd hear the clicking of heels!"

On that sunny late-summer afternoon Peter Sauber's Mercedes team performed like a champion and recorded its third 1-2 result of the season. Jean-Louis Schlesser notched up his fourth victory of the year helped by Mass, and 52 seconds behind came Mauro Baldi and Kenny Acheson. As at the Nürburgring a fortnight before their principal opposition came from Nissan, the R89C driven by Julian Bailey and Mark Blundell finishing on the lead lap despite a front tyre failure two laps from the flag.

Above all, Donington presented a challenge to the microchip engineers who have to calculate the best 'map' for economy. Fuel consumption was absolutely critical, even more so than at the 'Ring, and once again the east-side Stuttgart engineers came up with the right answers, while the west-siders were wrong-footed and saw their Porsches finish fourth and fifth, a lap behind.

The Silk Cut Jaguar team enjoyed an encouraging first hour but slipped in the second, both Spices succumbed to electrical problems, but Aston Martin faced the Huns for longest and finished sixth and seventh, with honour.

One title that is undisputably British is the World Championship for C2 Teams. Spice Engineering claimed it in 1985, 1987 and 1988, Ecurie Ecosse in 1986, and at Donington Chamberlain Engineering took the honours with the Spice SE89C Cosworth driven by Fermin Velez and Nick Adams. Third place was what Hugh Chamberlain's team needed and third is what it got, after a restrained race which left no margin for a couple of unscheduled stops.

Baldi on pole

Half an hour into the first qualifying session there were six makes of car in the top six positions, a milestone for Group C racing and the new-look World Championship. The order, for a few minutes at least, was Mercedes, Nissan, Toyota, Aston Martin, Spice and Jaguar . . . then another Mercedes followed by three Porsches.

By the end of qualifying, though, the Sauber Mercedes team had as expected established the pecking order. In the final two minutes of the morning session Jean-Louis Schlesser claimed the pole at 1 min 19.196 sec and was clearly quickest . . . for all of ten seconds! Then Maurio Baldi crossed the line in 1 min 19.123 sec, at 113.65 mph, establishing just how fast the C9/89 model is capable of going round the East Midlands track. This was, incidentally, some 6.5 seconds faster than the outright circuit record established two years ago by Yannick Dalmas in an F3000 March, which gives some idea of the potential of modern Group C cars.

Two Japanese cars, the Nissan and the Toyota, occupied the second row of the grid, Nissan perhaps having made greater progress in the research for fuel economy and standing a higher chance of success in the race. Julian Bailey, partnered again by Mark Blundell, made the third quickest time at 1 min 20.752 sec while Johnny Dumfries, sharing the Toyota 89C-V with John Watson, made a best time of 1 min 21.298 sec.

The Silk Cut Jaguar team looked much happier on the track where so much testing has been carried out on the XJR-11 turbo model, but faces fell during pre-qualifying when Jan Lammers' car stopped with a broken camshaft belt and engine damage, and Andy Wallace's pulled off with dud electrics. The two cars were fully restored on Saturday though when Lammers and Wallace qualified for the third row within two-hundredths of a second of each other, Wallace delighted to be able to show his speed in qualifying as John Nielsen was otherwise occupied, racing for Jaguar in America. At Donington his co-driver was Alain Ferté, Silk Cut Jaguar's signing for 1990, who had an unfortunate collision with Will Hoy in the pit lane. Hoy was at a standstill in Jochen Dauer's Porsche, preparing to back up to the pit in the usual way, when Ferté cannoned into the side of him and caused so much damage that Dauer withdrew his entry. If the circuit had one shortcoming, it was insufficient garages and pit lane length for 36 Group C cars.

Behind them were the three best Porsches, then the normally aspirated Aston Martins and Spice Cosworths. Joest, Brun and Richard Lloyd each had a Porsche between 1 min 21.848 sec (Bob Wollek), 1 min 21.880 sec (Oscar Larrauri) and 1 min 21.982 sec (Tiff Needell) so there wasn't

much to choose there, either. David Leslie did spectacularly well in the Aston Martin to qualify tenth at 1 min 22.209 sec, fractionally ahead of the nimble Spices.

Challengers vanquished

The first hour of 300-mile race yielded one of the finest contests of the season as Mercedes, Jaguar, Nissan, Spice and Porsche all contested the lead. The silver cars may have led more often than not in the first stint but rarely by more than a few metres, and it was far too soon to make any predictions. The spectators could not know how well the teams were coping with the fuel allocation, and this was the bluff which some spun out to the very end.

Baldi led the first ten laps then Lammers had a short-lived spell at the front, passing the Italian for all of 400 metres before being overtaken by Schlesser into Redgate. So closely were the cars grouped that Bailey got the Nissan into third place on the same lap, and it looked more like a Formula Ford race than a serious World Championship event.

Was it a slow race, on account of consumption? Julian Bailey provided the answer to that by establishing a new outright circuit record on lap 36 at 1 min 24.50 sec (106.42 mph), defying Reinhold Joest's prediction that the race would be run at a running average of 1 min 27 sec or slower.

Was Bob Wollek running at the correct speed, then, reeling off laps at 87-88 seconds but occupying tenth place, and falling back? We didn't know the answer to that until the finish, when he crossed the line slowly in fourth place having covered one lap fewer than the leaders.

Tim Harvey's works Spice stopped after the pace lap to have an electrical problem checked, rejoining one lap down. Baldi could have done without him, for on lap 31 the Englishman nudged the Mercedes into a half spin at the Melbourne hairpin, and the silver car also blocked Dumfries' Toyota for half a minute. So far as Baldi was concerned, his driver championship chances were severely dented at that moment.

When the first pit stops were due, a pattern was beginning to emerge. Bailey now led in the Nissan, driving faultlessly, pursued by Schlesser and Lammers. There was a small gap to Larrauri, Baldi, Wallace who was driving to the fuel schedule in the second Jaguar, Dumfries, and the two rumbling Aston Martins. David Sears made a particularly good start from five rows behind David Leslie, getting into his slipstream 22 laps into the race, and the Protech twins made a fine sight as they lapped the 2½ mile track in convoy. Early in the second hour, the hopes of Britain depended on them.

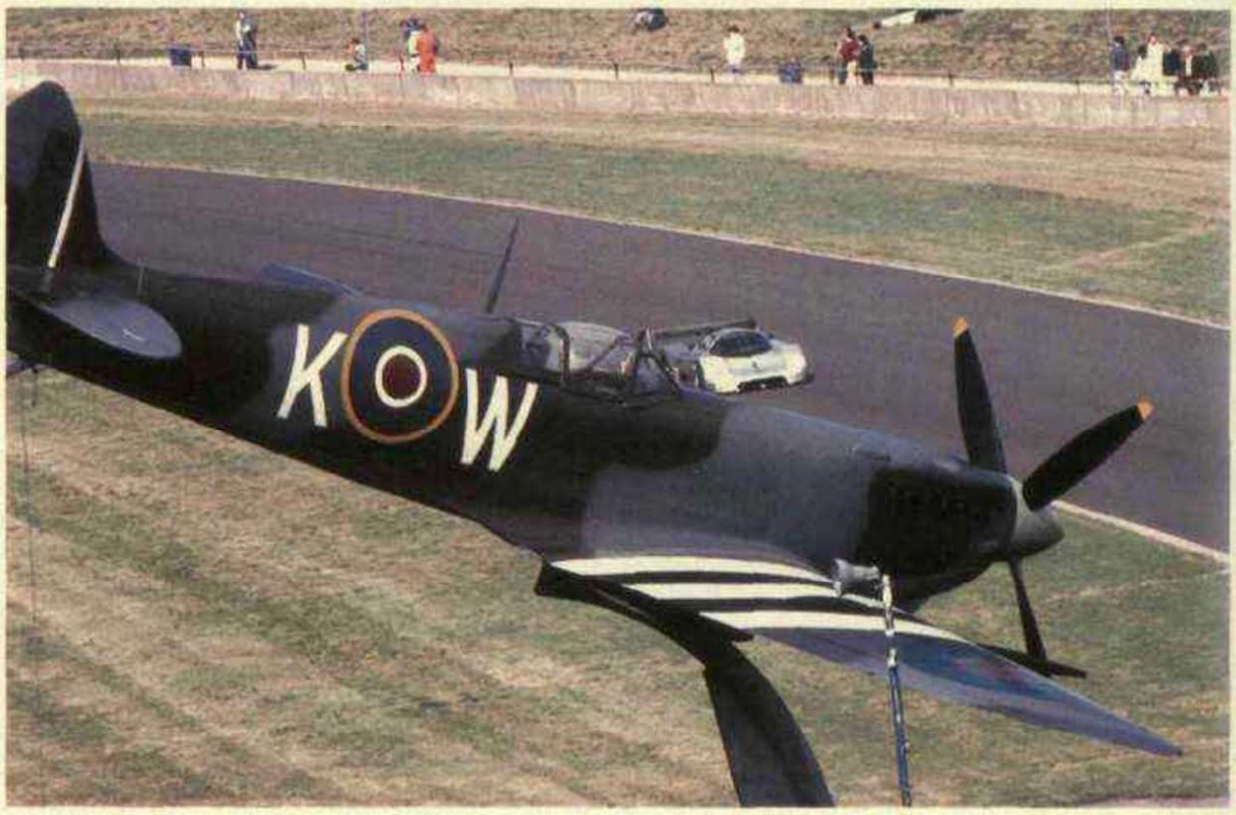
Wayne Taylor ran strongly with the leaders, cheekily trying to pass Schlesser a couple of times, but his Spice didn't quite manage to lead a World Championship race and may not now, this season; Spa and Mexico won't suit the 3½-litre cars. Both Spices had stopped with electrical failures during the morning warm-up, and both retired from the race in the second hour for the same reason. Even now, after 23 seasons, the mysteries of Cosworth V8 engine vibrations, and their effects on ancillaries, haven't been resolved.

Jaguar's bid was thwarted in the second hour too. Ferté took over from Wallace but lost two laps because the starter wouldn't work, and a new battery was installed. Despite the loss of mileage the car ran out of fuel on the last lap, and wasn't classified. In the better placed Jaguar Patrick Tambay coasted to retirement when the distributor drive broke.

Bailey had a six-second lead over Schlesser when he stopped but Blundell enjoyed a 13 second cushion over Mass after the pit stops. This was noted by the stewards who found that the Nissan's fuel flow meter was running faster than the mandatory 60 litres per minute, so the car was held for an extra 12 seconds at the second stop. In C2, the Velez/Adams car went out sooner than it should have done, and a penalty stop hurt more because the Spice was supposed to stop only once.

Everyone waited for the last 20 laps, to see who was in trouble. Oscar Larrauri, whose Brun Motorsport/Hydro Aluminium Porsche had shadowed the leaders throughout, was the first to topple, and the Argentinian was overtaken by Wollek in the Joest Porsche at the climax of the race.

Blundell was slowing too, in the Nissan, and while he may have been short of fuel he was handicapped by a slowly deflating left-foot tyre. Most spectators weren't aware of that until the tyre disintegrated two laps from the end, inconveniently on the downhill Craner Curves. "I was lucky to get to the finish, even more so to finish third," Bailey



Watched by a plastic Spitfire on the anniversary war was declared, Mercedes returned to Donington to clinch the championship.



The Leslie/Roe Aston Martin was the first British car home in sixth place.

SOLO FERRARI

EXCLUSIVE AUCTION IN MONTE CARLO ON
SATURDAY, NOVEMBER 11TH, 1989 - 9.00 PM
Espace Fontvieille "Chapiteau"



Admission upon presentation of catalogue: to request it, please send £st 20.

For information:

ORION
Auction House

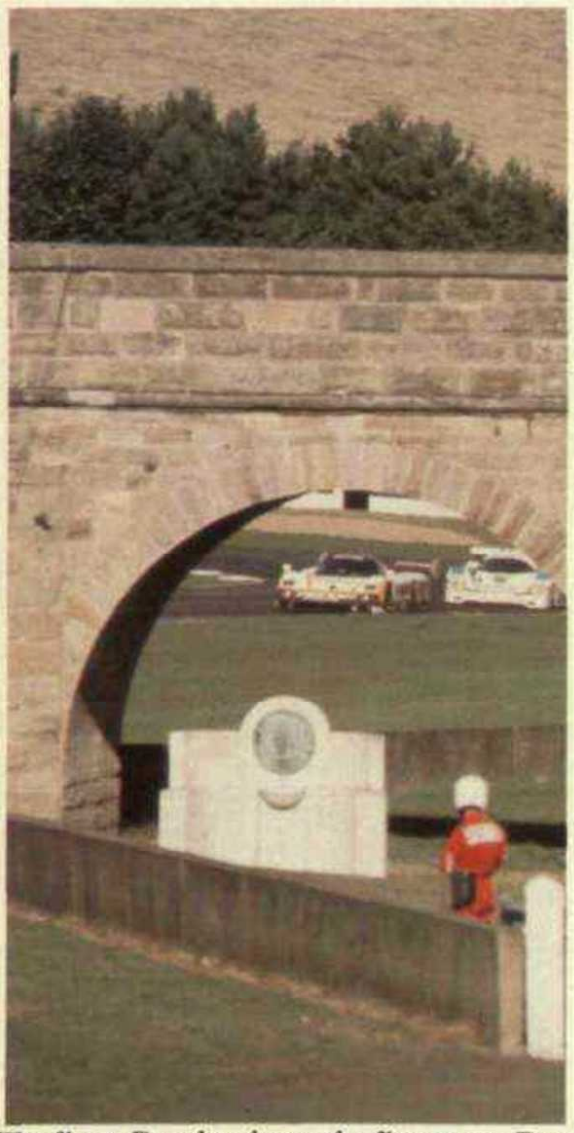
Managing Director: Mario Zanasi - Victoria Building - 13, Bd Princesse Charlotte
MONTE CARLO - MC 98000 MONACO - Tel. 93/301669 - Telefax 93/501792
International expert: Christian Huet - 96, Rue la Fontaine - F - 75016 PARIS
Tel. 1/45244548 -Telefax 1/40501478
Huissier Maître Escaut Marquet with the assistance of Maître Osenat

Sunday, November 12th, TOPTIME auction of antique watches (catalogue £st 20)

commented with relief.

The finishing order looked as symmetrical as the grid with Mercedes placed first and second, the Nissan third, the Joest Porsche fourth, the Brun Porsche fifth and the Aston Martins sixth and seventh. Johnny Dumfries and John Watson got a single point apiece for getting the Toyota 89C-V to the end, desperately short of fuel though four laps short of the target, and behind their car were Derek Bell and Tiff Needell in the RLR Porsche, disappointed to be so far behind after running strictly to the fuel allocation.

Surprised and delighted to win C2 were Jari Nurminen and Tony Trevor in the works Tiga Cosworth, the team having managed a couple of fourth places so far this season at Jarama and Brands Hatch. Defeats of Spice cars make news, and this was headline stuff in C2, but with third place Chamberlain Engineering proudly won the World Championship for C2 teams. Driver championships, though, would take longer to resolve. **M.L.C.**



The Joest Porsche chases the Jaguar at Donington with the blue and white car coming home ahead.

WORLD SPORTS-PROTOTYPE CHAMPIONSHIP
Round 5, Nürburgring, 480km, August 20

RACE RESULTS

1st	J-L. Schlesser/J. Mass	5.0t Sauber Mercedes C9	C1	2h 47m 14.599s
2nd	M. Baldi/K. Acheson	5.0t Sauber-Mercedes C9	C1	2h 47m 16.677s
3rd	G. Fouche/G. Lavaggi	3.0t Porsche 962	C1	104 laps
4th	W. Brun/J. Pareja	3.0t Porsche 962	C1	104 laps
5th	J. Nielsen/A. Wallace	3.5t Jaguar XJR11	C1	104 laps
6th	O. Larrauri/F. Konrad	3.0t Porsche 962	C1	104 laps
7th	J. Dumfries/G. Lees	3.2t Toyota 89CV	C1	104 laps
8th	D. Leslie/B. Redman	6.0 Aston Martin AMR1	C1	103 laps
9th	P. Fabre/H. Regout	3.0t Cougar-Porsche C22	C1	103 laps
10th	J. Lammers/P. Tambay	3.5t Jaguar XJR11	C1	103 laps
11th	S. Andskar/B. Gachot	3.0t Porsche 962 GTI	C1	102 laps
12th	H. Huysman/U. Schaefer	3.0t Porsche 962	C1	102 laps
13th	D. Kennedy/P. Dieudonne	1.3r Mazda 767B	IMSA	101 laps
14th	J. Almeras/J-M. Almeras	3.0t Porsche 962	C1	101 laps
15th	D. Bell/T. Needell	3.0t Porsche 962 GTI	C1	100 laps
16th	J. Laessig/P. Yver	3.0t Porsche 962	C1	100 laps
17th	R. Stirling/J. Shead	3.3 Spice-Cosworth SE88C	C2	99 laps
18th	R. Piper/O. Iacobelli	3.3 Spice-Cosworth SE88C	C2	99 laps
19th	B. Thuner/C. Ballot-Lena	3.3 Spice-Cosworth SE88C	C2	98 laps
20th	H. Pescarolo/J-L. Ricci	3.0t Porsche 962	C1	94 laps
21st	L. Taverna/J. Williams	1.8t Spice-Hart SE86C	C2	83 laps
NC	B. Giacomelli/M. Monti	3.0t Lancia-Ferrari LC2	C1	55 laps
DNF	B. Wollek/F. Jelinski	3.0t Porsche 962	C1	out of fuel
DNF	A. Gilbert-Scott/J. Bailey	3.5t Nissan R89C	C1	out of fuel
DNF	D. Wood/P. de Henning	3.3 Spice-Cosworth SE87C	C2	out of fuel
DNF	E. Salazar/T. Harvey	3.5 Spice-Cosworth SE89C	C1	engine
DNF	J. Dauer/W. Hoy	3.0t Porsche 962	C1	engine
DNF	A. Salamin/M. Cohen-Olivar	3.0t Porsche 962	C1	oil pressure
DNF	F. Velez/N. Adams	3.3 Spice-Cosworth SE89C	C2	electrics
DNF	S. Hynes/J. Sheldon	3.3 Tiga-Cosworth GC289	C2	driveshaft
DNF	G. Tremblay/J-C. Justice	3.3 Tiga-Cosworth GC289	C2	injection
DNF	T. Lee-Davey/H-J. Dahmen	3.0t Porsche 962	C1	engine
DNF	P. Barberio/R. Randaccio	3.3 Tiga-Cosworth GC288/9	C2	accident damage
DNF	T. Thyrring/W. Taylor	3.5 Spice-Cosworth SE89C	C1	electrics
DNF	P-A. Lombardi/B. Sotty	3.3 Spice-Cosworth SE86C	C2	engine
DNF	M. Fontan/A. Serpaggi	3.3 ALD-Cosworth C289	C2	accident

Fastest lap: Schlesser 1 min 29.281 sec; 183.143kph (113.799 mph)
First named driver started race

Round 6, Donington 480km, September 3

RACE RESULTS

1st	J-L. Schlesser/J. Mass	5.0t Sauber-Mercedes C9	C1	2h 57m 50.883s
2nd	M. Baldi/K. Acheson	5.0t Sauber-Mercedes C9	C1	2h 58m 42.777s
3rd	J. Bailey/M. Blundell	3.5t Nissan R89C	C1	2h 59m 29.346s
4th	B. Wollek/F. Jelinski	3.0t Porsche 962	C1	119 laps
5th	O. Larrauri/H. Huysman	3.0t Porsche 962	C1	119 laps
6th	D. Leslie/M. Roe	6.0 Aston Martin AMR1	C1	118 laps
7th	D. Sears/B. Redman	6.0 Aston Martin AMR1	C1	118 laps
8th	H. Pescarolo/J-L. Ricci	3.0t Porsche 962	C1	117 laps
9th	P. Fabre/H. Regout	3.0t Cougar-Porsche C22	C1	117 laps
10th	J. Dumfries/J. Watson	3.2t Toyota 89CV	C1	116 laps
11th	T. Needell/D. Bell	3.0t Porsche 962 GTI	C1	115 laps
12th	G. Fouche/G. Lavaggi	3.0t Porsche 962	C1	114 laps
13th	J. Nurminen/T. Trevor	3.3 Tiga-Cosworth GC289	C2	114 laps
14th	R. Stirling/J. Shead	3.3 Spice-Cosworth SE88C	C2	114 laps
15th	F. Velez/N. Adams	3.3 Spice-Cosworth SE89C	C2	113 laps
16th	A. Salamin/M. Cohen-Olivar	3.0t Porsche 962	C1	110 laps
NC	D. Kennedy/P. Dieudonne	1.3r Mazda 767B	IMSA	111 laps
NC	P. de Henning/D. Wood	3.3 Spice-Cosworth SE87C	C2	108 laps
DNF	A. Wallace/A. Ferte	3.5t Jaguar XJR11	C1	out of fuel
DNF	P-A. Lombardi/B. Sotty	3.3 Spice-Cosworth SE86C	C2	out of fuel
DNF	R. Piper/O. Iacobelli	3.3 Spice-Cosworth SE88C	C2	fire
DNF	L. Taverna/R. Williams	1.8t Spice-Hart SE86C	C2	out of fuel
DNF	B. Thuner/C. Ballot-Lena	3.3 Spice-Cosworth SE88C	C2	electrics
DNF	G. Tremblay/J. Aulen	3.3 Tiga-Cosworth GC289	C2	driveshaft
DNF	T. Harvey/E. Salazar	3.5 Spice-Cosworth SE89C	C1	electrics
DNF	J. Pareja/W. Brun	3.0t Porsche 962	C1	engine
DNF	J. Lammes/P. Tambay	3.5t Jaguar XJR11	C1	distributor
DNF	W. Taylor/T. Thyrring	3.5 Spice-Cosworth SE89C	C1	electrics
DNF	S. Dickens/U. Schaeffer	3.0t Porsche 962	C1	accident
DNF	B. Giacomelli/F. Scapini	3.0t Lancia-Ferrari LC2	C1	accident
DNF	A. Serpaggi/M. Fontan	3.3 ALD-Cosworth C289	C2	driveshaft
DNF	R. Randaccio/P. Barberio	3.3 Tiga-Cosworth GC288/9	C2	electrics
DNF	"Stingbrace"/M. Kimpton	3.3 Tiga-Cosworth GC286/9	C2	driveshaft

Fastest lap: Bailey 1 min 24.500 sec; 171.266kph (106.419 mph)
First named driver started race

Drivers Championship: 1. Schlesser 107; 2. Baldi 90; 3. Mass 87; 4. Acheson 85; 5= Wollek and Jelinski 57.
Teams Championship: 1. Team Sauber Mercedes 115; 2. Joest Racing 57; 3. Repsol Brun Motorsport 41; 4. Silk Cut Jaguar 39; 5. Nissan Motorsport 25; 6. Toyota Team TOM's 22; 7. Aston Martin 19; 8. Porsche Kremer 18; 9. Courage Competition 16; 10. Spice Engineering 10.
C2 Drivers: 1= Velez and Adams 92; 3. Shead 65; 4= Thuner and Stirling 50.
C2 Teams: 1. Chamberlain Engineering 102; 2. Team Mako 60; 3. France Prototeam 50; 4. Tiga Race Team 40; 5. PC Automotive 39.



The use of a new factory at Slough came about as a result of a deal with Ford.

Market Forces

In the second of a two-part interview, Eric Broadley of Lola Cars recalls the uneasy genesis of Ford's celebrated GT40, extols the virtues of Indycar racing as a market for the constructor, and speculates on the future of his company after thirty years of seeing which way the wind blows.

Apart from the Mk1, Eric Broadley's best designs have been drawn on a large canvas, and one immediately associates Lola with such as the T70, the T330 series of Formula Atlantic/Formula 5000 cars, and any number of Indycars.

At the 1963 Racing Car Show he unveiled a sensation, the Mk6GT. This was the first of the modern big banger GTs, a rear-engined car with a 4.2-litre Ford V8 engine and a monocoque centre section. It was a brilliant stroke but too complicated and expensive for a small outfit to run and develop successfully, and it did not appear very often. When it did race, it was quick but unreliable.

Meanwhile Ford had decided it would like to win Le Mans, and came close to buying Ferrari. When that deal fell through Detroit cast around and hit upon Lola. For a struggling company the deal was irresistible: Lola would act as a consultancy to Ford Advanced Vehicles for one year, receive an appropriate fee, and be allowed use of a new factory at Slough for a further six years. Thus Eric came to design the immortal GT40, the direct descendant of his Mk6 — a fact which is sometimes overlooked since another engineer on the project has given interviews which suggest he was responsible.

"It wasn't a very comfortable time but then working with big companies is rarely comfortable. It was a lesson of the importance of maintaining one's own independence and keeping the company self-contained. It was our fault really; we allowed too much involvement from Ford, they were too deeply involved with everything and the consequence of that in a big company is that certain individuals will take advantage.

"To make a project like that work it is necessary to maintain the two sides. They must work closely together but they must maintain their separate identities because the big company has come to the specialist to do a job for it. If they get themselves too involved they must screw it, otherwise there is no point going there in the first place.

"Ford did the styling and we threw it back to them several times and told them what we needed. But you expect that, the mechanical design they stipulated. What actually happened was that initially we were given a free hand to design within a shape, and to change the shape as necessary, but other people got involved with their own ideas of the future of the project, and they stipulated policy on construction and that kind of thing, which was a bad move. The car was far too heavy and this is why I say demarcation must be maintained.

"Ford had decided it would like to win Le Mans, and tried to buy Ferrari. When that deal fell through it cast around and hired Lola as a consultancy. Thus Eric Broadley came to design the immortal GT40"

"Initially it was going to be a very advanced aluminium monocoque, but you get guys who bullshit their way onto the horizon and there was this guy whose idea of the whole project was that it would be the basis of Ford production sports and GT cars which is why the GT40 was made of steel. It was a mind-bending job in the time available to produce a steel monocoque without any proper tooling — I don't know how we managed it.

"I said, look, if you are going to build a race car, build a race car, don't try to turn this thing into a semi-production car. It's not raceable. It ended up with a head-to-head with one particular guy, and I couldn't see the point of continuing. The infiltration had got to a point where it had clearly gone wrong, and I wasn't prepared to put up with that. It was basically my fault for not holding the situation together in the first place. In retrospect it would have been very difficult to do but I should have done it."

As soon as he was independent again, Eric built the car he wanted to make for Ford, the T70, which was the first Lola since the Mk1 to become a consistent winner — even although the whole series, from 1965-69, took only one World Sports-Car Championship victory (at Daytona in 1969). Still, it was a popular privateer's car, and one took John Surtees to the first Can-Am Championship in 1966, a title Lola was to win six times.

Along with the T70 came the T80, Lola's first Indycar, and Graham Hill used its successor the T90 to win the 1966 Indy 500.

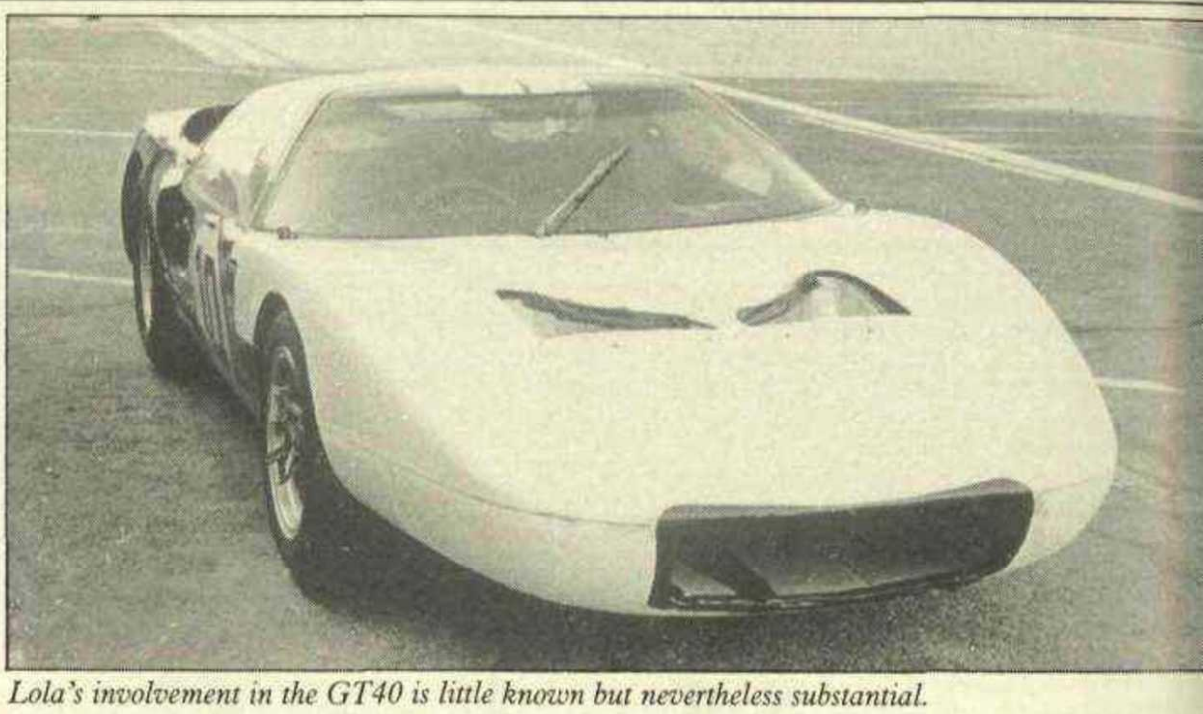
Part Two THE LOLA STORY 1959-1989

The company has since been a mainstay of Indycar racing, though not consistently so.

When a rule change in the winter of 1967-68 saw wholesale cancellation or orders for the T70, Lola appeared to be in trouble. But at the same time Formula Atlantic/ Formula 5000 was about to start, and by building a simple spaceframe to take T70 spares, the T140 was born. It was a basic car, but sound, and Bobby Brown used one to win the first Atlantic Championship. Lola continued in the category for the next ten years.

Most of the best Lolas have been like the T140 — big, competent and user-friendly — and the firm has not tended to be associated with technical innovation. An exception to this general rule came with the T150/152 Indycars which used a Hewland four-wheel-drive system. In 1968 and 1969 Al Unser showed well with these cars, and took third place in the 500-miler in '69, the best result a 4WD car ever achieved at the Brickyard and a performance which helped both to ensure that 4WD would be banned there and to encourage Formula One teams to pursue the same chimaera.

"You could never tell what Lola would be making the following year. Its response to winning the 1984 Formula Ford Festival was to pull out of Formula Ford!"



Lola's involvement in the GT40 is little known but nevertheless substantial.

Recently, however, Lola has managed to combine technical innovation with user-friendliness, two things which are so often incompatible, by introducing its "Black Box" Intelligent Instrumentation System. This is an advanced on-board computer system which learns a circuit and monitors a car's performance in every corner. At the end of a test session or race, one simply plugs in a printer to receive a corner by corner, lap by lap analysis of rpm, time, road speed, and turbo boost where applicable.

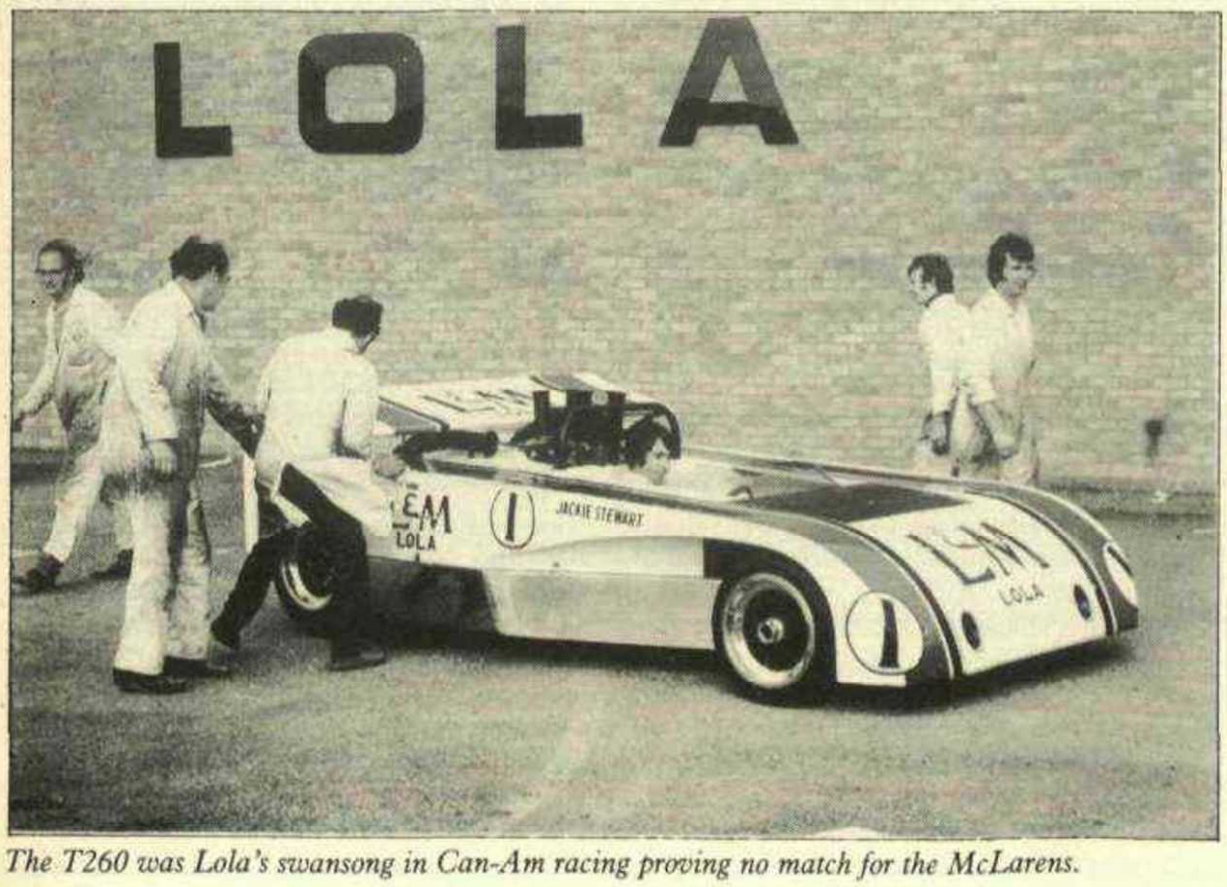
Such systems are already in existence in F1, but this is perhaps the first tailored to the regular customer teams running without a huge budget.

It is also a dramatic illustration of the shift which Lola has made in the past two or three seasons. In the past it has tended to be a passive supplier of cars, in the sense that it has responded to the market and not tried to lead it. Thus in 1978 Al Unser in a T50 became the first driver in history to win al three American 500-mile races in a season but then five years passed before anothe commission came and during that time Lol made no Indycars.

Much the same pattern, or lack of it, ha been followed throughout Lola's history i most categories: you could never tell what i would be making the following year. Th company's response to one of its cars win ning the 1984 Formula Ford Festival a Brands Hatch was to pull out of Formul Ford.

Then the model range came about as

"Lola is riding high in CART racing, having replaced March as the customers' favourite. It may make as many as forty cars this year, its limit being set by its physical capacity rather than by demand"

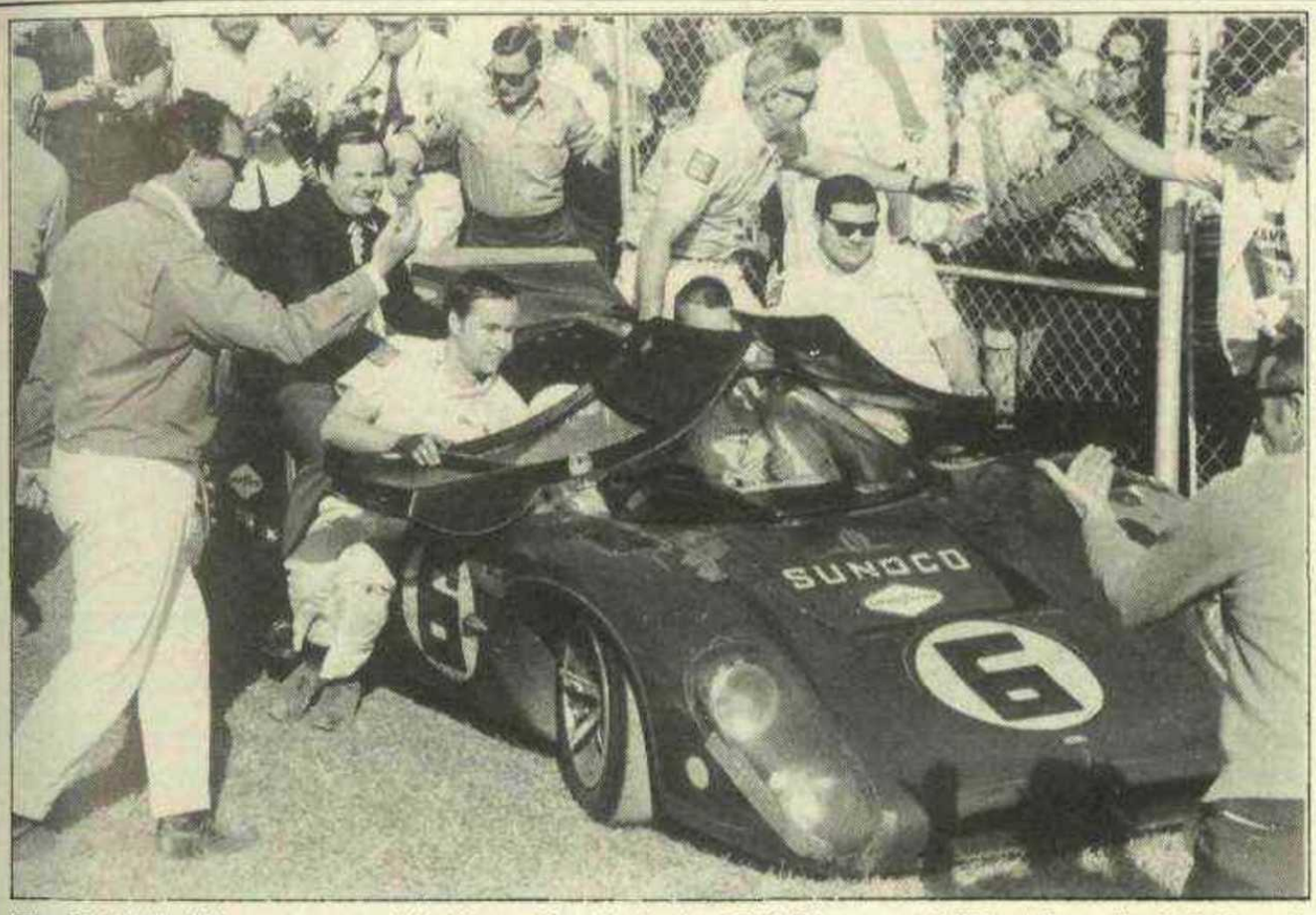


The T260 was Lola's swansong in Can-Am racing proving no match for the McLarens.

reaction to the predicted market, which lec to a few blind alleys, but in recent seasons Lola has stabilised its model range with an emphasis on Formula 3000 and CART, and been more successful as a result. It is now looking ahead in a way it has never done before, and the Nissan Group C project is indicative of a new policy of long-term planning.

The company has made so many models that it would be impossible to cover them all. Many at the factory think the outstand-ing one was the T330 FA/5000, which was not only very successful on the track but also made Lola a lot of money during its seven-year production life and, converted to

THE LOLA STORY 1959-1989 Part Two



The T70 Mk 3B coupe entered by Roger Penske in the 1969 Daytona 24 Hours brought Lola its sole world championship victory.

Can-Am spec, won three straight titles in 1977-79.

When asked for his own nominations, Eric gives "The Mk1, I suppose the GT40 was a pretty good car, then there was the T70 series, the Indycars around 1969-70, the 2-litre sports-cars around 1973, the T330/2 and, I suppose, some of the cars at Indy now."

Lola is riding high in CART these days, having replaced March as the customer's favourite. This year it may make as many as 40 cars, with the limit being set by its physical capacity (it employs 100 people in its 23,000 sq ft Huntingdon factory) rather than by demand. But there are signs that CART is about to change with the arrival of Porsche and Alfa Romeo and the rumoured interest of Honda and Renault.

"One of the reasons for the success of CART is that they kept it simple. A lot of teams are headed by entrepreneurs who are involved in other businesses and their racing is a hobby. They are able to buy the equipment and engines and be competitive, which is totally different to Formula One where you must build your own car and, while you can buy an engine, when it comes to the point it must be a special deal. And all the teams are professionally run: the people involved do nothing else.

"The Formula One concept wouldn't work in the States because you wouldn't be able to raise the money to do it. In fact a lot of the people running the teams are partly funding themselves and I suspect very few of them could actually justify it commercially. You have a situation where you have a very successful form of racing, you have these people who want to be involved and are prepared to put money into it, and it's a good operation. They're nice people to work with, and we really enjoy CART; I don't say we don't enjoy Formula One, but CART is different.

"The trouble is I think CART is losing sight of its initial concept which has been so successful. Maybe they have been driven that way by natural forces but if, say, Porsche comes in heavily, and Penske is already in heavily, and they are joined by one or two other teams, then the ordinary guy is going to find it hard to stay competitive. Then I think you have a problem.

"At the moment we are working very hard on new Indy designs. In fact we are working two years ahead so we are advancing quite rapidly, and it is going to be quite difficult for newcomers to make a good impression. But if they really put a lot of effort into engines it could be another matter.

"We feel we can cope with the situation until we get to the point where the teams have got to do a vast amount of testing, as in Formula One. When that happens budgets will rocket and teams will drop out.

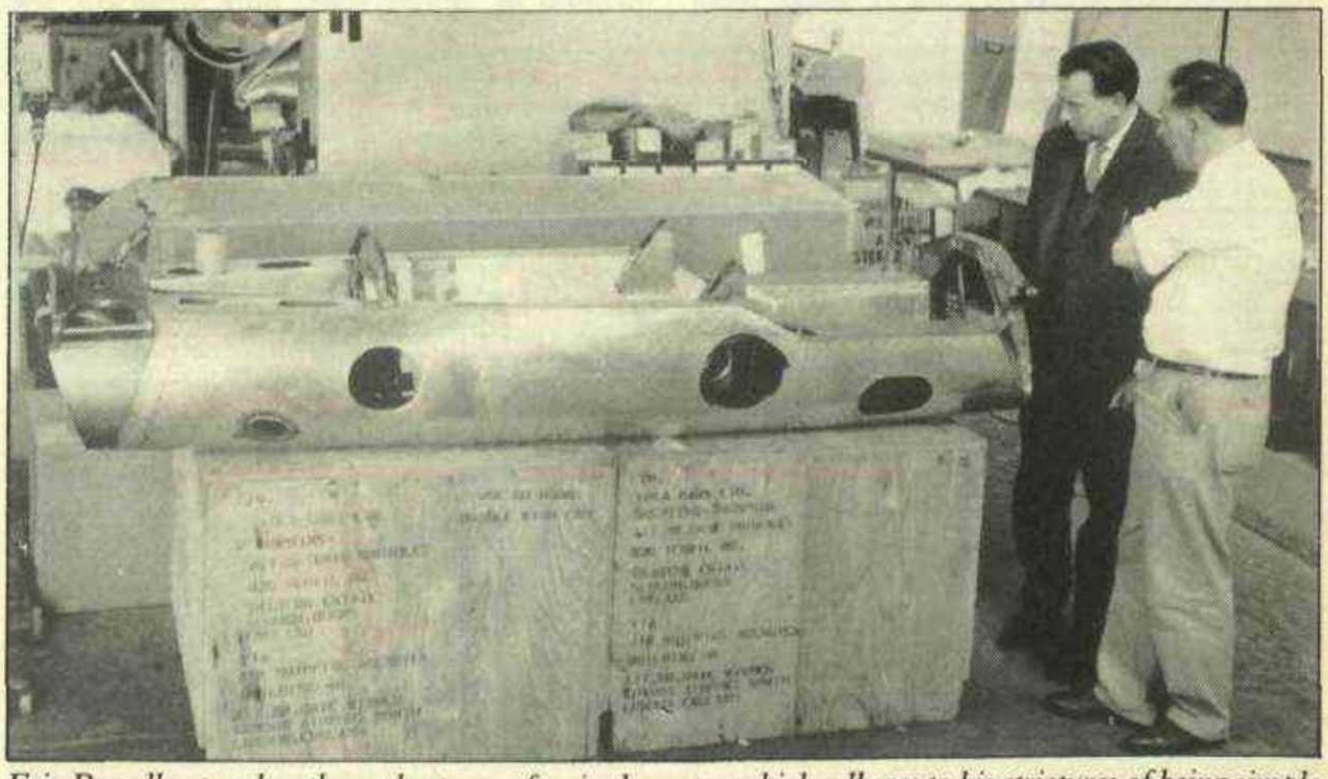
"At present you can't afford to give them anything that is too difficult to maintain and to run because they have a tight programme. You can't get millions of super mechanics, so our cars have to be designed to be run by comparatively ordinary guys, which is one of the areas we really gained. The detail and the actual workability of the cars is an important factor.

"While CART is our main market at present, motor racing has always been about doors opening and closing, and if that particular door closed on us then we'd look for another one to open. There are a lot of doors in racing, and if CART did get taken over by major teams and the market faded away, I think we would switch to doing more special projects like the Group C car.

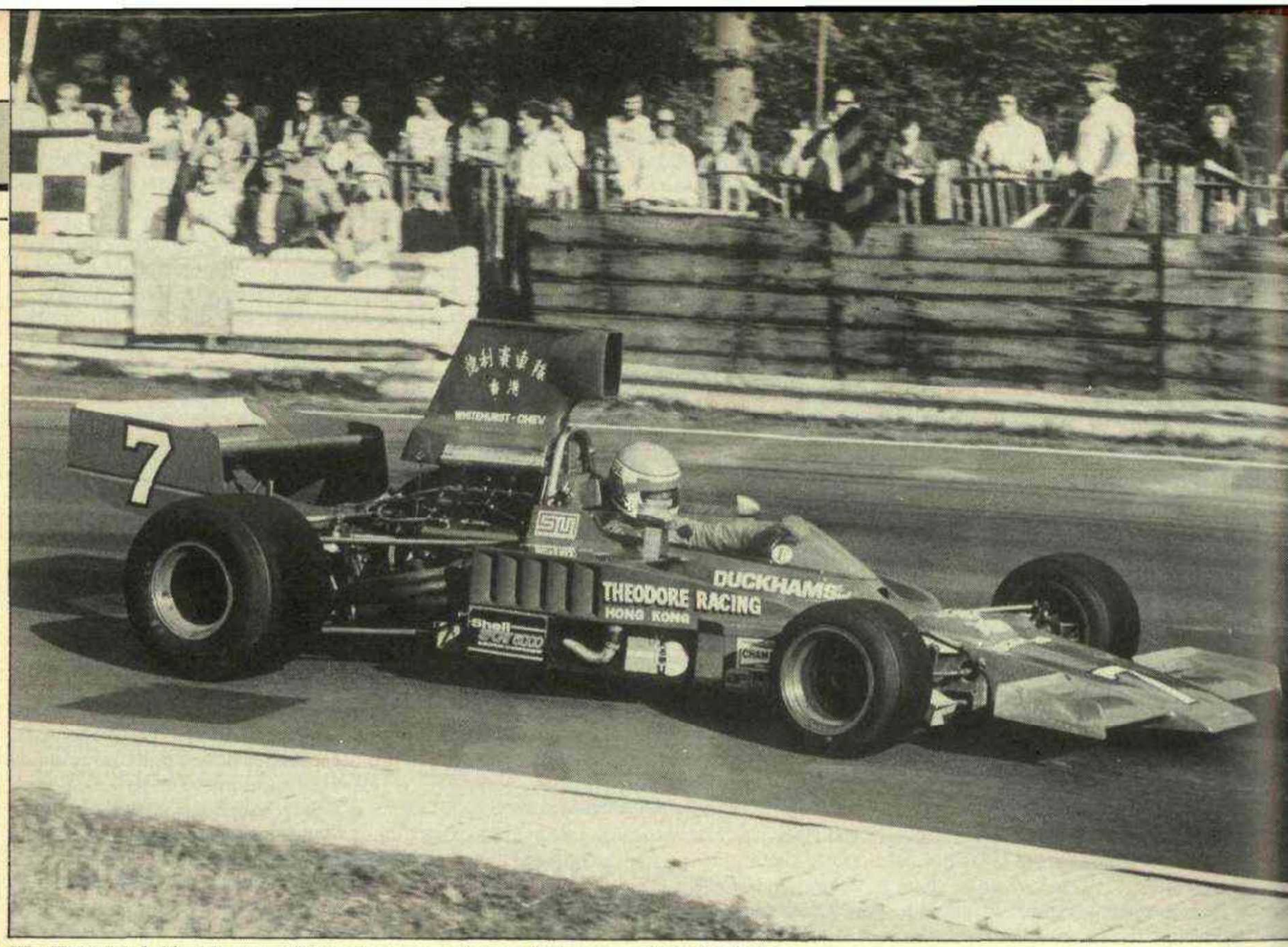
"I have pretty firm views on how the next five years are going to develop on all fronts, and being pretty positive in this business is good. The particular direction though is something we have studied quite carefully and I had better keep that close to my chest at the moment.

"I don't see any major changes in the

"In five years, the size of Lola's staff has increased by 250%, but ironically overall production has actaully dropped"



Eric Broadley ponders the early stages of a single-seater which adheres to his strictures of being simple and straightforward.



The T330/2 is held with great affection by many and was a little moneyspinner for Lola.

areas we are involved in unless there is a change in the rules. Our current mix is quite a good balance between straight commercial and engineering projects — how we will spread that in the future is difficult to say at the moment because we are really trying to consolidate and organise what we are doing. When we have done that it may open up other possibilities, I suspect it will."

Other motor racing manufacturers have been lured by the opportunities presented by selling their expertise as consultants to industry, and some years ago there was talk of that at Lola.

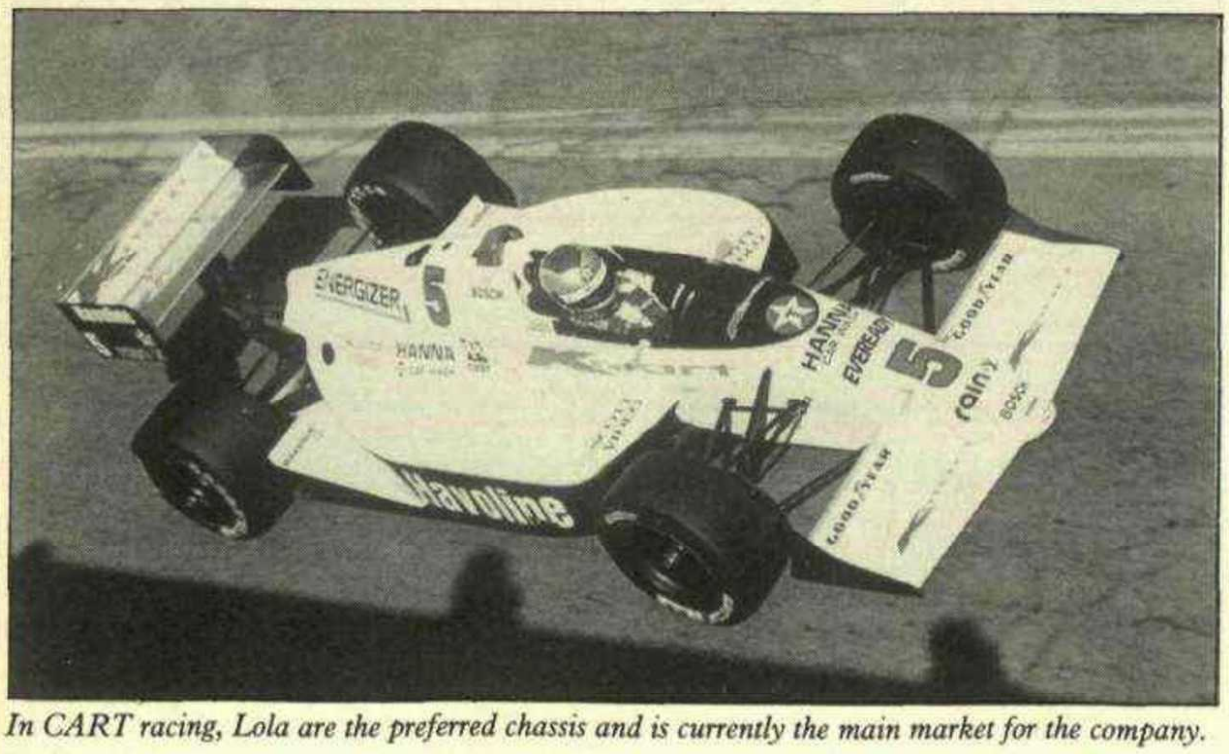
"Consultancy makes a lot of sense from the book-keeping point of view, since it makes business much less risky," says Broadley, "but if a big company comes to a small company such as ours to do a project, they expect to have the best that we can produce, and it brings the problem of finding another super guy to lead it with back-up staff and the whole organisation to go with it. When we went into Formula One, we couldn't head it properly and went wrong. If you get into a consultancy contract and it goes wrong, you have lost your reputation so it's a very difficult area."

Five years ago Lola employed just forty people, of whom only four were on the design and engineering side. In that br period the overall size of staff has risen 250%, while the engineering side h increased by 550%. Ironically, in the sa period, overall Lola production has actua dropped, but then the bulk of the output w Formula Ford cars which made little, if a profit.

"I suppose the basic change over the p few years is that I used to run things as one-man band, but now I have good manag ment and engineering teams. We empl about a hundred people, of whom the en neering staff is about 22 but growing rapid in relation to the shop-floor people, and I c see us getting to the position where it's 50 We don't make everything in-house so i not quite a true picture. We do nearly all t composite work and a lot of the fabricatio but a lot of the sheeting and pattern work put out, and we buy in a lot."

Lola has been with us for thirty years, a no other major builder of production raci cars comes close to that — although Cross and Mallock were both formed about t same time. Lola's survival is especial remarkable when you consider the lon long, list of outfits which have come a gone in those thirty years. We asked Er whether he had any unfulfilled ambitions.

"It would be nice to win the World Cha pionship and Le Mans, but outside of moto ing something like a boat for the America Cup would be an interesting project. I a very interested in sailing — I still do a b when I have time — and aerodynamics now a major part of boat design." M



In CART racing, Lola are the preferred chassis and is currently the main market for the company.



Robert Shaerf puts the unleaded V8 through its paces. An interesting experiment with the results eagerly awaited at the end of the season.

Racing Green

While there is uncertainty about running unleaded petrol in modern cars, there is none at all when it comes to the classic era — the cars must use leaded fuel. Or must they?

Robert Shaerf, proprietor of LV Engineering of West Hampstead, which specialises in preparing and servicing MGs, also campaigns his MGB V8 in the Wilky MG Car Club championship. Though very much on a steep learning curve last year, he did well enough to win the MG Owners Club Hanks Trophy for the best novice.

A lover of V8s for their grunt, he bought a well-raced model at the end of 1987, added decals to promote his business, and went racing. The suspension was badly out of sorts, but that was less important than his lack of track knowledge. "When I started racing, I knew the car was basically there. The suspension wasn't bad but it hadn't been set up very accurately. It wasn't properly cambered and castered, but it didn't matter so much as I was more concerned about learning the circuits."

He quickly discovered that brakes were the big bugbear. "The problem with V8s is that they are standard. While the MGBs in the championship can use V8 discs and calipers, all we can do on the V8 is take the backplate off the front brakes and put on air ducting and any compound of competition pad. New Mintex brake pads are put on for the race and then used in practice at the next meeting, but they do tend to overheat due to the weight of the car. The rears have all got competition linings and I use Mini rear wheel cylinders because the rear brakes on the V8s are too powerful and can cause the car to snap round."

Shaerf also found that it was better to skip overdrive third as it was the weak link on the 'box, and that Yokohama tyres were the most suitable rubber.

He was not a frontrunner, scraping around for class places well down the order, so it was a clever piece of promotion and opportunism which brought him into the public eye. His decision to run the V8 on unleaded fuel, however, was not a predetermined bid to attract publicity but a matter of chance.

Terry Burton, an old acquaintance, joined British Benzol as the retail manager and offered the budding racer a deal to run the V8 on a proprietary brand of oil. Always alert to sponsorship opportunities, Shaerf responded by suggesting that, to keep up with contemporary marketing priorities, he should promote British Benzol's unleaded fuel on his car.

The response was positive, but added a further challenge: if the car was to *advertise* unleaded fuel, so the argument went, then it should also *run* on unleaded. Perhaps seeing his sponsorship prospects wavering slightly, Robert agreed wholeheartedly.

Thoughts of running a special engine were soon shelved on the grounds of cost, and a conversion was investigated instead. The cylinder heads had already been off at the beginning of the year for a routine inspection, but naturally had to come off again for their suitability to run on unleaded to be checked.

Although Robert is an MG specialist he decided to send them to tuning specialist Peter Burgess in Derbyshire, but conflicting advice confused matters. Austin Rover stated that in no way could the V8 run on unleaded, but contacts at the Leyland Daf truck division insisted that the valve-seats were sufficiently hardened to accept it.

The heads were replaced without modification and the car set up on Burgess' rolling road. As a marker the V8 was first run on leaded, recording 160 bhp at the wheels. The tank and system were then drained and the timing altered, and then it was back to the rolling road for a lead-free test. Much to everyone's surprise, the expected power loss of 5-15 bhp never materialised, the engine still registering 160 bhp.

On the road Robert found that the car felt much crisper and had plenty of power. He did not expect to be suddenly propelled to the front of the grid, but he had his own personal marker in the championship against which to gauge himself. He was more than satisfied, then, when in the following race he managed for the first time to set a faster best lap than his closest rival.

A brief opportunity to run his car on a practice day at Snetterton confirmed just what a pleasant car it is to drive. I was expecting a nose heavy, slow braking, heavy machine, but instead found a car that possessed quite positive handling characteristics.

As Robert suggested, the brakes were obviously the weak link. Although I did not do enough laps to wear them out, I felt that in a close 10 lap race, there would not be much retardent left. The engine had plenty of torque and could make for lazy driving, enticing one to leave it in a gear higher than should be to pull it through long corners, fine for road driving, but less so for track racing. Although unacquainted with the MG's V8 power, there appeared to be no discernible loss of power through running on unleaded.

It is still too early to make sound judgements on the success of the operation, but the only likely problem is that the valve-seats will not prove hard enough and the valves will sink.

By the time the engine is stripped at the end of the season, it will have done approximately 1000 miles, because Robert also drives his car to the circuit. All the information will then be passed to the research and development department of British Benzol and be made available to anyone who requests it, subject to the petrol company's permission.

Once the season has closed and Shaerf has had time to strip his engine and examine the consequences of running on unleaded, we will report on his findings. **WPK**

An Insignificant Affair

Seven months is a long time for any driver to be idle, whether he is a professional or an amateur, and Mikael Ericsson must have come close to regretting his contract with Lancia as he watched rally after rally go by without any indication that he would get a drive. Since January's Swedish Rally, in which he finished fourth, he did nothing until finally he got to drive a works car in August's Argentina Rally.

He and Claes Billstam have a contract to drive for Lancia, but they are not always required, and the terms are such that if the Italian team does not need them, they are free to seek drives elsewhere.

The trouble is, very few teams indeed want professional drivers on an occasional freelance basis. If they are not available full-time, then someone else is going to nudge in ahead of them.

Lancia did not want to give the Argentina Rally a miss, unlike all other teams except a factory-backed Subaru outfit, because not only did it offer the chance of scoring more points in the World Rally Championship for Makes, but also of clinching the series. There was also more or less an obligation of providing a car for last year's winner Recalde who always reaps enormous publicity on his home ground.

On the other hand, Biasion either wanted or was required to take a rest (probably the former) so Ericsson finally got the chance to drive a works Lancia again. A third car, entered by the Jolly Club, was sent for Alessandro Fiorio, and that, apart from two Subarus driven by Peter Bourne and Chilean José Celsi, an Audi 200 driven by Austrian Georg Fischer, and the Gp N Lancia of Uruguayan Gustavo Trelles, was about the size of the visiting contingent.

Although it started at Buenos Aires with an evening test at a horse racing track, the route then led to Cordoba in which area the subsequent stages were held, on mixed surfaces, some rough, some smooth.

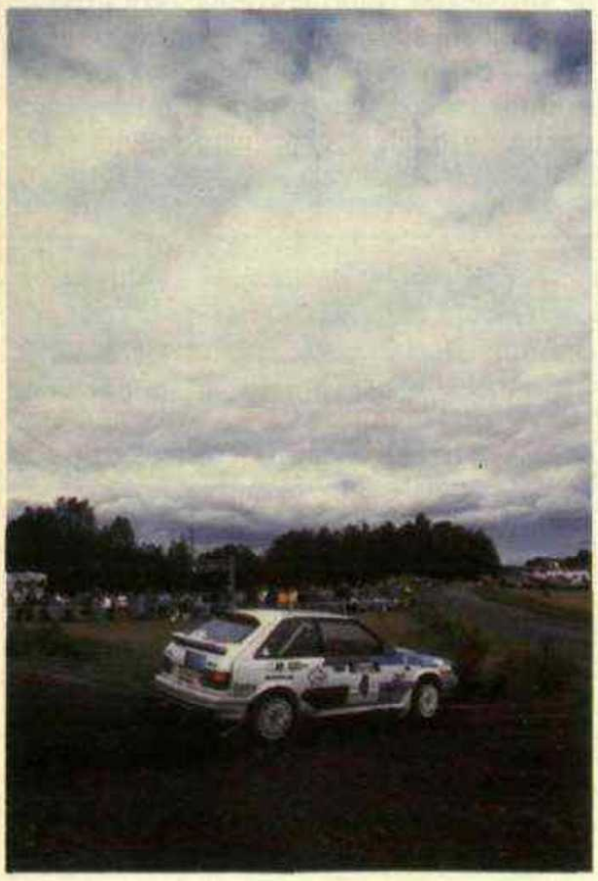
There would have been something wrong if the three works Lancias had not gone into an immediate lead, and that is precisely what happened. At first there was little to choose between them although Recalde was a little erratic in his efforts to keep up, which he did nevertheless. A leaking brake pipe union dropped Ericsson from first to third, but he soon recovered, and when Recalde dropped back after landing nose first following a jump and breaking his radiator, it was left to Ericsson and Fiorio to duel for the lead. Ericsson had the edge, but was eventually able to reduce his pace when Fiorio lost a chunk of time after water pump failure.

Bourne rolled his Subaru and lost so much time having the car repaired afterwards that he dropped a good fifty places. Team-mate Celsi got into even deeper trouble, but in a rather unusual way. Having lost his brakes on the final stage, he drove to the finish behind a service car which would - gently - do all the braking for him. Unfortunately, the driver of the service car braked rather suddenly when he encountered a stationary car, and he was promptly rammed from behind by Celsi, causing damage which could not be repaired.

Nothing unusual in all that, you may say, but the oddity came afterwards when Celsi and his co-driver got a lift to the finish an presented their time cards as though the had arrived in their competing car. Initiall they were included in the classification, an it was not until someone realised that the car was not in the closed park that th matter was put right and Celsi remove from the list of finishers.

Before the start, Fischer discovered tha his cylinder block was cracked, but rathe than pull out he decided to have a go. Aft all, it was far too long a distance fro Vienna to Buenos Aires to give up without least having a try. He nursed the engine a the way and was rewarded with fourth plac but he didn't hide the fact that he wa hoping all the time that one of the Lancia would stop, letting him move up to thir place and a FISA Group A seeding.

Enthusiasm for rallying is exceptional high in Argentina, from the top to th bottom (even President Menem is a forme driver) and there were huge crowds excited but well behaved spectators ever where. For them it seemed to matter litt that the overseas contingent was meagr but as a round of the World Championshi it had precious little significance although Ericsson would hardly agree wit that! For him, it was a fine way to boun back into the sport after his long lay-off, an to demonstrate that he had not allowe himself to become rusty.



The Mazda Rally Team's 323 Turbo was seen for the first time since the Monte Carlo rally on the 1000 Lakes, Timo Salonen claiming a creditable third.

The Japanese Jolly

Before the start of the 1989 1000 Lakes Rally, anyone in Jyväskylä who might have suggested that the event would be won by someone other than a Finn; or that for a while it would be led by a Spaniard; or even that the winning car would be neither a Lancia nor a Toyota, would have been ridiculed and treated as someone who didn't know rallying from a game of quoits.

As it happened, no-one attracted such scorn. People knew better. How could anyone consider that foreigners could come to the country which has produced more top class international rally drivers than the rest of the world put together and hope to beat the home drivers on their ow ground? It has been done, of course names like Erik Carlsson and St Blomqvist appear among the past winne of the 1000 Lakes — but it neverthele remains one of rallying's least attainab objectives, almost as elusive as that hop less endeavour which obsessed a monarc called Canute a long time ago.

On the few occasions that Finns hav been beaten at home, it has been by the neighbours the Swedes, and we have ofte heard it said that, "They're all Scand navians, after all!" That is about as accura as calling a Welshman an Anglo-Saxon, or Kikuyu a Xhosa. They are from totall different stock, and a Finn is no more Scandinavian than a Mancunian is a Maor They just happen to be neighbours, that all. But whoever manages to better Finnis

Argentina and 1000 Lakes Rallies



Hardly anyone fancied Ericsson's or Mitsubishi's chances before the event, but it proved a winning combination.

drivers in their country's premier event has certainly made a mark in the sport, whether they are Swedish or any other nationality.

There are always plenty of Finnish drivers capable of winning, but this year there were two in particular who stood out as favourites, one in a Lancia, the other in a Toyota. Markku Alén was determined to provide his Italian team with yet another victory, and himself with his second hat-trick, even though he had only driven in one other World Championship event this year, in Portugal, where he was second.

Juha Kankkunen was equally determined to demonstrate that his near-victory last year in a Toyota was no flash-in-the-pan. On that occasion his close fight with Alén only came to an end in the closing hours of the rally when his engine stopped not long after an oil leak had led to a small fire. Ironically, a fire also stopped him this year, just after a long, hard struggle to stay ahead of Alén ended when the Lancia driver's engine failed, probably after the strain of having the turbocharger pressure increased to provide more power.

However, these two were not the only drivers in a winning position. Ari Vatanen was up among the leaders, driving his Mitsubishi superbly, but he, too, succumbed to engine failure, coming to a stop on the same special stage (the 20th) as Kankkunen in the middle of the second morning.

With these drivers out of the way, two non-Finns found themselves sharing the lead, and the incredulity was plain to see on the faces, and hear in the voices, of commentators, even if one didn't understand a word of the language! After that 20th stage, Carlos Sainz in his Toyota and Mikael Ericsson in his Mitsubishi emerged joint leaders. On the next stage, Sainz inched ahead, and for the first time since the very beginning of the Rally of the Thousand Lakes a driver from outside the Nordic countries was leading the event. A Spaniard was beating the Finns in Finland. The situation was unparallelled.

But Sainz only kept the lead for two stages. Behind him, Ericsson was pushing as hard as he was able, and on the 23rd stage he moved ahead and stayed there to the end, winning his second World Championship event in succession this year, and sending his rating among the world's leading drivers rocketing. Hitherto, he has only shone occasionally — when he was second in Finland last year, for instance, and when he led the RAC Rally for some time — but this victory elevates him to the position of a piece of valuable rallying property and will certainly result in a worthwhile contract for regular drives next year, something which he and co-driver Claes Billstam have not had for a long time.

In Argentina three weeks earlier, they drove a Lancia to victory, and it was not until they came to Finland to begin their recce for the 1000 Lakes that they drove for the first time the present Mitsubishi Galant VR-4, with its four-wheel-drive and four-wheel-steering. Ericsson was cautious in his replies when asked before the start how he was coping with the car, but he had obviously taken to it extremely well, and at no time during the rally did he seem anything but unruffled and confident.

With 50 points to leader Biasion's 86, Ericsson had a chance of becoming World Champion this year if he could have driven in as many of the four remaining rounds as possible, but this has proved impossible. He was originally entered to drive a Lancia in Perth's Australia Rally, but the team decided that he should be withdrawn. There is no car for him in Sanremo either, whilst, as might have been expected, it has proved impossible to find a car for the Ivory Coast Rally. The one remaining event is the RAC Rally, in which he will drive a Lancia, but one event is not enough to give him the points needed to get ahead of Biasion. Mitsubishi also wanted his services for the RAC but his current Lancia contract specifies that he may drive for another team only if he is not required by Lancia.

Next year, however, will be quite different for Ericsson and Billstam. Already the wires have been humming and, at the time of writing, no less than four major teams had offered them contracts for a full season of World Championship rallies in 1990, which is an enormous change from scratching around for a car, rally after rally. It remains to be seen which one they will accept.

The 1000 Lakes Rally invariably attracts a respectable number of works teams, and this year there were no less than eight, a few other makes being represented by dealers, importers and private teams. The eight were Lancia, Toyota, Mazda, Mitsubishi, GM (Opel), Skoda, Lada and Trabant. For the first time in many years there was no entry from Wartburg, although there was one



Never having competed on the 1000 Lakes, Miki Biasion was on a steep learning curve but nevertheless finished sixth.

such car entered privately by a Finnish crew.

Martini Lancia brought three Delta Integrales for Alén/Kivimäki, Biasion/Siviero and Auriol/Occelli, and this time there was no back-up from the Jolly Club or Totip. It was Biasion's first drive in the 1000 Lakes, but his French team-mate Auriol already had the experience of having finished third last year, also at his first attempt. Also in Lancias were Eklund, backed by Clarion, local drivers Lindholm, Mäkinen, Palmqvist and Laine, among others, and Belgian Gaban and Uruguayan Trelles in Gp N versions.

Toyota brought three Celica 2000 GT4s for Kankkunen/Piironen, Sainz/Moya and Eriksson/Parmander, whilst GM Euro Sport had two Opel Kadett GSIs for Austrians Haider/Hinterleitner and Germans Schwarz/Wicha.

Mazda's MRT team has not made an appearance since the Monte Carlo Rally, and it was interesting that they put out a written statement outlining all the slight changes made to the car since that event — to the mixture control, sump, exhaust, brake calipers and discs, differentials and suspension springs. They even mentioned a new location for the power steering oil cooler, and a new make of seat for Mikkola's car. Crews were Salonen/Silander and Mikkola/Geistdörfer, although it was the latter co-driver's last appearance for the team. Indeed, he is the second co-driver to leave MRT in the past year. Mazda Sweden sent a similar car for Edling, Mazda Finland had a Gp N car for Geitel/Häkkine, whilst a private 323 was driven by British crew Stubbings/Corner.

The Mitsubishi Team, whose name "Ralliart" can only be of Japanese origin, brought two Galant VR-4s from its base in Essex, for Ericsson/Billstam and Vatanen/Berglund, but a third was driven for the team's Finnish offshoot by Lampi and Kuukkala. An increased programme for next year was announced by the Maldon team, to include six World Championship events rather than the four which they will have tackled in 1989.

Skoda had three Favorit 136Ls for Czechs Krecek/Motl, Finns Aho/Hakala, and British pair Hunt/Forrester, whilst the Trabant team had three of their diminutive P800 RSs for Ficker/Leonhardt, Galle/Meinig and Weichsel/Richter, all from East Germany. All three Trabants finished, and two of the Skodas.

From the factory in the Soviet Union came no less than six Lada Samara 1500s, only two of them finishing, although a privately entered Lada 2104 driven by British privateers Welton/King did finish in 68th place, the only British crew from five starters to go the whole distance.

In Finland every imaginable sport is popular, but in recent years rallying has slowly been losing that popularity at home. This is not the result of any diminished interest in, or enthusiasm for, the sport at its top level, but because its costs for privateers have escalated so much that it has gone beyond the financial limits of ordinary drivers who want to start rallying but have neither their own funds nor those of sponsors. The most popular sports are those which are open to all, in which skill matters much more than the means to pay for the best equipment, and Finns are very conscious of the fact that even the most modest



Ari Vatanen, the ever popular Finn, was unlucky to retire as he was mounting a bid to take the lead.

of rallying equipment is beyond the reach of many of the sport's hopeful aspirants.

Nevertheless, this did not deter the usual vast crowds from journeying out into the forests during the three days of the 1000 Lakes Rally, all of them eager to witness the amazing demonstrations of special skills, unseen on other events, as cars are driven at very high speeds, take to the air over crests, sit high on their suspensions for much of the time, wheels hardly in contact with the ground and adhesion continually changing from acceptable to non-existant. Delicate manipulation is going on inside the cars, but this is hard to imagine when the outside spectacle is one of crashing sumpguards and furious, almost savage competition.

When roads are wet, as they were this year, vital adhesion is more elusive, and even on a crest over which cars will not normally take to the air, drivers have to adjust their speeds finely so that firstly they lose no time and secondly, when they arrive at the bend following the undulation, the car is not so light on its wheels that it cannot be steered around it. The optimum proportion between speed and adhesion is continually changing, and demands a high degree of sensitivity for the car's behaviour. Pilots would call it "Seat-of-the-pants flying"!

All this, especially when the world's leading drivers are all there battling to gain split seconds, amounts to one of the most exciting spectacles imaginable. It is not an adventure in the same sense as the Safari, nor an Acropolis-like contest in which the avoidance of obstacles is as important as speed. But just as those events are unique in their ways, so is the 1000 Lakes Rally peerless as a brand of rallying which cannot be matched elsewhere.

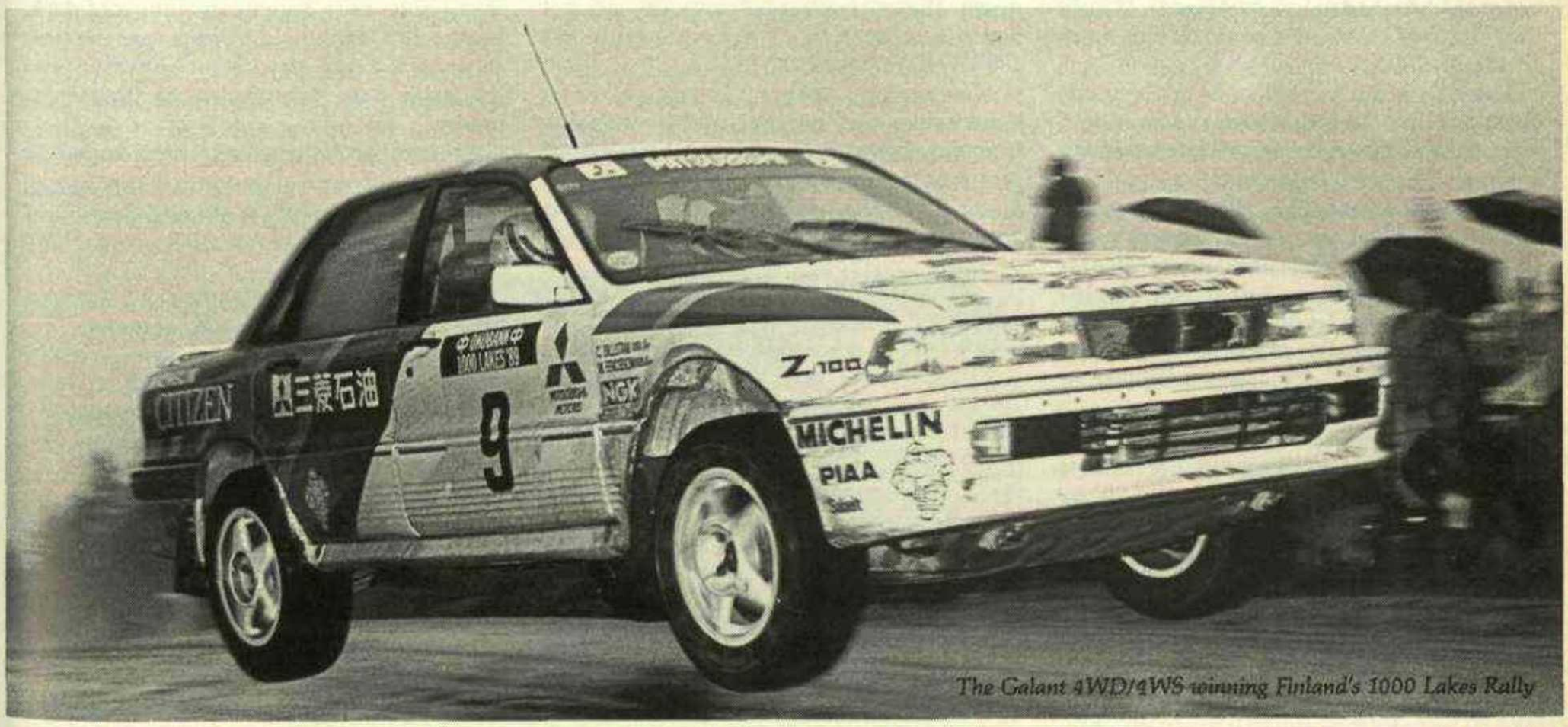
The total special stage distance throughout the three days was only 315 miles, but when you consider that sometimes the roads were hard, wide and fast, sometime soft, narrow and rutted, but always tortuous and undulating, you realise that it takes a great deal of skill and determination to maintain a winning performance on every one of the 43 stages. The winner's penalty this year was 4h 42m 03s, far less than on other events in the world series, but it amounts to an overall average of more than 67 mph, a speed which would be totally beyond the capabilities of ordinary folk on those forest roads built by roadmakers who, rather than construct embankments and cuttings, preferred to go over the crests and into the dips.

Finland has enjoyed a summer just as hot as the rest of Europe, but August always brings the autumn and it rained quite heavily at times, both during the three-week recce period and during the rally itself. When you see that rain falling, you quickly realise where those thousands of lakes come from! Some of the roads, notably the narrower ones through private forests, were softened considerably by the rain and became badly rutted by the regular rally traffic, whilst the wider roads in state forests, which generally have more substantial foundations, did not cut up at all. One thing they did have in common — they were all slippery!

As usual, rally headquarters were at the Sandpiper Hotel in the Jyväskylä suburb of Laajavuori. Start, finish and both night stops were also there, and the three-day, 900-mile route was divided into three legs forming a cloverleaf pattern. The organisation is slick, to say the least. Everything is linked by radiophone; police deployment and activity are controlled on a national level and not left to regions (RAC please note!); spectators caused no problems; the organisers had their own patrolling rescue helicopters and were not content to rely on the generosity and charity of works teams to provide this vital safeguard, should it be needed. Fortunately, it was not needed.

Throughout the weekend everything went smoothly, and the only real drama, apart from those in the competition itself,

Flying Finnish



The Galant 4WD/4WS winning Finland's 1000 Lakes Rally

With the unique combination of 4 wheel drive and 4 wheel steer, we expected an impressive performance in this most gruelling of rallies.

But who would have believed that, in its 1000 Lakes Rally debut, the Mitsubishi Galant would have ended 17 years of Finland's home team domination, as well as that of the Italians in the 1989 World Rally Championship series

Indeed the Daily Telegraph rally correspondent claimed the competition Galant had "turned the rallying world upside down" — a fitting accolade to the Galant's unique 4WD/4WS technology which is currently leading the Group N (Showroom) Category in the British Rally Championships with Pentti Arikkala at the wheel.

So, apart from offering our congratulations to Sweden's Mikael Ericsson for winning the 1000 Lakes Rally, may we also invite you to take a closer look at the Galant 4WD/4WS at your local Mitsubishi Motors dealer.

After all, you won't find another car quite like it.

The Mitsubishi Galant 4WD/4WS
With a free 3-year unlimited mileage warranty.

Please send me details of the new Galant 4WD/4WS and my nearest dealer.

Name_____

Address_____

_____

Postcode_____ Tel. No_____

Present car: (Make)_____ MSR10/89

(Model)_____

MITSUBISHI MOTORS
Leading the way.

To: The Colt Car Company Ltd, Watermoor, Cirencester, Glos. GL7 1LF. Tel: 0285 655777.

FOR NATO FORCES TAX FREE SALES IN EUROPE CONTACT: THE COLT CAR COMPANY LTD, HOCHSTRASSE 66, 4057 BRÜGGEN, W. GERMANY. TEL: 010 49 2163 7036. FOR TAX FREE SALES THROUGH GIBRALTAR CONTACT: FASTAMOTORS ON GIBRALTAR 79005.



After Lancia, Toyota was favourite for the event but had to be content with third and fourth places.

came when rival radio stations began sending their reporters into closed parks in order to be first with live comments. Would that all other rallies had problems no more severe than that!

The first stage was a few hundred yards down the road from the start, and consisted of a two-mile dash around the hill on which perches the most frighteningly high ski-jump tower imaginable, reminding everyone that skill and courage have many varieties. Penalties on this short opening test were merely academic, but it was significant that the two leading favourites, Alén and Kankkunen, shared the best time, just one second ahead of Vatanen who was in turn two seconds ahead of Salonen and Auriol.

Kankkunen's equal best time was made even though he had gone marginally off the road on the last bend, slightly damaging the front left corner of his car. On the next stage he was joint fastest again, this time with team-mate Sainz, whilst Alén, whose windscreen wipers stopped, was fourth fastest, behind Ericsson.

At this point, Kankkunen had moved into a sole lead, followed by Sainz who stayed behind him in second place for seven stages. However, Alén got ahead of the Spanish driver on the eighth to separate the two Toyotas. In the meantime all was not well with his Lancia team-mate Auriol. He had collected a front right puncture on stage three and decided to carry on carefully on the flat tyre. A few miles from the end he had the misfortune to hit a stone with that bare rim and the shock broke his suspension so that the wheel folded under the car. He struggled off the stage and got to his service point, but the repair took so long that he had to leave for the next stage before it could be completed. Further work was vital if the car was to continue and, as there was no more time to spare, a dejected Auriol resigned himself to retirement and drove slowly back to Jyväskylä, all his hopes of repeating or even bettering his 1988 performance dashed.

Alén needed a differential change, whilst Kankkunen was having trouble changing from third gear to fourth, a problem which persisted for some time, even though it didn't seem to slow him down much. The gearbox was eventually changed (as was that of Sainz), but gear selection continued to be difficult. Salonen's turbocharger intercooler broke and had to be replaced, and Mazda team-mate Mikkola needed a new differential. However, Mikkola's rally came to an end very soon afterwards due to clutch seizure.

A broken centre differential was replaced on Sainz' car at the end of the first leg, and, as a precautionary measure, new turbochargers fitted to both his and Kankkunen's car. Ericsson had a few worrying moments on one stage when his brake pedal refused to go down all the way, but all became well again when both the pedal box and the master cylinder were replaced. Lampi broke a driveshaft, whilst Lindholm came to a very noisy and permanent stop when his camshaft drive belt came off, probably due to a stone being flung up.

The final stage of the first day began on the main dual carriageway in Jyväskylä city centre, went into a park, then finished back on the main road just 2.7 miles later. Again it was academic, but it drew a sizeable crowd and allowed Biasion to make second best time, equal with Alén and one second behind Kankkunen. Biasion had encountered no real problem thus far, but was no higher than seventh after the first leg, obviously not finding it easy to get used to the unusually pronounced three-axis car movement along Finnish roads.

On the second day the cloudbase was much higher than on the first, and the helicopter pilots of both the organisers and the works teams no longer had to worry about detours to dodge big clumps of dark, heavy, low raincloud. There was far less rain, even a few patches of sunshine, but the roads were nevertheless as slippery as before.

Salonen broke a shock absorber, so he had them replaced all around, whilst a great relief was the discovery that a tremendous transmission noise was due to a stone jammed under the propshaft. It was discovered before it caused any damage, and removed.



Kankunnen's Toyota is checked over at a service point. Unfortunately a fire in the engine bay robbed him of his chances just as he was about to stamp his authority on the event.

Just four stages into the second leg the engine of Mats Jonsson's Opel stopped and the highest placed two-wheel-drive driver was out of the rally. His overall position had been 16th, and his departure meant that his team-mate Haider took over as best 2wd driver, in 22nd place! This speaks volumes for the predominance of four-wheel-drive cars nowadays, and yet when Gene Henderson drove a Jeep Wagonneer in 1972 to win the USA's former International Championship qualifier, the Press-on-Regardless

Rally, the CSI promptly took fright and banned four-wheel-drive, only lifting the ban when Audi was about to unveil its first Quattro.

It was on stage 19 that things began to change. Firstly Alén's engine disintegrated under the strain of a full boost on Kankkunen's first place. One stage later, Kankkunen himself stopped when a fire, believed to have started in the alternator, destroyed the underbonnet electrical wiring. On the same stage, after already having stopped for turbocharger attention after stage 19, Vatanen stopped when his engine also failed.

The situation had taken a dramatic turn. The Toyota/Lancia fight had given way to one between Mitsubishi and Toyota and both Ericsson and Sainz were as determined to push as hard as Kankkunen and Ale'n had. They began by inheriting a joint lead; on the next stage, Sainz inched ahead, but Ericsson immediately pulled out the stops and got in front again.

Just a few stages later, perhaps trying rather too hard, Sainz lost his chances when he rolled off the road. He continued after the car was righted by spectators, but he then collected a puncture and couldn't remove the wheel due to damage sustained in the roll. He continued on the flat tyre, but suspension collapse inevitably followed and he finished the stage on three wheels. The car looked a complete mess, but when new suspension was fitted it was mechanically sound again, and at successive service points the work seemed to be concentrated on replacing windows and lights and knocking various panels into something resembling their original shape.

The result of this was a slight easing of the pressure on Ericcson, but he dared not relax too much because Salonen was less than two minutes behind, and the Mazda driver was just as hungry for a home win as all his fellow countrymen, especially as this was his first event in more than seven months. However, Ericcson felt it prudent to ease off fractionally, even though he found it against all his natural instincts.

Biasion experienced a bout of bad misfiring but it was eventually traced to a faulty fuel injection pump which was promptly replaced. He also had brake pads of the wrong type fitted on the Saturday morning, but the mistake was quickly realised and the pads changed. Haider, the remaining Opel driver, rolled on stage 21, continued, only to roll again in the closing hours of the event on the Sunday, this time with no hope of carrying on. He had been leading Duez' BMW in the second category by just a few seconds.

Eklund came to a stop when his Lancia's engine failed, whilst Lampi's rally ended when his Mitsubishi's radiator burst. Sundstrom, when third overall, stopped when a halfshaft broke on his Mazda and the flailing metal ripped off the wheel, and Stubbings put his Mazda partially off the road, causing a delay of some 20 minutes as the rescue vehicles went in to clear the road. Fortunately, no-one was hurt.

At the end of the second leg French privateers Amourette and Petit experienced a somewhat unexpected failure when, as they went through the car-wash before the closed park, the engine of their Peugeot 205 GTI stopped. They had to push the car into the overnight park and had trouble restarting in the morning. However, they eventually managed it, and when the splutter finally gave way to a healthy sound after the dampness had evaporated, all was well again. "We have survived saunas and lake swims. Now we know the 205 can stand a ducking too!", said Amourette afterwards, the pair obviously enjoying every minute of their limited budget crack at the 1000 Lakes Rally.

In the later stages, Biasion's car needed spark plug replacement, a change of gear cluster and attention to its turbocharger. Meanwhile, Sainz was back up to third place and striving to get ahead of Salonen. But it was not to be, and the final order was Ericsson, Salonen and Sainz. In fact, Japanese cars filled the first five places, ahead of Biasion's Lancia, which was quite a surprising turn up for the books. In the Group N category, Trelles (Lancia) evntually emerged leader in 15th place overall, a minute and a half ahead of Gaban (Lancia) who was just eleven seconds in front of Geitel (Mazda).

When first Datsun, then Toyota and Mitsubishi, started rallying, they went into the sport with what seemed like closed eyes. But that was an illusion. They recorded every move they made, even down to taking ground samples from the surfaces of special stages, and made careful notes of every single modification they found on rival cars. Cameras were as much part of a Japanese team's equipment in those days as spare wheels and rear axles! The thoroughness paid off, and today Japanese manufacturers are poised to topple Lancia from the perch which it has occupied since Peugeot's winning streak was ended by FISA's abrupt change of vehicle regulations.

Many readers will recall — those with shorter memories may not — that Japanese products (even cameras!) had the reputation in the 1950s of being shoddy, second-rate imitations of the more substantial European real things. That is exactly what they were at the time, but not many years went by before the "imitators" became "improvers", with devestating results on world markets. More recently it seems to have been the same with motor cars, and the time seems opportune for the old duels between Saab and Volvo, BMC and Ford, Porsche and Alpine, Fiat and Ford, and between Peugeot and Lancia to be resurrected in a four-way struggle between Toyota, Mazda, Mitsubishi and Nissan. The latter company always has watchful staff on World Championship events (there were two in Finland) so it can't be long before it rejoins the fray.

Ericcson and Billstam still find it hard to believe that a single result, only fractionally better than they have achieved in the past, has changed their prospects so much. It has often been said that the only worthwhile result is outright victory, better than a dozen second places or class wins, and their success in Finland has emphasised that. They have only one other rally planned for 1989, but for 1990 they are no longer looking for cars to drive; the cars are looking for them! If you beat the Finns in Finland, then you have well and truly made the grade. **GP**

Round 8 for Drivers and Round 6 for Makes
Argentina Rally, August 1-5

RESULTS

1st	Mikael Ericsson (S)/Claes Billstam (S)	Lancia Delta Integral	A	7h 06m 00s
2nd	Allessandro Fiorio (I)/Luigi Pirollo (I)	Lancia Delta Integrale	A	7h 08m 26s
3rd	Jorge Recalde (RA)/Jorge de Buono (RA)	Lancia Delta Integrale	A	7h 19m 42s
4th	Georg Fisher (A)/Thomas Zeltner (A)	Audi 200 quattro	A	7h 42m 10s
5th	Ernesto Soto (RA)/Martin Christie (RA)	Renault 18 GTX	A	7h 48m 25s
6th	Fernando Stella (RA)/Edgardo Galt (RA)	Renault 18 GTX	A	7h 56m 42s
7th	Gustavo Trelles (U)/Ricardo Ivetich (U)	Lancia Delta Integrale	A	7h 58m 01s
8th	Juan Maria Traverso (RA)/Ruben Valentini (RA)	Renault 18 GTX	A	7h 59m 57s
9th	Jorge Bescham (RA)/Giuseppe Garcia (RA)	Fiat Regatta 85	A	8h 11m 28s
10th	Ernesto Fuchter (BR)/Ruben Costa (BR)	Volkswagen Golf	A	8h 21m 50s

77 starters, 33 finishers

Round 9 for Drivers and Round 7 for Makes
1000 Lakes Rally, Finland, August 25-27

RESULTS

1st	Mikael Ericsson (S)/Claes Billstam (S)	Mitsubishi Galant VR4	A	4h 42m 03s
2nd	Timo Salonen (SF)/Voitto Silander (SF)	Mazda 323	A	4h 43m 44s
3rd	Carlos Sainz (E)/Luis Moya (E)	Toyota Celica 2000 GT4	A	4h 44m 38s
4th	Kenneth Eriksson (S)/Staffan Parmander (S)	Toyota Celica 2000 GT4	A	4h 47m 49s
5th	Thorbjörn Edling (S)/Kent Nilsson (S)	Mazda 323	A	4h 50m 01s
6th	Massimo Biasion (I)/Tiziano Siviero (I)	Lancia Delta HF Integrale	(4m 50s)	4h 53m 01s
7th	Armin Schwarz (D)/Klaus Wicha (D)	Audi 200 Quattro	A	4h 53m 53s
8th	Stig-Olof Walfridsson (S)/Anders Dawidsson (S)	Audi 80 Quattro	A	5h 00m 12s
9th	Risto Buri (SF)/Jyrki Stenroos (SF)	Audi 200 Quattro	A	5h 02m 27s
10th	Esa Saarenpää (SF)/Olli Männistö (SF)	Audi 90 Quattro	A	5h 03m 57s

189 starters, 69 finishers.
Figures in brackets indicate a road penalty.

A Bit of Fun TRACK TEST



The purposeful stance of two racing Porsches; the 928S4 on the left and the 944S2 on the right.

"It's a bit of perverse fun, really" quipped AFN Porsche 928 S4 driver Tony Dron of his 1.43 ton mount in the BF Goodrich Porsche Club GB Championship. The same quote aptly summarises British attitudes to racing valuable machinery, especially Porsches.

Porsche Club GB is no ordinary motor club. The organisers of a series that has run since 1984, under previous sponsors such as Giroflex and Pirelli, trace their activities back to an exploratory meeting in Birmingham during September 1961. Their first official club meeting, drawing 120, was seven weeks later. By 1985, when the racing series (operated by their Motorsport Division, a "club within a club") was approximately one year old, the main Porsche Club GB was celebrating its 25th anniversary and a membership of 5250.

In 1989 that membership total has exceeded 8200, and that puts it up with some of the bigger clubs in Britain. Not MGOC size, of course, since that is claimed to be over 50,000. Yet I find that Porsche total impressive, considering the comparatively small annual sales numbers. All further proof of the near fanatical enthusiasm generated for Porsches, even whilst the factory is under American sales duress, suffering a dramatic drop in production in recent years.

Administration duties and stunning reserves of daily enthusiasm are demanded of the club Competitions Director, Jeffrey May. He oversees not just the BF Goodrich series cars detailed in this article, but also the radically modified machinery found in the Autofarm Championship and the new "starter series" that the club has been forced to initiate this year. The latter provides a novice alternative to the highly professional Goodrich circus.

In 1984 even stalwarts like then competition secretary John Farren, Motor Sport Division Chairman Gideon Hudson, or present Technical and Regulations Board members Steve Carr and John Lock, plus AFN's Campbell Finley and Lawrence Hardwicke, plus Josh Sadler ("Mr Autofarm", along with Carr) could not have imagined the over-subscribed, marque racing series that would result from their labours. True, an encouraging 22 Porsches sat on the Good Friday grid, but there was nothing to tell us that the series would escalate into "Britain's biggest and most successful one-make production car championship", which is the current assertion.

In four or five practical encounters with the series I have found little of the bitterness that haunts most production-based formulae over cheating. The participating cars, even if a minority are scruffily prepared, are also the best advertisement for Porsche durability under duress that I can cite.

In the Porsche series those that make the rules frequently compete, or know the preparation business intimately, or both. To my astonishment they have none of the queasy non-enforcements or endless appeals that mar saloon car racing. It is not all sweetness and light, but I know that club determination to enforce their multiple class rules is unmatched in Britain.

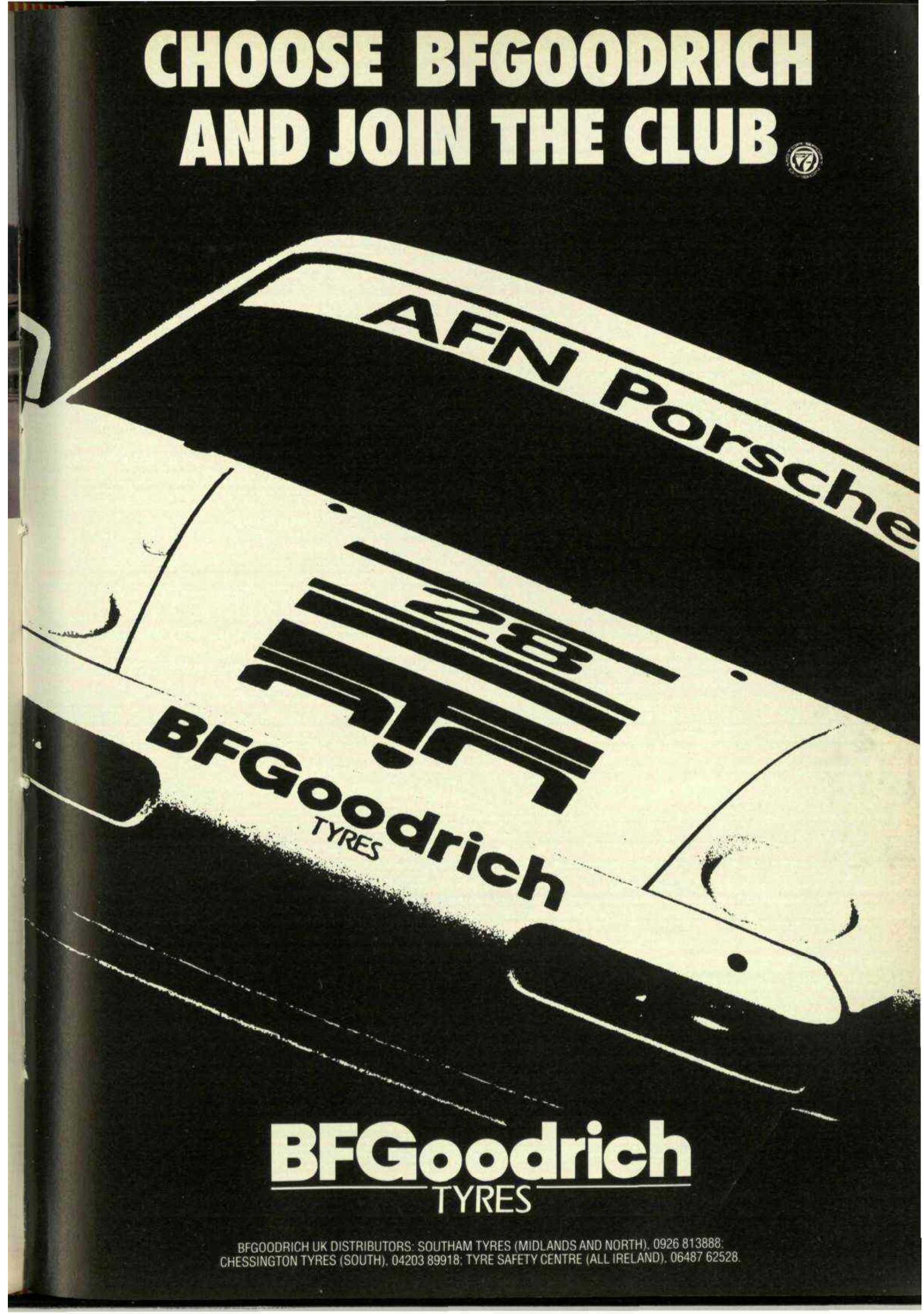
Technical and Regulations Board personnel include five familiar names, all in at the foundation of the series, plus Steve Kevlin. It is his AFN/Millicom 944 S2 that is tested here, and Steven is the Manager of Technical Services at Porsche Cars GB in Reading. That the club is prepared to discipline the biggest of names and argue the technical toss even with the Porsche gods at Weissach (whisper it, they were right!) cannot be argued. Last season they even disqualified the "works" Reading representative, a 944 Turbo driven by Tiff Needell, from some hard-earned points on account of a cylinder head infraction.

Central to the proven effectiveness of the regulations is a four class system that groups machinery together on the basis of competitiveness rather than cubic capacity. That does not mean slack racing in the lower classes whilst the "A" teams sweep up all the glory with the fastest combinations. For the championship can be won from the lower orders and the strength of support means frequent divided races, thus allowing the runners in Class C chances of winning outright in combined Championship qualifying rounds alongside Class D.

I cannot reproduce all the class choices - if you are that interested I am sure you will contact Jeffrey May at: Doric House, 56 Alcester Road, Studley, Warwickshire B80 7LG. However I would like to place the cars I have driven in perspective, so I must tell you the 944 S belongs in category "B" and the 928 S4 in "A".

That classification means the 944 spends its life primarily fighting a 3-litre Carrera of 1976/77 specification from the vastly experienced Brian Robinson and the equally versatile Porsche preparation hands of Paul Edwards in Kilburn, North London. When this was written, Kevlin's car had just a week between a successful

CHOOSE BFGOODRICH AND JOIN THE CLUB



BFGoodrich
TYRES

BFGOODRICH UK DISTRIBUTORS: SOUTHAM TYRES (MIDLANDS AND NORTH). 0926 813888.
CHESSINGTON TYRES (SOUTH). 04203 89918. TYRE SAFETY CENTRE (ALL IRELAND). 06487 62528.

2-race appearance at Dublin's Phoenix Park and the unknown demands of Birmingham SuperPrix to face. It led the series outright, and the B class on 84 points to the 79 of Robinson, but the friendly Geordie also held second in the slowest division. Brian had an 80 point total acrued in the D class with a 2.4 litre/130 bhp 911T versus 83 points of class leader Graham Leask.

The diversity of competition for the outright title can be seen from 79 points grasped for preparation specialist Edwards. Paul has been a class champion on two previous occasions, now driving a 911SC in class C.

The "Big Boys" that form Tony Dron's classmates usually have to be content with winning what they can outright, for none of them has developed sufficient advantage to build a championship winning points tally. On top at press time was Chris Millard's historic RHD "Martini" 3-litre turbo on 68 points. The Birmingham jeweller was pursued by the 2.7 litre replicas of Barry Williams and former double class A champion, Bill Taylor. Tony Dron was fourth in the test S4, but likely to do better as his best race result of 1988 came at Birmingham, third overall.

You will notice that I have used words like "specification" and "replica" next to some car descriptions. This is not slack journalese, but reflects that the regulations do allow you some basic bodywork freedoms on spoilers and the use of cheaper glassfibre wings, plus the ability to build a replica of a particular model, providing it is exact.

The bodywork freedoms allow the best production aerodynamics to be shared by many eras of a particular model, thus all the 911s tend to look confusingly alike with "ducktail" rear wings and front spoilers. In fact all pre-74 examples are allowed 1973 pattern aerodynamics; post '74 they can fit anything up to 1984 spoilers, but there are alternatives to consider such as the fitment of 3.0 appendages (1974-80) or 1971-81 Sport components. The list does not end there, but I think you see the point. This is also extended to 924 owners and allows Turbo aerodynamics, or for any 928 of 1987 onward, to don S equipment.

In the case of the test 944 S2 it is merely relevant to note that the car comes from the production line with a body that even GC could not tell from that of its turbocharged brothers in our September 1989 full test.

The replica business is one that justifiably arouses heated emotions in our correspondence pages but I hope that the following will illuminate the 1989 racing Porsche practicalities. Only two seasons ago there were genuine RS types racing, one of them purchased for under £7000 in the early eighties. They became valuable, but not in comparison to the situation today, where the £100,000 mark is a memory and - the owner of one genuine example tells me - offers of £150,000 plus really are being made for lightweights. So the practice of racing RS replicas has spread throughout the field: I have driven one genuine 2.7 RS (the Neil Bainbridge prepared example for Chester Wedgewood that was driven by Dron and



Needell, amongst others) and two replicas, and preferred the original to any production Porsche I have driven, full stop. However the Replicas are an obvious financial necessity, given the scale on which the RS type races, despite the worrying possibility that they may be passed off subsequently as the genuine article.

Class A is currently open to Porsches rated from 210 to 330 bhp, performance equality maintained largely by minimum weights imposed to plus or minus 1%. For instance, the 330 bhp Turbo Sport is crippled by a 1600kg/3520lb penalty whilst the 210 bhp RS carries but 995 kg and is a nimble proposition that can win on almost any track. Our test cars are regulated at 1450kg for the 928 (it is actually just over 1460 kg, following an intensive winter "diet") and 1160 kg for the 928 and 185 bhp a ton for its younger brother; the 2.7 RS remains a potent offering partially because of its 214.9 bhp per ton ratio...

The club allows plus or minus 5% for DIN peak power attained, but if they feel the spirit of the regulations has been contravened they will disqualify the offender even if the power is within prescribed limits. In the case of our test cars, the 928 was presented at an official 320 bhp rather than the 330 bhp of the 928 GT (it has never been dismantled, never mind "blueprinted") but I subsequently found the rev limiter had been elevated well beyond the 6000 rpm I was allowed, a permitted practice. The 944 S2 employed an old test engine and rear transaxle from Weissach, the 3-litre four cylinder rated at 211 bhp, but is now much happier to reach for the 6400 rpm red-line than when I first drove it. In both 944 and 928 the cockpits are recognisable as those of the production car. Of course there are racing seats, safety harness and comprehensive rollover cages, but only the 928 has a sportier steering wheel (Momo) and information is derived from standard red needle, white on black dials for both.

Naturally they are dissimilar to drive, but since the 928 is so different to any circuit car I have experienced previously, I will begin at the point where its 4957cc V8 (100mm x 78.9mm)is snuffling softly on tickover. The manual 5-speed is still not the most attractive feature, slightly ponderous as it selects first gear, which fooled me after the straightforward 944 by having first in the classic, isolated, competition "dog leg" pattern.

There is nothing ponderous about the acceleration, although T.Dron has conscientiously learned new grid tactics in an effort to offset the natural advantage of a rear engine 911.

"We suffered a lot in the early days" he recalls, still smarting at the remarks of our colleagues on *Motoring News*, "but we did some testing at a military track in Surrey and put people at 25 yard intervals and timed each stage, even getting away in second! The ideal is to have it at about 2800 revs, drop the clutch fiercely and don't open the throttle too much. It is difficult to keep your foot in one place on the throttle, but that technique means we have been leading







The 944's engine (left) is an old test unit from Weissach which has been successfully tweaked while the V8 in the 928 (right) remains standard but free-revving.

for the first 25 yards. Unfortunately, by the time you get somewhere like Quarry at Castle Combe, 911 acceleration is ultimately going to regain the advantage."

All the controls have smooth but somewhat numb feedback. Associated with the sheer size and weight of the 928, plus the low driving position, you feel cocooned within. This limousine of sportscar racing has the worrying characteristic of leading you into deep trouble, before telling you the depth of manure you are entering.

First raced in standard trim in 1988, Dron reported "it was capable of finishing fifth overall, which is quite something for a luxurious road car." Now the suspension of the S4 has been redeveloped for racing in association with Derbyshire specialist Rhoddy Harvey Bailey, a charming specialist who seems at home cutting sway whilst preserving ride in a Range Rover, or finding lap time and poise in a formula car. Rhoddy said candidly, "I have more moments in this car than any other that I drive, but now we have arrived at a set up that is not too harsh to destroy the grip over bumps; one that makes use of the rubber that has to support considerable weight, all without adopting extreme wheel camber angles."

Under Club rules damper and spring selection is free (the latter in ferrous metals) and you can use "any Porsche production anti-roll bar." For the 928 that has meant "reset Bilsteins, much harder springs (but not doubling the standard rate, or anything ridiculous like that)" and a wide spread in anti-roll bar diameters: 30mm front and the slimmest rear they could find, 18mm. The latter came from a 1979 version of the 928, and they would go softer, if there was such a production option.

Tony Dron commented that Harvey Bailey's work "has allowed us to reconnect the ABS braking, and now the brakes are one of the strongest features of the car. It is quite capable of outbraking 911s and it is a particularly fast car through wet conditions."

As you would hope, the V8 is another attraction. It reaches out to the redline with stunning conviction, and only the fact that Mr Dron is forty feet taller than me stopped an incursion into what I thought were forbidden red zones. You actually need a rather longer straight - "perhaps the old Reims or Spa tracks" says Tony - to obtain a maximum significantly above that of the 911.

A white 928 is still pretty awesome thundering along Snetterton's gruesomely titled "Revett" section in fifth, when it displays 130mph.

I cannot say that, in seven laps allowed, I came to terms with wielding the 928's bulk confidently at 100mph plus through the long right that is Coram. Or that I accurately gauged the adhesion of the BF Goodrich TA/R1 control tyres (245/45 R) on 16 inch wheel diameters of 8 and 9 inch widths. In slow corners I inevitably applied too much throttle and saw why nearly every driver has spun this machine in earlier forays. In the fourth gear corners I used the generous brakes too hard, too often, to discover that a 928 likes to oversteer, whatever the velocity.



Track tester Jeremy Walton takes notes from Tony Dron on driving the 928 at speed.



£60,000 worth of machinery poses on the track ready for the next outing.

Suffice it to say that Dron + 928 = a competitive lap time proposition, but that first race win still eluded them with four championship events to complete. Tony is at pains to point out that the car is much better than anyone gives it credit for. The suspension improvements have made it a more predictable car to race, but only deleted a second or so from lap times. I can only say that I was relieved not to damage the handiwork of Dave Humphrey and Peter Caulfield.

By contrast the 944 slipped on like an old friend. I had found the turbocharged car for Needell a superior Cosworth Sierra in an earlier encounter at the same circuit, and had already experienced the Kevlin coupe in Holland. Then it ran extremely competitively even for this stranger. The net result of all that was an immediate rapport and a 1m 19.64s (85.9mph average) best lap...about 4 seconds a lap faster than I went in the 928, and 1.2 seconds slower than the car's previous best at Snetterton. During our test session Dron lapped in 1m 16.7s (89.2 mph) to show what the AFN luxury goods centre can deliver.

Aside from the good nature of the understeer-biased 944 chassis and powerful but non-ABS braking system, the most pleasant track discovery was the engine. I had not been a great fan of the counter-balancer four and its 2990cc (104 x 88mm) on the 1988 press launch, but the tough treatment meted out to this ex-factory unit worked wonders. There was little of the breathlessness I recalled at the standard 5800rpm power peak, and the power remained supremely accessible, throughout the rpm range. It also makes a nice noise, though I'm sure such juvenile thoughts cut no ice with its technically aware driver.

The John Titcombe-tended 944 is actually last season's 2.5 litre racing 944S, suitably enlarged and updated to S4 specification. The suspension was still undergoing damper changes during my drive, but it now shares many damper and spring parts with 220 or 250 bhp turbo cousins. It also shares the rear tyre size of the 928 (245/45), but the front TA/R1 control tyres are of 225/50 section on a 7 x 16 inch rim. The 944 S2 remains a track favourite of mine. Bearing in mind it literally costs thousands less than a 911, yet offers a better balanced chassis and similar speed I shall look at its road abilities with new respect as well.

Our thanks to AFN for arranging our fine Snetterton day. Their plans for the 1990 competition were not known at press time, but both cars were expected to be offered for sale, open to offers above £35,000 for the 928 and £10,000 less for the 944, " to be replaced by new models for 1990." We can also be sure that the Porsche Club will be back with the series which proved enthusiasm still burns brighter than simply posing amongst the Porsche ranks. **JW**

INTEREST FREE CREDIT

ROLEX



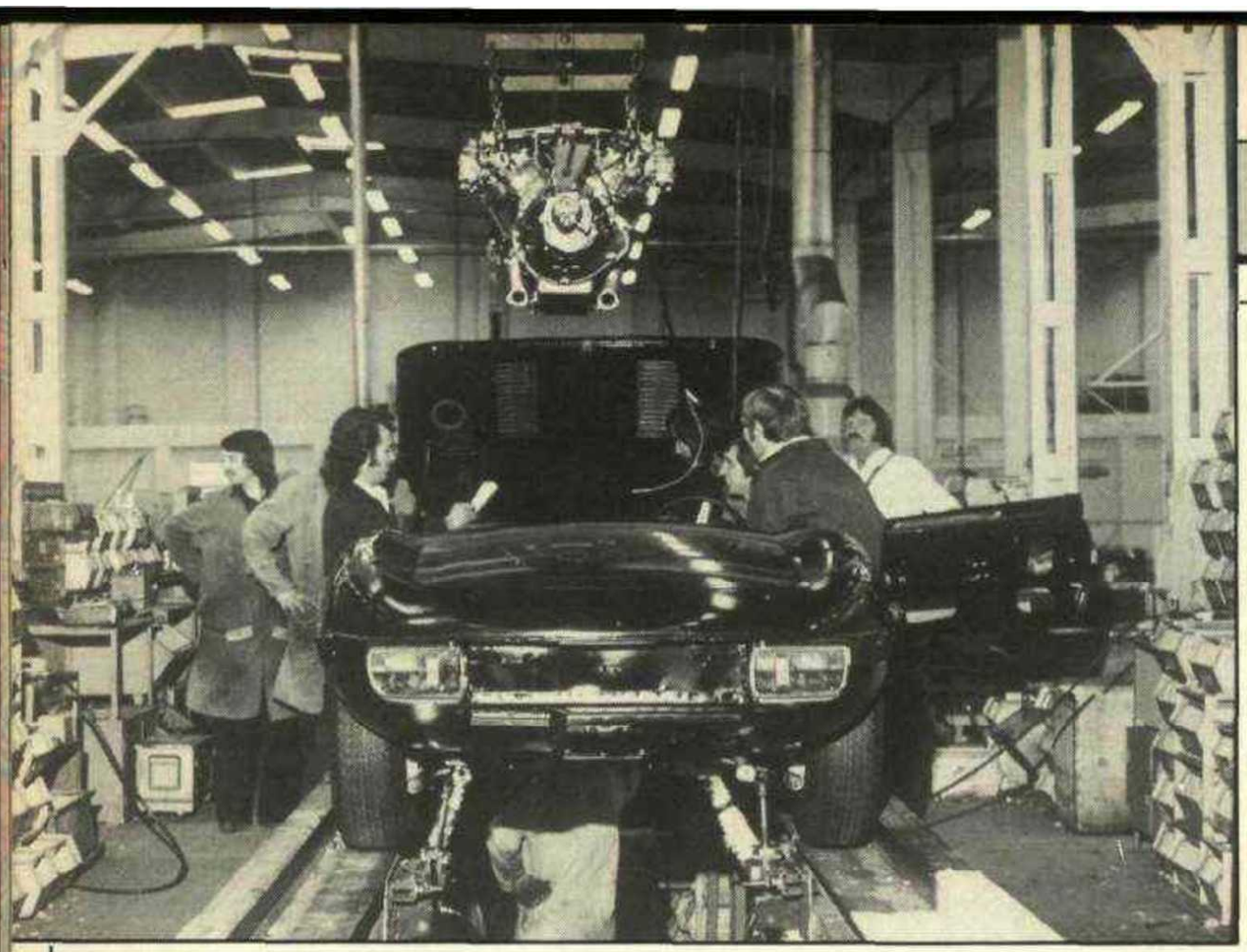
A Rolex watch, the ultimate symbol of desirability, durability and distinction. This unique combination of qualities has earned Rolex watches a position of unrivalled prestige as craftsman-made timepieces of strength and style.

For a free copy of the Rolex brochure and details of our **Interest Free Credit** scheme, telephone **(0252) 737373** or write to Alexanders Ltd, 3 Castle Street, Farnham GU9 7HR. Fax (0252) 733721.

Also at 41-43 High Street, Reigate, Surrey (0737) 222987

Personal callers welcome at both branches

Alexanders
A FINE TRADITION OF FAMILY JEWELLERS



The last V12 E-type roadster on the production line at Browns Lane.

Back From the Dead

The years following the announcement of the XK10 in 1948 were successful for the Jaguar company in almost every respect. On the track they notched up success after success with the C- and D-types while demand for the range of saloon and sports cars was continuous and ever-increasing.

It was at the Geneva Motor Show in March 1961, however, that the company caused a sensation with the announcement of their two-seater fixed-head coupe, the E-type Jaguar yet another fine creation from the pen of Sir William Lyons.

The unique monocoque construction design was of similar appearance to that of the D-type, using 20 gauge sheet steel in conjunction with a steel tube front subframe to support the engine, gearbox and suspension. The rear final drive assembly unit was bolted to the rear of the bodyshell with rubber blocks.

The fabulous 3.8-litre straight-six engine was fitted, as in the XK150, with a cast-iron block and aluminium. With its three SU carburettors, it developed 265 bhp at 5500 rpm but it could still be revved to 6000 rpm without any apparent engine damage. With a 307 to 1 axle gearing, there was a claimed top speed of 150 mph. The gearbox was also out of the XK150, a manual gear change with four forward speeds and one reverse, with synchromesh on 2nd, 3rd and 4th gears.

The clutch was a Borg and Beck with hydraulic operation. Electrics were from a 12 volt battery. The fuel tank had a maximum capacity of 14 gallons squeezed into the boot to the left hand side of the car, and fuel was fed by a Lucas immersed pump fitted inside the tank.

Cooling was via an aluminium crossflow radiator fitted with a header tank. A thermostat at the top of the header tank operated an electric two-blade cooling fan at 80 degrees celsius and turned it off at 72 degrees. Centrelock wire wheels were standard and complimented with Dunlop 6 x 40 15" RS5 crossply tyres.

A few months later, production was underway and the E-type was then available to the public in July of that year. What value for money! Just a fraction over £2000 would buy a new super sleek two-seater fixed head coupe, with an opening rear tailgate, or the open two-seater roadster version available with a detachable hard top for an extra £76 10s. It was no surprise that famous personalities such as pop idol Adam Faith, danceband leader Billy Cotton and Sir Gwain Bailey soon acquired these tremendous cars.

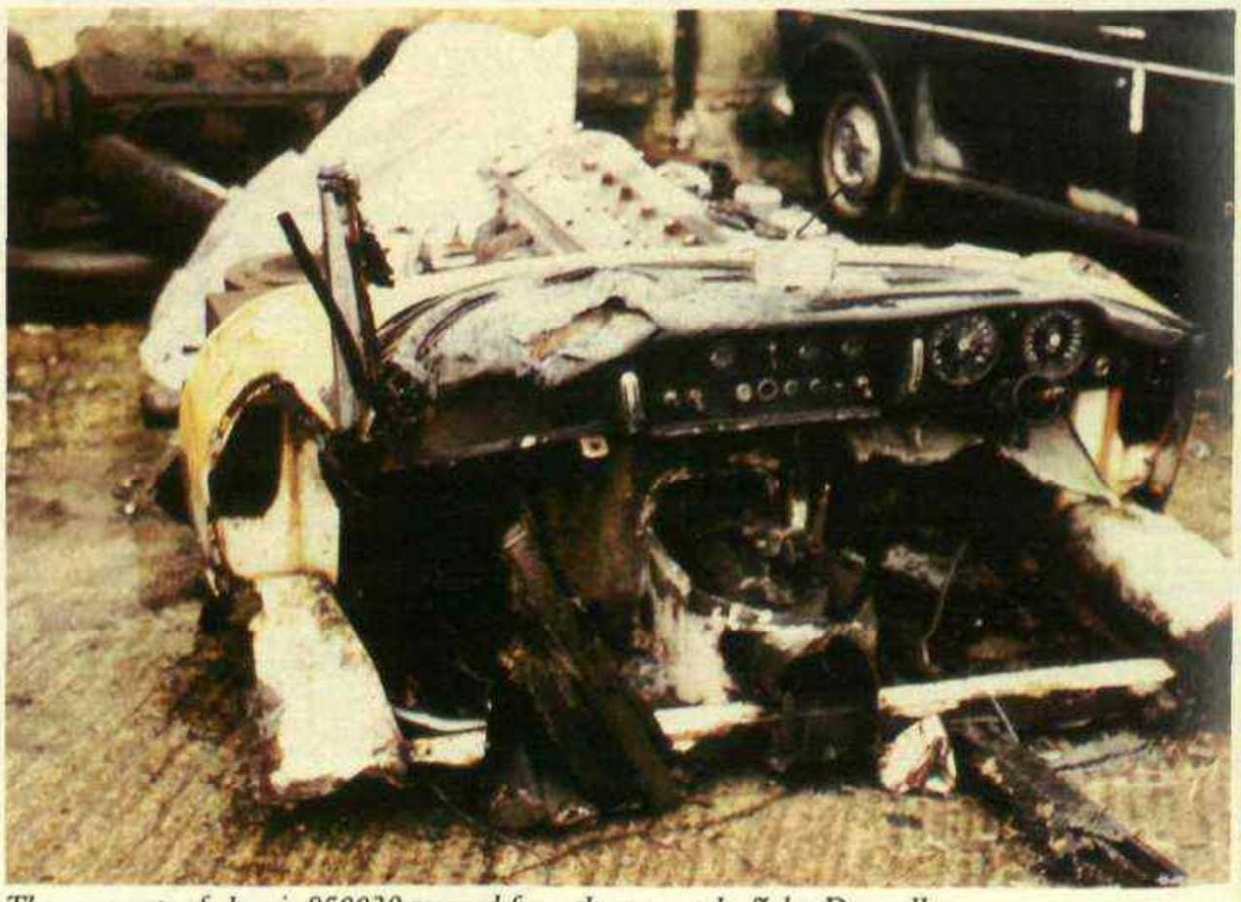
In competition, the E-type had already won its first race at Oulton Park in April, with a dark blue roadster, registration ECD 400, driven by Graham Hill. Roy Salvadori, in another roadster, came third.

During 1961 the E-type caused a stir wherever it appeared. However for some owners and motoring journalists, one criticism remained — the seating position which made any driver over 5'10" a little uncomfortable. This was remedied in 1962, when footwells were built into both driver and passenger sides, thus giving much improved leg room.

In October 1964, an all-new synchromesh four-forward speed gearbox, was installed, giving smoother gearchanges over the previous type, known as the "Moss box".

1965 was the fourth year of production and saw a dramatic change for the E-type. A new bigger 4.2-litre engine superceded the original 3.8-litre type, and the bucket seats were replaced by plush padded ones, giving greater back support. The car, with its new engine and seats, synchromesh gearbox and further improved braking system, was a delight to drive. The external appearance, however, remained unchanged from the 1961 models.

A year later, the family man could now think of owning an E-type, with the addi-



The remnants of chassis 850030 rescued from the swamp by John Deverell.

tion of the 2+2 model to the two-seater fixed-head and roadster models in 1966. The new 2+2 bodyshell was increased by 9" in length. However the higher windscreen dimension meant that the sleek lines were lost. The 2+2 could also be purchased with a 3-speed Model 8 Borg Warner automatic gearbox.

The later part of 1967 saw a new external appearance. The glass headlamp covers were removed and replaced with a decorative chromium surround. This model was more commonly known as the Series 1½.

Further changes were made in 1968 to all three of the E-type range to conform to US road safety regulations. That meant a completely revised layout to the front of the car, with sidelights repositioned to the underside of the full width bumper. This was repeated at the back with the number plate being set below the rear bumper.

The interior was updated — new dashboard rocker switches replaced the old "flick-up" type, and air conditioning, head restraints and a leatherbound steering wheel were available for export models. With these changes, the E-type became heavier and thus performance was reduced.

The new V12 5.3-litre engine soon found its way into the E-type. A completely redesigned bodyshell with slightly flared wheel arches to accommodate the larger wheels and tyres, and the full chromium grille of the V12 distinguished it from previous E-types. Production of this great sports car, however, ceased in 1975. To end the final production run, a batch of 50 black V12 commemmorative roadsters were built, each one bearing a gold plaque attached to the dashboard, showing its identity number.

Today the E-type is still one of the greatest sports cars in the world and, with the recent popularity and increase in classic cars, is a valuable asset. Prices for excellent examples are still increasing, as well as for examples requiring complete restoration. For example, little change could be expected from £50,000 for a good V12 roadster, but a recent concours example has even reputedly been sold for £100,000 in the north of England, although the 2+2 version can still be bought for around £20,000. Unfortunately, though, many of these are now being converted into roadsters by specialist firms.

The 3.8 and 4.2 roadsters, for an excellent restored car, would cost between £45,000 and £65,000, while a fixed-head coupe would be slightly cheaper at £25,000 to £30,000. Still just affordable are the Series I/II 2+2 models, but even these are bound to be subject to the whims of speculators and dealers and the prices affected accordingly.

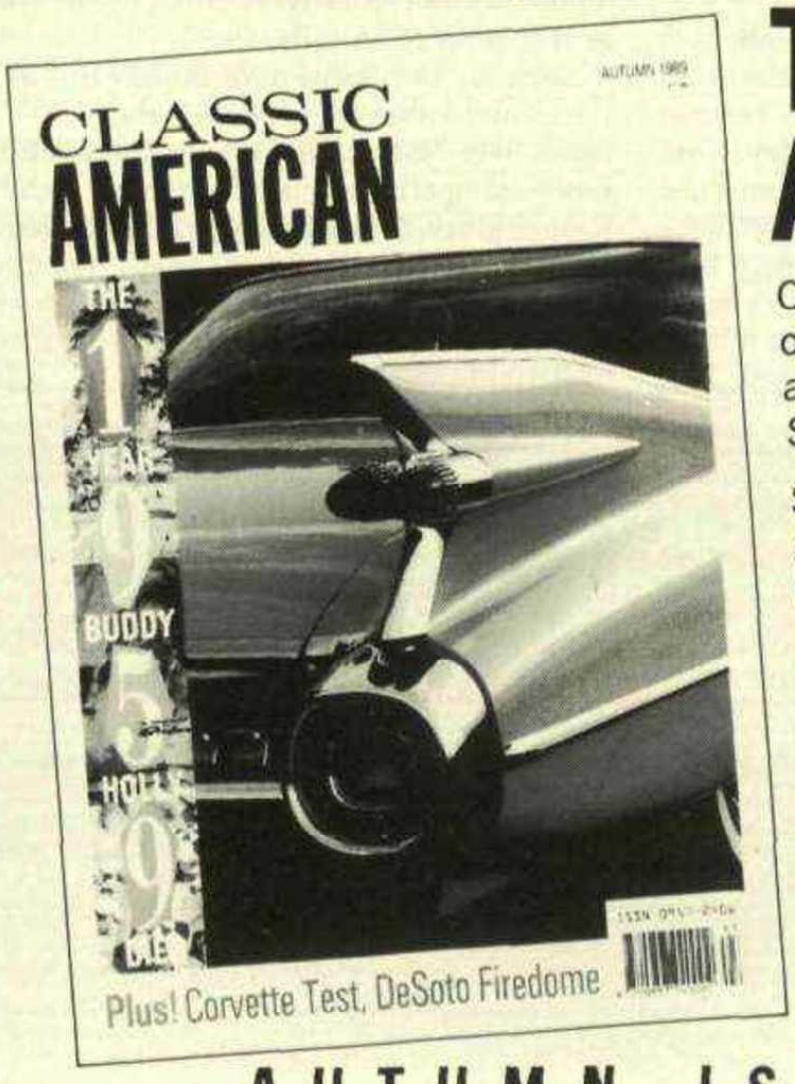
My own experience with this sports car started in the mid 1970s, when a good running example could be bought for around £900, although I managed to buy a sound 1965 fixed-head coupe for £550. After an enjoyable two years motoring, I eventually sold it, and soon purchased an early 3.8-litre roadster, chassis no.850018. I had then really caught collector mania and added chassis nos. 850014, 850017, 850021 and 850030 to my collection. All these cars needed restoration, but in worst condition was 850030, chassis number 30, as it consisted of just half a car. There was the bulkhead with its front frames, engine and gearbox attached to it and the rear axle somehow remained. The decision was made to rebuild it but, as with too many other cars, lack of funds rather than enthusiasm enforced its sale instead.

It was after a long interval that I received a telephone call from a gentleman named David Worrow, who told me that he had just purchased my derelict E-type roadster, no.30. We kept in touch while the restoration was undertaken and the promise was made that when it was ready, I could spend a day driving it, a promise which has just been fulfilled.

Hoping that the Indian summer would last just a little longer — the E-type would

AT YOUR NEWSAGENT NOW

THE ONLY CLASSIC MAGAZINE THAT FEATURES ONLY AMERICAN CARS



Classic American is the first magazine that exclusively covers only real automobiles. That classic Detroit metal from the 40s and 50s to the muscle cars of the 60s — from Chevrolet and Studebaker to Corvette and Shelby.

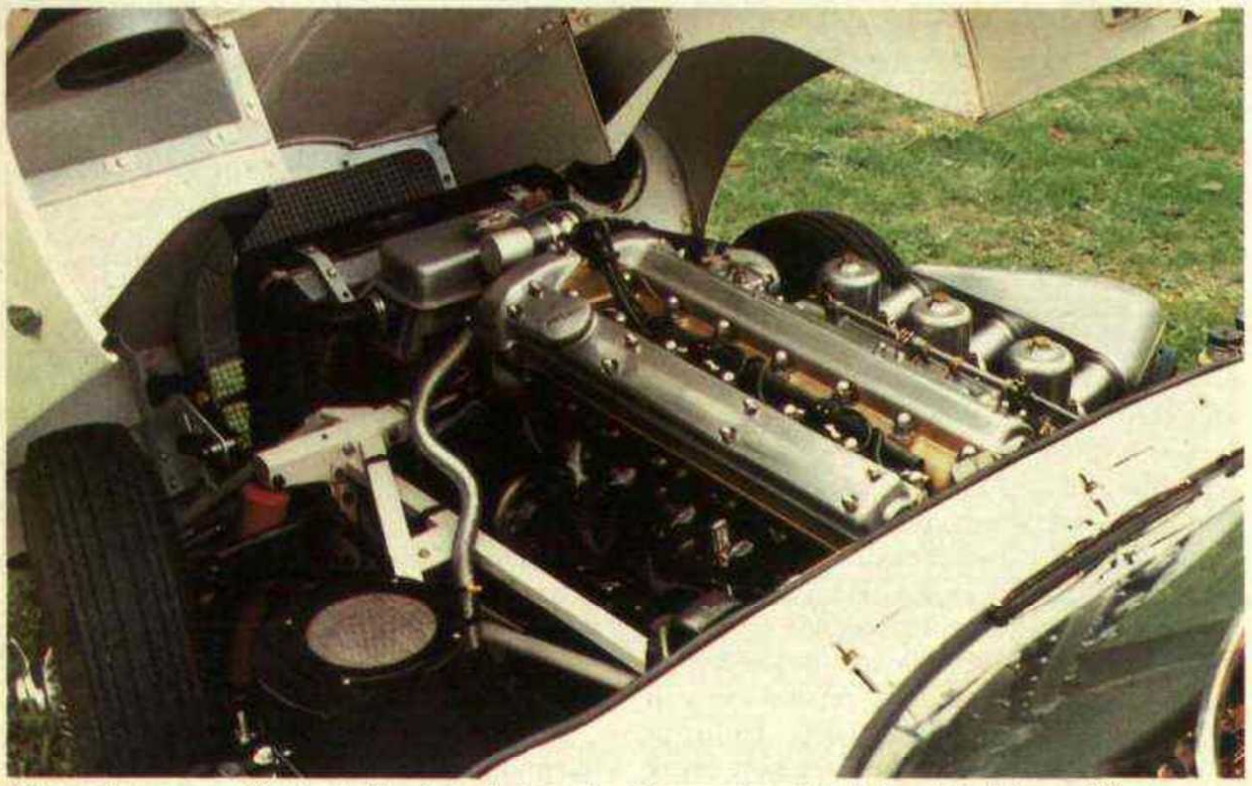
Superb full colour spreads on cars from the golden age of American automobile design. Plus, special features capturing the style and essence of the American dream.

If you prefer your classics to be American and from Motown rather than Modena start reading Classic American magazine.

FEATURE CARS IN THIS ISSUE

• '53 De Soto • '69 Camaro • '49 Cadillac Convertible • '39 Ford Pick-up • '58 Skyliner • '55 Chevy • '89 Corvette ZR-1 PLUS Flathead Harley • Mud Bogging • Vintage Racing • Cars for Sale and much more.

AUTUMN ISSUE ON SALE NOW



The engine was not in too bad a state, but required hours of work to bring it to this condition.

not be allowed out on a rainy day — I set off on my journey from London to Devon, arriving bright and early and anticipating an enjoyable day. Being a car fanatic, he had built a large garage to accommodate his increasing collection of British Sixties cars, which includes the first 2.8 XJ6 Saloon, the original road test XJS, the earliest Austin Seven Mini and of course, his pride and joy, a white 3.8 Series One E-type roadster.

A quick glance at the car told me David was a perfectionist. The high standard of the restoration was breathtaking; every part was gleaming, and all the work carried out by him had taken a total of 4000 hours. No wonder it is under 24 hour close circuit TV security!

Asking David how he went about the restoration he told me that the engine and gearbox were moved, leaving the few remaining components to the bulkhead. The engine was stripped down and surprisingly found to be in excellent order, needing only minor attention, but the gearbox was rebuilt. The remaining bulkhead was mounted onto a special body jig, while the floors, sills, boot floor and rear wings were carefully welded into place to construct a new monocoque. David decided to use original Jaguar panels he had obtained, rather than the reproduction type. Since the majority of its parts were missing, many visits were made to autojumble events, and he eventually located original electrical, mechanical and exterior chromium items. These were carefully numbered and stored before being fitted to the completed monocoque, which had to be etched, primed and painted with 18 coats of Old English white, a time consuming job but with perfect results. Interior parts, i.e. seats, dashboard, radio console and hood frame, were also purchased from autojumbles and eventuallly it was completely retrimmed in its original colour of red. All the while I had kept my fingers firmly crossed for a chance to drive this beautiful machine. Then David handed me the keys...an opportunity not to be missed!

I squeezed into those bucket-type seats, taking care not to scratch the high interior leather-covered sill with the heel of my shoe; a slight adjustment was made to position the seat for a comfortable driving position. The first thing you notice once inside the cockpit is the layout of the many instrument dials - fuel, ammeter and water guages and the speedometer with its maximum 160 mph reading.

To start the E-type, the ignition key, which is set in the centre of the aluminium dashboard, was turned and the control lever pulled up to its cold start position. Automatically the sound of the submerged petrol pump could be be heard; the ignition button was pressed leading to a slight sway being felt as the engine turns over before springing into life with a huge roar. The clutch pedal was depressed, first gear selected (a long travel movement) then, with a slight touch on the accelerator pedal, the handbrake released before gently moving off. At this stage the engine was still very cold and required a few extra revs. A full lock turn was necessary as we turned out of the garage and made our way out of the drive onto the main road. As we drove along, I couldn't help but notice the long bonnet with its centre bulge.

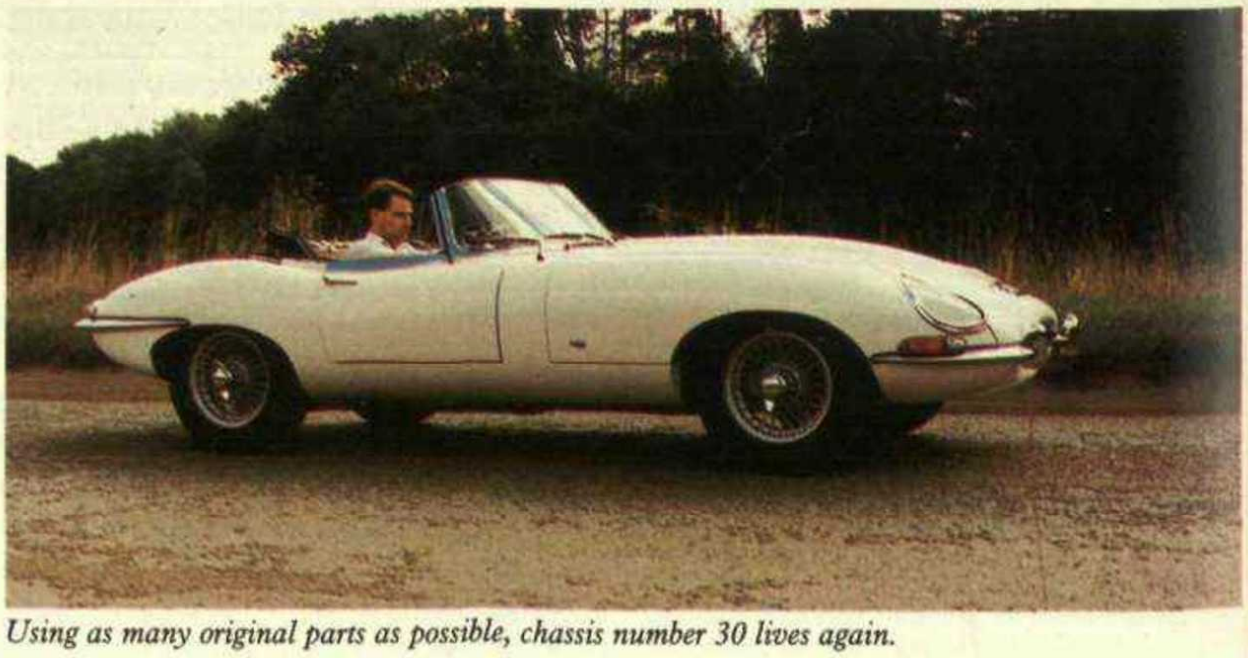
With not a cloud in sight, we decided to put the hood down — a quick operation, releasing three toggle catches on the inside of the windscreen rail so that the hood could fold flat just behind the seats. We turned out onto the main road, changed into second gear (a little awkward at first), and as the speedometer indicated 30 mph, the change up to third. The smooth wooden spoke steering gave the impression of being in the next best thing to a D-type.

A fast fourth gear was selected as we sped rapidly towards a roundabout and then a change back down to third. Out of the roundabout, the engine slightly kicked back, telling us that it was still cold. We were now approaching the slip road onto the M5 motorway - time for the real test, taking the E-type up to 70 mph and keeping within the speed limit. The wind noise was remarkably low and the car felt very stable on the road.

Our E-type seemed to be the main attraction of the five mile journey, turning people's heads as it did 28 years ago. After 30 minutes of driving, I really got to grips with the E-type, and on the return journey put it to the test around the country lanes. Those Dunlop RS5 tyres stuck to the road as if they were on rails.

Such is the condition of the car it is as if it had just come off the production line — it is not over-restored but no amount of effort has been spared in putting it back into its former glory. It was a wonderful experience being reunited with the car that I had once rescued from oblivion lying in a swamp so that it can now, once again, grace the roads of Britain.

JD



Using as many original parts as possible, chassis number 30 lives again.



Just a few of the 33 Model-T Fords at Waddesdon Manor on September 2.

Sweet Memories

On the perfect September 2 Saturday, Fords from BL Wilkes' 1910 tourer to MH Lord's 1926 roadster went from the weekend HQ at Milton Common to take coffee at Perry's, the Aylesbury Ford dealer (an historic name!), then to the lunch stop on the impressively long drives of Waddesdon Manor on the Rothschild estate which is set in impeccable surroundings. Here, in the splendid forecourt, 33 Model-Ts assembled, almost every known type apart from a jitney-bus. There had been only three non-starters.

The commercials were immaculate; had I had to judge them on external finish, lining and lettering, it would have been an impossible task! The 7 cwt vans of RC Florio ("FN Peacock & Co., Balham, Automobile Engineers" etc., vied with Tuckett's ("Brazil's, Sausages and Pies, Amersham") and GD Rowatt's ("Contractors for Removal, Hornsea") one-tonners.

Of the cars, 19 were brass-age, the remainder "black radiator", except that some of these had nickle-plated rads. The "any colour so long as it is black" period was in evidence, as were many body styles. T.Chesters had his rare 1912 Town Car, D. Jossaume a 1923 Hackney, C. Martin, D. Stauffacher and J. Bonnet their landaulettes. C. Lawson was in his 1920 Tudor Sedan, with two doors centrally located, one on each side, and the most sporting turnout was the 1915 Speedster of J. Trent, with small bolster tank ahead of a metal luggage-box, two bucket seats, an unpainted bonnet, but a standard engine. E. Whiteway's 1912 tourer was made in the USA but assembled in Manchester with an English body, cost £170.

Gas and oil lamps seemed to predominate and T-extras could be spotted, like different types of front snubbers, the flimsy front bumper on that Sedan, and the Ford Edmunds & Jones Model 466 gas headlamps on the Town Car. J. Baxter's late-model tourer had detachable rims and the Speedster carried *two* Pratt's petrol cans . . .

After lunch at the Manor they emerged onto the A41 (where as a teenager I walked the still-existant grass verges, taking car-censuses, and where at the village garage, now Waddesden Tyre Service, a veteran De Dion then lay under a pile of rubbish) - bound for Quainton Railway Centre. Then it was back to the HQ hotel, up a winding 1 in 10 hill after passing the back entrance to the Manor, where in those early 1930s a pre-war Singer Ten would emerge, taking servants to the station, although I expect the winder of the Rothschild clocks, who came from Aylesbury in his 1914 9.5 hp Standard, used the front entrance for this important task. Waddesden seems to live in the past, even its bowling club was founded in 1925 . . .

Over 15 million Model Ts were produced. 62 years after the last one was made, Britain has a small but fascinating share of them.

WB



Organiser NP Tuckett's 1924 one-tonner Model-T van approaching Quainton Railway Centre.



R. Staughton believed in arriving in a 1915 Speedster version of the immortal Ford.

CAVALLINO

Person to Person Ferrari People

1989 G 328 GTS Black/Magnolia. Delivery mileage. All extras RHD..... **£119,995**

1989 Mondial t 3.4 Red/Black, Brand new. Many extras. LHD..... **£84,995**

1987 328 GTS Rosso/Magnolia. F.S.H. 2,200 miles. RHD..... **£106,995**

1986 Testarossa Rosso/Tan. F.S.H. 9,500 miles. RHD..... **£164,995**

1983 Mondial QV Red/Tan. 25,000 miles. F.S.H. RHD..... **£52,995**

1983 308 GTS QV Black/Red. 44,000 miles. F.S.H. RHD..... **£67,995**

1982 308 GTS QV Blue/Tan. 32,000 miles. F.S.H. RHD..... **£76,995**

1982 400i Auto Ice Blue Metallic/ Magnolia. 36,000 miles. F.S.H. RHD..... **£52,995**

1982 308 GTBi Blue/Magnolia. A/C. Recent body rebuild. RHD... **£51,995**

1982 Mondial 8 Red/Magnolia. 40,000 miles. History. A/C/ RHD..... **£34,995**

1981 308 GTBi Red/Magnolia. 42,000 miles. A/C. F.S.H. RHD..... **£53,995**

1979 400i Blue Sera/Tan. F.S.H. 56,000 miles. RHD..... **£46,995**

1979 308 GT4 Red/Black. 50,000 miles. Maranello Concours winner. RHD..... **£49,995**

1978 308 GTS Carburettor Red/Magnolia. RHD..... **£74,995**

1978 308 GT4 Red/Tan. 52,000 miles. Interesting history. RHD..... **£39,995**

1975 308 GT4 Burgundy/Magnolia. Original Dino badged car. RHD..... **£36,995**

1969 365 GT 2+2 Rosso/Tan. One of 53 RHD Borranis..... **£129,995**

Selling? We will buy your Ferrari
Personal Service at Director Level — Guaranteed

Phone Crispin Thomas

Weekdays 037 388 563
Weekends 0836 510510

Corsley Heath, Nr Warminster, Wilts. BA12 7PL
THE CAVALLINO MOTOR CO. LTD.

Dino Services

LIMITED

Ferrari Specialists offer the following cars

FERRARI MONDIAL CABRIOLET 'T' 300BHP. From 3.4 ltr in line Ferrari V8 engine with new 'T' type gearbox. The very latest spec. electronic suspension, P.A.S., air con. etc. delivery mileage, LHD, 'G' reg, available now!! Red/magnolia, only one in UK! **£125,000**

FERRARI 328 GTS. Red/tan, LHD, 1988 'F' reg, ABS, 5,000 miles, as new ..... **P.O.A.**

FERRARI 308 GT4 1977. Red/black, 40,000 miles, lots of history **£40,000**

FERRARI 246 GTS. Red, total restoration in progress, everything as new, must be seen ..... **P.O.A.**

FERRARI 328 GTB. Red, 'M' class race car, lots of mods and potential..... **£150,000**

WORKSHOP FACILITIES FOR ALL FERRARIS
TUNING PARTS FOR MOST MODELS

TEL: 01-571 2122

Unit 7, Endsleigh Industrial Estate, Endsleigh Road, Norwood Green, Middlesex, UB2 5QN.



Mill House Books

Mike, Jan and Sarah Kettlewell of MILL HOUSE BOOKS offer a full range of motoring and motorcycling books. Bargain and motor sporting books a speciality. Write or telephone for your FREE catalogue today! We charge only £2 p&p for orders up to £40 — and it's FREE over £40 (UK only — overseas rates below). All hardbound books are double-wrapped for added protection and, subject to books being in stock, all orders are despatched the day they are received.

NEW AND RECENT BOOKS

ALFA ROMEO TIPO 6C: 1500, 1750, 1900 by Angela Cherrett. Story of a successful car and the men behind it, notably Vittorio Jano. Competition successes, coachbuilders — all the information in 224 pages with 231 photos £24.95

THE MOTOR CYCLING CLUB: Britain's Oldest Sporting Club For Motor Cycles And Cars by Peter Garnier. Thoroughly-researched 221-page history. 92 illustrations £15.00

THE MINI-COOPERS: A Collector's Guide by John Brigden. 144 pages, 150 photos £12.95

FERRY PORSCHE: Cars Are My Life by Professor Dr Ing h.c. Ferry Porsche with Günther Molter. Fascinating 288-page story of Ferry Porsche, from his work on the prototype VWs to the development of the Porsche company £19.95

CARROZZERIA BONESCHI by Sergio Puttini. Quality history of coachbuilding firm. Includes cars, lorries, ambulances, etc. Italian/English text. 176 pages, 200 photos including colour £49.95

AUSTIN-HEALEY SERIES BN1 AND BN2 100/4 WORKSHOP MANUAL. Covers 1953-56 models. 224 pages, well illustrated £13.95

MGC WORKSHOP MANUAL. Covers 1967-69 six-cylinder cars. 336 pages, well illustrated £14.95

SUNBEAM TIGER 260, 289 V8 WORKSHOP MANUAL. Covers 1964-68 models. 320 pages £14.95

ILLUSTRATED CHEVROLET BUYER'S GUIDE by John Gunnell. 176 pages covering 1946-72 Stylemaster, Chevelle, Bel-Air, Impala, Corvair, Fleetline, etc. 209 illustrations £10.95

MORRIS MINOR: THE WORLD'S SUPREME SMALL CAR by Paul Akilleter. New third edition of classic Minor history contained new early material. 240 pages, 220 photos including colour £14.95

ALVIS GOLD PORTFOLIO 1924-65. Reprinted articles, road-tests etc., from magazines. 176 pages covering all models s £9.95

JAGUAR XK120/XK140/XK150 GOLD PORTFOLIO 1948-60. Roadtests, features etc £9.95

PORSCHE 924 GOLD PORTFOLIO 1975-88. ..... £9.95

EARLY MG by P. L. Jennings. New second edition of privately-published book covering MG history to 1930. 239 pages detailing all known cars and early history of company ... £37.50

ORIGINAL MG T SERIES: The Restorer's Guide To MG TA, TB, TC And TF by Anders Ditlev Clausager. Originality guide for the restorer. 104 pages, 155 colour photos £14.95

THE STORY OF MARCH by Mike Lawrence. Foreword by Robin Herd. Inside story of March — the cars, the personalities, the racing deals. 272 pages, 200 b/w photos plus 16 pages of colour £17.95

CONQUEST OF FORMULA 1: The Inside Story Of The Men Who Took Honda To Victory by Christopher Hilton. From Ronnie Bucknum to Ayrton Senna, a quarter of a century of Honda in Grand Prix racing. 256 pages, 150 b/w photos plus 16 pages of colour £16.95

FERRARI TURBOS: The Grand Prix Cars 1981-88 by Anthony Pritchard. 144 pages, 130 b/w photos plus 32 pages of colour £14.95

JENSEN by Keith Anderson. 192-page history of company by acknowledged expert. 200 b/w photos and 32 colour £15.95

LIFE IN THE FAST LANE: An Autobiography by Alain Prost. Long-awaited 176-page Prost story. Candid and controversial. 176 pages, 70 b/w illustrations, 12 pages colour £12.95

CONNAUGHT: To Draw A Long Line by C. E. 'Johnny' Johnson. At last! A book on the British marque Connaught, who tried so valiantly in F1, F2 and sports car racing in the 1950s, written by the chief draughtsman. 260 pages, well-illustrated £16.95

GILLES VILLENEUVE: The Life Of The Legendary Racing Driver by Gerald Donaldson. Biography of the French-Canadian hero tragically killed in 1982. 352 pages £14.95

SALE BARGAINS

AUTOCOURSE 1987/88 edited by Maurice Hamilton. 272-page annual covering 1987 GP season plus other leading categories, now out-of-print. Slight damp damage to jacket. Was £19.95 ..... £14.95

FERRARI FORMULA 1 CATALOGUE RAISONNÉ 1948-88 by Enrico Benzing. Large-format 224-page book giving full history, specifications etc, of F1 Ferraris from 1948 to 539. Packed with colour and b/w photos. Was £39.95 ..... £24.95

FORTY SILVERSTONE YEARS: The Home For British Motor Racing edited by Ray Hutton. 144 pages, over 200 illustrations, commemorating the 40th anniversary of the 1949 British GP. Was £5 ..... £2.50

FLAT-12: The Racing Career Of Ferrari's 3-Litre Grand Prix And Sports Cars by Alan Henry. 144-page 1980 book. Was £8.95 ..... £3.95

GRAND PRIX GREATS by Nigel Roebuck. 216 large pages featuring personal appreciations of 25 famous F1 drivers from Andretti to Villeneuve via Ascari, Clark, Fangio, Lauda, Moss, Stewart, etc. Was £14.95 ..... £6.95

POST & PACKING DETAILS: Britain and Ireland – £2.00 for orders up to £40. FREE over £40. British customers should remit by cheque or PO or write or telephone using ACCESS/VISA/AMERICAN EXPRESS number. Irish customers should remit in £ sterling. **Overseas** – £3 for orders up to £25, £5 for orders £25-£50, 10% of value of books £50-£100, 5% over £100. Air-mail rates on application. Overseas customers should remit by £ sterling bank draft, Eurocheque or international money order or write or telephone using VISA/AMERICAN EXPRESS/EUROCARD/MASTERCARD number. US $ cheques/drafts also accepted.

MILL HOUSE BOOKS The Mill House, Eastville, Boston, Lincolnshire, PE22 8LS. Tel: New Leake (020 584) 377

CLASSIC CORNER



1957 Ford Thunderbird. Classic 2 seater open sport, fitted with 5.2 V8 engine. A 3 speed automatic gearbox in white with white trim and hood. Option of factory hard top available. Totally restored. Must be seen **£27,995**



1956 Jaguar XK140 Drophead Coupe. RHD. Classic white with brown leather, engine rebuild, 675 miles, chrome wire wheel. Telephone for full details **£44,995**



1963 Porsche 356B. RHD, red, last owner for 15 years, chrome wire wheels **£19,995**



1989 F Porsche 911 Carrera Turbo Bodied Speedster in Grand Prix white with dark blue leather and white piping, delivery mileage **£99,995**



G reg Porsche 911 Turbo in Guards red with linen leather and black piping, delivery mileage ..... **POA**

G reg Porsche 911 Carrera SSE Targa in Guards redwith linen hide, delivery mileage ..... **POA**

1989 F Porsche 911 Carrera Cabriolet in Velvet red with linen leather and burgundy piping, delivery mileage **£52,950**

1987 944S. Baltic blue metallic, 1 owner 36,000 miles, FSH, fitted sunroof, stereo, central locking, fog lights, electric seats **£18,995**



Range Rover Vogue EFI manual 1988 in Colorado silver, 1 owner, 31,000 miles, FSH, superb value **£17,995**

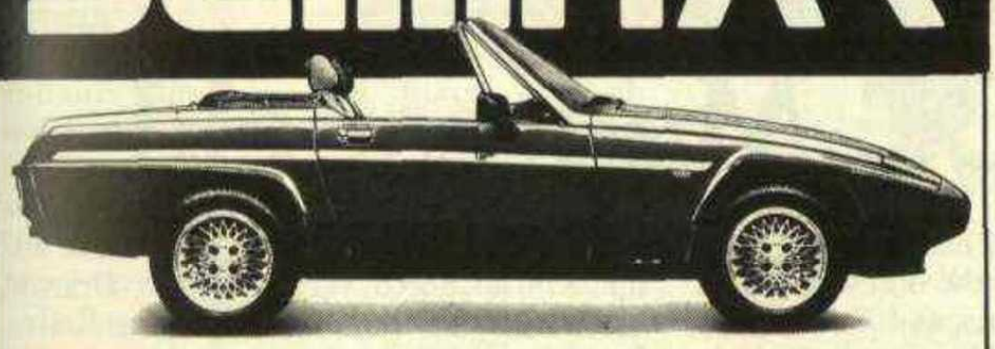
Range Rover Vogue EFI manual 1987 model in Cyprus green, 1 owner, only 25,000 miles, FSH, as new **£15,995**

Range Rover Vogue EFI manual D reg. Caspian blue, air conditioning, 2 owners, FSH, lovely condition but 55,000 miles, hence **£13,995**

COLIN GRANT INTERNATIONAL

PERFORMANCE CAR SPECIALISTS
136-142 FINCHLEY ROAD
LONDON NW3 5HS
Tel: 01-431 0666
Fax: 01-794 0039

SCIMITAR



1400 · 1600 · 1800 Ti

ERSKINE AND CALDERBANK LTD
1-3 Longshut Lane West
Stockport, Greater Manchester
061-480 5228

RELIANT



For specifications of new and ex-demonstration models currently in stock, please telephone Alan, Nigel or Jonathan on

0256-55221

CLOVER LEAF CARS

BASING (on A30) BASINGSTOKE 55221
Off M3 – exit 6



Motorway Sports Cars

Selected Lotus Dealer for Kent

224-232 The Street, Boughton, Faversham, Kent, ME13 9AL
Telephone: Canterbury (0227) 751223/751475. Parts: 751528.
Facsimile: (0227) 751825 Telex: 965358 ACTION G.

☐ LOTUS ESPRIT TURBO

LOTUS ESPRIT TURBO SE 1989 (F). Only 2,500m, full black hide, air conditioning, glass sunroof, Blue Spot Toronto stereo, finished in metallic silver **£41,995**

LOTUS ESPRIT TURBO SE 1989 (F). 2,000m, full green hide, air conditioning, glass sunroof, Clarion 950HX stereo, finished in British Racing Green..... **£41,995**

LOTUS ESPRIT TURBO 1989 (G). 500m, full grey hide, air conditioning, glass sunroof, stereo, finished in Pacific blue..... **£34,995**

LOTUS ESPRIT TURBO 1988 (F). 13,000m, full grey hide, air conditioning, Clarion stereo, glass sunroof, one owner, finished in black **£27,950**

☐ LOTUS ESPRIT

LOTUS ESPRIT 1989 (G). Only 500m, full sand hide, air conditioning, glass sunroof, stereo, finished in Calypso red **£29,950**

LOTUS ESPRIT H.C. 1987 (E). 13,000m, full grey hide, air conditioning, glass sunroof, full service history, finished in black **£18,995**

☐ LOTUS EXCEL

LOTUS EXCEL SE 1989 (F). Only 3,000m, 1989 model year, full sand hide, air conditioning, Clarion stereo, finished in British Racing Green **£25,495**

LOTUS EXCEL SE 1987 (E). 14,000m, full red hide, air conditioning, stereo, full service history, one owner, finished in Monaco white..... **£19,995**

LOTUS EXCEL SE 1987 (D). 17,000m, half sand hide, stereo, full service history, one owner, finished in Jupiter red.. **£17,995**

LOTUS EXCEL SE 1986 (D). 31,000m, half blue hide, air conditioning, stereo, full service history, one owner, finished in Glacier blue **£15,995**

LOTUS EXCEL SE 1986 (D). Half black hide, stereo, one owner, full service history, finished in Pearlescent white **£14,995**

LOTUS EXCEL 1984 (A). 51,000m, half red hide, stereo, comprehensive service history, excellent example, finished in metallic silver..... **£8,995**

Esprit **Esprit Turbo** **Excel SE** **Excel SA Automatic**

VETERAN TO CLASSIC



Mark Garfitt's Frazer Nash BMW is a notable regular competetitor in VSCC events of all kinds — for once we see it going at a crawl in the Slow/Fast test on the historic Madresfield court drive.

VSCC Madresfield

Another pleasantly informal VSCC driving test meeting at the pleasant Madresfield Court venue took place on 3 September. An entry of 65 had five tests to do, the last a short sprint along this one-time speed trial course.

In the Slow/Fast frolic several engines stalled in endeavours to extend times, including those of the Aston Martin "Green Pea", the Dodge, and Di Threlfall's little BSA which later broke something vital in its vee-twin engine. Mrs Brewster had something amiss with her A7 Nippy, which presumably made STD of the entire test, and the Tamplin was last seen on a tow-rope, never to reappear... It was rumoured that the President was too weak to crank-up the Mercedes 60 after his splendid party of the night before, but he came in his Edwardian Zust. Dixon was taking it seriously in his 12/60 Alvis, screen flat, and Ann Shoosmith was really motoring in her 4½-litre Bentley, although even she "lost the prop" at the pit-stop.

This test involved getting out to check the pressure in the o/s front tyre. Brewster's Lea-Francis took fright at the sight of the gauge and tried to run away. Tebbitt stalled the motive power of his 3-litre Bentley chassis, draining many amps from the battery, and Mrs Walker's Frazer Nash Special had no reverse, so relied on human power.

Robin Batchelor was handling his difficult Rollo cyclecar with the skill with which he pilots hot-air balloons, and Mr and Mrs Taylor had the 1920 750cc Drance, with a magneto about as big as its engine, going well. Mark Garfitt was fast and neat in the familiar F-N/BMW, Walker's 1913 Ghost proved a real crawler in the Slow-test and the athletics of several drivers at the pit-stop approached Olympics standards... Braking too was interesting. Contrary to opinion all the A7s anchored very well, the Drance likewise, on granchy back brakes, the Rolls-Royce sounded to have metal-to-metals, Colquhoun's 2-litre Lagonda emitted agonised squeals and Smallwood's 1918 Ford-T speedster with bullnose radiator and bolster tank slid on locked rear wheels. In the final sprint, only Ghosh spun off under braking, in the 30/98. **WB**

A Good Day's Racing

It's hard to imagine a more picturesque setting then Cadwell Park, the ebb and flow of the circuit allowing all the drivers to show off their skills and machinery to an appreciative crowd.

The Austin 7 of Frank Hernandez led away the opening race for the Spero and Voiturette Trophies, followed closely by Barry Foster's MG and Freddie Giles in his Morgan GN, who both demoted him on lap four to dispute the lead. Giles almost lost control of the Morgan topping the Mountain on lap five trying to pass Foster, who had the blower drive break on the following lap, handing the Spero trophy to Giles, while Hernandez followed the Morgan across the line, picking up the Voiturette award.

In the Frazer Nash/GN event John Giles led from the off in his AC/GN, until an over enthusiastic approach to the Mountain section saw him spin off into retirement. This left the closely following Andrew Smith to take victory in his Nurburg in front of Martin Stretton and Alex Boswell.

A sudden rain shower greeted the Scratch race competitors, but it didn't effect John Ure, who took to the grass in the Riley at Coppice in a successful attempt to lead onto Park Straight for the first time. Ted Dunn maintained a watching brief and slipped by on lap three at Coppice, but Ure quickly repassed to run out victorious.

Martin Stretton's Frazer Nash briefly headed Tim Llewellyn in the eight lap Vintage Scratch race, but the 8-litre Bentley powered back in front over the start/finish line. Tom Threlfall astonished the crowd at Halls Bends, as well as Julian Ghosh, when he straightlined the corners in a brave overtaking manoeuvre, while David Caroline's Morgan three wheeler yo-yoed up and down the race order depending on how hot his rear tyre got, to finish in front of the entertaining pair.

A generous handicap allowed David Fairley to take victory in race five.

The opening laps of the Williams Monaco Trophy were disputed between Julian Majzub and Rodney Felton, with Majzub retiring his Bugatti with engine problems from the lead on lap three. This left Felton's Alfa Romeo to fend off Sir John Venables-Llewelyn, who was now warming to the task of defending his trophy. Felton was under increasing pressure as the race progressed, but his race was cut short on lap seven when a big end gave way in the Monza, leaving Lord Raglan's Bugatti to finish second in front of the AC/GN of John Giles.

The second Handicap event fell to the Lagonda of N Morley who had no trouble in overcoming his 75 second penalty.

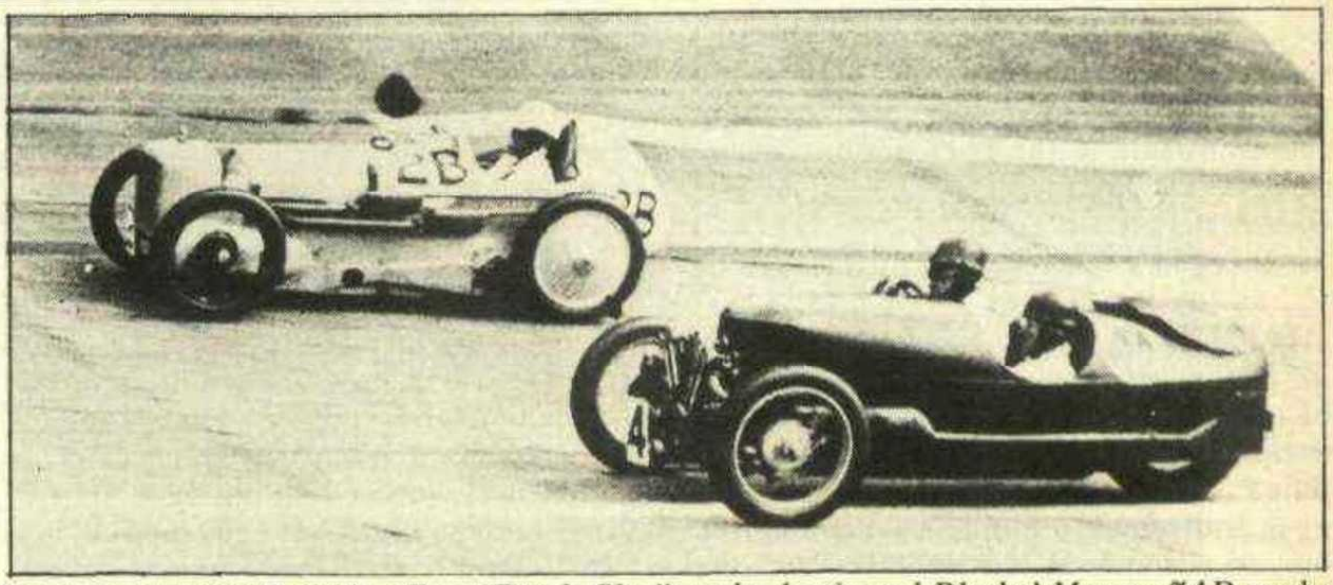
Favourite for the Christies' supported All-comers race, Anthony Mayman quickly retired the ex-Raymond Mays ERA with a blown supercharger, leaving Duncan Ricketts to head the field into the opening corner with Bruce Spollon in his wheel tracks. The quicker speed of Ricketts on the straights kept Spollon's attempts limited to the slower corners, but the narrow confines of the Lincolnshire track thwarted all his attempts, allowing a delighted Ricketts to take his maiden VSCC victory in Sally Marsh's ERA.

The Frazer Nash of Mike Stretton easily took both the Melville and Geoghean Trophies, having led from the start, while behind the runaway winner, Alex Boswell's Frazer Nash overcame the Bugatti of Hugh Conway in a race long contest.

The final race, a five lap handicap, was won by the Lagonda of Len Thompson. But for a spin by Duncan Ricketts, it may have been closer than the two second margin he had over Bill Fox's Delahaye. **LB**

MADRESFIELD RESULTS:

Montagu Trophy (Concours D'Elegance), A. J. Ward (1934 Talbot 110).
1st Class Awards: (H. Conway Bugatti), A. Jones (A7), D. Bond (Morris-Cowley), D. Marsh (30/98), R. Collings (Zust).
2nd Class Awards: P. Tebbitt/M. Tebbett (Bentley), W. Rose (Alvis), M. Kipping (Humber), M. Lemon (30/98), F. Giles (Frazer Nash), M. Garfitt (FN/BMW), J. Brewster (A7), J. Walker (Rolls-Royce), R. Hickling (Dodge).
3rd Class Awards: C. Hamilton-Gould (Delage), P. Rosoman (Humber), J. Stammers (Riley), S. Shoosmith (Riley), J. Giles (Frazer Nash).
Ladies Award: Mrs R. Shapland (10/23 Talbot).



Battle in progress! Parish's yellow "Dutch-Clog" works Austin and Rhodes' Morgan-JAP on the Brooklands banking during the Light Car Club's 1934 Relay Race.

Battle Royal

Back in 1931 the Light Car Club decided to join others in organising a real long-distance race at Brooklands. But with a difference.

The length of the race was to be 90 laps of the Outer Circuit — a formidable 250 miles — but, as LCC members were mainly amateurs with non-professional cars, the event was to be a Relay Handicap, for teams (mixed or one-make) of three cars not exceeding 1500cc; so the distance expected of each would be only 84 miles. Thus the LCC Relay Race, at first known as the Relay Grand Prix, was established, and very good training (and fun) it was for the less-experienced drivers, team-managers and pit-staff.

The scheme was quite simple: an entrant's three cars and drivers were all individually handicapped on the basis of the fastest car, thus obviating any advantage in stopping the "A" and "B" cars after a lap or two and letting one's quickest entry do the remaining distance!

In fact, the adjudged "fastest" car of each team was required to start first, and all three had to be presented to the starter, although if the "A" car was *hors de combat* after practice it could be pushed over the line and the "B" car brought up. Moreover, if a car retired, the next in the team was allowed to take over and complete its distance; for example, if an "A" car failed after ten laps, the "B" car had to do 50 instead of its intended 30 laps.

The changeover was by means of sashes — the flaming torches used in relays in Roman times not suiting racing cars! The driver finishing his stint handed the sash to his teammate who was waiting to depart, and if a car stopped "out in the country" a long run, on legs instead of on wheels, would be required.

These Relay Races turned out to be excellent value and I much enjoyed watching them. Interesting as the various teams were, I had an especially keen hope that the Morgan three-wheelers would "put one over" on the works Austins.

The racing cyclecars crackled round at speeds which stamped their drivers as more courageous than most, and somehow these intrepid devotees of the air-cooled vee-twin engine and chain-drive, clad in leathers and belonging more to the motorcycle world, greatly appealed to me. One felt sympathy for the little Malvern company as it annually pitted its entry against that of the great Austin Motor Co of Birmingham, which had already made some 135,000 A7s and was running its latest racing cars with a team of famous works drivers. My fingers were always metaphorically well-crossed in favour of the gallant "Moggys", risking all at the rim of the Brooklands' bankings, their throttles held open, it was said, by elastic-bands, so that the drivers could keep both hands on the steering-wheels and not back-off for a moment!

Other teams had A7s and Morgan three-wheelers in them, it should be noted, but we will concentrate on the fight between these as one-make teams. How did these battles royal work out?

The first of these races, with the grandiose name of Relay Grand Prix, received its full complement of 22 teams, and was run on July 25, 1931. Already Lord Austin had seen the publicity possibilities of the LCC's ingenious concept, or it had his sympathy, for he put in a team of the latest single-seater A7s to be driven by Leon Cushman, Donald Barnes and Charles Goodacre. The Morgan team, entered by George Goodall of Morgan's, consisted of Clive Lones with his well-known racer powered by a JTOR JAP vee-twin, Jim Maskell in "Jim", given a JTOR engine for the occasion, and Tommy Rhodes with his Aero Morgan, which Malvern had rebodied in the latest Super-Aero body-style.

After practice, during which Rhodes' engine seized and caused him a nasty spin while devouring the Byfleet banking at some 90 mph, the Morgan entry was moved from scratch to a five-minute start. But this still left it more than three minutes in arrears of the blown MG Midgets, and over six minutes behind the works A7 team.

Lones set off well, lapping at nearly 93 mph, the lightweight machine airborne at times on the banking as it began to whittle away the 19-lap lead of the limit car. But then rain began to bucket down.

These Relay races were apt to be run under such conditions — I well remember how Kay Petre (A7) and the girls of the MG Magnette team (notably the slim, good-



The Morgan team of (left to right) Lones, Laird and Rhodes which finished second in 1934.

looking Doreen Evans) drove undaunted through a stinging downpour in 1934, and how Ashton-Rigby's MG developed an enormous skid at the Fork, narrowly missing the Vickers sheds, striking the barrier which sheltered the waiting "C" cars and flattening its exhaust-pipe, which caused its retirement.

In 1931 Morgan's Maskell found visibility so bad that his speed dropped to the 80s, and he had to stop for attention to the drowned engine; Rhodes did his best to regain lost time as conditions eased a bit, lapping at 87 mph until the water on the Track reduced him to a crawl on one cylinder, and the Morgan team just got home within the time-allowance, in twelfth place, at 71.84 mph. The works Austins had won, at 81.77 mph, but my sympathy was with the gallant three-wheelers — perhaps the drivers' bravery was emphasised by memories of the accident which had befallen Ware and Allchin in the 1924 200-Mile Race, when their Morgan's back wheel had locked-up and the car overturned, putting both men in hospital for a long spell.

That race had been run by the JCC, formed from the original Cyclecar Club, and the Light Car Club stemmed from the New Cyclecar Club formed to reinstate three-wheelers at Brooklands after the ban which followed Ware's crash.

Not everyone regarded Morgans as altogether suited to long-distance lappery there, but this did not deter them from entering for the 1932 Relay Race. The team comprised Lones, using a modified, long-stroke 1096cc JAP JTOR engine, Rhodes' Super Aero with Baragwanath-tuned JAP JTOR engine, and Geoff Harris' similarly powered Super Aero. Charlie Curtis was there as works mechanic to help if necessary, as was the JAP rep.

Lord Austin again put in a team of supercharged single-seater "Dutch-Clog" cars, which their drivers were glad to vacate after the 30 laps because their cramped cockpits were decidedly uncomfortable. These fast A7s were on scratch, the "A" car starting an hour after the first away.

The Morgans made a fine fight of it. Lones began lapping at over 94 and later at 98 mph, carrying ten gallons of fuel for his 85 miles, until a big-end broke up. Rhodes took over but a rocker broke, so Harris had to take the team on; alas, after only 12 minutes, his engine too broke a rocker. The A7 team averaged 91.13 mph, finishing fourth, the winners at 77.51 mph being Hutchens' trio of two EW Daytona Wolseley Hornets and an EW International Hornet (Hutchens' own car holding 5200 rpm to turn several 86 mph laps, at 30 mpg).

In 1933, for what was by now an established event, HFS Morgan himself put in Rhodes, Lones and Henry Laird, their Morgans prepared and repainted red with cream wheels at Malvern Link. Well-base rims were replaced by split rims on grounds of safety, and Lones used his highly-tuned, water-cooled 731cc JAP vee-twin engine. Laird was given a JTOR engine, behind a new dummy radiator, and Rhodes used a new 996cc JTOR JAP, tuned to consume RDI fuel on a cr of 9.8:1. Both Laird and Rhodes had double Hartford shock-absorbers to keep the back wheel down, necessitating canvas panels to replace the former tail hump. It was a serious onslaught, with the JAP mechanics Booker and Millington, Amal's man Davenport and Charlies from Malvern in attendance, but a ploy to use radio to communicate between drivers and pits didn't work out.

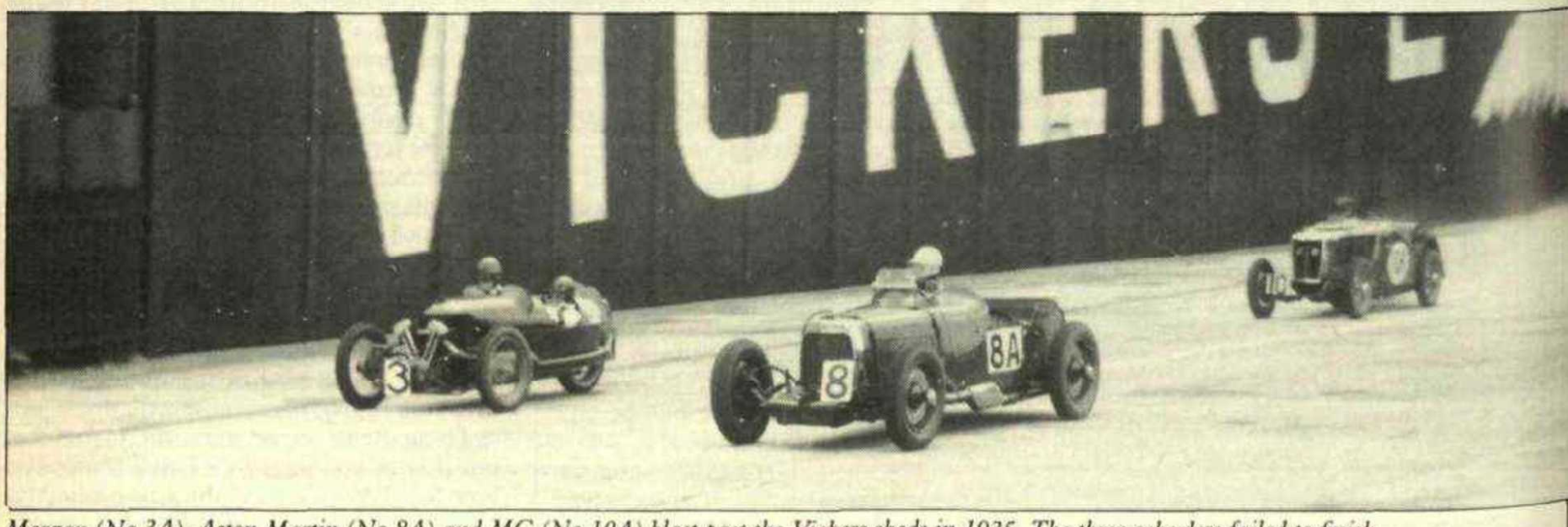
This year the Morgans were especially impressive (and frightening!) as they sped round at close to 100 mph under a heavy handicap. Indeed, Lones did 102 mph, the first "ton-up" lap in this race, but engine failure intervened.

New regs specified that engines of the "B" and "C" cars could not be started until the sash had been handed over, so drivers had to use restraint about opening up cold engines. This was particularly hard on the Morgans, as they ran with only top-speed chain in place, so Laird had to chunter off on his 3.9:1 ratio until the engine took hold. He was soon lapping at 90, and once at 99.8 mph, but it was hectic stuff, and to the wrath of the officials he found it impossible to keep to the left of the black "passing" line at the Fork. The strain soon told, as the steering tie-rod broke.

This left Lones with 50 laps to complete, but his small engine took him round at some 95 mph. Twenty laps from the end he was



If cars stopped "out in the country" drivers had to run back to the pits with the vital sash!



Morgan (No 3A), Aston Martin (No 8A) and MG (No 10A) blast past the Vickers sheds in 1935. The three-wheelers failed to finish.

third, just ahead of Goodacre's orange "Dutch-Clog" blown A7, and ten more laps saw the Morgan team in second place, which is how it finished — at 89.01 mph, beaten only by Alan Hess' MG Magna team. The A7s were 2.59 mph quicker.

It was much the same in 1934. This, to my delight, was the year when the Morgans put it over on the works Austins! The Malvern team was virtually as in 1933, the JTOR engines having a different cr for each "pot" (Laird's now pulling a 3.8:1 top-speed), and the scent of burnt Castrol "R" was in the air . . . Passengers, as intrepid as the drivers, took the ride, Richard Laird in the "B" car.

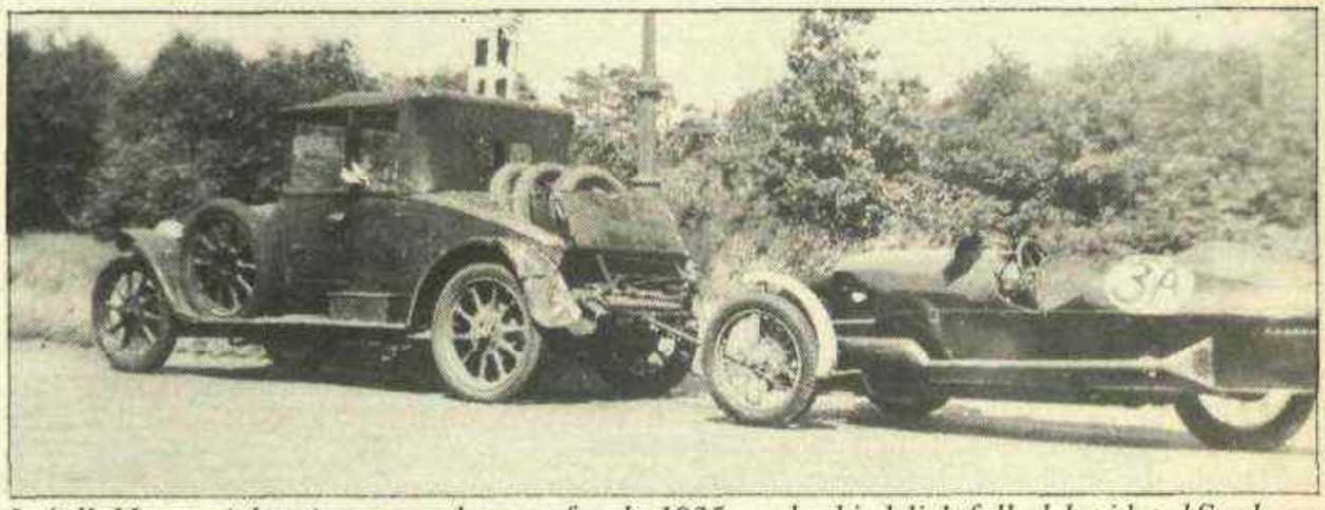
This time the full quota of laps was completed by the first two Morgans, and as the sunshine turned to the aforementioned torrential rain, Lones had 30 laps to do in the 731cc job, its engine now some 11,000 racing miles old. Coping well with low visibility and the flooded track, he brought the team home in second place, at the fastest-to-date average of 90.91 mph. The works A7s withdrew after Driscoll, his "A" car having broken a fuel-pipe, had taken a short cut, sash in hand, across the Aerodrome to the pits, and so would have been disqualified, and the race was won by Thompson's team of mixed A7 models, at 84.65 mph. I went away elated . . .

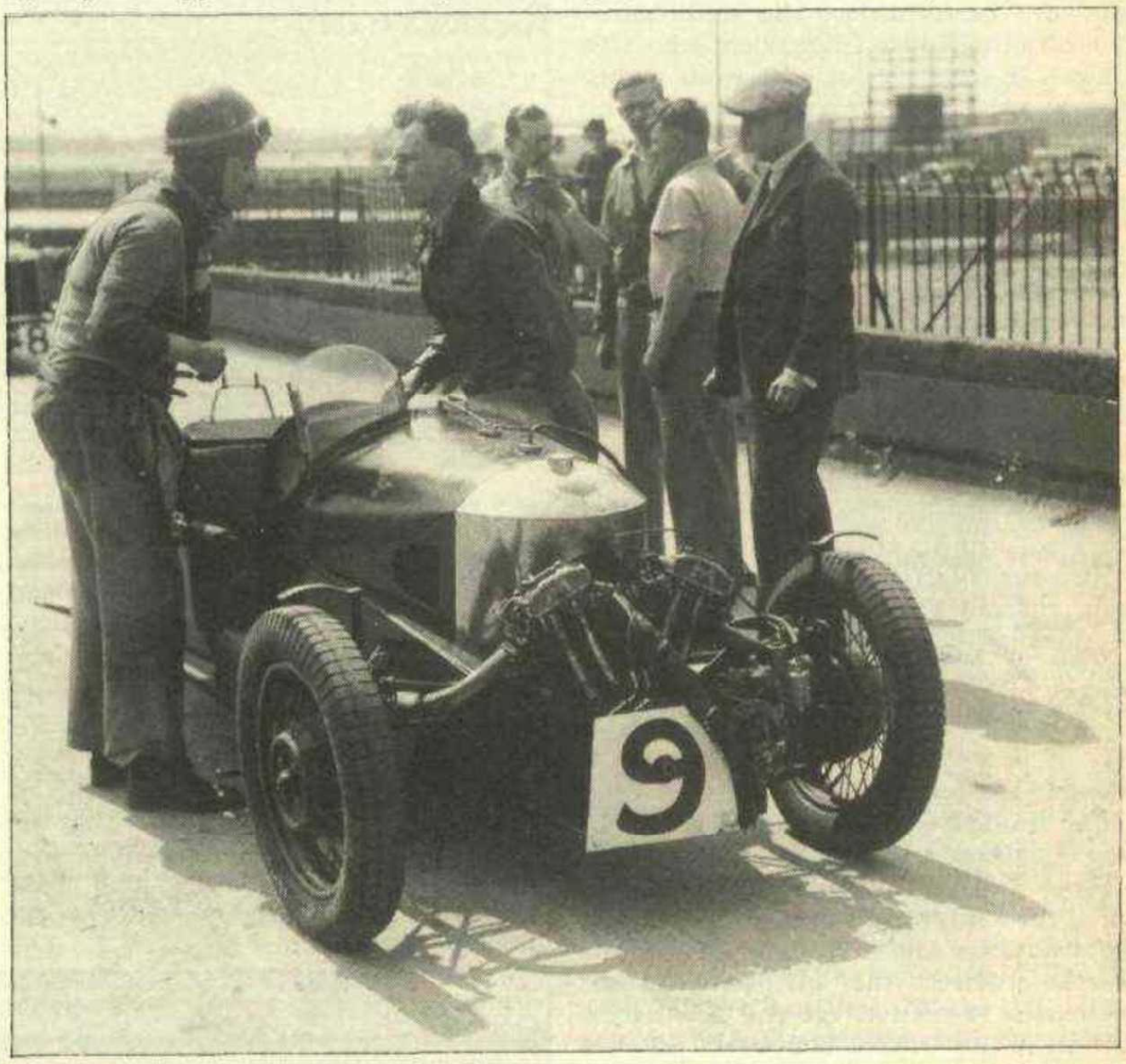
The 1935 event had Laird with a new long-stroke 80mm × 107mm bronze-crankcase JTOR, poking out at least 70 bhp, in his "A" Morgan, Rhodes with JAP works-tuned 996cc JTOR in a three-speeder Morgan as the "B" car, and Lones sticking to two speeds and the little 731cc engine. Laird lapped at 94 but had the front suspension sliders break after 17 laps; Rhodes then did the next 43 laps at well over 90 but, sadly, the timing-shaft of Lones' engine broke after five laps, so that was that . . .

The Singer team of new three-bearing 1½-litre cars won, at 85.13 mph, in the rain of course, and the A7s were well down, at 86.15 mph.

Perhaps racing was becoming more professional. For whatever reason, entries dwindled for the 1936 Relay Race, and the LCC let in cars of over 1500cc; no factory-Morgans entered. The Aston Martin team was victorious, at 87.91 mph. The following year the Morgans were again absent, and the works Austins won the fastest Relay of the series, at 105.63 mph from scratch, Bert Hadley lapping at 121.18 mph, ably supported by Charles Goodacre and Mrs Kay Petre. For 1938 the LCC substituted a three-hour sports-car race.

But how exciting those Austin versus Morgan battles were while they lasted, and how nice it is that in today's VSCC and Morgan TWC races Harper, Caroline and others continue to give us a taste of that pre-war enjoyment! **WB**







Laird's Morgan (above) was towed away after the 1935 race by this delightfully delapidated Sunbeam 14; the following year Malvern was represented only by Huxham's blown MX2 (below).

In Morgan's absence, Austin won the last and fastest of the LCC Relays in 1937.

VETERAN TO CLASSIC

Was It?

In the *History of Brooklands Motor Course*, a book still available from Grenville, I include a list of the certificates which the Brooklands ARC issued to both trade testers and amateurs, anxious to prove the speed of their cars or motorcycles. Those numbered 2295 and 2296 were issued in repect of runs over the kilometre and mile, with a flying-start, by a 36/220 Mercedes-Benz coupe.

The respective speeds were 100.40mph and 91.37mph, the date was October 1928 but the drivers' name was hard to decipher. I made it out as "M. Iulkenkian". But could he have been in fact the millionaire-industrialist Nubar Gilbenkien, who was known to have idealistic ideas about his cars and who may have gone to the Track to see whether the top-model Mercedes of the time was just enough for him? **WB**

Lea-Francis Rally

This year's Lea-Francis OC Rally at Stamford Hall, organsed by Roger East, had an excellent attendance. Overall prize went to G. Willerton's 1951 14hp saloon. J.C. Collins came in a rare Ace-of-Spades Six, rebuilt over 20 years, to win the Andrews Trophy for best restoration. C. Brooks' 1925 I-type 12/22 also made its first outing for 20 years. N. Plant had his O-type 1930 12/50, now with Vauxhall ifs, C.H. Wagstaff was in his supercharged ex-racing Lobster and T. Burtonshaw was back again with a 1930 saloon which in 50 years had done only 22,000 miles in the care of one owner. **WB**

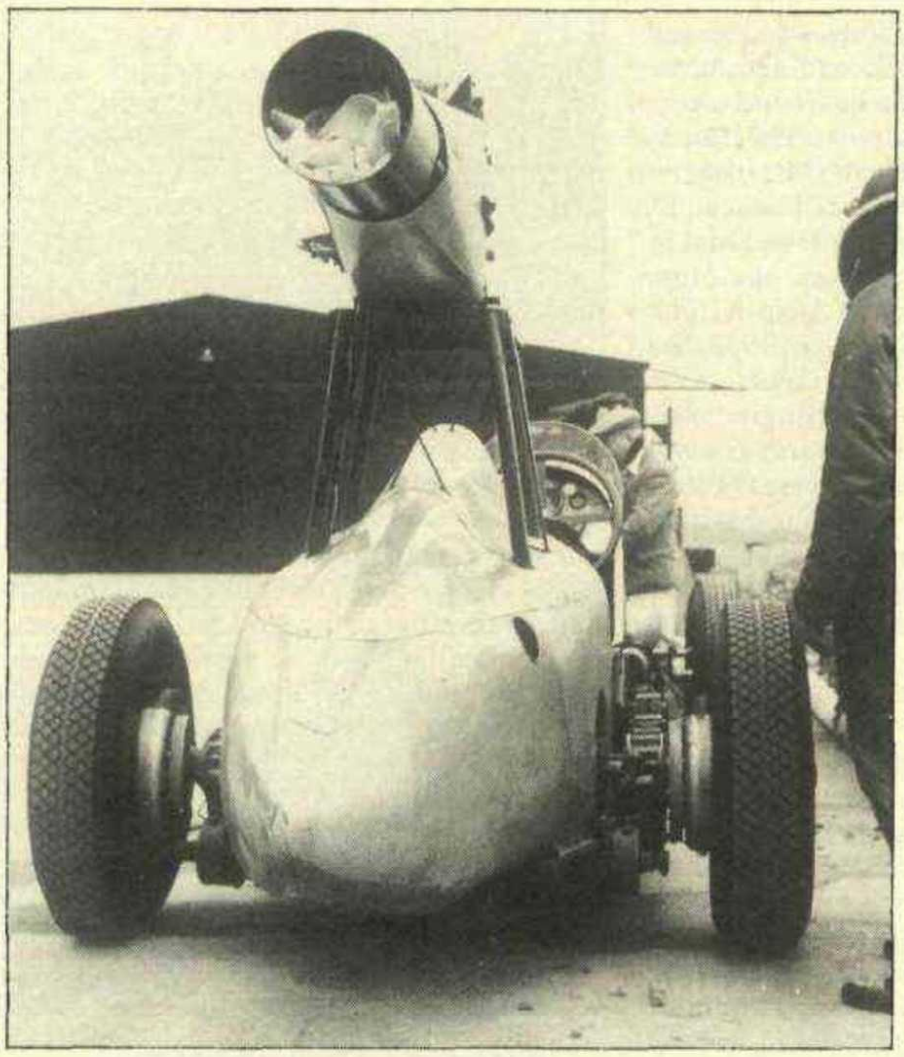
Readers' Requests

Tony Ward is rebuilding the ex-GA Wooding Talbot which won the Locke King Trophy cars race at Brooklands in 1939. After the war it was given a Tickford coupe body but later sold to Anthony Blight. Mr Ward acquired the car from Scott-Moncrieff 18 months ago and now needs details of the original bodywork. He also owns a Talbot 75 and the recently-completed 1934 BA110.

Letters can be forwarded. **WB**

Exciting!

Malcolm Clube would appreciate any information about the exciting Hamilton-Special, which dates from 1933 and consisted of a Rolls-Royce PII chassis into which was installed a Rolls-Royce Kestrel aero-engine. This engine was destroyed and replaced by a Merlin by Simpson's of Elstree in 1946. Not to be confused with the Merlin Rolls-Royce built by a Mr Dodd or the Rolls-Royce Merlin Special which Michael Wilcox once drove at the Brighton Speed Trials, this car is at present garaged in Hampshire and should make a highly exciting road car! **WB**



The impressive Hamilton-Special complete with Rolls-Royce radiator and exhaust manifolds.

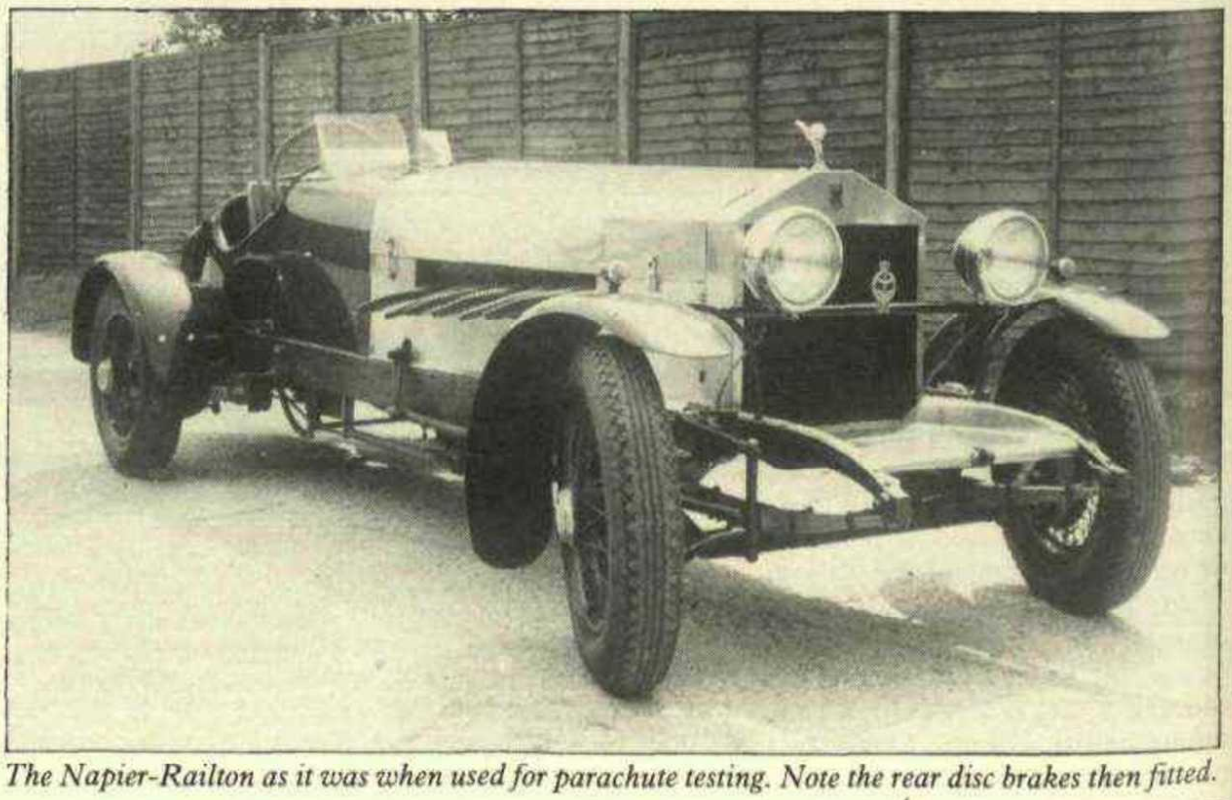
The 24-litre Lion-engined Napier-Railton, one of the premier exhibits in the Midland Motor Museum at Bridgnorth, has been sold by Bob Roberts to Victor Gauntlett, although we believe it will reside in the museum until the end of this year.

Mr Gauntlett is said to be contemplating putting front wheel brakes on the giant car and using it on the road, which should be exciting! I believe that the Napier-Railton has only been driven on the road once, for brief tail-sliding moments on the film set when it was used as a fake LSR car in the drama *Pandora*.

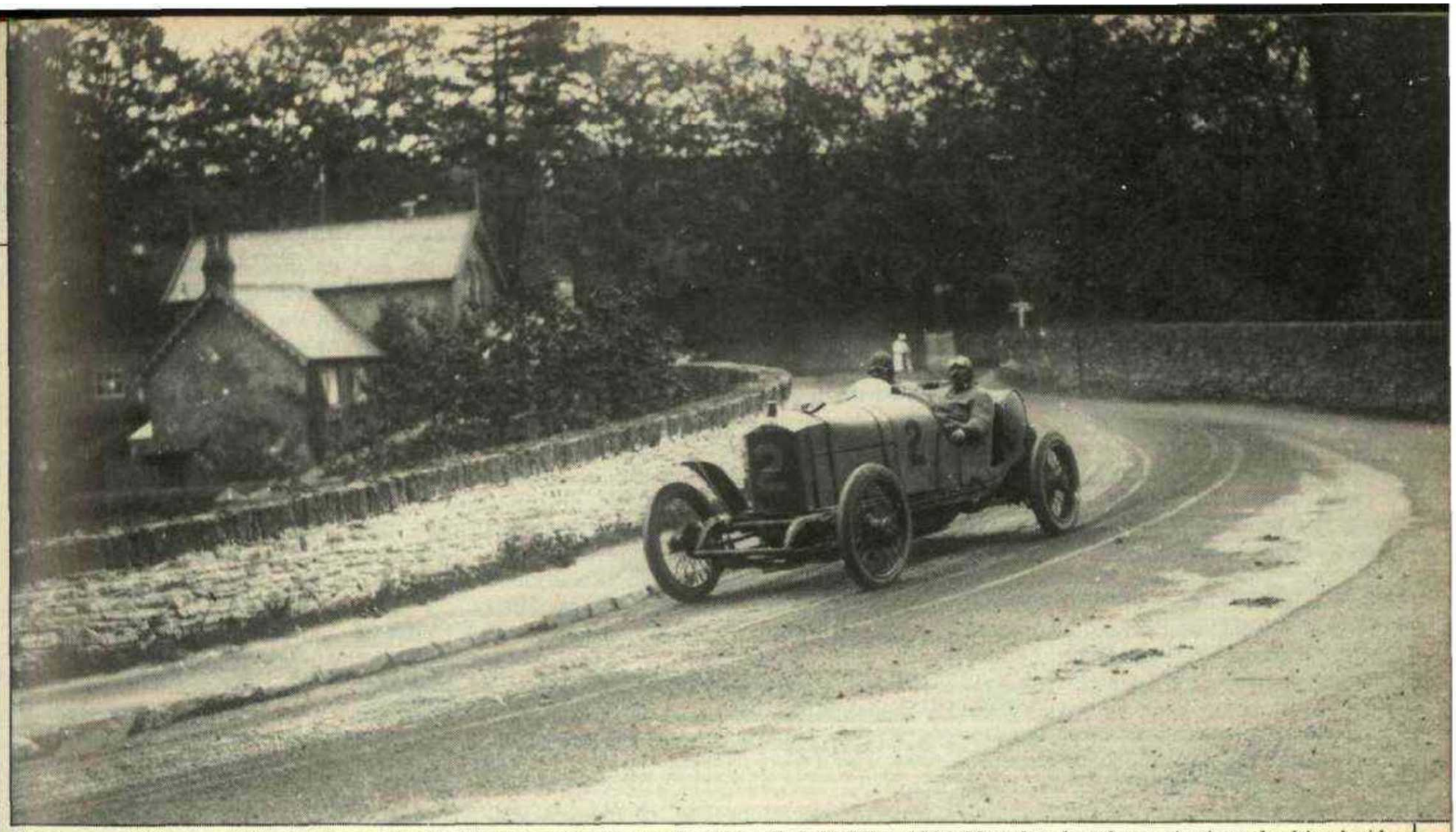
After its pre-war racing and record-braking career ended, it was used for testing GQ aeroplane parachutes, for which purpose it was fitted with disc rear brakes in case a 'chute failed.

It would be nice if these disc brakes could now be removed rather than front wheel brakes added which would put the car back into the form in which it was when John Cobb used it to set the absolute Brooklands lap record of 143.44 mph in 1935.

No doubt the Brooklands museum would welcome it as a loan exhibit. **WB**



The Napier-Railton as it was when used for parachute testing. Note the rear disc brakes then fitted.



FT Burgess driving one of the twin-cam Humbers he designed in the two day 600-mile IoM TT in 1914. Note that the exhaust pipe is on the driver's side, which, apart from Alvis, was found on few other racing cars.

Humber Speculation

Recently I was able to call on Miss Marjorie Burgess, daughter of Fred Burgess, designer of the 1914 TT Humbers which in recent times have posed some formidable problems for motor racing historians. Right from the start, in fact, these Humbers presented conundrums. They closely resembled the successful 1913 *Coupe de L'Auto* Peugeots in having 16-valve twin-cam four-cylinder engines, but whereas the Peugeots had their exhaust pipes on the near, or mechanic's, side, Burgess put his on the driver's side, a practice followed only by Minerva in the TT and later by Alvis for the 12/50 and Bugatti for the Brescia. No badge or other identification ascribed these racing Humbers to the famous Coventry factory. One of them went to Bentley's in 1919, the chassis of the 3-litre Bentley being closely related to it, Burgess having joined WO Bentley by that time. Prior to working during the war for Humber on cars and Bentley rotary aero-engines, he had been with David Brown's Valveless and Dobson car ventures. Burgess went back to Bentleys in the 1920s and died in 1929.

Burgess drove one of his Humbers in the two-day 600 mile 1914 TT, the others being entrusted to Sam Wright, and to WG Tuck who had the most powerful of the team, perhaps with the idea of breaking up the opposition. In fact, none finished, Tuck's going out in the first day with a broken valve, Burgess' with a seized piston and Wright's with valve trouble on the second day. Brian Demaus, the Humber Register's historian, has drawn my attention to a rather remarkable advertisement which Humber Ltd. issued on the eve of the TT, saying that "Even if a manufacturer loses his races, he gains more than his competitors if he applies scientific analysis and deduction to results in metal fatigue, lubrication, cooling, springing etc." Almost as if they had anticipated the race retirements, and were excusing them!

But if the TT was a fiasco for Humber, Tuck used one of the TT cars to win a race at the very last fateful Brooklands Meeting before the First World War. Years later, in 1929, CD Wallbank won another, with one of these Humbers which he had bought in Folkestone in 1927, under the impression that it was a Peugeot! Incidentally, I was at the track that day, having gone down with my mother and a friend in a fabric top-hat A7 saloon...

Since then these fascinating 1914 TT Humbers have caused problems that might well defeat a master chess player! For instance, were three or four built, and if there was a spare race car, why was it never spoken of or revealed? Which Humber went to Cricklewood for copying, when the 3-litre Bentley was being evolved? Which of these Humbers was raced after the war by Philip Rampon, WG Barlow and CD Wallbank? Only one survives, the car so ably campaigned in VSCC and similar races by Kenneth Neve, and raced in the 1920s by the Welsh racing motorcyclist Sgonina.

Miss Burgess was able to show us many photographs, which may or may not throw fresh light on the speculation surrounding these 1914 racing Humbers. She was not born at the time of the TT but has a splendid snapshot of her father's TT Humber outside the family house, surrounded by admiring schoolboys. She remembers holidays in a 3-litre Bentley tourer, with her brother sharing the back seat with herself and the luggage, and later drives in the family 3-litre Bentley saloon and of being driven on Brooklands in Bentleys, imploring her father to drive faster and faster...

Her souvenirs include the costing sheets for the prototype Bentley chassis, done by F T "Monkey" Burgess for WO, the cost coming out to over £950 with gearbox, back axle, brakes, tyres, etc. She also produced a photograph of the car driven in the TT by Tuck being tested, prior to the race, at Brooklands, very interesting to those of us who have been at the "chessboard", as it was thought at one time that the cars went over to the IoM equipped with Humber's own well-known quickly detachable wheels but that, for some reason, these were changed for Rudge knock-off hubs on the eve of the race — yet this Humber on the Brooklands' banking has Rudge hubs! Verily, racing cars can present historians with complex puzzles! Another little problem is why, after the TT, Humbers converted the hubs back to their own, although Neve's car still has the Rudge hubs. Incidentally, there is much about this car in Neve's book *A Bit Behind The Times*.

Miss Burgess' mother was a keen driver, of Humbers naturally. Her son's first car was a Model-T Ford (of which he was rather ashamed) and after an important career in the aircraft industry (she has flown in Concorde), Miss Burgess too retains a love of driving, running a Ford Escort. **WB**

BOOK REVIEWS

The Humber Story, 1868-1932
by AB Demaus and JC Tarring. 178 pp. 10" x 7". (Alan Sutton Publishing, unit 2, Shepherd Road, Gloucester, GL2 6EI £14.95.)

Rumours that these two authors/reseachers of the Humber Register were working on a history of the Humber Company have been circulating for many years, but at last this important contribution to motoring literature has found a publisher. The Coventry-built Humber was a fine car, as Edgar Duffield, who wrote for the old yellow-cover *Auto* once noted, "Nothing about it could be betterered....amply powered, elaborately equipped and most nicely finished." So it is excellent that the story of these cars, up to the time when Rootes changed the conception of a Humber in many peoples' minds, is set down from the earliest days.

Several pages are devoted to Humber bicycles (one of which Brian Demaus rides), tricycles and motorcycles; nor are the Humber aeroplanes forgotten. But the bulk of this book is about those well-made, if staid cars, which filled a similar place in history to the Rover, with the TT and other racing exploits and Brooklands record-breaking, etc, included. The text is more than adequately supported by good pictures, many of the pages embellished with tiny drawings of appropriate bikes and cars, and headed with the Humber logo. Four appendices cover complete specifications (with bicycle identification details) and company data, body styles and prices, production figures and profit and loss statistics.

This book is an essential work for historians' bookshelves and reference libraries, of interest to riders as well as drivers. For such a complete one-make history, the price is decidedly modest. **WB**

Motor Sport In The 1920s
by AB Demaus. 120 pp 10' x 7" (Allan Sutton Publishing, Unit 2, 2 Sheperd Road, Gloucester, GL2 6EI £16.95.)

Since his retirement from teaching Brian Demaus has collected many old photographic negatives, from which he has been able to produce fascinating picture books appertaining to past transport scenes. In this latest one he depicts typical sporting motoring at Brooklands, speed hill-climbs, speed trials, sand racing, Shelsley Walsh, the TT, road trials and motorcycle contests. Apart from brief introductions to each section, the captions tell the stories, and the browsing is of the most nostalgic kind. There is often as much fun in studying what is in the picture backgrounds as the vehicles themselves, such as the wartime cannon as backdrop to a Rhode in a 1922 trial and the MCC trials competitors passing a solid-tyred furniture van loading outside a country cottage. The atmosphere of the contents will be appreciated when I tell you that the endpapers illustrate a Rover 8 climbing Blue Hills Mine during the 1924 Land's End Trial and a D'Yrsan three-wheeler sandwiched between two Clynos in the 1925 MCC London-Edinburgh.

One criticism - the author says that at the 1924 Herne Bay speed-trials Zborowski drove the Mercedes in which he was killed only three months later at Monza; but I suggest it was not the works 2-litre but his 12.7 litre aero-engined Mercedes hybrid that the Count was using at the Kentish seaside resort.....

Not an important book but a pleasing one. **WB**

Shire Publications Ltd. of Princes Risborough have come up with Motor Cars of the 1930s by Ian Dussek, a theme which Robson did in more complete form some years ago. However this little paperback, is wonderful value at £1.75, especially as the photographic reproductions are of a high standard. **WB**

The Kimberley Grand Prix Data Book by David Hayhoe is a massive statistical book containing every statistic one might need to know on F1 facts and figures from 1950 to 1988 with the 1989 team line-up including drivers, sponsors, suppliers, personnel, addresses, telephone numbers etc bringing it right up to date. There are statistics galore on drivers, cars, circuits and races to keep the enthusiast amused for hours as well as provide a useful source of information for authors and journalists for £12.95.

Yet another book with a Brooklands reference is *FANY — The Story Of The Women's Transport Service* by Hugh Popham (Leo Cooper/Secker & Warburg, 1984). There are two pictures of the Austin "Pobble" which Miss Muriel Thompson drove in the first Ladies' Race in 1908 and in a match-race against Miss Ellis' Arrol-Johnston — one on the banking and another after it had been turned into an ambulance.

Readers whose interests run to commercial-vehicle history as well as cars are well provided for by Haynes/Foulis, who from time to time comes up with large-format pictorial "scrapbooks" about different makes of truck, van and service vehicle.

Its latest offerings are **The Illustrated History Of Guy Trucks And Buses** by Anthony E Guy and **The Illustrated History Of Thornycroft Trucks And Buses** by the well-known specialist Nick Baldwin. The former includes details of the Guy V8, the first British V8 car to go into production, and its ingenious valve layout and chassis lubrication system (no oil-can in the tool kit); the author is the nephew of the company's founder Sydney Guy, and you cannot be much more authoritative than that!

Rare private cars come into both stories, and I find them irresistible at £12.95 each. **WB**

Anyone interested in Wolverhampton-made bicycles will find plenty of data and pictures in Jim Boulton's scrapbook on the subject, available from him at 11a Ounsdale Road, Wombourne, Wolverhampton WV5 9JE, for £4.50 including postage.

Formula One - a novel
by Bob Judd. 330pp. 9½" x 6¼ (Sidgwick & Jackson Limited, 1 Tavistock Chambers, Bloomsbury Way, London, WC1A 2SG. £12.95).

Considering the jet-setting scenario of the Grand Prix world and the extoic and exciting locations visited, it is surprising that this is the first novel for some time in a motor racing context.

Bob Judd has carried out a great deal of research with the result that even those who have no interest in the sport will end up with more than a passable knowledge of the Formula One world.

Naturally the characters are fictitious but one cannot help trying to pin identities on them while ploughing through the text. The plot moves along at a fairly fast pace although it does become a little bogged down now and then, but all the same I raced through the pages until the end. **WPK**

Yesterday's Miniatures

Collectors of the old Matchbox "Models of Yesteryear" will be glad to learn that the series has been revived, covering a great variety of racing cars, sportscars, commercial vehicles, aeroplanes, garages and other offerings which are outside our scope. All are described and illustrated in a colour catalogue issued by Matchbox Toys Ltd, Burleigh House, 101/145 Great Cambridge Road, Enfield, Middlesex.

Among the 3in-4½in miniatures are a hood-up E-type Jaguar, Foden steam waggon laden with Spillers flour, 1937 GMC van, Walker Electric, AG Renault, horizontal-boiler 1917 Yorkshire, vertical-boiler 1918 model-D Atkinson steam waggons, Preston trams, Bugattis, ERA "Remus",MG-B GT, SS100, Porsche and Audi rally cars. The range is enormous, and worth investigating. **WB**

NEW & FORTHCOMING BOOKS

VOITURES AMERICAINES — LES ANNEES PROBHIBITION 1930-40. Sabates, F. Beautifully illustrated French book covering the best American cars of this era. Well ill, col. & b/w Hb 89/10 £9.95.....ORDER NO: 010802

AUTOMOBILE RECORDBREAKERS. Tremayne, D. 128pp full col 279 × 216 89/11 £8.95 ..... ORDER NO: 010800

PROTOTYPES AND DREAM CARS. Mclintock, D. 128pp full col 279 × 216 89/11 £8.95 ..... ORDER NO: 010801

ROAD & TRACK ON ALFA ROMEO 1977-89. Brooklands (ed). Road tests and technical reports: Molano Verde, 164, ES30, Spider Veloce 2000, Quadrifoglio, Type 159, GTV6/2.5, Sprint Veloce, Sport Sedan, P2 Twin Turbo, 75. 92pp, 116 ill 270 × 200 Pb 89/09 £6.95..... ORDER NO: 021242

ALVIS GOLD PORTFOLIO 1919-1967. Brookland (ed). Road tests, driving impressions, new model introductions, histories, technical data and specifications for all models. 120pp 300+ ill 210 × 280 Pb 89/09 £9.95 ..... ORDER NO: 022610

AUSTIN SEVEN SOURCE BOOK. Purves, B. Taking more than a decade to compile, this is the most superb treasure chest of a book ever to be written on the Austin 7. It includes specifications and dimensional details of every Austin 7 ever made. A MUST FOR ALL 7 FANS!! Hb 89/10 £49.95 ..... ORDER NO: 022607

RESERVE YOUR COPY NOW!

BUGATTI. Conway, H. There will only be 2000 copies of this magnificent and ultimate book on Bugatti ever published. Written by the foremost Bugatti historian Hugh Conway, it comes individually numbered in a slipcase. Not to be missed by any Bugatti enthusiasts!! Hb 90/02 £175.00 ..... ORDER NO: 022609

CHEVROLET CORVETTE (Salamander Supercar Series). Bingham, P. 89/10 £7.95 ..... ORDER NO: 022605

FERRARI F40 (Salamander Supercar Series). Hughes, M. 89/10 £7.95 ..... ORDER NO: 022604

FORD AUTOMOBILES 1949-1959. BROOKLANDS (ed). Including: Tudor, Customline, 300, Crestline, Skyliner, Ranch Wagon, Thunderbird, Fairlane, Country Squire and Ranchero. 100pp 180 ill 210 × 280 Pb 89/09 £6.95 ..... ORDER NO: 022544

FORD FAIRLANE 1955-1970. Brooklands (ed). Including reports on: 6 cyl, V8, Crown victoria, Sports Coupe, 500, Cobra, GT/A 351, Town Sedan, 260 Squire Wagon. 100pp 180 ill 210 × 280 Pb 89/09 £6.95 ..... ORDER NO: 022548

JAGUAR 1979 (Neko Colour Series). Inouye, K (ed). A beautiful Japanese tribute to the Jaguar. Text in both English & Japanese. The brilliant photography & graphics make this a most worthwhile addition to the Jaguar library. 134pp 288 ill Pb 89/08 £9.95 ..... ORDER NO: 020332

JAGUAR SCRAPBOOK. Porter, P. Adding immeasurably to Jaguar lore, this fully illustrated book contains: anecdotes, interviews, internal correspondence, letters and new discoveries which are both amusing and serious, old and new — a book to entertain all Jaguar enthusiasts. Hb 89/11 £15.95 ..... ORDER NO: 022608

OLDSMOBILE AUTOMOBILES 1955-1963. Brooklands (ed). Including Golden Rocket, Super & Dynamic 88, 98, Holiday, Fiesta, F-85, Cutlass, Starfire, Jetfire and Celebrity. 100pp 180 ill 210 × 280 Pb 89/09 £6.95 ..... ORDER NO: 022547

ROAD & TRACK ON PORSCHE 1951-67. Brooklands (ed). Road test and technical articles for 356, 4, Coupe, Convertible, Continental, 1500 S, Spyder 550, Carrera, 1600, Speedster, Super, 90, F1.2 L, 356C, 904, 911, S, 912 and Cistalia Porsche GP. 100pp 140 b/w 210 × 280 Pb 89/09 £6.95 ..... ORDER NO: 021503

RILEY 1½ AND 2½ LITRE GOLD PORTFOLIO 1945-1955. Brooklands (ed). Includes road test, new model intros, touring, technical data, long term reports, history, buying used Rileys, specifications and profiles on the saloon, sports, drophead coupe and roadster. 180pp 300+ ill 210 × 280 Pb 89/09 £9.95 ..... ORDER NO: 022501

COX — UNE VOITURE EN OR. Sebates/Morel. Beautifully photographed French tribute to the VW Beetle. Well ill col & b/w Hb 89/10 £9.95 ..... ORDER NO: 022611

DREAM CARS — STYLE FOR TOMORROW. Bellu, S/Van, P. This beautifully put together book is compiled of photographs, which illustrate the dreams of the worlds' leading car designers. Thoughts for tomorrow, have been illustrated using the cars of today — a most absorbing and fascinating book. Hb 89/11 £24.95 ..... ORDER NO: 030191

THE CAR RESTORERS' WORKSHOP COMPANION. Pumell, g. A definitive guide to the tools and techniques of automotive repairs and restoration. 89/12 £9.95 ..... ORDER NO: 041145

PETERSEN'S BASIC HOW TO TUNE YOUR CAR (7th Edition). Hill, R (ed). Very comprehensive tuning book for all makes of American engines and main foreign imports to USA, with step-by-step photographic procedures and tabulated data. 256pp 350+ ill 210 × 280 Pb 89/08 £6.95 ..... ORDER NO: 041146

AIRBRUSHING AUTOMOBILES. Duin/Wakerley. Superb all-colour guide. Hb 89/09 £14.95 ..... ORDER NO: 051096

RACE TEC: RACING CAR DRIVER SAFETY & SUPPORT SYSTEMS. Barnsey, I. Covering everything from the steering wheel to radio communication — this is an invaluable guide to all competition car drivers. It explains how the driver can maximise his own safety and thus do his job better. Hb 89/11 £19.95 ..... ORDER NO: 080732

AUSTRALIAN MOTOR SPORT IN ACTION: A Pictorial Review. Harding, M. Fantastic selection of well captioned photos capturing all aspects of motor racing and rallying in Australia. 120pp 300+ col & b/w 210 × 280 P89/08 £5.95 ..... ORDER NO: 080736

PIRELLI WORLD RALLYING 12. Holmes, M. The new edition of this highly acclaimed series of yearbooks. 194pp ill. Hb 89/12 £13.95 ..... ORDER NO: 080735

RALLYCOURSE 1989-90. Greasley/Willia. This is the 8th edition of this enthralling book. Containing unrivalled colour photos from all the world championship events, incisive reports and full results, the book is a definite must for all rally enthusiasts. 176pp 140 col 313 × 232 Hb 89/12 £21.95 ..... ORDER NO: 080729

20 YEARS AGO

Our company was formed 20 years ago and has since become the largest motor bookselling organisation in Europe. Over the years we have served 10s of thousands of customers from all over the world with millions of motoring books. An achievement to be proud of.

ANNIVERSARY SPECIAL OFFERS — We have selected from our stock several important books which are offered at unrepeatable prices. a selection of these is given below — and we will be sending our **ANNIVERSARY SPECIAL OFFER LIST** to all customers who order from this advertisement.

PORSCHE CATALOGUE RAISONNE — The difinitive book on Porsche. This massive 2 volume edition covers every model from 1946-86. 700pp 700 ill ..... WAS £110 NOW £45

FERRARI F.1 CATALOGUE RAISONNE — Covers 40 years of Ferrari F1 from 1948-88 ..... WAS £39.95 NOW £24.95

MASERATI COMPLETE HISTORY — By Luigi Orsini. This book is the best book available on the history of Maserati. Nicely presented with slipcase ..... WAS £39.95 NOW £19.95

FIFTY FAMOUS MOTOR RACES IAN HENRY — This book is signed by the author and leatherbound. An excellent choice for racing enthusiasts ..... WAS £30 NOW £20

FERRARI WORLD — The latest Ferrari magazine from the USA, published bi-monthly. Yearly subscription £26, £29 overseas. Issue 1 now free with subscription, commencing with No.2 — just published.

STIRLING MOSS — MY CARS, MY CAREER. The world famous driver's autobiography, signed by Stirling Moss ..... ONLY £19.95

ARMSTRONG SIDDLEY — The Post War Excellence. Limited edition, numbered, signed and leatherbound copies. A real collectors item £55

MODERN CLASSICS — The Great Cars of the Post War Era. Covers all major American and European sports and road cars ..... WAS £12.95 NOW £8.95

GREAT DRIVERS — A superb all colour book of formula 1 from 1973 to 1981. Truly excellent colour photos ..... WAS £39.95 NOW £19.95

JAGUAR — The complete Illustrated History. a beautiful all-colour book by Philip Porter ..... WAS £27.50 NOW £14.95

GIUGIARO CATALOGUE RAISONNE — The ultimate book on this Italian styling giant. a massive 2 volume work in a slipcase. Ideal for anyone interested in car design and styling ..... WAS £110 NOW 65

SIX OSPREY AUTOHISTORIES — Books covering Ferrari, Mercedes, Rolls Royce, Porsche and many more. Normally £8.95 each, six assorted copies for £20.

A set of **GREAT MARQUES** books. 9 titles covering Bugatti, Ferrari, Mercedes, MG, BMW, Porsche, Rolls-Royce, Jaguar and Alfa-Romeo. Normally £8.95 each NOW £40 for 9.

STYLE AUTO — The leading Italian publication on car design and development from 1963 to 1978. These books contain wonderful illustrations in colour and a great deal of data on the styling of Italian and European cars of this era, including many sports cars. Normally £12.95 each NOW £60 for 10 assorted copies.

20th ANNIVERSARY MYSTERY PARCELS — contain £100 worth of books for only £20. Please specfiy whether you want MARQUE AND MOTOR histories (MP21), MOTOR SPORT (MP22), or MOTORCYCLES (MP23). also available are FAMILY MYSTERY PARCELS which are a collection of very nice books on House, Health, Gardening, childrens Books, Cooking and Fiction. Again worth £100+ for just £20 (MP24)

20th ANNIVERSARY CELEBRATION

This month we will have been in the business for twenty years and we feel that this deserves a bit of a celebration. Subsequently we are selling many of our top titles at a special discount throughout October. Anyone buying books from this ad or calling will receive our 20th Anniversary celebration offer. Also over the first weekend of the month (30th-1st) we will be holding our anniversary party in our main warehouse in Brentford. As well as a free buffet there will be literally 2000s of books on sale, many at totally ridiculous prices. So come and join us, and many other fellow enthusiasts. Doors open Sat 30th Sept. 9.30am to 5.30pm. Sun 1st Oct. 10.00 to 4.00pm

IMPORTANT NEW SERIES

AUTOCOURSE DRIVER PROFILE 01: NIGEL MANSELL. Tremayne, D. An informative and well illustrated history of Nigel Mansell's racing career, from his Formula 1 debut in the 1960 Austrian Grand Prix until the present day. 112pp 16 col 84 Bw 297 × 210 Hb 89/07 £11.95 ..... ORDER NO: 080003

AUTOCOURSE DRIVER PROFILE 02: NIKI LAUDER. Henry, A. 112pp 16 col 84 Bw 297 × 210 Hb 89/07 £11.95 ..... ORDER NO: 080725

AUTOCOURSE DRIVER PROFILE 03: ALAIN PROST. Roebuck, N. 112pp 16 col 84 Bw 297 × 210 Hb 89/12 £11.95 ..... ORDER NO: 080726

AUTOCOURSE DRIVER PROFILE 04: GILLES VILLENEUVE. Roebuck, N. 112pp 16 col 84 Bw 297 × 210 Hb 89/12 £0.00 ..... ORDER NO: 080727

MARCH: THE GRAND PRIX AND INDY CARS. Henry, A. A new edition in the autocourse marque history series, this lavishly illustrated book covers the triumphs and failures of 20 years of March. Details of such famous people as Mosley, Herd, Rees, Coaker, Amon, Andretti, Siffert, Peterson and Stewart. 256pp 32 col 160 Bw 263 × 196 Hb 89/10 £19.95 ..... ORDER NO: 080730

AUTOCOURSE 1989-90. Henry, a (ed). The 39th edition of this essential yearbook: covering all 16 rounds of the World Championship, to 10 driver reviews, coverage of Formula 3000, Formula 3 and Sports Car Championships, details of the US season, technical data and 100s of colour photos. 288pp 200+ col 313 × 232 Hb 89/12 £21.95 ..... ORDER NO: 080728

BRITISH ARMOURED CARS SINCE 1945. Dunstan, S. Pb £4.95 ..... ORDER NO: 090523

CAMIONS CITROEN. Sebates/Jansen. Well illustrated history of Citroen trucks, vans and buses. French text. Well ill col & b/w Hb 89/10 £12.95 ..... ORDER NO: 090526

TRUCK MODELLBAU und Spezialfahrzeuge. Fischer, J. German book with precise details and masses of clear illustrations showing all types of model truck and special vehicle construction, including RC and electronics. 224pp 200+ ill 145 × 210 Pb 89/09 £14.95 ..... ORDER NO: 120289

SCHUCO (Battenberg Sammler-Katalog). Huber, R. a complete catalogue of all Schuco models from 1912 on, with price guide and much information for collectors. German text. 368pp 1000 ill Pb 89/10 £29.95 ..... ORDER NO: 120268

FOUR FOR THE ROAD: CORVETTE-FERRARI-MERCEDES-PORSCHE. Ramussen, H. Compilation of four previously published single volumes on Corvette, Ferrari, Mercedes, Porsche in the spectacular THE SURVIVORS series. Now reprinted and bound into one volume, this massive book presents superb value! 512pp 600 ill 215 × 280 Hb 89/09 £24.95 ..... ORDER NO: 010799

CHROME — GLAMOUR CARS OF THE FIFTIES. Laban, B. A full colour, comprehensive guide to the best US cars of the 1950s. 144pp 150 col 290 × 216 Hb £9.95 ..... ORDER NO: 010798

COBRA. Adams, B. At last an all colour book on the AC Cobra. Excellent photos and a well written text. 128pp 120 col 228 × 210 Pb 89/09 £7.95 ..... ORDER NO: 022591

ASTON MARTIN AND LAGONDA VOL. 2: V8 MODELS 1970-90. Chudecki, P. Companion to Andrew Whyte's guide to the six cylinder models, this book examines every V8 model from the vintage DBS to the Vantage Zagato and Virage. In the COLLECTOR'S GUIDE series. 144pp 150 ill 180 × 235 case. 889/12 £12.95 ..... ORDER NO: 022571

CORVETTE: PORTRAIT OF A LEGEND. Burton, Jones. A massive, beautifully designed and produced book covering the entire Corvette range. Must be the most exclusive and spectacular Corvette book published so far — a superb present for the Corvette enthusiast. 288pp 120 col/bw 335 × 265 Hb 89/09 £50.00 ..... ORDER NO: 022583

FERRARI D'AUTORE. Massaro, S. Contains 128 colour pages and covers models such as 250, 250 GTO, 330 P4, 275 GTB, 365 GTB/4, 512 BB, 228 GTO and F.40. Text in English and Italian. 128pp 128 col 230 × 300 Hb 89/09 £49.95 ..... ORDER NO: 022566

FIAT 500 TOPOLINO (Le Auto Classiche). Bossi, M. In Italian text this is a complete illustrated history of Topolini. Containing technical data, production figures, chassis numbers, original drawings, and a full colour 16 page insert. 144pp 16 col 150 Bw 210 × 240 Hb 89/09 £37.95 ..... ORDER NO: 022596

CAPRI — GUIDE TO PURCHASE AND RESTORATION. Porter, L. The definitive reference source for all Mk 1, 2 and 3 models, with 100s of pictures showing exactly how to restore and keep these models in show condition. 256pp 556 ill Hb 89/09 £14.95 ..... ORDER NO: 022560

CONSUL, ZEPHYR, ZODIAC, EXECUTIVE. Allen, M. Expanded edition on the original work on the Mk1 and Mk2 cars, now encompassing the Mk3 and V4 and V6 engined Mk4. 200pp 200 ill 246 × 186 Hb 89/11 £16.95 ..... ORDER NO: 022575

GOOD OLD FORDS. Sorense, L. a large format high quality book in the respected Fordiana series which offers a fascinating insight into Fords from an earlier era, from Model-T to Thunderbird. Cased in an embossed leather cover and truly a collectors item. 222pp 325 ill 264 × 378 Hb 89/07 £49.95 ..... ORDER NO: 022573

SUPER 60'S FORDS. Smith, J. The inside story of the most powerful Fords ever built. Covers Cobra, Mustang, Galaxies, Fairlanes. 128pp 230 ill 215 × 275 Pb 89/07 £11.95 ..... ORDER NO: 022580

JENSEN. Anderson, K. At last — a complete history of the marque and all its models. Contains fullest coverage of the development and production history, plus all facts and figrues. Much behind-the-scenes information and many previously unseen photos. 192pp 232 b/w & col 244 × 177 GHb 89/09 £15.95 ..... ORDER NO: 022561

MERCEDES BENZ: PORTRAIT OF A LEGEND. Seiff, I. Massive, beautifully designed and illustrated history of the company. Fullest coverage of models and achievements. The ideal present for the Mercedes enthusiast, as this is the most spectacular book so far published on the marque. 288pp 120 col/vw 335 × 265 Hb 89/10 £50.00 ..... ORDER NO: 022582

FERRY PORSCHE: CARS ARE MY LIFE. Porsche/Molter. Without doubt the most important book on Porsche to be published this year — the official autobiography and personal account of the son of the founder of the world famous manufacturer, from pre-war developments to the present. A MOST IMPORTANT BOOK! 288pp 180 Bw 238 × 169 Hb 89/09 £19.95 ..... ORDER NO: 022557

GILLES VILLENEUVE: LIFE OF THE LEGENDARY RACING DRIVER



- **JUST REPRINTED**
- **An outstanding insight into a racing legend**
- **The first full-length book on Villeneuve**
- **368 fact-packed pages**
- **One of the finest racing driver biographies ever**
- **Published by Motor Racing Publications**

"... this is, without doubt, the best motor racing book this reviewer has ever read. Buy it ..." — AUTOSPORT

"... the best biography I have ever read, superbly researched, written from the heart, published clearly with due appreciation for the subject. It is also the most moving ..." — MOTORING NEWS.

No. 080710 **£14.95**

BOOKS REVIEWED IN THIS ISSUE CAN BE OBTAINED FROM US

MINI COOPERS: A COLLECTORS GUIDE. Brigden, J. At last a Collector's Guide to these charismatic cars which achieved so much on the race track and rally routes and became such a cult car on the road. 144pp 150 bw 180 × 235 Hb 89/10 £12.95 ..... ORDER NO: 022572

PONTIAC: COMPLETE HISTORY 1926-1986 (Limited Edition). Bonsall, T. Limited to 300 this leatherbound volume covers all Pontiac models with hundreds of photos and detailed text. Shown also are chassis numbers, production figures and sales literature. Numbered and signed by the author. 351pp 500 col/bw 220 × 285 Hb 89/07 £50.00 ..... ORDER NO: 022581

RILEY RM-SERIES. Taylor, J. A painstakingly researched book which offers the definitive record of the highly popular Riley-rm saloons, dropheads, tourers and estate cars of the late 1940s and early 1950s. 200pp 30 ill 246 × 186 Hb 89/11 £19.95 ..... ORDER NO: 022574

VW BEETLE CUSTOM HANDBOOK. Seume, K. The book on choosing, buying, repairing, customising, tuning and even racing VW Beeties. 160pp 200 col/vw 295 × 215 Pb 89/09 £12.95 ..... ORDER NO: 022577

VW BEETLE CONVERTIBLE 1949-1980. Zeichner, W. fully illustrated with black and white photographs and diagrams this book documents the complete history of the convertible Beetle. 96pp 100 col/bw 270 × 205 Hb 89/08 £13.95 ..... ORDER NO: 022602

ZAGATO: AUTECH ZAGATO STELVIO. Zagato. Official company publication detailing this model. Text in English and Italian. 25pp 36 col & b/w Pb 89/08 £6.95 ..... ORDER NO: 022600

CARROZZERIA BONESCHI. Puttini, S. With 100s of original photographs and copies of original company documentns this is a full company history from the tailoring of up-market cars to design of special issue mass market cars, commercial vehicles, ambulances & most unusual 4-wheelers. Eng/It. 176pp 220 Bw 270 × 240 Hb Ita/Eng 89/10 £49.95 ..... ORDER NO: 030190

PINIFARINA SOLITARIES. Ramaciotti, L. A fully illustrated book describing all show cars exhibited by Pininfarini from 1950-89. Each car is specially photographed by famous automobile photographers. 180pp many col/Bw 250 × 280 Hb 89/10 £64.95 ..... ORDER NO: 030011

LIFE IN THE FAST LANE: AN AUTOBIOGRAPHY. Prost, Alain. In this autobiography F1 world champion Alain Prost gives a deep insight into the world of F1 racing, his career, triumphs and tragedies, relations with other drivers and much behind-the-scenes information. Plus race results. Well ill. RECOMMENDED! 176pp 92 b/w & col 234 × 156 Hb 89/07 £12.95 ..... ORDER NO: 080714

ROARING RACES: True Story of Ferrari, Racing Driver. Schmidt, G. English edition of CORSE RUGGENTI, the acclaimed history of Enzo Ferrari's racing career. Limited edition of 1000 copies. 150pp 120 b/w 290 × 220 Hb 89/09 £19.95 ..... ORDER NO: 080719

CONQUEST OF FORMULA 1: Inside Story of Honda Victory. Hilton, C. Full story of Honda's involvement in F1 racing over past 25 years — detailed coverage of machines and men. Features the men behind the success, the drivers, engineers. Contains many personal anecdotes, and insight into Honda. Foreword by Ayrton Senna. 256pp 16 col 150 b/w 246 × 189 Hb 89/09 £16.95 ..... ORDER NO: 080711

ZAGATO: 70 RACING YEARS. Marchiano, M. 70 years of cars designed by two generations of Zagato. This book follows the footsteps of the Zagato cars (Alfa, Aston Martin, Ferrari and others) through their racing careers. Deep complete research with many historical pictures. Italian/English text. 176pp 150 bw 16 col 243 × 270 Hb 89/11 £44.95 ..... ORDER NO: 080720

FERRARI FORMULA 1 ANNUAL. Benzing, E. This is actually a new review published yearly on the occasion of the Italian Grand Prix. The book contains many articles on the 1989 Ferrari races. splendid photos and technical drawings by Giorgio Piola. 300pp fully ill. 250 × 280 Hb 89/09 £49.95 ..... ORDER NO: 080718

022506 ORIGINAL MG T-SERIES — A RESTORER'S GUIDE
Terrific all-colour book showing how to restore MG-Ts in minutest detail. There is no comparative book on this subject available, and we feel this title fills a real need. 96pp 150 col 240 × 300 Hb 89/06 **£14.95**

EXCLUSIVE: BEST F1 BOOK THIS YEAR



GENERATION TURBO
Asset/Rives

Written and photographed by Bernard Asset the premier French F1 and Grand Prix International photographer, this book gives a full account of the Turbo era in Formula 1 from 1977 to 1988. Pictures used are the ones that Asset regards as his best, and listed with every photo is the camera setting used. Beautifully presented in cloth covered hardback with a matching slipcase, this book is a must for F1 and photography enthusiasts alike. Probably one of the best motorsport books of the year. French text with English captions to the pictures. The book is a limited edition, and we have a small quantity signed by the author.

Order No.090737 **£39.95**

BUY AT OUR SHOPS WORLDWIDE

RETAIL BRANCHES — FOR CALLING CUSTOMERS

Warehouse/Showroom: 52 York Road, Brentford, Middx TW8 0QP (01-560 3404/5) (5 minutes by car from Connoisseur Carbook's old Chiswick shop)
Open: Mon-Fri 9-5.30, Sat 9.30-4.00 — Easy parking
London: 1st Floor, at Oppenheim Booksellers, 7-9 Exhibition Road, SW7 (01-584 4143). Open 7 days a week. 1 min from South Kensington Station
London: Transport Book Centre at Foyles, Charing Cross Road, WC2
Wakefield: 19 Wood Street, Wakefield, W Yorks (0924) 364316
Midlands: Stratford-on-Avon Motor Museum (0789) 69413. Open 7 days a week
Germany: Grosse Friedberger St. 41.6000 Frankfurt 1 (069-288379)
Belgium: Lange Koepoortstrat 29, 2000 Antwerpen (03-232 5526)
Belgium: 34 Rue des Chapeliers
Finland: Limarinkatu 8, 00100 Helsinki (90-492053)
Holland: Haagdijk 62, 4811 TV Breda (076)-224355
USA: 48 E 50th St, New York, NY 10022 (212-980 1928 9)
USA: 2972 Century Place, Costa Mesa, CA92626 (714) 540 9717 8
S. Africa: 476 Jules St, Malvern, Johannesburg (011-615 2751)

MOTOBOOKS

EUROPE'S LARGEST RETAIL AND MAIL ORDER SERVICE FOR MOTORING BOOKS

MAIL ORDER To: Connoisseur Carbooks, Albion Scott Ltd., 51 York Road, Brentford, Middx. TW8 0QP, England. (Att. Dept. O.C.)
Fax: 01-847 2543 Telex: 291930

Please make cheques/POs payable to Albion Scott Ltd, and quote book numbers and titles. POSTAGE: £2.25 (UK) or £4.95 (overseas). We accept Visa, Access, Amex, Diner's Club. Telephone orders: 01-560 3404/5 or 01-847 0511. Individual Eurocheques must not exceed £100.00. USA customers, paying by personal cheque, please convert at $2.00 – £1.00. Credit card orders: we reserve the right to charge additional postage on split deliveries. *(All prices correct at time of going to press but could be subject to change.)*

LETTERS

"Kensington Crumpet"

Sir,

Now that the sale price of Veteran, Edwardian, and Vintage as well as Classic cars has been inflated by a number of factors which have forced the genuine user to the sideline, I feel that it is time to take stock of the situation yet again. There is little that can be done to save fools from themselves but there might be a chance of depreciating the so-called investments to the speculators' detriment.

There is no point trying to interfere with "market forces" in the case of unmodified original classics, as they have become investments in the same way as chateau vintage wines or rare postage stamps. The owners are free to store or use them as they may wish, and do little to deprive the would-be owners of earlier thoroughbred vehicles.

I am concerned with the deliberate dismantling of good vintage cars which reappear as replicas of their famous stablemates after what is termed a restoration. My dictionary defines "restoration" as "bringing back a person or thing to a former place or condition" or "work of art as nearly as may be to its original state".

Photographs both contemporary and documentary, together with a close examination of "restored" vehicles can easily show if they are not original in any respect, such as having fuel tanks the wrong shape with wrong fillercaps, the wrong gauge of wire mesh for stone guards, aero screens incorrectly mounted, wrong twin shock-absorber brackets, radiators with the wrong stone-guards, wings and wing brackets which would make the old factory mechanics turn in their graves, headlamps of the wrong style, make, and mounting, and exhausts which are so ugly as to be instantly rejected. But there are many other items which can be fortunately concealed by the machinery, such as modern rev-counter drives. Worst of all is the kind of tarted-up finish an old friend of mine, John Lander, used to describe as "Kensington Crumpet".

Well, what can be done about it?

The one-make car clubs have a lot to answer for, but on the other hand they could make amends by taking some real action to improve matters. In works of art, and due to the enormous value of such things as pictures and ceramics, certain respected bodies give certificates of originality. If certificates of authenticity were to be given, in much the same way as the Veteran Car Club does at present, it would be a guarantee for the owner of the genuine article, and lack of it would be a *caveat emptor* for the would-be purchaser.

I would propose four classes of certificate:

A1. For an original team-car built at the date in which it was supposed to have competed and still in original specification.

A2. A works replica built at the correct time for the public to use in competition or on the road or track, still in original specification and possibly supported by a catalogue.

B. Any Vintage or Edwardian vehicle with its original coachwork and mechanical specification unaltered except to comply with the road traffic regulations of the country in which it is kept. Repanelling or refabricing allowed, to cope with fair wear and tear, but no restyling.

C. Modified Vintage and Edwardian cars, which may have had their chassis or frame cut to reduce wheelbase and which may have had the coachwork changed for racing, trials or sporting appearance, but which retain their original mechanical components in every respect (axle and gear-box ratios excepted). Engine and chassis numbers should be as built.

Specials need not come into the picture, as they have their own sphere of operation which leads to a very happy atmosphere.

The onus should be on the owner to prove his right to one of the above certificates through the club concerned; that proof could be endorsed on the reverse of the certificate, the original evidence to remain with the club. A fee would be charged for the certificate which would be high enough to cover the cost of administration and storage of data. Enquiries to the club at later date would have to be accompanied by a fee. Class B and C might cost a little less than A1 and A2, whose owners can afford it.

If something on these lines were adopted I feel it would soon get the support from overseas, and many fine old cars would be saved from becoming "Kensington Crumpet".

MARCUS CHAMBERS
Charlton, Oxfordshire

Plowman's Axle

Sir,

The article on Tom Plowman (MOTOR SPORT, July 1989) brought back happy memories of the immediate post-war era.

It mentions that the dural front axle was discarded as "unsatisfactory". I wonder if you would like to know the reason why this was so?

Tom had taken me out for a quick blast around Luton to see that all was well with the car. We were returning along the A6 on the long straight stretch at the top of the Barton cutting, and as the road was empty except for two cyclists coming towards us in the distance, Tom turned up the power and we were doing 90-95 mph. Suddenly to our horror the cyclists decided to do a "U-turn" in front of us.

Although they were about half-a-mile down the road, Tom put the anchors on quite hard, and the front of the car went beserk, first dipping and then leaping into the air with about a foot of clearance between the wheels and the road. This continued the whole time the brakes were on, but less so as the speed dropped. Luckily the car kept straight, but altogether it was most frightening.

Once we had calmed down Tom did a repeat at a much lower speed, whilst I watched the front axle to try and see what was happening. When Tom had the axle made it had a much steeper upsweep between the spring pads and the king pins, and when the brakes were put on hard this part twisted alarmingly until the tyres lost adhesion and the whole lot sprung back to normal, throwing the front of the car into the air, with the whole thing being repeated when the wheels were back on the ground.

After this fright we went very gently back to the garage, jacked the car up, took the axle off and threw it under the bench, and refitted the old steel axle. I always regret that I could not accompany Tom to Montlhéry as this was a fantastic achievement.

CLIFFORD ENGLAND
Great Barford, Bedfordshire

Home Truths

Sir,

Reporting our 22nd Annual Reunion at Brooklands (MOTOR SPORT, August 1989), the editor refers to the Society as being 'very much alive'. Indeed it is, and it is our work to secure preservation at Brooklands and the formation of a trust which makes the opening of Brooklands possible.

DSJ refers to access to Brooklands as being by Gallaher's private entrance. In fact this is a public entrance by virtue of the terms of the lease held by the Brooklands Museum Trust Limited. The public then have a right of way along the Campbell Road Circuit, access along Members Banking having been lost when part was quite wrongly destroyed.

We support Mr Hicklin's letter pressing for the return of Sir Malcolm Campbell's 300 mph Bluebird, but not his suggestion that it be returned to its spiritual home at Beaulieu. Its actual home is at Brooklands, where it was designed, constructed and demonstrated.

BRIAN DINSLEY
Chairman, Brooklands Society
Epsom, Surrey

Opinions expressed are those of correspondents, and are not necessarily those of MOTOR SPORT.

Better than New?

Sir,

I was interested to note M W Hicklin's idea that the 1935 Bluebird should be an exhibit in the Montagu Trust's car collection, disposable as the owners see fit, no matter how much donated money is lavished on an exhibit from outside sources.

Restoration often destroys as much as is saved. Hence too many good historic cars now look like replicas, with those spray jobs and every rust pit and weld buffed and filled out of existence — better than new, like the racing Napier we were asked to donate money for.

RICHARD HULFORD
Westerham, Kent

The Supercharger Myth

Sir,

I respond to the letters from Peter Hull and D Ellis, who support the supercharged view of motor racing history.

Peter Hull suggests that the unblown 3.6-litre pushrod Delahayes did not, as I had remarked, "seriously alarm" the blown 2.9 Alfas in the 1937 Mille Miglia; to which I would point out that at Rome the two Delahayes lay second and third behind Pintacuda's 2.9, and that Italians brought up to believe that he who led at Rome would never lead at Brescia were indeed seriously alarmed.

In the 1938 Mille Miglia the V12 Delahayes were overgeared (a common failing among foreign entrants, whose lack of local knowledge was always a fearful disadvantage, equivalent to as much as an hour's circuit time), while their entry had alarmed Alfa Romeo seriously enough for it to fit at least one of its blown 2.9s with a full race 3-litre engine from its current 308 Grand Prix car — something permissible under Mille Migklia rules (or lack of them) but nowhere else.

In 1938 Bugatti gave sports-car racing a miss, and by 1939 his unblown 3.3-litre 57S model "tanks" were ineligible for Le Mans because the 57S was no longer in production; it had been superseded by the long-chassis supercharged 57C, hence the construction of a new "tank" on that chassis for the 1939 race. It was led by Louis Gerard's unblown 3-litre pushrod Delage for 21 hours before his co-driver Georges Monneret over-revved it, and the Bugatti won only after its entire undershield had been removed (a matter requiring instant disqualification under Le Mans rules) to cure mortal overheating problems; its average of 139.781 kph for a dry weather race was just 2.78 kph faster than that of its unblown sister in the 1937 race, which had been slowed by long periods of heavy overnight rain.

During the dreadfully wet 24-hour race at Spa in 1938, Gerard's earlier 3-litre Delage was faster at all times than the blown 2.9 Alfas, which were several cwt heavier and had been detuned to run on the Belgian pump fuel which had destroyed one of their engines in the 1936 race. The Delage ran on Belgian petrol very well, and failed to win only because this time Monneret twice put it off the road, losing five laps in all.

Mr Ellis says that turbochargers have "moved engine efficiency into a new league". Not so. The great period of forced induction advance in Grand Prix racing was 1937-39, at the end of which period the Germans had developed two-stage supercharging and were getting 160 bhp per litre — approximately three times what unblown car engines were then doing. The three-to-one ratio established at that time resulted in a 1½-litre blown/4½-litre unblown Grand Prix formula being mooted for 1940, eventually to be introduced after the War; and if Mr Ellis was at Silverstone on that splendid fourteenth day of July 1951, he would have witnessed the Bastille of the supercharged 1½s finally falling to the muskets of the unblown 4½.

Since then there has been little movement in the relative efficiency of the two types of engine. If there had been unblown 4½s (instead of 3½s) running alongside the 1½ turbos last year, neither I nor Messrs Hull and Ellis need have any doubts about which would have won.

It is the way of a world ruled by the Law of Sod that after unreservedly praising Jaguar for resisting the turbocharger, the company should announce its defection the following week. Pity.

ANTHONY BLIGHT
Callington, Cornwall

Judging Distances

Sir,

Considering two cars A and B being driven round a racing circuit separated by a constant 0.5 sec, at 180 mph they will be 132ft apart, at 90 mph 66ft apart, and at 45 mph 33ft, or only a couple of car-lengths, apart. This is simple arithmetic, and yet in these circumstances we hear commentators saying "B has outbraked A and closed right up on him, but A has superior acceleration and widens the gap again after the corner".

While braking and acceleration are, of course, relevant in racing, bunching in slow corners is not necessarily the result of these factors, and commentators should be expected to be looking at time intervals and not misleading linear distances.

A commonplace illustration is the tailback at traffic lights. The car at the back has not necessarily caught the one at the front, neither does the latter have to rely on superior acceleration to get away first when the lights change.

KEN FAIRTON
Rye, East Sussex

Deutschland ueber Alles

Sir,

I am referrring to "Matters of Moment" in your July 1988 edition. You will certainly not be able to listen to a crowd of youthful Germans singing *Deutschland ueber Alles* as the national anthem starts with the following words *Einigkeit und Recht und Freiheit . . .*

The wording *Deutschland ueber Alles* has been banned since 1945 for obvious reasons.

ULLI WASCHKOWSKI
Bramalea, Ontario, Canada

Royal Bentley

Sir,

I am in the process of restoring Prince George's (later Duke of Kent) 3 litre TT Replica Bentley and though some progress has been made in terms of retaining the original registration, works records and list of previous owners, I am still encountering difficulty in obtaining the correct colour scheme, interior details and any other specifications for the car.

The Bentley Drivers' Club, The Royal Mews, HRH Prince Michael of Kent and the Library of the Beaulieu Motor Museum have all been of great help in providing what information is available, but alas, not as much as I need to restore faithfully the car to its original state.

Therefore I ask your help in providing any further information from either your own archives or perhaps from your readers.

The chassis of the car is in very original but extremely neglected condition while the body has been hacked about over the years leaving very little resemblance to the Park Ward Doctor's coupé it originally was.

I am, nonetheless, very enthusiastic about the project and accordingly will be appreciative of any help you and your readers may be able to supply.

THOMAS M LEAVER
London, SW1
(Letters can be forwarded - Ed.)

MOTOR SPORT SUBSCRIPTIONS

SURFACE MAIL:	Home	£17.20
	Overseas	£20.00
AIR MAIL:	Eire and Europe	£27.00
	Middle East	£31.50
	Australasia	£41.75
	Elsewhere (except USA)	£38.50

Annual rates include postage. Subject to increases of postal rates and cover price. Net amount payable in sterling on London. If payment is made in a currency other than sterling please add £1.50 to sterling rate prior to conversion.

USA: (Airfreight) per annum $42.00. All enquiries to: MOTOR SPORT, Box 188, Berkeley Hts, New Jersey 07922, USA. Telephone (201) 665-7811.

MOTOSPOT

0455 552548 or 0860 538390 10am-8pm
(If no reply ring 0858 880626 9-5, M-F)
U/Bruntingthorpe, nr. Lutterworth LE 17, 4 miles J20 M1. Appointment only.



1937 VAUXHALL 25 Saloon. Good example.....**£6,250**
1931 ROVER 10 Weyman Coupé, fully restored to mint condition.....**£6,950**
1966 ROVER 3 Litre. Excellent example in grey with red leather **2,950**
1955 MORGAN Plus 4. TR2 mechanics, twin spares, nice condition, LHD...**£10,500**
1937 TRIUMPH DOLOMITE Sports Saloon. All body, 1800cc ohv, c/lock, wires, nice.....**£7,950**



1935 ALVIS Firebird special.....£8,750
1925 TALBOT 10/23. Lovely 2 seat (+ dickey) sports, ohv engine **£12,500**
1928 CHEVROLET National Tourer 2.8 litre, ohv, beautifully restored **£15,500**
1930 CHEVROLET TOURER. 6 cyl., 3.2 litre, mint condition, performs well **£17,500**

ALL GOOD CONDITION, M.O.T.'d

CARS WANTED

SPORTS AND Classic CARS

Alfa Romeo Montreal. 1975. RHD. blue. An outstanding example of this fast appreciating classic. 39,000 miles only.....**£27,500**
Maserati Bi Turbo Spyder. 1988. Red, beige leather trim, under 4,000 miles. Fabulous car **£27,295**
Bentley R Type. 1954. Pearl grey. automatic. sun roof. good history, low mileage.....**£25,000**
Jaguar XK 150 F.H.C. 1958, fully restored. magnificent.....**P.O.A.**
MG TD. 1953. British Racing Green. A lovely example in really attractive condition.....**£15,000**
Alfa 75 2.0 Veloce. 1988, red, sunroof, 13,000 miles.....**£11,495**
Nissan Silvia Turbo. 1987, metallic blue, 24,000 miles.....**£9,595**
Volvo P1800. 1963, white. A magnificent example in exceptional condition. Fully restored.....**£8,995**
Mercedes 300SEC. 1988, white, excellent history, low mileage, very attractive.....**£6,995**
Reliant Scimitar 1800 TI. Red, alloy wheels, 26,000 miles.....**£6,995**
Jensen Healey. 1973, green, two owners from new and low mileage for year.....**£5,795**
Reliant Scimitar 1600. 1985. Tarn green metallic. Leather trim, hard top, 36,000 miles, one owner.....**£5,195**
Jaguar XJ V12 Ser 1 SWB. 1973. Signal red. An outstanding example of this rare model (believed under 300 built new).....**£3,495**
Alfa Romeo GT Junior 1600cc. 1972. Beige, 1 family owned from new, excellent historyyy **£2,795**

SECURE STORAGE FACILITIES AVAILABLE

SCIMITAR

AUTO SERVICE GARAGE
Service Since 1927
R.L.STEVENSON AVENUE
WESTBOURNE · BOURNEMOUTH
DORSET BH4 8ED
FAX:0202 761048
0202·752790

CLASSIFIED

FOR SALE lineage advertisements
must be pre-paid and in writing or over the telephone (ext. 137) by Access or Visa.
RATES 40p per word
(maximum 80 words) £6.00 minimum charge.
BOX Nos. £4.10 extra per advertisement.

Replies to Box No. "MOTOR SPORT", Standard House, Bonhill St., London EC2A 4DA
The above prices are inclusive of VAT at 15%

COPY DATE By first post on 10th,
but earlier is advisable owing to postal delays.
Advertisements held over will be inserted in the following issue,
unless cancelled in writing by the 4th of the following month.

Publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or work errors.

Please write clearly in **Block Capitals** on one side of paper only.

Send advertisements to the
Classified Department, "MOTOR SPORT",
Standard House, Bonhill Street, LONDON EC2A 4DA.
Telephone 01-628 4741 ext 144, 107 or 143 for information on small Display and Trade advertisements.

FOR SALE

CATERHAM LOTUS 7 for sale, call for details of stock. Wanted: Any 7 considered, top cash price paid. Tel. 01-669 7386 (Trade). (952278
ROLLS-ROYCE AND BENTLEY offered by clients include: 1929 P2 Barker Sedanca; 1934 P2 Barker Conti; 1939 Wraith Saloon; 1951 MK6; 1954 Dawn; 1957 & 1958 SC1 LWB Shadow; 1986 Spirit. John Fletcher Brokerage. Tel. 0684 73333. Fax. 0684 72779. (221614
1982 MORGAN 4/4 2-seater, red with black interior, w/wheels, luggage rack, MoT until June 1990, 15,000 miles genuine, excellent condition, offers around £11,500. Tel: 0782 662878 (evenings only). (CC6276
RACING LOTUS EUROPA (road legal), all new ultimate spec., cost over £21,000, genuine reason for sale, will consider offers or part exchange either way. 01-504 8069. (959256
LOTUS ECLAT 2.2 LITRE, rare model, blue/silver, sunroof, radio/cassette, electric aerial, 52,000 miles, reg. JAE 69X, good condition, Lotus approved engine rebuild, £4,500. Telephone Mike on 01- 743 4457. (CC
LOLA T590 Open 2-seater sports racing car. Stage 3 Pinto, professionally converted for road, use, history, £20,000. 0395 266418. (959171
MG NA 1935, 6 cylinder 2-seater sports, two-tone blue, rebuilt original NA engine 1,400 miles, history of MG sold back to new, bills for engine rebuild and other work available, very original MG, 'not concours' but sound, taxed, MoT. Price on application. (0903) 813355. (959057
BMW 3.0L CSI, 1976, full restoration to original condition just completed, under rated and practical investment, offers over £12,500. Tel: 0367 85482. (CC6197
1933 TALBOT AW90 SPORTS. Complete mechanical restoration and new replica body. Robin Brailey on 0293-510227 (office) or 0483-222780 (home). (959272
MORGAN +8, lightweight aluminium bodied, excellent condition, MOC member, many extras, £16,500. further details on (0635) 201181. (CC6278
LOTUS ELAN SPRINT, FHC, March 1973, Tawny over white, in excellent original order, full service history, substantial price required. No p/x. Serious enquiries to Walker, tel: 0782 680650 (Staffs) evenings. (CC6495
MG MIDGET, 1980, W reg., black with tan interior, outstanding condition in every respect, MG valuation for £4,000, price £3,950. Tel: 0386 49864. (CC64941937 MORGAN 4/4, Coventry Climax engined, low mileage since complete professional re-build and additional money also spent, offers from £10,000 or will consider exchange for Morgan V Twin 3-wheeler in good condition. 051 625 7632. (959249
ROLLS-ROYCE CORNICHE CONVERTIBLE, 1971, finished in white, navy hood and trim, full service history, £35,500. Telephone (0322) 69081. (232639
ROLLS-ROYCE CORNICHE CONVERTIBLE, 1978, ivory brown and interior, full service history, £48,500. Telephone (0322) 69081. (232639
BMW 520i, 1974, orange, FSH, genuine car, full restoration, 535i bodywork, near concours condition, perfect mechanically, £3,000. Tel (05436) 72414 (day), (05436) 3657 (evenings). (CC6500

FOR SALE — continued

TURBO BODIED 911 PORSCHE, 1975, RSR front spoiler, fitted with 2.8 Carrera RSR with 2.7 RS Injection, recent full service, 12,00 miles since complete engine rebuild, black with black interior, e/s/roof, e/windows, Trio stereo, personal number plate, over £10,000 spent in last 12 months. MoT and tax, £22,000. Tel: (day) Oxford (0865) 891991 ext. 2142; (evenings) 01-243 0800 after 7pm. (CC6498
SUNBEAM 1929 20 h.p. TOURER. Very genuine, complete and original, serviced, MoT'd and taxed, with last owner for 32 years. £40,000. Bruce Dowell 045 822 3969. (959357
TWO SUPERCARS FOR SALE: 1962 Coombs Jaguar 3.8 MkII, 1987 BMW M5. For details telephone (day) 0206 844004; (evenings & weekends) 0473 84823. (CC6499
DAX COBRA, dark metallic blue, modified rover V8, Halibrand split rims, side exhausts, LSD, 1,000 dry miles since completion, absolutely immaculate, serious enquiries only, £16,500 o.v.n.o. Daytime (0604) 38978, evenings 412290. (CC6501
YAMAHA XT600, C reg (1986), one mature owner from new, only 3,400 miles, complete with spare set of wheels, fitted with trials tyres, business venture forces reluctant sale. Can deliver, £1,595 o.v.n.o. Tel: 091 586 6357. (CC6439
PORSCHE 356B LHD, 1960 (T5) 1600 Super Coupe California car, recent import, 'correct' UK reg. no., black/black hide int., chrome wheels, original Blaupunkt radio, condition good, thorough overhaul by known 356 expert, only reason for sale — bought an even older one! New shocks, steering, many new parts. Great fun car with bug investment potential, £150,000 o.n.o. 01-486 5654 (home). Tax & MoT to July 1990. (959110
ASTON MARTIN DB6, 1965, 81,000 miles, one owner since 1966, for complete restoration, partially dismantled, offers to Box No.7239. (CC
ALFA MONTREAL, orange, black interior, LHD, excellent original condition, new exhausts, £19,750. (0403) 753194 (CC
PORSCHE 928 S4, diamond blue, leather interior, FSH, sunroof, 18,000 miles and immaculate condition, 10 months Porsche warranty, £41,000 o.n.o. 041 221 0966. (CC6546
A CURIOUS MIXTURE! Lancia Flaminia Saloon 2.8, complete but body rotten, £495. Stage prepared Manta V8 Rally Car, all the right bits, ready to go, £2,650. Porsche 928 Manual, competition prepared, suitable Porsche race series or tarmac stage rallies, £4,950. 1969 Triumph Stag, dry sump V8 Rover engined, successful stage rally car, ready to use, £1,995. Prices inc. delivery to your door! 061 339 5542. (CC6542
DERBY 1930/1, complete car for rebuilding, very pretty and rare small French pointed tail, 2-seater, BSCC accepted, £11,000 o.n.o. RM Riley, 1500cc, complete car for restoration, no woodrot, partially stripped for inspection, £1,200 o.n.o. 1917 Sterling, 1700cc, 'Edwardian', American engine and g/box as fitted to the Scripps-Vooth car, £2,000 o.n.o. Telephone (office hours) Aylesbury (0296) 77596. (CC6543
ASTON MARTINS: DB2 dhc (1952) and DB2/4 MkIII o/d (1959). For full details telephone 052685/680 evenings. (959470

WANTED

3 Litre Twin Cam
Sunbeam

Enthusiastic private buyer and former S.T.D. member urgently seeks a running Twin Cam, with a view to sensible use and long term ownership.

0622 890 211 (KENT)

Carburetter Trouble?



WEBER, SOLEX, S.U., STROMBERG, PIERBURG, ZENITH, DELLORTO

CHRIS MONTAGUE
CARBURETTER CO.

Obsolete carbs restored

01-794 7766/7
380/2 Finchley Road, London NW2 2HP.

PAGE & MOY LTD

DAYTONA

February 1990

OPEN FOR BOOKINGS NOW

24 HOUR ENDURANCE RACING — 4/5 FEBRUARY

Le Mans style racing with the Jaguars, Mercs and Porsches. Next year competition is sure to be more fierce than ever. Be there and experience round one of the IMSA GT Championship.

7 nights in Orlando from just **£629**

DAYTONA 500

19 February 1990

NASCAR at it's thrilling best. Bumper to bumper 200 mph racing with the inevitable yellow flag to *keep it close. The last lap is always* a final chase to the line for those who have made it through the previous 199 laps. You'll never forget the excitement of NASCAR at the Daytona Speedway.

7 nights from **£599,** 14 nights from **£789**

Both tours include accommodation at the Ramada Inn in Orlando, ideal for visiting Walt Disney World®, EPCOT, Sea World and the rest of Florida's great attractions.

DAYTONA 1990 — Great racing under the Florida sun

As always, these tours are sure to fill up fast. Book now and make sure of your place

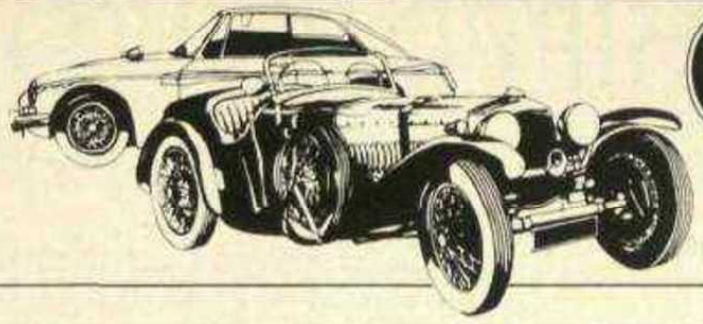
24 HOUR BROCHURE SERVICE
(0533) 559855

or complete and return this coupon

Please send my FREE 1990 Motor Racing Brochure.

Name.....
Address.....
.....
Post Code.....

PAGE & MOY LTD
136-140 LONDON ROAD, LEICESTER LE2 1EN
ATOL 133 ABTA NO. 47026 830/REV/HM1149



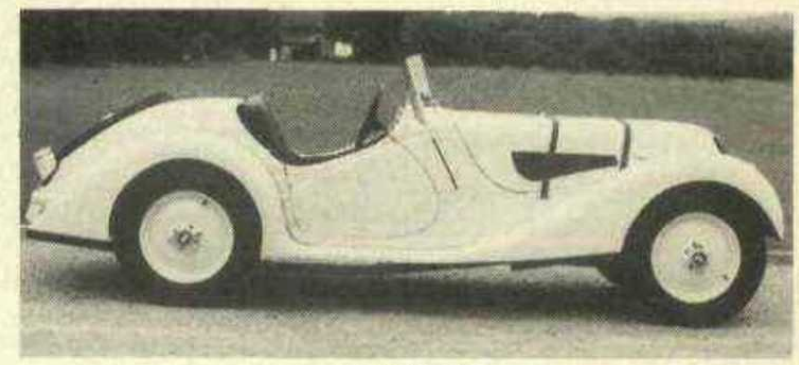
PLUS 4S

061-426 0333. Mobile: 0836 611938
After hours: 061-449 9575
Fax: 061-426 0149

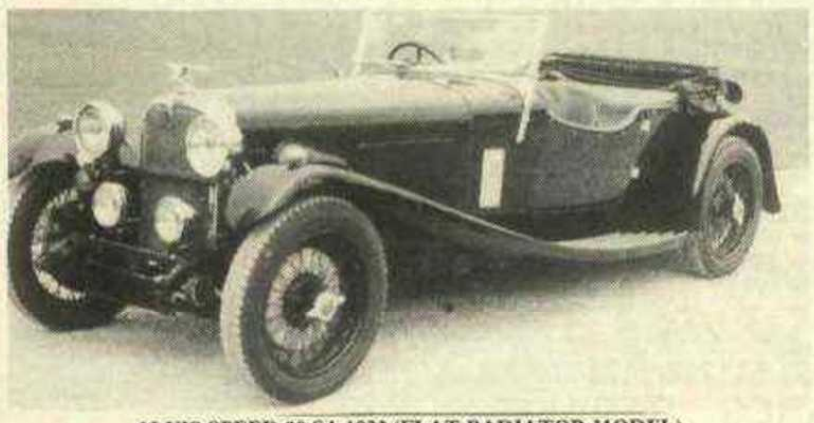
For sporting cars of all ages



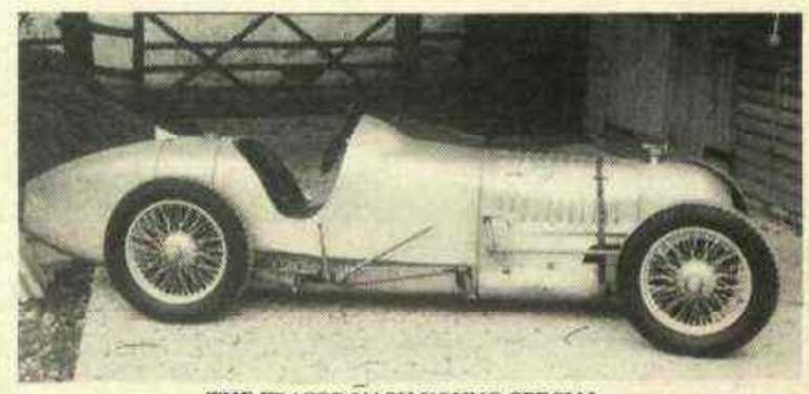
JAGUAR E-TYPE V12 ROADSTER 1973
Manual. Genuine RHD. Primrose yellow with black leather, chrome wire wheels. **16,000 miles, 2 owners from new.** Excellent original condition.



BMW 328 1938
Left hand drive. White with red leather. Superb condition following a recent major restoration to original specification.



ALVIS SPEED 20 SA 1932 (FLAT RADIATOR MODEL)
Open 4 seat tourer coachwork by Vanden Plas. One of three built. Finished in red with black wings and new red leather upholstery. Excellent condition.



THE FRAZER NASH YOUNG SPECIAL
Aluminium bodied single seater racing car built in the early 1930's and raced at Brooklands. Hooker-Thomas engine. Sympathetically restored, but as yet unused since 1935! Anzani engined chain gang 'Nash also available.

PLUS 4 MOTORS · 219 LONGHURST LANE · MELLOR · STOCKPORT SK6 5PN.
You can telephone us 9am-10pm 7 days each week. Do please telephone before visiting to ensure we shall be open.

In stock now

Ferrari Boxer 365 BB4	*1974*	*14,000M*	*Blue/Black*	*RHD*
Ferrari 328 GTS	*1989*	*Delivery*	*Red/Black*	*LHD*
Maserati Mexico 4.7	*1969*	*60,000KM*	*Graphite/Black*	*LHD*
Maserati Bora 4.7	*1976*	*45,000KM*	*Silver/Black*	*LHD*
Maserati Ghibli 4.7	*1969*	*35,000KM*	*Red/Black*	*LHD*
Lamborghini Countach QV	*1986*	*1,600KM*	*White/White*	*LHD*
Iso Grifo Series 2 (5.3)	*1970*	*45,000KM*	*Red/Black*	*LHD*
Iso Grifo Lusso	*1968*	*70,000KM*	*Yellow/Black*	*LHD*
Alfa Romeo Guiletta Spyder	*1960*	*65,000KM*	*Graphite/Black*	*LHD*
Lancia Fulvia Zagato	*1964*	*32,000KM*	*Red/Black*	*LHD*
A.C. Cobra	*1965*		*Red/Black*	*RHD*

After office hours John or Mark Pullicino can be contacted on 0836 647075.

CLASSICO

FERRARI · MASERATI · LAMBORGHINI
247 ACTON LANE · LONDON NW10 7NR
TELEPHONE: 01-965 6315/6 · FAX: 01-961 9396

DK ENGINEERING



FERRARI 275 GTB/4. Right hand drive, just perfect, English registered, red with black interior.



FERRARI 365 GTC/4. Black with magnolia interior, superb condition, low mileage, left hand drive, English registered.



FERRARI 308 GTB QV. 25,000 miles, red with tobacco trim,, superb car, maintained by ourselves, RHD.



FERRARI 512 BOXER 1981. Red with black interior, low mileage and excellent condition, right hand drive.



FORD SHELBY MUSTANG 350 GT. Absolutely correct and perfect, a rare example of the sought after 1967 model. Left hand drive, English duty paid. P.O.A.



MORGAN 4/4 COMPETITION/3-SEATER 1959. Yellow with black interior. Series 4 specification. Super fun! Incredible condition for age.

FERRARI 275 GTB/4. Excellent mechanical condition, rust free, low mileage, left hand drive, English duty paid.
FERRARI DINO 246. Red with black interior, left hand drive, rare example with original knock off wheels and aluminium doors, bootlid and bonnet, super condition, English duty paid.
FERRARI 330 GT MKII 1986. Red with black interior, left hand drive, superb car.

Wanted FERRARI 308 GTB carburettor and Manual FERRARI 400i

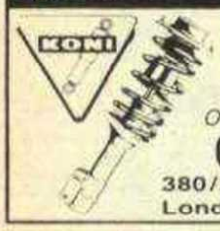
Unit D, 200 Rickmansworth Road, Watford, Herts WD1 7JS
Telephone Watford (0923) 55246 Telex 94012106 DKEN G Fax 0923 249966

HAVAS PACKING & SHIPPING LTD.

The name with more than 25 years experience behind it.
The company who **Think Cars, Talk Cars** and **SHIP CARS.**
Shipment of personal effects and household removals, also our speciality.
Competitive rates and unbeatable service.

PO Box 31, East Grinstead RH19 4RF
Telephone: 0342 323155
(24 hour personal service)
Cables: HAVAS EASTGRINSTEAD
Telex: 957161 HAVAS G

For KONI in London!



CHRIS MONTAGUE CARBURETTER CO.
Official Koni Distributor
01-794 7766/7
380/2 Finchley Road
London NW2 2HP

MASERATI
Bill McGrath
the exclusive marque specialists
Units 8 & 9 Claggy Lane Industrial Estate
Kimpton, Herts SG4 9 PZ Tel: 0438 832161 Fax: 0438 833601
Tipo
Servicing
Restoration
Spares
All Models

LANCIA MONTE CARLO SPYDER
Sports DHC, met champagne, all original, one owner from new, 21,000 miles genuine, extras including alloys and air conditioning.
£8,250
PEDIGREE CARS of BURTON
0283 44345 or
0860 727582

TOWER GARAGE

1972 ASTON MARTIN DB6 MK2 Manual, blue, tan hide **£95,000**

1962 ASTON MARTIN DB4 SERIES 4. Metallic grey, red hide, overdrive, electric windows **£85,000**

1964 ASTON MARTIN DB5. Vantage engine, blue with hide interior **£99,500**

1971 PORSCHE 911S. Olive, black trim, electric sunroof, 14,200 miles **£35,000**

1966 AUSTIN 1100. Beige, beige trim, 5,600 miles **£4,000**

1927 BUICK OPERN TOURER. Ivory **£17,500**

1929 CHEVROLET OPEN TOURER. Fawn with brown wings **£15,000**

OXFORD ROAD, STOKENCHURCH BUCKS HP14 3SX
TELEPHONE: RADNAGE (024 026) 3355

BMW 2002 CENTRE

JAYMIC

0263 511710/512883
SPARES REPAIRS RESTORATION
Send £1 for catalogue
JAYMIC Ltd., Norwich Road
Cromer NR27 0HF

THOROUGHBRED COVERS
Manufacturers of
High Quality Vehicle Dust Covers
Protect your cherished paintwork with our high quality covers, individually craftsmen mand from **100% cotton**
"NEW — outdoor use waterproof breathable, blue synthetic covers from £120. **De-Luxe** cream or navy brushed cotton dust covers from £64." Also **Tailored Covers** in any of the materials. Please ring for details.
SEMI-TAILORED DUST COVERS in standard cotton — engineer designed with elasticated ends:

For sportscars up to **13'2"** long	**£39.75**
For sportscars up to **15'4"** long	**£44.75**
For sportscars up to **17'0"** long	**£49.75**
For saloons up to **15'4"** long	**£49.75**
For saloons up to **17'1"** long	**£59.75**
For saloons up to **17'1"** long	**P.O.A.**

REGULAR DUST COVERS with tie-on corner tapes in standard cotton. 15'9"8" **£19.95.** 17' x 9'8" **£23.95.** 20' x 11'6" **31.75.** 24' x 13'5" **£44.95.**
STORAGE —BAG £5 P&P £3.50 per cover. **Our prices include VAT.** Please specify car model. Free inbals if requested. Payment with order please to
THOROUGHBRED COVERS
349 Kirkstall Road, Leeds LS4 2HD.
Telephone **(0532) 795079** or
(0532) 610695 evenings/Sundays.
Fax **(0532) 310835**

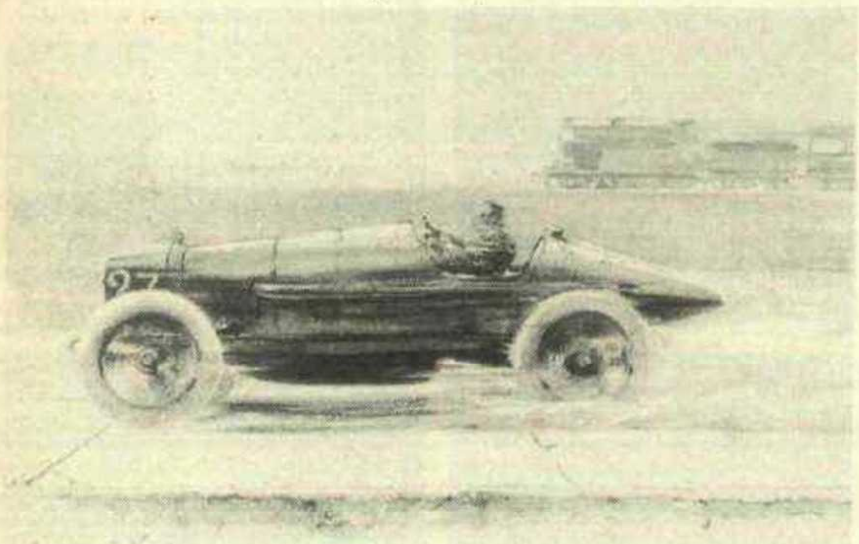
MOTORING COLLECTORS ITEMS

including the remaining contents of the Roy Nockolds Studio

Saturday 4th November 1989 at 2.00 pm

at

The Telford Hall
95 Horseferry Road, London SW1



Guy Lipscombe — Sir Malcolm Campbell on Bluebird at Brooklands, watercolour — 28cm × 45cm £7000-£10,000

Illustrated catalogues £3.50 p.p inland (£6.00 overseas) available two weeks prior.

ENTRIES NOW INVITED

ONSLOW'S Auctioneers, Metrostore, Townmead Road, London SW6 2RZ. Tel; 01-793 0240

Guildford Sports and Classic Cars

MGCC and MGOC



1931 Morris Minor Folding Head Saloon. Maroon, black, fresh MoT **£3,950**
1936 Talbot 10 Airline Coupe. Very original **£4,250**
1950 Riley 1½ Litre RMA. Pearl grey, black, extensively rebuilt **£5,250**
1930 Austin 7 special. VSCC accepted, very pretty car **£4,250**
1959 Austin Healey Sprite Mkl. Olde English white, fully restored, correct in all details **£6,500**
1982 Triumph Spitfire. One of the last handful produced, vermillion, low mileage **£3,850**

MGB Roadsters. As always, always a good selection available. Please ring for details.
1972 Triumph TR6. Sapphire blue, very carefully maintained **£8,250**
1957 Wolseley 1500. 41,00 miles only, maroon/champagne **£2,850**

All British Sports, Vintage & Classic Cars purchased for cash or sold on clients behalf

DEAL WITH THE ENTHUSIASTIC SPECIALIST — OVER 20 YEARS EXPERIENCE

PLEASE RING ROBIN LAWTON FOR AN APPOINTMENT TO VIEW

GUILDFORD (0483) 570242 / (0860) 517567 (mobile)

★ ***FULL SERVICE AND RESTORATION FACILITIES*** ★

PIONEER AUTOMOBILES

Andover Rd, Whitchurch, Hants RG28 7RL
Tel (0256) 896483 or 0860 716170



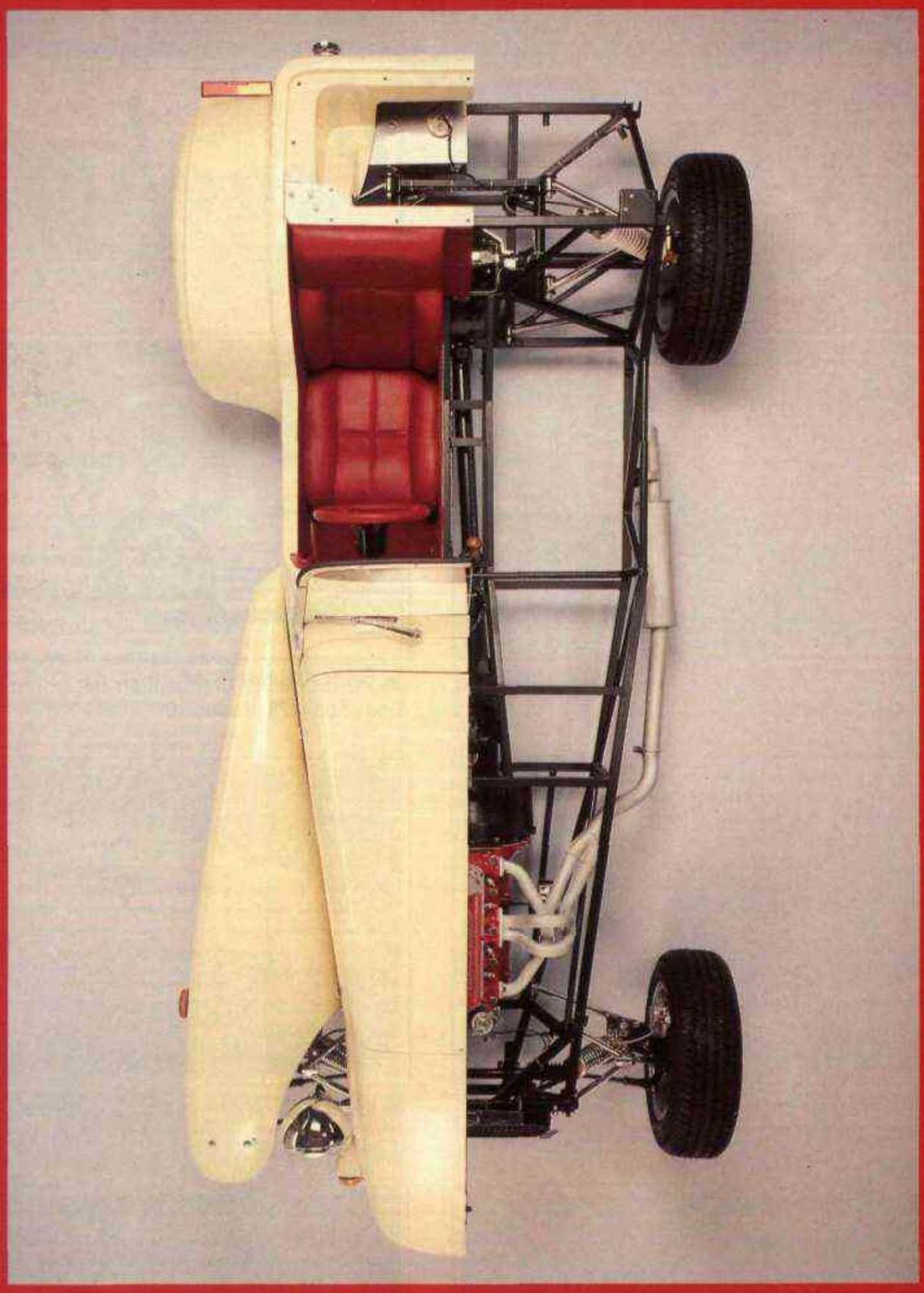


1953 BENTLEY R type, manual gearbox, a beautiful example **£21,500**

1968 M.G.C. roadster, bodily rebuilt and retrimmed **£8,950**

1924 BUICK four seat tourer just being re-trimmed, repainted red/black. .....
1934 AUSTIN 12/4, blue/black, new clutch just fitted, nice family car **£6,950**
1936 AUSTIN 10 SHERBORNE, stored 22 years, fresh paint & MoT **£4,750**
1958 M.G. Magnette ZB Varitone, 1 lady owner, full history, grey/black **£4,250**
1968 DAIMLER V8 saloon with MANUAL gearbox, o/d, in restoration .....

ILLUSTRATED STOCK LIST AVAILABLE — CARS WANTED — PART EXCHANGE SUFFERED



Who Said Beauty Is Only Skin Deep?

The Westfield SEi

Beautiful Car • *Beautifully Built*

Phone or Write for free Details to:

Westfield Sports Cars Ltd

5 Gibbons Industrial Park · Dudley Road
Kingswinford · West Midlands · DY6 8XF
Telephone: (0384) 279650/279825 · Fax: (0384) 288781

William Loughran



85 FERRARI 288 GTO Red, Black hide, electric windows, megaphone exhaust, 14,000 kms.



89 PORSCHE 959 Competition car, extremely rare, one of only 29 produced.



72 FERRARI 365 GTC4 Magnificent example. Has been part of a well-known Ferrari collection for many years. 30,000 miles. Full service history.



85 LAMBORGHINI Countach QV The first Right Hand Drive QV to be brought into the United Kingdom. Well documented history with Portman Garages. 38,000 kms.



86D ROLLS-ROYCE Corniche Convertible One owner, car supplied by ourselves, 3,000 miles, very high spec.



89 PORSCHE Speedster Left Hand Drive, 2,000 kms. One of a rare limited edition.

Many more interesting cars available. Please ring for details.

THE HAWTHORNES · GILL LANE · WALMER BRIDGE · PRESTON · PR4 5QN
TELEPHONES (0772) 613114/613213 · TELEX 67294 ANGEL G · FAX (0772) 615104

HAMPSON

Telephone: 0606 559054/061-747 0561 0836 702737 anytime
Fax: 0606-86-1283



MERCEDES BENZ 600 PULLMAN LIMOUSINE SIX DOORS — 1968. Owned by Apple Films and Ringo Starr since 1969. Comprehensive documented history from new, very low mileage, every conceivable extra including air conditioning, video, TV. A unique opportunity to acquire this car.

PEAK VIDEO

BRITAIN'S Nº1 TRANSPORT VIDEO SHOP

with a large range of titles in VHS & Beta formats, and facilities to PREVIEW BEFORE YOU BUY.
Shop open every Sat & Sun 10am-5pm at

MATLOCK (TOWN) RAILWAY STATION, DERBYSHIRE

EXPRESS MAIL ORDER SERVICE from **PEAK VIDEO (DEPT MS), PO BOX 404, DRONFIELD, SHEFFIELD S18 6DR.** Telephone Hotline for Access and Visa:- **0246 411562**

THIS MONTH'S PEAK SELECTION

Austin Film Library. 90 mins	£19.95	**'89 Mille Miglia.** 50 mins	£9.99
The Mini Video. 75 mins	£15.95	**Crash Greatest Hits.** 30 mins	£9.99
MG Film Library (1). 56 mins	£19.95	**Crash 3 Plus Jump.** 50 mins	£9.99
MG Film Library (2). 50 mins	£19.95	**1973/74 Avon Tour of Britain.** 60 mins	£9.99
Radio Le-Mans '89. 90 mins	£19.95	**1976 Texaco Tour of Britain/76 GP.** 60 mins	£9.99
New Zealand Rally '89.	£12.95	**Paris/Dakar '89.** 73 mins	£29.90
Argentine Rally '89.	£12.95	**Henry Toivonen.** 60 mins	£17.25
'88 World Rally Championship. 60 mins	£9.99	**The Vatanen Touch.** 40 mins	£14.95
'73 Scottish Rally/'75 RAC Rally. 45 mins	£9.99		

POST FREE DELIVERY ON ALL TAPES — ALL TAPES SUBJECT TO AVAILABILITY

MANOR CLASSICS

Tel: 0295 758355 BANBURY
Fax: 0295 758479



1933 ALVIS SPEED 20 VDP TOURER. 3 owners, full history, totally and exquisitely restored to an unbelievable standard, no expense spared, 3,000 miles since. Fitted 3½ litre SP25 engine, giving top speed over 100 mph, everything is correct and perfect. Obviously it has won numerous concours, but it is set up and sorted to be used and enjoyed. This car is v. rare, desirable and v. expensive.

1925 BENTLEY 3 LITRE speed model, original VDP 4 str body, v. special, suitable only for the discerning.

1934 ROLLS ROYCE 20/25. Attractive Windover body, delightful example with excellent history.

1973 ROLLS ROYCE SILVER SHADOW. Unusual example having had only 3 owners and 50,000 documented miles. It loves and feels like new, finished in silver with blue hide and Wilton.

1959 TRIUMPH TR3A ex California car, in UK 2 yrs, completely rust free and superb. Another example but RHD and nearing total restoration. Expensive but the best.

1979 FIAT 130 COUPE. 16,000 miles, 2 previous owners.

1966 LOTUS ELAN S3. DHC, Vegantune engine, total restoration to highest possible standard, everything new.

1966 AUSTIN HEALEY 3000 MKIII. Low mileage, v. original, LHD.

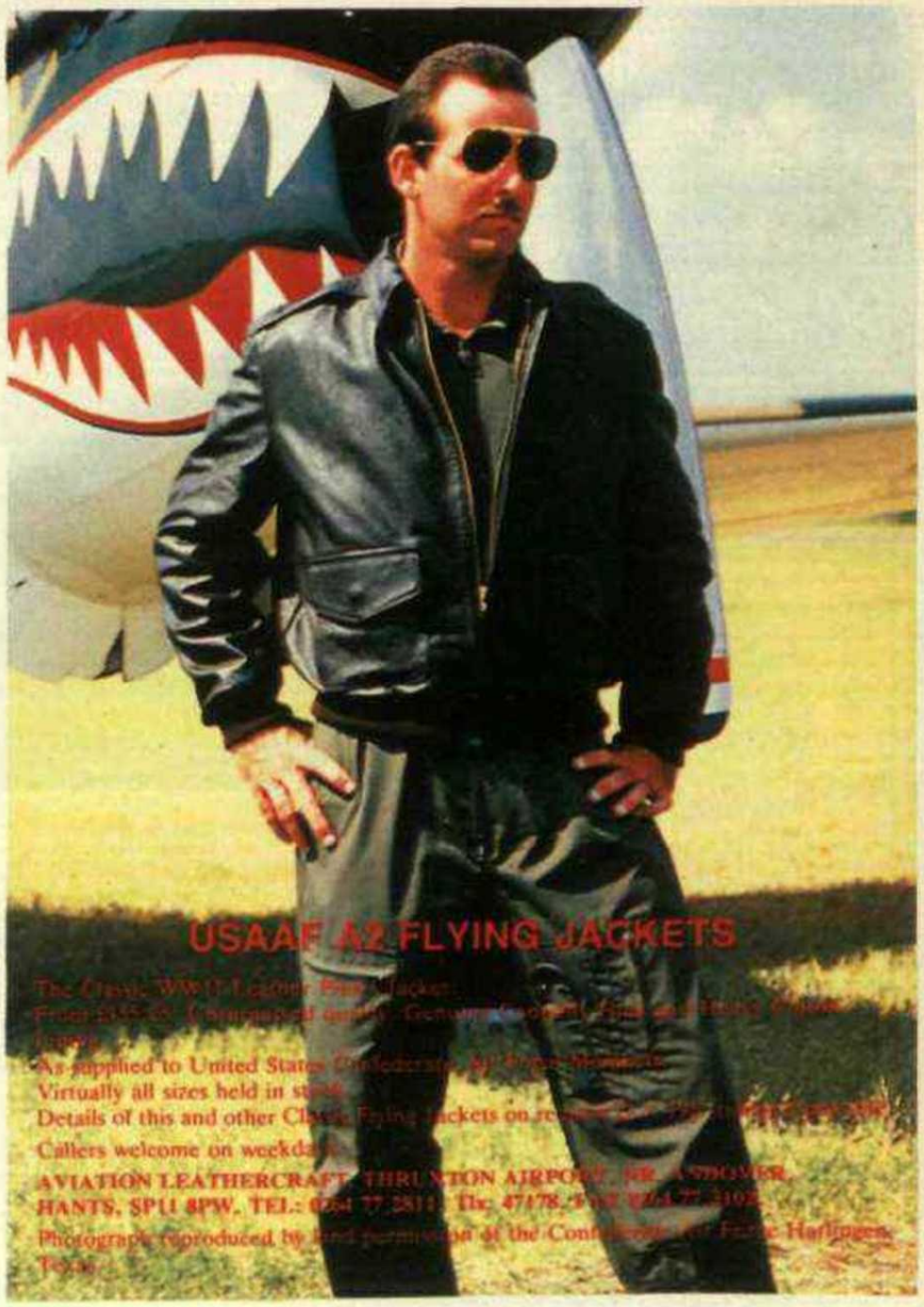
PLEASE TELEPHONE FOR MORE DETAILS & APPOINTMENT TO VIEW



Moto-Lita

Since the early Fifties, Moto-Lita steering wheels have been selected by A.C., Aston-Martin, Rolls-Royce, Saab, Opel, British Leyland, Racing car manufacturers and International Race and Rally teams for their comfort, quality and functional good looks. Available in styles and colours to suit your taste and car, with boss applications for over 600 British, European, American and Japanese Cars, including Classics! Also Classic replacements now available for E Type, Cobra, Ace, Aston, Lotus and Cooper. Call or write for catalogue 2 × 19p stamps appreciated. $3.00 (BILLS please) USA. Trade and Export enquiries welcome!

Hand made in England by Moto-Lita Ltd. Dept PT, Thruxton Racing Circuit, Nr Andover, Hants SP11 8PW.
Tel: 026477 2811. Telex: 47178 Wheels G. Fax: 0264 773102.
Hours of business 8.30–5.30, weekdays.





FERRARI 512 BB

Carburettor, L.H.D., 1977
1 owner, 14,500 klms, interesting history, absolutely pristine, U.K. taxes paid.

£200,000

(Can be viewed Central London)

Phone 0624 880445
or Fax 0624 880828

FERRARI NEWSLINE

If you are buying or selling, or just an enthusiast you must call

0898 700927

- STATE OF THE MARKET
- INVESTMENT TIPS
- CURRENT PRICES
- REGULARLY UPDATED

Calls charged at 38p per minute peak
25p per minute off-peak

HAMPSON

Telephone: 0606 559054/061-747 0561 0836 702737 anytime
Fax: 0606-86-1283



CHEVROLET CORVETTE STINGRAY 427, 1968. Big block, 7300cc, 390hp, 4-speed, manual, hard & soft tops, very fast. Excellent.

Tel 01-221-2077
After Hours Answering
Cellphone 0836-748248

The Autodrome

Fax 01-727-7750

Investment and Classic Sports Cars.



MERCEDES 300 SL, 1957



ASTON MARTIN V8 VANTAGE, 1982

ASTON MARTIN
Examples from our constantly changing stock.
DB 2/4 MKII, 1957, Royal blue, grey hide.
DB MKIII DROPHEAD, 1958, deep blue grey, black hide, one of 84 made, 2 owners exceptional car.
DB5, 1963, Black pearl, red hide, extensively refurbished.
DB6 MkI, Manual, 1968, Dubonnet rosso, tan hide.
DB6 Volante, 1968, Sopwith blue, tan hide.
V8, Manual, 1977, Celeste blue, black hide, exceptional.
V8 VOLANTE, 1980, manual, Windsor red, magnolia hide, one owner, FSH, low mileage, very rare.
V8 VANTAGE, 1982, Burnham green, magnolia, very low mileage, LHD

35 ASTON MARTINS IN STOCK, PLEASE CALL FOR FURTHER DETAILS.

JAGUAR
XK 120 ROADSTER, 1954, original RHD, old English white, red hide.
XK 120 ROADSTER, 1952, original RHD, BRG, green connolly hide, superb.
XK 150 DROPHEAD, RHD, 3.4 manual overdrive, good example.
E TYPE V12 ROADSTER, 1974, red, black, original series III roadster.
E TYPE SERIES II 4.2, Carmine red, black connelly hide, original RHD.
E TYPE V12 ROADSTER, 1973, Artic white, black hide, RHD, extensively rebuilt.
MARK II 3.4, Manual overdrive, BRG, tan.

MERCEDES
190 SL ROADSTER, 1962, original RHD, blue, white hard top.
190 SL ROADSTER, 1961, red cream hide piped red, RHD, rust free, new connelly hide interior.
280 SL ROADSTER, 1969, silver grey metallic, black interior, hard and soft tops, extensive service history.

FERRARI
308 GTB, Carburetter, 1979, dry sump, Rosso, black hide, air-con, concours low mileage example, RHD.
DINO 246 GT, 1971, Rosso, black leather interior, fully restored, LHD.

OTHER GREAT MARQUES
AUDI SPORT QUATTRO, SWB, 1987, red, 300 BHP, gruppe B spec, low mileage.
AUSTIN HEALEY 3000 MKII, 1963, Healey blue, navy interior, LHD.
AUSTIN HEALEY 3000 MKIII PHASE 2, 1965, red over black, black hide, magnificent.
ALFA SPIDER, 1972, navy blue, burgundy.
JENSEN HEALEY MKII ROADSTER, 1974, storm red, new oatmeal interior.
MINI COOPER, 1969, teal blue, old English white roof, alloys, new interior.
DAIMLER DART, SP250, 1961, Ivory white, brown hide.

All cars in stock at time of going to press. This is not a brokerage

We are open from 9:30 a.m. until 7:00 p.m. every weekday and from 10:00 a.m. until 3:30 p.m. on Saturdays. Off Westhourne Grove, Portobello Market 300 Metres, Tube – Notting Hill Gate.

WE URGENTLY REQUIRE CARS SIMILAR TO THE ABOVE - IMMEDIATE DISCRETE SETTLEMENT - FINDERS COMMISSION PAID

LEDBURY MEWS WEST * LONDON W11 2AE., U.K. **Telephone 01-221-2077 * Telefax 01-727-7750**

HENDON WAY MOTORS

ESTABLISHED 1952

1964 AC COBRA MkII 289. Burgundy, 39,000 miles.
1962 AC COBRA Mkl 289. Red
1986 LOTUS ESPRIT TURBO. Black, 6,000 miles.
1985 (SERIES) LOTUS ESPRIT TURBO. Red, 23,000 miles.
1983 MORGAN PLUS 8. Burgundy, 45,000 miles.
1985 FERRARI 288 GTO. Red, 3,000 kms.
1989 FERRARI TESTAROSSA. Red, delivery mileage.
1984 FERRARI BOXER 512 BBi. Black, 21,000 miles.
1974 FERRARI BOXER 365 GT4 BB. Red, 19,000 miles.
1985 FERRARI 308 GTS. Red, 27,000 miles.
1985 FERRARI MONDIAL QV CONVERTIBLE. Red, 18,000 miles.
1983 FERRARI MODIAL QV. Red, 40,000 miles.
1983 FERRARI MONDIAL QV. Blue, 49,000 miles.
1983 FERRARI 308 GTB. Blue, 41,000 miles.
1982 FERRARI 308 GTSi. Red, 42,000 miles.
1981 FERRARI 308 GTB. Black, 22,000 miles.
1981 FERRARI 308 GTB. Red, 23,000 miles.
1978 FERRARI 308 GTS. Red, 56,000 miles.
1976 FERRARI 308 GTB. Fibreglass, Maranello Challenge cup winner 2 years running. (Competing in Series at the present time)
1979 FERRARI 308 GT4. Red, 44,000 miles.
1973 FERRARI DINO 246 GT. Yellow, 41,000 miles.
1973 FERRARI DINO 246 GT. Red, 28,000 miles.
1966 FERRARI 330 GT 2+2 MkII. Blue, 57,000 miles.
1983 LAMBORGHINI COUNTACH 5000 S. RHD, white, 8,000 miles.
1981 LAMBORGHINI COUNTACH LP400S. RHD, white, delivery mileage.
1978 LAMBORGHINI URRACO 300. LHD, blue, 35,000 miles.
1976 LAMBORGHINI URRACO 250. Red, 22,000 miles only.
1973 JAGUAR E-TYPE ROADSTER. Red, 34,000 miles.
1972 JAGUAR E TYPE ROADSTER. Red, 41,000 miles.
1972 JAGUAR E-TYPE 2 + 2 Auto. Navy, 34,000 miles, personalised No.
1970 JAGUAR E-TYPE 4.2 ROADSTER. Red, 1 owner, ex Rolling Stones.
1965 JAGUAR E-TYPE 4.2 FHC 2 Seater. Red.
1989 PORSCHE 911 TURBO TARGA. Red, delivery mileage.
1989 PORSCHE 911 SSE CABRIOLET. Red, 6,000 miles.
1989 PORSCHE 911 CARRERA SSE TARGA. Blue, 6,000 miles.
1989 PORSCHE 911 CARRERA SPORT TARGA. Black, 10,000 miles.
1987 PORSCHE 911 TURBO. Blue, 3,000 miles.
1987 PORSCHE 911 CARRERA SPORT TARGA. White, 30,000 miles.
1987 (SERIES) PORSCHE 911 CARRERA SSE COUPE. Red, 36,000 miles.
1987 PORSCHE 911 CARRERA CABRIOLET SPORT. White, 28,000 miles.
1986 PORSCHE 911 CARRERA SPORT TARGA. Red, 32,000 miles.
1986 PORSCHE 911 CARRERA SE TARGA. Meteor metallic, 13,500 miles.
1986 PORSCHE 911 CARRERA SSE CABRIOLET. Prussian blue, 41,000 miles.
1985 PORSCHE 911 CARRERA SPORT COUPE. Red, 31,000 miles.
1973 PORSCHE 911 CARRERA RS. Black.
1988 PORSCHE 928 S4 AUTO. Black, 17,000 miles.
1987 PORSCHE 928 S4 AUTO. Diamond blue, 29,000 miles.
1987 PORSCHE 928 S4 AUTO. Red, 15,00 miles.
1987 (Series) PORSCHE 928 S2 AUTO. White, 22,000 miles.
1985 PORSCHE 928 S2 AUTO. Silver, 41,000 miles.
1936 BENTLEY 4¼ Pillarless Coupe. Gurney Nutting, navy, sunroof, very original, full history.
1975 LANCIA STRATOS. 1 owner.
1980 (SERIES) ASTON MARTIN V8 OSCA INDIA. Met blue, 57,000 miles.
1977 ASTON MARTIN V8. BRG, 25,000 miles.
1988 MINI MAYFAIR. Black, 1,100 miles.
1984 BMW 635 CSi AUTO. Met. pale green, 66,000 miles.

393-395 Hendon Way London NW4 3LP. Telephone 01-202 8011/2

For KENT CAMS in London!

For the best selection of Kent cams, contact Chris Montague Carburetter Company



CHRIS MONTAGUE CARBURETTER CO
380/2 Finchley Road
London NW2 2HP
01-794 7766/7



D-TYPE JAGUAR HYBRID

1972, BRG, MOT.
Sensational road-car.

£18,000

Tel: 0296-630833

ASTON MARTIN

OFFICIAL PARTS & SERVICE AGENT
IAN MASON
ASTON MARTIN SERVICES

Conveniently located in the West End for all parts and service requirements, with our own in-house coachworks and computer assisted parts department with instant despatch facilities.

139a Freston Road, Bayswater, London W10
01-727 7678, 01-727 1944.

Heritage
Classics



Austin Healey 100/4. 1956, 4-speed + o/d, white with red interior, white hood. Last owner for 14 years. Stunning.

TR3A. 1961, immaculate red bodywork with black leather interior. Newly rebuilt engine, running in.

ARRIVING SHORTLY

MGA Twin-cam Roadster. Superb.
TR3B for restoration.
XK120 Roadster for restoration

TELEPHONE
0252-836374
DAY

0344-779833
EVENING/WEEKEND

FAX
0344-780139



NICK CARTWRIGHT –
SPECIALIST CARS — 0629 583287

512 BB 1977. Red/tan, 17,300 miles, FSH **£200,000**
365 GT 2+2 1969. For restoration, excellent car **£69,000**
328 GTS 1987 E. Red, magnolia, 1,700 miles, rear aerofoil, totally unmarked **£87,950**
328 GTS E. Black, red, 4,000 miles ..... **£POA**
308 GTB 1977. Glassfibre, red/black, 11,000 miles, speedlines, deep spoiler, concours **£89,000**
308 GTS 1980. Red, tan, 8,000 miles, FSH ..... **£POA**
308 GT4 1978. Blue ribot, tan leather, 36,000 miles, widewheels, factory sunroof, FSH, fully detailed **£48,000**
308 GT4 1978. Blue serra, magnolia/blue leather, 39,000 miles, full body restoration, concours **£50,000**
246 GTS 1974. White, black leather, 12,000 miles, fully restored and prepared by ourselves **£150,000**
246 GT 1974. Blue chiaro, tan leather, fully restored by ourselves, 36,000 miles **£120,000**
246 GT 1974. Red, tan leather, 26,000 miles, two owners, restored .. **£110,000**
246 GT 1974. Red, black leather, 32,000 miles, good history, excellent condition **£98,000**
400i 1984. Blue chiarro, blue leather, 27,000 miles **£48,500**
911 Turbo 1987. Guards red, black/red leather, LSD, 1 owner **£58,950**

We have at present 7 Dino's being restored.
Please ring for details
Ferrari's desperately

(0629) 56999

UNIT 3/4/5 & 17 BROOKFIELD ESTATE, TANSLEY, MATLOCK, DERBYSHIRE

PAUL BEC

CLASSIC and VINTAGE

The widest choice at highly competitive prices

UPHOLSTERY MATERIALS TRIMS, PIPINGS
(cloths, hooding, carpet, door trim etc.)

RUBBER & SPONGE MOULDINGS & WINDOW CHANNELS

ACCESSORIES & NUMBER PLATES

COACHFITTINGS & ELECTRICAL ITEMS

All you need for vehicle restoration — fully listed in our catalogue, £1 UK, £2 Europe, £3 (or equivalent bills) elsewhere, post paid.

PROMPT MAIL ORDER DESPATCHES — CALLERS WELCOME during office hours

Credit Card Orders Accepted
VINTAGE SUPPLIES (MS)
Folgate Road
North Walsham, Norfolk NR28 0AJ
Tel: North Walsham (0692) 406343

Genuine Mercedes Benz PARTS
for all
NON-CURRENT MODELS
in stock
NOW!

- Huge stocks
- Prompt Delivery
- Very Keen Prices

TRY US FIRST
Phone Kevan or Martin on
0742 753391

DUNCAN HAMILTON
& CO., LTD.

Specialists in Historic Cars

For over 40 years the name of Duncan Hamilton has been respected the world over as the supplier of some of the finest and most valuable historic cars.


1976 Ex- Niki Lauda Ferrari 312 T1

If it were possible to gather together all the cars that have passed through our show rooms in recent years it would surely make the most exciting automotive collection in the world, but understandably these desirable cars do not remain with us for long; which makes advertising particular cars in monthly magazines a problem.


1976 Ex- James Hunt World Championship winning McLaren M23


1960 Mercedes-Benz 300SL

Stock often changes in the time it takes for the magazine to be printed. Rather than advertise cars which may have already been sold we invite you to study the examples of cars we have recently handled and then call Adrian Hamilton to discuss your own personal requirements.


Ferrari Daytona


Ex- John Fitzpatrick/Dereck Warwick Porsche 956

DUNCAN HAMILTON
& CO., LTD.

THE SQUARE · BAGSHOT · SURREY · GU19 5AX · ENGLAND

Telephone:(0276)71010 Fax:(0276)71270
Telex:858334



ALL METAL 1/20th SCALE MODEL CARS AVAILABLE IN KIT AND FINISHED FORM

Bellini racing car models
the Collectors' Choice



Models include: Maserati 250F; BRM P25; Austin 750 OHC; Jaguar D Short/long Nose; Aston Martin Ulster; Ferrari 250 TR; Lagonda M45; Lotus 16; Chevron B8; Ford GT40; ERA 1935-39; Spice Pontiac IMSA 1986

For free coloured brochure write: ***Bellini Freepost, Dept. BMS600***
Charwell House, Wilsom Road, Alton, Hants GU34 2TJ
VISA/ACCESS CARDS ACCEPTED

REES BROS.
VINTAGE & CLASSIC

69 Gordon Road
Aldershot, Hants.
GU11 1NG

EST 1921

Tel: (0252) 23038

Open: Mon-Fri (Fri late till 7pm), Sat by appointment



RESTORATION & SERVICING

- For Pre- & Post-War Classic cars
- All aspects of car restoration and care

CARS FOR SALE

1947 RILEY RMA for restoration, with spares	£12,000
1966 AUSTIN HEALEY SPRITE. For completion	£600
1937 MORRIS 10/4. Excellent condition, expected shortly	POA
1953 DAIMLER CONQUEST. Excellent condition, expected shortly	POA

WANTED — TR'S TO PURCHASE FOR CASH — ANY CONDITION

Enthusiastic craftsmanship at very competitive cost

ADVICE & ESTIMATES FREE & WITHOUT OBLIGATION

CAVALLINO

Alongside our successful Ferrari operation, we have introduced the

PORSCHE 924 TURBO

This car, which combines a 5 speed racing gearbox with a potent 150 bhp turbocharged engine, was made in limited numbers and is now recognised as a future Classic Investment. Our current stock includes:

1982(X) Beige, 48,000 miles, FSH. Immaculate car.... **£8,495**
1981(X) Metallic Green, 2 owners. 24,000 miles.
Superb condition..... **£10,500**
1981(W) Red. Sun roof. 54,000 miles. New turbo..... **£7,595**
1980(V) White/Red. 64,000 miles. A/C.
1st class history..... **£6,495**

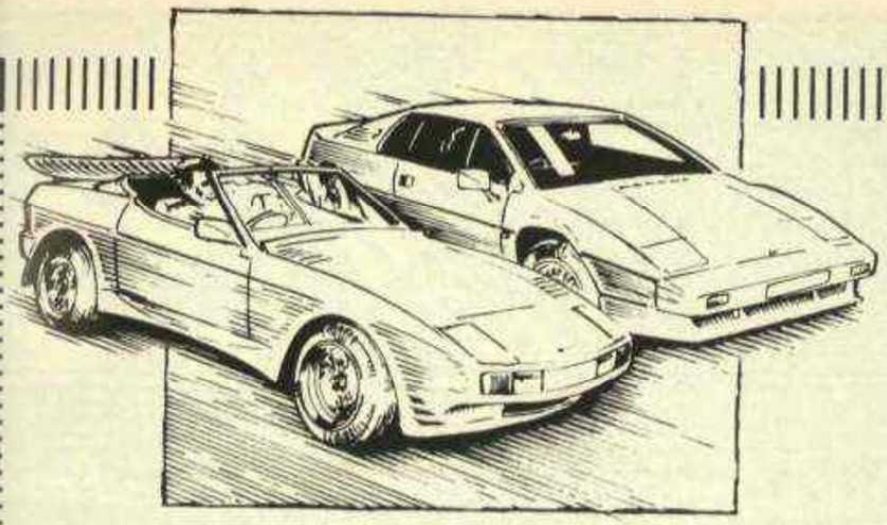
GOOD 924 TURBO'S always WANTED

CALL NEIL JONES 037 388 563 / 0860 621098

RETIRED PHARMACIST REQUIRES

MORGAN D.H.C. and CLASSIC M/CYCLE

Please telephone 0453 873291



THE DRIVING FORCE

If you want to own a car of exceptional quality, reliability and performance, then visit Christopher Neil.

We have the largest selection of Lotus cars in the world and are also main dealers for TVR sports cars.

And all this is backed by a 15 year reputation for absolute dedication, genuine customer care, professional advice and parts and servicing support.

LOTUS

1988 F **ESPRIT TURBO** (89 Mod). Med blue, cream hide, 2,500 miles..... £30,950
1988 F **ESPRIT TURBO.** White, claret hide, full spec, 5,000 miles..... £28,950
1987 E **ESPRIT TURBO.** Silver, red hide, a/con, 9,000 miles..... £21,950
1986 D **ESPRIT TURBO.** Blue, cream hide, full spec, 19,000 miles..... £19,950
1982 X **ESPRIT TURBO.** Ice blue, black hide, a/con..... £11,950
1987 E **ESPRIT HC.** Blue, sand hide, 'roof', 18,000 miles..... £18,500
1985 C **ESPRTI S3.** Red, stone hide, 'roof', 28,000 miles..... £15,950
1984 B **ESPRIT S3.** Red, black trim, 49,000 miles..... £12,950
1982 X **ESPRIT S3.** Yellow, black hide, 49,000 miles..... £9,950
1978 S **ESPRIT S2.** White, red hide..... £6,950
1989 F **EXCEL SE.** Red, mag. hide, a/c, 3,000 miles..... £22,950
1987 E **EXCEL SE.** Red, sand hide, 11,000 miles, F.S.H. £17,950
1987 D **EXCEL 111.** Red, cream hide, a/con., 29,000 miles..... £15,950
1985 B **EXCEL 111.** Essex blue, cream hide, 28,000 miles..... £10,950
1984 B **EXCEL 11.** Silver, blue hide, 48,000 miles..... £9,950
1984 A **EXCEL 11.** Red, black hide, 51,000 miles..... £9,950
1982 X **EXCEL 1.** Red, beige trim, 35,000 miles, FSH..... £7,950

NEW TVR MODELS IN STOCK OR TO ORDER FOR EARLY DELIVERY. SEE THE 2.9 'S' AND 400 MODELS

TVR

1989 F **400 SE.** Italian red, magnolia hide, 1,000 miles..... £24,950
1988 E **420 SEAC.** Italian red, black hide, 12,000 miles..... £22,950
1989 F **350 I.** Italian red, biscuit hide, 1,000 miles..... £19,500
1987 E **390SE.** Midnight blue, biscuit hide, 34,000 miles..... £16,950
1986 C **350 I.** Arctic white, blue hide, 33,000 miles..... £14,950
1986 C **350 I.** Italian red, biscuit hide, 38,000 miles..... £13,950
1984 B **350 I.** Blue met, black trim, 49,000 miles..... £11,950
1983 A **280 I FHC.** White, blue trim, BBS wheels, 48,000 miles..... £8,950
1989 F **'S'** Italian red, biscuit hide, 1,000 miles..... £16,250
1988 F **'S'.** Mica blue, grey trim, 6,000 miles..... £14,500
1988 E **'S'.** Arctic white, blue trim, 13,000 miles..... £13,950

ALL CLASSIC LOTUS FULLY RESTORED TO ORDER

LOTUS ELAN – CHOICE OF 6 LOTUS ELAN +2 – CHOICE OF 6
PRICES FROM £3,000 to £18,000

This is just a sample from our stocks. Do please call us for a complete and up to date list as new cars are arriving daily. Leasing/lease purchase facilities are available at competitive rates. We are always keen buyers of Lotus and TVR.

TVR TVR TVR

CHRISTOPHER NEIL LTD

MIDDLEWICH ROAD · NORTHWICH
CHESHIRE · CW9 7BP · ENGLAND
TEL 0606 47914 · TELEX 665732

420 SE

1988 (E) Lake green, Doeskin full hide, Wilton, PAS, Zender, wooden wheel/knob, remote alarm, uprated stereo, 11,000m **£22,950**

400 SE

1989 (G) Mica red, flint half-hide, Wilton, 450SE spoiler, 3,000m **£25,250**

1989 (F) Rose Quartz, grey half-hide, Wilton, grey hood, 8,000 miles **£23,950**

390 SE

1988 (E) S/2 Convertible, Mica blue, grey hide, SEAC Dash, PAS, 3,000 miles **£22,950**

1987 (E) S/1 Convertible, claret metallic, grey hide, PAS, OZ wheels, 9,000 miles **£20,950**

350i"s

1989 (F) S/2 Convertible, Mercury grey, magnolia hide, Wilton, PAS, 2,000 miles **£20,250**

1989 (F) S/2 Convertible, white, grey half-hide, PAS, air conditioning, 2,000 miles **£18,995**

1988 (E) S/2 Convertible, Italian red, grey int, PAS, 15,000 miles **£17,450**

1988 (E) S/2 Convertible, Arabian blue, doeskin int, PAS, 12,000 miles **£17,450**

1984 (A) S/1 Convertible, metallic gold, peat trim, 22,000 miles **£11,550**

TVR "S"

1988 (E) TVR "S" Convertible, Italian red, black hide, black hood, 20,000 miles **£13,250**

280i"s

1984 (A) S/2 Coupe Auto, Crystal green, green interior, C/D/L alarm, 34,000 miles **£8,750**

1983 (Y) S/1 Convertible Auto, met gold, peat interior, brown hood, 28,000 miles **£7,995**

1982 (X) S/2 Coupe, white, blue interior, auto, sunroof, coded wheels, 50,000 miles **£7,250**

PERFORMANCE ALL ROUND

The TVR Centre is the UK"s largest TVR dealership. We always keep an extensive range of new a d used models, and we"ve got the largest stock of parts and accessories outside the TVR factory itself. In addition to routine servicing we can offer retrimming facilities, vandal damage repairs, engine/suspension modifications, crash repairs, collection/recovery service, hire car facilities, TVR regalia . . . in fact anything for your TVR!

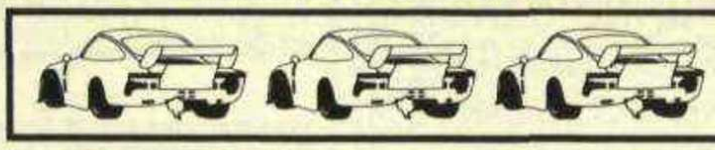
Remember we only deal in TVR"s and collectively have over 40 years experience.

THE TVR CENTRE
Barnet Road, Arkley, Barnet, Herts
Telephone **01 440 6666** (sales)
01 449 4939 (service/parts)
0836 693513 (mobile buyer)

GILES COOPER LIMITED

WYKEHAMS LTD

Morgan



Alfa Romeo

6 KENDRICK PLACE · REECE MEWS
SOUTH KENSINGTON · LONDON SW7



LONDON'S LEADING OFFICIAL DISTRIBUTOR

Late Morgans always in stock

WANTED

Your Morgan — ring now for a staggering cash offer

Also Servicing & Repairs, Parts & Accessories

HIGH PERFORMANCE CAR SPECIALISTS

BMW M1

One of 450 built, finished in GP white with black leather, air conditioning, German spec, 19,000 miles only. Timewarp original condition.



Tel: 01-589 6894
Fax: 01-589 8886



CENTRAL LONDON'S MOST CONVENIENTLY SITUATED OFFICIAL DISTRIBUTOR

With all models available ex stock and demonstrations by experts.

Try our lease purchase schemes.

Remember our local servicing and parts facility.

AT YOUR NEWSAGENT EVERY MONTH

£1.00

MOTORCYCLE SPORT



★NEWS
★INDUSTRY UPDATES
★HIGH PERFORMANCE ROAD TESTS
★1989 GRAND PRIX

AUTOFARM

PORSCHE SPECIALISTS

0442 890911



TURBO TARGA. Based on 1977 Carrera 3.0. Fitted with 3.3 Turbo engine and 5 speed transmission. Turbo bodywork and our own 'Flat Front' conversion, carried out in 1981 ..... **£29,500**



Porsche 944 'S' **£29,500**

Also

944 Turbo **£20,450**
944 — Choice of 3 from **£11,495**
924 — 1985 White **£8,995**



1973 Carrera RS
RHD Touring — Restored
LHD Lightweight — 30,000 miles, 1 owner
LHD Touring — 50,000 miles, 1 owner
LHD Touring — Orange
CALL FOR DETAILS



1980 911SC. Fitted LWT front and rear bumpers, lowered race suspension and competition seat. Great road car with lots of history **£15,000**



3.3 Turbo 1985 (C). Absolutely stunning car with only 29,900 miles. Full spec, with leather interior **£54,450**

MORE CARS IN STOCK – CALL US FOR DETAILS

Reichle & Kaul

Why don't you buy your quality used car in Germany?

Come, see and compare!

You will find a wide range of BMW, Porsche and Mercedes

We are your BMW Dealer 15 min. from Frankfurt Airport

Call for information:

Tel.01049-6182-68091 Fax.01049-6182-66686

OUR SPECIAL OFFER:

BMW 320i Cabriolet 8/88, all extras **£13,500**
BMW 635csi Motor Sport Coupé. 218P5, M Technic, all extras **£15,000**
BMW 635csi Coupé. 218P5, all extras **£9,500**
BMW 320i '87. Good options **£8,500**
BMW 735iA '88. All extras, low mileage **£20,900**
Porsche 911 Carrera Cabrio 5/88, RHD, restored, in mint condition ..... **POA**

A large stock of other cars is available

Grayshott

MASERATI

Main dealers in Surrey, Sussex and Hampshire

1989(F) Coupe S.E. Dark aqua, beige hide, air cond, 5,000 miles. EX DEMONSTRATOR **£31,495**
1988(E) Spyder. Red with beige hide, alloy wheels, air cond, stereo, 13,000 miles **£27,995**
1987(E) Spyder. Dark aqua, beige hide, air cond, OZ alloy wheels, 13,500 miles **£25,995**
1987(D) Coupe. Red with dark tan hide, air cond, alloy wheels, 15,700 miles **£19,995**

Specialist Cars

1973(M) Ferrari 365 GTB4 Daytona. Dark red, beige hide, air cond, original tools, books etc., 14,000 miles **£475,000**
1988(F) Lamborghini Countach 5000 QV. White with black hide, rear aerofoil, RHD, 5,000 miles **£235,000**
1970(H) Aston Martin DB6 MkII Fi Vantage. Olive green, natual hide, chrome wire wheels, 28,400 miles **£199,995**
1988(F) Porsche 911 Turbo Cabriolet. Velvet red, cashmere hide, piped burgundy, 785 miles **£109,995**
1960 Aston Martin DB4 SRII. Black, beige hide, chrome wire wheels, 54,000 miles **£99,995**
1987(D) Ferrari Mondial 3.2 Cabriolet. Red with magnolia hide, air cond, leather hood cover, 20,300 miles **£99,995**
1988(E) BMW 750 IL. Dolphin metallic, anthracite buffalo hide, cross spoke alloys, 19,900 miles **£34,995**
1984(A) Morgan +8 Lightweight. British Racing Green, magnolia hide, 6,400 miles **£21,995**
1989(F) Isuzu Trooper 2.6i L.W.B. Citation. Red over pewter, air cond, front nudge bar, rear seats, 10,500 miles **£17,495**

National appointments available from our comprehensive range of demonstrators

THE GRAYSHOT MOTOR CO. LTD.
HEADLEY ROAD, GRAYSHOTT, NR. HINDHEAD, SURREY
TEL. 042 873 6545. FAX. 042873 6940

Melvyn Rutter Limited

Morgan

SALES, SERVICE, PARTS & WORLDWIDE MAIL ORDER

CARS FOR SALE

Ram "Cobra" Replica. Metallic maroon/red leather.

MORGANS FOR SALE

1988 + 8, ivory. **1983 4/4 2 seater,** red/black trim, wires, 7,200 miles. **1983 4/4 4 seater,** ivory/brown leather, wires, Mohair, alloy. **1976 +8,** blue/grey leather, restored by us. **1968 4/4 2 seater,** green/tan leather, wires.

Coming hopefully:
1957 Plus 4 Drop-head Coupe
1983 4/4 2 seater, Nut brown/stone
1971 4/4 2 seater, for restoration

WANTED

Concours cars. Road cars. Damaged/ dismantled cars. **All Morgans purchased outright or sell on brokerage** (no commission charged)

LARGEST PARTS STORES OUTSIDE MALVERN

Luggage racks - stainless or chrome
Fold down windscreen conversions
Aeroscreens and Wind deflectors
Stainless exhausts
Tailored dustsheets
Telescopic rear shock kits
Koni & Spax
Stainless threshold plates
Sliding rod mounted mirrors
Wire wheels - chrome & painted
Chrome on brass fittings
Moto-Lita steering wheels
Badge bars and inertia reel seat belts
Bonnet stay kits
Badges, Books and accessories
Steering and Suspension
Brakes, Cables and Cooling
Ali and steel body panels
Wooden dashboards
Wooden bodyframe parts
Clothes and Umbrellas
Stainless fastenings
Electrical components
Hoods, tonneau, interior trim
Over 4000 different parts available, ex stock. FAST DELIVERY.

OUR MORGAN CATALOGUE

Send £2 or US $8 (notes) for copy

INSTRUMENT RESTORATION

We are able to undertake a complete dashboard service. All makes catered for, including Rolls, Bentley, Jaguar, MG, Aston Martin, Morgan etc.

MORGANS WANTED URGENTLY

• Large service and repair facilities • Paintshop with low bake oven • Woodshop • Trim shop
Mechanical/Paint/Trim work on Aston Martin, Ferrari, Maserati, Porsche and Morgan of course.

MELVYN RUTTER LTD
The Morgan Garage, Little Hallingbury, Nr. Bishops Stortford, Herts. CM22 7RA
Tel: 0279 725725
Telex: 94011140 RUTT G.
Fax: 0279 726901

Morgan & Classic Cars

1934 — Morgan Family Four 3-wheeler, Matchless watercooled 990cc engine, all original, good condition.
1952 — Morgan F2 3-wheeler, 1172cc Ford engine, MG 4-speed gearbox, good condition throughout.
1937 — Morgan Series I, 2 seater. Ivory/Tan trim, hood and tonneau. Coventry Climax engine, chassis-up rebuild, ideal investment.
1982 4/4 — 2 seater. Dec. reg. Pale blue metallic/black leather, w/wheels, l/rack, d/handles, 35,500 miles.
1975 Plus 8 — 4-speed. Red/tan leather reclining seats, chrome bumpers, l/rack, d/handles, radio/ cassette, private plate, 35,000 miles.
1983 Plus 8 —Maroon/black leather, alloy wings, l/rack, d/handles, 40,000 miles.
1985 Plus 8 —Red/black trim, d/handles, 12,000 miles.
1939 Austin 7 Special — Polished Aluminium body, Speedex cylinder head, dickie seat, immaculate.
1948 Jaguar 2½ Litre Drophead Coupé — Black with tan leather interior, most beautiful motor car and believed only 17 existing.
1962 Daimler Dart — White/Tan leather.
1970 'E' Type Jaguar 4.2 Fixed Head Coupé Series II — Primrose Yellow, 57,000 miles, same owner for 17 years, 57,000 miles.
1971 Porsche 914/4 — 1700cc. Orange, North American spec., very tidy.
1972 MG Midget — 1275cc. Orange, chrome bumper, restored example.

PACKER-DUNCAN

WATERLOO GARAGE, HAGLEY ROAD, OLDSWINFORD STOURBRIDGE, WEST MIDLANDS. TELEPHONE (0384) 395186

COMMERCE HO., WICKHAMBROOK, NEWMARKET. Tel: 0440 820291

RWBanks Alfa Romeo Specialist

OFF THE M11/A45 AN HOUR FROM LONDON



1971 FIAT DINO 2400 COUPE. Beautifully restored car in white, with rebuilt 4 cam Ferrari engine.



1961 ALFA ROMEO 2000 SPIDER by Touring of Milan. Red with black interior. Full restoration nearing completion. (Similar to photograph).

Currently being renovated.
1967 1600 SPIDER DUETTO. LHD, red.
1969 1750 SPIDER VELOCE. LHD, red.
1974 2000 GT VELOCE. RHD, red, 32,000 miles.

VISITOR'S BY APPOINTMENT ONLY PLEASE

1967 ASTON MARTIN DB6. Manual gearbox, restored in the early 80s but then badly stored outside, now needing total restoration. Not Swansea registered £37,500

1975 ROLLS ROYCE SILVER SHADOW. 2 owners from new, 69,000 miles, walnut metallic, all extras £9,950

2 JAGUAR 3.8 MANUALS. Both with overdrive, one factory black with red interior, the other one blue having a Coombes head and other Coombes extras. Both needing total restoration ..... **Offers**

1965 COOPER 'S' 970cc. Red, black roof, correct interior. First class condition both mechanically & bodily £10,950

1971 COOPER 'S' 1275cc MkIII. White, blue interior, Webasto sunroof, radio, wind up windows. First class condition both bodily & mechanically £7,250

1965 COOPER 'S' 1275cc Mkl. 3 owners from new, only 47,000 miles, red with black interior, totally correct in every way, plastic seat covers, drives as new. Possibly the most original one left in the country, not a rebuild ..... **Substantial offers**

1963 ASTON MARTIN DB4 SERIES 5. Fiesta red, manual with overdrive, mechanically excellent, bodily good. **Please ring for further details.**

1973 MG MIDGET. 1275cc in harvest gold with navy interior, 24,000 miles from new with one lady owner, hard top. This is not a restored car but a genuine original example that is like new £6,950

1978 (T) MG MIDGET 1500 in British Racing Green, 2 lady drivers from new, 17,000 miles only with full service history. This car is not a restored car but a genuine original example that is like new £5,250

1965 DAIMLER 4.5 V8. Majestic limousine, 20,000m from new, 1 owner, used for Royal visits to the West country, chauffeur driven and maintained, distinctive number plate, electric division, totally superb, a very special car ..£13,750

1968 DAIMLER V8 250 SALOON. Manual with overdrive, 37,000 miles from new, this vehicle is like brand new, possibly the best manual overdrive example in the country ..... **Offers please**

1952 BENTLEY MK6. H. J. Mulliner 4½ Litre, lightweight coachwork, manual gearbox, special glass roof to drivers compartment, beautifully designed body shape, needs attention to trim, rare car £16,500

WANTED
MkIII LAMBORGHINI ESPADA.
For restoration or a very good car.

FOR FURTHER DETAILS PLEASE TELEPHONE
Tel: (0404) 822324 or Tel: (0836) 288465

Kent

High Performance Cars

Sales and Servicing of Ferrari and Porsche

FERRARI DINO 246 GT 1971 (J). Red with black leather trim and red carpets, 30,000 recorded miles. Stored since 1975 and currently undergoing a total body and mechanical restoration to the highest standard by ourselves. Available very shortly.... **POA**

FERRARI DINO 246 GT 1974 (N). Red with black leather trim and black carpets, 37,000 miles, immaculate throughout **£89,000**

FERRARI 308 GTS QV 1985 (B). Red with magnolia leather and beige carpets. Fitted with air conditioning. 16" wheels and tyres, deep front spoiler, 17,000 miles, with full service history **£82,500**

FERRARI 308 GTS QV (Y). Red with tan leather and beige carpets. Fitting with air conditioning. TRX wheels and tyres, deep front spoiler, 34,000 miles with fully service history **£77,000**

FERRARI 308 GTB 1977 C.N. Carburettor model. Red with tan leather and beige carpets. Fitted with air conditioning, factory wide wheels, deep front spoiler, sports exhaust. 18,900 miles. Full service history. A magnificent example **£73,500**

FERRARI 308 GTS 1978 'T' Carburettor model. Red with black leather and black carpets. Fitted with air conditioning, deep front spoiler, factory wide wheels, 45,000 miles, full service history **£67,995**

FERRARI 308 GTS 1978 'T' Carburettor model. Red with beige leather trim and beige carpets, fitted with air conditioning, factory wide wheel;s, deep front spoiler and sports exhaust, 50,000 miles with full service history in pristine condition **£66,500**

FERRARI 308 GTS 1978 'T' Carburettor model. Red with magnolia leather and black carpets. Fitted with air conditioning, factory wide wheels, deep front spoiler and sports exhaust. 53,000 miles, full service history, superb condition **£66,995**

FERRARI 308 GTSi 1982 'X'. Red with beige leather and beige carpets, fitted with air conditioning, factory wide wheels, 42,000 recorded miles **£52,500**

We also offer full workshop facilities giving competitive rates for all aspects of mechanical work, especially tyres, clutches & servicing

KENT HIGH PERFORMANCE CARS LTD
UNIT 4, COLLINGWOOD INDUSTRIAL CENTRE, SUTTON VALENCE MAIDSTONE, KENT ME17 3LS
Telephone: MAIDSTONE (0622) 843926 (2 lines)

MIKE ABBAS



Southport Carriage Co Ltd
Rocky Mount House, Mill Lane, Aughton Nr. Ormskirk Lancashire L39 7HJ
Telephone (0695) 421405
Fax (0695) 424135
Telex 626142 FWDLPLG

VISITORS BY APPOINTMENT

CATERHAM SEVENS, LOTUS SEVENS, LOTUS ELANS, LOTUS ESPRITS, MORGANS, GINETTAS, JAGUARS, RENAULT ALPINES A110, AUSTIN HEALEYS, MGs, TR, COOPER 'S', MORRIS AND MINI COUNTRYMANS, VANDEN PLAS 1300 PRINCESS

ALSO
LEFT HAND DRIVE NEW AND USED GERMAN CARS

These are the type of cars I regularly have — I can supply on regular basis to garages overseas. Can I help you?

I CAN ARRANGE SHIPPING AND INSURANCE TO ANY COUNTRY

The oldest Morgan dealer in the world

Morgan agents since 1926

Morgan and Lifes 62 years together

1926 — 19th

Lifes Motors Ltd.

Morgan wanted for cash, we will collect — payment by bank draft or cash



We usually have a good selection of quality Morgans

We are a Family Business situated on the West Coast between Liverpool and Preston and have been Morgan Agents at the same address since 1926 — We specialise in Morgan and we deal in Morgans only — no other franchise or used cars.
We have full service facilities with mechanics who have worked on Morgans for over twenty years — our charges are reasonable and we have a large stock of parts and accessories from leather helmets to walnut dashboards. Send for our accessory list.
We stock s/steel exhaust systems — bonnet locks.

All our used Morgans are carefully selected before purchase and are fully serviced with a long M. o. T. We give a warranty with all cars sold.

SERVICE AND PARTS (0704) 32975

WEST STREET, SOUTHPORT, LANCASHIRE. Tel: (0704) 31375

(24 hour Ansafone)

MACDONALD M RACING

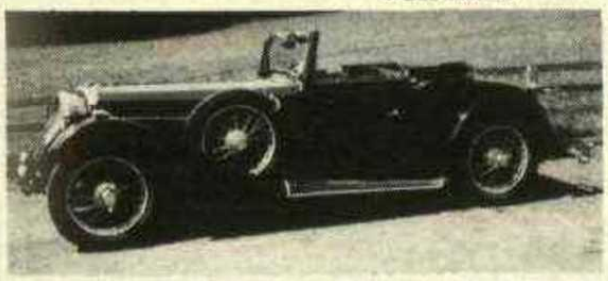
(Established 1966)

NORTH EAST MORGAN DISTRIBUTORS

WANTED

SCIMITAR: SS1, GTE & GTC — **MORGAN SPORTS CARS** — ALL CARS 1920-1940

FOR SALE



AC 2 LITRE D.H.C. 1935

Green/black. Rare coupe with dickey, triple carb, o.h.c. engine, current MoT and tax. Ready to drive away but needs some attention to bodywork.

I. and J. Macdonald Ltd.

MAIDEN LAW GARAGE, LANCHESTER, DURHAM DH7 0QR.

TEL: 0207 520916 Fax: 0207 529860

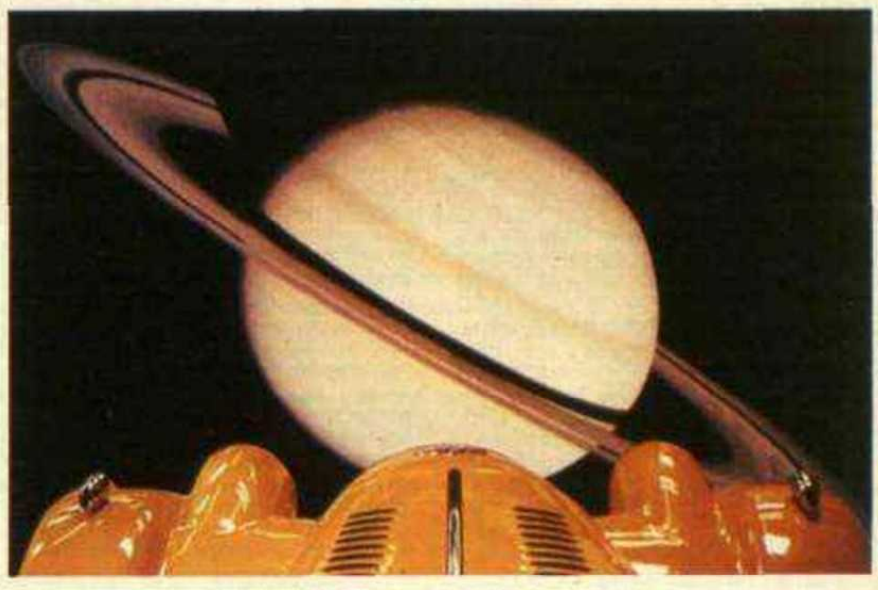
Access

APPOINTED SERVICE AGENTS

MORGAN

BRANDS HATCH Morgans

Don't let owning a Morgan be a journey into the unknown . . . Let us guide you on an exciting adventure.



MORGANS FOR SALE

Our stock is constantly changing; currently it includes:

1986 PLUS 8 Indigo blue, grey leather trim, many extras, one owner.

MORGAN PARTS & ACCESSORIES

As appointed Morgan Service Agents we hold a full range of Morgan parts as well as many accessories. Mail order or collect.

SELLING YOUR MORGAN???

Come and talk to us first. We are always ready to buy high quality cars. Commission sales arranged.

WHY NOT PHONE US NOW FOR ALL YOUR MORGAN NEEDS?

* SERVICING * SALES * REPAIRS * MOTs * TUNING * SPARES *
* REBUILDS * ACCESSORIES * TRIMMING * COACHWORK * TRAILER SERVICE *

EASY TO FIND: Just off the A20, only 5 minutes from the M25, M26, M20 and only 20 minutes from SE London

BRANDS HATCH MORGANS, BRANDS HATCH CIRCUIT, FAWKHAM, DARTFORD, KENT DA3 8NG
Tel: Ash Green (0474) 874147. Fax: (0474) 879727

HEART OF ENGLAND Morgans

THE MIDLANDS MORGAN AGENTS

NEW & SELECTED USED MORGAN MOTOR CARS

We OFFER A FULL PARTS & SERVICE FACILITY



CURRENT STOCK INCLUDES:

1980 4/4 4 SEATER in Cardinal Red with grey leather. Wire wheels, aluminium body & wings. "Wings off" paintwork, documented history from new including build photographs.

1985 4/4 2 SEATER. Jubilee blue with black interior. One owner from new and virtually unmarked. 10,000 miles only.

1976 PLUS 8. Signal red with black leather. Restored to "better than new" standards, a B&H Masterclass car, fully detailed and exceptional.

WE OFFER A WORLD WIDE MAIL ORDER SERVICE FOR MORGAN PARTS, ACCESSORIES, BOOKS & VIDEOS . . . Send SAE for lists.

WE AIM TO CATER FOR EVERY ASPECT OF MORGAN OWNERSHIP

HIGHLY RECOMMENDED: "THE MORGAN BUYERS GUIDE" (Fully illustrated). Available from us now at £12 inc. postage (UK)

HEART OF ENGLAND MORGANS, STATION GARAGE, MUCKLOW HILL, HALESOWEN, WEST MIDLANDS DY8 1HL. 021 550 3111. FAX: 021 585 5743.

Peter Smith

SPORTS CARS LTD.

Station Road, Hatton, Derby DE6 5EL.

Telephone:
(0283) 813593 812984
Telex: 341517

1989 F Lotus Esprit Turbo "S.E.", black with gold leather interior, 0-60 4.7 seconds, our own demonstration car, air-conditioning, sun-roof **£40,995**

1988 F Lotus Excel "S.E.", red with Sand leather interior, 4 seater sports coupé **£24,950**

1988 E Lotus Excel "S.A.", automatic, red with light grey leather, full specification includes air-conditioning, cruise control, stereo, 13,000 miles with full history **£21,995**

1986 C Lotus Excel "S.E.", British Racing Green, gold hide interior, air-conditioning, 1 owner, full service history by ourselves **£16,750**

1986 C Lotus Esprit. "A unique car". Metallic Pearl with blue leather interior, 1 owner, supplied by ourselves and having covered only 600 miles **£18,450**

1988 E Lotus Esprit. Black with full magnolia hide, factory sun-roof and stereo, full service history, supplied by ourselves **£21,995**

1984 A Lotus Excel. Monaco white with half red hide interiors, stereo, P.A.S., alloys, full service history, 35,000 miles **£9,995**

FOR SALE — continued

GT PORSCHE RS60 SPYDER REPLICA, built with reconditioned parts throughout, 4,000 miles, maintained by ex-Le Mans Aston Martin mechanic, as seen in Kitcar magazine, World Sportscars and Cabriolet du Monde 89 (and German version) and in GP company brochure. 'One of the best built' — GP Managing Director. £12,000 o.n.o. Telephone 0491 578440 or 073522 3614. (6548

MERCEDES 1957 300SL ROADSTER, white/int. blue, excellent all original, family owned, German papers. Price: DM 485,000. Please reply to Box No. 7238. (CC6427

1928/29 ROLLS-ROYCE PHANTOM I, superb semi-sporting dual cowl tourer, 7.8 litres, 6 cylinder, full details/photo available, substantial offers. Tel: 0789 292763. (959468

1924 BENTLEY RED LABEL 3 litre speed model, original VDP 4-seat sports tourer, dark BRG, black interior, hood, full tonneau, mags, slopers etc., £138,000. 01-262 6583 (Trade). (ACC

JAGUAR E-TYPE ROADSTER, 1969 SII 4.2 litre, RHD, red with cream interior, excellent condition, MoT, £38,000. 01-262 6583 (Trade). (ACC

FERRARI DINO 246GT, 1974, 20,000 miles, unrestored but nice original condition, £100,000. 0494 813131. (CC6596

ALFA MONTREAL, 1973, Rosso, low mileage, new black/red leather upholstery, LHD, £23,000. Tel: 0332 372311 (day) 863827 (evenings). (CC

MIDAS NEW GOLD. Absolutely immaculate condition, white, 1986, C reg MG 1275cc, 45,000 miles, factory built from new parts, completely retrimmed interior, sunroof, stereo cassette, alarm, full factory serviced history, £4,195 open to offers. Tel: (057 285) 741. Leicestershire. (PF

AUSTIN 1100 Mkl 4-door, 1967, 41,000 miles, complete restoration using only genuine components, expensive respray in original maroon, mint condition, new MoT, £1,950 no offers. 0943 467305 (West Yorks). (CC6509

LOTUS ELITE 1962 SERIES 2. Full restoration being completed, race spec engine, c/r box, dual brakes aeroquipped, £37,500. Telephone 0468-36-391 anytime. (959398

RAM COBRA, tuned 3.5 V8, 4-speed, met. dark blue, black trim, Revolution wheels, soft top, approx. 5,000 miles, offers in region of £15,000. Photos on request. 09867 2373 — Suffolk. (959420

ALFA SPIDER 2000 VELOCE 1973. Red/black trim, body rebuilt 1985, three owners, lots of history, 66,000 miles, many new mechanical parts fitted plus top overhaul with Autodelta cams and exhaust. recent alloys and tyres, many new and used spares, £9,250. 024024-2899 (High Wycombe). (959421

MORGAN SUPER SPORTS, April 1932, JAP LTOWZ 1100cc, chassis R150, red Beetleback with black trim, history back to 1952, fully restored 1974-1987 and 700 miles since, fast and exciting, suit person with three arms! Box of spares and maintenance literature. Reluctant sale due to expected arrival of Pius 8. £15,000. 024024-2899 (High Wycombe). (959421

1929 MG M, 1929 Oxford built, at present undergoing total restoration by specialist, expected to be complete in October. Offers are invited for the completed car. Telephone 0278 782319. (959417

SPRITE Mkl, full race specification, all metal, £5,500. Much nicer than price would indicate. Consider exchange plus cash for Elite, Cooper 500, M.G.A. or f/e Formula Junior. 01-352 8565. G. Hooper. (230997

CATERHAM/LOTUS 7 FOR SALE. Call for details of stock. Wanted — Any 7 considered, top cash price paid. 01-669 7386 (Trade) (952278

1936 4¼ DERBY BENTLEY TOURER. Totally rebuilt, Garnet with magnolia hide, mohair hood, magnificent, reliable, RREC prizewinner, £85,000. (0604) 862207. (CC

MASERATI MERAK SS 1975, RHD absolutely superb. Maserati club members car. Please telephone (0932) 786819 office or 853085 home. (CC

ASTON MARTIN DB4 1961, Superb condition in all respects. History from new, AMOC member. Please telephone (0932) 786819 office or 853085 home. (CC

LOTUS ECLAT 2.2 LITRE, rare model, blue/silver, sunroof, radio/cassette, electric aerial, 52,000 miles, reg. JAE 69X, good condition, Lotus approved engine rebuild, £4,500. Tel. Mike on 01-743 4457. (CC5429

LEA FRANCIS 14 SALOON, 1952, rebuilt front suspension and interior, restoration needed, £750. Leicester 866054. (959441

RILEY 9 MERLIN, 1936, black with red upholstery, tax and MoT, £5,950. 043271 496 (Hereford) (959443

MORGAN 4/4 4-SEATER 1600cc, 10,000 miles, Bugatti blue, black interior, stool wheels, excellent condition, £14,250. 0943 830916. (959432

CATERHAM LOTUS 7 for sale, call for details of stock. Wanted: Any 7 considered, top cash price paid. Tel. 01-669 7386 (Trade). (952278

PORSCHE 928 S4, diamond blue, leather interior, FSH, sunroof, 18,000 miles and immaculate condition, 10 months Porsche warranty, £41,000 o.n.o. 041 221 0966. (CC6546

1982 MORGAN 4/4 2-seater, red with black interior, w/wheels, luggage rack, MoT until June 1990, 15,000 miles genuine, excellent condition, offers around £11,500. Tel: 0782 662878 (evenings only). (CC6276

WANTED

WANTED — TRIUMPH SPITFIRE, MG Midget, MGB or similar. Any condition considered, must be pre-1965. Saffron Walden 22330. (FP

WANTED — MG TA, TB, TC, TD, TF, or any pre-1939 2 or 4 seater, any condition considered, very good prices paid for suitable example. Please telephone 0622 843445. (ACC

I AM A GENUINE ENTHUSIAST who has had one dream in his life, to own a Lotus Elan Series II Drophead or Lotus Elan Series III FHC or Lotus 7 Series II/III. I have now got the money to fulfill my dreams. Can you make it come true? 051 489 4563. (CC6547

MORGAN 4/4 2-SEATER wanted by genuine private buyer. Any clean example considered but premium paid for new or late model. 0235 21595. (958951

356A PORSCHE WANTED for restoration by private buyer. Please telephone (0293) 862346 (Surrey). (CC6508

MORGAN, TRIKE OR 2 SEATER, 1969-1979, any condition. Tel. 0288 55038 or 0288 55976 (evenings). Fax 0288 55348. (001123

PHOTOGRAPHS WANTED. Motor Racing Photographs Wanted 1899-1959. High prices for singles, albums and collections. Graeme Simpson, Mill House, Appledore, Kent TN26 2AS. Tel: 023 383 535. 023383 535 evenings, weekends. (958322

SPORTING RILEY OR HRG wanted, restoration project considered but must be complete, private buyer. Telephone 01p399 0010. (959270

WANTED — ALFA SPIDER or Jaguar E-Type. Jaguar wanted privately, any model considered. 01-886 3080 evenings. (CC

1½ LITRE INVICTA wanted for rebuilding, any condition considered. Tel. Miss Jo Moss (0590) 42828 (daytime), (0425) 621689 (evenings). (959193

WANTED — PRE-WAR ROLLS-ROYCE motor car, any horsepower or condition, cash available. NUDD. Hemington House, Shardlow, Derby. Tel: 0332 792177 anytime. (959074

DFV ENGINE IN BITS, needing complete rebuild or WHY. 01-883 8688 evenings. (CC

MOTOR SPORT, mint, 1949/89, sensible offers or exchange something open/interesting. MGB etc needing attention. Evening — 01-882 1333. (959257

LOTUS 7 SERIES 1 CLIMAX wanted, pay very high price, please help. (0695) 421405. 1031

ROLLS-ROYCE AND BENTLEY — John Fletcher Brokerage. Clients wishing to sell are invited to contact hem as he might have a client waiting to pounce. Tel: 0684 73333, Fax. 0684 72779. (221614

1920/40 TOURER/DROPHEAD WANTED, preferably large Lagonda, Sunbeam, Alvis, Vauxhall etc. Shabby condition acceptable, good preferred. Tel: 0926 613566. (954554

1945/62 SPORTS CAR WANTED, eg Daimler, Nash, Healey, AC etc. Good original condition essential. Tel: 01-737 3861. (954554

BENTLEY or ROLLS ROYCE wanted urgently. Any condition, age or model. Can collect, prompt personal service. Telephone daytime 01-761 1155 or evenings/weekends 0959 64879. (231272

PHOTOGRAPHS WANTED. Motor Racing Photographs Wanted 1899-1959. High prices for singles, albums and collections. Jarrotts, Town Hall, Tenterden, Kent. TN30 6AN. Tel 05806 4322 - Office. 023383 535 evenings, weekends. (958322

WANTED! USA purchaser requires any old or interesting Ferraris, Rolls Royce & Bentley. Age, condition and location unimportant! Best payment! Tel: 01-385 1805. (935530A

MISCELLANEOUS

MOTOR RACING BOOKS WANTED. Grand Prix titles, driver biographies, 'Autocourse' annuals, many other titles wanted, large or small collections considered, will travel to view. Terry Wills, Marybrook Street, Berkeley, Gloucestershire. Tel: 0453 810524. (CC

ROLLS-ROYCE 20 and 20/25 cylinder heads, brand new, available. Full assemble, new valves, springs, core plugs, etc. Stove finish. Export arranged. Limited batch, £2,950. Why risk an old head which can cost as much? 20, 20/25, 25/30, 3½B, 4¼B. NEW DISTRIBUTOR CAPS, as original but now for superior modern electrical insulation and materials, only £78 export. End mysterious misfires and poor running. Alden Ltd, Unit A, Sutherland House, Sutherland Road, London E17 6BU. Tel: 01-531 3358. Telex 21698. (923509

SALES BROCHURE. Manufacturers Workshop, parts list, handbooks, thousands in stock, lists available, state wants, SAE Motoring literature bought, top prices paid. John Cowley, Mill Lodge, Mill Lane, Birch, Colchester, Essex. Tel: 0206 331052. (948206

AUTOMOBILE YEAR Nos. 5-33, all excellent condition, offers please for the set. 0202 888038 (Dorset). (CC6533

GRIFFIN BOOKS offer rare and secondhand Aviation and Motoring books. S.A.E. plese, stating which list required. Peter Jelley, 91 Cleveleys Road, Churchtown, Southport PR9 9SR. (959248

EXCHANGE 2 BEDROOM HOUSE in mid Somerset, value £55,000 for classic or vintage car (or cars) with cash adjustment. Tel: (0458) 252157/251224. (959271

MISCELLANEOUS — cont

17th CENTURY Northants detached stone cottage, workshops, outbuildings, garaging 4 cars. Ideal car enthusiast, Silverstone 10 miles, central all racing venues, M1 junction 16 2 miles, London 55 miles by rail, fully modernised, gas central heating, 4 bedrooms, inglenook, beams, many original period features. £180,000. Tel: 0327 41824. (959419

MOTOR SPORT, 1973-1987, 180 copies, £30. Leeds (0532) 812257. (959386

INFORMATION REQUIRED to trace history of RGS Shattock bodied special JGV 633. Peter Wardle, 45 Margett Street, Cottenham, Cambridge. 0954 51283. (959269

CLASSIC/EXECUTIVE STORAGE, situated close London (40 mins)m M20/M25/M26, secure premises, alarmed, patrolled, short/long term storage, competitive rates, collection/delivery. Tel: 04747 6812. (CC6502

NEWLY BUILT GARAGE for sale, secure position, high ceiling with storage, Wandsworth Common, £8,850. 01-870 8783. (CC6296

MOTOR SPORT FOR SALE, Vol. 15 1939 to Vol. 25 1949, nearly complete, offers. Single copies from Vol. 9 to 14, will sell or exchange for sales catalogues from 1920s to 1960s. Wanted — Motor Sport Vol. 1 to 8. (0276) 77201. 25 High Street, Bagshot, Surrey GU19 5AF. (CC6505

WANTED MOTORING LITERATURE. Sales I am looking for brochures from 1920's to 1960's. Also Motor Sport 1924 to 1930's. Willing to travel. Buy collections for cash. Write N. Currie, 25 High Street, Bagshot, Surrey GU19 5AF. Tel: (0276) 77201. (CC6134

2 GARAGES TO LET, Putney area, London. One 15'10" long, £58 p.m., the other 17'9" with loft above plus electricity and water, £85 p.m. 01-874 8152. (CC6545

DASHBOARDS, solid & veneered, restored to the highest standards. John Greene, Staunton Court, nr. Gloucester. Tel: (0452) 84800. (CC

4 OFF 6.50M × 15 Dunlop racing tyres on wire wheels to fit Jaguar 'E' Type or MkII, £200. Telephone 051 924 5565. (959444

MOTOR RACING BOOKS WANTED. Grand Prix titles, driver biographies, 'autocourse' annuals, many other titles wanted, large or small collections considered, will travel to view. Terry Wills, Marybrook Street, Berkeley, Gloucestershire. Tel: 0453 810524. (CC

RARE COPIES 'AUTOCOURSE' for disposal but initially only as swaps for the three needed to complete collection. Please advise if you have Vol 6 No 6 Sept 1956; Vol 8 No 31 October 1958 or the 1966/67 annual and tell me what you need. B. Harvey, 167 Watling Street, Radlett WD7 7NQ, Herts, England. (959442

MOTOR SPORT, 1951-1959, 1963-1967, only 5 copies missing. Best offer, buyer collects. Groves, 73 Shaftesbury Avenue, Blackpool. (959268

EION YOUNG'S 180-page 1989 Catalogue of Rare Motoring Books lists over 1,900 items. Driver biographies, race histories, vintage and veteran, marque histories. Large stocks maintained. £5 for UK collectors, $10 overseas airmail. Motormedia, P.O. Box 3, East Horsley, Surrey KT24 5RL, UK. Fax 04865-5257. (PF

ORING LITERATURE BOUGHT, sold, exchanged. Manuals, parts list, handbooks, brochures, magazines, new/secondhand books, huge stocks. Open Thursday, Friday, Saturday. Vintage Motorshop, 500 Bradford Road, Batley, West Yorkshire WF17 5JY. (0924) 470773. (954557

MISCELLANEOUS — cont

MOTOR RACING LITERATURE wanted, b graphies, marque histories, autocourse, r programmers, ephemera etc. Robert Barker, Island Close, Hayling Island, Hants PO11 0 Tel: (0705) 463614. (9569

ERIC THOMPSON buys and sells rare mo and motorcycle books, magazines, annu handbooks, sales literature, manuals a motoring miscellanea. Current booklist ava ble U.K. £2.00, overseas £3.00. Hullhat Shamley Green, Guildford, GU5 0TG. Tel: 04 893694.

EOIN YOUNG'S 180-page 1989 Catalogue Rare Motoring Books lists over 1,900 old bo and collectables. £5 for UK enthusia $US10.00 overseas airmail. Regular catalog updates in 1989, £20 (UK), $US50.00 overs airmail. Motormedia, P.O. Box 3, East Hors Surrey KT24 5RL, UK. (P/P

RARE COLLECTORS CATALOGUES, boo handbooks, brochures, profiles, magazi from 1895, bought (cash/collect), s exchanged. Fascinating quarterly catalog state interests. Kenneth Ball, Autobooks Ltd, Newhaven Street, Brighton BN2 2NR. Tel: 0 690000. (9535

RUBBER AND UPHOLSTERY. The larg stock of motor trimmings in the UK. Wind channels, door seals, wing pipings, weat strips, felts, carpets, headlinings, leather clot Send sae for rubber and sponge mould accessory chart. Edgware Motor Accessor 94 High Street, Edgware, Middlesex. Tel: 01-9 4789.

MOTOR RACING ART & memorabilia wan urgently. Race posters, paintings, sculptu autographs, photographs, medals, badg literature etc. Top prices paid. Write to 'Tha wells', P.O. Box 22, Twyford, Reading, Be RG10 9AA. Tel: 062 882 5658 (24hr service) (956

EVENTS

INVITING ENTRIES to the Midland's new classic car auction. This is to be held at Sh wood Fine Arts, Nottingham, 18th Novemb 1989. If you wish to sell or buy a truly classic please contact T. M. Skermer on Nottingh (0602) 620227. (

THE GRAND LONDON AUTOJUMBLE ope 10am on Sunday 1st October in the pictures surroundings of Kempton Park Racecour Sunbury-on-Thames (A308 near Junction 1 M3 — AA signposted). Three halls, over 40 c stands, museums, military, Red Cross, pho graphic displays, also RAC, St. Johns. F parking, bars, refreshments. Admission afternoon £1 (children/seniors half pric Closes 5pm. 24-hour information 09274 295 (Hopefully no muddy fields and portaloos at t event). Additional information — The Gra London Autojumble Band arrives 11.30am. T Mayoress presenting prizes 3pm including T Ritz Prize kindly donated by The Ritz Hotel the club member with the cleanest engine. enthusiasts welcomed to dress as pre-w motorists. Well stocked picnic basket, ch groundsheet advisable. Event designed for enthusiast. (9588

AUTOJUMBLE — Sunday July 9th, Rag Hall, nr. Stratford-on-Avon. Club displays, c fayre, spares auction. Last year 150 stalls, 7 cars, 5,000 people. Free admission for all p 1950 cars. Telephone 021-745 5256 (24hrs) details. (9569

CAR CLUBS

AUSTIN HEALEY CLUB — For owners and enthusiasts of all Healey, Austin Healey and Jensen Healey cars. National and centre magazines, technical advice, spares, own insurance scheme. For further details write to Mrs. M.S. Marks, 171 Coldharbour Road, Bristol BS6 7SX. PP

BENTLEY DRIVER CLUB LIMITED. For all Bentleys from 1921 to date. 2,500 members worldwide, Club Headquarters with permanent staff, library, archives, car advice and valuations for all types of Bentley, insurance scheme, Club shop, quarterly glossy Review, bi-monthly Advertiser and monthly Notes. A wide range of social events, rallies and tours at home and overseas and our own Race Meeting at Silverstone. Details of membership from: Bill Port, Bentley Drivers Club Limited, 16 Chearsley Road, Long Crendon, Aylesbury, Bucks HP18 9AW. Tel: 0844 208233. (CC945436

THE BRITISH AUTOMOBILE RACING CLUB organises circuit racing, hill climbs and sprints, the Beaujolais Challenge in France and other social events, and has six active centres. For membership information contact: The British Automobile Racing Club, Thruxton Circuit, Andover, Hants SP11 8PN. Tel. 0264 772607/772696/772697. (958806

THE BMW DRIVERS CLUB is dedicated to helping owners who run their cars out of tax paid income (not as a perk on the firm) to save money. Ask for free sample magazine and facts pack. Tel: 0362 694459. Fax: 0362 695522. (958777

CLUB LOTUS (Est. 1956). CLUB LOTUS offers the following to members: insurance facilities, free regional DIY service seminars, generous discounts on genuine factory parts, local meetings, film shows, concours etc. Technic advice service, regular bulletins plus profe sional magazine. CLUB LOTUS, PO Box Dereham, Norfolk NR19 1TF. Tel: (038 694459. (9538

MG CAR CLUB. 13 registers cover all mods 1923 to date. All activities local, social to i race. RAC MSA affiliation, 12 centres cover t UK, 70 associated centres around the worl two insurance schemes solely dedicated members. Award winning monthly magazin Contact MG Car Club, Freepost, PO Box 25 Studley, Warwickshire B80 7AT. Tel. (05276 3666. (9579

COME AND JOIN the only RAC-affiliated cl devoted to the restoration of historic rally ca and the organisation of historic rallies for c sse cars in production before 1968. Annual sub £15 offering details of all events home & over eas. Historic Rally Car Register, 38 Longe Road, St. Andrews, Bristol BS7 9AG. (9586

RELIANT SABRE AND SCIMITAR OWNER CLUB. The ONLY club for owners of Relia Sports Cars, from the earliest Reliant Sabre the latest Scimitar SS1 and the Middlebridg Scimitar. Benefits include regular newslette and colour magazine, full of news, views, tec nical advice and assistance. P.O. Box 6 Northampton NNZ 6EE. Tel. 0804 791148. (9589

SPITFIRE — GT6 — HERALD — VITESSE The world's largest Triumph Club, over 13,0 members. Join us and receive the comple service to keep your Triumph on the road. W offer an all-in membership — UK £21.00, Europ £22.00, Worldwide £25.00 — credit cards we come. Triumph Sports Six Club, 121 St. Mary Road, Market Harborough, Leics LE16 7D Telephone 0858 34424. (9588

The Foundry 26 High Street

Bramley

Bramley nr Guildford Surrey

89	**560SEC,** met. Black, Hide, A.M.G. Styled, Full Spec. 6,000	£59,995
89	**560SEC,** met. Hide, A.C., A.B.S., A.S.R., E.S.R., Alloys, 700	£57,995
88	**300CE,** met. Hide, A.C., A.B.S., E.S. Lowered & Alloys, (F),700	£36,995
88	**300CE,** met. Hide, E.S.R., A.B.S., E.Seats, C.D., (F), 9,000	£32,995
89	**300CE,** met. Blue Black, Grey Hide, E. Seats, E.S. Roof 8000	£33,995
89	**190E 2·5 16V,** Auto met. Black, E.S.R., A.B.S., C.C., 1,300	£29,995
87	**190E 2·3 16V,** met., Electric Sunroof, A.B.S., A.S.Diff., 9,000	£24,995
86	**190E 2·3 16V,** met., E.S.R., A.B.S., Stereo, (D), 7,000	£23,995
86	**500SL,** met., Nautic Hide, A.C., A.B.S., R.S., Alloys, (D) 13,000	£39,995
89	**420SL,** Red, Hide, A.B.S., Alloys, Rear Seats, (G), 79	£49,995
88	**420SL,** met., Hide, A.B.S., Alloys, A.C., R. Seats, (F), 700	£49,995
85	**380SL,** Red, Beige, A.B.S., Rear Seats, Alloys, (C), 19,000	£28,995
89	**300SL,** Red, Hide, A.B.S., Alloys, C.C., R. Seats, (G), 110	£45,995
89	**300SL,** met., Hide, A.B.S., Alloys, W.W., R. Seats, (G), 97	£45,995
89	**300SL,** met. Nautic, Cloth, A.B.S., Alloys, R. Seats, (G) 240	£44,995
89	**300SL,** met., Hide, A.B.S., Alloys, C.C., Rear Seats, 265	£43,995
89	**300SL,** met., Hide, A.B.S., Alloys, C.C., Rear Seats, 18	£43,995
89	**300SL,** Red, Hide, A.B.S., Alloys, C.C., Rear Seats, 1,000	£42,995
89	**300SL,** met., Hide, A.B.S., Alloys, C.C., Wash Wipe, 4,000	£40,995
88	**300SL,** Red, Hide, A.B.S., Alloys, A.C., Rear Seats, (F) 8,000	£39,995
88	**300SL,** Red, Cloth, A.B.S., Alloys, Rear Seats, Stereo, 5,000	£36,995
85	**280SL,** met., Black Hide, Alloys, E. Windows, Stereo, 16,000	£24,995
86	**280GE,** S.W.B., Auto, met., Alloys & Arches, R.S., 18,000	£15,995
89	**911 Carrera 4,** met. Forest, Full Hide, E.S.R. (G), 1,200	£64,995
89	**911 SSE Cabriolet Turbo Body,** met. Baltic, 1,600	£69,995
88	**911 SSE Cabriolet Turbo Body,** Black, (F), 3,000	£64,995
89	**911 SSE Targa,** White, Blue Hide, Sport Seats, 1,000	£59,995
86	**911 SSE Targa,** Red, Black Piped Red, (86 Model), 16,000	£41,995
89	**911 Sport Coupe,** Red, Linen Hide Sport Seats, T. Tint 1,600	£43,995
89	**911 Carrera 4,** met. Forest, Full Hide, E.S.R. (G), 1,200	£64,995
88	**911 Sport Coupe,** Red, Black Cloth, Electric Sunroof, 2,000	£40,995
88	**911 Sport Coupe,** Red, Black Sport Seats, Air-Cond., 7,000	£40,995
87	**911 Sport Coupe,** Red, Full Hide, A.C., L.S.D., (E), 9,000	£39,995
87	**911 Sport Coupe,** White, Full Burgundy Cloth Trim, 15,000	£37,995
87	**911 Sport Coupe,** Red, Black Hide, Sunroof, (E), 11,000	£38,995
86	**944 Turbo,** Red, Black Hide, SPT. Seats, A.C., E.S.R., 10,000	£24,995
86	**944 Turbo,** Red, Black Hide, A.C., E.S.R., F. Alloys, (D)	£24,995
88	**944 Auto & Pas,** met. Black, A.C., E.S.R., R. Valance, 9,000	£22,995
88	**928 S4. 5 Speed,** Black, Full Hide, A.C., E.S.R., A.B.S., 22,000	£44,995
83	**924S Auto, PAS,** Red, Black Sport Seats, E.S. Roof, 4000	£17,995
73	**Ferrari 365GTB4 Daytona FHC,** Finest Available	£449,995
84	**Ferrari 512i Boxer,** Red, Beige Hide, Air Cond., 19,000	£259,995
83	**Ferrari 512i Boxer,** L.H.D., Koenig Body, 16,000	£249,995
80	**Ferrari 512 B.B. (Carb),** Red, Black Hide, Air Cond., 12,000	£249,995
88	**Ferrari Mondial QV Convertible,** Red, Air-Cond., 1,800	£139,995
89	**Aston Martin V8 Vantage,** 5 Speed, met. Blue, Grey Hide, 200	£224,995
87	**Aston Martin V8 Vantage,** 5 Speed, met. Salisbury, (E) 6,000	£159,995
80	**BMW M1,** l.h.d., White, original condition 3,619km	£159,995
89	**BMW Z1,** 5 Speed, PAS, met. Dark Blue, Stereo, 1000	£39,995
89	**BMW M3 Convertible,** Total specification, 700	£36,995
89	**A.C. Cobra MKIV Autokraft,** met., Hide, 5 Litre V8, 400	£119,995
89	**Bentley 8,** met. Blue, Parchment Hide, Piped Blue, 300	£77,995
88	**Chevrolet Corvette Targa Top,** Auto, metallic, 12,000	£25,995
79	**VW Beetle Convertible 1600 F1,** L.H.D., Black, 69 miles	£29,995
89	**Morgan plus 8 Fi,** Black, Magnolia Hide, Alloy Body, (G), 250	£28,995
89	**Audi Quattro Turbo 4WD,** Red, Grey Hide, A.B.S., S.R., 6,000	£24,995
71	**Morris 1000 Traveller,** Teal Blue, original 13,000	£9,995
68	**Morris 1000 Saloon,** Blue, Contrasting Trim, 4,000	£6,995

0483 898159 **EXCEPTIONAL LOW MILEAGE CARS PURCHASED** 0483 898159

OFFICIAL DISTRIBUTOR FOR LOTUS · FERRARI · ASTON MARTIN · LAGONDA

LOTUS

JCT600

SPECIALISTS (CARS) LTD.

Ferrari

ASTON MARTIN

LAGONDA



LOTUS EXCEL SE
from **£587.51**
MONTHLY PAYMENTS

BUSINESS USERS ONLY



LOTUS ESPRIT *from* **£624.64**
MONTHLY PAYMENTS

THE WORLDS BEST CARS ARE TO BE FOUND AT

Sticker Lane Bradford

Tel·0274·668241 Open: Mon-Fri 9am - 7pm, Sat 9am - 5.00pm

Sun (0484) 861483/654417 Service · Parts (0274) 588111

WE SPECIALIZE IN THE WORLD'S FASTEST CARS!

89 F LOTUS ESPRIT TURBO SE. Red/Full Sand Leather. Pioneer Hi-Fi System with Graphic Equaliser ..... 6,000 M ***£40,500***

88 F (89 MODEL) LOTUS ESPRIT NA. Red/Half Raven. S/R. Hi-Fi 5,000 M ***£24,995***

88 F (89 MODEL) LOTUS EXCEL SE. Black/Full Grey Hide. Hi-Fi 7,000 M ***£24,995***

88 E LOTUS EXCEL SE. Red/Half Gold Leather. Hi-Fi ..... 17,000 M ***£18,995***

86 D LOTUS EXCEL SE. Essex Blue/Half Beige Lthr. Hi-Fi .. 14,000 M ***£15,995***

88 E ASTON MARTIN VANTAGE VOLANTE. White/Red Hide 2,000 M

88 E ASTON MARTIN VANTAGE. Suffolk Red/Magnolia. Straight Through Exhaust & Large Air Box Conversion

89 F FERRARI TESTAROSSA. Rosso/Magnolia. Delivery Miles

88 F FERRARI 328 GTS. Rosso Corsa/Magnolia. A/C. RAF

85 B FERRARI MONDIAL QV. Red/Magnolia. FSH

83 Y FERRARI 400i AUTO. Celeste Blue/Dark Blue Hide. FSH ..... 33,000 M

79 FERRARI 308 GTB CARB. Rosso/Black Hide. Sports Exhaust. Private Plates. Semi-Concours ..... 22,000 M

PRICE DETAILS & FURTHER INFORMATION AVAILABLE UPON REQUEST



Lambert & Foster

MAJOR AUCTION OF VETERAN, VINTAGE & CLASSIC MOTOR VEHICLES & AUTOMOBILIA AT ALLINGTON CASTLE, MAIDSTONE, KENT ON WEDNESDAY 18th OCTOBER 1989

Entries Include:

1966 Shelby Mustang 350 GTH
1934 Alvis Firefly
1961 "Route 66" Corvette Stingray
1961 Rolls Royce P.5.
Aston Martin DBS
1951 Rolls Royce Silver Wraith

Full Sales Catalogues (price £5) may be ordered from our Auction Office

Auction Office: 77 Commercial Rd, Paddock Wood, Kent TN12 6DR
Tel No: (089283) 2325
Fax: 0892 83 4700

COUNTY GROUP

REGISTER
HISTORIC RALLY CAR

HISTORIC RALLY CAR REGISTER

— BRITAIN'S ONLY HISTORIC RALLY CLUB —

Join the club that organised the

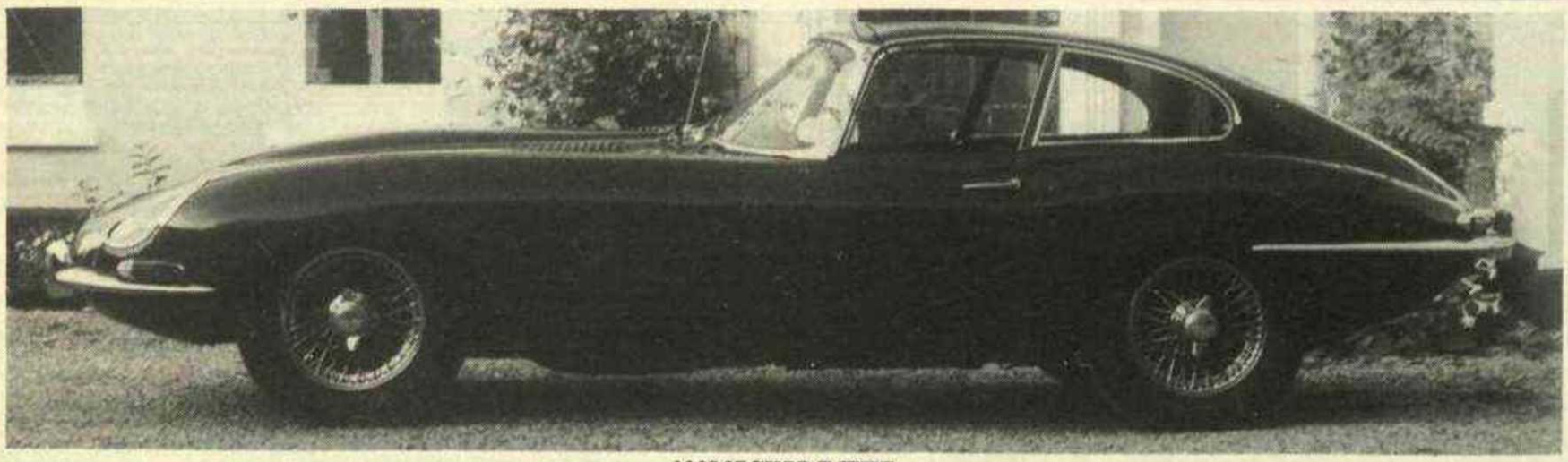
Pirelli Classic Marathon

All those interested or owners of the type of cars used in the 50's and 60's in International Rallies very welcome — you don't have to have an actual car with history.

The Historic Rally Car Register organise their own events and receive invitations to other club events; they have an excellent quarterly MAGAZINE, regular NEWS LETTERS and also SOCIAL events.

Send £15 now, and details of any suitable car, if you have one to:-

Martin Jubb, 38B Longfield Road, Bristol BS7 9AG or Ring: (0272) 425779



1965 JAGUAR E-TYPE. Ser I 4·2 FHC. RHD, red/black, 3,000 miles since total restoration, as new



1962 MGA Coupe. White/black, reconditioned engine, very smart. **£10,000**





1974 Jaguar E-Type Ser III. RHD, black/tan. An immaculate manual roadster. Choice of two

ALSO IN STOCK

Choice of three **Jaguar E-Type Roadsters.** All LHD. Excellent near concours cars.
1952 Jaguar XK120. LHD, totally rust-free but needing full rebuild.

1936 LG45 Lagonda DHC. A major concours winning car that is quite outstanding.
1916 Model T Ford Van. A perfect advertising medium.

DEREK GREEN · CEDAR ANTIQUES · HIGH STREET · HARTLEY WINTNEY · (025126) 3252 or 2653
(Viewing by appointment)

18eme ESCARGOT D'OR

ANTIBES - JUAN-LES-PINS

ET LA COTE D'AZUR

PALERME ET SICILY
FLORENCE ET TUSCANY
GENOA **ET LA LIGURIE**

GENOA
PALERME
AGRIGENTE
GELA
SYRACUSE
CATANE
CEFALU
LEGHORN
FLORENCE
PISA
GENOA
JUAN LES PINS

DU 1en AU 13 MAI 1990



INTERNATIONAL CLUB DE JUAN LES PINS
18 AV DE L'ESTEREL
06 160
JUAN LES PINS
TEL. 93 616202

F.F.V.E. - F.I.V.A.

BRYAN JAMES

ROLLS-ROYCE AND BENTLEY SPECIALISTS

Complete restorations and special requirements undertaken



All mechanical & electrical repairs Bodywork & resprays carried out

FOR SALE

1964 Rolls-Royce Cloud III M.P.W. 2-door Coupe (Chinese Eye). Beautiful car (Photo)..... **£48,000**
1965 Bentley SIII Ex-California car, very solid & rust-free, resprayed, steel blue **£28,000**
1952 Bentley MkVI (4½ litre). Resprayed original Tudor Grey, all interior renewed, mechanically very good, must be seen **£23,500**

Choice of MPW Corniche FHC's 1969-1971 – Phone for details

4 SHROPSHIRE ST, AUDLEM, Nr. CREWE, CHESHIRE CW3 0DY
TELEPHONE (0270) 811713 AFTER HOURS 586652



1963 LANCIA FLAVIA 4 SEAT CONVERTIBLE by Vignale. Silver, blue leather, totally restored, tailored car cover, etc. **£15,250**



1932 MG J2. Totally restored, fitted 1275cc BMC 'A' Series engine and gearbox, runs beautifully **£14,500**



1951 MGTD. Red, black interior. RHD, fine condition **£13,750**

Chevrolet Bel-air Nomade Estate. Absolutely stunning in white over silver with red interior, 220bhp V8 engine. Immaculate **£11,950**

1952 JAGUAR XK120 Roadster. White steel wheels, wheel spats, new s/s exhaust **£32,500**

1978 YAMAHA XS750. Totally original & immaculate having covered 4,000 miles from new **£2,000**



1965 Diva 10F 1300. Pre-Xflow, test laps only since complete build and paint by Team Martlett **£6,350**

1988 MODEL HARLEY DAVIDSON SPORTSTER 883. Black wire wheels, dual seat, 900 kms from new **£4,250**

NORTON INTERNATIONAL 500cc MANX Lookalike **£6,000**

MICHAEL HALLOWES. Telephone: Loxwood (0403) 752615 or Mobile (0836) 595632 or 01-607 5852

CAREFULLY SELECTED CLASSIC CARS

ALFA-ROMEO MONTREAL. Really outstanding Bertone 2.6 V8 Coupe. Rosso Corsa/Black cloth, pristine inside and out. Alloys, 5-speeds etc. Entirely original, very low mileage, rare and rapidly appreciating 1973 Classic **£23,500**

CORVETTE STINGRAY CONVERTIBLE. 1963, 327 manual (the right one), absolutely mint in red with tan trim & hood, all correct period features **£23,800**

DAVID BROWN LAGONDA 3-Litre Tickford Coachbuilt Drophead Coupe, superb Burgundy/Biscuit Leather, believed very low mileage, 1954 one-user example stored very many years. Aston Martin DB MkIII engine/gearbox, instruments, etc. Undervalued Quality Classic Convertible **£28,500**

ALFA-ROMEO GUILIA 1600 SPYDER. Most attractive 1963 Classic Sportscar, now rare, exceptionally sound throughout, Racing Red, 5-speed etc., 1963 ..... **£14,500**

De-TOMASO PANTERA GTS. Undoubtedly best available, unmarked Rosso Corsa/Black Leather. Wide Campagnolas, air-con, electric tints, 4-branch exhaust, unused spare. Ex-Californian De-Tomaso Club Member. Well documented 1973 car. Excellent investment opportunity **£32,500**

DAVID BROWN LAGONDA 3 LITRE Tickford coachbuilt sports saloon, 1955 with good history, beautiful in silver with red leather. Aston Martin DB MkIII engine/manual gearbox. Rare investment opportunity **£19,850**

LAMBORGHINI JARAMA 'S'. Fully restored RHD example without blemish in metallic blue/blue leather. Complete mechanical rebuild. Rare and under valued supercar **£55,000**

ASTON-MARTIN DBS-6. Outstanding 5-speed manual 1969 example in White with dark-blue leather, wire-wheels, air-conditioning, etc. 4 litre DB6 engine in William Towns' elegant alloy coachwork. Last affordable Aston **£29,500**

ASTON-MARTIN DB6 Mkl. Beautiful looking 1967 Auto Coupe in Dark Metallic Green with black hide, chrome-wires, LSD, etc. 75,000 miles. Still an enjoyable and sound investment **£35,000**

Please Telephone Kevin or Graham Warner on 0836 509417 or 0799 84347

HALFWAY GARAGE

165 Hersham Road Walton on Thames Surrey

Tel 01-391 1099 0932 22308 0932 247907. Fax 0932-246268 Att. Halfway



Ex Works/Olthof MGA Twin Cam in perfect original condition. Several other Twin cams from **£4,500.**



Alfa Giulia Spider. Red with black trim. Several from **£9,500.** L.H.D.



Alfa Romeo Duetto Spider. Fine rust free condition. Red/black with big valve 1750 engine. **£12,950.** L.H.D.



Lola T360 Formula 2/B car with choice of single seat or sports car bodywork. **£12,950.**



Porsche 356B's. Choice of Supers and Super 90's. Rot free from **£9,750.** Also an early "V" screen Cabriolet needing some restoration.



MG TC's, TD's and TF's from **£5,000.** Right and left hand drive.

We are expecting shortly — 2 Alfa Giulia Sprint Speciales and a Bizzarini Strada

ENGINEERING MG Specialists

MGB, MGC, V8, MIDGET, METRO & MAESTRO



MGB 1978 Flamenco. Complete restoration completed £7,250
MGB 1978 Black, new soft top, wings & sills £6,850
MGB 1972 White, recent Goldseal engine, hard top £3,000
MGB 1971 Teal blue, wire wheels, recon engine, new soft top £6,250
MGB 1971 BRG, recon engine, hard top £4,595
MGB 1970 White, wire wheels, overdrive £5,950
MGB 1970 BRG, wire wheels, overdrive £5,950
MGB GT 1978 Black, 2 owners from new £5,500
MGB GT 1970 BRG, wire wheels, full length sunshine roof, overdrive £6,300
MGB GTV8 1975 Red, black leather seats, sunroof, chrome bumpers, personal number plate £7,500
MG MIDGET 1975 Inca yellow, Goldseal engine £3,295
ALFA ROMEO GT 1600 Junior 1975 Single headlamp, 2000 GTV engine, exceptional £5,250
RANGE ROVER 1982 Red, full length sunshine roof, recon engine, a/c, towbar £7,500

All cars carry 1 year MoT and 6 months parts and labour warranty

If you are having difficulty finding an MG . . . Give us a ring and let us know what you require. We will go and find an MG to suit your needs. We can carry out a full independent inspection and valuation on any MG prior to your purchase.

11 West Hampstead Mews, London NW6 3BB
By West Hampstead Tube 01-624 4588

BEAULIEU CARS LIMITED

fine cars and engineering excellence



1960 CHEVROLET Corvette (Route 66). Manual. LHD. silver, black leather interior. A perfect original mint car.
1956 ASTON MARTIN DB2/4 MkII FHC. 2-tone maroon/black, beige leather interior, a low mileage original example in good condition.
1970 MERCEDES 220 4-door saloon, auto, sky blue, beige interior, 86,000 miles. One owner from new, full history, near perfect car. MoT'dated.
1947 STUDEBAKER Champion Starlight 2-door saloon. An amazing looking car. New respray & interior.
Main Suzuki Dealers

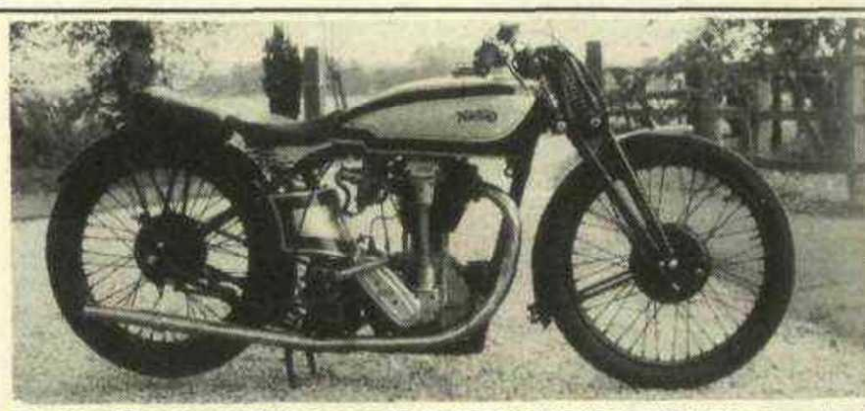
BEAULIEU CARS LTD
Beaulieu, Hampshire
Tel: (0590) 612444

Headlinings, leathercloths, Duck and Mohair hoodings, moquettes, carpets, Bedford cords and felts. Draught excluders, wing pipings, window chanels, trimmin rubber and sponge sections, leat helmets, accessories and leather renc tion kits.

ALL THIS IS AVAILABLE for Vintage Classic cars at keen prices from the **WO IES CATALOGUE.** Send 75p for your c today, UK post paid (Overseas: Eur 95p, USA $2.00, bills please, airpost pa

BY RETURN MAIL ORDER and over counter sales. Open Monday to Friday (lunch 1-2). Other times by appointme

Ian and Caroline Woolstenholmes "WOOLIES MS", off Blenheim W Northfields Industrial Estate, Ma Deeping, Nr Peterborough PE6 8LD. Market Deeping (0778) 347347.

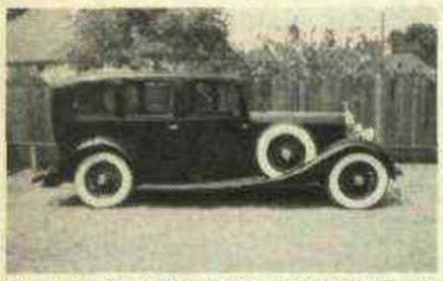


RACING OVERHEAD CAMSHAFT 500CC INTERNATIONAL NORTON. CIRCA 1934. Bronze head beautifully restored.
FERRARI 512 B.B. 1978. **SUZUKI RG500 MK6.** 1980, concours.
YAMAHA 750 TZ. 1979, concours.
MIKE HAILWOOD REPLICA DUCATI 900cc. 1981
MERCEDES 200 ESTATE. D reg, low mileage, a full Brabus conversion, body kit, engine, brakes suspension.
MERCEDES BENZ 250TD Estate. T reg.
FERRARI'S AND INTERESTING RACING MOTOR BIKES WANTED FOR CASH

GERRY STONHILL (0865) 891056

Balmoral Automobile Company Limited

ESTABLISHED 20 YEARS



Rolls-Royce 1931 20/25 LIMOUSINE by Hooper. Black over blue, division, jump seats, MoT, taxed £22,500



ROLLS-ROYCE 1937 25/30 by Barker, silver/black. (Actual car in Daltons book). MoT, some attention £18,850



ROLLS-ROYCE 1958 SC1 LHD, requires attention £13,500



1932 20/25 ROLLS ROYCE by Vincents Reading. Nice car, beige interior, jum seats £21,50



1960 AUSTIN HEALEY 3000 LHD, w/wheels, hard top.



RENAULT TOWN CAR 1914, good order ..... **POA**



ROLLS-ROYCE 1932 20/25 SPORTS SALOON by Park War requires attention £18,5

ALSO
ROLLS-ROYCE 1957 SILVER CLOUD I, Blue ..... **POA**
ROLLS-ROYCE 1932 20/25 LIMOUSINE by Park Ward. Black, brown interior, needs attention £19,500

BENTLEY 1937 4½ by HJM. Black, brown interior, engine not running £19,500
1952 BENTLEY MKVI by HJM. Black, white sides, not running £10,500

MGA 1958. White, soft top, wire wheels, LHD, not expensive!
MGA 1959. Red, LHD, excellent condition, please telephone.
PLEASE TELEPHONE FOR LATEST STOCK

ROLLS ROYCE & BENTLEYS AND CLASSIC CARS WANTED ANY CONDITION

Telephone daytime: 01 761 1155 eves./wknds. 0959-64879. Fax 01 761 1156





INVESTMENT CARS





- World's largest stock Approximately 80 cars
- 1904 to 1981
- £25,000 to £2,000,000
- Experienced advice by leading collectors
- Buy back plans
- Financing available at investment rates
- Introductions to other collectors and clubs
- Service Dept. 22 Craftsmen
- Keep up with inflation and currency fluctuations
- Permanent Staff in U.S.A and Switzerland
- Your most pleasurable investment
- Appointments, or just come and browse around our museum













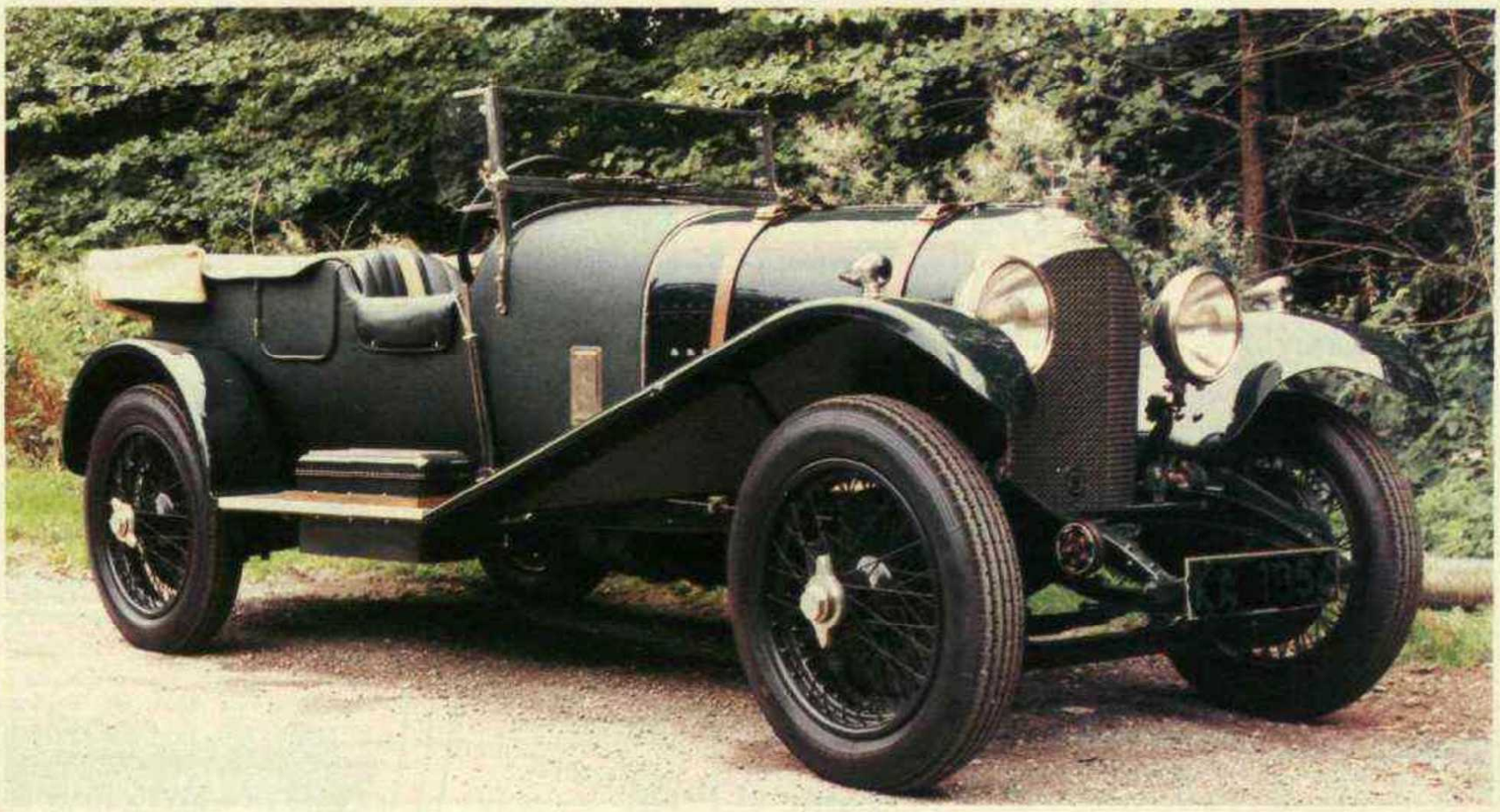




Dutton U.K. Ltd
North Watford and Radlett
Tel: 0923 220370
Fax: 0923 32058
Open: 9.00 - 6.00 Mon - Fri
10.00 - 4.00 Sat
Or By Appointment

Reprinted from The Financial Times

3 LITRE BENTLEY RED LABEL VDP SPEED MODEL 1926



This car is in beautiful condition with polished engine, new gearbox gears, mags, etc. I would consider any vintage Bentley of any size in any condition including more expensive models. Please call 01-366-7056 day or evening.

AUTOTECHNIC



THE AUTOTECHNIC ALFA ROMEO GTV 200

This 200+ B.H.P Car is built to the highest standards incorporating many of our own design features.

The V6 engines + transmissions assembled to race specifications tuned for road use.

Suspension lowered and re-tuned.

Interiors trimmed using Connolly hide and Wilton carpet.

Bodies finished from bare metal using two pack paint and the best anti-corrosion materials.

Our demonstration model (pictured) is available for viewing and test drive by appointment.

Orders are now being taken for January delivery for right hand drive cars (a greater lead time is required for left hand drive), at a current price of £14,750.

Telephone 0373 858757 for a brochure or details of our other GTV stock.

AUTOTECHNIC. Chaparral Motorsport Ltd., 3 Main Street, West Wilts Trading Est., Westbury, Wiltshire.
Tel. 0373 858757. Fax 0373 827224

SCIMITAR

QUEENSBERRY ROAD GARAGE

HYUNDAI
FULL RANGE OF MODELS

New Cars

Middlebridge Scimitar GTE. Manual with full specification ..... **List**
Scimitar SS1600. Red, alloy wheels ..... **List**
Hyundai Sonata. 2 Litre GL & GLS ..... **List**

Pre Owned Models

1989 **Hyundai Sonata 2.0i GLS.** Dark red, 5 speed, demonstration model **£10,500**
1978 **Scimitar GTE.** Manual, white/blue **£4,495**
1977 **Scimitar GTE.** Automatic, white, well above average **£4,795**
A Selection SE5/5A Scimitar GTE. Priced from **£1,995**
1968 **Lotus Elan 2+2.** Unmarked red, big valve head, excellent condition **£7,995**
1978 **Maserati Kyalami.** Near to concours **£35,000**
1985 **Ford Fiesta XR2.** **£4,550**

All Scimitar models always required. Remember we have a vast stock of spares for all "SCIMITARS" and Hyundai Models

Kettering, Northants. (0536) 513351

HAMPSON

Telephone: 0606 559054/061-747 0561 0836 702737 anytime
Fax: 0606-86-1283



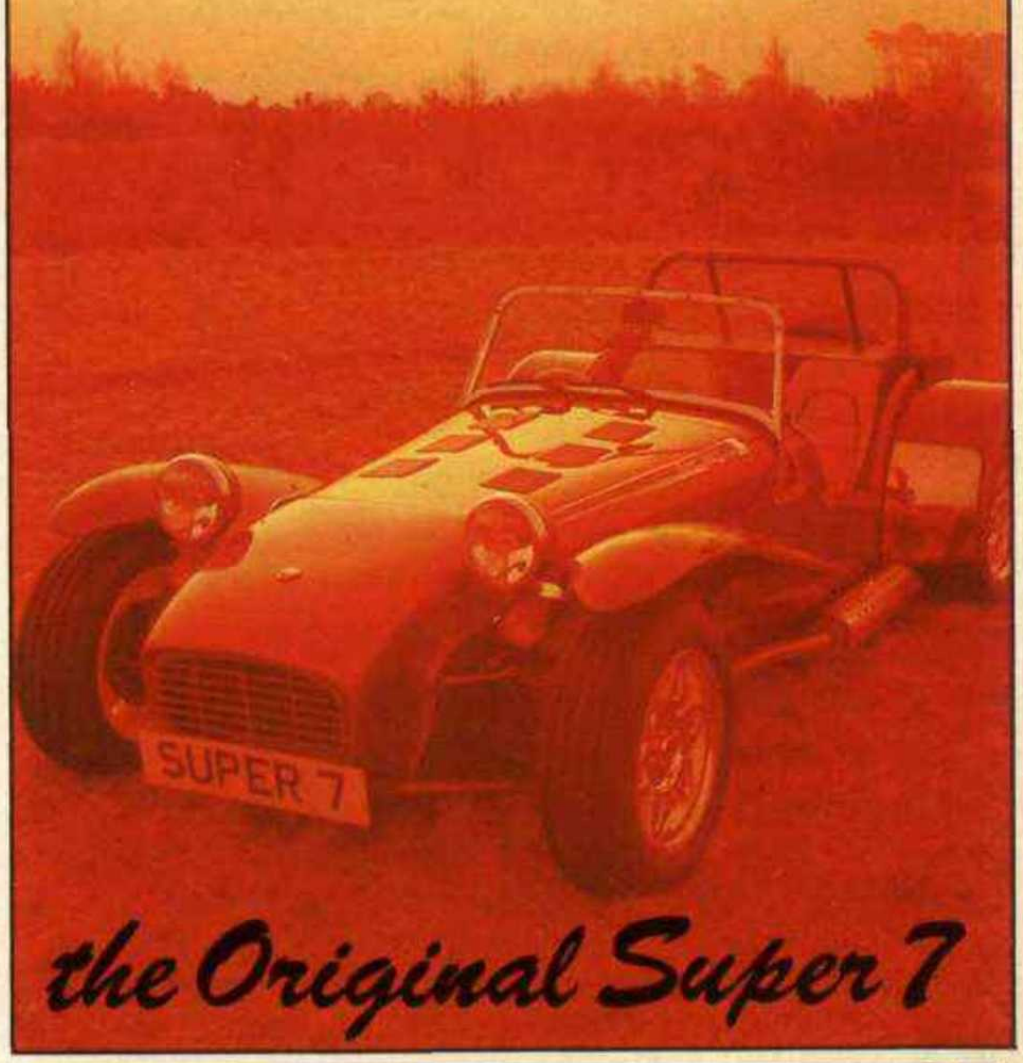
MERCEDES 190SL 1963. LHD, excellent example of this car.

CATERHAM CARS

SEVEN HOUSE, TOWNEND, CATERHAM CR3 5UG
Tel: 0883 46666 (sales),
0322 59122 (parts AND service)

NEW SUPER 7 5 speed De Dion from **£9,489** inc. VAT + CAR TAX. Also kit form from **£4,323** to SMMT CODE OF PRACTICE
Send £2.50 (£4 overseas) for colour pack

ALL LOTUS 7 AND EARLY LOTUS PURCHASED



the Original Super 7

Modena

For FERRARI

Exclusively **Ferrari**

89 (G) **F40**	Red, Air Cond, 1,100 Kilometres	**PRICELINE**
89 (F) **TESTAROSSA**	Red, 500 Mls	**PRICELINE**
88 (E) **328 GTS**	Red, Sabia Hide, 16,300 Mls ..	**PRICELINE**
87 (Cn) **328 GTS**	Red, Magnolia Hide, 6,800 Mls	**PRICELINE**
86 (C) **328 GTS**	Red, Tan Hide, 6,280 Mls	**PRICELINE**
85 (B) **MONDIAL QV Cab.**	Blue, 26,800 Mls	**PRICELINE**
85 (B) **308 GTS QV**	Red, Air Cond, 10,800 Mls	**£87,995**
84 (B) **308 GTS QV**	Red, Black Hide, 42,000 Mls ..	**£79,995**
83 (Y) **308 GTB QV**	Red, Tan Hide, 28,303 Mls	**£84,995**
84 (A) **MONDIAL QV**	Black, Black Hide, 49,550 Mls	**£49,995**
85 (Cn) **288 GTO**	Red, 12,500 Kilometres	(7,500 Mls)
67 **275 GTB/4**	Red, One of only 28 RHD Cars ..	68,000 Mls
65 **250 GT LUSSO**	Red, Black Hide, RHD	24,650 Mls
84 (B) **512 BB Inj.**	Metallic Grigio, Air Cond, ...	23,350 Mls
70 (J) **246 GT**	Silver, Blue Hide & Leathercloth	43,850 Mls
67 **330 GTC**	Silver, Black Hide, Alloy wheels, ...	42,800 Mls

ALL THE ABOVE VEHICLES ARE OWNED BY OURSELVES AND CAN BE VIEWED AT OUR SHOWROOM
"PRICELINE" PLEASE DIAL 100 AND ASK FOR "FREEPHONE MODENA PRICELINE"
Evenings and Sundays: Simon Greenwood (0836) 222658
Brett Jouhning or Mark Hawkins (0836) 298440
Showroom Open: Mon-Sat 9.00–6.00

Station Garage, East Horsley, Surrey.
Tel: 04865-4663 Fax: 04865-5316

LONDON STAINLESS

STEEL EXHAUST CENTRE

Altogether a better deal. The largest stock of stainless systems held anywhere. So we've probably got your system in stock. Price includes fitting in our workshops or next day Securicor delivery. For 20 years we have sold only top quality systems that fit well, sound good and last longest—guaranteed for the life of your car.

251 Queenstown Road, Battersea SW8

01-622-2120

'Phone us today!
Fax: 01 627 0991
and at Sunbury-on-Thames

Access VISA

THE ULTIMATE IN CLASSIC FERRARIS



FERRARI 275 GTB/4 CAM
Green/tan interior, probably the finest example in the world, 31,000 miles, LHD, 1967, history from day one, original tools, warranty, manuals etc.

FERRARI CALIFORNIA SPYDER — Competition car, 1959, red/black interior, racing history, LHD.

FERRARI 365 GTB/4 DAYTONA — Silver/blue interior, superb original car, 1972, mint condition with genuine 15,000 miles.

FERRARI 288 GTO — Red/black interior, 1985, LHD, 2,400 kms, as new, Swiss and UK taxes paid.

FERRARI 250 PF COUPE — Maroon/black interior, 1959, beautiful condition, inside plug engine.

FERRARI 275 GTB/2 CAM — Red/black interior, very rare alloy body factory 6 carb car, RHD, 55,000 miles, 1967.

FERRARI 250 GT LUSSO — Red/black interior, Borrani wire wheels, total restoration, 25,000 miles, RHD, 1965.

FERRARI 330 GTC — Silver/black interior, alloy wheels (possibly first RHD model in UK), 43,000 miles, mint condition, 1967.

FERRARI 365 GTS — Red/black interior, Borrani wire wheels, cherished number (7 GWP), 3,100 miles since a complete and total rebuild, 1968, RHD.

FERRARI 365 GTB/4 DATYONA — Red/tan interior, 1970, RHD, the car is undergoing a total nut and bolt restoration and when finished will be the best in the world.

FERRARI 275 GTB/2 — Shortnose, red/black interior, fully restored, 1966, RHD, concourse car.

FERRARI 206 DINO — Yellow/black interior, mint condition, very rare car, one of only 151 cars made, LHD, 1968.

WANTED — *INTERESTING FERRARIS* —
Contact JOHN COLLINS

TALACREST
LTD
Classic Marque Holdings
Telephone 0990 24249 or 0990 291321 Mobiles 0860 589703, 0831 414960, 0860 589855

MVS



STANDARD EQUIPMENT INCLUDES — AIR CONDITIONING POWER STEERING — ELECTRIC SEATS — INFRA ALARM — STEREO RADIO/CASSETTE — FULL LEATHER INTERIOR

THREE CARS CURRENTLY AVAILABLE IN RIGHT HAND DRIVE — WITH FULL FACTORY SUPPORT

ROSSO CHIARO — MAGNOLIA LEATHER 1st REG APRIL 1988 — 8000 MILES **£29,995**
SMOKE SILVER — GREY LEATHER 1st REG JUNE 1988 — 7000 MILES **£29,995**
LAPIS BLUE — BEIGE LEATHER 1st REG NOVEMBER 1988 — 4000 MILES **£32,995**

HIGHCROSS

Omega House, Crib Street, Ware, Hertfordshire SG12 9ET
Telephone: Ware (0920) 461182 Fax No: (0920) 467226

HAMPSON

20 mins from Manchester Airport
(8 mins from J18 M6)



1971 BENTLEY T CONVERTIBLE, Mulliner Park Ward. One owner, 27,000 miles.



1970 ROLLS ROYCE SILVER SHADOW CONVERTIBLE, Mulliner Park Ward, 23,000 miles.

Telephone: 0606 559054/061-747 0561 0836 702737 anytime
Fax: 0606-86-1283



1966 FERRARI 275 GTB. Long nose torque tube model finished in red with black interior, alloy wheels. Outstanding condition throughout. LHD.



1986 (D) FERRARI TESTAROSSA. Finished in Rosso Corsa with tan trim, 8,000 miles with full history. Immaculate condition. RHD.



1973 PORSCHE CARRERA RS 2.7. Finished in black with black and red leather trim. 60,000 miles from new. Beautiful condition. RHD with history.



1950 FRAZER NASH LE MANS REPLICA. Finished in dark blue with black trim. A rare opportunity to acquire one of these highly sought after cars.



1962 JAGUAR MkII 3.8. Manual, O/D, original Coombs conversion including 9:1 compression engine, 2" SUs, high ratio steering box, modified suspension, modified rear arches etc., totally rebuilt to concours standard, finished in opalescent blue with magnolia trim. Full history including original log book. Genuine Coombs Jaguars are now very rare and we are proud to offer this superb example.

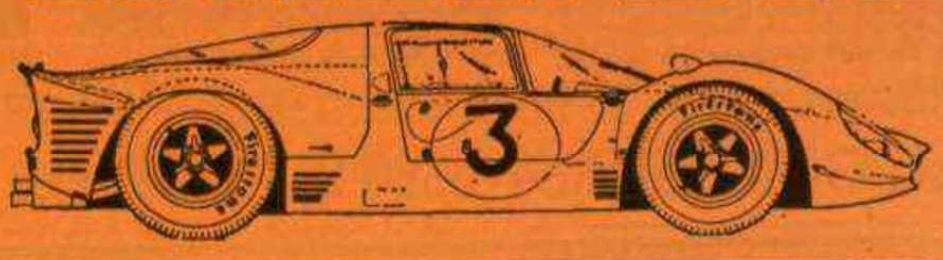


1962 JAGUAR 3.8 E-TYPE ROADSTER. BRG with black leather trim, chrome wire wheels. Magnificent condition. RHD.

MICHAEL FISHER LTD

0990 872755. Fax 0990 872029
Mobile 0836 275613

We are anxious to acquire cars similar to the type advertised
(Viewing by appointment, please)



WANTED

Without resorting to the typical hyperbole, we do urgently require fine examples of prime classic cars.

PLEASE CONTACT US BY PHONE OR FAX BEFORE ACCEPTING ANY TRADE OR PRIVATE OFFER FOR YOUR CAR

We welcome offers from potential sellers overseas, and can make funds available at very short notice.

CLASSICS & SPORTSCAR CONSULTANTS LTD

Phone: (UK) 0836 580588
Fax: (UK) 0494 432407

Bugatti:
Type 37 chassis, 37159 engine nr. 57 car will be delivered fully restored, beautiful car.
T44, body only, built by Wathele Belgium roadster model, beautiful condition, ready to fit complete with wings, bonnet, upholstery, hood, etc.
T46, body only, model roadster, unrestored but sound, complete with wing, bonnet, hood etc.

Hispano Suiza:
T15 body only, torpedo 3 seater, ex Harrah complete with wings, bonnet, hood, upholstery etc. Ready to fit, beautiful condition.
H6B various parts.

Talbot Lago, Delahaye, Delage: Various parts

Coming soon
1929 Alfa Romeo Zagato 3rd series basket case
1924 Hispano Suiza H6B tourer unrestored

We also are constantly looking for high class cars. Please contact

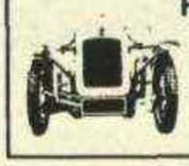
TONNY PAALMAN (Holland)
Office tel: 010-31 23 290551
Office fax: 010-31 23 291196
Home tel: 010-31 5475 2127
Home fax: 010-31 5475 2332

Replacement Turbos off-the-shelf!



The Turbo Centre
01-794 7766/7 380/2 Finchley Road London NW2 2HP

1931 Alvis 12/60 Beetleback	£22,000
1931 Alvis Silver Eagle Saloon	£25,000
1932 Alvis 12/50 Tourer by Cross & Ellis	£30,000
1967 Lotus Cortina. Concours	£6,750
1968 Lotus Cortina. Mint	£5,750
1971 Lotus Europa	£1,500
1971 Lotus 7 Series IV	£3,750
1978 Lotus Eclat. Ex Colin Chapman	£7,500



Hampshire Sevens
UNIT 2, SOUTHLANDS
OAKHANGER, HANTS.
04203/7775
0730 65742 EVES
or MOBILE 0860 834070

ATTENTION CAR LOVERS

If she has a beautiful body cover her and protect her with our 100% Cotton Dust Covers

We offer individually Semi-Tailored and Tailored in 100% cotton, waterproof cotton covers and coloured covers for all types of cars. Please ring for quotation

Unique Semi-Tailored Covers with elasticated ends		**Standard Covers**	
FOR SPORT CARS		9'8" × 15'	£19.95
Up to 13ft 2" long	£39.75	9'8" × 17'	£23.95
Up to 15ft 4" long	£44.75	11'6" × 19'	£30.95
Up to 16ft 9" long	£49.75	11'6" × 20'	£31.75
		11'6" × 24'	£38.75
FOR SALOONS		15'4" × 24'	£52.95
Up to 15ft 4" long	£49.75	15'4" × 28'	£59.95
Up to 17ft long	£59.75	*Intermediate sizes at same price as next size up*	
Over 17ft long	POA		

Car wing protectors **£9.95** a pair. Storage bag **£5.00.** Add £3.50 per cover for postage and packing. All prices include VAT. Free initialling or your registration No. with every order on request. Please enclose a cheque with your order payable to Adrian Sacks, or you can place your order with your Access or Visa card. Remember a car dust cover is the perfect solution for the protection of your car.
Give us a ring for personal service

ADRIAN SACKS TEXTILES
Hillam Road Industrial Estate Unit B, off Canal Road, Bradford BD2 1QN
Telephone Bradford (0274) 394147 (office hours) or Ilkely (0943) 602372 (evenings and Sundays).
All overseas enquiries welcome

Access BARCLAYCARD VISA

Heritage Coach Works



For part or full restoration to all grades by enthusiastic craftsmen at very competitive costs.

Specialists in Jaguar XK series, Porsche 356/911 and Austin Healey.

Experience in many other classic marques. Please call to discuss your requirements.

LHD - RHD conversions available for some British Classics

Tel. 0252-836374 day
0344-779822 evening/weekend
Fax. 0344-780139

DAVID BALDOCK

CHEQUERS GARAGE,
NORTH ROAD,
GOUDHURST,
KENT TN17 1AD



1935 Rolls Royce 20/25 Saloon £26,500



1936 Bentley 4¼ body by Windovers **£19,500**



1923 Rolls Royce 20HP Tourer by Charlesworth **£32,500**



1936 Bentley 3½ Saloon by Gurney Nutting **£19,500**



1934 Rolls Royce 20/25 Saloon, body by Arthur Mulliner **£11,500**



1934 Rolls Royce 20/25 Saloon by Barker **£26,500**



1934 Rolls Royce P2, body by Mann Egerton **£26,500**



1937 Wolseley 25HP Limousine, Grosvener bodywork **£6,950**



1910 Panhard Levassor 2.2 litre four cylinder **£16,750**



1936 Rolls Royce 20/25 Windovers convertible **£67,500**



1934 Rolls Royce 20/25 Landaulette by Thrupp and Maberly **£32,500**



1956 Cooper, fitted with Ford Consol engine **£8,750**

Tel: GOUDHURST 0580 211326(D) or 0732 883282(E) Fax: 0580 211662

Straight EIGHT

for the Ultimate!

152-160 Goldhawk Road, London W12 Telephone 01-743 1599 Fax 01 740 8496



THE NEW MIDDLEBRIDGE SCIMITAR GTE now available. For demonstration at London's main agent visit us at The Motorfair on Stand No.1 on Level 2.

ASTON MARTIN

DB6 Vantage 1967. Just completed a "bare metal" respray in Dubonnet Rosso, tan hide, chrome wire wheels, superb appearance
DB6 Auto Coupe 1966, PAS
DB6 Vantage 1967. Totally stunning in Dubonnet Rosso, potential concours.
V8 Vantage Volante 1987, Auto, low miles
Lagonda 1985 LHD, white, red hide
V8 Volante 1986, 23,000 miles, FSH, Champagne, Vantage suspension, 5 speed

BENTLEY

Turbo R. 1985 'C'. Royal blue, surf hide piped, FSH.
S3 Continental 4dr Flying Spur 1963, Masons black, parchment hide, history, superb appearance
Eight 1985 Model, Georgian silver, Surf blue hide, FSH

ROLLS ROYCE

Silver Cloud III 4 dr. Flying spur
Silver Cloud I, LWB, by Chapron, unique
Phantom V Park Ward Limousine, Royal blue
Phantom VI State Landaulette, Royal blue, mag hide
Corniche Convertible, LHD, 1983
Silver Shadow 1971. Gold over Scotts pine, black hide
Shadow II 1979. 56,000 miles, pewter, FSH

AMERICAN CLASSICS

Cadillac V8 Roadster 1931, unique 24 carat gold leaf finish
Cadillac Sedan Deville 4 dr, 1960, stunning black, grey interior, superb throughout
Ford Thunderbird Tri-power 1963 Coupe, Met. green, white roof, matching interior
Oldsmobile Toronado 1970, low mileage, best available

OTHER MARQUES

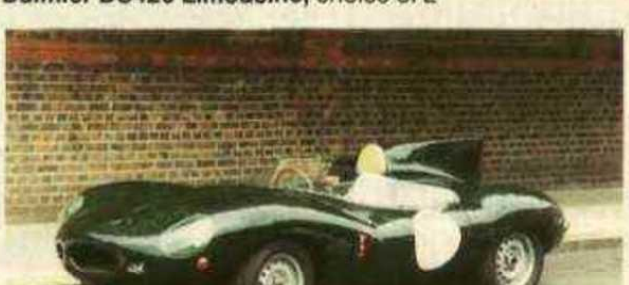
Audi Avant CD 1985, Met. blue, sunroof, FSH
Austin Atlantic Convertible. LHD
BMW 735i SE 1987, 29,000 miles, black/grey hide
Daimler DS420 Limousine, choice of 2
Citroen Traction Avant, black, LHD, superb
Lancia Fulvia 1.3 Coupe 1976 5-speed, red, black interior
Porsche 928 S2, 1986, Guards red, sunroof, rear air, FSH, 39,000 miles
Porsche 911 2.7 Carrera Targe. 1974, Guards red, black interior, electric windows, a rare and fast appreciating Porsche.
Porsche 911 2.7 Carrera Targa 1974, Guards red
Jaguar 3.8S 1968 Auto, PAS, BRG
Jaguar 420G, 1968, 1 family owner, Graphite, dk. blue hide, a superb original example, must be seen

MERCEDES

600 Saloon 1965, Ice green, beige hide interior, Burr walnut, reclining front and rear seats etc
600 Pullman Limousine, white, dk. blue interior, reclining rear seats/windows etc
600 State Landaulette 6 Door, 15,000 klms, LHD, probably the lowest mileage example for sale in the world



Bentley TII 1981, one public company owner, FSH, electric sunroof, 4 head restraints, walnut, champagne hide.



Jaguar 'D' Type Replica. 3.8 litre, superb appearance, BRG, tan hide.



Bentley Turbo 'R' 1986. Magnolia, magnolia hide, one owner, FSH. A magnificent example!

THE ABOVE IS A SELECTION OF OUR CURRENT STOCK — PLEASE PHONE FOR AN UP TO DATE LIST

WE URGENTLY REQUIRE VEHICLES OF THE TYPE WE SELL
BUYER WILL TRAVEL WORLDWIDE!

Lambrook Tyres

CLASSIC

Vintage and Classic Tyres including the original **FIRESTONE** range. Plus extensive range of genuine Whitewall tyres also in stock.

Lambrook Farm, Farway
Colyton, Devon EX13 6DL
Tel. (0404 87) 282
OPEN UNTIL 9pm

S&H MOTORSPORT

Rear of 14 Hallowell Road,
Northwood, Middx. HA6 1DW
Tel: (09274) 27012

SERVICE, REPAIR AND RESTORATION OF HIGH PERFORMANCE SPORTS AND RACING CARS

R. F. FUGGLE LTD. Established 1906

BRISTOL BEAUFIGHTER. Metallic sand, low mileage **£32,500**
BRISTOL 410. Velvet green, grey leather **£19,250**
BRISTOL 406. Royal blue, grey leather, 14,000 miles **£54,000**

Bushey Heath, Herts. 01-950 1685

For K&N Air Filters!

For the best selection of K&N Filters contact Chris Montague

01-794 7766/7

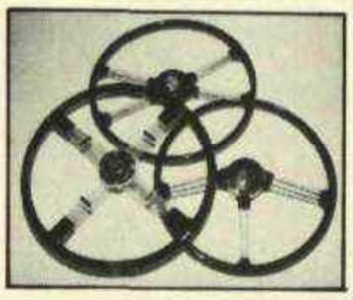
CHRIS MONTAGUE



380/2 Finchley Road London NW2 2HP

KNOCK-OFFS STEERING WHEELS





KNOCK OFFS

FOR ALL WIRE WHEELS BEST PRICES

STEERING WHEELS
MG TA/C/MMM, MGA, MGB Mk I
MG TD/F

KIMBLE ENGINEERING LTD
33 Highfield Road, Birmingham B28 0EV England
Tel: 021-777 2011. Telex 336993
FAX 021-777 4298

HAMPSON

Telephone: 0606 559054/061-747 0561 0836 702737 anytime
Fax: 0606-86-1283



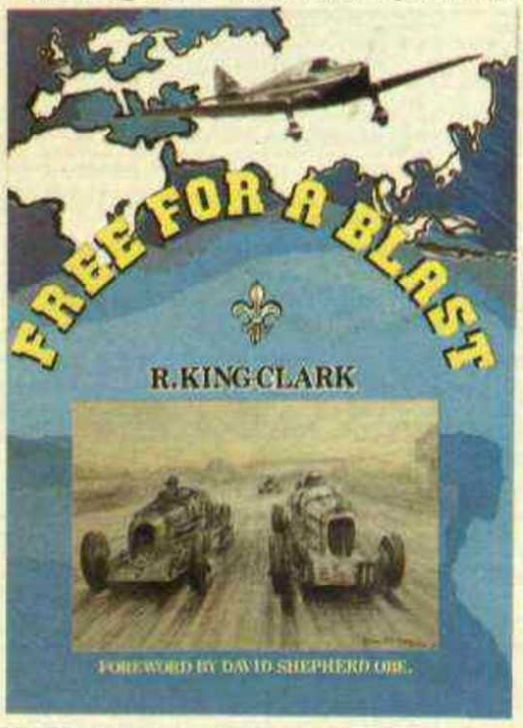
SUNBEAM TIGER — 1965. LHD, original condition, 15,000 miles from new, beautiful example.

From Grenville Publishing Co.

FREE FOR A BLAST

BY R. KING-CLARK

272 Pages, 95 illustrations, laminated paperback cover.



A fascinating account of a young man's inheritance enabling him, during the 1930's era, to indulge in:- touring Europe and America in exciting cars:- racing at Brooklands and other venues in his single-seater J4 M.G.:- and in particular, flying in his Miles Whitney Straight monoplane as far afield as Egypt, Singapore and Bali in the East Indies.
The central chapter gives an insight into his soldiering activities, which placed him in Palestine during the 1938 "Troubles".
This is a stylish, humourous and notably readable book which you should not miss, so order your copy now!

PRICE: £11.95. Postage and packing free.

Please send me.....copies of **FREE FOR A BLAST.**
Make your cheque/postal order payable to Grenville Publishing Co. Ltd.
P.O. Box 35, Standard House, Bonhill St., London EC2A 4DA.

Name.....

Address.....

.....

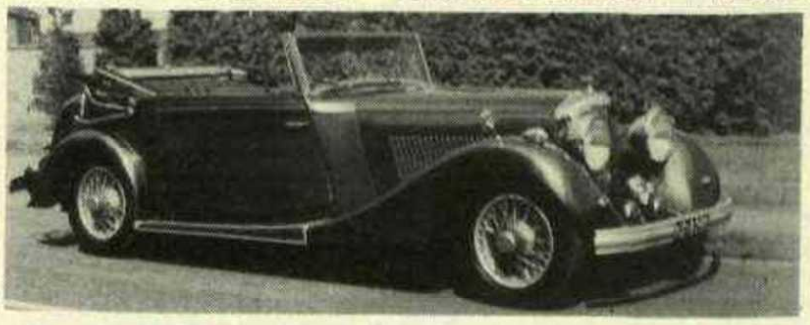
..... Post code .....

HEALEY BROS.

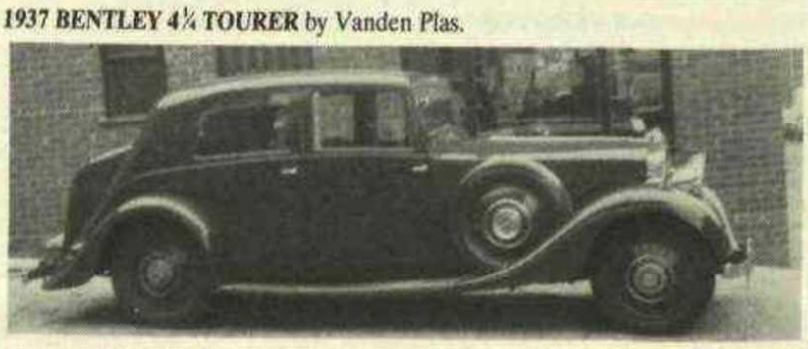
ROLLS ROYCE AND BENTLEY SPECIALISTS

LEADERS IN THE POST-WAR FIELD 1946-1965

SALES — SERVICE — RESTORATION — PARTS



1937 BENTLEY 4¼ TOURER by Vanden Plas.



1937 ROLLS ROYCE 25/30 by Cockshoot. 3 owners and low mileage. Largely original.
1968 BENTLEY T TYPE.
1926 ROLLS ROYCE 20HP SEDANCA by Salmons.
1929 ROLLS ROYCE 20HP LANDAULETTE by Hooper.
1984 ROLLS ROYCE SILVER SPUR. Low mileage.
1980 ROLLS ROYCE SILVER SHADOW.
1935 ROLLS ROYCE 25/30 by Rippon Bros.

"For details of other cars for sale contact Eric Healey"

Rolls-Royce Bentley SPECIALISTS ASSOCIATION MEMBER

HEALEY BROS.
(Automobile Engineers) LTD.
VICTORIA ST, IRTHLINGBOROUGH,
NORTHANTS. 0933 650247.

Hexagon





1985 Bristol Brigand Turbo. BRG/grey hide. 35,000 miles. New today circa £86,000. **£39,000**
1954 Bristol 404. BRG/biscuit trim. 100 D2 engine. Disc brakes. Substantial history known. **£45,000**

1988 Aston Martin V8 Volante. Ice blue/dark hide. Automatic transmission. Virtually new. 2,800 miles. **£180,000**
1986 Aston Martin V8FI Saloon. Silver/blue hide piped grey. Vantage exhaust and spoilers. 5 speed. 22,000 miles. **£99,000**
1979 Aston Martin V8 Volante Automatic. Smoke silver/tan hide. 7,000 miles only. **£119,000**
1972 Aston Martin 'Ogle'. One of only two. Deatils on request.
1971 Aston Martin DB6 MkII. White/black hide. 5 speed. An outstanding original car — not a renovation. 74,000 miles. **£99,000**
1970 Aston Martin Vantage DB6 MkII. BRG/tan hide. Renovated by us, one previous owner. 5 speed. **£139,000**
1970 Aston Martin Volante. Dubonnet Rosso with black hide. Automatic Vantage spec. engine. 27,000 miles believed genuine. **£249,000**
1966 Aston Martin DB6 MkI. Manual. Mid-metallic blue/blue hide. Complete cosmetic renovation and re-trim. **£59,000**
1963 Aston Martin DB4 Series V. Vantage needs some care and attention but basically sound. The nearest thing to a DB4GT. **£90,000**
1956 Aston Martin DB2/4 MkII Drop-head. Silver/blue hide. Partial renovation recently completed. **£145,000**
1954 Aston Martin DB2/4. Red/black hide. Chrome wire wheels. Cosmetic renovation recently completed. **£65,000**
1965 Alfa GTA. Factory alloy-bodied car in red. Good sound car. **£39,995**
1963 Alfa Guiletta 1600 Coupe. Red/black. Right hand drive. Recent renovation. **£19,995**
1961 Bentley Continental Mulliner two door S2. BRG/tan. Recent renovation, good history. **£89,000**
1961 Bentley Continental 'Flying Spur' S2. Black/beige hide. Engine rebuild just completed. Very tidy but not mint. **£65,000**

1962 Mercedes 300SL Roadster. Red/black hide. Factory disc brakes. Mint. **£195,000**
Plus 300SL Roadster with non-factory disc brakes plus 300SL needing some renovation and 300 SL Gullwing which is very tidy.

1924 Bentley VDP 3 Litre Tourer. Original body with outstanding history. **£145,000**
1989 BMW Z1. Metallic black/black suede. 2000 kilometres. **£38,995**
1988 'F' BMW M3 Evolution. One of 500 made — a sure classic of the future. Electric roof and air conditioning. 12,000 miles only. **£27,995**
1973 BMW 3.0 CSL. The best we have seen since 1975! 18,000 miles. **£19,995**
1976 BMW 3.0 SI. Anthracite/beige cloth. Factory sliding roof. This car is superb. 17,000 miles. **£14,995**
1974 Citroen Maserati EFI. Leather. Air conditioning. Mint. 14,000 miles. **£23,000**
1971 Cadillac Eldorado Convertible. 13,000 miles of sheer 'over the top motoring'. **£19,995**
1966 Chevrolet Corvette fast back. 12,000 miles with all MOT's etc. Mint. **£29,995**
1969 Jaguar E-Type Roadster. Primrose. Chrome wire wheels. **£45,000**
1962 Jaguar 3.8 MkII. Total ground-up renovation now as new. Chrome wires etc. **£38,000**
1962 Jaguar 3.8 MkII. BRG. Recent cosmetic renovation with £8,000 of bills. Chrome wire wheels. **£25,000**
1958 Jaguar XK150 Roadster 3.8. Lefthand drive. Black. Magnificent. **£70,000**
1955 Jaguar XK140 Drop-head. Lefthand drive. Midnight blue. Renovated from the ground up in Germany by the previous owner. Meticulous job with full photographic account of work. The car has been built to use so it has a modern automatic gearbox and electrics and sits on 15" wheels. **£55,000**
1953 Jaguar XK120 S/E Roadster. Lefthand drive. Wire wheels. Twin-exhaust. Ground-up renovation also done in Germany. With pictures. **£55,000**
1950 Jaguar XK120 Roadster. Lefthand drive. 37,000 miles believed genuine. **£55,000**
Undergoing restoration — details on request. (All cars viewable in our workshops):
Aston DB2/4 MkIII RHD & LHD, Aston DB4, Aston DB5 Convertible, Aston DB2/4 MkIII Conv., Aston DB5 Vantage, Jaguar E-Type 3.8 Lightweight Replica, E-Type 3.8 FHC — 61,000 miles, E-Type V12 Roadster BRG, XK150 'S' 3.8 DHC. RHD. XK150 3.4 Roadster, Maserati 3500 GT, 5 speed, discs and Borranis.

Please call Paul Michaels or Martin Woolf on 01-348-5151

H.R. OWEN

H.R. OWEN — **TELEPHONE: 01-584 8451 — FAX: 01-581 2100** — H.R. OWEN

1988 TESTAROSSA. Rosso Corsa, black hide, 3,000 miles.
1989 412 AUTOMATIC. Metallic Nero, magnolia hide, 100 miles.
1989 412 AUTOMATIC. Blue Chiario, magnolia hide, 1,900 miles.
1989 328 GTS. Rosso Corsa, magnolia hide, 72 miles.
1986 328 GTS. Rosso Corsa, magnolia hide, 5,400 miles.
1988 328 GTB. Blue Medio, tan hide, 7,700 miles.

ASTON MARTIN

1989 ZAGATO VOLANTE AUTOMATIC. Blue metallic, magnolia hide, piped in blue, 48 miles.

EXCEPTIONAL LOW MILEAGE FERRARI MODELS PURCHASED

HAMPSONS AUCTION

Tel. 0606 559116 **Fax. 0606-86-1283**

CLASSIC
AND
THOROUGHBRED CARS

CARS OF THE HIGHEST QUALITY NOW BEING ACCEPTED FOR OUR FORTHCOMING SALE

SATURDAY 25th NOVEMBER

HAMPSON

FREE STORAGE ONE MONTH PRIOR TO SALE

FULLY INSURED FOR CARS ENTERED

FOR MORE INFORMATION CALL JOHN OR MARK HAMILTON OR OUR AUCTION DEPARTMENT FOR ADVICE

ENTRIES ALREADY INCLUDE

1930 LAGONDA 2 LITRE L C SUPERCHARGED SPEED MODEL
1965 FERRARI 275 2 CAM
1962 BENTLEY CONTINENTAL SII
1967 ASTON MARTIN DB6 MKI VOLANTE
FERRARI BOXER
1926 CADILLAC 314
JAGUAR V12 'E' TYPE ROADSTER
JAGUAR 4.2 'E' TYPE
JAGUAR V12 2 + 2 'E' TYPE ROADSTER
JAGUAR XK150 FHC
VW BEETLE (LIMITED EDITION) UNREGISTERED

HAMPSON

Tel. 0606 559054, 061-747 0561, 0836 702737
Fax. 0606-86-1283
ROAD 4, WINSFORD INDUSTRIAL ESTATE, WINSFORD, CHESHIRE
OPEN 6 DAYS *8 mins from Junction 18 M6, viewing strictly by appointment* **SUNDAY BY APPOINTMENT**



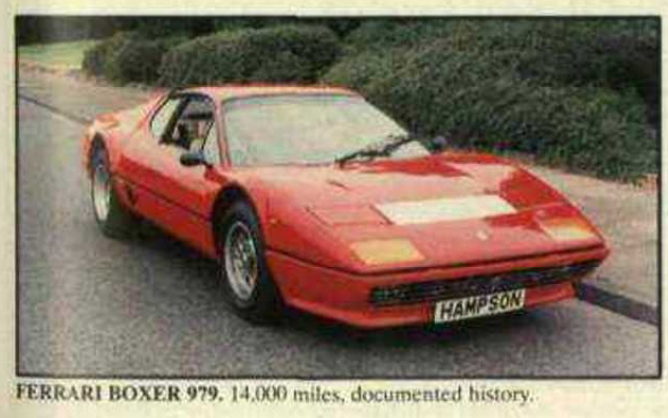
ASTON MARTIN DB 2/4 DHC MkI. 1954, fully rebuilt to high standards.



ASTON MARTIN DB2/4 MkIII Coupé. 1958, virtually concours.



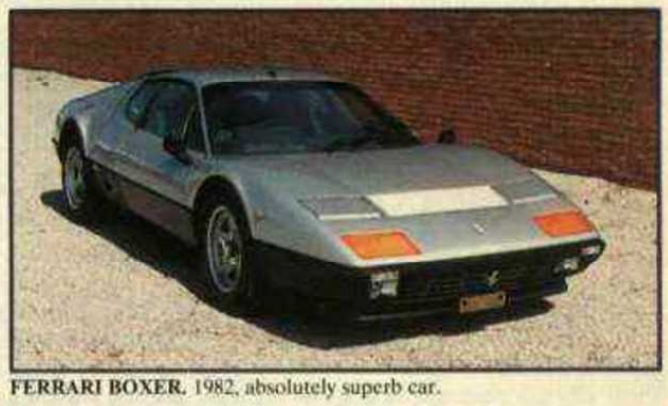
ASTON MARTIN DB4 VANTAGE. 1962, excellent condition.



FERRARI BOXER 979. 14,000 miles, documented history.



FERRARI DINO. 1972 246GT. Extensively restored


FERRARI BOXER. 1982, absolutely superb car.


JAGUAR 'E' TYPE ROADSTER Auto. Fully restored.


JAGUAR 'E' TYPE ROADSTER. Blue, manual. Immaculate restored car.


JAGUAR 'E' TYPE 2+2. Manual, choice of several.


BENTLEY T CONVERTIBLE. 1970. M.P.W. One owner, 27,000 miles.



ROLLS ROYCE SILVER SHADOW CONVERTIBLE. M.P.W. 1970. 23,000 miles.



BENTLEY S1. 1956, fully restored to concours, £18,000 spent.


COBRA 289 MKII. Recently restored, ex R. Keegan F1 racing driver. Unique opportunity.



ROLLS ROYCE SILVER SHADOW 2-door. 1967. One of limited number produced.


DAX COBRA REPLICA fitted Rover 3.5 engine, 5-speed manual gearbox.

TRIUMPH TR4A IRS. Full concours rebuild
AUSTIN HEALEY 3000 MkII. L.H.D., 1963. Excellent.
JAGUAR 'E' TYPES. All models, 20 cars.
JAGUAR XK 150. 1959, fawn, F.H.C.
JAGUAR XK 140. 1955, red, F.H.C.
JAGUAR XK 150. Red, F.H.C.
JAGUAR XK 150 3.8. F.H.C., 1960, green.
JAGUAR XK 120 Roadster. Dark blue.
MERCEDES 600. 1968, six door limousine, ex 'Beatles'.

OTHER CARS IN STOCK

MERCEDES 250 SL. 1967, red, auto.
ASTON MARTIN DB6 Mkl Volante. 1967, dark blue.
ASTON MARTIN DB6 MkII. Dark blue, manual
ASTON MARTIN 2ltr. Open Tourer. 1939, concours.
ASTON MARTIN DB2/4. Burgundy metallic.
CHEVROLET CORVETTE STINGRAY. 1968, red, very fast
CHEVROLET CORVETTE STINGRAY. 1960, black/white
RELIANT SCIMITAR. 1974, concours winner

AUSTIN MINI COOPER. 1969, white.
AUSTIN HEALEY FROGEYE SPRITE. 1958, red, early car, excellent.
ALFA ROMEO 2000 GTV. 1972, red.
TRIUMPH TR7. Professionally converted to TR8.
HEALEY SILVERSTONE. 1950, green.
LOTUS CORTINA MkI. 1966, excellent, original, history.
JAGUAR 'E' TYPE 3.8 Roadster. 1961, LHD, concours.
TRIUMPH STAG. 1975, orange, auto.
MERCEDES 190SL. 1963, white, LHD, excellent.
SUNBEAM TIGER. 1965, LHD, very low mileage.

WANTED — CARS IN TOP CONDITION

HERITAGE MARQUES LTD

WANTED

JAGUARS
AUSTIN HEALEYS
ASTON MARTINS

or anything in truly outstanding condition

PLEASE RING CHRIS BAUER ON

0663 63511 or 0836 313006
Fax: 0663 65181

Probably the best buyer in Cheshire

HAMPSON

Telephone: 0606 559054/061-747 0561 0836 702737 anytime
Fax: 0606-86-1283



AC COBRA MkII 289 — 1966. The car was subjected to being rebuilt in 1986, documentation of rebuild by professional race car engineer. An excellent example. Blue Chip investment.

1930 Lanchester 30hp Straight Eigh

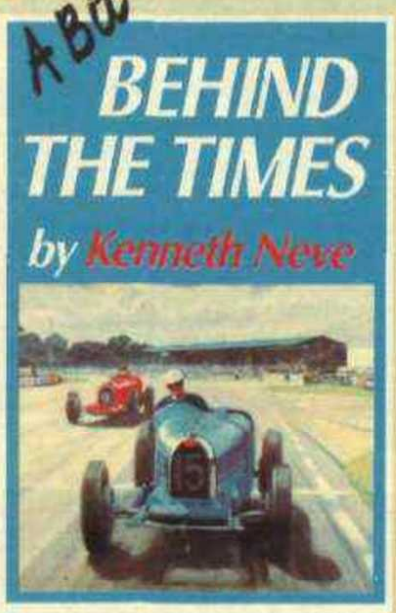


A rare opportunity to acquire a fine example of the last and most magnificent model produced by Lanchester Motor Company. The car carries an attractive fabric limousine body and is in very sound co throughout. Engine, gearbox and back axle professionally rebuilt. Genuine private sale due to house purchase.

Offers in the region of £30,000
Telephone 0332-47611 office or 0335-43432 home (Derbyshire)

KENNETH NEVE'S BOOK

A BIT BEHIND THE TIMES



Here is a unique book about motoring and competing in cars from the Edwardian to the Vintage period. The author, a Past President of the Vintage Sports-Car Club, is as enthusiastic about cars as anyone. He tells of the formation before the war of the very keen Northern Section of the VSCC and the characters and humourous incidents associated with that venture. Building cars for the first 500cc races, racing cars as diverse as Neve's GP Bugatti and 1914 TT Humber, constructing his famous 1911 London-Edinburgh 40/50hp Rolls Royce and re-enacting with it a classic Top-Gear Run, racing a Brough Superior motor-cycle at Brooklands and owning many fine cars from 30/98 to PII Rolls-Royce. It is all there, in Neve's methodical recording, with a host of fine pictures and a Foreword by Count Lurani. Treat yourself to some fascinating New Year reading!

PRICE £7.95 plus 55p P&P UK
OR 95p P&P
ALL OTHER COUNTRIES

SPECIAL OFFER
Order 2 Books or more and we will supply them at £7.50 per copy. Post free UK only

Please send me ..... **copies of A BIT BEHIND THE TIMES**
Make your cheque or PO payable to Grenville Publishing Co Ltd
PO Box 35, Standard House, Bonhill Street, London EC2A 4DA

Name .....

Address .....

.....

Post Code .....

Chris Drake Collectors Cars Ltd

21 Brook Mews North, London W2 3BW
Tel: 01-262-6583, Fax: 01-402-8859

JAGUAR



1953 JAGUAR XK120 ROADSTER. LHD, white with black upholstery, special equipment with twin exhausts and chrome wire wheels. Excellent restored condition.

ALSO IN STOCK
1967 LAMBORGHINI MIURA P400. LHD, 24th car built from total of 552, orange with black interior, 12,000 kms from new, stored 18 years, original and mint condition.
1969 JAGUAR E-TYPE ROADSTER SERIES II. RHD, red with cream interior, chrome wire wheels, excellent condition.
1971 MASERATI GHIBLI COUPE 4.9 SS. RHD, very low mileage, red with black upholstery, concours condition.
1972 FERRARI 365 GTB/4 DAYTONA. RHD, one of 158 produced, red with tan interior, 13,500 miles, immaculate condition throughout.
1973 MASERATI GHIBLI SPYDER 4.9 SS. LHD, last chassis, Spyder conversion by Starman of USA, all taxes and duties paid in this country, red with tan interior. Very good condition.

NOSTALGIA

1990 AC COBRA 302 MK4's

NOSTALGIA IS PROUD TO ANNOUNCE OUR RE-APPOINTMENT AS SOLE DISTRIBUTOR OF RIGHT-HAND DRIVE MK4 AC COBRAS FOR 1990 (L.H.D. ALSO SUPPLIED).

These genuine new AC Cobras, handbuilt using the original '427' factory jigs and wooden 'bucks' etc, are probably the highest quality vehicles manufactured anywhere today. Only 40 in total of both left and right-hand drive cars will be produced next year for sale world-wide and their investment potential is already proven and guaranteed.

ALL AC COBRA MK4'S HAVE: Ford 5 litre V8 HO Mustang engine; 5-speed manual g/box; all aluminium body with stainless steel inner panelling; finest Connolly hide & Wilton carpeting; full weather equipment; Halibrand wheels; 0-100 mph (0-160 kph) in 13.0 secs. 140+ mph (225+ kph).

SIMPLY THE BEST SPORTSCARS IN THE WORLD!

Yes! It is a Mk4 Cobra in the new Shell Unleaded Petrol TV Commercial



DELIVERY ON NEW & S/HAND CARS: Phone for current situation, on both right and left-hand drive cars. 225bhp (catalysed) or 240bhp (Holley).

A SPECIAL EDITION 'LIGHTWEIGHT C/S' VERSION WITH 340bhp & MANY UNIQUE FEATURES AVAILABLE FOR 1990.



1972 AC 428 FRUA D.H.C.

The last of the 26 R.H. drive models built, & one of only 5 with manual gearbox. Silver with black trim & chrome wires. 32,000 miles & three owners from new. Absolutely magnificent & probably the best example remaining.



AC COBRA 289 Mk 2

Under 9,000 miles since total reconstruction by AutoKraft from the chassis frame up. The result is not only one of the best presented Mk 2's in the world, but also one of the most pleasant to drive (800 mile round trip to Cornwall just completed) and, with its 300+ bhp blue-printed Mathwall engine, it is also extremely rapid! Dark British Racing Green with black trim and full weather equipment, just fully serviced at the factory.



1950 EX-WORKS TEAM HWM-ALTA GRAND PRIX



A very famous & important part of British motor-racing history: not enough that it is the actual car that Stirling Moss was entered in his first GP season as a 'Works' driver, it is also the only surviving original member of the 4-car Works team that achieved International success, racing against Fangio, Farina, Ascari & Villoresi etc. This car, Chassis FB101, had over a dozen remarkable results in F1/F2 Grand Prix driven by Abecassis, Macklin & Moss himself, including a 2nd in the Naples and 3rd's in the Rheims & Bari GP's. Totally restored to 'concours' standard by Paul Grist, retaining superb detail originality. Extensive & continuous history & also documented in full colour articles in 'Motor Sport' & 'Classic Cars'. FIA Registered & eligible for International Historic & Vintage events, not only in its single-seater form, but also as a 2 seater sports-racer (the road conversion takes 10 minutes) — UK Registered with its original number — MXK 727

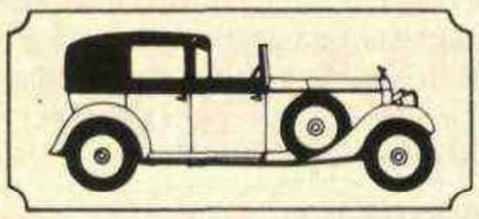
'THE GOAT' PUB, HERTFORD HEATH, **MONTHLY MEETINGS FOR 'CLASSIC' CAR BUFFS**
OCTOBER 1st & NOVEMBER 5th — NOON TILL 3pm

ROD LEACH'S 'NOSTALGIA'
Tel: 0992 500·007 9am till 10pm, 7 days per week
Fax: 0992 55·88·91
Or: 0860 321·981

WRITE TO: BRIAR FORGE, VICARAGE CAUSEWAY, HERTFORD HEATH, HERTS SG13 7RT
PLEASE NOTE: VISITS STRICTLY BY APPOINTMENT ONLY!

SCOTT-MONCRIEFF

Restorers of Horseless Carriages for the Nobility and Gentry since 1927



- Specialists for over 60 years in Rolls-Royce, Bentley, vintage and classic marques for an international clientele.
- Our hallmarks are dedicated craftsmanship and exceedingly good customer service.
- From our quiet rural base we offer all the professionalism of the city — without the hustle or the hassle.
- Total ground-up restoration or a simple MOT

For further information contact David Scott-Moncrieff & Son Ltd. on 0538 384300 or fax 0538 382165.

The Scott-Moncrieff Commitment Is Your Guarantee of Good Service

HAMPSON

Telephone: 0606 559054/061-747 0561 0836 702737 anytime
Fax: 0606-86-1283



HEALEY SILVERSTONE TWO SEATER SPORT RACING CAR. First owned by Hector Dobbs Riley racing driver. Riley 2½ litre engine, 'E' Series chassis, last owner 20 years. The car is fitted with high compression pistons. An extremely rare car of which there is only 90 still in existence.

THE MOTOR MUSEUM COLLECTION OF ¼ SCALE CLASSIC CARS

POCHER

Access BARCLAYCARD VISA

Models are constructed from bronze, plastic, brass, rubber and metal parts. Nut & bolt assembly. A superb museum piece to be proud of. Engine detail, spoked wheels, steering, lights, etc, etc, features just like the real thing.

THE RANGE OF POCHER CLASSIC CAR KITS

K72 Rolls Royce Phantom II 1932 Convertible 2300 parts	£259
K73 Alfa Romeo Spider Touring Green Sport 1932, 1954 parts	£220
K74 Mercedes Benz 500 K/AK Cabriolet 1935, 2378 parts	£259
K75 Rolls Royce Torpedo Phantom II Conv. 1934, 2905 parts	£335
K76 Bugatti 50T 1933, 1664 parts	£279
K78 Alfa Romeo 8C 2300 Monza 'Muletto', 1450 parts	£175
K79 Volvo F12 Turbo Truck	£279
K80 Mercedes Benz 500 K Sport Roadster, 2371 parts	£279
K81 Alfa Romeo 8C 2600 Mille Miglia, 1817 parts	£230
K82 Mercedes Benz 540K Cabrio Special	£279
K83 Rolls Royce Ambassador 1933, 2327 parts	£279
K51 Ferrari Testorossa NEW	£125



K72 Rolls-Royce Phantom
Send £1.75 for colour catalogue
(refundable against kit ordered)

All prices inc postage, packing and insurance

Teign Models Lt (Dept MS)
20 Fore St., Teignmouth
Devon TQ14 8DU ☎ 0626 772656

The Fruit Farm
Common Lane,
Radlett
Herts WD7 8PW

STANLEY MANN

Telephone Radlett
0923 852505/857816
Fax No (0923) 853496

Open all week and Saturday and Sunday mornings

BENTLEY, CHOICE OF THE ENTHUSIAST FOR OVER SIXTY YEARS

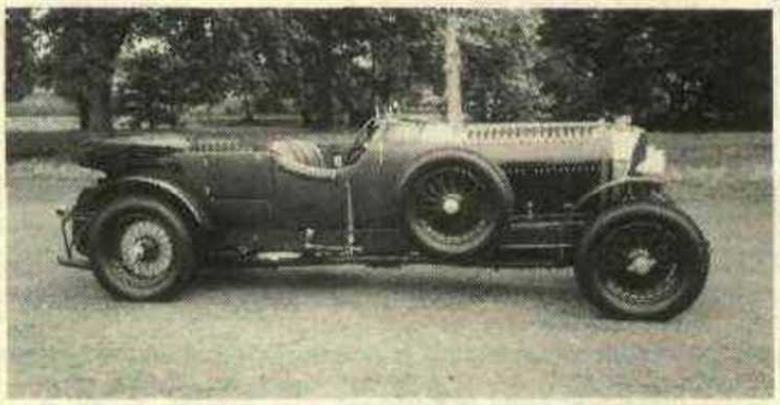


A delightful 1927 Bentley 3-Litre Red Label, Speed Model Vanden Plas tourer. This is one of several new additions to our stock of vintage Bentleys.

The Original

CLASSIC AUTOMOBILES

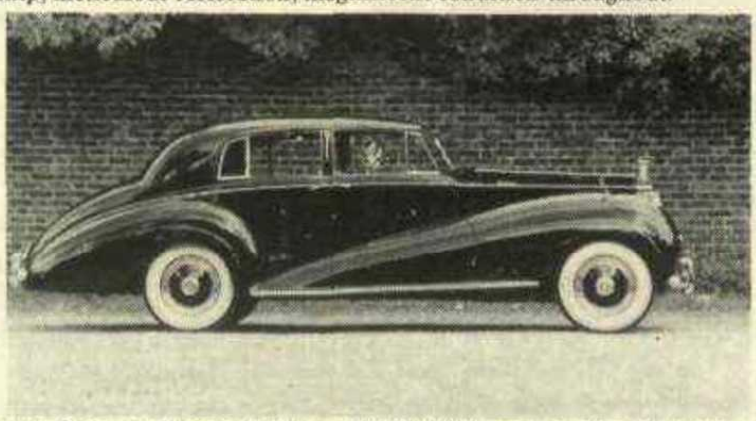
Classic Automobiles of London Ltd
Armoury Way, London SW18 1EZ. Telephone: 01-871 1357 Fax: 01-871 1979



1926 BENTLEY 6½ LITRE with racing history and important ownership, meticulous restoration, magnificent condition throughout.



1948 ASTON MARTIN DBI CONVERTIBLE in British Racing Green with tan hide, ex-Motor Show car. Fabulous and very rare.



1951 ROLLS ROYCE SILVER WRAITH with coachwork by James Young. In black with tan hide interior, LHD, the best we have ever seen.



1957 BENTLEY SI 2 DOOR COUPE. By James Young in Astral blue with beige leather, very rare.



1966 ASTON MARTIN DB6 MKI, manual transmission, Vantage engine, restored to show condition.



1951 JAGUAR XK 120 ROADSTER in Old English white with burgundy hide, restored to concours condition.



1955 LAGONDA 3 LITRE DHC Tickford body finished in dakr blue with grey leather. A rare and very collectable 4 seat touring car.



1971 JAGUAR E-TYPE V12 SERIES III in white with black hide interior, manual, wonderful throughout.

ALSO IN STOCK

1901 Panhard Et Levassor
1930 Rolls Royce Phantom II Tourer
1963 Bentley S3 Continential Coupe
1950 Riley Roadster 2½ Litre
1934 Rolls Royce 20/25 Limousine
1936 MGSA DHC
1979 Jaguar Kougar 4.2
1965 Lotus Elan Convertible
1959 Austin Healey 3000 MkI
1977 Cadillac Convertible
1904 LA NEF
1926 Rolls Royce 20 HP Doctor's Coupe
1957 Bentley SI LWB
1948 Allard KI 2 Seat Tourer
1960 Rolls Royce Phantom V Limousine
1971 Lamborghini Espada
1939 Austin 8 Light Saloon
1962 Jaguar 3.8 MkII
1977 Mercedes 450 SEL 6.9 Litre
1979 Rolls Royce Silver Shadow II
1908 Lorraine Dietrich Town Car
1933 Rolls Royce 20/25 Sports Saloon
1926 Bentley 3 Litre Tourer
1975 Jaguar E-Type Tourer
1964 Rolls Royce Silver Cloud III
1954 Chevrolet Corvette Roadster
1974 ISO Rivolta Coupe
1944 Willys Jeep
1968 Ford Mustang
1989 Porsche 911 Turbo Carbriolet

Telephone: 01-871 1357

Other excellent cars available, please telephone.
Overseas enquiries welcomed. Shipping arranged promptly.
WE ALSO BUY GOOD CONDITION INTERESTING CARS

P&A Wood

AUTHORISED SERVICE DEALER

ROLLS ROYCE

GREAT EASTON, DUNMOW, ESSEX CM6 2HD (0371) 84-848 FAX (0371) 84-810



BENTLEY S2 CONTINENTAL 1962 FLYING SPUR by H. J. Mulliner. Oxford blue with red upholstery. 76,500 miles from new, a superb car in concours condition, maintained by ourselves.

SALES – SERVICE – REPAIRS – COMPLETE RESTORATIONS
and a comprehensive range of spare parts

ATLANTIC MOTORCYCLES



M. Hawthorn, T. Sopwith, Silverstone by M. Turner, 1958
£2500

Others in stock

Telephone: 0734 342266
Telex: 848210 INFOS-G

20 Station Road, Twyford,
Berks RG10 9NT

TIM WALKER
(RESTORATIONS)

Restoration and repairs undertaken on veteran, vintage, P.V.T. and classic cars.

Also wing and panel making. Also turning, milling etc for "one offs".

Car collection service available.

Aylesbury (0296) 77596 workshop
and **748419 eves/w'ends**

WITTER
TOWING BRACKETS

TRUST WITTER

- First choice for safety-conscious drivers with over 3 million towbars supplied.

See Yellow Pages for your nearest specialist fitter or stockist.

C.P. WITTER LTD. CHESTER
Tel: 0244 41166 Tlx: 61623 EURBAR G



1939 ALVIS 12/70

With special body to the customer's specification. This is typical of the work we have completed on a variety of pre-war chassis destined to be used in competition.

Rod Jolley Coachbuilding

SPECIALIST PANEL BEATING & ASH FRAMING
37 GORDLETON INDUSTRIAL PARK, SWAY ROAD, LYMINGTON,
HANTS. TEL: (0590) 683702. FAX: 0590 683634.

TELEX: 923753
REF: 0224

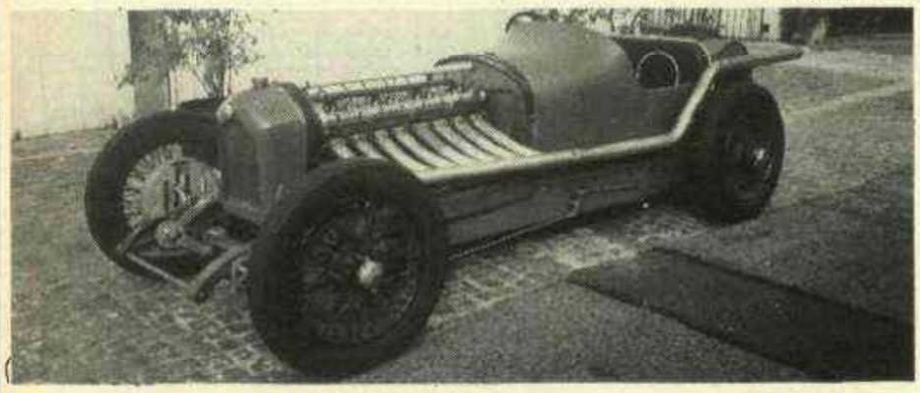
FAX: 01 589 9042

01-584 7472
01-584 7332

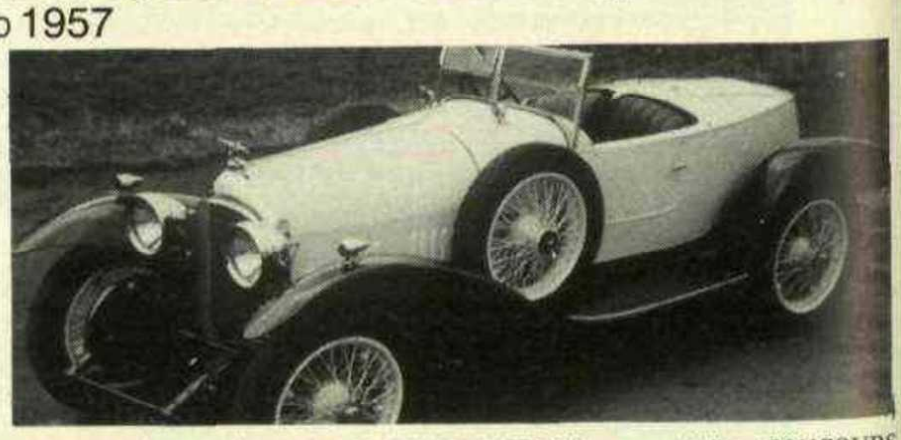
DAN MARGULIES (VINTAGE CARS) LTD

12 QUEEN'S GATE PLACE MEWS, LONDON SW7 5BQ

ESTABLISHED 1957



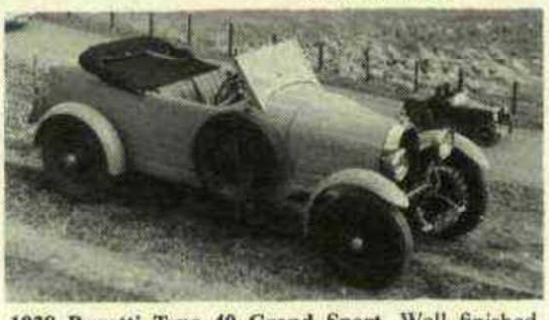
1919 Ballot 4.9 Litre. Famous Indianapolis/Brooklands car.



1925 Bentley 3 Litre Speed Model. JARVIS BODIED, 2/3 seater, rebuilt to CONCOURS CONDITION.



1965 Ferrari 275 GTB/2 Shortnose. L.H.D., U.K. registered, good example.



1928 Bugatti Type 40 Grand Sport. Well finished, Wilkinson Bray continuous history. Engine rebuilt.



1927 Bugatti Type 35B G.P. 2-seater. Completely rebuilt, good specification, original wheels, hollow FRONT AXLE.

1928 Alfa Romeo 6C 1½ Litre Sports 2 Seater.

1937 Bentley 4¼ Litre V.D.P. Style Tourer.

CHOICE OF SEVERAL COMPETITION CARS

HIGHEST PRICES PAID FOR ALL VINTAGE AND CLASSIC CARS

FRENCHAY GARAGE
COACHBUILDERS & RESTORERS
A complete in-house service. Vintage Alfa Romeo parts. Brakes and Clutches re-lined. Ash frames, complete bodies. Engines overhauled. Painting.
Frenchay Garage (Incorporating Vintage Frictions) Frenchay Common, Frenchay, Bristol, BS16 1NB
Tel: (0272) 567303
(0272) 603708

ALVIS
WANTED WANTED
EDDIE QUELCH WILL PAY
TOP PRICE FOR ANY MODEL
PLEASE TELEPHONE
0582 576036

SCIMITAR & AC AT SILVERSTONE
ROOSTER TURBOS
WE SPECIALISE IN ALL ASPECTS OF TUNING, TURBOCHARGING (GTE, SSI, AC3000 ME), SPARES, REPAIRS & OVERHAULS.
GOOD EXAMPLES BOUGHT AND SOLD
ROBIN REW LTD.,
SILVERSTONE
(0327) 857903
PLEASE TELEPHONE FOR ADVICE OR QUOTATION
24 HOUR ANSAPHONE
WORKSHOP UNIT 12,
SILVERSTONE CIRCUIT,
SILVERSTONE

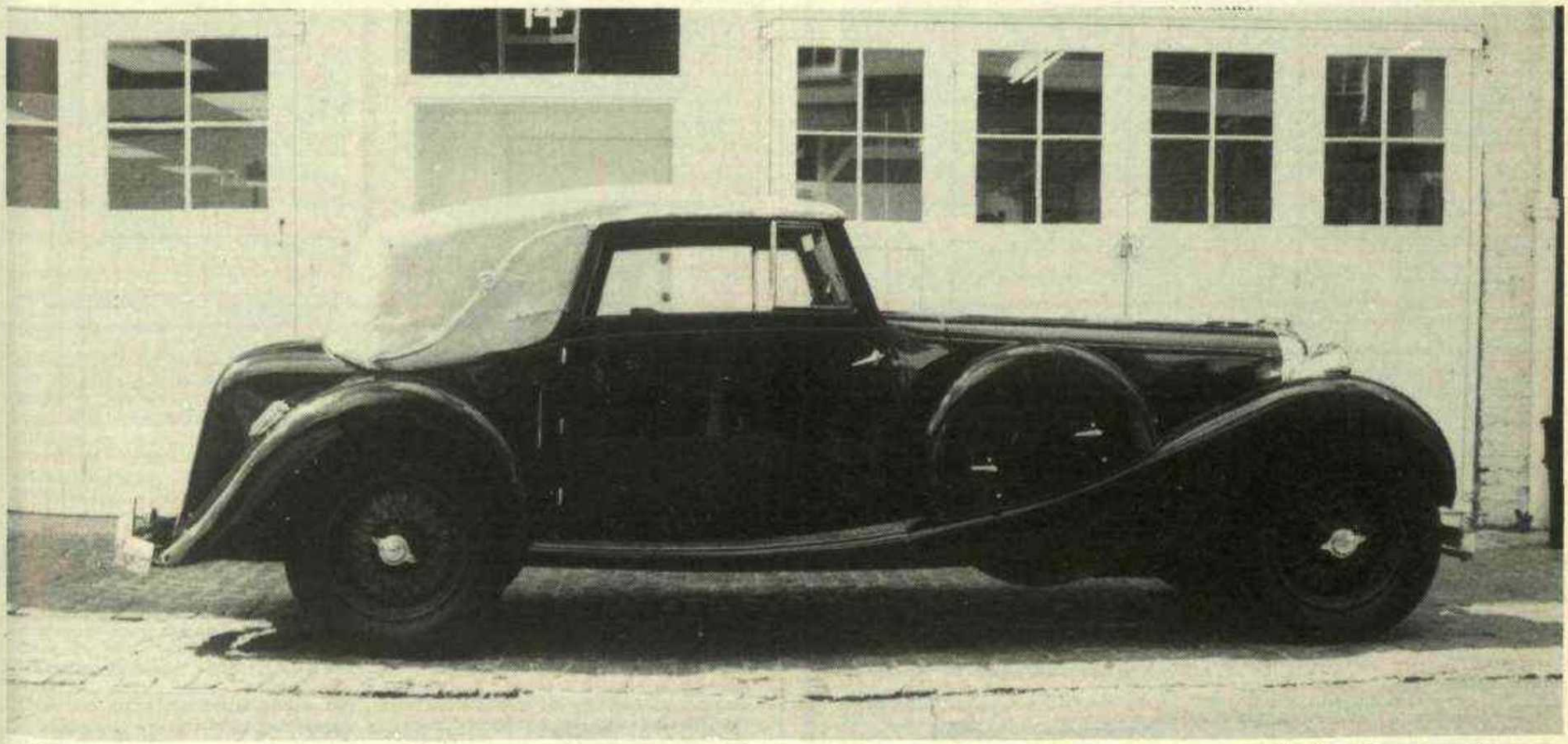
WING MAKING
We are now able to offer a first class wing making facility in our specialist panel beating department.
We have excellent on site facilities for wheeling, folding, louvre cutting etc, and are confident of producing any panel for your vehicle in either steel or aluminium.
THE COOKE GROUP
WEST AVENUE, WIGSTON, LEICS
Telephone: Leicester (0533) 881234
Fax: (0533) 881238

Classic Automobiles
P.J. FISCHER
Tele Fax: 01-785 6926
Specialist in low mileage,
classic Rolls Royce & Bentley cars.



1957 S.1. P. Ward Continental. Manual also one 1956 car Automatic with 56500 orig. miles.
ALSO IN STOCK THE FOLLOWING LOW MILEAGE CARS
1955 R'Type Continental AUTO 4.9 in Grey w. red int. **1955 R'Type** P. Ward Auto Drophead Coupe LHD. **1957 S.1. Flying Spur. 1959 S.1. Flying Spur** 4-light. **S2 Spur** LHD Shell Grey. **S2 Spur** RHD Midn. Blue. **S2 Spur** choice of colours inside and out. **S2 Coupe** HJM Choice colours inside and out. **S3** Choice one white, one midn. Blue, one Astral Blue. **1948 S. Wraith** Owner driver. **1964 P.5.** P. Ward. **Silver Cloud I** LHD in Black. **1959 SCI** Shell Grey. **1961 Cloud II** Regal Red. **1964 Cloud III** Garne/Silver — **1964 Cloud III** Blue/Silver — **1964 Cloud III** LHD in ICe Green.
WE URGENTLY REQUIRE GOOD LOW MILEAGE CARS
OF THE TYPE WE SELL
Established 1975 Sales — Service — Restoration
Please telephone or send SAE for free stockist
NORTHUMBERLAND GARAGE Tel: 01-785 6633
Dyers Lane (408 Upper Richmond Rd), Putney, London SW15
(Between Putney Swimming Pool and Roehampton Lane)

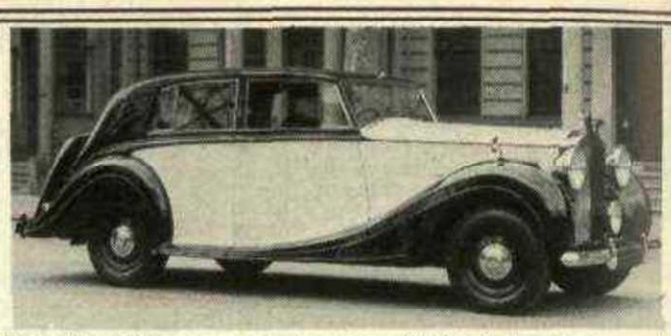
14 and 16
Queens Gate Place Mews,
London SW7 5BQ
C.A.R. HOWARD
INTERNATIONAL LIMITED
Tel: 01-584 4701/ 6552
Fax: 01 584 6553



1934 LAGONDA LG45 Dhc. Lovely car in good running condition. Cosmetics need a little attention.
Also in Stock:
1934 Frazer Nash TT Rep.
1937 Bentley 4¼ Saloon by Park Ward
1928 Mercedes-Benz S-Type
1970 Jaguar E-Type 4.2 Manual LHD
1939 Lagonda 4½ LG6 Rapide DHC
1937 Rolls-Royce 25/30 Saloon by Park Ward
WE BUY AND SELL FINE CARS WORLD WIDE



STORAGE AND PARKING OF FINE CARS



If you own an unusual car, doubtless you understand the need for professional parking and storage from time to time. There is one company specialising in the storage and garaging of fine cars who offer the best and most comprehensive service.
Which explains why the company is bigger than the rest of its competitors combined; has the most convenient garages; and has the most flexible attitude to your needs, and remember, our rates are very competitive.

Cabriolet Cars (London) Ltd,

Milton House, 2 Fernshaw Road, London, SW10 0TF. 01-352 8565
Telex: 937069 Hooper G. Fax: 01-352 7945
'WE MAKE MOTORING MORE FUN'

ASHTON KEYNES
VINTAGE RESTORATIONS LIMITED

Coachbuilders award 1979

Ashton Keynes, Swindon, Wiltshire

Coach builders and restorers of vintage and classic cars. Rolls-Royce, Bentley etc. Ash frames, panel work, wings, repainting, coach finishing, upholstery, electrical work, chassis + mechanical rebuilds

Inc. South Cerney Engineering Ltd
Engine re-conditioning + specialist machining
Tel: Cirencester (0285 861) 288

MALCOLM C. ELDER

Office: Enstone (060 872) 238
Home: Steeple Aston (0869) 40606

UNIT 5, ENSTONE AIRFIELD, ENSTONE, OXFORDSHIRE, OX7 4NP

Part exchanges considered. Callers preferably by appointment. Enquiries welcome.





1920 **PEUGEOT** 163 Sport tandem (Photo) £12,750
1925 **REO** Speed Wagon 14 seat 'bus £25,000
1926 **FORD T** four seat tourer £15,000
1928 **HILLMAN** 14 saloon £8,500
1929 **AMILCAR** GS 2 + 2 sports £18,000
1929 **RENAULT** KZ3 4-seat tourer £12,750
1931 **ALVIS 12/60** Beetle back £34,000
1931 **RILEY** 9 Biarritz saloon £5,950
1933 **LAGONDA** 3-litre tourer (Photo) £118,000
1933 **LANCHESTER** 10 saloon £4,950
1934 **ALVIS** Crested Eagle Limousine £26,000
1936 **ALVIS** BLOWN Sp.25 4-seat tourer £38,000

1939 **RAYMOND MAYS** Carlton drophead £26,000
1958 **AUSTIN** A95 Westminster £1,700
1964 **MORRIS** Minor 1000 convertible £4,125
1964 **CORVETTE** Stingray coupe £20,000
1969 **ROVER** P6 series I 3500 ..... £3,500
1971 **R.R.** Corniche convertible £37,000
1974 **RELIANT** Scimiter SE5A £3,750
1977 **R.R.** Silver Shadow II £16,500
1978 **MORGAN** 4/4 2-seat (43,000 mls) £9,850
CARS SOLD ON CONSIGNMENT Please enquire
NEW TYRES STOCKED for older vehicles

WANTED: Nice examples of interesting cars and motorcycles, vintage, PVT or classic

---

ROYLE



1924 AUSTIN 20HP OPEN FOUR SEATER. Big and powerful, in good useable condition. It is a well sorted and practical motor car **£23,500**



1962 ALVIS TD 21 MARK II. Probably the best TD21 in the country. Winner of the recent Alvis Day concours. It was restored by us at a total cost in excess of £30,000 in 1985 and has covered approx. 6,000 miles since. The price reflects the restoration cost.



1929 MG M TYPE. The ninth oldest M type known to the MG register. A well restored and particularly correct car which is in excellent condition **£134,500**



1933 AUSTIN 10/4 TWO SEATER AND DICKEY. We have carried out a number of improvements to this car since it arrived. A new double duck hood has been fitted, the dashboard and capping refinished and a new set of carpets made. We believe it is the only 2 seater 10/4 coachbuilt by Mann Egerton. It has had limited ownership and comes with some service history **£8,500**

1930 HUMBER 16/50 DROP HEAD COUPE BY SALMONS. It is the only known two door four seater Salmons dhc to survive on the Humber 16/50 chassis. A very well proportioned car with wind down hood and very good quality fittings. Restoration commenced five years ago and is well advanced. The car is now looking for an enthusiastic new owner **£16,750**

1956 JAGUAR XK140 RIXON BUCKNALL SPECIAL. A very well known car coachbuilt in 1956 to the specification of Colonel Rixon Bucknall. Extensively documented and written up in the motoring journals of the period. S type 3.4 litre engine. C type Jaguar components, Barrani wheels and lots of performance. Very good order and 31,000 miles from new **£30,000**

1936 TALBOT 10 AIRLINE COUPE. The subject of some extensive restoration work. A good standard of paint finish, this attractive sports pillarless saloon also runs very well **£6,250**
1938 AC 16/70 DROP HEAD COUPE. This car was sold new to the Isle of Man and was only imported to England in the 60s, and hence has covered a limited mileage. A handsome and comfortable touring car **£32,500**

IF YOU ARE THINKING OF PARTING WITH A GOOD QUALITY PRE-WAR MOTOR CAR PLEASE RING US

THE OLD SCHOOL, STAINDROP, DARLINGTON
Tel: Staindrop (0833) 60452/60630. Fax: 0833 60834

DAVID HOWARD CARS

Specialists in Vintage & Thoroughbred Motors, Export & Shipping Arranged

RANVILLES FARM, ROMSEY, HAMPSHIRE.
Telephone: SOUTHAMPTON (0703) 814481





1947 JAGUAR 1½ LITRE SALOON. Restored to a very high standard. Black with Brown leather **£15,750**

1925 SUNBEAM 14/40 FOUR SEATER TOURER. A delight to drive and completely original throughout. Finished in Dark Red, with all period fittings **£19,750**
1926 SINGER 14/34 SIX CYLINDER O.H.V. SPORTS TWO SEATER AND DICKEY. One of the most attractive vintage cars we have seen for a long time. Fast and very well finished in Dark Green **£14,500**
1927 ALVIS 12/50 SPORTSMAN SALOON. Painted in Burgundy & Cream. This car has been imported from S. Africa and is in excellent order **£18,950**
1928 AUSTIN 7 CHUMMY. Fully restored in 1985 and in first class order. Quite delightful, Blue with Black wings **£7,950**
1930 LANCIA LAMBDA, Eighth Series, an important and highly attractive D.H.C. Pinifarina, stored for many years, engine overhauled £47,000
1933 AUSTIN 7 BOX SALOON. Very pleasant example in Dark Green. Original interior **£3,950**
1933 RILEY 9 H.P. LYNX. Re-sprayed Ivory, will be upholstered in red leather. Crash box **£15,950**
1933 M.G. J2. Long wing two seater. Finished in Chocolate and Cream and in quite beautiful condition. Highly recommended at **£17,000**

1926 THEOPHILE SCHNEIDER. 2 Litre Tourer, beautiful example of this rare thoroughbred sporting car. Described by John Bolster in French Vintage Cars as 'a really splendid car' **£37,000**

1933 ROLLS ROYCE 20/25 SEDANCA DEVILLE by Hooper, two owners, 64,000 reputed miles, very fine condition, stored carefully last 20 years **£32,000**
1934 BENTLEY 3½ PARK WARD SALOON. Exceptionally original and very attractive car, finished in Dark Green and Black. Mechanically excellent **£23,750**
1935 ROVER 10 H.P. SALOON. A chassis up restoration in superlative order. Retaining its original leather **£6,850**
1937 MG VA 1½ LITRE FOUR SEATER TOURER. Finished in Blue and in excellent allround condition. MG registration number **£17,250**
1937 FORDSON 5 CWT. VAN. Remarkably sound and very rare example of this small delivery van, on the Y type chassis. Ideal advertising **£4,950**
1974 M.G.B. GT. Yellow. Sunshine roof. A very nice usable example **£3,250**
1986 RANGE ROVER EFI AUTO. One owner. Caspian Blue, 43,000 miles, air conditioning, full service history **£16,250**

THE BARGAIN BARN is alive and well and contains a **1927 MORRIS COWLEY, TWO SEATER & DICKEY,** unused since the war, a **1936 STANDARD NINE SALOON,** both Swansea registered, and a huge quantity of **FORD MODEL A & B PARTS** to be sold in one lot.

URGENTLY REQUIRED, VINTAGE SPORTS AND P.V.T. TOURERS

VIEWING BY APPOINTMENT TO AVOID DISAPPOINTMENT

Printed by Tee & Whiten (the Lincoln's Inn Press Ltd.) for the Publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.

Paradise GARAGE

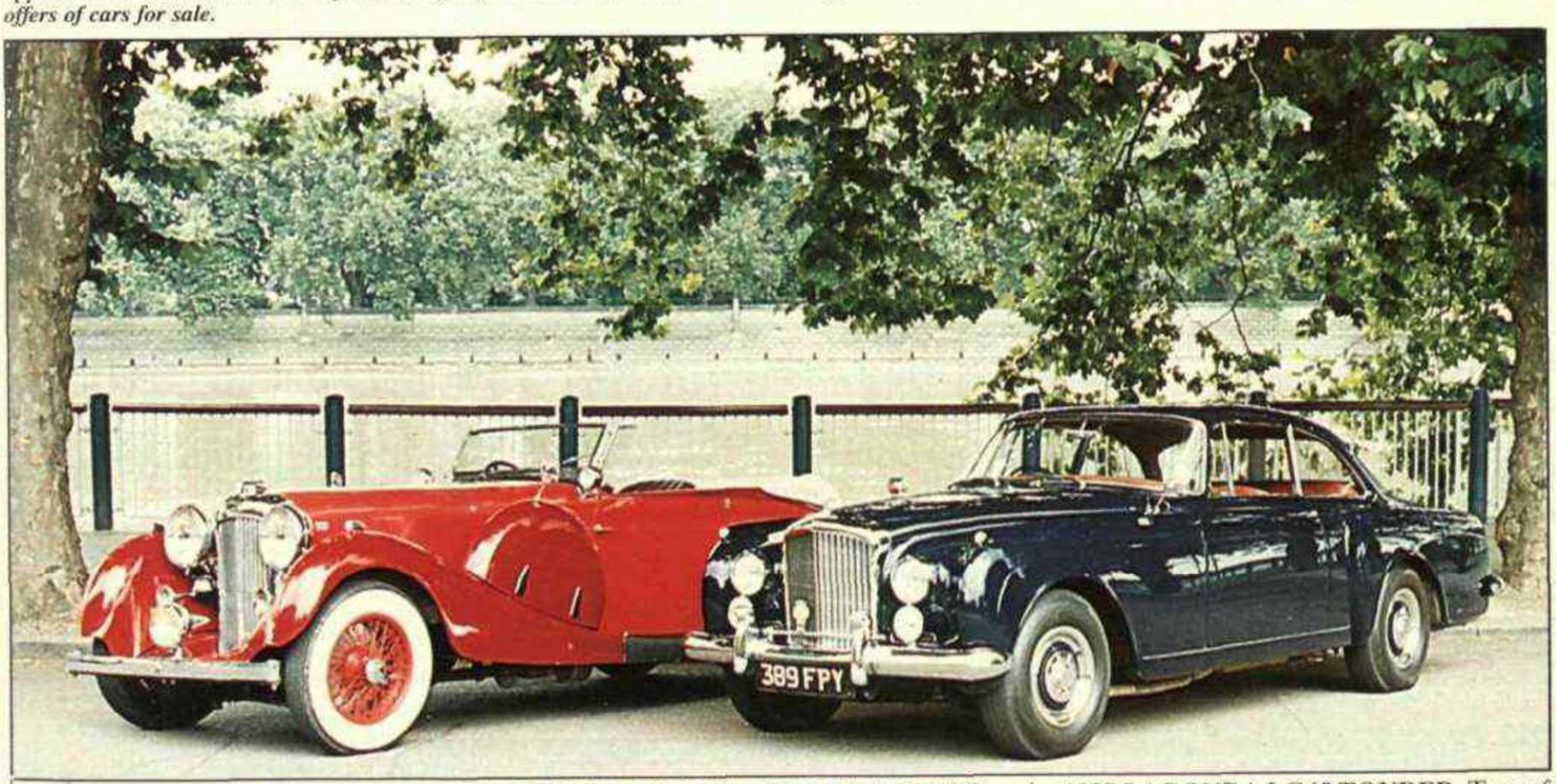
**SCOUT LANE, OLD TOWN, CLAPHAM,
LONDON SW4 0LA.**

(Located opposite Martime House in Old Town, 100 yards north from our previous premises)

TEL: 01 720 0054
FAX: 01 720 4394
TELEX: 267689

Open 10.00 am to 6.30 pm weekdays and 10.00 am to 4.00 pm Saturdays. closed Sundays and Bank Holiday weekends. Phone for appointment outside these hours.

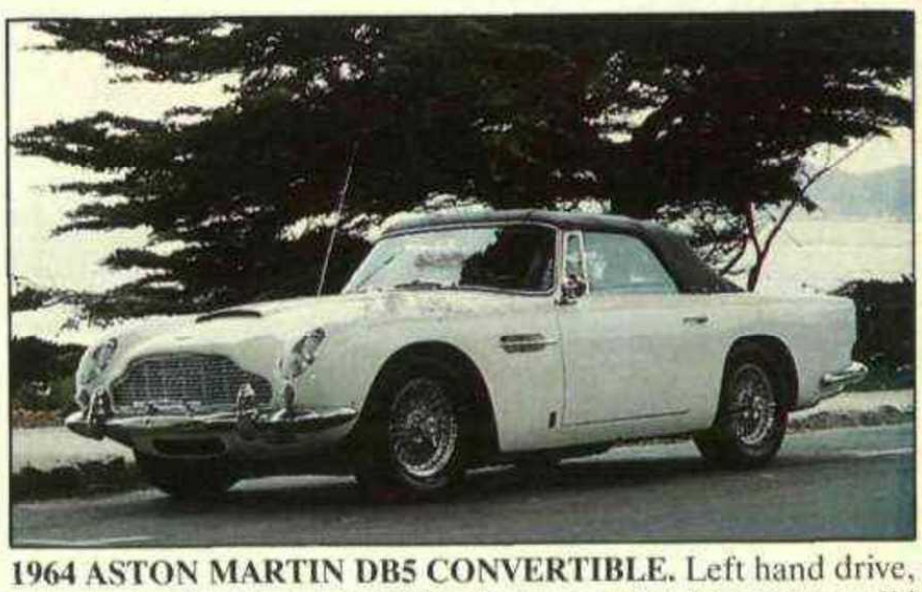
The cars illustrated here are amongst the finest examples of their type in existence and can be seen in our London showroom. We sell many cars which do not appear in our adverts. We will be pleased to give you details upon request. We are eager to buy VINTAGE AND CLASSIC CARS of all types and we welcome offers of cars for sale.



1960 BENTLEY SII CONTINENTAL FIXED HEAD COUPE by H. J. MULLINER and a **1937 LAGONDA LG45 TOURER.** Two of the finest motorcars of their day,both in superb condition. We also have available a Bentley R Type saloon.



1957 AC AC (similar to above). AC engine, superb original condition with full history. One owner since 1958, 24,000 miles from new.



1964 ASTON MARTIN DB5 CONVERTIBLE. Left hand drive, one owner from new, 32,000 miles recorded. Excellent, solid original car, very reasonably priced. One of several superb Aston Martin DB4/5/6 saloons and convertibles available.

We would be pleased to hear of any vehicles for sale similar to those in our adverts

OTHER VEHICLES IN STOCK

1953 BENTLEY R TYPE SALOON. Excellent original condition.
1966 JAGUAR MKII 3.8, manual, overdrive, chrome wire wheels. We also have a 3.4 Automatic.
1960 XK 150 ROADSTER. L.H.D.
1938 LAGONDA V12 DROPHEAD COUPE.
1947 MG TC. Fine restored condition.
1964 ROLLS ROYCE SILVER CLOUD III SALOON.
1960 AJS 350cc. MODEL 8, excellent original condition.
1983 LAVERDA RGS 1000 CORSA. 24,700 miles, black, mint.

COYS
OF KENSINGTON

FINE HISTORIC AUTOMOBILES,
VALUERS & AUCTIONEERS
FOUNDED IN 1919

COYS OF KENSINGTON
2-4 QUEENS GATE MEWS,
LONDON SW7, ENGLAND
TELEPHONE 01-584 7411
TELEX 938015 COYKEN G
FAX: 01-584 2733

1934 MG NA Magnette
The famous Dennis Evans team car raced pre-war at Brooklands and hillclimbed at Shelsley Walsh and Aston Clinton.

1934 Bentley 3½ DHC by Windovers
1926 Bentley 6½ Litre Le Mans Open Tourer
1937 Lagonda LG 45 Rapide Tourer
1913 Austro Daimler 20/30 Open Tourer
1935 Lagonda Open Tourer M45
1930 Alfa Romeo 6C 1750 Roadster by Zagato
1933 MG K3 Single Seater GP car
1962 Mercedes Benz 300SL Disc brake car
1935 MG Supercharged K3 Replica
1934 Rolls-Royce 20/25 3 Position DHC by Windovers

CARS IN STOCK

1928 Mercedes K Type
1930 Bentley 8 Litre DHC Park Ward
1971 Maserati Ghibli Spyder
1934 MG Magnette Ex-Evans team car
1954 Healey Silverstone

1964 Aston Martin DB5 Convertible
1974 Jenson Intercepter Convertible
1928 Bentley 4½ Litre VDP style Open Tourer
1957 XK150 Drophead
1949 Cisitalia Tipo GS 202
1947 ERN Bristol
1930 Lagonda 3 Litre Tourer (Diamond Radiator)
1937 Talbot-Lago (for restoration)

Please write or telephone for illustrated stocklist. Now available the 1989 Coys Car Value Guide. Subscription from Coys, price £12.95 plus £1.05 postage and packing (£3.05 p&p International). Hardback edition £30 plus p&p.