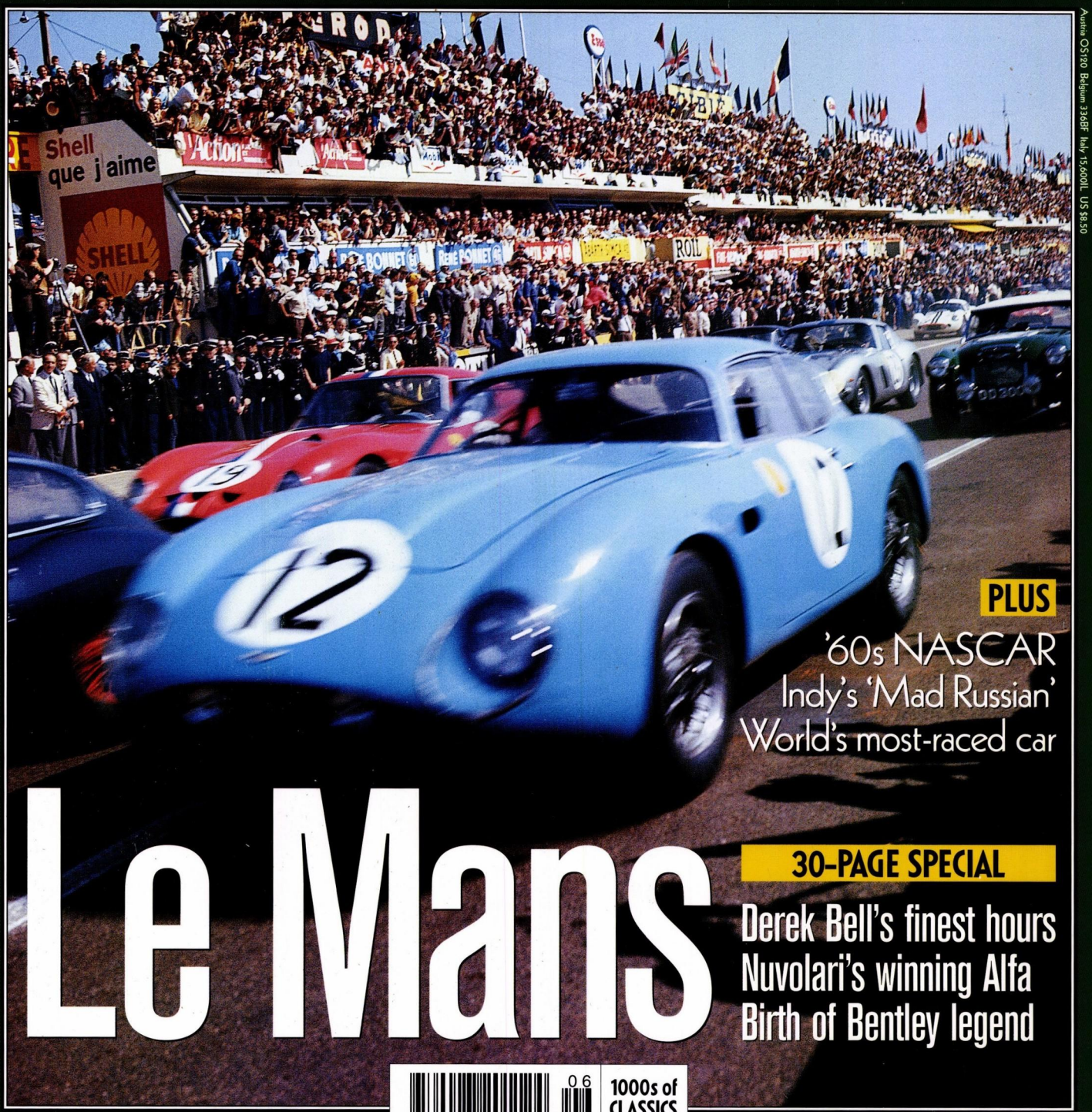
June 2001 • £3.95 • Founded in 1924

MOTORSPORT

Austria OS120 Belgium 336BF Italy 15,600IL US $8.50



PLUS

'60s NASCAR
Indy's 'Mad Russian'
World's most-raced car

Le Mans

30-PAGE SPECIAL

Derek Bell's finest hours
Nuvolari's winning Alfa
Birth of Bentley legend

9 770027 201124 06

1000s of CLASSICS FOR SALE

Business Hours
9.30am to 6.00pm Weekdays
10.00am to 4.00pm Saturdays

COYS
OF
KENSINGTON
—
FOUNDED *1919*

www.coys.co.uk
For more information
please visit our web site

EXPERTS IN THE ACQUISITION AND SALE OF THE WORLD'S MOST IMPORTANT MOTOR CARS

Alfa Romeo





1931 ALFA ROMEO 8C 2300. Originally built for Luigi Chinetti to compete in the 1931 Le Mans 24 hour race, this car features many factory team car components and now carries a factory style Zagato body.

1931 8C 2300 Le Mans





1931 ALFA ROMEO 6C 1750 ZAGATO SPYDER. A well known and authentic 1750 Gran Sport Spyder which had been the property of the Franchetti family for over 50 years. More recently the car has been comprehensively restored and is offered with a significant document and history file.

1931 6C 1750 Gran Sport

Queen's Gate Mews, London, SW7 5QJ. Telephone 020 7584 7444 Facsimile 020 7584 2733 sales@coys.co.uk

editorial



AT 200MPH, YOU AND I WOULD be transfixed, white-knuckling the steering wheel, holding our breath, fearing to blink lest we missed some vital visual clue.

But for Michele Alboreto, travelling at such velocities was almost an everyday experience. His shoulders and arms would've been relaxed, his eyes flicking down into the cockpit taking in readouts, his mind filing away information to be passed on later to his eager-to-know engineers. Straight up and down stuff. No problem. Run of the mill.

His death in testing has come as a huge blow. A reminder of the inherent dangers of our sport.

A few days before, I had been chewing the fat with a regular contributor and the topic of 1960s F1 privateer Bob Anderson cropped up. Without wishing to glory in the gory, this talented ex-bike racer met a horrible death while testing at Silverstone in August 1967, his 'dash' to hospital including a considerable distance on the back of a lorry, such was the paucity of emergency and medical cover available back then.

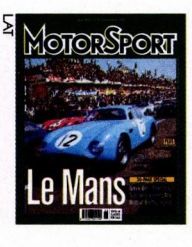
The change in attitudes and advances in safety have been remarkable in their speed and scope in recent years. It wasn't so long ago that a key moment in a young driver's career – especially a hard-charger – was his first big accident. How he dealt with it, what he learnt from it, would probably shape the rest of his career. There was a strong possibility, of course, that he might not get a chance to put any such measures into action. It was not a sign of callousness, more symptomatic of the times, when one driver, while talking about a contemporary early-1960s hotshoe, once told me, "He was quick, I'll give him that. He's dead too, I'll give him that as well."

Of course, young guys in racing cars will always overstep the mark. It's just that nowadays, happily, they tend to step out of the ensuing wrecks.

But what of the old hands? His F1 peers had spoken to Michele about stopping. But he didn't want to. He loved it so. He was looking forward to plunging through the Le Mans night at 220mph, avoiding much slower cars with semi-pro drivers at their helm. The buzz was still there; it wasn't F1, but it was close enough.

Derek Bell, approaching 60 but looking 15 years younger, reckons the speed is still there for him to be competitive at Le Mans, but he's no longer prepared to undertake the necessary fitness regime. Just think of how many times he has blatted down the Mulsanne. Incredible. I am not a fan of the race – 24 minutes or 24 laps, and I'd be there – but I am truly in awe of the guys who put in those night stints.

Motorsport is a mixture of the good and the bad, of heroism and tragedy and, thankfully, Derek is still around to illuminate and share this mix with us. Michele, sadly, is not. And yet he will always be with us.



DB4 Aston, E-type Jag, GTOs and Big Healey 'scramble' in the 1962 Le Mans 24 Hours

Vol LXXVII No 6 JUNE 2001

CONTENTS

SEVENTY-EIGHTH YEAR OF PUBLICATION

MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE

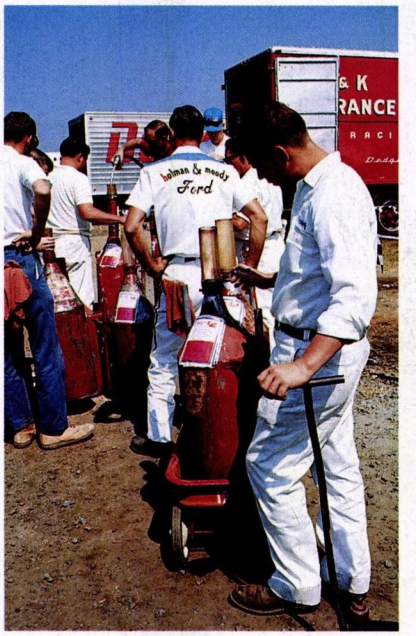


Prince Chiming *Derek Bell, five-time Le Mans winner and a true gent. Page 26*



Courtesy of the A.C.O.

Tale of WO *Bentley missed out on their first trip to Le Mans, but soon exacted revenge. Page 36*



Woods' stockers *Not a hippy in sight – the late 1960s, NASCAR style. Page 63*

MATTERS OF MOMENT	4
LETTERS FROM READERS	12
MODERN TIMES/*Simon Taylor*	14
LEGENDS/*Nigel Roebuck*	18
SUBSCRIPTIONS	20
NEXT MONTH	22
LE MANS SPECIAL...	25
Derek Bell/*Andrew Frankel*	26
Birth of Bentley's Legend/*Andrew Frankel*	36
The One that Got Away: Hans Herrmann	40
Mazda's 1991 win/*Adam Cooper* ...	42
Nuvolari's victorious Alfa/*Jonathan Stein*	46
Return of the Porsche 917/*Gary Watkins*	52
Warhorses/*Gordon Cruickshank*	57
NASCAR's Wood Brothers/*Stanley Rosenthall*	63
Technofile/*Keith Howard*	70
Rally driving styles/*John Davenport* ...	72
Pete Ryan – the first Villeneuve?/*Paul Fearnley*	76
Richard Shuttleworth/*Bill Boddy* ...	80
The Car I Wish I'd Designed: Peter Wright	86
Bill Vukovich/*Joe Scalzo*	88
BILL BODDY	94
PARTING SHOT	100



Stage presence *From Escort to Focus – how rally driving has developed and why. Page 72*



ERA without end *'Remus' has been racing – and winning – non-stop since 1936. Page 57*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



Silverstone's grip on the British Grand Prix is facing another threat

All photographs: LAT

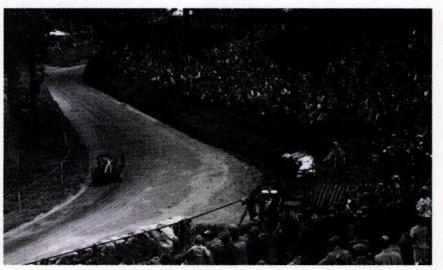
COMPETITIONS COMMITTEE TO INVESTIGATE GRAND PRIX DEAL

THE BRITISH GOVERNMENT HAS REFERRED THE DEAL between Octagon Motorsports and the BRDC over the British Grand Prix to the Competitions Commission. At the request of Trade Secretary Stephen Byers, the 15-year deal that secured the race at Silverstone is being investigated.

However, a statement from Octagon suggests that the focus of the investigation relates to British Motorsport Promoters Ltd, the alliance formed by all the major circuits in the UK to promote national racing on two and four wheels. With direct control over five of the 11 circuits within BMP, Octagon is in a position to wield significant influence over the new organisation.

Industry reaction suggests that the investigation may involve other areas of activity, as Byers referred to the "market for the provision of motor racing and related activities." It is believed that track days may be an area to be investigated. Late last year, Octagon's stance on the provision of track days through independent organisations was referred to the Office of Fair Trading.

"We are surprised by the referral," said Jackie Stewart, President of the BRDC. "Having worked so hard to bring certainty to the future of the British GP, this referral is a complication that we believe needs to be dealt with promptly, to remove any doubt about this country's commitment to a sport and industry that, together, represent one of our greatest achievements."



Fane's Frazer Nash ascends the famous climb

SHELSLEY WALSH REBUILDS FOR NEW SEASON

THE MIDLAND AUTOMOBILE CLUB has implemented a programme of developments and repairs to its famous Shelsley Walsh venue. A considerable length of the hill has been resurfaced and much work has been done to improve drainage and cope with the after-effects of the record winter rains.

The incessant rain caused the track to drop by several inches as the hill climbs up the side of the Teme Valley, and this has been remedied by the addition of 47 tonnes of hardcore to the footings. The MAC has also resurfaced the track from the exit of the Crossing, through the Esses and then out of the trees up the finishing straight. At the top, the track had to be dug up to release water that had drained from the field to the right.

The opening event has been postponed, but it's hoped the rest of the club's centenary year meets will go ahead as planned.

ALL-STAR ENTRY FOR REVIVAL'S TIP-TOP TINTOPS

THE SALOON CAR RACE FOR THE ST MARY'S TROPHY AT THE Goodwood Revival Meeting in September is to be developed into a longer two-driver race, with star names targeted to share each of the 30 cars.

The race length will be extended to 20 laps, and the cut-off date for eligible cars has been pulled back to 1963 instead of '66. This will remove the later Yank V8s, but will still allow Mustangs and Galaxies, as well as Lotus Cortinas and 1071cc Minis.

"We'd like to have 30 professional touring car drivers as second drivers in the 30 cars, and we are quite optimistic," said a spokesman.

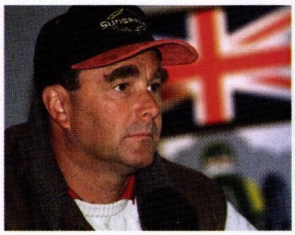
Famous former saloon car aces like Win Percy, Gerry Marshall and Barrie Williams have been regular performers at the Revival Meeting. Now, stars from more recent eras could be involved in the race, and names from the 1980s and '90s such as Andy Rouse, Tim Harvey and Will Hoy could join in the action.

A new race on the Revival programme will be the Whitsun Trophy for sports-racing cars of the type raced at the Sussex track between 1963 and '68. These will include Ford GT40s, Lotus 30s, Lotus 40s, Ferrari 250LMs, Brabham BT8s, McLaren M1s and perhaps a rare Maserati T63 or two.



Saloons will have a higher profile at this year's Revival meeting

MANSELL AT ROCKINGHAM



Nigel will cut Rockingham ribbon

JUST BEFORE WE WENT TO PRESS, NEWS CAME from Rockingham that Nigel Mansell will conduct the official opening of the circuit on Saturday, May 26. Nigel of course starred on ovals (and street courses) on his way to the 1993 ChampCar title.

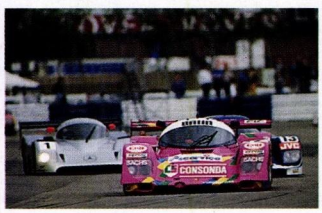
GROUP C REVIVAL RACES INTO THE NIGHT AT SILVERSTONE

THE BURGEONING GROUP C REVIVAL series will be one of the star attractions during the Silverstone Historic Festival meeting in late August when the cars will compete in a two-hour race into the evening.

The race, which will run for the famous British Empire Trophy, will start at 7.30pm on Saturday August 25 and a field of up to 30 Group C cars is expected. Pitstops, refuelling and driver changes will all feature in the event, which will conclude in near darkness.

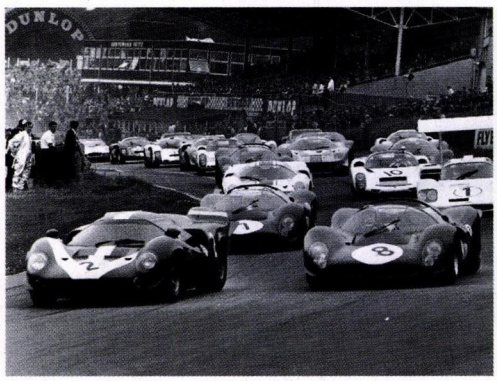
Derek Bell and Jochen Mass are among the star names being invited to take part. Entries will include the Jaguar XJR16 of Win Percy, a Swiftair Ecosse and cars from Porsche, Spice and Aston Martin.

The British Empire Trophy is one of the BRDC's most famous awards, and was originally presented for pre-war races at Brooklands and Donington. John Cobb won the first race in 1932 with a Delage V12.



Group C is set for Silverstone rerun

SPORTSCAR ENDURO FOR HSCC BRANDS HATCH



Surtees' T70 on pole for the 1967 BOAC 1000 at Brands

THE HISTORIC SPORTS CAR CLUB'S ANNUAL HISTORIC Superprix will feature a two-hour race for pre 1980 sports-racing and GT cars over the weekend of June 30/July 1.

The two-driver race, which will also include refuelling stops, is aimed at attracting entries from the club's RJB Thundersports Championship, the European Sports Prototype Trophy and the International Supersports Cup. Seven classes will cater for all types of car, with an invitation class for pre-1974 sports prototypes.

A capacity field is expected for the race, held on the challenging Grand Prix circuit, with Lola T70s, Ford GT40s, Chevrons and Alfa Romeos battling it out with some CanAm cars.

The balance of the meeting features the HSCC championships as well as the European Formula 2 Trophy and BRDC 50s Sportscar Championship.

news in brief

JOHN QUENBY, CURRENTLY retiring as MSA Chief Executive, raced Duncan Rabagliati's Alexis HF1 Formula Junior at Mallory Park recently. He has a similar car of his own currently being prepared for racing. The HSCC event represented his first race at the Leicestershire circuit since Boxing Day 1963.

* * *

VETERAN RACER FRANK Tiedeman celebrated 50 years of racing at the VSCC meeting at Silverstone in April. A founder of the Monoposto Racing Club, he raced the same 1930 Austin Seven Ulster Sports that he first raced at Silverstone in 1951. He has competed with the car in every one of those 50 years.

* * *

AUSTIN HEALEY CHAMPION Bruce Montgomery made his single-seater debut at Donington Park with the HSCC recently. His Lotus 20/22 was the car that was given a fresh identity as a Jordan-BRM when used in the film *Grand Prix*.

* * *

REMARKABLY, THIS COUNTRY'S most famous racing driver has never competed in its most charismatic sportscar. Until now. Sir Stirling Moss and the E-type will eventually be paired off this June at the Jaguar celebration meeting at Donington Park over the weekend of June 9-10. He will share a 'Lightweight' replica OWC4 with owner Peter Ratcliffe in the 40-minute, two-driver race. The winner of 16 GPs had his first taste of the model at Brands Hatch on May 4.

* * *

RJB THUNDERSPORTS Champion Vic Nutter has acquired an Osella PA7 for the season. The car was originally raced in Italy and Spain before going to Sweden to be raced by Björn Knutson, a former speedway world champion.



Michele's greatest F1 drive came at Monaco in 1985; only a puncture prevented a brilliant win

All photography LAT

obituary

Michele Alboreto

HE MAY NOT HAVE BEEN THE MOST FAMOUS DRIVER IN THE SPORT'S history, but when the news came through that Michele Alboreto had been killed testing an Audi R8 at the Lausitzring, near Dresden, it left the international motor racing community genuinely stunned with grief.

At the Spanish Grand Prix last weekend, little knots of people periodically seemed to pause in the paddock and swap happy memories of the curly-haired 44-year old who, back in 1985, had touched the hem of world championship glory, only for it to slip from his grasp.

At the start of the previous year, the patriarchal Enzo Ferrari put aside his reservations about employing his native drivers and hired Alboreto, the first Italian to drive an F1 Ferrari since Arturo Merzario more than a decade earlier. The *Commendatore* reckoned Italian drivers were not generally worth the extra aggravation he received in the country's national press, but Alboreto looked a rather special proposition.

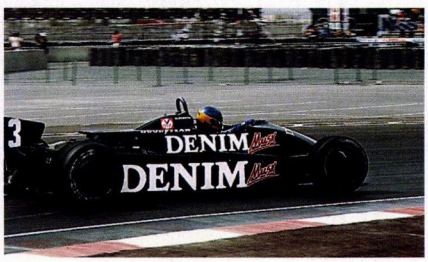
Three years with the British Tyrrell team had honed his talent to the point where he was ripe for the big time. He also came to Maranello with two grand prix victories under his belt. The first came in the baking heat of Las Vegas at the end of 1982, through the car park of the Caesar's Palace casino. My colleague Eoin Young saw some favourable betting odds for Alboreto and immediately invested a fistful of dollars. Michele duly obliged at, I think, 30-1. That night the drinks were on Eoin.

Michele won again for Ken through the streets of Detroit the following summer (the final win for both the Tyrrell marque and the Cosworth DFV engine) before signing up with the Prancing Horse. But '84 was the year of the dominant Michelin-shod McLaren-TAGs which won 12 of the season's 16 races. Michele sneaked a pole-to-flag victory for Ferrari and Goodyear in the Belgian GP at Zolder, but otherwise it was thin milk for the popular Milanese.



At the end of that season Michelin quit F1 and McLaren ran head-to-head against Ferrari on Goodyear rubber for 1985. Michele really caught his stride, storming to wins at Montreal and Nürburgring to consolidate his lead at the head of the table. Then a string of engine failures wiped out his challenge and handed the title to Alain Prost.

Alboreto stayed at Ferrari for another three years, but was finally dropped from the team and replaced with Nigel Mansell for 1989. He went back to Tyrrell briefly, but quit midway through the season – despite a fine third place in Mexico – due to clashing sponsorship interests. Thereafter Alboreto's F1 career went into gentle decline at Larrousse, Footwork Arrows, Scuderia Italia and Minardi, second division operations all. He finally quit F1 at the end of 1994.



Yet he wasn't just an F1 driver. Michele Alboreto was a racing driver. For him, to participate was first and foremost, his driving passion. Berger said of their last meeting: "He loved just driving racing cars. He said to me 'Hey, Gerhard, you shouldn't be doing what you're doing now. Come with me. We'll ring up Stefan [Johansson] and all go sportscar racing together.' I told him that wasn't for me, and I never saw him again.

"When I joined him at Ferrari in 1987, I suppose I added to the pressure he was already under, but he never showed any signs of resentment. For me, Michele was always the perfect Italian gentleman."

Alboreto was far from a soft touch, though. Lurking beneath the surface was a volatile streak. After Ayrton Senna put Michele's Ferrari on the grass at Hockenheim in 1987 at 190mph, he paid the Brazilian back at the following race by 'brake testing' the Lotus-Honda, knocking off its nose section.

After F1, Michele raced in touring cars and sportscars, sharing the winning Porsche at Le Mans in 1997. He was testing the Audi prior to another run at the Sarthe when a rear tyre was punctured and his story came to an end.

Alboreto's great hero was the brilliant Swedish star Ronnie Peterson. He painted his helmet the same yellow and blue colours as Ronnie's and admitted that, as a kid, he was the one waving a Swedish flag in the grandstand at Monza, isolated in a sea of Ferrari fans. No doubt about it, Michele Alboreto had a lot of style. **Alan Henry**

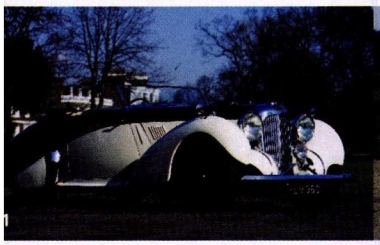
Middle: Michele felt honoured to drive for Enzo Ferrari, and won him three grands prix. In 1982 (above) and '83, he had scored the Tyrrell team's final wins

Final Call for Entries

Festival of Speed 5-6 July 2001

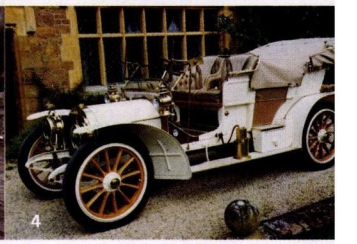
A Sale of Important Sports, Competition & Collectors' Motor Cars,
& Fine Automobilia to include the Uno Ranch Collection of Bugatti Engines, Spares and Ephemera

GOODWOOD


1


2


3


4



The Goodwood Festival of Speed is the largest event of its type in the UK and the Bonhams & Brooks auction has always provided a platform for record prices to be achieved. With one of the strongest line ups received to date this year's event promises to be no exception.

Entries will close shortly, to enter a motor car for auction or for further information please contact: Malcolm Barber, James Knight, Nick Lumby, Tim Schofield on tel: 020 7393 3822 fax: 020 7393 3915, or Stewart Skilbeck on 01757 638 894.
Catalogues will be available in June priced £25+p&p, call catalogue sales on 01666 502 200.

Already consigned include: The ex-Dick Protheroe 1961 Jaguar E-Type Competition Coupe 'CUT 7' (main illustration - Photo Ted Walker) **1)** 1939 Lagonda V12 Rapide Short Chassis 'Le Mans' DHC **2)** 1975-77 3-Litre McLaren-Cosworth Ford M25/M23 F1 Single-seater **3)** 1950 Frazer Nash Le Mans Replica
4) 1904 Mercedes-Simplex 5.3 litre 28/32 hp

UK
Bonhams and Brooks Ltd
Montpelier Street
Knightsbridge, London
SW7 1HH, United Kingdom

T:+44 (0) 20 7393 3900
F:+44 (0) 20 7393 3915

Europe
Bonhams and Brooks Europe S.A.
10 Rue Blavignac
1227 Carouge-Geneva
Switzerland

T:+41 (0) 22 300 3160
F:+41 (0) 22 300 3035

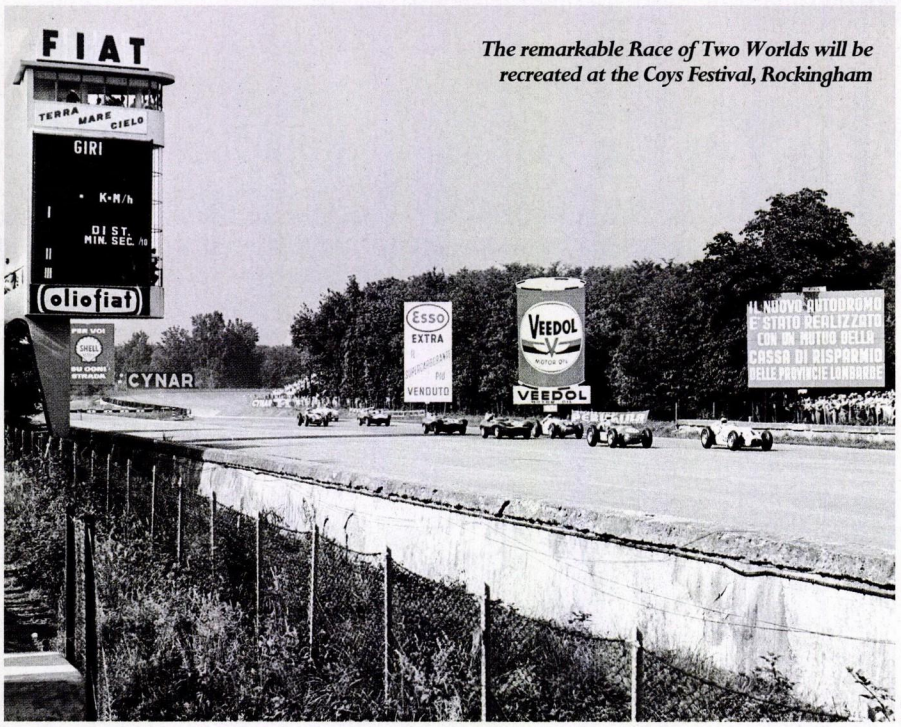
USA
Bonhams and Brooks Inc
500 Sutter Street
Union Square, San Francisco
California 94102

T:+1 (415) 391 4000
F:+1 (415) 391 4040

Australia
Bonhams and Brooks
7 Anderson Street, Double Bay
Sydney, New South Wales
Australia 2028

T:+61 (02) 9327 7311
F:+61 (02) 9327 2917

BONHAMS
&BROOKS



The remarkable Race of Two Worlds will be recreated at the Coys Festival, Rockingham

LAT

COYS HISTORIC FESTIVAL PREVIEW

THREE DAYS OF HISTORIC AND CLASSIC RACE ACTION will herald the opening of Britain's new motorsport complex at the Rockingham Motor Speedway near Corby in Northamptonshire. The Coys Historic Festival will include 14 races over the Bank Holiday weekend of May 26-28 as the wraps are taken off the racing venue that has been more than 10 years in planning and construction.

Saturday is the day of the official Rockingham opening ceremony with a variety of track demonstrations and air displays, including the Red Arrows, between 11.30am and 2pm. However, before and after that, there will be qualifying for most of the races as well as the opening race in the Ascar series, the UK version of NASCAR.

The 14-race programme through Sunday and Monday includes an excellent array of saloons, sportscars and single-seaters as well as the Transatlantic Trophy for 1970s four-stroke motorcycles.

Star billing on four wheels goes to a recreation of the 1957/8 Monzanapolis 'Race of Two Worlds' for sportscars and grand prix cars. Several period Indycars will contest this event, including Don Orosco's Scarab, the Norm Olsen Special of David Clark, the rare McKay of Robin Lodge and the newly-rebuilt Kurtis of John Guyatt.

Many of the meeting's events have a race each day, including the MOTOR SPORT-supported Brooklands Revival Race for pre-war racing cars. Rockingham represents only the second banked racing track to be built in Britain.

The Coys of Kensington Daytona Cup will feature two races for the Group 4 cars from the European Sports Prototype series, while the Rockingham Shelby Challenge caters for pre-66 GT and sportscars.

Pre-66 single-seaters have a pair of races, while a 50-minute mini-enduro event concludes each afternoon's track action; on Sunday this will be for 1950s sports-racing cars and on Monday it's for pre-65 saloon cars of more than 2400cc.

Paul Lawrence

TIMETABLE

SATURDAY, MAY 26
- Qualifying from 9am to 11.10am
- Opening ceremony and air displays from 11.30am to 2pm followed by the Ascar race
- Qualifying from 3.30pm to 5.40pm

SUNDAY, MAY 27
- Qualifying from 10am to 10.50am
- Racing from 11.15am to 4.50pm

MONDAY, MAY 28
- Parades and demonstrations from 10am to 11.25am
- Racing from 11.25am to 4.50pm

Rockingham Motor Speedway is situated to the north-west of Corby, Northants, close to the A6003.

Advance tickets for the all-seater stadium are £25 per day (£30 for a covered grandstand seat) while a three-day ticket is £50. All tickets allow paddock access and can be booked on 0870 013 4044. For more details visit www.rockingham.co.uk

MAY

26-28 ROCKINGHAM (GB)
See main preview (left). Tel: 08700 134044

JUNE

1-4 MAGNY-COURS (F)
VdeV Racing Endurance Series runs a weekend of racing for classic and historic cars. Tel: 00 33 1 6988 0524

2/3 SNETTERTON (GB)
BARC Classic Race Meeting series with usual mix of period saloons, single-seaters and sportscars. Tel: 01264 882200

2/3 ANDERSTORP (S)
Includes Historic Touring Cars and the FIA Lurani Trophy for Formula Junior Cars. Tel: 00 41 2254 44400

9 OULTON PARK (GB)
After a long absence, the HSCC returns to Cheshire with rounds of most of its championships. Tel: 01327 858400

9/10 MOST (CZ)
Includes FIA Cup for Thoroughbred GP Cars, with support from the European Historic F2 Trophy, European Sports Prototype Trophy. Tel: 01621 892814

9/10 PAU (F)
Famous French road circuit hosts races for Pre-61 and Pre-66 grand prix cars from the HGPCA. The FORCE Classic Grand Prix Series and BRDC Historic Sportscar Championship also feature. Tel: 01935 872255

9/10 A1-RING (A)
Austria's new grand prix circuit hosts the burgeoning FORCE F5000 Transatlantic Challenge as well as the International Supersports Cup. Tel: 01420 87622

9/10 ZANDVOORT (NL)
Features races for the FIA European Challenge for Historic Touring Cars and FIA Cup for Historic Grand Touring Cars. Tel: 00 41 2254 44400

9/10 DONINGTON PARK (GB)
Although an Aston Martin Owners' Club meeting, the 50th anniversary of the Jaguar E-type takes centre stage. Group C Revival also features. Tel: 01353 777353

10 CADWELL PARK (GB)
VSCC meeting at the challenging Lincolnshire venue. Tel: 01608 644777

17 MALLORY PARK (GB)
BARC Classic season continues, with Classic Saloon Car Club series providing the core. Tel: 01264 882200

22/23 YPRES HISTORIC RALLY (B)
Contenders in the MSA British Historic Rally Championship have an event based around the Belgian town of Ypres, where rallying is part of local folklore. Tel: 01332 672533

23-27 LIEGE-ROME-LIEGE HISTORIC RALLY (B)
The Motor Classic organisation revisits one of the all-time great European rallies. Tel: 00 32 4254 1950

23/24 ZOLDER (B)
Pre-61 and Pre-66 Grand Prix Cars and the FORCE Classic Grand Prix Series. Tel: 00 32 1185 8888

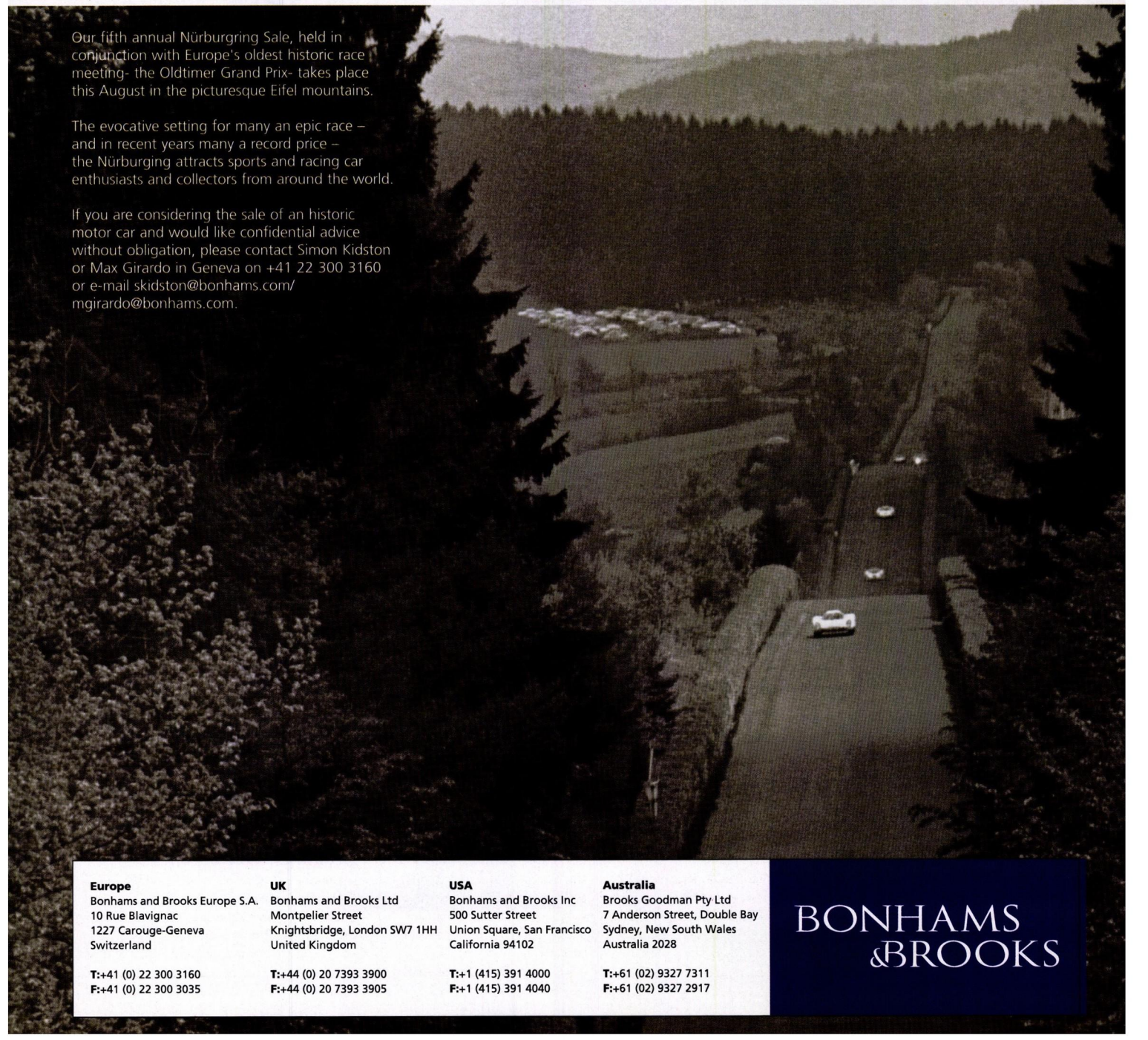
23/24 SNETTERTON (GB)
Aston Martin Owners' Club Race Meeting commemorates Snett's golden jubilee. Recreation of *Autosport* three-hour sportscar race will be star attraction. Tel: 01353 777353

30/JUL 1 BRANDS HATCH (GB)
HSCC return to grand prix circuit. Features races for the European Historic F2 Trophy, Acemai F2 Trophy and BRDC Historic Sportscar Championship. Tel: 01327 858400

11 August 2001

An Important Sale of Historic Sports and Competition Motor Cars

NÜRBURGRING



Our fifth annual Nürburgring Sale, held in conjunction with Europe's oldest historic race meeting- the Oldtimer Grand Prix- takes place this August in the picturesque Eifel mountains.

The evocative setting for many an epic race – and in recent years many a record price – the Nürburging attracts sports and racing car enthusiasts and collectors from around the world.

If you are considering the sale of an historic motor car and would like confidential advice without obligation, please contact Simon Kidston or Max Girardo in Geneva on +41 22 300 3160 or e-mail skidston@bonhams.com/ mgirardo@bonhams.com.

Europe
Bonhams and Brooks Europe S.A.
10 Rue Blavignac
1227 Carouge-Geneva
Switzerland

T:+41 (0) 22 300 3160
F:+41 (0) 22 300 3035

UK
Bonhams and Brooks Ltd
Montpelier Street
Knightsbridge, London SW7 1HH
United Kingdom

T:+44 (0) 20 7393 3900
F:+44 (0) 20 7393 3905

USA
Bonhams and Brooks Inc
500 Sutter Street
Union Square, San Francisco
California 94102

T:+1 (415) 391 4000
F:+1 (415) 391 4040

Australia
Brooks Goodman Pty Ltd
7 Anderson Street, Double Bay
Sydney, New South Wales
Australia 2028

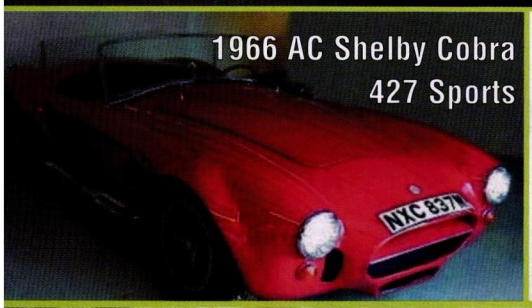
T:+61 (02) 9327 7311
F:+61 (02) 9327 2917

BONHAMS &BROOKS

Classic Auctions

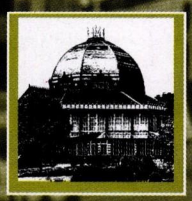
Great Marques at Buxton











Entered in our sale on
6th June 2001 Includes over 80 Cars & 150 lots of Automobilia

Next Sale July 25

Pavilion Gardens
Buxton

tel: 01925 730630 fax: 01925 730830
website: www.classic-auctions.co.uk email: info@classic-auctions.co.uk

VSCC SILVERSTONE

DOUBLE-WINNER SUPER MAC HAS NEVER HAD IT SO GOOD

A THRILLING THREE-WAY ERA BATTLE for the Patrick Lindsay Memorial Trophy was just one of the highlights of the VSCC's season-opener, the GP Itala Trophy Race Meeting.

The frantic scrap was won by Mac Hulbert, making an impressive debut in R4D, fending off John Ure's 1½-litre R9B, which had a brief spell in the lead, and the pole-sitting R5B of Ludovic Lindsay. Ure dropped back into a lonely third when his engine went off song, but Lindsay chased Hulbert to the bitter end. The more experienced ERA racer was clearly quicker, setting the fastest lap, but he was unable to find a way past.

Hulbert had earlier won the headlining Itala Trophy, his Alvis Silver Eagle Racer overtaking Stanley Mann's mighty single-seater Bentley halfway through the 12-lapper. The Lanchester Trophy section of the race was won by Richard Wills, driving his 1924 Bugatti T35.

The 10-lap scratch race for 1950s sportscars provided another thriller. John Harper's Cooper Monaco looked set to run away with it until a misfire forced him to pit. His departure saw a three-way dice for the lead between the mighty stock-block engined Lister-Chevy and Devin SS of Julian Bronson and Malcolm Gammons and the Lotus 19 of Otto Reedtz-Thott. They were separated by just over a second at the finish, the Lotus acting as the meat in a cubic-inch sandwich, and Bronson winning.

The Amschel Rothschild Trophy was fittingly won by his old BRM P25, its new owner Spencer Flack fighting off the attentions of Andrew Smith's Cooper T43. Tania Pilkington was third in her T43, ahead of Harper's T45 and the Cooper-Bristol of the charging Kenneth White.

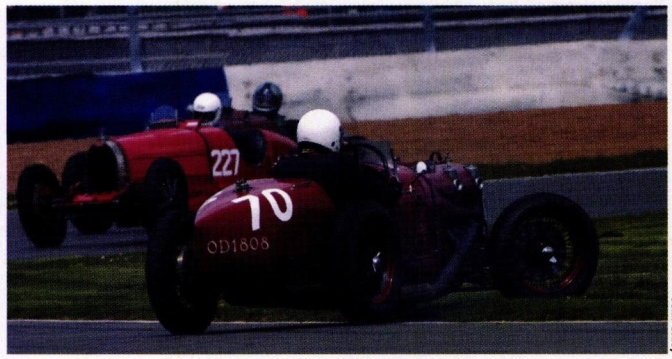
Tim Llewellyn's super-successful Bentley scored a straightforward win in the Fox and Nicholl Trophy for pre-war racing cars.

Other winners included Hugh Willmore (Riley), Mark Gillies (Riley Treen), Clive Morley (Bentley) and Peter Fletcher-Jones (Rapier). **PF**



Mac Hulbert won at his first attempt in R4D. He fends off John Ure's R9B

John Colley



John Colley

Geraint Owen rotates his DH-Riley out of the Itala Trophy on lap two

HSCC MALLORY PARK

RACING STILL SHINES DESPITE SHUNT AND RAIN

THE HISTORIC SPORTS CAR CLUB'S SECOND RACE meeting of the season was its annual visit to Mallory Park. Some entertaining racing from most of the club's championships was marred by a hefty accident that befell John Bladon's ex-Sam Posey Surtees TS11 F5000.

A misunderstanding with backmarker Roger Stone (Lola T142) pitched the Surtees into the barriers approaching Gerards in the Derek Bell Trophy race. Thankfully Bladon was unharmed, but the car was badly damaged.

In difficult conditions as rain hit the end of the programme, Steve Worrad made good use of the absence of Geoff Farmer's Brabham BT18 to win the Classic Racing Car event in his BT28. However, the former Porsche racer still had to drive hard to fend off the leading Formula Fords at the height of the rain. When Chris Lillington-Price (Merlyn Mk11A) fell foul of the conditions and spun, Chris Sharples took up the challenge on Worrad in his Palliser WDF1.

The strength of the Jaguar Enthusiasts' Club XK Series was showed by a capacity grid of XK120s and XK150s. Rob Newall was the top man and won by a couple of seconds from fellow XK120 pilot Brian Arculus.

Mike Wrigley (Chevron B29) and Simon Wayne (B19) took Derek Bell Trophy and RJB Thundersports wins against modest opposition, while Paul Smith scored a commanding Historic Formula Ford victory. **PL**

reports in brief

BURKHARD VON SCHENK WON BOTH GpA races in the Spa Shell Historic Challenge races in his 250F, and Bernd Hahne scored a GpB double in a 300S. David Franklin's Ferrari 712 won the first GpC encounter, Christian Glasel's 312PB the second.

* * *

The HGPCA ran two races at the Brands BTCC meeting: Rob Hall won the Pre-66 race in Philip Walker's BT11A, while Walker won the Pre-61 race in a Lotus 16.

LETTERS FROM READERS

Write to: MOTOR SPORT, Somerset House, 80 Somerset Road, Teddington, Middx TW11 8RT, Great Britain. **E-Mail (please include address):** motorsport@haynet.com

The Editor reserves the right to edit all letters

MUSTARD DIJON

SIR,

I thoroughly enjoyed the John Watson article by Adam Cooper on John's great drive at Dijon in 1977. The combination of the Ulsterman, the beautiful Brabham BT45 and its screaming flat-12 Alfa made you want it to succeed.

I was at Dijon, watching at the downhill left-hander onto the new loop, and the last-lap drama reminded me of the first grand prix I saw at Brands Hatch in 1970. Sir Jack Brabham would have known how Watson was feeling at the end – Colin Chapman might have managed a wry grin too, as Lotus drivers benefited from the Brabham team's bad luck on both occasions. At least in '77 Mario's rear wing was legal. Wasn't it?

I hitched to the Dijon grand prix from Reims, where I was a student at the time. The ticket booth only sold day passes but, once inside, no-one threw you out, and I slept inside a Marlboro cigarette booth. In the evenings, cheerful circuit workers in pick-up trucks would round us up to ensure we bought tickets for the next day.

With thousands of others, I sat on the high bank overlooking the new loop. By the fence, at the bottom of the slope, was a large British contingent who stood up as the cars came out on their warm-up lap. "*Assis!*" screamed the crowd whose view was now blocked and, when there was no reaction from *les anglais*, a shower of cans and unwanted fruit rained down on them.

Active spectator participation was not limited to the warm-up either. Local hero Jacques Laffite was going well in the Ligier until he came up behind Watson's team-mate Hans Stuck, the German way behind after a pitstop. For lap after lap, Stuck blocked the Frenchman, ignoring the blue flags, until they eventually took each other off at the hairpin. The home crowd was furious, and as Stuck made his way to the pits on foot, any sandwiches and rubbish not thrown at English spectators were hurled instead at the lanky German!

I AM, YOURS ETC,

JOHN WINFIELD, ORSTON, NOTTS

* * * *

GET FINNS RIGHT

SIR,

I adore watching and reading about grand prix racing of the 1970s and '80s including the turbo era but I am not ignorant of the pre- and post-war eras.

So why is it that your fine publication contains errors about today's drivers and events? Why do you see a Prost driven by Gaston Mazzacane as the Sauber of Kimi Raikkonen? I know F1 today is as exciting as listening to *Top of the Pops* in a bad mood, but surely MOTOR SPORT can do better. Do you stay in bed during grands prix?

I AM, YOURS ETC,

PAUL BOGGAN, LUCAN, CO DUBLIN

COMMER-TIME BLUES

SIR,

Your Warhorses article on the Ecurie Ecosse Transporter brings back memories of the late 1960s when, as a Field Service Engineer for Dodge Bros, Kew, I was soon brought into contact with the Commer TS3 two-stroke engine, which was either loved or hated by operators in equal measures.

In the days when diesel engines were notoriously bad starters in cold weather, the TS3 was an 'on the button' engine and gave a fuel consumption no other manufacturer could match.

Your article on the Transporter was therefore of interest and extremely readable. However, a couple of statements need correcting:

1. The engine was not supercharged. Granted it had a Roots-type blower, but this was for scavenging the exhaust gases when the pistons opened the air and exhaust ports in the cylinder liners.

2. Engine capacity was 3261cc, to be precise.

Unlike early two-stroke motorcycles, the TS3 engine did not normally require decarbonising unless non-recommended engine oils were used when, due to a rising blower pressure and fall off in power, the correct procedure was to remove the exhaust ports. Drivers soon learnt that an easier method was to thrash the engine up a long gradient and many a "night trunker" on Shap or Beatock experienced his own firework display out of the exhaust as the engine decarbonised itself.

I AM, YOURS ETC,

DAVID BRYANT, CHURCHTOWN, SOUTHPORT

* * * *

EARNHARDT'S LOYALTY

SIR,

I have enjoyed MOTOR SPORT for the last four years, and would like to thank you for your increased interest in and reporting of US racers. Your recent articles on the glory days and stars of Indy are greatly appreciated.

I was especially moved by your obituary of Dale Earnhardt in the April 2001 issue. Obviously he was a favourite here in the US, but I was touched to learn he was a star over there, too.

Even though he started his own team, Dale continued to drive for the man who was there for him from the beginning, Richard Childress. That is a testament to his loyalty, and reveals the kind of man he was. Thank you for your kind words.

I AM, YOURS ETC,

SCOTT A. LEWIS, MINNEAPOLIS, USA

* * * *

DRIVEN TO DISTRACTION

SIR,

Bill Boddy makes some excellent points about the government's proposed new penalties for speeding drivers. To improve driving standards by threatening drivers with legal sticks serves only to address a symptom of poor driving whilst doing nothing to tackle its causes.

Observation, anticipation and car control are all vitally important in safe driving, yet they are seldom mentioned in road safety campaigns. The camera which prosecutes the trained, safe driver at 70mph on a clear road turns a blind eye to the fool who overtakes at 50mph on the same road in fog. Unfortunately, the 'Speed Kills' slogan combines the two great modern virtues of apparent simplicity and a thin veneer of accuracy.

If we want *better* drivers, the government needs to take driver training seriously, improving the standard of the basic driving test and funding continuing training and education much as the Institute of Advanced Motorists and RoSPA do voluntarily.

I AM, YOURS ETC,

MARK MCARTHUR-CHRISTIE,

THE ASSOCIATION OF BRITISH DRIVERS

* * * *

RIDE BY YOUR SIDE

SIR,

I enjoyed very much Bill Boddy's recent feature on the history and role of riding mechanics. It recalled to my mind a story about the 1921 French GP. Among the entries was the Italian-American Ralph de Palma, sharing a Ballot with his nephew, and future star driver, Peter DePaolo.

During practice, the Americans consistently lapped the Le Mans circuit faster than their team-mates, despite having the weakest of the team's engines.

The reason for this lap time? 'During the time we rebuilt the Ballot in New York', DePaolo wrote in his autobiography *Wall Smacker*, 'we had moved the gearshift lever to the centre. It was now possible for me to shift gears whenever Uncle signalled me. As a result, he never had to take his hands from the wheel as we approached a curve. He would yell, "Second!" or "First!" This saved a few seconds on every turn and accounted for the faster times we were making around the course.' An early form of semi-automatic gearchange?

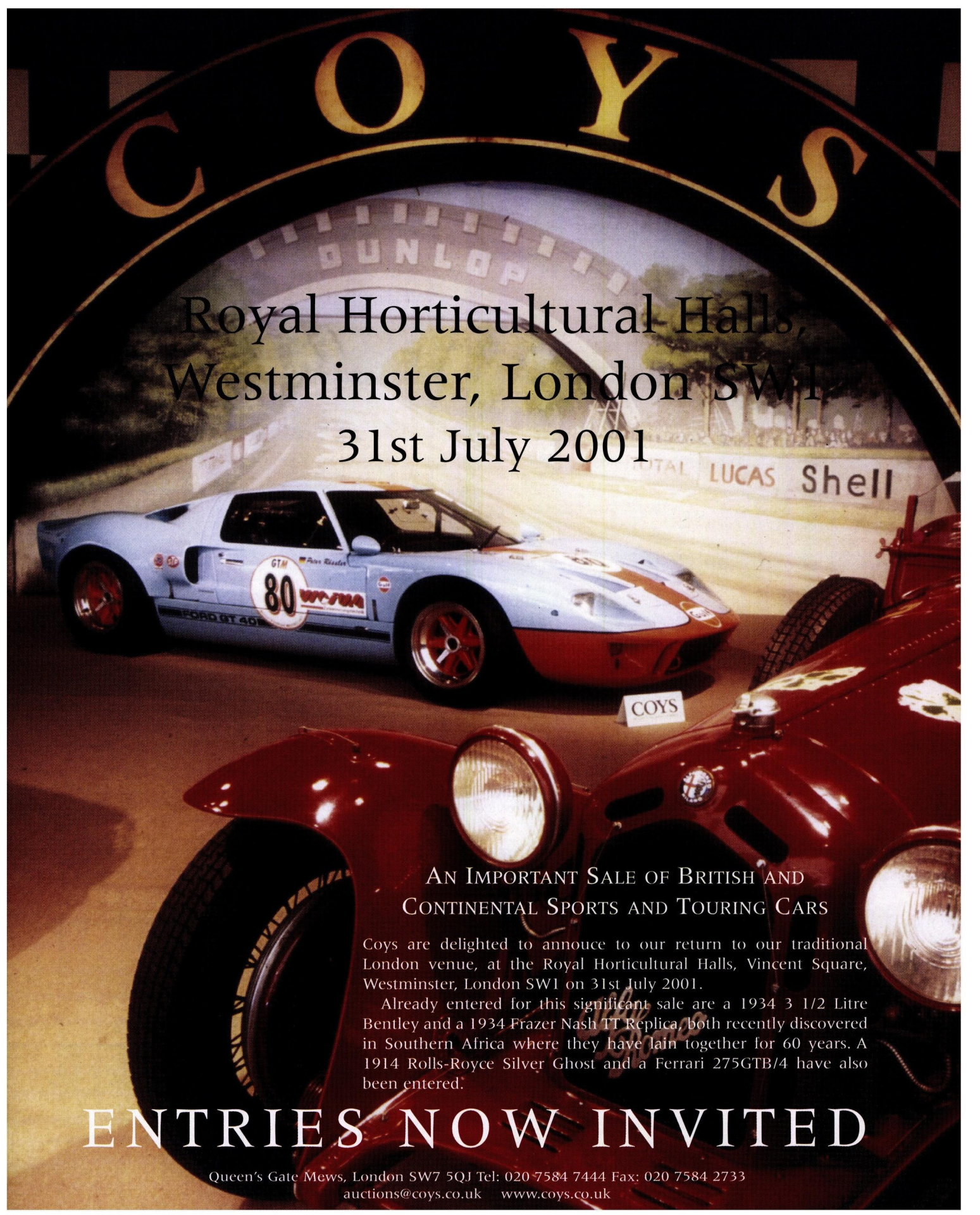
I AM, YOURS ETC,

DAVID COLE, OAKHAM, RUTLAND



LAT

Finland's new F1 star, Kimi Raikkonen in a Sauber. No, really, it is



Royal Horticultural Halls, Westminster, London SW1
31st July 2001

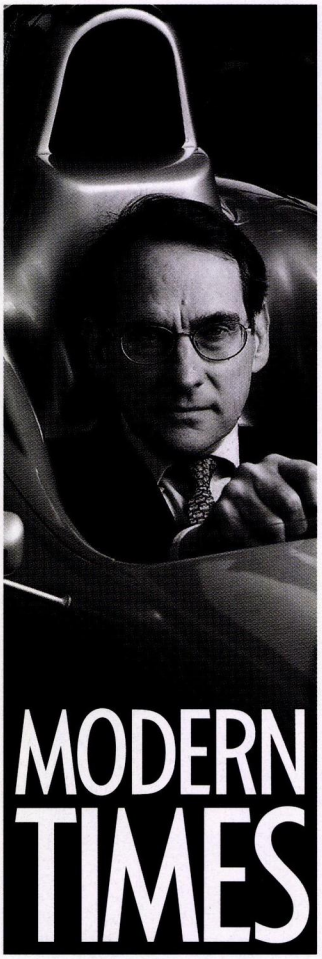
An Important Sale of British and Continental Sports and Touring Cars

Coys are delighted to annouce to our return to our traditional London venue, at the Royal Horticultural Halls, Vincent Square, Westminster, London SW1 on 31st July 2001.

Already entered for this significant sale are a 1934 3 1/2 Litre Bentley and a 1934 Frazer Nash TT Replica, both recently discovered in Southern Africa where they have lain together for 60 years. A 1914 Rolls-Royce Silver Ghost and a Ferrari 275GTB/4 have also been entered.

ENTRIES NOW INVITED

Queen's Gate Mews, London SW7 5QJ Tel: 020 7584 7444 Fax: 020 7584 2733
auctions@coys.co.uk www.coys.co.uk



MODERN TIMES

TO WIN IN F1, EVERY INGREDIENT HAS to be right. Endless effort and millions of dollars are routinely spent on technological details which may, or may not, shave a fiftieth of a second from a lap time. In every pit, computers whirl through a score of different race strategies, projecting every permutation of consumption, tyre wear and fuel weight, and trying to second-guess the other teams' guesswork.

Down the years, each element of the racing car has been subjected to this relentless focus. Time was when a tyre was just a tyre, but soon producing the right rubber for different weathers, temperatures and surfaces became a rapidly moving science. Aerodynamics was stuck at what is now seen to be a childishly primitive level until well into the 1970s: now it is a major discipline on its own, employing in each top team a string of specialists and the most expensive single piece of equipment of all, the wind tunnel. Gearboxes, brakes, and now of course electronics have each come under the same focus, and huge technological leaps have resulted.

But one part of the F1 package apparently remains, in some teams anyway, almost unexploited: the human element. The physical side is well understood, of course, with drivers locked into a ruthless year-round regimen of fitness programmes and monitored diet. But common sense motivational psychology sometimes seems to be conspicuously absent.

Any management textbook will tell you that, however good your product, your marketing, your pricing and your service, you will still be beaten by your competitors if you don't know how to make your own people feel good about doing their job. The curious world of F1 is a long way from real life, but the same rule applies.

McLaren boss Ron Dennis, minutes after the end of the Spanish GP, and before he'd had a chance to talk to his current top points-scorer David Coulthard, publicly accused him of "brain fade". Coulthard's McLaren had stalled at the start of the formation lap, condemning him to start the race from the back of the grid. Then at the first corner he was hit from behind and needed a stop for a new nose. After all that, he drove determinedly up the field from dead last to fifth, salvaging two championship points – which turned out to be the only points McLaren earned that day.

Moments later, again in a public interview, Coulthard was told what Dennis had said, and was visibly irritated. Dennis later retracted, stating that the McLaren had stalled because of a software failure – presumably connected with the much vaunted and perhaps still unreliable electronic launch control. But this small incident speaks volumes. When Mika Häkkinen stalled on the grid in Brazil – and was out of the race for good, again apparently because of a technical failure – there is no record of Ron accusing the Finn of brain fade.

It is hard to escape the conclusion that, however equal their equipment, there is a real, even if unintentional, human difference between how Häkkinen and Coulthard sit within the team. The relationship between Ron and Mika is a special one, and it was very good to see the Finn displaying all his old speed and flair in Spain before that cruel clutch failure on the final lap. He has spent most of his F1 life at McLaren – he's now in his ninth season with the team – and earned all his 18 wins and his two world titles there. His 1995 Adelaide accident only strengthened the bond, and Häkkinen has been central to McLaren's return from the doldrums of the mid-1990s. That relationship is simply something that Coulthard has to accept, work around and rise above. But it doesn't make his goal of winning the championship any easier.

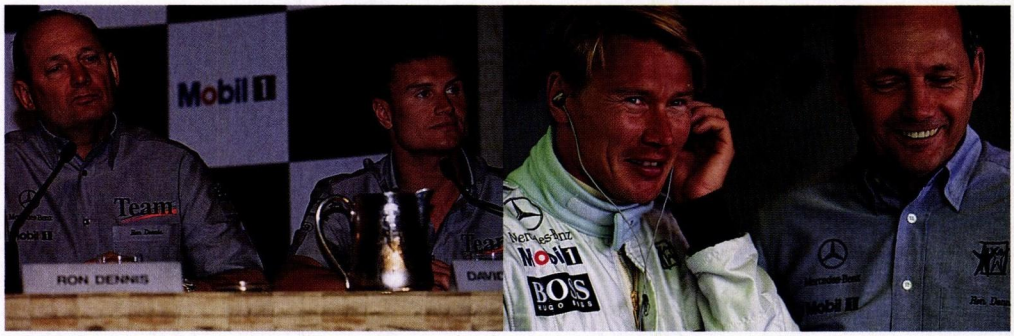
In the 1950s, relationships between team managers and drivers were often stormy. Enzo Ferrari delighted in setting his drivers off one against another: he believed this increased his own authority, on the basis of divide and rule, and also made them drive faster, because they felt their position in the team was not secure. It wasn't a happy team, and the consequences were occasionally tragic. But Niki Lauda was strong enough to stand up to him.



All photographs LAT

Despite, or perhaps because of, their many successes, Nigel Mansell and Frank Williams endured a strained relationship





Duncan Hamilton enjoys his Reims 12 Hours win of 1956, despite having just been sacked for his efforts (left). Such dramatics are not McLaren's way, but little things mean a lot in today's boss/driver relations (below)

for 1977, Ferrari, believing the Austrian to be no longer a top driver after his accident, tried to demote Niki to team manager, both to sideline him and to prevent him from driving for anyone else. Niki insisted on driving, won the championship, and meanwhile secretly signed for Bernie Ecclestone's Brabham team so that, once his title was secure, he was able to tell Enzo where to put his 1978 contract.

Patrick Head has never made it a secret that the Williams team devotes little effort to modern cuddling skills, preferring to give its drivers the equipment and tell them to get on with it. Nigel Mansell certainly did get on with it, winning 28 grands prix and a championship for Williams, but he was always given short shrift when he went into whinge mode. Damon Hill, another Williams title-winner, felt unappreciated there; and they soon gave up on Alessandro Zanardi in 1999. Yet Jenson Button, and now Juan Pablo Montoya, instantly found themselves at home. In a team that grew up with the no-nonsense style of Aussie Alan Jones, you can see the sort of driver Frank and Patrick like to work with.

In long-distance sportscar racing a tough team boss is vital, for cockpit egos do not sit well with mechanical endurance. In the 1950s and '60s, sportscar races were won by hard managers like John Wyer (Aston Martin, Ford GT40, Gulf Porsche) and Lofty England (Jaguar) because their discipline was total. Wyer was known in the team as 'Death Ray', because one glare from his piercing eyes would pull the most recalcitrant driver into line.

Lofty famously fired Duncan Hamilton for disobedience when Duncan won the 1956 Reims 12 Hours. The D-types were running an unchallenged 1-2-3-4, with Hawthorn/Frère leading from Hamilton/Bueb. The 12 Hours ran from Saturday midnight to Sunday midday, and Mike Hawthorn had to drive for Vanwall in the French GP on Sunday afternoon, so he handed over to Paul Frère for the last stint and went back to his hotel for a bath.

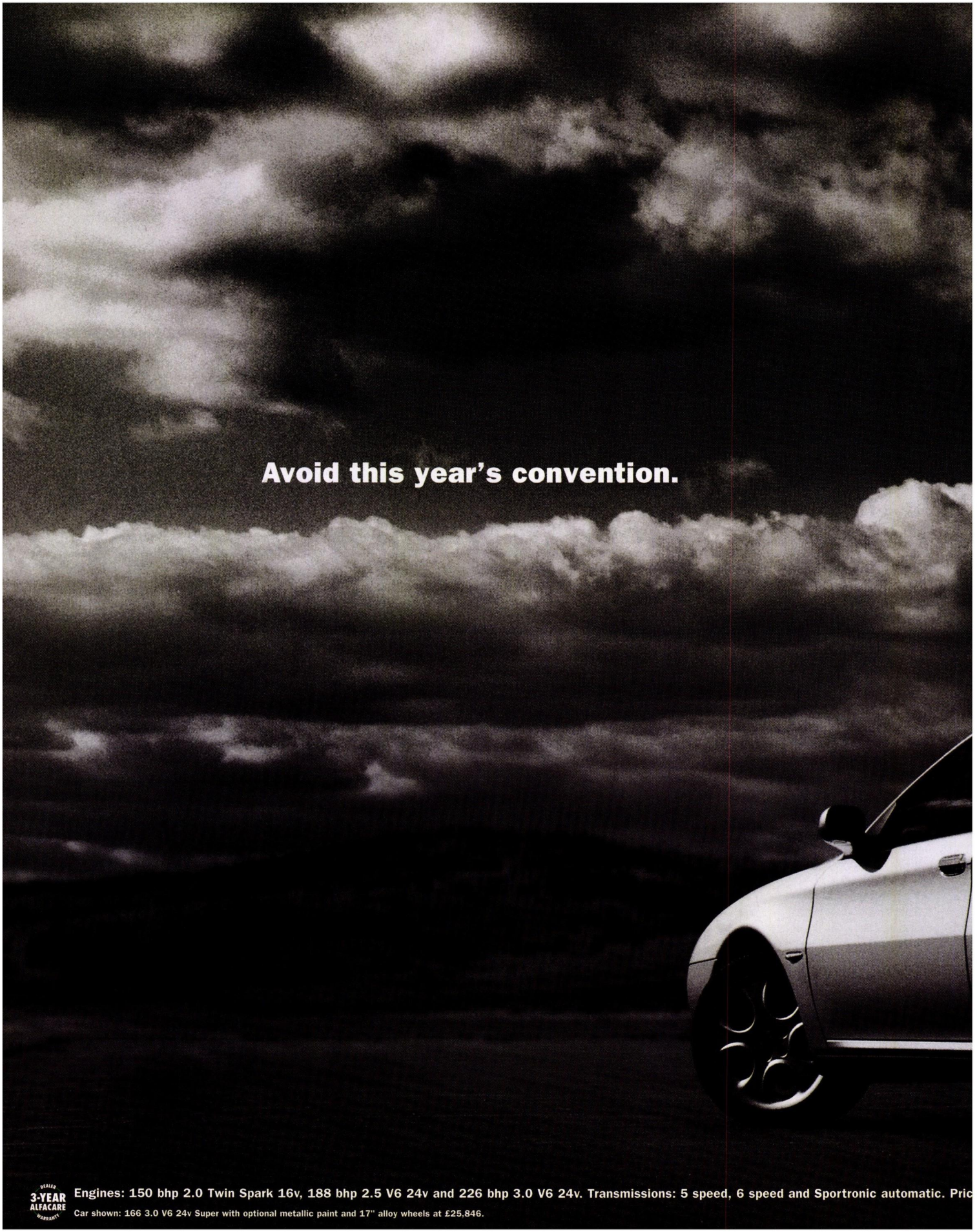
In the closing stages, Hamilton ignored Lofty's 'Hold Position' signals and went faster and faster, breaking the lap record and storming past Frère to win. As Hamilton levered his bulky frame out of the car, Lofty stormed up to him and sacked him on the spot. Hamilton promptly signed for the Ferrari sportscar team, and sent Lofty a parcel containing a mortar board and a cane addressed 'To Teacher, with love from Duncan.'

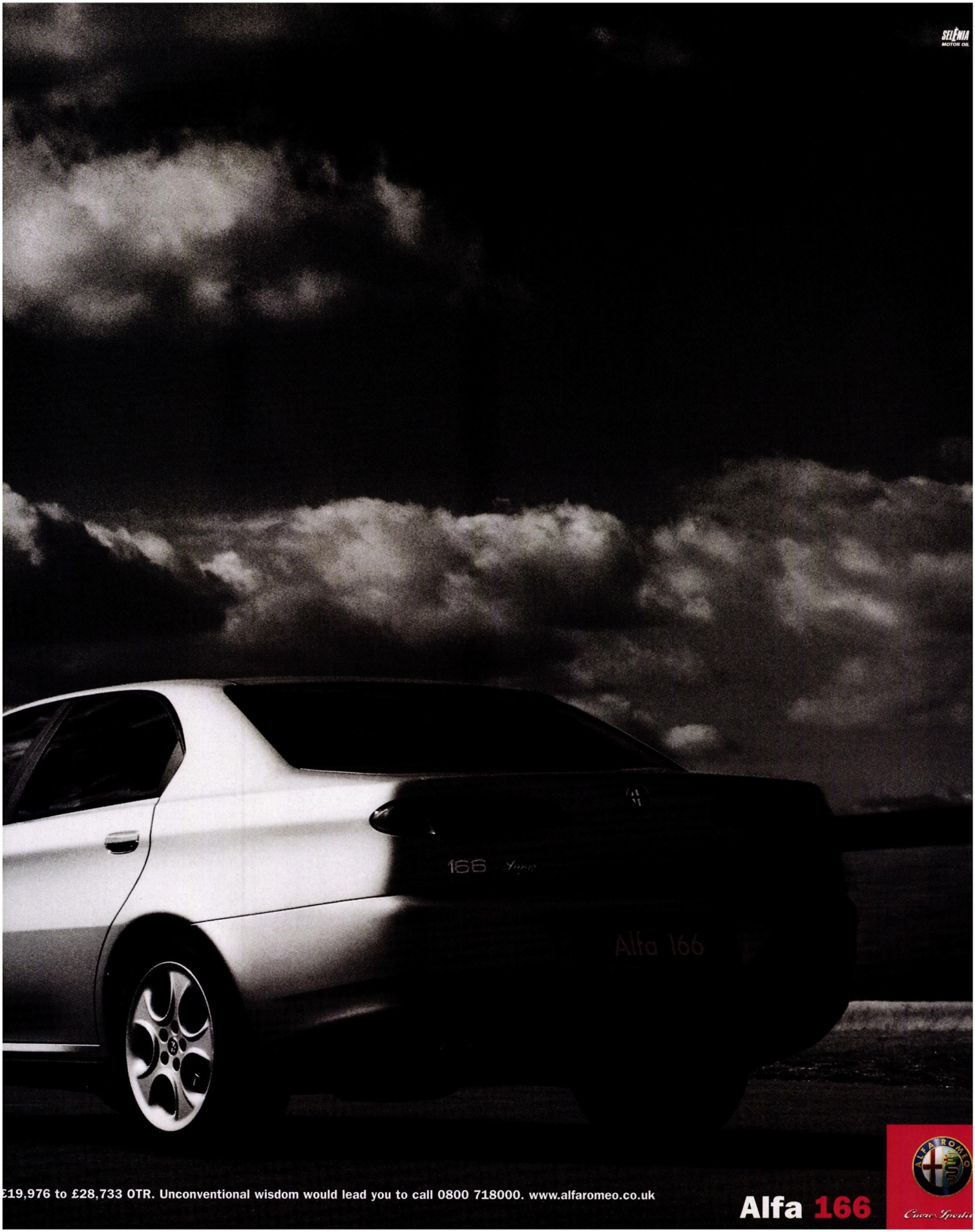
In these days of bulky legal contracts involving team, driver and sponsors, such things are less likely to happen – although we've just had a rare game of mid-season musical chairs at Jaguar when Pedro de la Rosa replaced Luciano Burti, who promptly moved to Prost to displace Gaston Mazzacane. But that, on the surface, was all done amicably, amid a flurry of optimistic press releases from all concerned, although there were threats of litigation beneath the surface.

Surely no-one could teach the Ford Motor Company any lessons in management, but one does wonder at the psychology of drafting Bobby Rahal and Niki Lauda into the unfortunate Jaguar F1 team. The personable Rahal may not have a powerful F1 curriculum vitae, but his record as driver, team owner and businessman is impressive: clearly, he is Detroit's man. Lauda, of course, has impeccable F1 credentials, and also possesses fierce intelligence, uncompromising toughness and the business acumen to build a commercially successful airline: clearly, he is Wolfgang Reitzle's man. Quite how these two powerful characters can mutually harness their abilities to help drag Jaguar away from failure isn't yet clear: there is budget in profusion, and no lack of talent, yet after five rounds in 2001, the team still hasn't come near to scoring a single point. Again, one can't help thinking that it's all a matter of psychology.

At Ferrari the psychology seems to be working well – in marked contrast to the dramatic Italian opera of days gone by. In 1966, John Surtees had the last of several flaming rows with the Ferrari team manager, Eugenio Dragoni, in the Le Mans paddock, pulled out of the 24 Hours and drove his 330GT straight to Maranello to hand in his notice to Enzo. Michael Schumacher, by contrast, goes on showing his extraordinary ability to gather a team around him and unite their purpose – even if Rubens Barrichello gets a bit lost in the wash. Now, after brother Ralf's Imola win for Williams, BMW and Michelin, the season is shaping up nicely.

So, if David Coulthard is to be McLaren's best chance of beating Ferrari, Ron Dennis and the team must be totally behind him – in the little psychological things, as well. M

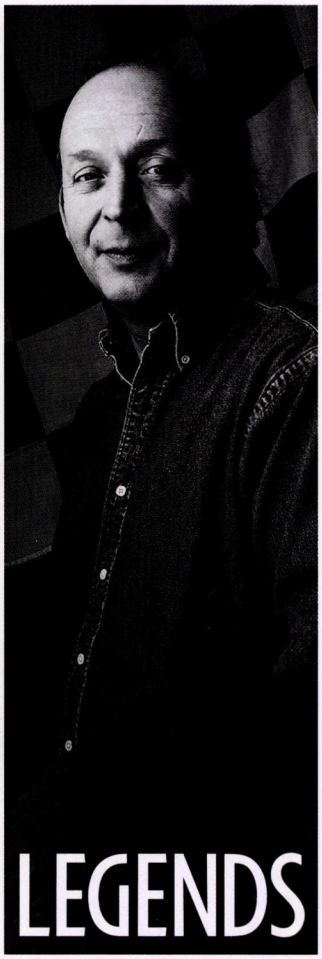

Avoid this year's convention.
DEALER
3-YEAR
ALFACARE
WARRANTY
Engines: 150 bhp 2.0 Twin Spark 16v, 188 bhp 2.5 V6 24v and 226 bhp 3.0 V6 24v. Transmissions: 5 speed, 6 speed and Sportronic automatic. Pric
Car shown: 166 3.0 V6 24v Super with optional metallic paint and 17" alloy wheels at £25,846.



£19,976 to £28,733 OTR. Unconventional wisdom would lead you to call 0800 718000. www.alfaromeo.co.uk

Alfa 166

ALFA ROMEO
Cuore Sportivo



LEGENDS

MONZANAPOLIS

ON PAPER, IT LOOKED WONDERFUL. In the autumn of 1956, Giuseppe Bacciagaluppi, President of the Automobile Club of Milan, invited Duane Carter, Competitions Director of the United States Auto Club, to Monza, and in his mind were the seeds of an idea: a match race between the best of America and the cream of Europe.

A banked track had been added at Monza, first incorporated into the existing road circuit for the Italian GP in 1955, but the GP drivers were not enamoured of it. For one thing, suspension travel was completely used up as the cars were pressed into the banking; for another, the surface was extremely bumpy.

Bacciagaluppi, concerned that the banking might prove a costly white elephant, was looking for new ways to use it, and his idea appealed to Carter. Thus, plans were laid for a 'Trophy of Two Worlds' the following June, on the banked track only.

In April, USAC star Pat O'Connor went to Monza with Firestone's test car, a roadster fitted with a 5.5-litre V8 Chrysler, and ran 226 miles, putting in a best lap of over 170mph. The following month, he took the Indy pole at just short of 144mph. By any standards, Monza was going to be one fast race.

Once Indy was done, 10 of the roadsters were transported from New York to Genoa by ship, while the drivers and mechanics travelled later, and in rather less style.

The flight, from New York, was in an old DC3 charter plane, refuelling in Newfoundland, Gander and Shannon. When they alighted finally at Milan, sustained only by elderly sandwiches and lukewarm coffee, they had been aboard for 26 hours.

Once in Italy, they were dismayed to find they would effectively be racing against themselves. The European 'challenge' had petered out.

There were two problems. First, there were no existing cars capable of taking on the roadsters on this banked oval track, the F1 drivers pointing out, reasonably enough, that a roadster wouldn't have been too wonderful at somewhere like the Nürburgring; second, the Europeans were concerned about the likely speeds.

So they decided to boycott it, and the only cars to take on the Indy brigade were three Ecurie Ecosse Jaguar D-types 'fresh' from Le Mans.



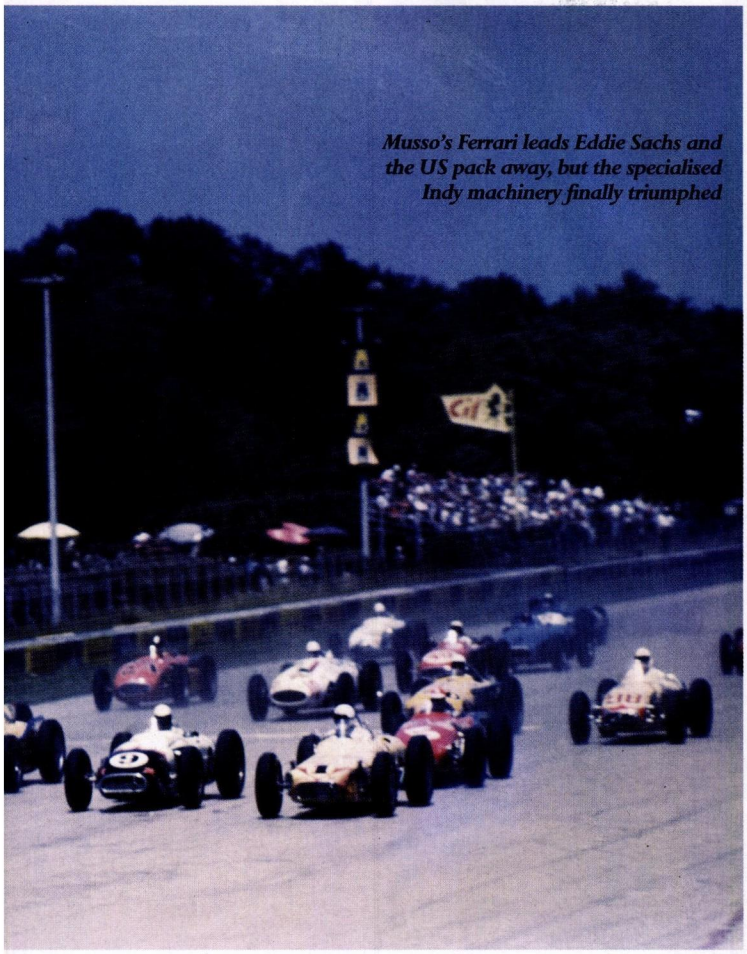
Jimmy Bryan apart, the major US stars at Monza were O'Connor, Tony Bettenhausen, Eddie Sachs, Troy Ruttman, Johnnie Parsons and Bob Veith, and once they started practising seriously, spectators witnessed raw speed quite unknown at the time. Bettenhausen, in the fearsome supercharged Novi, ultimately took the pole with a lap of over 177mph.

In the absence of the European stars, the crowd was disappointing, around 20,000, but were entranced by the wheel-to-wheel racing. In furnace conditions, Bryan – chewing cigars throughout – won two of the three 63-lap heats, and placed second to Ruttman in the third, thereby ensuring overall victory, at the astonishing average of 160.1mph. A month earlier, Sam Hanks' winning average at Indianapolis had been 135.6.

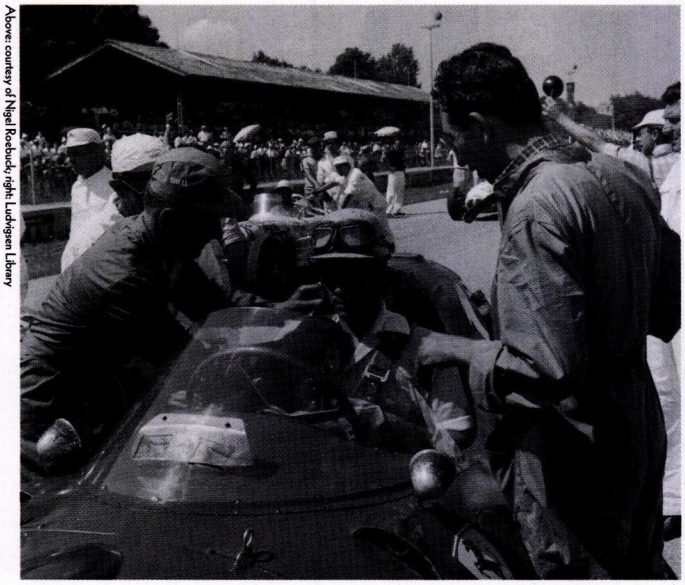
The Monza banking, though, had given the cars a fearful beating. Between heats, the Indy mechanics worked feverishly, welding up shock absorber mounting-points and split fuel tanks. By the end, only three roadsters were still running; next time, the mechanics said, they would know what to expect.

The 1958 Monza 500 was altogether different, for now there was sizeable European contingent, with specially-built cars from Ferrari and Maserati, and drivers such as Stirling Moss, Mike Hawthorn, Luigi Musso and Phil Hill. The greatest of them all, Juan Manuel Fangio, was down to drive the Dean Van Lines roadster, and he qualified third. Again it was blazing hot, and this time spectators turned out in force, not least because Musso had put the 4.1-litre V12 Ferrari on the pole, at over 174mph.

He led the early laps, too, fighting with Jim Rathmann, Bryan and Ruttman, but the primitive Ferrari



Musso's Ferrari leads Eddie Sachs and the US pack away, but the specialised Indy machinery finally triumphed



Above: courtesy of Nigel Roebuck; right: Ludvigsen Library

Luigi Musso is well strapped in to cope with the bumps of the new banking

gave him a dreadful time on the banking, and ultimately, completely spent, he handed over to Hawthorn, who had no taste for this kind of racing.

After his own, 3-litre, Ferrari had blown up, Phil Hill was also drafted in to take his turn in the 4.1.

"Once Musso had worn himself out, it finally boiled down to where Hawthorn and I were doing all the driving, and that meant mostly me, because I got along best with it, for whatever reason. I was expecting the worst, and found out it wasn't really that bad. Musso got exhausted in the first heat, because it was hot as hell that day, and he was getting cooked in the cockpit. Back then, the typical Ferrari way of cooling things off was to cut a bigger hole in the bodywork, so by the time I got into it, there were enormous volumes of air going through it.

"When I started to sort of like it, Mike would say, 'Why don't you do another stint?' The Italian press thought we were fighting over who should drive – in fact, he was leaning down into the cockpit, tightening my safety belt even more!

"Hawthorn knew it was going to be his last year, so he hated anything that was new, you know, and each time he'd finish something like that, he'd say, 'Well, there's another race I won't have to drive again'. It was the same with the Targa Florio."

Hill was in a curious position in this 'Two Worlds Trophy', an American, yet part of the European squad. "It was pretty much a 'them and us' deal – but mainly 'them', because there weren't enough of 'us'!

"We got on fine with most of the USAC guys, but I really didn't care too much for Bryan. He acted like the whole culture was incomprehensible, and he just wanted to blow these Italian puppies off and go home. I remember him criticising me for carrying an umbrella, as if there was something effete about it! Like, a real man gets wet, you know."

Unlike team-mate Hawthorn, Hill quite enjoyed the race. "I didn't mind it. It seemed easy as anything: you just tore around, and the car did it its own thing. You just sort of guided it when it started getting out of hand, and that was all there was to it. It was a dumb job driving around there – don't let anyone tell you it took any great skill. It was just a matter of keeping it pointing in the right direction.

"The only thing that was bad was the heat, and the terrible bouncing on the banking. We were third overall, and I was pretty pleased with that."

That weekend was the first time Hill, or any of the 'European' brigade, wore a seat belt. "We put one in the Ferrari," said Phil, "after Dan Gurney and I had watched Musso on the banking in practice, and saw what he was going through – I mean, the guy was damn near getting thrown out!"

Gurney, spectating that weekend, was astonished by Musso's courage. "That car was not handling well on the banking – it was kind of dancing up there, right ready to go out of control, and he just left his foot in it, and tried to do it, anyway. It was really just raw bravery. I guess he was doing it for *Italia*."

Hill remembers that Hawthorn and Collins gave Musso a very hard time at Ferrari, and he had sympathy for the Italian. "They were still at the end of that 'Brits-hate-the-Eyeties' sort of thing – went back to the war, I guess. There was definitely something between you Brits and the Italians, and I don't think Peter and Mike liked any of them. They ripped Luigi up one side and down the other.

"As well as that, he had been ripped up in the press quite a bit – he had more than his share of *Gazzetta dello Sport*. And the following weekend, at Reims, he was trying to keep up with Mike, and he killed himself."

At Monza, no-one had any answer for Rathmann, who won every heat, set an overall average of 166.72mph, and collected $40,000. Bryan placed second, followed by the Ferrari, then Ray Crawford and Jimmy Reece.

Moss, at the wheel of a Maserati sponsored by the Eldorado ice cream company, ran well in the first two heats, but then had a huge accident in the third, when his car's steering broke on the banking. At the time, Moss was fighting with an American rookie who had taken over the Sclavi and Amos Special from veteran Maurice Trintignant. His name? A J Foyt.

This second 'Monzanapolis' race was judged a great success, and as the Indy drivers flew back to New York, they expected to be back in 1959 for an even more competitive race. Sadly, the Automobile Club of Milan had lost money again, and the saga of the Monza 500 was at an end. M

SPECIAL SUBSCRIPTION OFFER

SUBSCRIBE AND SAVE

SUBSCRIBE TO MOTOR SPORT TODAY AND RECEIVE:

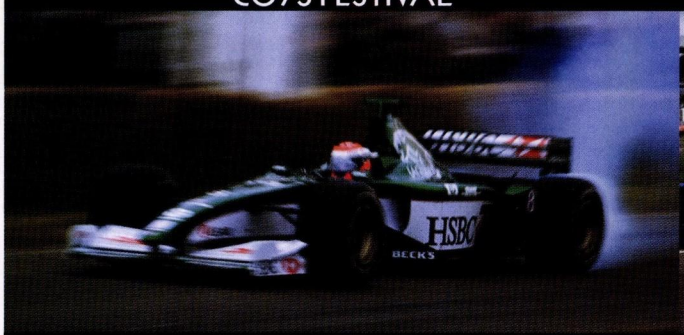
- The best historic racing magazine delivered free to your door every month
- Fantastic news, views and reports on all major historic racing events this season including...



COYS FESTIVAL



GOODWOOD REVIVAL



FESTIVAL OF SPEED

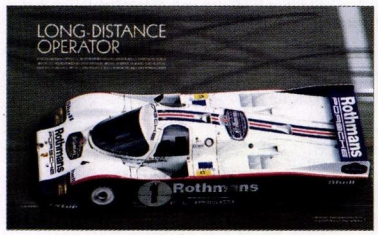


SILVERSTONE HISTORIC FESTIVAL

All photographs:

MOTOR SPORT

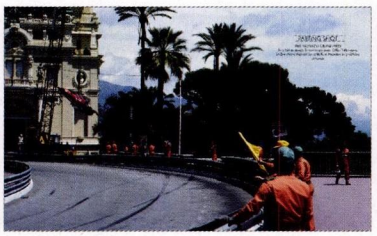
THE BEST HISTORIC RACING



Interviews with the sport's great names



Detailed historical insights

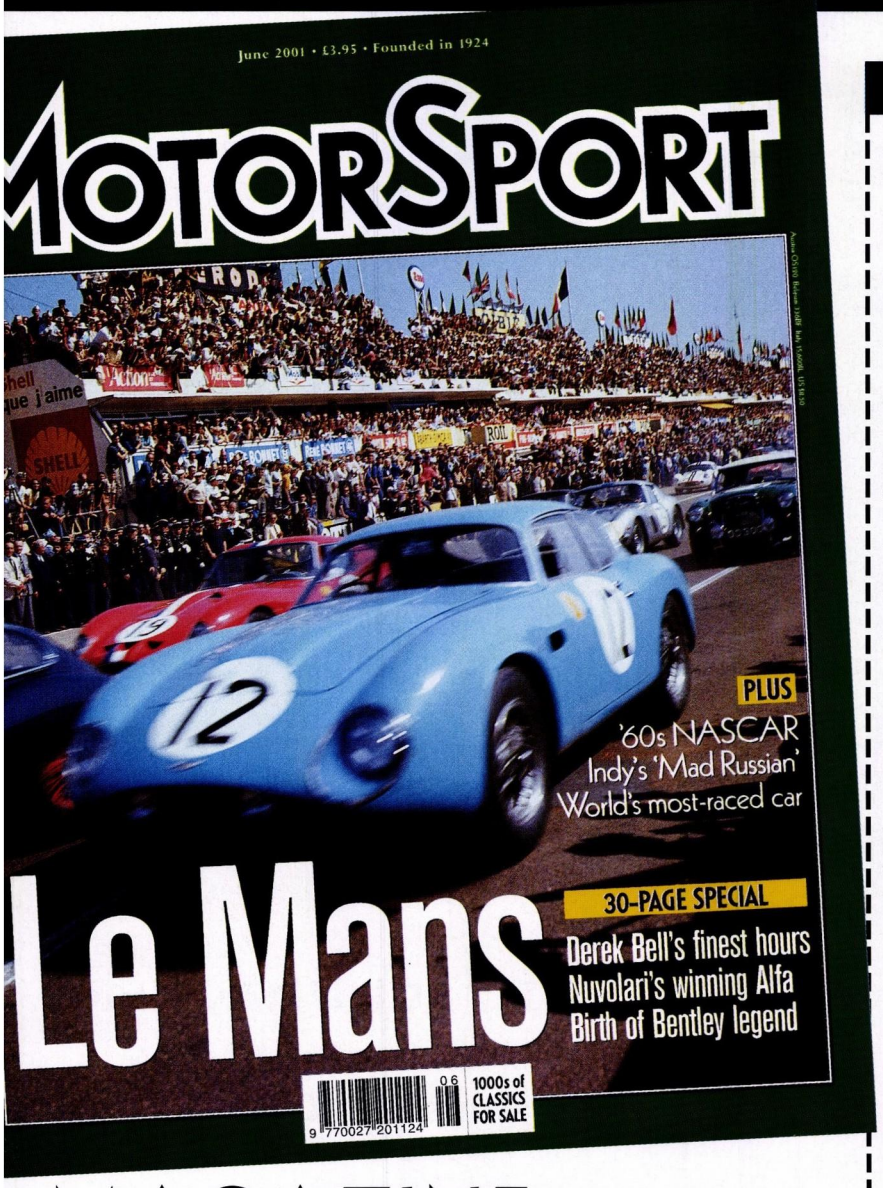


Rare and dramatic photographs



The feisty world of Indy...

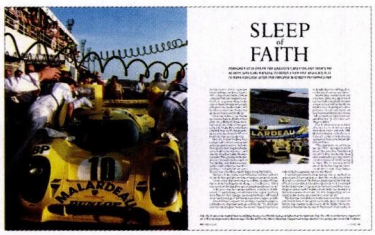
UP TO 22% PER ISSUE



MAGAZINE



...and the raw drama of NASCAR



Forgotten adventures unearthed

SUBSCRIPTION ORDER FORM

Please start/renew my subscription to MOTOR SPORT *for 12 issues.*
Please tick your postal area

	new price	your price	saving
UK	~~£47.40~~	**£36.95**	22% ☐
Europe	~~£53.95~~	**£44.25**	18% ☐
zone 1 (N & S America, India, Africa, Middle East)	~~£79.95~~	**£67.95**	15% ☐
zone 2 (Australia, New Zealand, Japan, China)	~~£91.95~~	**£78.15**	15% ☐

Your Details *(Must be completed in block capitals)*

Title *Initial* *Surname* _____

Address _____

_____

Postcode *Tel No* _____

e-mail _____

Payment method

☐ *I enclose a cheque from a UK bank account or International Bankers draft for £* _____

made payable to ***Haymarket Publishing Ltd***

☐ *Please charge my card for £*_____ *(Please tick which card)*

☐ Visa ☐ Master Card ☐ Amex ☐ Diners ☐ Switch ☐ Other

Card No.

☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐

Valid from ☐☐ ☐☐ *Expires* ☐☐ ☐☐

Issue No. ☐☐ *(Switch only)*

Signature _____ *Date* _____

TERMS & CONDITIONS

This offer is open to UK and overseas subscribers. Please allow 4-6 weeks for receipt of your first issue. Offer closes 29th June 2001.

M061DP

Please send this form to:

MOTOR SPORT, PO Box 280, Sittingbourne, Kent ME9 8FB, UK

Customer Service Numbers:

tel **+44 (0)1795 414819** *fax* **+44 (0)1795 414555**
e-mail **haymarket@galleon.co.uk**

We may use your contact details to inform you about other offers and reputable companies whose products and services may be of interest to you. Please tick this box if you do not wish to receive such offers. ☐

MOTOR SPORT

EDITOR
Paul Fearnley
FOUNDER EDITOR
Bill Boddy MBE
DEPUTY EDITOR
Gordon Cruickshank
MANAGING EDITOR
David Malsher
ART EDITOR
Alison Lane

PICTURE EDITOR
Ian Marshall
NEWS EDITOR
Paul Lawrence
GRAND PRIX EDITOR
Simon Taylor
OFFICE MANAGER
Cathrine Keen

SPECIAL CONTRIBUTORS
Nigel Roebuck, Adam Cooper, John Davenport, Alan Henry, Keith Howard, Mark Hughes, Marcus Pye, Andrew Frankel, Chris Nixon, Paul Parker

PICTURE LIBRARY
LAT Photographic – 020 8251 3000

ADVERTISING MANAGER
Russell Whitehouse
SENIOR DISPLAY SALES
David Ward-Penny
DISPLAY SALES EXECUTIVE
Tamsin Haughton
SALES EXECUTIVE
Matt Norman
SPECIAL PROJECTS
Sam Perryman, Richard Rowe

EDITORIAL DEPARTMENT
Telephone 020 8267 5256. Fax 020 8267 5222

ADVERTISING DEPARTMENT
Telephone 020 8267 5247. Fax 020 8267 5360
Somerset House, 80 Somerset Road, Teddington, Middlesex TW11 8RT, England

PRODUCTION MANAGER Julia Bell
PRODUCTION EXECUTIVE Lisa Harris
SUBSCRIPTIONS EXECUTIVE Chris Heyes

SPECIAL PROJECTS John Deverell
SYNDICATION MANAGER Simon Fox
PUBLISHING MANAGER Charlotte Cotton
PUBLISHING EXECUTIVE Tyrone Shields
PUBLISHER David Prasher

DESIGN DIRECTOR Paul Harpin
SALES DIRECTOR Derek Redfern
MANAGING DIRECTOR Simon Daukes

MOTOR SPORT
is published by Haymarket Motoring Publications Ltd, a wholly owned subsidiary of Haymarket Magazines Ltd

EDITORIAL DIRECTOR Mel Nichols
CHAIRMAN Eric Verdon-Roe

SUBSCRIPTION RATES – 12 ISSUES
UK £47.40; Europe & Eire £53.95; Airmail: Middle East, Africa, India £79.95; Rest of the world £91.95. Postage is free. Payment may be made by VISA, Mastercard or Amex to: Motor Sport Subscriptions, PO Box 280, Sittingbourne, Kent ME9 8FB. Tel 01795 414819. Fax 01795 414555
USA (airfreight) per annum $69. Second-class postage paid at Berkeley Heights, NJ, and additional mailing offices. USPS 698570 POSTMASTER: Send address corrections to EWA, 205 Highway 22 East, Green Brook, NJ 08812.
Telephone 732 424 7811. Fax 732 424 7814

BACK ISSUES
From £3.00 plus p&p – subject to availability – from Haymarket Reprints, PO Box 200, Abingdon, Oxon OX14 3FG
Telephone 01235 534323. Fax 01235 523005

DISTRIBUTION
UK Frontline Ltd., Park House, 117 Park Road, Peterborough, Cambridgeshire PE1 2TR. Telephone 01733 555161

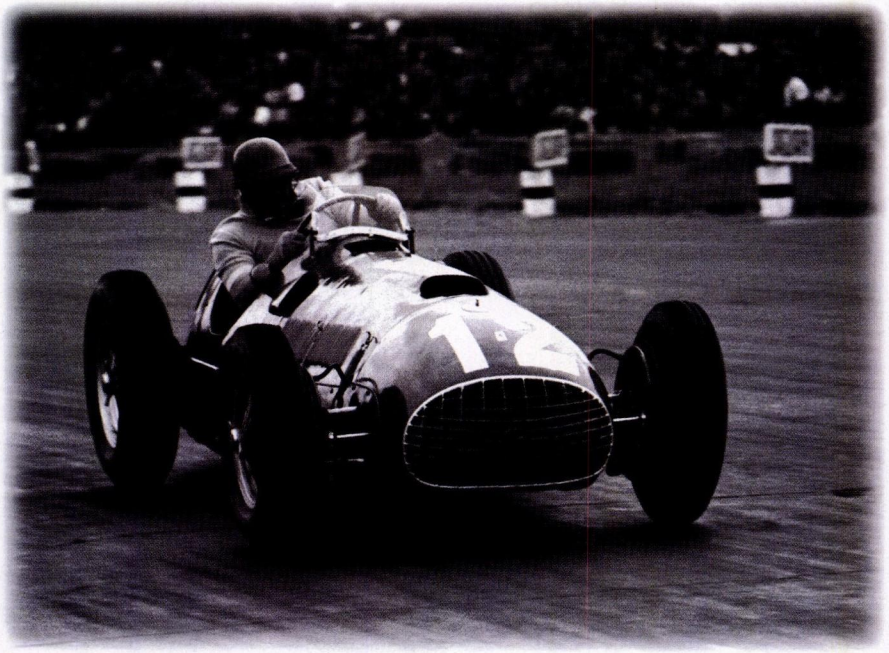
Colour Origination by: Colour Systems Limited. Printed by St Ives plc
We take every care when compiling the contents of this magazine but can assume no responsibility for any effects arising therefrom. Manuscripts submitted entirely at owners' risk. Advertisements are accepted by us in good faith as correct at the time of going to press. No part of this publication may be reproduced in any form without the written permission of the publisher.
Copyright © 2001 Haymarket Magazines Limited, all rights reserved.

NEXT MONTH

On sale Friday 15 June

In the July edition...

FERRARI'S FINEST F1 WINS



LAT

FROM GONZALEZ TO SCHUMACHER

On the 50th Anniversary of the Prancing Horse's first championship F1 victory, we select 10 of the best

PLUS

Alessandro Nannini – a lost champion?
Discovered! Auto Union's 1933 P-Wagen
The man who really won the first Indy 500

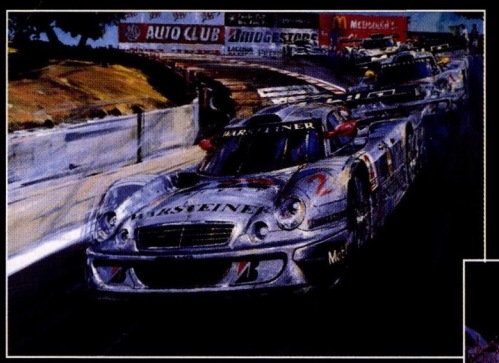
Contents subject to change

Alex Reade

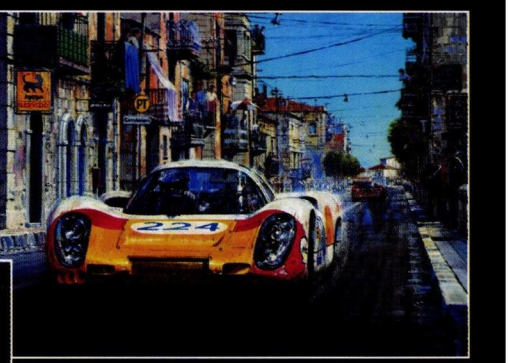
Carnaby Street London & Bluewater Kent

A World of Motorsport

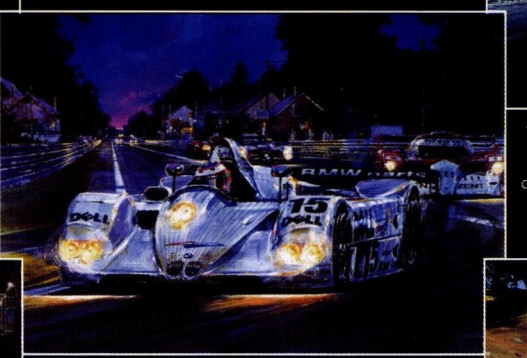
Now Open
Our New 1000 sq.ft Central London Gallery housing Europes largest collection of motoring related artwork



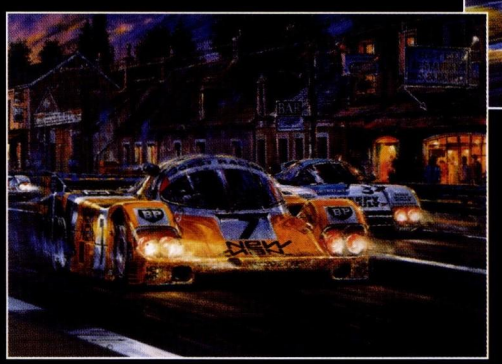
Daytona Porsche by Nicholas Watts
The 1991 Daytona winning Joest Porsche 962C. Hand signed by Hurley Haywood, Frank Jelinski, Henri Pescarolo, 'John Winter' and Bob Wollek. Ltd Edition of 500 Prints. Size 67 x 49 cm £110



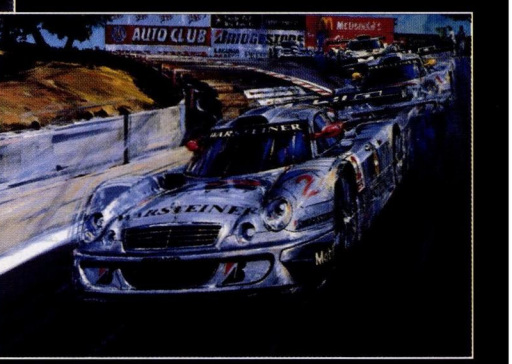
Targa Florio 1968 by Nicholas Watts
The Elford/Maglioli driven Porsche 907 which despite an early puncture, went on to victory in the 1968 Targa Florio. Hand signed by Vic Elford Ltd Edition of 250 Prints. Size 82 x 63 cm £110



Le Mans 1999 by Nicholas Watts
The winning BMW V12 LMR of Martini, Winkelhock and Dalmas. Hand signed by Pierluigi Martini, Joachim Winklehock and Yannick Dalmas. Ltd Edition of 500 Prints Size 82 x 63 cm £110



Le Mans 1985 by Nicholas Watts
The Joest Porsche 956 of Barilla, Ludwig and 'Winter' on it's way to victory. Hand signed by Paulo Barilla, Klaus Ludwig and 'John Winter' Ltd Edition of 500 Prints. Size 91 x 70 cm £120



Silver Stars by Nicholas Watts
The Mercedes CLK LM Team at Laguna Seca during the 1998 FIA GT Championship
Hand signed by Klaus Ludwig and Bernd Schneider. Ltd Edition of 500 Prints. Size 91 x 70 cm £120

www.alexreade.net

You can order by Telephone, Fax or by post using the attached coupon. Alternatively our website has a fully SSL encrypted shopping basket system.Please send all postal orders to: 8 Carnaby Street London W1F 9PD

Tel 020 7434 4324
Fax 020 7437 4714
e-mail sales@alexreade.net
online www.alexreade.net

Please make all cheques payable to Alex Reade International.
Our Postage and Packing Rates are as follows

Order Value	UK	EEC	Rest of World
Up To £50	£5	£6	£20
Over £50	£7	£8	£20

VISA

SWITCH

EUROCARD MasterCard

msport0601	Items to Order		Qty	Price
Credit Card Number:				
Card Type:	Expiry Date:	Issue Number:		
Name:				
Delivery Address:				
Postcode:		Telephone Number:		



Evolution of the Porsche 911

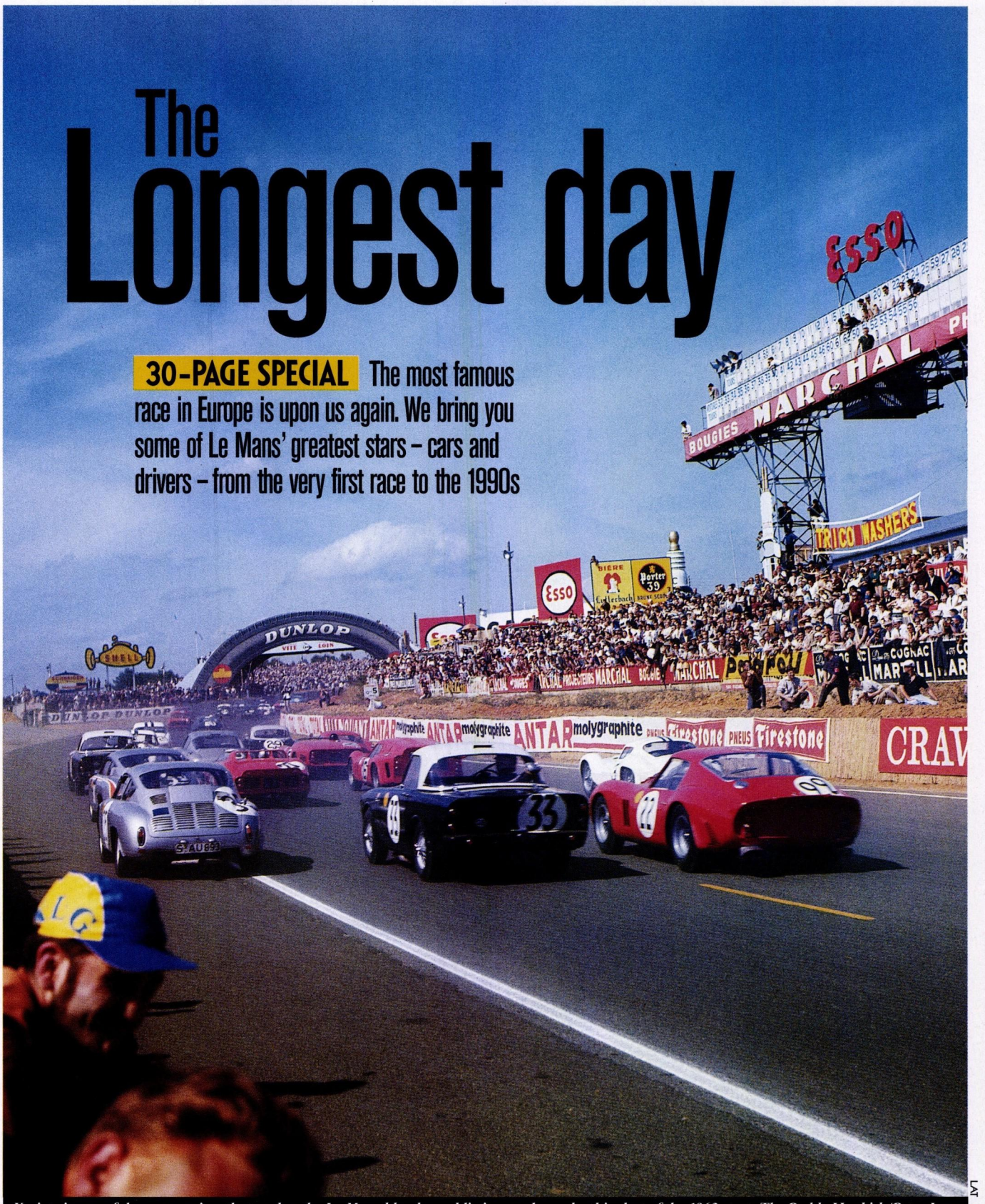
Long live the evolution.

Few marques have such a rich heritage as Porsche. But then few cars are developed from the race track in order to create the ultimate road going sportscar. From the Boxster to the 911, all Porsche cars combine exhilarating performance with outstanding road-holding. For further information on the Porsche model range or to locate your nearest Official Porsche Centre, simply call the Porsche Information Centre on 08457 911 911, or visit the Porsche website at www.porsche.com

PORSCHE

The Longest day

30-PAGE SPECIAL The most famous race in Europe is upon us again. We bring you some of Le Mans' greatest stars – cars and drivers – from the very first race to the 1990s

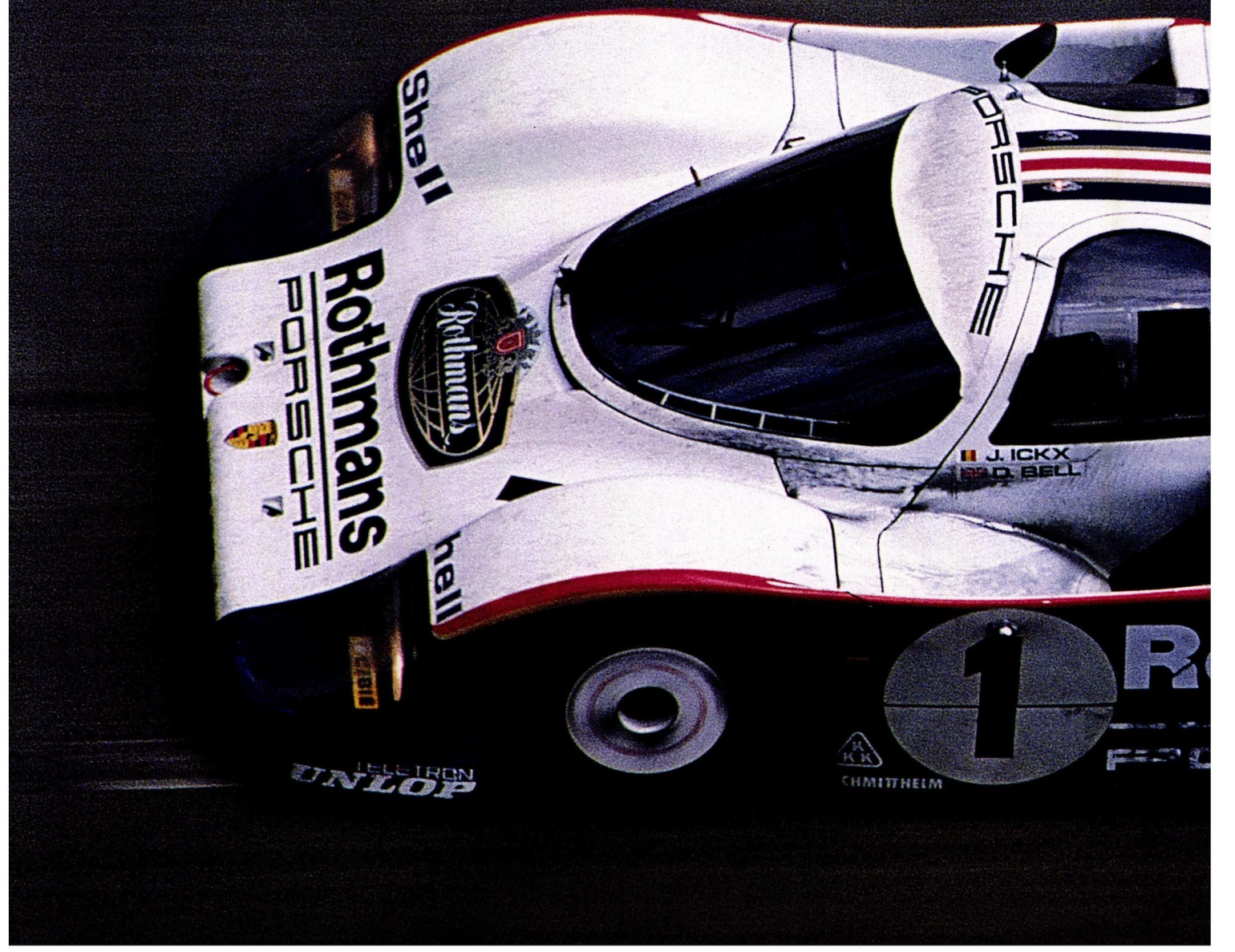


Variety is one of the many spices that makes the Le Mans blend so addictive, as shown by this shot of the 1962 start. The Paddy Hopkirk/Peter Jopp Sunbeam Alpine (33) will retire at two-thirds distance, but the slow-starting GTO (22) of Leon Dernier/Jean Blaton will go on to finish third overall

LAT

LONG-DISTANCE OPERATOR

ONE OF BRITAIN'S UNSUNG MOTORSPORT HEROES, DEREK BELL'S SPORTSCAR SKILLS ARE OFTEN OVERLOOKED BY AN F1-HUNGRY MEDIA. ANDREW FRANKEL ASKS A LIVING LEGEND TO REFLECT ON HIS EXPLOITS AT LE MANS WHICH YIELDED FIVE SUPERB WINS





Bell, Ickx and a Rothmans-liveried Porsche 956 - one of the all-time great Le Mans combinations DPPI

Right: The '82 win was a significant one: not only was it the first 24 Hours under Group C regs, it also meant the Porsche 956 was victorious on its 24-hour debut

Below: The start of a legend. But Bell's 1970 debut, in Ferrari 512S (7), was less than auspicious. A near-miss with an errant backmarker put three other Ferraris out









Above: 1971 was Bell's second Le Mans, and his first with Porsche. Sharing a 917 with Jo Siffert, his hopes were dashed after 18 hours by a worsening oil leak

Left: Bell rates the 1983 race as his best Le Mans performance. He and Jacky Ickx overcame huge odds to finish a minute behind the winner – just missing the hat-trick

Photos: Klementaski Collection, Rainer Schlegelmilch, DPPI. All Posters: A.C.O.

A COLD, WET DAY AT SNETTERTON. TEAM Bentley are testing the new EXP Speed 8 Le Mans car. The press have been invited and Derek Bell is doing what he does second-best: entertaining and informing, being the greatest ambassador any team could hope to have. Meet Derek for the first time and I guarantee you will leave his company convinced you have met him before and that, against all the odds, it is you and not Derek who has forgotten the event.

His hand waits while yours struggles to find its way out of your pocket: the eyes fix, friendly, sincere and focused not somewhere in the middle distance but clearly and singly on you.

"How are you?" It's a simple gambit but delivered so it beats your hastily prepared introductory "Hello, I'm..." patter by at least three lengths, so it has a knockout effect. You know as well as you know the sky is blue (above the grey) that you are going to like this bloke; this bloke to whom you have yet to utter a single syllable, this bloke who seems at least as interested in you as you are in him. This former Ferrari F1 driver, double world sportscar champion and five times winner of Le Mans.

And you should like Derek Bell, for he is not only the most successful British sportscar racer who ever lived, he is also funny, urbane and a man who knows precisely where self-deprecation slides into false modesty. He has an ego but is not egotistical: he knows what he's done, will tell you about it if you ask and will do so as if he were saying so for the first time in his life.

The cynic would say that Derek is merely a professional, doing the job he's paid to do and, like most things he turns his hand to, doing it rather well. And while it is a fair if somewhat uncharitable observation, it rather begs the question of what he should do instead: the tedious and hackneyed 'I'm a bored genius' routine beloved of so many other racers? Besides, get to know Derek a little and you'll know that professional is not an act for Bell. Professional is Bell.

But, if you want, I'll give you a reason to dislike Derek Bell. On October 31 this year, he will be 60 years old. This is absurd, even more so, in my book, than the fact that Sir Stirling Moss hits 72 six weeks earlier. Derek's sleek mane is finally greying but, save the crags on his face – which have more to do with the fact that it was once on fire – he looks the same in a video I have of him driving a Porsche 956 around the Nürburgring 18 years ago.

But it is Le Mans that we are here to discuss, his five wins and some of the 21 other times someone else got to stand on the top step.

BELL'S LE MANS: THE '70S

1970 Rtd Engine failure sidelines Ferrari 512S after 39 laps. Co-driven by Peterson
1971 Rtd Running second with Siffert in 917 when oil leak ends run after18 hours
1972 8th GT debut. Shares Ferrari 365 GTB with Pilette and Bond. Fourth in class
1973 Rtd Bell/Ganley Mirage run ends with oil leak; 'box swap cost three hours
1974 4th Bell/Hailwood Mirage presses on despite failing cv joint – 20 laps down
1975 1st Bell/Ickx dominate from pole. Cracked exhaust causes Mirage late worries
1976 5th Dodgy fuel pump hampers Mirage, but Bell/Schuppan off Porsche pace
1977 Rtd Alpine A442 of Bell/Jabouille lead for first 17 hours. Then a piston holes
1978 Rtd Shares Alpine with Jarier. Runs third until differential fails after 162 laps
1979 Rtd Co-drives Ford M10 with Hobbs and Schuppan. Made ill by exhaust fumes



'I'd expected to be told at what pace to run, what strategy to use, how best to treat the car and so on. Nothing. We just got on with it'

"When I first went there in 1970 I was not intimidated by the place nor frightened by it. I guess I was young and didn't scare that easily. To me it was more than just another race, but I still considered myself a Formula One driver, and while sportscars commanded a much higher profile than they do today, my heart was set on F1. Besides, I was far from happy.

"I was sharing a works Ferrari 512S with Ronnie Peterson whom I had been racing in F2, and while that was fine, my F1 contract with Ferrari was dead in the water and I wanted to race for Jacques Swaters in whose private 512S I'd come fourth in the Spa 1000Kms. When Ferrari was asked why he never rehired me, he simply said, 'I never rewarm cold soup'.

"For the race we got no direction from Ferrari at all. I'd expected to be told at what pace to run, what strategy to use, how best to treat the car and so on. Nothing. We weren't even told what revs to use. We just got on with it as best we could.

"Early on Saturday evening, I was coming up to overtake a slower car going into White House. He was in the middle of the road but, as I tried to go inside him, he started to edge over to the apex and I only got through by putting the car on the grass between the kerbing and the guardrail – and White House was a corner approached at 180mph! I got through, looked in the mirror and saw carnage."

The ensuing accident wiped out three of Ferrari's five finest 512s and the fourth, Derek's car, lasted less than a lap, pulling up on the Mulsanne Straight with engine failure. It was an ignominious start to his Le Mans career.

By fairly stark contrast, he could have won it in 1971. There probably wasn't a seat in the race better than inside a JWA Porsche 917 with Jo Siffert as your teammate. Best of all, there were no works Ferraris as Maranello had decided not to campaign its distinctly promising 512M, concentrating on the 312P in readiness for the 1972 3-litre formula which would render the 5-litre Porsche and Ferrari instantly illegal.

The 917 proved a vastly superior car to the Ferrari that Bell had driven the previous year: faster, lighter and better prepared. With special Le Mans bodywork, it pulled 246mph on the Mulsanne, its air-cooled flat-12 motor howling along at 8100rpm, just 100 revs short of the point where it would spread itself all over the track.

"We ran very near the front for ➤

hours but, in the end, an oil gallery cracked and it started pouring oil out quicker than we could pour it back in. It gave up after 18 hours."

It wasn't until 1975 that Bell finally reached the podium but, when he did, he didn't stop climbing until he reached the top step.

"It was my third consecutive attempt to win Le Mans driving a John Wyer Mirage-Ford and, to an extent, you could say that we only won because the Matras, which had won the last three times at the track, weren't there. Certainly the Mirage was not as fast as the Matra, but it wasn't a bad car and I got to do basically all the development.

"Le Mans was the only race it did in 1975 and I was both touched and amazed when Jacky Ickx – who had already won Le Mans for Wyer in a Ford GT40 in '69 – wrote to John asking if he could drive and whether I could drive with him.

"The car itself, the Gulf GR8, was fine but our endurance tests showed that the engine had a vibration point at 9000rpm and wouldn't last more than three hours if taken to the 9500rpm we routinely used in the past. In the end, they tuned it so we didn't have to rev it much past 7500rpm and it never gave us any trouble save an exhaust manifold which needed changing.

"Jacky was fantastic, insisting that I took the start and drove the car over the line at the end as I'd done all the development work. The only problem we had was an inexplicable graunching noise that was traced after the race to a broken suspension pick-up point."

It had taken six attempts to produce that first win and it would take six more before the next, during a period when Derek's career spiralled downhill. He raced for Alpine-Renault at Le Mans in 1977 and '78 (he led for 17 hours in '77) but retired both times. He was back with Mirage in '79, but the car fell increasingly off the pace and finally died one lap from the flag: "I'm not ashamed to say, I sat there with tears rolling down my face. All that effort and it was all for nothing."

The big break didn't come until 1981 when Porsche entered three 936s. Derek was already contracted to Steve O'Rourke to drive a BMW M1 and Derek still feels a sizeable amount of the credit for his extraordinary success with Porsche in the years to come was due to O'Rourke releasing him from the contract.

By 1981, the 936 was a museum piece having first won Le Mans back in 1976. Derek didn't even see the car until they unloaded it in the paddock at Le Mans but, he remembers, "Within three laps of practice I was going round there faster than I ever had in my life. The thing simply flew.

"The race itself was the Le Mans dream. Jacky and I led from start to finish and the engine cover never had to come off."

Indeed, analysis of its race performance reveals that not once during the 24 hours did the 936's wheels stop turning for more than four minutes.

"You'd think I'd have great memories of 1982, the year we won first time out in the Porsche 956. In fact, I think the greatest race I ever had at Le Mans was 1983 and I didn't even win it. In 1982, apart from a problem with fuel mixture early in the race, it was a rerun of the year before. I think we got back into the lead shortly after midnight and that was that: a straight run to the flag followed home by the other two works cars. We could tell even then that the 956 was going to change the rules of sportscar racing. It had full ground effect and was electrifyingly quick on the track.

"We so wanted the hat-trick in 1983 and it went wrong as early as the second lap. Jacky was dicing for the lead with Jan Lammers, they touched going into Mulsanne and Jacky had to take to the escape road. By the time he had regained the circuit, almost the entire field had gone through. It took us 14 hours of slog to make up the time we'd lost, but on Sunday morning I slipstreamed past the leading 956 of Vern Schuppan into the lead.

"It lasted just seconds before the engine stopped dead. I am not mechanically minded but we'd been told that if this happened it would be one of three things. I managed to get the cover off – usually a three-man job – and change all three components. I then hit the button and heard the engine whoosh back into life. I got the engine cover back on – God knows how – and rejoined the race. We then got back onto the pace until Jacky brought the car in for the final stint and announced that the brakes were finished. It would take 10 minutes to change them so I just jumped in regardless and headed off.

"The lead car was three minutes ahead. I hadn't a hope but I drove as fast as I could and broke the record at least twice in a car with shot brakes and I got the deficit down to about 20sec by the flag, which Al Holbert took just before his engine seized." It would be Jacky Ickx's last Le Mans.

Derek barely mentions his fourth win, in '86, either when we meet or in his autobiography, where it receives slightly ➳

BELL'S LE MANS: THE '80s

1980 13th Leads class with Holbert, but Porsche 924 Carrera then loses a cylinder
1981 1st Second win with Ickx. Porsche 936 dominates; 14-lap winning margin
1982 1st Bell/Ickx's third win. Puncture is their only problem in new Porsche 956
1983 2nd Bell/Ickx just miss hat-trick. Early clash and electrics glitch cost them dear
1984 DNS A year off. Works Porsches sit it out in protest of FIA's late formula changes
1985 3rd Now paired with Stuck in 962C. Wheel-bearing failure ends victory bid
1986 1st Bell and Holbert add victory to Daytona 24-hour win – with help from Stuck
1987 1st Bell/Stuck/Holbert do it again. Venerable 962C staves off the Jag threat
1988 2nd Ludwig runs 962C dry and loses two laps, costing Bell/Stuck a hat-trick
1989 Not classified Privateer Porsche 962 shared with Needell/Weaver catches fire



'Jacky Ickx was fantastic, insisting that I took the start and drove the car over the line at the end because I had done all the development work'



Left: Rothmans Porsche 962C of Derek, Hans Stuck and Al Holbert defeated all comers, including the much-hyped Jaguars, in 1986 (pictured) and '87

Below: A remarkably accurate replica of the Porsche 936 in which Bell and Ickx won in 1981. It would be the last victory by an open-top car for another 15 years





Above: Another potential hat-trick disappeared in '88 when co-driver Klaus Ludwig ran out of fuel. They never quite regained the lost time from the winning Jaguar

Right: Derek twice raced Alpine-Renaults. In '77 he and Jabouille led 17 hours before a piston holed; here, in '78, with Jarier, he had yet to reach halfway when a diff failed



LAT/Rainer Schlegelmilch

less than a line of text. The 1987 race, his final win, by contrast has him more than a little fired up.

"The Jaguars were out to get us. The XJR-8 was the class of the field and was winning everything at 1000km level. The Porsche 962 was getting long in the tooth and not only was our chassis not up to theirs, we were not as fuel efficient either. Then, in the first two hours, Jochen Mass burned a piston when the engine management took a dislike to the fuel the organisers had supplied. So it was our car versus three state-of-the-art Jaguars with 22 hours to run."

But Bell's suspicion that the Jags might not yet have fully developed their Le Mans legs soon proved correct as, one by one, they hit trouble as the 962 sailed round to a relatively straightforward victory.

The next year, five Jaguars ganged up on Porsche and had their revenge. But Bell was only denied his sixth win because team-mate Klaus Ludwig ran out of fuel and had to bring the car in on the starter motor, losing more time in the process than that which separated the car from the winning Jaguar at the flag.

Derek has many other proud Le Mans moments: qualifying his Kremer Porsche on the front row in 1994 aged 52 in particular, but though he last raced there in '96, it was the 1995 race which would provide Derek with a most suitable parting shot.

"I was brought in by Dave Price to race a McLaren F1 GTR with Andy Wallace and Justin, my son. I came to the project late and was not as fit as I would have been had I had proper time to prepare. The McLarens were pretty new, fast but had proved to be fragile and no-one really gave them much of a chance. The conditions were absolutely appalling and the car had no downforce at all. I remember Andy came in during the night and told me it was all he could do to hold it in a straight line.

"What amuses me about that race is all anyone seems to talk about was how quick JJ Lehto was in the car that eventually won. Don't get me wrong, JJ is clearly a great driver, but if he was that quick that year, how come he was chasing us?

"I can remember Justin coming in after his stint and telling me that was the worst time he'd had in a racing car in his life. But I can remember when it was my turn to drive, I was able to open up a small gap to JJ which I didn't think was too bad." Not bad at all Derek. You are 24 years older than Lehto who had been Michael Schumacher's team-mate the year before.

"Anyway," muses Derek, "it all turned to shit in the end when the clutch played up and removed a certain win. We came home third so I still got to stand on the podium at Le Mans with my son and now it is a moment of which I'm inordinately proud. Back then, knowing what might have been, it was a bitter disappointment."

Bell was offered a plum drive at Le Mans this year, a good seat in a prototype with a strong chance of doing well. He turned it down to work – not drive – with Bentley.

"I think that's it now. I could have done it this year and I think I'd have been fine. Certainly my racing in the States [where he pedals a 450bhp Audi S4 saloon] suggests the pace is still there, but do I have 24-hour fitness now? I could get it if I worked out twice as hard as I do, but I am certainly not going to put myself through that just for the hell of it.

"If I did the 24 Hours again it would have to be in a car with a good chance of winning. I never went to Le Mans – or any other race – just to make up the numbers. So yes, though I don't rule it out completely, I think I have competed at Le Mans for the last time."

There's more than a moment's reflection at this thought. Derek describes his relationship with the race as "love-hate" and he's adamant that the Daytona 24 Hours (which he has won twice) is the tougher event. But as the eyes at last lose their grip on mine and focus instead somewhere on a racetrack in northern France I can sense he feels unfinished business remains.

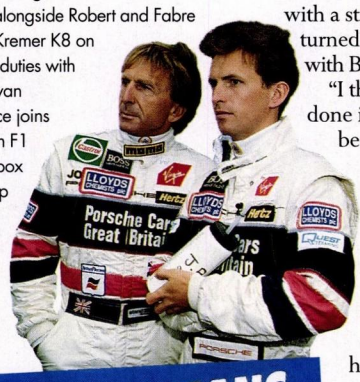
Curiously, I don't think it's the sixth win that bothers him. Not once during our hours of conversation did I pick up a sense of dissatisfaction that this outright record belongs not to him but to his three times co-winner Jacky Ickx. I think it's simpler than that and it's the same thing that keep him racing dozens of time every year as he stands on the doorstep of his seventh decade.

Derek Bell is a racer – perhaps not in the Moss sense where the wheel-to-wheel combat is all – but in another and no less important way where the thrill comes instead from driving further and faster than anyone around you. This may not make him the greatest racing driver in the world but it does set him apart and make him, if not unique then at least a very special racing driver.

And on the human scale, a ladder many racers struggle to climb, he's higher than most too. M

BELL'S LE MANS: THE '90s

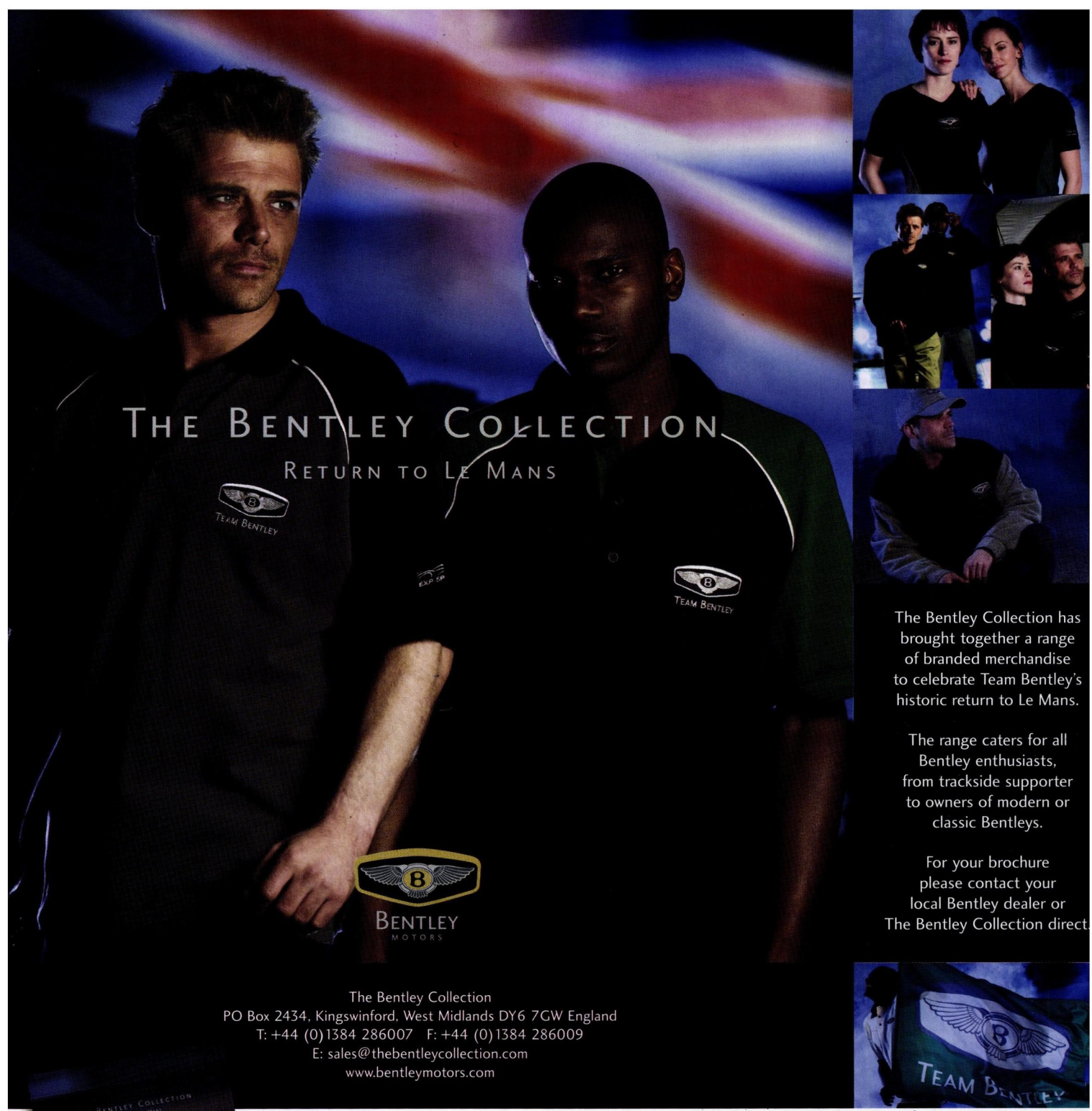
1990 7th Shares a Joest 962C with Stuck and Jelinski. Hampered by brakes problems
1991 7th Same team, co-drivers and result – only this time they suffer from a water leak
1992 12th Derek joins son Justin (below) and Needell. Privateer 962 has brake woes
1993 10th Finishes highest of three-car Courage squad alongside Robert and Fabre
1994 6th Plants Kremer K8 on front row. Shares duties with Lässig and Donovan
1995 3rd Wallace joins Bell duo. McLaren F1 in hunt until gearbox and clutch play up
1996 6th Bell and Wallace are joined by Grouillard in Harrods F1 GTR





DPPI

'Don't get me wrong, JJ Lehto is clearly a great driver, but if he was that quick that year, how come he was chasing us?'

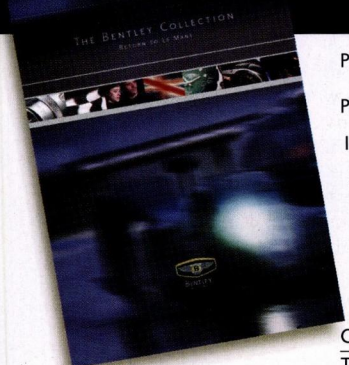


The Bentley Collection has brought together a range of branded merchandise to celebrate Team Bentley's historic return to Le Mans.

The range caters for all Bentley enthusiasts, from trackside supporter to owners of modern or classic Bentleys.

For your brochure please contact your local Bentley dealer or The Bentley Collection direct.

The Bentley Collection
PO Box 2434, Kingswinford, West Midlands DY6 7GW England
T: +44 (0)1384 286007 F: +44 (0)1384 286009
E: sales@thebentleycollection.com
www.bentleymotors.com



Please tick box(es) as appropriate, then post coupon to the address above:

Please send me a copy of The Bentley Collection brochure ☐ Please send me updated brochures as they are published ☐

I would like further contact with Bentley Motors ☐ I am a Bentley owner ☐

Model/s Year/s

I do not object to you providing the following information to third parties for the sole purpose of sending to me information about The Bentley Collection and Bentley Motors ☐

Name

Address

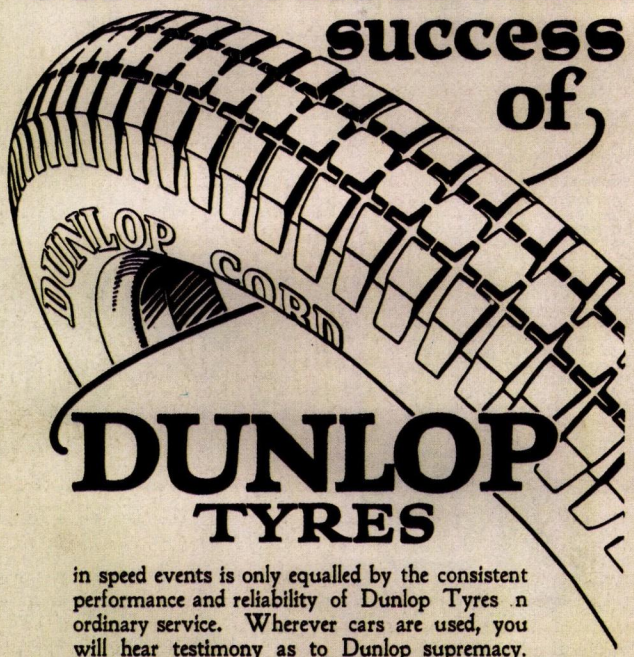
Town/City Postal/Zip code

County/State Country

Telephone Fax E-mail

MS/05/01

The consistent success of



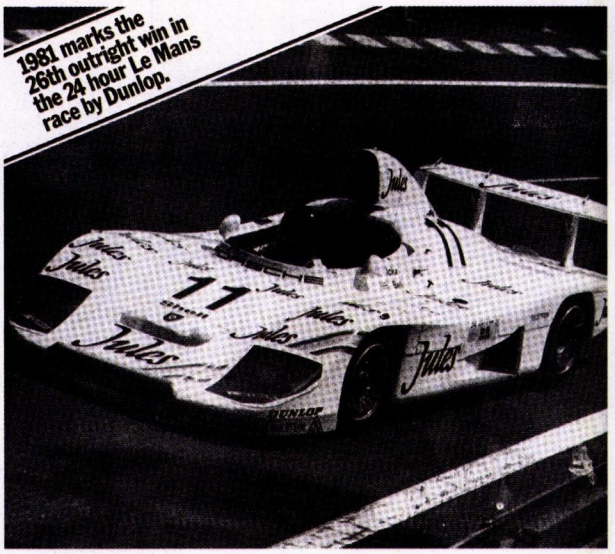
DUNLOP TYRES

in speed events is only equalled by the consistent performance and reliability of Dunlop Tyres in ordinary service. Wherever cars are used, you will hear testimony as to Dunlop supremacy.

fit Dunlop and be satisfied

DUNLOP RUBBER COMPANY Ltd.
Fort Dunlop, Birmingham.
Branches throughout the World

1981 marks the 26th outright win in the 24 hour Le Mans race by Dunlop.



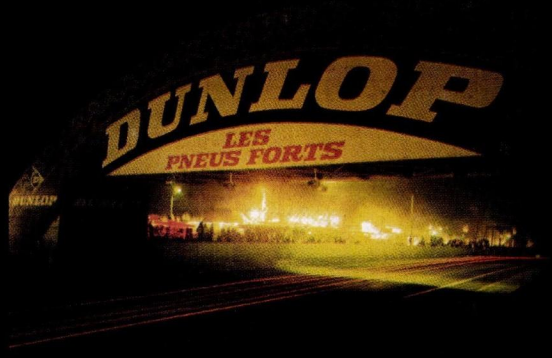
Jacky Ickx and Derek Bell's Dunlop tyres take the first four places at Le Mans.

To win tough Races you need tough tyres. And Dunlop tyres are tough enough to win Races in all sorts of conditions. As they've just proved yet again.

The Dunlop range is going further all the time in development and achievement. That's why, for its competitors, it's the toughest competition of all.

DUNLOP

Leading the field to give you the best.

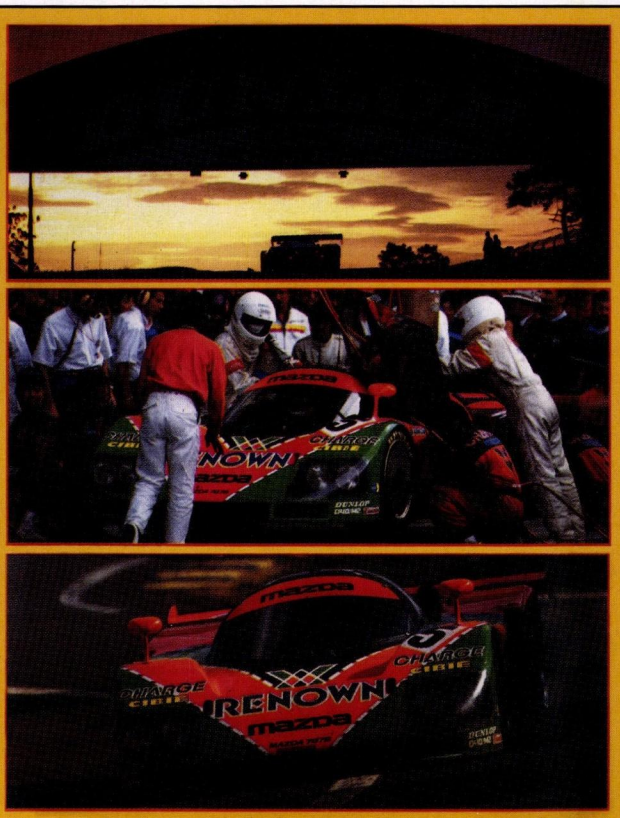


86
~~85~~
~~84~~
~~83~~
~~82~~

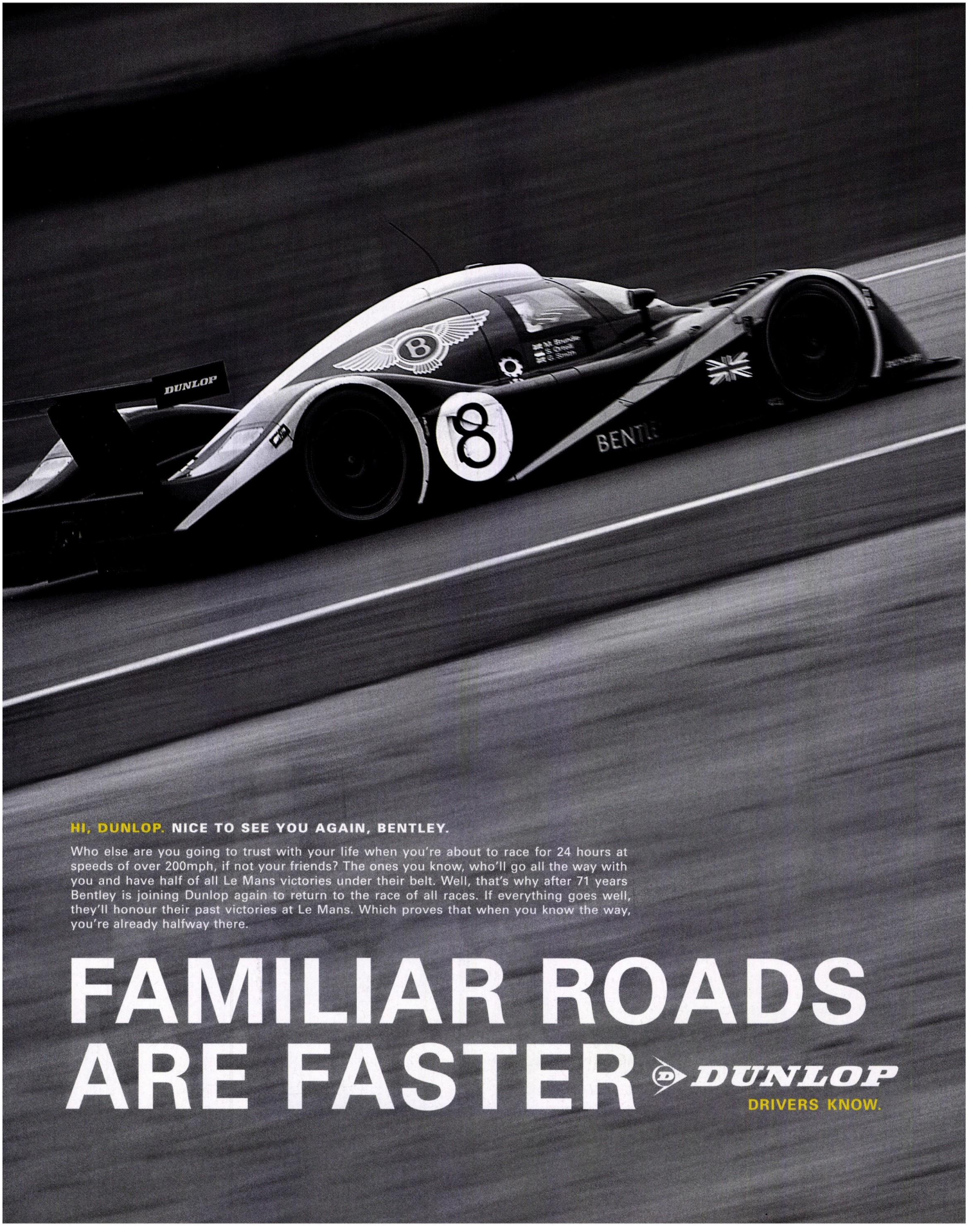
The winner of the 1981 Le Mans 24-hour used Dunlop tyres.

DUNLOP TYRES

Winner of more le Mans then any other tyre manufacturer



DUNLOP
34th LE MANS VICTORY



HI, DUNLOP. NICE TO SEE YOU AGAIN, BENTLEY.

Who else are you going to trust with your life when you're about to race for 24 hours at speeds of over 200mph, if not your friends? The ones you know, who'll go all the way with you and have half of all Le Mans victories under their belt. Well, that's why after 71 years Bentley is joining Dunlop again to return to the race of all races. If everything goes well, they'll honour their past victories at Le Mans. Which proves that when you know the way, you're already halfway there.

FAMILIAR ROADS ARE FASTER

DUNLOP

DRIVERS KNOW.

MAY 21, 1923: A LONE 3-LITRE BENTLEY LEAVES LONDON BOUND FOR THE Continent. At the wheel is Bentley dealer John Duff; by his side is Frank Clement, the only professional racing driver the factory ever employed. In the back sits Arthur Saunders and Jack Besant, mechanics from Bentley's experimental department. Together with the few spares and tools they carry strapped to the cars, they amount to the entire resource of a team which will try to win the new Grand Prix de l'Endurance at a track to the south of the cathedral city of Le Mans. No matter that the car is privately owned and entered, nor that it will be the sole foreign competitor, ranged against a legion of French works machines. History has already shown John Duff is not a man easily put off by adversity.

In September the previous year, he had decided to attack the British Double Twelve record – two 12-hour runs on consecutive days at Brooklands – with his own short-chassis 3-litre. He drove single-handed.

The late Walter Hassan, Bentley boy and designer of Jaguar's V12 engine, remembered the event well: "Duff really was tough. After the first 12-hour run he had to be lifted from the car and carried to the Hand and Spear in Weybridge and it didn't seem to us that he could carry on the next day. But he never questioned it."

Leslie Pennal, one of Bentley's chief mechanics recalled: "His back was absolutely raw. He'd made his own seat with no stuffing with the peak just under his shoulder blades. He thought it was fine but had forgotten he had to do 24 hours grinding in that seat." When, late on the second day, Duff peeled himself off his seat to answer a call of nature behind a shed, his hands were so numb, Pennal had to assist. Hours later, the Double Twelve record was his after 2082 miles on the track, along with every Class D record from 3 hours to 1000 miles. It is easy to see why Duff felt he had little to fear from 24 hours with a co-driver.

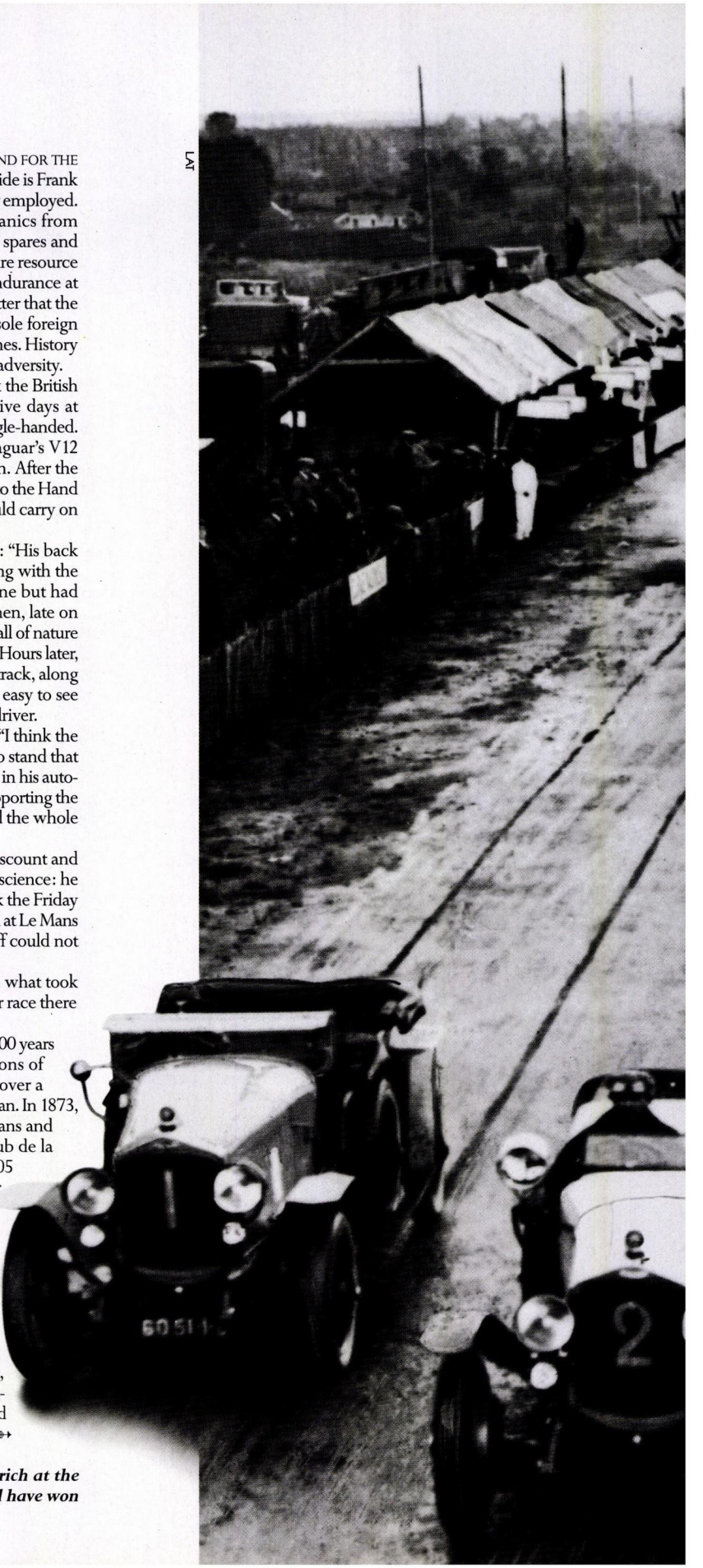
W O Bentley, on the other hand, thought it was lunacy. "I think the whole thing's crazy. Nobody'll finish. Cars aren't designed to stand that sort of strain for 24 hours", was his comment at the time and, in his autobiography he noted, "No other British manufacturer was supporting the event and I thought they were probably very wise; I viewed the whole thing with the gravest suspicion."

And he felt guilty too. He had sold the car to Duff at a discount and prepared it at favourable rates, but still it gnawed at his conscience: he should be there, and he knew it. At the last moment he took the Friday night boat to Dieppe, endured a foul train journey and arrived at Le Mans at midday, just four hours before the flag. Clement and Duff could not have been more surprised.

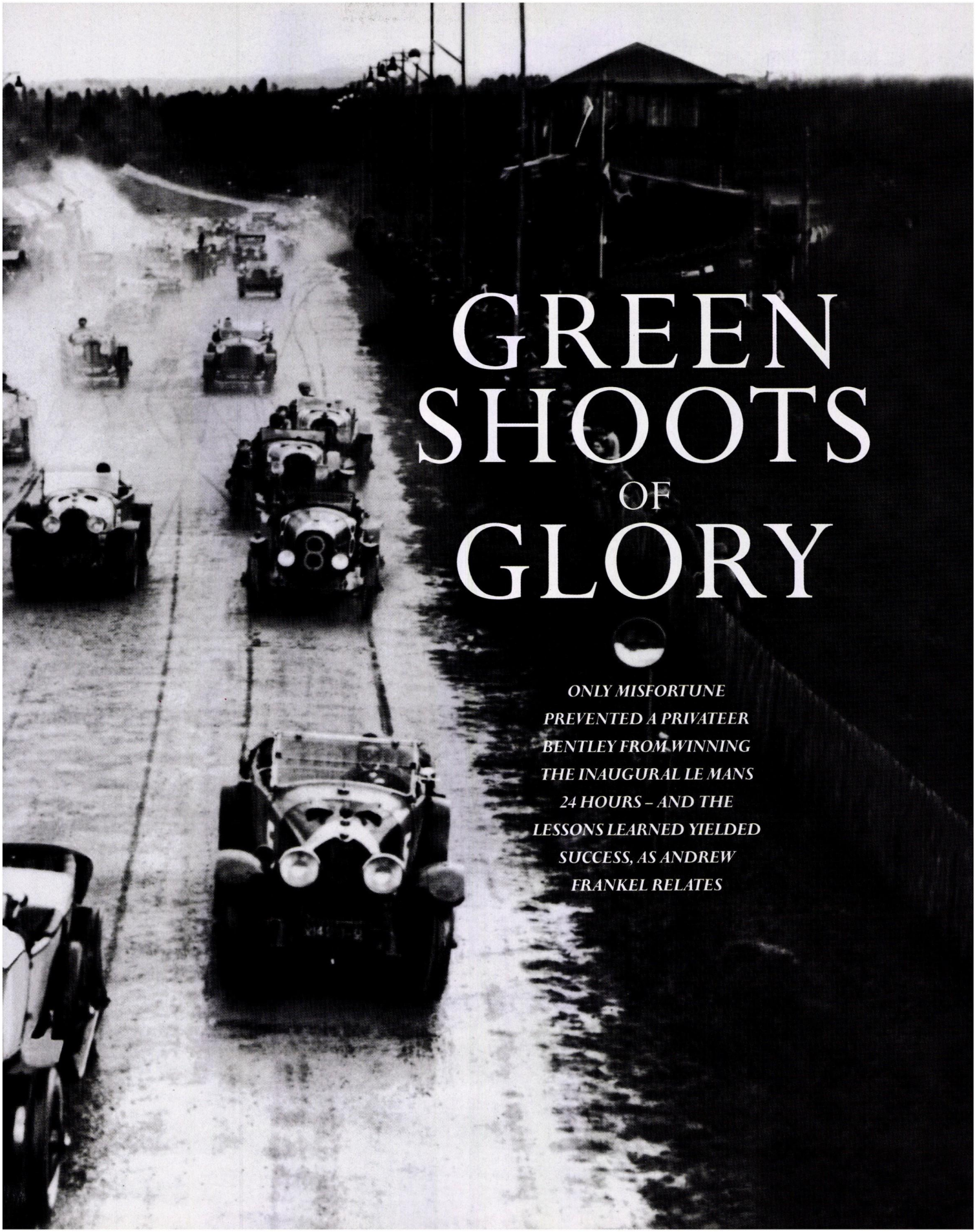
But if those few months provide some background into what took Bentley to Le Mans, to find how there came to be a 24-hour race there at all that year, you have to look back a further 50 years.

Le Mans itself has existed on the world map for around 1000 years and was owned by England as one of the many possessions of Eleanor of Aquitaine. It was put on the automotive map over a decade before the first contraption accepted to be a car even ran. In 1873, Amédée Bollée built his *L'Obeissante* steam carriage in Le Mans and duly steamed to Paris and back in it. The Automobile Club de la Sarthe – the forerunner of today's ACO – was formed in 1905 and the following year it hosted the French Grand Prix over a 64-mile course to the east of the city. Wilbur Wright also took to the air for the first time in Europe just yards away from the Mulsanne straight, while the Grand Prix de France returned to the city in 1911. This time the course was 33.5 miles long and, significantly, the Mulsanne straight was included in its length.

The circuit as Duff and Clement saw it was mapped out in 1919, used for the first time in 1920, and famously hosted the French GP in 1921, won by Jimmy Murphy's Duesenberg, the first major win for an American car and driver combination on European soil. Even so, by the time the Bentley eased onto the startline, it was not much of a racing facility, even ➳

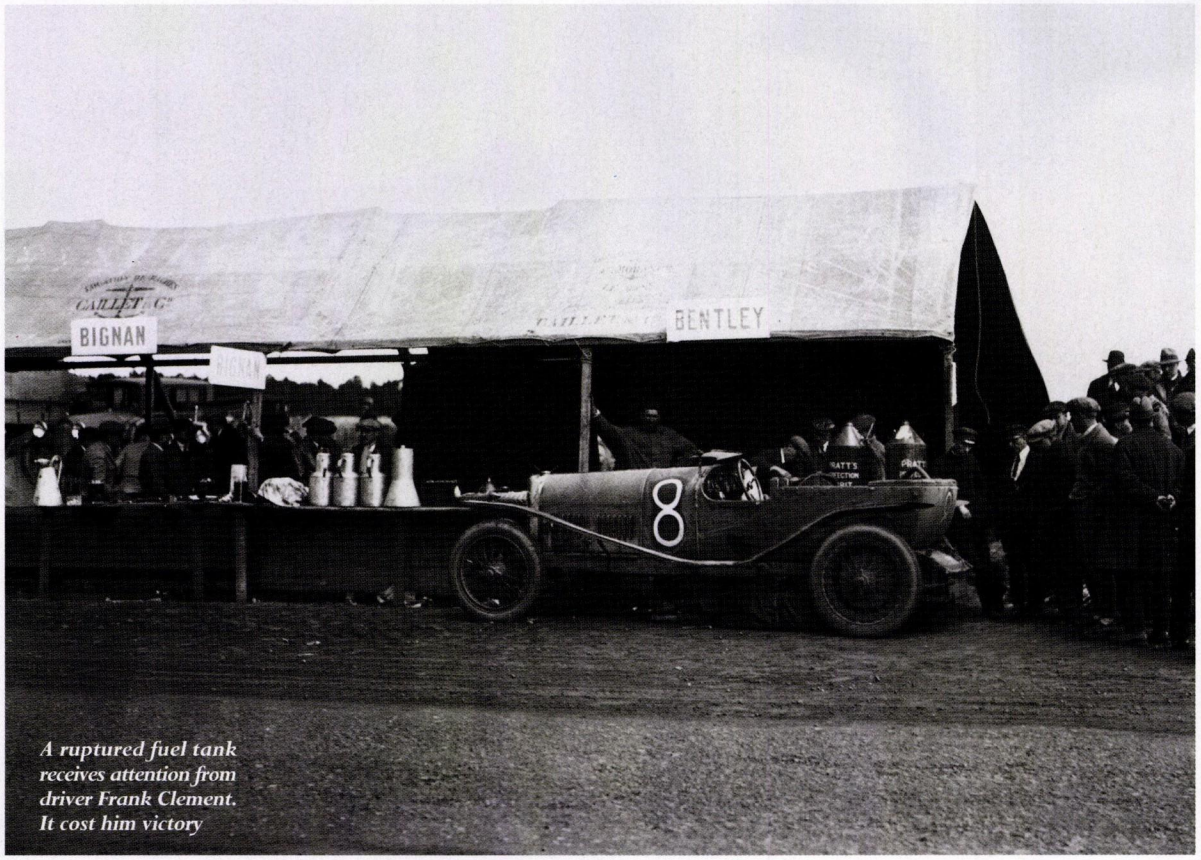


Two Excelsior Albert 1er models lead a Lorraine-Dietrich at the start of the first Le Mans 24-hour race. Bentley (8) could have won



GREEN SHOOTS OF GLORY

ONLY MISFORTUNE PREVENTED A PRIVATEER BENTLEY FROM WINNING THE INAUGURAL LE MANS 24 HOURS – AND THE LESSONS LEARNED YIELDED SUCCESS, AS ANDREW FRANKEL RELATES



Archives Serge Pozzoli

A ruptured fuel tank receives attention from driver Frank Clement. It cost him victory

by the standards of 1923: the pits were tents and the track surface was simply appalling, rutted, muddy and strewn with stones, one of which would change the course of the race.

Clement was horrified: "It was simply dreadful. I mean to say we had holes a foot deep. And the stones – they seemed to be a foot deep too, they were so bad."

The weather did not help either. As today, the race started at 4pm, coinciding nicely with a hailstorm which turned into four hours of relentless rain; the circuit was already beginning to break up when Duff came in at 8pm to hand over. While the rain had just stopped, the Bentley now encountered Le Mans. The car was running perfectly, seemingly able to set new lap records at will. Then came the second stone.

This one went through the fuel tank and stranded the car at Arnage. Duff, not wishing to be defeated by such a trifling inconvenience, ran four miles to the pit and dispatched Clement to cycle the wrong way round the track with two flagons of fuel to patch up the Bentley and get it back to the pit.

Though terrified of being mown down, Clement reached the Bentley, filed out the hole to accept a wooden bung, threw the bicycle on the back seat and roared back to the pit. But by the time the repair had been made permanent, too much time had been lost and the two drivers idled away the remaining hours breaking the lap record over and over again. They were fourth behind two Chénards and a Bignan.

By then, however, W O had come around to the Le Mans way of thinking: "I was quite certain this was the best race I had ever seen," he enthused.

So when Duff announced he was going back to finish the job in 1924, nothing was too much trouble. W O seconded Pennal to the project, gave him a corner of the workshop and months to work on Duff's car. This time it would have headlamp shields, a properly protected tank and four-wheel brakes. Nothing was left to chance, and the car, which was new, was stripped and rebuilt part by part.

By now, the French too, were wise to the threat from Bentley, again the sole foreigner among 40 French entries. Pennal remembers the scrutineers being "unbelievably strict" with the car, insisting the front wings were too narrow by 3/16ths of an inch. But the car passed and duly took the start.

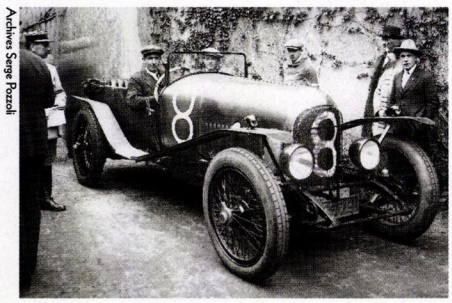
At first, it seemed the Bentley had met its match. Ninth after the first lap, it appeared able to stay the

Below: Preparation was minimal, but Duff (left) and Clement appear unconcerned before the start

'Duff, not wishing to be defeated by a trifling inconvenience, ran four miles to the pit'

one of the two stones which would deny it victory. This first went straight through a headlamp. So hobbled, Clement and Duff raced through the night, clinging to second place behind a Chénard et Walcker; by daybreak they were nearly 20 miles behind.

The fightback commenced at once, Duff breaking the lap record on consecutive laps but finding the brakes, fitted only to the rear axle, woefully inadequate at slowing the Bentley at the end of the straight. More than once he had to take to the escape road but still he gained on the leader until, for the first time since the start of the race, Bentley led



Archives Serge Pozzoli



After ill fortune in 1923, guards were fitted to the headlights the next year – and Bentley won

LAT

pace at the front but no more. In particular a new straight-eight Chénard looked very threatening. In fact, this was just an early manifestation of W O's latterly legendary strategy of conserving the car and concealing its speed wherever possible. By morning the Bentley was second and gaining on the big Chénard, though without rear shock absorbers or a windscreen, which had broken up under the pounding the car was receiving.

The first near disaster occurred when the official lap chart and those recorded by A F C Hillstead disagreed by one lap. W O was livid but Hillstead was adamant, telling his boss: "My figures are correct and you can bet your life they're trying to do us out of a lap because we have a chance of winning."

Bentley grabbed the carbon copies, marched off to the timekeepers – who duly returned the lap unharmed and, in time, witnessed the big Chénard's effort to keep the Bentley at bay go up in flames.

Then a coachbuilder's staple came adrift and lodged in the gearbox, making selection of third impossible and costing Duff 40 minutes in the pit in an eventually successful attempt to free it. But even with this delay, the Bentley led Le Mans and there was nothing any other competitor could do to stop it. There was, however, always sabotage.

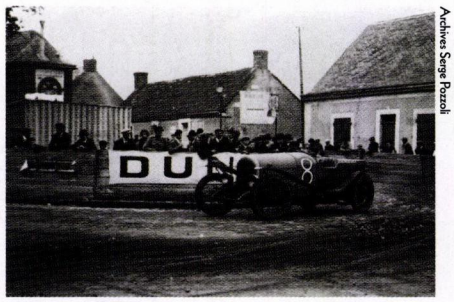
With just 90 minutes remaining, Duff came in to change tyres only to discover one of the rear wheels would not budge. This was reported in the press as being due to 'swollen hubs', but Arthur Saunders, back for the second year, knew better. A hardened steel metal instrument, about the size and shape of a darning needle had been jammed between the hub splines and tore them as attempts were made to pull the wheel off.

And even though this, ultimately, did not immobilise the Bentley, the saboteur was still very nearly successful for, despite the car's healthy lead, each car in the race had to maintain a preset minimum average speed between stops for those laps to count towards the overall distance. Problem solved, Clement left and drove flat out to the end of the race to no avail: these laps were not counted and the 90 miles he covered were removed from the record. The history books therefore state the Bentley covered just 1290miles in 24 hours – the truth is it actually did 1380.

In the end, happily, it was all academic. The second-placed La Lorraine Dietrich had covered just 1280 miles, and no-one could argue any more that Bentley had won its first Le Mans.

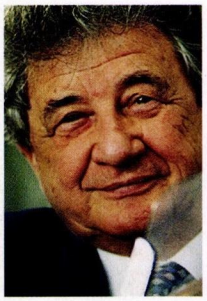
Though braking was a 'press-it-and-see' affair, the Bentley nonetheless set lap records in 1923

'W O Bentley marched off to the timekeepers – who duly returned the lap unharmed'



Archives Serge Pozzoli

No-one that is, apart from those who maintain to this day that, under the technical rules of the first three Le Mans, there were no winners as such, and that these were merely rounds of the Triennial Cup. And, pedantically, they are correct, though what value can be ascribed to an award that finally went to the 10th-placed Chénard in 1925 is debatable. By all normal methods of record, be they of speed or distance, Bentley won the 1924 Le Mans, a fact now formally acknowledged by the ACO's own records. The Triennial Cup was never awarded again, but for Bentley this was just the start. M



SO FAR, YET SO NEAR

HANS HERRMANN 1969 LE MANS 24 HOURS

IT WAS THE CLOSEST FINISH EVER AT LE MANS – BUT THERE STILL HAS TO BE A LOSER. THE MAN WHO MISSED OUT TELLS HIS STORY TO ADAM COOPER

THE 1969 LE MANS 24 HOURS IS ACKNOWLEDGED as one of the greatest motor races of all time, and winners Jacky Ickx and Jackie Oliver have retold their stories before. But what about the man who came second that year?

Hans Herrmann went on to win in 1970, but his place in the *Vingt-Quatre Heures* history books was secured by his charging performance in the race he lost by the narrowest of margins. Now a dapper 73, Herrmann acknowledges that '69 was the more memorable experience, and his eyes light up at the recollection of his legendary battle with Ickx.

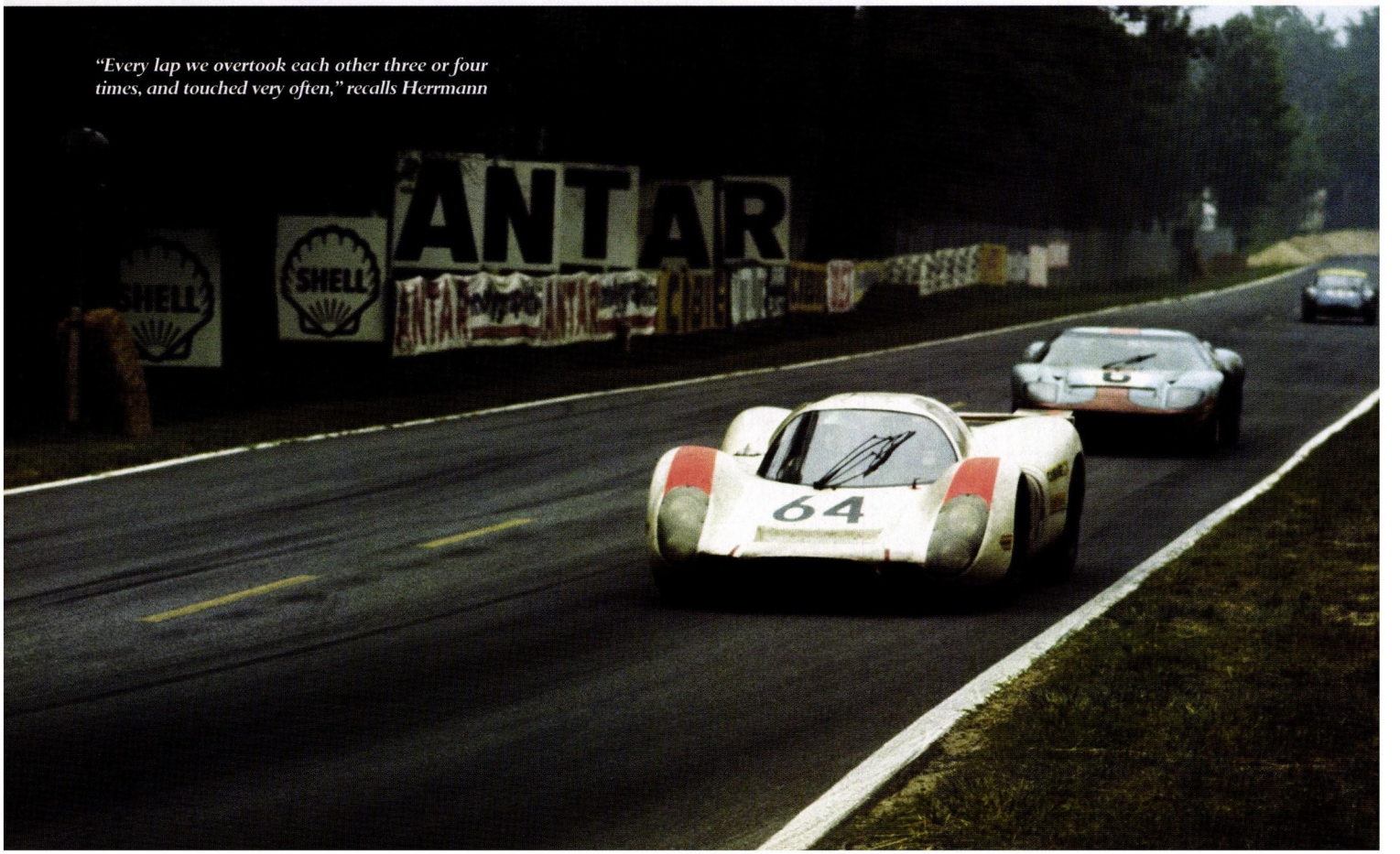
After three wins for the now-outdated Ford, and with Ferrari offering only a half-hearted challenge, 1969 was going to be Porsche's year. Racing boss Ferdinand Piech put a mighty effort into creating the 917, and despite its troubled debut at the Nürburgring, the car was a hot favourite for Le Mans.

"Getting the 917 built was a tour de force from Piech," Herrmann recalls. "In the beginning the car was a catastrophe. Over time they modified it and made it better. They worked with springs, bars and dampers, because the drivers just could not get used to it. It was understeering in one corner, oversteering in the next, and in the third one was doing both at the same time!

"Some British engineers pointed us in the right direction; the big problem was an aerodynamic one. They went to Le Mans absolutely convinced of their power, that they would win. If the car lasted, that is."

Through practice, the star drivers hopped from one car to the other before the final combinations

Left: Ludvigsen; right: Rainer Schlegelmilch; below: Klementaski



"Every lap we overtook each other three or four times, and touched very often," recalls Herrmann



Hans chose to race the Porsche 908 because of worries about the early 917's handling quirks

were announced. Two 917s were handled by Rolf Stommelen/Kurt Ahrens and Vic Elford/Richard Attwood, while Jo Siffert preferred the sole 908 Spyder, shared with Brian Redman. A trio of standard 908s were split between the second-string drivers, with Herrmann joining French rally ace Gérard Larrousse in one of them. At 41, Hans was the old man of the team, but he was not worried about being in one of the less fancied entries.

"The 908 was an extremely light car, and very reliable, as we had so much experience with it. The older and more experienced people didn't trust that the 917 would be able to go for 24 hours because it was still not a perfect car to drive at Le Mans – though much better than at the Nürburgring."

The race started with tragedy when privateer John Woolfe crashed his 917 with fatal results, although Hans saw nothing of the accident. His first stint was handicapped by a set-up misjudgement.

"I made a mistake at the last qualifying. I wanted to have a little bit more downforce in the corners. Piech said 'No, it's wrong', but I won through with it – not easy against Piech.

"But already on the first lap I saw that I made a mistake. I noticed immediately that I was running too low, and the body was touching the ground. I thought, 'I will drive two or three laps and it will rub the body so much it will make the surface go, so I don't need to come in!' At the first stop they put it the way Piech wanted, and everything was perfect."

Herrmann/Larrousse settled in a comfortable top six position. And as the hours ticked away, their pace-setting team-mates began to drop out; first the Stommelen 917 with engine problems, then the Siffert Spyder with a broken gearbox. After about six hours the Herrmann car had trouble of its own.

"We stood for 30 minutes in the pits when a front wheel-bearing failed. Without that, we would have won easily. When you are that pissed off, you just go flat out and say, 'If it breaks, it breaks.' I was the kind of guy who was quick when he was pissed off."

Later Udo Schütz crashed heavily in the second-placed 908, ironically while trying to pass Larrousse. Then, around Sunday lunchtime, Elford's leading 917 succumbed to transmission problems, which should have handed victory to the 908 of Willi Kauhsen – had that car not gone out at exactly the same time. Five cars down, Porsche's hopes rested on Herrmann and Larrousse who were now in second, behind only the steady Ickx/Oliver GT40. At the final stops Hans got back in the 908, while Ickx stayed aboard the Ford.

"Our engine had lost a little bit on revs, although we didn't know why. Then we went into the last hour, and the front brakes were gone. If I went into the pits to change the discs, then it was over, and for sure I'd be second."

There followed a fantastic game of cat-and-mouse and the pair passed and repassed each other, testing their respective weaknesses.

"Every lap we overtook each other three or four times. We touched very often, and each of us had the colour of the other car. But we had absolute trust in each other. One time Ickx went in the sand at Arnage, and I thought maybe he's going to take a long time to come out and I'll be alright, but he came out much quicker than I thought. I overtook him, but on the straight he overtook me again.

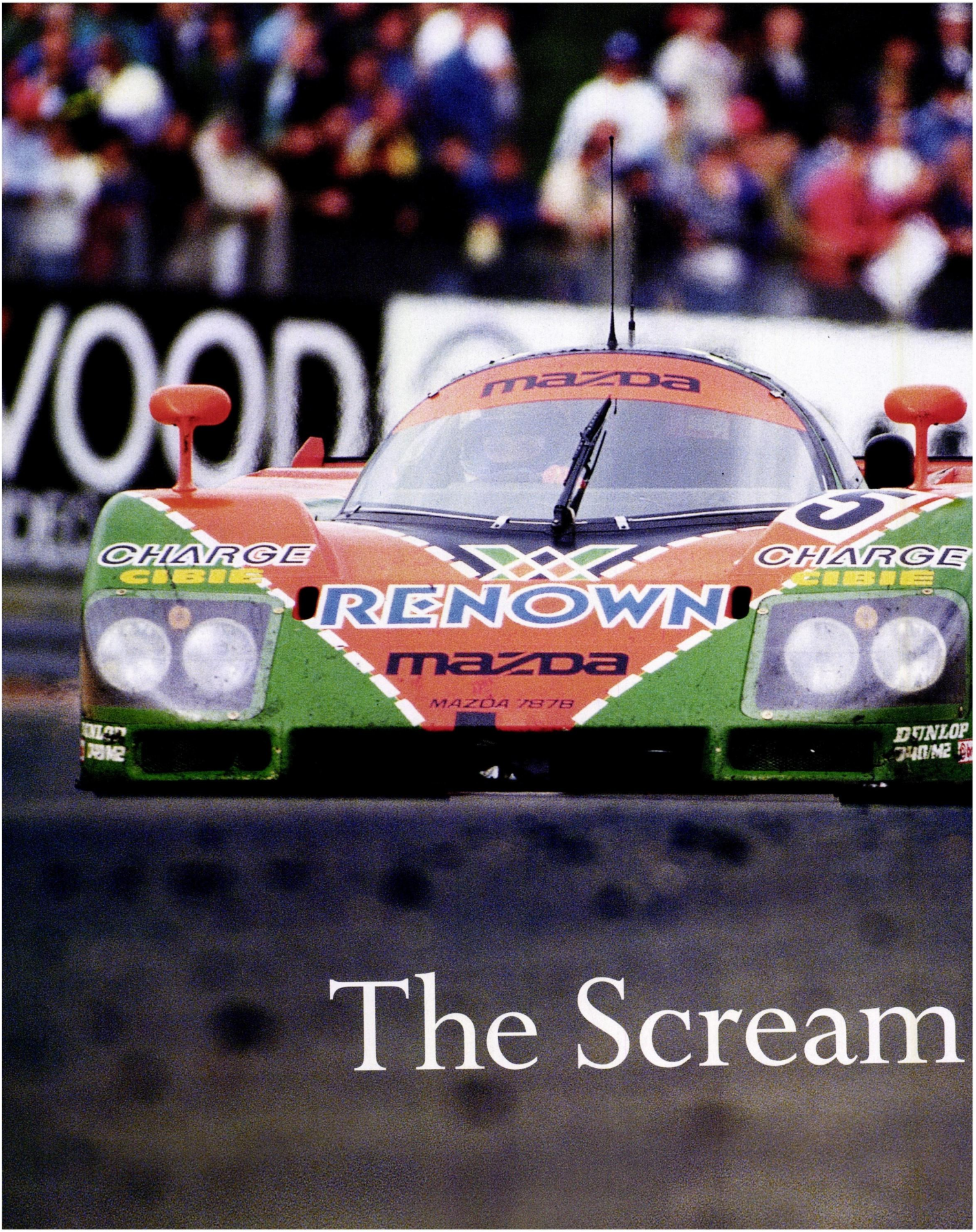
"It was strange, because neither of us wanted to go in front on the straight. We were looking at each other, and it was like a pursuit race on bicycles – you see a guy standing still, waiting for the other one to go. That was more or less what we were doing."

On the last lap, Ickx got ahead for the crucial run through Maison Blanche. Hans had one more chance to overtake.

"For that left-right, 200 metres before the start line, I thought I will go through without braking. I could win it – or maybe I would have been killed! So I decided not to do it. It was so risky, I thought, 'For sure I'm going to turn over on the kerbs, and then I'm gone.'"

So Hans accepted second, just yards behind in the closest non-staged finish the race has seen. The following year he would get his revenge, scoring Porsche's maiden Le Mans win with Richard Attwood in a 917.

"When you win it's always better. It was a big relief, a goal I had set myself – and also it was my last race. The day I went to Le Mans, my wife said, 'Now, if you win Le Mans would you then retire?' and just to have peace I said, 'Okay'. And I always keep my word. I would have retired at the end of that year anyway, but I hadn't told anybody, even my wife. But I had to organise things with Piech, because I had a contract for the whole year." M


mazda
CHARGE
CIBIE
RENOWN
mazda
MAZDA 787B
CHARGE
CIBIE
5
DUNLOP

The Scream



Persistence was Mazda's watchword throughout its Le Mans campaign. The driver combination of Johnny Herbert, Volker Weidler and Bertrand Gachot (pictured), made it pay off in 1991

that got the Cat

DOES THE SOUND OF THE SHRILL ROTARY ENGINE STILL HAUNT TOM WALKINSHAW? MAZDA'S 1991 DEFEAT OF THE OVERWEIGHT JAGUARS AND FRAGILE SAUBER-MERCEDES WAS A CLASSIC. ADAM COOPER SAW IT ALL

THE FINISH OF LE MANS IS ALWAYS A GREAT occasion, but this one is special. The little green-and-orange Mazda has humiliated the mighty Sauber-Mercedes and Jaguar teams, not to mention ambitious newcomers Peugeot. Until now, Mazda has been a bit player at the Sarthe, getting more attention for the ear-busting noise of its rotary engines than for any achievements on the track.

As the clock finally passes 4pm, Mazdaspeed boss Takayoshi Ohashi appears to be shell-shocked. A distinguished man who resembles a veteran actor, he has loyally supported Le Mans for nearly two decades. He's always given the impression that he enjoyed the Olympian ideal of just turning up. Now he's done the impossible, and there are tears and hugs aplenty.

Back in Tokyo, executives from Nissan and Toyota shake their heads in disbelief as they watch TV pictures of jubilation on the pitwall. Little Mazda has done what they have failed to do despite years of trying. Now they can only be the second Japanese marque to win Le Mans.

Drained spectators go crazy as Johnny Herbert completes his victory lap. Or rather, fails to complete it, as he is waved into *parc fermé* just before the Ford Chicane, and is thus denied the chance to take the chequered flag and enjoy a final run past the pits. TV cameras lose track of him, so few know that Johnny is completely shattered after two hours at the wheel. He gets out of the car, is greeted by his delighted father Bob, and promptly collapses onto the sidepod. He's dehydrated and exhausted after a long final stint; a plate of dodgy spaghetti bolognese a few hours ago did him no good.

It's been quite a race. This is not a hollow victory; the Mazda beat a trio of healthy Jaguars in terms of pace, and was in the right place to benefit when the Silver Arrows hit a string of problems. Two of the C11s retire, while the third trails home fifth.

Mazda has the reliability that the German cars were lacking, but it's also had the pace to outrun everyone except the Mercs. So why have the underdogs suddenly become the stars? A favourable weight limit has certainly helped. The Jags and Porsches had to run a full 170kgs heavier than the Mazdas, and it showed. Andy Wallace, a rookie winner just three years ago, has to settle for fourth.

"Basically the car is just too heavy," he shrugs, "too heavy to handle and too heavy to pull out of the slow corners. Getting through the Dunlop Chicane is a real juggle. Every time I do it I'm surprised to come out the other side. We chose the right set-up, but need more speed."

It's not just down to the opposition's problems, as Mazda's preparation has also been superb. The signs were there last year, when designer Nigel Stroud upgraded to a composite tub, and a punchy four-rotor engine was introduced. The team also backed up its regular squad of drivers with three single-seater hotshots, who were under orders to thrash the thing to bits.

Herbert, Bertrand Gachot and Volker Weidler did exactly that, and 12 months on, Mazda has made improvements, adding carbon brakes to the package. The same three drivers returned, and their charging style has made the difference between winning and losing.

Ohashi is congratulated by Tom Walkinshaw. The Scot has a lot of respect for his Japanese colleague; a few years ago, TWR made its first steps in sportscar racing in partnership with Mazdaspeed, and both have come a long way.

Weidler and Gachot are pushed by the mob down to the new podium, part of the ultra modern pit complex. There's no sign of Johnny, and word comes through that he is having medical treatment. Celebrations continue without him, the Mazda pair flanked by two sets of bemused Jaguar drivers.

It's a sweet moment for the winners. Gachot's career is on the up; he's just scored points for the new Jordan team at the Canadian GP. He didn't enjoy Le Mans last year, but as this race has progressed, his motivation has increased.

Few notice, unless they've studied lap times, but Weidler has been the anchorman. A disastrous year in F1 trying to pre-qualify the Rial appeared to finish him off, but he's fighting back in Japanese F3000.

Mazda's top brass enjoy their podium moment, and finally the national anthems and champagne spraying are over. The winning drivers enter the ➠

All photographs LAT

press room for a light-hearted Q&A with the media, but there's still no sign of Johnny. When proceedings break up, I doorstep Gachot. Was he surprised to win?

"It was a surprise for us to have been so competitive all through the race," he admits. "But the Mazda people believed we had something special this year. We never lost hope. Also, in testing everything went well. The car was extremely good. Nigel designed a fantastic car, the team ran perfectly and we had no problems, no hiccups. The engine was extremely reliable and very good on fuel, and the other drivers did a good job, they were fantastic. I tell you, we were pushing all through the race, 100 per cent.

"I believe that if you are a young guy, and you go hard at it for 24 hours, you can make a good result. Normally, sportscar racing doesn't ask for the last tenth, but I think it's changed. We were giving our very best. Let's say the effort I put into driving, Johnny put into driving, and Volker put into driving, was like in a GP. Look at Johnny – he's in hospital now because of collapsing."

The stops have also been remarkably efficient. A couple of new noses didn't cost much time, and the only delay came with scheduled attention to the brakes.

"We had to change the front discs only once. This was the big improvement from last year. The car has been improved in lots of details, so this was probably our best chance, and they knew it from the start."

Out in the paddock, mechanics are busy packing up, and drivers are rapidly disappearing. There's one man I must find, and I track him down in a caravan in the Mazda encampment.

Ohashi-san speaks English well, but the emotion has knocked him for six; his loyal secretary translates his thoughts.

"We aimed for it, but we couldn't believe the victory," she says.

"Not expected!", Ohashi chimes in.

With the rotary outlawed from next year, was he determined to win on this last appearance?

"In fact, the situation was that it was the last race for the rotary, but he tried not to think about that, because he didn't want to get any tension from that."

Single-seater stars Weidler and Gachot celebrate sportscar victory. Herbert (below, fourth from left) was too dehydrated to join them



He's cagey on the subject of the weight limit that has clearly helped so much.

"If this year's cars weighed 50kg more, our brakes would be more stressed."

I offer him my congratulations again, and head for the Moët et Chandon compound, where teams traditionally celebrate victory. There, I bump into Johnny. It's good to see he's up and about, but he's not sounding healthy. Still in a bit of a daze, he signs a few autographs on the way in.

His colleagues are already there, along with the crews of the other Mazdas, which finished sixth and eighth. There's a good crowd of team insiders; loyal Mazda veterans Pierre Dieudonne, Maurizio Sandro Sala and David Kennedy say they would have loved to have been in the winning car, but they know the winners reached a level they could not have sustained.

Johnny is still zonked, and after the speeches he's taken to a quiet, dark room for some further rest. The effort of the previous day and night has really caught up with him, but I take my chance and grab him. His voice is hoarse, his words slow.

"No one was pushing us, and the Jags were probably hoping we were going to break down. Driving was not a problem, but I'd been feeling a little bit funny in the stomach. It was just when I got out of the car that I felt bad."

It's yet to sink in that this is the greatest moment of his career to date. It comes just a few weeks after his return from exile in Japan to a seat with Lotus' F1 team.

"I don't normally get excited anyway. But I'm happy just from the point of view of my feet; I'm really happy they went the whole way through and I just had no problem whatsoever. I'm sure people are still going to say things, but I've got that for the rest of my life. But as far as I'm concerned, it's all behind me now."

In four days he will be in the F1 car in testing at Silverstone, and he'll win another personal battle – he'll be quicker than team-mate Mika Häkkinen. M

'Normally, sportscar racing doesn't ask for the last tenth, but I think it's changed. We gave our very best'

HOW MAZDA PLAYED THE WEIGHTING GAME

MAZDA'S QUIRKY ENGINE DESIGN WAS THE ENTIRE *RAISON D'ETRE* of their competition programme, and ensured the cars always ran in a weird IMSA category or some such.

A Mazda engine was run in a private Chevron B16 at Le Mans as early as 1970, and from '79 the company began to take the race seriously, initially with an RX-7 IMSA car. A string of class victories was secured, but nobody really noticed.

And nobody paid attention in the winter of 1990-91, when FISA ratified the World Sportscar Championship rules. We were in limbo between the old Group C days of lumbering turbos and fuel consumption, and a new era of 3.5-litre atmos. Jaguar, Mercedes and Peugeot backed the F1-car-with-doors formula, but to fill grids, the Group C machines were given a stay of execution. Porsche 962s made up the field in the WSC sprint races, while a reluctant Mazda had to enter its GTP car in the full series in order to be eligible for Le Mans.

No-one expected the 3.5s to survive the 24 Hours; Jag and Merc revived their mothballed V12 and V8 turbos respectively. The penalty was a 1000kg weight limit, at Peugeot's insistence.

The limit for the IMSA class, populated solely by Mazda, was originally set at 880kgs. Takayoshi Ohashi politely informed FISA this was not acceptable. With Nissan and Toyota waiting on the sidelines, both the governing body and the Automobile Club de l'Ouest were keen to keep Mazda and thus a token Japanese presence, so the limit was dropped back to 830kgs, the figure the cars ran at in sprint races. The opposition didn't complain, and Ohashi's softly-softly approach paid off.



www.lynxmotors.co.uk



NUVOLARI'S LE MANS WINNER

Veni, vidi, 8C

'THE FLYING MANTUAN' WON THE 1933 LE MANS 24-HOUR RACE IN THIS CAR. JONATHAN STEIN DESCRIBES THAT VICTORY, THE MACHINE'S HISTORY AND HOW IT FEELS TO DRIVE TAZIO'S MOUNT

colour photography by Sean Smith

ENTERING THE FINAL HALF-HOUR, CHINETTI held a 21-second lead with Nuvolari, the 'Flying Mantuan', gaining. Chinetti stopped for fuel and the lead changed – again.

W F Bradley of *The Motor* reported that, "the brakes on Nuvolari's car were at the last extremity, and although he had a faster car, and doubtless more skill as a driver, he could only show his superiority on the straights."

Pushing to catch the hobbled Nuvolari, Chinetti ran into the Mulsanne sandbanks, and resumed more than a minute back. Using his better brakes, though, he regained the lead, which he soon ceded to Nuvolari. Tazio was in no mood to give up. He'd come too far to finish second.

As they took their final lap, says Bradley, "the two raced, separated by the proverbial pocket handkerchief. We clocked them as they roared over the line, and the difference between these two brilliant drivers was only 9sec."

SHOVE THE KEY IN ALL THE WAY TO TURN ON the ignition. Push the starter and it catches immediately without touching the wheel-mounted distributor advance or choke controls. Set a comfortable idle speed with the dial-control hand-throttle, and you're ready to go.

Depress the clutch and gingerly ease the gear lever into first. It goes in silently. Apply just a whiff of gas with the centre throttle, and you're away – with gentle whir of supercharger and deep boom of exhaust.

When the brakes are needed, the pedal is rock hard and the huge drums pull the car up straight. But you can never forget just how short this chassis is – the twitchiness and direct steering remind you of that. There is a lot of weight on the front. That doesn't mean it can't be driven quickly. It can, but it is sensitive. It handles without vices, but the front end hunts a bit and you must be careful not to overcorrect. This thing, remember, will do 125mph. In current tune it has well over 200bhp. It's a rocket ship.

Before WWII, supercharged 8C Alfa Romeos were the contemporary supercars. Sophisticated, beautifully-built and very expensive. At a time when many engines still had side-valves, these Alfas, introduced ➤➤


876 377
GRANITE STATE
2001



Alfa Romeo

in 1931, boasted twin overhead camshafts actuating two valves per cylinder. Sharing the 65 x 88mm bore and stroke of the 6C 1750, this 2.3-litre straight-eight featured a pair of cast alloy cylinder blocks on a common crankcase housing a split 10-main bearing crankshaft. A pair of helical spur gears was positioned in the centre of the crank: one drove the supercharger, the other drove the camshafts in the cast aluminum alloy cylinder head through a train of gears.

Conceived by Vittorio Jano, this mechanical masterpiece produced between 142 and 165bhp depending upon tune. The 2336cc power unit was mounted integrally with a four-speed transmission in a chassis consisting of twin steel longitudinal rails linked by five crossmembers, with rigid engine bearers functioning as a sixth crossmember.

Fore and aft, solid axles were suspended by a pair of longitudinal leaf springs; rod-actuated drum brakes were fitted at all corners. Two wheelbases were offered initially: the *corto* at 108.3in and the *lungo* at 122in. Depending upon coachwork, weight ranged from 2200 to 2640lbs. Top speed could vary from 102 to 134mph.

The road-going and sports-racing versions of the 2.3 were often bodied by *carrozzerie* such as Touring, Zagato, and Pinin Farina, although Figoni, Castagna and others also clothed such chassis.

In addition to the standard chassis lengths, Alfa Romeo also produced a limited series of the 8C 2300 'Monza', which featured a lighter chassis with a 104.3in wheelbase and an engine tuned to produce 165bhp at 5400rpm. An out-and-out competition car, it weighed a comparatively svelte 2024lbs and had a top speed in the region of 130-140mph.

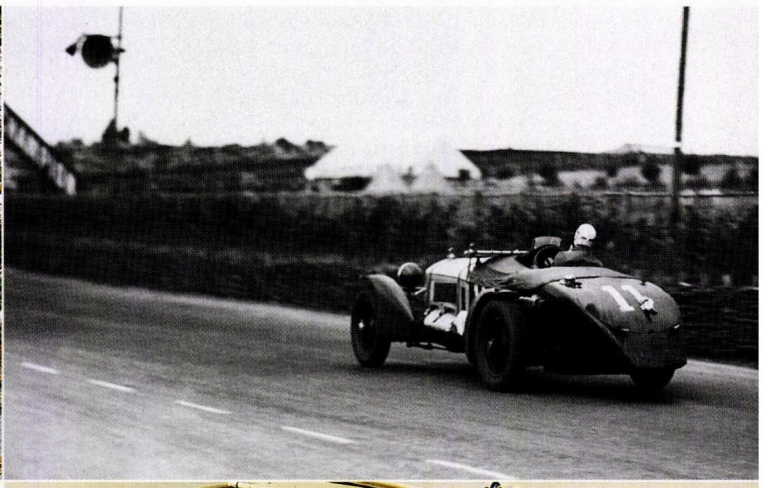
If there was any doubt about either the engineering or execution of the Jano-designed 2.3, it absolutely dominated endurance events like Le Mans from 1931 through to '34. The lengthy list of competition success reads like a roll-call of the world's great events, including the Targa Florio, Spa, the Mille Miglia – and many grands prix.

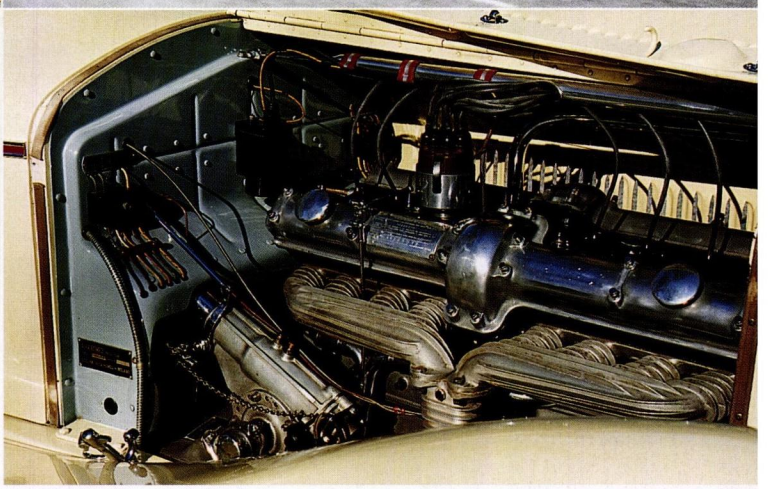
The 2.3 first conquered Le Mans in '31 when Lord Howe and Sir Tim Birkin drove 2111005, a *lungo* 'Le Mans'-bodied car by Zagato, to victory. The following year, Frenchman Raymond Sommer and co-driver Luigi Chinetti topped the finisher's list driving a 2.3. In his new book, *The Legendary 2.3*, Simon Moore identifies this car as an early Zagato-bodied spider, probably 2111018. It was distinguished by special Figoni-designed streamlined wings and tail; Sommer reckoned that these combined with the lighter Zagato coachwork would give his car a top-speed edge over the other 2.3s.

'The 2.3's list of success reads like a roll-call of the world's great events – Targa Florio, Spa, Mille Miglia'

For 1933, Sommer and the great Tazio Nuvolari shared a new 8C 2300 short-chassis Zagato spider, number 2211109. Many observers at the time, and in retrospect, believed that this was the same Alfa Romeo driven by the Frenchman the prior year. This was understandable because all four wings and the tail section were those same Figoni-styled items fitted to the 1932 winner. Photos clearly show, though, that the add-on sections were dark in colour and the bonnet and cowl were finished in a very light hue, corresponding with the original cream livery of 2211109. They also show various differences in the grille surround, windscreen, door hinges and the







Left: after their dramatic 24-hour victory, Nuvolari, Sommer (white overalls, arm outstretched) and the mechanics surround the 8C and enjoy the acclaim

Above: after several body alterations, 2211109 now looks just as it did when it left Zagato in 1933. Bonnet and scuttle still show Le Mans evidence

Top right: Nuvolari at the Sarthe in 1933, clearly showing the 'low drag' Figoni body modifications in a darker colour than the bonnet and scuttle

Right: supercharged straight-eight has seen very varied service – hillclimbs, illegal drag racing and everyday transport, as well as endurance racing

chrome flashing along the side of the bonnet.

Questions remain as to how Sommer and Nuvolari came to drive this fresh 8C 2300 in the 1933 Le Mans 24 Hours. However, research shows that the certificate of origin for this car was issued to S A Alfa Romeo on 31 May, 1933, although the chassis was completed on March 2, which is most likely when it was delivered to Zagato. It was probably loaned to Nuvolari by Alfa Romeo for the race – and Tazio then invited Sommer to be his co-driver, presumably on the strength of his win the previous year.

After the traditional Le Mans start, Sommer took the lead, followed by Louis Chiron, Chinetti and Brian Lewis, all in 2.3s. By the 11th lap, Sommer set a lap record of 88.48mph. After six hours, Sommer and Nuvolari led Chinetti/Varent by two laps. Then it all started to come unstitched.

At around 4am, MOTOR SPORT reported: "We were roused from lethargy by the arrival of Sommer coming in to mend a front wing. Just as he was about to start again there was a shout from his mechanics and petrol was seen pouring from a leak in the tank." During the 16 minutes it took to patch the tank using soap, the Chiron/Franco Cortese car gained the lead.

As dawn approached, Nuvolari was at the wheel and, said MOTOR SPORT, "was driving furiously and was less than a lap behind the two leading cars. Just after 8 o'clock, he raised the record for the course to the terrific speed of 90.07m.p.h." A lap of 90.93mph took the Flying Mantuan back into the lead at nine that morning. Trying to catch the new leaders, Cortese crashed, and that left the Chinetti car – more than a lap back – as the closest rival.

But that leak returned. On another pitstop, mechanics from the neighbouring Arthur Fox pit were, said MOTOR SPORT, "chewing away for dear life. Their rivals had not thought to include chewing gum among the spares carried on their car, but somehow or other the Fox equip.[sic] conveyed the 'adhesive' to their rivals without being detected by the watching commissaire."

After this second – and more effective – repair to the leaking tank, Nuvolari was able to increase his advantage between fuel stops although, according to Bradley, he returned to the race a mere 35sec ahead of Chinetti's 2.3. Their ensuing battle – and the brakeless Nuvolari's narrow win – would make this one of the most exciting and famous of all Le Mans 24 Hours.

'Their ensuing battle – and the brakeless Nuvolari's narrow win – would make this one of the most exciting Le Mans'

THE NEXT MONTH, SOMMER took the same Alfa to Belgium for the 24 Hours of Spa. There were larger capacity cars but, as at Le Mans, the Alfas were the pacesetters. Sommer took the lead at the start, barely ahead of the Chiron/Chinetti Alfa, which captured the lead by lap two. At six hours, 2111109 – now back to its Zagato body form and cream livery – remained in second, albeit now behind the Eugenio Siena/Antonio Brivio 2.3.

Early the next morning, Sommer flew off to Reims for the Marne GP, leaving co-driver Stoffel in the lead. But Chiron finally caught and passed his worn-out rival, who trailed to the finish.

Apparently, the car didn't compete again in 1933, although it was pictured in an advertisement for Zagato. By the time it raced again the following August, in the Targa Abruzzo (24 Hours of Pescara), documentation ➳

National Motor Museum

from the Reale Automobile Club d'Italia in Mantova shows that Nuvolari had acquired the car from Alfa Romeo 10 days earlier.

Sommer again shared the drive and the pair were leading when an electrical fire forced their retirement after 12 hours.

Following Pescara, Nuvolari retained the car as his personal transportation. When he travelled to New York in October 1936 to drive an Alfa Romeo 12C 36 in the Vanderbilt Cup race – which he won – he took the Zagato 8C with him. *Speed Age*'s Harry Steele recalls being driven around the Vanderbilt Cup circuit with Nuvolari in the Alfa, now painted brown.

But when the Italian driver returned home, the Le Mans-winning Alfa remained behind with a new owner, Barron Collier Jr, who owned several other European sportscars. He entered it in the Mount Washington Rally in July 1937. After driving from New York to New Hampshire overnight, he set the fastest time in the 'Climb to the Clouds' up Mount Washington. Collier soon sold the car, presumably after his father's death in 1939 when he and his brothers were scrambling to save the family's advertising business and real estate holdings.

'Incredibly, it was used in late-night street races. In one surreptitious drag, the 2.3 trounced a quick Fronty Ford'

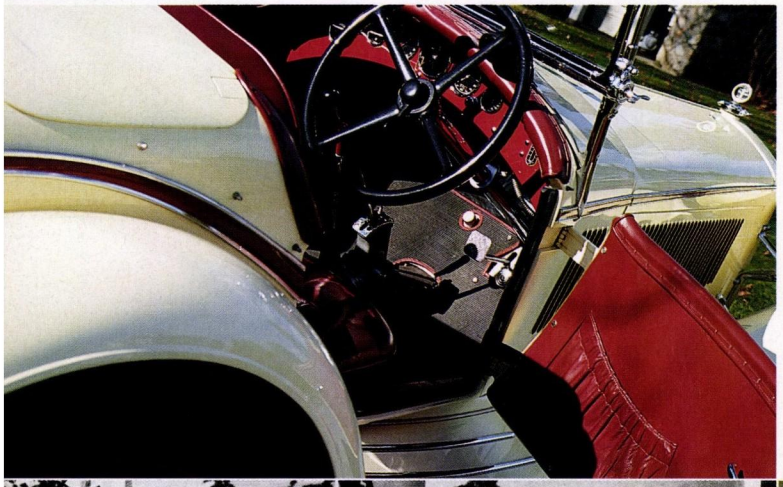
According to Simon Moore, the Alfa next went to Dillwyn Parrish in Los Angeles, although it seems it was also owned by Otto Zipper and at least one other, before passing to California Cadillac distributor and broadcasting magnate Tommy Lee. Incredibly, it was used in late-night street races. In one surreptitious 'drag' on the road, the 2.3 roundly trounced the very quick Fronty Ford of noted hotrodder Bob Estes.

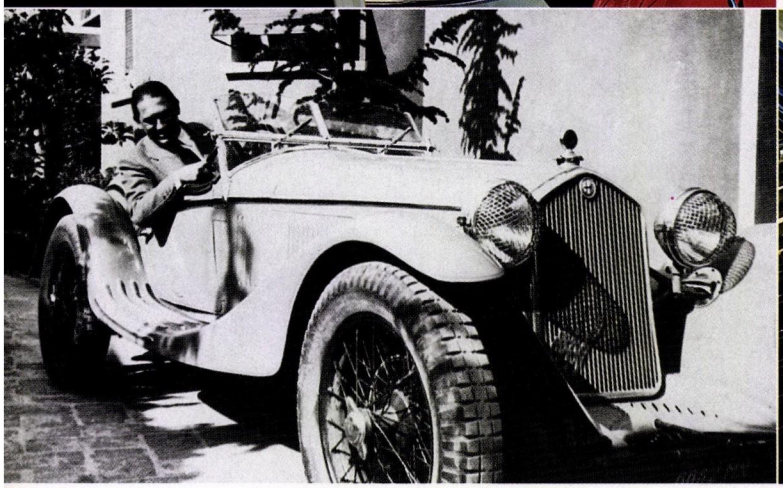
Some time before Lee's death in 1950, California vintner Secundo Guasti bought the car, which he discussed in *Road and Track* in December 1949. Guasti recounted that Mal Ord, who maintained Lee's cars, had "rebuilt the entire engine and Ed Winfield reground the cams." He also cited "body modifications" that "included complete smoothing out of the body, removal of outside racing filler caps for the numerous oil and fuel tanks, and redesigning the front fenders by eliminating the running boards and substituting side panels over the exposed frame rails." Guasti competed in time trials and even had the car flown east to race at Bridgehampton in 1949, where he suffered piston failure after starting from pole.

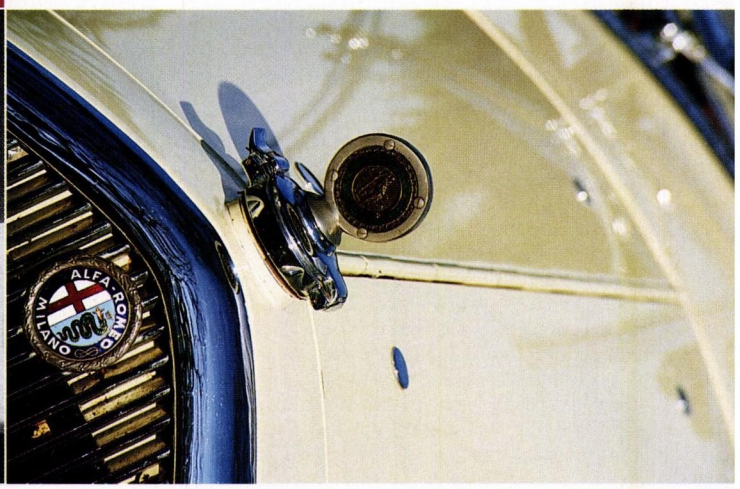
Guasti left the car in New York and advertised it in *Road & Track* in January 1950 for $1650. It then passed to New York plastic surgeon Dr. Samuel Scher, who soon sold it to Phil Moore of Wilton in Connecticut. Moore had the engine carefully repaired and rebuilt by Dick Simonek, who had maintained Ted Horn's team cars. He then drove it to the train station daily, raced it in several events and racked up 45,000 virtually trouble-free miles.

In February 1955, Moore advertised the Alfa in *Road & Track* for $1850. It was purchased by Johnny O'Donnell, who soon realised that driving this car from Long Beach to New Jersey was going to be a chore. Unable to sell it, however, he started out for New Jersey and "reached Pennsylvania before the engine threw a rod". The Alfa finished its journey on the back of a truck and then was tucked away in O'Donnell's garage until he sold it to Peter Falk, who repaired it and kept it for some years. The next owner, Pennsylvania collector and dealer Tiny Gould, had it extensively restored.

Ansaldi







Left: compact cockpit is dominated by huge wheel with ignition and choke controls; traditional Alfa push-key starter switch and centre throttle pedal

Below left: Sig Greggio, Nuvolari's private secretary, in the car outside the racer's house –Nuvolari took the photograph himself. Reg number a vital clue

Below: period paintings show that the car was painted cream and had a red interior; restoration revealed marks of the Le Mans bonnet straps

Right: Nuvolari acquired the car in 1934 and entered the 24 Hours of Pescara alongside Sommer. They led, but an electrical fire put them out after 12 hours

Once completed, Philadelphia dealer Kirk White handled the sale of the then-red Alfa to Jack Elling in New Jersey.

Aware that the fenders were all wrong, Elling consulted restorer Keith Hellon. Although he realised that the car had been much modified, he didn't know exactly what the car had looked like when new but, he explained, "I got it as near as I could", which included new contours for the fenders, having running boards fabricated, and restoring the hatch for the folding top it had been fitted with at some point. The car was resprayed in red and correct instruments were installed.

In 1984, Elling sold it to Mr and Mrs Ruckwarth in Germany, by way of Klaus Werner. Simon Moore further notes that 2111109 passed to English collector and dealer Nick Harley in about 1988. He drove the car extensively and at some point it went to Sweden before being auctioned by Brooks at Olympia in 1992. At that time, some of the provenance was known, although the connection that this was indeed the 1933 Le Mans winner had not yet been made.

Peter Sachs bought the car at the auction and, during the past nine years, much digging, correspondence with prior owners and unearthing photos has helped to document the car's provenance. The big break came when Italian auto historian Gianni Cancellieri uncovered a photo taken by Nuvolari of his secretary in the car that showed the local licence number. Based on that, Cancellieri was able to obtain a copy of the original paperwork transferring ownership of the car from Alfa to Nuvolari.

Although the 8C was quite presentable and mechanically sound, it had been much modified. To correct such changes, it was entrusted to Tony Merrick, who stripped the car down and rebuilt it to its original 1933 factory and Zagato specifications. During the course of disassembly, Merrick realised that much of the body was original and holes that had been filled in the bonnet – which has the original number stamped in it – corresponded with where the straps on the 1933 Le Mans car had been mounted.

Further evidence of the car's identity comes from the simple fact that Zagato are believed to have bodied just one 2.3 with this particular style.

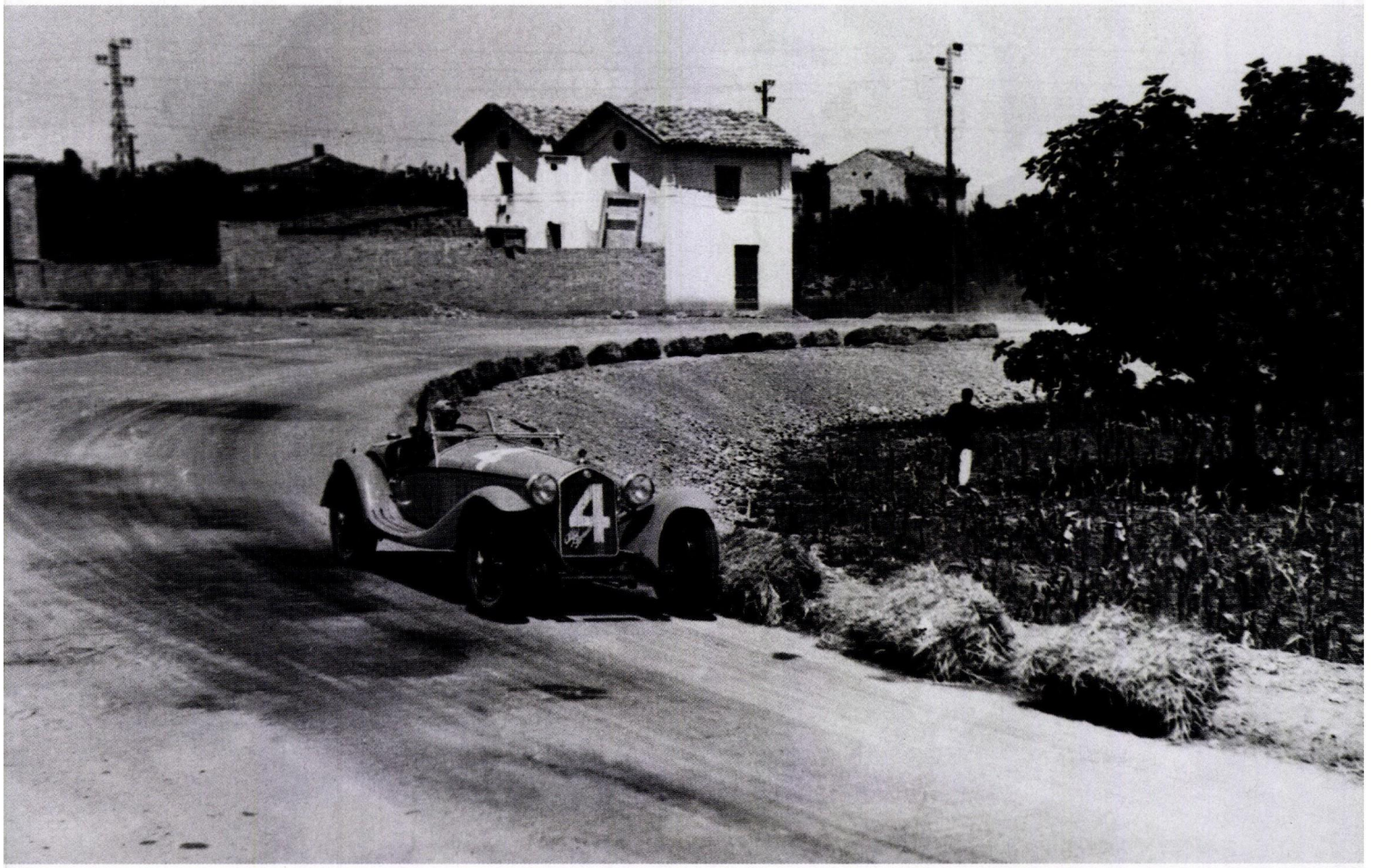
There are also a number of other factors, discovered by Moore and Sachs, which also indicate beyond any real doubt that 2111109 was the 1933 Le Mans winner, including the fact that the body was originally painted a creamy yellow (as depicted in the period paintings by Geo Ham); the design of the windscreen and flashing; the dark red paint on the scuttle in photos taken at Spa, which matches the colour of that component at Le Mans; a statement in the Englebert newsletter that Sommer had used his Spa car to win at Le Mans three weeks earlier.

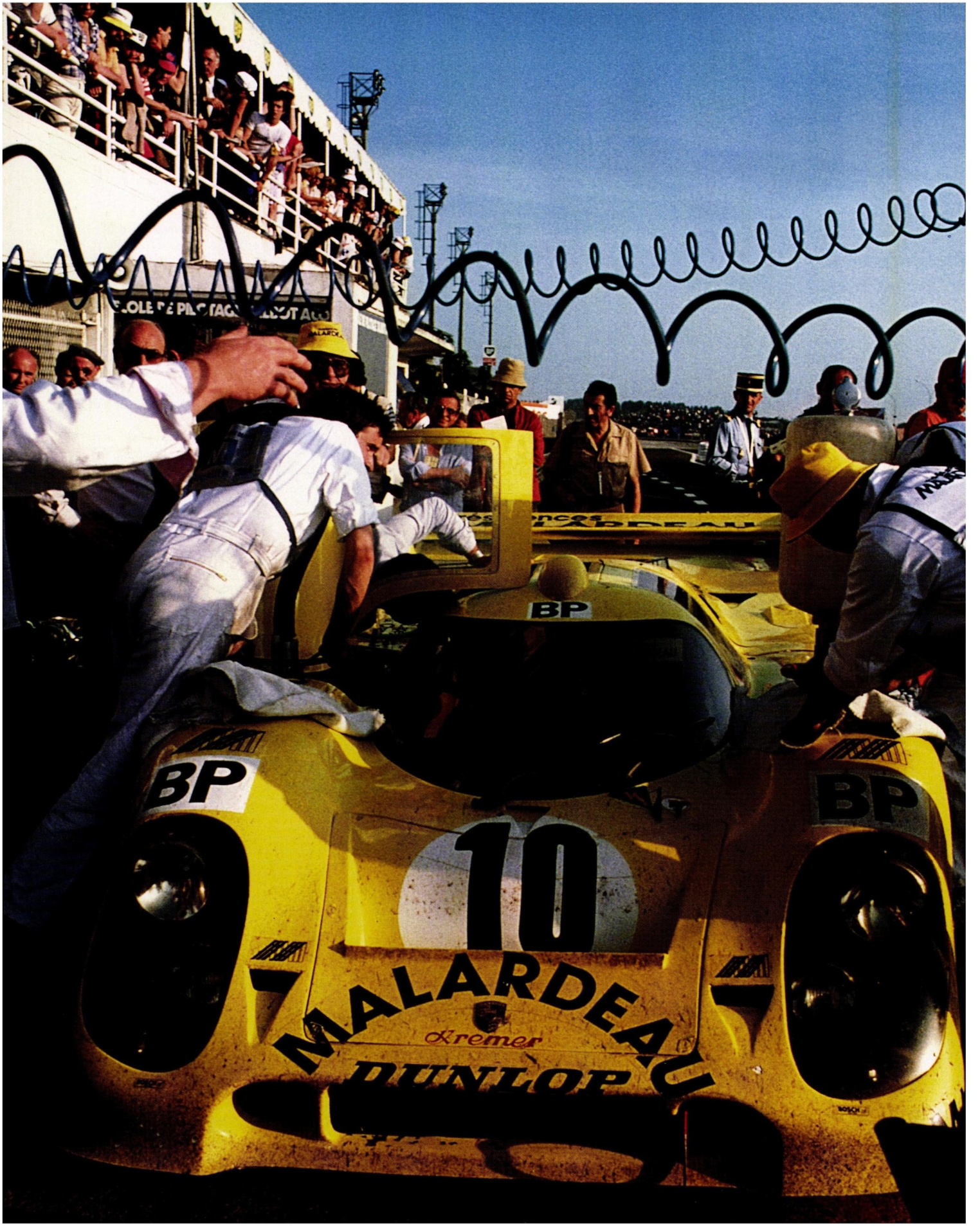
'A statement in the Englebert newsletter that Sommer had used his Spa car to win at Le Mans three weeks earlier'

Despite being far from the site of its greatest racing victory, it's surely appropriate that it is back in America, for Nuvolari brought it here himself – and nobody knew how to handle an Alfa Romeo quite like the fiery Italian champion.

Thanks to Peter Sachs, Simon Moore, Jack Elling, Durland Edwards, Jim Sitz and Gary Ford

Test-Spitzley




BP
BP
BP
10
MALARDEAU
Kremer
DUNLOP

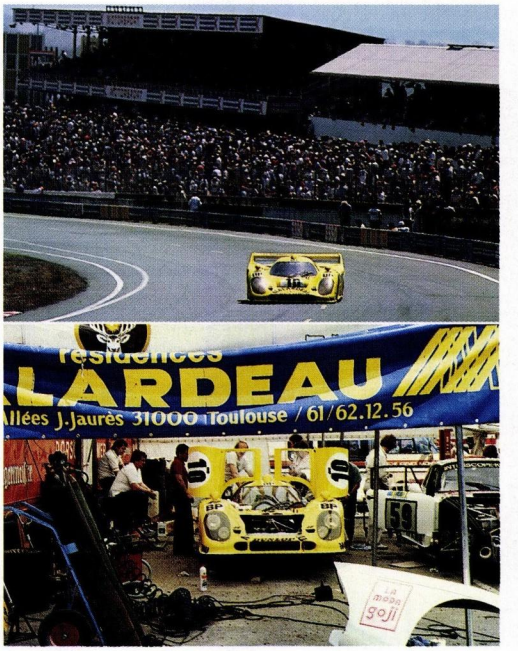
SLEEP of FAITH

PORSCHE'S 917 IS ONE OF THE GREATEST CARS EVER. BUT THAT'S NO REASON, SAYS GARY WATKINS, TO BUILD A NEW ONE AND RACE IT AT LE MANS A DECADE AFTER THE ORIGINAL HAD BEEN PENSIONED OFF

IMAGINE COMING UP WITH THE BRIGHT idea of building a replica of Mazda's 1991 Le Mans winner for the 24 Hours – this year. Could you imagine the reaction if you rang Japan asking for the original chassis drawings and a supply of engines? Do you then think you'd be able to persuade one of today's top sportscar drivers to race the thing?

It may sound absurd, but 20 years ago someone had a similar idea. What's more, they pulled it off, despite choosing to copy one of the all-time great racing cars. Nearly 10 years after being outlawed from world championship sportscar racing, Porsche's 917 went back to Le Mans as a Group 6 car.

Only the Kremer brothers from Cologne could ever have come up with such a preposterous idea. And only Erwin and Manfred – long-time Porsche racers, builders and restorers – could have turned such an outlandish dream into reality. They got plans for the chassis out of Weissach, had a couple of five-litre flat-12s built and even instigated a small production run of 917 gearboxes. And who did they get to drive it? None other than a former factory driver, Bob Wollek.



LAT DPPI for Mk DPPI

The idea to build a replica of the 917K coupe had been hatched in the late 1970s as an adjunct to Kremer Racing's restoration business.

"Over a period of about two years we collected so many 917 parts that we started thinking about building a car," recalls Erwin. "At that time we weren't thinking of racing it, except perhaps in historic events."

At the same time, the company had in its workshops a British-owned 917 spyder being converted back to its original closed-top form. That provided a template for the car, but Kremer still required some chassis drawings, which Porsche was only too happy to provide.

Veteran Weissach engineer Norbert Singer remembers supplying information on suspension pick-ups and the like. "We didn't give them the complete plans," he says, "but we were happy to help because we thought they were building a show car that would have no race history."

Manfred Janke, Porsche's sports boss at the time, claims no support would have been forthcoming had the Stuttgart marque had any inkling that the car would end up competing at Le Mans. Drivetrain components would not have been too problematical, however. "Selling engines and gearboxes was part of business," he says. "They were always available."

Exactly when the Kremers decided to race the car isn't clear. Erwin insists that it wasn't until early 1981. He claims the plan to take the car to that year's Le Mans was fired by the organisers of the race, the Automobile Club de l'Ouest.

"They came to see me, saw the car and said, 'Why not bring it to the 24 Hours?'," he remembers. "Alain Bertaut [the ACO's long-serving rules boss] said it would make a great story to have a modern version of the 917 back at Le Mans. The car was only 60-70 percent finished at this point. I knew I would have to make many changes to the body, the suspension and even the chassis."

Kremer strengthened the aluminium spaceframe, modified the suspension and, most significantly, altered the aerodynamics of this short tail or *kurzheck* car. The Kremer chassis retained the look of a 917K, albeit more slabsided, but little original bodywork was retained bar the cockpit section. "Apart from the windscreen and doors, everything was custom-made," explains Achim Stroth, team manager at Kremer for a quarter of a century. "We were trying to bring the concept up to date, but we never went into a wind tunnel."

The short time available for the build process wasn't the only problem faced by Kremer Racing if it was to make June's Le Mans, the last time large-capacity Group 6 cars would be eligible. The money also had be found to fund the assault. The first port of call was the ➤➤

Left: The Kremer team worked hard in qualifying, but not even Wollek could get it higher than the ninth row. Top: The 1981 crowd had never expected to see a 917 pounding round Le Mans in anger. Neither did Porsche. Above: Malardeau's support had strings attached – two journeymen racers with the francs

German drinks company that adorned the side of its 935 K3s in the domestic DRM Group 5 series. "I had a picture taken of myself and Bob holding up the chassis with Manfred inside holding a bottle of Jaegermeister," says Erwin. "Unfortunately they weren't interested."

Coverage of the project in France attracted the interest of Toulouse property company Malardeau. It provided the lion's share of the budget along with BP France, but there was a drawback: French amateur drivers Xavier Lapeyre and Guy Chasseuil came with the money.

The Kremer replica – now designated 917K-81 – made it to Le Mans but with less then 50 miles of testing under its belt after the briefest of shakedowns at the Nürburgring. This lack of testing cost the team dear when they arrived in France.

"Part of our problem was that the two drivers of, let's say, medium talent, needed a lot of track time in that kind of machine," explains Stroth. "I'm sure that if we could have kept Bob in the cockpit we would have sorted it out."

Even Wollek was a country mile off the pace in the opening qualifying sessions thanks to the wrong ratios in the car's four-speed CanAm-spec gearbox.

"Because time had been so short we didn't have the right ratios," says Erwin, "but Porsche came and gave us the right ones. They'd been against us racing the car initially, but now they wanted to help."

Wollek, a Kremer regular in the DRM, had encouraged the brothers in their unusual project, but his enthusiasm for the 917 replica waned over the course of the meeting. "The car wasn't bad," he said shortly before his death in March. "The new body gave more downforce at the front, but that big wing on the back blew the 917's number one advantage, namely its straight-line speed. It was desperately slow down the Mulsanne."

The Frenchman qualified on the ninth row, a full 15sec from Jacky Ickx's pole time in the latest incarnation of Porsche's 936. Wollek made little progress in the early stages of the race and abruptly threw in the towel at about eight o'clock on the Saturday evening. He was clearly affected by two serious accidents, one of which claimed the life of French Rondeau driver Jean-Pierre Lafosse.

"I asked myself what I was doing driving this shitbox with a couple of slower team-mates. I knew we didn't have a chance of a decent result," said Wollek, who complained that the car was nervous on the long straight. "I really had a bad feeling about that race, so I just walked away."

The fortunes of the 917K-81 took a further turn for the worse when Lapeyre collided with a Joest 935 and bent the chassis. Chasseuil managed only a handful of laps before engine failure put the car out of the race before one-third distance.

The reason for that failure isn't clear. Erwin Kremer insists the problem was caused by a bolt shearing on the exhaust manifold, putting the engine onto 11 cylinders. Stroth recalls the cause as an oil leak and a bizarre ACO rule that only allowed topping up at set intervals. Contemporary reports in the British press suggest crankshaft failure.

The Kremers had initially stated that the 917K-81 would race only at Le Mans, but they wheeled the car out at the last race for which it would be eligible, September's Brands Hatch 1000Kms.

I knew the car had retired from Le Mans for a silly reason, and I was sure I had made a good car," says Erwin. "I wanted to show that."

Wollek was paired up with Henri Pescarolo, who was in a unique position to compare the replica with the original. "Kremer did an interesting job on that car," says the four-time Le Mans-winner. "They had changed a lot from the old one and it was really nice to drive, and fantastic in the wet."

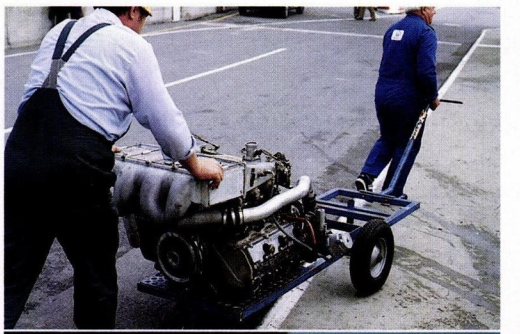
Wollek ended up third on the grid. Then, for the first half-hour of the race, the Brands crowd was treated to the sight of the past of sportscar racing battling for the lead with its supposed future – a Porsche 917 against Ford's brand-new C100.

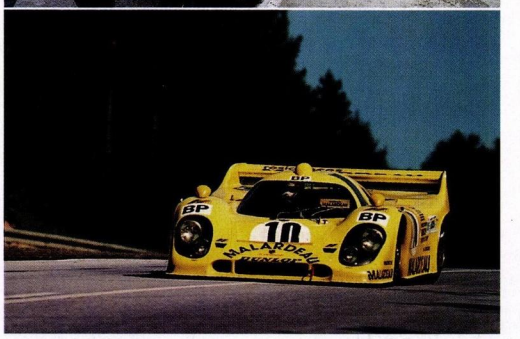
The latter was out of the race by the time Wollek took the lead in the second hour, but the glory lasted only a handful of laps. The Frenchman went off and tapped the barriers at Dingle Dell. The car looked undamaged, but its driver was unable to continue due to a broken steering linkage. Whether this was the cause or the effect of the accident depends on whether you believe Erwin or Wollek's story.

The 917's unlikely comeback was over after a fleeting moment of glory. Could there have been more had the Kremers got the car up and running earlier in the year? Wollek probably provided the answer at Brands when he suggested that Manfred Winkelhock's pole time in the Ford was a couple of seconds off a decent time. But don't forget Porsche's Le Mans-winning 936-81, itself an ageing design, was absent that weekend.

Singer believes the replica didn't have a hope of being competitive: "It looked nice, but it wasn't very efficient. Everything had moved on. Even our 936 was a lot lighter and stiffer."

After Brands, the 917K-81 was wheeled into the Kremers' private museum and then sold to another collector years later. The car may not have been successful at Le Mans, but its presence there must have greatly increased its value. Maybe that's what the Kremers had in mind all along. M





LAT, DPPI

'The new body gave more downforce at the front, but that big wing blew the 917's main advantage – it was desperately slow down the Mulsanne'

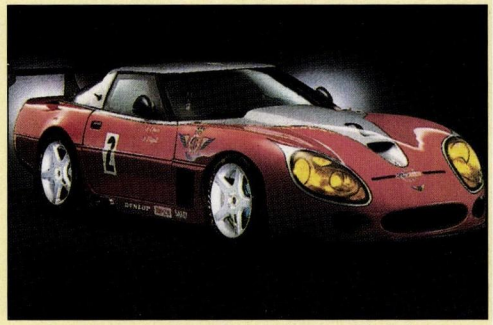
Top: The flat-12 engine had problems towing the new, large rear wing down the straights, especially allied to a four-speed Can Am-spec gearbox. Above: By the time Kremer's 917 retired, Wollek had thrown in the towel, and so its fortunes lay in the hands of Chasseuil and Lapeyre. It was a struggle

Matching engineering excellence with Italian flair

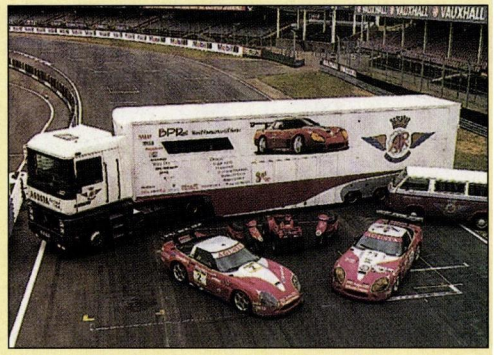
Competition and success is built into the heritage of Agusta Racing. Although it has its origins firmly in the Italian passion for motorsport, the team is now well established at the centre of the British motorsport industry with a purpose built facility within earshot of Silverstone.



Almo Copelli



Example of stock available



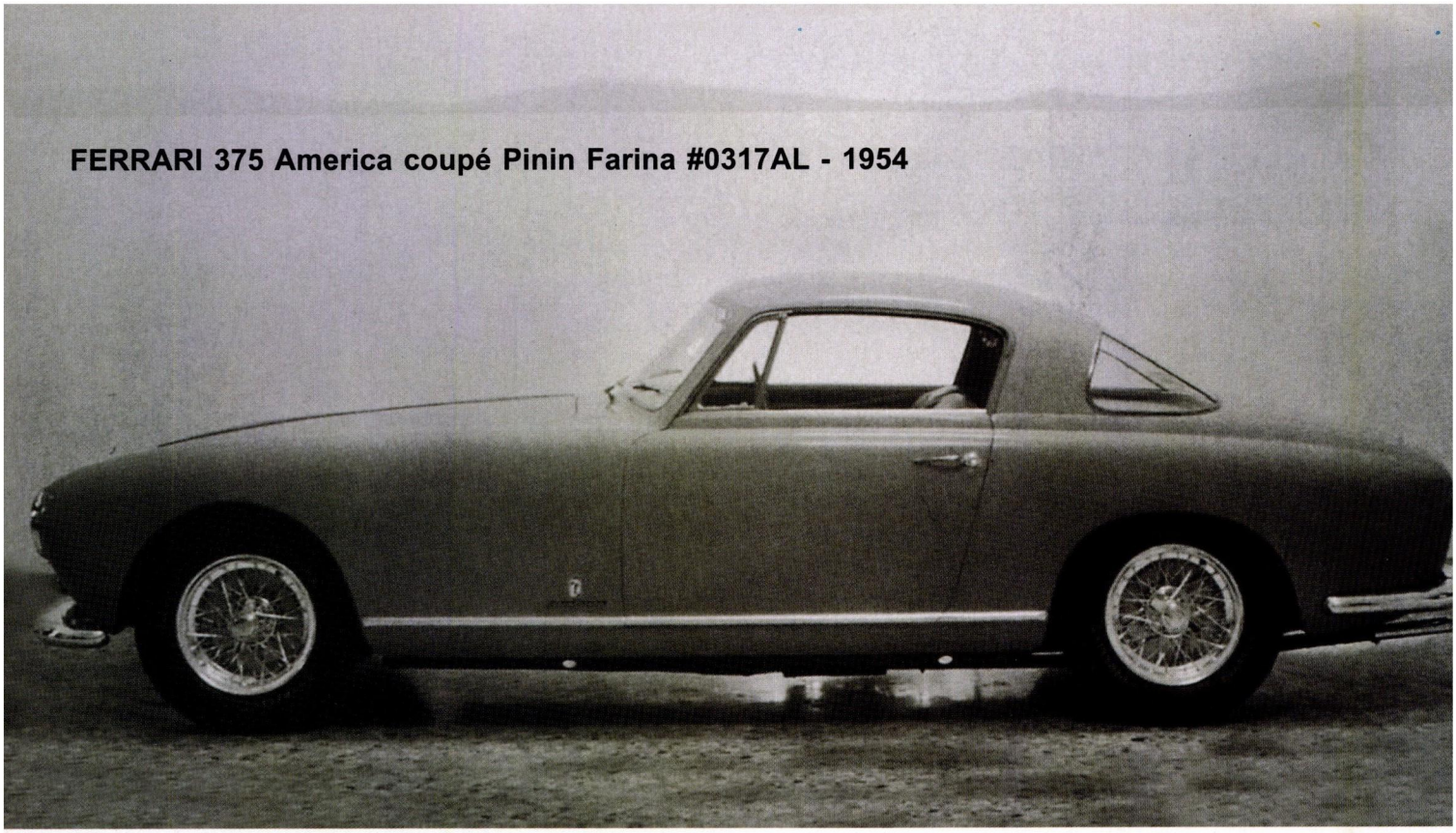
Experience and knowledge of a winning formula

Agusta Racing was created by Rocky Agusta and Almo Coppelli, both seasoned racers in international sportscar events and competitors at Le Mans. It is a team capable of competing at the very highest level of sportscar racing, with the capacity to take on the production, race preparation and team management of a range of projects at the pinnacle of the sport. However, while the focus of the team is very much forward-looking, this is an operation with a magnificent heritage. The story started with Giovanni Agusta, a gifted engineer and aviator, who built and flight-tested his first aeroplane in 1908. His reputation as a pioneer was further enhanced during the First World War when he commanded one of the very first aircraft of the Royal Italian Airforce. After the war Giovanni went on to establish Agusta as a leading force in aviation and the company continued after his death under the direction of his wife and eldest son. Societa Agusta thrived until the Second World War, when it played a vital role, and then diversified into motorcycle production under the MV Agusta banner. Hand in hand with aviation, the motorcycle side of the business prospered and all of the greatest motorcycling names of the era rode for the team. In 1952, Agusta constructed its first helicopter, and has been one of the world's leading helicopter manufacturers ever since. In 20 years of motorcycle racing, MV Agusta won 39 World Marque Championships, 38 World Championship titles for riders and won an incredible 270 Grands Prix. Legends like Giacomo Agostini, Mike Hailwood, Phil Read and John Surtees all raced to many successes on MV Agustas. Now, the company is represented in international motorsport by the latest generation of the Agusta family, Rocky. Sharing a love of motorsport with his predecessors, Rocky carved a niche as a leading sportscar racer, taking part in international GTz events as well as the world-famous Le Mans 24-hour race. In 1994, the new Agusta Racing was formed by Rocky and Almo Coppelli with a team of skilled engineers and race team management dedicated to delivering sporting success. But the racing element is only one part of the total package offered by Agusta Racing. The team provides the very best service and supports to clients and their sponsors. The team works closely with business partners, maximising marketing and public relations opportunities to ensure that sponsors enjoy the maximum benefit from their involvement with the team. A wide range of facilities is available to commercial partners, including driver and car appearances, retail displays, conference meetings and exhibitions. With Agusta Racing, engineering excellence and professional back up are blended with Italian passion and flair to bring sporting success to any project.



AGUSTA RACING
17 County Road , Buckingham Road
Industrial Estate Brackley,
Northants, NN13 7AX,
England
Tel: 01295 758 570
Mobile: 07714 704 0200

Advertisement feature



FERRARI 375 America coupé Pinin Farina #0317AL - 1954

PARIS

IMPORTANT MOTOR CARS

Palais des Congrès

Tuesday 19 June 2001

FOR FURTHER INFORMATION PLEASE CONTACT :

at our Office

Marc Souvrain, expert
tel : 00 33 1 58 05 06 07
fax : 00 33 1 58 05 06 14
or François Weiss
tel : 00 33 1 58 05 06 07

Jean-Michel Cérède, expert
Tel : 00 33 1 42 36 59 21
Fax : 00 33 1 42 21 14 23

Consultants :
Paul Koot,
tel : 00 31 31 628 42 96
fax : 00 31 31 628 16 28

PUBLIC EXHIBITION :
Saturday 16 to Tuesday 19
From 11 a.m. to 6 p.m.

POULAIN LE FUR

Hôtel des Ventes du Palais
2, Place de la Porte Maillot-CIP 48
75853 PARIS CEDEX 17
tel : 00 33 1 58 05 06 07
fax : 00 33 1 45 72 07 77
www.poulainlefur.com
automobile@poulainlefur .com

CATALOGUE ON LINE ON OUR WEB SITE www.poulainlefur.com

SOTHEBY'S

MAIN ENTRIES :

ASTON MARTIN DB4 - 1961

DELAHAYE 135MS cabriolet Guilloré - 1948

DELAHAYE 148L coach Antem (one-off) - 1949

LANCIA Aprilia cabriolet Vorblaufen - 1938

LANCIA Astura berline - 1934

LANCIA Florida berline - 1950

Voiture à moteur attribué à LENOIR circa 1883

MASERATI 3500 GT spider Vignale série 1

MERCEDES 500K cabriolet B - 1934

etc...

WARHORSES

'Remus'

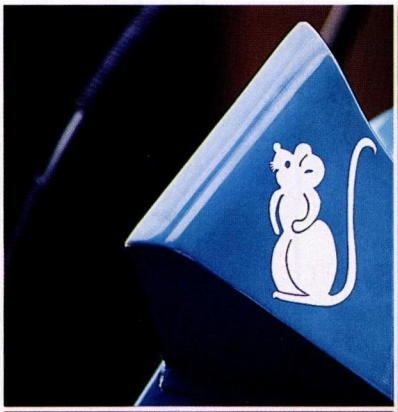
ERA R5B

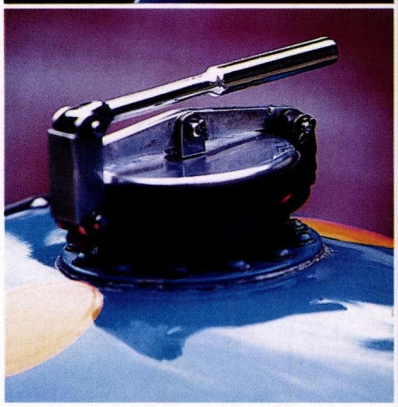
ARGUABLY THE MOST-RACED CAR IN THE WORLD, REMUS HAS BEEN OUT IN ALMOST EVERY SEASON SINCE 1936. GORDON CRUICKSHANK INVESTIGATES

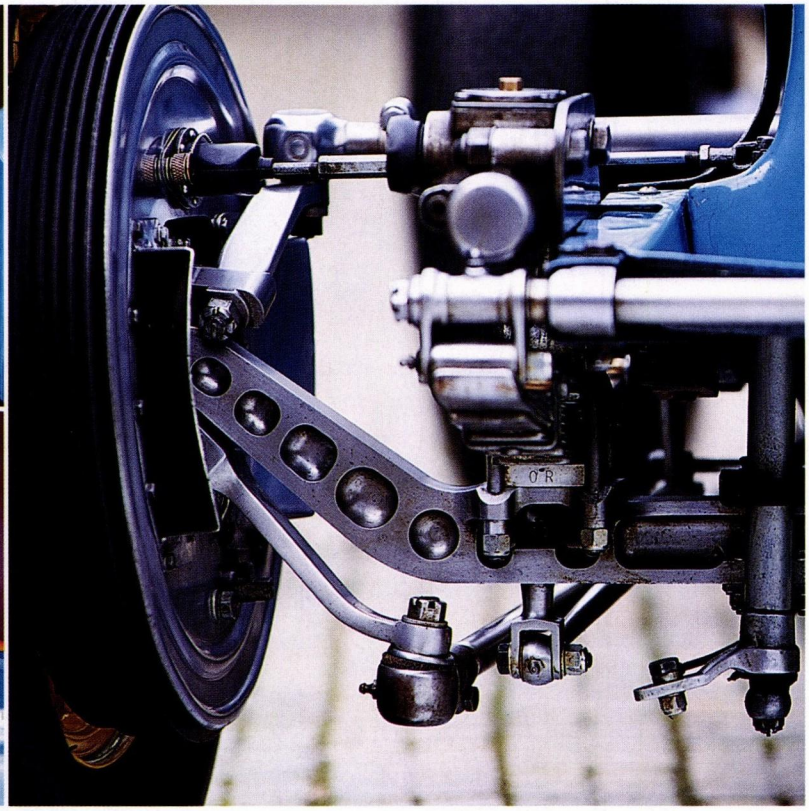


photography by Charles Best

REMUS IS THE MOST FREQUENTLY SEEN OF THE THREE WHITE MOUSE ERAS RACED IN THE THIRTIES BY PRINCE BIRA. THOUGH NOT HIS FAVOURITE, ITS SUBSEQUENT RACE CAREER HAS BEEN BOTH PROLIFIC AND EXTREMELY SUCCESSFUL







Could this be 'the most raced car in the world'? Owner Ludovic Lindsay shrugs. "I've used that phrase myself because other people have, but does it mean race miles, or race starts, or number of seasons?" Yet on any of those grounds, ERA R5B can argue for that title: barring the war, there are only four seasons since its birth in 1936 that 'Remus' has not raced – an astonishing record: 54 seasons, 379 starts as of April, 108 victories, 214 podium spots.

With a career like that, is it still the same Remus? Two major smashes, inevitable race breakages, a different engine and gearbox, rods, pistons, bearings, wheels – the list, like the maintenance, goes on. But what counts is the continuation of identity, and this car has been so visible for so long that its hard-working history is unimpeachable.

Upholders of British pride in voiturette racing before WWII when we had no serious grand prix contenders, the small band of ERAs raced on post-war, sometimes with modifications to make them faster, or at least look more modern, and when they could no longer keep up in current racing, they stepped sideways into vintage events. Most have been racing ever since.

'An astonishing record: 54 seasons, 379 starts, 108 victories, 214 podiums'

Even when new they were hardly innovative: chassis design echoed an existing Maserati, independent front suspension only arrived later with the third (C) specification, and despite the tubular shape of the 'cam covers', this was not an overhead-cam but a pushrod engine, albeit with the high-set cams of its Riley progenitor. But they were solid, strong and had fierce acceleration, especially with the vertical Roots supercharger of the A and B replaced by the huge rear-mounted Zoller blower of the C-type. And they were ideal for the wealthy privateer.

More than any other racing car, an ERA is known by its chassis number; but there are three which carry famous names as well – the three raced in the '30s by Prince Bira's White Mouse team. Dapper, dashing and living a wealthy lifestyle, often funded by his doting cousin Prince Chula, the Siamese prince was a romantic presence in a sport which has always mixed the raffish and the respectable; with his racing cars, boats, aeroplanes, glider and Bentley road cars all painted in his personal blue, he brought style as well as skill to Europe's racetracks.

Ordered in 1936, R5B was the second ERA which Chula bought for Bira to race, making a pair with R2B; it was because the two looked so similar in their Bira blue that they were christened after the twins who founded Rome. But Remus never brought the success of Romulus or of Hanuman (R12C) which succeeded it. Bira raced it only in 1936, which of course was the year that Dick Seaman trounced everyone with the modified Delage, and achieved only one win – at the Albi Grand Prix when Seaman and the works Maseratis were absent. During 1937, instead of racing it, the White Mouse team began to pinch parts from it to keep the other car running smoothly, since both used the customer-standard 1500cc engine.

MOUSE ON MIRROR IS SYMBOL OF CAR'S ORIGINAL OWNERS, THE WHITE MOUSE TEAM, THOUGH ITS TIME THERE WAS NOT HIGHLY SUCCESSFUL. MILLED BEAM AXLE SHOWS COMBINATION OF QUALITY ENGINEERING WITH CONVENTIONAL TECHNOLOGY; HYDRAULIC SHOCK ABSORBERS ADDED BY JOHN BOLSTER IN 1948. QUICK-RELEASE FILLER IMPORTANT IN LONG RACES – REMUS SWALLOWS METHANOL AT A GALLON PER MILE

LIKE ALL ERAS EXCEPT R4D, STEERING WHEEL OF R5B IS ANGLED TO THE RIGHT. YELLOW WHEELS WERE AWARDED TO REMUS IN PATRICK LINDSAY'S TIME; SIAM'S NATIONAL RACING COLOURS OF BLUE AND YELLOW WERE ONLY RATIFIED IN 1939, AFTER CAR WAS SOLD TO TONY ROLT, SO IT HAS NEVER HAD THE YELLOW CHASSIS OF ROMULUS AND HANUMAN. PURPOSEFUL TAPERED EXHAUST OF 2-LITRE ENGINE FITTED IN 1979

(Romulus still contains recognisable parts from Remus, including the gearbox.) ERA expert David Weguelin says it was to do with luck. "Thai people traditionally ascribe a lot of importance to luck, and R5B soon got a reputation for simply not being lucky."

At the end of the '37 season, Chula bought R12C (which is now R12B – pay attention, there will be questions later) and had Remus built up to sell to Tony Rolt, who raced it extensively and added probably its best contemporary victory by winning the '39 British Empire Trophy. This at a time when the ageing B-spec ERAs with their beam-axle front suspension were generally being left behind by more modern voiturettes like the Maserati 4CL.

Rolt had it modified in 1939 by Freddie Dixon, the Riley wizard who kick-started the whole ERA adventure. He replaced the Wilson 'box (prone to wearing out the first-gear brake band on the grid because there is no separate clutch) with a crash gearbox. This was something Thomson & Taylor had clearly envisaged, as they had designed the bell-housing to accept a clutch if needed. He also cut down the radiator to give it a lower and more modern bonnet-line. He then shared R5B with 'Jock' St John Horsfall who, in a season spent mainly at Brooklands, gave Remus the unique tag of being the only ERA to race on the Outer Circuit.

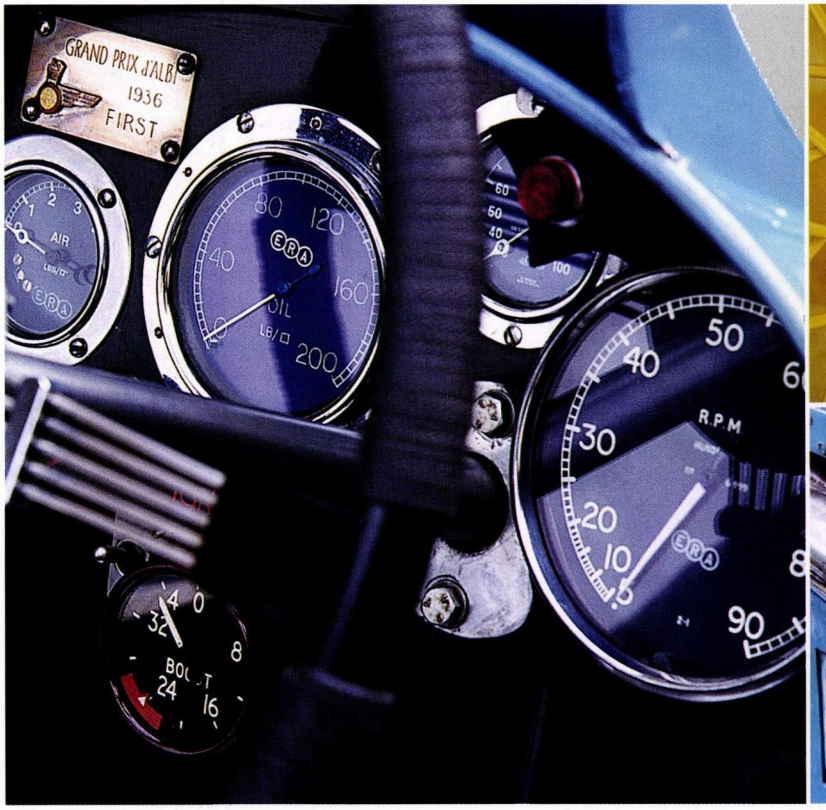
Following WWII, Ian Connell bought Remus, but after a disappointing season sold it in 1947 to Peter Bell for John Bolster to drive. Bolster, that urbane journalist, commentator and special builder, further altered it by first reinstalling a pre-selector 'box, then fitting a two-stage supercharger system, hydraulic shock absorbers and a ZF limited-slip diff. With racing car development stalled by the war, the 12-year-old car was still qualifying for grands prix, and Bolster grabbed a sixth in the '48 British GP. But in trying to better this the following year, he overdid it; the crash injured him severely and sidelined Remus for a season.

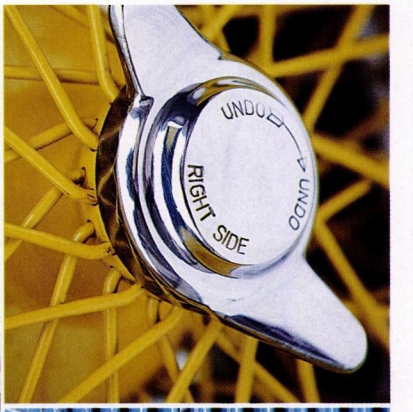
'Lindsay was the perfect character for the car – almost a modern Bira'

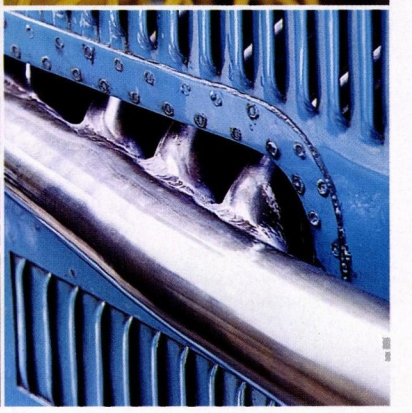
Over the next several years R5B slowly slid down the grids of current racing, seeing more action in sprints than circuits; but during the Fifties, Britain's wealth of vintage racing and sportscars offered a healthy outlet at a time of post-war shortages and a lack of international racing presence. Old car meetings blossomed, and Remus shifted its sights to VSCC and BOC events where it regained its pre-war position as a serious contender. Under several owners, results began to come; then in 1956 Bill Moss bought it and things took off. In three years he entered 49 events and won 17 of them, including two VSCC Seaman Trophies, which since then have become a bit of a habit.

So when the Hon Patrick Lindsay purchased it in 1959, for £700 (someone lost money on the ageing device – in 1952 it was advertised at £1150!), Remus was already a successful old stager. Of course, most of the other ERAs were still racing too, but Moss and then Lindsay pushed the Remus tally into a new league.

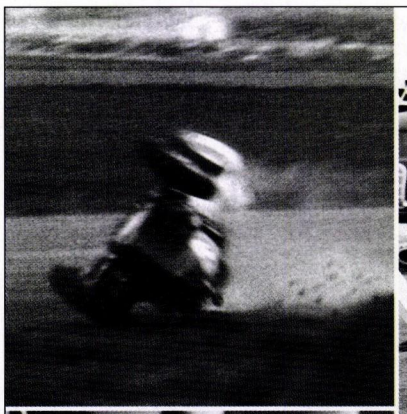
Lindsay was in many ways the perfect character for the car – almost a modern Bira. Equally dashing and flamboyant, a director ➤

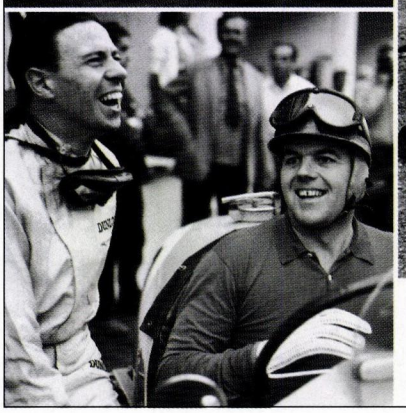


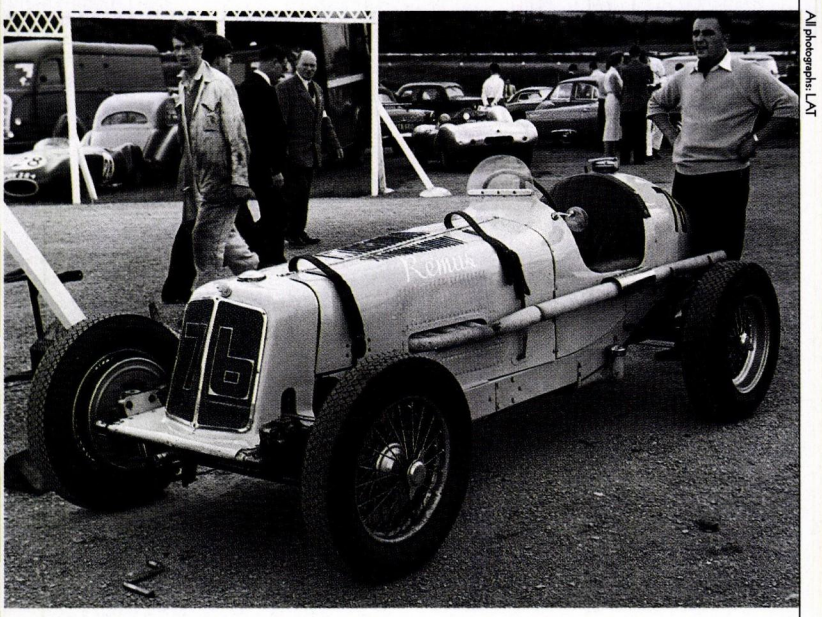




CLARK, BOLSTER AND A MAN CALLED MOSS







All photographs: LAT

CLOCKWISE FROM ABOVE: R5B IN BILL MOSS' TIME; NOTE SMALLER EXHAUSTS OF 1500 ENGINE, DIFFERENT SCREEN, STRAPS AND MIRRORS. JIMMY CLARK AND PATRICK LINDSAY AT ROUEN IN 1964; DESPITE HIS UNFAMILIARITY, THE REIGNING CHAMPION WAS IMMEDIATELY QUICK IN REMUS. JOHN BOLSTER'S HUGE CRASH IN 1949 BRITISH GP DID MAJOR DAMAGE TO CAR AND DRIVER

of Christies and an Old Masters expert, he too loved aeroplanes as much as racing, sometimes flying to meetings in his own Spitfire. Other 'planes included a WWI SE5a, Hawker Fury, two Stampes and a spindly Fiesler Storch. His stable of cars was extensive and select, and he was not afraid of adventure. When the Maharaja of Jaipur gave him a Rolls-Royce Phantom he drove it back from India, and for the 1968 London-Sydney Rally he and Keith Schellenberg took that obvious rally car, an 8-litre Bentley. Apart from a D-type and Monza Alfa, he owned, and raced, the 27-litre Napier-Railton. "He regretted selling that," says Ludo Lindsay now, "but it's finally in the right place [the Brooklands Museum]." He also bought the Turtle Drilling Special, the two-speed Offenhauser-engined Indy roadster which raced a few times over here, as well as the ERA-Delage. But, says Ludovic, "Remus was always his favourite; it was the last car he would ever have sold."

Patrick Lindsay quickly showed he had the measure of the car, turning in first or second places in almost every race, but even he had to bow to greatness when practising for a support race to the French GP at Rouen in 1964. Many of the F1 drivers kept wandering into the Historic paddock, and Patrick suggested to Jimmy Clark that he try the ERA. Maybe he was still hyped after setting pole, but in just two flying laps, the Scots champion took almost 4sec off Lindsay's best time.

'The Scots champion took almost 4sec off Lindsay's best time'

After another four busy seasons, Patrick treated Remus to a winter rebuild by Crosthwaite and Gardiner and resumed racing as hard as ever. Through the '70s, historic racing became more intense than ever as classes for younger cars were added, and Lindsay decided to follow other ERA owners in the search for more performance. Thanks to long-time ERA owner Donald Day, new blocks had become available, and Patrick installed a 2-litre lump before the 1979 British GP support race, the engine it still has. With the extra power, around 280bhp, he was regularly in among far younger cars; for example, at the 1982 Monaco GP Historique, he and Remus were only narrowly beaten by Bruce Halford in a Lotus 16.

But later that year a backmarker got in his way at Oulton Park and Lindsay had a huge accident. He broke his pelvis and several ribs, while the car's front end was virtually crushed. It took Jim Fitzgerald and Geoff Squirrel, the car's minders, some months to straighten the chassis and rebuild the car, and both Remus and driver missed a season for recuperation.

However, Lindsay's enthusiasm was undamaged and in 1984 the pair took to the tracks again to add even more to the car's list of victories. Surprisingly, Patrick did not try to persuade his children to follow him into racing – perhaps because of the impressive range of racing injuries he had accrued (his internal scaffolding easily outstripped Barry Sheene's). Ludovic remembers that, "although I always had a passion for racing [going to all the races from childhood and starting a motor club at school with his cousin Lord Hesketh], father would only say, 'You can drive when you take a proper interest'. And I didn't know what a proper interest was." Instead Ludovic went modern racing, in Sports 2000 and Thundersports. It must have been the proper thing, for his father finally invited him to drive Remus at a test day in 1984.

"I was nervous, so asked Willie Green for advice. He said 'Floor it! If you're in trouble, get on the power.' And he's right. It understeers, and you have to boot it like a rally car." Heeding a strict 5000rpm rev-limit, Ludovic put up a respectable time, 3sec down on his father, but didn't drive Remus again until after his father's sudden death in 1986. As the car's next guardian, he found himself unprepared. "I knew very little about it all. We went off to the Nürburgring without any FIA documents; to get new ones we had to measure

ENGLISH RACING AUTOMOBILES WAS PRIVATELY FUNDED BY HUMPHREY COOK TO THE TUNE OF SOME £10,000 PER YEAR, AND PROVED A WORTHY RIVAL TO MASERATI AMONG THE VOITURETTES. 'CAM COVERS' ACTUALLY ONLY COVER ROCKERS – CAMS ARE SET HALFWAY UP THE BLOCK WITH SHORT PUSHRODS. VERTICAL BLOWER BEHIND RADIATOR SUCKS THROUGH SU CARBS. ROLLER THROTTLE CONTROLS AROUND 280BHP IN CAR'S TWO-LITRE FORM

it. But we had no tape-measure, so we paced it out in feet."

Appropriately, Ludovic's first race was in the first Patrick Lindsay Memorial event, in 1986, when he came fifth. From then on, he gave up modern racing and concentrated on historic events – "the people are so much more agreeable!" – with Remus and his Cameron Millar 250F. A suitable pairing, as he thinks that "Remus is like a rather agricultural 250F."

Like his father, Ludovic races hard and wins often – three Seaman Trophies in the last six years – and, like his father, he has someone else prepare the car. "My father was useless with a spanner so we never learned either," he says.

So it's a neat touch that the man keeping the car on form is David Morris, because the two families have had a friendly ERA rivalry for years. Between David and his father Martin, the Morris' ERA 'Humphrey' (R11B) has collected the Seaman Trophy 14 times, Remus 12. "David knows these cars inside-out; and the other good thing is that by keeping him occupied with Remus, he has less time to race 'Humphrey' against us!"

In January 1988, Remus got a bit further afield than the usual British tracks. Bira had planned a race in Bangkok during 1939, which was cancelled due to other business. Forty-nine years later, Chula's daughter Narisa Chakrabongse (who still owns Romulus) finally made it happen for the King's birthday, and Remus, together with other Bira cars, travelled to Thailand where a vast crowd attended a sprint in Bangkok (Remus was second), followed by two races on the Bira circuit at Pattaya (Remus was third).

One of Ludo's highlights was at the 1998 Coys Festival at Silverstone, when he had a fantastic duel with Willie Green in the Alfetta, beating him by a nose. To a small extent that redressed the pre-war years when the Alfas steadily ate away the ERAs' previous voiturette dominance. The other was finally winning his father's memorial race, in 2000.

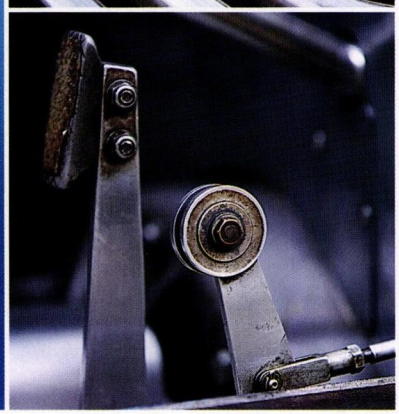
'Phenomenal acceleration means its gulps a gallon of methanol per mile'

It's obvious that owner and car suit each other. "It's just a magic bit of kit," he says. "Much nicer to handle than R4D. It doesn't like hairpins, but it loves fast tracks like Goodwood." What about the pre-selector box? "It suits the car," says its owner. "It's heavy to handle, so being able to keep both hands on the wheel as you stamp on the pedal is a real advantage." Not always so heavy, though: apparently "it gets a bit light up front over 140". It's hard to accept that something as streamlined as a scout hut can push the air aside at those speeds, but once while testing at Paul Ricard the Ferrari team timed Patrick at 151mph. It's also supremely reliable – Ludo has had only three mechanical DNFs – though the phenomenal acceleration means it gulps a gallon of methanol per mile.

Eventually Ludo would like to refit a 1500cc engine. Why? "I'd just like to have everything as Bira had it." Well, as John Ure showed at this year's VSCC opener, a well-driven 1500cc ERA (R9B on this occasion) can mix it with its bigger 2-litre brothers; but let's hope that if Ludovic does revert to friction dampers and a free diff, he doesn't get the same results Bira got in 'unlucky' Remus. M

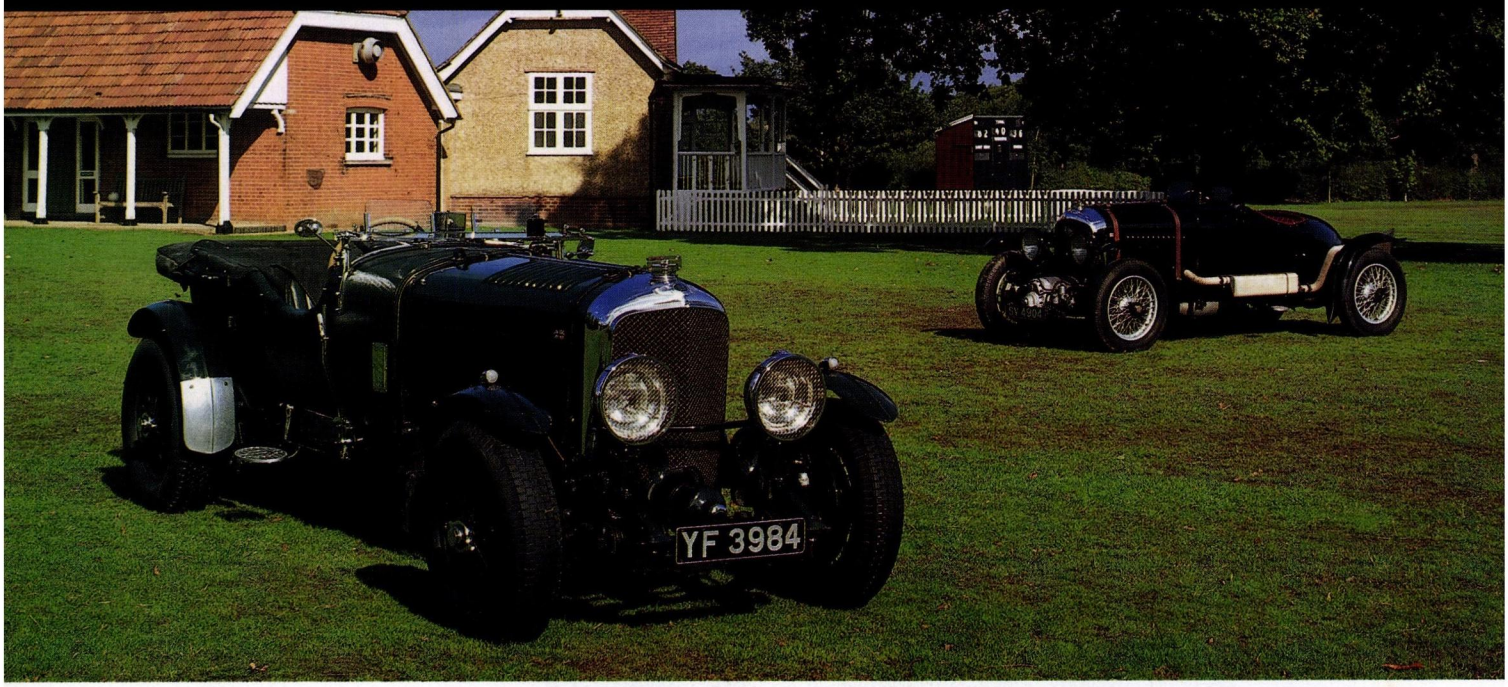






Simply pick up the phone for competitive

Classic Car Insurance



Cars supplied by Stanley Mann Racing

THE BEST JUST GOT BETTER.
The RH Specialist Car Insurance scheme has been designed by experts with a quarter of a century's experience in vintage and classic car insurance.

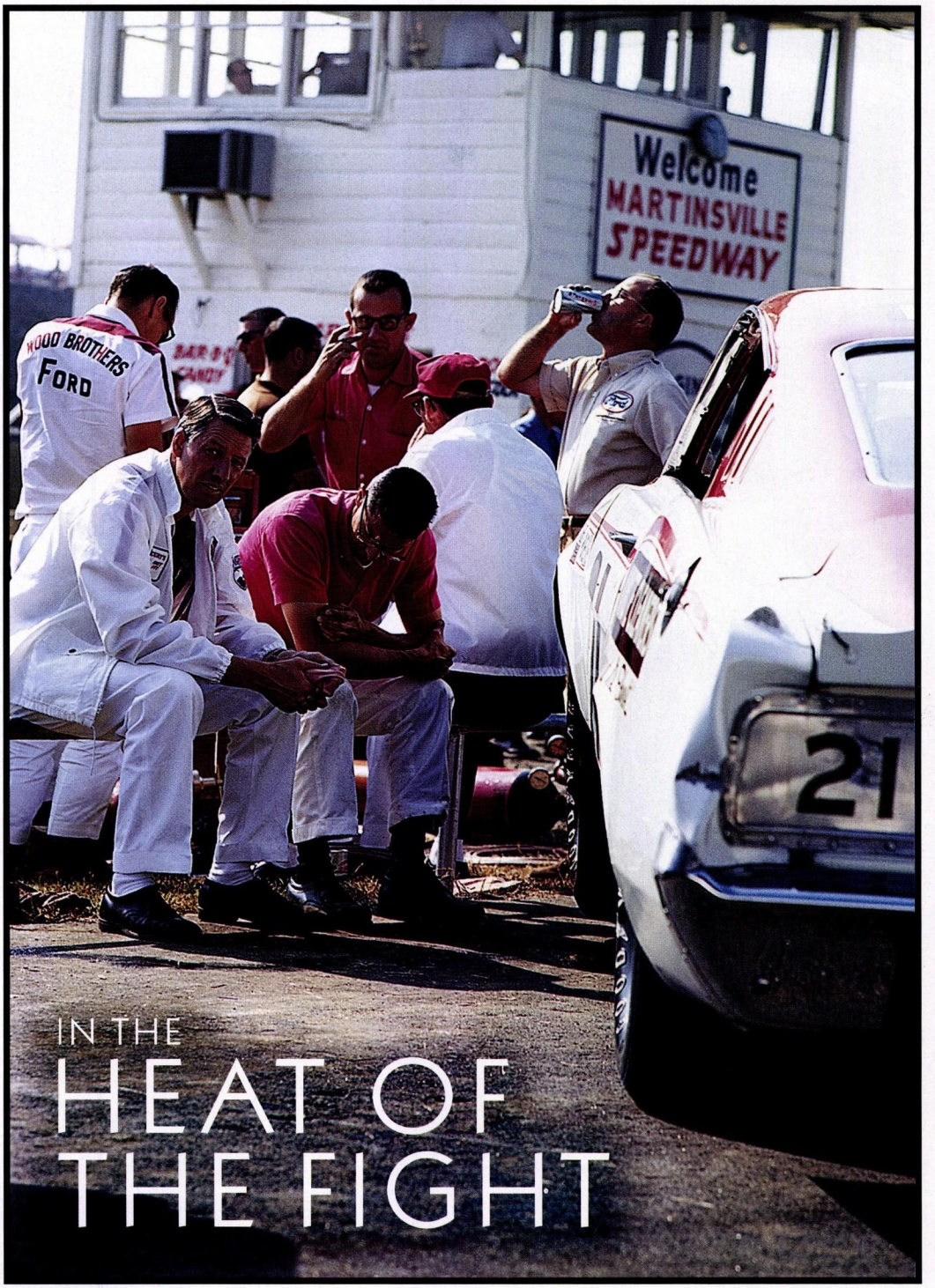
BENEFITS INCLUDE:
The most competitive and comprehensive policy

- **CHERISHED SALVAGE** return clause available on all vehicles over 20 years old (free of charge)
- **BREAKDOWN & RECOVERY SERVICE** All policies include vehicle recovery on a European wide basis
- **AGREED VALUE** policies issued without additional cost (according to age of vehicle)
- **INSTALMENTS** spread over 10 months by direct debit facilities
- **UNLIMITED WINDSCREEN COVER** Nationwide replacement windscreen service (subject to £50 excess)
- **UNINSURED LOSSES - LEGAL ASSISTANCE** Cover up to £50,000
- **PERSONAL ACCIDENT COVER** up to £5,000 while travelling in any vehicle
- **RALLIES COVER** Automatic cover included for club rallies (excluding racing, pacemaking and speed testing)
- **DISMANTLED PARTS COVER**

TYPICAL PREMIUMS FOR MILEAGE UP TO 5,000 p.a.			
1926	Bentley	£150,000	£268.00
1969	Triumph TR6	£9,500	£121.00
1967	Ferrari 330GT	£30,000	£240.00

Ring now for an immediate quote 01277 206911

RH Specialist Car Division, Freepost, Library House, New Road, Brentwood, Essex, CM14 4ZP
A member of the Coyle Hamilton Group of Companies



IN THE HEAT OF THE FIGHT

THE WOOD BROTHERS, THE GUYS WHO HELPED JIM CLARK WIN THE 1965 INDY 500, ESTABLISHED THEIR REPUTATION IN THE CUT-AND-THRUST OF NASCAR. AT MARTINSVILLE IN 1968, THE BEST PITCREW IN THE JOINT GAINED AN 'EXTRA' MAN. PHOTOGRAPHER STANLEY ROSENTHALL WAS THAT MAN AND THIS IS THE RESULT

photographs courtesy of Ludvigsen Library



△ *Leonard and Glen Wood's career in NASCAR is synonymous with Fords, David Pearson and superspeedways. But in April 1968 they took Cale Yarborough and Mercury to their local short-track in Martinsville, surprising everybody with victory in the Virginia 500. Cale had already won that season's Daytona 500 and Atlanta 500, but half-mile Martinsville was another deal altogether. Superb pitstops, the team's trump card, kept the Mercury Montego in the hunt and Yarborough muscled into the lead with 51 laps to go. Fired up by this success, now the team were back for more, in September, for the Old Dominion 500…*

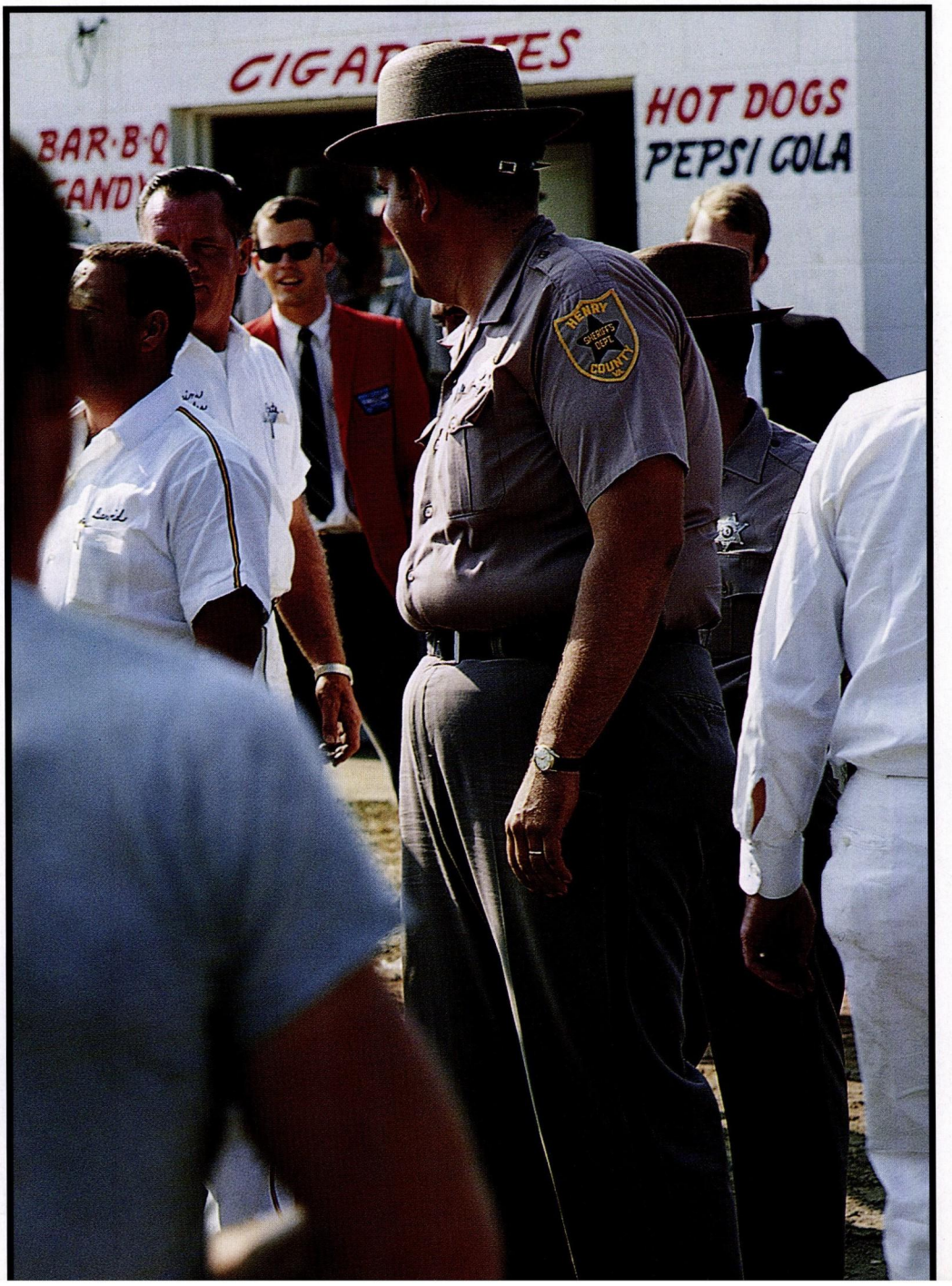


▷ *Clyde Lynn's '66 Ford (20) started 22nd and finished 20th in the Old Dominion 500, earning Lynn a total of US$335. Although Ford and Chrysler were heavily involved in Grand National racing, journeymen drivers such as Lynn were way down the foodchain, living a hand-to-mouth existence. If the field was small or retirement rate high, the Ford might scrape a top-six finish at an out-of-the-way quarter-miler or dirt-track. But at bigger races, it was top 20 if you were lucky and a few hundred bucks to cover the gas and tyres*





▽ *When the races were in town, local doughnut shops had a rival for the weekend. "He looks kinda round," says Leonard Wood, "but I figure there wasn't a whole lot of trouble anyways. I've seen plenty of drivers dukin' it out over the years, but you left 'em to get on with it." With its roots in moonshine running, NASCAR racing in the '60s had an outlaw feel to it; not until 1972 and the arrival of Winston as Grand National racing's sponsor did the sport began to seriously woo corporate America*

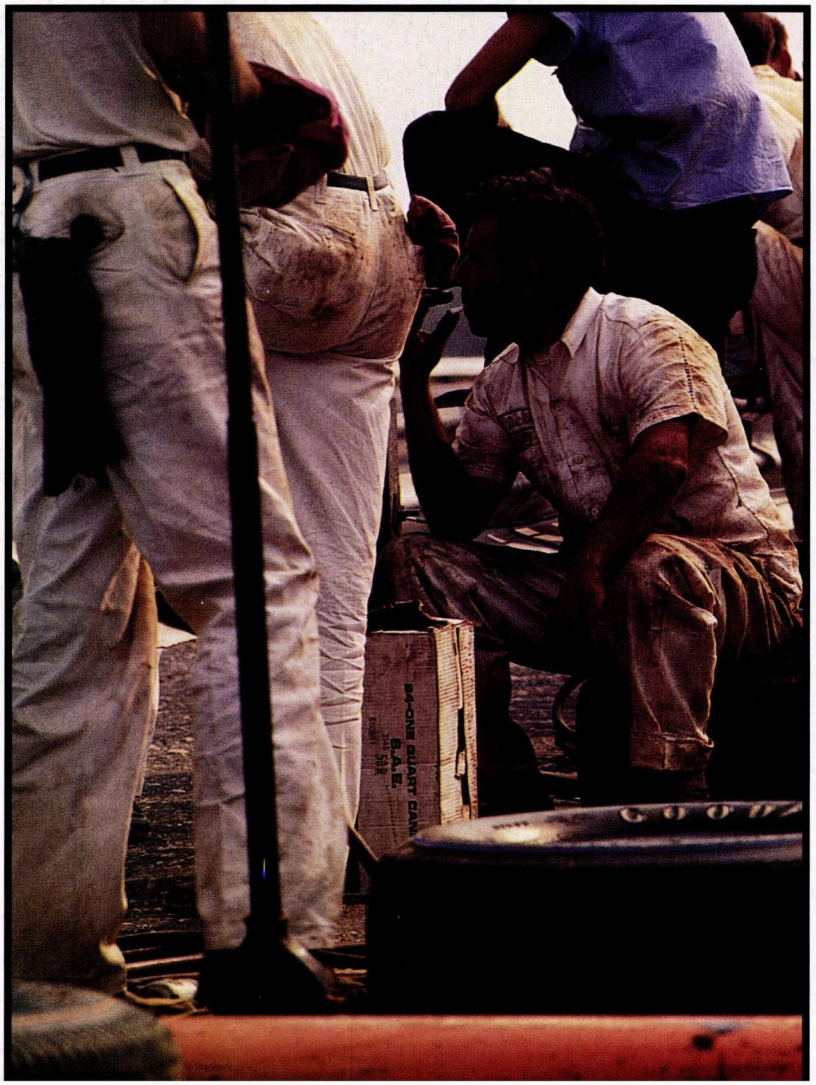




▷ *With 40 cars sharing a half-mile of asphalt, Yarborough is about to be reminded to keep an eye on his mirrors. Obvious advice maybe, but in the course of this race he was involved in three crashes yet still finished second. Although the Woods enjoyed their greatest successes with Pearson, winning a total of 43 races courtesy of the 'Silver Fox', Yarborough was their second most successful driver, with 13 wins in 77 starts. But Cale had to wait until 1976 and an alliance with Junior Johnson before taking his first title. For the Woods and triple-champion Pearson, their insistence on picking and choosing races meant a title together never came for them*



▽ *Time for a breather. The small core of teams running the full NASCAR Grand National schedule had to endure an incredibly gruelling schedule. The 49-race '68 season began in November 1967 and ran until November '68. Two weeks later, the 1969 season kicked off its 54-race slog. The championship mostly stuck to asphalt ovals, but ventured onto the dirt at places like Greenville and Hillsborough. Daytona, Darlington and Charlotte were the showpiece events – and happy hunting grounds for the Woods – but the bullrings of the Carolinas were the bread-and-butter of the series, with races often on consecutive evenings*



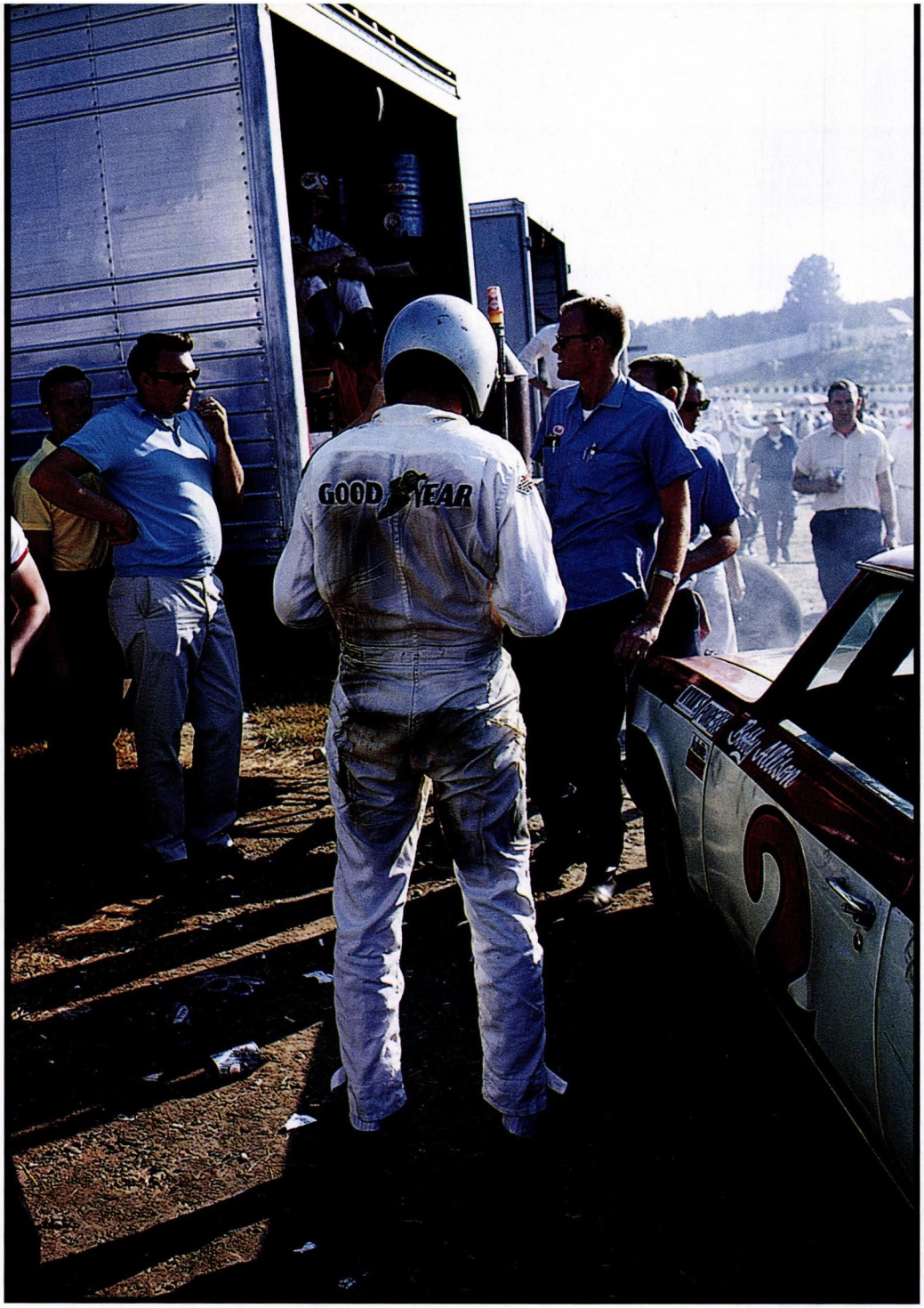


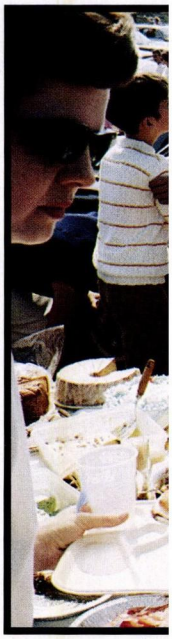




△ *Hurry up and wait. As Cale does his thing, the Wood Bros crew can only watch and wait for the next pitstop. The Woods' reputation as quick-change operators meant Ford brought them in to oversee Jimmy Clark's stops in the 1965 Indianapolis 500. Despite the potential culture clash of good ol' boys meet Scottish farmer, the combo gelled and Clark won. Pitstop finesse also played a big part in the Woods' NASCAR successes. Even to this day, the team leads NASCAR's all-time superspeedway list with 72 wins. Over nearly 50 years of racing, the Woods backed that up with 16 short-track wins and nine on road courses*

◁ *NASCAR was something of a cottage industry in the '60s, with barns and cramped garages yet to give way to the spotless Charlotte-area race shops of the modern era. But that didn't stop the 'Yankee' corporations from latching onto a good thing when they saw it. Along with Ford and Chrysler, Goodyear was a major player in top-level stock car racing, and as the Akron-based giant continued to feel its way in Formula One, it ruled the roost in NASCAR. Nowhere more than Grand National racing were tyres a true black art; half a pound of pressure was often the only difference between Victory Lane and a trip into the wall*







△ *Game over for Bobby Allison. He qualified J D Bracken's '66 Chevrolet 13th and was running strongly until blowing its motor and retiring with 468 of the 500 laps completed. He was still classified 14th (the quality down the field was nowhere near as high as in today's Winston Cup), but it was Allison's last outing in the car. Frustrated that General Motors kept its involvement beyond arm's length, he cut a deal to drive the Friedkin Enterprises Plymouth. The new alliance was consummated a week later with pole position, 69 laps in the lead and a fourth at North Wilkesboro*





◁ *Picnics on a Sunday were a Southern tradition, no matter where you were. "We were deadly serious about racing," recalls Wood, "but that didn't stop you spending a little time with your friends and families. That's quite a spread they used to put on." Despite racing as far north as New York and New Jersey, stock car racing was still the sport of choice for many of the states below the Mason-Dixon Line, especially the Carolinas, Tennessee and Georgia. The likes of Petty, Pearson and Yarborough were the real role models for a generation of southern youngsters*

▽ *Banjo Matthews calls Donnie Allison into the pits. Allison qualified fifth in his Ford, but finished eighth in a race in which 60 laps were run under caution. Matthews was another to benefit from the Blue Oval's patronage and, like the Woods, ran a limited schedule. Allison (brother of Bobby) started just 13 races that year, but won at Rockingham. In the years to come, Matthews will become one of the leading chassis builders in NASCAR*




Vin
O.P
STACK
MODEL
SERIAL No
SUPPLY
FREQ.

STACK DATA-LOGGER

RACING DRIVERS ARE EMPLOYED TO DRIVE, NOT COMMUNICATE. THUS A RACE ENGINEER'S LOT WAS NOT ALWAYS A HAPPY ONE – UNTIL, THAT IS, STACK DEVELOPED A DEVICE THAT COULD COMMUNICATE PRECISELY WHAT THE CAR WAS DOING IN EVERY CORNER. BY KEITH HOWARD

photography by Charles Best

There is no mega-theory of race-car design, no means whereby a supercomputer can pen a winning car from the ground up. So when the design team has done all it can theoretically, there is no alternative to bolting everything together and seeing how the car works in testing. All being well, you have a platform good enough in the essentials to respond to further development.

Even 20 years ago, that honing process was largely one of skilled inference from driver feedback. But in the second half of the 1980s, data-loggers arrived. The development of increasingly powerful microprocessors and more compact, more affordable solid-state memory made it practicable for the first time to measure in detail how a car was behaving, not only during development but even during races. Right at the forefront of this new technology was Stack Ltd, based in Bicester.

Stack had been formed in 1984 by Alan Rock and Trevor Tapping, initially to design and manufacture EPROM (electronically programmable read only memory) programmers. But being located in Oxfordshire, the heartland of Britain's motorsport industry, it wasn't long before the young company found itself working as a consultant to race-car constructors. Persuading electronics to work alongside the electrically 'noisy' ignition system was considered a black art at the time, and Stack was hired to help solve interference problems with electronic tachometers.

However, there were more fundamental problems with conventional tachometer technology, as Rock explains. "Because normal meter movements weren't perfectly balanced, when a racing car went around a corner the g-forces would cause the needle to move. The tacho would read 500rpm too high or too low, depending on whether you were turning left or right, and in Formula One they were trying to rev the engines to within 200rpm of the pistons hitting the valves. So this tachometer vagueness was a problem.

"The breakthrough came in 1986 when we designed a tachometer based around a stepper motor for driving the needle, controlled by a microprocessor. There was absolutely no needle waver, and as we didn't have to damp the needle movement, we had a very fast response. It was the first all-digital tachometer, even though it still had the analogue movement.

"It also became the first data-logging system that people could race in their cars. It only recorded engine rpm but that was a major step forward. You could download the information on to a laptop, if you had one – these were the earliest days of laptop computers – or you could print it out as a graph on a very long roll of paper. People would compare laps by holding two lengths of paper up to the sun, one behind the other, and overlay the data that way.

"Our very first customers for the system were Ralt and March in Formula 3000. It then spread like wildfire. Virtually all the F1 teams were soon using it, starting with Williams. Motorsport always works as a great grapevine, so we accumulated enquiries from all over the world."



Williams was the first F1 team to use a digital tach, in the FW11 of '86; full data-logging followed in '87

The System 600 data-logger, launched in late 1987, grew out of the tachometer experience, but it was much more than a means of storing a wider range of sensor readings.

"The 600 System was an integrated display and instrumentation system as well as a data-logger. The MRG data-logging system that had been used for Indycar testing was huge – about 12 by 14 inches by about 2H inches thick – and much too heavy to race. With the System 600, we had a solution that was lighter to begin with because it replaced conventional instruments, so weight-wise the logger came for free." Thanks in significant part to the use of surface-mount electronics technology, the System 600's controller/data-logger box measured only about 170 x 100 x 50mm.

"It was a modular system so it communicated with dials and/or one or more LCD displays in any combination. In F1 they just had a tachometer and the LCD display. In Indy they obviously had a boost gauge as a second dial. Ray Mallock ran one of his Group C cars with a second LCD display showing tyre temperatures.

"The LCD display was two lines by 20 characters, and the driver had four switches that could be programmed with different functions – it was completely user-configurable. The system had eight input channels, each of which could be analogue or digital. The display could be configured to show any of that information, four parameters at a time. You could then press one of the buttons to show another four parameters, or some the same and some different.

"Primarily it monitored the engine – vehicle speed, engine rpm, oil pressure, oil temperature, water temperature and fuel pressure. If it was a turbo then you'd also have boost pressure and perhaps inlet air temperature. Top teams then started using a second logger, which is when they got into measuring other things like throttle position, steering angle and suspension travel. The unit sampled at a maximum of only 50Hz [50 times a second] – enough to see suspension travel but not damper velocities."

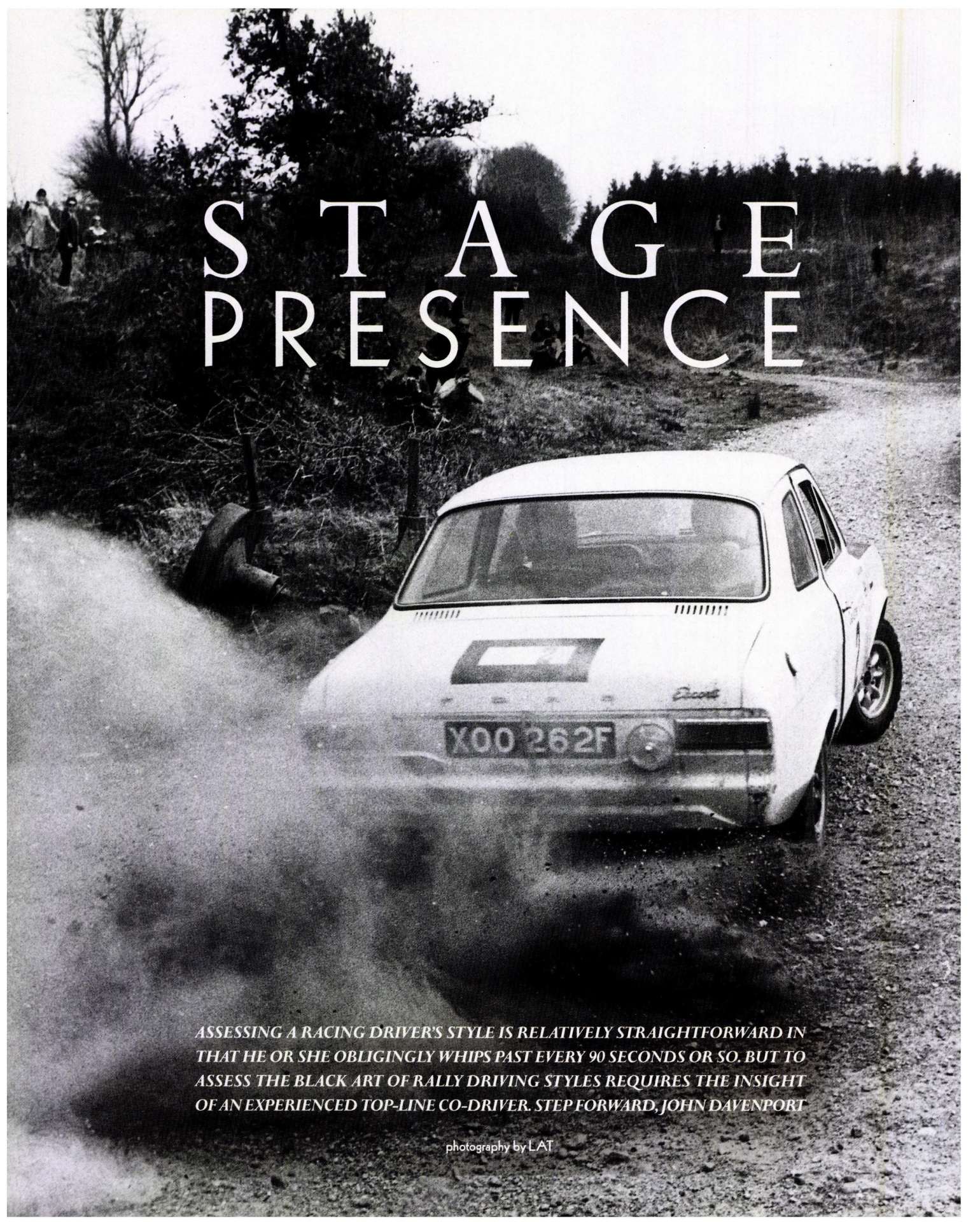
Key features of System 600 were its diagnostic capability and programmable alarm system. "At that time the quality and reliability of electrical harnessing was one of the biggest problems in racing. Constructors used to do a lot of their own harnesses, whereas now it's accepted that specialist companies do it. The System 600 would allow you to wire the sensor in backwards, short the sensor to ground or the battery or whatever, and it would just tell you what you'd done wrong. It would continuously check the operation of all sensors and report when it found a fault, even if it was intermittent, so you could catch faults before they became catastrophic." And the system could be configured so that if any parameter moved outside a predetermined range, an alarm would warn the driver.

Almost 25 years later, modern data-loggers can have over 100 input channels compared to the System 600's eight, sample at a maximum rate of a few kilohertz rather than 50Hz, and carry hundreds of megabytes of on-board memory compared to its paltry 128 kilobytes. But Stack's original data-logger, with its modular design and serial data bus, was a milestone product, the trendsetter.

In the 1988 season, Penske was first to use it in ChampCars, and Williams the first in F1. QED. M

LAT

STAGE PRESENCE



ASSESSING A RACING DRIVER'S STYLE IS RELATIVELY STRAIGHTFORWARD IN THAT HE OR SHE OBLIGINGLY WHIPS PAST EVERY 90 SECONDS OR SO. BUT TO ASSESS THE BLACK ART OF RALLY DRIVING STYLES REQUIRES THE INSIGHT OF AN EXPERIENCED TOP-LINE CO-DRIVER. STEP FORWARD, JOHN DAVENPORT

photography by LAT

'Drivers with widely varying styles could enjoy success in the rally cars of the 1960s'

IT STARTED ON LAST YEAR'S SAN REMO RALLY AS WE SPECTATED ON the road from Apricale to Perinaldo. Was it possible, we wondered, to discern differences in style between drivers in the latest four-wheel-drive WRC cars on Tarmac?

Years ago, when men wore Escorts, there was no great difficulty in spotting variances in style. One would need to possess very high-grade myopia to miss the difference in approach to any halfway decent corner by the likes of, say, Roger Clark and Ove Andersson. It would not have mattered whether they were on Tarmac or gravel, Roger would have been the driver looking ahead through the side window. He was an exponent of the Narborough variation of a classic Viking technique. Expressed simply, it comprised entering all corners at highly optimistic speeds, but doing so sideways, in order that the trajectory of the car could be sharpened, if need be, to fit the corner.

Ove, as a Scandinavian, was quite capable of driving sideways but looked upon it as a technique of last resort. On a memorable occasion in Greece, I think he must have established an outright record for distance travelled sideways in a rally car.

It was on the fast, Tarmac stages of Serrai, north-east of Thessalonika. When we had looked at the route with our Lancia Fulvia, there had been a newly constructed – but as yet unsurfaced – piece of road that cut off a descent to a bridge. Upon asking the organisers, they said it was okay to use the new road and even issued a piece of paper to that effect.

On the event, we arrived at the small crest before the new road flat out in top, which was about 90mph for a 1300cc Fulvia. The new road, of course, was closed with concrete blocks and barrels. Ove put the car sideways and we went down the old road with the Fulvia's rear end in a ditch. We stayed that way for close on 200 yards – an eternity, especially as we could see the bridge parapet looming up. With only a short distance to go, Ove removed the rear end from the ditch; the car then obligingly headed towards the other side of the road and we were lined up to pass safely over the bridge. Full marks for style in my book.

It is certainly true to say that the rally cars of the '60s were sufficiently unsophisticated that drivers with widely varying styles could enjoy success with them, using their performance in sometimes radically different ways. There are many such examples: Erik Carlsson, perhaps the creator of the defining rally driving style of the early 1960s, drove a front-wheel drive Saab but never left-foot braked. In the same car, first Rauno Aaltonen and then Simo Lampinen did nothing but rest their left foot on the brake and take advantage of the Saab's free-wheel to change gear without the clutch. Having done many rallies in a Saab 96 with the benefit of Simo's ballet skill on the pedals, my admiration for Erik's ability is only increased.

In the Lancia team, Leo Cella did not left-foot brake the front-wheel-drive Fulvia and, until his untimely death testing an Alfa Romeo T33 in February 1968, he was the ace in that little car. I drove the Swedish Rally with him the previous year and it was amazing to watch him doing everything with the steering wheel when I was used to guys steering with the brakes. We were lying eighth and had kept it on the road when the sump broke.

In complete contrast Sandro Munari, whom I drove with in 1969, had been determined to learn left-foot braking and persisted to the point where he had perfected it for all surfaces.

I never drove a rally with Roger Clark but I did spend some time with him in a rally car during testing and recceing. I was co-driving for Vic Elford in the same team and we were using Lotus Cortina Mk1s. Two more diverse driving styles would have been difficult to find. Roger was never happier than with the car unbalanced, sliding on the entry to the corner, but instantly able to change direction to cope with whatever hidden problems it might conceal. Vic, on the other hand, was a natural racing driver and sent the car round the corner on the right line and on the limit. His contribution to the development of pacenotes in the mid-1960s was considerable. Where the majority of Scandinavian drivers were content to have a 'pretty good' correlation between pacenotes and the road, reckoning that they could always improvise something, for Vic they had to be right.

In 1969, I was on a visit to the Porsche factory when Helmut Bott took me to the courtyard behind Werk Zwei, where there was a collection of some seven or eight orange 911 rally and recce cars. He asked me if I could explain why Vic's were always dented at the front while Björn Waldegård's were always dented on the rear wings. I told him what I knew of their two driving styles and he was a happy man, the mystery solved.

But style is only part of the equation since technique is the whole thing and comprises style and method. The reason I say that is because an aggressive style can be matched to any particular method and the end result is the man himself. Anyone watching Colin Malkin on his winning way in a Hillman Imp in the late 1960s would have thought that here was a man who had discovered from Ake Andersson how to left-foot brake a rear-engined car. But the Imp's power-to-weight ratio would never have allowed it. Instead, Malkin had a raised extension welded to the handbrake lever and would use this in combination with the steering wheel to direct the car. It was left-foot braking by another method, and was certainly impressive from inside the car. We won the 1969 Manx Trophy using Weather Master tyres and our performance was based entirely on raising the entry speed to all corners and using Colin's incredible reactions to sort it out. It must have been the most sideways victory ever witnessed on that Tarmac rally.

Using the handbrake to create oversteer is a technique as ➳



Left: Clark gives Escort its first big win, the '68 Circuit of Ireland. Right: The author experienced varying techniques in a Fulvia



Modern-day pacenotes are incredibly detailed allowing drivers to be more precise. Nicky Grist calls the shots for Colin McRae

old as the hills in terms of getting a car round sharp bends or junctions. Its wider use by drivers such as Malkin is only appropriate if you have a car that can be successfully steered with one hand at all times. This was not the case with many of the front- wheel-drive cars of that era. Both the Fulvia and Saab V4 became much heavier on the steering and generated more kickback thanks to their use of limited-slip differentials. Harry Källström went through several pairs of driving gloves during his two victories on the RAC Rally in 1969 and '70. And I have seen him with palms bleeding from the banging and friction of the Fulvia wheel.

It was some years before power steering became sufficiently well developed – and adequately reliable – to be adopted on rally cars. It does not remove every single trace of kickback, but you are much less likely these days to see drivers unable to sign autographs at the end of major events.

Setting a car up before a corner and left-foot braking are two of the major techniques that are used, even today, to accommodate the imprecise knowledge of the road ahead possessed by the rally driver when compared with the racing driver. If either of the Schumacher brothers were to start chucking their car sideways before a corner in case they were uncertain how fast they could go round it, their lap times would soon experience a sharp incline – while their salaries headed the other way.

Left-foot braking is another matter. Lifting the foot away from the accelerator and moving it to the brake pedal takes time. This was never better demonstrated than when the Finnish rally drivers visited the Motor Show in the mid-1960s and discovered they all had quicker reactions on the racing simulator than the top racing drivers of the day. The reason was that they had their left foot over the brake at all times. Thus, in current motor racing, left-foot braking is used widely; not so much to set the car up before, in or after the corner, but to reduce the time between lifting off the throttle and applying the brake. In fact, this can even be a slightly negative number, thus allowing the brakes to be at a fully effective temperature when the right foot does lift.

The driving style of rallymen over the last 30 years has been enormously affected by two things. The first is the technology that now comprises a modern car. Since 4WD was 'discovered'



Björn Waldegård was a master of the tail-out style – especially when charging in a 911 on ice

'I've seen him with palms bleeding from the banging and friction of the Fulvia wheel'

'Pacenotes more than anything have contributed to the development of driving style'



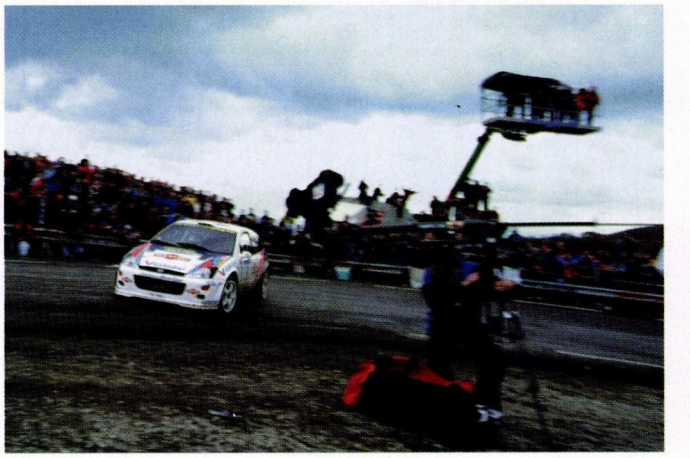
The 'racing' technique of Vic Elford, team-mate to Waldegård, required more detailed pacenotes

by Audi, there is no major problem with traction and, provided that the driver has sorted out with the engineers the way the three differentials work together, the car will largely do what it is asked to by the steering wheel. That is not to say that left-foot braking has disappeared. Far from it. It still conveys significant advantages in balancing the car, especially on non-Tarmac surfaces, as well as speed of reaction. In that respect, it also enables the driver to keep the turbo 'on the boil' with his right foot.

The second important factor is pacenotes. These more than anything have contributed to the development of driving style and to the decrease in visible differences between drivers. The knowledge that is now contained in pacenotes is incredible. Without wishing to be contentious about 'out of hours' practising, it was quite evident on the San Remo Rally last year that the top drivers had no doubts about where the road went to within a tolerance of a centimetre or two. There was little evidence of improvisation. But then you would not expect too much of that on Tarmac or else shunts would be much more frequent. It was possible, however, to discern that, even on a stage where the times were just seconds apart, style still played a part. The heart-throbs – and I mean that in the most literal sense – were Colin McRae and François Delecour, who liked to have a fraction too much speed into the corner and were on a slightly wider line in case that meant trouble. Thirty years ago, that would have been Roger or Timo Mäkinen.

If there is any common factor in rallying driving style and the techniques used, it has to be that it requires a high degree of adaptability. There are suggestions that the modern WRC is becoming too clinical with shorter stages and fewer of them, superb machines able to think quicker than their drivers, and less spectator value. Fortunately, dialling the driver out of the equation in rallying is more difficult than in racing. The main reason is the weather.

Look at the rallies so far this year. The Monte had slush when you expect ice, hard snow or Tarmac. Sweden had fresh snow when you normally expect packed snow, ice or gravel. As for Portugal, I've been going to those stages for more than 30 years and have never seen them in such a soft and gluey state – and it was the adaptable guys who came through on that occasion. M



Despite improvements in technology and the homogenisation of WRC events, drivers like McRae still have a recognisable style

But then, as is his way, forthright Frank Gardner threw this into the melting pot: "The fastest driver I ever sat with was Pete Ryan."

FORTY YEARS AGO, CANADA HELD ITS INAUGURAL GRAND PRIX. STIRLING MOSS TOOK PART, BUT THE RACE WAS WON BY A 21-YEAR-OLD LOCAL HERO. LESS THAN 12 MONTHS LATER, PETER RYAN WAS DEAD. PAUL FEARNLEY TELLS A WHAT-IF TALE

Canadian. Young. Quick. Fearless. Quality skier, too. Jacques Villeneuve, right? It could be, except it's not. The description instead refers to a man killed nine years before the 1997 champion squawked his first breath, to a man born a decade before the legendary Gilles, to a man who, with luck, might have been as good as either. Might.

For me, however, this story began with an Australian. Frank Gardner saw all sides of the sport in a 40-year career. Despite his many successes, his self-deprecation and disrespect for authority never wavered. He would, will, happily prick his or other people's balloons with a barrage of piercing one-liners. When he talks, you should listen.

I certainly was as he reeled off a Jim Clark story, about how the Scotsman could drive unnerving distances on the road with his eyes shut. But then, as is his way, forthright Frank threw this into the melting pot: "'Course, the fastest driver I ever sat with was Pete Ryan." Who? The winner of the inaugural Canadian GP in 1961, that's who. The man described in the opening paragraph, that's who.

Gardner, as is his way, promptly qualified his statement by listing Ryan in the "all balls and eyesight" category. Too quick for his own good, in other words. The early '60s were gladiatorial. Cars were fast and flimsy. Safety was barely an afterthought, never mind a priority, and drivers were at their most vulnerable in the early stages of their careers. They had a lot to learn from their first big accident. And they had to learn well. If they survived it, that is. Ryan tragically didn't.

Born in Philadelphia on June 10, 1940, he was a scion of the family that owned the fashionable Mont-Tremblant Ski Lodge in Quebec. Cashed-up and well-connected, he burst onto the North American racing scene in 1959 – but only because he had been denied his place in Canada's Olympic ski team because his family had never taken up citizenship. Here was a thwarted 18-year-old with a need for speed – motor racing was the obvious outlet.

Six times in eight starts he won his class in 1959 at the wheel of a Porsche 550RS. In 1960 he won 11 times from 20 starts in an RS60. These performances were timely: Canada had just caught the racing bug, and caught it bad. Circuits were springing up, the most impressive of them being Mosport, near Toronto. Enthusiastic big-buck sponsors were willing to coax star names over to race – and encourage home-grown talent to take them on.

This new era kicked off with the $100,000 Player's 200 at Mosport in June 1961. Ryan was scheduled to drive a Comstock Racing-run Lotus 19 Monte Carlo, a car bought for him on the understanding that he would tackle this event, Canada's first international contest. But he withdrew at the last minute, stating that he couldn't risk losing his American SCCA licence by competing in 'professional racing'. It caused a stink, but this young man knew his own mind and wouldn't budge.

Cooler heads prevailed in September when Pepsi-Cola sponsored the Canadian GP at Mosport, and Ryan lined the 2.5-litre Lotus up on the front row for this 100-lapper. Alongside him, in carbon-copy UDT-Laystall 19s, were multiple Le Mans winner Olivier Gendebien and no-introduction-necessary Stirling Moss, who had swept both 100-mile heats of the Player's 200.

Ryan won.

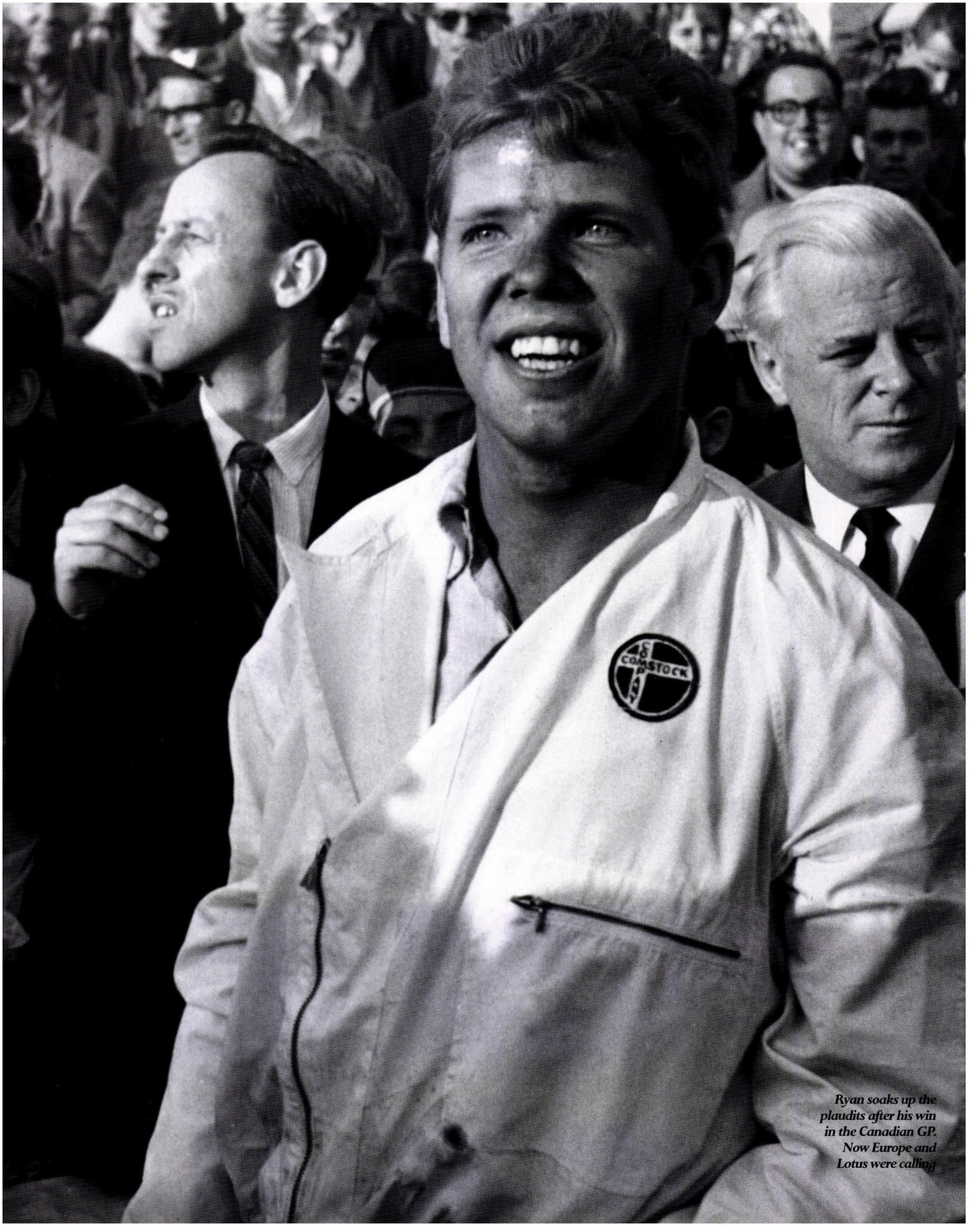
The European aces set the pace, swapping the lead a showboating 25 times in the first 70 laps, but Peter drove sensibly to orders and picked up the pieces when the leaders struck trouble three-quarters through the 250-mile race.

He had been metronomic, lapping in 1min 40sec (5sec off Moss' fastest lap) but, in front of 25,000 expectant fans, he almost blew it with his only mistakes of the race, a spin five laps from home which he compounded by failing to make an immediate compulsory stop, costing him a 60-second penalty. He pitted a lap later to have the bodywork repaired, at which point Pedro Rodriguez, another 21-year-old charger, unlapped himself in the cumbersome NART Ferrari Testa Rossa. Ryan, now unsure of the race standings, tore after the Mexican, the pair of them running side by side over the closing laps, the Lotus just squeezing ahead to win by a second – and a lap.

Colin Chapman, no less, was impressed – by Peter's skill and wallet – and shipped over a year-old Lotus 18 (with 21 bodywork) for him to drive in the 1961 US GP at Watkins Glen. It was uncompetitive – he qualified 13th of 19 and struggled home ninth – but it was a start. And Chapman's suspicions had been confirmed: he offered Peter a works Formula Junior (FJ) drive for 1962.

The impatient youngster wanted to graduate directly to F1, but Chapman felt he was using his natural ability to get himself out of "too many sticky spots" and that a year learning the ropes in a lesser formula would benefit him. Dominated by Lotus, Cooper and ➳

Lionel Birnbom



Ryan soaks up the plaudits after his win in the Canadian GP. Now Europe and Lotus were calling

Lola, FJ cars were miniature F1s – nimble and mid-engined. The perfect breeding ground.

Ryan's 1962 began with Ferrari drives, though, at the Daytona Three Hours and Sebring 12 Hours. Luigi Chinetti, influential boss of North American Racing Team, was another whose eye had been caught by Peter; he had handed him the the rarely-awarded Dino Ferrari Memorial Trophy for an outstanding achievement by a 21-year-old driver, and predicted a bright future.

Ryan drove a NART Testa Rossa at Daytona, but finished 15th after co-driver Ricardo Rodriguez suffered a blow-out early in the race. At Sebring, he and America's John 'Buck' Fulp were entrusted with the new V8 mid-engined prototype, but only after Moss had driven it, declared it too slow and plumped for the older, front-engined 250TR. Fulp and Ryan were 30 laps down in 13th. They paired up at Le Mans too, in a TR61, and ran on the fringes of the top 10, until Peter, wrestling with a recalcitrant gearbox, dropped it irretrievably into the Mulsanne sand early on Sunday morning.

It had hardly been a successful international sports-car blooding, but the portfolio was shaping up nicely.

But F1, via FJ if needs be, was his avowed intention. Pete already had an FJ victory under his belt, using a loaned Lotus 20 to win the Vanderbilt Cup at Bridgehampton on his category debut, in 1961. He was chomping at the single-seater bit, but would have to chomp a bit more. The overbooked Chapman had passed him to Ian Walker's still-setting up, semi-works outfit, which ran in reversed-out Lotus colours.

"If Colin thought highly of him, that was good enough for me," says Walker. "It was obvious that Peter had great talent from our very first test with him – but he would throw caution to the wind."

His first FJ outing with the team was the Monaco GP support race in May. The works Lotus 22s of Peter Arundell and Alan Rees were already in the groove by then and had been cleaning up, yet Ryan was victorious in the second 16-lap heat, beating Rees. He thus started alongside Arundell on the front row for the 24-lap final and ran second on the first lap. But he clipped a kerb in his eagerness, bent a wishbone and fell off the pace. He would soon put matters right, though.

Mallory Park is small, utilitarian, and the FJ grid at that year's Whitsun Meeting had been depleted by a flood of entries for the Crystal Palace encounter the following day. But Arundell was there. And he couldn't shake off Ryan, who calmly left it until the 28th lap of 30 to make a decisive move. The works car was vanquished and Ryan was hot property, for Arundell was highly rated – and rightly so.



Lionel Birnbom

'It was obvious that Pete had great talent from our first test – but he would throw caution to the wind'

Above: Ryan developed a big rivalry and friendship with Roger Penske. They're seen here in the latter's 'Birdcage'

Below: Ryan won his heat in the 1962 FJ race at Monaco, but got a bit carried away in the Final and smote a kerb

Ryan was on the crest of a wave. The week after Le Mans, he gleefully frightened the living daylights out of his chief mechanic John Pledger during a lurid drive to Reims in a just-bought Jaguar E-type.

"Yeah, it was pretty hairy," remembers Pledger. "Those early E-types were horrible. We were running through the night and we had a near-miss with a truck while Peter was struggling [unsuccessfully] to locate the [floor-mounted] dip switch.

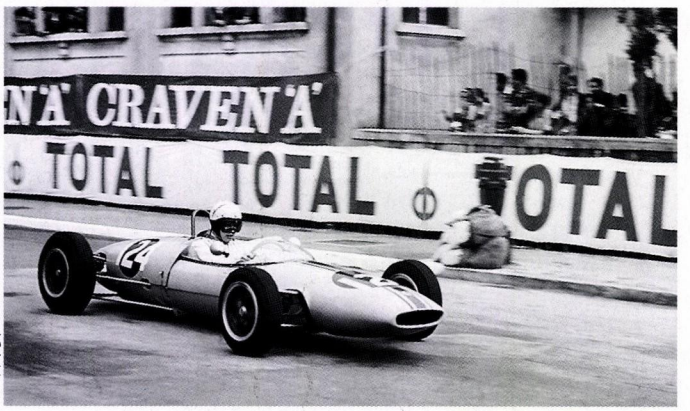
"He was fast, but I reckon he was in control; 'balls and eyesight' might be a bit unfair. When he won his heat at Monaco, it came as a bit of a shock to us, but he took it in his stride. He was rich, but there were no airs and graces to him; he mucked in down the workshop and came to the greasy spoon round the corner and ate with us." Ryan dealt with all people the same way, as Pledger discovered when Peter introduced him to works Ferrari personnel at the Nürburgring. "I knew he had raced Ferraris, but I was amazed at just how friendly he was with them."

Ryan was going places. Reims was next.

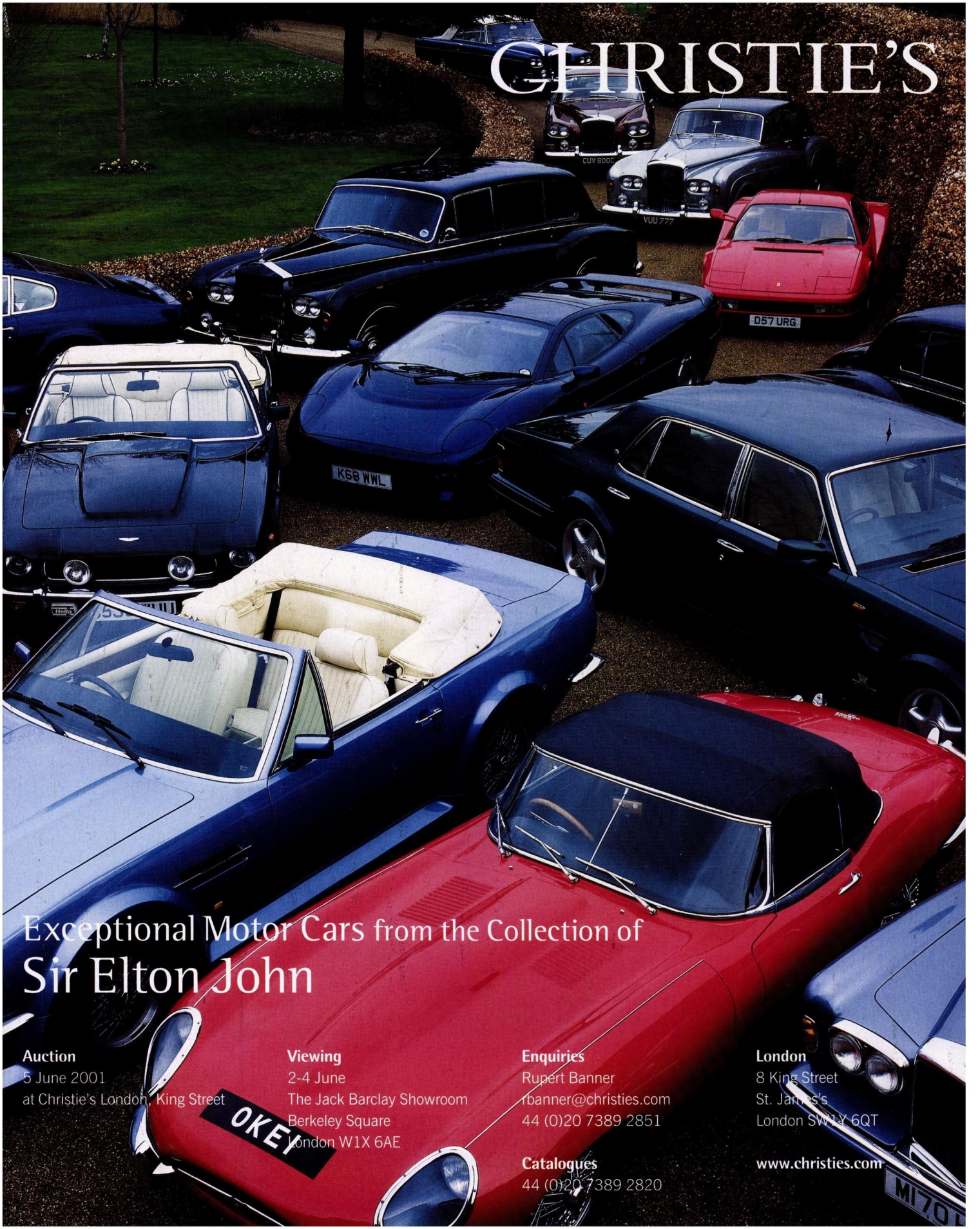
He was scrapping for the lead (naturally) of his heat when he tangled with Bill Moss' Gemini at the fast right-hander after the pits. It was the kind of corner, a brave corner, a balls-and-eyesight corner, where he would have backed himself to eke out an advantage. Instead, his Lotus cartwheeled and he was thrown out. Although taken to a Paris hospital, he succumbed the next day, July 2. He was 22.

"He wouldn't accept finishing second. He would take on anybody. It didn't matter who they were," says Pledger. "Mike Spence won the Final for us but there was no joy in it." It was left to a forlorn Pledger to trundle the E-type back home.

Ironically, Arundell would have his burgeoning career effectively ended by a crash in an F2 race at Reims two years later, but not before he'd confirmed his talent with two thirds and a fourth in his first four GP starts with Lotus in 1964. Yet that might have been Ryan, a man chastened and improved by his big escape at Reims back in '62, alongside Jim Clark in Formula One. Might. M



AC de Monaco


CHRISTIE'S
CUV 800C
VUU 777
D57 URG
K68 WWL
OKE!
Exceptional Motor Cars from the Collection of
Sir Elton John
Auction
5 June 2001
at Christie's London, King Street
Viewing
2-4 June
The Jack Barclay Showroom
Berkeley Square
London W1X 6AE
Enquiries
Rupert Banner
rbanner@christies.com
44 (0)20 7389 2851
Catalogues
44 (0)20 7389 2820
London
8 King Street
St. James's
London SW1Y 6QT
www.christies.com



Main: Driving an Alfa P3, Shuttleworth won the first 300-mile Donington GP in '35, beating Earl Howe's Bugatti T59

Above: An 1897 Panhard-Levassor was his mount for the London-Brighton. A passion for aeroplanes (below) is still evident in the Shuttleworth Collection based at Old Warden in Bedfordshire





RICHARD SHUTTLEWORTH ENJOYED A BACKGROUND FEW CAN DREAM OF. AND HE MADE THE MOST OF IT, AS BILL BODDY REVEALS

CHARIOTS



All photographs: The Shuttleworth Collection

OF A FLYER

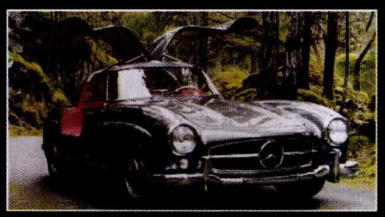
RM AUCTIONS INC.

Monterey
SPORTS CAR AUCTION

AUGUST 17 & 18, 2001

A SELECTION OF LAST YEARS HIGHLIGHTS





1955 Mercedes-Benz 300SL Gullwing
Sold for $319,000



1966 Shelby GT350 Mustang Convertible
Sold for $203,500



1951 Ferrari 340
America Competition Spyder
Sold for $594,000

CONSIGNMENT & MARKET EVALUATIONS:

David Gooding, President & CEO (866) 762-8284 david@rmauctions.com

Jack Boxstrom (613) 476-9132 jack@rmauctions.com
Mike Fairbairn (800) 211-4371 mike@rmauctions.com
Ian Kelleher (866) 762-8284 ian@rmauctions.com
Rob Myers (800) 211-4371 rob@rmauctions.com
Dennis Nicotra (203) 397-0734 dennis@rmauctions.com
Dan Warrener (800) 211-4371 dan@rmauctions.com

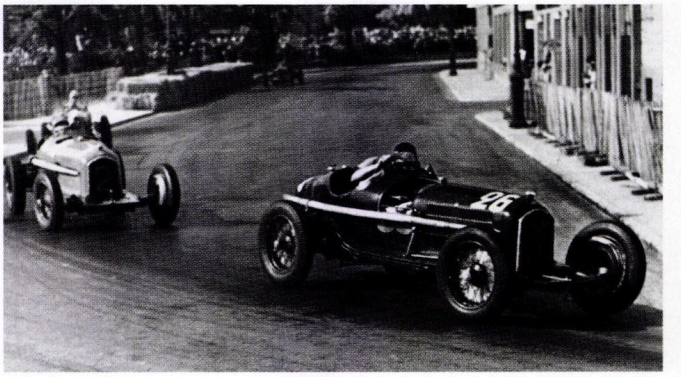
CATALOG REQUESTS, BIDDER REGISTRATION & SALES INFORMATION:

1 . 800 . 211 . 4371

www.rmauctions.com

9300 Wilshire Boulevard, Suite 550, Beverly Hills CA, 90212
tel: (310) 246-9880 fax: (310) 246-9744

Grundy PASSPORT TRANSPORT Greenwich Time CARMEL BY THE SEA DAIMLER CHRYSLER dR DelPriore Registry HAGERTY INSURANCE Meguiar's since 1901 LEFTBID.com bid live online!



RICHARD ORMONDE (AFTER LORD Ormonde, a godfather,) Shuttleworth was born on July 16, 1909, at the 7500-acre Old Warden estate at Biggleswade in rural Bedfordshire. His father, Colonel Frank Shuttleworth, had married his mother when he was 57 and she was 23. She was the daughter of the Rev. Lang, England's then-fastest bowler. The bride and bridegroom were presented at court to HM King Edward VII and Queen Alexandra, before going to live in Old Warden manor house (built 1872) but had a town house in Berkeley Square. The family wealth came from the long-established firm of Clayton & Shuttleworth, agricultural engineers and steam-wagon makers. At the age of 23, Richard Shuttleworth inherited some £23m in today's values.

The young Shuttleworth (ROS) went to Eton in 1922 but left prematurely, not expelled, but 'superannuated' for failing exams. Richard (only his very closest friends called him Dick) then went to a 'crammers' to enable him to join the Army, as a Second-Lt in the 16th/5th Lancers.

His mother had a driving licence by 1903 and the boy was well-acquainted with cars, driving her Wolseley Ten before he was old enough to do so legally. He was also a good rider, and took to his garrison at Tidworth his bay mare, an Alsatian and a sleeve-valve Sparkbrook motorcycle. He went to Sandhurst in 1930, where he was successful in point-to-point races, attended by his groom. For a wager he rode up two flights of carpeted stairs and down again; his CO was not amused.

He then discovered Brooklands, racing a s/c A7 there in 1931, with zero success. Posted to Midlothian, a faster car was sought. A fellow officer had there acquired a s/c 2.3-litre sleeve-valve Arrol-Aster, and ROS got one in London for £142. At Brooklands, as 'R Ormonde' to guard the estate Trust and his mother from worry, he lapped at 88.15mph, before retiring.

ROS helped pay for sending both cars to Birkin & Couper to be prepared for the 1931 TT, after 'Lockwood' (Peter Hope-Johnson) had tried his car, with Jack Bartlett, at Le Mans but retired.

Shuttleworth then decided to opt for Bugattis, with a T35 and a T39, tuned by Papworth's in Filmer Road, Fulham. During the BARC Senior Mountain Handicap in August 1932, Fotheringham Parker's Alvis went over the banking and ROS courageously but foolishly stopped on the banking to render help. He then won the Hereford Lightning Long Handicap, and was second in the Lightning Mountain race. In the September Mountain Championship race ROS was third, and second in another such race.

Flying now occupied much of ROS's time, but he and Charles Brackenbury took a T51 Bugatti to the IoM for the 1933 Mannin Moar, a true road race with hazards now almost impossible to contemplate. 'The Brack' led until overtaken by the Alfa Romeos; ROS took over, but when signalled to make a pitstop, he swerved in immediately, skidded and demolished several of the temporary pit structures. He was amused, blaming it on a burst tyre; the car was damaged and he lost his competition licence for a while.

The following year he drove more soberly at Donington Park, to a second place behind A H Eccles, both in Bugattis, and then had a great duel with his close friend Charlie Martin in the Donington Trophy event, finishing fourth in his twin-cam T51, ahead of Martin's single-cam 2.3. ROS returned to the IOM for the Mannin Moar in 1934 but his Bugatti threw a rod.

ROS was already a director of Railton Cars and had set up at Old Warden a business 'not to make money, but to obtain discounts on racing car parts' for which he had converted a Rolls-Royce into a truck. When his mother was ordering the latest Rolls, ROS told the salesman they needed it as the other one was being used for muck-spreading.

At Brooklands in 1935, he ran both his s/c 2.3 Bugattis at the opening meeting, and at Easter his new P3 monoposto 2.9 Alfa Romeo. Heavy handicaps were against him, but he lapped fastest in Heat One and in the Final of the Mountain Championship. At the Autumn races he won the headline event, and later took the Mountain course record at 82.06mph. At Donington, he drove a steady 25-mile race in the Alfa to beat Eccles in his T59 3.3 GP Bugatti.

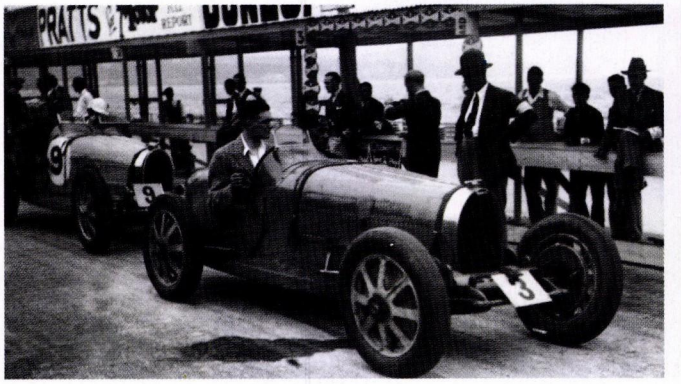
ROS rounded off the 1935 season by winning the 300-mile Donington GP with the Alfa Romeo, from the T59 Bugattis of Earl Howe and Martin, with 45.8sec in hand, in spite of tiring brakes.

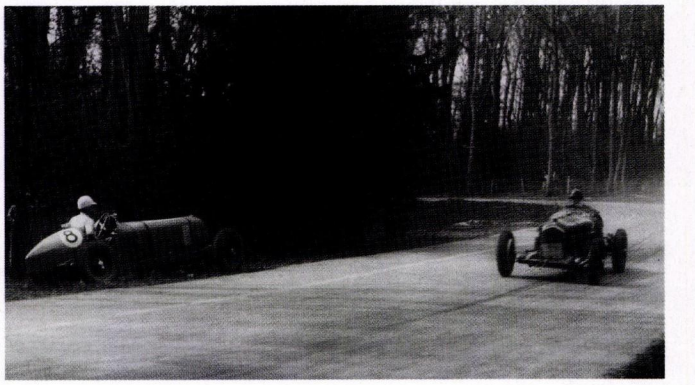
In the Dieppe GP, he came home fourth after a faultless drive, ahead of such well-known Continentals as Reusch, Bruet and Raph, beaten only by Dreyfus, Chiron and Wimille. In his third try in the punishing IoM race, the P3 Alfa led, but after 14 of the 50 laps, it developed gearbox and back-axle derangements.

In the Nice GP, his Alfa Romeo tailed the works cars of Nuvolari, Chiron and Dreyfus, until the gearbox protested. At Brighton he made FTD, in 22.68sec (79.36mph), a car record.

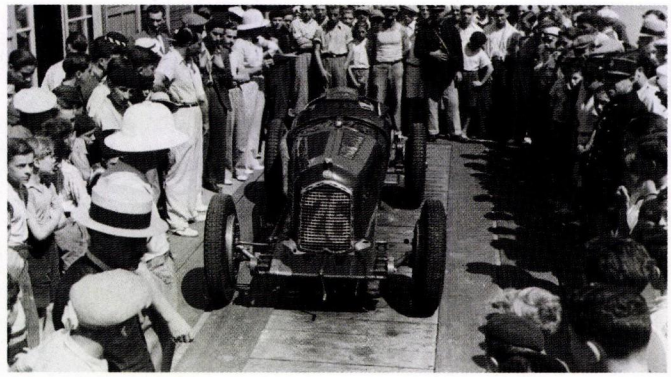
As with many wealthy young drivers of this era, ROS was full of action and pranks, and he had many speeding charges, one in Hyde Park, and when he and his friends found the local council's steam-roller still simmering one night, they drove it home, which resulted in a difficult police visit for Mrs Shuttleworth the next ➳

Above: ROS shone in the 1935 Nice GP, mixing it with the Scuderia Ferrari P3s of Chiron, Dreyfus and Nuvolari
Below left: He crashed this T51 in the '34 Mannin Moar. Below right: Avoiding ERA at Donington Park in '35





morning. One of her important garden parties found ROS bombing it from his DH Dragon with toilet rolls, which streamed on the trees long afterwards. When he went out in his Railton after his licence had been temporarily suspended, the police guarded some of the Old Warden gates, to apprehend him on his return. A gardener rang the house and Mrs S advised her son to remain with his friends overnight. But he decided to return, using a little-known back drive. That night he instructed that a table and cutlery be set up at the gate, which was still being guarded, and a full dinner be served to the constable, with his compliments.



He delighted in showing alarmed passengers how well a Railton would skid on dry roads, but his only serious road accident involved his Alvis – an FWD model apparently, behind which he towed an aeroplane. Afterwards he left it in the Tidworth car park, to the annoyance of his fellow officers. He was immediately removed from the local hospital to London by Mrs S and convalesced for six weeks in Madeira.

The cars ROS used included his Railtons, a 1912 open Rolls-Royce, a 1926 30/98 Vauxhall, a hack Morris Oxford, later replaced by a vintage Jowett used for getting from his shed to the aerodrome to lunch in the Paddock (and which during the war Mrs S kindly let me have – we towed it from Old Warden to Farnborough behind Joe Lowey's 1100 HRG), an Essex Terraplane, a TA MG which ROS would immobilise during wartime by removing its steering wheel, which he would then carry into the Cavalry Club under his arm, and a Ford V8 converted to run on paraffin.

In January 1936, ROS went out to South Africa for the East London GP. The Alfa Romeo had been fitted with de Ram shock absorbers and he complained of poor handling even after many adjustments. The Alfa left the road and ROS was flung out and seriously injured. His mother had a heart problem and was advised not to fly out but came as quickly as possible by sea. Her son was unconscious for 19 days and did not return to England until late in April. He never raced again.

ROS's other interests included flying and antique cars and aeroplanes, leading to the excellently visitable Shuttleworth Collection of today at Old Warden. His first veteran car was a rebodied 1897 Panhard-Levassor which had taken part in the Paris-Amsterdam race. After much trouble it got to Brighton, after nearly six hours (an average of 7.95mph). The car was thereafter properly restored.

ROS was still with his regiment in Scotland but continued to collect veteran cars such as a tube-ignition Daimler, a 1900 single-cylinder Peugeot used for many 'Brightons', and an 1898 belt-drive Benz, bought from Ken Kirton in Honiton in 1930 for £35 and beautifully rebuilt. There was also the aforementioned de Dietrich, given a 'Paris-Madrid' body and, reputedly, alloy pistons.

ROS loved steam and had a 1901 Locomobile and a White steam-car; he took out an HGV licence so as to drive a steam-roller, and for some time the estate fire-engine was a very aged steam-powered Shand Mason. This veteran car activity continued until the outbreak of war.

Shuttleworth was as good a pilot as he was a racing driver. He had his first flight with George Stead in 1927 in a DH Moth, and in 1931 he was taught to fly at Renfrew. After his posting to Tidworth he flew with the Hampshire FC, in Moths and a Robinson Redwing. In 1932 he got his A-licence at Brooklands and bought a used Cirrus Moth, G-EBWD, for £300. This was eventually crashed on a visit to Mrs S at Clermont-Ferrand, but was repaired and ROS flew it back. There were the usual adventures with bad weather, forced landings and narrow misses. ROS became a director of the Comper Company and bought two Comper Swifts, the 75hp Pobjoy-engined G-ABWE and a 120hp Gypsy-engined one, G-ACBY.

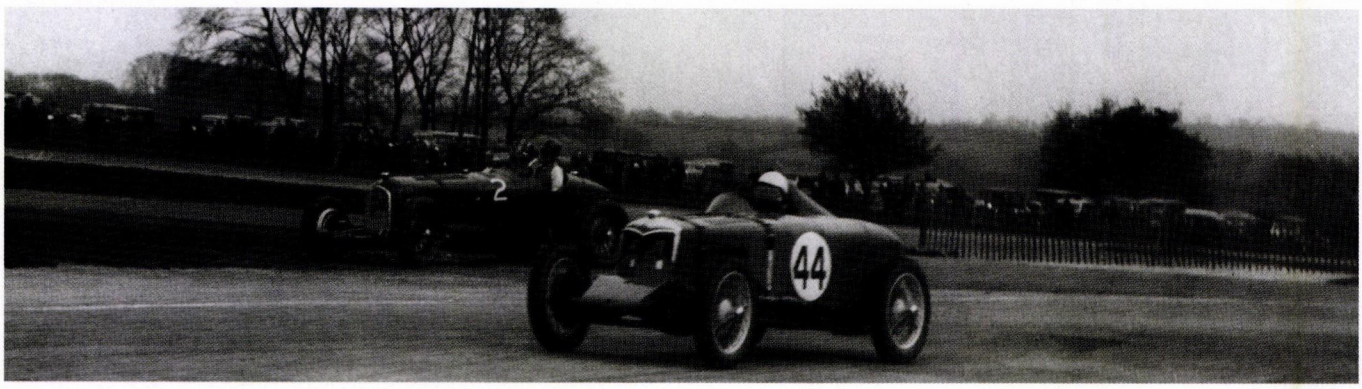
The 23-year-old pilot and Stead flew them the 6000 miles out to India in 12 days, to compete in the Viceroy's Trophy Race, in the cramped open cockpits in the cold of January. ROS retired in G-ABWE with a broken oil pipe but Stead won the Wakefield Trophy, averaging 163.4mph for the 700-mile race.

ROS had by now formed Warden Aviation in Bedfordshire, and eventually bought three Hermes-Desoutter monoplanes. He also purchased the ex-Prince of Wales DH Dragon, intended for aerial advertising with neon-lit slogans.

He joined the RAFVR and was killed night-flying in that difficult aeroplane, a Fairey Battle, on August 2, 1940. He was buried at Old Warden.

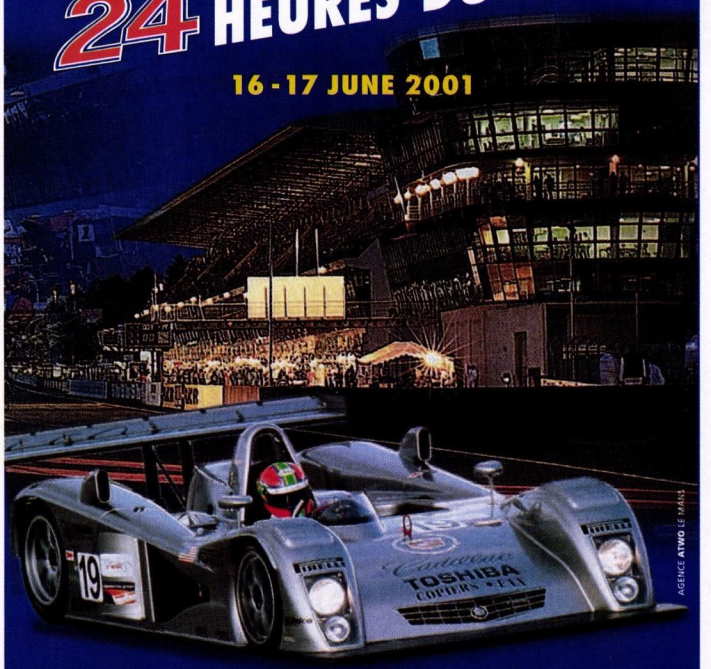
Antique aeroplanes fascinated ROS as much as veteran cars and he flew them from time to time. MOTOR SPORT's former slogan 'Land, Air, Water' died long ago, so perhaps I had better just list those he purchased, which started the splendid assembly now at Old Warden – some of which you can see for yourselves on the Collection's open days. They included a 1910 Deperdussin, a Blériot XIV with three-cylinder Anzani engine, a Le Rhône-Sopwith Pup, a 50hp Gnome-Blackburn, a 1915 Clerget-Avro 504, a 1918 Le Rhône-Hanriot and a Spartan Arrow. M

Above: A scorched crowd gather round ROS's P3 at Nice. Cowling was removed to allow better cockpit airflow
Below: Renowned as a wild driver, ROS has a grassy moment dodging a Riley at Donington's Redgate Lodge Corner



IS THERE MORE TO LIFE THAN THE 24 HEURES DU MANS

16 - 17 JUNE 2001



...LET US KNOW WHEN YOU FIND IT !

LE MANS CLUB 24
PASSEPORT avantages

DIRECTLINE ENGLISH
00 33 243 61 08 24
www.lemans.org

Get to the very heart of the Le Mans 24 Hour Race.

Become a member of the A.C.O. now !

The Club that created and organises
The Le Mans 24 Hour Race...
bringing superb benefits and value to its members.

Please SEND ME A BROCHURE on the benefits of A.C.O. membership

NAME / SURNAME

ADDRESS

CITY / TOWN

POST CODE

PHONE

MO SP 06/2001

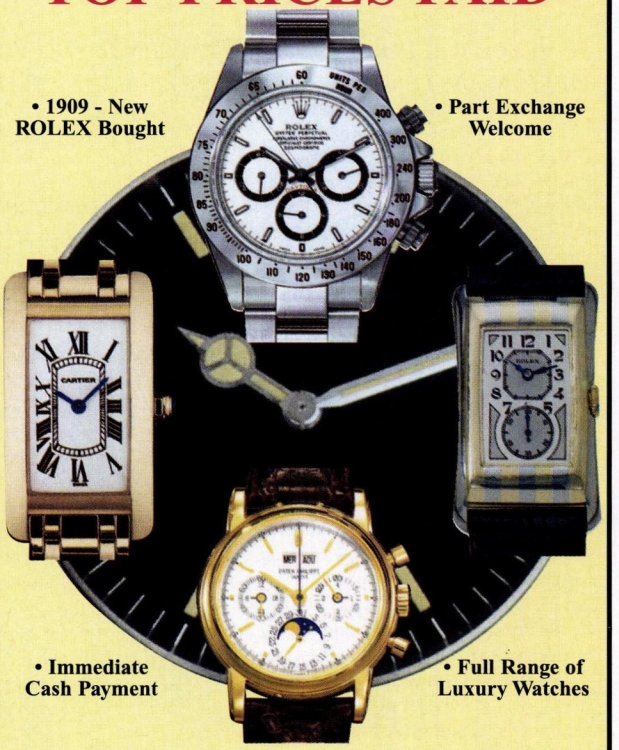
MAIL OR FAX THIS COUPON TO
AUTOMOBILE CLUB DE L'OUEST
CIRCUIT DES "24 HEURES" 72019 LE MANS CEDEX 2 FRANCE
FAX 00 33 243 40 24 15

Royal Arcade Watches

WE BUY
ROLEX
PATEK & CARTIER
"TOP PRICES PAID"

• 1909 - New ROLEX Bought

• Part Exchange Welcome



• Immediate Cash Payment

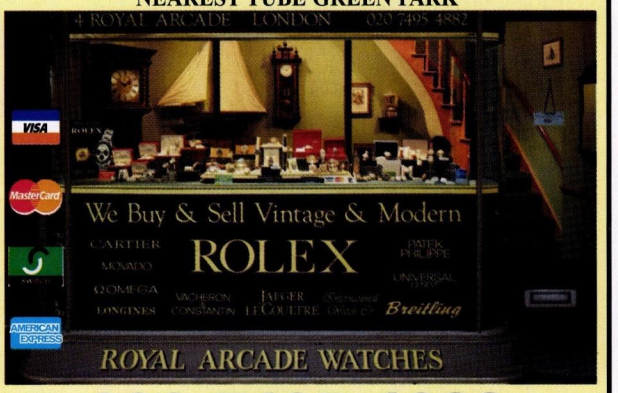
• Full Range of Luxury Watches

Buying? Selling?
We Guarantee You the Best Value for Money

Rolex - Cartier - Patek Philippe - Breguet - Franck Muller
Audemars - Breitling - IWC - Jaeger - Omega

Please phone for offer or visit our shop

Royal Arcade Watches
4 Royal Arcade, 28 Old Bond Street, London, W1S 4SD
NEAREST TUBE GREEN PARK

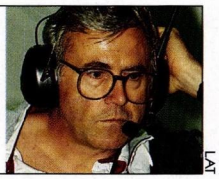


020 7495 4882
www.RoyalArcadeWatches.com

GP CISITALIA

IT NEVER RACED, YET THERE IS PLENTY OF EVIDENCE TO SUGGEST THAT THIS ADVANCED MIX OF GERMAN DESIGN AND ENGINEERING AND ITALIAN CRAFTSMANSHIP WAS ON THE VERGE OF A RACING REVOLUTION

PETER WRIGHT
FIA Technical Advisor



LAT

IT WAS TAZIO NUVOLARI WHO INSPIRED THIS PROJECT, the Porsche Type 360; looking for a competitive Italian GP car to drive after the war he approached the Cisitalia company. They had several projects under way with Porsche – a sportscar, a tractor and a water turbine – but they contracted him to design a GP car as well. This diversity was one of the reasons it never came to fruition. In the end there was not enough finance, and they went for the road-going car for which customers paid in advance. But it shows the breadth of the Porsche design office; and if it had been successful, it would have predated the mid-engined move by 10 years.

Porsche did the drawings in 1947 when he had just come out of jail and his company was effectively occupied by the Allies, so there were all sorts of problems in doing any business at all. He says in his book it took nine months to arrange a visit to Italy; everything he did had to be cleared by the British authorities. To build a GP car under those conditions is remarkable.

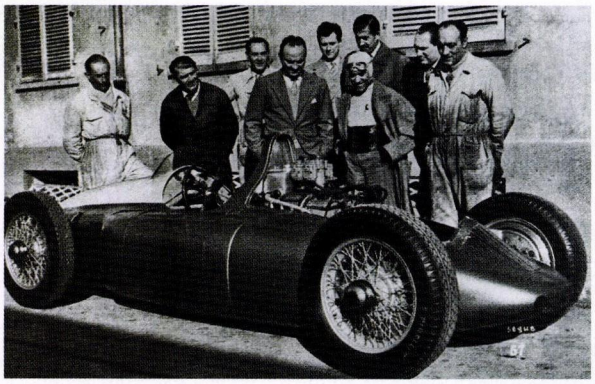
I'm a research and development engineer involved in concept technologies, so the cars that interest me are those which embody significant new technology and move the state of the art forward. Unfortunately, the cars that really attract me have already been covered in your series, particularly the Chaparral, because between Chaparral and the Chevrolet research department they really did move the whole technology forward in the '60s, well ahead of grand prix cars. Composite monocoque, two-pedal control, wing and ground-effect aerodynamics, automatic gearbox, fan. And they did it all thoroughly, because they measured and modelled things, which immediately starts to reveal what you need to do next.

Chevrolet were their technical resource, Jim Hall and his lot were the racers with the test track, and they were away from Detroit and could get on with it without too much meddling. It was exactly the right combination to move things on, and they did.

The Cisitalia never ran in a competitive race, so it's difficult to tell whether it would have worked, but it embodies a lot of interesting features which look right. It was designed to the same s/c 1.5-litre formula as the V16 BRM, though I have read that Porsche also designed a 4.5 normally-aspirated version of it. I don't know if that was ever built.

It was designed to produce 350bhp initially, but Laurence Pomeroy analysed it and said he could see no reason why it shouldn't produce 550bhp. In his comparison at the time the only car which would have got near it in terms of bhp per ton was the V16 BRM. So it would have been head-to-head with that – although they both would've been stumbling over themselves.

What interests me is that Ferry Porsche is a very fundamental-thinking engineer. He also had with him Eberan von Eberhorst, who worked on the second-generation Auto Union, and Nuvolari had raced the Auto Union, so the group of them had a lot of experience of one of the most successful pre-war grand prix cars. Porsche had obviously thought a great deal about it, probably while he was interned, and decided that the rear engine was right, but he had to change the configuration of the car. So it's a second-generation mid-engined car with the driver moved back to overcome some of the Auto Union problems. The engine is obviously going to be powerful enough; the new suspension is pretty advanced, with twin parallel trailing arms, very sophisticated, and it had selectable four-wheel-drive, controlled by a lever under the steering wheel.



Cisitalia boss Piero Dusio shows Italy's new grand prix car to Nuvolari

He could see that the pre-war cars were unable to utilise the power they were producing, 600-odd bhp, through the narrow tyres they had; so he decided the only way was through 4WD. Presumably the driver would have engaged drive to the front wheels coming out of a corner to get the acceleration all the way down the straight.

Another innovative feature was its synchromesh gearbox, a very early application of what became the Porsche system. Engine and transmission were very compact, being a flat-12. The shaft passed under the driver on the centre-line and stepped up again to the front diff, so it was not significantly higher than other cars of the era, and it was quite streamlined, quite Porsche-like. There'd be drag in 4WD, but it was not an underpowered car; Porsche clearly felt the traction advantage outweighed the drag.

The engine was quite advanced: roller-bearing crankshaft, wet liners and twin vane-type superchargers which had not been run much in grands prix – they were nearly always Roots-type, though it was designed to take either, according to Porsche. A pretty good design overall – low, short, compact, robust and a lot simpler than a V16. A good sound modern engine.

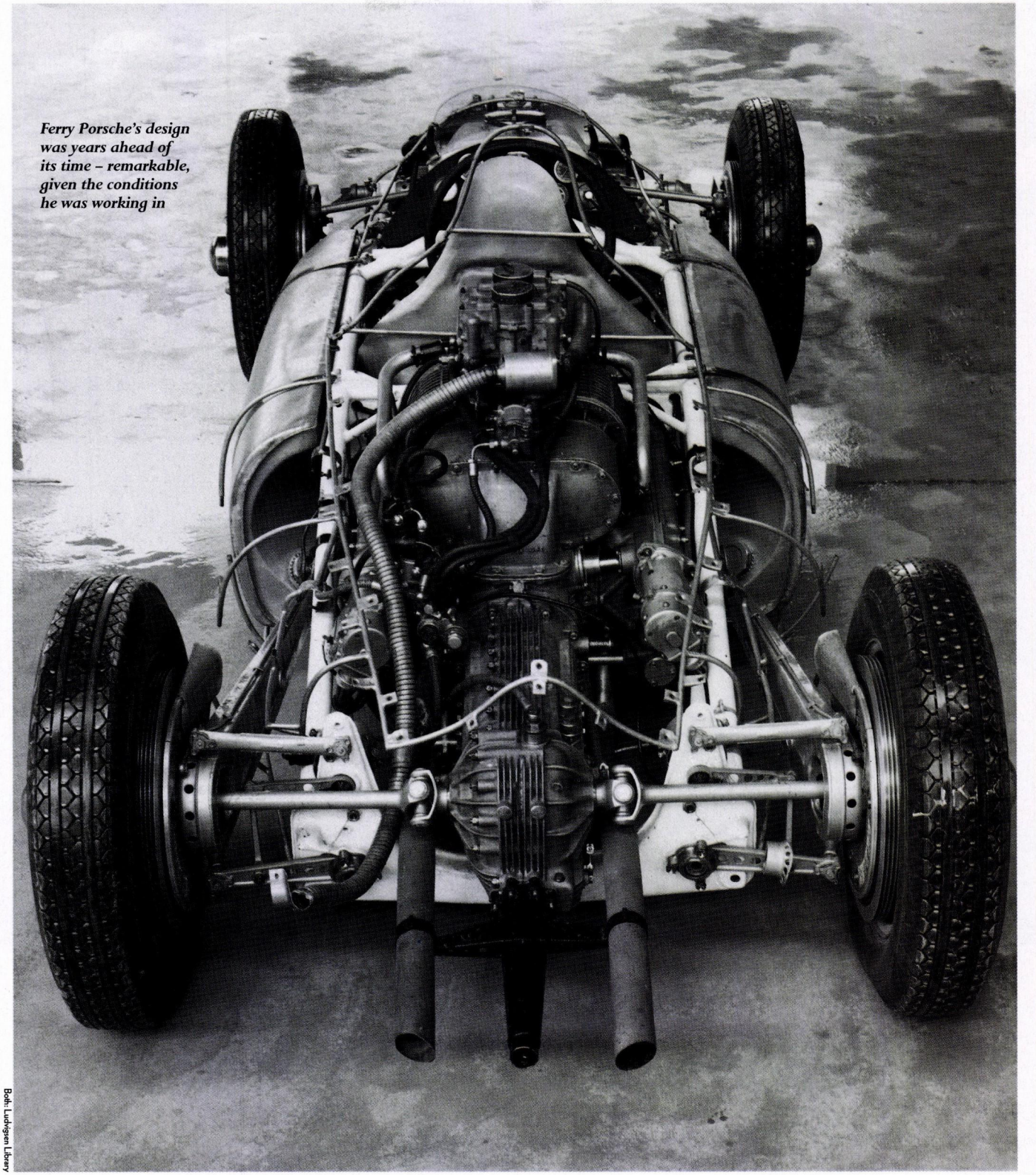
Some of the heavy bits are quite high – the superchargers and an oil tank above the front wheel centre-line – but the corners weren't terribly important in those days; it was nearly all about straights and acceleration. Power, weight, frontal area, traction were what determined performance. What allowed the lightweight, relatively underpowered British mid-engined cars to excel after the war was the type of track which came then, much more corner and less straight.

The whole car was very compact with a well-designed spaceframe, and very clean aerodynamically, in the way Porsches are; the driver sits about the middle, much better than an Auto Union. It was a fundamental step forward in design, most of which has turned out to be right. Obviously 4WD is questionable, but then later 4WD systems had very different tyres with much more rubber per horsepower; I think 4WD might have worked in these circumstances.

If Nuvolari had been able to properly develop the car and drive it, it might have changed the course of GP history, which to me makes it a very significant car, even though it never proved itself.

I don't think we'll see any more big jumps – the regulations are against it. It's so expensive and risky now, there's so much at stake in building a new-concept car that the people who spend the money – team principals, trade sponsors – have guided F1 towards regulations which will prevent it.

Peter Wright was talking to Gordon Cruickshank



Ferry Porsche's design was years ahead of its time – remarkable, given the conditions he was working in

Both: Ludvigsen Library



'The Mad Russian'

BILL VUKOVICH WAS HEADING FOR A HAT-TRICK OF INDY 500 WINS WHEN HIS OFFY ROADSTER FLIPPED END OVER END. THE DEATH OF THIS ENIGMATIC POOR KID FROM CALIFORNIA SENT SHOCK WAVES THROUGH THE PADDOCK, BECAUSE EVERYBODY WANTED TO BE LIKE HIM. BUT, SAYS JOE SCALZO, THERE WAS ONLY ONE



All photographs: Indianapolis Motor Speedway

JAN OPPERMAN – SPRINT CAR REBEL, FLOWER CHILD AND holy roller Christian minister with magic roaring out of his ears – was a trendsetter. This was in the 1970s. Emulating their idol, other outlaw drivers also grew out their hair, dressed down in freak threads and became pious churchgoers. 'Jesus Saves' stickers sprouted like flags on the flanks of sprinters. Anything to be like Opp.

None of this was new.

Some 20 years earlier, back at the Indianapolis 500 during the beginning of the dinosaur roadster 1950s, it had been Billy Vukovich-mania. All the hard-faced young bulls in their Mobilgas T-shirts and 100-mile-an-hour-club leather jackets would be treading through Gasoline Alley taking short provocative steps while using both hands to squeeze away at rigid rubber balls that buffed out their forearms. Everybody was trying to look like Vookie, 'the mad Russian', the 500's sensational near-winner of '52.

Completely unimpressed with the macho spectacle, most of the Brickyard's rockhead regulars dismissed it as phoney and a big load of gamesmanship. So one day in 1953, leathery Spider Webb, a rockhead, challenged Vookie-idolising ball-squeezer Walt Faulkner. "Hey, you little punk," Spider taunted, "lemme see one of those balls." Everybody got a good yuk when Webb gave it quick squeeze, then hurled it back at Faulkner. Just one squeeze, Spider seemed to sneer, was all that was required to get him physically conditioned to go 500 miles.

No way, Spider baby. On this wonderful Memorial Day of 1953 a molten sun gave Indy the works and roasted its combatant drivers without mercy. And among the first to get wiped out and dehydrated was old Webb, who afterward was made to stand in a 50-gallon drum of water to recuperate.

But he wasn't alone: old rockheads and young Vookie-emulators alike – Faulkner among them – fell out of their seats, almost two dozen of them in all. Some 16 or 17 different relief chauffeurs were pressed into emergency duty; barely a dozen of the 25 dirt cars and eight streamlined roadsters were still circulating at the completion of the 500; one rockhead died of heat exhaustion and seven were in and out of the infield hospital.

'Lapping his opponents, Vukovich won in a devastating runaway'

Lapping his outclassed and barbecued opponents two times, three times, a dozen times, Vukovich won in a devastating runaway. And then in '54, he won big again. "If nobody crosses his path, he'll be good for another five or six," somebody predicted in '55. It sounded like an excellent call, and would have been, except for Vookie's violent and unexpected demise on the 56th lap of that year's 500.

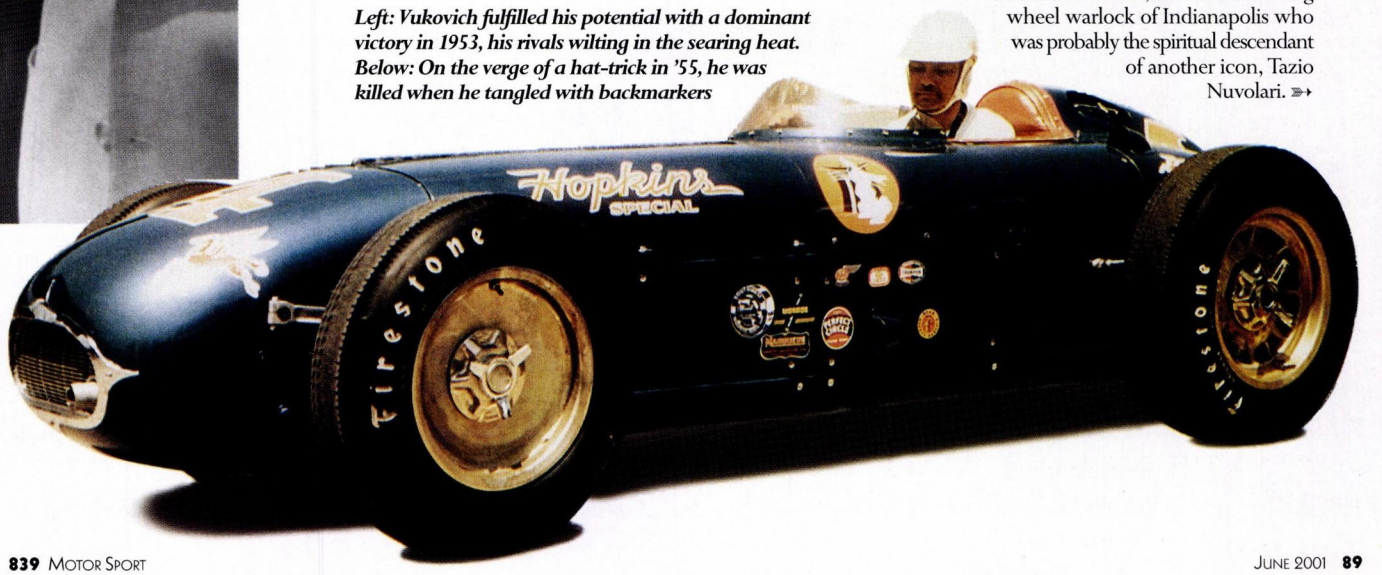
Think of the day Ayrton Senna died – that was the sort of earthquake that Vukovich's passing created. Especially in Indianapolis, where the night after the accident, everybody at the White Front saloon was locked in deep and desperate mourning for their enigmatic icon. But then, just when everybody was preparing to die of sadness, there was an incident. Deep into drink, a fringe mechanic and no-account named Stoogie Glidden suddenly began boasting that *he* had been the only one there who'd ever really known the overpowering and mysterious presence who'd been Vookie.

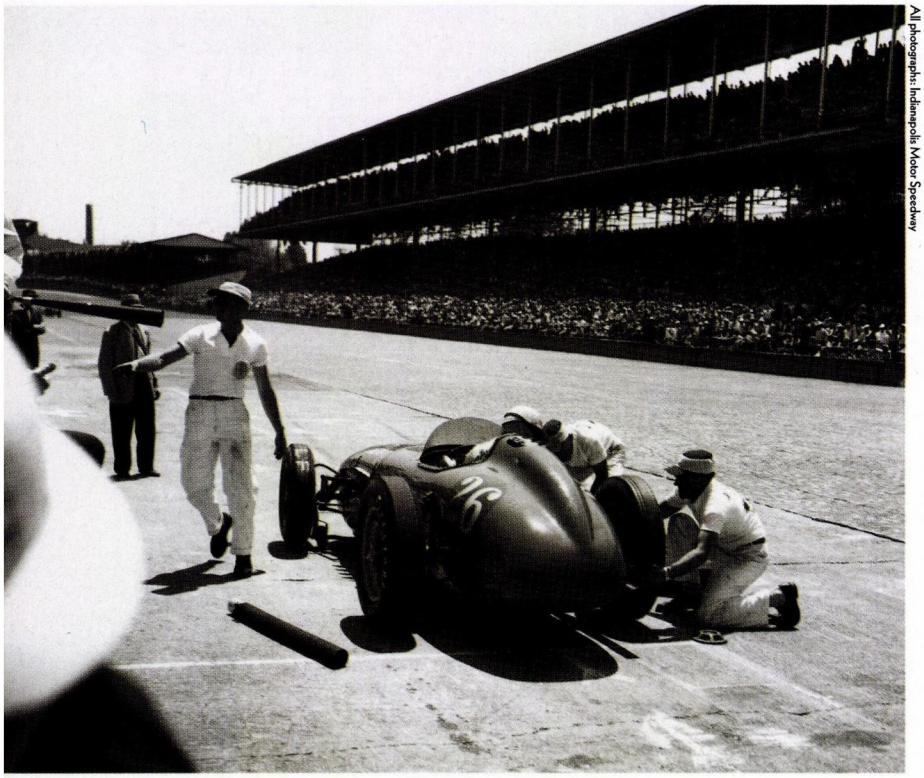
What an outrageous and dangerous thing for Stoogie to say. Through the years, his constant popping off had earned him so many punches that hardly anybody in the White Front even bothered getting angry with him anymore, but this was different. This was over the top. As was well known, Vookie had purposely barricaded himself from the outside world with a permanent 'No Trespassers' glare; *nobody* had really known him, certainly not Stoogie.

So, with everybody in the White Front clamouring for the job of taking Stoogie outside and thrashing him for this desecration of Vookie's memory, volatile Herb Porter got the call. Unfortunately/fortunately, the resultant 'battle' was an anti-climax. Herb was six feet tall and skeletal thin; Stoogie was a human fire plug with a red drunk nose. Herb directed roundhouse blows at Stoogie that missed, and Stoogie retaliated by threatening Herb with the *delirium tremens*. Nonetheless, it was the kind of heat that only Vukovich was capable of stirring up – even posthumously, and for years afterward.

Who – or exactly what – was this Vookie? Certainly he was a great deal more than just some moody hard case trotting around scowling and mashing hand balls. As a matter of fact, he was the steering wheel warlock of Indianapolis who was probably the spiritual descendant of another icon, Tazio Nuvolari. ➳

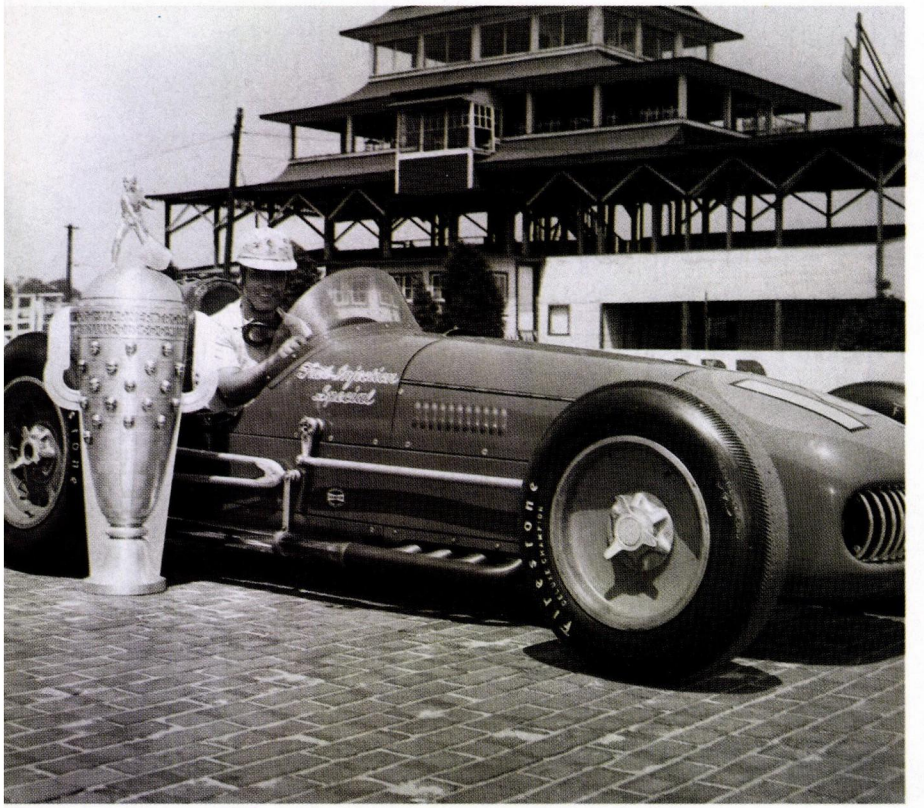
Left: Vukovich fulfilled his potential with a dominant victory in 1953, his rivals wilting in the searing heat. Below: On the verge of a hat-trick in '55, he was killed when he tangled with backmarkers





All photographs: Indianapolis Motor Speedway

Vukovich came within nine laps of winning Indy in 1952 (above), failed steering putting him in the wall, but he and the Fuel Injection Special made amends in '53 (below), winning $89,496



And, with due apologies to the likes of Parnelli Jones and Rick Mears, Vookie was able to dominate the old Brickyard like nobody before or since.

He came out of a big, passionate family of eight loving brothers and sisters living hardscrabble amid the grape and raisin vineyards of dry gulch Fresno in central California's San Joaquin Valley furnace. He and his siblings jumped into Pacific Coast midget car racing during the sport's last hurrah decade of the 1940s.

Sometimes the brothers Vukovich raced seven nights a week – at Stockton, Sacramento, Pasadena, Culver City, Saugus, Tulare, Bakersfield, Huntington Beach, San Diego, San Bernardino and all those other long-forgotten fifth-, quarter- and third-mile bowls of which Gilmore Stadium in downtown LA was the jewel.

They only earned chump change – hamburger-and-French-fries prize money – but this was shivering, breathless, roughhouse, no-holds-barred combat that was as all-American as Vukovich himself, his Slovakian surname notwithstanding. The gritty little dirt tracks were cramped and claustrophobic, traffic was everywhere, and holes that opened quickly slammed shut even quicker. The stone-cold act of blasting into and through a slot an inch wider than your race-car was a nightly ritual.

Vukovich won main events in the hundreds; he twice won the Pacific Coast seasonal title. When he took his act out of California and barnstormed the country in 1950, he became midget car champion of the U.S.

Master of the buzzbomb Offenhauser four-banger that he was, he learned all his moves in something far less ritzy. And far hotter, too. It was a ragamuffin little monster named, variously, the Popsicle, the Washing Machine, and Old Ironsides. An econo-brew of Franklin and Chevrolet junkyard parts, its fuel tank was a five-gallon milk container with the top cut off. Horsepower was courtesy of a banshee 'Drake' power plant – the bottom half of a 74-inch Harley hog bolted to a pair of water-cooled barrels jacked up to a violent compression of 15:1. The doughnut-tired hybrid shook and snarled like mad, and Vookie tamed it racing barehanded.

He hated 'binders', and at first refused to race with any, just like the flat-track motorbikers. But after running over the tops of too many slower cars he reluctantly added a single rear drum brake. Later he added a second drum, but he used Studebaker wheel cylinders, the tiniest available.

He also did something extremely dangerous with the tyres, running a sharp outside edge that made the car prone to tipping over in corners. In fact, Vookie's corner speeds routinely exceeded his straightaway speeds (he ran gear ratios nobody else could). The explanation was that fast qualifiers on the blazing Pacific Coast tour were inverted, meaning that Vookie always had to start at the back. And because a typical dirt track surface glazed up and slicked off in barely 10 miles, he required an outside edge to lean on while opening his bag of dirty tricks and gassing through traffic faster than anybody else could or would.

'Blasting into a slot an inch wider than your car was a nightly ritual'

How Vukovich climbed out of midgets and discovered his true home in the big wagons of the Indy 500 is an amazing story. It started in 1949 when

he and his baby brother Mike were stuck home in Fresno listening to the radio broadcast of the 500, vowing to go themselves in 1950. They did, taking with them Fred Gerhardt's no45 Offy which Vookie raced at 16th Street Speedway right across from the Brickyard.

'Wilbur Shaw, three-time champion of Indy, thought Vukovich was sensational'

Something clicked. Wilbur Shaw, three-time champion of the 500 and Indianapolis Motor Speedway president, thought this Billy Vukovich looked sensational. He escorted him across 16th so that the '25 winner of the 500, Peter DePaolo, could arrange for Vookie to take his rookie driving test in an ancient Maserati. This particular car had carried Shaw to victory in the 500s of '39 and '40, and in 1949 had been raced briefly into the lead by Lee Wallard, who was to win the 500 of '51. Add it all up, then, and it was fate: three 500 champs, who among themselves won Indy five times, plus the automobile that won two 500s and started in seven, all collaborated so that Vukovich passed his novice exam.

The following year, Vukovich was back at Indy with Mike but was having a difficult time locating a ride. His in-your-face attitude wasn't endearing to car owners. So Mike was walking through Gasoline Alley in a group that included Troy Ruttman and Tony Bettenhausen when a representative of the down-at-heel Central Excavating team unexpectedly hailed him: "Hey, Vukovich, you want to try our sled?" The rep had mistaken Mike for Billy, but before Mike could object, Ruttman banged him in the ribs and said, "Say yes". Mike did, then spent the rest of the afternoon searching for Billy to tell him the good news.

Central Excavating's was, indeed, nothing but a tired old sled. Nonetheless, before wearing it out, Vook qualified 20th, then bombed clear up to the top 10.

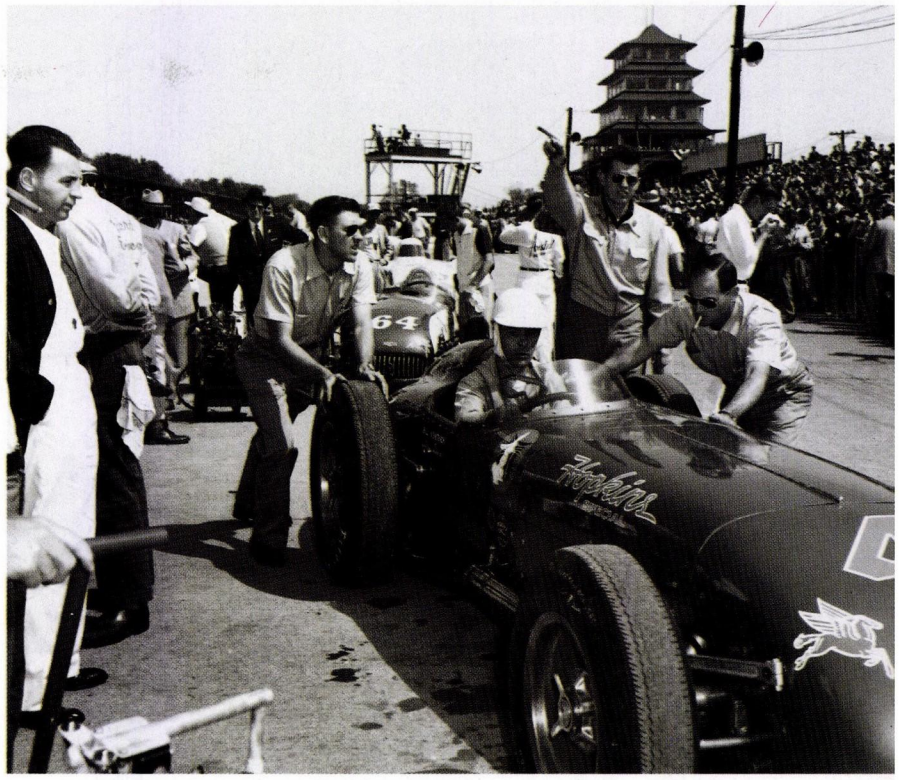
The cannonball run to the front caught the attention of 'the rich kids', Crabby Travers and Jim Coon, so named because they were co-chief mechanics employed by the owner with one of the biggest fortunes of them all, the oil tycoon Howard Brighton Keck.

In 1952, when they were breaking in Keck's new Kurtis-Kraft roadster, the Fuel Injection Special, Travers and Coon got Vookie to race it. But matters refused to gel at first. The K-K wasn't right. Complaining, Vukovich bad-mouthed the Kurtis in his own strange code, 'She's towing a ton of bricks!' Bright boys that they were, Travers and Coon finally cracked the code and solved the problem midget-racing style by wedging weight across the back of the Kurtis. Which was the cue for Vookie to start slamming through all Brickyard corners in amazing but controlled four-wheel drifts.

Slaughtering everybody that year, he led 75 per cent of the 500 until the steering let go with just eight miserable laps remaining and he brained the wall.

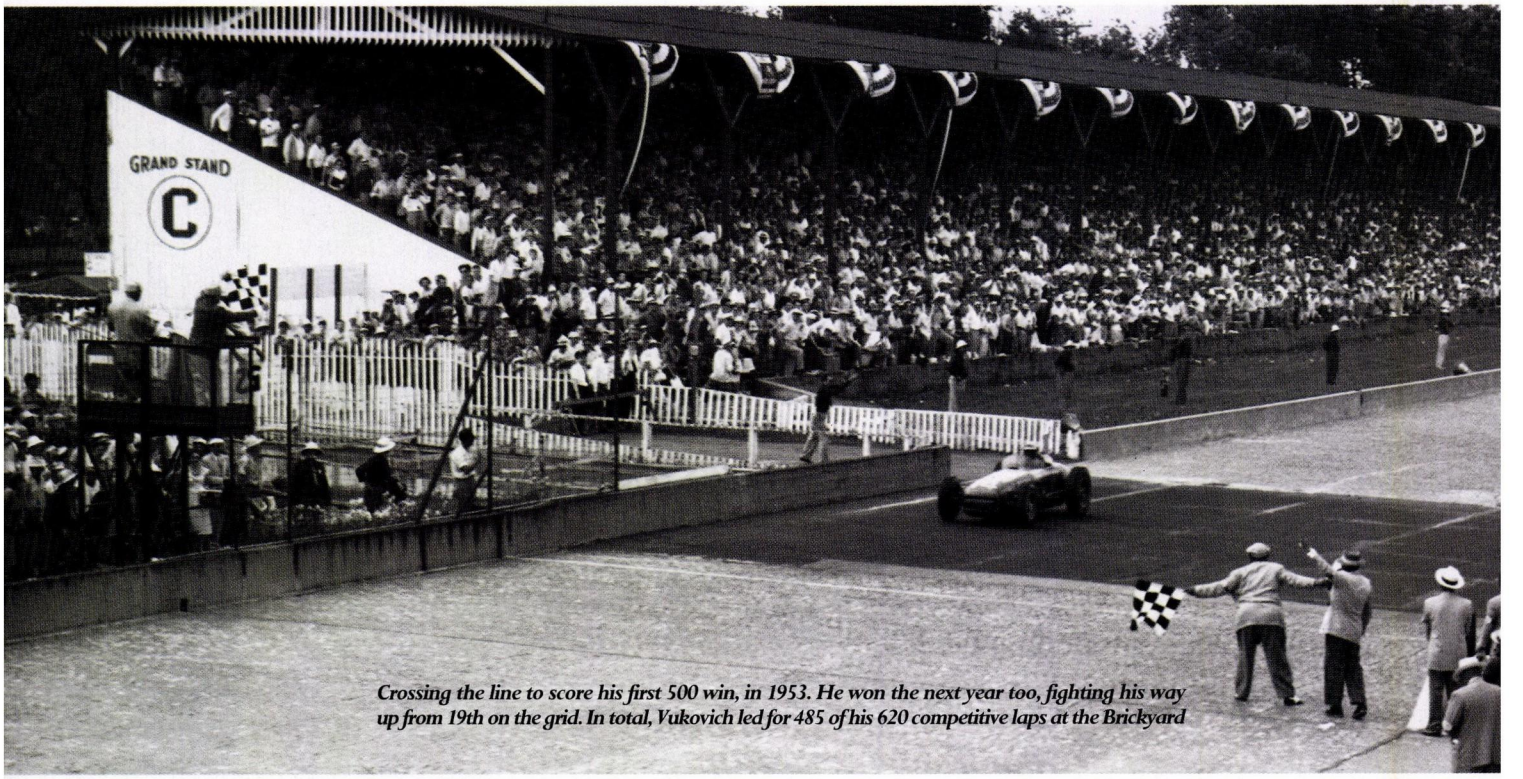
Seeing the winning team of car owner J C Agajanian and driver Ruttman celebrating afterward, Vookie sent them his heartiest congratulations: "You, Agajanian, you square-headed Armenian, and you, Ruttman, you ignorant Okie – you lucky bastards. I just gave you guys $90,000!" That, too, was vintage Vook.

But he and the Fuel Injection Special returned the following heat-struck May to vengefully eviscerate all comers in the previously described calamitous 500 ➳





Vukovich prepares to qualify Lindsey Hopkins' Kurtis-Kraft (above). His team celebrate a new one-lap record (below). It was beaten later the same day, and he'd start his last 500 from fifth



Crossing the line to score his first 500 win, in 1953. He won the next year too, fighting his way up from 19th on the grid. In total, Vukovich led for 485 of his 620 competitive laps at the Brickyard

Indianapolis Motor Speedway

of '53. And next they came off the sixth row to vanquish an inspired Jimmy Bryan in '54.

What, truly, was the secret of Vukovich's successes? After all this time, nobody can really say, except that his persona and driving weren't of this world. Soldier-of-fortune mechanic, Vern Houle, a pall-bearer at Vook's funeral, once called him 'the American Nuvolari' and, unlike a pop-off merchant like Stoogie Glidden, the wild and blasphemous Houle was in a position to know: in the Mexican Road Race of '54, when Team Lincoln was conscripting mechanics to ride along as navigators and ballast for its stable of hell-bent Indycar chauffeurs, Vern had been the only wrench crazy enough to volunteer to ride shotgun with Vook. Each man had taken a shine to the other because they both enjoyed swearing, preferably at each other, 'shithead' being the expletive of choice. Off the road three times on the five-day marathon's opening day, the tremendous duo of Vukovich/Houle still finished second. On day two, they hit the tall mountains.

"Watch it, shithead, you're losing it again!" Houle lectured, just as he and Vukovich sailed off a precipice backward, their Lincoln Town Car crash-landing onto a ledge several hundred feet below. They had to kick apart the windshield to escape, but escape they did. And Houle, who for the following 30 years continued having harum-scarum racing adventures everywhere from Indy to Pikes Peak to Le Mans, never stopped revelling in his standing as the one mechanic with the intestinal fortitude to ride with demi-god Vukovich. Sometimes Vern affirmed, and other times denied, that just as their Lincoln sailed over the lip of the mountain, Vook's snarled words were, "Here, shithead, *you* drive!" Reminded that somebody once said that in a match race between Nuvolari and the devil the smart money would be with 'Nivola', Houle replied that he had heard that story. But he added that in a match race between Vookie and 'Nivola', he would have bet on Vookie.

'Some even concluded that he had been a bent Balkan on a suicide trip'

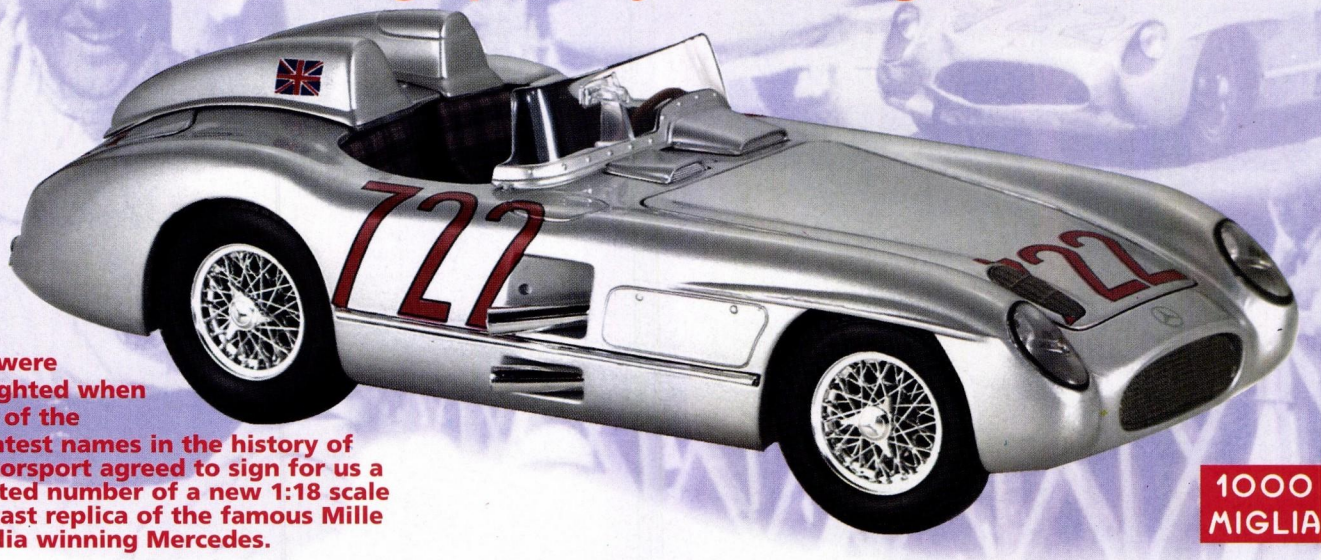
Like Bryan's at Langhorne, Vukovich's Indy wreck on 30 May 1955 – while he was in the lead and on the way to an unprecedented hat-trick 500 score – led some to reconsider him and even conclude that all along he had just been a bent Balkan on a suicide trip. But it was hardly that simple. For one thing – outside of the burlesque show in Mexico – it was the only 'big one' of his career. Nor was it of his own making.

While it lasted, it had been a brawl for first between himself and Jack McGrath, 'the nitro man'. Locking into each other at record speeds, their heavy roadsters getting up to 170mph down the back straightaway, the battling pair continued buzzing each other until McGrath saved his own life by starting to lose his engine. The 'nitro man', in other words, was in the pits with the hood up instead of on the back straight with Vookie when Vookie got trapped between some colliding dirt-track cars and a roadster and then went flipping end over end out of the Speedway.

The accident happened at approximately 10.45am. And Billy Vukovich was such a phenomenon that, after all these decades, many people still remember exactly what they were doing when they received the incredible news. M

The 1955 Mille Miglia winning Mercedes-Benz 300 SLR

hand autographed by Sir Stirling Moss OBE



We were delighted when one of the greatest names in the history of motorsport agreed to sign for us a limited number of a new 1:18 scale diecast replica of the famous Mille Miglia winning Mercedes.

1000 MIGLIA

Stirling Moss never won the Formula One World Championship, partly because of his belief that winning was not everything. He came from an era when loyalty, honour and respect were qualities drivers valued highly. And none more than Stirling, which could be why his is a name which is still so revered all around the world.

THE MILLE MIGLIA

Ask Stirling what his greatest race was and he would answer: the 1955 Mille Miglia.

The Mille Miglia was rich in risks and catastrophes. It was, he once admitted, the only race which brought on butterflies.

By 1955, Stirling had driven the race three times, albeit for Jaguar. In 1955, however, he had two secret weapons: the all new Mercedes-Benz 300 SLR and Denis Jenkinson as his navigator. In addition to not weighing much, 'Jenks' had developed a system for recording information about the race; in effect an early version of pace notes.

Five million people lined the route as Stirling set a record never to be surpassed. 10 hours, seven minutes and four seconds for the 990 mile race at an average of 97.95 mph.

This great achievement for Moss and Mercedes remains one of the most memorable races in the history of motorsport.

THE 1:18 REPLICA

This new replica is a sight to behold. Diecast in metal and measuring some 9" in length, it is, in Stirling's opinion, "a cracking little model", and features opening doors and working steering.

According to Stirling, there is only one error on the model which is common to every replica ever made of the car. The model features a 4 spoke steering wheel which is what currently appears on the actual car. But, in fact, Stirling specified a 3 spoke wheel, which, as allowed in his contract, he kept after the race. It now hangs on the wall in his Central London home!

OBTAINING YOUR 300 SLR

Stirling Moss has agreed to sign just 500 cars for Grand Prix Legends, meaning that the limited edition status of this model is guaranteed.

Unsigned, the car represents outstanding value at just **£24.99**. Signed by the Maestro, it is still remarkably well priced at just **£54.99**.

Stirling is one of the greats. Now you can own a piece of his illustrious racing career with this exquisite and exclusive limited edition.

Simply phone the Orderline on **020 7616 1900** between 9.00am and 8.00pm Monday to Friday (5.00pm on Saturday). Alternatively, you can fax the order form to us on **020 7727 8054** or send it to us at the address below.

As ever you will be protected by our lowest price and 14 day money-back guarantees.

But do not delay; once this 500 piece limited edition is sold out, it will never be available again.

GRAND PRIX LEGENDS

☎ PRIORITY ORDERLINE 020 7616 1900 ☎

PLEASE COMPLETE THE COUPON IN BLOCK CAPITALS AND SEND IT TO GPL, PO BOX 2989, LONDON W10 6GH OR FAX US ON 020 7727 8054.

Please send me _____ (qty) **Signed Mercedes-Benz 300 SLR(s) (RB6887S)**.
P&P inclusive price in UK is £62.49. EC £69.99. Rest of World £79.99.
Please send me _____ (qty) **Mercedes-Benz 300 SLR(s) (R36887S)**.
P&P inclusive price in UK is £29.99. EC £34.99. Rest of World £39.99.

☐ I will pay by Credit Card ☐ I enclose a Cheque/PO, payable to **'Grand Prix Legends'.**

Card No: ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐

Exp end: ☐☐ ☐☐ We accept: Visa, Mastercard, Amex, Switch.

Switch Issue No: ☐☐ Signature: _____

Mr/Mrs/Ms: _____

Address: _____

_____

Post Code: ☐☐☐☐ ☐☐☐ Country: _____

E-mail: _____

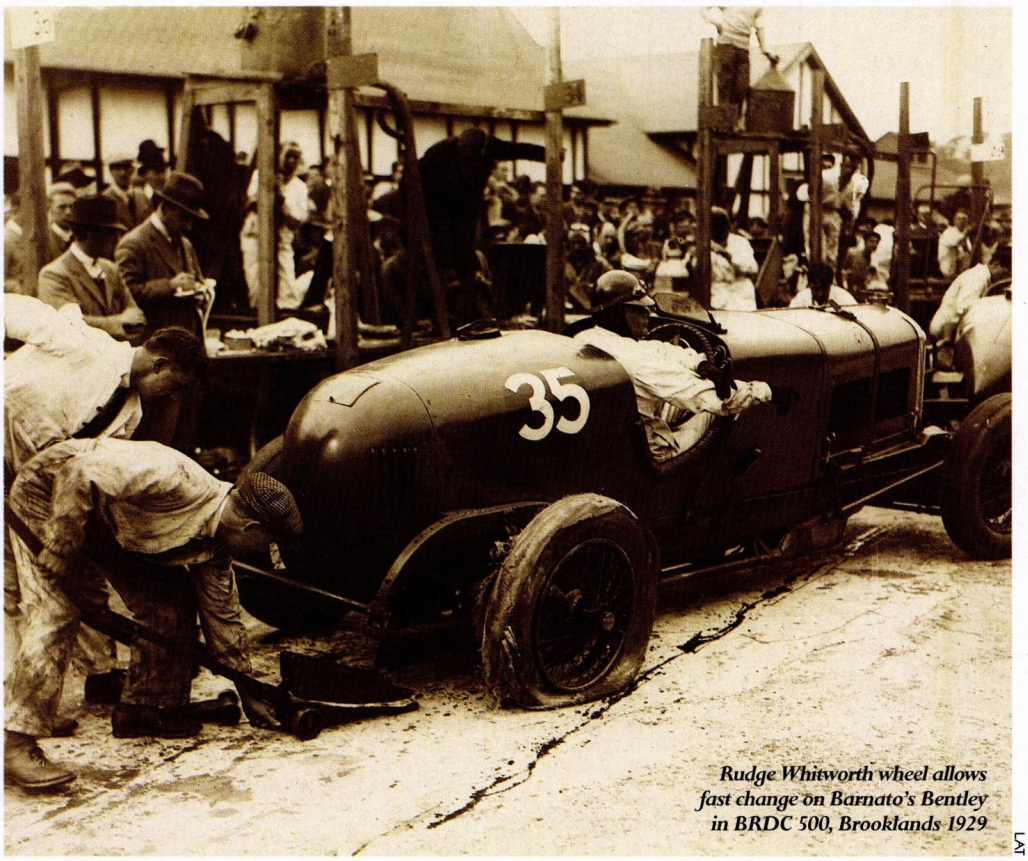
Tel. (day): _____ **MSSM06**

www.grandprixlegends.com

Please allow 28 days for delivery in the UK From time to time we may allow other companies to send you details of products and services we believe may be of interest to you. Grand Prix Legends is a trading name of Lylebarn Ltd. Reg. no. 3016917. For standard terms and conditions call 020 7616 1900



WB



Rudge Whitworth wheel allows fast change on Barnato's Bentley in BRDC 500, Brooklands 1929

LAT

Wheel deal at Le Mans

KEITH HOWARD'S *TECHNOFILE* SERIES IS MOST INTERESTING and informative. It is correct that, by 1913, detachable wire wheels were universal in grands prix, and were in general use before that, although in 1913 Fiat and Sunbeam preferred artillery wheels. But remember that when S F Edge wanted to run Napiers with Rudge quickly-detachable wheels in the 1908 GP, the AC de France would not allow them, presumably on the grounds that they would give an unfair advantage at the many wheel-changes the 477-mile Dieppe race might impose. This raised the old cry that the French were unsporting and framed rules to suit their own cars. Fuelled as ever by Edge, the motor papers were full of letters for and against, although it was unlikely Edge could have readied his cars in time for the race.

The Rudge Whitworth wheel was introduced in France by Emile Coquille, and when the renowned motoring writer Charles Faroux and George Durand suggested that a race through the night would be a good test of touring cars, he offered the AC de l'Ouest 100,000 francs to run such a contest. Thus was born the famous Le Mans 24 Hours. Although it was natural to regard the winner as the driver and car covering the greatest distance, the intention had been a two-year high-speed qualifying trial, those overcoming that test to compete for the Rudge Whitworth Triennial Cup in the third year.

The Triennial prize had been altered in 1925 to a two-yearly Cup. Chris Draper, author of the fascinating little book *The Salmson Story,* is therefore justified in thinking it was not Bentley but Salmson that won Le Mans in 1927, Benjafield and Davis simply being awarded the ACO Cup for greatest distance but not the outright award. Were Rudge Whitworth wheels insisted on for these victories?

Anyway, it was nice to read of the Rudge wheel, the eared hub-nuts for which are the symbol of a good sports or racing car. Keith wonders why such wheels are not still used. I suppose the high machining costs might be a factor, and possibly the wear on the splines. I remember hearing how askance Forrest Lycett was after his 1914 Alfonso Hispano-Suiza punctured at a pre-war VSCC Littlestone speed trial. Scores of rusty razor blades fell out when the offending wheel was removed, having been used to disguise stripped splines – after which he gave me the car.

On wheels in general, to thread a heavy wheel onto its studs is a chore. I have often wondered why the clever A7 system was never copied, of bigger holes to receive the studs, easing the task, after which the wheel is flicked into position and the nuts fitted and tightened. Does an Austin patent guard this simple solution?

Interviews – a few more

AFTER MY RECENT RECOLLECTIONS OF interviewing motoring celebrities, a few more might be worth recalling. I lunched with George Eyston at his Winchester house. He was a thrice-LSR holder, breaker of so many other records, and with diverse interests – sculling, deep-sea fishing, a pioneer pilot (he took his seaplane licence aged 70), cox for Cambridge crews, etc. But, being modest, he spoke only of his record bids. "Come again," he said "and talk about my racing." Alas, George died before I could do so.

In 1980, I had an audience with the then-Minister for Transport, Hector Munro MP, who was a BDC member and raced his Bentley and Bugatti, owned a Klemm monoplane and flew Spitfires post-war. The right kind of Minister!

I've discussed Vauxhall history with E W 'Bill' Hancock and Armstrong-Siddeley's past with Ernest Siddeley. I went to see Jim Byrom, who told in a book of racing his Amilcar Six in a Double-12 race. He and his brother had the help of the family chauffeur when racing their A7 at Southport, and I saw pictures of their Bugatti T35 being towed to events behind a big Humber and a T44 Bugatti Saloon. F A Bolton's albums were full of enormous pre-WWI Daimlers and Ariels he had driven in speed trials. The Hon Victor Bruce recalled his AC exploits in rallies, and Ivy Cummings, married to an X-ray scientist, talked while bathing her baby of the many cars she had raced, from GN to the Bugatti 'Black Bess'.

I went to see Jack Field to hear about his inflammable T43 Bugatti, the old 200-mile race Talbots and how he bought the 48-litre 186mph Sunbeam 'Silver Bullet'.

Pat Driscoll, successful racing motorcyclist, raced a Hyper Lea-Francis before Lord Austin asked him to drive the works A7s. He recalled Austin sending an Ulster to Brooklands in order to discover how well he drove, – and how he proceeded to overtake it in his Vauxhall 30/98.

A session with the Hon Patrick Lindsay about his cars, aeroplanes, and private museum was fascinating.

Driving down to the Mumbles in Wales, we spent a night with Lindsay Eccles, hearing about the various Bugattis he raced, a 3.3-litre T59 included, and went to see a local club's new speed hillclimb course.

We called on dear old 100 per cent versatile Sammy Davis in his Guildford flat, after I had told my wife not to look surprised when he and Susie lit their pipes.

Stafford-East reminisced interestingly and showed me his three GNs. Ron Godfrey, when I last saw him, had got his water-driven mill-race generator working so well that he had had the pleasure of telling the electricity company he no longer needed a mains supply.

A lady racer told me she was the only woman brave enough to race on beaded-edge tyres or lap Brooklands in the rain. Nonsense, of course. And a famous ex-Weybridge character, interrupted by Jehovah Witnesses at the door, yelled: "There is no time to talk of God when the subject is Brooklands."

A visit to R G J Nash enabled me to see his veteran Columbian electric car, the battery of which helped to power his electric loco on his garden railway. "When I go to full-notch, my wife makes me wear my helmet!"

Apologies to anyone I left out; many famous drivers saved me a visit by contributing to our *Cars I Have Owned* series.



Bill Boddy

WB interviewed both SCH Davis, left, and Duke of Richmond

Fictional cars in books

WHEN I STARTED *CARS IN BOOKS* IN MOTOR SPORT, IT BEGAN with fiction, the ploy being to decide what actual car a novelist had in mind when quoting an invented make. I soon found cars in factual biographies were of greater historical impact. But the Butler-Lacey was a cause of controversy. Had it really existed?

The Butler-Lacey puzzle has given rise to many leg-pulls, as in the Malayan VC Register's magazine, and an entry purporting to be from a catalogue of the 1926 Melbourne Motor Show which, after entries for Brocklebank and Buick, has one for Butler-Lacey, followed by those for Cadillac and Chandler. Then the programme for a 1979 Royal Scottish AC Veteran & Vintage Run lists a 1922 Butler-Lacey, along with Humber and Rolls-Royce, with a long description of the non-existent B-L. All were ingenious hoaxes, as cleverly contrived as a Spike Milligan *Goon Show* script. They even led to letters from a 'Mr Ironside', supposed designer of this never-never car, built 'in the old clavichord works at Hendon, hence the exquisite finish of their French-polished dashboards'. Please don't start all this again with the blame on me!

I believe there is a Ford in one of the Harry Potter stories but I will not get in that far! T H White's *Sword in the Stone* (Collins, 1938) also features two boys, a magician who casts spells and many adventures; could it have inspired the Potter books? White's intelligent and informative autobiographical book *England Have My Bones* (Collins, 1936) is technically correct about his vintage Bentley.

miscellany

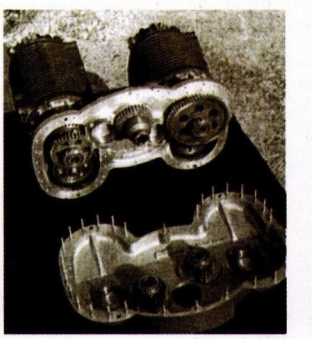
I HAVE BEEN CRITICISED BY A reader for the piece I did on GET Eyston's link with the 1936 Chrysler saloon using his name. Back in 1965 I published a letter from A F Neale, Chief Body Designer at the Carlton Carriage Company, saying he did the styling. The engines were not standard; Eyston asked for stripped chassis with an engine not previously seen here, to which the special bodies were fitted. The new car was ready for the 1936 Olympia show. Another Neale did the bodies for the Austin A40 sports model, the Jensen 541 and Interceptor, and Ford Consul/Zodiac Mk2; our correspondent wonders if he was AF's brother.

* * *

A RECREATION OF THE GREAT 1908 New York-Paris race is to be held in 2002, over the original route. Entry will be $14,000. Details can be obtained from: The Motor Sport Designs Company, West Hall, Great Braxted, Essex CM8 3EP.

* * *

THE ERA CLUB IS ACTIVE AND its latest Newsletter lists ERA competition results for 2000, items about some events of 1976 from MOTOR SPORT, fine pictures, and other reminiscent articles including one on Wade superchargers. Secretary is Guy Spollon, Arden Grange, Tanworth-in-Arden, Solihull, West Midlands B94 5DZ; the subscription fee is just £8.00.



Two-stage Wade s/c for R10B

What have Aston Martin, Jaguar, Lotus, McLaren, Mercedes-Benz & Rolls-Royce all got in common?

Autoglym Premium Car Care

When it comes to preparation and display, the world's leading car makers all agree that Autoglym produces a perfect finish every time.

With easy to use products for every task, this assurance is available to you at all good car accessory shops.

Here are just some of the Premium Car Care products designed to help you achieve a perfect finish.

For advice, further information or to find your local stockist, please contact us or visit our website.

Polished Perfection

BY APPOINTMENT TO H.M. QUEEN ELIZABETH THE QUEEN MOTHER SUPPLIER OF CAR CARE PRODUCTS AUTOGLYM, LETCHWORTH, ENGLAND

AUTOGLYM

BY APPOINTMENT TO H.R.H. THE PRINCE OF WALES SUPPLIER OF CAR CARE PRODUCTS AUTOGLYM, LETCHWORTH, ENGLAND



SUPER RESIN POLISH
Widely acclaimed, easy to use, combination cleaner, polish and sealant. For all paintwork types, colours and finishes, including metallic.



EXTRA GLOSS PROTECTION
Super tough paintwork sealant. Provides extra protection, especially after using Super Resin Polish. For all paint types.



CAR GLASS POLISH
Removes all common contaminants quickly and easily. Specialist cleaners leave a crystal clear finish inside and out.



PERFECT POLISHING CLOTH
Avoids smearing and scratching. 100% soft cotton and exactly the right weave density for polishing fine surfaces.



BODYWORK SHAMPOO CONDITIONER
Specialist shampoo for removing traffic film and grime. Forms a glossy water repellent barrier which protects and beautifies.



BUMPER CARE
Removes polish stains and ingrained grime from exterior plastic and rubber trim. Restores and beautifies all colours.



LEATHER CARE CREAM
Contains natural oils and conditioners to feed and preserve leather upholstery. Protects against ageing, bleaching and cracking.



CLEAN WHEELS
Provides highly effective rapid removal of brake dust and traffic film from alloy, steel and painted wheels and wheel trims.



VINYL & RUBBER CARE
Gently cleans all interior and exterior plastic, vinyl and rubber surfaces. Leaves a protective sheen to enhance appearance.



HYDRA FLEXI BLADE
Removes rinse water after washing with just a wipe. Non-scratch, streak-free and totally flexible to mould to vehicle contours.



METAL POLISH
Cleans and shines to impart a brilliant long lasting finish on metal surfaces including chromium, stainless steel, aluminium and alloys.



FABRIC HOOD KIT
Cleans, re-proofs and preserves convertible fabric hoods to protect from the effects of water absorption and surface soiling.

Call 0845 3452116 **www.autoglym.com**

What price a Royce?

BACK IN 1965 I WAS AWARE THAT OTHER motor journals were publishing road-tests of used cars. It seemed sensible for MOTOR SPORT to join in. But instead of reports on various cars, I thought it would be more use to see what was available in the secondhand market for a given make. Hence our "Shopping for a Rolls-Royce" series.

Looking back, how inexpensive these fine motor cars were! We asked a number of specialist dealers in the noble make to select, not top specimens nor bargains, but to let me try a mid-range example of their offerings.

Enthusiasm had been stirred by a previous loan of a 1935 Phantom II Marshalsea limousine (CMY 541), which went well, at a 50mph cruise and 10mpg. The owner, who had another R-R, a go-kart, a steamroller and a 'hot' Hillman Imp, was an experienced pilot, who took my youngest daughter up in a motorised glider. He said he could only afford to run a R-R as they cost nothing for repairs. That got the shopping spree going.



1939 Rolls-Royce Wraith outside Standard House, MOTOR SPORT's old offices

First, I tried a very nice 1927 Twenty with Southern Motors' saloon body from the aforementioned pilot. It was in fine fettle, doing 50-55mph in top gear, the heater the noisiest thing within, but a roof repair and a new tyre needed. The price? £350.

Phantom Motors lent me a 1939 Series B Wraith with an H J Mulliner sedanca body (FLP 990), an outwardly scruffy but good example of an average R-R. I went twice to London in it and Jenks condescended to be 'second chauffeur'. But I could only hear the clock ticking when it was parked...



Wraith was outwardly scruffy, and mechanicals were noisier than usual

Frank Dale & Stepsons then found me a very good 1951 Silver Wraith semi-razor-edge saloon, with sunroof and ride control. It had 28 lbs/sq in oil pressure, sound tyres, and cruised quietly at 70mph, belying its 92,800 miles. They wanted £1250 for it.

By now I was getting used to riding behind a scantily-clad Silver Lady, in crouching position to prevent her posterior being clouted by a flung-open bonnet. I took a long run up to Huntingdon to a dealer who specialised in inexpensive R-R spares as well as cars, and who produced a 1938 25/30 Park Ward saloon, with 82,700 miles recorded. It was decidedly scruffy but acceptable as an average Royce, at the price of "£550-ish". It had 28 lbs/sq in oil pressure and adequate pedal brakes but useless handbrake.

Finally, there was the loan of a 1959 Silver Cloud I, from a well-known purveyor of such cars to the well-heeled. As his premises were far from London, he promised to deliver the car. So I had a call late one afternoon from another R-R dealer, telling me that a Cloud intended for us had been left outside his premises completely out of petrol, the lady delivery driver rushing off to catch her train. "You had better bring a can-full," I was advised. I did so and drove down to a motoring event, the leather-restorer on the seats making me feel slightly sick. As I drew up a young chap asked if it was my car and, told no, asked if I had noticed the glass-fibre filler on the mudguards?

On the whole, however, RDB 186 was a very fair example of a desirable car, easy to drive in London traffic, quiet and comfortable, although the driver's seat had settled and the headlamp rims were rusty. The asking figure was £2880. The tyres were the usual mix of makes, including remoulds, but the automatic gearbox was acceptable.

I decided to close the R-R series with a Bentley, and Broughton's of Cheltenham produced an immaculate 1954 big-bore 4½-litre R-type, PGF 497, its engine rebored in their works after 82,180 miles. The original tools and bulbs were in their case, the black gold-lined body was handsome, the carpets unworn and the instruction book in place. The doors of the all-steel four-door body had dropped only slightly. Oil pressure was correct, the dynamo healthy. I did not go for top speed with the stiff engine, but 70 in 3rd and 80 in the 3.73 to 1 top gear was easy. £1195 seemed very fair. The company is still in business.

I wonder if any of these cars have survived?

miscellany

THE SCOTTISH NATIONAL Motorsport Collection, formed to respect the memory of Jim Clark, has added to its exhibits the Porsche 356B which helped to launch Clark on his racing career, an RS2000 Ford Escort which Louise Aitken-Walker, the 1989 Ladies World Rally Champion, competed in, and the Hillman Hunter which Andrew Cowan drove to victory in the 1968 London-Sydney Marathon. Thus the Duns Museum extends its interest in Scottish motorsport with Louise's 80 trophies. The project is expected to cost over £1m, and the first phase to develop the collection and create an exhibition hall on the Duns site, some £650,000. Funding and other information: Michael Frew, Clouds, Duns, Berwickshire TD11 3BB.

* * *

ANOTHER CLUB WITH A GOOD regular magazine, Lea-Francis OC, has its annual Rally at Stamford Hall on June 2-3.

* * *

FOR SOME UNACCOUNTABLE reason I took time off to watch Anne Robinson conducting the *Weakest Link* quiz. One question was 'In which state is the 500-mile race held?' The contestant said 'Indianapolis'. 'Wrong', he was told, 'the answer is Indiana'. But suppose he had said Florida, where Daytona's 500 is held?

* * *

WHEN I HAVE TIME I INTEND TO read about the pre-history of road transportation in Tim Nicholson's three volumes on *The Birth Of The British Motor Car - 1769 to the 1880s* (Macmillan, 1982). Meanwhile, from Associated University Press, London, comes a 22-page booklet about Goldsworthy Gurney who with his steam carriage made the first long road journeys from London to Bath in 1829, and into Wales in 1830.

Court cases involving cars

Both: LAT



Is Bugatti's Type 30 comfortable or not? Such a discussion once ended in court!

IF EVER ANYONE TAKES UP THE IDEA OF a book on 'Cars In Court', which I have suggested at intervals to various legal luminaries, it might well contain two almost forgotten cases.

One is about the owner of a racing Talbot whose wife instructed him in 1923 to buy a more comfortable car. The stockbroker consulted B S Marshall & Co, agent for Bugatti, and Marshall's sold the man a straight-eight Type 30 Bugatti as being fast but docile and comfortable.

After two days, the owner thought it quite unsuited for the purpose for which he had ordered it, and refused to accept it. During the subsequent court case, Marshall's counsel suggested the judge try the car. He agreed.

After his ride, the judge stated that the T30 could not be regarded as a touring car in which one's wife could ride in comfort. The stockbroker won his case and the appeal.

Contrastingly, when a motoring correspondent of *The Auto* and his wife were driven to Brooklands in a Type 44 Bugatti saloon, the lady was so impressed, after years of her husband's noisy, temperamental eight-valve and 16-valve Bugattis, she was like the girl at the Zoo who saw a hippopotamus and refused to believe it.

I was reminded of another motor case by a two-page advertisement spread in a 1927 issue of *The Motor*. One page, headed 'The Splinterless Glass Co. Ltd and Gordon England Ltd' stating that the Injunction asked for by the aforesaid glass company had been refused by the Judge and that the case was still *sub judice*. It continued: "Gordon England Ltd notify purchasers of their cars that for some six months they have fitted their Austin 7 saloons and Cup models with no glass made by the Plaintiff Company but only Safetex glass which is made by a different company."

The facing page carried a description of how a Miss Matcham had been thrown into the windscreen of a Gordon England A7 which had hit a bank while competing at Brooklands. The screen cracked, but the glass did not break or cut her face.

"Take no risk, fit the reliable, unsplinterable, and cheapest, Safetex glass," readers were advised by the Brixton glass-maker. One can only guess who had supplied the famous Austin 7 racing driver with the other make of glass.

The threat to Brooklands

LAST MONTH I PUBLISHED THE news that Helical Bar plc intend to build office blocks and a car park to tower over the Brooklands Paddock, Clubhouse and Museum and the historic racing car and aviation buildings.

Should planning permission be obtained, the effect will be devastating. The Brooklands Museum sits on a piece of historically significant land, a National Heritage site, which makes it an attractive venue for visitors and clubs. It would be a cruel blot on the objectives of the Brooklands Society and the Museum who have worked so hard, not only to ensure the preservation of the nerve centre of the world's first motor track, but that it retains some of the atmosphere it built up nostalgically over more than a quarter of a century.



The beautiful Brooklands paddock could soon lie in the shadow of dominating office blocks

Those of you who care must protest. On the day of the Elmbridge Borough Council's Town Planning Committee meeting, it had received over 600 objections. This resulted in a stop being put on sub-committee delegation, the plan having to be referred to the full Town Planning Committee, which deferred matters for further discussions with the developers.

The development is now a high-profile local issue, with an increasing number of councillors expressing strong reservations about the proposed project. Indeed, I am told the Secretary of State is considering whether to call in the application and that the Government office for the South-East has directed that the Council may not give approval without further authorisation. So far so good. But more protests should be made to the Head of Planning, Elmbridge Borough Council, Civic Centre, High Street, Esher, Surrey KT10 9SD and the Secretary of State himself. Reference: Planning Application 200/1641 and 200/1642.

miscellany

THE STD REGISTER'S 2001 AGM was enlivened by the presence of the Balfour's 'Round The World' Talbot 105, navigator Carrie Balfour's talk of the epic 30,000-mile journey, and Ian Polson's Talbot 105 chassis, not yet restored, but the oldest known car of its type. The Balfours were awarded the Anthony Blight Trophy for their achievement in the 'Around The World in 80 Days' event, and Mrs Balfour received the Winifred Boddy Crystal Bowl for navigating on the journey. The William Perkins Trophy went to John Bradford, for his restoration of a 1927 14/45 Talbot, the Henry Wilding Trophy was won by Derek Harding-Orchard for his good showing at Wiscombe, Prescott and Loton Park, the Frank Joyce Trophy for his history of the Register on its 50th anniversary, and Chris Brett, for good Talbot showing at Brooklands and in the Humber navigational rally, took the Norman Cliff Trophy.

* * *

BUGANTICS, MAGAZINE OF THE Bugatti OC, as I am always happy to say, is still in the same size and format as it was from 1931 onwards. The Hon Editor is Mrs Barbara Allen and the Spring edition has articles by Bernard Kain on Roland Garros and by Paul Devitt on building a T35 on a shoestring, with useful assembly tips.

* * *

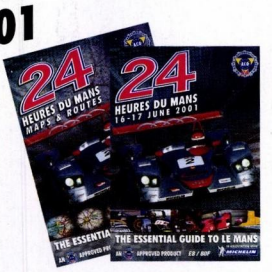
THE LIST FROM BROOKLANDS Books of Cobham is, as usual, impressive. Titles new to me include a 208-page coverage of Rolls-Royce Silver Shadow road-test reports and buying tips, three volumes on Can-Am racing from 1966 to 1974, the opinions of leading writers on the Ferrari 328-348 Mondials of 1986-1994, two smaller books on the road-going Ferraris of 1947-1963 and two on Lotus Elan and Lotus sports-racers. A stupendous undertaking!

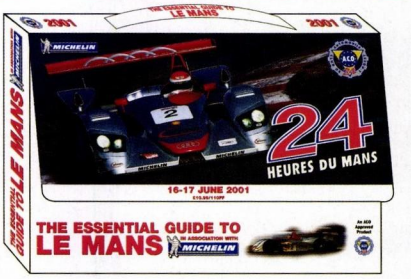
WHO, WHAT, WHEN, WHERE AND HOW - IT'S ALL ANSWERED IN

24 HEURES DU MANS
16-17 JUNE 2001

THE ESSENTIAL GUIDE TO LE MANS

IN ASSOCIATION WITH MICHELIN





An ACO Approved Product

ALL THE DETAILS ON:
- THE TEAMS
- THE DRIVERS
- THE CARS
- THE RACE
- THE CIRCUIT
- RACE HISTORY
- CAR CATEGORIES EXPLAINED

INCLUDES:
FULL COLOUR MICHELIN MAP BOOK WITH DETAILS OF:
- EVERY ROUTE – FROM ALL MAJOR FRENCH PORTS
- TOLL FEES
- ROADWORKS AND DELAYS
- COVERS ALL YOUR TRAVEL NEEDS!

ALSO INCLUDED:
FREE POSTER, KEYRING, LAMINATED TIMETABLE AND ENTRY LIST, LIMITED EDITION PRINTS, STICKERS, RULER/BOOKMARK, CONVERTER CARD AND MUCH, MUCH MORE...

PLUS
BUY A PACK TODAY AND YOU WILL AUTOMATICALLY BE ENTERED INTO OUR FREE PRIZE DRAW – WIN A SUPERCAR DAY AT THE IAN TAYLOR MOTOR RACING SCHOOL – THRUXTON, YOU COULD BE BEHIND THE WHEEL OF A FERRARI 360F1!

ALSO INSIDE THE GUIDE:
- WHERE TO STAY
- EAT
- DRINK
- WATCH
- PHOTOGRAPH

JUST £10.99 + p.&p.

HOW TO:
- GET THE MOST FROM YOUR WEEKEND
- SEE EVERYTHING
- ENJOY THE RACE TO THE MAX!

TO ORDER YOUR PACK CALL:
0115 912 9222 NOW!
Or visit our website at www.trmg.co.uk
PLEASE QUOTE MS01 WHEN ORDERING

Classic Collectors

Barons Auctions 2001

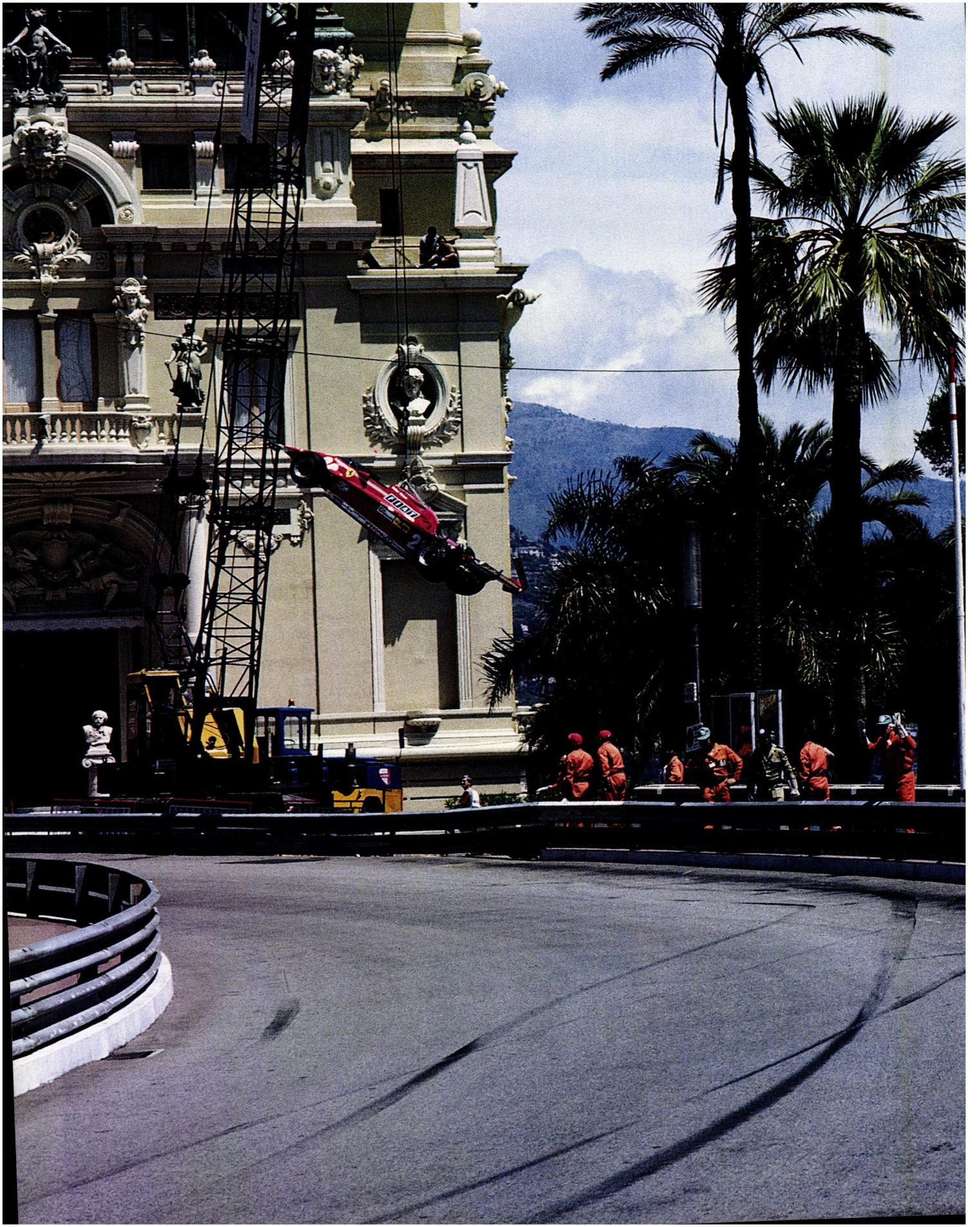
Thoroughbred

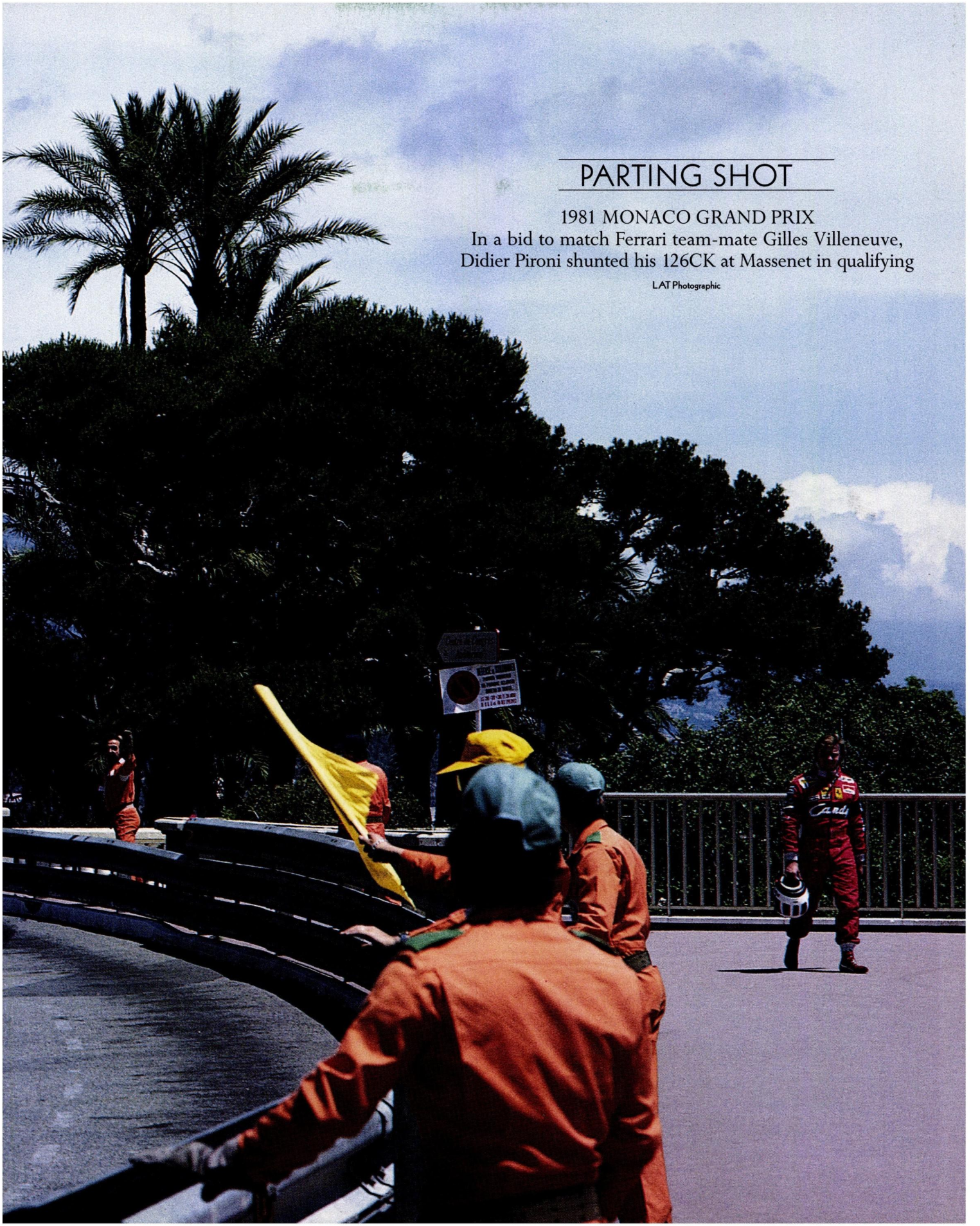
Auction Dates
6th February
13th March
17th April
22nd May
26th June

Next Auctions
Tuesday 22nd of May
and
Tuesday 26th of June
Esher Hall - Sandown Park - Surrey
Quality Entries invited
Catalogue Closes Wednesday 20th June
Contact Laurence Sayers-Gillan or Ian Murray
View our Full Colour Catalogue on our Website

Auction Dates
31st July
4th September
9th October
13th November
18th December

www.barons-auctions.com
Tel: 023 8084 0081 / 023 8074 1314 Fax: 023 8084 0124 / 023 8073 9566
Faxback service 09067 110060 (Calls cost 50p per minute)


PIRELLI



PARTING SHOT

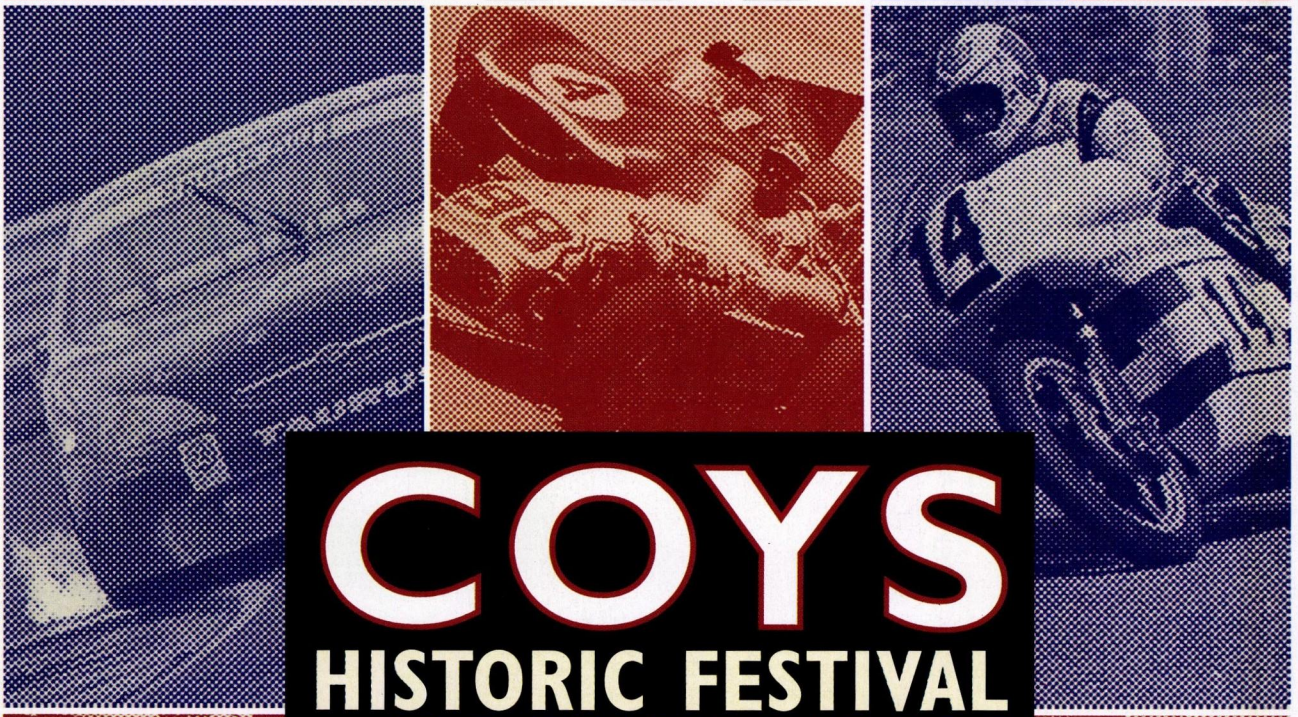
1981 MONACO GRAND PRIX
In a bid to match Ferrari team-mate Gilles Villeneuve, Didier Pironi shunted his 126CK at Massenet in qualifying

LAT Photographic

★ MONZANAPOLIS RECREATION ★ PRE '66 GTS ★ THE RED ARROWS ★ REAR-ENGINED 60's GP CARS ★

70's 4 STROKE SUPER BIKES ★ TRANSCONTINENTAL SALOON CHALLENGE ★ GROUP 4 GT PROTOTYPES ★ ALL JAGUAR AUCTION

HISTORIC JAGUAR DISPLAYS ★ PRE-WAR RACING BIKES ★ CLASSIC AMERICAN CAR CORRAL ★ 50's SPORTS RACING CARS



COYS

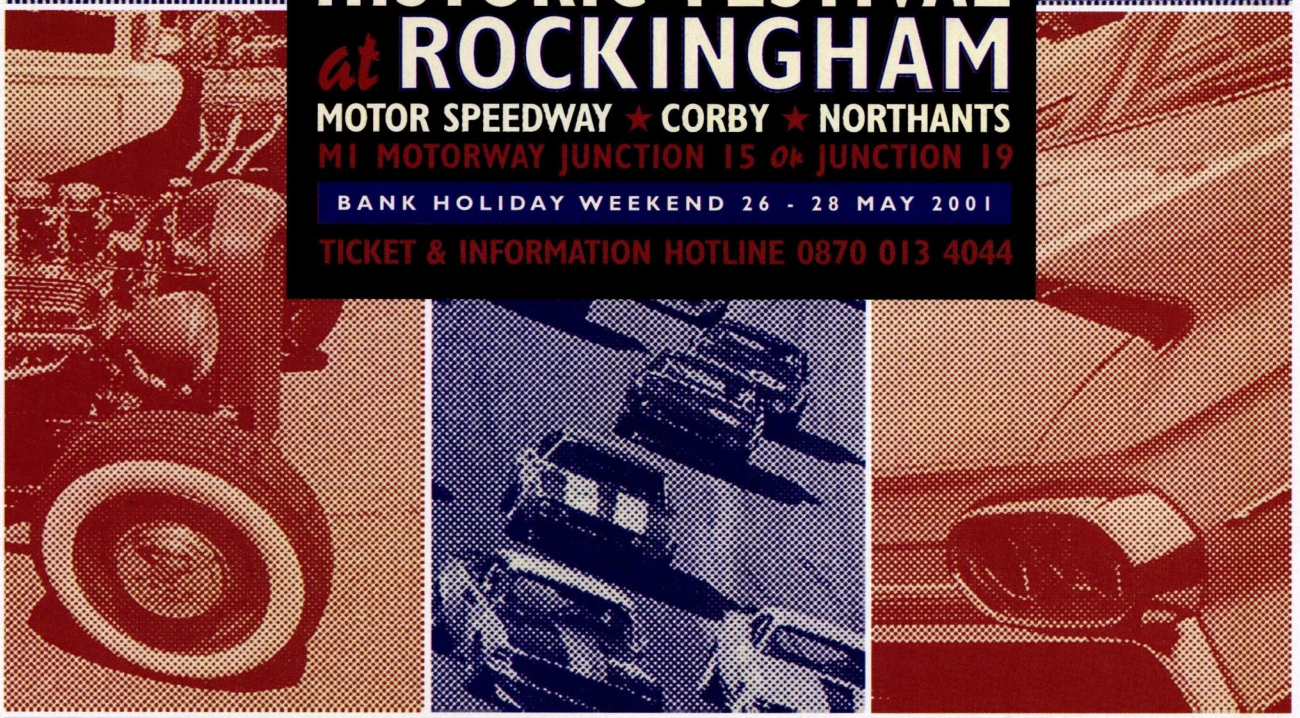
HISTORIC FESTIVAL at ROCKINGHAM

MOTOR SPEEDWAY ★ CORBY ★ NORTHANTS

M1 MOTORWAY JUNCTION 15 or JUNCTION 19

BANK HOLIDAY WEEKEND 26 - 28 MAY 2001

TICKET & INFORMATION HOTLINE 0870 013 4044



COYS FOUNDED 1919 | Rockingham | CLASSIC & SPORTS CAR | Classic Bike | MotorSport

★ PRE-WAR RACING CARS ★ CIRCUIT GRAND OPENING CEREMONY ★ INAUGURAL ASCAR RACE ★

BAC Sport

Fully inclusive packages to every overseas F1 Grand Prix from The UK's Leading Sports Tour Operator

3, 4 and 5 night packages by air including flights, transfers, choice of excellent 3, 4 and 5 star hotels and admission tickets, or flexible self-drive packages.

The greatest choice to Monaco and every other Grand Prix

From friendly family hotels to 5 star luxury.

From basic standing tickets to the most luxurious hospitality terraces opposite the start finish line.

From the Australian Grand Prix in March to the Japanese Grand Prix in October.

From **Spain** to **Spa** and **Monaco** to **Monza**.

From £299.00 per person to £5950.00 per person.

The only Grand Prix that BAC Sport does not offer packages to is the British Grand Prix at Silverstone.

Call **020 7456 7100**
For colour brochures

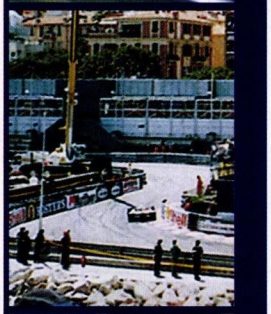
BAC Sport BAC House 112 Clerkenwell Road
London EC1M 5TW

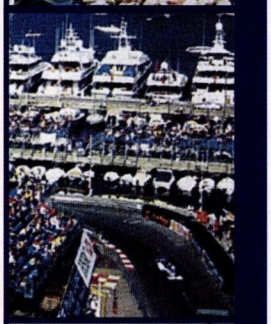
Email: bacsport@bac-london.com
Visit our website: www.bacsport.co.uk

Ask for details of our trips to other major events including European Football · Rugby · Boxing · Golf · Horse Racing · NFL and many more.

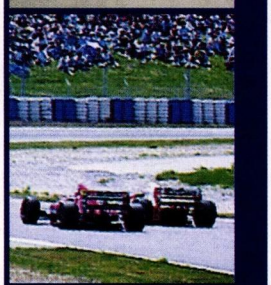
ABTA IATA ATOL 4016







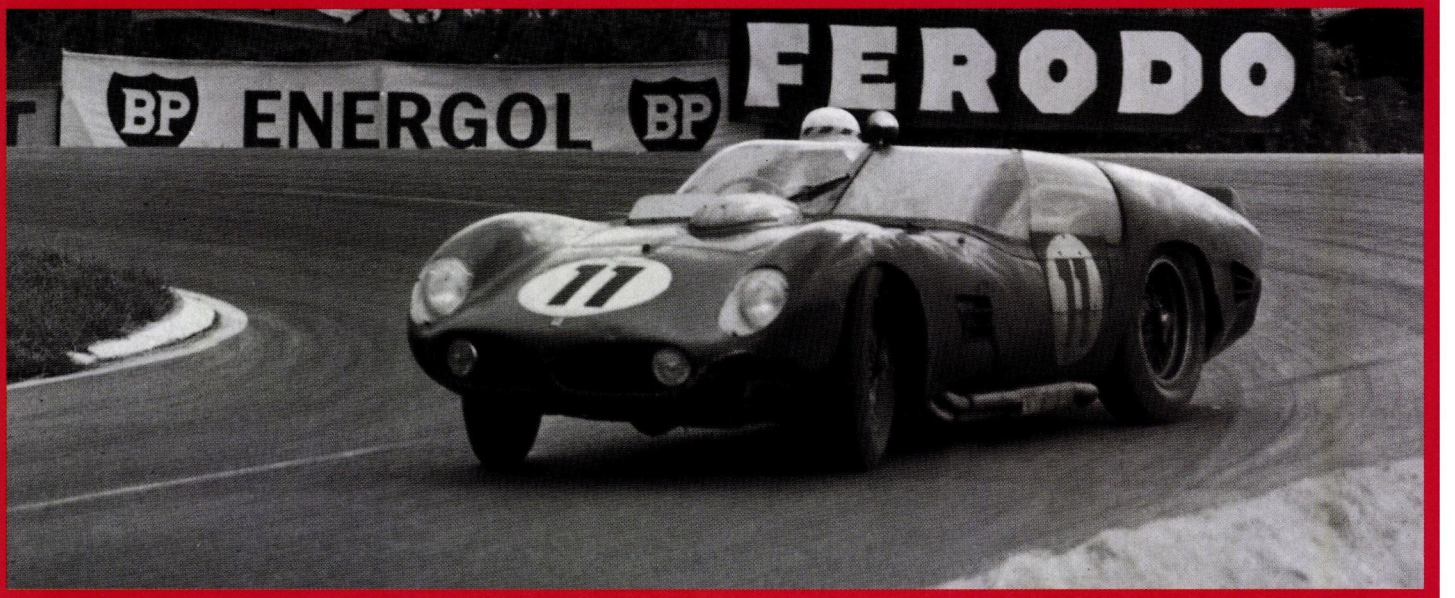






Clean Sweep

In 1961 Ferrari finished 1st, 2nd and 3rd at Le Mans. It also raced to the F1 drivers' and constructors' World Championships



The second works Ferrari 250 Testa Rossa 61 was driven by the fiery – but spectacular – Belgian star 'Wild' Willy Mairesse and inordinately talented British youngster Mike Parkes and finished an impressive second. After the retirement of the ultra-fast Rodriguez brothers in the NART TR61, Enzo ordered his drivers to slow and hold station.

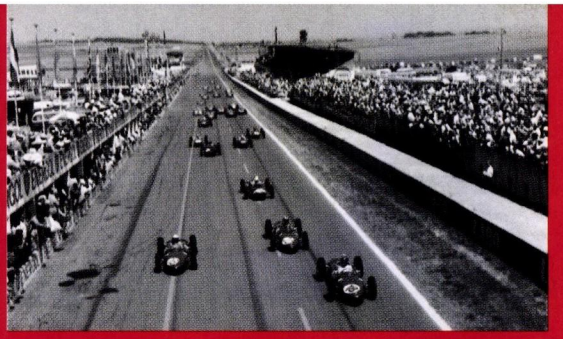


Highest placed French drivers at the Ferrari benefit that was Le Mans 1961 were Pierre Noblet and Jean Guichet sharing the former's 250SWB. The pair finished an impressive third, 16 laps behind the winner, and scooped the GT category.

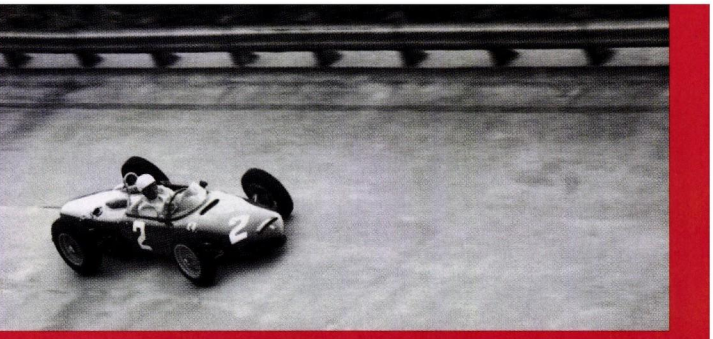


Le Mans '61 was a good year for Belgian drivers with Olivier Gendebien (10) winning, Mairesse second and Jacques Swaters' Ecurie Garage Francorchamps 250SWB, piloted by Bob Grossman and André Pilette, coming home a respectable sixth.

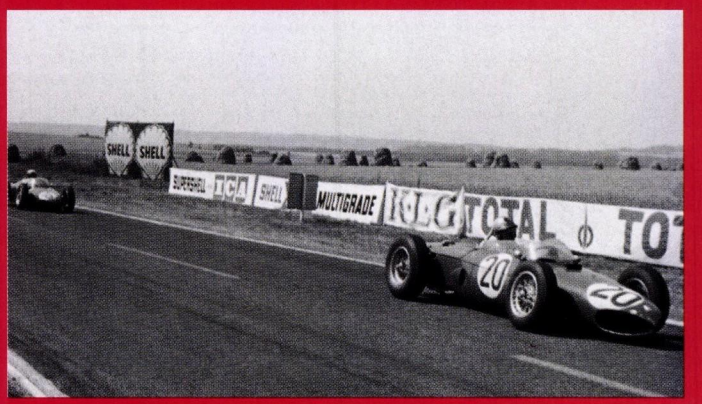
NART had a frustrating race. The Rodriguez brothers blew their engine and the American team's 250SWB, driven by George Reed and George Arents, retired in the seventh hour with electrical problems. Although wearing the colours of Rob Walker Racing, the dark blue 250SWB of Stirling Moss and Graham Hill was entered by Luigi Chinetti. The popular English duo retired in the tenth hour with radiator problems while running a strong sixth. The first Ferrari retirement had been the 250SWB entered by Ecurie Francorchamps, and driven by Lucian Bianchi and Georges Berger, which stopped with clutch problems on lap 60. Von Trips couldn't believe his luck when he and Richie Ginther were forced to retire when their 246 SP ran out of petrol on the far side of the circuit: at the 17th hour they were running second. Among the six 250SWBs entered for the 1961 Le Mans was an experimental model with special bodywork by Pinin Farina and powered by a Testa Rossa engine. Driven by Fernand Tavano and Giancarlo Baghetti, this GTO prototype retired with engine problems on the 13th hour when lying eighth.
A jammed throttle and then a broken axle ended the race for Maurice Trintignant and Carlo Mario Abate in the Scuderia Serenissima team's 250SWB in the third hour.
The hare of the 1961 Le Mans was the NART-entered 250 Testa Rossa 61 of super-quick Mexican brothers Pedro and Ricardo Rodriguez. Their blistering pace at the front nearly caused the factory team to break its cars in pursuit before the American team suffered terminal engine failure with just two hours to go. Small consolation for Ricardo was a new lap record at 125.021mph.



Ferrari dominated practice for the '61 French Grand Prix at Reims with its new F1/61 120-degree V6s. A three-car Ferrari train then led the race before von Trips holed his radiator, Hill spun and lost a lap illegally trying to push start his car, and Ginther was forced out with a blocked radiator. Even then, the day was saved by Italian newcomer Giancarlo Baghetti in the older 65-degree 'Shark nose'.



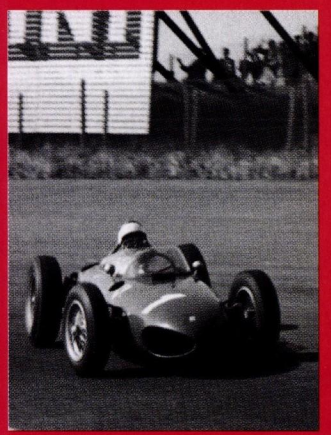
The Italian GP was held over the combined road and banked circuit of Monza with Ginther, Hill, von Trips and new recruit Ricardo Rodriguez, all vying for pole. Von Trips and Rodriguez started at the front, but Hill (above) led as they returned to the road circuit and von Trips tragically tangled with Clark's Lotus. Hill became America's first World Champion, his glory clouded by the death of von Trips and 14 spectators.



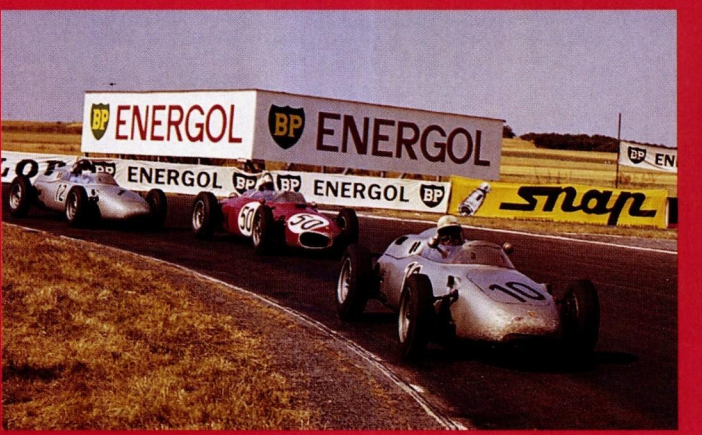
Carlo Chiti's 120-degree V6 F1/61 'Shark nose' 156 was unmatched for speed at Reims. Aristocratic German ace von Trips (20) took the lead from Californian Phil Hill (16) on the 13th lap and it looked like a dominant 1-2-3-4 for Maranello before radiator problems ended hopes of victory. The team could only blame itself: running in formation threw stones and asphalt into its own air intakes.



In 1961, Ferrari also excelled in sports car racing and Le Mans developed into a battle between four Ferraris: the two works V12 Testa Rossas (Gendebien/Hill, Mairesse/Parkes), Ginther and von Trips' Dino, and the Rodriguez brothers in the NART team's TR. Despite bungled planning which saw von Trips run out of fuel, Ferrari dominated. The classic pairing of Gendebien and Hill won again in 1962.



At Zandvoort von Trips got the jump on Hill and stayed at the front to the finish. Hill (above) had to work rather harder for second after a tremendous dice with Clark's Lotus.



Giancarlo Baghetti (50) couldn't believe his luck in the oppressive heat of Reims. As his team-mates retired one by one, he demonstrated remarkable racecraft by slipstreaming Gurney's Porsche into the final straight to win after a breathtaking move over the American. Baghetti's extraordinary feat of winning the first championship Grand Prix he entered will probably never be matched.



Phil Hill was born in Miami, but brought up in Santa Monica. In 1961 he took Ferrari's T156 to victory at both Spa and Monza to become America's first F1 World Champion.

MARANELLO
SALES LTD

Maranello Sales Ltd. Tower Garage, The By Pass (A30), Egham, Surrey TW20 0AX
Telephone: 01784 436431; fax: 01784 436510; www.maranellosales.com



The non-stop shop for XK performance parts

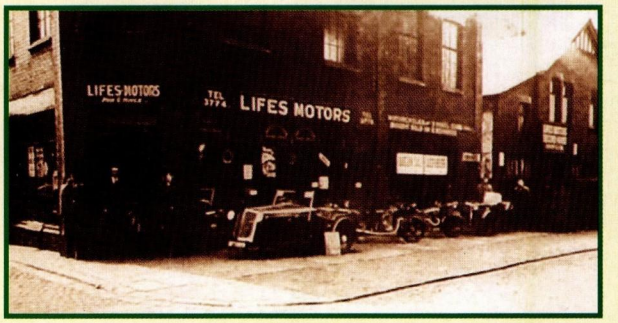
Home of the world's fastest XK

BROAD

GUY BROAD

Broadacres, Wall Hill Road, Corley, Coventry CV7 8AD Tel: 01676 541980 Fax: 01676 542427

75 Years of Morgans at Lifes Motors of Southport



The company was originally founded in 1923 by Billy life, who started in business as a motorcycle dealer. By 1926, as three wheeler Morgans became popular; Lifes subsequently became the first official Morgan agents selling three wheeler Morgans alongside the motorcycles.

The business changed hands in 1934 when Gerry Hoyle who worked for Billy Life, bought the business from him. Gerry raced motorcycles and Morgans in sprints and hillclimbs, including events on Southport beach, which was a famous venue for many international speed records.

Gerry finally sold the business to George Randall in 1960 shortly before retiring.

As the British motorcycle industry went into decline, Lifes concentrated on cars and for the last sixteen years have dealt exclusively with new and used Morgans.

George sold the business to Dave Randall in 1991, and we are proud not only of being the oldest dealer in the world, but because we deal in Morgans, and Morgans only, we usually have a very large stock of good, well-prepared Morgans for sale. We offer full service facilities, and keep a good stock of spares and accessories.

Anyone wishing to talk to a family business run by enthusiasts who offer a personal and friendly service should contact Dave Randall on 01704 531375.
Lifes Motors Ltd, West Street, Southport, PR8 1QN

MORGAN
With the Compliments of
Lifes Motors Ltd

CLASSIC AND HISTORIC

Achieving the best price for both the seller and buyer



This fabulous 1932 Delage DBSS Tourer by Henri Chapron sold for £76,000 inc. premium

For more details contact Robert Lawton
British Car Auctions Ltd
Classic and Historic Automobile Division,
Blackbushe Airport
Blackwater, Camberley, Surrey GU17 9LG
Direct line 01252 877317
Fax 01262 878741
www.classic-car-auction.co.uk

British Car Auctions

AUTOGLYM

Supersonic Resin Polish

BY APPOINTMENT TO
H.M. QUEEN ELIZABETH THE QUEEN MOTHER
SUPPLIER OF CAR CARE PRODUCTS
AUTOGLYM, LETCHWORTH, ENGLAND

BY APPOINTMENT TO
H.R.H. THE PRINCE OF WALES
SUPPLIER OF CAR CARE PRODUCTS
AUTOGLYM, LETCHWORTH, ENGLAND

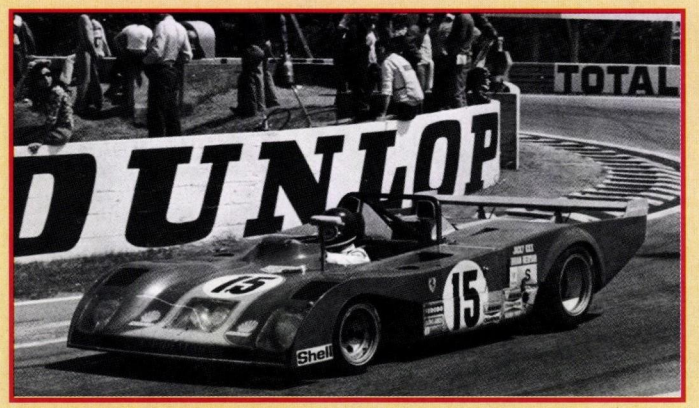


AUTOGLYM ARE OFFICIAL SUPPLIERS OF POLISH TO THE THRUST SSC WORLD LAND SPEED RECORD HOLDER. BLACK ROCK, NEVADA 763·035 MPH - MACH 1·003.

THRUST SSC®

THIS IMAGE IS OFFICIALLY
APPROVED BY
THRUSTSSC PROGRAMME LTD
ISSUE No 0012

Ferraris Golden days at Le Mans



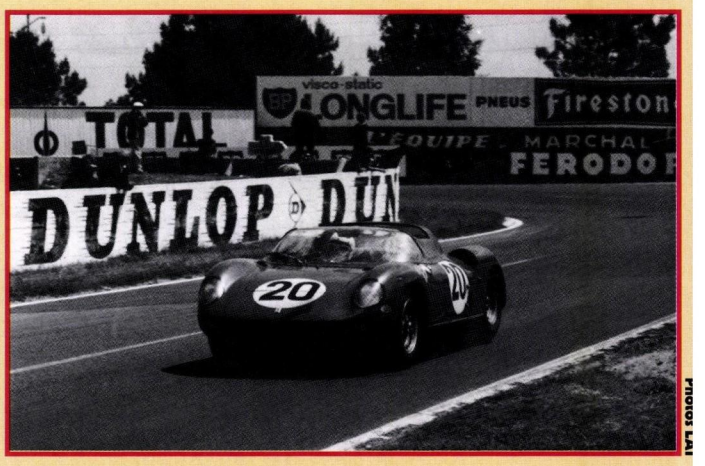
Jacky Ickx and Brian Redman traded the lead with rival Matra throughout the race at a classic 1973 Le Mans. With thirty minutes to go, Ickx coasted into the pits with a dead engine. He removed his helmet , shook hands with his crew and then walked over to congratulate Lagardere and the rest of the Matra crew. The second 312PB of Arturo Merzario and Carlos Pace worked up to split the winning Matras.



As Steve McQueen filmed live action for his movie Le Mans, the Ferrari team had a disastrous race which if written as a script, it would have been thrown out as too far fetched. In the early evening drizzle a single moment changed the character of the race when three Ferrari 512s of Derek Bell, Clay Regazzoni and Mike Parkes were locked in a close battle. When the trio came upon a slowing Reine Wisell struggling with an oil smeared windscreen in the Scuderia Filipinetti 512S, at Maison Blanche disaster struck. Bell swerved, missed a shift and overreved his engine while Regazzoni rammed Wisell and then spun into Parkes. Four Ferraris were out in one lap but the American NART team claimed a valiant fourth.



Ferraris set the pace in practice for the 1973 Le Mans with its 312PBs. Fastest qualifier was Arturo Merzario with 3min 37secs lap at 140.28mph and set a scalding pace from the start but was later delayed when a leaking overflow valve bathed 'Little Art' in fuel. After a long pit stop he and co-driver Carlos Pace steadily climbed back to an impressive second.



For the local crowd French amateur Jean Guichet was the hero of the 1964 Le Mans. Together with Sicilian star Nino Vaccarella they crossed the line with an impressive five lap winning margin in the factory team's 275 prototype heading an impressive Ferarri 1-2-3.



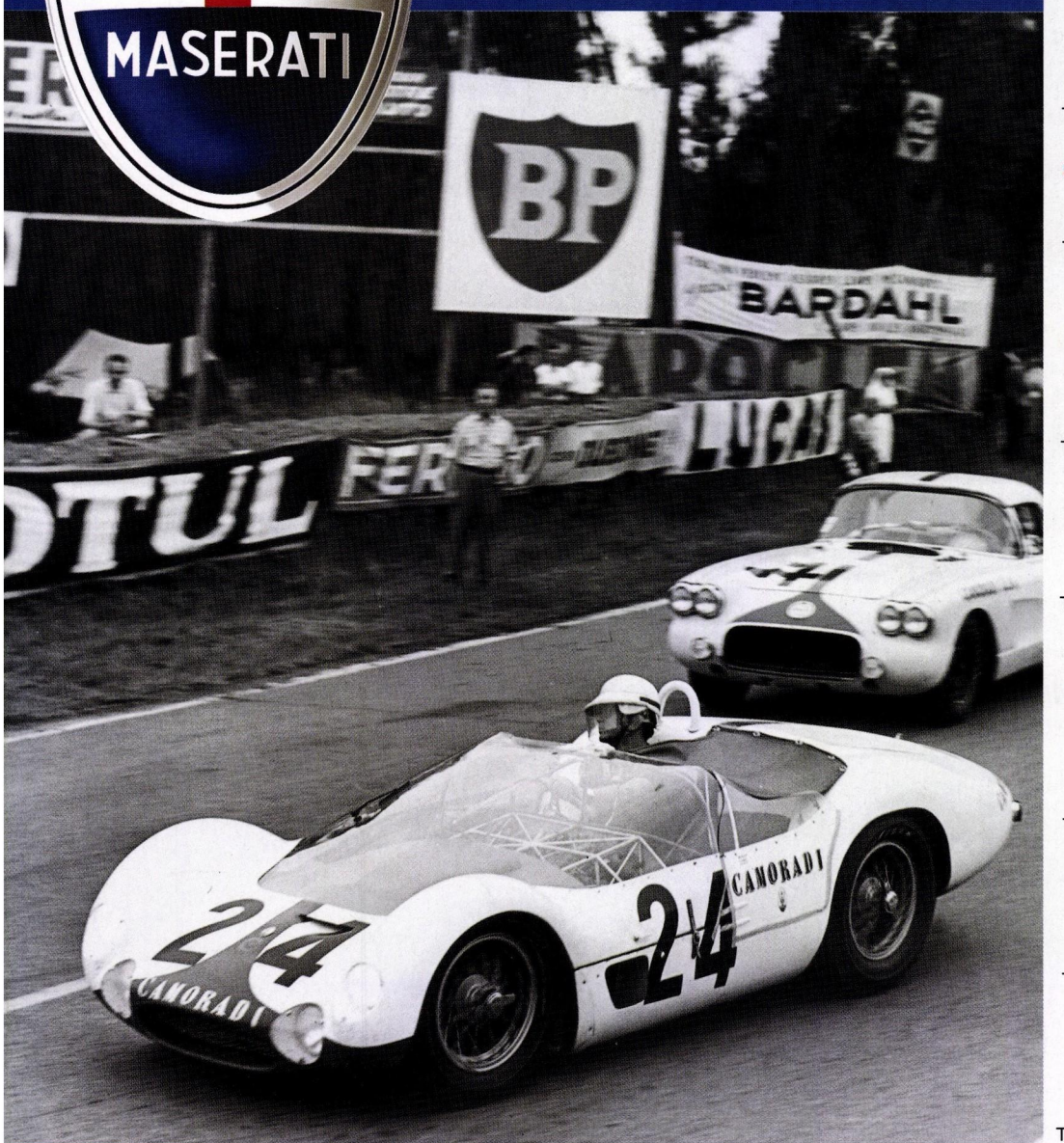
For the Ferrari-Ford grudge match of 1964, Enzo was determined to win Le Mans and entered a full assault of six P-series cars and two 250LMs. John Surtees and Lorenzo Bandini in the more powerful 330P were favourites to win and by midnight they had a one lap advantage over teammates Guichet and Vaccarella. However, frustrating brakes problems forced 'Big John' and his Italian team mate to slow their pace to eventually finish third. Here an apprehensive team manager Mauro Forghieri (right) watches Bandini take over.

FULL STOCK LISTING AT
talacrest
.com

TALACREST
SALES, SERVICE AND RESTORATION.
74, STATION ROAD, EGHAM, SURREY

TEL: 01784 439797
Sun/Eves 07050 250360

'Celebrating 75 golden years of the long lived Italian thoroughbred'



Maserati at Le Mans - Masten Gregory seen here in the Camoradi Racing Team Maserati Tipo 61, leads Ed Lilley through the famous Mulsanne Corner in 1960

Photo courtesy of LAT

Graypaul

The Coneries, Nottingham Rd,
Loughborough LE11 1DZ
Tel: 01509 232233/Fax: 01509 235102
e-mail:maserati@greypaul.sytner.co.uk

Carrs

Matford Park Road,
Marsh Barron, Exeter, Devon EX2 8FD
Tel: 01392 822880/Fax: 01392 822898

CHARLES HURST

62 Boucher Rd, Balmoral,
Belfast BT12 6LR
Tel: 02890 381721/Fax: 02890 662355

Lancaster Colchester

Auto Way, Ipswich Rd,
Colchester, Essex C04 4HA
Tel: 01206 855500/Fax: 01206 848550
Service Fax: 01206 848548

MERIDIEN MODENA

77 High St, Lyndhurst,
Hampshire SO43 7PB
Tel: 02380 283404/Fax: 02380 282791

JCTODD BROOKLANDS

Ring Rd, Lower Wortley,
Leeds LS12 6AA
Tel: 0113 389 0600/Fax: 0113 389 0610
Parts Direct Line: 0113 389 0699

Five Oaks Maserati

Official Maserati distributors
for the Channel Islands
La Grande Route de St Jean, Trinity,
Jersey, Channel Islands JE3 5FN
Tel: 01534 864964/Fax: 01534 865924

GLENVARIGILL

300 Colinton Rd,
Edinburgh EH13 0LE
Tel: 0131 441 1111/Fax: 0131 441 6449

Whitehouse

4 Bickley Road, Bromley,
Kent BR1 2NH
Tel: 020 8467 7555/Fax: 0208 468 7333

MARANELLO SALES LTD

Tower Garage, Egham, Surrey
TW20 0AX
Tel: 01784 436431
Fax: 01784 436510
www.maranellosales.com



TERRY LARSON
Specializing in Jaguar
2929 North 82nd Street, Mesa, Arizona 85207
Tel: (480) 984 8501 Fax: (480) 984 5219

Currently Available 3 D-Types XKD 515, XKD 544, and XKD 558
TLLJAGUAR@CS.COM

THE ULTIMATE CLASSIC JAGUAR BRAKING SYSTEMS FULL STOP!

Coopercraft, internationally recognised innovators and market leaders in the specialist world of up-rated braking systems, are able to offer the discerning classic Jaguar owner unique and exclusively designed high performance brake kits. These superior systems have been developed to fit all classic cars originally fitted with Dunlop brakes and will transform the feel and response of your cherished classic.

- Vented and non vented kits available.
- Top quality caliper casting with zinc plated finish and stainless steel pistons.
- Easily fitted with no modifications necessary, retaining the originality of your car.
- Full support and technical backup for complete confidence and peace of mind.
- Continuous development with a constantly expanding range.



IF YOU DESIRE THE BEST, WE WELCOME YOU TO PUT OUR DEMONSTRATION JAGUAR MKII 3.8 TO THE TEST!

PRICES START FROM £375.00 + VAT

BRITISH MADE

COOPERCRAFT
CLASSIC JAGUARS

VISA

FOR FULL DETAILS CONTACT:
COOPERCRAFT, WESTWOOD, BROADCLYST, EXETER, DEVON EX5 3DH
TEL (UK) 01404 822100; FAX 01404 822102
Website: www.coopercraft.co.uk
E-mail: coopercraft@eclipse.co.uk

JAGUAR 50 YEARS AT LE MANS

"Proteus Sports Cars Ltd & Classic English Racing Automobiles Ltd;
Manufacturers of proper cars for proper chaps since 1982"



Models available C (10 models), XJ13, 300SLR and era

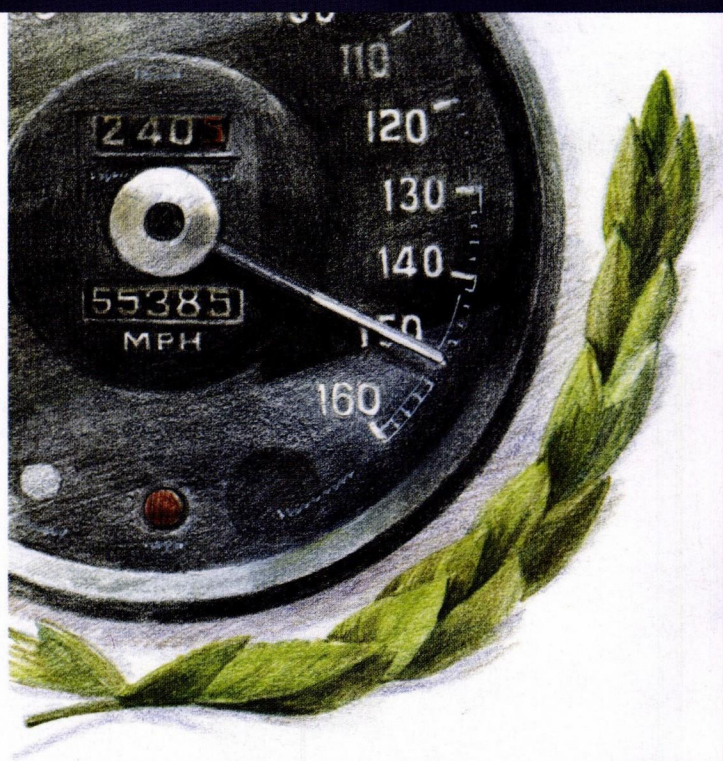
Comprehensive workshops, mechanical repair, servicing, parts, racecar preparations & aluminum work.

Permanent fax: **01794 342006**
Permanent ansaphone: **01794 342167**
Home & Workshop: **01794 340309** (phone & fax)
Mobile: **John Gregson 0780 1517332** **Robert Gregson 07775 831420**



JAGUAR **50** YEARS AT LE MANS



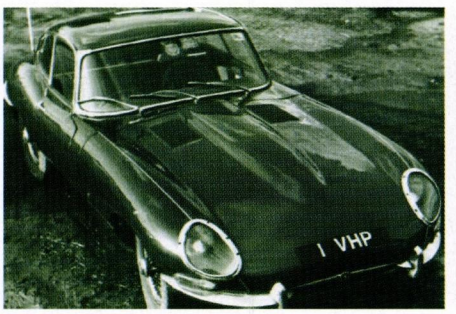


PERFORMANCE & STYLE . . .

RESTORING THE WORLDS MOST IMPORTANT JAGUARS



9600 HP 9600 HP restored by CMC in 1999, the world's oldest and most historic E-Type.



1 VHP Chassis No. 860001

First production right hand drive coupé. Only remaining E-Type with a number one chassis number. See it fresh out of restoration at Donnington in June.



OKV 1 Chassis No. XKC402

First works D-Type 1954, 2nd at Le Mans. Car returns to the track for the first time since 1956, at Le Mans 'Legends' June 2001.

CURRENT STOCK

- 1966 series 1 E-Type Roadster 4.2 red RHD
- 1962 series 1 E-Type Roadster 3.8 white RHD
- 1970 series 2 E-Type Roadster 4. red RHD
- 1965 series 1 E-Type Coupe 4.2 primrose RHD
- 1970 series 2 E-Type Coupe 4.2 primrose RHD
- 1962 series 1 E-Type Coupe 3.8 gunmetal RHD
- 1968 series 2 E-Type 2 + 2 auto blue LHD
- 1964 MK2 MOD 3.8 opalescent blue RHD
- 1963 MK2 MOD 3.8 white aircon RHD

Whatever your requirement, be it a restoration of an historic car or an E-Type or MKII modified for everyday driving CMC is now acknowledged as the world's premier Jaguar restorer. A visit to Bridgnorth is highly recommended; take the opportunity to test drive some of our vehicles and discuss your requirements in detail.

Alternatively visit our website : www.classic-motor-cars.co.uk or call/fax for further details.

CMC

CLASSIC MOTOR CARS LIMITED

Building 6, Stanmore Industrial Estate, Bridgnorth, Shropshire WV15 5HR. Tel: 01746 765804 Fax: 01746 768404 E-mail: mail@classic-motor-cars.co.uk

RESTORATION • SERVICING • PARTS • REFURBISHMENT • CAR SOURCING • CAR SALES • RACE PREPARATION



DUNFORD

C-types, D-types and LWE-types are our speciality

Alloy C-t types kits Torsion bar suspension from £25,000

Alloy E-type bonnets £5,200

Alloy Monocoques from £9,000

Dunlop Magnesium e-type Racing Wheels. Price £610

Alloy Roadster Hardtop with vent £2,880

D-type 16" peg drive Alloy wheels as original £960

Many ALuminium parts & panels held in stock

Aston Martin Panel Work Undertaken. Prototype and One-Off Specialist.
Full Restoration and Race Preparation.
Trade enquiries most welcome

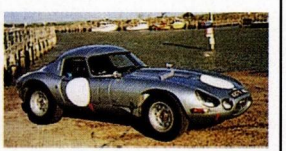
Alloy D-type Kits, Jaguar E-type based. Prices from £25,000

Alloy Low Drag Coupe's & Roadsters From £85,000

FIA Race Cars built to order.

E-type donors purchased.





All prices are plus VAT at the standard rate. Export welcome.

Tel: (+44) 0197 224555 Fax:(+44) 0197 24666

Email: sales@classic-jaguar-racing.co.uk

Web: http://classic-jaguar-racing.co.uk

CLASSIC JAGUAR RACING LTD

Units 2 & 3 Rock Channel Quay, Rye, East Sussex TN31 7HL

VETERAN TYRE RANGE

Veteran, vintage & classic tyres including the Firestone range.
Quality, reliability, authentic tread patterns and realistic prices!

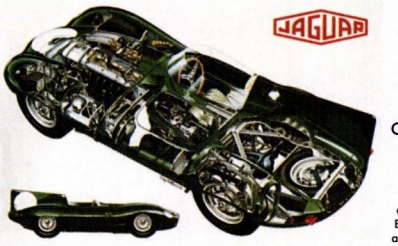


LAMBROOK
VETERAN · VINTAGE · CLASSIC TYRES

Lambrook Tyres,
P.O. Box 44 Honiton, Devon. EX14 4YP
Tel/Fax: 01404 891 189
email: sales@lambrooktyres.com
www.classictyres.com

TERRIFIC STUFF LTD

1955 D-TYPE JAGUAR CUTAWAY DRAWING
BY TONY MATTHEWS



Signed and numbered by the artist - £25 each (incl P&P).
Terrific Stuff Credit Card Hotline:
01962 856546

Also available:
Tony Matthews' cutaway drawings of the 1952 V16 BRM; the 1955 Lancia D50 and Mercedes-Benz W196 - £25 each.

JAGUAR DAIMLER
Heritage Trust



OWNER SERVICES

- *Production traces for your car*
- *Photographic services to the media and public*
- *Historical research facilities for enthusiasts and the media*
- *Replacement key cutting service*
- *Replacement radio code service*
- *Replacement locking wheelnuts*
- *Selective classic car hire for TV and film productions and dealer showroom displays*
- *Educational and technical information and heritage materials*
- *Range of heritage related merchandise*
- *Genuine classic Jaguar Engineering approved parts available through a selected dealer network*
- *Museum tours*
- *Facility hire at Jaguar Cars, displays vehicles from the collection and works of art in the -*

JAGUAR DAIMLER HERITAGE CENTRE
Browns Lane, Coventry CV5 9DR
Tel: 012476 203322 Fax: 012476 202777 www.jdht.com
Public opening times: *Last Sunday of the month (subject to availability) Weekday visits by appointment only. Please ring for details.*

The PAINT BOX

Tony Smith's Latest Edition - 'Pub Lunch'



A sunny spring morning, a drive into the country in an open sportscar. Call at a riverside inn for refreshment and lunch. Meet friends, old and new. Happy days. Jaguar Roadster, E Type and XK120 with their forebear, a Swallow sidecar at The Bridge Inn, Offenham, Worcestershire.

Published as a Limited Edition of 375 signed by the artist, Tony Smith.
Image size 17½ x 13½ (445mm x 340mm)
Overall size with border 22½ x 18 (570mm x 640mm) - Price £70

See us at the Goodwood Festival stand 110 - Tony's next print - Auto Union at Shelsley Walsh

2 Bank Street, Worcester WR1 2EW
Tel: 01905 619944 Fax: 01905 731394
EMAIL: paintbox@lineone.net
www.paintboxgallery.com





RS COACHWORKS

Est 1975

The Trees, Sulhamstead Abbots,
Reading, Berks RG7 4EE.
Tel: 0118 983 2319
Fax: 0148 983 2510

CLASSIC AND HISTORIC SALES
CLASSIC CAR RESTORATION AND REPAIR
RACING DEVELOPMENT SERVICES

Always good Mk II body shells, good reputation for rebuilds.
Any spec Jaguar, MG and Triumph. Historic Racing and Rallying Preparation.

HAPPY RETURNS TO LE SARTHE

1923 MG 2001
THE MARQUE RETURNS

Moss Wishes MG Every Success



www.moss-europe.co.uk

Branch Opening Hours: Mon-Fri: 9.00am to 5.30pm.
Sat: 9.30am to 3.30pm. Sun & Bank Holidays: Closed.

UK Catalogue Orderline: +44 (0) 20 8867 2100
London Retail Parts Sales: +44 (0) 20 8867 2020

Moss, keeping the Great Marque Alive...

WE BELIEVE THIS TO BE THE MOST ORIGINAL SPYDER ON THE PLANET, WITH ONE OF THE BEST RACING HISTORIES. IT IS THE PERFECT CAR FOR THE TARGA FLORIO AND WILL BE A SIGNIFICANT ADDITION TO ANY COLLECTION.



1960 Porsche RS-60 Spyder

Chassis 718-060. Engine P90254. Transaxle 718-115.

This Spyder was originally invoiced for $9,000 to Bill Wuesthoff, a Porsche dealer in Milwaukee, WI. Over four racing seasons, Mr. Wuesthoff won 12 of the 17 races he entered and placed no lower that third in the others. "King Carrera" Bruce Jennings was the next owner/racer, and had his mechanic install annular disc brakes. In the early 1970s it went into a private collection where it remained until 1999.

The body, chassis, and engine of this RS-60 are entirely original and all numbers match the factory kardex. The body is painted silver with blue chevrons, "as raced" in the 1960s. We installed the fresh Bill Doyle rebuilt engine, recreated the original seats, and thoroughly serviced all of the brake, suspension, fuel, and oil systems in preparation for vintage rally events.

For further information contact ALEX FINIGAN at (001)978-768-6092, email Alex@paulrussellandco.com, fax (001)978-768-3523. To view this and other cars on offer visit our web site at www.paulrussellandco.com.

PASSIONATELY DEDICATED TO THE PRESERVATION OF FINE AUTOMOBILES
106 Western Avenue Essex MA 01929 USA (001)978.768.6919
www.paulrussellandco.com

PAUL RUSSELL AND COMPANY





Up close and personal





From Formula 1 to World Rally, Touring Cars to CART.
No other magazine gets you closer to the action

AUTOSPORT

ON SALE EVERY THURSDAY

Display Advertising
tel 020 8267 5260
fax 020 8267 5360

MOTORSPORT

Classified Advertising
tel 020 8267 5252
fax 020 8267 5360

MARKET PLACE CONTENTS

Parts
Page 116

Engineering
Page 117

Motorhomes
Page 117

Insurance
Page 117

Events & Hospitality
Page 118

Tyres & Wheels
Page 119

Books
Page 119-121

Models & Art
Page 121-124

Watches
Page 125-126

Restoration & Race Preparation
Page 126

Museums
Page 126

Storage
Page 127

Websites Which Work
Page 128

Checklist to Historic Racing
Page 129

smart car? first IMPRESSION



smarter insurance!

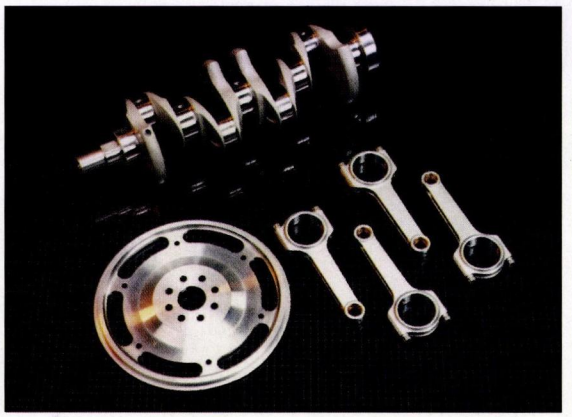
Accidents and convictions? No problem!

0800 692 9022

email: sales@insurance-line.co.uk • www.insurance-line.co.uk

The INSURANCE Line
DIRECT PERSONAL SERVICE

FARNDON ENGINEERING



Do you want to retain the authenticity of your original engine **and** take advantage of modern advances?

WE CAN HELP YOU

Crankshafts - Connecting Rods - Flywheels
Manufactured to Order
Full Design Service Available
Extensive Database of Drawings

Telephone: 024 76366910 Fax: 024 76644698
E-mail: sales@farndon.com
website: www.farndon.com

MOTORSPORT INDUSTRY ASSOCIATION

IF YOU TO WANT TO STOP HERE

100

YOU NEED TO START HERE.

DISTRIBUTOR OF
- AP RACING BRAKES & CLUTCHES
- FERODO
- MINTEX
- GIRLING
- HOSELINES & FITTINGS

AP RACING UK'S LARGEST STOCKIST

BG DEVELOPMENTS

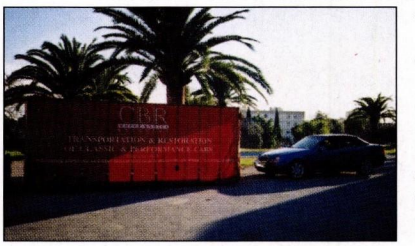
BRAKING SYSTEMS AND COMPONENTS FOR ALL FORMULAE
HISTORIC & MODERN, SPORTS, TOURING & RALLY

BG DEVELOPMENTS LIMITED UNIT 9 WEST COURT • BUNTSFORD PARK ROAD BROMSGROVE • WORCESTERSHIRE • B60 3DX
TEL: **01527 873716** FAX: **01527 575403** **WWW.BGDEVELOPMENTS.CO.UK**

CBR

MOTOR BODIES

TRANSPORTATION OF CLASSIC & PERFORMANCE CARS



- EXPERIENCED CLASSIC CAR RESTORERS
- COVERED/OPEN TRANSPORT ANYWHERE IN EUROPE/UK
- FULLY DE-MOUNTABLE BODY CARS LOADED AT GROUND LEVEL
- MIDLAND BASED
- COMPREHENSIVE INSURANCE

CONTACT ANDREW WATERS
TEL/FAX 01543 422625 MOBILE - 0976 793642

The Ultimate Garage!



- Tidy
- Practical
- Secure
- Stunning!

Transform your garage into a clean, tidy and secure workspace with a Dura Fitted Garage™. It's a unique range of high quality modular base and wall units made from durable 1.2mm steel for extra strength and rigidity with a smart and practical silver stoved finish. All drawers run on proper bearings (not slides) and are foam lined to protect valuable tools and accessories.

All Dura units include locks and come ready assembled for quick and easy DIY installation. We also offer free design and planning and a cost effective nationwide Installation Service.



Call for a FREE colour brochure:
01295 712800

DURA
The Fitted Garage™

Dura Limited Grange Park
Chacombe Banbury
Oxon OX17 2EL

www.dura.co.uk

MS06/01

CAMBRIDGE MOTORSPORT

SPECIALISTS IN 1950s and 1960s BRITISH SPORTS CARS

Brand New On-line Store!

Browse 1000s of specialist products on the Web. Make instant purchases on-line...



...all at the touch of a button at

www.cambridgemotorsport.com

HAWK PERFORMANCE CARBOTECH PISTONS



EDGE PERFORMANCE PRODUCTS

High Performance Starter Motors

High torque, reduction geared, lighweight (from 4kg) and compact. Low current draw. Suitable for many modern and historic applications.

Tel: 01767 677969

Fax: 01767 677026 E-mail: sales@cambridgemotorsport.com

Cambridge Motorsport Ltd., Caxton Road, Great Gransden, Nr Sandy, Beds. SG19 3AH



Expanding the limits of luxury

Phone, fax or email for new or used literature

MONACO

TRAVELWORLD

THE HOME OF AMERICAN MOTORHOMES

Stafford Road, Wolverhampton WV10 6HL, England

Tel: 01902 420724/422780 Fax: 01902 423296

www.usrv.co.uk www.us-rv.com

"...but what about the insurance?"

No problem, just call Carole Nash

FOR MORE GREAT QUOTES, FREEPHONE

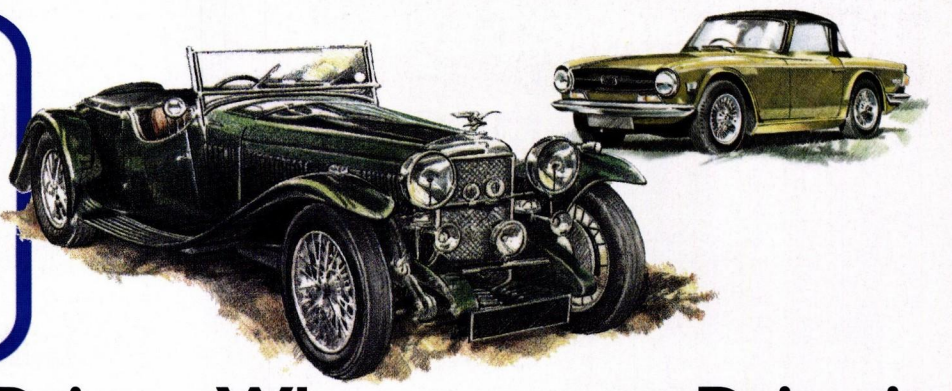
0800 298 5566

Open 8-6.30 Mon.-Fri. 9-12 Sat. Instant cover & free breakdown recovery on all policies. www.carolenash.com. email: classiccars@carolenash.com

IRISH POLICIES AVAILABLE N.Ireland: 0800 298 5566 - Ireland: Dublin 636 9191

CAROLE NASH INSURANCE CONSULTANTS LTD

The Market Leader



Whatever you Drive - Whenever you Drive it

Insurance from Footman James provides top quality cover at competitive premiums for classic, modern, veteran, vintage and historic cars and motorcycles.

Let us select the right Insurance for all your motoring needs

FOR INDIVIDUAL SERVICE AND COMPLETE PEACE OF MIND **CALL US TODAY**

The Enthusiast's Insurance Broker

FOOTMAN JAMES

0121 561 4196

The Market Leader

A member of the open+direct group

To Advertise call 020 8267 5252

Silverstone™
historic festival 2001

Supported by
Champagne Lanson
Bonhams & Brooks
Footman James Specialist Vehicle Insurance



Make a date with history 25/26/27 August

It's the world's greatest historic motor racing event. Here you not only get right up close to the cars that have made, and are making, history. You see them in action. Because the Silverstone Historic Festival is all about motor racing.

This year the theme is RED. The livery of Italian passion. And we've assembled one of the largest ever gatherings of Italian racing machinery. Not to mention contributions from every corner of historic racing.

It all adds up to three days packed with displays and attractions for all the family. So reach for your diary. And make these the red letter days.

Book now and save!
Call 01327 850260

www.silverstone-circuit.co.uk
Information line 01327 320220

Event created and supported by The British Racing Drivers' Club

octagon motorsports

Just TICKETS & Just MOTORING

MONACO

Motor Racing Weekend
BANK HOLIDAY
25th-28th MAY

Stunning Panoramas
Including hospitality
PRIVATE VIEWING TERRACES

Local Restaurant
LUNCH
& Grandstand seat

Limited availability on
SPECIAL FLIGHTS ex GATWICK
4 days & 1 day to Nice
(with Air Track ATOL 2985)

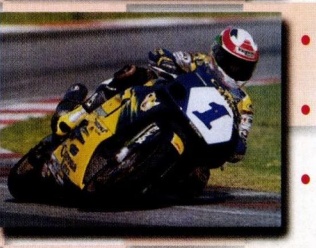
Contact JUST TICKETS - Tel: 01304 228866
Fax: 01304 242550 - www.justtickets.co.uk

Ref: MS/5/01

Exclusive Hospitality



- British Grand Prix other Formula 1 Grand Prix
- Silverstone Historic Festival
- UK Promoted Events BTCC, PowerTour
- Test Days & Driving Events



- FIM 500cc World Championship
- World Superbike Championship
- MCN British Superbikes



- Pit Lane Hospitality Suites for hire
- Inclusive Packages for Individuals and Corporate Groups

JDC motorsport

Tel: 01242-243574
email: info@jdcpromotions.co.uk

Orchard Lawn,
Battledown Approach,
Cheltenham GL52 6QZ

Longstone Tyres

Dougal & Andy Cawley
Doncaster Rd, Bawtry,
Doncaster DN10 1NX.
Tel: 01302 711123
Fax: 01302 710113
Email sales@longstonetyres.co.uk

Veteran, Vintage and Classic Tyre and Wheel Specialists



Rigorous tyre testing is conducted at every available opportunity.

Come to Bawtry for free fitting, tea and advice and view our specialist tyre testing equipment.

We fit tyres at Vintage meetings for competitors and spectators. Either call us with your requirements or just turn up on the day – free tea, advice and biscuits.

Donnington	19/20th May
Coys ROCKINGHAM	26/27th May
Cadwell	10th June
Mallory	22nd July
Prescott	4/5th August

If you can't make it we operate an inexpensive mail order service.

All classic radials supplied, 185R16 in stock now.

Wire Wheels

MWS

Renowned Worldwide
Veteran, Vintage & Classic Wire Wheels

MWS Repair Co. established in 1927

- Classic wire wheels manufactured and tested to current exacting standards, ensuring Quality, Strength and reliability...
- Chromed with Stainless Steel spokes and nipples or paint finishes...
- Classic wheel & tyre insurance...
- Classic, Vintage & Veteran tyres fitted and balanced...
- Knock-on caps & hubs...
- Up to 3 years warranty...



Motor Wheel Service International Ltd.
MWS House Elder Way Langley Business Park Berkshire SL3 6PP England
Tel: +44 (0)1753 549360 Fax: +44 (0)1753 547170
E-mail: info@mwsint.com Web site: http://www.mwsint.com

MOTORING BOOKS

INTERESTED IN BUYING, SELLING, PART EXCHANGE?

Why not give us a try, after all we've been in this business for over 40 years and probably have one of the largest stocks of

NEW AND OUT-OF-PRINT MOTORING BOOKS

CHATER'S MOTORING BOOKSELLERS
8 South St. Isleworth, Middx. TW7 7DH
Tel: 020 8568 9750 Fax: 020 8569 8273
(SHOP OPEN MON-SAT 9.00-5.30)
FULL LIST AVAILABLE ON THE WEB AT:
www.chaters.co.uk

VETERAN TYRE RANGE

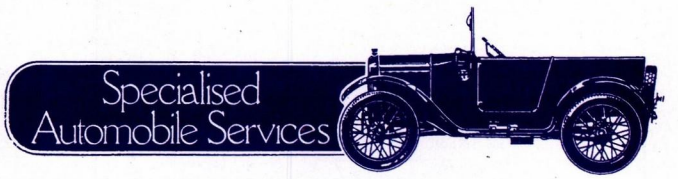
Veteran, vintage & classic tyres including the Firestone range.
Quality, reliability, authentic tread patterns and realistic prices!



LAMBROOK
VETERAN · VINTAGE · CLASSIC TYRES

Lambrook Tyres,
P.O. Box 44 Honiton, Devon. EX14 4YP
Tel/Fax: 01404 891 189
email: sales@lambrooktyres.com
www.classictyres.com

THE WIRE WHEEL SPECIALIST



Langley Mill, Langley Rd, Langley, Macclesfield,
Cheshire, SK11 0DG
Tel: 01260 253119 Fax: 01260 252699
E-mail: steve@wirewheels.co.uk www.wirewheels.co.uk

- All wheels hand built to customers specification
- Tyres supplied with free fitting and balancing

World's largest range of veteran and vintage hubs and rims.
Comprehensive range of Turrino alloy wire wheels.

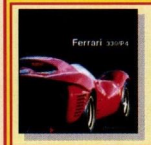
Catalogue and prices available on request.

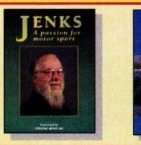
Mill House Books

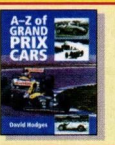


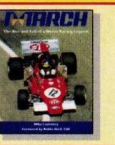
Mike, Sarah and John of MILL HOUSE BOOKS offer a unique personal service. Books are double wrapped for added protection. Orders are despatched promptly (subject to availability) but allow seven days for UK delivery. Our post & packing charge for UK customers is only £3.60 for orders up to £50 and FREE over £50 (overseas rates below)

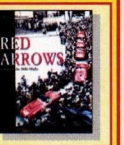
Space does not permit us to list all of our books. Telephone, fax, write or E-Mail for your FREE catalogue











RACING

A-Z OF GRAND PRIX CARS (Hodges). The late David Hodges' last work - an alphabetical survey of every Grand Prix car built from 1906 to 2000, including both leading makes and the smallest one-car constructors, 192 pages, 300 b/w photos.....£25.00

BEYOND THE LIMIT (Sid Watkins). Long-awaited sequel to the GP medical guru's Life At The Limit. 236 pages.....£16.99

CLASSIC RACING ENGINES: Design, Development & Performance Of The World's Top Motorsport Power Units (Ludvigsen). 192-page overview of 80 years of racing engines from 1914.....£25.00

MONTJUIC: 40 Years Of Motor Racing History At The Park (Izco). Enormous 589-page history of racing at Barcelona's Montjuich Park. Very detailed, hundreds of b/w and colour photos.....£39.99

WORLD SPORTS CAR CHAMPIONSHIP Vol 1: 1953-1955. From Transport Source Books, 120 pages of race reports reprinted from magazines of the era.....£12.95

WORLD SPORTS CAR CHAMPIONSHIP Vol 2: 19556-1958.....£12.95

WORLD SPORTS CAR CHAMPIONSHIP Vol 3: 1959-1961.....£12.95

CAN-AM RACING 1966-1969. 180-page compilation of contemporary race reports and features.....£14.95

CAN-AM RACING 1970-1974. Third in series.....£14.95

CAN-AM RACING CARS 1966-1974.....£14.95

PROTOTYPES: The History Of The IMSA GTP series (Martin & Wells). Massive 512-page history of popular US series, hundreds of photos.....£69.99

TRANS-AM: The Pony Car Wars 1966-1971 (Friedman). 220 large pages, 228 b/w and 75 colour photos on the Mustangs, Camaros, Barracudas, Challengers and Javelins battling for honours.....£27.99

COAST TO COAST AUTO RACES OF THE EARLY 1900s: Three Contests That Changed The World (McConnell). 268 pages on pioneer US events.....£33.00

A DASH BETWEEN THE TIDES: A Photographic Record Of Sand Racing At Saltburn & Redcar 1905-1965 (Crust). Many famous personalities on two and four wheels competed at these venues and this book is a photographic record with detailed captions.....£9.99

JACKIE STEWART: Triple-Crowned King Of Speed (Ludvigsen). 208 pages.....£24.99

STIRLING MOSS: Racing With The Maestro (Ludvigsen). Foreword by Phil Hill. Lavishly-illustrated large-format book.....£24.99

JUAN MANUEL FANGIO: Motor Racing's Grand Master (Ludvigsen). 208 pages.....£25.00

ALBERTO ASCARI: Italy's Great-Double World Champion (Ludvigsen). 208 pages on the 1952/53 champion with 250 excellent b/w and colour photos.....£25.00

DAN GURNEY: The Ultimate Racer (Ludvigsen). 208 large pages on popular US driver.....£25.00

Leatherbound edition of above signed by author.....£100.00

TOUCH WOOD (Hamilton, Scott & Nye). 192-page autobiography of the colourful 1950s racer Duncan Hamilton, still one of the best and funniest racing books ever.....£29.95

SHOOTING STAR: The Life Of Richard Seaman (Nixon). Detailed 230-page story of Britain's pre-war hero who raced for Mercedes. 130 b/w and 2 colour photos.....£39.95

FRANK WILLIAMS: The Inside Story Of The Man Behind Williams-Renault (Hamilton). Few copies available of out-of-print title. 292-pages.£16.99

TONY RUDD: It Was Fun - My Fifty Years Of High Performance (Rudd). BRM and Lotus engineer's biography. 352 pages.....£19.99

DAVID McKAY'S SCUDERIA VELOCE (McKay). 309-page autobiography of top Australian racing driver and team owner.....£32.99

THE ROBERT FELLOWES COLLECTION: Grands Prix 1934-1939 (Nixon). 200 large pages with 300 photos, most never seen before, capturing the mood of GP racing before WW2.....£39.95

FERRARI 330/P4 (Marasca). A beautifully-produced, large-format, 128-page book celebrating the achievements of Ferrari's P4 sports prototype of the 1960s which fought with the Chaparrals, Fords and Porsches in classic long-distance events. 150 colour and b/w photos, slipcased.....£99.50

FERRARI 156: Shaknose (McDonough). 192 pages on the distinctive 1½-litre GP car of 1961, 170 b/w and 16 colour photos.....£20.00

RED ARROWS: Ferraris At The Mille Miglia (Marzotto). Revised new edition, 264 large pages, over 400 colour and b/w photos.....£50.00

FORD - THE DUST AND THE GLORY: A Racing History Vol 1, 1901-1967 (Levine). Updated edition of 1960s book, 662 pages...£34.00

FORD IN TOURING CAR RACING (Robson). From the 1950s to date Ford have been in the forefront of British touring car racing. This is the 160-page story.....£19.99

RACING LANCIAS: Evolution, Rally & Endurance (Reggiani). 192 pages, 230 mainly-colour photos, on Lancia's post-WW2 competition cars.....£24.99

LOTUS RACING CARS 1948-1968: From Club Racers To World Champions (Tipler). 160 pages.....£14.99

LOTUS RACING CARS 1968-2000: Dominance, Decline & Revival (Tipler). 160 pages.....£14.99

LOTUS 25/33 (Tipler). 192 pages, 170 b/w and 16 colour photos on the Lotus GP cars which gained Jim Clark his two world championships.£25.00

MARCH: The Rise & Fall Of A Motor Racing Legend (Lawrence). Updated edition of the author's Four Guys & A Telephone, the 272-page story of March. The company stormed into Formula 1 in 1970, enjoyed success in various classes of racing yet 20years later was on its knees.....£27.50

RACING MASERATIS (Reggiani). The 6C of the 1930s, the A6GCS, the 250F, the Eldorado 'Monzapolis' car and the T61 'Birdcage' are all featured in this fascinating 192-page book.....£24.99

McLAREN SPORTS RACING CARS (Friedman). 192 pages, 300 b/w and 50 colour photos on McLaren's all-conquering Group 7 and CanAm cars of the 1960s and '70s plus the F1 Le Mans winner.....£24.99

MERCEDES IN MOTORSPORT: Pioneers In Perfection (Henry). 208 large pages and 200 photos, including colour, covering Mercedes in racing and rallying.....£25.00

THE LAST GREAT MILLER: The Four Wheel Drive Indy Car (Borgeson). 346 pages, many illustrations.....£32.00

PORSCHE IN MOTORSPORT: Fifty Years On the Track (Morgan). 192 pages on the evolution of the racing Porsche, 200 photos.....£25.00

PORSCHE RACING (Meredith). 128-page photographic history...£12.99

PORSCHE 917. The Winning Formula (Morgan). 200 pages.....£25.00

AMAZING SALE BARGAINS

JENKS: A Passion For Motor Sport (Denis Jenkinson). A collection of articles written for the BRDC's Bulletin by Motor Sport's former Continental Correspondent.. 224 pages. Was £19.95, for a limited period only.....£15.99

HITLER'S GRANDS PRIX IN ENGLAND: Donington 1937 & 1938 (Hilton). 224 pages, 75 b/w photos on the classic pre-war events. Was £19.99. For a limited period only.....£14.99

GRAND PRIX CARS 1945-1965 (Lawrence). Thoroughly researched A-Z of GP cars from one-off specials to top makes. 264 pages, 184 b/w and 16 colour photos. Was £19.95. For a limited period only....£14.95

THE ULTIMATE RACING CAR BOOK (Burgess-Wise). A look back at racing cars that have made history. 168 large pages with colour illustrations throughout. Was £17.99.....£9.99

BRABHAM RALT HONDA: The Ron Tauranac Story (Lawrence). 288 pages, 60 photos, on the extraordinary engineer. Was £16.99. For a limited period only.....£13.99

MURRAY WALKER'S FORMULA ONE HEROES (Walker & Taylor). Murray pays tribute to his favourite drivers, team bosses and paddock heroes 192 large pages, over 200 photos. Shopsoiled. Was £20...£9.99

RACERS 1948-1968: The Legends Of Formula 1 (Nye). Personal appreciation of 20 men who the author believes were the real racers of the immediate post-WW2 period. 191 pages, many photos. Was £30.....£12.99

RACERS 1969-2000 (Henry). Companion volume. Was £30...£12.99

AYRTON SENNA: As Time Goes By (Hilton). A study of Senna written five years after his death. 304 pages mainly colour photos. Was £19.99. For a limited period only.....£14.99

JIM CLARK: Tribute To A Champion (Dymock). Excellent 256-page biography, 250 colour & b/w photos. Was £24.99. For a limited period only.....£19.99

ALL ARMS & ELBOWS (Ireland). A Personal record of seven years of success and tragedy, Innes Ireland's highly-acclaimed autobiography. 160 pages (one page has slight smudging). Was £19.95.....£9.99

COOPER (Lawrence). 160-page photographic history, 200 b/w photos. Was £10.99. For a limited period only.....£8.50

COSWORTH: The Search For Power (Robson). Fourth (1999) edition. 392 pages, 258 illustrations including colour. Was £19.99. For a limited period only.....£14.99

FERRARI 1947-1997: The Official Book (Cancellieri). Superb story of Ferrari with 408 extra-large pages and 1000 colour and b/w photos. Was £50. For a limited period only.....£40.00

CARS: The Early Years (Laban). Extra-large format. 352-page volume packed with expertly-captioned photos of the first 75 years of the motor car from the Hulton-Getty Picture Collection. A must! Promotional price.....£19.99

NEW & FORTHCOMING BOOKS

SPECIALIST SPORTS CARS: The Good, The Bad And The Ugly Of A Very British Breed (Heseltine). 176 large pages on Berkeley, Clan, Diva, Elva, Fairthorpe, Peerless/Warwick, Piper, Rochdale, etc..£19.99

ALFA QUATTRO: The Complete Story (Meredith).....£19.95

THE DERBY-BUILT BENTLEYS (King). 346 pages giving full history of the Derby-built cars of the 1930s.....£21.00

BRISTOL CARS 1948-2000. Reprinted road tests, features, etc, from motoring magazines. 320 pages.....£24.95

THE BRISTOL MOTOR CAR (Randle). 128-page photographic history.....£12.99

BUGATTI (Meredith). 128-page photogaphic history.....£12.99

FERRARISSIMA 9. Latest in new series.....£32.50

JAGUAR E-TYPE (Thorley). 160-page 40th anniversary book, 160 pages, 300 colour and b/w photos.....£19.99

THE LOTUS COLLECTABLES BOOK (Taylor). 256 pages, 1400 colour photos.....£39.95

A PASSION FOR PORSCHES (Denis Jenkinson). Re-issue of Jenk's Porsche Past & Present, 208 pages, over 140 photos.....£19.99

THE ROLLS-ROYCE PHANTOM III (Whitaker & Stuckey). 391-page history and chassis register.....£24.00

THE TRUE STORY OF SKODA (Randle). 128-page photographic history.....£12.99

WESTFIELD: The Story (Robinshaw & Bouckley). 144-page history.£14.95

ZAGATO 1919-2000 (Marchiano & Marshall). 394-page history, 234 b/w and 244 colour photos. In two volumes.....£44.99

THE LANDSCAPE TRILOGY (L.T.C Rolt). Compilation of author's classic three books Lanscape With Machines, Canals and Figures. 688 pages.....£25.00

VIDEOS

2000 Coys International Historic Festival (120m).....£12.99

2000 Goodwood Festival Of Speed (100m).....£14.99

2000 Goodwood Revival (100m).....£14.99

2000 FIA World Rally Review (130m).....£14.99

The World's Greatest F1 Cars (120m).....£12.99

Ken Tyrrell: Surviving Formula 1 (52m).....£12.99

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

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

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

Racing The Silver Arrows Part 1: Mercedes v Auto Union 1934-1937 (55m).....£19.99

Racing The Silver Arrows Part 2: 1938-1939 (50m).....£19.99

Auto Union 1934-1939 - The Official Story (50m).....£12.99

History Of Motor Racing: 1970s (132m).....£14.99

History Of Motor Racing: 1960s (132m).....£14.99

History Of Motor Racing: 1950s (132m).....£14.99

BRM Story Vol 1: The V16 Years (60m).....£14.99

BRM Story Vol 2: The P25 Promise (60m).....£14.99

BRM Story Vol 3: V8 For Victory (60m).....£14.99

BRM Story Vol 4: 3-Litre Finale (60m).....£14.99

BRM Story. Boxed set of four tapes.....£50.00

Tapes available in VHS PAL format only

VIDEO POST & PACKING: Britain & Northern Ireland: £1.50 for up to two videos, £3 for three or more. THIS POSTAGE CHARGE DOES NOT APPLY if videos included with book order, but a minimum of £50 worth of BOOKS must be ordered to qualify for free over £50 p&p. Overseas: £1.50 for each video. Because of post office regulation, videos cannot be sent abroad in the same parcel as books.

POST & PACKING DETAILS FOR BOOKS: Britain & Northern Ireland: £3.60 for orders up to £50, FREE over £50. British customers should remit by cheque or PO or write, telephone or fax using MASTERCARD/VISA/AMERICAN EXPRESS/SWITCH. Please quote expiry date and in case of SWITCH issue number. **Channel Islands & BFPO:** £3.60 up to £36.00; 10% of book value £36.00-£150; 7½% over £150. **Overseas:** inc Republic of Ireland - Minimum £5 up to £33.33 book value, 15% of value of books £33.33 to £150, 10% over £150. 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 or MASTERCARD number plus expiry date. US $ cheques/drafts also accepted.

MILL HOUSE BOOKS, The Mill House, Eastville, Boston, Lincolnshire, PE22 8LS

Tel: 01205 270377, Fax: 01205 270551, E-Mail: MHBooks2@aol.com | Web: www.millhousebooks.com

MOTORING CHATERS

1957 — 2001

8 South Street, Isleworth, Middx TW7 7DH.

Phone: 020-8568 9750 Fax: 020-8569 8273

www. chaters.co.uk

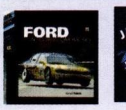
BOOKSELLERS

★ RECOMMENDED... ● NEW RELEASE... ❑ FORTHCOMING...

FOR THE LASTEST AND COMPLETE INFO ON THE ENTIRE RANGE OF CHATER'S MOTORING TITLES, CHECKOUT OUR ONLINE SHOP!

www.chaters.co.uk







MARQUE A-Z

● CLASSIC ACS AUTO-CARRIER TO COBRA. J.Mclellan. 188pp, mainly b/w plus 18 col. illus. Hardback.....£25.00

★ LEGENDARY 2.3 ALFA ROMEO 8C 2300. Simon Moore.....£290.00

● DRIVING AMBITION AN ADVENTURE OF A LIFETIME. Barry Weir. 34,500 km, 22 countries crossing 4 continents in a 1954 Aston Martin DB2/4 Mk 1.....£24.95

● BMW FORMULA ONE 2000 THE RETURN. Colourful portrayal charting BMW's return to F1. 144pp all col.illus. Hardback.....£25.00

❑ ORIGINAL BMW M-SERIES. J. Taylor. The restorer's guide to 1978-1981 M1, M3, M535i, M5, M6 and M635 CSi (Publication due June/July).....£24.99

● BRISTOL CARS A BROOKLANDS PORTFOLIO. Contemporary articles drawn from international motoring journals covering all models between 1946-2000. 320pp incl. 16 in full colour.....£24.95

❑ BRISTOL CARS: SUTTON PUBLISHING. D.Randle. 128pp, 200 b/w illus. Hardback.....£12.99

★ BUGATTI LA GLOIRE. F. Zagari. Leather bound limited edition of only 100 numbered copies. **SPECIAL OFFER (LIMITED SUPPLY) £199.50 Now only.....£89.99**

● DAVRIAN TO DARRIAN THE ILLUSTRATED HISTORY. Martyn Morgan Jones. Limited edition of only 500 numbered copies. **£35.00 currently will increase 31/9/01 to.....£39.99**

★ CLARKSON ON FERRARI. **TERRIFIC SALE OFFER! £245.00 Now only.....£59.99**

● FERRARI 330/P4. P. Marasca. Luxuriously bound limited edition publication by MBI of 1000 numbered copies. 128pp, 150 b/w & col. illus.....£99.50

● FERRARI ROAD AND RACING HISTORY 1947-2000. Curami & Acerbi. 136pp, 370 b/w & col.illus. Hardback (DUE MARCH).....£14.95

● FERRARI: 50 YEARS ON INNOVATIONS IN TECHNOLOGY. K.Ludvigsen. Out of print title available again. 120pp, b/w & col.illus. Softback.....£19.99

● FORMULA FERRARI UNIQUE MOTOR BOOKS. Featuring road tests and numerous cutaway drawings of Ferraris racing cars. 82pp, b/w illus. Softback.....£9.95

❑ HISTORY OF V65 FERRARI ENGINES. Ital/Germ/Fr/Eng text. 46pp. £20.00

❑ RED ARROWS: FERRARIS AT THE MILLE MIGLIA. Marzotto. Updated edition. 300pp, 400+ b/w & col. illus. (Publication scheduled for June)..£50.00

❑ SHARKNOSE: FERRARI 156. E. McDonough. Sutton Publishing. 192pp, 170 b/w & 16 col. illus. Hardback.....£25.00

FORMULA FERRARI

A limited edition box-set of only 1000 numbered and certified copies, containing 30 lithograph prints (30 x 50 cm approx.) of the Ferrari GP cars from 1948 to 1999. Also included a highly detailed book full of technical descriptions and racing history of each car. Scheduled for release in June..... **Price £595**

NB: This title has been announced previously and a large number of copies have been reserved, we therefore urge customers to check on availability prior to ordering.

● FORD VERSUS FERRARI. Reprint by Mercian Manuals of the classic title by Anthony Pritchard.....£32.50

★ JAGUAR THE SPORTING HERITAGE. **SPECIAL OFFER WAS £35.00 NOW** £16.99

★ AUTOMOBILI LAMBORGHINI CATALOGUE RAISONNE 1963-1998. **SPECIAL OFFER £69.99 Now only.....£29.99**

● LOTUS 24-25-28-29-33 UNIQUE MOTOR BOOKS. Contains special features & cutaway drawings. 74pp, b/w illus. Softback.....£9.95

❑ LOTUS 25/33. J. Tipler. 192pp, 170 b/w & 20 col. illus. Hardback.....£25.00

● LOTUS CATERHAM SEVEN AND THE R500 UNIQUE MOTOR BOOKS. 82pp, Softback.....£9.95

★ LOTUS SPORTS RACERS A BROOKLANDS PORTFOLIO. Collection of contemporary articles covering the sports racers produced between 1951-1965, 344pp, b/w illus. Softback.....£24.95

★ MASERATI: A HISTORY. Reprint of the first full history of Maserati racing by Anthony Pritchard originally published in 1976, featuring specifications of all models & detailed results tables.....£39.95

● MERCEDES IN MOTORSPORT: FROM 1894 TO PRESENT DAY. A. Henry. Lavishly illustrated history plus technical details. 208pp, 200 illus inc col. Hardback.....£25.00

● MERCEDES-BENZ W25-W125-W154-W165 UNIQUE MOTOR BOOKS. Track tests, race reports & cutaway drawings on the early racing cars. 66pp, b/w illus. Softback.....£9.95

● UNIQUE MOTOR BOOKS. Road tests & features on the most successful cars during the 1930s to 1950s. 74pp, b/w illus. Softback.....£9.95

● OSCA, MORETTI & STANGUILLINI: UNIQUE MOTOR BOOKS. Reprinted road and track tests including cutaway drawings. 88pp, b/w & some col. illus. Paperback.....£13.95

● 930 TO 935 THE TURBO PORSCHES. J.Starkey. New updated and vastly expanded second edition. 422pp, b/w & col. illus. Hardback.....£39.99

● BUYING DRIVING & ENJOYING YOUR PORSCHE 356. Schrager.....£19.99

❑ A PASSION FOR PORSCHES. D.Jenkinson. Re-issue of "Porsche past & present" originally published in 1983. 208pp, 140+illus. Hardback.....£19.99

★ PORSCHE RACING: SUTTON PUBLISHING. L. Meredith. Concise, informative, well illustrated history. 128pp, b/w illus. Hardback.....£12.99

❑ PORSCHE RACING MILESTONES. Thoms. 224pp, 100 b/w & 250 col. illus. hardback.....£29.99

● STANGUELLINI. Candini & Manicardi. Italian text, 192pp, illustrated. Softback.....£13.99

● WESTFIELD THE STORY. A pictorial review & enthusiasts guide by Paul Robinshaw & Jeremy Bouckley. 144pp, 240+ b/w illus. Softback.....£14.99

KARL LUDVIGSEN

Signing sessions with Chaters VSCC Donnington

Sat 19th May 12.00

Coys Rockingham Sun 27th May 12.00

MOTORSPORT

❑ A-Z OF GRAND PRIX CARS. D. Hodges. Reprint. 192 pp, 300 illus. Hardback.....£25.00

★ BATHURST CRADLE OF AUSTRALIAN MOTOR RACING. **SPECIAL OFFER £49.99. Now Only.....£29.99**

★ THE BLUEBIRD YEARS: DONALD CAMPBELL AND THE PURSUIT OF SPEED. Knowles. 184pp, 50 illus. Paperback.....£9.95

● CAN-AM RACING 1966-1969. Brooklands Books. Race previews & reports. 180pp, 200+ b/w illus. Softback.....£14.95

● CAN-AM RACING 1970-1974. Brooklands Books. Description as above.....£14.95

● CAN-AM RACING 1966-1974. Brooklands Books. Whereas the first two books in this triology look at the races in detail, this third volume studies the cars and features 15 pages of full colour. 180pp, 300+ illus. Softback.....£14.95

★ CLASSIC RACING ENGINES: DESIGN, DEVELOPMENT AND PERFORMANCE OF THE WORLD'S TOP MOTORSPORT POWER UNITS. Investigative and authoritative study by renouned author Karl Ludvigsen. 224pp, 250+ illus. Hardback.....£25.00

❑ FERRARI: FORMULA 1 RACING TEAM (SECOND EDITION). David Tremayne tells the inside storyof the most famous racing team up until its long awaited victory in 2000.....£14.99

● FINNISH GRAND PRIX: 50 YEARS OF RALLYING. 176pp, b/w & col. illus. Hardback.....£24.99

❑ FORD IN TOURING CAR RACING: TOP OF THE CLASS FOR FIFTY YEARS. G. Robson. Large format lavishly illustrated book packed with technical & historical facts. (Due June).....£19.99

★ GREAT ENCYCLOPEDIA OF FORMULA 1 1950-2000. P. Menard. Massive 2 volume tome with 864 pages and over 1200 photos detailing the cars, the drivers, teams, circuits and results.....£75.00

❑ JAGUAR AT LE MANS 1950-93: FROM THE XK120 TO THE XJ220. Paul Parker describes the thrilling battles capturing the highs and lows in this publication commemorating Jaguar's first win at Le Mans. 208pp, 200 b/w & col illus. (Due June).....£25.00

❑ JOEY DUNLOP: THE AUTHORISED BIOGRAPHY. Together with the Dunlop family, author Mac McDiarmid gives a full unique insight of the legendary racer. (Due June).....£25.00

❑ MARCH: THE RISE AND FALL OF A MOTOR RACING LEGEND. M. Lawrence. Updated edition of the much sought after out-of-print book "Story of March: Four guys and a Telephone". (Publication scheduled for June)..£27.50

★ McLAREN THE EPIC YEARS. A. Henry. **SPECIAL OFFER £17.99 Now Only.....£6.99**

● MICHAEL SCHUMACHER: THE FERRARI YEARS (SECOND EDITION). C. Hilton.....£14.99

❑ MIKA HAKKINEN: BLACK & WHITE PORTRAIT. Title announced previously now scheduled for release end of May.....£37.50

★ MONTJUIC: 40 YEARS OF MOTOR RACING HISTORY AT THE PARK CIRCUIT. Impressive heavy weight history by Javier Del Arco De Izco. 588pp extensively illustrated. A bargain at.....£39.99

❑ THE MOTORSPORT ART OF MICHAEL TURNER (2nd EDITION). 112pp, 674 b/w illus, 84 col. Hardback (DUE JUNE).....£35.00

● NASCAR: THE DEFINITIVE HISTORY OF AMERICA'S SPORT. M.Hembree. 200pp, b/w & col illus.....£49.99

● PILOTI BIELLESI: GIOVANNI BRACCO & UMBERTO MAGLIOLI. Featuring superb period photography of these legendary racers. 198pp, Italian text. Hardback.....£24.95

★ PROTOTYPES: THE HISTORY OF THE IMSA GTP SERIES. Martin & Wells. 448pp, 375 b/w & col. illus. Hardback.....£69.99

❑ THE RAC RALLY. M. Le Grand. 192pp, 150 illus. Hardback. (Due June)£19.99

★ RACERS 1948-1968: THE LEGENDS OF F1. **SPECIAL OFFER £30.00 Now Only.....£12.99**

★ RACERS 1969-2000: THE LEGENDS OF F1. **SPECIAL OFFER £30.00 Now Only.....£12.99**

★ SHOOTING STAR: THE LIFE OF RICHARD SEAMAN. The complete biography by Chris Nixon. Signed copies available.....£39.95

★ SIXTIES MOTOR RACING: THE PHOTOGRAPHY OF MICHAEL COOPER. Evocative photography and lively text capture the atmosphere of motor racing's "Golden Era".....£250

★ TOUCHWOOD! Autobiography of the Le Mans winner Duncan Hamilton. Reprint of the 1990 edition which featured additional materal by Doug Nye. 168pp, plus some b/w illus. Hardback.....£29.95

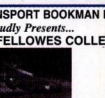
● TOURING CAR WORLD 2001. Ravaioli. 312pp, over 300 illustrations. Paperback.....£17.99

★ TRANS-AM: THE PONY CAR WARS 1966-1971. Photo-history compiled from the archives of Dave Friedman. 200pp 325 b/w & 75 col. illus. (Due June).....£29.99

CHRIS NIXON & TRANSPORT BOOKMAN PUBLISHING

Proudly Presents...

THE ROBERT FELLOWES COLLECTION



The motor racing photography of Robert Fellowes was last seen in the 1948 publication "Grands Prix 1934-1939". Until now, more than half a century later, his work finally gets the exposure it deserves in this album. 200 pages comprising more than 300 previously unpublished photographs, selected from the private collection of Neil Corner's negatives entrusted to Chris Nixon & TB, covering 26 continental Grands Prix from the 1930s. Foreword is by Louis Klemantaski.

SIGNED COPIES AVAILABLE £39.95

Also available The Robert Fellowes Collection Limited Edition

Limited to only 75 numbered copies, signed by Louis Klemantaski and Chris Nixon. Bound in Buckram and presented in a slipcase. Price £175.00

CALLERS OPEN MONDAY TO SATURDAY 9.00AM - 5.30PM WITH AMPLE STREET PARKING. MAIL ORDER. UK customer: please add £3.50 to cover postage on orders up to £50.00. Orders over £50. post free! Overseas customers: Add £5.00 (minimum charge) on orders up to £25.00; add 15% on orders between £25.00 & £150.00; add 10% on orders over £150 (These are surface mail rates, airmail charged at cost) Cheques and POs payable to CHATERS. Overseas cheques must be in sterling and drawn on a London bank. Credit Cards: Visa, Mastercard, Amex, Switch. Please quote Dept MS when ordering.

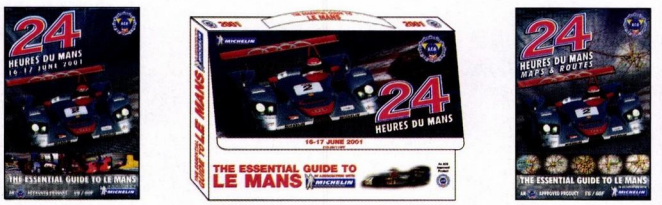
SPECIALISTS OF CURRENT AND OUT-OF-PRINT MOTORING LITERATURE

24 HEURES DU MANS 16-17 JUNE 2001



THE ESSENTIAL GUIDE TO LE MANS

IN ASSOCIATION WITH MICHELIN



Just £10.99 + p&p

ORDER YOURS NOW – CALL

0115-912-9222

When ordering quote ref: MS02

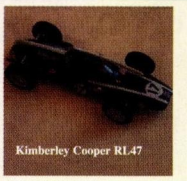
or visit our website at www.trmg.co.uk

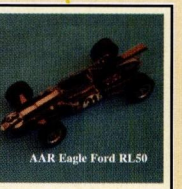
Packs will be mailed from 16/05/01

Please quote MS02 when ordering

An ACO Approved Product

SMTS





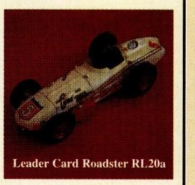
Exclusive Limited and Special Editions Handbuilt Collectors Model Cars and kits on sale from

SMTS Factory Showroom

Open 10 to 1700hrs Monday–Saturday



Explore SMTS Mail Order Catalogue

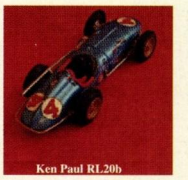


Visit

www.smtsmodels.co.uk

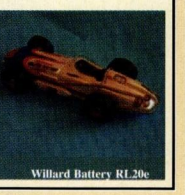
Scale Model Technical Services

BRUNEL ROAD, HASTINGS, SUSSEX TN38 9RT



Tel: 01424 853353

Fax: 01424 852241

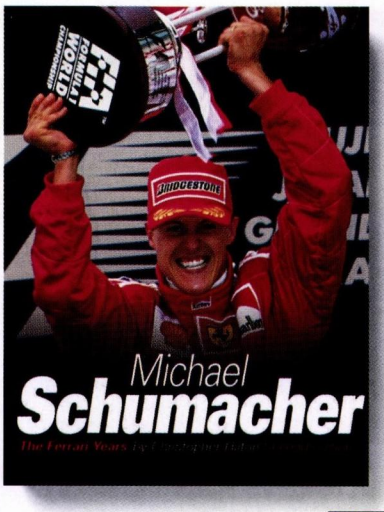


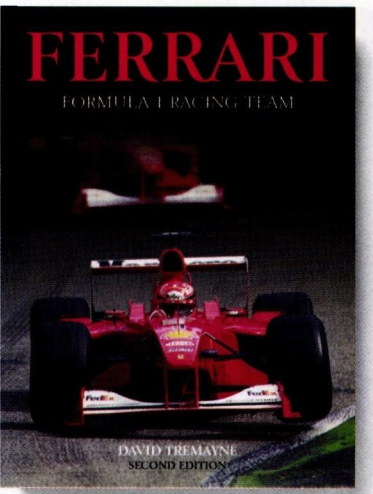
MAN & MACHINE

The Ultimate Combination

Michael Schumacher: The Ferrari Years (2nd Edition)
BY Christopher Hilton
Lavishly illustrated and packed with new information, this book takes the story up to the present with a detailed examination of Schumacher's career since joining Ferrari. It analyses the sublime races and the disgrace, and the complex Maranello culture, all pivotal in his fight to haul the Italian team back to the point where in 2000 it won its first Drivers' World Championship since 1979 and a second successive Constructors' World Championship.

Hardback, 259 x 195mm, 176pp, Over 100 colour illustrations
ISBN: 1 85960 829 9 **£14.99** RRP





Ferrari: Formula 1 Racing Team (2nd Edition)
BY David Tremayne
When Michael Schumacher crossed the finish line to win the 2000 Japanese Grand Prix, giving Ferrari their first Drivers' title for 21 years, motor racing fans around the world rejoiced. Here is the inside story of this famous racing team. After honing their competitive edge during season-long battles for the title, Ferrari finally succeeded in beating the opposition using a combination of Schumacher's brilliance, Ross Brawn's tactical acumen, and sheer hard work.

Hardback, 233 x 169mm, 192pp, Over 120 mainly colour illustrations
£14.99 RRP ISBN: 1 85960 830 2

Both titles are available from bookshops and mail order specialists.
To order direct with free p&p, call 01963 442030 quoting ref. MS06.

Haynes THE BOOK

Haynes Publishing Sparkford, Yeovil, Somerset BA22 7JJ
Telephone: **01963 442030** • Fax: **01963 440001** • E-mail: **sales@haynes-manuals.co.uk**

www.haynes.co.uk

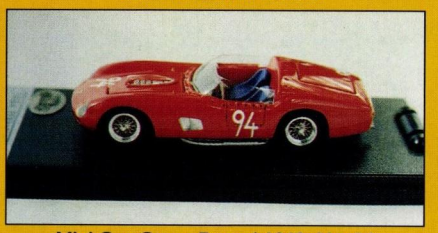
WHEELS MODEL CARS

E-mail: contactus@wheels-modelcars.com

Celebrating the 1970's Ferrari, Lamborghini, Porsche, BMW



FERRARI 250 GT Tourist Trophy 1964. Driver T. Maggs CH. 449 1GT. In Green.



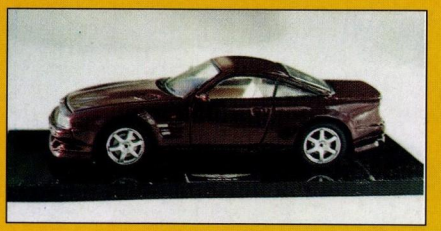
Mini Car. Cegga Ferrari 1962. No. 94. 1,000km Nurburgring. In Red.



Brumm R98. Vanwall F1 HP285. 1957. No. 18 in British Racing Green. Moss/Brooks.



SRC Models. 1958 Ferrari Dino 246. O Gendebien Belgium GP. Ltd 50. No. 20 in Yellow.



RPM Models. Aston Martin 'Vantage'.

AND MANY MORE BEAUTIFUL MODELS OF:

FORMULA 1, RALLY T.T., INDY, LE MANS, TOUR DE FRANCE, NASCAR, FERRARI CHALLENGE, TEST CARS, PACE CARS, RIVERSIDE, DAYTONA.

JOIN OUR MAILING LIST FOR THE NEW CATALOGUE

PHONE: 01766 522552 FAX: 01766 522277

61 HIGH STREET, CRICCLETH, NORTH WALES LL52 0HB.

HEDINGHAM MODELS & COLLECTABLES

7 MARKET ST., PHOENIX SHOPPING CENTRE, BRAINTREE, ESSEX CM7 3YA. Tel: 01376 320522.

www.hedinghammodels-collectables.co.uk - EMail: niall.t@hedinghammodels-collectables.co.uk

1/43rd SPECIALISTS 1/18th

IN MOTORSPORT MODELS

Large Modern Shop or Mail Order



1/43 Quartzo High Quality. Mazda 787B. Le Mans winner 1991. Johnny Herbert/Weidler/Gachot. £22.99.



1/43 High Quality Die Cast Aston Martin DB3S. Parnell/Collins. Le Mans 1953. £22.99.



11/12 Die Cast. Incredible detail. Carl Fogarty's last ever race bike. Ducati 996, year 2000, super engine detail. £42.99.



1/43 High Quality Die Cast. Lotus Eleven (MkXI). Le Mans 1957. Frazer/Chamberlain. £22.99



1/24 Die Cast. Honda NSR500. Valentino Rossi 2000 with rider. £22.99. Others available.



1/43 Die Cast. Ford Lotus Cortina MkII. Roger Clark. Scottish Rally 1967. £9.99.

WE STOCK A VAST & VARIED SELECTION OF MODELS

ROAD, RACE, RALLY, GT CARS, LE MANS, F1, RACE BIKES, CART AND MORE

P&P AT COST. PRICES SUBJECT TO CHANGE

WE HAVE THE KNOWLEDGE TO HELP AND ADVISE - *JUST ASK NIALL T.*

MULTI AWARDS FOR CUSTOMER SERVICE

HOURS: Monday-Wednesday 10am-5pm - Closed Thursday - Friday 10am-6pm - Saturday 9am-5pm

MIDLAND RACING MODELS

Suppliers of Quality Handmade Models, Model Kits & Diecast Models in all scales.

NEW 1/18th LIMITED EDITION MODELS by G.M.P. from the USA

All Can-Am Models are made to the highest standard, with fully detailed chassis, cockpit, engine, suspension and opening or detachable bodywork. All are Limited Editions of 3500 worldwide, most will be sold in USA, only very limited quantities to the UK. Well presented in graphic box with L/Edition number.



Lola T70 Mk3B Sunoco of Mark Donohue, Daytona 1969, just arrived but limited supply to UK. ORDER NOW **£95**



Lola T70 Spyder Sunoco of Mark Donohue, Can-Am 1966 - now sold out by manufacturer, only a few left in UK **£95.** Nearly Sold Out.



Lola T70 Spyder of John Surtees - Canar Champion 1966 now available £95.

The McLaren's also feature super detailing of removable body to show full engine with plug leads, fuel lines etc. Opening side doors, again Limited Edition with individual serialized plate on base. **Price £110 each.**



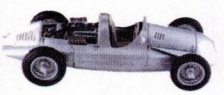
McLaren M8A, Can-Am 1968 in full works livery of either No4 Bruce McLaren or No5 Denny Hulme. Nearly sold out.

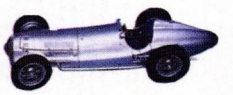


McLaren M8B, Can-Am 1969, in full works livery of Dan Gurney, also low wing version available of Denny Hulme



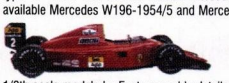
1/18th McLaren M16 Works Car 1974 Indy Winner of Johnny Rutherford with fully detailed engine, lift off body. **£125** also AAR-Jorgenson Eagle of Bobby Unser Indy Winner 1975 Priced **£125.**





1/18th scale Models by C.M.C. superb detail, full engine/cockpit detail- NEW Auto Union type 'D' 1938 and Limited Edition Mercedes W165 - 1939 price £108 each. Also available Mercedes W196-1954/5 and Mercedes W154 1938 Price £98 each









1/8th scale models by Exoto superbly detailed, lift off body full engine/cockpit detail full range available - Lotus 72E&D 49/49B Clark Hill etc, Ferrari 312B/312T/312T4, Renault RE20, Tyrell/001/002/003/P34, and just arrived Nigel Mansell's Ferrari 641/2. All price £125each.

Worldwide mail order - post & packing UK Reg £7 EEC - £12, Rest of World £20

MIDLAND RACING MODELS

Churchside Arcade, 20 Little Church St, Rugby, Warks, CV21 3AW.

Tel or Fax: 01788 552133, after hours 01788 815220

CREDIT CARDS - VISA - AMERICAN EXPRESS - MASTERCARD

VISIT OUR STAND 090 AT THE GOODWOOD FESTIVAL JULY 6th, 7th & 8th

Carkits International

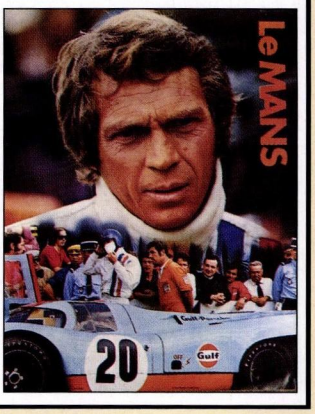
LE MANS THE MOVIE

S. McQUEEN

22"˜17" FULL COLOUR PRINT
1971 AS ISSUED IN USA

£28.50 inc p&p

**101 Kensington Road,
Southend-on-Sea,
Essex SS1 2SY, England
Tel: 01702 615397
Fax: 01702 615397**



CLASSIC MOVIE POSTERS

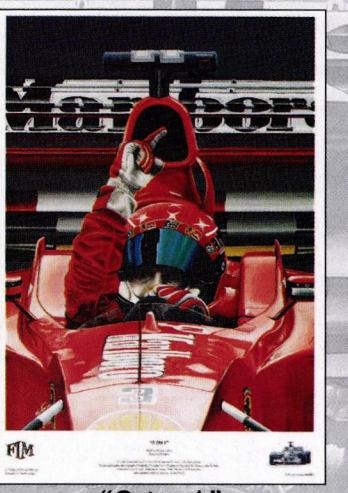


VinMagCo is the leading supplier of classic movie posters, featuring great cult titles like **The Italian Job, Bullitt** and all the **James Bond** films. We stock over 300 different movie posters. Our posters are full-size reproductions of the original cinema advertising and come rolled in a sturdy tube by post for only £7.99 each including p&p
Order by phone 020 8525 9209 (office hours) or online at our website which has the full range of images and details of our shop locations.
www.vinmag.com

FIM

FORMULA IN MEDIUM LTD

Jasmine Cottage, Rudge, Nr Frome,
Somerset BA11 2QE
Telephone no: 01373 830196
Fax no: 01373 831842



"3 to 1"

FIM are pleased to announce the LATEST edition to their range of unofficial motor sport prints. Faithfully reproduced from original painting by Michael Thompson AGMA and strictly limited to 500 copies worldwide, it has been printed in the latest light fast inks on high quality 300 gms art paper.
The above print has been personally signed and numbered by the artist and has an overall size of 345mm x 488mm.
The price is only £20 per print including P&P UK.
Please make cheques payable to FIM Limited and allow 14 days for delivery.
Additional prints are available in our fully illustrated catalogue - please telephone for a copy.
All major credit cards accepted.
We shall be exhibiting at the Goodwood Festival of Speed with our new range of original works

LIMITED EDITION PRINTS by *Colin Carter Collection* ©

feel the passion!

NEW LARGE SIZE REPRODUCTIONS

(approx. 900mm x 700mm on 300gsm heavyweight, acid-free artboard)



"GENTLEMAN JIM"
(JIM CLARK, LOTUS, 1967, BRITISH G.P.)

This is the first of Colin Carter's new, large format prints from his *'History of Formula One'* series.
Reproduced from his original oil on canvas, this edition is strictly limited to only 250 copies, worldwide, each of which is personally signed, sealed and numbered by the artist.
£100 each (plus P&P £3.00 UK, £6.00 outside UK)

TO ORDER

On our 24 hour phone/fax hotline **01843 823195** or via our website (where you can view the complete *'Colin Carter Collection'*).

We accept payment by cheque or postal order (made payable to **Colin Carter**) or by VISA, Mastercard or Switch.
(Please advise card No., expiry date plus name and address of cardholder or your Switch issue No. and signature).

Or write giving full details of your order to:

**THE COLIN CARTER COLLECTION, PO BOX 110,
MINSTER, Nr RAMSGATE, KENT CT12 4BJ, UK**

OR ORDER VIA THE NEW WEBSITE:

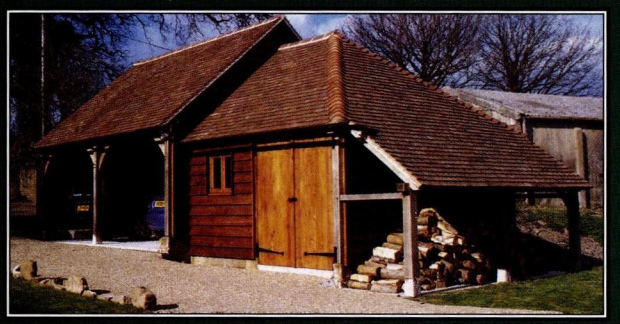
www.colincarter.co.uk

ENGLISH HERITAGE BUILDINGS products

AWARD WINNING DESIGNS

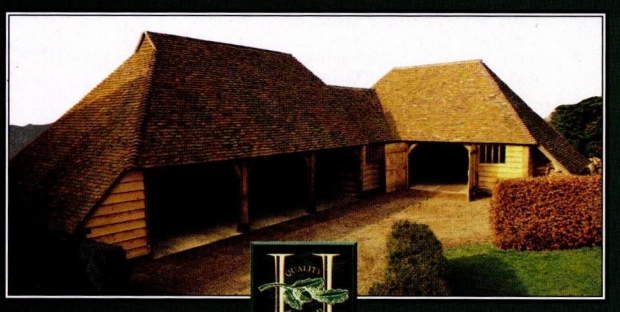
TRADITIONAL BUILDINGS

BARN HOUSES, ANNEXES, GARDEN-ROOMS, GAZEBOS, GARAGES, OUTBUILDINGS, SWIMMING POOL-ENCLOSURES & STABLING









MADE FROM THE FINEST OAK ~
MARKET LEADERS IN QUALITY AND VALUE

10 YEARS

BROCHURE LINE 020 8938 3828

Woods Corner East Sussex TN21 9LQ
Web site http://www.ehbp.com

Scotland 01330 825517 Southern Ireland 00353 (061) 376716 00353 (087) 2562647
Belgium +323 685 2000 France +331 4614 8245 Holland +31 522 241800

www.f1-classics.com

Ready-to-frame F1 prints at exceptional prices



Jack Brabham looks unbelievably relaxed as he wins the 1967 French GP (on the Bugatti circuit at Le Mans), at the wheel of his 3-litre Brabham BT20-Repco V8.

A superb black & white print on heavy art paper with a rich gloss finish.
Dimensions: 30 x 40 cm (12" x 16").

Prints fit standard off-the-shelf frames & mounts. Mailed immediately in rigid tubes.

READY-TO-FRAME PRINTS INCLUDE :
Jim Clark, Graham Hill, Jack Brabham, Jackie Stewart, Denny Hulme, Niki Lauda, Jody Scheckter, James Hunt, Ayrton Senna...

POSTER-SIZE PRINTS :
Damon Hill, Michael Schumacher, Mika Hakkinen...

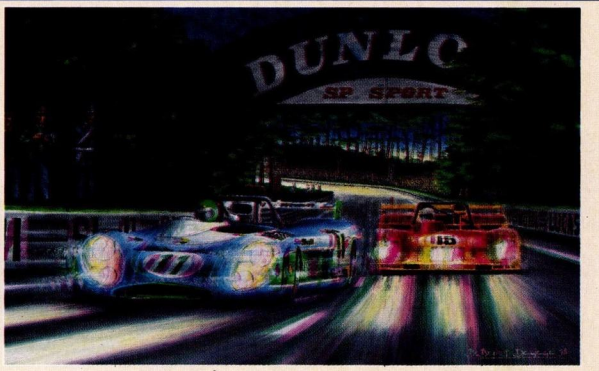
£7 + £2.50 post & packing

Jack Brabham
World Champion 1959-60-66
Brabham BT20-Repco V8
French GP 1967

TO ORDER : Mail your cheque for £7 + £2.50 post & packing (total= £9.50) to:
Communiquer / F1-classics,
15 av. du Chateau de l'Espée, 06600 Antibes, France.
Tel +33 (0)4 9395 2875 • Fax +33 (0)4 9395 2876

New: order online at www.f1-classics.com

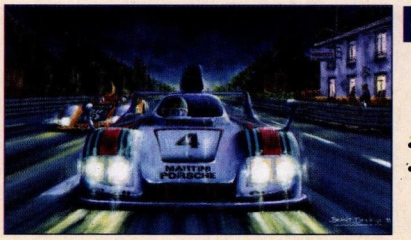
«The redoubtable missile» Le Mans 1973



by BENOÎT DELIÈGE

Matra 670 B of Pescarolo-Larrousse. ***Limited edition of 500 prints****, size* ***50x70cm***

- *N° 001 to 300 individually* ***signed by Pescarolo & Larrousse*** *& the artist ....* ***£51,5***
- *N° 301 to 500 signed by the artist .....* ***£39*** *(P&P incl. for Europe)*



◄ ***«LE MANS 77»***

J. ICKX - Porsche 936
published in a ***limited edition of 400 prints****, size* ***50x70cm***

- *Signed by J. Ickx .....* ***£51,5***
- *Signed by the artist .....* ***£39***

P&P incl. for Europe
(rest of the world : + £2,5)

EUROCARD MasterCard VISA AmEx.

Send a Eurocheque, or details of your Visa, Mastercard or AmEx.
TO ORDER : Targa Florio, 99 avenue de Spa - 4802 Verviers BELGIUM
Tel/fax : ++ 32 87.23.20.08
E-mail : info@targaflorio.be
Web site : www.mecanicimport.com/paintings.htm

TARGA FLORIO



SECOND TIME ROUND



International Watch Dealers

Grays Antique Market
58 Davies Street
London W1Y 2LP







ROLEX . CARTIER

And Other Fine Watches
Bought Sold and Exchanged

Fast Repair & Refurbishment
Service Available

020 7499 7442

(24 HOURS)

www.secondtimeround.com





THE PACESETTERS
by
Richard Wheatland



To commemorate the 50th Anniversary of Jaguar's successful debut at Le Mans, we are pleased to offer again this superb limited edition print for sale, of which 40 copies, individually signed by Sir Stirling Moss and Jack Fairman, just remain.

The Jaguar C-Type driven by Stirling Moss (pictured) and Jack Fairman led the 1951 Le Mans 24-Hour Race from lap 4, averaging over 100 mph and setting a new lap record of 105.24 mph before retiring in the early hours after breaking the opposition's challenge. This allowed the Walker/Whitehead C-Type to cruise to victory - the first of five wins for Jaguar cars at Le Mans in the 1950's.

Overall size: 16½" x 23½", supplied rolled in stout tube

Price: £45.00 signed by Sir Stirling Moss, Jack Fairman and the artist
£15.00 signed by artist Richard Wheatland only
Post & Packing: £6.00 UK, £9.00 Overseas (payment in £ sterling)
Proceeds in aid of BEN (Reg. Charity No. 297877)
Bentrade Ltd, Lynwood, Sunninghill, Ascot, Berks SL5 0AJ
Tel: 01344 294750 Fax: 01344 622042 E-mail: paul.finn@ben.org.uk



Buy the new Omega Seamaster watch now and get all your money back later*

Hard to believe but absolutely true. It's the ultimate upgrade offer, *pay a deposit of just £105.00 now, the rest interest free over 12 months and enjoy the option of a full refund credited towards a new Omega (costing a minimum of 50% more) at any time in the future.

There has never been a better way to own the Seamaster Professional
Only Alexanders, one of the country's leading independent jewellers, offer 0% finance and the ultimate upgrade option.
So to enjoy 0% depreciation – buy now and upgrade later!

The watch of outstanding personalities
Since 1932, the Omega Seamaster has shared in some of the most exciting moments in the conquest of the sea. The Omega Seamaster was worn by Peter Blake and the Team New Zealand crew, recording every thrilling moment when they won the prestigious America's Cup in May 1995.

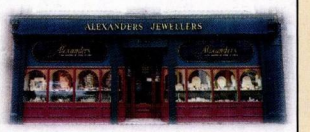
With its highly individual character, rugged resistance, precision and reliability, the Omega Seamaster Professional Diver is designed for ultimate performance, on land and sea.

Cutting edge technology combined with good looks and endurance.
A watch cast from fine metals like titanium and tantalum that's water resistant to 300 metres depth.
It's an outstanding watch for outstanding personalities.

12 Months Interest Free Credit
You can purchase an Omega Seamaster (RRP £1,050.00) with our one year interest free credit (0%APR), a deposit of just £105.00 and the balance paid in 12 equal monthly instalments of £78.75.
Written quotations on request, subject to status.

Quick and Easy Finance
To buy this distinguished wrist watch, simply call us today, FREE on 0800 072 0888 and arrange your interest free credit now. Pay by cheque or credit card (positive ID will be required) and receive your watch securely delivered to your door by special delivery, subject to availability, within 14 days.

LUXURY WATCHES DIRECT
from *Alexanders*
a fine tradition of family jeweller



We are also pleased to help you at our extensive showrooms:
3 Castle St. Farnham, Surrey GU9 7HR
Tel 01252 737373
56 North St. Guildford, Surrey GU1 4AH
Tel 01483 302666
41–43 High St. Reigate, Surrey RH2 9AE
Tel 01737 222987
Visit our website at
www.alexanders.uk.com
or e-mail us on
sales@alexanders.uk.com

PLEASE SEND TO: ALEXANDERS, 3 Castle Street, Farnham, Surrey GU9 7HR
Yes, I'd like to own the Omega Seamaster Professional (Model 2531.80) from Alexanders at £1,050.00 (+£5 p&p) payable by cheque or credit card (Positive ID may be required), or with an initial deposit of £105.00 and 12 interest free instalments of £78.75 per month, subject to status. I understand that if I am not satisfied with my watch I may return it (as I received it) within 14 days and qualify for a full refund.

Four easy ways to Purchase
1. For fast-track Finance and to order your watch by telephone, call FREE 0800 072 0888
2. Please send me your 12 months Interest Free Finance Agreement (tick if appropriate) ☐
3. I enclose a cheque in full payment for £ ☐ (inc. £5 p&p) to 'Alexanders' ☐
4. Please debit my: MasterCard ☐ VISA ☐ Diners ☐ Amex ☐
Account number:

Card expiry date: Signature:
Name: (PLEASE PRINT) Mr /Mrs/Miss
Address:
Postcode: Daytime tel. no:

Delivered by Special Delivery, subject to availability.

MOTORSPORT (JUNE)

PATEK PHILIPPE • ROLEX • CARTIER • BULGARI • PANERAI • FRANCK MULLER • AUDEMARS • BREGUET • LANGE & SÖHNE • VACHERON

PATEK PHILIPPE • ROLEX • CARTIER

THE TIME...

Now's the time to buy the watch you've always wanted, or to sell or part exchange your present wristwatch. Immediate cash settlement - send your wristwatch by registered mail, phone or visit our New Bond Street Shop open Monday to Saturday 10.30am to 5.45pm.

WE GUARANTEE TO PAY THE BEST POSSIBLE PRICE FOR FINE WATCHES BY THE WORLD'S LEADING MAKERS





THE PLACE...

David Duggan

0207 491 1362

Bond Street Antiques Centre, 124 New Bond Street, London W1S 1DX

enquiries@davidduggan watches.co.uk www.davidduggan watches.co.uk

PATEK PHILIPPE • ROLEX • CARTIER • BULGARI • PANERAI • FRANCK MULLER • AUDEMARS • BREGUET • LANGE & SÖHNE • VACHERON

The MUCKLEBURGH COLLECTION

Weybourne Military Camp, Weybourne, Holt, Norfolk NR25 7EG
Tel: 01263 588210, 01263 588608
Fax: 01263 588425

Britain's largest privately owned military museum incorporating the Suffolk & Norfolk Yeomanry. 16 tanks, 150 armoured vehicles, guns, bombs and missiles. Tank demonstrations every Sunday, weekdays, during school holidays.

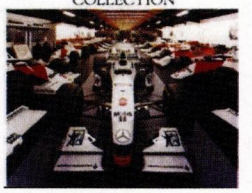
Opening times mid Feb until end October. Daily, 10am – 5pm

Admission Prices: Adults £4.95 OAP's £4.00 Child £2.50



NORTH NORFOLK AWARD WINNERS 1994, 1995, 1996, 1997.

DONINGTON GRAND PRIX COLLECTION



The World's biggest Grand Prix grid...
A whole century of Motor Sport history! More than 130 cars!
Donington Grand Prix Collection, Donington Park, Castle Donington, Derby. Tel: 01332 811027.
OPEN DAILY 10am-4pm. Close to M1 J23A/24

THE BUGATTI TRUST



The trust has on permanent exhibition. A display that tells many aspects of the Bugatti story. The artistry and individuality are demonstrated by photographs, models, diagrams, mechanical components and complete cars. The curator, Richard Day, will give talks to small groups by prior arrangement of up to 40 people.

Open: Mon - Fri 10:30am - 3:30pm
Sat & Sun: when it is the VSCC Weekend
Sun: when there is a hillclimb at Prescott

Orescott Hill, Gotherington, Cheltenham, Glos., GL52 9RD
Tel: 01242 677201

Admission: Donations encouraged

STONDON TRANSPORT MUSEUM HENLOW

Stondon Transport museum is home to the largest private collection open to the public within in the U.K. All, bar two, of the museums cars are in full working order. Stondons extensive collection is home to a 1912 Lagonda, 3 rare Bristols and a large collection of Bentleys and Rolls-Royces. The museum also boasts a Russian missle, a collection of aircraft and a full-size replica of Captain Cook's legendary ship The Endeavour

Open: 7 days a week 10:00 – 5:00pm



Adults: £5.00
Children: £2.40
Family: £13.00
Pensioners: £4.00



Phone: 01462 850339
Fax: 01462 850824

ARIAS PISTONS

FORGED PISTONS AND SPECIALIST ENGINE COMPONENTS

- Forged pistons for every application to 140mm bore
- Steel, titanium and aluminium connecting rods
- Piston rings and pins
- Liners, block sleeves & lightweight pushrods

ARIAS PISTONS LTD
Brookers Road Industrial Estate, Billingshurst, RH14 9RZ. England
Tel: +44(0)1403 784022 Fax: +44(0)1403 782022
Email: pistons@arias.co.uk

G. P. PANELCRAFT

Specialising in hand crafted panelwork in either steel or aluminium.

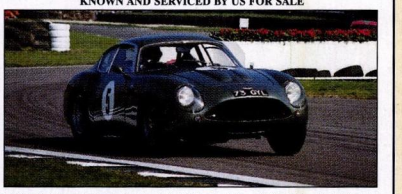


"Cooper 500" to polished standard.

Tel/Fax: 01344 860575

GOLDSMITH & YOUNG LTD
ASTON MARTIN SPECIALISTS

SERVICING • FULL RESTORATION • UNLEADED CONVERSION • DYNAMOMETER • INSURED TRANSPORT • PRE PURCHASE INSPECTION AND REPORT • PERFORMANCE ENHANCING ENGINE AND SUSPENSION MODIFICATION • ALSO A SELECTION OF CARS KNOWN AND SERVICED BY US FOR SALE



Unit 2C, Quarryfields Industrial Estate, Mere, Wiltshire BA12 6LA.
Tel: 01747 860715. Fax: 01747 861109
Email: gyl73@aol.com Website: www.aston-gyl.com



POWERDOOR™
AUTOMATIC GATE SYSTEMS

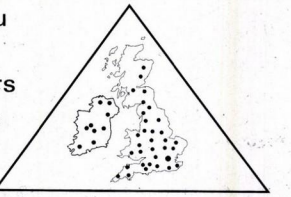


FOR NEW OR EXISTING IN WOOD/STEEL WROUGHT IRON

SECURITY AND CONVENIENCE controlled by you from a simple push button to complex video entry
NATIONWIDE over 150 approved installers/distributors
INFORMATION/BROCHURE please phone or write

TEL: 01798 815700 Fax: 01798 815900

Powerdoor, Old House Farm, Thakeham, Sussex RH20 3EH



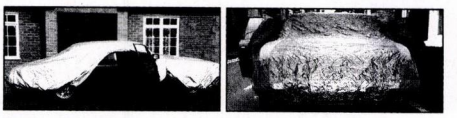
Visit our web site www.powerdoor.co.uk

e-mail us at sales@powerdoor.co.uk

STORAGE SOLUTIONS

TAKE COVER!
CAR COVERS by COVER SYSTEMS

All our covers have two protected front door zips. We cover cars from 8' to 22' - all shapes and sizes! We also cover motorcycles and caravans.



COVER SYSTEMS (MS)
49 GROVE ROAD,
RUSHDEN NN10 0YD.
Tel: 01933 410851
Fax: 01933 411851

Outdoor: Polyester woven textile with anti UV treatment, lightweight, smooth, high water resistance, breathable, elasticated all-round hem, underbody straps, anti-theft.

In-Garage: Dustproofed nylon textile, breathable. elasticated both ends.

Some price examples of our covers

	Outdoor	In-Garage		Outdoor	In Garage
Aston Martin DB7	£98	£68	Lexus LS400	£100	£69
BMW 5 Series	£98	£68	MGF	£94	£66
Ferrari 355	£96	£67	Porsche 996	£96	£67
Jaguar XJ6	£100	£69	TVR Subara	£94	£66

Please phone for the price of a cover for your car

All prices include VAT.
FREE Delivery

STILL 1999 PRICES!

PROFESSIONAL QUALITY CAR STORAGE

Classic Car STORAGE LIMITED



- Specialised Professional Care
- High Security Storage
- Customised Maintenance Programmes
- Collection, Delivery and Shipment
- Digital Photographic Records
- Computerised Accounting

Classic Car Storage Ltd. P.O. Box 29, Petersfield, Hampshire GU31 5YH
Telephone: 01730 825 826 Fax: 01730 825 077
Email: info@classiccarstorage.co.uk Web: www.classiccarstorage.co.uk

---

STORACAR
The Hotel For Fine Automobiles Ltd

★★★★★



Comprehensively insured by CGU for your security

www.storacar.co.uk

- *Secure and discreet location*
- *Dry/de-humidified storage*
- *Full valeting service*
- *Servicing, repairs & MOT's*
- *Collection/delivery worldwide*

P.O. Box 374, Newport Pagnell,
Bucks., MK16 8AA
Tel: +44 (0)1234 391 206
Fax: +44 (0)1234 391 672
E.mail: storacar@compuserve.com

SPECIALIST CAR STORAGE COMPANY

TigaStor

Offers a high security, comprehensive storage service.

We are a long established and extremely flexible organisation. We aim to make life easy for anybody who is living or working overseas, or who simply has no space for their car. Our rates are amongst the most competitive. Convenient for Heathrow, Silverstone or London.

DE-HUMIDIFIED STORAGE AVAILABLE

Tel: 01296 681211 Fax: 01296 681837
E-mail tigastor@msn.com www.tigastor.co.uk

Details from: ***TigaStor,*** **Neales Farm, Cublington,**
Leighton Buzzard, Beds LU7 0LE
(Callers strictly by appointment only)

AMERICAN EXPRESS BARCLAYCARD VISA

DE-HUMIDIFIED

CAR STORAGE
IN THE SOUTH

Fully insulated indoor storage with high security and 24 hour surveillance. Easy access to Gatwick with mainline railway links to London and the South Coast. Short or long term for home and overseas owners. Very competitive rates for fully dehumidifed storage. Maintenance service available. We also have our own covered transport service. Access seven days a week. Illustrated brochure available

CARLINES

VIOLETS, SLINFOLD, Nr. HORSHAM, WEST SUSSEX, RH13 7RA.
Tel: 01403 790503 or 790397. Fax: 01403 791593. Mobile: 07803 253299.
Email:carlines@clara.net

LONDON CAR STORAGE

Bride Street, Caister House, Underground Storage
London N7 8AX

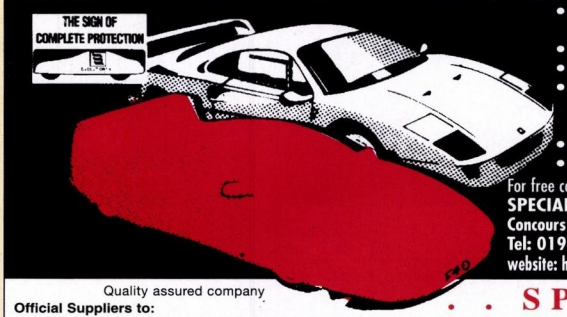
Agents for Archamber Systems

. Short Term .
. Long Term Stay .
. Complete Valeting Service .
. C.C.T.V 24hr Surviellance .
. Collection & Delivery can be Arranged .

L.C.S offer a Secure & Discreet Service to suit all your needs
Comprehensively Insured for your piece of mind
For more details & information

Please Call 020 7609 8533 - 020 7609 8535 - 020 7700 7672

WHO COVERS THE WORLDS FINEST MOTOR CARS?...



- Beware of cheap imitations. Only 'Specialised Car Covers' tailor covers to fit all makes of car, each cut to its own individual pattern.
- Extensive colour range available with or without logos.
- Manufactured in the U.k. from the finest breathable sateen cotton.
- Also available Block It 400 Series fabric by Kimberley Clarke water resistant breathable covers or exclusive nylon Coated Waterproof covers for outdoor use or transportation
- Storage bag included • Delivery 14 - 21 days
- IF YOU CHERISH IT – INVEST IN THE BEST

For free colour brochure contact
SPECIALISED CAR COVERS
Concours House, Main Street, Burley in Wharfedale, Yorkshire LS29 7JP
Tel: 01943 864646 (24 hrs) Fax: 01943 864365
website: http://www.specialisedcarcovers.com e-mail:scc@specialisedcarcovers.com

SPECIALISED CAR COVERS

www.specialisedcarcovers.com
WORLDWIDE EXPORT SERVICE

MasterCard AMEX VISA AMERICAN EXPRESS

Quality assured company

Official Suppliers to:
ASTON MARTIN LAGONDA LTD • PORSCHE CARS (GT. BRITAIN) LTD • LAMBORGHINI • JAGUAR CARS • MASERATI LTD • TVR ENGINEERING LTD • NISSAN UK LTD • ROVER CARS LTD • LOTUS CARS LTD • AND MANY OTHER LEADING MANUFACTURERS

. . SPECIALISED CAR COVERS

WEBSITES WHICH WORK

BOOKS

COLLECTORS CARBOOKS



Specialists in Out of Print and New Motoring Literature

www.collectorscarbooks.com



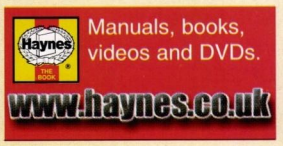
www.chaters.co.uk

GMUND BOOKS

www.gmundbooks.com

Books & Memorabilia on the Porsche Marque

01924 264936



Manuals, books, videos and DVDs.

www.haynes.co.uk

COMPUTER ACCESORIES

freestone communications

TONER AND INKJETS



THE SIMPLE WAY TO BUY A PRINTER OR FAX Online

www.freestonecoms.com

THE TOP BRANDS AT INCREDIBLE PRICES

ENGINEERING

SURELOCK CASTING REPAIRS

Tel: 01572 722051

www.castingrepairs.com

FORMULA ONE

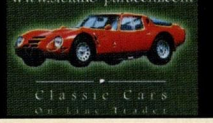
TSF1 www.tsf1.com

F1 models, Merchandise, Art & Memorabilia

43 East Street Chichester 0870 241 2829

JAGUAR

www.stefano-parucchi.com



Classic Cars On line Trader

MEMORABILIA

formula1memorabilia.co.uk

TEL/FAX +(44)1908 645140

MAIL ORDER SPECIALIST

81 HEXHAM GARDENS, BLETCHLEY MK3 5EU

MISC

Monkey Bike U.K.

Web site: www.monkeybike.co.uk

KING *Classic Cars*

www.kingclassiccars.co.uk

TEKNIS HISTORIC RACING & CLASSIC CARS

Specialist in consignment sales.

Tel: Fax: 01252 613015

Historic Racing Cars for sale.

Historic Racing Cars Wanted

www.tekniscars.co.uk

MODELS

F1 MOTORSPORT MODELS

f1motorsport-models.co.uk

TEL/FAX +44 (0) 1908 645140

MAIL ORDER SPECIALIST

81 HEXHAM GARDENS, BLETCHLEY MK3 5EU

PARTS

www.raceparts-direct.com

RESTORATION

Rod Jolley COACHBUILDING

Specialist Panel Beating and Ash Framing

www.rodjolley.com

Tel: 01590 683 702

moto technique

Ferrari Specialists

020 8941 3510

www.mototechniqe.com

MGS Coachworks

www.mgscoachworks.com

Tel: 020 8645 0555

STORAGE

ELITE AUTO STORAGE

Tel: 01799 586 585

www.autostorage.co.uk

WEB DESIGN

GJD SOLUTIONS MULTIMEDIA & WEB DESIGN

Specialists in Motorspo

www.gjd-solutions.co.uk

www.classicdriver.co.uk



community guide magazine find

The 12-Cylinder among the automotive Websites

currently available on classicdriver

195 Aston Martin
164 Bentley
438 Ferrari
557 Mercedes
383 Porsche
183 Rolls-Royce

from over 200 exclusive dealers across the UK and Europe.

CLASSIC DRIVER THE EUROPEAN CAR WEBZINE The leading European car database for prestige and classic cars



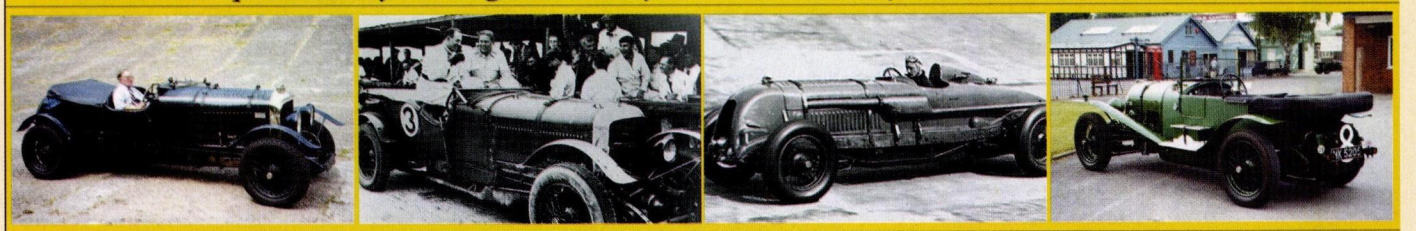
racecar

We build websites for companies like yours!

at www.racecar.co.uk

Telephone +44 (0) 1483 203781 Fax +44 (0) 1483 203261

The Brooklands Society Annual Reunion, Brooklands Museum 1st July 2001.
Featured marque Bentley. Our guests this year: The Bentley Drivers Club.



For more information visit our web site: www.brooklands.org.uk
Tickets and membership also on: 01737 217221

Patron: The Earl of March
President: Sir Stirling Moss OBE

Historic Racing Checklist

BRAKES & CLUTCHES

For the finest Competition Brakes & Clutches available.

Contact:



AP RACING



Wheler Road, Coventry, CV3 4LB, UK
Tel: +44 (0)24 7663 9595 Fax: +44 (0)24 7663 9559
e-mail: sales@apracing.co.uk Web:www.apracing.com

COVERS



OUTDOOR COVERS AT A REALISTIC PRICE

FROM £69 INC. VAT PLUS DELIVERY

- EXCELLENT QUALITY
- WATERPROOF & DUSTPROOF
- FULLY BREATHABLE
- TRIPLE LAYER PROTECTION
- U.V.RESISTANT

AIRFLOW

Tel: 01635 569569 Fax: 01635 510009
www.airflow.uk.com

A MUST FOR ANY CAR – INSIDE OR OUT

RACEWEAR



Grand Prix Racewear

www.grandprixracewear.com



No.1 in Europe for Helmets, Racewear, Kartwear and Hardware

Catalogue request & Mail Order hotline

01908 220 777

London Retail

Power Road, Chiswick, London W4 5PY
Tel: 020 8987 5544 Fax: 020 8747 2187
Email: info@grandprixracewear.com

Silverstone Retail

Unit 14, Silverstone Circuit, Towcester, Northants NN12 8TL
Tel: 01327 855885 Fax: 01327 855886
Email: silverstone@grandprixracewear.com

Arai BELL sparco SHOEI SIMPSON OMP Mizuno Asics

WHEELS

- Classic wire wheels manufactured to the highest standards, with up to 3 years warranty...
- Chromed with Stainless Steel spokes and nipples or paint finishes...
- Classic, Vintage & Veteran tyres fitted and balanced...
- Up to three years warranty...

Motor Wheel Service International Ltd.
MWS House, Elder Way, Langley Business Park, Berkshire SL3 6EP England
Tel: +44 (0)1753 549360 Fax: +44 (0)1753 547170
E-mail: info@mwsint.com
Web site: http://www.mwsint.com

MWS International



CARBURETTORS

WEBCON

The Source For

WEBER Carburettors & Parts

ALPHA Engine Management

ALPHA Mapped Ignition Systems

Plus the finest range of **'All Makes Ignition & Engine Management Components'** available.



Standard Motor Products Europe Limited
Dolphin Road, Sunbury, Middlesex TW16 7HE
Tel: 01932 787100 Fax: 01932 782725
Website: www.smpeurope.co.uk Email: sales@smpeurope.co.uk

OILS

ROYAL PURPLE

SYNTHETIC MOTOR OILS

Claimed by Royal Purple to be the Most Advanced Synthetic Motor Oils and Lubricants ever made.

Developed through years of Racing around the world in NASCAR, IRL, SPORTSCARS, NHRA, SCCA, SUPERBIKE, NHRA, SCCA, SUPERBIKE, to name but a few.

Royal Purple Motor Oils and Lubricants are also used by many British Race Teams.

Visit our Website:
www.royalpurple.co.uk
Or ring for details of your local stockist

Tel: 01209 216666
Fax: 01209 216620
E-mail: bpracing@aol.com

TRANSMISSIONS

2001 HEWLAND

est 1957 HEWLAND

Hewland has recently undergone major changes. It is now easier than ever to obtain technical information and purchase spares.

Telephone sales directly on: +44(0)1628 827602
Order on-line at www.hewland.com.
All major credit cards now accepted.

RACECARS FOR SALE





1976 Chevron B-36 - Red on tail and nose, blue center (#9 on side Excellent condition. Everything new or rebuilt. This car is fully prepped and ready for racing. One of 21 cars made. $138,000.

1965 Corvette 427 Coupe - White # 49 on side. Big Block 530 HP all steel engine. Special light weight body. This car is all set up and ready for racing. Great for road racing, Enduros, or big tracks. $65,000.

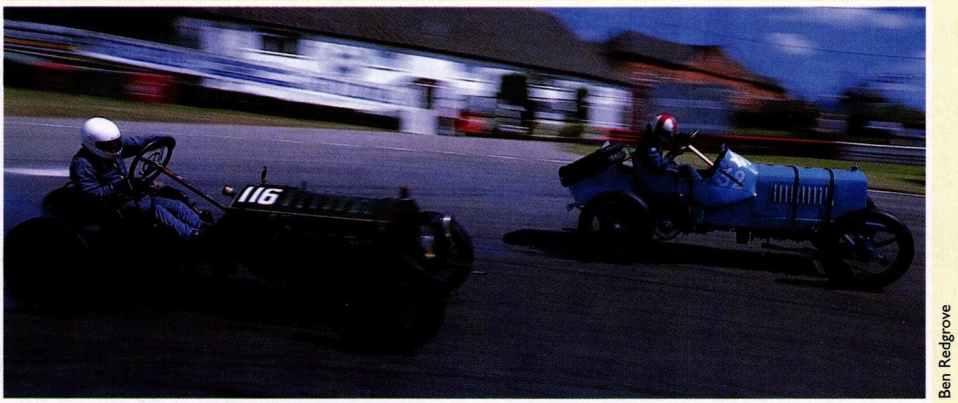
Contact Paul Lane, Vintage Racing Services.
Tel: (1) 203 913 7480 OR (1) 203 377 6745.
Fax: 203 386 0486.

CUCUMBER SANDWICHES AND CASTROL R



Ben Redgrove

There is no finer pleasure than a drive in the country followed by a glass of wine and something to eat in the open air. Such reverie can only be heightened when shared with like-minded others and enlivened by the sights, sounds and smells of fine cars being enjoyed by true enthusiasts.



Ben Redgrove

The Vintage Sports-Car Club has been hosting such occasions since 1934 and they will once again be staging their unique mixture of thrills and nostalgia in idyllic settings this summer. This is your invitation – no RSVP necessary.

Sunday 10 June	**Shuttleworth and Nuffield Trophies Race Meeting, Cadwell Park** – on the A153 between Horncastle and Louth
Sunday 22 July	**Bob Gerard Memorial Race Meeting, Mallory Park** – just off the A447 near Hinckley, Leicestershire

in association with MOTORSPORT

For more information please call the VSCC on 01608 644777 between 9.00am and 5.00pm, Tuesdays to Fridays.

THE VINTAGE SPORTS-CAR CLUB

THE CLUB THAT SPARKED A PASSION

MOTOR BOOKS MOTOR BOOKS

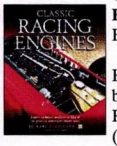
LONDON 33 St Martin's Court, London WC2N 4AN Phone +44 (0)20 7836 3800 Fax +44 (0)20 7497 2539
OXFORD 8 The Roundway, Headington, Oxford OX3 8DH Phone +44 (0) 1865 766215 Fax +44 (0) 1865 763555
Freephone Orderline 0800 0267890

PLEASE VISIT OUR ONLINE SHOP www.motorbooks.co.uk



ROBERT FELLOWES COLLECTION
Grands Prix 1934-1939 By Chris Nixons
Signed Copies Available! £39.95
Also Available By Chris Nixon
Rosemeyer! £24.99
Auto Union Album 1934-1939 . . . . £39.99
Rivals: Lancia D50 & M-B W196 . . £39.95
Shooting Star: The Life Of Richard Seaman £39.95

NEW & RECENT TITLES
1903 Irish Gordon Bennett £49.99
Alberto Ascari £25.00
Autocourse 2000-2001 ..... £35.00
Autocourse CART Yearbook2000-01 .£30.00
Automobile Year 2000-2001 [No.48] ..£32.00
A-Z Of Grand Prix Cars £25.00
Beyond The Limit [Sid Watkins], Sequel To 'Life In The Fast Lane' £16.99
Beyond The Pit Lane: Grand Prix Season From The Inside [Louise Goodman] £17.99
Bluebird Years: Donald Campbell And The Pursuit Of Speed £9.95
BMW Formula One 2000 ..... £25.00
Brickyard 400: 2000 Annual £16.99
Can-Am Racing 1966-1969 ..... £14.95
Can-Am Racing 1970-1974 ..... £14.95
Can-Am Racing Cars 1966-1974 ..... £14.95
Cobblers!: The Michael Schumacher Story In Cartoons £9.95
David McKays'Scuderia Racing: Story Of The Famous Australian Team £32.95
Driven: Racing Photography Of Jesse Alexander £25.00
F1 2000 Technical Analisis £19.99
FIA Yearbook Of Automobile Sport 2001 ..... £39.99
Finnish Grand Prix: 50 Years Of Rallying £24.99
Formula 1 Technical Analysis 2000 ..... £19.99
Formula One Behind The Scenes: Factories, Technical & History £24.99
Formula One Fuoripista: Grand Prix F1 Rep. Of San Marino, Imola 2000 ..... £19.99
Formula One Testing: GP Action Between The Races £9.99
Grand Prix Year 2000-2001 ..... £12.99
Great Encyclopedia Of Formula One: 50 Years Of F1 1950-2000 [2 Vol.] £75.00
Greg Moore: A Legacy Of Spirit £25.00
How To Start Motor Racing, 2001 ..... £12.00
Indianapolis Racing Cars Of Frank Curtis 1941-1963 ..... £19.95
Indy Review 2000 ..... £16.99
Italian Racing Drivers: Giovanni Bracco & Umberto Maglioni £24.95
Lola: All The Sports Racing & Single-Seater Racing Cars From 1978 ..... £35.00
March: The Rise & Fall Of A Motor Racing Legend £27.50
Mika Hakkinen: B&W Portrait £37.50
Montjuric: 40 Years of Motor Racing History at the Park Circuit [Massive history of the Barcelona Park Circuit] £39.99
Moss: The Authorised Biography Of Sir Stirling Moss ..... Jul £30.00
Motocourse 2000-2001 ..... £30.00
Motor Racing Circuits: Then & Now .£19.99
Motorsport Art Of Michael Turner [Second Edition]. £35.00
ITV F1 Sport Encyclopedia Of F1 ..... £14.99
Official ITV Sport F1 G.P. Gde 2001 ...£9.99
Pirelli World Rallying 23: 2000-01 ..... £19.95
Prototypes: The History of the IMSA GTP Series £69.99
RAC Rally ..... Jun £19.95
Racing Kart Performance Handbook .£14.99
Rally Cars [Reinhard Klein] £19.99
Rallycourse 2000-2001 ..... £30.00
The Great Encyclopedia Of Formula 1: 50 years of Fl.1950-2000 [2 Volumes] £75.00
The Pits 8 [Cartoons] £4.99
The Science Of Safety £19.99
Touch Wood. Reprint of Duncan Hamilton's Autobiography £29.95
Trans-Am: Pony Car Wars'66-71 ...Jun £27.99
Who Works In Formula 1 [2001 Ed.]..£30.00
World Sportscar Championship:
Vol.1 1953-55 ..... £12.95
Vol.2 1956-58 ..... £12.95
Vol.3 1959-61 ..... £12.95



CLASSIC RACING ENGINES
By Karl Ludvigsen

Hardback, 224 pages, 350 black & white illustrations.
Price £25.00
(Signed Copies Available)

MOTORSPORT - BIOGRAPHY
Brabham Ralt Honda £16.99
Dan Gurney: Passion For Motorsport £25.00
Juan Manuel Fangio £25.00
It Beats Working £17.99
It Was Fun! [Tony Rudd] £19.99
Jackie Stewart:Triple-Crowned King ..£24.99
Jenks: A Passion For Motor Sport £19.95
Jim Clark, Tribute To A Champion £24.99
Life At The Limit (Pb) £5.99
The Prince & I £9.99
Reg Parnell £6.99
Stirling Moss, Racing With Maestro ...£24.99
Twice Lucky: My Life In Motorsport ..£17.99
Ayrton Senna - As Time Goes By £19.99
Unfair Advantage [Mark Donohue]:
Hardback £34.99
Softback £19.99

MOTORSPORT - FORMULA 1
Autocourse: 50 Years Of G.P.Racing ..£40.00
Benetton: Formula 1 Racing Team £12.99
Ferrari Formula 1 ..... £19.99
F1 '94 Analisi Tecnica [Italian Text] £12.99
F1 '95 Analisi Tecnica [Italian Text] £16.99
F1 '96 Analisi Tecnica [Italian Text] £14.99
Formula 1 '98 - Technical Analysis £19.99
Formula 1 '99 - Technical Analysis £19.99
Formula One Pack £29.99
Grand Prix de Monaco £19.99
Grand Prix Fascination Formula 1 ..... £19.99
The Great Challenge: The Clark Era £195.00
The Great Challenge: Stewart Era....£195.00
Hitler's Grand Prix In England £19.99
Lotus 49: The Story Of A Legend £40.00

MOTORSPORT - GENERAL
930 to 935: Turbo Porsches [2nd Ed.] .£39.99
Castle Coombe Circuit: First 50 Yrs....£20.00
Cork Motor Races 1936-1938 ..... £4.50
Driving Forces: G.P. Racing World Caught In Maelstrom Of The Third Reich ...£19.99
Ferrari: The Racing Cars £19.99
Formula Ferrari £595.00
Red Arrows: Ferraris At The Mille Miglia ..... Jun £50.00
Racing Lancia's £24.99
Lotus Racing Cars 1968-2000 ..... £14.99
Mercedes In Motorsport £25.00
McLaren Sports Racing Cars £24.99
Motor Racing Art Of Nicholas Watts .£79.99
Motorsport Art, Juan Carlos Ferrigno £35.00
Motorsports America 1999-2000 ..... £21.99
Murray Walkers Formula 1 Heroes £20.00
Porsche 911 R-RS-RSR[New Ed.] £50.00
Porsche Racing Cars £24.99
Porsche Racing Milestones £29.99
Porsche Sport 2000 ..... £34.99
Porsche Turbo £29.99
Porsche 917 - The Winning Formula ..£25.00
Technique Of Motor Racing £19.95
Ultimate Racing Car Book £17.99
World Motor Racing Circuits £20.00

BARGAIN BOOKS
1998 Formula One Yearbook £3.99
50 Years Of British G.P. Drivers..... £14.99
All Arms & Elbows £9.99
Bathurst £29.99
Catchpole & The F Words [Cartoons] .£7.99
Century Of Grand Prix Motor Racing..£5.99
David Coulthard £2.99
F1 Connections 2000 ..... £9.99
Heinz-Harald Frentzen £2.99
Huschke Von Hanstein: Racing Baron .£5.99
Jacques Villeneuve £2.99
Jaguar: The Sporting Heritage £16.99
Klemantaski & Aston Martin £49.99
McLaren: The Epic Years £6.99
Mika £2.99
Mille Miglia 1999 ..... £29.99
Racers 1069-2000 ..... £12.99
Racers 1948-1968 ..... £12.99
Racing Cars: Masterpieces Of Eng. £7.99
Schumi £2.99
Track Record £19.99

DVD TITLES
50 Years Of Ferrari £19.99
BTTC 2000 Review £19.99
Grand Prix: Golden Years £19.99
World's Greatest F1 Cars £19.99
World's Greatest Rally Cars £19.99

VIDEO TAPES
BRM Story Vol's 1-4 ..... each £14.99
British Rally Review 2000 ..... £12.99
BTTC Review 2000 ..... £14.99
Brooklands, Birthplace of Br.M/sport £14.99
Champions - Jim Clark £12.99
Champions - Hawthorn & Collins..... £12.99
Champions - Fangio,Pirelli Tribute £12.99
Champions - Stirling Moss £12.99
Champions: Jackie Stewart £12.99
Champions: John Surtees £12.99
Eddie Irvine: Living in the Fast Lane .£14.99
Formula 1 Reviews 1981-1991 ..... each £14.99
1992 FIA Formula 1 Review £5.99



LE MANS

FORD VERSUS FERRARI
The Battle For Le Mans
By Andrew Pritchard
Reprint Of The Original First Edition.
Price £32.50

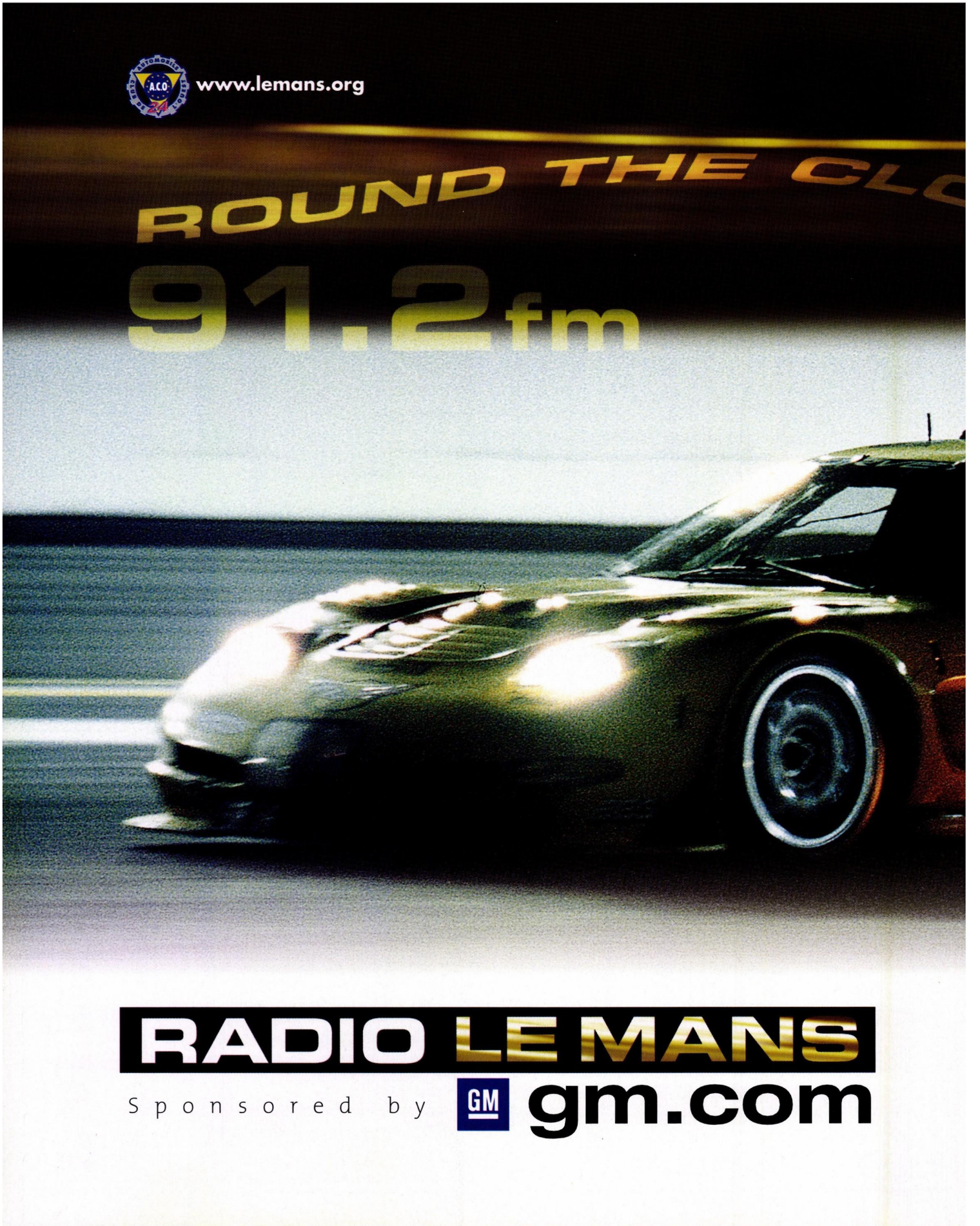
24 Heures Du Mans 1923-1992 . . .£190.00
American Le Mans Series 1999 . . . .£19.99
American Le Mans Series 2000 . . . .£25.00
A French Kiss With Death: Steve McQueen And The Making Of Le Mans £39.99
Le Mans 24 Hours 1999 . . . . . £39.99
Le Mans 24 Hours 2000 . . . . . £39.99
Older Le Mans Yearbooks . . . .Please Call
Le Mans 1950 Photo Archive £17.95
Les Healey Au Mans '49-70 [Fr. txt] £24.95
Porsches At Le mans [Second Hand]£80.00
Jaguar Vs Porsche, Le Mans '57 [Second Hand] £30.00
Le Mans Series From Brooklands Books:
Bentley & Alfa Years 1923-39 . . . .£14.95
Ford & Matra Years 1966-74 . . . . .£14.95
Ferrari Years 1958-65 . . . . . £14.95
Jaguar Years 1949-57 . . . . . £14.95
Porsche Years 1975-82 . . . . . £14.95
Porsche & Jaguar Years 1983-91 . .£14.95
Porsche & Peugeot Years 1992-99 .£14.95
Le Mans 1923-1999 Hard Bound 2 Volumes Of All 7 books £94.95

VIDEO TAPES
Jaguar At Le Mans 1954/55 . . . . . £12.99
Jaguar At Le Mans 1956/57 . . . . . £12.99
Jaguar At Le Mans 1958 . . . . . £12.99
Le Mans 1997 . . . . . £12.99
Le Mans 1998 . . . . . £12.99
Le Mans 1999 . . . . . £12.99
Le Mans 2000 . . . . . £12.99
Le Mans [Feature Film NTSC Only]£17.99
Porsche : A Le Mans Retrospective £10.99

Formula 1 Reviews 1993-1999 .....each £14.99
Formula 1 Review 2000 ..... £14.99
Formula Villeneuve (Gilles) £12.99
Goodwood Festival of Speed 2000..... £14.99
Goodwood Revival Meeting 2000 ..... £14.99
Motor Racing 1950's, 60s, 70s.....each £14.99
Jim Clark: The Legend Races On..... £12.99
Lap Of The Gods Pts 1 & 2 .....each £19.99
Lotus Story Vol's 1-4 ..... each £12.99
Motor Racing 1950s, 60s, 70s.....each £14.99
Racing The Silver Arrows 1&2....each £19.99
A Star Named Ayrton Senna £12.99
World Rally Review 2000 ..... £14.99
World's Greatest FI Cars £12.99
World's Greatest Rally Cars £12.99

We also have second hand and bargain books. Please ask for a list, or visit our Website at www.motorbooks.co.uk

Mail Order Postage & Packing
UK Orders: Add £3.50 up to £50, orders over £50 Post Free
Overseas: Minimum £5.00, Add 15% for orders up to £150,
Add 10% for orders over £150 (Surface mail rates)
Air Mail/Express Delivery: Charged at cost
All prices subject to change
* Indicates titles may be available yet, please call.


www.lemans.org
ROUND THE CLO
91.2fm
RADIO LE MANS
Sponsored by GM gm.com



Radio Le Mans, broadcast 24 hours a day, will keep you up to date with the world's greatest motor race. From Wednesday 13 June until the evening of Sunday 17 June there will be live commentary of qualifying and the race, plus interviews, talk and music.

Radio Le Mans, sponsored by gm.com, is the official English language radio station of the Le Mans 24 Hours, broadcasting in the vicinity of the Le Mans circuit and worldwide on AUTOSPORT.COM

WORKING HARD . . .
SO WHAT ARE YOU WAITING FOR?



. . . YOU ONLY LIVE ONCE!

The Most Beautiful Car in the World. The Jaguar E-Type enjoys universal acclamation – and rightly so! For no other sports car has ever come anywhere near to emulating the E-Type's sensual beauty and thoroughbred power.

At the E-Type Centre we always have over 50 of the very best examples for sale, all owned by ourselves, and prepared so thoroughly that we are able to offer our own unbeatable warranty.

Contact us today for your copy of our new brochure, stock list and information pack, then make a date with the car you've always promised yourself.



E-Types, XK's and MK2 Saloons always wanted

THE E-TYPE CENTRE

THE WORLD'S LARGEST RETAILER OF E-TYPE JAGUARS
ESTABLISHED 20 YEARS

Tel: 01827 373247 Fax: 01827 373604
Web site: www.e-typecentre.co.uk
Email: info@e-typecentre.co.uk

A

1989 COBRA MKIV. Guards red, black leather trim, 2,700 miles only from new. A perfect aluminium bodied example **£39,995**
1999 ACE CONVERTIBLE. Diamond blue with magnolia hide. 4.6 Quad cam, 32v V8, 4,000 miles only, a/c, sat. nav., powertop etc, left hand drive . . **£32,950**
1999 ACE HARD TOP. Oxford blue with magnolia hide, 5.0 super-charged, 21,000 miles, a/c, sat. nav., etc **£29,950**
1958 ACE. Ruby metallic with black hide, very original AC engined example in very fine order. Mille Miglia acceptable **£34,950**
2001 Y COBRA CRS 5.0. Green metallic, tan leather, sports exhaust & many other extras, latest engine, 1,000 miles only . . . . . **£POA**

AC COBRA MK IV CRS
AC SUPERBLOWER
AC 212 C/S

EARLY DELIVERY
on these handmade sports cars
from £38,950
Plus always a selection of
pre-owned AC's

DUNCAN HAMILTON & CO., LTD.

P: 01256 765 000
F: 01256 766 000
WWW.duncanhamilton.com
email:davidjohn@duncanhamilton.com

ABARTH 01 1300 . 165 CV. FIA PAPERS. www.classicscars.com database with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

ABARTH MANY MODELS. www.classicscars.com database with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

AFFORDABLE AC IN THE NORTH

The new AC Cobra CRS from only £38,950.00
AC COBRA
THE REAL THING
Contact Chris Cotton
0161 832 6566
NORTHERN AC
Authorised Dealer for Northern England
Water Street, Castlefield, Manchester
100 yards from Granada Studios, follow Castlefield signs.

ALFA ROMEO DUETTO SPIDER 1966. The original and sought – after round tail. 1600 cc. Red bodywork, near concours condition, major engine overhaul. Well sorted and reliable. Dry use only. Garaged. 12 months MOT. £9250 ono Tel: (0) 020 7778 8800 (m) 07703 498591. Email: philip@prpirie.freeserve.co.uk

MOTORSPORT SMALL ADS

AC COBRA NEW CRS from £38,950

Nick Whale SPORTSCARS

Authorised Dealer for Central England

Contact Neil Timms
0121 772 4250
www.nickwhale.co.uk/sportscars

also main dealer for NOBLE

ALFA ROMEO 1750 VELOCE 1968, G Reg, 65,000 miles, 12 months MoT, tax exempt, total rebuild, black leather, 8 track stereo, absolutely superb condition. £11,000. Tel: (01386) 832809 or (07970) 939367 (N/C) (Worcs).

ALFA 1971 BERTONE 1300 GT JUNIOR. 1 owner, 59,000 miles, fsh leather trim, new brakes exceptional. £5,995. Alfa Romeo Specialists. Tel/Fax: 0845 3452314. Email: velocesport@aol.com Mobile: 07960 706555.

ALFA 1974 BERTONE 2000 GTV. Fully restored perfect car £8,750. Alfa Romeo Specialists. Tel/Fax: 0845 3452314. Email: velocesport@aol.com Mobile: 07960 706555.

ALFA ROMEO 2000 SPYDER 1972, beautiful car, fully restored and converted for unleaded petrol £8,300 ono. Tel: 01869 810388 or 07702 269004.

ALFA ROMEO T1. Racing car. www.classicscars.com database with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

ALFA ROMEO SPIDER 2.0 1984. Red, beige, 63,000 dry miles, f.s.h., hard top, immaculate condition. £5,000. For full details Tel: 01189 272 300.

ALFA ROMEO SPIDER 2000 1985. Pearlescent apple green, 1 previous owner. 52,000 miles from new, f.s.h., servicing by Alfa specialist. Garaged, no rust, stereo, excellent condition. £8,000. Tel: 0114 2666671.

ALFA ROMEO SPIDER 2.0I 1990. Red, factory RHD, 29,000 miles, soft & hard top, garaged, fsh, 2 owner, very good condition 39,500 ono. Tel: 020 7655 5965.

ALFA ROMEO SPIDER 2.0L S4. K Reg, 30,000 miles, RHD, black grey leather interior, ABS, power steering e/w/m, alloys, alarm, 6 months tax/MoT, £8,995 ono. Tel: 020 8651 1280.

ALFA ROMEO SPIDER VELOCE 1972. Red, RHD, MOT. VGC. Mechanically excellent, £1000s spent (bills). Stereo, alarm. £6,250 ono Tel: (01243) 773941.

ALFA SPARES. Dismantling all Alfas, Bertones, Spiders, 75s, 164, 155 etc, cheapest prices, mail order, cars wanted, we collect (01529) 469035 velocesport.

ALFAS WANTED. Montrels, Spiders, Bertone Coupes SZ, 101, 750, SS and Giulia, saloons, any condition, we pay cash and collect (01529) 469035 or mobile 07960 706555 Veloce Sport.

ALLARD J2 1950 CADILLAC 5.3 V8 With 3 speed La Salle manual gearbox, red with chrome wire wheels, total mechanical rebuild, very fast, £70,000 . Tel: (01483) 284643.

ASHLEY TORNADO unique, excellent condition throughout. very original. Tax exempt, good history, E93 A. Running gear, aquaplane head. truly a classic, £2,995. Tel: 0161 434 2731 or 0161 448 9330.

ASTON MARTIN V8 1974, stunning dark blue, tan hide, manual, unleaded, sunroof, cd, recent engine rebuild, excellent condition, totally reliable, very fast. £17,000. 020 7582 2021, 0774 0309501.

ASTON MARTIN V8 COUPE 1974 SERIES III, Storm red/black, Vantage spec engine, restored chassis, new gearbox 7 T2 Quickshift, A.P. brakes, Koni shocks, seriously quick, bills for £40,000, all work by Pugsley and Lewis, immaculate, must be seen/driven, £25,950. Tel: 020 8771 8861 or 07939 148558.

ASTON MARTIN VIRAGE 1980 5.3, Dark blue with cream interior, stunning example, auto tracker, CD, new alarm, only 15,000 miles, £37,950 ono. Tel: 027731-6147, (0385) 313357.

ASTON MARTIN VIRAGE, 1990. Rolls-Royce Blue with fawn interior and navy dash, 22,000 miles, full Aston history, AMOC member, new car on order. £37,500. Tel: (02476) 747676 office hours.

ASTON MARTIN DB6 1967 AUTO, Red with black leather, good running condition, the ultimate classic. Tax & MoT. £23,000. Tel: (0976) 741067. Private Sale.

To advertise in the July issue, on sale June 15th, your advertisement must reach our offices no later than May 24th. Please print your name and address clearly, followed by your copy details in capitals. Rate: £20.00 inc VAT for 15 words, £1 per word thereafter. For box numbers add £17 (UK), £23 (overseas).

Please make cheques/postal orders made payable to Haymarket Publishing Ltd.

Send to MOTOR SPORT Classified Advertisements Dept, Somerset House, Somerset Road, Teddington, Middlesex TW11 8RT. Telephone: 020 8267 5251; fax: 020 8267 5360.

Please note no alterations, cancellations or refunds are possible once payment has been processed. We reserve the right to refuse or withdraw advertisements at our discretion, and the publishers do not accept liability for printers' or clerical errors, although care is taken to avoid mistakes. Trade Department Act 1968: advertisers should pay attention to the requirements of the Act, particularly regarding accurate descriptions of all goods offered for sale

Alvis Wanted

Pre-War Tourers or DHC's any condition - cash paid.

Contact Barrie Pountney

Red Triangle

01926 864867

ASTON MARTIN DBS 1972 SPARES OR REPAIR, UNFINISHED PROJECT, most panels for welding, complete glass, all bright work rechromed, most parts available. 1 owner since 1988. Price for complete car, or consider breaking. £4495. Tel: (01303) 266236 or (07769) 666623

AUSTIN FROGEYE, 1959. O.e.w., red trim, older restoration, wires, low ownership, original books, huge history, uprated, unique fast fun. £7,950 ovno. Tel: 01622 862344 or 07801 542497.

AUSTIN HEALEY 100 BN1. RHD. Good restoration, midnight blue, black leather, good history, lovely example £13,000. Tel: 01789 470714 anytime. Private sale.

AUSTIN HEALEY 100/4 BN2 LHD, reconditioned gear box, overdrive, rewired and lead free conversion. Present owner 10 years. Vgc £12,500. 01621 829699 or 07071-775775.

AUSTIN HEALEY 100/4 BN1, February 1954, Colorado red, original UK con, near concours condition, unleaded cylinder head, tax exempt, £18,000 ono. See www.wignet.co.uk/austinhealey.htm Tel: 01746 716269.

AUSTIN HEALEY 3000 MK II BJ7 1961. Fully restored, red leather interior. In great condition. Very reluctant sale £18,500. Tel: (01494) 488633.

AUSTIN HEALEY 3000 MK III 1964 BRG. 7k miles since full photographic restoration. Bills for £14k+. First class throughout. Zinced chassis, unleaded, etc. Original British rhd. £18,000. 01235 531474 (Oxon).

AUSTIN HEALEY 3000 MK III 1965. Ice blue/white, just restored, dry use. Enthusiasts car, new hood, history, UK car, £23,000 ono. Tel: (02392) 255200 (private sale)

AUSTIN HEALEY 3000 MK III BJ8 PHASE II. Ice blue/white cww o/d £23.500. Six other big Healeys available plus service, restoration, parts, lead free conversions etc. We collect and deliver nationwide. Tel: (01723) 361227 Fax: (01723) 500370 or visit our website www.murrayscott-nelson.com

AUSTIN HEALEY 3000 MKIII PHSE 2, 1967. One of the last made, 69,000 miles with all old MOT certificates, new hood and set of tyres just fitted. £18,950. Tel: Peter Byrne 020 8467 6916 (A) or peter.byrne3@virgin.net

AUSTIN HEALEY 3000 MK3 1966, Rhd, Old English white, red int, w/wheels, good original condition. £17,500. Tel: 01245 231515.

AUSTIN HEALEY FROGEYE SPRITE, Old English white with red interior, 948cc, unleaded engine, recent full professional restoration, all new steel panels, excellent condition, £4,995. Tel: 020 8392 2300. Richmond, Surrey. (42718)

AUSTIN HEALEY MK1 BN7 1960. Lhd, white, fully sorted, many extras including chrome wires and hardtop, side exhaust, Mota-Lita s/w. MoT, beautiful example, priced to sell £14,750. Tel: 01993 891546 or 0468 180546.

B

1934 BENTLEY 4.5 H. J. MULLINER. overdrive, saloon, B102 MR, rare high vision model, recent expenditure includes, non paint tyres, clutch, radiator, carpets and headlining. £28,500. Tel: 0191 586 3611 after 7pm.

1951 BENTLEY MARK VI MANUAL. Finished in Grey with Pale Blue Connolly hide. Priced at £19,500. Tel: (020) 7584 8363/4.

1958 BENTLEY S1. Finished in Midnight Blue with Burgundy Connolly hide. Non power-assisting-steering (special request). 37,000 miles. Stunning car. Very low, original miles. Priced at £29,950. Tel: (020) 7584 8363/4.

1978 BENTLEY T II. Finished in original Smoke Green with Green Connolly hide. Factory road handling kit. Remote alarm. Excellent condition. 66,000 miles. Priced at £15,950. Tel: (020) 7584 8363/4.

1985 BENTLEY MULSANNE. Finished in Forest Green with Beige Connolly hide. 55,000 miles. Full service history. Priced at £19,500. Tel: (020) 7584 8363/4.

1994 BENTLEY BROOKLANDS. Finished in Red Pearl with Sandstone Connolly hide, 51,000 miles. Full service history. Priced at £28,500. Tel: (020) 7584 8363/4.

1997 BENTLEY CONTINENTAL T. Finished in Black Sapphire with Magnolia hide. 24,000 miles. Full service history. Priced at £129,500. Tel: (020) 7584 8363/4.

1999 BENTLEY ANARGE. Finished in Silver Pearl with Magnolia Connolly hide. Sun roof. Low mileage. Full service history. Priced at £75,000. Tel: (020) 7584 8363/4.

BENTLEY SI CONTINENTAL MULLINER FASTBACK (2 DOOR) 1956. Automatic. Burgundy Coachwork Tanleather impeccable condition. Unmolested. Drives & is wonderful! History and overhaul at Crewe and Jack Barclays. Rare opportunity £75,000. 020 7486 7999 / 020 7681 1442.

1994 BENTLEY TURBO R. Finished in Sherwood Green with Sandstone Connolly hide piped in Green. Matching top and bottom roll. 48,000 miles. Priced at £39,500. Tel: (020) 7584 8363/4.

1994 BENTLEY TURBO R. Finished in Red Pearl with Tan Connolloy hide. Wooden door inserts. 50,000 miles. Fully service history. Priced at £34,950. Tel: (020) 7584 8363/4.

BENTLEY SPEED SIX LE MANS REPLICA. A masterful recreation of this evocative W.O. masterpiece, featuring some concessions to modern day motoring. Including overdrive and twin servo hydraulic brakes. As recently displayed at Techno-Classica Essen. Available at a fraction of the cost of an original. £89,950 Tel Peter Byrne 020 8467 6916 (A) or peter.byrne3@virgin.net

BENTLEY TURBO R, 1987 (E) REG. in larkspur blue with ABS, injection and twin headlights, 72,000 miles with full RR history and eligible for classic car insurance, £16,950. Tel Peter Byrne 020 8467 6916 (A) or peter.byrne3@virgin.net

BMW 635 CSI EX FRANK SYTNER. Factory built chassis plate E24-RA1-22 Alpine engine. All original as left U.K. with spares and spare Alpina engine. £22,500. Phone ken Smith NZ 64-9-274 8646 or ksmith@titan.co.nz

BRISTOL

CARS LTD THE MANUFACTURERS

- New and guaranteed used cars
- Renovations, crash repairs, service spares
- We use original jigs, tools, dawings
- Under original management and we have no agents
- The advantages of dealing direct will be obvious
- First contact head office

368/370 Kensington High St., W14 8NL

0207 603 5556

Only official website for accurate information

www.bristolcars.co.uk

BMW 635 CSI HIGHLINE, 1989, silver, black Recaro sports seats. mint condition inside and out. FBMWSH, tax & MoT, number plate 635 GBL for sale separately or kept with vehicle. £7,000. Tel: 01772-816070.

ROYCE SERVICE & ENGINEERING

Specialists in Sales & Service of Rolls-Royce & Bentley Cars

Sales Department

0208 391 2777

Please call for details of our up to date stock.

BMW 635CSI 1981 X. Pimento red, lovely car complete with another for spares! £3,999 David Fuller Cars, Gunthorpe, Nottingham 0115 9664401.

BMW M3 EVO II, 215 bhp, 1990/G, white, black full leather, alarm, stereo/CD, full electrics, outstanding original condition, 41,000 miles, FSH, sold by Munich Legends, £11,250. Tel: 07968 007632/020 8673 1498. cblanc@mac.com (38480)



Moto-Lita®

The original all British hand crafted steering wheel. Many styles and diameters with wood or leather rims available for hundreds of car models. For nearly half a century we have been suppliers to many famous car makers including AC, Aston Martin, Cooper Car co, Jensen, Lister, Lola, MG Car Co, Morgan, Rolls Royce and many more.

"Every wheel is a fine example of British Craftsmanship"

Stirling Moss O.B.E F.I.E

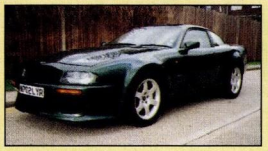
- Custom wheels a speciality.
- SVA compliant wheels available to order
- Colour Catalogue sent on request.
- Callers welcome Mon - Fri 9am-5pm

MOTO-LITA LTD, Thruxton Racing Circuit, Nr Andover, Hampshire, SP11 8PW

Tel: 01264 772811 Fax: 01264 77 3102

Straight EIGHT

For the Ultimate!



Aston Martin Vantage. 1994. Finished in Buckingham green metallic with magnolia hide. One owner and only 4,000 miles. Factory sunroof and six speed gearbox **£96,950**



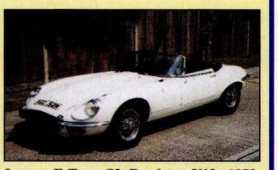
Daimler 250 V8. 1965. Black with red hide upholstery, automatic, power steering, only 55,000 miles with history.....**£14,950**



Bentley T2 1977. Finished in silver sand with walnut roof and beige hide upholstery, only 27,000 miles with history. Fantastic original condition.....**£29,950**



Rolls Royce Corniche FHC. 1981. Finished in dark oyster metallic with black Everflex roof and soft beige hide upholstery, 61,000 miles with good history. **£29,950**



Jaguar E-Type S3 Roadster V12. 1972. Automatic, power steering, finished in Old English white with black hood and interior. Good history file. Recent engine overall, good all round appearance. **£26,950**



Jaguar MkII 3.8. 1966. Manual/overdrive, carmen red with black interior, chrome wire wheels, uprated brakes, all synchro gearbox, air-conditioning, excellent example .**£23,950**



Rolls Royce Phantom 5. 1966, by James Young, finished in black with black hide upholstery. Air-conditioning, CD players front & rear glass division and cocktail cabinets. A rare coachbuild car, for: . . . **£59,950**

Aston Martin Vantage '94. Buckingham Green, 1 owner, 4,000m.
Aston Martin DB7 LHD '97. Pentland Green, tan, 35,000 klms.
Bentley 52 Four Door Saloon '60. Dust grey/garnet, 38,000 mls.
Bentley 53 Chinese Eye '65. Maroon with black hide.
Bentley Corniche '78. One of seventeen only 17,000 miles.
Bentley Arnage Green Label '98 'S'. Peacock blue, DVD, 7,000 mls.
Bentley Arnage Green Label LHD '00. MY, Ascot green, del miles.
Bentley Arnage Red Label '99 'V'. Peacock blue, portland hide, 16,000.
Bentley Cont 'R'. Cobalt blue, one owner, 15,000 mls, '94.
Bentley Cont 'R' '96. Diamond blue silver, 15,000 mls.
Bentley Cont 'R' '99. Ascot Green, ex motor show, 3,000 mls.
Bentley Cont Convertible '93. Tudor red, black hide, hood.
Bentley Brooklands '94. Rosewood, sandstone hide.
Bentley Turbo 'R' '87. Larkspur blue met, parchment hide.
Bentley Turbo 'R' '95. Royal ebony, black hide, 13,000 mls
Bentley Turbo 'R' '96. Red pearl, mag hide, FSH.
Bentley Turbo 'R' '97. MY, Sherwood green, 30,000 mls.
Bentley Turbo RT '97 'R'. 400bhp, Black, Silverstone hide.
Daimler V8 '65. Black, red, 55,000 miles, history.
Honda CRV '96 'P'. Burgundy, grey int, auto, c/control.
Jaguar XJ8 '98R. Light gold, climate, alloys, CD etc.
Jaguar SS100 3.5 Litre. Alloy bodied copy, gunmetal grey.
Jaguar E-Type MkIII Roadster V12 '72. Auto, PAS.
Jaguar MkII 3.8. Man/odrive, carmen red, air con.
Jeep 4.0 Grand Cherokee Ltd. Blue, grey hide, air con.
Mercedes E 36 AMG '96 'P'. Silver, c/control, FSH.
Mercedes 5280 '97 'P'. Green black/grey hide, 5 speed auto.
Mercedes 600 SWB. Blue/blue velour, 48,000 mls
Mercedes 600 Pullman '74. LHD, Blue-black, new leather DVD.
Rolls Royce Silver Cloud III Cont. 4 door, '64, James Young.
Rolls Royce Silver Cloud III Cont. Flying Spur. '66, 35,000 mls.
Rolls Royce Corniche FHC '81 X. Dark oyster, 61,000 miles.
Rolls Royce Silver Spur '83. Arctic white, tan hide/roof.
Rolls Royce Silver Spirit '85. Lagoon blue, beige hide.
Rolls Royce Silver Seraph '00 'W'. Silver pearl, 16,000 mls.
Rolls Royce Silver Seraph '00. MY, Aqua/tangier, 2,000 mls.
Saab 900S '97R. Black hood, one owner, PAS.

✻ CARS URGENTLY REQUIRED FOR CASH ✻
✻ CONSIGNMENT SALES ✻ RESTORATION & REPAIRS ✻
158-160 Goldhawk Road, London W12 8HJ
Telephone: 020 8743 1599 Fax: 020 8740 8496

Straight EIGHT **Int Ltd**
26A2 Skek Kong San Tsuen, Yuen Long, Hong Kong
Tel: 00852 2 556 6631

Straight EIGHT **Pollak & Co Gmbh**
Hennerdorferstr 14, 2333 Leopoldsdorf, Vienna.
Tel: 0043 2235 44498

BMW M635 CSI – 1986 in carmen red, 52,000 miles, lh drive, 2 owners, service history, MoT cert, M-Technik body kit, black leather int. Aircon, sunroof, rust free - cond 1 - £10,950 ono. Tel: 01484 533957, Mob: 0771 2513800.

BMW/ISETTA 1959 BUBBLE CAR. In blue with green tartan interior all recently restored. Tax, MoT, price £3,350. Tel: 01299 266459 evenings Worc's.

C

CATERHAM 1700 SPRINT. 1990 4 speed, live axle. New wings, wheels, tyres, gearbox. Beautiful condition. Many upgrades. £7,750 ono. Tel: 0191 5163684 (Office), 07939 586484.

CATERHAM 1800 SUPERSPRINT, 1992, 9,000 miles, live axle, dry sump, Quaife gearbox, LSD, 160 bhp, full weather equipment, super quick car, £9,250. Tel: 01706 829042 (H) or 01254 724246 (W) or 0976 237221 (M) (38473)

CATERHAM 7 1700. BRG, yellow nose, factory built 'C' plate 1985. Full weather gear, 4 speed live axle. Engine by Arrowstar Racing. Willains Harness. Taxed & tested. £7,995 ono. Tel: 01643 863 190.

CATERHAM 7 1999 SCHOLARSHIP CAR. 'Only two races', immaculate condition, Mercedes metallic silver, alloy wheels, 8,000 miles. £11,250. Tel: 01366 500943.

CHRYSLER 1927 MODEL 72 (EX-NIGEL WALKER). Fisher body number 2167, Golfer's Faux coupé and dickey. Six cylinder. new paint, leather trim, wiring, tyres, log book, V5. Built in UK. original, nice registration number. £11,995 or p/ex Ford 1930/31 light track. Details on 01604 843280.

CITROEN DS 21M 1973. 5 speed manual, brun scarib with brown leather, only 2 owners, good car and drives well £3,450 Tel/Fax: 0033 296 61 41 19 or (01255) 240852 Citroen Classique. CITROEN DS 23 PALLAS 1974. Metallic grey/black with black leather £4850 nice condition. Tel/Fax: 0033 296 61 41 19 or (01255) 240852 Citroen Classique.

CITROEN DS AND OTHER FRENCH CLASSIC CARS SPECIALIST. For a current stock list and full details on each car for sale. Please contact a French expert on UK(44) 0 1474 703125 (FAX: 703129) or visit my showroom on the net (with photos) at: www.frenchclassics.co.uk

COBRA KEVLAR FIBREGLASS BODY, Reynard chassis, stainless exhaust/bumpers. 365 bhp Chevy Muncie gearbox pro built cost 70k plus, offers £28,000 Simon Bishop 01444 - 455011.

COBRA SUMO REPLICA, 1989, 15,899 miles, British racing grfeen, 2000 engine, weather gear, Ford based properly reigstered, T&T, £6,500 ono. Tel: 020 87071936 evenings or 020 88901170. (38474)

D

DATABASE RESULTS OF RACES, Le Mans, Daytona, Targa Florio, mille miglia. www.classicscars.com database with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

DATSUN 240Z, RED, 1972, good condition, garaged, period Wolfrace alloys and Recaros, sunroof, fast and reliable classic. £4,000 or consider p/x for modern estate. More pics available. Tel. 07775 896309.

DAIMLER 250 V8 SALOON. Oew, with red leather interior (original), always garaged, full service history, all MoT, 24,000 miles showing but believed 44,000 two owners, current owner since 1983. £6,250. Tel: Cambridge Motorsport. 01767 677969.

DAIMLER SOVEREIGN 4.2 AUT 2 dr coupe 1975 – rare example. Dark blue, blue leather int. £15,000 spent, receipts. Private plate, photographic restoration, comprehensive history, low mileage, beautiful condition. £4,500 ono. Tel: 07866 730 886 or 01202 466 720 (Driven UK Ltd).

DAIMLER SP250 B SPEC 1961, engine rebuilt, new paint, carpets, leather, chrome wheels, SS exhaust, this car is immaculate, 01728 832582. £16,500.

DE LOREAN UNIQUE GULL WING SPORTSCAR 1982. Manual, completely original, black leather, full MoT, serious buyers call for further details £15,000. Tel: (01420) 563664 or (07980) 780599 (Hampshire).

DE TOMASO MANGUSTA 1970, Red, red leather LHD, lovely car in very original condition. £19,950. www.rosneathengineering.co.uk or call: (01892) 770032.

DE TOMASO PANTERA GT5 S 1988 LHD. Fly yellow, 44,000 km, black + yellow leather, highly tuned engine. Excellent condition. £20,995 ono. Tel; 020 7738 9330 or 07778 931327.

E

ELVA BARCHETTA 1955. Alloy. Fia papers. Restored. Mille Miglia. Tour Auto. Targa Florio. www.classicscars.com database with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

F

FERRARI DATABASE with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

FEBRUARY F40 1990. 6,600 KM. FSH. Michelotto spec body, brakes, suspension and pneumatic air-jacks etc. Engine by Harman Racing Sauber (720) BHP+) with adjustable turbo boost. Road registered. £185,000. Tel: 020 8209 0481 or 07836 560300.

FERRARI 246 GTB DINO, 1973. 49,000 miles, red, black interior, 2 owners since 1978, new tyres, engine rebuilt, lovely car, £36,000 ovno. Tel: 01277-232546 (Home) or 0370-555 725 (Mobile). Private sale.

FERRARI 308 GTB 1977. Carburetor, 28,211 miles. Rosso chiaro/nero. Stunning condition. Air con, alarm. Current owner 10 years. Good history. '308' plate. £27,500. Tel: 020 7686 2502 or 07971 - 074566.

FERRARI SERVICE - GTO ENGINEERING. 20 years experience rebuilding engines, transmissions and the preparation of historic race cars. Extensive stock of early Ferrari parts available. GTO-Engineering, The Old Stables, 1 Grove Hill Road, Harrow, Middlesex HJA13 3AA. Tel: 020 8426 6900.

FERRARI 308 GTB 1980V, Koneigh body, red/black leather, recently restored, excellent condition, £24,950. www.rosneathengineering.co.uk or (01892) 770032.

FERRARI 348 TB 1990G. LHD. Red with black leather trim, 48,000 km, looks and drives exceptionally well for year. £26,950. Tel: 01978 780197 or 07780 700419 M.A Ltd.

FERRARI 365 GT 2+2 1976. Manual, blu maritim with crema hide. Immaculate. Maranello restoration. 65,000 miles believed genuine. £12,500. Tel: 01494 783867.

FERRARI 400GT CARBS, Auto, pale metallic blue, 5.5 exhaust, good service history, original books, tools etc, priced to sell £10,000. Tel/Fax: 0151-3361458 or 07785-302043.

FERRARI 196 S DINO REPLICA. Lhd. V6 dino, alloy. www.classicscars.com database with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

FERRARI DINO 246 GT, 1971, blue with tan leather. 48,000 miles, concours. Total restoration 2000 miles ago. £65,000. Tel: 01330 833 551.

FERRARI DINO 246 GTS 1972. RHD, genuine 36,000 miles with substantial history, painstakingly adored & looked after. Full engine rebuild only 3,000 miles ago. £65,000. Tel Rupert 020 7742 4888.

H

HONDA S800 MK2 ROADSTER, blue, shown at NEC Nov 2000, full history, rebuilt, mint, offers in the region of £18,000. Tel: 01283 791550. (38504)

HONDA S800 MK1, 1967, 44,000 m, silver, professional restoration of body and driveling. Stainless exhaust, as shown at NEC, full MoT and tax, £10,500. Tel: 01283 791550. (38505)

J

JAGUAR 340 1968. Connaught green with red leather interior and carpets. Manual with overdrive. Present owner 9 years. MoT until October. £8,995. Tel: (01858) 575293. (Northants).

JAGUAR 420 G 1969. Winner of many awards, original engine & seats. Extensive restoration of lower body. Resprayed burgundy. 1 previous owner, reluctant sale. £8,000. Tel: 01732 353600 (Kent).

JENSEN CV8

1964, Botticelli blue with grey leather interior. This car has had some restoration including new petrol tank, rear springs and shocks and it has been used regularly since. MoT'd, tax exempt and is now ready to enjoy.

£8,950

P/X a pleasure

Bob at Bobs Affordable Classics
Office 0121 743 5276 or
Home 0156 4779746
Near NEC Birmingham
Jct 5 M42

JAGAUA BARCHETTA XK 120. Mille Miglia one of www.classicscars.com database with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

JAGUAR E-TYPE 3.8 1963, A Reg, white, black new leather interior, new competition wire wheels with P4000 tyres, sports manifold, s/s exhaust, many more new parts, 5k recently spent. Excellent condition, £15,000 o.n.o. Tel: (01962) 883640 or (07768) 421313 (Hants).

JAGUAR E-TYPE SERIES 11/2 2+2 COUPE, 1968, manual, original RHD, red, black interior, chrome wire, sunroof, full rebuild with history during 1990, £11,750. Tel: 0121 705 5341. (38513)

JAGUAR E-TYPE SERIES 2 4.2 FHC 1970. Red with black interior, excellent condition, 56,000 miles, full MoT, greatly reduced price for quick sale. Hants. £13,950. 01425 402394.

JAGUAR MKII 3.8 MANUAL 1963. Texas car missing engine amd gearbox. Good body £2500. Tel: 02476 349879 or 07831 715400

JAGUAR MKV 1950 DHC. Two available for sale, lhd and rhd, fully restored to a very high standard. More photos on www.classics.co.nz. £POA. Tel: NZ 0064 3 344 2222.

JAGUAR MK2 1962, 3.4 MOD, white with red leather interior, wire wheels, near concourse condition, rust free Australian car, professionally maintained, available in UK from end of May. £18,000. Tel: 020-8747-3544.

JAGUAR MONACO XJS BUILT BY PAUL BAILEY. 1988, 3.8 manual, Grey leather int, wood trim, e/sunroof, pearl Blue paintwork, 10x17 front wheels, 12x17 rear, restyled dash, later type near lights and bootlid, late styled side windows and instruments. Exhibited at Donington Show by Paul Bailey. £18,000 p/x considered. Tel: Whittington 01304 620202 (Whitstable, Kent).

JAGUAR SALOON MK 2 3.4 1965. Engine rebuild & re-trimmed 1990's manual/overdrive, recent new wire wheels, s/s exhaust, MoT July 2001, maintained regardless of cost, history. Garaged, very good condition. £11,500 ono. Tel: 01789 292 515.

JAGUAR XJS V12 CONVERTIBLE. 1989F, Arctic blue/grey hide. 48k miles, all refinements plus many extras, superb condition. £11,500 ovno. Phone 01304 813093 (East Kent).

JAGUAR XK 120 ALUMINIUM ROADSTER 1949. Twenty first built. RHD, extremely original, rebuilt professionally, silver/red £62.5k. Home: 0151 428 6990 or office 0151 426 7171.

JAGUAR XK120 OTS RHD 1951, White with red interior, outstanding condition, only 3,000 miles since complete restoration £25,000. Tel: (01604) 830316 Northants, UK.

JAGUAR XK120 ROADSTER 1951. An exceptionally original low mileage R.H.D. example with fascinating history. Unrestored and unmolested and wonderful to drive. £30,000. other XKs always available including a 150 "s" drophead. Jeremy Wade (01630) 657502 (Market Drayton) Trade.

JAGUAR XK150 ROADSTER (RHD). No. 8 from end of production, white over red, XJ120 Roadster 1960, XK150 1969 (lhd) white over blue. Call for superb prices. Wilson Whitmire 001-214-824-6707 Fax: 001 214 821 3318 USA.

JENSEN SP 1972. 31000 miles, reef blue, balck leather, 2nd owner, concours winner, 2000 original unrestored example, superb £13,750. Tel: 01622 752275 or 09763 12873.

JENSEN CV8 MK1 1963 (Reg No. 999NTT). Bare fibreglass respray in original opalescent maroon. Retrimmed in original beige, engine and gearbox rebuilt. Most parts rechromed. JOC Concourse class winner last 2 years. £13,500. Tel: (H): 02392-421363 (O) 02392-462382, Hampshire.

L

LAMBORGHINI COUNTACH 5000 QV 1988. Red biscuit hide, 22,000 miles fsh, sports exhaust, rear wing, immaculate £44,995. Tel: 0118 9699 870. E-mail craig.baker@gs.com

LAMBORGHINI COUNTACH LP400. LP400 S. red/black. www.classicscars.com database with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

LAMBORGHNI DIABLO. Lhd. Lhd. perfect. www.classicscars.com database with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

LAMBORGHINI MIURA SV. Orange/black. Lhd. 100% perfect condition. www.classicscars.com database with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

LANCIA 037 RALLY. 9000 Kkm. Lhd. Car in Belgium. www.classicscars.com database with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

LANCIA BETA MONTE CARLO TURBO GR IV. 1980. Le Mans. 480 CV. Fantastic. www.classicscars.com database with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

TARGA ITALIA

Targa Italia 2001

SEVEN DAYS ACROSS ITALIAN
ART, HISTORY AND MOTORSPORT

15 – 22 SEPTEMBER 2001

International meeting for classic and historic cars

This event is open for classic and historic cars built before 1980. During seven days and over a distance of 1000 miles a number of interesting and challenging test will try the ability of the drivers. The beautiful Italian countryside, a carefully selected range of wines and food and an extremely attentive organisation make this a memorable trip both for the competition driver as well as for the more relaxed collector of interesting motor cars.

Not only competition, not only sight-seeing!

For more details please contact:
Via Braidia 138/3 41049 Sassuolo (MO) Italy
Tel. 0039 0536 811 798 Fax. 0039 0536 811 799
e-mail: mhteam@orion.it

ASHTON KEYNES

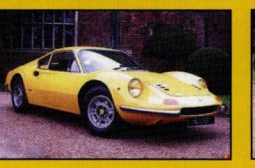
VINTAGE RESTORATIONS LIMITED

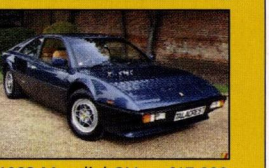
Past winner of the Supreme Award by the Hon. Company of Coachmakers & Harness Makers, R.R.E.C. & B.D.C. awards. 1992 Louis Vuitton class award, 1993 Louis Vuitton, 3 class awards and supreme award (Hurlingham). 1995 R.R.E.C. National Rally, Althorpe: 4 top awards. 1995 Louis Vuitton R-R Motors Ltd. award for engineering excellence. 1997 & 1998 R.R.E.C. Masters. B.D.C. class award.

Restorers of vintage to modern classic cars.

Tel. Cirencester (01285) 861288. Fax: 860604.
Ashton Keynes, Swindon, Wiltshire.
akvintage@mcmail.com
www.vintagecarrestorations.com

a selection from Europe's leading Ferrari Specialist


1973 246 GTS £59,990


1983 Mondial QV.....£17,990


1984 308 GTB QV....£29,990

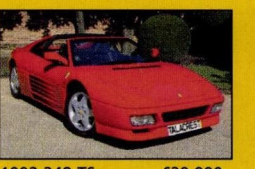

1987 412 Auto £16,990


1987 328 GTS £37,990

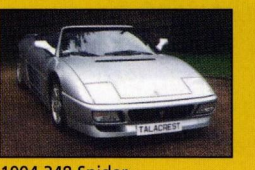

1988 412 Auto £24,990


1989 328 GTS.....£44,990


1992 348 TS
Blue.....£39,990


1992 348 TS £39,990


1993 512 TR.....£57,990


1994 348 Spider
Left Hand Drive.....£39,990


1994 348 Spider £49,990

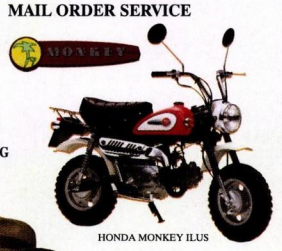
FULL STOCK LISTING AT
talacrest
.com

SALES, SERVICE & RESTORATION AT
74 STATION RD EGHAM SURREY 01784 439797
Sun/Eves 07050 250360
(ALL FERRARIS URGENTLY REQUIRED)

Monkey Bike U.K.

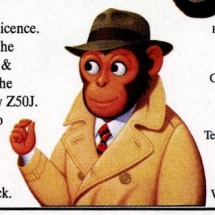
MAIL ORDER SERVICE

SALES OF HONDA MONKEY
BIKES-GENUINE MONKEY
PARTS-SPECIALISED MONKEY TUNING
PARTS AND ACCESSORIES



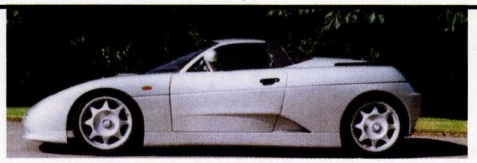
HONDA MONKEY ILUS

49cc Honda Monkey Bikes and Jincheng M50 Monkey Bikes
Ride them on your car licence.
Prices start @ £920 on the road for Jincheng M50, & £1,850 on the road for the genuine Honda Monkey Z50J.
Transport racks fits onto any two bolt UK type towbar £69.00 Weather proof covers and security products in stock.



MONKEY BIKE UK
Clarendon Motor Services Ltd
75 Clarendon Street
Leamington Spa
Warwickshire CV32 4PW
Telephone: 01926 425550/833227
Fax Number: 01926 885456

E mail: monkeybike.uk@virgin.net
Web site: http://www.monkeybike.co.uk

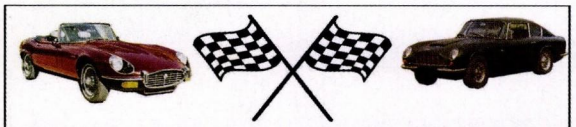


DETOMASO GUARA

1996, P reg. LHD, 9000 kms/6,000 miles, silver, magenta, full leather, V8, 4 ltr, mid-engine, 6 speed, straight cut gearbox, tax, MoT e/w remote alarm c/l, fantastic looking, true enthusiasts/collectors car, very wide at 80in, only 2 in the country, no canvassers, p/x poss. As featured in Thoroughbred & Classic Cars Spring magazine.

£41,500

Tel: (0121) 733 8018 or 07768 588959 or (0121) 704 1368



ROBIN LACKFORD
MOTOR ENGINEERING
CLASSIC & SPORTS CAR SPECIALISTS

RACE PREPARATION • SERVICING • REPAIRS
RESTORATIONS • CLASSIC CAR SALES

LEAD FREE CONVERSIONS FOR CLASSIC CARS



MG OWNERS' CLUB MEMBER RECOMMENDED SUPPLIER 2000

Appointed Stockist Castrol Classic Oil

UNIT 1, FOWLERS BUSINESS CENTRE, HENFIELD ROAD, COWFOLD, SUSSEX, RH13 8BS

Collection and Delivery by arrangement



TELEPHONE: 01403 864600
MOBILE: 0836 720507



LANCIA THEMA FERRARI 832 1987. 35,000 miles, wine red, tan hide, climate control, fsh, perfect condition, £11,000. Tel: 0034 952 834518 or mobile 0034 609 526 721 Marbella, Spain.

LOTUS 7 SII 1961, Concours quality restorated 1650 pre Crossflow Cosworth, C140 BHP, strenghtened chassis two XADJ, Mike the Pipe, plus some period mods, truly beautiful in lagoon blue. £17,995 . Tel: 00 44 (0) 208 864 1703.

LOTUS ESPRIT TURBO 1988, 54,000 miles. Pearlescent white, fsh, leather interior, air con, glass sunroof, alarm, immobiliser, T&T, beautiful looking car, £9,750 ono. Tel: (01729) 850 860 or (0973) 817809.

LOTUS ELAN SE TURBO 90H. pacific blue, flint hide, 60,000 miles. Full Lotus history, recent hood and wheels, mint condition throughout. £10,995. sscc. 01423 324 787, www.sscarco.co.uk

LOTUS ELAN+2 S130 1972 red black interior excellent condition throughout, very reliable. Reluctant sale £8,950. Tel. 01273 483820.

M

MASERATI DATABASE with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

MERCEDES 190 SL SPORTS 1959, LHD. For restoration. H/Top, S/Top, engine runs. £5,450 Tel: (02476) 349879 or mobile (07831) 715400.

MERCEDES 250 SL (RHD) 1967. Blue with grey tex trim. 58,000 miles with three owners from new. Possibly the most original 250 SL in existence and in superb condition throuhout. Rare car with detachable Pagoda top, manual gearbox, power steering and original blaupunkt radio. Enquire for further details. Tel: 01260 223440 Fax: 01260 223469 (CGOC).

MERCEDES 230 SL AUGUST 1966, Old English White, pagoda roof/soft top, MoT, new gold seal engine fitted with only 3,300 Mlles since 1989. Brilliant car all time classic. £11,500. Tel: (02890) 427430, Fax: (02890) 428360 or Mobile (07831) 677855.

MERCEDES 280 SE COUPE 3.5, 1970, RHD, silver with black leather, immaculate, £18,000. Tel: 07771 904918 or 0207 631 1655. (38514)

MERCEDES 280 SL, 1969, lhd, silver grey, red upholstery, present owner 2 years, 76,000 miles, £19,995. Tel: 01553 672 357.

MERCEDES 280 SL 1969 Auto silver with black tex. Genuine 93,000 miles, restored to a very high standard and now outstanding. All receipts & invoices, full MoT. £24,995. Tel: 01753 713891 or Mobile: 0468 512693.

MERCEDES 2880 SL. In stunning gloss white with grey leather interior. Hard & soft top, only 37,995 miles plus a comprehensive full dealership service history from new. 1985 (B). One previous owner. Please call: 07759 683723 (Kent).

MERCEDES 450 SLC COUPE. 1976, auto, metallic bronze with brown interior. Alloy wheels. Very nice condition. £3,595. Tel: (01255) 682200. Email: pollendines.co.uk

MERCEDES 450SL AUTOMATIC 1979, silver 99K, hard and soft tops, last owner 13yrs, some history, T&T, just had new camshafts and service, superb value £8,995 (0121) 7443387 Solihull.

MG TA 1936. Previous lady owner since 1987. Older body off restoration. Now has a nice patina. New MoT. Very correct and original. £13,750. Tel: John Heda. (02380) 556300 or (07836) 263471.

MGR V8 1994. 46,000 miles, racing green with beige hide/walnut, luggage rack. 2 previous owners. Good condition. £16,500. Tel: 020 7720 2562 or 07771 757374.

MGC ROADSTER 1969 Mineral blue/black leather trim, overdrive, professional restoration 4 years ago, all receipts. 1 year MoT £11,500. Tel: for full spec (01277) 840634 home or (01268) 703593 work.

MERCEDES BENZ 600 1968 GROSSER 6.3 LITRE ENGINE, ivory with grey leather interior, electric windows, seats back and front, a fine example of this car, 54,000 miles, part service history a real eye catcher. price £34,950. Contact 0161 795 0369 Richard.

MGTD 1951. Red, good condition, matching Nos., regularly used, no rust, beige weather gear, 12 months MoT. £9,995 ono. Tel: 01908 571262. (Milton Keynes).

MGB AND MG 1100. Enthusiast selling up. (Located near Billing Aquadrome) MG 1100 Saloon 1966. Renovated. Two tone paint. new gearbox etc. £1,950 ono. MGB Roadster 1967. Red, original, renovated engine, back axle, clutch etc, £6,500 ono. (01604) 628 700 (day) (01604) 415795 (evenings).

MGB ROADSTER 1965, Red, black interior w/black leather and red piping, bare metal respray, waxoyled, replaced panels/wire wheels/suspension, detailed engine bay, garaged, MoT 2002. £7,69. Contact: 07780 667935 (London).

MGB ROADSTER RED 1969. Overdrive, very good condition £7,950. Restored 95 photos & history. New wire wheels 1999. Tonneau and fitted cover. Tel 01494 484141 private sale.

MILLE MIGLIA BARCHETTA. 1950 Mille Miglia. www.classicscars.com database with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

MORGAN 4/4, 4 SEATER 1970, rebuilt, ivory/brown leather, wires, photos/bills available. Offers around £12,000. Tel: (01423) 770621 or Mobile: 07802 901881 (Yorkshire).

Tel:
01926 425038
Workshop

Office Tel/Fax:
01926 640031
E-mail
jmehealey@aol.com



JME
HEALEYS OF LEAMINGTON SPA

"38 years of experience in the restoration, servicing and special tuning of all Austin Healeys"

4a Wise Terrace, Leamington Spa, Warwickshire CV31 3AS



ROYCE SERVICE & ENGINEERING

Specialists in Sales & Service of Rolls-Royce & Bentley Cars

Sales Department
0208 391 2777
Please call for details of our up to date stock.

MORGAN 4/4 2 SEAT 1971. 2,000 miles since total restoration, everything new or reconditioned. As clean underneath as it is on top. Squadron blue, prussian blue leather, midnight blue carpet, wires, spots, walnut dash, must be seen. £15,950 ovno 01279 870698.

O

OPEL GT 1972 IN CONCOURS CONDITION. Lhd, many Concours wins, 10 years ownership, unleaded, reluctant health sale, £8,750. Tel: Weymouth, Tel: 01305 783054.

OSCA BARCHETTA 273 S. 1957. Elligible Mille Miglia. Many victories. www.classicscars.com database with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

P

PORSCHE 911 TURBO 1984/B RHD. Inarni silver black leather, 67,000 miles, detailed history file with bills. Recently serviced. MoT & tax, air-con, tinted glass, electric sunroof. £17,500. Tel: 0772 0068750 or 01902 733200.

1927 VAUXHALL 30-98 OE TOURER



A very original example with factory built coachwork and matching engine and chassis number. Finished in black with tan upholstery this car is excellent in all respects. Ready for the coming season.

01903 892836
west Sussex

PACKARD SUPER 8 LIMO FOR RESTORATION. All complete in storage since 1968. Low miles, very rare car only 5 in Packard register. £8,000. Tel: 01346 517474.

PANTHER KALLISTA 1.6, 1983. Aluminium red body, 1 owner, only 7,570 miles, superb condition, bargain £5,900. Tel: 01989-563244 Private Sale.

PORSCHE 911 3.2 CARRERA (231 BHP) 1985. RHD sport model in guards red with black Carrera script. 16" Fuchs wheels. Half leather trim. Low mileage with full history. One meticulous owner since 1987. All tools, handbooks, etc. Immaculate throughout. £15,995. Tel: 01260 223440 Fax: 01260 223469 (CGOC).

PORSCHE 917, 911 RS www.classicscars.com database with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

PORSCHE 911 2.4 S. Ex Targa Florio. 1972. FIA papers. www.classicscars.com database with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

PORSCHE 924 S AUTO, immaculate, fsh. Last owner 10 years. £5,000 ono. Fax/Phone: 00 44 (0) 1494 873124.

PORSCHE 968 COUPE, 1995, LHD, manual, lsd, air con, sport suspension and brakes, Turin air bags, electric seats, sunroof and mirrors, CD player, no track use, 63k, fpsh, dark blue/grey, £12,750. Tel: 01799 584833.

PORSCHE RS 2.7 CARRERA LIGHTWEIGHT 1973, LHD, white/black interior, scrupulously maintained. Immaculate throughout £37,500. Tel: 01753-647291 private.

PORSCHE RSK 178 GP SPIDER REPLICA. Excellent example, VW1 3cc, metallic gold, blue leather seats, ssh, £4,995. Delivery possible, Uxbridge Kit Cars. Tel: 01895 624 554. www.uxbridgekitcars.co.uk

R

RENAULT GTA V6 1988, E reg, excellent condtiion, alpine blue, e/w, c/l, leather interior, new tyres & radiator, 82,000 miles, 8 months MoT, £5,250 ono. Tel: (0161) 9765002 or (07973) 754397 (Cheshire).

RENAULT 5 TURBO II 1984. Immaculate pearl white paint. Spotless tan trim. Recaro seats, stereo/alarm, uprated 185 bhp, stainless exhaust, show winning car. Never used in wet weather. Last owner 9 years, 49,000 km with old MoTs & bills. £8,495. Tel: 01460 54245 or 52249.

RILEY 9 GAMECOCK 1932. Green body with black wings. Rebuilt painted and rewired mid '90s. Recent new full weather equipment, steering and engine overhaul. Lovely condition. £15,850 Tel: 01386 584098.

1959 ROLLS-ROYCE SILVER CLOUD I CONVERTIBLE. H.J. Mulliner. Finished in Midnight blue with Beige Connolly hide. Dark Blue mohair power hood. electric front windows. A Louis Vuitton award winning motor car. Priced at £118,000. Tel: (020) 7584 8363/4

1965 ROLLS-ROYCE SILVER CLOUD III CONVERTIBLE. Mulliner/Parkward (Chinese Eye). Finished in Black with Black Connolly hide. Black power hood. As new. Only 26,000 original miles. Priced at £99,950. Tel: (020) 7584 8363/4.

1970 ROLLS ROYCE PHANTOM VI. Left-hand drive. Seven-seater limousine. 11,000 original miles. Twin air conditioning. Finished in Peacock Blue with Black leather. Hide to front and Parkertex Pinstripe Cloth to rear. Cocktail cabinets. As new. Priced at £189,000. Tel: (020) 7584 8363/4.

1998 ROLLS ROYCE SILVER SERAPH. Finished in Silver with blue Connolly hide. Factory sun roof. 40,000 miles. Priced at £84,000. Tel: (020) 7584 8363/4.

ROLLS-ROYCE SILVER SPUR 1981, Masons black with St James red leather, 64,000 miles only with full service history and one previous owner, an exceptionally fine car and very elegant. £13,500 (and worth it). Tel: (020) 8690 3243 or (07931) 731946.

ROVER 2000 AUTOMATIC. 1971 dark green, tan upholstery, immaculate condition. 66,000 miles, 6 mths MOT, £3,000. Tel: 01656 890203.

S

SUNBEAM ALPINE 1960 SERIES I, Superb condition, cww, period radio, SAOC Concours award. Very reliable, completed 2 Euro Classic Rallies. Soft top & hard top 60,000 miles, tax and MoT March 2002. £6,900. Tel: 01483 283054.

T

TALBOT LAGO BI PLACE. Sport. Rhd. 1951. 4500 cc. Body by Motto. Fax 0032 2 687 26 48. www.classicscars.com database with chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

TRIUMPH TR4 A IRS 1966, Old English white, UK car, present owner 27 years. 86,000 miles, never used in the rain. Excellent condition £10,000. Tel:- (01483) 440050 (Office).

TRIUMPH TR4 CONCOURS WINNER ultimate example, featured in the G.T. Foulis Autofolio collection £18,000 number plate included. Tel: 01827 712566.

TRIUMPH TR6 1973. Red, 7,000 miles since restoration plus recent work, long history, excellent condition, summer use only, hard, soft tops plus tonneau. £7,750. For details. Tel: (0115) 953 1158. £7,750.

TRIUMPH TR6 PI 1975 Lovingly restored over 3 years. £11k spent. Pimento red, beige leather int. Converted to unleaded fuel. New Bosch fuel pump, new metering unit, superb exhaust. Mohair hood. MoT, superb condition. £9,850 ono. Tel: 01634 230167.

TRIUMPH TR8 1981, 32,000 miles, rare genuine car in collection since new, lhd, featured in "original TR7/TR8", £8,495 (01489) 877873.

TRIUMPH TR8 CONVERTIBLE 1981 3.5 V8. Gold. Tan hood, alloy wheels, tremendous performance, excellent condition £3,750, Tel: 01727 835 800.

TVR 350 SE 90 G. Limited edition, 1 of only 25 made. Red, black leather, red piping, cross spoke alloys, 50,000 miles, f.s.h., £9,995, p/x considered. Contact Hillfoot TVR, Sheffield. 0114 233 6611 – (07881) 518142.

TR7 V8 3.9. Mohair hood, alloys, leather seats, immaculate, offers over £4,000. Tel: (eve) 01202 897365.

TVR 350I SERIES 2 1987 (E REG). Very attractive met blue colour, in superb condition. Grey leather, walnut int. 21,000 miles from new, comprehensive history. £6,495. All offers considered. Fast sale required. Tel: 01480 812 318 (Huntingdon).

TVR S3 90 H, Metallic grey, 45,000 miles, f.s.h., alloys, radio cassette, excellent condition. £9,995, p/x considered. Contact Hillfoot TVR, Sheffield. 0114 233 6611 – (07881) 518142.

TVR TASMIN 2.8I CONVERTIBLE 1981 9k miles, superb condition, light blue metallic with dark blue interior, Ford V6 with 5-speed manual box £5,950. Tel: 01732-887354.

AMERICAN CARS

ETC SPIRIT AMX 1979 Black Road Car, 5 Litre V8 on Race Holley, Ford SR4 4 Speed Box, one of only 2939 Built. Quite a lot of good spares. Stored away in dry garage for last 12 years. Price £5,500. Tel: 01622 817774.

MOTORING COLLECTORS ITEMS

ERIC THOMPSON

Buys and sells rare motoring books, magazines, annuals, programmes, autographs, badges and photographs. Booklist UK £2.00 Overseas £3.00
Hullhatch, Shamley Green, Guildford GU5 0TG
Tel: 01483 893694 Fax: 01483 892219

ALL KINDS OF MOTORING LITERATURE BOUGHT AND SOLD

Comprehensive catalogue lists many marque histories, driver biographies, Autocourse etc, free copy from:
David Thomas, 1 The Mews, Orchard Lane, Ledbury, Herefordshire HR8 1DQ.
Tel/fax: 01531 635114
Email: davidthomas@tesco.net
Mail order worldwide.
Credit/debit cards accepted.
www.allautobooks.com

MOTOR SPORT 1955-1995 £65. Taylor 01458 272 596 (Somerset).

COMPLETE COLLECTION OF 'GRAND PRIX INTERNATIONAL' MAGAZINES. Offers to Gibbings, Tetbury (Glos), 01666 504078.

MOTOR SPORT MAGAZINE, complete years May 1965 to now. 01442 267642 or 01442 251712.

HISTORIC RACING



1971 MALLOCK MKII B HISTORIC FORMULA 3 & CLUBMANS CAR

The works F3 car driven in the 1971 season by Ray Mallock with great success against the likes of Hunt, Scheckter and Williamson. Rebuilt by The Works. Winner of the European Historic F3 Championship and British Classic F3 Championship in recent years. Full FIA papers. Also eligible for the Classic Clubmans Series.
£11,950
Please contact TTR
01636 626340 or
07976 707395

HISTORIC TERRAPIN SINGLE SEATER MK1, 1969, 970cc Cooper S engine, s/cut 4 synchro g/box, new Williams harness and battery. Spare nose, wets and slicks on alloy rims, trailer available, RAC log book, £5,200. Possible p/x Tel: 01202 590779.

A rare opportunity to acquire exceptional vehicles from one of the UK's most discerning private collectors.



1974 Ferrari 365BB Reg. 365 BOX
Totally original - 7,000m - **£44,000***



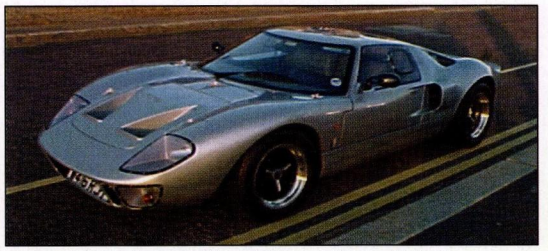
1974 V12 'E' Type - Multiple Concours winner - trophies available - 28,000 miles - **£38,000***



1937 Lagonda LG45 - 1134 miles - since meticulous restoration. Exhibited Louis Vuitton Concours 1995 - **£66,000***

To register interest call:
01837 851656
***offers in excess of reserve price**

CMS SVA Compliant
020 8395 0924



Engine, Chassis and Bodyshell Preparation or Fabrication.
Recent work includes: finish part built S7, Widen and stretch S7. Build Dax Rush V8, Cobra and GT40. Our aim is to provide highest quality on time. We can help you with your project or build you a complete turn key rocket.
Please telephone or email to discuss how we can help.
The GT40 Replica shown here is for sale POA.
svatest@aol.com

DAVID A. C. ROYLE & CO. LTD.
01833 660452

BODYWORK SPECIALISTS
Long established, wealth of experience, whole or part restorations, originality a priority, no compromise on quality.

RESTORATION

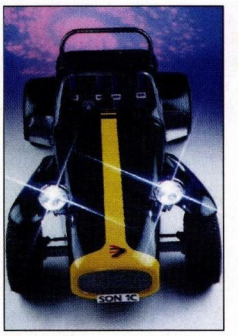


CONSERVATION

www.david-royle.co.uk e-mail: enquiries@david-royle.co.uk
THE OLD SCHOOL, STAINDROP, DARLINGTON DL2 3NH

Alfa Romeo Owners Club
9 Green Lane, Wootton, Northants NN4 6LH. Fax: 01604 761813 Tel: 01604 766645

NATIONAL ALFA DAY
June 10 at
STANFORD HALL, Nr LUTTERWORTH
from 10 AM
Contact: AROC, 9 Green Lane, Wootton, Northants NN4 6LH
Fax and phone: 01604 761813
All Alfa Romeo enthusiasts are welcome to join the Alfa Romeo Owners Club.



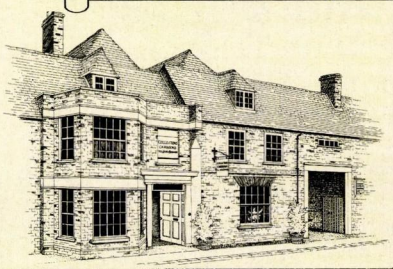
SONIC SEVEN CARS

THE DREAM BECOMES A REALITY

A child's sportscar based on the classic lines of the immortal Lotus. A two seat sports car powered by the ultra reliable Honda 160cc 5.5 h.p. single cylinder engine. Stopping power is provided by a powerful hydraulic disc brake. This car is suitable for children aged 5 - 12 years old who will have years of fun. The car will run safely either on tarmac or in a field.

For further information contact **JOHN VILLAGE** at
VILLAGE WORKSHOPS, EASTSIDE ROAD, WHITTINGTON MOOR, CHESTERFIELD S41 9AT
TEL: 01246 450580 FAX: 01246 455550

COLLECTORS CARBOOKS
Specialists in Out of Print and New Motoring Literature



14 BEDFORD STREET, WOBURN, BEDFORDSHIRE, MK17 9QB.
TELEPHONE: (01525) 290088 - FACSIMILE: (01525) 290044
OPEN MONDAY TO SATURDAY 10AM TO 5PM

WE HAVE THE WIDEST RANGE OF OUT OF PRINT MOTORING BOOKS AND LITERATURE THAT YOU CAN SEE ANYWHERE IN EUROPE!

WE CAN ALSO SUPPLY ANY NEW BOOK CURRENTLY IN PRINT.

WIDE SELECTION OF RACE PROGRAMMES AND MAGAZINES, MOTORSPORT AND AUTOSPORT A SPECIALITY.

WORLDWIDE MAIL ORDER. FREE BOOKSEARCH.

WE ARE CLOSE TO M1 JUNCTIONS 12 & 13 AND ARE LOCATED ON THE MAIN ROAD THROUGH WOBURN

WHY NOT MAKE A FAMILY VISIT? WOBURN HAS PLENTY OF ANTIQUE, GIFT AND CHINA SHOPS, A FINE VARIETY OF PUBS AND RESTAURANTS AND WE HAVE PRIVATE PARKING AT THE REAR OF OUR SHOP.

Visit our new website: www.collectorscarbooks.com

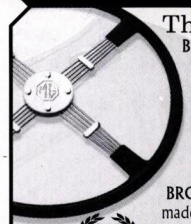
POOKS MOTOR BOOKSHOP

loose or bound issues available for
AUTOCOURSE - AUTOSPORT - AUTOMOBILE YEAR - AUTOCAR - MOTOR - MOTOR SPORT - MOTOR RACING - MOTOCOURSE - RALLYCOURSE - SPEED WORLD RALLYING
Goodish stock of autobiographies, motorsport titles, programmes and posters also in stock.
VICTORIA MILLS, FOWKE STREET, ROTHLEY, LEICS LE7 7PJ.
Tel: (0116) 2376222 Fax: (0116) 2376491



1961 ASTON MARTIN DB4 SIII (Factory Vantage Spec)
Manual with overdrive, original RHD. Caribbean pearl blue with parchment leather, and blue carpets. Last owner approx 14 years. Restored to a very high standard, the result being one of the best in the world, and realisticly priced - please contact The School Garage for full details etc.
01663 733209 or 07767 617507 - www.classiccarshop.co.uk

The Great British Steering Wheel



The Brooklands We manufacture the BROOKLANDS Steering Wheel from the original BLUEMEL tooling. It is not a Far Eastern copy and is made using the original methods and traditional materials. The CENTRE BOSS fixing kit, again from the original tooling, not only fits the MG TC and pre-war MGs, but the TD, TF and MGA. There are boss kits for other makes and kit cars too.

BROOKLANDS AEROSCREENS are made using laminated glass to original specification to suit all vintage and sports cars.



30 YEARS

KIMBLE ENGINEERING LTD
E-mail: JohnlKimble@cs.com
Unit 5, Old Mill Creek, Dartmouth, Devon TQ6 0HN.
Tel: 01803 835757
Fax: 01803 834567

COOPER BRISTOL MK2 195: (GROUP 4 CAR) VSCC eligible rebuilt, some spares. Tel: (01279 813189.

MARCOS G.T. 3.9V8 E JONATHAN PALME CHAMPIONSHIP WINNER. 10 rebuild. stunning condition. Race/trac day ready. 20k o.n.o. 01454 880924 Mobile: 07968 534515.

HISTORIC

1966 SHELBY GT350. Two Bill Kin 289's, one West Coast Legal. Be components, spares, very fast 7 we sorted. $130K USD. (214) 761-088 www.caramigo.com

1976 LOLA T-5000 CHASSIS # Bill King Lucas Injection Chevy with rides. All the best components. Engin & chassis w/spares. $95K USD. (214 761-0880 www.caramigo.com

HOUSES FOR SALE

CAR ENTHUSIASTS DREA HOME. 4/5 bedrooms, new kitcher three bathrooms, private road. quadru ple heated garage. Wilmingtor Dartford. 01322-666696, 0831 300210, £495,000.

ENGINES

FOR SALE: NEW ENGINE 8.3 LANCIA FERRARI COMPLETE. M OTO Classic Tel: 0031-316-37277 Fax: 0031-316-372 776.

MOTORBIKES

CLASSIC/VINTAGE MOTO CYCLE COLLECTION FOR SALE 1921 Royal Enfield in original cond tion complete with gas lights and orig nal Reg. No. 1931 BSA 350 CC On previous owner from new very origina Complete with Reg. Documents. 193 Ariel Red Hunter 350CC complete wit Reg. Documents. Price: £4,350.0 ONO. Tel: 01299 266459 Evening Worc's.

HONDA 1998 VFR 750. Metallic blue, only 600 miles, as new condition, collectors bike, ready for the summer season £6,000. Tel: 02392 466592.

PUBLICATIONS

BRITAIN'S BEST FOR BROCHURES. Books, magazines, manuals and automobilia. We buy, sell, exchange, tremendous stock, visitors welcome. Postal service. Pooks Motor Bookshop, Rothley, Leicester LE7 7PJ. Tel: 0116 237 6222 Fax: 0116 237 6491. Email: pooks.motorbooks@virgin.net.

CAR HANDBOOK SPECIALISTS. Handbook specialist, large stock of car original owners handbooks, also workshop manuals and parts books sold, bought and exchanged. Tel: (0208) 337 7452 and Fax (0208) 241 8012. E-mail: spenceraa@sma-netlink.co.uk

EOIN YOUNG is back in the rare book business. Website catalogue: www.eoinyoung.com Visa/Mastercard. P.O. Box 180, Leatherhead, Surrey KT23 4GT, UK.

FULL SET OF CLASSIC AND SPORTSCAR MAGAZINE FOR SALE, Totally complete from issue N°1 to current date. Mint. condition, unbeatable, bargain £250. Tel: 01695 580 987. (Lancs).

MELBOURNE BOOKS. BOOKS BY A.F. RIVERS FLETCHER. A Lifetime With Cars (signed copies) £55. Mostly Motor Racing (signed copies). More Motor Racing (signed copies) £35. V16 The Story of the B.R.M. (signed) £35. Bentleys Past & Present £55. M.G. Past & Present £55. M.G. Past & Present. 1st & 2nd Editions £39. (Including postage). Specialist books on Gundog Training, Guns, Shooting, Fishing, etc. Quality car seat covers and mats. Free catalogue available. Melbourne Books, Freepost, Billingshurst. RH14 0BR. Telephone 01403 871272. Fax 01403 871477.

OLD MOTORING LITERATURE BOUGHT AND SOLD Books, brochures, magazines always wanted, Les Wilson, 32 Priory Beach Gdns, Southport. PR8 IRT, Merseyside UK. Tel: 01704 513122 Fax: 01704 513123

RACE CARS

ALEXIS F2 CIRCA 1969. Fresh 185 bhp, steel twin cam, Hewland Mk8 gearbox, last used Historic Hillclimbs FTD & class records. Trailer, spare wheels. On the button, must go, £8,750. 01780 782893.

STORAGE

CAR STORAGE, secure dry and heated, collection and delivery service available, based in Peterborough area. Prices from £15 per week + VAT. Tel: (01733) 208228 or (07971) 850613.

ECONOMICAL CAR STORAGE AND TRANSPORT, secure dry storage from £19 per week. Details Barrah Cars, Midlands 01922 476210.

WANTED

The Mystery Morgan Buyer

Tries hardest,
travels furthest,
pays most.

Tel: 020 8200 9404

or

0836 229 800

metex car DUSTCOVERS

British made covers at very affordable prices.



KEEP YOUR CLASSIC CLEAN AND PROTECTED WITH ONE OF OUR POPULAR COVERS
Made from a hardwearing yet very soft fabric the cover will keep your car dust free, damp free and in the pristine condition you would expect.

LOTUS 7/MINI	£25.50	MEDIUM SALOONS eg Ford Cortina, Triumph Dolomite	£37.50
SMALL SPORTS CARS eg Austin Healey, MG, TR	£29.50	LARGE SALOONS eg Rover, Jaguar	£47.50
SMALL SALOONS eg Ford Escort, Triumph Herald Morris Minor etc	£32.50	LARGE AMERICAN SALOONS ROLLS ROYCE/BENTLEY	£49.50
LARGE SPORTS CARS eg Ferrari, Jaguar (E Type) Aston Martin etc	£37.50	CANVAS STORAGE BAGS £4.00 Covers available in black or white Please state colour when ordering	

THIS IS A SMALL SAMPLE OF METEX COVERS. IF YOU DO NOT SEE YOUR CAR ABOVE PLEASE PHONE. WHATEVER YOUR MAKE/MODEL WE'LL HAVE ONE TO FIT YOURS.
All the prices include VAT. PLEASE ADD £5.00 PER ORDER FOR POST & PACKING
If you require any assistance or any other size than the ones above please telephone us and one of our highly qualified staff will deal with you personally. (Trade and overseas enquiries most welcome).

metex car DUSTCOVERS
DEPT MS
WOOD ST. MILL
DARWEN, LANCS BB3 1LS

CREDIT CARD HOTLINES -
01254 704625 / 703893
OR WHY NOT FAX
01254 776927

Silver Arrows Automobiles

Classic Mercedes Dealers



The finest selection of classic Mercedes in the country

Buying, selling or just advice, we welcome your enquiry

Tel: 020-8789 8525 Fax: 020-8789 7205
Putney - London
www.silverarrows.co.uk

WINNEBAGO

SALES - HIRE - SERVICE

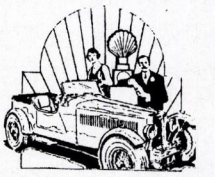
WE CAN OFFER AN EXTENSIVE RANGE OF NEW AND USED AMERICAN MOTORHOMES FOR SALE, HIRE OR CORPORATE HOSPITALITY



CALL TO DISCUSS YOUR REQUIREMENTS FOR YOUR 2001 MOTORSPORT SEASON OR TO ARRANGE TO VIEW OUR STOCK OF OVER 40 AMERICAN MOTORHOMES

DUDLEYS OF OXFORDSHIRE
AMERICAN MOTOR HOMES

A415, Abingdon Road, Witney, Oxen, OX8 7ZA
Tel: 01933 703774 Fax: 01993 771745



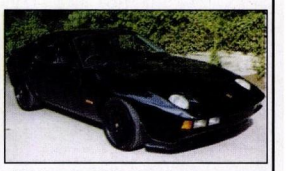
The School Garage
Martin J. Daly (Est 1979)

47 Buxton Road,
Whaley Bridge, High Peak,
Derbyshire SK23 7HX
Telephone 01663 733209
Mobile 0467 617507
www.classiccarshop.co.uk

4 GEMS FROM UP TO 50 CLASSIC AND PRESTIGE CARS



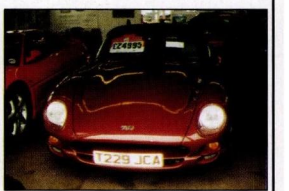
1985 Jaguar 4.2 Sovereign, Auto, Regent Grey with Saville Grey leather, air-cond, pepperpot alloys, cruise control, electric pack, one family owner. Full Jaguar main dealer service history from supplying dealer. 48,000 miles only. The best we have seen **£8,950**



1984 Porsche 928S. Limited edition, auto, jet black with full black leather trim, black polished alloy wheels with gold Porsche centers, massive spec, inc air cond, cruise, ABS, electric seats, sun roof etc. Full service history from new, sensible mileage. This car looks 2 years old, the best 928 of any age we have seen!! **£9,950**



1971 Aston Martin DBS (6), Manual, Dubonnet Rosso with red leather and red carpets. Chrome wire wheels, £20,000 spent at Aston Specials over the last few years. Recent valuation and work by RS Williams, a superb honest, and original Aston **£16,950**



1999T TVR Chimaera 4.0. Crimson red with grey leather and burgundy carpets. Alloys, music, one owner, 2,000 miles, yes 2,000 miles. FTVRSH, as new..... **£24,950**

NB. Warranted vehicles of the above quality cannot be test driven nor purchased from an auction

WEBSITE UPDATED WEEKLY WITH NEW ARRIVALS

Simply the Best



CarPoint Jaguar Mk II



CarPoint Jaguar XK
120, 140, 150, Roadster, Convertible and Coupé



CarPoint Jaguar E
Roadster and Coupé

All models are avilable with power steering, air conditioning and if requested XJ40/XK8 engine and gearbox

The Carpoint Jaguar Mk II and XK represents 10 years of continuous development culminating in the ultimate understatement of driving quality. The very few, lucky enough to own such an individual motorcar, have the unique opportunity to experience more than 70 detailed improvements ranging from collapsible safety rack and pinion steering to the wonderful five speed gearbox, ZF 4 speed auto, air conditioning and the most technically advanced three way catalytic converter.

Whether you want original or modified restoration for every day's pleasure, we promise to help.

Our constantly changing stock holds more than 50 (fifty) Jaguar's, such as SS I Coupe, SS 100, Mk IV to Mk X, E-Types, 21 XK's, Mk II, XJ's and even the Lynx Eventer which was built for Tina Turner. If you want something special, project or superb restored please call us. For courteous friendly service and our latest specification sheet and brochure please call ....

CARPOINT

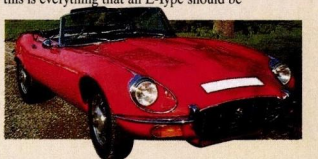
Brauerstrasse 41-43 D - 761 37 Karlsruhe

Contact: Mr Andreas Freund Telephone: 0049 721 982120
Fax: 0049 721 9821226 Internet:: www.carpoint.de



1966 JAGUAR E-Type S1 4.2 Roadster. Immaculate and finished in Gunmetal with dark Red interior trim, this former Hurlingham Champion is thoroughly well-sorted. Fully restored at huge expense in the mid 1990s this is everything that an E-Type should be **£49,950**

RACING GREEN Cars



1968 JAGUAR E-Type S1 1/2 Roadster. Signal red with black interior. Only three owners and 74,000 miles. In excellent condition, driving superbly well. Good provenance, very well maintained, many MoT's. Very enjoyable indeed **£32,995**

1973 JAGUAR E-Type S3 V12 Roadster. Signal red with black interior. Subject to a massive and very intelligent restoration, this immaculate automatic example must rank amongst the best available. Quite outstanding with excellent detailing **£34,995**



1963 JAGUAR 3.4 Mk2 Automatic. Royal blue with superb blue hide interior. An utterly immaculate Mk2, on cww. Total interior retrim and refurbishment to a very high standard indeed. Excellent & substantial history file. Quite superb and available at a fraction of its comprehensive full mechanical, body restoration cost **£27,995**

1963 JAGUAR Mk2 3.8. Manual with o/d, w/wheels. BRG with original Suede Green leather. Coombes style rear arches. An excellent sporting driver's car with rack & pinion steering, Harvey-Bailey suspension and 2" SU`s. Looks gorgeous, sounds terrific. **£19,950**



1986 JAGUAR XJS CABRIOLET 61,000 miles. 3.6 manual 5-speed. sage green metallic with immaculate doeskin interior. FSH, with all MOTs and substantial history file. Second fastidious owner from 1988 to 2001. A quite outstanding example of this very collectable and rare model. **£11,995**

1990 Cosworth Sapphire 4x4. A very special car! Only 6,500 miles from new with one famous Royal owner. Flint Grey metallic with immaculate Raven full leather upholstery. FSH. BBR Super Phase 1 conversion over 240 bhp. Full spec: sunroof, abs, Radio/cassette. A unique opportunity **£15,995**

1998 (S) JAGUAR XJ8 3.2 Executive. 24,000 miles. Superb sapphire Blue with oatmeal leather. A/C, cruise control, Twin air bags. FSH. Absolutely immaculate and silky smooth V8 power **£19,995**

Meet us at Goodwood Festival of Speed!

Racing Green Cars Limited
PO Box 336, Guildford, Surrey GU5 0YH
Tel/Fax: 01276 683378. www.racinggreencars.com

HOFMANNS of HENLEY

Fairfield Works, Reading Road, Henley-On-Thames, Oxfordshire, RC9 1DR
Telephone: (01491) 573953 Fax: 01491) 573647

SERVICE ENGINEERS & SALES
BENTLEY, ROLLS-ROYCE & JAGUAR

We are a traditional, long established company which was founded in 1935 by Fred Hofmann & George Burton, with the aim of continuing the Bentley tradition.

In the late 60's/early 70's, Ford GT40's were prepared on our premises for successful entry in the Le Mans 24 Hour Classic Event.

During 1984, the Rolls-Royce and Jaguar Marques were introduced by the present owner.

Please call us to discuss your requirements

www.hofmannsofhenley.co.uk

Sales, servicing, repairs, complete restorations, inspections and storage

Arundel Autograph Gallery

Suppliers of Quality autographs, specialising in motorsport.
U.A.C.C. registered dealer.

Chiron, Clark, Collins, Ferrari, Hawthorn, Nuvolari, Scarfiotti, Senna, and many others.

Telephone: 01903 883210/885900
Fax: 01903 884944
Email: sales@autographs.co.uk
Internet: www.autographs.co.uk
Located 10 Minutes from Goodwood

DOUBLE DECKERS!



The world's widest selection of classic and modern buses for sale, hire & conversion: mobile promotions, roadshows, restaurants, bars & playcentres, open toppers for tourist use. Warranted & delivered worldwide.
Visit our website at www.London-Bus.co.uk
Tel: 01291 689 741 Fax: 01291 689 361
The LONDON BUS EXPORT CO.

Ferrari OWNERS CLUB

Join THE Club for Ferrari owners, former owners and a non owners register, sponsored by the Ferrari Factory and Ferrari UK. Club magazines, help with insurance, rebated RAC Membership, over 80 events and invitations, area group activity, race, sprint and hillclimb series and regular track days.
For Membership Brochure contact
Peter Everingham, 35 Market Place, Snettisham, King's Lynn, Norfolk PE31 7LR
Phone 01485 544500 Fax 544515

JOHN KNOWLES

Specialist Dealer in Rare, Secondhand and Out-of-Print Motoring Books
Visitors are most welcome at the bookroom but please telephone before coming.
Catalogue available - UK and overseas - £2.00.
I am always interested in buying single items or full collections of motorbooks.
Brick Kiln Farm, Hingham Road, Great Ellingham, Norfolk NR17 1JE.
Tel: 01953 452257
Fax: 01953 452733
Website: johnknowlesbooks.co.uk
E-mail: john@johnknowlesbooks.co.uk

MotorSport

81% of MotorSport readers own their own car.

(Source: Experian Data Ventures October 1998)

If your company can help our readers keep their pride and joy in the best possible condition

Call 020 8267 5247

Old English Classics



BENTLEY MkVI MALLALIEU 1951
41/2 litre 4 seat open tourer with aluminium 2 door coachwork. Only 11,500 miles since conversion (inc full mechanical re-build) by Mallalieu in 1980. Superb condition throughout and stunning in Bentley cream with chocolate leather. Complete with hood, side-screens, tonneau, hood cover, original tool kit and comprehensive history file. A superb and eminently useable open touring Bentley **£38,000**



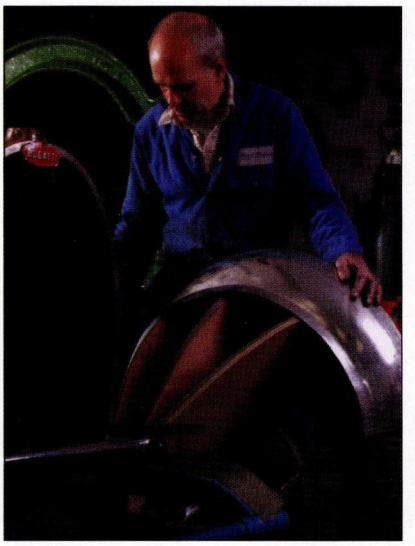
BRISTOL 407 1963
Met. silver over met. blue with burgundy leather. The 407 is arguably the best of the Bristol range, combining classic and elegant good looks with the powerful V8 engine and automatic gearbox. In stunning condition, this must surely be the finest example available of this alloy bodied quintisential British thoroughbread car. Complete with drivers handbook and massive history file **£24,450**

Tel: 01522 788502 Fax: 01522 789027
E-mail: OEC@househam.demon.co.uk

Rod Jolley COACHBUILDING

Specialist Panel Beating and Ash Framing

37 GORDLETON INDUSTRIAL PARK, SWAY ROAD
LYMINGTON, HANTS SO41 8JD.
TEL: (01590) 683702. FAX: (01590) 683634.
INTERNET: http://www.rodjolley.com
EMAIL: rod@rodjolley.com



Panelwork is just one aspect of restoration that we can offer in our highly skilled workshop

PHANTOM MOTOR CARS

PANKRIDGE STREET, CRONDALL, FARNHAM, SURREY GU10 5QT, ENGLAND.
ROLLS-ROYCE (Independent Specialists since 1961) **BENTLEY**



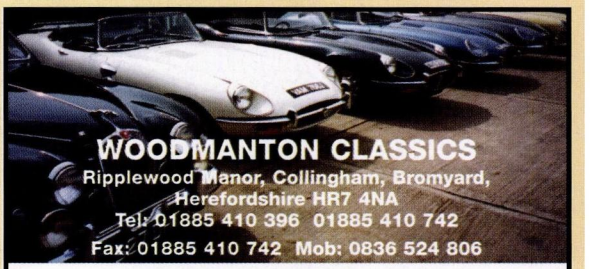
Our Carefully Selected & Prepared Motor Cars



Bentley Turbo R 1995. Brewster Green, Spruce hide and carpets. 22,000 miles only with full service history in outstanding condition. Previously serviced and maintained by ourselves to our usual exacting standards. Active ride, 4-speed gearbox with shift energy management. Unmarked condition inside and out. **£41,950**
Bentley Turbo R '90 MDL. Active Ride. Balmoral Green with Black hide. 58,000 miles. Full service history. Previously serviced & maintained by ourselves. Sports memory heated seats. EFI & ABS. Outstanding condition. **£22,950**
Bentley Turbo R '93. Active Ride. Storm Grey with Magnolia hide piped Grey. Only 46,000 miles. Full service history. Previously serviced and maintained by ourselves. 4-speed centre gearchange. Sports memory heated seats. High level brakelight. CD player. **£32,950**
Bentley Turbo R '90 (H). Active Ride. Midnight Blue with Parchment hide piped Blue. Dark Blue carpets. 55,000 miles. Full Sole Dealer service history. Picnic tables. Front & rear armrest storage. **£SOLD**
Bentley Mulsanne S '90 (G). Midnight Blue with Parchment hide piped Blue. Active ride, ABS & EFI. FSH outstanding unmarked condition. Only 66,000 miles and two previous owners. **£SOLD**
Bentley Turbo R '89 (G). Ebony (Metallic Black) with Red leather piped in Black. Full service history. EFI & ABS. In excellent condition. **17" chrome alloys.** Major in-house service just completed. **£22,950**
Bentley Turbo R '88. Royal Blue with Parchment hide piped Blue. 53,000 miles. Blue dash roll. Full service history. Memory seats. 10 stack Sony CD. Lambswool over rugs. **£21,950**
Bentley Mulsanne Turbo '84. Brewster Green with deep red hide. Red Wilton carpets. Twin headlights. Alloy wheels. In very good condition. Awaiting our final service and preparation. **£13,750**
Rolls-Royce Silver Spur '89. Royal Blue with Parchment hide piped in Dark Blue. Very comprehensive full dealer service history including hydraulic overhaul. EFI & ABS. Picnic tables. Memory seats. Dark Blue lambs wool over rugs. Telephone positions in front & rear arm rests. Leather steering wheel. 46,000 miles. Reversing aid. Many additional features. Outstanding condition. **£21,995**
Rolls-Royce Silver Shadow II '78. Caribbean Blue with Magnolia hide. 4 headrests. Full service history. Only 21,000 miles from new. Full hydraulic overhaul & service just completed. Serviced and maintained by ourselves. A show winning car in exceptional condition! **£19,999**

* **Specialising in Carburettor Turbo Tuning**
* A.B.S. & Fuel Injection.
* **Engine Re-building.**
* Air conditioning (R12 & 134a).
* **Computerised Four Wheel Alignment.**
* Upgraded Front Brake Kits.
* Mechanical Restoration.
* Schedule Servicing.
* Engine Re-building.
* Woodwork Re-lacquering.
* **Suspension Packages (Agents for Harvey-Bailey).**
* Cavity & Underbody Waxing.
* **Hydraulic Braking & Self-Levelling Systems.**
* Viscous Control Differentials.
* **Transient Boost for Additional Power for Turbo.**
* Alarms & Accessories fitted.
* **Active Ride Diagnostics & Chip Replacement.**
* Dedicated Wheel Balancer exclusively for Rolls-Royce & Bentley wheels. Improves balance accuracy by up to 25%.

TELEPHONE: (01252) 850 231 OR FAX: (01252) 8505165
Web Site www.pmcuk.com
come-mail: phantommotorcars@cs.cs.com



WOODMANTON CLASSICS

Ripplewood Manor, Collingham, Bromyard, Herefordshire HR7 4NA
Tel: 01885 410 396 01885 410 742
Fax: 01885 410 742 Mob: 0836 524 806

Jaguar Specialists

E-TYPE COMMEMORATIVE. One of the last 50 made (being No.6 from the end). Manual, I have known this car from new as it belonged to the local Jaguar distributor. 8,700 miles with full Jaguar service history. Never had any paint since leaving the production line. **£100,000**
E-TYPE V12. 2+2 manual. Powder blue with blue trim. 18,000 recorded miles from new. 2 owners. Moth-balled for 24 years with history. This car is in the same condition as the day it drove off the production line. **£24,950**
E-TYPE SERIES 1. 4.2 Roadster. Silver grey, blue trim. Original RHD. Matching numbers. Totally re-built over period of 5 years, with history. Small mileage since. In mint condition. Full photographic history of rebuild. **£37,950**
E-TYPE SERIES II. Roadster. O.E.W with black trim. Original RHD,with history. Superb car ready for the 40th birthday celebrations at home and abroad. **£22,950**
SOLD **E-TYPE SERIES II.** Cream, black trim. Original RHD. Chassis No1 IR.1040. Full Tonneau cover with history heritage certificate. Superb original condition. **£23,950**
E-TYPE SERIES I. FHC Silver blue blue trim. Original colours. 3 owners from new. Full History, and brown logbook. Much money spent on this superb car. Has been converted to unleaded fuel **£20,950**
SOLD **E-TYPE V12.** Roadster. Manual Red CWW, totally original 57,000 miles with history. Hard top. Tax free. Last owner 17 years. Mint condition. Series I 4.2. **£27,950**
SOLD **E-TYPE V12.**Roadster Manual. Primrose. Drives extremely well. No rattles. Excellent useable car. **£11,450**
E-TYPE SERIES I. FHC. Green.Original RHD. Heritage certificate. Excellent Car. **£15,750**
XK 150 3.4. FHC. S. Spec. M/O. Totally restored in the late 1980's with photos. Old green logbook and lots of history. Excellent condition. **£24,950**
MK I 3.4. M/O BRG, Green trim. 33,000 miles. Coded WW Superb car drives like new **£24,950**
MK I 3.4. M/O Dark blue. Excellent sound car. **£8,000**

– WANTED –
E-TYPES and XK's
BEST PRICES PAID FOR BEST CARS

Trident
Racing Supplies

Call us first...



MasterCard VISA

TEL: 01327 857822
FAX: 01327 858096
Unit 31, Silverstone Circuit,
Towcester,
Northants NN12 8TN
www.tridentracing.co.uk

Classic Exhausts Ltd
1 Delta Way Crabtree Road,
Thorpe Industrial Estate, Egham,
Surrey TW20 8RN
Tel: 01784 471232

JWE BANKS LTD
Specialists in the reconditioning of Koni Dampers
St Guthlac's Lodge, Crowlands,
Peterborough PE6 0JP.
Tel: 01733 210 316 Fax: 01733 210 920

IAN MASON
OFFICIAL PARTS & SERVICE AGENTS
ASTON MARTIN
139a FRESTON ROAD, NORTH KENSINGTON LONDON W10.
TEL. 020 7727 1944
Email: imason1@powernet.co.uk
Website: www.ianmason.co.uk

WITTER
TOWBARS TO TRUST
- EC Type Approved bars use all car manufactures fitting points
- Fitting does not affect the vehicle warranty
- Lifetime guarantee under the Shield of Safety

See Yellow Pages for your specialist fitter or stockist.
WITTER TOWBARS, CHESTER CH1 3LL
Tel: 01244 405800 Web: www.witter-towbars.co.uk

CHROME-PLATING BY S&T
HIGHEST QUALITY POLISHING & PLATING FOR THE ENTHUSIAST & VINTAGE RESTORER
15/16 The Alpha Centre, Armstrong Way, Yate, Bristol BS37 5NG
Tel: (01454) 313162

KINGSMILL WORKSHOP
Rolls-Royce and Bentley.
Service Repairs and Restorations.
New and used spares supplied and units overhauled.
STAINLESS STEEL EXHAUST SYSTEMS
Collection & delivery Europe wide.
Formerly Bentleys of Mansfield
WE HAVE MOVED TO... Unit 7, Main Valley Industrial Park, Junction Road, Sutton-in-Ashfield, Notts. NG17 5GS
Telephone: 01623 400606
Home: 01159 176109
Mobile: 0468 747601

THE TANK & RADIATOR COMPANY

Unit 3 Agrimee Yard,
Bromyard Road,
Ledbury HR8 1LG
Tel: 01531 631711
Eves: 01905 350296
Specialists in the repair & manufacture of fuel tanks & radiators for Veteran, Vintage, Classic & Motorsport cars
Radiators: From a Bentley to an Austin. We cater for all makes & models manufacturing complete radiators using Honeycomb cores to modern day cores to standard recoring of your radiator.
Fuel tanks: Manufactured to either original tank or drawings, from a Rolls Royce to an A35, using lead coated steel, ali or stainless.
Please ring for a friendly chat and a quote.
Visit our website on **radiatorsuk.co.uk**

LOCK-N-STITCH ®
A quantum leap forward in casting repair technology. Lock-N-Stitch® products can repair any casting flawlessly restoring strength and a pressure tight seal.
For quote and full information please contact
Quick Crank T}02392233933 or F}02392254489
E mail: quickcrank@aol.com
® registered
JSW GROUP

THE AUSTIN HEALEY RESTORATION SPECIALISTS
FOR ALL YOUR BIG HEALEY REQUIREMENTS
Vehicle inspections. Visitors welcome.
BELL CLASSICS
Big Healeys For Sale & Wanted.
All restorations & repair work carried out in our own workshop. RHD conversions.
Please call for friendly advice.
OX LANE, HARPENDEN, HERTS AL5 4PS
Tel: 01582 768101 Fax: 01582 768743

JAYMIC
The Classic BMW Specialists
SPARES, REPAIRS & RESTORATION
BMW 02 &CS Europe's leading specialists. **OE PARTS** supplier for the whole BMW range.
Details available of 200+ classic BMW's for sale in the UK. Free comprehensive 02 & CS parts catalogue. Worldwide mail order. Jaymic Ltd, Cromer, Norfolk NR27 0HF.
Tel: (44) 01263 511710/512883.
Fax: (44) 01263 514133
E-mail: enquiries@jaymic.com

ARROW PRECISION
RACE ENGINE COMPONENTS

The specialists in the design and manufacture of Classic and Vintage connecting rods.
- *Custom design to any specification.*
- *EN24V or titanium forged material.*
- *Fully machined and balanced.*
- *Excellent lead-times.*

Visit our website: arrowprecision.co.uk
E-mail: enquiries@arrowprecision.co.uk
12 Barleyfield, Hinckley Fields Industrial Estate
Hinckley, Leicestershire, U.K. LE10 1YE
Tel: +44 (0) 1455 234200 Fax: +44 (0) 1455 233545

AUTOMATIC TRANSMISSIONS
G. WHITEHOUSE AUTOS LTD
Tel: 0121-559-9800
Fax: 0121-559-9885
E-mail: info@gwautos.com
Obsolete Automatic Transmissions
Obsolete spares supplied
Automatic conversions to modern transmissions to match increased power or improve driving experience
Fully electronic programmable transmissions with all options
Check our website www.gwautos.com for full information and latest projects

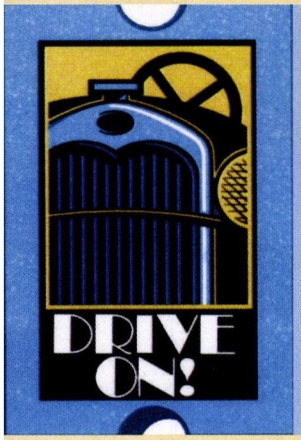
Westwood CYLINDER LINERS
- Ø WET & DRY CYLINDER LINERS
- Ø MADE FROM DRAWING OR SAMPLE
- Ø SPECIALISTS IN ONEOFF ORDERS
- Ø LARGE QUANTITIES ALSO MADE
- Ø OVER 4000 STRAIGHT REPAIR SLEEVES IN STOCK
- Ø PREVIOUS PROJECTS INCLUDE : FERRARI 512 ASTON MARTIN F1 HISPANO SUIZA ALFA 8C 2.3 MASERATI V8 COVENTRY CLIMAX

GEMINI SITE, BARRACKS RD
SANDY LANE IND EST
STOURPORT ON SEVERN,
WORCESTERSHIRE, DY13 9QB
TEL : 01299 878727
FAX : 01299 824232
E-MAIL : WESTWOOD@LINER.DEMON.CO.UK
WEBSITE : WWW.WESTWOOD-TRADING.CO.UK


THE COMPLETE AUTOMOBILIST
'. . . the first stop for all your vintage and classic parts'
visit: **www.completeautomobilist.com**
NEW millennium colour A4 catalogue
(£2 UK, £3 Europe, £4 rest of world)
Tel: 0 (+44) 1778 560 312
Email:
colincrabbe@completeautomobilist.co.uk

SOUTH CERNEY ENGINEERING LTD.
A comprehensive specialist machining service to owners of vintage and classic cars
- Valve seat inserts
- White metalling
- Line boring
- Cylinder boring and sleeving
- Crankshaft grinding
- Surface grinding
- Cylinder head reconditioning
- Components manufactured

Castrol Classic Oils
Tel: Cirencester (01285) 860295
Fax: (01285) 860604
North End, Ashton Keynes, Swindon, Wilts.
www.vintagecarrestorations.com





'06 Guerry et Bourguignon £POA
'03 Panhard 10hp £POA
'13 Fiat Type 55 Roadster £50,000
'13 Wolseley 16/20 £21,500
'14 Fiat Type 52B £20,000
'26 Vauxhall 14/40 Tourer £20,950
'27 Buick Six Coupe ca.£13,000



'20 Vauxhall D Type £29,500

THESE ARE A FEW OF THE RANGE OF VETERAN TO POST-VINTAGE CARS WE HAVE FOR SALE

'27 Fiat 509 Special £13,950
'28 Chrysler 65 Roadster (RHD) ca.£28,000
'35 AC 2 litre DHC £23,500
'35 R-R 20/25 Hooper £18,950
'50 Jaguar MkV DHC £42,500
'53 Healey 100/4 £30,000



'38 Riley TT Sprite Rep. ca.£44,000

PLEASE CALL FOR OUR STOCK LIST OR IF YOU HAVE A CAR TO SELL

Gavin McGuire's Fine Automobiles

Phone/fax: 01892 770310

Mobile: 07770 316482

web: http://gavinmcguire.com

e-mail: gavin.mcguire@virgin.net

TANDRIDGE, SURREY Near Junction 6 on M25

VINTAGE WIRELESS

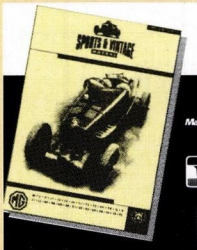


ENJOY FM RADIO IN YOUR CLASSIC CAR

FM radios available for cars from 1930 to 1975 or we can convert your own. Full range of aerials, speakers etc, always in stock.

Contact us for all your requirements.

The Vintage Wireless Co, 174 Cross Street, Sale, Cheshire M33 7AQ. Tel or Fax: 0161 973 0438



SPORTS & VINTAGE MOTORS

Catalogue

- ☐ UK postage paid
- ☐ USA airmail $10 *(bills please)*
- ☐ Europe £5

Send now for our completely updated and redesigned spares catalogue.

More than ***2000*** new parts available.

8th Edition only ***£4***

"The No1 Name in Pre-War MG Spares"

Upper Battlefield Shrewsbury SY4 3DB **Tel:** +44 (0)1939 210458 **Fax:** +44 (0)1939 210644

CLASSIC & SPORTSCAR CONSULTANTS LTD & NICKY PAUL – BARRON





Austin A90 Atlantic Convertible 1950. Fully restored example of this glamorous 50's classic. One of the best we have even seen.....**£13,995**

Fordson E83W Pick-up 1956. A super drop side pick-up that will fit a normal sized garage. Fun to drive and to show.....**£3,750**

Plus: Austin Healey 3000 Mk2 ph2 1967. Morris Cowley Bullnose Tourer 1925. Morris Cowley Bullnose Tourer 1926. Morris Cowley Flatnose Tourer 1927. Dodge Roadster 1925. Morris Eight Tourer 1936. MG Magnette 1959.

Contact: Nicky Paul-Barron: 01442-833613. Mobile: 07831-328308. Fred Jenns: 01494-434414. Mobile: 0385 588557.

WEB SITE: http://www.classic-sportscar.co.uk

SWALE MOULDING — SERVICE —

GLASSFIBRE/CARBON/KEVLAR

MOULD MAKING
HISTORIC RESTORATION &
REPAIR SERVICE PLUS
MODERN COMPOSITES
AND ONE-OFF PROJECTS

Tel/Fax: 01795 665 830

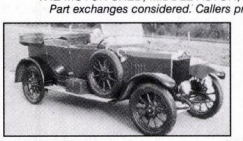
Mobile: 07980 298 069

Unit 10, Phase R Grace Rd, New Road Industrial Estate, Sheerness Kent ME12 1DB

MALCOLM C. ELDER & SON 01869 340999 www.vintageandclassiccars.co.uk

THE MOTOR SHED, MIDDLE ASTON, NR. BICESTER. OXFORDSHIRE. OX25 5QL.

Part exchanges considered. Callers preferably by appointment. Enquires welcome





C1912 **CHARRON** Model 15 2-seat sports £14,000
1915 **PAIGE** six-46 Fairfield 7- passenger tourer. Lhd £18,000
1920 **AUSTRO DAIMLER** 20/30hp 4-seat tourer £24,000
1921 **SUNBEAM** 16 2-seat tourer with dickey £17,250
1921 **SUNBEAM** 24hp 4/5 seat tourer £31,000
1923 **MORRIS** Cowley 2+2 seat chummy tourer £10,750
1923 **MORRIS** Cowley 4-seat tourer £12,750
1924 **STANDARD** SLO4 13.9hp 4-seat Warwick tourer (photo) £13,750
1924 **SUNBEAM** 14/40 4-seat tourer £16,750
1925 **ALVIS** 12/50 SC 4-seat tourer by Cross & Ellis £34,000
1925 **METALLURGIQUE** S-type V6P tourer 2-litre o.h.c. (photo) £24,000
1925 **ROLLS ROYCE** 20 (1937 Southern Coachworks saloon body) £13,750
1926 **AUSTIN** 7 Chummy £7,750
1926 **FORD** model T 4-seat tourer £10,250
1926 **MORRIS** Oxford long chassis 4-seat tourer (2 owners) £14,250
1927 **DODGE** 25 4/5 seat tourer £10,500
1927 **SALMSON** VAL3 sport, 1100cc Fiat engine fitted £13,750
1928 **MORRIS** Cowley 2-seat tourer with dickey seat £6,950
1928 **SWIFT** 10h.p. 4-seat tourer £7,500
1929 **AUSTIN** 7 saloon £6,650
1929 **VAUXHALL** 20/60 Hurlingham £25,000
1930 **FORD** Model A 4-seat Phaeton. 3,285cc £12,000
1930 **LEA FRANCIS** Hyper. Supercharged 2+2 tourer £38,000
1931 **ALVIS** 12/50 TJ 2-seat tourer & dickey £16,750
1932 **M.G.** 8/33 Midget sports series D (Long chassis) £12,000
1933 **AUSTIN** 7 saloon £5,500
1934 **LAGONDA** Rapier 4-seater tourer by Abbott £27,000
1934 **TALBOT** 65 six light saloon £9,750
1928/34 **RILEY** 9 single seat racing car. Scharged. The Gerard Special £37,500
1935 **AUSTIN** 7 Speedy Car No. 12 ..... £16,750
1935 **AUSTIN** 10/4 Clifton 2-seat tourer with dickey seat £5,250
1935 **AUSTIN** 10 Gordon Pixie Vitesse £6,000
1935 **BUICK** series 60 straight 8 saloon £16,750
1936 **ALVIS** Silver Eagle 3-position drophead coupe £32,250
1936 **FRASER NASH-BMW** 319/2 Drauz 2-seat Cabriolet £23,250
1936 **MORRIS 8** series I saloon £3,750
1937 **FORD** Model Y saloon £5,500
1937 **MORRIS** 8 series II 2-door saloon £4,250
1939 **DAIMLER** DB18-1 Ritz saloon £7,250
1947 **LANCHESTER** L10 6-light saloon by Barker £2,950
1948 **MORRIS** 8 series E 4-door saloon £3,000
1949 **ARMSTRONG SIDDELEY** Typhoon sports saloon £6,950
1949 **TRIUMPH** 2000 roadster £14,000
1950 **ALVIS** TB14 roadster £8,500
1950 **LEA FRANCIS** 2.5 litre 2+2 seat sports £23,500
1950 **RILEY** 2.5 litre 2-seat RM roadster £24,000
1952 **BRISTOL** 401 saloon (Paris salon exhibit) £14,750
1952 **SALMSON** S4 E72 twin-cam 2300 drophead coupe £30,000
1952 **TRIUMPH** Mayflower 2-door saloon £3,750
1953 **ARMSTRONG SIDDELEY** 346 Sapphire. Preselect £12,500
1953 **CITROEN** 11B Legere. Lhd £6,500
1953 **TRIUMPH** Mayflower 2-door saloon £2,400
1955 **DAIMLER** Conquest Century £3,250
1955 **LAGONDA** 3 litre 2-door fixed head coupe £19,000
1956 **A.C.** Aceca. Zephr engine £26,000
1956 **LANCIA** Aurelia B20 series V coupe (2.5 litres) £22,500
1956 **SUNBEAM TALBOT** 90 series II saloon £5,750
1957 **FORD** Popular £1,900
1958 **JAGUAR** XK150 3.4 SE fhc £22,000
1959 **AUSTIN HEALEY** Sprite. (Frogeye) Hard & soft tops £8,750
1959 **BRISTOL** 406 ..... £15,000
1959 **JAGUAR** Mkl saloon. 3.4, automatic £12,000
1959 **ROVER** P5 3ltr. saloon. Auto £1,100
1960 **ABARTH** 2200 coupe by Allemano £29,500
1960 **MORRIS** Minor 2-door saloon £1,950
1960 **ROVER** 80 ..... £2,000
1961 **ALVIS** TD21 saloon. 4-speed manual £6,750
1961 **ASTON MARTIN** DB4 series II ..... P.O.A.
1961 **ROVER** 100 ..... £3,250
1961 **SUNBEAM** Alpine Mkll 1750cc engine & overdrive £7,500
1963 **ALVIS** TE21 drophead coupe. 5-speed ZF g'box, w/w £19,000
1963 **JAGUAR** Mkll 3.8 saloon. Manual gearbox with o/d £10,250
1964 **ALVIS** TE21 saloon. Auto £10,250
1964 **OLDSMOBILE** ninty-eight convertible 6.4ltr. 345bhp £9,500
1965 **ALVIS** TE21 Saloon. Manual, PAS £16,250
1965 **DAIMLER** 2.5 litre V8 saloon £3,950
1965 **JAGUAR** E-type series I 4.2 roadster £32,500
1965 **MORRIS MINOR** 1000 Convertible £4,400
1966 **JAGUAR** E-type series 1.5, 2+2, LHD, triple SU's £10,000
1966 **LANCIA** Flavia sport Zagato (one of 25 r.h.d.) £12,750
1966 **ROLLS ROYCE** Silver Shadow £10,500
1967 **MERCEDES BENZ** 250SL Auto, PAS, hard top (no hood) £9,995
1968 **ROLLS ROYCE** Silver Shadow £6,000
1969 **DAIMLER** Sovereign 420 ..... £6,500
1969 **MORRIS** Mini Cooper. Competition spec £4,500
1969 **ROLLS ROYCE** Silver Shadow £8,250
1969 **ROVER** 3.5 litre coupe £5,500
1969 **WOLSELEY** Hornet Mkll saloon £3,850
1971 **ALFA ROMEO** 1750 Spider Veloce £8,250
1971 **CITROEN** SM. Lhd £9,999
1971 **ROVER** P6 2000 SC Automatic £1,125
1972 **ALFA ROMEO** 1750 Coupe £9,250
1972 **AUSTIN** 1300 Estate. 35,000 miles £1,450
1972 **MATRA** M530 SX. Italian spec. Lhd £4,000
1972 **M.G.** B GT (Chrome bumper) £3,200
1973 **TRIUMPH** Stag. Automatic £7,500
1973 **VOLKSWAGEN** 1303 S Beetle (1800cc Twinchoke Webers) £4,250
1974 **JENSEN** Interceptor MkIII £10,500
1974 **M.G.** Midget. Oscelli 1275 engine. Roll cage. Hard top etc £4,150
1974 **M.G.** B GT Automatic (Chrome bumpers) £4,000
1974 **M.G.** B GT V8 (Chrome bumpers) £10,250
1974 **TRIUMPH** Stag. Automatic £7,500
1975 **RELIANT** Scimitar GTE series 6 automatic £3,800
1980 **M.G.** B GT £3,500
1981 **JAGUAR** XJS HE coupe (V12) £2,100
1981 **ROLLS ROYCE** Silver Spirit 27,000 miles £19,000
1982 **MASERATI** Quattroporte. 4.9 V8 Auto. 46,000 m/s. Lhd £8,250
1982 **MGB ROADSTER** with hard top £5,000
1983 **ROLLS ROYCE** Silver Spirit £9,850
1984 **ALFA ROMEO** GTV RS coupe £3,250
1986 **MERCEDES BENZ** 420 SEC Lhd £8,500
C1994 **KOUGAR** sports Mkll (1973 registered) £16,250

MOTORCYCLES

1949 **VELOCETTE** LE £875
1967 **B.S.A.** B40 350cc. Ex WD £1,750

COMMERCIALS

1929 **PEUGEOT** 201 pick-up truck. Lhd £5,950
1938 **AUSTIN** 12/4 delivery van £5,800
1949 **MORRIS** 12 semi-control 8cwt van £4,250
TRAILER braked twin axle, bed 5.2m x 2m, can carry 2.5 tons, covered £4,500

www.vintageandclassiccars.co.uk - Visit our web site.

THE E-TYPE CENTRE

BUYING OR SELLING

Talk to the world's biggest E-Type dealer - 50 carefully selected, sensibly priced E-Types always in stock.

Brochure and information pack available.
See our main advertisement on page 134.

EASILY ACCESSIBLE IN THE MIDLANDS
CLOSE TO M1, M40 & M42
Tel: 01827 373247 Fax: 01827 373604
www.e-typecentre.co.uk

Andy Bell
Judy Hogg

ECURIE BERTELLI Vintage Aston Martins

ASTON MARTIN

Telephone: 01234 240024
Fax: 01234 240054
e-mail:ecubert@nccnet.co.uk
www.ecurie-bertelli.co.uk

The Specialist in all Vintage Aston Martins



1930 International Short Chassis, An Original car in good working order. Well maintained over the last few years with recent rallies and International trips under its belt. A nice example ready to go. FIVA eligible. Good value at **£47,500**

1933 1 1/2 Litre Le Mans 2/4 seater, original short chassis, recent engine rebuild including new steel rods and crank, yet to be fully run in. Stored past 5 years. red with black upholstery. Good condition and very good value at. **£57,500**

1934 Mk 11 Long Chassis Tourer. A very original car, well maintained. Recent engine rebuild with steel rods and crank, yet to be fully run in. Red with Grey upholstery. Good condition. **£47,000**

1940 2 Litre Speed Model Type 'C'. 1 of 8 built, 3000 miles since total rebuild. This car is completely original and must be the finest example in the world. Potentially a powerful and reliable rally car with boot space and luggage rack. Green with black upholstery. FIA and FIVA eligible. The last Aston sold by the pre-war works. **£99,500**

Car Sales, Service, Restoration, Race and Preparation

No. 53 Stilebrook Road
Yardley Road Industrial Estate
Olney MK46 5EA

LIBRA MOTIVE

LONDON'S LEADING *Morgan* AGENT

2 - 10 Carlisle Road, Colindale, London NW9 0HN
Tel: 020-8205 4488 Fax: 020-8205 2233
Email: sales@libramotive.com

MORGANS FOR SALE

+8 1999 4.6 Nightfire Red £36,995
+8 2000 3.9 Indigo *NOW ONLY* £32,995
+8 1999 4.6 Corsa Red 2,394 miles ...£32,495
+4 1998 2str *Unregistered,delivery mls* .£29,995
+4 1998 2str Titian Red £26,495
+4 1998 2str Viola Blue delivery mls ...£25,495
+4 1995 2str Connaught Green £19,995
4/4 2001 2str *Delivery mls NOW ONLY* ..£29,995
MATCHING PAIR - 2 delivery mileage 4/4 2 seaters in Ferrari Fly Yellow, his'n' hers £24,495 each
4/4 1986 2str Royal Ivory £10,995
4/4 2000 4str Green, delivery mileage ..£28,995
Race prepared Morgan +8 4.6 Black £30,000

4 wins in a row
for Keith Ahlers in his Libra Motive prepared Plus 8

Mallory Park	*Brands Hatch*
11th March	*25th March*
Roadsports	*Morgan Challenge*
Overall winner	*Overall winner*
Oulton Park	*Snetterton*
7th April	*8th April*
Morgan Challenge	*Roadsports*
Overall winner	*Overall winner*



MORGANS URGENTLY WANTED
NEW CAR ORDERS
TEST DRIVES • SERVICING
REPAIRS • PARTS
TUNING • SALES

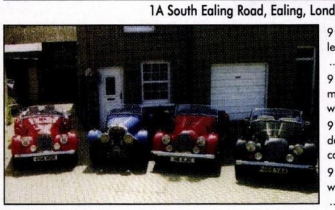
See pictures of cars for sale on our web site
www.libramotive.com

F. H. Douglass

M. CORAM

Morgan Main Dealer
Sales, Service and Spare Parts
World-wide service
Established 1929
www.fhdouglas.co.uk

1A South Ealing Road, Ealing, London W5 4QT



99 +8. Porsche speed yellow, black leather, chrome wheels, 5,000 miles £34,995

95 +8 3.9. Jaguar Old English white, maroon leather sports seats, chrome wire wheels, 8,500 miles, 1 owner £27,995

91 4/4. Corsa red, stone leather, walnut dash, chrome wires, twin spats, luggage carrier.....£14,995

93 +4 4 SEATER. Red, stone, chrome wires, Simmonds hood, 16,000 miles £21,000

95 +4. Connaught green, chrome wires, walnut dash, 6,000 miles £19,995

99 +8. Connaught green, stone, chrome wires, walnut, CD.....£34,995

94/6 +4. Connaught green, green leather, all alloy, twin spots, 13,000 miles £18,995

LONDON'S OLDEST MORGAN DEALER

5 MINUTES SOUTH EALING UNDERGROUND

WE SELL, BUY, NEW AND USED MORGANS ONLY,
FOR FURTHER INFORMATION ON OUR CARS OR ORDERS FOR NEW MORGANS CONTACT TONY HEMPEL ON

020-8567-0570, FAX: 020-8840-8132

MotorSport

To advertise in this section call Matthew on 020 8267 5254 or Fax on 020 8267 5360

Thomson & Potter

Morgan Dealers in Scotland

1997 Plus 8 4.6. Connaught green, usual extras.....£32,000

1992 J Plus 4, 4 seater. Red, tan leather trim, black weather gear.....£18,995

1990 G 4/4. Indigo blue, stone leather trim, black weather gear, wire wheels, immaculate low mileage example.....£16,795

1952 Plus 4 Coupe, in green, LHD, loads of history, Classic Malts class winner.....£15,795

1992 4/4 2 seater, Burgundy, Galvanised chassis, 1 owner, FSH.....£17,495

Burrelton, Blairgowrie PH13 9NX.

Tel: 01828 670247

25 YEARS Ferrari EXPERIENCE

WESTOVER SPORTSCARS

Your new dealer for Dorset, Hampshire & Wiltshire.



- Demonstration vehicle available
- Used Morgans urgently wanted - top prices paid
- Orders now being taken for new Morgans including the Aero 8

WESTOVER SPORTSCARS
Salisbury Road, Blandford, Dorset.
Tel: 01258 451211
Call Chris Amey Mob: 07970 196977 or
James Steventon Mob: 07977 502199
www.westovergroup.co.uk

Lifes Motors Ltd.

Morgan Agents since 1926 the oldest in the world



NEW MORGAN ORDERS TAKEN, TEST DRIVES GIVEN

OUR CURRENT STOCK INCLUDES

2001 +8 4.0 Granite grey mett: red leather, chrome wires, folding seats, other extras, delivery miles.....£37,995

1994 +8 3.9 Connaught green, stone leather piped green, walnut dash, alloy body/steel wings. 21,900 miles.....£23,950

1993 (Oct) +8 3.9 Indigo blue, blue leather, alloy, Rivenhood, f&r seats, s/s rack, 16,100 miles .....£Sold

1986 +8 3.5 Carb Royal ivory, blue leather, alloy, s/s exhaust and manifolds, 2+2 conversion, 28,600 miles.....£18,950

1999 +4 2 Seater. Rioja red mett: sand leather, chrome wire wheels, sand weather equipment, 1,800 miles.....£26,950

1977 +4 2 Seater. Mett: green, stone leather, chrome wires, sports seats, dash, CD player, 1,900 miles £25,950

1996 +4 2 Seater: Mett silver, grey leather, chrome wires, Simmonds weather equipment, Aero screens, many other extras, 6,950 miles.....£24,950

1995 +4 2 Seater. Corsa red, black leather piped red, chrome wires, Aero screens, other extras, 7,600 miles £21,950

1995 +4 2 Seater. Royal ivory, blue leather, chrome wire wheels, galv. chassis, blue mohair weather equipment, 7,550 miles..... .....£21,950

1992 +4 4 Seater. Black, black leather, chrome wire wheels, one owner, supplied new by ourselves, low mileage (due in soon) .....£Sold

2000 4/4 2 Seater. Ferrari fly yellow, black leather, chrome wires, Rivenhood, ex-Motor Show car, delivery miles.....£26,500

1996 4/4 2 Seater. Indigo blue, stone leather piped blue, stone weather equipment, dash, clock, spots, scutt. roll bar, 4,460 miles .....£Sold

1985 (Dec) 4/4 2 Seater. Diamond white, black leather, chrome wires, f&r seats, s/s exhaust, 39,100 miles.....£13,950

1991 4/4 4 Seater. Royal ivory, black Ambla interior, wire wheels, walnut veneered dash, 21,100 miles.....£15,950

Just Arrived

2001 +8 4.0 (Latest spec). Connaught green, black leather piped green, chrome wire wheels, f&r seats, delivery miles..... £37,99

1996 +4 4 Seater. Connaught green, black leather piped green, chrome wire wheels. Galvanised chasis 7,900 miles.....£23,950

WE ALWAYS HAVE A LARGE SELECTION OF WELL PREPARED MORGANS FOR SALE

As the oldest Morgan Agent in the world, and because we deal in Morgans and Morgans only, we probably have the largest stock of good used Morgans for sale in the world - our stock is always changing so please phone/fax for an up to date list. New orders taken and test drives given. Please phone Dave Randall for details.

DO YOU HAVE A MORGAN FOR SALE? IF YOU HAVE A GOOD QUALITY, LOW MILEAGE FOR SALE, PLEASE LET US KNOW. WE WILL BUY YOUR MORGAN OUTRIGHT OR SELL IT FOR YOU ON A COMMISSION BASIS. PLEASE PHONE FOR DETAILS

WEST STREET, SOUTHPORT, PR8 1QN. Tel: (01704) 531375. Fax: (01704) 531126.

PLUS POINTS OF OWNING A MORGAN

Mike Duncan



MAIN AGENTS FOR THE MIDLANDS

New Morgans, orders accepted for the Plus Eight, Four/four and the provocative Aero 8.

Morgan spares, factory spares to both retail and trade customers at the best prices.

Long established workshops, catering for **classic cars of all descriptions,** Servicing, engine building, race preparation, chassis tuning.

Used Morgans, a wide selection of previously enjoyed Morgans of all models and ages.

Visit **www.morgans4sale.co.uk**

Hartlebury Garage, Old Worcester Road, Hartlebury, Worcestershire DY11 7XH
Telephone 01299 250025
Fax (office hours only) 01299 250068
E-mail: sales@morgans4sale.co.uk

Morgan & Classic Cars

SERVICING, REPAIRS & MoTs

1980 MORGAN 4/4 - 4 seater, Ivory body & brown wings/brown leather trim, w/wheels, l/rack, a most attractive Morgan . . **£12,450**
1983 MORGAN 4/4 - 2 seater, Brunswick green/red leather recl. seats, h/rests, w/wheels, d/handles, l/rack, s/s exhaust, Simmonds hood & tonneau,27,000 miles **£13,950**
1986 MORGAN 4/4 - 4 seater, light blue met/black trim, d/handles, 18,000 miles **£13,950**
1994 MORGAN 4/4 - 2 seater, 1.8i, Connaught green alloy/black leather, w/wheels, l/back, d/handles, folding screen, s/s exhaust, 14,000 miles **£18,950**
1996 MORGAN 4/4 - 2 seater, Ivory/black leather, h/rests, galv. chass., scuttle roll bar, w/wheels, d/handles, l/rack, 3,000 miles, 1.8i **£19,950**
1990 MORGAN PLUS 8 - 3.9i Pre-cat, Red alloy/cream leather recl. seats, h/rests, walnut dash, galv. chass., scuttle roll bar, d/handles, s/s exhaust, 22,000 miles **£21,950**
2000 MORGAN PLUS 4 - 2 seater, Corsa red alloy/magnolia leather piped in red, c/w wheels, walnut dash, sports seats, mohair hood & tonneau, rad/CD, 2,500 miles, stunning looks **£29,750**

1955 MG TD, white/red, leather, l/rack, restored some years ago and still in excellent condition, a genuine RHD MG **£53,500**
1955 AUSTIN HEALEY 100/4 BN1, Red/black leather, overdrive, w/wheels, complete re-build a few years ago to show standard. Immaculate **£18,650**
1961 AUSTIN HEALEY FROG EYE SPRITE, Red/black, re-built some years ago, with photographic record and good history. Original log book **£5,250**
1964 AUSTIN HEALEY SPRITE MKII. Red/black trim, works hard-top, re-built incl. engine (un-leaded 98bhp). A very lively Sprite in good order **£5,500**
1974 PORSCHE 911 2.7 CARRERA. White with red decals. S/roof, re-built to look like a RS. Very attractive and same owner for many years **£13,750**
1977 MGB ROADSTER. Dark red/black leather, rad/cass, restored condition and really immaculate **£5,950**
1973 ROVER 3500S Manual. Red/tan trim, in good order through-out, low recorded mileage. Lots of money spend on mechanics **£1,950**

TIM PACKER LTD

Waterloo Garage, Hagley Road, Oldswinford, Stourbridge DY8 2JB. Tel 01384 395186 390582
www.worc.com/packerduncan



BRANDS HATCH Morgans

MORGAN

SALES

+8	3.9	1999	Corsa Red	£33,990
+8	3.9	1997	Indigo Blue	£29,500
+4	4str	1996	Jaguar BRG	£24,950
+4	4str	1993	Corsa Red	£22,250
+4	2str	1999	Connaught Green	£26,990
+4	2str	1993	Metallic Blue	£19,250
4/4	4str	1999	Mid Metallic Green	£28,990
4/4	2str	1984	Carriage Green	S O L D
4/4	2str	1978	Kingfisher Blue	£11,950

Morgans always wanted
NEW CAR ORDERS • TEST DRIVES

PARTS

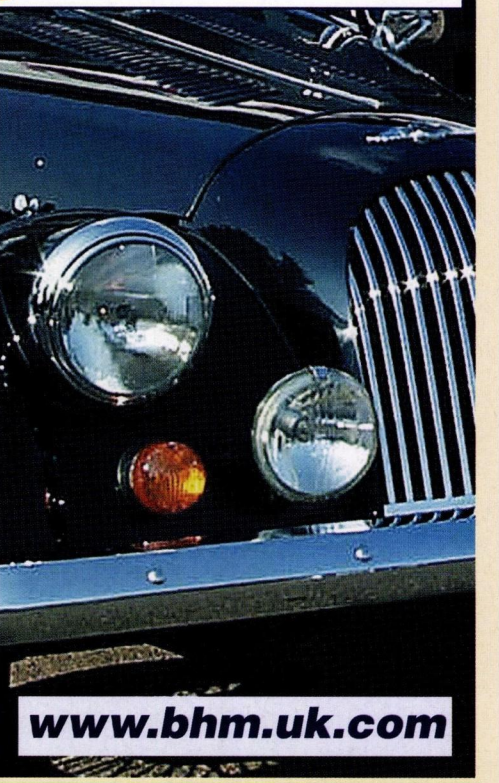
We stock hundreds of Morgan parts

WORKSHOP

Servicing • Restoration
Accident Repairs
Performance Modifications
Competition Preparation

CONTACT

BRANDS HATCH MORGAN Ltd.
Borough Green, Kent,
England TN15 8HA
Tel: +44 (0)1732 882017
Fax: +44 (0)1732 886387
email: sales@www.bhm.uk.com



www.bhm.uk.com

Melvyn Rutter Limited

Est. 1976

The Morgan Garage
Little Hallingbury
Nr. Bishops Stortford
Herts CM22 7RA
England

Tel: 01279 725725

Fax & ISDN: 01279 726901

(SERVICE) Tel: 01279 726605

(PARTS) Fax: 01279 600498

E-Mail: melvyn@rutter.clara.net

Website: www.rutter.clara.net

RUTTER PARTS CATALOGUE IN FULL COLOUR
Our 7th edition with 56 pages packed full of new things, it's fantastic.
£4 UK
£5 Continental Europe
£6 Elsewhere

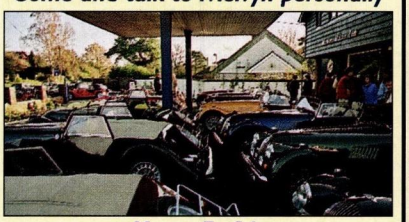
RUTT 25 SUMMER PARTY AUGUST 25th SUNDAY
Celebrating 25 years in the Morgan business

MORGAN
MAIN DEALER

MORGAN, SALES, SERVICE, PARTS & WORLDWIDE MAIL ORDER

MORGAN
MAIN DEALER

Order your new Morgan here including the new Aero 8
Come and talk to Melvyn personally



Morgans For Sale

- **1989 Plus 8 Connaught green/stone leather, 11,315 miles** **£22,500**
- **1988 Plus 8, Black/beige leather, 24,302 miles, superb** **£20,750**
- **1997 Plus 4, Connaught green/stone leather, 15,035 miles** **£21,950**
- **1996 Plus 4, Sage green, green leather, 3,545 miles** **£21,750**
- **1993 Plus 4, Indigo blue/blue leather, 8,688 miles** **£19,495**
- **1964 Plus 4 Plus (partway through restoration)** **£24,750**
- **1952 Plus 4 Drophead Coupe** **£POA**
- **1997 4.4 2str. Ivory/red leather, long door, 4,544 miles** **£19,995**
- **1983 4/4 2str. Signal red** **£10,950**
- **1978 4/4 4str. Red/black leather, fully rebuilt** **£14,995**

Just Arrived

- **1981 4/4 2str. Signal red, 25,610 miles, untidy paint, hence:** **£8,295**

Coming Soon

- **2000 Plus 8. Indigo blue/stone leather, 665 miles only**
- **1998 Plus 4 2str. Diablo metallic/stone leather, concours car**

NEW MAGAZINE **THE MORGAN WORLD**

A new 50 page quarterly colour magazine by Melvyn Rutter for the Morgan owning community. Lots of interesting articles from around the world, includes technical articles, Moggie stories, features, beautiful photography, reports from the MogDoc and more.

Issue No 3 out NOW, you can back order No 1 + 2 if you wish.

Available by subscription, £16 UK, £24 Europe, £25 Elsewhere (air mail)

Web: www.the-morganworld.com

Order by phone/fax/E mail or go to the web site

WEBSITE UPDATE: www.melvyn-rutter.co.uk

MORGAN
MAIN DEALER

Melvyn Rutter Ltd

WYKEHAMS LTD

MORGAN MORGAN

www.wykehams.com

LONDON AGENTS FOR MORGAN SPORTS CARS





STOCK LIST

NEW MORGANS – orders gladly accepted. Aero 8 orders aceepted with highest priority!

2001 Y reg. Morgan +8 4.0 2 yr warranty. Colour: Rolls Royce Velvet Green. **Specification:** Interior in black leather piped dark green, black mohair weather equipment, chrome wire wheels, walnut dashboard, door handles, interior light, clock, speakers, aerial and mounting box for radio, carpet chassis cross-members, four-seater windscreen, extra treadrubbers. Delivery mileage. . . . . **Price: £39,974 (LIST)**

1998 Morgan +8 3.9 long door. Colour: Connaught. **Specification:** Interior in black leather, reclining seats, chrome wire wheels, walnut dashboard, ally body and wings, stainless steel bulkheads etc. Stereo radio cassette player. Mileage: 4,000 . . . . . **Price: £33,995**

1996 Morgan +8 3.9. Colour: Indigo. **Specification:** Interior in red leather with blue piping, red weather equipment, reclining seats, chrome wire wheels, walnut dashboard, walnut Mota Lita steering wheel, bonnet strap, wind deflectors, badge bar, luggage rack, stereo CD tuner. Mileage: 7,500. . . . . **Price: £29,995**

1996 Morgan 4/4 4-seater 1.8. Colour: Royal Ivory. **Specification:** Interior in black leather, black mohair weather equipment, walnut dashboard, luggage rack, wooden Mota Lita steering wheel, door handles. Mileage: 18,000. . . . . **Price: £16,995**

1986 C reg. Morgan +8 3.5 injection. Colour: Corsa Red. **Specification:** Interior in green leather, aluminium body and wings. Mileage: 50,000 . . . . . **Price: £15,995**

1970 Morgan +8 3.5 Moss Box. Colour: Indigo. **Specification:** Interior in Red leather, ally body & wings. Restored in late'80's to superb finish. Mileage: 32,000 miles – possibly genuine . . . . . **Price: £22,995**

1997 Morgan 4/4 2-seater. Colour: Black. **Specification:** Interior in red leather with black piping, sports seats, chrome wire wheels, walnut dashboard, luggage rack. Mileage: 11,000 . . . . . **Price: £18,995**

Rent a Morgan for the weekend
6 KENDRICK PLACE, REECE MEWS, SOUTH KENSINGTON, LONDON SW7 3HF
Tel: 0207-589 6894/8309 Fax: 0207-589 8886

GT40 – 1965 FIA SPECIFICATION

Double Outright Winner Tour Auto 2000 and 2001



Chassis GT40P 1062 is for sale. Prepared by Charringtons Motorsport specifically for the Tour Auto. The car is currently being rebuilt by Charringtons Motorsport including fresh Mathwall engine (403bhp), rebuilt gearbox/transaxle, new doughnuts and rebuilt shockers, brake calipers/discs. New 10" and 8" wheels. No expense spared. Ideal for any 1965 FIA event.

This car is ready to make it three in a row on next year's Tour Auto.

Price: £390,000 ex works.
Possible to specify a more powerful engine if required for racing.

Contact:

Charringtons Motorsport

Email: info@cchltd.demon.co.uk

Charringtons Motorsport, 3 Sunny Bank, Tibshelf, Alfreton, Derbyshire DE55 5PF

Possibly the Tour Auto's leading preparation specialist. In ten years our cars have had three wins, five seconds, many circuit and stage wins and only one non-finish from 14 entries. Can anyone beat this?

We can prepare and service your car for most events. We cannot guarantee success but your chances will be improved especially if you have a GT40 or Ford V8 engined car.

The World's Historic Racing Cars For Sale

TEKNIS
HISTORIC RACING & CLASSIC CARS

TEL/FAX: 01252 613015.
MARTIN DADSWELL: 0780816 0003
LINCOLN MOBILE: 07776 143766.
CONSIGNMENT SALES SPECIALISTS
www.tekniscars.co.uk

1970 Lotus 59/69B – Atlantic.....Offers
1974 Trojan 103 F1. Huge accessory package .....Offers
1968 Rae Clubman £4,999
1978 Formula Ford 2000 Merlin.....£12,000
1973 Ensign F3 .....£9,999

WANTED
We are always looking for historic racing cars. Ring for details
WANTED: FORMULA 5000



Alfa Romeo 8C

Supercharged 2,600cc in perfect condition, believed constructed by Ferrari in 1938 used in competition for last 30 years, fully described in February's Classic Car Magazine.

£390,000

Full details from M Rainey
☎ **01386 750678**



TEXACO **1991 LOLA INDYCAR** GOODYEAR

THIS ACTUAL CAR WON THE 1991 INDYCAR CHAMPIONSHIP FOR ITS DRIVER MICHAEL ANDRETTI AND THE NEWMAN-HASS TEAM. THE CAR WAS ALSO DRIVEN IN THE SAME CHAMPIONSHIP BY MICHAEL'S FATHER, THE WORLD MOTOR RACING CHAMPION, MARIO ANDRETTI, IN THE INDIANAPOLIS 500. IN 1992 THIS CAR WAS A TEST CAR FOR WORLD FAMOUS COSWORTH XB ENGINE, WHICH LATER WON NIGEL MANSELL THE INDYCAR CHAMPIONSHIP IN 1993.

Gillette Ford



FOR SALE

THIS TREMENDOUS PIECE OF MOTORING HISTORY MUST BE SOLD DUE TO REORGANISATION, AND WE WILL ACCEPT A SENSIBLE OFFER AROUND £95,000 + VAT
(01604)762772 9am – 5pm Mon-Fri
(01327) 877359 Evenings and Weekends



The car is now 95% complete with a Cosworth XB Engine, new gearbox and is in superb condition. But some finishing is still required to enable the car to be raced. Complete with all history of the car from both Newman Haas and Cosworth Racing. Videos of the car in action on the circuit.
Selection of books containing information on the car with many colour illustrations
Die-cast models of the actual car.

RACING HISTORY FROM 1991 SEASON	1st Place - Mid Ohio 1st Place - Toronto 3rd Place - Denver	Michael Andretti Michael Andretti Michael Andretti	1st Place - Laguna Seca 1st Place - Cleveland 7th Place - Indy 500	Michael Andretti Michael Andretti Mario Andretti

FOR SALE

The ex David Plumstead
1965 TVR Griffith (The Mongoose)



Extensive competition history 1965-67 inc. Goodwood, Crystal Palace, Brands Hatch etc.

Now fully restored and race prepared for FIA Historic and Endurance Events. 4.7ltr Ford 289 V8 dyno tested at 380 BHP. New suspension, brakes, 8x15 wheels, Dunlop Racing Tyres. 23 gall/105ltr ATL Tank, etc. FIA Papers. Immaculate and unique.

Contact Steve Smith
Tel: 01604 585840 (home)
01604 635400 (work)



1950 HISTORIC SPORTS RACING CAR WIDI MK2

Full MSA/FIA papers, registered for BRDC Championship, eligable for Rockingham HSCC, VSCC and most European events. Good spares package.

Contact: 020 8898 2993



ALFA ROMEO 1750 BOAT TAIL SPIDER 1968. Completely rust free S. African car. Recent bare metal respray, engine rebuild, new hood, sports cam, LSD, suspension sorted plus many other improvements for historic rallying, roll cage, harnesses, tripmeter, GTA style wheels. Competed Classic Marathon 2000. Very good history and beautiful to drive. £13,950 ono.

Tel: 0113 2438818

CHRISTOPH GROHE *FINE CLASSIC CARS*
E-mail : christoph.grohe@vtx.ch
www.christophgrohe.com



BUGATTI Type 29/30, 1922
«Grand Prix de Strasbourg»



BUGATTI Type 29/30, 1923
«500 Miles of Indianapolis»

ALFA ROMEO 6C1750GS, Roadster, 1930.
ALPINE A110 Group 4, 1973.
JAGUAR 3.8 Litre «S», Lhd, ww, ps, od. 1965.
LANCIA Appia Serie 2, GHIA-AIGLE, 1957.
LANCIA Flavia ZAGATO Sport Competizione, 1964
MG TF 1250 Roadster, Rhd, 1954.
MERCEDES 230SL, Roadster, 1963, One owner.
PORSCHE 356 B/1600 S-90 Cabriolet, 1963.
SCAP Type M Torpedo Grand Sport, 1923.
OSCA 1600GT2 Coupé FISSORE, 1964.

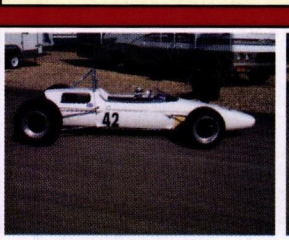
I only have for sale cars which are either in untouched original condition or expertly restored. Those carrying Swiss coachwork are my speciality.

PB.84 CH-1164 BUCHILLON SWITZERLAND
Tel: 0041.21.807.35.65 Fax: 0041.21.807.34.23



PORSCHE CARERRA RSR 3.6 RECREATION. Chassis number L09308700060L Engine 964, 1985 350 bhp. Electronic injection. Monocoque and rollcage fitted by Porsche Germany. 2 sets of wheels and 2 owners from new. Ready to race and in perfect condition. **£25,000**

www.historicparts.co.uk
This site includes
Historic cars for sale
E-mail:
le.selby@freenetname.co.uk





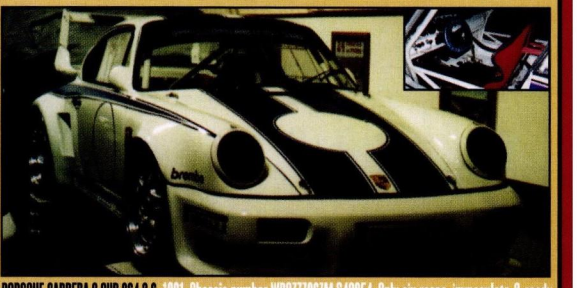
MCLAREN

1967 FVA (currently with Jeff Richardson for rebuild but would sell as rolling chassis w/gearbox) FT200 w/spare Remos. Rebuilt by Urban Racing. Used competitively in 2000, runner up in HSCC CRC. Eligible for MSCC CRC, Derek Bell, The Force F2 and Evro F2, FIA papers, very pretty car. **£44,000.**

TECNO F2

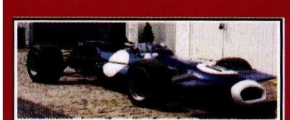
1970 Ex Work, Clay Reggazoni car, fully restored over last 9 months, new Richardson original spec engine (4 valve fuel injected head), new Mark 9 gearbox, master crc, damper etc etc. Many other spares, eligible for HSCC CRC, Derek Bell, The Force F2 and Euro F2 a very original car. **£39,900.**

(Tel: 01993 703774 or 07769 678736)



PORSCHE CARRERA 2 CUP 964 2.6. 1991, Chassis number WP0ZZZ96ZM S40954. Only six races, immaculate & ready to race. Only one owner Porsche Italai Spa. Very good spares package. Original 10,000km. **£35,000**

TEL: 07714 704000
GRAPHICS SUPPLIED BY designs



1971 BRABHAM BT35X/36

Built originally by the works as a hillclimb car for Tony Griffiths with a 5ltr Repco engine. The car is now to full FII specification with a Cosworth BOA. Finished in dark blue, the car is in excellent condition throughout with FIA papers. priced to sell at £25,000 or best offer considered.
14 Queenstate Place Mews, London SW7 5BQ.
Tel: 020 7584 3503 Fax: 020 7584 7403
cars@gregorfisken.com www/gregorfisken.com

The World's Historic Racing Cars For Sale

MotorSport

81% of MotorSport readers own their own car.

(Source: Experian Data Ventures October 1998)

If your company can help our readers keep their pride and joy in the best possible condition

Call 020 8943 5674

46% of MotorSport readers are directors, managers or professionals.

(Source: Experian Data Ventures October 1998)

If this is the calibre of client your company is seeking to attract

Call 020 8943 5674



FOR SALE

Brabham BT 21X. Totally unique. Built by the factory. Ex Tim Shenken, then successfully hill climbed by Peter Blankstone. Fitted with 3.5 Lt Buick engine and Hewland HD4 three speed four wheel drive gearbox. The car has FIA papers and is eligible for circuit racing, historic hillclimbing and Goodwood festival of speed. Interesting trades considered.

See it and many more cars for sale at

www.classicracingcars.com

Tel/Fax 01295 788912

or email steve@classicracingcars.com

Williams Showcar

Ralf 1999 Colours





Originally supplied by Williams F1 for Rothmans/Winfield



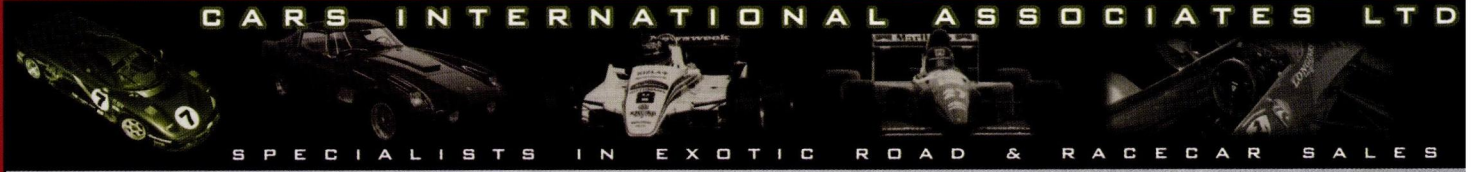
A real chance to own late F1 Showcar – stunning display item – it will draw crowds for showroom/shop/reception area/pub

£35,000 Delivered.

Williams F1 History, you cannot race it.

Tel: 01279 843999 (UK) Int. 44-1279 843999

CARS INTERNATIONAL ASSOCIATES LTD



SPECIALISTS IN EXOTIC ROAD & RACECAR SALES

McLaren M8F Championship winner	£ask	Toleman TG 183B Ex Senna	£ask
Alfa Romeo TZ1 1/2 Prototype	£ask	Lotus Eleven Ex team car	£ask
Benetton 191 Ex Schumacher	£ask	Volpini formula Junior	£ask
McLaren M26 Ex Hunt	£155,000	Ferrari F40 UK Cat/adjust	£155,000
Renault RE 60 Ex Prost	£55,000	Benetton B189 to B193 From	£49,000
68 Piper GTR	£39,950	Hart DFR new.	£32,950
Alfa Romeo 1300 GTA Junior	£29,950	67 Emeron sports racer	£29,950
Ferrari 156/85 F1showcar	£19,950	Ralt RT 30 F3 Alfa Romeo	£6,500

Plus VAT where applicable. Trades welcome.

Cars International Associates Ltd.

Phone +44 (0)1621 841881 Fax +44 (0)1621 841882

For a current stock list, information, pictures and videos of our cars and where to see them in action click on to:

www.carsinternational.com

The World's Historic Racing Cars For Sale

LML/50/50 Engine No. LB6V/50/344 XMC 76 1951 DB2 'LIGHTWEIGHT' DP47

One of two special DB2's built for the 1951 Le Mans, ex Rowan Atkinson. Complete engine rebuild as of last week just finished. New gearbox. Full FIA papers. Ready to race. Interesting spares package.



HISTORY

1951: Silverstone B.R.D.C. 6th overall, 1st in class (Parnell) Le Mans 7th overall, 3rd in class (Parnell/Hampshire) Ulster T.T. Dundroch 7th overall, 2nd in class (Brian Shaw Taylor)
1952: Mille Miglia 13th overall, 2nd in class (Parnell/Serboli) B.A.R.C. Goodwood 1st overall (Thompson), lap record
1998: Goodwood Revival Meeting, Rowan Atkinson. **1999:** Same

Tel: 01285 760630

www.classicscars.com

bob@classicscars.com

WE BUY CARS


ALFA ROMEO TZ1


TALBOT LAGO T26


911 TARGA FLORIO


M.M. BARCHETTA



LANCIA Gr. 5



ELVA BARCHETTA


JAGUAR XK 120


ABARTH OT

DATABASE CHASSIS NUMBERS

HISTORIC RACE JUNE 2001

GIRO DI SICILIA TARGA FLORIO

SAVOUR THE LEGACY

Pictured are four Championship Ferraris on offer from Jay D. Felter

These Grand Prix cars are representative of an extensive catalogue of significant competition cars.

001.214.522.8597 fax 001.214.522.8598 jdfelter@swbell.net



1975 312 T
Chassis 022
Lauda, Regazzoni



1979 312 T4
Chassis 039
Scheckter, Villeneuve



1982 126C2
Chassis 061
Tambay, Andretti



1983 126C2B
Chassis 064
Arnoux

Background Photo: Alberto Martinez

Race Photos: Rainer Schlegelmilch

SUPERCARS

TERRY KEYS MOTORSPORT

Independent Ferrari Specialist based at Silverstone Circuit

Tel/Fax: 01327 857 368
Mobile: 07768 36 36 68

We are a small company offering everything Ferrari with the same enthusiasm as when we started 20 years ago. We give you the highest standard in Ferrari repairs and customer service.

SPECIAL RATES for Ferrari Club Members. Phone for details.

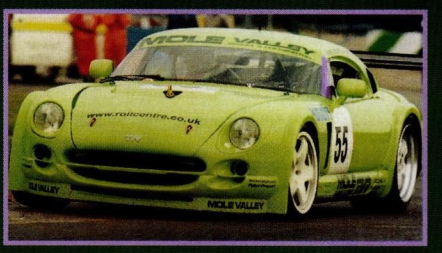
FULL SERVICE INCLUDING CAM BELTS:
355-348 Testarrosa Boxes £1295
Mondial 312 308 series . .£550

CLUTCHES SUPPLIED & FITTED
355 . . . . . £550
348 . . . . . £550
308-328 . . . . . £395
Mondial £410
Unlead conversions
Alarms & Immobiliser fitted.
Vehicle Inspection available anywhere in UK. Collection and delivery can be arranged.

ALL CARS WANTED FOR CASH PART EXCHANGE CONSIDERED

Contact Terry on above number for helpful friendly advice

MOLE VALLEY
The Leading TVR Dealer





CHESSINGTON 0208 394 1114 (Sales)
REDHILL 01293 822911 (Sales)

NOBLE

www.moletvr.co.uk

The new AC Cobra 5.0 CRS
... Hand built to your personal specification



... now available for early delivery from Europe's most experienced AC dealer...

DUNCAN HAMILTON & CO., LTD

For further details contact David John An excellent selection of preowned ACs always in stock

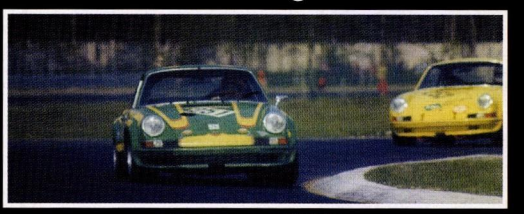
***The Carbon Fibre bodied AC Cobra 5.0 CRS** is manufactured by AC using the latest F1 Carbon technology. An original AC masterpiece, now available from only £38,950 (inc. VAT).*

***The all new 2002 model AC Ace 6 cylinder sports car.** We are now accepting orders for this forthcoming model, which will be available hand built to your individual specification, stunningly priced from only £29,950 (inc. VAT). Contact us for more details.*

Duncan Hamilton & Company Ltd.
P.O. Box 222 • Hook • Basingstoke • Hampshire RG27 9YZ
Telephone: 01256 765000 Fax 01256 766000
e-mail davidjohn@duncanhamilton.com www.duncanhamilton.com

MOTORSPORT
46% of MotorSport readers are directors, managers or professionals.
(Source: Experian Data Ventures October 1998)
If this is the calibre of client your company is seeking to attract
Call 020 8267 5247

Edmond harris
Classic & racing Porsche.



1974 911 Carrera RS 3.0 ltr
Ex Le Mans, Restored with FIA Papers

1974 911 3.0 Carrera RS. 3.0 ltr.
Ex James Hunt/Hesketh. RHD. One of six, 29000 miles

1973 911 Carrera RS 2.7 ltr.
RHD. Blood Orange. Restored with FIA Papers

1973 911 Carrera RS 2.7 ltr.
LHD. Lightweight in Light Yellow

1973 911 S 2.4 ltr.
LHD. Blood Orange. Lovely & Original

1972 911 Kremer 2.5 ltr
Winner of the 1972 European GT Championship & Porsche Cup (John Fitzpatric). Call for details.

1970 914/6 GT. 2.0 ltr.
Restored FIA Papers. White

1966 911 Competition S 2.0 ltr.
Superb original car 2nd in 67 & 68 Swedish Championship. Bahama Yellow, complete with FIA Papers

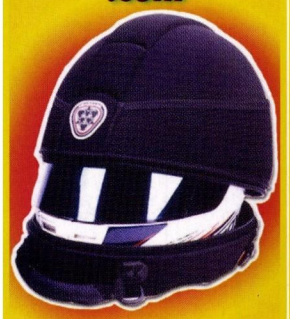
Please call for a full list of stock.
. . . . .Urgently Wanted . . . . .
Competition Porsche Purchased for stock.

Tel/Fax: 0044 (0) 1993 778423 Mobile: 0044 (0) 7768 838283
email: russell@edmondharris.fsnet.co.uk



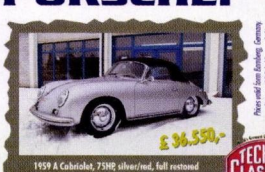
A very successful competition car. Ready to race, or could be used on the road. Too many mods to list, but basically Piper cams, tripple 45 DCOE Weber carbs, Venolia forged pistons, Corillo rods, fully adjustable suspension, full cage with fire extinguisher system, complete with various other wheels and tyres.
£25,000
Office: 0121 743 5276 Home: 01564 779 746

Headcaseurope .com

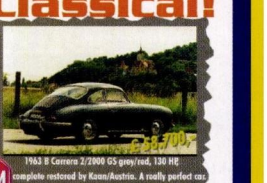


The stylish and safest way to transport your helmets
01628 784202
www.headcaseurope.com

PORSCHE. Classical!



1959 A Cabriolet, 75HP, silver/red, full restored
1a measures, lovely detailed prepared: DREAMCAR!



1963 B Carrera 2/2000 GS grey/red, 130 HP
complete restored by Kaan/Austria. A really perfect car.

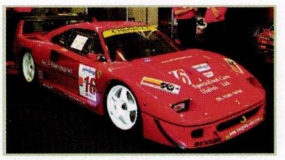
TECHNO CLASSICA ESSEN
Hall 7, Stand 79

www.CC-ClassicCars.de
Phone: +49 . 9502 . 92356 0
Fax: +49 . 9502 . 92356 2
info@cc-classiccars.de

C&C CLASSIC CARS
C&C CLASSIC CARS Ltd. • Birkach 49a • D-96158 Frensdorf • Germany • (Bamberg, Nürnberg)

SUPERCARS

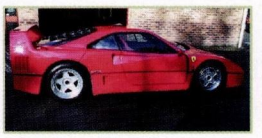
SPECIALISED CARS



700 bhp available fore road or track



1989 Non Cat Non adjust



1990 Cat car Non adjust



1989 Non Cat Non adjust

We have a number of F40's for sale starting from £134,000
Through our workshops, full race cars built, engine, brake, suspension and body kits available.
Service, repair and bodywork. Nationwide collection and delivery.
Please contact Martin Shaw for any details.

e-mail: martin@scs-motorsport.com www.scs-motorsport.com

SPECIALISED CARS LIMITED

Cranford Court • King Street • Knutsford • WA18 8BW

Tel: 01565 755788
Fax: 01565 755787

NOSTALGIA — AC COBRAS (1963-2000) FROM ROD LEACH

N.B. ONLY GENUINE AC COBRAS - NO KIT/REPLICARS



1990 AC COBRA LIGHTWEIGHT -32 MILES ONLY
Brand new & unregistered example of the rarest (only c.26 built) & most desirable model to own. Original 1965-type 'short-nose' Mk III bodywork and interior. 15" Hallibrands with Pirelli P7R's. Full weather equipment. Factory handbuilt Stage 3 SVO engine gives 345 b.h.p.
0-100 m.p.h. in 10.1 secs! An unrepeatable 'time-warp'!



1990 AC COBRA LIGHTWEIGHT - REG FWK 8D
Another genuine lt.wt. Spec. as above, dark B.R. green; green/tan trim. 6,600 miles. Magnificent!

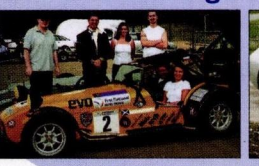


2000 AC COBRA SEMI-LIGHTWEIGHT
Unique special commission with numerous superb features inc. Holley carb. engine, sports suspension conv., 1965-type fascia, instruments, steering etc. & much more. Full factory warranty.
1 owner, 1,600 miles. Stunning (& a huge saving!).

SEVERAL OTHER COBRAS - £45,000 to £350,000
ALL HANDBUILT *IN ALUMINIUM ONLY* BY AC CARS LTD

ROD LEACH's 'NOSTALGIA'
TEL: 01992 500 007
FAX: 01992 55 88 91 (HERTS-U.K.)

D'Angelo Performance Engineering
Stirlingshire, Scotland





1968 Piper GTT 1600 X-flow, road/race £7,500
500 miles since restoration, 37 of 39 built, older photo, great fun.
2000 Caterham Graduate Black/Orange £12,000
Unmarked as new, never damaged, upgrading to Caterham Ecosse.
1983 Caterham Supersprint 1.6GT Green/Alloy £12,000
Unbelievable original condition, one Swiss owner, never been wet!
Austin Healey 100/M BN1 Blue/White £19,000
Fast road spec, two owners, British car with original panels & matching numbers, excellent condition, alloy head, disc brakes, etc.

D'Angelo Services
RESTORATION ... DEVELOPMENT ... FABRICATION
RACE & RALLY PREPARATION
ENGINE ... GEARBOXES ... AXLES ... BRAKES
SPACEFRAME CHASSIS REPAIRS & CONSTRUCTION
LASER SUSPENSION ALIGNMENT & CHASSIS SET-UP

Jaguar & Lotus Specialist

Experience from Vintage Morgan to Prodrive Impreza

No Compromise on quality

Collection & Delivery by arrangement

For more information & Scottish Motor Racing
01877-382026 or 07775-882761

AS AutoSpeak

Autospeak: Via Emilia Est, 852
41100 Modena - Italy
Tel. +39/059.366.655
Fax +39/059.366.473
www.autospeak.it
info@autospeak.it
autos@tuttopmi.it
Official dealer

BUGATTI LOTUS



FERRARI 166 INTER TOURING
TOURING 1949, 8 car build from Ferrari POA



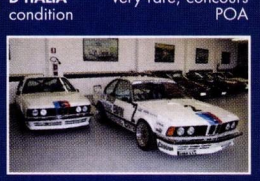
ALPINE A110 1600S 1971, concours condition POA



ALFA ROMEO 75 IMSA GIRO D'ITALIA Very rare, concours condition POA



F1 MINARDI SHOW CAR
Interesting price POA



BMW 635 ETCC Ex Eggenberger
BMW 635 GRA Ex CI BI Emme
POA

Alfa Romeo 6C 2500 Cabriolet Touring Turismo 1945 POA
Audi front 225 Cabriolet Glaser 1935 POA
Alpine Renault V6 GT 1985 POA
De Tomaso Deauville 1983 very good condition
Ducati 916 Senna 1995 very rare
Ferrari 308 GTS 1980 red
Fiat 850 Abarth 1962 race prepare
Lotus Elan GTS 1965 race prepare
Lotus Elite 1960 race prepare
Lancia Flaminia Sport Zagato 1961 RHD
Lancia Delta Club Italia only 15 car build
Packard Six Phaeton 1927 good condition
Porsche 911 Carrera 2700 RS 1973 Aubergine
Porsche 356 Roadster 1959 Royal blue

Kent High Performance Cars (Sales) Ltd

Specialist Ferrari Sales since 1983



Ferrari F355 Spider. 1996 N. Red with cream hide and red stitching. Red carpets and black hood, 24,000 miles, FSH. **£68,500**
Several in stock.



Ferrari 512 TR. 1992 J, red with magnolia hide and red carpets, 30,000 miles, FSH, air conditioning. An excellent example of this rare model **£51,995**

www.khpc.co.uk

Over 20 Ferraris displayed in our showrooms and on our web site



Ferrari 348 TB. 1991 H, red with black hide, 22,953 klms, air conditioning, FSH, good example **£29,995**
One of 2 in stock



Ferrari 512 BB. 1987, black with beige hide, 38,000 miles. Air conditioning, full stainless sports exhaust. Well documented restoration and service records **£39,995**

Service, Maintenance, Repairs, Restoration, Paintwork and Trimming all carried out in our newly expanded workshops
Tel: 01622 663308 or 07000 360355
Target Business Centre, Bircholt Road, Parkwood, Maidstone, Kent ME15 9YY

First of all ,looks. A supercar has to be visually arresting, needs to attract attention when standing still, in a parking lot or at the side of the road. A car enthusiast will walk over to it, peer round it, check its lines are as dramatic in the metal as they were when he dribbled over them in his regular motoring magazine. But a true supercar will also catch the eye of those who have little interest in great feats of motor engineering. On the move, the real test of a car's visual appeal is whether it attracts attention from drivers travelling in the opposite direction on a motorway. If their eyes are drawn across six carriageways to your vehicle, you're in a supercar. It needs to sound the part too; indeed, the fact that the noise comes from the engine bay rather than a drainpipe underneath its rear bumper raises your car above the hot hatch throng. Even in this era of muted exhaust notes, a supercar should breathe menance, be it a throbbing six-cylinder, grumbling eight or ten, or a buzzing twelve. Finally, it should be fast - very fast - in a straight line. Cornering pace is great, of course, but strictly optional. A 1968 Dodge Charger 440 R/T handles like a bouncy castle in a stormy sea - but it can plough furrows in the blacktop from standstill, hit 60mph in less than six seconds. And by the time the road turns, the more nimble rivals are left behind, screaming for mercy as their owners choke on the smell of your rubber.

Get a supercar and change your life.

Foskers
(BRANDS HATCH) LTD

Ferrari



Brands Hatch Race Circuit, South East England
www.fosker-eng.co.uk E-Mail: foskers@aol.com

550 Marranello 1997 gun metal grey, 40,000 miles, FSH, black leather .. £89,995

355 GTB F1 1998 "S" reg 1 owner, 7,000 km, red, black leather, recent cambelt service, LHD .. £56,995
355 GTS 1996 "N" reg, 41,000 km, black, black leather, recent cambelt service, LHD, .. £49,995
355 GTS 1994 "M" reg. 41,000 km, red, black leather, full service history, LHD .. £47,995
355 GTS 1995 "N" reg, Azzuro blue, 9,200 miles, sports seats, perfect condition .. £66,995

348 T/S 1993 "K" reg, red with grey interior, 36,000 miles, fsh .. £36,995
348 Spyder 1994 "L' reg, yellow with black interior, LHD/RHD conversion, perfect condition .. £36,995
348 T/S 1991 "J" reg, 24,000 miles, red with tan interior, good history .. £39,495
348 T/S 1990 blue with crema interior, 45,000 miles, recent full service .. £33,995

328 GTS 1989 red with crema interior, fsh, 38,000 miles .. £34,995
328 GTS 1988 red with crema interior, fsh, 18,000 miles .. £36,995
328 GTS 1987 red with tan interior, fsh, 34,000 miles .. £34,995

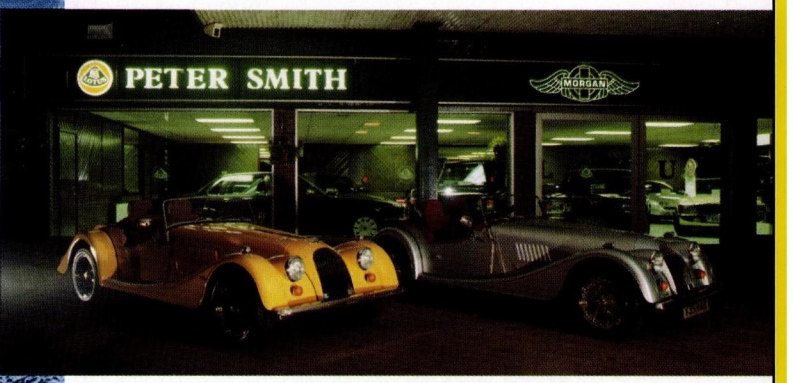
308 GTS 1979 red with black interior, 72,000 miles .. £24,995
308 GTS QV 1984 red with crema interior, 59,000 miles .. £24,995
308 GTB QV 1984 red with black interior, 64,000 miles .. £23,995

246 DINOs choice of 10 from £47,995 GTS and GT. Call for current stock.

512 Boxer 1979 fsh, red with black leather, recent cambelt, service, 18,000 miles .. £46,995

Call our hire department on: 0700 355355, 0403 355355

Pick up your set of wings



1996P MORGAN +4 2.0 Connaught Green, Black Leather, Piped Green, 18,000 Miles, 1 owner.....£21,995

2000X MORGAN +8 4.6 Royal Ivory, Red Leather and Hood, Bonnet Strap & Badge Bar.....£40,000

2001 MORGAN 4/4 4 Seater 1.8 Avus Blue, Magnolia Hide, Piped Blue, Delivery Miles.....£29,750

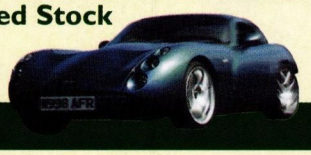
Peter Smith Sports Cars
YOUR LOCAL MORGAN DEALER

Station Road, Hatton, (A511) near Derby
Telephone 01283 813593

Kerridges

TVR In East Anglia
Official TVR Dealer

TVR Used Stock



TUSCAN

00 W Tuscan Speed Six £ 37,995
in Crystal Topaz, Prussian Half Hide A/Con 2,000 mls



CHIMAERA

99 T Chimaera 4.5 £ 27,995
in Cherry Pearl, Magnolia Half Hide, P.A.S 3,500 mls
99 V Chimaera 4.0 £ 27,500
in Starmist Blue, Cream Half Hide, 7,000 mls
99 S Chimaera 4.0 £ 26,995
in Amaranth, Magnolia Half Hide, P.A.S 15,000 mls
99 S Chimaera 4.5 £ 26,995
in Crystal Verde, Green Half Hide, P.A.S 22,000 mls
98 S Chimaera 4.0 £ 24,995
in Rosso Corsa Red, Magnolia Half Hide, P.A.S 10,000 mls
98 S Chimaera 4.5 £ 22,995
in Nightfire Red, Magnolia Half Hide, 9,900 mls
96 N Chimaera 4.0 £ 19,995
in Iris Blue, Magnolia Half Hide, P.A.S 30,000 mls



GRIFFITH

00 W Griffith 500 £ 33,995
in Cooper Green, Magnolia Half Hide, P.A.S Leather Dash
98 S Griffith 500 £ 27,995
in Magenta, Nimbus Full Hide, P.A.S 11,000 mls
98 R Griffith 500 £ 27,995
in Tahiti Blue, Magnolia Half Hide, P.A.S 9,000 mls



CERBERA

00 W Cerbera 4.5 £ 44,500
Lightweight in Cooper Green, Parchment Half Hide Air Con 2,000 mls
99 T Cebera 4.2 £ 34,995
in Starmist Blue, Full Hide, Air con, Tracker, 8,000 mls
97 P Cebera 4.2 £ 24,995
in Rosso Pearl, Magnolia Half Hide, Air Con. 15,000 mls

Kerridges are one of the longest established TVR dealers in the country and have a wealth of experience in servicing and maintaining TVRs. They are a family business who are prepared to take the time to advise you on the purchase of a new or used TVR. Kerridges have demonstrators of all new models available for test drive.
If you require any advice on any TVR products call Stephen Kerridge or David Foster on

Tel 01449 720222
www.kerridges.co.uk

Established 1906

Kerridges (Needham Market) Ltd. The Hall Garage, Needham Market, Ipswich, Suffolk, IP6 8EG

IVAN DUTTON LTD

With one of the wettest starts to the year since records began, foot and mouth putting an end to the trials season and a late start for VSCC racing, winter seems to have gone on forever. The Pomeroy saw the debut of the 300S/3500GT that we have been constructing over many years. It was a great day out, in atypical sunshine, and proved an ideal shakedown for the Top Hat test day at Goodwood. Thanks to the tried and trusted Prestcott silencers two of our GP Bugatti's joined the Masa despite the 105 decibel noise restriction. As the track dried through the afternoon it was a delight to slide these cars around the fast, challenging corners of this famous circuit.

The VSCC meeting at Silverstone saw seven cars with direct Ivan Dutton Limited involvement competing in various races throughout the day. All five Bugatti's performed faultlessly and a stirring battle in the Itala Trophy race between Richard Wills and Simon Diffey, in a Type 35 and Type 37A respectively, proved particularly absorbing. Proby's 35 produced it's best series of results, Charles in his T51 showed a few ERA's the way home and a certain 35C owner is now completely addicted to the idea of methanol.

There was, however, no time to rest on our laurels as the following week we started a marathon 2000 mile journey in four days to deliver a 35B to the German Spring Rally just over 100km from Munich. This famous and well-used racing car had just received a full mechanical re-build in our workshops. The new German owner also had a few touring refinements added in an attempt to better suit the car for its latest incarnation. These include a second windscreen and cowl, electric cooling fan, lightsand turn indicators. Travelling the rural German highways, at average speeds more suited to a modern Porsche, this 70 year old GP challenger brought home just how flexible a well sorted supercharged eight cylinder car can be. The return journey gave us the opportunity of visiting a private collection of notable Bugatti's which share garage space with supercharged Volkswagen Camper and a very "trick" Porsche engined Beetle!

As we enter May, things are getting even more hectic with the Donnington Top Hat one hour races, the Williams two weeks later and Rockingham the week after that. June looks like more of the same. With all this activity and the necessity for us to continue turning out high quality restorations to a deadline, Ivan Dutton is looking for No. 1 and No. 2 mechanics to join the existing 14 members of their busy specialist restoration shop. Applicants should be self-sufficient and capable of working to a high standard. Attention to detail, detail finishing and accuracy are essential. Knowledge of tool room equipment and practices useful but not essential. 22 days paid leave rising to 26 days, up to £9.80 p/h + OT. Telephone for an application form or apply in writing to Timothy Dutton, Managing Director, enclosing CV.

Peacehaven Farm, Worminghall Road, Ickford, Nr Thame, Bucks, HP18 9JE.
Tel: 01844 339457 Fax: 01844 338933 Ten minutes from M40 junction 7 west, junction 8 east.

I. S. POLSON

VINTAGE & PVT RESTORATION AND SALES
WE SPECIALISE IN ROESCH TALBOTS & DELAHAYE

A TALBOT SELECTION





1933 Talbot AV105 Vanden Plas Tourer – £33,000





1933 Talbot AX65 Sports Saloon (Darracq) – £12,000

Please send for our free stock list.

Mill Farm, Ashfield Green, Wickhambrook, Newmarket, Suffolk CB8 8UZ
Telephone: Wickhambrook (01440) 820371 Fax: (01440) 820057

Porsche

2000 996 GT3 LHD YELLOW 17,000m
2000 996 CABRIOLET ARCTIC SILVER 11,000m
2000 BOXSTER 2.7 OCEAN BLUE 10,000m
1999 996 COUPE OCEAN BLUE 16,000m
1998 993 COUPE 2S TIP MIDNIGHT 13,000m
1997 BOXSTER 2S ARTIC SILVER 41,000m
1997 993 COUPE 2S MIDNIGHT 11,000m
1997 993 COUPE 4 POLAR SILVER 49,000m
1996 993 COUPE IRISH BLUE 30,000m
1996 911 TURBO 4 ARENA RED 26,000m
1996 993 TARGA BLACK 32,000m
1995 993 CABRIOLET BLACK 63,000m
1995 993 COUPE SILVER 34,000m
1995 993 CABRIOLET BLACK 33,000
1994 993 CABRIOLET TIP BLUE 46,000
1994 993 COUPE TIPRONIC POLAR SILVER 49,000m
1994 911 SPEEDSTER 3.6 AMAZON 31,000m
1993 911 C2 COUPE TIP BLUE 60,000m
1990 911 C3 TARGA BLACK 93,000m
1990 MONDEO 3.4T CABRIOLET RED 34,000m
1989 412 BLACK 45,000m
1988 328 GTS RED 43,700m
1989 911 TURBO TARGA BLUE 29,000m
1980 911 SC COUPE WHITE 76,500m

Ferrari

2000 360 MODENA F1 SILVER 1,000m
1998 456 GTA RED 7,000m
1998/9 355 GTS RED 6,000m
1998 355 F1 SPIDER RED 8,000m
1996 355 SPIDER RED 11,000m
1996 456 GT YELLOW 31,000m
1995 456 GTS BLACK 29,000m
1995 355 GTB RED 12,000m
1994 348 SPIDER RED 33,000m
1992 348TS RED 15,000m
1992 512 TR RED 9,000m
998 328 GTS RED 68,000m
1986 328 GTS RED 30,000m
1982/3 GTS QV YELLOW 23,00
1981 308 GTS CARB RED 50,000m
1979 BOXER 512 BLUE 21,000m
1974 BOXER 365 GTB4 RED 15,000m
1975 308 GT/4 RED 63,000m
1972 DINO 246 GT AZURE ONE OWNER 42,000m
1967 275 GTB4 RED 27,000m

AC COBRA/JAGUAR/OTHERS

1996 AC COBRA MARK III EX JOHN WOOLF 10,000m
1998 ALFA ROMEO COUPE 156 2.9 13,000m
1990 ASTON MARTIN VIRAGE SILVER 34,000m
1995 BENTLEY CONTINENTAL R. WILDBERRY 22,000m
1988 BENTLEY CONTINENTAL CONVERTIBLE WINDSOR BLUE 40,000m
1936 BENTLEY 4 1/4 GURNEY NUTTING BLUE 90,000m
1973 JAGUAR E-TYPE V12 ROADSTER RED 7,700m
1968 E-TYPE ROADSTER WHITE 5,500m
1966 JAGUAR E-TYPE 2.2 AUTO PRIMROSE 9,200m
1961 JAGUAR E-TYPE 3.8 ROADSTER SIVLER CONCOURS
1950 JAGUAR XK 120 ROADSTER GREEN 48,000m

HENDON WAY MOTORS

www.hwmnet.com

for collectors of *modern art*

393-395 Hendon Way London NW4 3LP

Telephone 020 8202 8011 Fax 020 8202 8013

www.Chelseaworkshop.co.uk

(SPECIALISTS IN ROLLS-ROYCE & BENTLEY MOTOR VEHICLES) EST 1977.

SALES

SERVICE

HIGH CLASS RESTORATION

**Nell Gwynn House,
Draycott Avenue,
Chelsea,
London SW3 3AU**

**E-mail:
chelseaworkshop@compuserve.com**

Opening Times: Mon-Fri 9 am-5.30 pm
Saturday 10 am- 1.00 pm

**Tel: London (020) 7584 8363/4
(020) 7581 1761
(020) 7589 1522
07000 ROLLS 1 (765571)
Fax: (020) 7581 3033**

THE LARGEST INDEPENDENT ROLLS-ROYCE SERVICE FACILITY IN THE WORLD



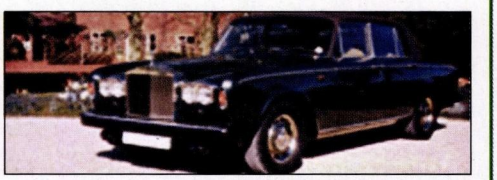
1953 BENTLEY S2 Flying Spur 4 Door Saloon. H.J. Mulliner. Finished in Ice Green. Excellent condition . .**Priced at £44,950**



1963 BENTLEY S III Flying Spur. H.J. Mulliner. 4 door saloon. Finished in Tudor Grey with Tan hide. Excellent condition all round . . . . . .**Priced at £64,950**



1990 BENTLEY 4X4 Turbo R Estate Car. Finished in Stratos silver. A rare opportunity to purchase this very rare motor car. Four-wheel drive, 2,000 miles. As new. Original purchase price £240,000 . . . . . .**Priced at £150,000**



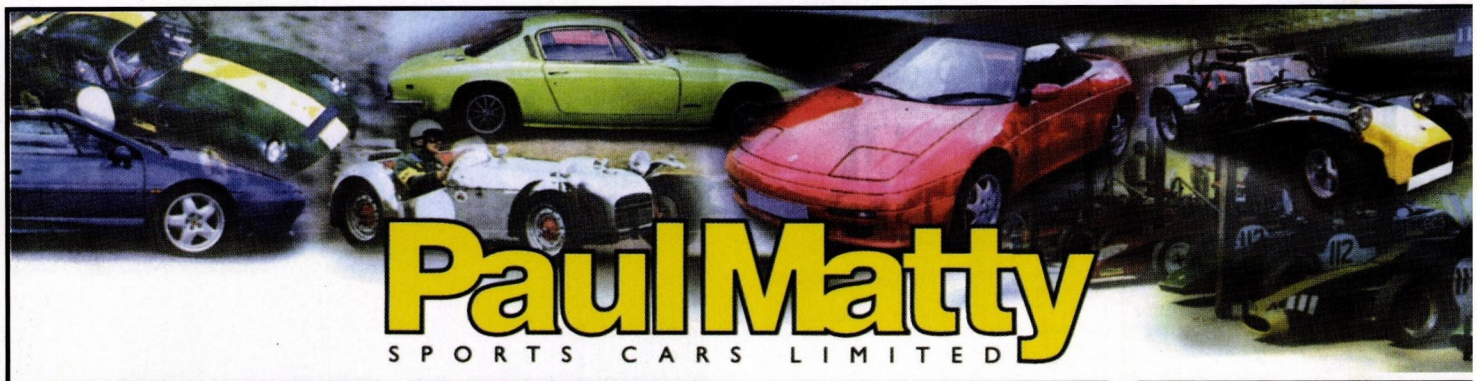
1979 ROLLS ROYCE SILVER SHADOW II. Finished in Dark Green with Beige Connolly hide. Possibly the best available. Low mileage. Full service history. . . . .**Priced at £24,950**



1988 ROLLS ROYCE SILVER SPIRIT. Finished in Balmoral Green with Magnolia Connolly hide. Piped in Green. 49,000 miles. Full service history. . . . . .**Priced at £22,500**



1996 mdl BENTLEY CONTINENTAL R. Finished in Peacock Blue with Blue Connolly hide. 12,000 miles. Full service history . . . . . .**Priced at £89,950**



Paul Matty

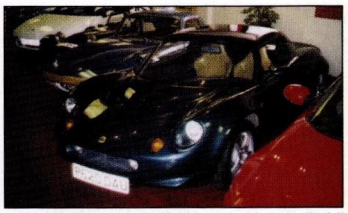
SPORTS CARS LIMITED



LOTUS ESPRIT V8. First registered 9/11/98 in wonderful Azure blue, black full leather, latest interior, high wing, sports exhaust, a/con., RSH, absolutely stunning . . . **£33,950**
LOTUS ESPRIT GT3. 1997, Norfolk mustard. Grey interior. Air con., factory sunroof, V8 spoiler, 38,000 miles, FSH, a real eye-catcher! **£21,950**
LOTUS ESPRIT GT3. 1996. Chrome orange with black interior. 52,000 miles only. FSH. This is the car that Lotus used for the launch of the GT3 and has had only one owner since **£21,000**
LOTUS ELAN S2. 1995. Monaco white with navy blue leather. Clifford alarm. Superb Sony swivel face stereo & stacking CD. Only 16,000 miles with FSH. Superb . . **£17,950**
LOTUS ELAN S2 1/2. One owner. Replacement chassis, Vegantune engine, then stored for 18 years! The patina on this car is superb. Not immaculate but excellent value **£8,950**



LOTUS ELAN S3. Medici blue. Recently had an extensive rebuilt to exacting standards **£16,995**
LOTUS ELAN +2 130/5 DHC. Modified by Mick Miller. Superb body, most things rebuilt or replaced. Very desirable car, not the usual wobbly bulkhead variety **£10,950**
LOTUS ELAN SE. 1990. Calypso red. Grey/red full leather. 42,000 miles. FSH **£12,500**
LOTUS EXCEL SE. Once again, we have for sale the ex Hazel Chapman car. This car is unique. Champagne gold. Built in 1990 with one-off interior. Has covered only 29,000 miles with FSH and is in superb condition. One to keep! **£12,950**
LOTUS EXCEL SE. 1985. Monaco white with navy blue and grey interior. Almost one owner from new. 16,000 miles only. We feel that this car is as good as they come for this model. It still smells as new inside. Superb! **£8,950**



LOTUS EXCEL SE. 1989. Calypso red with magnolia full leather. 59,000 miles. Lovely condition **£7,250**
LOTUS EUROPA SPECIAL. JPS spec. Car nearing completion . . . . . **POA**
LOTUS ETNA. Unique piece of Lotus history. Exhibit only . . . . . **OFFERS**
LOTUS 18 FJ. Total restoration 4 years ago. Used for hill-climbing only since. No FIA papers **£23,950**
CATERHAM 7. 1700cc Supersprint. Ford flame red. Adjustable leather seats. FIA roll bar. Dry sump, competition exhaust, Bilstein shocks. Excellent value at **£11,500**
CATERHAM 7. 1992. Two owners only. 1700cc. BRG/yellow. Very low mileage **£9,750**
CATERHAM 7. 1600 Sprint, 1991 in BRG and yellow. Adjustable seats. Increased visibility weather gear. 10,000 miles only - excellent condition **£9,950**



WESTFIELD SE. 1700cc. Dark blue. Dry sumped Kent engine. Quaife gearbox. Techcraft exhaust. Alloys, individual seats, cycle wings, FIA rollbar. In lovely condition. Suitable for road, sprint or hillclimb use **£6,950**
MGB GT V8. 1973. Deep maroon. Black interior. This car has been the subject of an outstanding restoration and is one of the best V8s we have seen **£11,950**
MGC GT. Stunning BRG with sparkling chrome wires. Beautifully kept by previous owner - leather replaced last year etc. Subject of a magazine article **£8,950**
MGB GT. Red. Magnolia leather piped red. Chrome wires. Total recreation. Not to be confused with normal quality **£6,750**
MARCH 712. Full rebuild including tub. Fresh Richardson engine. Spare wheels etc. FIA papers. Ready to play **£28,000**

12 Old Birmingham Road, Bromsgrove, Worcestershire, B60 1DE
Tel: 01527 835656 Fax: 01527 575172 Website: www.paulmattysportscars.co.uk

Paradise

GARAGE



1933 ASTON MARTIN LE MANS. Chassis no. L3/327/L. British racing green with green hide. In the hands of one owner for the last 24 years during which time it has been carefully maintained.



1967 ALFA ROMEO GUILLA SPRINT GTA 1600. Red with dark grey hide. An extremely rare RHD road going version of the all conquering GTA, restored by Richard Banks to the highest standard.

A SELECTION OF OTHER VEHICLES AVAILABLE

1934 ALVIS SPEED 20 SPORTS TOURER by VANDEN PLAS.
1964 ASTON MARTIN DB5 SALOON.
1986 ASTON MARTIN ZAGATO VOLANTE.
1936 BENTLEY 3.5 LITRE DROPHEAD COUPE by PARK WARD.
1937 BENTLEY 4.25 TOURER VDP STYLE.
1956 BENTLEY S1 CONTINENTAL by PARK WARD.
1963 BENTLEY S2 CONTINENTAL COUPE by MULLINER.
1962 FERRARI 250 GT CABRIOLET SERIES 2.
1932 LAGONDA 2 LITRE CONTINENTAL.
1935 MG PB. Supercharged.
1953 PORSCHE 356 'PRE-A' CABRIOLET.
1930 ROLLS ROYCE PHANTOM I NEWMARKET by BREWSTER (LHD).
1934 ROLLS ROYCE PHANTOM II COUPE by HOOPER (LHD).
1906 WOLSELEY-SIDDELEY 25HP THREE QUARTER LANDAULETTE.

Price and further details of the above mentioned cars and a list of our full inventory available on request. Hours of business: 9.30am-6.30pm Monday-Friday. At all other times by appointment only. Alway available on 0171 720 0054

WANTED URGENTLY FOR OUTRIGHT PURCHASE OR CONSIGNMENT SALE PRE AND POST-WAR CARS OF THE ABOVE QUALITY.

Scout Lane, Old Town, Clapham, London SW4 0LA. Tel: 020 7720 0054. Fax: 020 7720 4394.

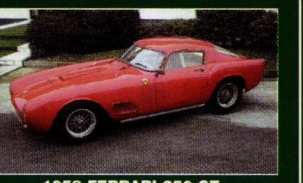
Email: sales@paradisegarage.co.uk Website: www.paradisegarage.co.uk

LUZZAGO

LUZZAGO SRL, VIA MANDOLOSSA 65,
RONCADELLE, BRESCIA, ITALY
Tel: +39 0 30-2411531 (5 lines)
Fax: +39 0 30-2411540



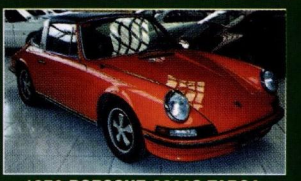
1963 MASERATI SEBRING. PERFECT - 39000KM SINCE NEW - EXCEPTIONALLY KEPT



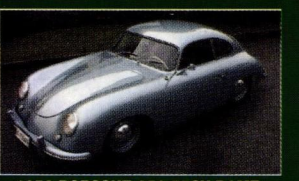
1958 FERRARI 250 GT - SCAGLIETTI TYPE.
REBODIED.



1967 MASERATI MISTRAL 3700.
TWO CARS IN STOCK. BOTH COMPLETELY RESTORED.



1970 PORSCHE 2200S TARGA.
SEVERAL 911 AVAILABLE.



1953 PORSCHE 356 55CV DAME.
CONCOURS RESTORATION (SEVERAL 356 A B C AVAILABLE).



1968 FIAT DINO SPIDER 2000.
EXCELLENT ORIGINAL CONDITION



1995 ALFA ROMEO RZ V6 ZAGATO.
VERY RARE. 5,000 KM SINCE NEW. ONE OWNER



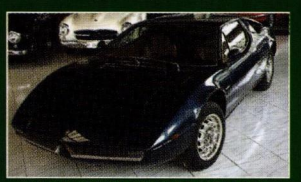
ALFA ROMEO DUETTO 1750 LONG TAIL.
PERFECT CONDITION.



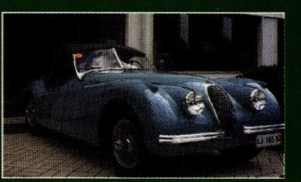
1963 ALFA ROMEO GIULIA SPIDER 1600.
RECENT CONCOURS RESTORATION



1989 WESTFIELD ELEVEN



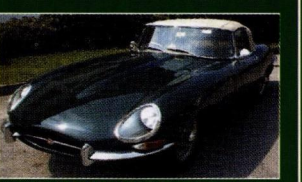
1975 MASERATI MERAK 3000.
BORA 4900 AVAILABLE.



1954 JAGUAR XK120 ROADSTER.
CONCOURS RETORATION.



1978 FERRARI 400i CABRIOLET PAVESI.
VERY RARE AND EXCITING



1965 RHD JAGUAR E-TYPE SERIES 1.
4200CC. CONCOURS RESTORATION. 00KM. AIR CONDITIONING (OTHER MODELS AVAILABLE).



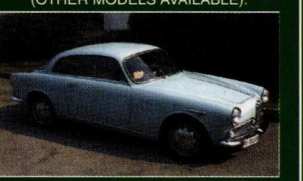
1964 MERCEDES 230 SL AUTOMATIC.
PERFECT ORIGINAL CONDITION



1979 MASERATI QUATTROPORTE.



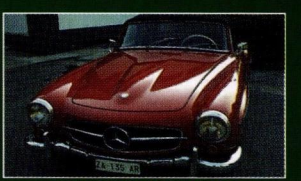
1974 TRIUMPH TR6
SEVERAL TR3-TR4-TR6 AVAILABLE



1959 GIULIETTA SPRINT 1300
SEVERAL CARS COMPLETELY RESTORED



1967 FIAT DINO 2000 V6 COUPE



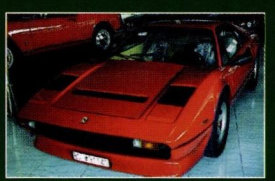
1960 MERCEDES 190SL.
CONCOURS RESTORATION - 5,000KM, AIR CON, HARD TOP, 4 OTHER CARS AVAILABLE.



1987 MORGAN PLUS 8
3,500 kms.
2 OWNERS SINCE NEW



1964 LANCIA FLAVIA SPORT ZAGATO.



1983 FERRARI 208 GTB TURBO.



1977 FIAT 131 ABARTH RALLY
ROAD CAR



1970 MASERATI MEXICO 4200.
RIGHT HAND DRIVE.



1948 ALFA ROMEO 6C 2500 CABRIOLET PININFARINA.
VERY RARE - PERFECT AND RELIABLE.

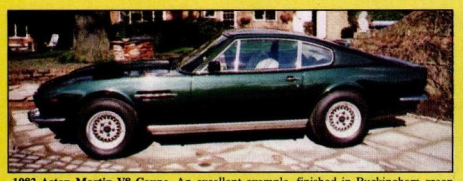
SERVICING - SPARES - RESTORATIONS. 200 CARS ALWAYS AVAILABLE IN STOCK.
WE BUY AND SELL CARS WORLDWIDE. PLEASE ASK FOR ANY CAR YOU ARE LOOKING FOR

Web site: www.luzzago.com E-mail: luzzago@libero.it

Telephone (01753) 644599

RUNNYMEDE MOTOR COMPANY

Facsimile (01753) 646909



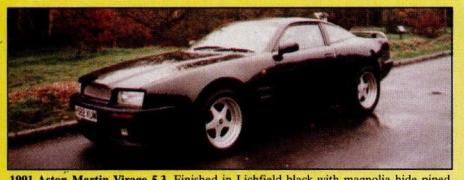
1982 Aston Martin V8 Coupe. An excellent example, finished in Buckingham green with blue hide piped green. It is in truly remarkable condition having covered only 37,000 miles. It was originally supplied to the 1st owner in Jersey and has had only 2 owners since. Fitted with auto transmission and BBS cross spoke alloys **£34,950**



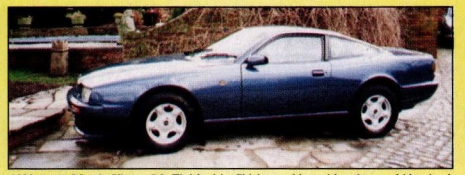
1979 Aston Martin V8 To Vantage Specification. Finished in Cleveland red with magnolia hide piped red and fitted with numerous later upgrades which include tilt steering, Ronal wheels, sports exhaust, Vantage grill & driving lamps, stunning throughout **£29,995**



1962 Aston Martin DB4 Series IV LHD. This car has just been completely rebuilt by us to the highest standard incorporating many upgrades. It is finished in Zagatto green with black hide interior with neat roll cage trimmed in leather. Fitted with 4.0 Vantage engine, Borrani style wheels, stainless exhaust, triple SU's, overdrive, driving lamps, handling kit. No expense has been spared in this restoration.



1991 Aston Martin Virage 5.3. Finished in Lichfield black with magnolia hide piped black. This is a wide bodied car, upgraded at the factory with deeper front spoiler, Vantage rear spoiler, wing vents, large brake discs with AP calipers and enhanced handling. It has all usual refinements including auto transmission and air conditioning and has covered only 23,000 and has full Aston service history **£49,500**



1990 Aston Martin Virage 5.3. Finished in Chichester blue with pale grey hide piped blue. This is a perfect car having covered only 16,000 miles from new and is fitted with the popular manual transmission, sensibly priced **£37,950**

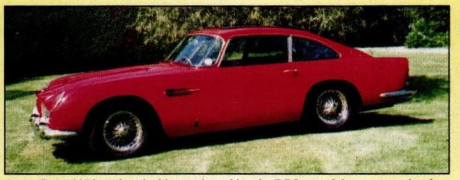
Another similar car in Bucks green @ £34,950



1991 Aston Martin Virage Auto. Finished in Cumberland grey with pale grey hide piped black, fitted with DB7 wheels & low profile tyres, and in fine condition throughout **£36,950**



1985 Aston Martin V8 Volante. Finished in a Salisbury blue with magnolia hide interior with dark blue mohair hood. This is a very interesting car in that it is fitted with 'Vantage' carburettors and comes with the resulting extra power. The car has covered 62,000 miles and has a comprehensive service history. Also fitted with cross spoke alloy wheels and Vantage front air dam. Very realistically priced at **£49,950**



James Bond 007 has played a big part in making the DB5 one of the most sought after road going Astons ever built. The car that we are able to offer for sale is a fine example which has been the subject of a total rebuild five years ago by ex Aston Martin employees. A lot of time and care went into the rebuild and ownership of this car would prove rewarding **£59,950**



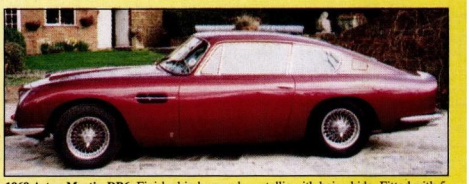
1991 Aston Martin V8 to Vantage Specifications, finished in Salisbury blue with magnolia hide piped blue and upgraded to 1988 design, fitted with open front spoiler, Ronal wheels, Vantage grill and driving lamps, very quick **£32,950**



1961 Aston Martin DB4 Series IV. Finished in Cleveland red with black interior and fitted with chrome wire wheels, uprated brakes and suspension, triple su's and overdrive. It is in excellent condition throughout.



1970 Aston Martin DB6 MkII Manual to Vantage Specification. Finished in Chichester blue with beige hide and fitted with Webasto sun roof & chrome wire wheels. This car has covered 96,000 miles and has had very little use in recent years **£38,500**



1969 Aston Martin DB6. Finished in burgundy metallic with beige hide. Fitted with 5 speed ZF gearbox, PAS and chrome wire wheels. Very tidy but not concours hence only **£29,950**



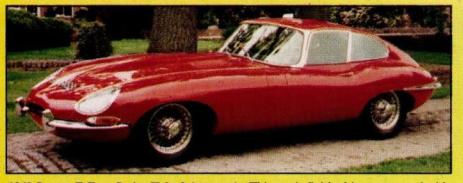
1959 Aston Martin DB4 Series I. Finished in British racing green with tan hide interior. Fitted with chrome wire wheels and webasto sun roof. This car is in very good condition, the engine was completely rebuilt three years ago by RS Williams and was also repainted at that time.



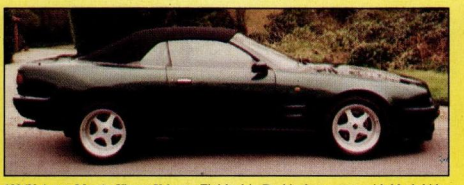
1993 Bentley Continental R. Finished in wildberry with magnolia hide, fitted with all usual Bentley refinement and 18" alloys. This car has a complete service history. A rare opportunity to acquire what has already become a milestone in Bentley history **£64,950**



Aston Martin DB MkIII. Finished in silver grey with original red hide interior with optional reclining seats, fitted with overdrive and disc brakes to the front and Alfin rear drums. Mechanically excellent but in need of minor paintwork hence sensibly priced at **£35,000**



1969 Jaguar E-Type Series II 2+2 Automatic. This car is finished in carmen red with black hide. This is a very nice example in daily use with an enormous service history. Sensibly priced at **£16,950**



1996N Aston Martin Virage Volante. Finished in Buckingham green with black hide piped green with Moorland green carpets. This is a wide bodied car fitted with OZ 18" 5-spoke split rim alloys and has covered only 17,000 miles from new. The original cost was £165,000, now very sensibly priced at **£69,950**



1956 Jaguar XK140 FHC. Finished in red with new red hide interior. This car has been in the same ownership for the last 20 years during which time it has been regularly used and well maintained **£22,950**

We are constantly seeking more stock – telephone us if you have something to sell – Commission sales undertaken. We are situated 12 miles west of Heathrow – please phone or fax for an appointment to view. We will pick up from Heathrow by prior arrangement. Photographs and more detailed specification on request.

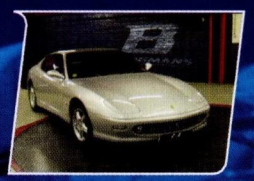
BRIDGMANS



Ferrari

01	360 Spider Silver/Black April delivery		£ POA
01	360 Spider LHD Silver/Black, Three cars June/July Delivery		£ POA
98	550 Maranello Titanium /Black	20.000 kms	£ 80,000
98	355 F1 Spider LHD Red/Black	14.000 kms	£ 62,500
97	550 Maranello LHD Silver/Red	15.000 kms	£ 76,000
97	F50 Red/Black	9.000 kms	£ POA
97	355 Spider TDF Blue/Tan	17.000 kms	£ 57,500
96	355 Spider LHD Red/Black	17.000 kms	£ 50,000
89	328 GTS LHD Red/Black	15.000 kms	£ 32,000
73	365 GTB/4 Daytona LHD Yellow/Black - coming soon		£ POA
67	275 GTB/2 Short nose LHD Red/Black - coming soon		£ POA
59	196 P Replica. Red/Blue, Built on blueprint with 246 engine		£ POA







Lamborghini

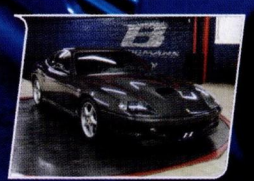
94	Diablo Black/White piped black	22.000 kms	£ 67,500
97	VT Roadster Scuro Blue/Magnolia	7.500 kms	£ POA
99	VT Roadster Titanium/Black	9.700 kms	£ 135,000





Porsche

01	996 GT2 Silver/Black, April/May delivery		£ POA
00	996 Turbo Burgundy/Black	500 miles	£ POA
98	996 Yellow/Black Aero kit, every extra £80 K when new	5.000 miles	£ 58,000
86	911 Turbo 3.3 factory flat nose White/Blue one owner	16.900 miles	£ 42,500
64	911 (912) Silver/Black fully restore		£ 13,000

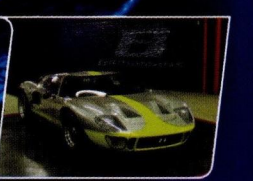




Aston Martin

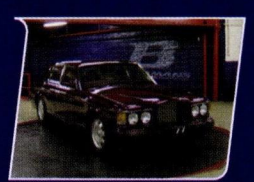
91	Lagonda Dark blue/Magnolia hide	9.000 miles	£ POA
87	Vantage Volante Red/Magnolia Leather hide	13.900 miles	£ 88,000





Bentley / Rolls Royce

98	Silver Seraph Black/Black	25.000 kms	£ 78,000
97	Turbo R Burgandy/Magnolia hide	13.000 miles	£ 57,000
93	Continental R Masons Black/Magnolia hide	77.700 miles	£ 63,000
91	Corniche II Black/Magnolia hide		£ 57,500
83	Corniche Navy Blue/Magnolia hide, Blue hood		£ 45,000
54	Silver Dawn Silver over Dark blue/Grey hide		£ POA
32	Phantom II Green/Black		£ POA





Others

McLaren F1 road car			£ Under Offer
GT40 MK1 with F1A papers - coming soon			£ POA
GT40 Replica Silver/Yellow stripe/Black cost to build		800 miles	£ 45,000
Jaguar XJ220 Silver/Grey			£ POA
63 S1 E Type coupe Red/Tan concourse winner ten year restoration			£ 45,000
95	Toyota Supra Auto 3.0 Silver/Black	48.000 kms	£ 11,500
99	Mercedes 200 SLK LHD Black/Black	11.000 kms	£ 19,995
95	Audi RS2 Black/Black LHD One Owner	70.000 kms	£ 18,000





BRIDGMANS

www.bridgmanslondon.co.uk
enquiries@bridgmanslondon.co.uk

Notting Hill · London
020 7221 0009
By appointment only

Transportation and
Storage facilities available

Sherwood Restorations Ltd.

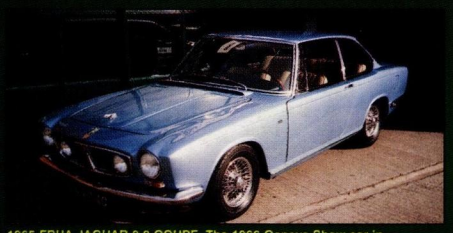
Established 1966

Upton Fields Garage, Upton Road, Southwell, Nottingham NG25 0AQ
Telephone: (01636) 812655/812682/812700 Fax: (01636) 816830

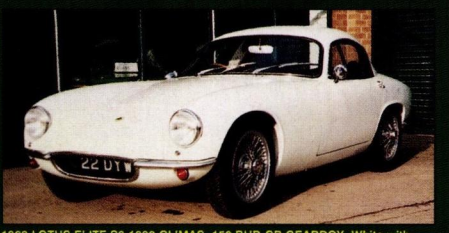
www.sherwoodrestorations.co.uk

Email: sales@sherwoodrestorations.co.uk

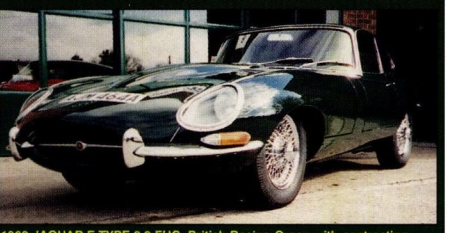
Classic & Sports Car Specialist



1965 FRUA JAGUAR 3.8 COUPE. The 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. Equipped with overdrive, PAS, CWW, restored in 1990/95 at a then cost in excess of £100,000 to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why, other than maybe the cost of production, as the whole concept is absolutely stunning - 'unrepeatable'...POA - LHD



1962 LOTUS ELITE S2 1220 CLIMAS, 150 BHP. CR GEARBOX. White with Black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order.....£31,995 - RHD



1963 JAGUAR E-TYPE 3.8 FHC. British Racing Green with contrasting Cinnamon hide. This exceptional example has covered only a few miles since a £40k, fully documented and photographed restoration, completed to the highest of standards. CWW and an unleaded fuel conversion. Impeccable in all respects.....£29,999 - RHD



1970 VOLVO 1800 ES COUPE. Sandglow with Black hide. 3 owners, 39,000 miles believed genuine. Extensive history, overdrive, factory alloys, radio etc. Very original and totally corrosion free. Quite unique.....£8,995 - RHD



1955 AUSTIN HEALEY 100/4 BNI. In Ice Blue with Dark Blue hide. Ground up restoration carried out 1990, less than 500 miles since. O/D, wire wheels, M spec engine, side exhaust, wood rimmed steering wheel. Exceptional value.....£18,995 - RHD



1959 AUSTIN HEALEY FROGEYE SPRITE. Just undergone a total concours restoration on the most original rust-free shell imaginable. Has been up-rated, modified and fitted with hard top, mag. race wheels, built to Sebring spec. The finest example available.....£14,995 - RHD



1962 TRIUMPH TR4 SURREY TOP. Blue with Black top and trim. 415 VC is one of the most important TR4's available, to works spec, stage 2 head, overdrive, wire wheels, twin spot lamps, Kenlowe fan, features in numerous books and magazines incl. The Original TR by Bill Pigot, Classic & Sports Car - July 95, TR Action etc. Winner of many concours. A very special car.....£19,995 - RHD



1967 SUNBEAM STILLETO 1000CC. Modena Green. Built last year with no expense spared by Rally Tech to FIA RAC international rally spec. 110bhp, Chesman engine, twin 40's, C.R. gearbox, plus everything needed for the toughest of international rallying. It would be impossible to replicate this perfect example for less than £25,000. .....£9,495 - RHD



1952 SUNBEAM TALBOT 90 DHC. In Grey Blue metallic with Grey hide. 1 lady owner until 1984, 63K miles with history from day one. Never restored, just maintained to an incredible standard. Your search is over.....£10,995 - RHD



1971 TRIUMPH TR6 150 BHP. In BRG with Biscuit hide. CWW, O/D, works hard top, wood rim wheel etc. Restored to perfection some years ago. Benson & Hedges concours winner, used sparingly since, superb.....£16,995 - RHD



1960 AUSTIN HEALEY 3000 BT7 MKI. Colorado Red over Black with Red hide. UK car. Overdrive, w/wheels, heater, motolita steering wheel. Restored from chassis up to perfection and only 2,500 miles since.....£19,995 - RHD



1972 MERCEDES BENZ 350 SL AUTO. Ice Blue, Dark Blue tex. One owner, 68K, FSH from new, used only in summer months, unblemished in every department. It would be hard if not impossible to find a better example. A potential, concours winner...£19,495 - RHD

1967 LANCIA FLAMINIA 2.8 3C. Convertible. Ivory with Black hide. Last owner since 1972 and a warranted 25K. One of only 17 RHD out of a total production of 180. Works hard top, Nardi steering wheel, period radio. This must be the lowest mileage example available.....£29,995

1966 JAGUAR 3.4 MK2 M.O.D. Warwick Grey with Red hide. Only 28K miles from new with a most comprehensive service history. CWW, period radio, reclining seats, original, unrestored and superb. Hard if not impossible to find in this condition.....£19,995

1988 (F) BENTLEY MULSANNE S. Finished in Balmoral Green with Parchment hide piped Green. This example is impeccable in every respect and has a complete dealer service history. Hard is not impossible to better.....£19,995

1972 MERCEDES BENZ 350 SL AUTO. Ice Blue, Dark Blue tex. One owner, 68K, FSH from new, used only in summer months, unblemished in every department. It would be hard if not impossible to find a better example. A potential, concours winner.....£19,495

1964 TRIUMPH TR4 SURREY TOP. British Racing Green with Tan hide, restored to the highest of standards in 92/97. Second in class at T.R. concours, Malvern 1999. Overdrive, wire wheels, immobiliser, unleaded head etc. An exceptional example.....£15,995

1971 TRIUMPH STAG. White with Biscuit trim. Manual with overdrive, restored over the last few years at a cost in excess of £12,000. Alloy wheels, elec windows, radio, PAS etc. A very nice example.....£9,495

1969 MGB ROADSTER. Trafalgar Blue with Red trim, Black mohair hood. Extensively restored by MG specialist, CWW, unleaded head, wood rimmed steering wheel etc. An outstanding example.....£8,995

1987 FORD SIERRA COSWORTH 3DR. In Polar White with Anthracite cloth. 3 owners, 50K, FSH, original unmodified, unpainted and simply stunning. I have not seen a better example.....£8,995

1980 PORSCHE 924 LE MANS, GP White with Black pinstripe trim. Only 2 local owners and a mere 45,000 miles with FSH, sunroof, elec windows & mirrors. An impeccable example of this very rare model. Would be hard if not impossible to better.....£6,995

1973 MGB GT V8 CHROME BUMPER. In Mineral Blue with Tan trim. 4 owners, 98,000 miles with a total history from new. Equipped with O/D, webasto sunroof, original radio. An extremely original example in superb order.....£6,995

1965 FORD ANGLIA 1200. Super White over Lobelia Blue with Blue trim. Re-built to the highest standard to race/rally spec. Roll cage, bucket seats, Leda suspension, CR gearbox, 120 bhp. Uprated in every department, featured in magazine articles. This one is the best.....£5,995

1954 RILEY 11/2 LITRE RME. Black over Crimson, Biscuit trim. Part of a museum exhibit since 1978. In unsually good fettle and a very good but at this price.....£5,995

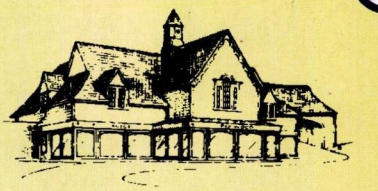
1975 FIAT X19. Finished in Bright Red with contrasting Biscuit and Beige interior. This as new, one owner example has covered approximately 12,500 miles from new and comes with full factory specification including tinted glass and heated rear window. A time warp example, impossible to duplicate.....£4,995

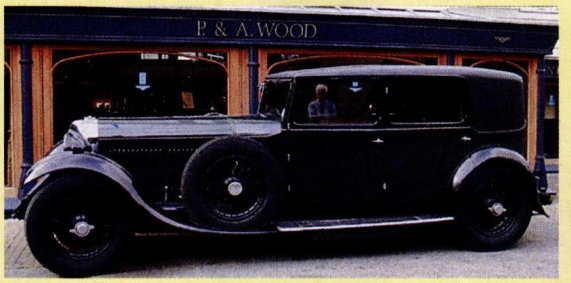
1977 MG MIDGET 1500. In Flame Red with Black trim. Last owner 21 years, 47,000 miles, FSH, who has lavished much care and attention to this exceptional example. Ready to go and excellent value.....£3,995

1949 MORRIS Z TYPE GPO VAN. Green with Black wings. Brown rexin trim. Restored at great expense by Ristes Motor Co and used very sparingly for promotion work. A rare opportunity and sensibly priced.....£3,995

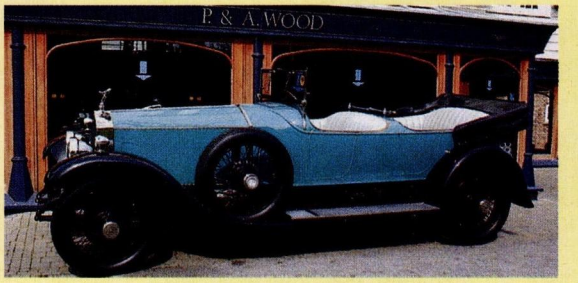
P&A Wood

Rolls-Royce & Bentley Motor Cars Official Heritage Dealers





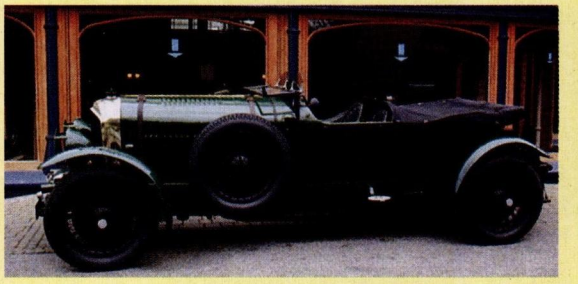
Bentley 8 litre 1932
H.J. Mulliner lightweight limousine



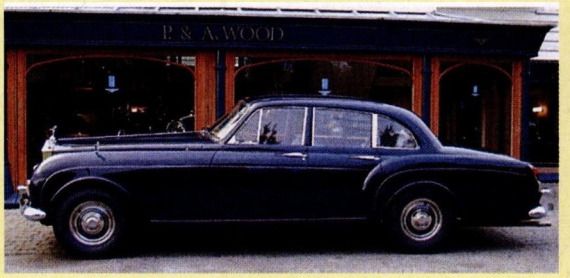
Rolls-Royce Silver Ghost 1925
Torpedo Style Open Tourer



Bentley S2 Continental 1962
Drophead Coupé by Park Ward



Bentley 4½ Litre Supercharged 1930
Vanden Plas Reconstruction



Rolls-Royce Silver Cloud III 1964
Flying Spur H.J. Mulliner



Bentley S1 Continental 1958
Drophead Coupé by Park Ward



Bentley T2 1980
Low Mileage



Bentley S2 Continental 1961
2 Door Coupé by H.J. Mulliner

SALES SERVICE, REPAIRS AND COMPLETE RESTORATION FOR ALL ROLLS-ROYCE AND BENTLEY FROM 1904 TO THE PRESENT DAY

Great Easton, Dunmow, Essex CM6 2HD, England
Telephone: 01371 870848. Fax: 01371 870810.

'Attention to Detail'

View all our cars on our website:

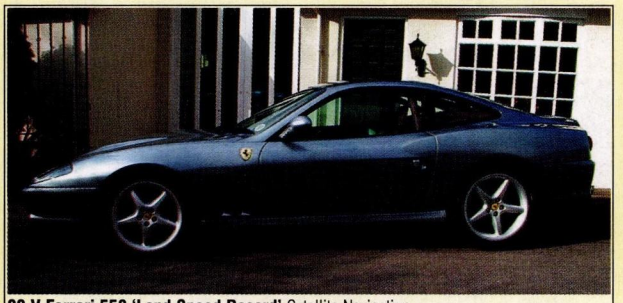
www.williamloughran.co.uk



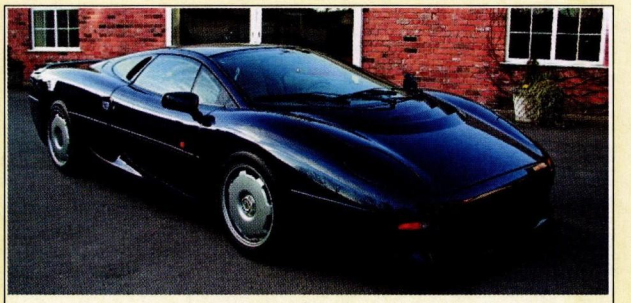
New Mercedes CL55 F1 Limited Edition RHD 1 of 5 Cars, Ceramic Brakes, Unique Opportunity ..... **£POA**



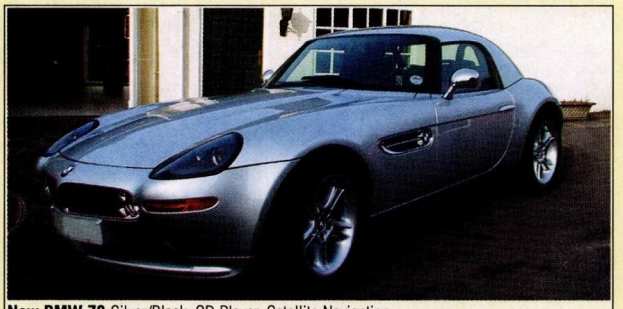
New Mercedes S500L Pullman Silver/Black, Huge Spec, One of the first available ..... **£POA**



99 V Ferrari 550 'Land Speed Record' Satellite Navigation, CD Player, Climate Control, 5,000 Miles **£124,950**



Jaguar XJ220 LHD Le Mans Blue with Grey Hide, CD Player, Air Con, 1,900 Kms **£135,000**



New BMW Z8 Silver/Black, CD Player, Satellite Navigation, Phone, Delivery Miles, UK Cars **£79,950**



Rolls Royce Corniche Conv. Bordeaux, Magnolia p'Bordeaux, CD Player, 18,000 miles **£64,950**

New Mercedes S600 "Pullman" Obsidian Black, Grey Hide, Huge Spec, One of the First Factory Limos ..... **£POA**
New Mercedes S500 "Pullman" RHD, Silver, Black Hide, Huge Spec, One Of The First Factory Limos ..... **£POA**
New Mercedes S500 "Pullman" LHD, Black, Black Hide, Huge Spec, One Of The First Factory Limos ..... **£POA**
New Mercedes CL600 Obsidian Black, Grey Ex Hide, AMG Kit, 19" Alloys ..... **£POA**
New Mercedes CL600 Silver, Black Hide, Keyless Go, Big Spec ..... **£POA**
New Mercedes S55 AMG Silver, Black Hide, D'Tronic, TV, Big Spec, UK Car ..... **£POA**
New Mercedes ML55 Silver, Black, Comand, Privacy Glass, CD ..... **£POA**
New Mercedes ML55 Green, Black Hide, Comand, Sunroof, CD, Del Miles ..... **£POA**
New Mercedes ML55 LHD Azurite, Black Hide, Comand, Privacy, Bose **£54,950**
New Mercedes SLK230 Auto Lazulite Blue, Black, 17" Alloys, CD, Big Spec **£31,950**
01 Mercedes CL600 Obsidian Black, Black Ex Hide, AMG Body & Alloys 2T ..... **£POA**
00 Mercedes CL500 Black, Grey, Comand, CD, Phone, 18" AMG, 10,000 Miles **£67,950**
00 Mercedes S55 AMG Obsidian Black, Black Ex Nappa, 19" Als, TV, 16,000m **£79,950**
99 Mercedes S230L Chalcedony Blue, Grey Nappa, Comand, 18" Als, 18,000 Miles **£44,950**
99 Mercedes CLK430 Cab Azurite, Grey Hide, Climate, CD, 14,000 Miles **£39,950**
99 Mercedes ML430 Silver, Grey Hide, 17" Alloys, CD Stack, Tow Pack, 11,000 Miles **£31,950**
99 Mercedes C43 AMG Silver, Black Hide, Climate, CD, Xenon, 10,000 Miles **£30,950**
90 Mercedes 300SL 24v Silver, Black, AC, CD, 40,000 mls, 1 Owner, FHS **£22,950**
87 Mercedes 300SL Pearl Grey, Beige, Alloys, CD, 28,000 mls, FSH, Stunning **£17,950**
93 Jaguar XJ220 RHD, Blue Le Mans, Grey Hide, AC, CD, 5,000 Miles ..... **£POA**
97 Jaguar XJ220 LHD, Spa Silver, Grey Hide, CD, Climate, 4,000 Kms ..... **£POA**
93 Jaguar XJ220 LHD Blue Le Mans, Grey Hide, CD, Climate, 1,900 Kms **£135,000**
New Jaguar XK8 Cab Sapphire Blue, Ivory Hide, Good Spec **£51,950**

00 Ferrari 550 Land Speed Record Titanium, Bordeaux, Wing Sheilds, CD, 5,000 Miles **£124,950**
99 Ferrari 550 M Red, Black Hide, CD, Climate, 5,000 Miles **£119,950**
96 Ferrari 355 TB Verdi, Tan, CD, AC, 24,000 Miles **£59,950**
66 Ferrari 275 GTB 4 Cam Red, Fully Restored, Probably One of the Best in UK **£235,000**
New Porsche 996 C4 Silver, Grey Hide, 18" Alloys, S'Roof, CD, Big Spec, Del Miles **£69,950**
00 Porsche 996 Turbo Lapis Blue, Black Hide, Sunroof, Crested Seats, 2,000 Miles ..... **£POA**
99mod Porsche 996 Ocean Blue, Grey Soft Hide, Traction, GT3 Alloys, Big Spec, 12,000 Mls **£53,950**
90 Porsche C2, Red, Black Piped Red, 17" Cup Alloys, S'roof, Outstanding, 49,000 Miles **£25,950**
New BMW Z8 5.0 Silver, Black Hide, Sat Nav, T'Phone, Del Miles, UK Car **£79,950**
New BMW M3 Coupe Carbon Black, Black Hide, Comms Pack, S'Roof, Big Spec ..... **£POA**
New BMW M3 Pheonix Yellow, Black, S'Roof, H/Kardon, UK Car, Del Miles ..... **£POA**
New BMW X5 4.4i Sport Black, Black Hide, TV, Sat Nav, CD, Delivery Miles ..... **£POA**
New BMW 330Ci Coupe Topaz Blue, Montana Hide, CD, S'Roof, Big Spec, Saving **£32,950**
New BMW 530D SE Sport Auto Scheiffer Silver, Black Hide, M5 Look, Saving **£34,950**
99 AM DB7 Vantage Auto Mendip Blue, Grey Hide, 11,000 miles **£84,950**
96 AM DB7 Volante Cleveland Red, Magnolia Piped Red, CD, 9,000 Miles **£67,950**
94 Bentley Cont R Wildberry, Wildberry/Parchment, CD, Alloy Upgrade, 34,000 Miles **£74,950**
91 RR Corniche III Conv. Bordeux/Magnolia, Black Mohair, Hood, 18,000 Miles **£64,950**
New R'Rover 4.6 Vogue Auto Oslo Blue, Lightstone Hide, Sat Nav, 18" Alloys, Saving **£45,950**
01 R'Rover 4.6 Vogue Icelandic Blue, Lightstone, Sat Nav, Side Steps, 6,000 miles **£39,950**
00 TVR Tuscan 4.0 Six Speed Viper Blue, Magnolia, CD, 18" Alloys, 3,000 Miles **£34,950**
70 Morris Minor Traveller Ivory, Black Fully Restored, Exceptional **£7,950**

WILLIAM LOUGHRAN LIMITED

William Loughran

THE HAWTHORNES, GILL LANE,
WALMER BRIDGE, PRESTON, PR4 5QN.
TEL (01772) 613114. FAX (01772) 615104
E-MAIL sales@williamloughran.co.uk
www.williamloughran.co.uk

J.D Classics®

THE PREMIER DEALER FOR CLASSIC JAGUARS

Office: (01245) 400060 *Facsimile:* (01245) 400330 *Mobile:* (07850) 966005





CURRENT STOCK LIST

JAGUAR COMPETITION CARS, Please call for current stock of genuine competition cars.

SS100 2½ LITRE – Dark Blue/Red hide and carpets, Dark Blue wire wheels, matching numbers and original colour specification. Restored by J.D. Classics, beautiful throughout.

JAGUAR XK 140 DROPHEAD, RHD – British Racing Green/Black hide and carpets, Black hood, full matching number original right hand drive car, subject of a total chassis off restoration 8 years ago to excellent standards, now nicely mellowed, fine example.

JAGUAR XK 140 ROADSTER RHD – Pastel Blue/Blue hide and carpets, 16" chromed wire wheels, 4 wheel disc brake conversion with Servo, subject of a total chassis off restoration to a high standard, an excellent useable example.

JAGUAR XK 150 'S' 3.8 LITRE ROADSTER, RHD. – Black/Red hide and carpets, 16" chromed wire wheels, original right hand drive, total chassis-off restoration 10 years ago to a very good standard, nicely mellowed useable car. The rarest of all XK Jaguars.

JAGUAR XK 150 'S' 3.4 LITRE ROADSTER, RHD. – Dark Blue/Grey hide and Dark Blue carpets, 16" chromed wire wheels, matching numbers, subject of a total chassis off restoration 5 years ago to a very high standard, many updates. Stunning.

JAGUAR XK 150 'S' 3.4 LITRE ROADSTER, RHD. Red/Black hide and carpets, 16" chromed wire wheels, subject of a total chassis off restoration to the highest standards original colour specification, rare example in excellent condition.

J.D. SPORT XK 150 ROADSTER, RHD. – Dark Blue/Grey hide and Dark Blue carpets, Dark Blue hood. 16" chromed wire wheels, J.D. Sport fast road engine, 5 speed J.D. Sport gearbox, J.D. Sport suspension, J.D. Sport exhaust system, J.D. Sport seats and milled stainless steel dashboard, rack and pinion power steering with alternator plus lots more. Please call for more information on this unique car.

JAGUAR XK 150 'S' 3.8 LITRE DROPHEAD, RHD – British Racing Green/Green hide and carpets. 16" chromed wire wheels, subject of a total concours restoration by J.D. Classics, full matching numbers, original right hand drive. Excellent attention to detail.

JAGUAR XK 150 'S' 3.8 LITRE FIXED HEAD COUPÉ, RHD. – Racing Green/Beige hide and carpets, 16" chromed wire wheels, full matching numbers and original colour specification, subject of a total chassis off restoration 12 years ago, now nicely mellowed, superb example of this very rare car.

JAGUAR E-TYPE SERIES 1 4.2 LITRE FIXED HEAD COUPÉ, COOMBS MODIFIED. – A one off original car modified by Coombs Garage when new with very special history. Totally unique.

JAGUAR E-TYPE SERIES 3 V12 2+2 MANUAL. Opalescent silver/grey hide piped blue, dark blue carpets, chromed wire wheels, JD Sport engine, Weber carburettors, hand made stainless steel exhaust manifold and system, JD detailed engine bay, etc. Stunning example.

JAGUAR E-TYPE SERIES III V12 2+2 MANUAL. Red/beige hide and carpets, chromed wire wheels, subject of a major restoration 2 years ago, recently fitted with JD Sport Brakes and ignition system. Excellent example.

THE J.D. SPORT MARK II SALOON, XK 140 AND XK 150 – Developed over 10 years, and hand-built by J.D. Classics for modern motoring, with a little old-fashioned excitement! Colour specification to your choice, J.D. Classics sports front seats, complete leather interior, including door panels, parcel shelf etc., inertia reel belts to front and rear, our own unique walnut veneered centre dash to match your choice of woodwork, CD/music etc. to your choice. Highest specification, completely rebuilt sports engine, choice of either 3.4 or 3.8 litre, 4.2 litre fuel injection or our latest XJR V.8 Supercharge. 3.4 to 4.2 litre engines are gas flowed, lightened and balanced, unleaded fuel head, electronic ignition, fast road camshafts. 2" stainless steel manifolds and exhaust system, catalytic converter, rack and pinion power steering, remote adjustable sports suspension, competition wire wheels, sports braking system, VR tires, choice of gearbox, air-conditioning, etc. Our work is carried out to an impeccable finish, and we will build to your individual specification if you wish. The world is blessed with 'look-alike', efficient, luxury vehicles. But are you excited? Boredom can be very expensive! The "J.D. Sport" is exclusive. It is a car that will express your taste, and your individuality. You may even get excited, again...!

J.D. SPORT MK II SALOON SUPERCHARGE V8 4.0 LITRE 5 SPEED AUTOMATIC. Opalescent Dark Green/Beige hide and carpets, competition chromed wire wheels, full XJR drivetrain including independent rear suspension, switchable sport gearbox, air conditioning, electric seats, full leather interior, ABS brakes, traction control, etc., etc. Please call for full details.

JAGUAR MK II 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE. Opalescent Silver/Red hide and carpets, competition chromed wire wheels, subject of a total restoration 4 years ago. Recent J.D. Sport updates include, rack and pinion power steering with alternator, suspension to latest specification, handmade stainless steel exhaust manifold and exhaust system, J.D. Sport front seats, modern stereo system with remote control, alloy radiator etc. STUNNING EXAMPLE.

JAGUAR MARK II 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Blue/Red hide and carpets, chromed wire wheels, subject of a total restoration, updates include rack and pinion power steering with alternator, air conditioning, modern stereo etc. Excellent example.

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Dark Green/Beige hide and carpets. Competition chromed wire wheels, J.D. Sport seats, J.D. Sport fast road engine, J.D. Sport stainless steel exhaust system and suspension, louvred bonnet, J.D. Sport braking system, modern stereo system, etc. Restored by ourselves 7 years ago. STUNNING.

JAGUAR MARK I 3.4 LITRE SALOON SPECIAL EQUIPMENT – Cotswold Blue/Grey hide and carpets, colour coded wire wheels, manual with overdrive, matching numbers, restored by ourselves for our director 5 years ago, purchased by a client 12 months ago who commissioned us to fit J.D. Sport power steering, winner of numerous concours awards, many subtle modifications. Probably the most highly detailed Mark I Saloon you are likely to see. Unique and very traditional.

WE ARE THE PREMIER DEALER FOR CLASSIC JAGUARS. WE HAVE FULL SERVICING AND RESTORATION FACILITIES TO THE HIGHEST STANDARDS.

CORRECT CARS WANTED:

We urgently require for stock, more Classic Jaguars of the highest quality, particularly 'E' Types and XKs. If you own a superb Jaguar, and are thinking about selling, please contact us with an accurate description of your vehicle.

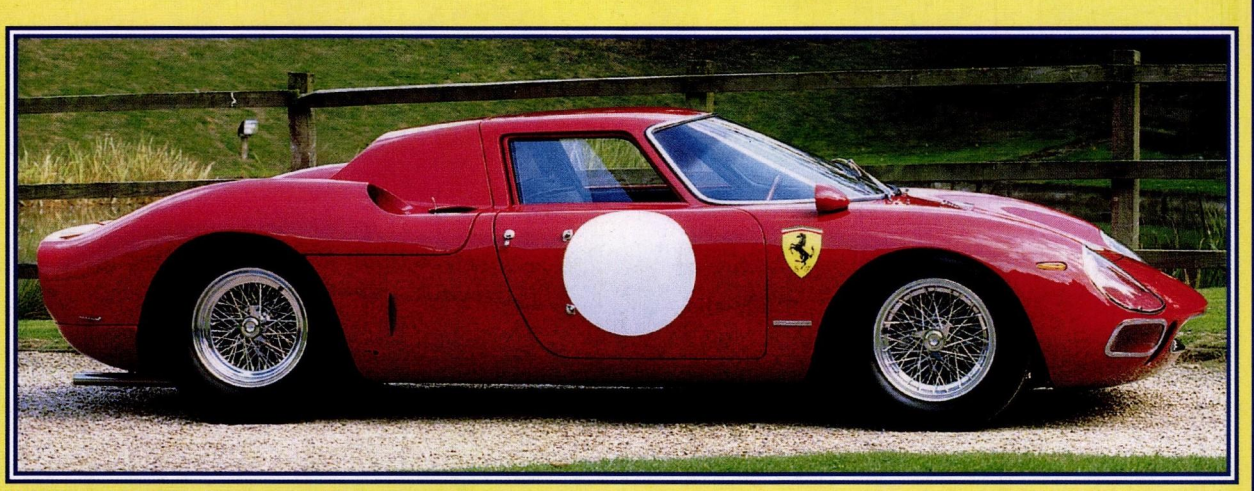
IF THE CAR YOU ARE LOOKING FOR IS NOT LISTED ABOVE, PLEASE TALK TO US ABOUT IT. WE ARE HAPPY TO DISCUSS EVERY ASPECT OF CLASSIC CAR OWNERSHIP INCLUDING CLASSIC CAR FINANCE, AND TO GIVE YOU OUR BEST ADVICE.

WEB SITE: www.jdclassics.co.uk
Email: j.d.classics@virgin.net
OFFICE: (01245) 400060 FACSIMILE: (01245) 400330
MOBILE NUMBER: (07850) 966005

J.D Classics®

UNITS 1-10 MORELAND INDUSTRIAL ESTATE, OLD BARN LANE, RETTENDON, CHELMSFORD, ESSEX CM3 8HA U.K.

DUNCAN HAMILTON
& CO., LTD.



1964 Ferrari 250 LM, Chassis no. 6023. Surely one of the most beautiful and sophisticated sports racing Ferraris ever built. C/n. 6023 is an ex-Ecurie Francorchamps Team car, with an admirable and highly successful race history, including a number of famous victories. This car is in stunning and fully restored condition. Available immediately **£POA**



1951 Ferrari 212 Export Berlinetta Le Mans by Touring, Chassis no. 0112E. A very rare and unique Ferrari. Engine size increased by factory to 225 in 1953, prior to competing in the Mille Miglia of the same year and again in 1955. Immensely fast and eligible for every rally, a true investment **POA**



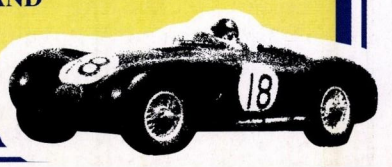
1974 Ferrari Daytona Spyder by Autokraft. RHD. Finished in black with tan trim. A magnificent example with a full known history, 26,100 miles only. Outstanding value. **£97,500.**



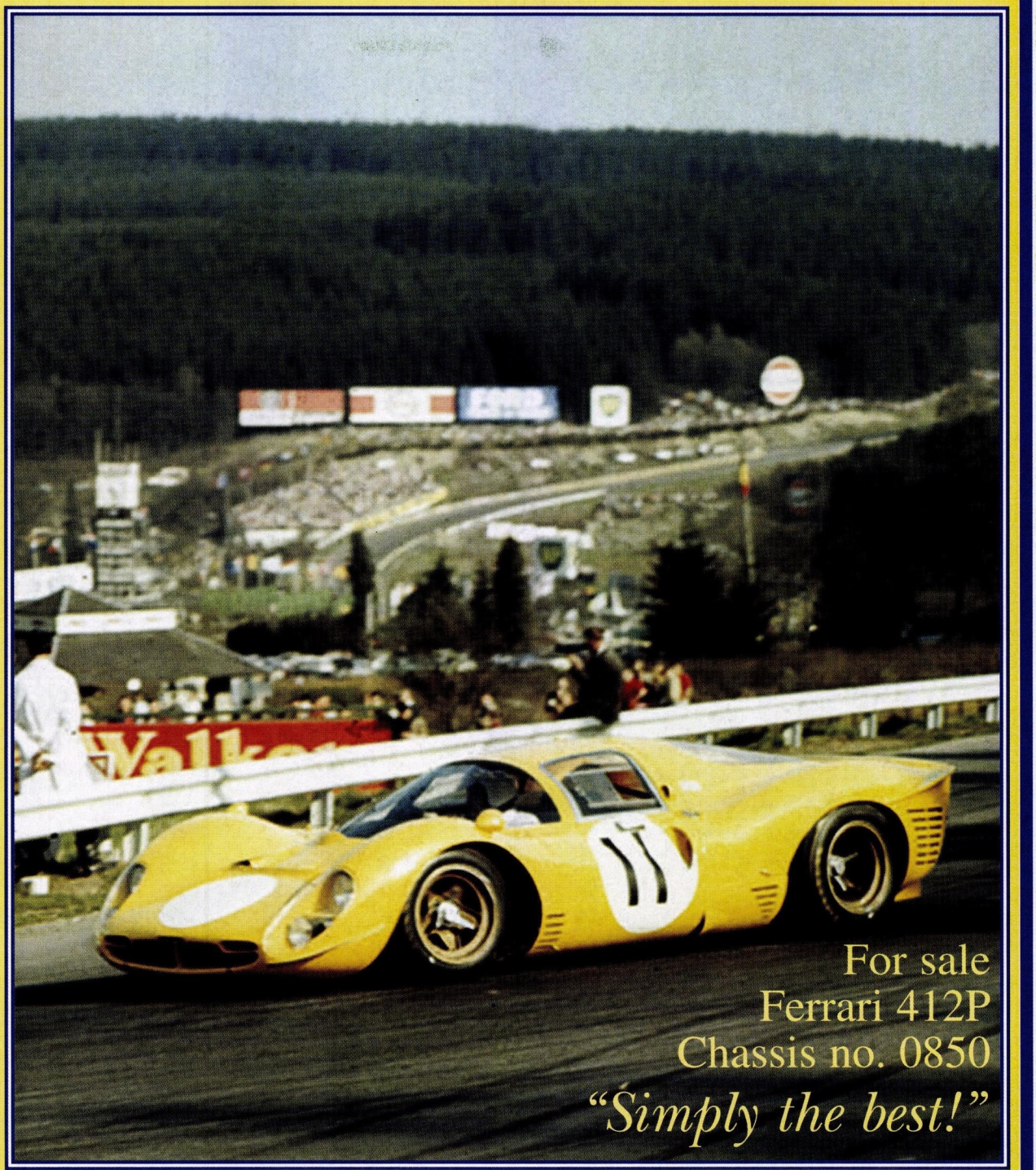
1960 Ferrari 250 SWB Chassis No: 2129GT. Finished in silver with original burgundy trim.This is without doubt one of the finest and most important 250SWB's in the world.Winner of the 1960 Tour de France driven by Mairesse / Berger and second overall 1960 1000kms de Montlhery, driven by Mairesse and Von Trips, plus many other notable successes. Fully restored and available immediately. **POA.**

For further information on any of the above outstanding cars please call: Adrian J. Hamilton
P.O. BOX 222 • HOOK • HANTS • RG27 9YZ • ENGLAND
Telephone: 01256 765000 Fax: 01256 766000
E Mail: sales@duncanhamilton.com
www.duncanhamilton.com

1948 50 1998
Our first fifty years

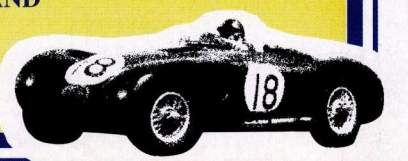


DUNCAN HAMILTON
& CO., LTD.



For further information on the above outstanding car please call: Adrian J. Hamilton
P.O. BOX 222 • HOOK • HANTS • RG27 9YZ • ENGLAND
Telephone: 01256 765000 Fax: 01256 766000
E Mail: sales@duncanhamilton.com
www.duncanhamilton.com

1948 50 1998
Our first fifty years

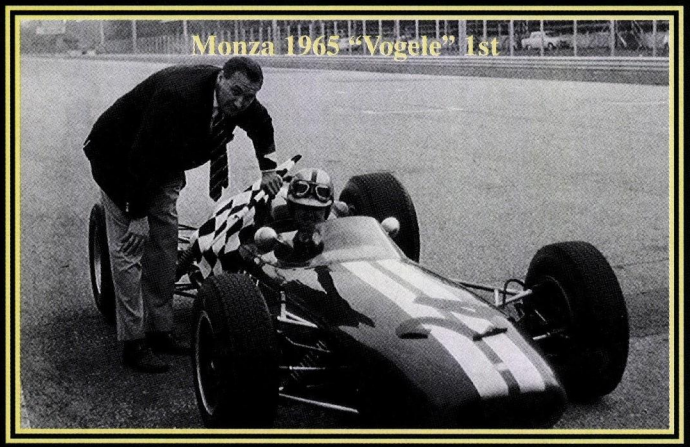


OAKFIELDS

www.
oakfields.com

Established 26 yrs

Brabham BT11A. Chassis No IC-1-64

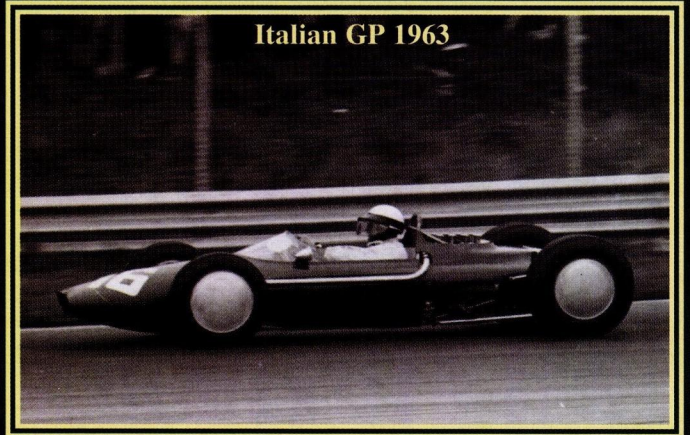

Monza 1965 "Vogele" 1st



Brands Hatch 2001 "Hall" 1st

This rare 1964 intercontinental/Tasman model Brabham. Originally purchased from Brabham by C. Vogele of Switzerland has continuous history and period results. Powered by a Coventry Climax FPF 2.5 litre engine, with a Hewland HD5 gearbox. It was professionally restored during 2000/2001 by Brabham experts Retro Track and Air UK (Dursley UK) and is correct in every detail. Finished in original Swiss National colours.
This car is the most competitive Brabham in pre 1966 racing having won the inaugural 2001 HGPCA meeting at Brands Hatch on April 22nd in the hands of Rob Hall. The car is complete with all documentation including its FIA papers and is ready to race and win.

ATS Tipo 100 G.P. Chassis No ATS/001


Italian GP 1963



Brands Hatch H.G.P.C.A. 2001

ATS (Automobile Tourismo & Sport) Italy. 1963 multicyclinder Grand Prix car designed and built by Carlo Chiti and ex Ferrari team. Powered by ATS 1.5 litre V8 4 Cam engine with 6 speed Colotti gearbox. Total restoration in 2000 by Andy Wolfe with engine by Hall and Hall.
One of the most interesting and competitive pre 1966 1.5 litre Grand Prix cars racing with a complete history fully documented with FIA papers.
Spares and support packages available.

Please call for prices, full details or pictures.

Tel 0044 (0) 1256 760256
Fax 0044 (0) 1256 762415
E-mail sales@oakfields.com
Visit our website www.oakfields.com

New and used
Right & left hand drive
Prestige, Sports, Racing &
Classic cars.
International import and export
Tax free sales available.

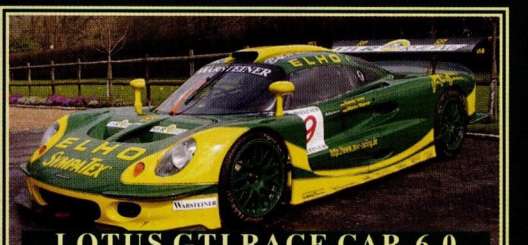
OAKFIELDS

www.
oakfields.com

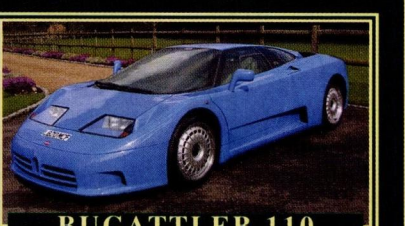
Established 26 yrs



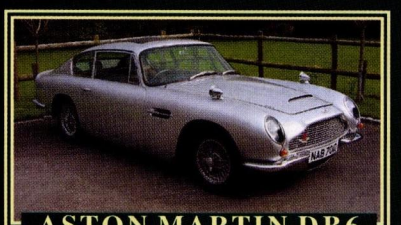
1926 FIAT TIPO



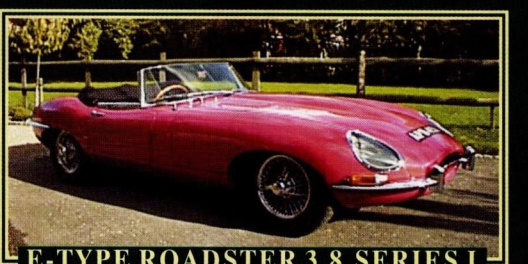
LOTUS GTI RACE CAR 6.0



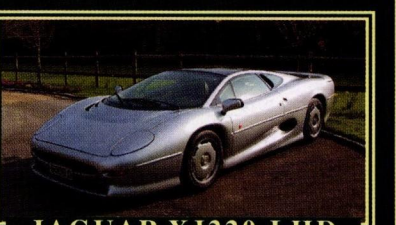
BUGATTI EB 110



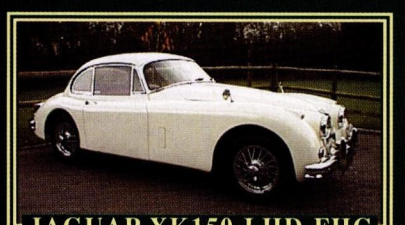
ASTON MARTIN DB6



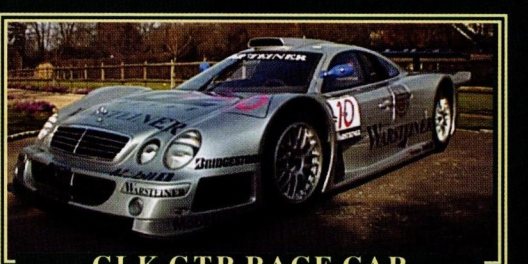
E-TYPE ROADSTER 3.8 SERIES I



JAGUAR XJ220 LHD



JAGUAR XK150 LHD FHC



CLK GTR RACE CAR



BMW M3 BTCC RACE CAR

Racing & Classic

BMW M3 BTCC RACE CAR 1990 Motorsport shell, 6 speed Prodrive box, Grp A wide track 2.0 ltr spec with 2.3 engine, pictures available on request ..... POA

LOTUS GTI RACE CAR. One of the original seven built, this being one of the three 6.0 ltr cars ..... POA

MERCEDES BENZ 630K. Seven litre 6 cylinder, 1929, important race car details ..... POA

JAGUAR E TYPE FIA GT RACE CAR. 1963 details available on request ..... POA

JAGUAR E TYPE SERIES 1 MANUAL 3.8 ROADSTER. Red with black hood and leather trim, full nut and bolt restoration by Mill Lane Engineering in 1988, documented pictures/invoices, total cost £84,000 ..... £49,950

JAGUAR XJ220. 1993, LHD, silver, 3,000 kms, recently serviced fully documented. Also available delivery mileage silver car ..... POA

BUGATTI EB110. 1994L in Racing blue, 3,000 kms, two owners, FSH ..... POA

FORMULA ONE RACE TRANSPORTER/WORKSHOP Ex-Leighton House March unit. Fully equipped interior, air ride suspension, suitable for GT or single seater ..... POA

JAGUAR XJR15 RACE CAR, finished in blue ..... POA

ASTON MARTIN DB6. Good wood green with beige trim, manual, restored, available June ..... POA

ASTON MARTIN DB6. Olive green with beige trim, manual, restored 22,000 miles, documented ownership ... POA

BENTLEY MK VI 4½ LITRE DROPHEAD FOURSOME COUPE by Park Ward, 1951. Navy over ivory, new hood .. £39,950

JAGUAR XK150 LHD. 1960. Old English white with burgundy interior, beautiful original condition, chrome wires .. £27,995

FORD ESCORT 1968 MKI. Narrow body, twin cam, ex-Ford Motor Co works car, registration AHK 935F with FIA papers £17,950

FIAT TIPO 509 4 SEATER TOURER. 1925 20hp four cylinder, dark blue, original, last owner 25 years £15,950

JAGUAR E-TYPE SI 4.2 FHC. Manual, burgundy, ideal project £14,950

MINI COOPER 997. 1962, almond green/old English white roof, Heritage certificate, very good original condition . £6,950

MORRIS MINOR SERIES 1, split screen in dove grey with burgundy trim, fully restored to original spec ... £6,950

Sports & Prestige

FERRARI 550 MARANELLO. Yr 2000 UK RHD, Tour de France blue with Crema, as new, only 780 miles, full options POA

PORSCHE 996 GT2. New LHD, available August 2001, silver with anthracite leather ..... POA

VW BEETLE RSI. New, available May 2001, silver with anthracite, full options ..... POA

RENAULT CLIO V6. LHD, choice of colours, available October 2001 ..... POA

MERCEDES AMG C32. 4dr Saloon, available September, saving ..... POA

FERRARI 348 SPIDER 1994M red with crema FSH 12000 mls documented ownership £49,950

MERCEDES CLK 430 CABRIO. 2001, silver with blue, 3,000 miles £45,000

MERCEDES ML 270 CDI auto new silver with anthracite trim family pack esr, 17" alloys, UK list £33,470 in stock £32,950

BMW M5. LHD, 1999S, graphic grey with tan leather trim, very high specification, 26,000 kms, FSH, one owner .. £37,450

AUDI TT ROADSTER. Silver with black leather, Bose CD, UK list £30,175, stock £27,500

MERCEDES SLK 230 KOMPRESSOR. 1998S, silver with black leather trim, only 5,000 miles, one lady owner, FSH £27,950

MERCEDES SL300 24v. 1993L, blue black with cream leather air cond, rear seat, 8 hole alloys, 65,000 miles, FSH £22,950

VOLKSWAGEN GOLF V6 4motion, 5dr, new silver or black high specs from £19,950 ..... £19,950

VOLKSWAGEN GOLF V5 5dr, new indigo blue high spec in stock from £18,750

RS500 COSWORTH SIERRA. 1987. 1 of 400 cars built in black with grey trim, only 27,000 miles, warranted with documented service history, one owner, all original £16,950

RENAULT CABRIOLET'S, 2.0 SPORT ALIZE and 1.6 16v SPORT Silver or blue with power hoods, save £5,000 from ... £12,950

AUSTIN MINI COOPER S MKIII. Old English white with black roof, fully restored with pictures and documents .£8,450

MINI BALMORAL 1.3i LTD EDITION. LHD, 1995, British racing green metallic with Tartan trim, full sun roof and alloys £6,950

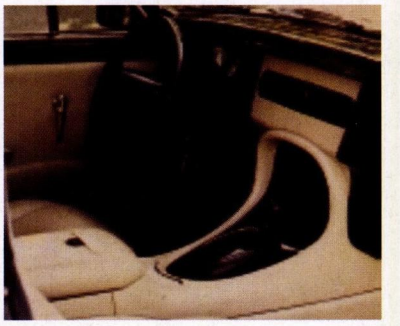
MINI COOPER 1275. LHD. Metallic green with beige leather, Minilite alloys £4,450

New and used
Right & left hand drive
Prestige, Sports, Racing &
Classic cars.
International import and export
Tax free sales available.

Tel 0044 (0) 1256 760256
Fax 0044 (0) 1256 762415
E-mail sales@oakfields.com
Visit our website www.oakfields.com

The ultimate Mk2 a reality







A limited number of the worlds first (and fastest) genuine supercharged V8 Jaguar Mk2's now built to order

Dr. Greg Beacham, Managing director of the world renown Beacham Independent Jaguar Specialists in New Zealand, gave the following address at the recent launch of what is believed to be the worlds first, and certainly most lovingly re-created 1961 Jaguar Mk 2 utilising the latest, state-of-the-art, power, handling and creature comfort technology.

"I have spent the last 10 years chasing my dream to produce the best Mk 2 Jaguar yet... we have named it the BJR V8 Supercharged MK 2. Many ideas have evolved and been put into production. But it is only in the last 2 years that the ultimate potential of the Mk 2 has been reachable.

Sir William Lyons and Jaguar gave us the most elegant looking saloon ever built in the MK 2, forty one years ago. Jaguar cars, in the last 3 years has produced one of the world's best engines in the Supercharged V8. After 18 months of planning and development, Beacham Cars has the honour of combining the two to produce what must surely be the most elegant, compact, exciting and unique car of the last 4 decades. We have been able to retain the classical elegance with the very best of modern motoring. Our BJR V8 Supercharged MK 2 now becomes one of the fastest saloon cars in the world, with braking and safety systems of the millennium.

In achieving this, the dream has become reality, with such an opportunity only perhaps occurring once in a lifetime. But remember that any work of art needs not only quality, but dedication, passion and an unswerving vision by all the staff at Beachams.

The BJR V8 Supercharged MK 2 will be produced in limited numbers. I invite you to be part of our dream and achievements and join the exclusive group of people around the world who share the Beacham ideals and vision." Dr Beacham ended his address by adding "I feel sure that Sir William Lyons would have given his'thumbs up' to the BJR V8 supercharged MK 2."

Super specs provide the best of both worlds

The BJR V8 Supercharged MK 2 is a fine blend of old and new and boasts a specifications list that ensures the driver the ultimate in modern motoring luxury.

The BJR journey begins with a carefully selected then totally stripped and rebuilt Jaguar Mk 2 body shell. Power is provided by the current Jaguar 4.0 litre V8 Supercharged engine developing 370 BHP (280kw) & 397 lb ft of torque @ 3000rpm with full catalytic converters used. Power is transmitted through the Jaguar 5 speed electronic transmission with "J-gate" gear selector and switchable sports/normal modes.



Original front suspension is used and up-rated with heavy duty coil springs, Koni adjustable shock absorbers, heavy duty anti-roll bar and nolathane bushes. XJ8 independent rear suspension is utilised, fitted with Koni coil over springs and shock absorbers and heavy duty anti-roll bar.

Brakes are vented discs all round with 4 pot callipers fitted to the front. ABS with full Electronic Traction Control is standard as is Jaguar Series Three rack and pinion power steering. Tyres are Pirelli 215 /60 -15 P6000 "W-Rated" tyres fitted all round on competition wires.

The interior is simply exotic. Check these out: Electric 8 way adjustable front seats (heated front and rear), including electric headrests and lumbar support adjustment. Front/rear seats and centre console are from the latest Daimler Super V8.

Steering column is fully electrically adjustable for both rack & reach and three storeable memory seating position settings are included for both the drivers seat and steering column. Electric door mirrors and electric windows with one touch operation. Electric sunroof and combined heater and air-conditioning system. Cup holders and picnic tables add a nice touch too.

Stereo system is dynamite with RDS six stack boot mounted CD unit output through 8 speakers. A fully integrated 'hands free' digital phone system is sensible as is the steering wheel mounted controls for radio, phone and cruise control operation.

The dream continues with electrochromatic auto dipping rear vision mirror, automatic switching on of lights, central locking with keyless entry, full Jaguar security system, and alarm. Heated rear screen, colour coded retractable seat belts to front and rear and trip computer all topped off by the full XJ8 instrument pack with message display centre.

And, of course, safety is paramount with driver, passenger and side airbags.

Beacham's web site proves a winner too!

Judging by the volume of visitors to the Beacham Cars web site, it is *the* place for full details on their expansive restoration and car building business including the new BJR V8 Supercharged Mk 2.

www.beacham-jaguar.co.nz

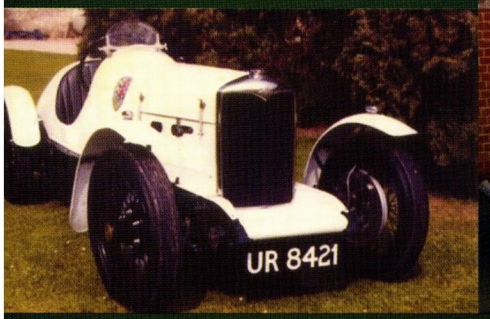
Beacham Cars, PO Box 8533 Havelock North, New Zealand. Telephone +64 6 877 2265. Facsimile +64 6 879 6520. Email: beacham@ramhb.co.nz

BEACHAM CARS
NEW ZEALAND

ADVERTISEMENT FEATURE

Cheffins









AUCTION OF CLASSIC AND VINTAGE CARS, MOTORCYCLES AND AUTOMOBILIA

Saturday 23rd June 2001

Shuttleworth House, Old Warden, Biggleswade, Bedfordshire

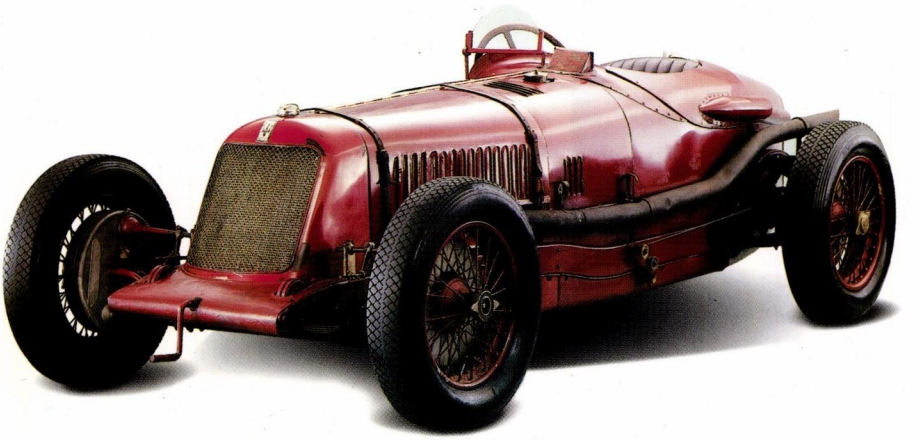
For further information, or to consign a car or motorcycle into this, or any of our forthcoming sales, please contact Julian Shoolheifer, Damian Jones or William King, 49-53 Regent Street, Cambridge, CB2 1AF.

Telephone: 01223 358731 www.cheffins.co.uk

Entries already consigned include the superb ex-London Motor Show 1959 Bristol 406 Zagato, one of only six examples built, Estimate £45,000-50,000 (top), 1930 Riley Nine/Twelve Special, Estimate £8,000-10,000 (lower left), 1930 Rolls-Royce 20/25hp drop-head, Estimate £18,000-22,000 (lower right) and 1983 Morgan 4/4 two-seater, Estimate £8,000-10,000 (lower centre).

PEBBLE BEACH

CHRISTIE'S
INTERNATIONAL MOTOR CARS



1928 Maserati Tipo 26 B/M 8C 2800 Grand Prix Two Seater Racing Car
Sold: $1,656,000, Pebble Beach 20 August 2000
World Record for a Pre-War Maserati

We are currently accepting consignments for our forthcoming auction

Exceptional Motor Cars

At the Pebble Beach Equestrian Center
19 August 2001

Last year at Pebble Beach our sale was 88% sold and totaled over $26 million.



1960 Maserati Tipo 60 Birdcage 2-Seater Sports Racing Car
Sold: $2,051,696, London 26 March 2001
World Record for a Maserati Birdcage • World Record for a Maserati at Auction

If you are considering the sale of an exceptional car, please contact:

NEW YORK	BEVERLY HILLS	LONDON	BRUSSELS
Miles Morris	Malcolm Welford	Rupert Banner	Philip Kantor
Tel: 212 636 2277	Tel: 310 385 2699	Tel: 44 (0)20 7389 2851	Tel:32 (0)476 879 471
Fax: 203 341 9849	Fax: 310 385 5875	Fax: 44 (0)20 7627 8917	Fax:32 (0)2 513 3279

www.christies.com