MAY 1989 FOUNDED IN 1924 PRICE £1.20

MOTOR SPORT



ISSN 0027-2019
05
9 770027 201001

BRAZIL: Mansell's Easter delight

SUZUKA: Japan's early warning

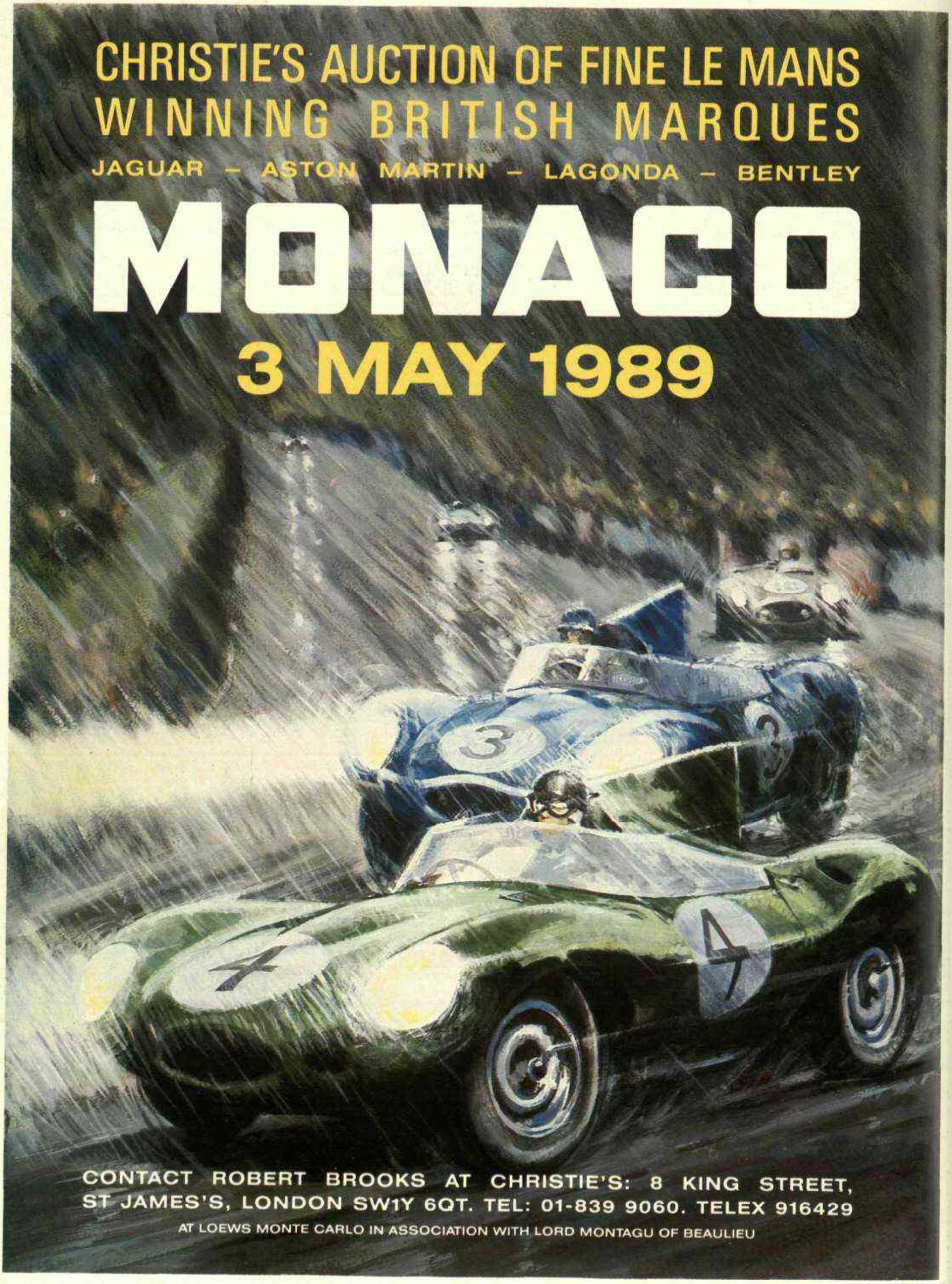
GT-FOUR: Toyota's integrale

CHRISTIE'S AUCTION OF FINE LE MANS
WINNING BRITISH MARQUES

JAGUAR – ASTON MARTIN – LAGONDA – BENTLEY

MONACO

3 MAY 1989



CONTACT ROBERT BROOKS AT CHRISTIE'S: 8 KING STREET,
ST JAMES'S, LONDON SW1Y 6QT. TEL: 01-839 9060. TELEX 916429

AT LOEWS MONTE CARLO IN ASSOCIATION WITH LORD MONTAGU OF BEAULIEU

MOTOR SPORT

The Magazine that gave its name to The Sport

©Motor Sport Magazine Limited, Standard House, Bonhill Street, London EC2A 4DA. The June issue will be published on May 26.
Incorporating Speed and The Brooklands Gazette. **Editor: William Boddy.** Telephone 01-628 4741. Telex 888602 MONEWS G. Fax 01-638 8497.
USA Agent Eric Waiter Associates, Box 188, Berkeley Hts, NJ 07922. Second class postage paid, Berkeley Hts, NJ. Postmaster please send address changes to Eric Waiter Assoc, Box 188, Berkeley Hts, NJ 07922.

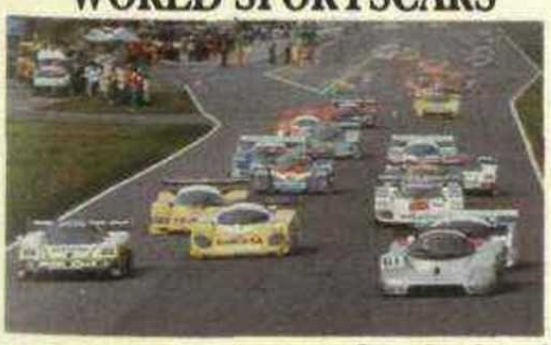
Vol. LXV No.5 **May 1989**

CONTENTS

426
MATTERS OF MOMENT
Amongst the many anomalies of today's motor industry, respecting Press embargoes seems to have gone out of fashion.

428
AROUND AND ABOUT
New Formula One cars emerge after Rio, news of Philippe Streiff's injuries and former Le Mans team-manager John Wyer dies.

430
FORMULA ONE
Brazil throws up a surprise winner, but proves that the banning of turbocharging does not mean universal equality.

440
WORLD SPORTSCARS

Jaguar comes a cropper at Suzuka, brushed aside by the reborn "Silver Arrows".

444
COTTON ON . . .
With international sports-car racing now geared to events of 480km, where will Le Mans find fifty eligible and worthy cars?

446
NATIONAL RACING
Early-season results and pictures from Formula Three and saloon racing.

447
UNDER SCRUTINY
Three Japanese manufacturers are now taking the WSC very seriously, and all have set up shop in Britain.

452
NEW CARS
A respected name resurfaces: is the Healey Silverstone replica or reincarnation? And is there such a thing as a four-door Countach?

458
PEUGEOT 205 Mi-16
Not a new factory model, but the name Richard Longman gives to his tuned transplant.

462
LETTER TO READERS
We all make mistakes, although some are more deliberate than others . . .

463
RALLY REVIEW

Even in the face of the sternest challenge, in the wilds of East Africa, Lancia and Biasion go marching on.

FRONT COVER
Nigel Mansell became an Italian national hero after just one race for Ferrari, storming to victory in Rio de Janeiro when few people, including himself, expected the 640 to run trouble-free.
Brazilian Grand Prix, page 430

NEXT MONTH
The principalities of San Marino and Monaco host their Grands Prix, while we look forward to Le Mans and the reappearance there of Aston Martin.

468
BOOK REVIEWS
Definitive racing histories from Sunbeam (in print) to Scalextric (on video).

471
VSCC SILVERSTONE

The sun comes out for the opening meeting of the Vintage racing year.

472
TOYOTA CELICA GT-FOUR

Barely altered externally, the competent 2WD Coupé now puts extra power through all four wheels.

475
VETERAN TO CLASSIC
Rarities at the Welsh Trial, recollections of the Excelsior and chat with Mr MG.

481
LETTERS
A boost for unblown sports-cars in pre-war racing, mystery in Scotland, and a new twist on Isadora Duncan.

MATTERS OF MOMENT

Modern Anomalies!

In the beginning, motor racing at manufacturer-level was a fairly serious business, undertaken for research purposes, or publicity, or a blend of both. It seemed to work, at a fraction of the cost of running today's Formula One teams. But in recent times racing has become far more of a public spectacle, the drivers sometimes more publicised than their cars, with "funnies" such as dragsters and trucks joining in.

We have nothing against the art of dragstership, except when it involves comic cut-about once-staid saloons whose proper place is classic-car events. Truck races are very high in the spectator popularity stakes, and good luck to them; but do they teach commercial-vehicle makers useful lessons, or increase their sales? Remember that for a long time truck and bus chassis used to set technical examples to their private car counterparts, pioneering blown two-stroke engines, multi-ratio gearboxes, sophisticated power-brakes, and so on.

Another contemporary anomaly is the speed with which the oil barons reduced the tax benefit Chancellor Lawson gave to users of unleaded fuel; it should be remembered too that great progress has been made in the performance, smoothness and economy of compression ignition engines, like the 53 mpg £7211 Citroën AX Diesel.

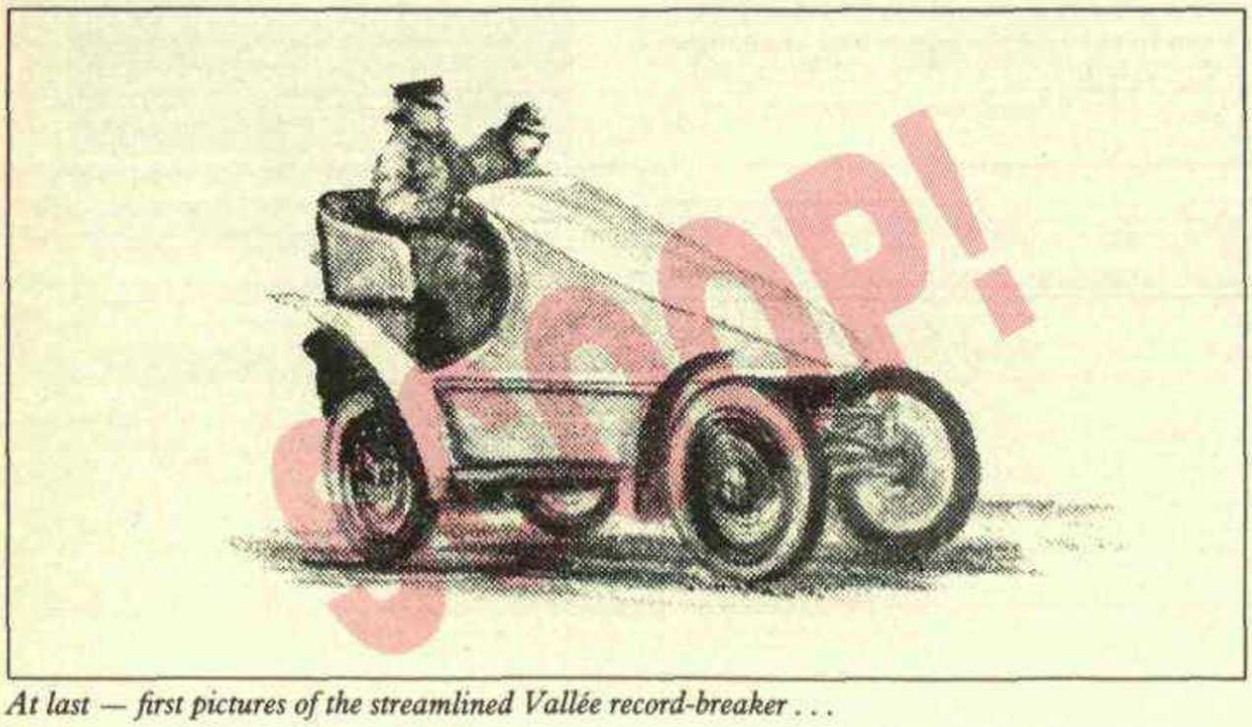
A growing trend is that of publishing information about forthcoming cars which are anything from six months to two years away from the market-place. Even "*Automotor*" has adopted this ploy, which was once the preserve of audacious foreign journals photographing secret models scarcely weaned by their designers. How old-fashioned it now seems for MOTOR SPORT to scrupulously observe Press embargoes and turn a blind camera on hush-hush cars!

A further anomaly is the RAC's obsession with the noise made by racing cars, a problem which has been with us since Brooklands opened in 1907, if not before. Quiet racing cars would be as distasteful to many people as a muted symphony orchestra! Aeroplanes rend the peace most of the time for those who live close to airports, so why pick on cars which are unleashed at sprint venues on only a few days in the year? A reprieve has been granted, but only for some racing cars, which questions the need for such restrictions in the first place.

Another odd development has been an increasing desire among one-make clubs to appear at classic car shows with elaborate stands, specially-prepared exhibits and plenty of publicity. Such clubs were originally formed out of mutual respect for favoured makes, and the need to pool data and spares; they used to be contented, self-contained organisations. Can their present exhibitionism be explained by enhanced one-make pride, a need for more members, or just chauvinistic competitiveness in this tediously commercial age? If the latter, surely it is time that profit-making shows financed club stands? But hands-up all those clubs which manage to exist happily without supporting these events . . .

Finally, we live with safety and self-preservation ever in mind. Jackie Stewart was criticised for introducing the safety-first attitude to motor-racing, but would the sport have survived otherwise? On the road, wearing rear seat-belts has been strongly recommended for young children, yet mums still cycle with tiny-tots perched high on bicycle carriers.

If Esther Rantzen takes up this anomaly, let's hope she acknowledges MOTOR SPORT!



At last — first pictures of the streamlined Vallée record-breaker . . .

Club News

Application forms to drive or spectate at Goodwood's remaining 1989 Supercar Club Testdays on May 29 or August 19 can be obtained by sending an sae to Supercar Testday, 44 Sussex Road, Haywards Heath, West Sussex RH16 4ED. These meetings are organised to enable members of the public to test their cars at speeds not permitted on the roads.

Venue this year for the Standard/Triumph International Rally is the Dutch village of Renesse, where a touring trip and concours will take place on May 27-28. For information and reservations write to VVV Renesse, PO Box 41, NL-4325 ZG Renesse, Netherlands.

A Chiltern Section of the Bristol Owners' Club has been founded by Alan Pritchard (telephone 0727-59144), and will meet monthly at Ashton Green in Hertfordshire.

The small but enthusiastic Trojan Owners Club plans a rally in Gloucestershire on July 9. A recent issue of its magazine reminds us that Trojan 7 cwt vans were used not only by Brooke Bond but also by J Lyons & Co and London Transport.

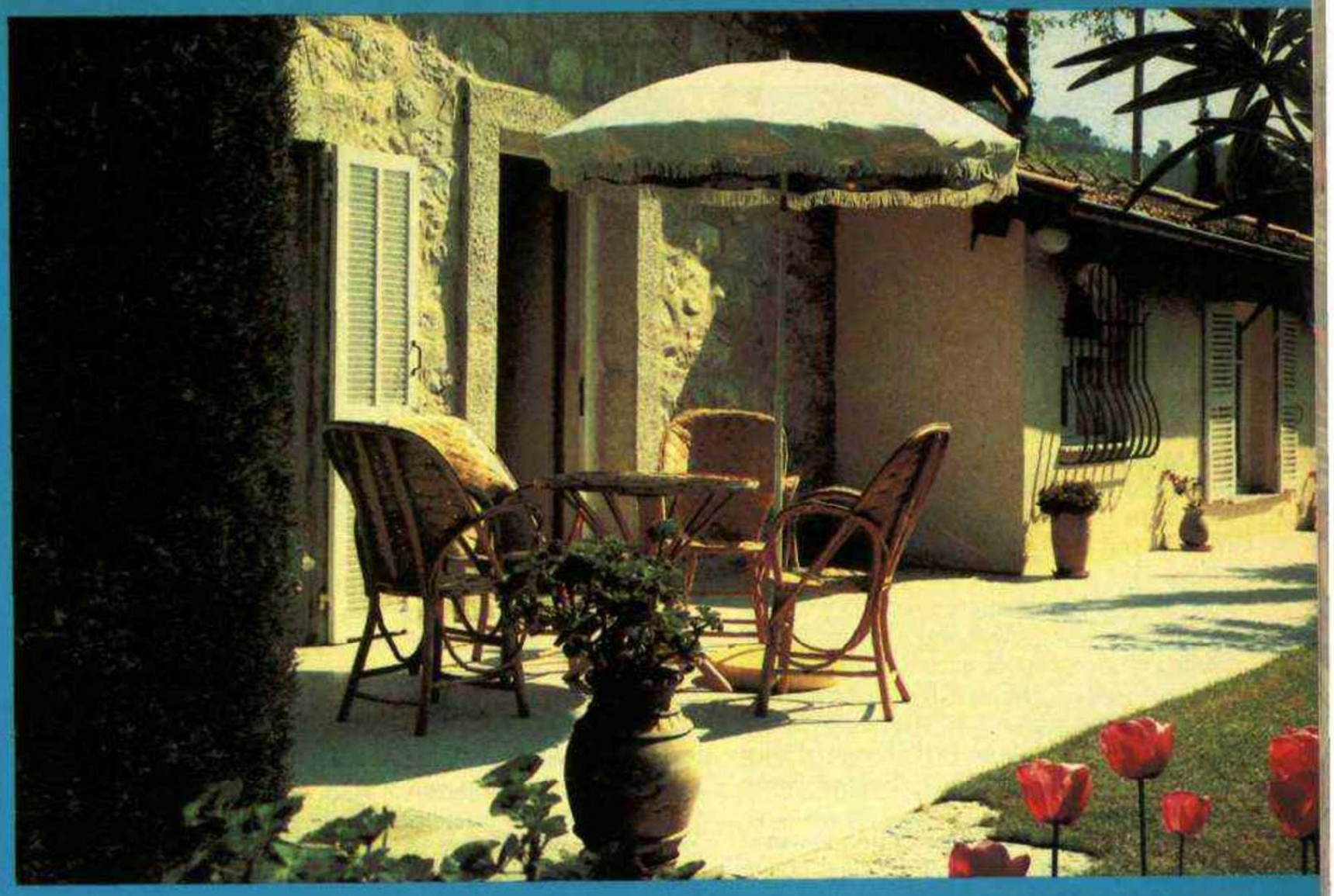
Citroën Traction Owners Club's Annual Rally is based at Stratford-upon-Avon racecourse on May 26-28, and is also open to earlier models and to the public. On June 16-19 members will be touring southern England from a base in Whitchurch, Hampshire.

Fairthorpe Sports Car Club is celebrating "40 Years of Turners" with a gathering at the Gwernvale Manor Hotel at Crickhowell in Powys on July 2 which will be attended by Jack Turner himself as well as his former employees and cars. For details contact Turner Registrar Dave Scott (21 Ellsworth Road, High Wycombe, Buckinghamshire HP11 2TU), who reminded us of the first record of the marque in MOTOR SPORT, an advert amongst the classifieds in the August 1949 issue.

Mog '89, the annual international Morgan gathering, is being organised this year by the MSCC Scotland and based in Carrbridge. The weekend starts with a test day at Knockhill on Friday June 23 and finishes with concours and gymkhana on the Sunday, and further details can be obtained by sending an sae to Martyn Culling at 3 Fruin Rise, Earnock, Hamilton, Lanarkshire ML3 9UY.

In its latest *Newsletter*, the archives-orientated Crossley Register reproduces two articles from MOTOR SPORT about the 20/70 sports models. This year's Crossley Rally will be held in Norfolk on July 1-2.

COTE D' AZUR



VILLA HOLIDAYS AT

DOMAINE DE LA SOURCE







On the superb COTE D'AZURE we offer you COMFORTABLE WELL EQUIPPED S.C. POOLSIDE STUDIOS for 2 ranging upwards to five-roomed GARDEN VILLA APARTMENTS with C.H. and villa swimming pools in an unusually attractive setting on a spacious, uncrowded private estate. Situated on the hills behind and only motoring minutes from MENTON, MONTE CARLO and the WESTERN END of the ITALIAN RIVIERA, you can be cosseted in a delightful environment by the long warms days and the famed "velvet nights" of THE GOLDEN COAST. Those who wish can relax on the Domaine around one of the four filtered swimming pools or perhaps commune with nature elsewhere in lush green tranquillity on the olive covered hillsides. MENTON, just about half way between Paris and Rome, is reputed to have the warmest year-round weather in Europe with 300 days of SUN per year—or they say 2.700 hours.

MONACO GRAND PRIX — 29 APR to 13 MAY

Villa garden or poolside apartment for GP 29th April–13th May.
Some reserved seats available for club members.
Also Villa vacancies July–August–September.

Call us direct for a coloured brochure on 010–33–93 35 92 81
or write 'MS,' DOMAINE DE LA SOURCE, GORBIO, 06500, MENTON, FRANCE

John Wyer

A legendary figure in the world of sports-car racing, John Wyer, has died at his adopted home in Phoenix, Arizona at the age of 79. As team director, he could take credit for the Le Mans victories of Aston Martin in 1959, of the Gulf team Ford GT40s in 1968 and 1969, and of the Gulf-Mirage in 1975.

After serving his apprenticeship with the Sunbeam Motor Company, Wyer joined Solex Carburettors, resigning in 1945 to run Monaco Motors for his friend Dudley Folland. His introduction to sports-car racing soon followed, and in 1950 David Brown invited Wyer to form and run the Aston Martin team.

It was Brown's greatest ambition to win at Le Mans, something which the rival Jaguar Cars company managed to do five times in the 1950s while Aston Martin of Feltham achieved three second places. There were plenty of other successes though, and in 1959 the hopes of the entire company were realised with a 1-2 victory at the Sarthe, headed by Roy Salvadori and Carroll Shelby. Wyer, by now, was the general manager of Aston Martin Lagonda Limited, and Reg Parnell was responsible for the day-to-day running of the team.

Aston Martin went on to win the World Sports-Car Championship that year, then withdrew to concentrate on a brief, and unsuccessful venture into Formula One. Ford then made success at Le Mans a priority, and in 1963 invited Wyer to join the team's management at Slough. Again, reaching the podium was a slow business, but once John Wyer and John Willment had formed JW Automotive to acquire the Ford GT40 racing programme success came in 1968 and 1969.

So impressed was Porsche that it invited JWA to operate the "works" 917 racing cars in 1970 and 1971. Wyer was team director, with David Yorke as manager and John Horsman as engineer, and together they formed a formidable management team. The Gulf Porsches swept opposition aside in those two seasons, but ironically were unable to win at Le Mans. Wyer's final success there was in 1975 when, as a director of Gulf Research, he supervised Derek Bell's first triumph.

Noted for his lugubrious wit, Wyer was the master of the crushing one-liner. When told that a rival team's car had encountered difficulties he remarked: "Nothing trivial, I trust"; and of Pedro Rodriguez, his favourite driver: "The most exercise he gets is turning the pages of his book."

John Wyer always commanded total respect from his employees and drivers, even Rodriguez and Jo Siffert seemingly in awe of him, but it was the relationship to produce success. Always a sufferer from asthma, he retired to the dry atmosphere of Arizona with his wife Tottie, who survives him.

To her, and their daughter Pia, MOTOR SPORT extends sincere condolences. **MLC**

MAY FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Type*
April 28-30	**South Wales AC**	**Cardiff, South Glamorgan**	**Fram Welsh Rally (BORC)**	**INT**
April 30	Aston Martin OC	Brands Hatch, Dartford, Kent	Race Meeting	N
April 30	Woolbridge MC	Wiscombe Park, Honiton, Devon	Hill-Climb	N
April 30	**Vallelunga ACI Sport**	**Vallelunga, Italy**	**International F3000 Championship**	**INT**
May 1	Brands Hatch Leisure RC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
May 1	BARC	Thruxton, Andover, Hampshire	British Touring Car Championship	N
May 1	BRDC	Silverstone, Towcester, Northamptonshire	British Formula Three Championship	N
May 1	BRSCC	Donington Park, Castle Donington, Derbyshire	British Touring Car Championship	N
May 6-7	Bugatti OC	Prescot Hill, Gotherington, Gloucestershire	Hill-Climb	N
May 7	BARC	Mallory Park, Kirkby Mallory, Leicestershire	Race Meeting	N
May 7	HSCC	Cadwell Park, Louth, Lincolnshire	Race Meeting	R
May 7	VSCC	Curborough, Lichfield, Staffordshire	Curborough Sprint	C
May 7	**Automobile Club de Monaco**	**Monte Carlo, Monaco**	**Monaco Grand Prix**	**INT**
May 7	BRSCC	Donington Park, Castle Donington, Derbyshire	British Touring Car Championship	N
May 12-14	BRDC	Silverstone, Towcester, Northamptonshire	Race Meeting	N
May 13	Aintree Circuit Club	Aintree, Merseyside	Race Meeting	N
May 13	Lothian CC (Edinburgh) Ltd	Ingliston, Edinburgh	Race Meeting	N
May 14	Brands Hatch Leisure RC	Brands Hatch, Dartford, Kent	Race Meeting	N
May 14	Brands Hatch Leisure RC	Cadwell Park, Louth, Lincolnshire	Race Meeting	N
May 14	VSCC	Wiscombe Park, Honiton, Devon	Hill-Climb	R
May 15	**ASAC Basco**	**Pau, France**	**International F3000 Championship**	**INT**
May 20-21	BRDC	Donington Park, Castle Donington, Derbyshire	Race Meeting	N
May 20	BRSCC	Cadwell Park, Louth, Lincolnshire	Race Meeting	N
May 20-21	BRDC	Donington Park, Castle Donington, Derbyshire	Race Meeting	R
May 20	Westmorland MC Ltd	Barbon Manor, Cumbria	Hill-Climb	N
May 20	Manx AC Ltd	Isle of Man	Manx Stages Rally	N
May 20	HSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
May 21	Owen MC Ltd	Curborough, Staffordshire	Sprint	N
May 21	BARC	Brands Hatch, Dartford, Kent	British Formula Three Championship	N
May 21	**ASA Dijon-Prenois**	**Dijon, France**	**World Sportscar Championship**	**INT**
May 21	BRSCC	Cadwell Park, Louth, Lincolnshire	Race Meeting	N
May 27-June 1	**ATC of Greece**	**Athens, Greece**	**Acropolis Rally (WRC)**	**INT**
May 28	**USAC**	**Indianapolis, Indiana, USA**	**Indianapolis 500**	**INT**
May 28	**Vitesse 2000**	**Autodromo Hermanos Rodriguez, Mexico City**	**Mexican Grand Prix**	**INT**
May 28	BARC (South Western)	Gurston Down, Broadchalke, Wiltshire	Hill-Climb	N
May 29	Brands Hatch Leisure RC	Brands Hatch, Dartford, Kent	Race Meeting	N
May 29	Brands Hatch Leisure RC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
May 29	Brands Hatch Leisure RC	Snetterton, Norwich, Norfolk	Race Meeting	N
May 29	BARC	Thruxton, Andover, Hampshire	British Formula Three Championship	N
May 29	BARC	Donington Park, Castle Donington, Derbyshire	British F3000 Championship	N
June 3	BRSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
June 3-4	BRDC	Silverstone, Towcester, Northamptonshire	Race Meeting	R
June 3-4	Midland AC (1901) Ltd	Shelsley Walsh, Hereford and Worcester	Hill-Climb	N
June 4	BRDA/Enterprise AC	Cadwell Park, Lough, Lincolnshire	Race Meeting	N
June 4	**USAC**	**Phoenix, Arizona**	**United States Grand Prix**	**INT**
June 4	**Cirjesa**	**Jerez, Spain**	**International F3000 Championship**	**INT**
June 4	**BARC**	**Silverstone, Towcester, Northamptonshire**	**British Formula Three Championship**	**N**
June 4	BARC	Snetterton, Norwich, Norfolk	Race Meeting	N
June 4	HSCC	Brands Hatch, Dartford, Kent	Race Meeting	R
June 9-12	**RSAC**	**Glasgow**	**Scottish Rally (BORC)**	**INT**
June 10-11	**ASACO des 24 Heures du Mans**	**Le Mans, France**	**Le Mans 24 Hours (WSC)**	**INT**



Lola LC89-Lamborghini.

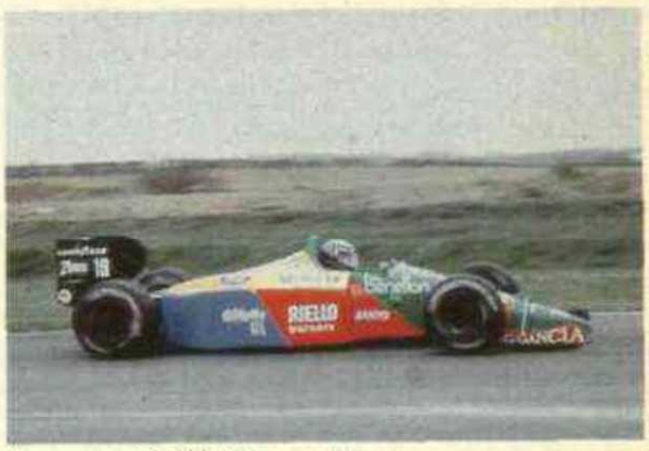
Lola and Benetton chassis for 1989

Several Formula One teams chose to take last year's chassis to the Brazilian Grand Prix on March 26, while the finishing touches were still being applied to 1989 models back in Europe.

Lola's LC89 has been designed by Chris Murphy and Eric Broadley (in consultation with Larrousse-Calmels technical director Gerard Ducarouge) around the four-valve 80° Chrysler-Lamborghini V12, which made its race debut in an older chassis in Rio and will be used in conjunction with Lamborghini's own transverse six-speed gearbox. The neat carbon-fibre/composite chassis features the now conventional high airbox, slim footwell and low-sided cockpit.

The launch went ahead on schedule in Paris during the week leading up to the opening race, despite the recent arrest of joint team-principal Didier Calmels following the murder of his wife.

Equally colourfully presented two weeks later in Witney, Oxfordshire, was Rory Byrne's Benetton B189, designed around another exclusive engine package, Ford's as-yet unraced Cosworth-built V8. Wheelbase and track measurements are identical to those of the impressive B188, but the car is significantly lighter, with distinctively higher and narrower side-pods housing radiators and coolers and incorporating airboxes beside the driver's shoulders to feed the engine.



Benetton B189-Cosworth.

Unfortunately, Alessandro Nannini severely damaged the first B189 during Imola testing, and it was not expected to be repaired in time for the San Marino Grand Prix on April 23.

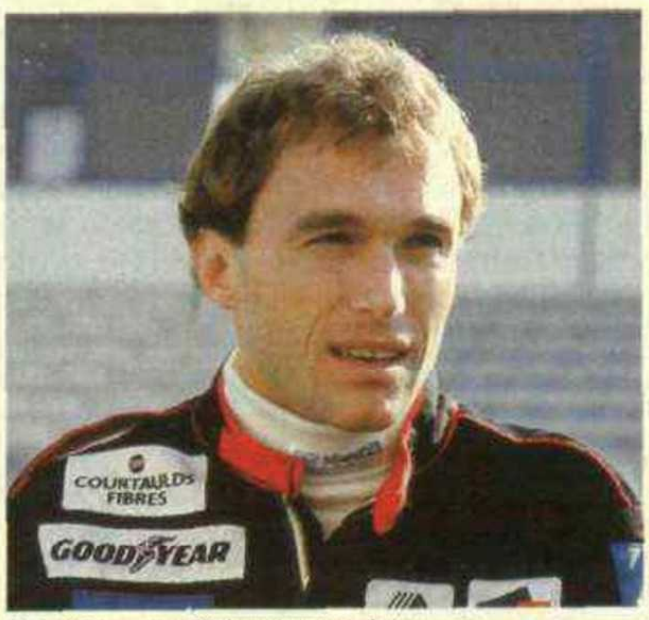
Busy Year for HGPCA

After the success of last year's 100-mile race at Donington Park, the Historic Grand Prix Cars Association has a busy year ahead.

Mulberry, the clothing company, has signed a three-year sponsorship deal for what is to be called the Mulberry Historic Grand Prix, comprising four big races: Pau (May 15), Silverstone (May 29), Nürburgring (August 5-6) and Zandvoort (August 27). Apart from the quality of the cars, the races have their special features. Pau will be an evening race on the street circuit under floodlights, Silverstone will be a 2x12-lapper for the British Empire Trophy, last awarded in 1977, and the Nürburgring Oldtimer meeting will host this year's 100-mile Historic GP, this time split into 100km on Saturday and 60km on Sunday.

At the same event the Association is also running the first 100-mile sports-car race for 1945-58 cars, also split between two days. As many members have both types of car, could this be the first time a driver will have gone to sleep while in the middle of two concurrent motor-races?

Slow Progress for Streiff



Streiff — condition improving.

The Frenchman Philippe Streiff is still unable to move in hospital in Paris following the testing accident he suffered at the Autodromo Nelson Piquet a week before the Brazilian Grand Prix. His AGS ran over the kerb in the fast right-hander after the end of the main straight, and was then thrown across the road and landed upside down on the barriers.

He has been showing slight signs of improvement, however. AGS team manager Henry Cochin reports that: "He is breathing without aid now and is totally concious. He can contract his biceps, and feeling is slowly returning to his forearms."

He is still wearing the special neck brace which was fitted just after the incident, and although the change in his condition is minor, a spokesman revealed that he is starting to remember more and staff are pleased by his determination to recover.

His doctors, lead by Professor Saillant, have been waiting for the bruising and swelling to subside, and admit it may be some weeks before any firm conclusions can be drawn about the likelihood of full recovery from his state of paralysis. The hospital recently confirmed that he will be a patient for at least two more months.

Gabriele Tarquini has been signed up to replace Streiff for the rest of 1989.

FIVA's 500,000 Voices

Although recent rumours of EEC old-car legislation have proved unfounded for the moment, the scare has given a strong boost to FIVA, the International Federation of Historic Vehicle Clubs.

At an Extraordinary General Assembly in London in March, the new Federation of British Historic Vehicle Clubs formally replaced the previous representation from the VCC, VSCC and AMOC, taking the total number of enthusiasts represented by FIVA to over 500,000.

The London meeting confirmed new statutes which will give FIVA a stronger voice with FISA and other bodies. The Brussels lobbyist engaged and financed by the British Federation, Mr Edward Seymour-Rouse, will now act for FIVA in monitoring EEC proposals which might affect old ve[illegible]

Pride of Italy

The new breed of atmospheric Formula One cars is the noisiest for many years, yet on the opening lap of the Brazilian Grand Prix it seemed as if you could almost have heard a pin drop. The vocal, patriotic crowd had cheered local hero Ayrton Senna to the echo as he led the field on the warm-up lap, yet he was nowhere to be seen once the race reached the end of the main straight. Incredibly, he had been stymied for the second year in succession.

Riccardo Patrese thus led the first racing lap of the new formula, but if that was a surprise, it was nothing compared to the eventual outcome.

In untimed practice and qualifying Nigel Mansell's Ferrari F1/89 had broken in three out of four sessions, its gearbox constantly bedevilled by failure of the hydraulic pump that actuates its superfast semi-automatic change mechanism. Moreover, the story of Ferrari testing throughout the winter months had been one of continual reliability shortcomings, centring on the transmission's electronics and the V12 engine.

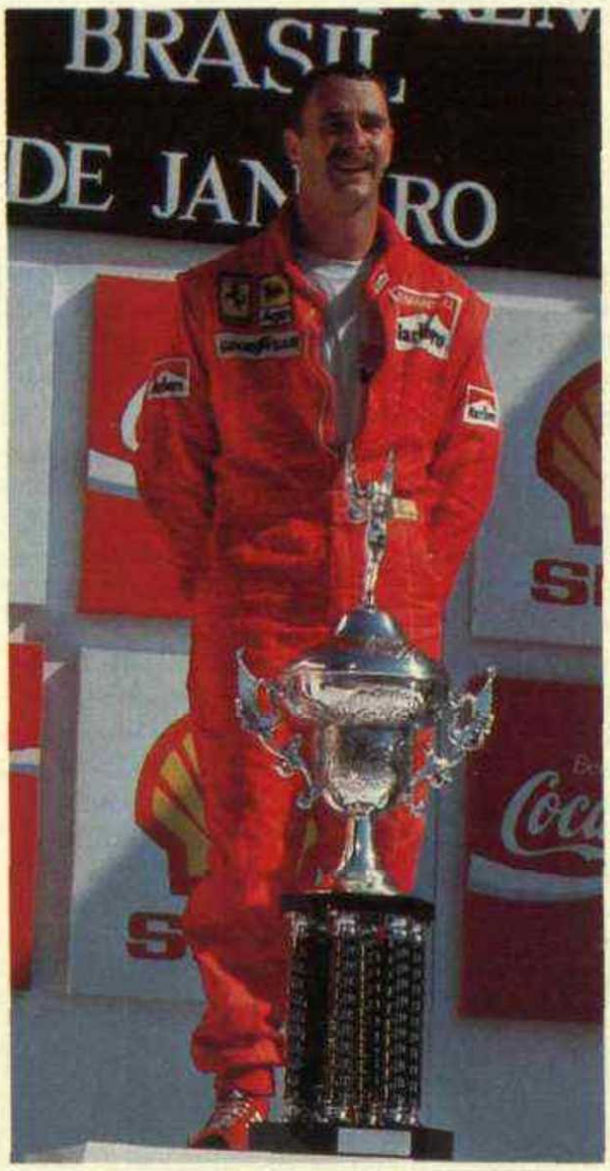
When Mansell popped up in second place after two laps, having spoiled the symmetry of a Canon Williams-Renault 1-2 as Thierry Boutsen shadowed Patrese, the sceptics snorted and prepared to delete car No 27 from their lap charts. Six laps? Well ten maybe. But the Ferrari wouldn't last much longer.

But it did. Lap after lap Mansell was metronome-precise in his braking and gearshift points, and the five-valve V12 continued its delicious wail. Already, it had firmly given the lie to the other great winter testing story, the myth that it lacked power. Only in February had Mansell diplomatically refused to compare it with a Judd, his clear inference being that the Italian multi-cylinder lacked grunt and was developing only about 580 bhp. Against Honda's reputed 650 and Renault's 630, that had looked more than a little sick.

Straightline speeds and overall lap times in qualifying soon told the real story though, and proved that the team's times from pre-official Rio testing had been kosher. Then Mansell had set what would be the fastest lap — 1min 26.00sec — prior to Senna's staggering pole dash on the Saturday of race weekend. And Gerhard Berger, in danger of fast becoming overshadowed within the team's driver priorities, did 1min 26.9sec. When the other teams came the following week, only Senna and Boutsen got close to the Briton's time.

In official qualifying, too, Berger was right on the pace as the gremlins visited Mansell, with a 1min 26.271sec best that placed him third on the grid. That, however, would ultimately prove unfortunate.

For initial starting purposes John Barnard's new Ferrari has a conventional clutch to get the car underway, whereupon the driver relies on the hand-operated change levers situated behind the steering wheel. Neither driver was sure how his car would get off the line, but reports suggested the F1/89s had been rocketing away from rest during trials. And so it proved in the heat of competition.



Nigel Mansell surprised himself and delighted Italy with a victorious Ferrari debut in Rio.

Berger took off superbly and headed directly for the enticing gap between Senna and Patrese on the front row. Just as he got there Senna saw the threat and chopped across, so Gerhard went for the right, only to get the same treatment. Instead of lifting he kept his foot in it, and as Patrese began to edge from left to right to take the ideal line and the lead, the biter was bit as Senna became pinched between the Ferrari and the Williams.

"I was trapped, there was nowhere for me to go," said the Brazilian. "He was trying to intimidate me and I will never lift in that situation," growled Berger, mindful that once you give in to a driver like Senna he will always remember it.

Contact was inevitable, even though this was a clash between two experienced chargers on the first lap of the first race. The McLaren lost its nose, the Ferrari slithered further on to the grass than it had already been and scraped its belly over the kerb. With damaged nosebox and suspension, Berger was out. Senna survived two stops, the entire nosebox on Neil Oatley's new MP4/5 being replaced in the second, and two more for tyres, but eleventh place was rather less than a little prudence might have won him.

All of which left Mansell ideally placed to pass Boutsen on lap three and then hound Patrese.

In his 177th Grand Prix, the Italian had electrified observers with a 1min 26.172sec lap in Friday's qualifying, and survived all that Ferrari and McLaren could throw at him. It was a good augury for the rest of the season, and even if a duff engine scrapped his chances of staying on pole on Saturday, he retained his front-row slot. Senna blistered in two qualifying-tyre laps in the 1min 25sec bracket in that second session as Riccardo calmly watched the Renault and Williams mechanics change the offending V10 in an astonishing 31 minutes, but that effort was diluted when the replacement misfired. From topping Friday's list, he plummeted to the base of Saturday's.

His former Williams team-mate was less than delighted with his attempts to retain the lead as the race approached the 15-lap mark, and when Patrese feinted to the left in the left-hander at the end of the main straight, Mansell dodged deftly to the right and slammed past the FW12C on the outside. It was a manoeuvre worth every cuzeros of the inflated ticket price.

Once ahead, it was the old Mansell in command, dealing cannily with traffic and preserving his margin first to Patrese, and then to Alain Prost. Lap by lap the F1/89 beat rhythmically, and even a moment when the steering wheel locking mechanism loosened and gave him a fright at the end of the straight failed to upset his progress. During his second stop all four Goodyears were replaced, and so to the surprise of onlookers was the steering wheel, but thereafter it was plain sailing. After all the months of aggro and testing of the 639 and 640 variants of the car, it had done the business first time out. If the punters were surprised, so were Mansell and Barnard!

"I was stuck on thirteen wins for so long I was beginning to worry," grinned the relaxed Mansell as he nursed blisters on his hands that had burst as he attempted to pick up his trophy. "I'd like to dedicate this win to the late Enzo Ferrari and to the team, and

Brazilian Grand Prix



The new Formula One is about to start with a bang at the first turn, as Senna becomes the meat in a Berger/Patrese sandwich.

I'm very happy with the progress we've made today. This is the most laps this car has ever done!"

If the Honda Marlboro McLaren steamroller had thus been halted, there were some valid reasons, and the indications were that either Senna or Prost could have won the race. The Brazilian threw away his chance with the sort of impetuosity that is now a surprise from the man who was so incredible at Suzuka last year. The Frenchman, however, had a more sensible excuse.

Rio has a highly abrasive surface, and where drivers made only one tyre-stop last year when everyone was running the same rubber, this year two were expected thanks to the re-engaged competition between Goodyear and Pirelli.

While Patrese and Williams hoped to make it through with only one, and suffered as a result, Prost was fully intending to make two, and was cunning enough to time his first for lap 15, earlier than most. However, just prior to it he had begun to detect a problem with his clutch, and this developed to the point where he could no longer use it. Without it he was thus consigned to run the remaining 45 laps on the same tyres.

That set the scene for one of the greatest drives of a glittering career, for with minimal fuss and his own unique blend of speed, precision and gentleness he coaxed that McLaren to the finish. Not only that, but to second place, just 7.809 seconds adrift of Mansell.

"If I had been able to stop for a third set of tyres, I am sure I would have won," he ventured. It was no idle boast from a beaten racer, either, but a quietly spoken comment from a man who had put in the best drive of the race. The pity of it was that so few people seemed to realise just how good it had been.

The Williams-Renault challenge ultimately came away with nothing, which was rather less than it deserved. Throughout testing, Boutsen had been bang on the pace, and when McLaren's new MP4/5 arrived late, on the Thursday of the allotted week, its sprint-car oversteer had vexed Senna so much that Prost took over honing it until he finally achieved some semblance of balance. Senna then hacked it round as hard as he could and just pipped Boutsen's times, but as the Belgian sought to retaliate his rear suspension broke.

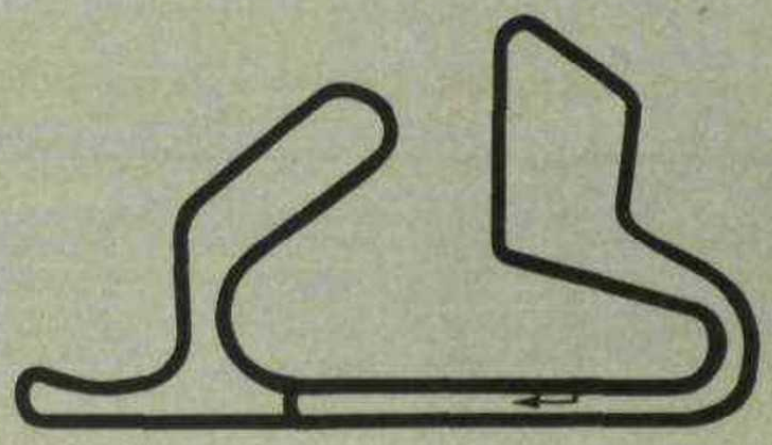
Already Philippe Streiff's accident had cast a pall over affairs and raised questions about the wisdom of the current breed of cars. Now Boutsen's accident raised more, since it was clearly a component failure. What was most worrying was that Patrick Head's cars *don't* break. "They might loosen the odd wheel in America," he quipped at the race, in deference to Watkins Glen in 1980, "but they don't break. The worrying thing is that the corner which broke was the most damaged in the ensuing shunt."

Boutsen admitted he was still feeling a



Riccardo Patrese broke Graham Hill's record of 176 starts in some style.

AUTODROMO NELSON PIQUET
Rio de Janeiro
5.031 km



little detuned as Patrese starred in qualifying, but his fourth place on the grid was third once Mansell had overtaken on lap three, and he looked quite comfortable. However, a broken right-hand mirror was evidence of debris damage in the first corner incident and a lap later the Renault cut out on the straight. A piece of Senna's car had struck his helmet in the incident, and Renault Sport's Bernard Dudot suspected some might also have entered the overhead air-intake.

Patrese, meanwhile, stayed out too long on his first set of tyres and put himself in the position of having to run really hard to catch up, and the same thing happened on his second set. Nevertheless, he was up to third for a few feet, after setting fastest lap, when a camshaft pulley sheared and forced him to roll to a halt by the pit-wall with ten laps to run.

If Williams was thus unlucky, Leyton House March Racing had something to cheer in the 106° heat. Like Patrese, Mauricio Gugelmin had been hopeful of making only one stop for tyres, doubting the possibility to make up the 80 or so seconds that two would lose him. However, when he was lying third on lap 37 team manager Ian Phillips ordered him in again. It was a worthwhile move, for though Patrese sneaked ahead for a few yards on lap 52, the Italian's cam pulley breakage promoted the March again and Mauricio was able to hound Prost to the flag. It was quite the strongest showing of his now year-old F1 career, and a source of delight to the local crowd after Senna's delay.

Prior to the race, many had fancied Gugelmin's team-mate Ivan Capelli as a possible victor, the Italian winning the honour of being fastest V8 by a narrow margin from Derek Warwick's new Arrows and Nelson Piquet's new Lotus, and fastest 1988 chassis. His race, however, was to come unglued within yards of the start, after a bout of wheel-banging which would lead to rear upright failure on lap 23.



After breezing through pre-qualifying in Brabham's new BT58, Martin Brundle could hardly wait to start qualifying . . .

If Prost's drive was brilliant, Johnny Herbert's was sensational on his debut. Yet somehow, those who have observed "The Imp" at work in lower formulae saw fourth place as little surprise. He really is that good.

In Rio testing it had been Sandro Nannini who had set the pace for Benetton, but the moment qualifying began it was Herbert who calmly asserted himself, outrunning the Italian in every session. That was so impressive it suggested he was already an F1 regular, not a rookie having his first race since the Brands Hatch shunt in August 1988 which had shattered his ankles . . .

Still the sceptics predicted he'd wilt in the heat, and one team manager one would have expected to know better even went so far as to say he didn't think Herbert should be allowed to race! The man himself ignored such comments and provided the sort of response that has become his trademark.

He had to back off at the start and lost a place to Nannini, and when he began to lose ground to the leaders and pitted on lap 12, the detractors prepared to say "I told you so". But far from being finished, Herbert had cannily refused to become entrapped into trying to keep up, and was the first front-runner to decide on new rubber. It was an outstandingly astute move which Prost was to duplicate shortly after.

By lap 25 it had paid off handsomely as Benetton No 20 was up to third behind the Frenchman and Mansell, and thereafter Nannini never got a sniff of his team-mate. Gugelmin stalked the Briton down and eventually surged ahead for third, but Herbert dogged him to the line. Later, as he slaked a thirst created by a non-functional onboard drink bottle, he admitted that only his neck had been a problem. The ankles? They'd been fine.

Though overshadowed by Herbert, Nannini pressed home for sixth, but sandwiched between them was a Derek Warwick who remained cock-a-hoop about his Arrows A11's potential. Though his toes were black from having to wear driving boots a size too small — "it's the only way I can operate the pedals as things are so cramped" — he at least fitted better than team-mate Eddie Cheever.

The lanky American fell foul of FISA's scrutineers even before first qualifying, since he couldn't squeeze his frame out of the A11 within the permitted five seconds. Twice he tried on Thursday, and twice it took him seven seconds. By Friday the situation had become acutely embarrassing, as film crews gathered in the Arrows garage



The only successful local hero on race-day was Mauricio Gugelmin, on the podium for the first time.

Brazilian Grand Prix



Sceptics said he would wilt, but Johnny Herbert defeated team-mate Nannini to record the highest finish achieved by a Grand Prix debutant in the Eighties.

to watch his last chance. He made it, but only just, and once he had been taken out of ninth place after a lap 38 collision with Bernd Schneider, the circulation in his legs was so restricted that they buckled twice as he tried to walk away.

Warwick fared better, though. Where Eddie had nothing but trouble in qualifying, Derek was an ebullient eighth on the grid and had worked his way up to a threatening third when he made his first pit call on lap 19. Alas, it proved a complete disaster as he resumed in eighth place, and though a tigering performance took him back to third by lap 28, a second lengthy stop killed his chances. On both occasions the right rear wheel proved stubborn, "and I didn't help things by stalling as I pulled away the second time," he growled in self-admonishment.

By the finish he was up to fifth, but a baulky gear-linkage which made fourth and fifth tricky to select prevented him closing to challenge Herbert and Gugelmin. But for those stops, which probably cost him around 18 seconds in all, he would certainly have been significantly better placed. Second had been a definite possibility, but Jack Oliver felt Arrows had lost the chance of its first victory. By the flag, Derek was 17.866 seconds adrift of Mansell . . .

If one Arrows at least scored some points after its qualifying promise, Camel Team Lotus was to be less fortunate with its new 101. In the morning warm-up Nelson Piquet had ground to a halt after a lap and a half with fuel-pump drive failure, and from the start the replacement gave trouble as the pressure began to fall. By lap 11 the former champion's race was over, and while Satoru Nakajima survived for eighth, his was hardly a scintillating meeting as it included a brace of over-revved Judds from an expensive qualifying which netted him only 21st on the grid.

Jonathan Palmer and Michele Alboreto went to Rio prepared for the worst in the updated Tyrrell 017Bs, since Harvey Postlethwaite's new 018 wouldn't be ready in time. Surprisingly, though, JP brought his home a sterling seventh after qualifying problems led to guesstimated race settings, and a front brake duct fell off. "It didn't affect the brakes so much as the car's balance," he revealed. "But the biggest scare was when it came off and tore past my head at 170 mph!"

There was also the little matter of one of the dual throttle-return springs breaking. Had the other broken too the throttle would have jammed open, but Palmer shrugged it off laconically. "If it was qualifying I'd have stopped, but you don't come in for a little thing like that in a race, do you?"

On his re-acquaintance with Uncle Ken's team, Alboreto had nothing but problems. The 017B uses the 018's new gearbox, where the ratios are located ahead of the axle-line. However, the 017B's tub is so much wider that it created a very sharp angle for the linkage. With his driving position Michele couldn't change gear properly all weekend. He finally managed tenth place, with a cracked exhaust to add to his troubles, and nobody was imprudent enough to solicit his views on the success of car No 27!

Rio also marked the return of Brabham, and an auspicious comeback it was to prove. Both Martin Brundle and Stefano Modena were obliged to pre-qualify, but it was a formality, a breeze, as they topped the timesheets. In fact, the cooler — if you can call 101° cool — conditions on Friday morning suited the Sergio Rinland-designed BT58s perfectly on their Pirelli rubber, and during the morning untimed practice sessions the cars were also very competitive. At one stage Senna and Brundle vied for fastest time, just as they did in their Formula Three days in 1983.

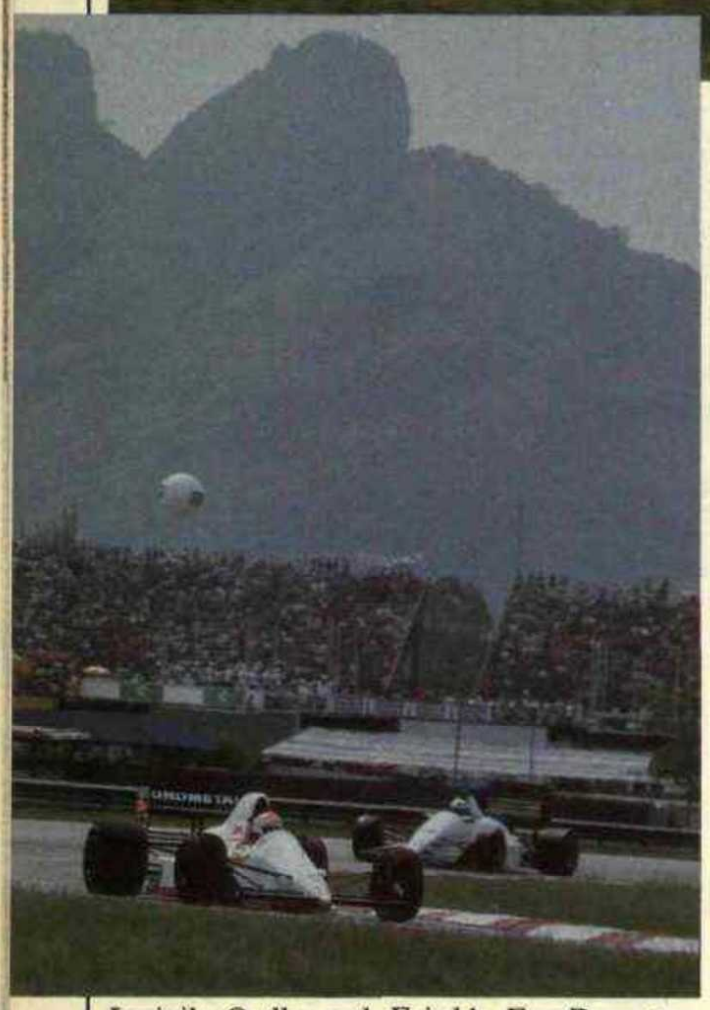
However, as the temperatures sidled up to 106° each afternoon, so the Pirellis reacted badly. From fine balance the Brabhams slipped into unpredictable behaviour as the drivers chased their tails. On the surface, Pirelli had done lots of research mileage with Minardi and Dallara during the winter, but in Rio at least it transpired that their CD19 and CD25 compound radials were exactly the same as those on which Gerhard Berger had won the 1986 Mexican Grand Prix, so something is awry somewhere.

Brundle and Modena thus started alongside one another on the seventh row. In the race they were separated by Andrea de Cesaris in the sole Scuderia Italia Dallara (the unfortunate Alex Caffi was prevented from pre-qualifying his by fuel-pump maladies). On his Pirellis the Italian was charging as usual, and occupied a healthy tenth place which became ninth when Brundle was obliged to pit early on lap 10.

Martin had been hoping to eke out his



Yamaha joined the F1 circus in Rio, Bernd Schneider scraping his Zakspeed onto the grid.



Larini's Osella and Foitek's EuroBrun pre-qualified. The former then qualified and was disqualified.

tyres for 25 laps, but debris from the first-corner incident had damaged his nose wings and induced understeer. He returned to the fray but was thwarted by electrical failure, while Modena's race ended when a cv joint leaked away its grease and eventually seized. Nevertheless, Brabham made a solid impression, and will do better still given further tyre development by Pirelli.

Dallara, too, lived up to its off-season form, until the seventh-placed de Cesaris ground to a halt with fuel-pump failure with four laps left. He was classified 13th.

That was rather better than Minardi managed. The Faenza team's weekend got off to a bad start when Pier-Luigi Martini's Friday times were disallowed because his head broke the imaginary line from the two cockpit rollover hoops during a FISA spot-check, but he did well enough on Saturday to qualify 16th. Within three laps he was out, though, after the team went too far on lightening its interim M188B and suffered a broken lower engine-mount as a result. That merely compounded the misery of team-mate Luis Sala retiring at the first corner after he ran into the back of a slowing Olivier Grouillard.

The Ligier rookie was the sole representative of the French team as Rene Arnoux's new JS33 had a peculiar handling imbalance that prevented him qualifying. He too had fallen foul of FISA's head-height check on Friday, and as usual had brought his rivals to apoplexy with his selfish driving tactics. At one stage Prost, Brundle and Warwick were all interrupted, Brundle actually having to spin at 150 mph to avoid him, while Cheever became positively bug-eyed whenever his name was mentioned after receiving a couple of very rude chops.

Grouillard had had a momentary problem with a sticking throttle, which was why he braked sharply for the first corner and was collected by the unfortunate Sala, but once it cured itself he drove cleanly to ninth in a sensible debut.

In this first race of the new formula, fortunes in other camps had picked up little since 1988, despite the efforts each team had made over the winter.

Zakspeed had produced two very neat Gustav Brunner-designed 891s for Bernd Schneider and Aguri Suzuki, but they lost seven Yamaha V8s in testing. That put them on the wrong foot immediately, and then Suzuki failed to pre-qualify when his transmission broke its input shaft. Schneider then lost a couple more engines in qualifying but did well to scrape in. He was running a lap down when his right front suspension collapsed at the end of the main straight and the ensuing incident brought him into contact with the blameless Cheever. Both were put out.

Osella was back to two-car strength, with Piercarlo Ghinzani joining Nicola Larini, but like Suzuki, Ghinzie didn't make it past pre-qualifying. Larini did, however, and got into the race too, only to be black-flagged for starting in the wrong position. All he had done was follow the instructions of the man holding his grid board, so a CART-style stop-and-go penalty would have been more apposite than disqualification.

Lola had run out of time to ready its LC89 even though it had been launched in Paris the Monday before the race, mainly because the failure of Lola's Formula 3000 car in its crash test had delayed all of its build programmes. Philippe Alliot and Yannick Dalmas thus had to rely on the lengthened LC88D with the screaming Chrysler-Lamborghini V12 installed.

Dalmas failed to qualify and the car was awful, but Alliot was delighted with Mauro Forghieri's new engine, and couldn't believe he had made it home twelfth after a knife-edge drive. Only weeks before, team partner Didier Calmels had shot his wife Dominique to death in Paris, so any consolation was worth something to Gerard Larrousse's team.

There was to be no consolation for AGS for Philippe Streiff's testing accident, however. Henri Julien elected not to run his replacement Gabriele Tarquini in the JH23B until Imola, so rookie Joachim Winkelhock was the Gonfaron team's sole representative. After electrical problems he joined the too-new Onyx ORE-1s of Stefan Johansson and Bertrand Gachot, and Pierre-Henri Raphanel's Coloni in the ranks of those who failed to pre-qualify.

Fellow rookie Volker Weidler didn't make it in his Rial 189 after engine failure, but Formula One returnee Christian Danner had his in 14th and last place in the race after a delay to check the rear suspension, only to have the crownwheel and pinion fail with five laps to run. He was still classified 14th.

Last year's F3000 sparring partners Roberto Moreno and Gregor Foitek didn't make the grid. The International Champion's Coloni was a clear handful and an ignition problem killed his chances, while Foitek was a surprise third in pre-qualifying after a dramatic exhibition of brinkmanship in the updated EuroBrun. An engine failure early on Saturday afternoon left him with no chance of a race.

If the fortunes at the tail of the field reflected little change since 1988, however, the return to force of Ferrari and Williams had Honda Marlboro McLaren thinking hard as the teams headed back to Europe. Certainly, the pace of the Williams had been expected after testing, but Ferrari's reliability and speed had been a major surprise.

McLaren should have won. It had the pace to, and if one of its drivers had been mechanically handicapped, the other should have been able to come up with the goods. But that was small consolation to Ron Dennis as he dismissed Senna's rashness with the comment that "boys will be boys". While the rest of the paddock celebrated the apparent change in the *status quo*, a superb race and the birth of a new star, the fact remained that one of those boys had just ruined the McLaren boss's dream of winning every Grand Prix in a season. **DJT**

Brazilian Grand Prix RESULTS

STARTING GRID



1
A. Senna
(McLaren–Honda V10)
1 min 25.302 secs

6
R. Patrese
(Williams–Renault V10)
1 min 26.172 secs

28
G. Berger
(Ferrari V12)
1 min 26.271 secs

5
T. Boutsen
(Williams–Renault V10)
1 min 26.459 secs

2
A. Prost
(McLaren–Honda V10)
1 min 26.620 secs

27
N. Mansell
(Ferrari V12)
1 min 26.772 secs

16
I. Capelli
(March–Judd V8)
1 min 27.035 secs

9
D. Warwick
(Arrows–Cos V8)
1 min 27.408 secs

11
N. Piquet
(Lotus–Judd V8)
1 min 27.437 secs

20
J. Herbert
(Benetton–Cos V8)
1 min 27.626 secs

19
A. Nannini
(Benetton–Cos V8)
1 min 27.865 secs

15
M. Gugelmin
(March–Judd V8)
1 min 27.956 secs

7
M. Brundle
(Brabham–Judd V8)
1 min 28.274 secs

8
S. Modena
(Brabham–Judd V8)
1 min 28.621 secs

22
A. de Cesaris
(BMS Dallara–Cos V8)
1 min 29.005 secs

23
P. Martini
(Minardi–Cos V8)
1 min 29.435 secs

38
C. Danner
(Rial–Cos V8)
1 min 29.455 secs

3
J. Palmer
(Tyrrell–Cos V8)
1 min 29.573 secs

17
N. Larini
(Osella–Cos V8)
1 min 30.146 secs

4
M. Alboreto
(Tyrrell–Cos V8)
1 min 30.255 secs

12
S. Nakajima
(Lotus–Judd V8)
1 min 30.375 secs

26
O. Grouillard
(Ligier–Cos V8)
1 min 30.410 secs

24
L. Perez Sala
(Minardi–Cos V8)
1 min 30.643 secs

10
E. Cheever
(Arrows–Cos V8)
1 min 30.657 secs

34
B. Schneider
(Zakspeed–Yamaha V8)
1 min 30.861 secs.

30
P. Alliot
(Lola–Lamborghini V12)
1 min 31.009 secs

1989 WORLD CHAMPIONSHIP

DRIVERS		MANUFACTURERS	
Nigel Mansell	9	Ferrari	9
Alain Prost	6	McLaren-Honda	6
Mauricio Gugelmin	4	March-Judd	4
Johnny Herbert	3	Benetton-Cosworth	4
Derek Warwick	2	Arrows-Cosworth	2
Alessandro Nannini	1		

LAP TIMES

No	Driver	Car	Tyres	Pre-qualifying	Friday Qualifying	Saturday Qualifying	Best Race Lap (on lap)
1	A. Senna	McLaren MP4/5	G		1.26.205	1.25.302	1.33.685 (55)
2	A. Prost	McLaren MP4/5	G		1.27.095	1.26.620	1.35.341 (17)
3	J. Palmer	Tyrrell 017B	G		1.30.443	1.29.573	1.35.327 (43)
4	M. Alboreto	Tyrrell 017B	G		1.32.260	1.30.255	1.36.747 (58)
5	T. Boutsen	Williams FW12C	G		1.27.367	1.26.459	1.35.696 (2)
6	R. Patrese	Williams FW12C	G		1.26.172	7.12.732	1.32.507 (47)
7	M. Brundle	Brabham BT58	P	1.27.764	1.29.138	1.28.274	1.35.286 (26)
8	S. Modena	Brabham BT58	P	1.28.147	1.28.621	1.28.942	1.37.470 (7)
9	D. Warwick	Arrows A11	G		1.27.937	1.27.408	1.33.699 (41)
10	E. Cheever	Arrows A11	G		1.30.657	1.31.068	1.36.394 (22)
11	N. Piquet	Lotus 101	G		1.28.423	1.27.437	1.37.665 (3)
12	S. Nakajima	Lotus 101	G		1.30.942	1.30.375	1.36.932 (41)
15	M. Gugelmin	March 881	G		1.27.956	1.28.581	1.33.774 (46)
16	I. Capelli	March 881	G		1.27.525	1.27.035	1.34.479 (18)
17	N. Larini	Osella FA1-M89	P	1.29.679	1.31.341	1.30.146	1.38.682 (5)
18	P. Ghinzani	Osella FA1-M89	P	1.31.150			
19	A. Nannini	Benetton B188	G		1.28.394	1.27.865	1.33.361 (42)
20	J. Herbert	Benetton B188	G		1.27.626	1.27.754	1.34.164 (45)
21	A. Caffi	BMS Dallara F189	P	1.30.747			
22	A. de Cesaris	BMS Dallara F189	P		1.29.005	1.29.206	1.35.402 (40)
23	P. Martini	Minardi M188	P		no time	1.29.435	1.46.060 (2)
24	L. Perez-Sala	Minardi M188	P		1.30.702	1.30.643	no time
25	R. Arnoux	Ligier JS33	G		no time	1.31.376	
26	O. Grouillard	Ligier JS33	G		1.30.410	1.30.666	1.35.807 (46)
27	N. Mansell	Ferrari F1/89	G		1.27.249	1.26.772	1.33.948 (57)
28	G. Berger	Ferrari F1/89	G		1.26.271	1.26.394	no time
29	Y. Dalmas	Lola LC 88B	G		1.32.411	1.31.260	
30	P. Alliot	Lola LC 88B	G		1.31.872	1.31.009	1.38.740 (41)
31	R. Moreno	Coloni CF3	P		1.32.561	1.34.894	
32	P-H. Raphanel	Coloni CF3	P	1.32.019			
33	G. Foitek	EuroBrun ER189	P	1.29.604	1.31.791	1.53.570	
34	B. Schneider	Zakspeed 891	P	1.30.417	1.32.346	1.30.861	1.37.789 (20)
35	A. Suzuki	Zakspeed 891	P	1.33.079			
36	S. Johansson	Onyx ORE-1	G	1.35.232			
37	B. Gachot	Onyx ORE-1	G	1.37.932			
38	C. Danner	Rial ARC2	G		1.30.460	1.29.455	1.36.199 (43)
39	V. Weidler	Rial ARC2	G	1.31.964			
40	P. Streiff	AGS JH25	G		entry withdrawn after testing accident		
41	J. Winkelhock	AGS JH25	G	1.32.982			
42	G. Tarquini	First FR 189	G		entry withdrawn		

RESULTS

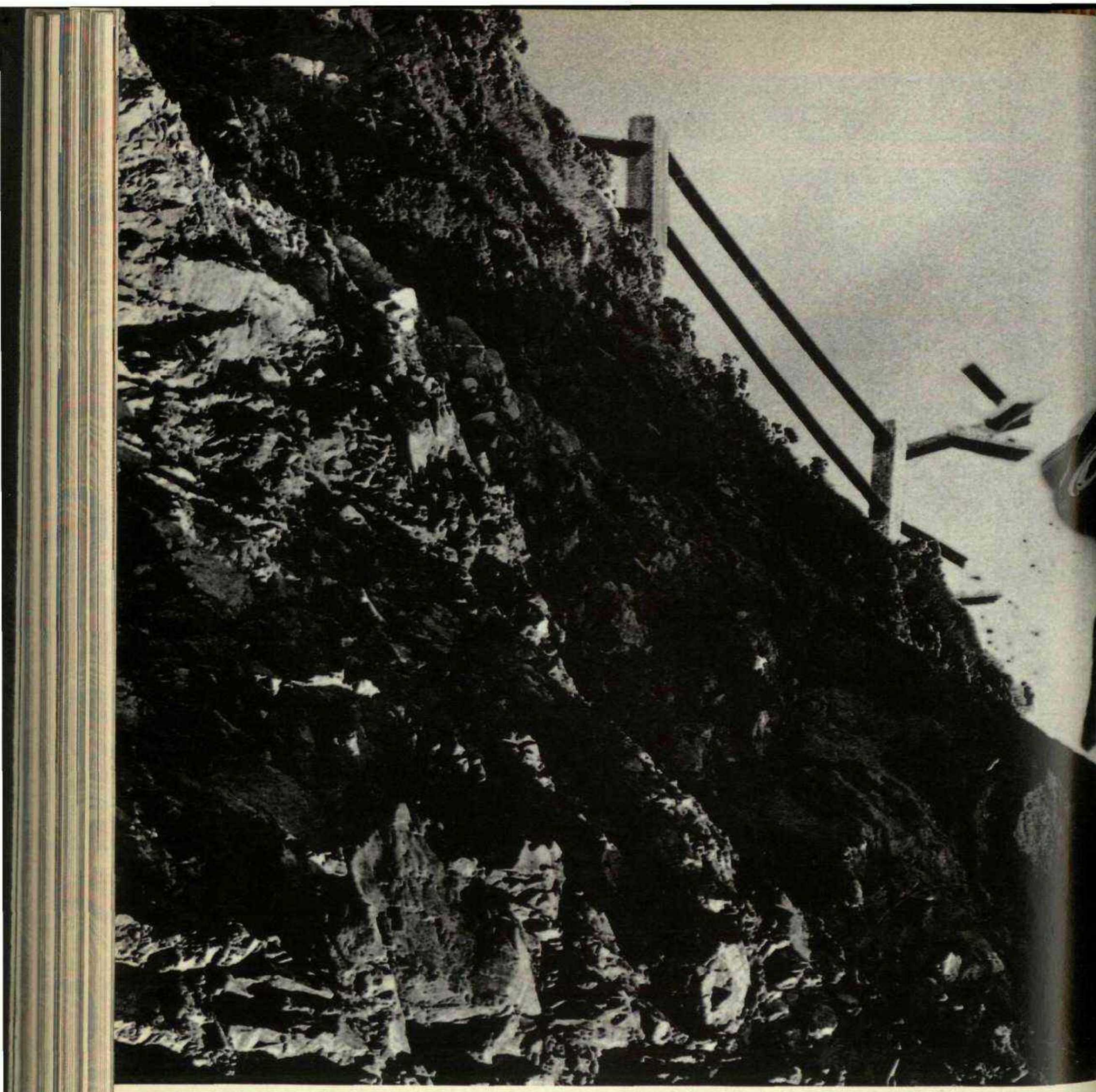
Brazilian Grand Prix, Rio de Janeiro, March 26

61 laps of 5.031 km circuit (306.891 km/190.693 miles)

Pos.	Driver	Nat.	Car/Engine	Time
1st	Nigel Mansell	(GB)	Ferrari F1/89-Ferrari V12	1h 38m 58.744s
2nd	Alain Prost	(F)	McLaren MP4/5-Honda V10	1h 39m 06.553s
3rd	Mauricio Gugelmin	(BRA)	March 881-Judd V8	1h 39m 08.114s
4th	Johnny Herbert	(GB)	Benetton B188-Cosworth V8 DFR	1h 39m 09.237s
5th	Derek Warwick	(GB)	Arrows A11-Cosworth V8 DFR	1h 39m 16.610s
6th	Alessandro Nannini	(I)	Benetton B188-Cosworth V8 DFR	1h 39m 16.985s
7th	Jonathan Palmer	(GB)	Tyrrell 017B-Cosworth V8 DFR	1 lap behind
8th	Satoru Nakajima	(J)	Lotus 101-Judd V8	1 lap behind
9th	Olivier Grouillard	(F)	Ligier JS33-Cosworth V8 DFR	1 lap behind
10th	Michele Alboreto	(I)	Tyrrell 017B-Cosworth V8 DFR	2 laps behind
11th	Ayrton Senna	(BRA)	McLaren MP4/5-Honda V10	2 laps behind
12th	Philippe Alliot	(F)	Lola LC88B-Lamborghini V12	3 laps behind
13th	Andrea de Cesaris	(I)	BMS Dallara F189-Cosworth V8 DFR	4 laps behind
14th	Christian Danner	(D)	Rial ARC2-Cosworth V8 DFR	5 laps behind
15th	Riccardo Patrese	(I)	Williams FW12C-Renault V10	retired on lap 52
16th	Eddie Cheever	(USA)	Arrows A11-Cosworth V8 DFR	retired on lap 38
17th	Bernd Schneider	(D)	Zakspeed 891-Yamaha V8	retired on lap 37
18th	Martin Brundle	(GB)	Brabham BT58-Judd V8	retired on lap 28
19th	Ivan Capelli	(I)	March 881-Judd V8	retired on lap 23
20th	Nelson Piquet	(BRA)	Lotus 101-Judd V8	retired on lap 11
21st	Nicola Larini	(I)	Osella FA1-M89-Cosworth V8 DFR	retired on lap 11
22nd	Stefano Modena	(I)	Brabham BT58-Judd V8	retired on lap 10
23rd	Thierry Boutsen	(B)	Williams FW12C-Renault V10	retired on lap 4
24th	Pierluigi Martini	(I)	Minardi M188-Cosworth V8 DFR	retired on lap 3
25th	Luis Perez-Sala	(E)	Minardi M188-Cosworth V8 DFR	retired on lap 1
26th	Gerhard Berger	(AUT)	Ferrari F1/89-Ferrari V12	retired on lap 1

Fastest Lap: R. Patrese (Williams-Renault V10) 1 min 32.507 secs on lap 47
195.786 kph (121.655 mph)
Winner's Average Speed: 186.034 kph (115.596 mph)

DNQ	Yannick Dalmas	(F)	Lola LC88B-Lamborghini V12	1.31.260
DNQ	René Arnoux	(F)	Ligier JS33-Cosworth V8 DFR	1.31.376
DNQ	Gregor Foitek	(CH)	EuroBrun ER189-Judd V8	1.31.791
DNQ	Roberto Moreno	(BRA)	Coloni CF3-Cosworth V8 DFR	1.32.561
DNPQ	Alessandro Caffi	(I)	BMS Dallara F189-Cosworth V8 DFR	1.30.747
DNPQ	Piercarlo Ghinzani	(I)	Osella FA1-M89-Cosworth V8 DFR	1.31.150
DNPQ	Volker Weidler	(D)	Rial ARC2-Cosworth V8 DFR	1.31.964
DNPQ	Pierre-Henri Raphanel	(F)	Coloni CF3-Cosworth V8 DFR	1.32.019
DNPQ	Joachim Winkelhock	(D)	AGS JH25-Cosworth V8 DFR	1.32.982
DNPQ	Aguri Suzuki	(J)	Zakspeed 891-Yamaha V8	1.33.079
DNPQ	Stefan Johansson	(S)	Onyx ORE-1-Cosworth V8 DFR	1.35.232
DNPQ	Bertrand Gachot	(B)	Onyx ORE-1-Cosworth V8 DFR	1.37.932



Two seconds later,

Picture the scene if you will.

Mrs Sharpdent (no comment) drives her Golf CL to a public car park overlooking the sea in North Devon.

With her are her 7-year-old daughter. And her daughter's 8-year-old friend.

They go for a walk. The weather is bitterly cold. The girls, keen to return, race on ahead

Yes, they can sit in the car until mother arrives.

No, her daughter should not have released the handbrake.

No, her daughter's friend should not have pushed the car.

FOR PRICES AND BROCHURES CONTACT VOLKSWAGEN INFORMATION SERVICE S21, YEOMANS D



...it was back on the road.

And no, there should not have been a post missing in the protective barrier.

Away the Golf rolls, across fifty yards of field (mercifully, the daughter jumps clear).

Launching itself off the cliff, it lands feet first on the pavement below.

And lo, it starts first time and is quite capable of making its own way to the local Volkswagen dealer.

The damage? A cracked radiator, two broken headlights, the odd bump here and there.

And a repair bill that was a drop in the ocean.

Golf

LAKELANDS, MILTON KEYNES, MK14 5AN. TEL (0908) 601611 FLEET SALES (0908) 211616 EXPORT SALES 01-486 8411



"The sort of brain that has everything laid out neat and orderly at the start, and as things happen neatly deletes information no longer relevant to the objective, which is to win."

Haves and Have-Nots

The Brazilian Grand Prix certainly got the 1989 season off to a good start, and it also launched the new 3½-litre normally-aspirated formula with a flourish. The outcome of the Brazilian race is now a bit academic, and any apparent trends or signs will have now been confirmed or rejected by the happenings at the San Marino Grand Prix at Imola, which took place on April 23 while this issue of MOTOR SPORT was being printed and distributed.

It was John Surtees who first said to me "There is always someone who thinks he can win the race on the first corner." I think this was while Jackie Stewart was still working in a garage and shooting clay pigeons! But I wonder who in Brazil was thinking he could win the race as the field streamed *out* of the first corner?

Not Berger, for he was spinning to a stop on the grass infield; not Senna, for he had had the nose of his McLaren chopped off, and was heading for the pits; Patrese, in all honesty couldn't have been fooling himself into thinking he was going to win, for this was his 177th Grand Prix and to that date he had only won two, and both of those were a case of finishing first, rather than winning; not Mansell, as his confidence in the new Ferrari had never shone through, either the engine being "down on power" or the electronic gearchange going wrong under his delicate (!) touch; not Boutsen, because he was still feeling a bit wobbly after his monumental testing accident when the Williams-Renault broke its rear suspension under him; and being realistic, none of those powered by V8 engines, whether they were Judd, Cosworth or Yamaha, could have thought they were going to *win* (with a bit of luck one of them might have finished first); and certainly not Alliot with the new Lamborghini V12, for he was thankful to have just scraped on to the back of the grid.

The only man who could have come out of that first corner thinking, or even knowing, that he could win was Alain Prost. His is the sort of brain that has everything laid out neat and orderly before the start and as things happen it neatly deletes information no longer relevant to the objective, which is to be the first under the chequered flag. But for his McLaren clutch becoming inoperative he probably would have won the race. He was playing a strategical game, planning two stops for new tyres, but timing them so that when most of the front-runners made their stops, he would already be on new tyres and could make the most of a relatively clear track "to give it ten" as Graham Hill used to say, in rowing parlance. In other words, to do a few laps at maximum effort while his rivals were otherwise engaged.

When his clutch no longer freed properly he had to bring in Plan B, for there was no question of making another pit-stop for tyres if the clutch was not freeing. He paced himself to a lap time that kept him in touch with the pace of the race without straining the tyres, to ensure that he would finish, and if the leading Ferrari had hesitated or given trouble Prost could have cruised into another victory. It didn't work out that way, but second place was well worth having.

Nobody was more surprised when the new Ferrari ran faultlessly for the whole 61 laps than designer John Barnard and driver Nigel Mansell. From wondering how long the car would last on leaving the first corner, Mansell made the most of the situation around him. In his usual way he drove hard, once out in front determined to stay out in front, and it paid off handsomely.

Some drivers look comfortable when they are leading a race, others look out of place; with some you can sense the feeling of disbelief inside their brain, while others have a furtive air about them. I have seen Patrese leading races a number of times but he has never exuded an air of confidence, he has always looked as if he knows he shouldn't be there and is unsure about how or why he is not going to stay in the lead. Two victories out of 177 races must indicate something. While his team-mate Boutsen had yet to win a race from 90 starts, he drives with an air of someone who looks as if he ought to win races. The day Mauricio Gugelmin gets out in front I feel sure he will look right; to see him on the winner's rostrum in Brazil, with his third place, enhanced the feeling that he could well move upwards.

Before the Brazilian event and the farce of pre-qualifying for the "rabbit" teams and drivers, there was some muttering about the inequality of the situation. Known drivers like Alex Caffi, Stefan Johansson, Martin Brundle and Stefano Modena were having to "pre-qualify for the chance to qualify" for the race, while two drivers who were making their debut in Formula One did not have to do this. The two in question were Johnny Herbert and Olivier Grouillard, and while people in England were asking "Olivier who?" people in other countries were asking "Johnny who?". The four drivers mentioned earlier were wondering about the "system" dreamed up by FISA.

Herbert had the benefit of a known team and a known car, even if it was last year's model, while Grouillard was in a Ligier,



For Onyx, Rio was a long way to go to achieve very little.

now powered by a Cosworth DFR, all brand new and untried. The fact that both of them qualified comfortably for the race, Herbert in tenth place on the grid and Grouillard in 22nd place, and that they both finished, Herbert in a very impressive fourth spot and Grouillard in ninth position, rather suggests that perhaps someone in FISA *did* know what he was on about with his system of "seeding".

Just looking at the flat statistics of the Brazilian race we see that Ferrari finished first and last, Williams-Renault didn't finish at all, though it led for 17 laps, McLaren-Honda had both cars finish and led for five laps, Benetton-Ford had both cars finish but never got higher than fourth, and Tyrrell-Cosworth had both cars finish, but they had been lapped by the leader before half distance. For the Larrousse-Calmels Lola team it must have been complete satisfaction that its new Chrysler-Lamborghini V12 engine was still running at the finish, even if it was three laps behind the winning Ferrari V12.

Of the newcomers the Onyx team can only get better. Its drivers were last and next to last in the pre-qualification tests, so it was all over for them before official testing and practice began. It was a long way to go to achieve "not very much" but such is the stricture of Formula One. It is not an easy game to start in, is an even more difficult game to succeed in, and is a really tough game in which to stay at or near the front. The only team ahead of Onyx in the Wooden Spoon Championship after Brazil was the oddly-name FIRST team from Italy. Having registered a single-car entry for the World Championship it was withdrawn before the first round got underway.

I have read, and heard, a lot about how things are going to be much more equal now that turbochargers have been banned, but most of it seems to come from people who never really understood the turbocharger. When Renault, Ferrari, Porsche, BMW and Honda were all into turbocharging I thought things were remarkably equal, and I used to look at the variety of engines and marvel how they were all extracting the same horsepower from a mere 1500cc. The inequality lay down at the back of the field, where the teams were that didn't have the best engines from the factories. It is these sort of people who talk about "equality" when what they mean is they want everyone to be dragged down to their lower level.

We have already seen the lack of equality with the new Formula only just begun. If all your team is capable of buying or using is a 1989 "production" version of the Ford-Cosworth DFR then you are going to get left behind. While we have Honda, Renault, Fiat-Ferrari, Ford-Cosworth, Chrysler-Lamborghini and Yamaha embarking on new engines and some serious R & D, there is still going to be "inequality" between those who have and those who have not. Those with Judd V8 engines have a sporting chance of joining the "haves" or sinking down to the "have-nots" — the choice is entirely up to the teams.

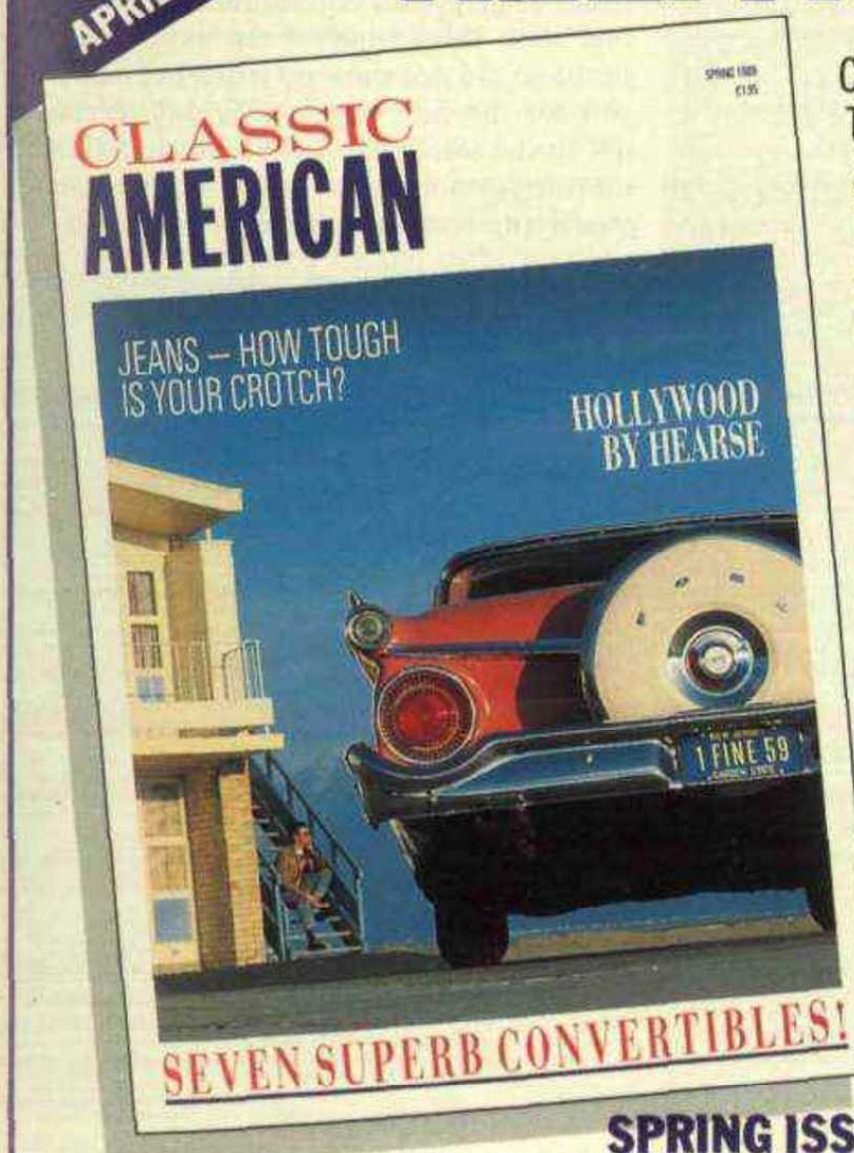
Equality is a dream that I personally don't want to know about; I tend to equate equality to mediocrity. We nearly had equality a few years ago when the whole Grand Prix scene consisted of Cosworth DFV-powered "kit cars" except for two 12-cylinder Ferraris. Those cars from Maranello prevented the demise of Grand Prix racing. If the whole grid in future Grand Prix races consisted of cars powered by "production" Ford-Cosworth DFR engines, running on "Goodelli" tyres, I for one would find it very dull.

The Brazilian grid showed a span of 7.25 seconds between the fastest lap and the slowest lap, and for me that was a fairly healthy "inequality". Long may it stay that way.

DSJ

NEW ON SALE APRIL 20TH

RELIVING THE DREAM



Classic American magazine is about nostalgia and cars. Those golden years from the 50's to the 70's when chrome was king and power ruled the highway.
It's about long dusty roads, endless summers and beautiful automobiles. If you're into American cars and the American way of life, stop dreaming and start reading **Classic American** magazine.

IN THIS ISSUE ... CARS

- Full colour features on seven classic convertibles.
- Hollywood by Hearse — the only way to travel. ● The World's most expensive Dodge Challenger. Is it worth $105,000?
- Scrapyard Survivors — cars from the grave.



LEISURE ● How tough is your crotch? Mustangs versus jeans, a test to destruction. ● Nicky Horne making radio waves. ● What makes the perfect Pizza? All is revealed.
● 10 pin bowling revival.

Read **Classic American** magazine and live the dream.



SPRING ISSUE ON SALE AT NEWSAGENTS FROM APRIL 20TH



The grand duel resumed in Japan with Sauber-Mercedes this time winning the honours.

The Old Order Changeth . . .

"Do you remember, the "Silver Arrows" finished their race debut at Reims in 1954 with a 1-2 victory?" Dr Hermann Hierath, Mercedes' Group C technical project manager, put that to Peter Sauber when Jean-Louis Schlesser and Kenny Acheson crossed the finishing line at Suzuka six seconds apart, and the Swiss constructor hurried to the back of the garage to dry his eyes! Despite the awesome reputation of Mercedes in motor racing, and despite the massive effort put into the 1989 programme, Peter Sauber's team remains essentially nice and sporting, in victory or defeat. Judging by the form shown in Japan, at the opening round of the 1989 World Sports-Prototype Championship, there are plenty more victories in prospect this year for the second generation Silver Arrows.

All credit to the Swiss-German team, which looked decidedly shaky in qualifying, and to Kenny Acheson who drove a solo race lasting nearly three hours, and still found the strength to shock team and race leader Schlesser by moving ahead for four laps in the last hour. Manager Max Welti was forced to re-shuffle his team on race morning, Jochen Mass being down with Asian 'flu and suffering from double vision and Mauro Baldi taking pain-killers to forget the effects of his broken right ankle each time he hit the Mercedes' brake pedal.

For the Silk Cut Jaguar team though, the Japanese race was not so much a defeat as a disaster, routed not only by the Saubers but by a Joest Porsche and a Nissan as well. John Nielsen and Andy Wallace coaxed their XJR-9 V12 to fifth place on the limit of their fuel allocation but Jan Lammers threw caution to the winds, setting the fastest lap of the race on lap 75 and parking on lap 80 with a dry tank. "We'll have an investigation when we get the cars back home . . . right now we don't know what went wrong," commented team manager Roger Silman.

The Jaguars won the last Japanese race in style at Fuji last October, and enabled Martin Brundle to return home as World Champion. That was followed by a shock defeat at the hands of Mercedes at Sandown Park, distressing for the World Champion team at the time, but nothing compared to the debacle at Suzuka. This year's regulations have added 50kg to the minimum weight for C1, moving up from 850 to 900kg, and while the Jaguars have actually increased their weights, no ballasting was needed for the Joest Porsches or the Nissans which were over 900kg last year. In that respect alone, the relative performance of the Jaguars has been impaired.

Whilst the Jaguar XJR-10 has been developed, the "9" has been uprated with larger diameter wheels and brakes (respectively 18 and 14 inches), a revised fuel injection system supposed to be more efficient, and revisions to the March/TWR transmission. Clearly a wrong turn has been taken somewhere, a fact not helped by a poor choice of tyre compounds which left the cars short of grip, and consequently heavier on fuel than might have been expected. The problem did not show up when the cars were run for the first time on Friday, certainly not in the torrential conditions on Saturday morning, nor even in the emergency qualifying session on Sunday morning. Not



Sauber-Mercedes team manager Max Welti tries to console an unwell Jochen Mass.



Routine pit stop for the new Lees/Dumfries Toyota, a front running car all weekend.

until the race was 10 laps old did the abnormal fuel consumption register with Lammers and Nielsen, and then of course it was far too late to save face. As for Lammers, he has now driven in four IMSA and one Group C race this year and finished none of them, the Le Mans winner's luck clearly not improving despite his elevation to number one status. His new co-driver, Patrick Tambay, delights the team that told Bob Wollek "we don't want another Frenchman, thank you."

The Sauber-Mercedes team, as everyone recognises, has a new sense of purpose this year and has allocated a very adequate, and substantial, budget to the business of winning races. Properly applied by the right people, such an amount will get the job done, and despite a bad start to the weekend — Mass crashed a C9 on Saturday, blaming his physical condition, and Schlesser's qualifying period was fraught on Sunday morning — the team rose to the occasion. The M119 32-valve engine clearly has moved the team in the right direction and if there is a weakness, it is in the old aluminium chassis. It will take a top-notch team to exploit that, to make the silver cars race even harder.

The Porsche 962 chassis does not get any younger, dating back essentially to 1982, and yet the private teams seem to have found a new lease of life. Especially Joest and Schuppan, with recently released factory cars, and they showed that outstandingly good preparation is the best way of dealing with those teams which have undertaken extensive development work (not necessarily a bad thing) but have not put in enough track time. Joest will have a new car at Dijon in May, again based on a factory chassis, and after the Suzuka race it seems even more justified to say that there is one more Le Mans victory left in the old design.

Bob Wollek and Frank Jelinski, who made a perfect partnership to finish third at Suzuka, on the lead lap too, might very well take the honours in June, but so too might Vern Schuppan and Eje Elgh, another very complimentary pairing that ran with the Joest Porsche most of the way. Their performance was flattered perhaps because the car ran out of fuel just before the end and slipped from fourth to twelfth, but that does not detract from the fact that the quiet Australian and former Le Mans winner, has put together a team that is shrewd in every way.

Signals have gone out that Nissan and Toyota are moving belatedly into fifth gear and they certainly showed it at Suzuka. Toyota locked up the front row of the grid and had two cars challenging for the lead at times, while the Nissan team, running its old March-based cars for the last time in a World Championship race, avoided all the temptations and aimed for a good finish. The rewards were there for the taking, Toshio Suzuki and Kazuyoshi Hoshino moving their Nissan smoothly into fourth place at the end, just one lap down, and Paolo Barilla and Hitoshi Ogawa falling from fourth to sixth on the final lap with a fuel shortage.

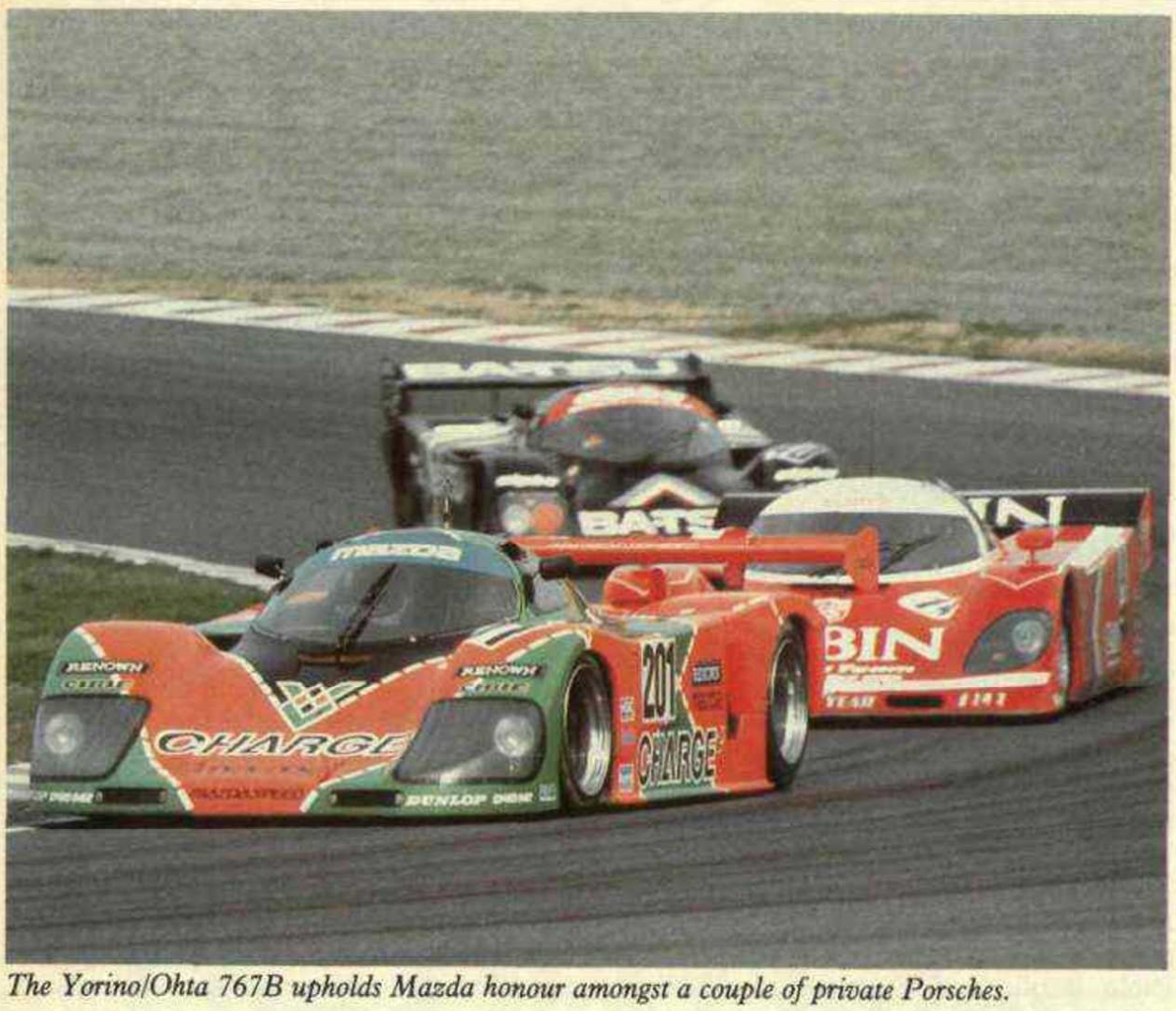
Nissan's European motorsports manager, Howard Marsden, took delivery of the first Group C chassis from Lola Cars a few days before the race and this R89C model will be the mainstay of the '89 programme from Dijon onwards, the car powered by an improved twin-turbo V8. Toyota's current programme started badly with two new cars being written off in testing — one when a brake disc exploded and another when a broken oil line lubricated a rear tyre, though luckily Paolo Barilla and Johnny Dumfries were not hurt. Barilla and Ogawa had to drive an updated '88 chassis, an unloved car, but still the Japanese driver made the front row of the grid and gave Schlesser's Sauber a good run for much of the distance. Geoff Lees, partnered by Dumfries, put the '89 model on pole position and was well in contention until a brake caliper sprang a leak.

European visitors thought that the Fuji Speedway is the wettest place on earth but Suzuka was at its worst when the Group C qualifying was held, rain bucketting down all the previous night and most of the day. The Joest and Brun Porsche teams did not go out in the morning and when Jochen Mass ventured out in the Sauber he completed half a lap, spun along a straight and twisted the left-rear suspension against an armco rail. His ailment may not have been a contributory factor but the German did not drive again all weekend. Schlesser's



Suzuka marked the final appearance of the March-based Nissans.

Suzuka 480km



The Yorino/Ohta 767B upholds Mazda honour amongst a couple of private Porsches.

car did not go out, but Derek Bell reminded us that he is an outstanding wet weather driver by taking a provisional pole position in the Richard Lloyd Racing/PCGB Porsche 962, admitting that it was "bloody dangerous" out there, but grinning as he said it. Unfortunately the new car lacked the downforce it needed to perform well in the dry and had an obscure day on Sunday, finishing 19th after making two unscheduled stops for new tyres.

The afternoon session was abandoned as conditions became even worse (although it stopped raining as soon as the decision was announced) and the second session was held on Sunday morning, to Richard Lloyd's disgust, but it was a case of *force majeure* since a large number of drivers had not been timed at all. Even with race engines the Toyotas were planted securely at the front, while Kenny Acheson in the Sauber was given a slot on the tenth row after Mauro Baldi, who had qualified the car well, transferred to Schlesser's. Schlesser had the cabin fire extinguisher go off in his face, and was hampered by an electrical misfire, so the Swiss/German team was anything but confident before the start. The Silk Cut team, in fact, looked in better shape as Jan Lammers had surpassed himself in qualifying and claimed third place.

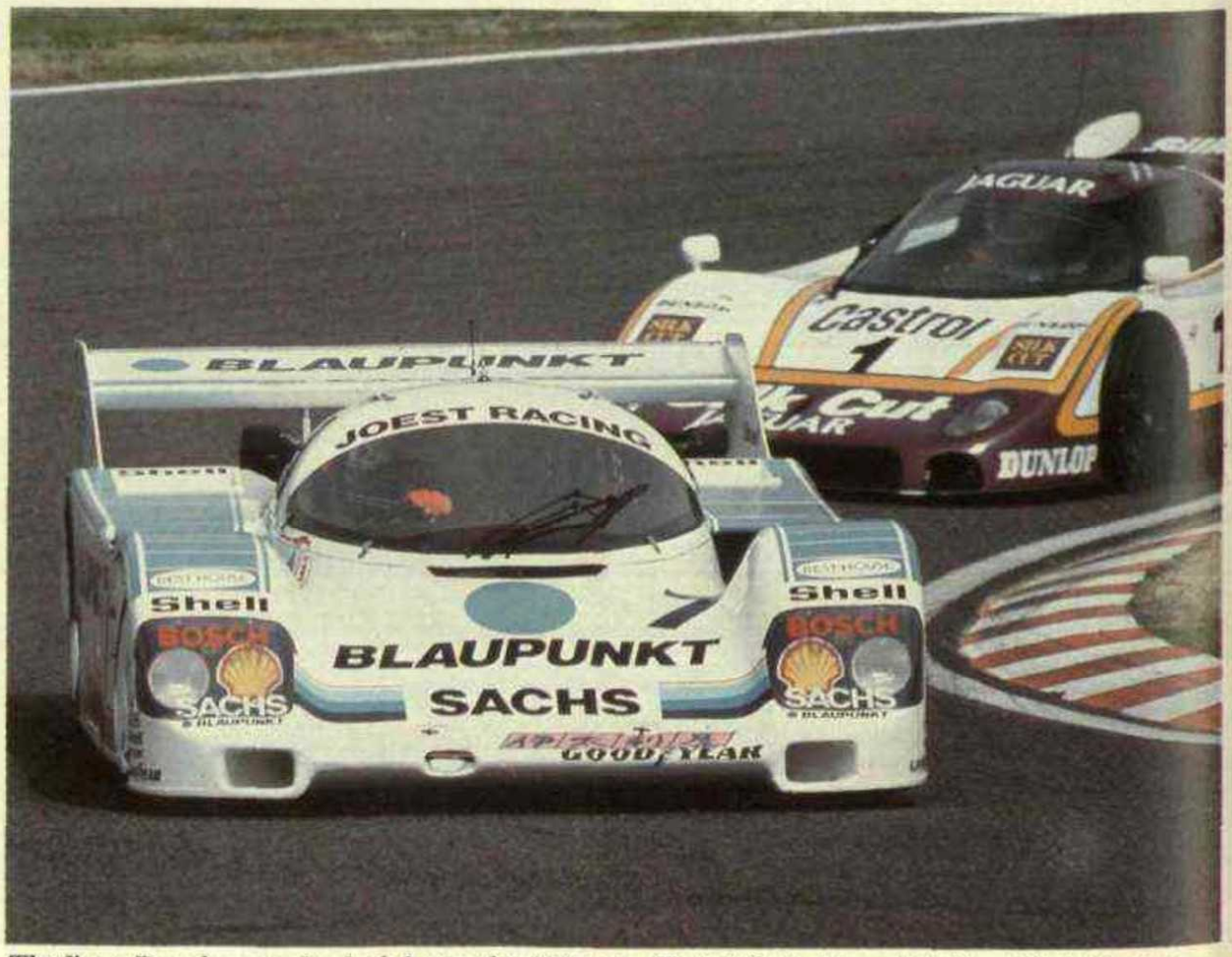
The Spice Engineering team returned to Silverstone in a disappointed frame of mind, both the cars in the new 3½-litre class failing to reach half distance (Alain Ferté and Henri Pescarolo, in the Prototeam's Spice-Cosworth DFZ, blew their engine on Sunday morning and did not get to the start, so the new category was not represented in the classification). The "works" cars have Nicholson-tuned Cosworth DFZs and the package has been outstandingly reliable in the past four seasons of C2 racing, but on Sunday morning Thorkild Thyrring's car stopped with an electrical failure which recurred in the race. At the time the Dane had worked up to third place overall, as he stopped for fuel after the pukka C1 cars. Thyrring had finished his qualifying in Ray Bellm's car but spun and damaged the front end, as a result of which a water pipe fractured early in the race and damaged the engine.

At 750kg the Spices are certainly light and nimble, with astonishing cornering power, and should be formidable at Brands Hatch and Donington. At Suzuka though, the team missed the special luck that Gordon Spice, four times World C2 Champion, takes along in his hand baggage. Spice is not a regular member of the team and did not travel to Japan, where Bellm said he had not plucked up the courage to explore the cornering limits

Hugh Chamberlain's Spice-Hart, driven by Nick Adams and Fermin Velez, won the C2 category without any problems, in fact the only classified finisher in the class, and thus became the first turbocharged car to win in C2 since August 1984!

There were plenty of new FISA faces at Suzuka, notably those of Max Mosley and series co-ordinator John Macdonald, but Bernie Ecclestone has yet to see his first World Championship sports-car race. What was, by sports-car "endurance" standards an excellent event, and not a moment too short at 480km, disappointed Macdonald who hoped that Dijon would be better. The fact that there were six different leaders and eleven lead changes, far more than in the entire 1988 Grand Prix season, did not seem to carry much weight. Give them time . . .

MLC



The Joest Porsches are the dark horses for 1989, the Wollek/Jelinski car finishing third this time.

Sportscars RESULTS

WORLD SPORTS-PROTOTYPE CHAMPIONSHIP
Round 1, Suzuka 480km, April 9

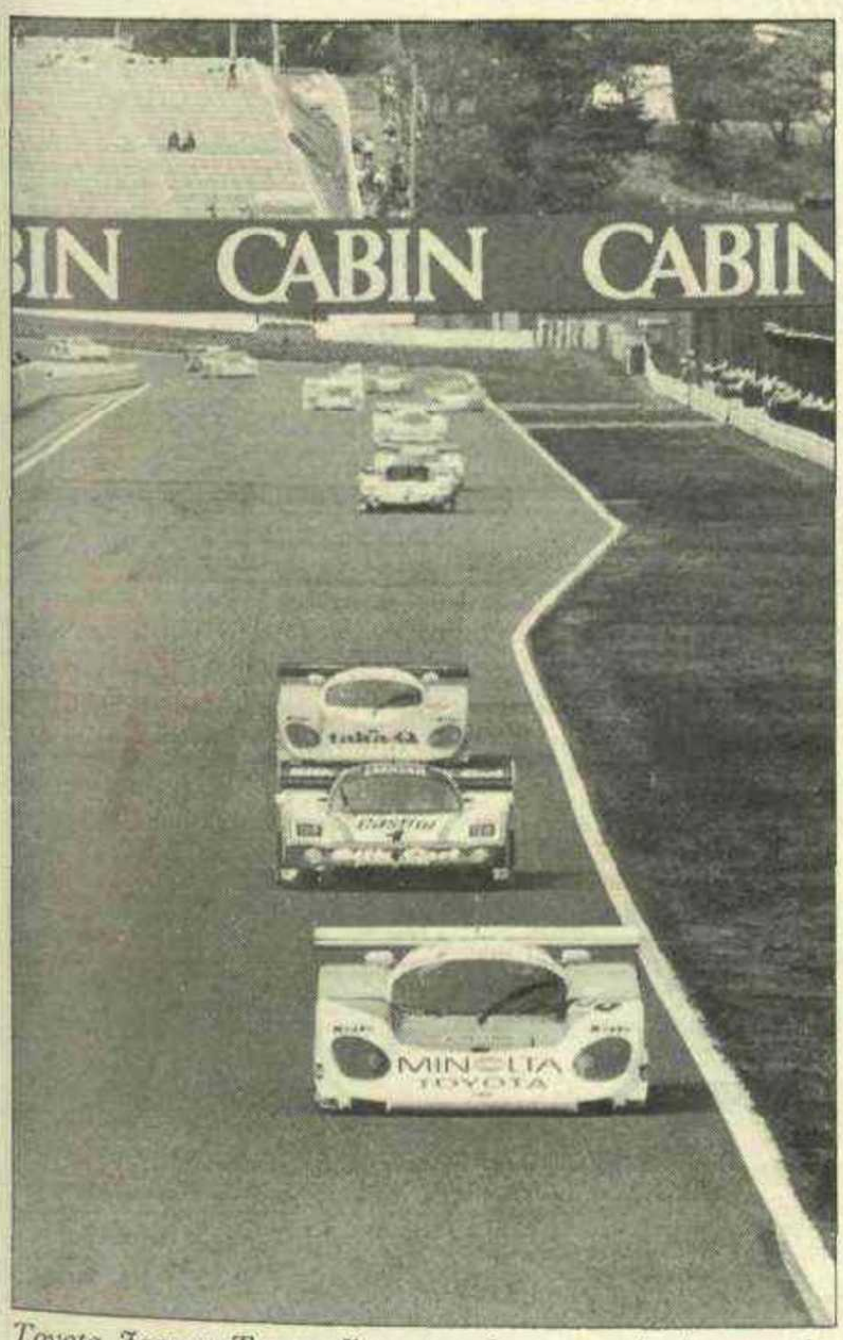
QUALIFYING TIMES

Lees/Dumfries	Toyota	1m 50.635s
Ogawa/Barilla	Toyota	1m 51.553s
Lammers/Tambay	Jaguar	1m 53.319s
Baldi/Acheson	Sauber-Mercedes	1m 53.474s
Grohs/Nakaya	Porsche	1m 53.928s
Hasemi/Olofsson	Nissan	1m 54.347s
Hoshino/Suzuki	Nissan	1m 54.518s
Fouche/Andskar	Porsche	1m 54.770s
Schuppan/Elgh	Porsche	1m 55.084s
Schlesser/Mass	Sauber-Mercedes	1m 55.172s
Wollek/Jelinski	Porsche	1m 55.191s
Wada/Morimoto	Nissan	1m 55.250s
Nielsen/Wallace	Jaguar	1m 55.307s
Kunimitsu/Dickens	Porsche	1m 56.258s
Sekiya/Okada	Porsche	1m 56.636s
Bellm/Salazar	Spice	1m 56.951s
Giacomelli/Lavaggi	Porsche	1m 57.397s
Yorino/Ohta	Mazda	1m 57.715s
Huysman/Varjosaari	Porsche	1m 57.744s
Katayama/Terada	Mazda	1m 58.024s
Ratzenberger/Suzuki	Toyota	1m 58.646s
Mogi/Takahashi	Porsche	1m 58.722s
Bell/Needell	Porsche	1m 58.966s
Brun/Pareja	Porsche	1m 59.728s
Daver/Konrad	Porsche	2m 00.270s
Larrauri/Sala	Porsche	2m 00.740s
Fabre/Santin	Cougar	2m 00.789s
Lee-Davey/Barth	Porsche	2m 01.052s
Thyrring/Taylor	Spice	2m 02.589s
Ballot-Lena/Ricci	Porsche	2m 04.676s
Coppelli/Thuner	Spice	2m 05.860s
Pescarolo/Ferté	Spice	2m 06.187s
Adams/Velez	Spice	2m 06.309s
Nurminen/Taverna	Tiga	2m 07.299s
Sheldon/Lindstrom	Tiga	2m 14.684s
Scapini/Tacchino	Lancia	3m 16.812s

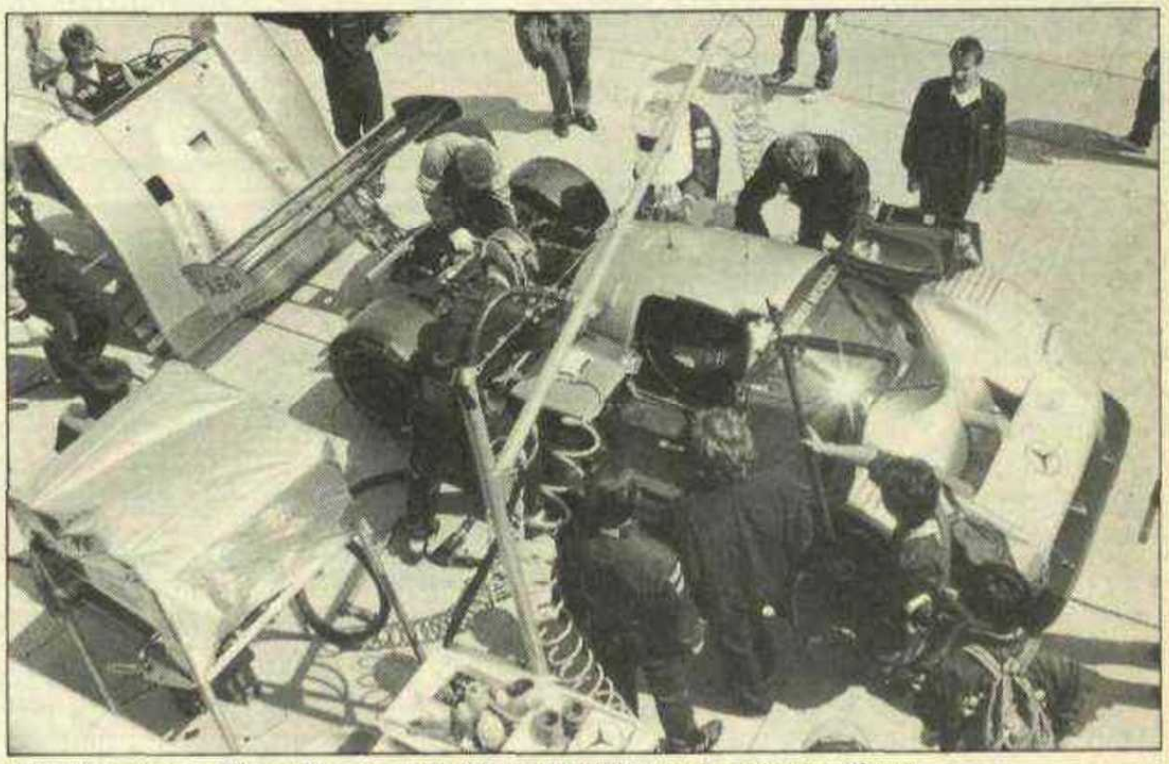
RACE RESULTS

1st	M. Baldi/J-L. Schlesser	5.0t Sauber-Mercedes C9	C1	2h 48m 58.453s
2nd	K. Acheson/(J. Mass)	5.0t Sauber-Mercedes C9	C1	2h 49m 04.634s
3rd	B. Wollek/F. Jelinski	3.0t Porsche 962C	C1	2h 50m 52.135s
4th	K. Hoshino/T. Suzuki	3.0t Nissan R88C	C1	81 laps
5th	J. Nielsen/A. Wallace	7.0 Jaguar XJR-9	C1	81 laps
6th	H. Ogawa/P. Barilla	3.2t Toyota 88/89c V8	C1	81 laps
7th	T. Kunimitsu/S. Dickens	3.0t Porsche 962C	C1	81 laps
8th	O. Larrauri/M. Sala	3.0t Porsche 962C	C1	81 laps
9th	M. Sekiya/H. Okada	3.0t Porsche 962C	C1	81 laps
10th	H. Grohs/A. Nakaya	3.0t Porsche 962C	C1	81 laps
11th	K. Hasemi/A. Olofsson	3.0t Nissan R88C	C1	81 laps
12th	V. Schuppan/E. Elgh	3.0t Porsche 962C	C1	80 laps
13th	G. Fouche/S. Andskar	3.0t Porsche 962C	C1	79 laps
14th	P. Fabre/A. Santin	3.0t Cougar-Porsche C22	C1	79 laps
15th	J. Daver/F. Konrad	3.0t Porsche 962C	C1	78 laps
16th	K. Mogi/K. Takahashi	3.0t Porsche 962C	C1	78 laps
17th	T. Yorino/T. Ohta	1.3r Mazda 767B	GTP	77 laps
18th	W. Brun/J. Pareja	3.0t Porsche 962C	C1	77 laps
19th	D. Bell/T. Needell	3.0t Porsche 962C	C1	76 laps
20th	G. Lees/J.Dumfries	3.2t Toyota 89C V8	C1	75 laps
21st	T. Wada/A. Morimoto	3.0t Nissan R88C	C1	74 laps
22nd	T. Lee-Davey/J. Barth	3.0t Porsche 962C	C1	71 laps
23rd	N. Adams/F. Velez	1.8t Spice-Hart SE87	C2	63 laps
24th	R. Ratzenberger/K. Suzuki	3.2t Toyota 89C V8	C1	62 laps
NC	J. Sheldon/L. Lindstrom	3.9 Tiga-Cosworth DFL	C2	47 laps
R	J. Lammers/P. Tambay	7.0 Jaguar XJR-9	C1	out of fuel
R	T. Thyrring/W. Taylor	3.5 Spice-Cosworth DFZ SE89C C	C1	electrics
R	H. Huysman/J.Varjosaari	3.0t Porsche 962C	C1	off road
R	B. Giacomelli/G. Lavaggi	3.0t Porsche 962C	C1	piston
R	C. Ballot-Lena/J-L. Ricci	3.0t Porsche 962C	C1	transmission
R	J. Nurminen/L. Taverna	3.3 Tiga-Cosworth DFL GC289	C2	fuel pressure
R	R. Bellm/E. Salazar	3.5 Spice-Cosworth DFZ SE89C C	C1	water pipe
R	Y. Katayama/Y. Terada	1.3r Mazda 767B	GTP	differential
R	A. Coppelli/B. Thuner	3.3 Spice-Cosworth DFZ SE88C C	C2	electrics

Fastest Lap: Lammers 1m 57.549s; 179.435 kph (111.519 mph)



Toyota, Jaguar, Toyota, Jaguar at the start — but it was to be Sauber, Sauber, Porsche 480km later.



"Schlesser/Mass" later became "Schlesser/Baldi" on the winning Sauber.



Mass (left) hugs Kenny Acheson on the podium after the latter's superlative solo drive.

New Formula for Le Mans?

MOTOR SPORT's proposed Supercar Grand Touring category has been well received by manufacturers and by the public, whose concern for the future of sports-car racing is raised by the extremely commercial nature of FISA's development of the World Championship.

Peace proposals have been agreed between FISA and the Automobile Club de l'Ouest for the running of this year's 24-hour race, and further talks will be held later in the summer to ensure the "perenniality" of the event within the series.

Who knows whether the proposed 3½-litre cars will be the staple diet at Le Mans throughout the 1990s, or whether an amalgam of current Group C and IMSA cars might be suitable, or again whether an entirely new, production-based GT formula will be needed?

As things stand today the big manufacturers in Group C racing would be appalled if Le Mans fell out of the World Championship. It is by far the most prestigious sports-car race in the world, one justification for all their effort and expense, and it is said traditionally that to win Le Mans is worth more than the entire championship.

Certainly the ACO's event has been run outside the World Championship before, *but it was for the same cars*, and the issue today is whether the 3½-litre racing models will be suitable for the rigours of Le Mans. Even now the more committed manufacturers are preparing special "24-hour" version of their new engines, and wish perhaps that there were more proper endurance races.

Let us suppose that the 3½-litre sports-car formula grows in stature like Formula One, and that the 200-mile "made for television" races become extremely popular. In that case FISA might conclude that Les Vingt Quatre Heures du Mans no longer suits its purposes, the format being all wrong for television, and the major manufacturers might even agree. Today and in the near future, the leading lights of FISA will bully and cajole the ACO into a continuing support for the world series, but when it suits them they will fall back on the biggest stumbling block of all: that there will be 36 cars and 36 drivers for the series, but a need for 50 cars and 150 drivers for one event per annum!

We can rule the current Group C and IMSA cars out of the reckoning almost without discussion: they will soon be obsolete. No manufacturer involved in the 3½-litre championship would spend one hour, one pound, one Deutschmark, one franc or one yen developing them, and in any case IMSA will move towards 3½-litre racing engines, normally-aspirated stock-blocks and turbo engines up to 2-litres, all of which suggests amateur teams buying "off-the-shelf" equipment.

With inevitability we return to our original suggestion of a production GT "Supercar" formula, the basis for which already exists in FISA's "Yellow Book". All it needs is for a circuit owner or race organiser to stage a race for these cars, and for others to follow suit. Here are some reactions we received from leading manufacturers:

"The more committed sports-car manufacturers are already preparing special '24-hour' versions of their new engines, because the issue today is whether the 3½-litre racing models will stand up to the rigours of Le Mans"

Victor Gauntlett of Aston Martin: "I have every sympathy for the thinking behind your pushing for Grand Touring racing, but I have to say that my enthusiasm is dampened for two reasons. One, with our commitment to the World Sports-Prototype Championship, I do not believe we will be able to divert resources elsewhere; two, surely the GT racing will disintegrate into some kind of 'silhouette' racing? Now, road-driveable GT cars — that's something different!"

Manfred Jantke, Porsche's director of public relations: "We at Porsche often think back on the history of GT racing, and we regret that for some years Gran Turismo is more or less dead in sport. These cars have always been more suitable for motor racing than any modified touring car, and they had their own fascination.

"It is a fact that high-performance cars undergo a revival and that we see the arrival of 'super sports cars' coming along lately. For Porsche I can say that we would love to have new opportunities to bring our production sports-cars back to racing. The big, old question is to what degree they should be modified. It is certainly not a good idea to race GT cars which cost more than a Group C sports-car (eg, silhouette formula)."

Dottore Franco Gozzi of Ferrari: "The official point of view of Ferrari on this matter is that we are favourable to a policy that lets private customers race with their own cars. Do you remember the Fifties? We will do our best to help our customers, private teams, representatives of Ferrari, wherever they race, but we cannot manage directly any kind of car except Formula One."

Readers' response has been good, and we thank all those who sent postcards in support of our proposal.

What is interesting is that all those who responded appeared to favour standard model racing, or "N-GT" as it is referred to in Germany, and seem not to want such highly-modified cars as we proposed (a six-litre limit for the top class, and Group A-type modifications). We can only say that to run GT cars in showroom condition would be to display differences in performance between, say, a Ferrari Testarossa and a Mercedes 560, or a Jaguar XJ-S, and the weaker models would soon disappear from the competition. To allow limited modifications might bring the competing makes closer together and improve the quality of racing.

We will keep you informed of developments in the MOTOR SPORT proposal, as and when they happen. **MLC**



Will international sportscar racing ever be graced with the like of such beautiful cars again?



A BMW APPROVED EXHAUST STARTS PAYING YOU BACK STRAIGHTAWAY.

A BMW exhaust is designed to get the most out of your BMW.

A cheap exhaust can end up getting the most out of your wallet. To make it cheap, it's cheaply made.

It's about the right shape, a near-enough fit and roughly finished off.

And it lowers your top speed, dulls the edge of your acceleration and pushes up your fuel consumption from a sip into a gulp. All that for the sake of a small saving.

Conversely, paying a bit more for the genuine article can work out cheaper. After all, you only pay for it at the parts counter – not at the pumps.

There's a BMW approved exhaust specifically designed for each model, ensuring performance is as it should be.

Each one is tested for the equivalent of four years' hard driving. And each one fits perfectly, first time.

Don't try to save money on a "cheap" exhaust. It'll only backfire.

THE ULTIMATE DRIVING MACHINE
(KEEP IT THAT WAY)

FOR THE NAME OF YOUR NEAREST BMW DEALER RING 01-897 6665 OR WRITE TO BMW INFORMATION SERVICE, PO BOX 46, HOUNSLOW, MIDDLESEX.

BRITISH FORMULA THREE CHAMPIONSHIP

Round 1, Thruxton, March 27
20 laps; 47.134 miles (75.838km)

1st	Rickard Rydell (S)	Reynard-Spiess VW 893	24m 21.13s
2nd	Gary Ayles (GB)	Ralt-Spiess VW RT33	24m 25.63s
3rd	Alain Menu (CH)	Ralt-Spiess VW RT33	24m 25.99s
4th	Niclas Schonstrom (S)	Reynard-Spiess VW 893	24m 26.20s
5th	Derek Higgins (GB)	Ralt-Mugen RT33	24m 31.23s
6th	Julian Westwood (GB)	Ralt-Spiess VW RT33	24m 33.79s
7th	Mika Salo (SF)	Reynard-Alfa Romeo 893	24m 40.08s
8th	John Alcorn (GB)	Reynard-Tom's Toyota 893	24m 41.12s
9th	Vincenzo Sospiri (I)	Reynard-Tom's Toyota 893	24m 43.76s
10th	Philippe Adams (B)	Ralt-Spiess VW RT33	24m 47.08s

Winner's Average Speed: 116.09 mph (186.78 kph)
Fastest Lap: Menu 1m 12.13s; 117.58 mph (189.18 kph)
Class B Winner: Eddie Kimbell (Reynard-Swindon VW 873)
Fastest Lap: Craig Simmiss (Reynard-Swindon VW 883) 1m 14.41s; 113.48 mph (182.59 kph)

Round 2, Donington Park, April 2
(cancelled due to rain)

Round 2, Silverstone, April 9
20 laps; 59.50 miles (95.73km)

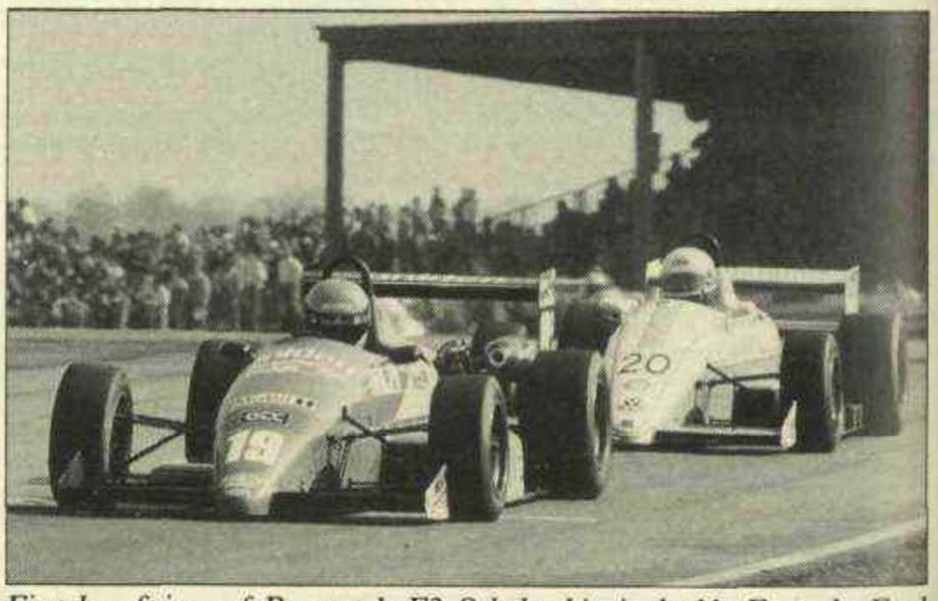
1st	David Brabham (AUS)	Ralt-Spiess VW RT33	30m 49.25s
2nd	Alain Menu (CH)	Ralt-Spiess VW RT33	30m 50.16s
3rd	John Alcorn (GB)	Reynard-Tom's Toyota 893	31m 04.47s
4th	Allan McNish (GB)	Ralt-Mugen RT33	31m 05.81s
5th	Mika Salo (SF)	Reynard-Alfa Romeo 893	31m 10.79s
6th	Otto Rensing (D)	Reynard-Mugen 893	31m 11.91s
7th	Paul Warwick (GB)	Reynard-Tom's Toyota 893	31m 17.56s
8th	Niclas Schonstrom (S)	Reynard-Spiess VW 893	31m 21.29s
9th	John Estupinan (COL)	Ralt-Spiess VW RT33	31m 33.34s
10th	Gary Ward (GB)	Reynard-Tom's Toyota 893	31m 33.60s

Winner's Average Speed: 115.83 mph (186.37 kph)
Fastest Lap: Menu 1m 31.56s; 116.97 mph (188.20 kph)
Class B Winner: Craig Simmiss (Reynard-Swindon VW 883)
Fastest Lap: Simmiss 1m 34.32s; 113.54 mph (182.68 kph) (record)

Championship Positions: 1, Menu 12; 2 = Rydell and Brabham 9; 4, Ayles 6; 5, Alcorn 4.



The new Formula Three season gets underway at Thruxton, with polewinner Rydell (No5) setting off for a start-to-finish victory as McNish (No4) stalls.



First beneficiary of Benetton's F3 Scholarship is double Formula Ford champion Derek Higgins, for whom a Silverstone startline accident followed points at Thruxton.



Gravett hounds Rouse at Oulton Park. His reward was to be victory when his adversary crashed at around half-distance.



Fierce in-fighting between Prodrive BMW team-mates Weaver and Sytner at Silverstone dented the latter's bodywork, damaging his Pirellis and causing him to crash out of the final lap, leaving Weaver to take Class B victory.

BRITISH TOURING CAR CHAMPIONSHIP

Round 1, Oulton Park, March 24
20 laps; 55.38 miles (89.10km)

1st	Robb Gravett	2.0t Ford Sierra RS500	A	34m 00.78s
2nd	Tim Harvey	2.0t Ford Sierra RS500	A	34m 37.85s
3rd	Jerry Mahony	2.0t Ford Sierra RS500	A	34m 46.73s
4th	Mike Newman	2.0t Ford Sierra RS500	A	34m 48.03s
5th	Sean Walker	2.0t Ford Sierra RS500	A	34m 50.34s
6th	James Weaver	2.3 BMW M3	B	35m 02.26s
7th	Mike Smith	2.0t Ford Sierra RS500	A	35m 16.65s
8th	Chris Hodgetts	2.0t Ford Sierra RS500	A	35m 16.88s
9th	Graham Hathaway	2.0t Ford Sierra RS500	A	35m 20.01s
10th	Frank Sytner	2.3 BMW M3	B	35m 26.15s

Winner's Average Speed: 97.69 mph (157.18 kph);
Fastest Lap: Gravett 1m 40.62s; 99.06 mph (159.38 kph) (record)
Class Winners: Gravett; Weaver; John Cleland (2.0 Vauxhall Astra GTE 16v); Geoff Kimber-Smith (1.6 Toyota Corolla GT)

Round 2, Silverstone, April 9
15 laps; 44.63 miles (71.81km)

1st	Andy Rouse	2.0t Ford Sierra RS500	A	24m 57.96s
2nd	Robb Gravett	2.0t Ford Sierra RS500	A	25m 00.00s
3rd	Laurence Bristow	2.0t Ford Sierra RS500	A	25m 13.44s
4th	Graham Goode	2.0t Ford Sierra RS500	A	25m 18.70s
5th	David Brodie	2.0t Ford Sierra RS500	A	25m 19.66s
6th	Chris Hodgetts	2.0t Ford Sierra RS500	A	25m 20.33s
7th	Guy Edwards	2.0t Ford Sierra RS500	A	25m 22.87s
8th	Mike Newman	2.0t Ford Sierra RS500	A	25m 33.14s
9th	Gerrit van Kouwen	2.0t Ford Sierra RS500	A	25m 34.81s
10th	Mike Smith	2.0t Ford Sierra RS500	A	25m 45.54s

Winner's Average Speed: 107.24 mph (172.55 kph)
Fastest Lap: Gravett 1m 38.97s; 108.21 mph (174.11 kph)
Class Winners: Rouse; Weaver (2.3 BMW); John Cleland (2.0 Vauxhall Astra GTE 16v); Phil Dowsett (1.6 Toyota Corolla FX GT).

Drivers' Championship: 1, Cleland 20; 2, Weaver 19; 3, Gravett 17; 4 = Dowsett and Hall 10; 6 = Rouse and Jordan 9.
Manufacturers' Championship: 1, Ford 40; 2, BMW 27; 3, Vauxhall 24.

Full of Eastern Promise

It may be two or three years before all the benefits of FISA's attention to the World Sports-Prototype Championship can be gauged, but immediately evident is the strong Japanese presence in the entire series. Race organisers are guaranteed full grids this year, in contrast to the patchy entry lists of recent seasons, as Nissan, Toyota and Mazda join battle with Jaguar and Mercedes throughout Europe and even in the United States. To do so they needed to set up bases in Europe, and all three chose central England, where their racing ties seemed to be strongest.

The Japanese manufacturers needed, at least, a presence in the World Championship, but what they have given is much more than that — a full-scale financial commitment which, in the case of Nissan for example, must rival those of Jaguar and Mercedes even though it hardly seems likely to lead to race victories this year.

"We are about to see the biggest expansion there has ever been in motorsport," says Nissan Motor Sports Europe director Howard Marsden, whose eyes light up at the prospect. "In the early 1990s we shall see a release of energy the like of which has not been seen since the turn of the century when every manufacturer, even Rolls-Royce, saw the need to take part in competitions in order to advertise.

"Now we live in the age of television, when a race in America can be watched in Japan, and throughout Europe, so the stakes are quite enormous. They can be assessed in terms of sales, marketing, public relations, advertising, as well as technical development, all with the aim of selling more cars."

So eloquently does Marsden state the reason for the explosion in support for Group C racing that he speaks for all. Sports-car racing will polarise, perhaps, with the leading European manufacturers in one camp and the Japanese in the other, knowing that the stakes are not merely to win races, but to win prestige, and therefore new sales, in key markets throughout the world.

If there is anything to prevent the continued expansion of this category of competition in the 1990s, it is the potential of those who control the sport with a verbal shotgun to step in and prevent it overtaking Formula One in the prestige stakes. The Japanese, certainly, understand that FISA is a volatile body with unstable policies, and they have received no favours in the past year, but still they regard the prize of domination in the 1990s as being worth a few risks.



Fifth at Daytona, Mazda's 767B now takes up the challenge of World Championship events.

Mazda: suffering in silence

Mazda has suffered most of all at the hands of the ruling body. Mr Ohashi, then the Hiroshima company's team manager, looked aghast at the ACO press conference at Le Mans last June when he heard Monsieur Balestre announce that rotary engines would be banned from competitions within two years. It was the first he'd heard of the decision, and there was no mistake in the translation; World Championship racing will not have a class for Mazda's Wankel patent motor in 1991.

It took six months for Mazdaspeed to make a fundamental decision, to continue to support World Championship racing. The alternative was to go IMSA, and indeed the 767B ran extremely well at Daytona, but America is only one of three major world markets (Europe and Japan being the others). Mazdaspeed president Noriaki Yoshioka persuaded his board that the company should join Nissan and Toyota in the world arena in 1991, and work has now started on a conventional 3½-litre engine.

In the meantime the 767B continues to be eligible for the IMSA class, and at 820kg its weight advantage over the C1 cars is actually extended. With some 620 bhp from the sweet-sounding quad-rotor, the Mazda appears to have a power-to-weight ratio close to that of the 3½-litre Cosworth-powered Spices (say, 575 bhp and 750kg) and might be equally competitive on handling circuits such as Brands Hatch and Donington (Jarama in June, though, is the "optional event" which Mazda will not support).

The World Championship drivers will be David Kennedy and Pierre Dieudonné — the Japanese are extremely loyal to those who offer them loyalty, especially if they are as skilled as these Europeans — to be joined by Elliott Forbes-Robinson plus a Japanese squad at Le Mans.

MAZDASPEED

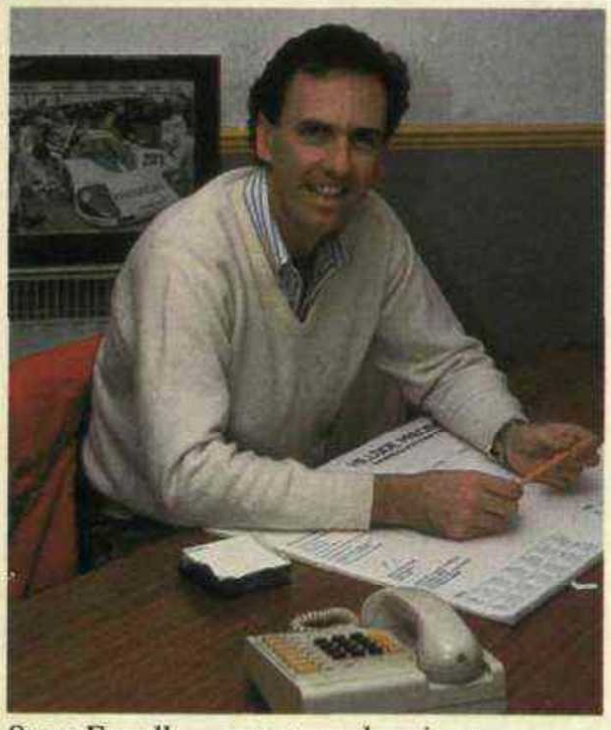
Unit 15, Silverstone Circuit, Towcester, Northamptonshire NN12 8JL
Telephone 0327-857164

Director: ..... Alan Docking
Team Manager: ..... Steve Farrell
Drivers in Europe: ..... David Kennedy
Pierre Dieudonné
Elliott Forbes-Robinson
Drivers in Japan: ..... Yoshimi Katayama
Takashi Yorino
Yojiro Terada

Mazdaspeed will continue to rely on updated 767B design in 1989 and 1990, and on four-rotor version of Mazda 13J engine. It will also run in the IMSA GTP class with a minimum weight of 820kg.

Mazda 767B Dimensions:

Length	4600mm
Width	1990mm
Height	1025mm
Wheelbase	2600mm
Track (front)	1584mm
Track (rear)	1504mm
Weight	820kg
Engine	Mazda 13J × 4 Rotor
Capacity	4709cc (FIA rating)
Power	over 600bhp at 8500 rpm
Torque	398 lb ft at 8000 rpm
Engine Management	Mazda EGI
Clutch	Borg & Beck 3-plate
Transmission	Porsche/Mazda
Brakes	Brembo 14in
Tyres	Dunlop 17in
Suspension	front – inboard, pull rod rear – inboard, upper rocker arm lower wishbone



Steve Farrell — racer turned engineer.

Nigel Stroud, who designed the excellent honeycomb aluminium/composite materials chassis, has been retained not only to develop the 767B, but to design the 3½-litre car for 1991 as well. The "B" which raced at Daytona, and will run in the World Championship, has improved cooling with a single water radiator and a single oil cooler, both larger than the twin units seen last year, and the exhaust flow has been improved. To their surprise, the Japanese engineers found that no power was lost in the compulsory "can" silencers worn at Daytona, and the Group C cars will therefore have a modicum of silencing this year.

Having made the decision in December to continue on the world stage, Mazdaspeed had to form a base in Europe. The decision was easy, Alan Docking having helped Mazdaspeed at Silverstone and Le Mans since 1983 and housed the BFG Lola-Mazda team in 1984, and the Melbourne-born businessman was given the nod early in January.

Docking immediately appointed another Australian, Sydney-born Steve Farrell, to manage the team, and the search is now on for suitable premises in the Towcester area, near Silverstone. The outfit took delivery of its first 767B (chassis 003, the Daytona car, with seven tons of spares) on March 31, and will use it for testing. A second car was due to arrive in the UK after racing at Suzuka, and to undergo a 24-hour test at Dijon at the end of April.

Farrell is well qualified, having a degree in aeronautical engineering from the University of New South Wales, and working with Nigel Stroud (who has just completed a new aerodynamic package for Richard Lloyd's Porsche 962C) is confident of finding some improvements.

"Our first priority is to finish well up, in the top six if possible," says Farrell. "We'll expect to be reliable of course, and I'll be concentrating on aerodynamic improvements. I told them in Japan that I might cut the car about a bit, and they didn't object."

The two Australians met in England in 1977, when Docking was running his own Formula Three team and Farrell was assisting his brother Chris. Docking moved up to Formula Two the following year, and back to F3 in 1985, while also building up his de Tomaso importership and helping the fledgling Mazdaspeed organisation; Farrell returned home to study.

After qualifying, Farrell did some racing in Australia, in Formula Atlantic, then came to England to take up Formula Ford racing. After two seasons in 1983 and 1984, though, he decided to stop driving and concentrate on his race preparation business. "You've got to win to progress," he says, "and although I was reasonably competitive I decided I might not be good enough to go right through to the top. I found that I actually enjoyed the engineering side better." In 1988 he joined Hugh Chamberlain's team as manager, with responsibility for Jean-Louis Ricci's Spice, and played a part in the team's runner-up position in the C2 Championship.

Realistically, Mazdaspeed cannot hope even for a lucky World Championship victory in 1989 or 1990, but the likeable team plans to finish well as often as possible, and to prepare thoroughly for 1991.

Toyota: doormats no longer

Of the rival Nippon manufacturers Toyota has been nearest to the forefront, on several occasions.

The four-cylinder, 2.1-litre 86C driven by Satoru Nakajima shocked the visiting Europeans at Fuji in October 1986 with a fastest practice lap in 1 min 14.875 sec, the first official lap of the circuit at over 200 kph. Pole position was denied him, as it happened, because Tom's had put him into the spare car, but for the first time in sports-racing history the Japanese had shown the Europeans that they were doormats no longer. The following year Geoff Lees and Alan Jones contested the lead almost until half-distance in their 87C.

But progress to the front was not maintained last year, when the entirely new 88CV proved to have a powerful engine but a disastrously poor chassis. The composite materials monocoque has been totally redesigned for 1989, and is now built by the Toyota Research and Development division.

In Toyota's case it was easy to base a World Championship programme in Europe because John Wickham and Glenn Waters had established a subsidiary company, Tom's Great Britain Limited at Hingham, midway between Snetterton and Norwich, two years previously.



The new Toyota 89CV used at Suzuka will be in Tom's care by Le Mans.

Wickham is no longer involved, but Waters is still a director of the company, along with Nobuhide Tachi, and also of the Intersport Formula Three team which will run Paul Warwick this year in a Reynard powered, of course, by a Toyota engine, for which Tom's GB has been the European agent since 1985.

Not surprisingly, there are strong reminders of Team Lotus around the place: Glenn Waters was Mario Andretti's chief mechanic when he won the World Championship in 1978, and he has recruited as Tom's team manager for the Group C pro-

TOM'S GREAT BRITAIN LIMITED

Unit 10-13 Hingham Industrial Estate,
Ironside Way, Hingham, Norfolk NR9 4LF
Telephone 0953-851411

Director: ..... Glenn Waters
Team Manager: ..... Dave Sims
Drivers in Europe: ..... Johnny Dumfries
Geoff Lees
John Watson
Didier Artzet
Drivers in Japan: ..... Geoff Lees
Masanori Sekiya
Hitoshi Ogawa
Kaoru Hoshino
Paolo Barilla

One 89CV ran at Suzuka. Composite materials chassis is a new design by Masahiro Ohkuni, built by Toyota Research and Development (TRD) although Dome contributes. British-based Tom's will run a four-cylinder 88C for Dumfries at Dijon.

Toyota 89CV Dimensions:

Length	4790mm
Width	1940mm
Height	1015mm
Wheelbase	2725mm
Track (front)	1560mm
Track (rear)	1540mm
Weight	900kg
Engine	Toyota R32V (32v 90° V8)
Bore and Stroke	82mm × 75mm
Capacity	3169cc
Power	800bhp at 8000 rpm
Torque	578 lb ft at 5000 rpm
Turbochargers	twin Toyota (electronic control)
Engine Management	Toyota EFI
Clutch	AP 3-plate
Transmission	Toyota 88T (manufactured by March)
Brakes	Alcon 14in
Tyres	Bridgestone 17/19in
Suspension	double wishbones front and rear inboard coil-springs

gramme the respected Dave "Beaky" Sims, who was chief mechanic to Jim Clark in 1966-67 and to Graham Hill when he won the World Championship in 1968.

Sims has spent the last five years in the States as crew chief with the Provimi CART team. He came close to accepting an offer from Ron Dennis to live in Japan and look after McLaren's Honda test programme (or Honda's McLaren test programme!), but decided instead to return to windswept Norfolk and accept Waters' offer.

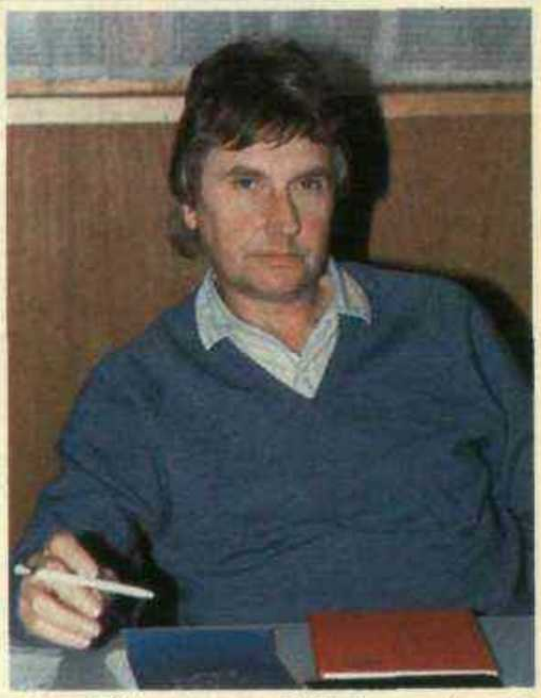
Waters left Team Lotus from 1979, and formed his own company, Intersport Engineering, in 1980 as a means of selling his experience, with a Formula Three team as his showcase. He developed the Tom's Toyota into a leading power-unit, good enough to power David Hunt, Damon Hill and Martin Donnelly to a string of successes, and remains a leading contender this year.

Tom's GB was formed in March 1987, the second year in which the Japanese Group C team did final preparation of its Le Mans cars at Hingham, and once the decision was taken to run a full programme in 1989 there was no doubt where it would be based.

Johnny Dumfries has been signed up as the lead driver, and is the only team member who will compete in the entire championship. A Toyota 88C, the four-cylinder model, has been based at Hingham since January and has undergone a development programme even though it may race only once, at Dijon. Dumfries raced a new 89CV with Paolo Barilla at Suzuka, and this V8 car will reach Hingham in time for Le Mans.



Despite winter development, 88CV will race just once.


Dave Sims — turned McLaren down.

"I feel very optimistic about this programme," said Dumfries when we visited Hingham in March. "Toyota has a long-term commitment to sports-car racing and a very big future, I am sure. I feel I'm in on the ground floor so far as the World Championship team is concerned, and there'll be lots of back-up from Japan. Over here, we must be the catalysts, we must make things happen. We must make sure that the improvements we make are carried through as developments on next year's cars."

Development will be a team effort, as always, but Tom's GB has a chief designer in Andy Thorburn, formerly with Lola Cars, and two Japanese engineers have been assigned to the team. Aerodynamic changes have improved the 88C quite substantially, and the team might be surprisingly quick at Dijon, where Geoff Lees shares the car.

As for the new 89CV, it qualified for the Japanese Championship-opener at Fuji with a burst of power (thought to be well over 1000 bhp) that quite shocked Lees, who was timed on the straight at 380 kph! More to the point, perhaps, the new chassis was judged to be about 100% better than last year's, which was the first composite materials chassis to be built in Japan and suffered from that lack of experience.

Even so, Dave Sims is not making any big predictions for 1989. "This is a learning year for us, we're not expecting to go out and blow the Mercedes and Jaguars away. We're going to build the team up to a peak in 1990, in preparation for the 3½-litre formula. That's when it really becomes serious! We'll be looking for reliability this year, to get lots of points, and next year perhaps we'll be thinking about winning races."

NISSAN MOTOR SPORTS EUROPE

48 Tanners Drive, Blakelands,
Milton Keynes MK14 5BW
Telephone 0908-610688

Director: ..... Howard Marsden
Team Manager: ..... Keith Greene
Drivers in Europe: ..... Julian Bailey
Mark Blundell
Martin Donnelly
Drivers in Japan: ..... Kazuyoshi Hoshino
Masahiro Hasemi
Toshio Suzuki
Anders Olofsson

First race at Suzuka with Japanese team's R88C. R89C to be raced for first time at Dijon, and in remainder of the World Championship series. Composite materials chassis supplied by Lola Cars Ltd at Huntingdon.

Nissan R89C Dimensions:

Length	4800mm
Width	1990mm
Height	1100mm
Wheelbase	2794mm
Track (front)	1600mm
Track (rear)	1560mm
Weight	over 900kg
Engine	Nissan VRH35 (32v 90° V8)
Bore and Stroke	85mm × 77mm
Capacity	3496cc
Power	over 800bhp at 7600 rpm
Torque	578 lb ft at 5600 rpm
Turbochargers	twin IHI (electronic control)
Engine Management	Nissan ECCS-R-NDIS
Clutch	Borg & Beck 3-plate
Transmission	Hewland VGC (modified)
Brakes	Brembo 14in
Tyres	Dunlop 17in
Suspension	double wishbones front and rear pushrod-actuated springs and dampers

Nissan: building an image

Nissan has easily the most impressive facility of the Oriental contenders, and almost certainly commands the largest budget.

Howard Marsden, Nissan's competitions "guru" in Australia, came to Europe at the end of 1987 to establish a workshop base, and chose Milton Keynes in preference to Frankfurt or Brussels. "The UK is the centre of the world's motorsports developments; you have all the major teams here and all the expertise is around them. Motor racing is a people business, and all the people are here."

In fact it was a homecoming for Marsden, who migrated from England to Melbourne 20 years ago and plans, eventually, to return to Australia for good. The scholarly team director has a full background in motor racing and rallying, certainly, yet he was also heavily involved in Nissan's sales and marketing programmes in Australia, and demonstrates a clear overall view of the logistics of mounting a motor racing effort.

"With a background of marketing as well as sport, I have a foot in each camp," he says. "It does help to see sport in the context of research and development, to weave a programme which relates to product planning. That way we are not pulling in two directions at once, which so often happens when pure motor racing people get involved."

Marsden started his business and sport careers with Alan Mann, working as his company secretary, car salesman and chief helper at the race circuits from 1963 to 1967. Marsden himself raced a Lotus 7, but concentrated on management when he joined Team Surtees in 1968, then Frank Williams in 1969. With the Williams team he accompanied Piers Courage to do the Tasman series, and decided to stay out there.

After working for Ford Australia for four years (1971-75), managing the special vehicles and competitions programmes, he was recruited by Nissan in 1976 and has

UNDER SCRUTINY Japanese Sportscar Teams

been a loyal company man ever since. Down under, he started and developed Nissan's extremely successful rally programme, and later the Group A saloon racing development, and was regarded as a "natural" for the job of establishing Nissan's prestige in European-based competitions.

He started, in 1988, with the Skyline and the decision to enter the full Group C series was not made until last September, when FISA backed the Japanese manufacturers into a corner. The contract with Lola Cars was signed as recently as October.

The first Lola-built Nissan R89C was delivered at the beginning of April and immediately shaken down at Snetterton, prior to simulated Le Mans testing at Nissan's 7-mile high-speed track in Arizona and at Paul Ricard. Nismo in Japan contested the Suzuka opener with an all-Japanese team, and with the R88C which started life as a March design, and Marsden's team will open its programme at Dijon.

Nismo will not see an R89C until it arrives at Le Mans. There, in June, the British team of Julian Bailey, Mark Blundell and Martin Donnelly will handle one car while Hasemi, Hoshino and Suzuki will drive the second.

Lola will deliver five cars this year, of which two will be race cars based at Milton Keynes, the third will be a development car also based at MK, and the fourth and fifth will be handed over to Nismo. A similar build programme is envisaged for 1990, when a new model will be based on the 1989 development car, and again in 1991.

The idea of having two R89C race cars is to get each to race-fitness, with its own team of mechanics, and they will compete against each other in qualifying. Theoretically the better-placed car will be the one that starts, but in practice the two "in-house" teams will take it in turns to race. Marsden says that, except for Jarama, Nissan will test at every circuit on the schedule at least a month before the race itself.

This is the most ambitious assault yet seen in world-class sports-car racing but Marsden won't predict any victories this year. "We will work on durability until Le Mans, pure and simple. Afterwards we'll work on our speed, our competitiveness, and that's when the real development will take place."

Keith Greene has been recruited to manage the Nissan team, having spent two years in company with David Prewitt running GP Motorsport, and getting Costas Los up to a highly professional level in Group C2. Associated with Gordon Spice for many years, Greene has previously administered the Capri programmes, the Rondeaux at Le Mans, John Fitzpatrick's Porsche, then Richard Lloyd's Porsche which won at Brands Hatch and finished second at Le Mans in 1984.

"It is a very good opportunity for Keith," says Howard Marsden. "I've never employed a team-manager before, because I've always done the job myself, but the Nissan programme is expanding and there will be other things that need my time. I must work myself out of a job!"

The scale of the operation is enormous, its potential limitless. In March a factory unit, next to Tickford's, was immaculately prepared for the three cars. Nissan's corporate colours of red and blue predominate, and Marsden likes everything to be neat and tidy. Outside there is a three-car transporter, and a Nissan tractor unit powered by a 21-litre V10 engine. "It's geared down for Europe, but it can comfortably exceed all the speed limits fully laden," says Marsden with understatement.

Image is what it is all about, which is why Marsden fought with some success against having sponsorship on his cars. "Jaguar has a strong image which can stand on its own, even against Silk Cut. Nissan doesn't have such an image, and the name would tend to be swamped by cigarette advertising. We want Nissan to represent the best of Japan, as Jaguar does the best of British."

Marsden is the first to say openly that Le Mans must stay in the World Championship, and that Nissan will build special engines for this one event. "Clearly it's going to be necessary to build an engine suitable for 24 hours. Nissan will do it for Le Mans. The race is that important. Better still, though, we hope there will be other 24-hour races in the series. Daytona perhaps, Spa maybe, Fuji probably. They're really going ahead with that idea at Fuji, and it would be a very prestigious event."

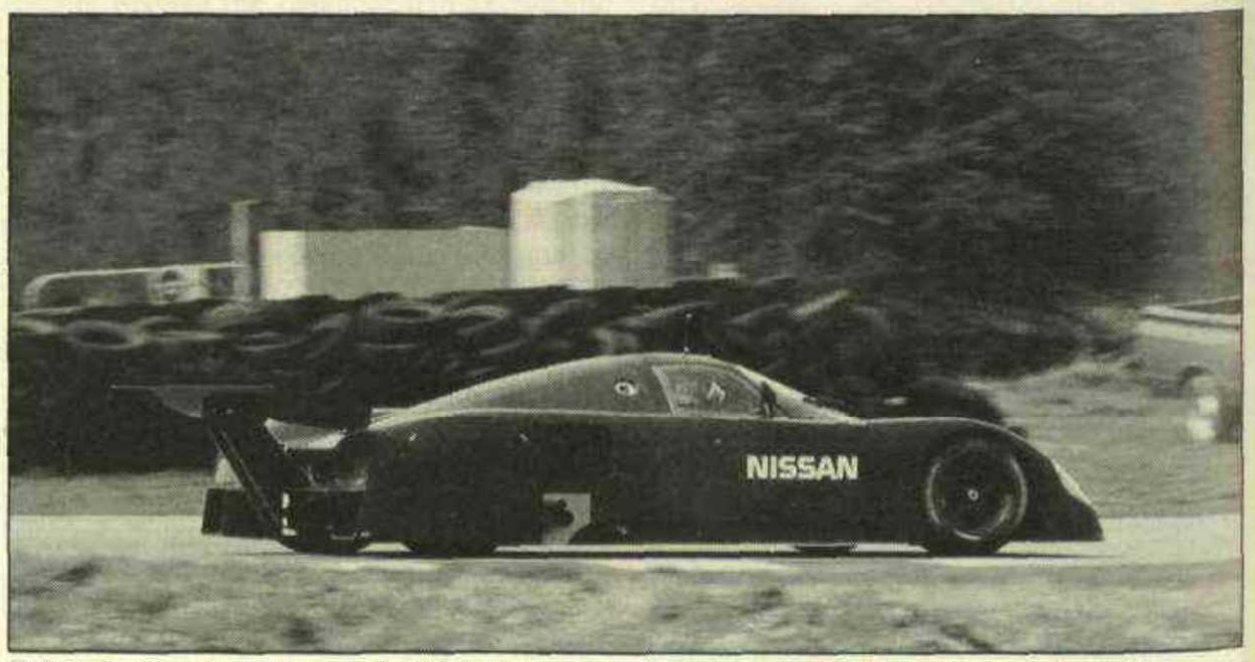
Nissan, it has to be said, has been one of motor racing's sleepers since Group C began in 1982, never coming anywhere near realising its enormous potential. All that, says Howard Marsden, has changed. Nissan will be winning in 1991, he is certain ... and maybe before that.



Nissan boasts impressive facilities, but the first chassis did not arrive from Japan until April.

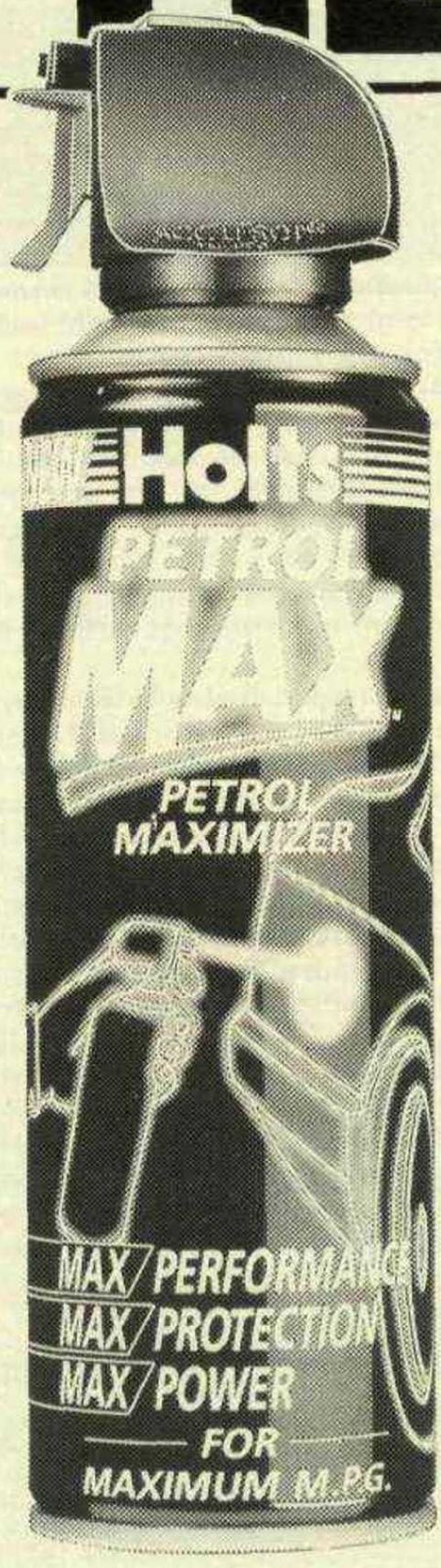

Howard Marsden — sure of success.

The Japanese are traditionally cautious people who like to plan a long way ahead. What Honda has done for Grand Prix racing is only the start, and European rivals had better be aware that Nissan, Toyota and Mazda plan to dominate sports-car racing in the Nineties. **MLC**



Julian Bailey gives Nissan's R89C its initial run at Snetterton. Reliability is the first target.

A TUNE UP EVERY TIME YOU FILL UP



Is your car running as well as it should? Or could it do with a tonic?

Add a shot of new Petrol Max to your tank every time you fill up and you'll soon feel a difference.

Petrol Max increases the strength and speed of combustion. Which means more power per gallon.

What's more, it protects and lubricates, burning harmful carbons clean away.

Give your engine a shot of new life with Holts Petrol Max.

PETROL MAX GIVES YOUR ENGINE A SHOT OF NEW LIFE.

IS YOUR CAR SLUGGISH, JADED, UNDERPERFORMING?





Holts

NEW CARS



After the Brabus treatment, the 300 saloon gets 245 bhp; SL grille is another option.

Mercs with Perks

Do you find you need four seats in your Countach? Portman, the company which imports Lamborghinis to the UK, believes that while there may not actually be a demand for a four-seater version, there is a need for a comfortable, fast and interesting stablemate for Lambo owners to use during the week.

Its answer is not a standard production car, but a modified version of what many claim to the best car in the world — Mercedes-Benz (and at last it is correct to use that title, for Daimler-Benz AG has recently formed another company officially called Mercedes-Benz, resigning itself to public opinion which erroneously combined Mercedes and Benz in the first place).

Brabus Autosport has been sportifying the cars in Germany for 12 years, but despite a fine reputation in Europe only a handful have been seen here. From May, a new Portman offshoot called Portman Brabus plans to offer a range of Brabus cars to British buyers who want the performance of the German saloon sharpened up. Portman MD David Joliffe sees the cars very much as a complement to another less practical fun car, but they may also be expected to attract the wealthy sporting driver who is looking for understated individuality. He expects to sell 25-30 cars this year.

The complete range is extensive, comprising a choice of modifications for every Mercedes model, even the big commercial van. What we will see in Britain, though, is edited highlights; Joliffe is realistic enough to agree that it will be a stiff enough task to put across an unfamiliar name without cluttering the field with multiple choices for customers.

Our selection therefore will be simple: seven complete packages will be offered to start with, all designated with simple Q-prefixes which echo Alpina badges and make a mild joke on the Q-car idea. Q6 will be the big S-class saloon, Q3 is the mid-sized W124 or 300 range, while a Q2 is a 190. Variations comprise a Q2S, an even quicker 190, and you can have the job done on a T-wagen 300 estate (Q3T), or either of the coupés to produce a Q3C or Q6C.

All models comprise modifications to the same four aspects (chassis, engine, aerodynamics and interior) but instead of the generous catalogue through which German customers leaf to pick out their preferred options, the cars will be ready-prepared to standard specifications and available more-or-less off the shelf. Since the bulk of customers specify similar items for their cars in Germany, this arrangement should be no real disadvantage to British clients. As the importation gathers way, individual choices will be more easily incorporated.

The first cars have yet to reach this country, so we went instead to visit the Brabus Autosport facility in Bottrop, near Düsseldorf, where the first RHD cars were being prepared. Brabus founder Bodo Buschmann, who started the company in 1977 when taking over his father's Mercedes-Benz dealership, has built up a close relationship between his organisation and the factory. He likens it to Alpina with BMW, and indeed that comparison is valid even though the two concerns are potential rivals when it comes to new clients. However, there is an exceedingly strong marque loyalty amongst Mercedes buyers, and Buschmann claims many customers who are now buying their fourth, fifth or sixth Brabus conversion.

The Brabus premises are not as extensive in scale as those at Alpina, but are extremely tidy and well-presented. A smart and capacious showroom, complete with café/bar area, fronts a main assembly hall and subsidiary bays for engine bench testing, rolling-road testing, machining, upholstery, and a fibreglass workshop where the prototype panels are made. Actual glass-fibre production is sub-contracted to a separate company also owned by Buschmann. Though these body mods are not blatant, they have to be aerodynamically proved by the German TUV, and Buschmann is overtly proud of the record figure set by a 300 with Brabus panels. This Cd value of 0.2621 is the lowest recorded for a production car with its standard equipment fitted.

Given the small number of staff visible, efficiency must be very high for the claimed output of 25-30 cars per week. A new factory is now being built alongside to cater for the projected expansion of which the new UK market is a part.

Buschmann's express aim is to tune his engines for torque rather than peak horsepower, and the figures look very impressive: virtually all the conversions boast more torque at 1000 rpm than the peak value for the standard engine.

The only minor exception to this is the Q2, the six-cylinder 2.6-litre 190. A big-valve head and special camshaft are fitted to the standard block, and the torque is marginally less below 1500 rpm, but stronger above this. Power rises from 166 to 190 bhp, but though there is no increase in displacement, the little car displays no temperament with its extra get-up-and-go, while the competent 190 is made crisper by lowering the suspension. Throttle response is slowish, but top-gear pull is particularly good.

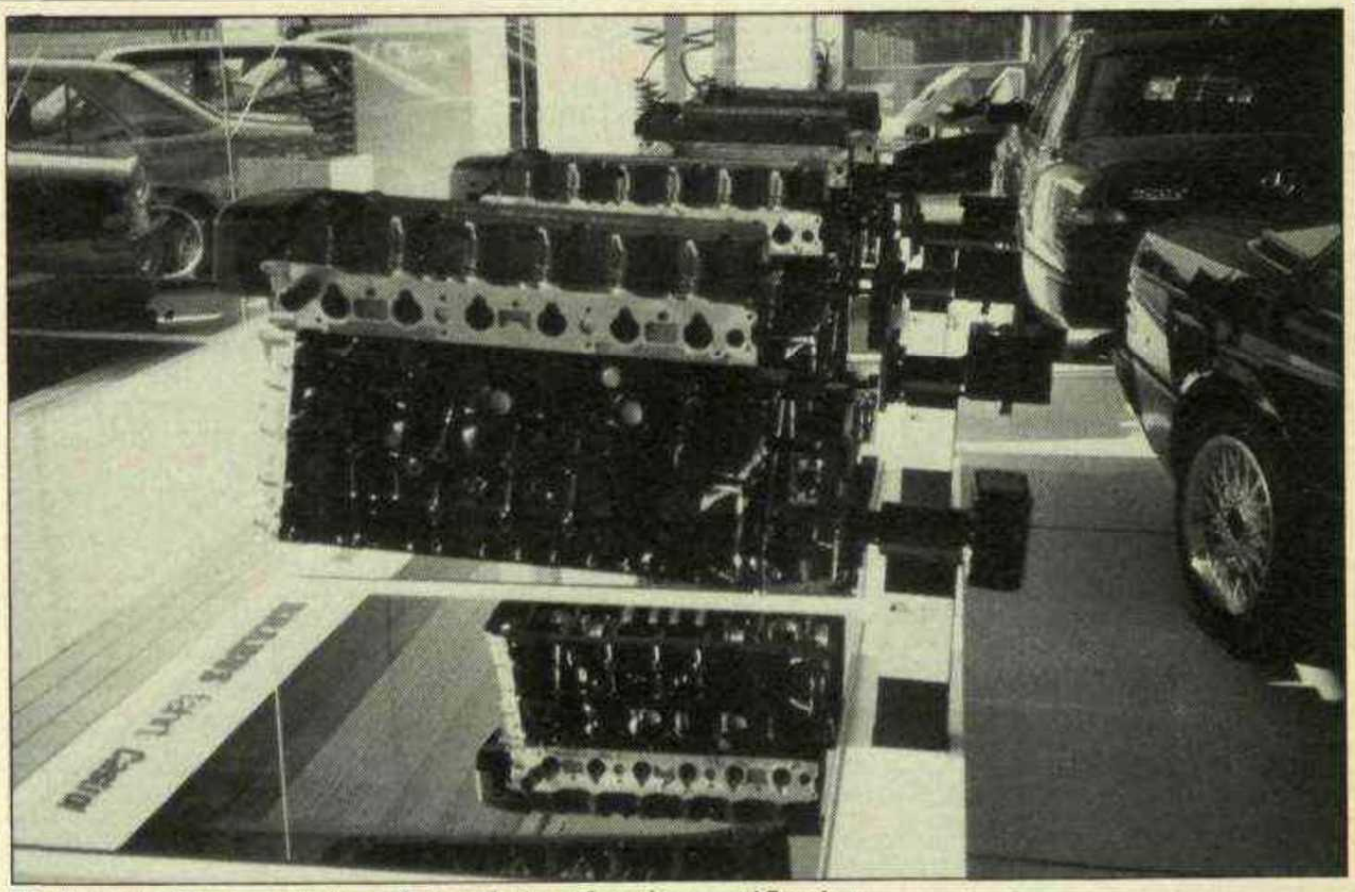
This is the mildest conversion. Much

more dramatic changes are made to the 3-litre six in the medium saloon to produce the Q3. Forged pistons and a long-stroke crank machined from solid take it out to 3.6 litres, out of which a new cam and improved breathing extract 245 bhp and 257 lb ft of torque. This can push the plush five-seater to around 156 mph with wonderful flexibility; there is barely any need to drop out of top on the autobahn no matter how conditions change. Smooth acceleration oozes from under the bonnet, while even easing through town traffic the Q3 needs no special care. It only shows itself non-standard by a mild throb when it gets into its stride and by a slightly uneven tick-over after a top-speed run on an empty autobahn.

Surprisingly, no mods are made to gearbox or clutch. Brabus has tested the standard items using an experimental 400 bhp twin-turbo conversion and maintains that they are up to the job. Perhaps Mercedes' ratios are not ideal for the sporting nature of the conversion, but the extra capacity helps to smooth this out.

Best of all is the feel of the chassis: the nose-heavy attitude is gone, replaced by an eagerness to respond which stops short of nervousness. Understeer is controlled to a level which promises no surprises from the car even when provoked in a corner, and the cornering limits are very high, despite the Brabus philosophy which keeps the cars on tyres of a sensible width — 205 or 225, though on wide rims of 7 or 8in to help brace the sidewall. This is part of the restrained image of the cars: no bulging arches or high tail spoilers here. Buyers (who include some major German business figures) seem to want anonymous performance; almost all of the 30 or so cars at the Brabus HQ were in black or dark colours, with blacked-out chrome.

This echoes David Joliffe's view of his potential clients being people who have a fast high-profile car in the garage, but want a quiet everyday alternative which does not sacrifice too much performance.



Brabus catalogue contains a large choice of engine specifications.

Interior changes are also tasteful, restricted in the main to replacing the standard Mercedes leather with finer hides in a choice of colour and binning the unpleasant orange wood trim the factory uses in favour of nicely-crafted panels of walnut or other fancy veneers. Recaro seats are popular, but the British-market cars will also have the cheaper option of factory seats retrimmed with extra side support, which proved quite adequate on our test and look more appropriate in this class of car.

An extra 30 bhp is offered in S-spec, and the big 3.6-litre block can be levered into a 190 shell to make a true road-burner. The test-car we tried made the most of this by throwing away much extraneous weight and having a race-car feel to the chassis. In fact the Q2S will have all the normal comforts, but this lightweight special served as a pure fun test-bed. Its stiffer ride and near-oversteer tied in well with the peakier character of the engine, but even this retained most of the unfussiness of its more rounded brother.

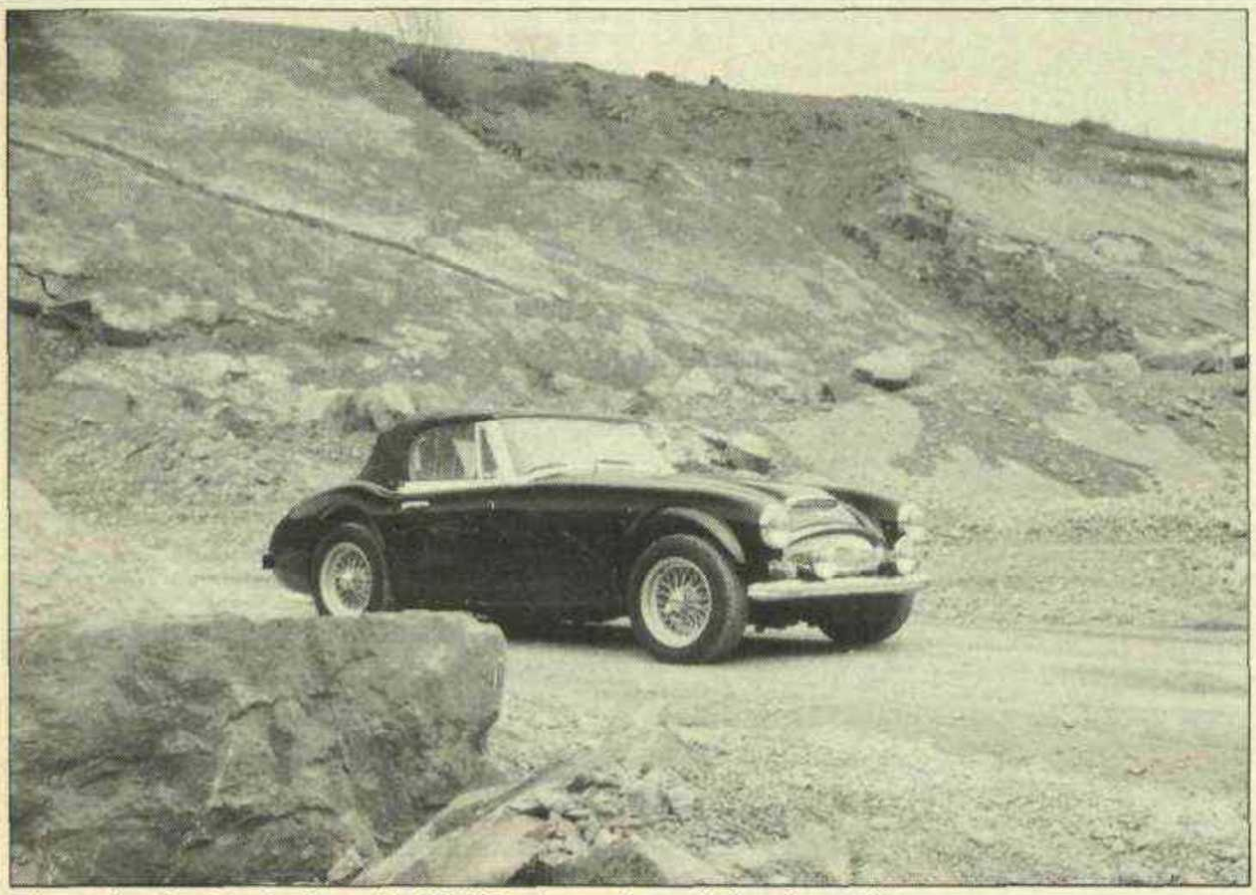
For the man who needs yet more space or power, Brabus will equally happily dismantle an S-class and give it the works: the 5.6-litre V8 is bored-out to 6.0, inlet and exhaust tracts are altered, and two new cams are fitted. The result is 345 bhp coupled with a neck-breaking 321 lb ft of torque in a long-wheelbase shell which logic denies should ever handle sharply, but which seems to do just that. Despite its extra weight, the Q6 beats the Q3 in the 0-62 trophies — a lightning 6.0 sec, inching ahead of the 6.6 sec of the 3.6-litre car.

Physical laws ought to insist that, if you don't get owt for nowt, these cars should be inferior to the factory models in some department. If they are quicker, more flexible, handle better without ride discomfort and, according to Brabus' TUV tests, are more economical, why doesn't Daimler-Benz incorporate the same modifications? It is a question of tolerances, says Buschmann. Hand-built engines can be built to far stricter limits than even the best-engineered production units. These conversions demand time and effort which could never be acceptable in a factory. Nevertheless, just as Mercedes engineers feed advance model information to Brabus, they also weigh up the products of this small operation, and soon the basic 3-litre six will be raised to 3.2 for better torque.

Already Brabus engine development chief Herr Gauffrés is working on SL-24, the four-valve variable-timing unit due to appear in the 300SL. Just whether there is any room for improvement in the chassis of the new SL sportscar is hard to imagine, but if there is, Brabus is not going to miss the chance to exploit it. **GC**



The 3.6-litre 275 bhp 190 is lightweight fun-car; British Q2S will have all the comforts.



The optional wire wheels on the MkIV enhance the car's handsome lines.

Evolution Theory

The arguments begin again . . . when is a replica not a replica? Peter Thorp went through this with the GT40, and Brian Angliss with the AC MkIV; now Geoffrey Healey faces the dilemma as he presents the Healey Silverstone and Mk IV models, visually resembling the classic six-cylinder 3000 model but totally re-engineered around Rover's 3.5-litre V8 and five-speed transmission.

"I think you should describe it as an evolution, my father would have approved of that. It's a modern version of the car BL stopped making in 1968, and it's where I suppose the car would have got to if it had stayed in production."

Although Geoffrey Healey joined the board of the Healey Motor Company when it was formed in 1985, the moving forces are brothers Graham and Peter Holmes, whose Harrier Cars company made the first prototype. It was shown to Donald and Geoffrey Healey at an Austin Healey Club weekend in 1984, "but," says Geoffrey, "I'm afraid that Donald didn't like it very much at first. He made a number of criticisms which the Holmes brothers took to heart, and his attitude changed completely as it was developed. By the time he died, last January, he was very enthusiastic about the new car."

The Silverstone and MkIV need no higher recommendation than that, but they also have warm approval from the club management, and from stalwart Healey 3000 racer John Chatham. "I think the car will be received all right," says Chatham. "There will be those who say, 'oh, fibreglass', but

"Donald Healey himself didn't like the new car at first, but by the time he died he was very enthusiastic"

I've worked on so many cars that were rotting away. They'll be able to drive this and keep their genuine cars for weekends, if that's what they want to do."

Nostalgia often deadens the critical senses, and we forget now that the 100/4, the 100/6 and 3000 models had fairly flexible chassis (not to mention extremely heavy steering, and an alarming lack of ground clearance which could even have the exhaust systems scraping the roadway on motorways).

These fundamental problems were never really solved even by the competitions department at Abingdon, where for instance sliding bolts were fitted to stop the doors from flying open, but the modern-day versions have no such drawbacks.

The Holmes brothers are particularly highly qualified to produce a new sports-car which will be examined critically, Graham being an aeronautical engineer and Peter a noted restorer of classic sports-cars.

"We couldn't contemplate undertaking the panel work of the old car; we couldn't afford the presses for one thing," says Graham. The platform chassis was discarded, and the new Healeys have steel tube backbone chassis which are fully protected against corrosion, and torsionally stiffer than the original car with bodies fitted. The bulkhead has been strengthened, side impact resistance increased, and interior dimensions increased for greater comfort and safety.

Front suspension is similar to the original, with upper and lower wishbones, but at the rear Ford's Scorpio semi-trailing-arm independent system has been fitted. A full disc-brake system is taken from the Scorpio, with ventilated discs at the front: "so that we can adopt ABS if we want to later on," as Graham Holmes points out. The rack-and-pinion steering comes from Cam Gears, and there is a choice of centre-locking wire or alloy wheels, which fit onto specially designed hubs.

Designed to appeal to the sports driver who hankers for the original sliding plastic side windows and is happy to have cloth upholstery and rear view mirrors which you adjust by hand, the Healey 3500 Silverstone model is expected to cost £25,000. It weighs 985kg (compared with about 1100kg for the old 3000), and the 190 bhp fuel injected Rover V8 provides what ought to be exhilarating performance. Acceleration to 60 mph in under six seconds is claimed (quicker, even, than the rally models which Paddy Hopkirk, Timo Makinen and Pat Moss used to master), with a maximum speed in the region of 140 mph.

The 3500 MkIV Convertible is fully laden with decadence, to appeal to a different type of customer, and comes with leather upholstery, wood veneer (any tree you nominate), electrically-operated side windows, gas dampers, through-flow ventilation, adjustable steering column, full stereo and more besides.

"The convertible takes us 66% longer to build," says Graham Holmes, "and that has to be reflected in the price" . . . That will be £34,000 when the first car rolls off the line in July. The Convertible is inevitably much heavier, at 1240kg, and the acceleration time to 60 mph suffers by half a second.

Healey lovers will like the useful 65-litre fuel tank (lead-free fuel for the V8 engine, but they haven't found anywhere yet for a catalytic converter), and the 12,000-mile service intervals. Weight distribution has been

improved substantially, thanks to the alloy V8 engine, to 45:55 ("the old six was so heavy that it took two men to pick up a cylinder head," commented Geoffrey Healey, himself a former Rover engineer), and apparently the Healey 3500 can be accelerated hard on wet roads with virtually no loss of traction. Ground clearance has been established at 5in, and care taken to keep the exhaust system out of harm's way.

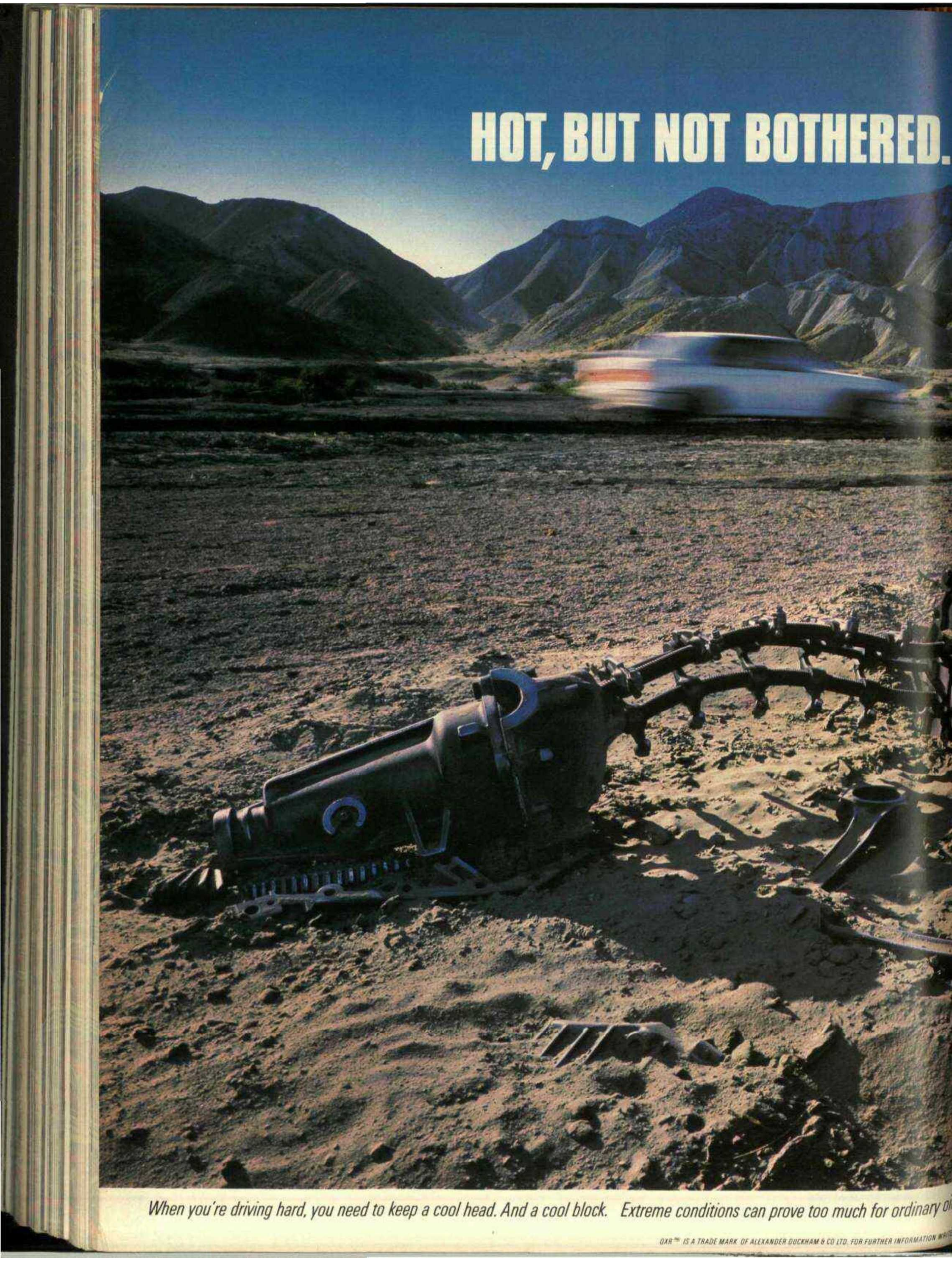
Offering the new Healeys as two-plus-two models, with space for small children in the back, is reckoned to be a good sales point, and the Healey Motor Company expects to find a steady demand for 200 cars a year, mainly from Britain and European markets but possibly with distribution in Japan, too. Production will start at existing small premises near Stroud in Gloucestershire, but will soon be moved to a more suitable factory in the same region, where up to a hundred people might be employed.

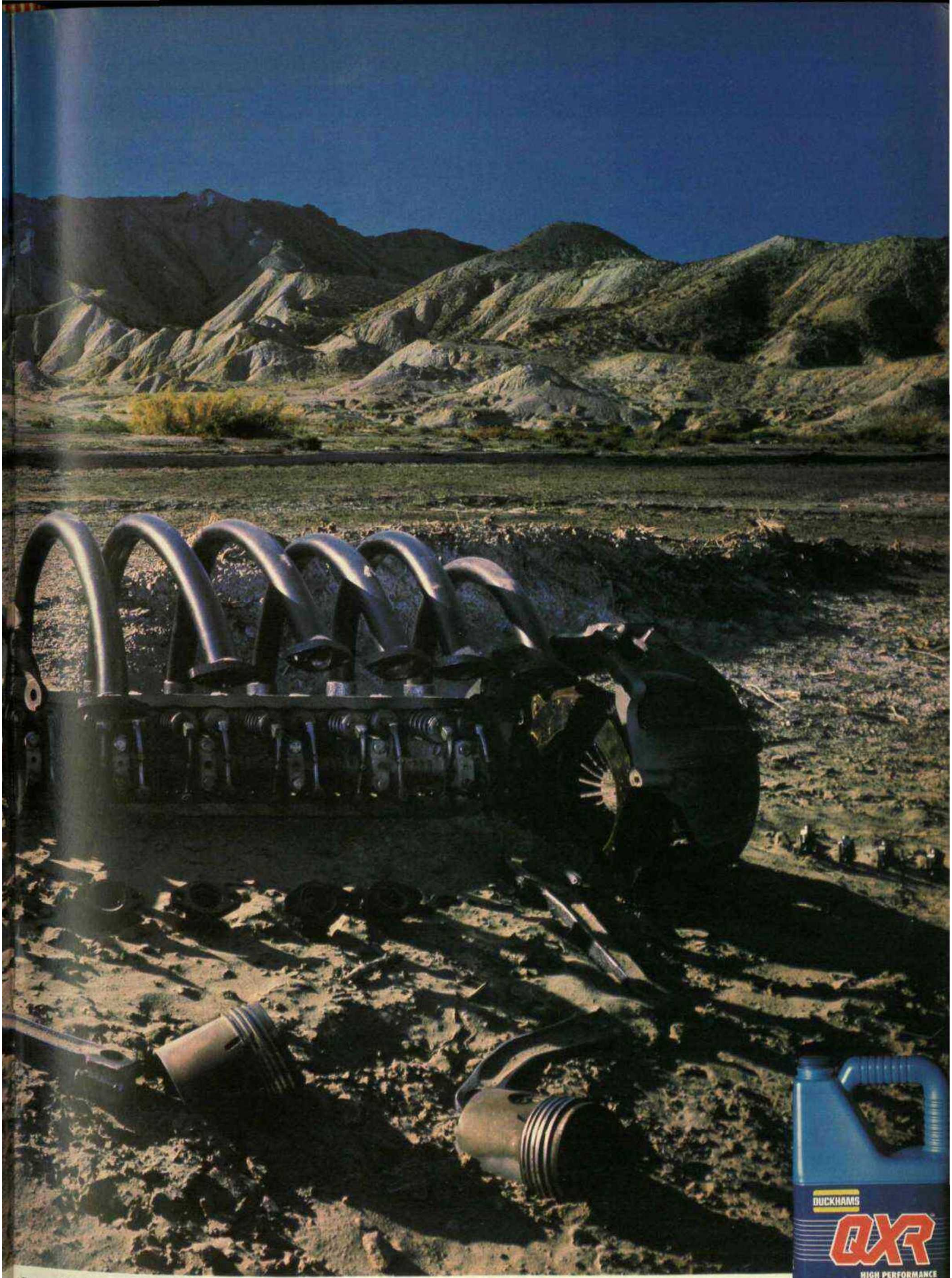
Loyalists who thought the world ended when the Austin Healey 3000 was phased out in 1967 may never change their minds. Open-minded enthusiasts, and there were a number of them at the Easter presentation, are more likely to think that a new era of Healey motoring is about to begin. **MLC**



Reputedly faster than the original rally cars, the Healey Silverstone is in the vein of the hairy-chested sports car.




HOT, BUT NOT BOTHERED.
When you're driving hard, you need to keep a cool head. And a cool block. Extreme conditions can prove too much for ordinary oi
OXR™ IS A TRADE MARK OF ALEXANDER DUCKHAM & CO LTD. FOR FURTHER INFORMATION WRITE



So make sure yours is designed to handle the heat. QXR from Duckhams. **THE HIGH-PERFORMANCE ENGINE'S CHOICE.**

ALEXANDER DUCKHAM & CO. DUCKHAMS HOUSE, 157/159 MASONS HILL, BROMLEY, KENT BR2 9HU OR TELEPHONE 01-290 0600



198 horsepower is crammed under the bonnet of the Longman Mi-16 205.

Pocket Supercar

In an age which has miniaturised mainframe computers to discount desktop items, or stereo entertainment from respectable wooden cabinets to hissing portability, true high-performance cars were an obvious target. In today's traffic those fortunate enough to be able to own the finest thoroughbred machinery frequently find that it is not just the law that stands in the way of exploiting massive performance capabilities. The sheer bulk of many supercars renders them easy prey for the Hot Hatch set in the South East. Most owners of exotic cars also have a GTi clone to perform the daily chores.

In the Sixties the choice would have been Mini Cooper or Cooper S; the further modifications would probably have come from Downton or the firms spawned by former employees.

Trading from Airfield Road, on the Airfield Way Industrial Estate, in Christchurch, Dorset, Richard Longman & Co retains its links with the competition Mini breed. Former Janspeed and Downton employee Longman, himself a multiple British Saloon Car Champion in various Minis, now finds a sizeable chunk of his business concerns Peugeot.

Aside from contributing to the development of works engines for the Peugeot Talbot Team, Richard Longman has found a ready market for roadgoing Peugeot 205 GTi conversions. One of the most popular adds 25 bhp to the 1.9-litre's already peppy 130 bhp and costs £805, installed and VAT-paid. Literally hundreds of such conversions have now been delivered "and you'd be astonished at the customers," says Richard. Earlier research revealed a famous clergyman has one, as well as the more obvious customers who come through Charters of Aldershot, Peugeot Talbot Sport at Coventry or direct.

However, as with the Mini Cooper era, those with 150 mph cars like to forego as little outright performance as possible in the pocket editions. For the Peugeot 205 GTi that means either turbocharging (I have seen only one successful example: Turbo Technics), or the apparently obvious transplant of the 160 bhp Mi-16 four cylinder that is found in the Peugeot 405 or the Citroen BX 16v.

Since Richard Longman already offers 155 bhp for under £1000, he knew that he had to offer more than a simple transplant. Thus the slanted Mi-16 unit now inserted within the 205 engine bay (a surprisingly straightforward task), has nearly 40 bhp extra over 405 spec. "That is why I chose carburettors (a pair of 45 DHLA Dellorto sidedraughts), because I knew I could get the best power and torque at the most affordable cost," explained Richard. The horsepower bonus comes from an air-flowed cylinder head, replacement camshaft and solid tappets, all extending the working rpm range to a heady 8000 revs.

The result was an even tickover at a fastish 1100 to 1400 rpm and a working power band that begins at 4500 rpm and 122 bhp. The standard 160 bhp is exceeded at 6000 rpm and more than 190 bhp is delivered in the 7000 to 8000 rpm band; the peak was 198 bhp at 7500.

I had driven F50 PPC when it had the 8 valve/155 bhp conversion installed, and I was surprised how little ancillary work was required. The engine carried over an Mi-16 clutch, the flywheel was modified and a Quaife limited-slip differential fitted, but the engine and 205 transaxle lay across the engine bay as if the factory had done the job. Rumour is that Peugeot will extend use of the 16v engine shortly, but it will go in the neglected 309 GTi range . . .

Some stiffer Peugeot Talbot Sport coil springs were fitted to the front struts, and Mintex 171 pads served rather noisily in the standard four wheel disc brakes. It is expected that a set of 15in × near 7in rim factory rallying wheels, along with BF Goodrich tyres, will replace the Michelin MXV-shod standard 15in equipment we employed. That will cost approximately another £750 over the £4500 excluding VAT that we were quoted for the conversion. Such costs could be offset by selling the fuel-injected 1.9 unit, and that could fetch £800.

At less than 1000 miles recorded and facing a standard tachometer asking for a 7000 rpm redline to be observed I contented myself with using "only" 7500 rpm, but the little car performed with stunning vigour. If 0-60 mph occupies any more than 6 seconds I shall be surprised, and the top speed potential is certainly in excess of 135mph.

More relevant is the 16v 205 ability to reach Britain's overall speed limit in second gear, and third brings up 100 indicated mph in well under 20 seconds. At the other end of the performance spectrum, the car drove away from Richard's works with the manners of a fuel-injected unit. Subsequent investigation showed it would take full throttle flawlessly from 1750 rpm in fourth and fifth.

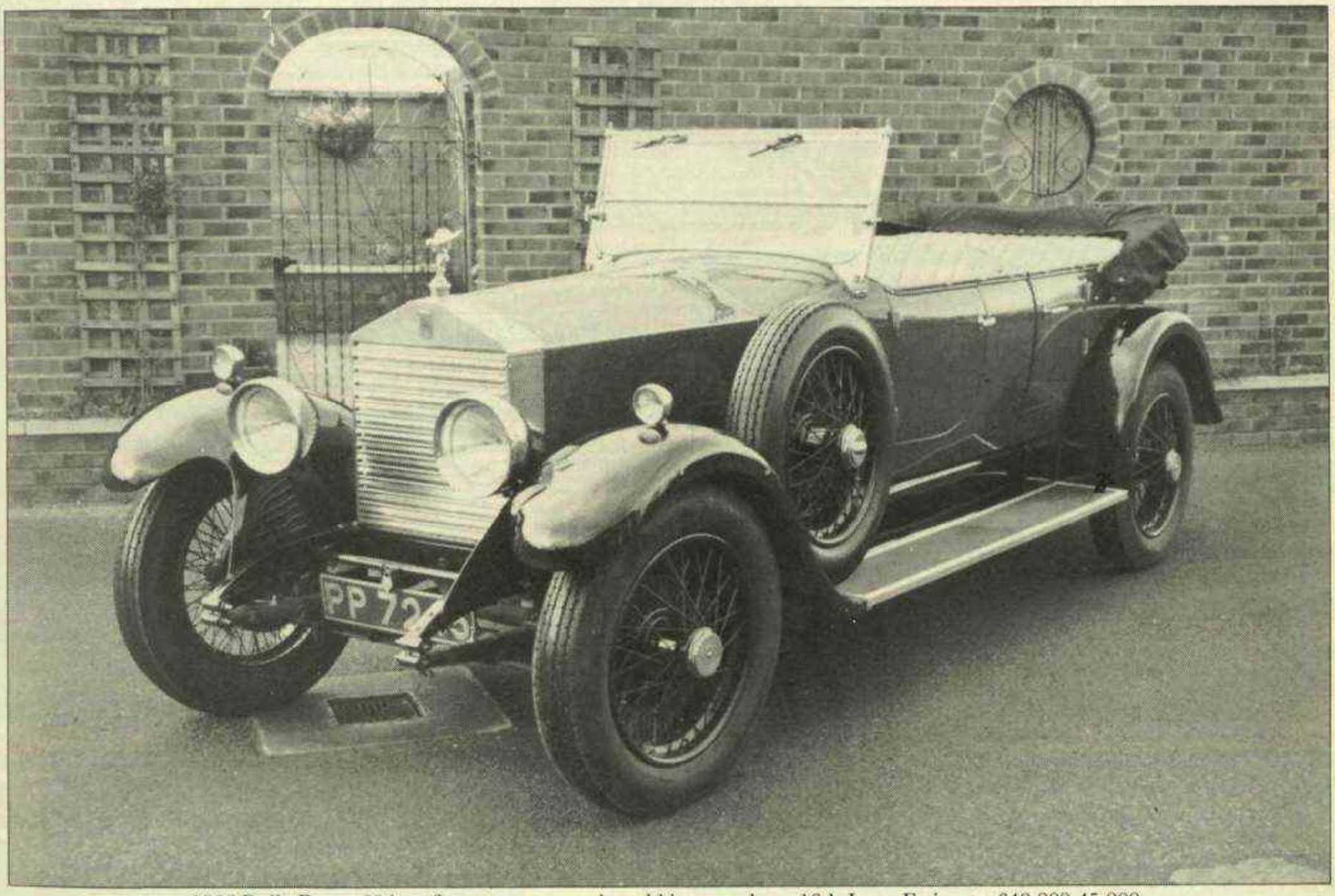
The effect of such powerful biceps in such a modest package could be horrendous, but the limited-slip differential manages to contain most of that apparently boundless energy. The swiftest of "Pugs" will run progressively wider as power is applied, and dislikes uphill bumps and cambers. Yet the "205 Mi-16" is manageable in a manner that could not have been imagined in the days of competition Minis with LSDs.

The brakes also proved able to handle the immense acceleration and general verve of this exhilarating machine.

I would agree with Richard Longman that it does need some sound-proofing on the front bulkhead (none is evident on the standard car) to dull the "crack" of those Pipercross-filtered dual carburettors over 4000 rpm. Once you are up to cruising speed — and 100 mph represents a bearable 5000 rpm — the throttle can be eased back and the noise levels then approach those of the injected production car.

I would commend the Longman "205 Mi-16" for its expertise and excellence, all at a lower price and higher pedigree than Continental equivalents. **JW**

SOTHEBY'S
FOUNDED 1744



1926 Rolls-Royce 20 h.p. five seat tourer to be sold in our sale on 16th June. Estimate: £40,000-45,000

Entries are now being accepted for our forthcoming sales

13th MAY 1989
Brooklands Motor Museum

16th JUNE 1989
Rolls-Royce Enthusiasts' Club, Northamptonshire

3rd JULY 1989
Honourable Artillery Company, London EC1

23rd JULY 1989
Monaco

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

Enquiries
Please telephone Malcolm Barber, Michael Worthington-Williams
or Peter Blond 01-408 5441 or Stewart Skilbeck (0302) 743506
34-35 New Bond Street, London W1A 2AA

CLASSIC CORNER



1968 Rolls Royce Corniche. Mulliner Park Ward fixed head Coupe. Champagne with beige hide, brown everflex roof. 73,000 miles **£16,950**



1966 Mercedes 600 Saloon SWB. Silver with burgundy leather, a fine example of this rare model **£17,500**



1988 Model 928S4 Auto, black with black leather and white piping, 9,000 miles **£45,950**

1988 944 Turbo. Red with black interior, 10,000 miles, 1 owner, FSH **£29,950**

1987E 944S. Metallic marachino with beige interior, 1 owner, 10,000 miles only **£21,950**

1986 944 Lux. Crystal green, sports seats, cruise control, electric sunroof, 42,000 miles, FSH **£15,995**



1989 911 Carrera Sport Coupé. White with black hide, aircon, delivery mileage **£38,950**

1989 911 Carrera Sport Targa. Guards red with linen hide, 3000 miles **£38,950**

1986 911 SC Targa. Metallic burgundy with burgundy interior, 27,000 miles, FSH **£26,950**

1983 911 SC Sport Coupe. White with beige interior, 57,000 miles, history **£19,450**



Mercedes currently an offer ...*

1986D 420SL. Silver with blue cloth, cruise control, rear seat, 27,000 miles, FSH **£29,950**

1983 380SL. Metallic gold, ABS, rear seat, 53,000 miles **£18,950**

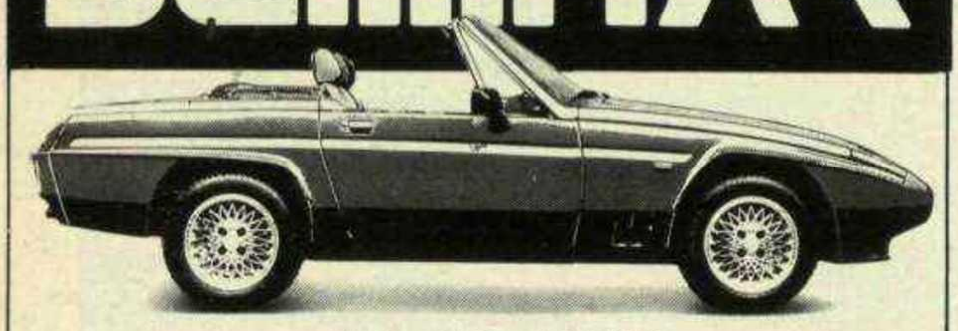
1981 Model 280 SL Auto. Petrol blue with beige velour, 72,000 miles, FSH **£14,950**

1987 500SEL. Metallic Thistle green, with cream hide, full specification, 1 private owner, 36,000 miles, FSH **£30,950**

COLIN GRANT INTERNATIONAL

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

SCIMITAR



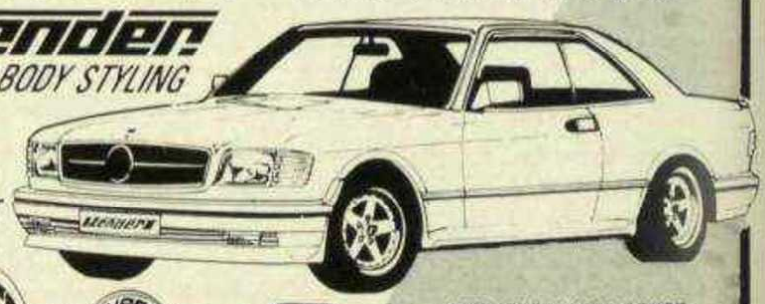
1400 · 1600 · 1800 Ti

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

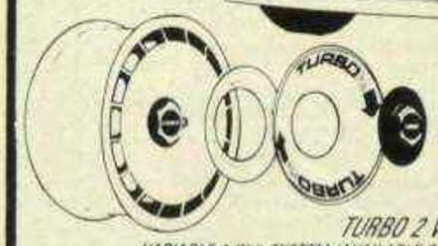
RELIANT RELIANT

THE LOOK OF DISTINCTION

Zender
THE BEST IN BODY STYLING



SEND SAE FOR LEAFLET



German TÜV Approved

MERCEDES W126 COUPE

Euro Styling

TURBO 2 WHEEL
VARIABLE 3 IN 1 SYSTEM (AVAILABLE SUMMER)

OFFICIAL U.K. IMPORTERS

50-52 UPPER FORE ST. LONDON N18 2SS · TELEX: 21938 · FAX: 01-807 2403 · TEL: 01-884 1888

Mill House Books

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

NEW AND RECENT BOOKS

MONACO GRAND PRIX: Portrait Of A Pageant featuring the photography of Michael Hewett. Text by Craig Brown and Len Newman. Wonderful photographic tribute to the most picturesque Grand Prix of them all. 192 pages, 220 b/w and 91 colour illustrations **£19.95**

A-Z OF CARS OF THE 1930s by Michael Sedgwick and Mark Gillies. 224 pages, 1000 photos, on the many makes of cars available in the UK in the 1930s **£19.95**

BRITISH FAMILY CARS OF THE EARLY SIXTIES by Michael Allen. 192 large pages featuring Cortina, Mini, Victor, Viva, Cambridge, Herald, Imp, etc **£14.95**

CLASSIC & SPORTSCAR BOOK OF RACING CAR TRACK TESTS by Willie Green. 192 pages featuring 30 track tests, from Edwardian monsters to modern-day Grand Prix cars. Colour photography throughout **£14.95**

1989 MARLBORO GRAND PRIX GUIDE by Jacques Deschenaux. Statistics of World Championship GP racing 1950-88. 865 pages **£17.95**

OSCA: Storia, Corse, Piloti, Modelli by Luigi Orsini and Franco Zagari. Large 352-page book with full history of OSCA marque founded by the Maserati brothers. Over 300 b/w photos plus 16 pages of colour. Italian text **£59.95**

GRAND PRIX CARS 1946-1965 by Mike Lawrence. Fascinating A-Z of makes which competed in GP racing for 20 years after WW2. Top makes and forgotten small-time specials, engine projects — they're all here. 264 pages, 200 b/w photos plus 16 pages of colour **£18.95**

FERRARI: The Grand Prix Cars by Alan Henry. New second edition covers F1 machines to end of 1988. 352 pages, well-illustrated **£17.95**

FERRARI TURBOS by Anthony Pritchard. 144 pages on Ferrari's F1 turbos 1981-88. Includes colour **£14.95**

JAGUAR Mk 1 & Mk 2: The Complete Companion by Nigel Thorley. Reissue of 168-page book **£12.95**

ROAD & TRACK: HENRY MANNEY AT LARGE AND ABROAD. Reprints of the best writings of the famed R&T contributor of the 1950s and '60s. 100 pages **£6.95**

JIM CLARK: The Legend Lives On by Graham Gauld. Third edition of 'Jim Clark Remembered', with new chapter and colour section. 160 pages **£14.95**

BENTLEY: The Silent Sportscar 1931-1942 by Michael Ellman-Brown. Second of three volumes in Dalton Watson Bentley series. 416 pages, 410 b/w and 54 colour illustrations **£39.95**

MG: The Magic Of The Marque by Mike Allison. From Dalton Watson, thorough MG history. 327 pages, over 400 b/w plus colour illustrations **£19.95**

ROSEMEYER: A New Biography by Elly Beinhorn Rosemeyer and Chris Nixon. Acclaimed 191-page book now in paperback form **£11.95**

MINI-COOPER & S by Jeremy Walton. Second edition of Osprey Auto History. 136 pages **£8.95**

THE JAGUAR E-TYPE by Philip Porter. Documentary masterpiece presenting the complete story of this British sports car. 700 pages, 621 illustrations including colour **£49.95**

ILLUSTRATED MORGAN BUYER'S GUIDE by Ken Hill. Covers three- and four-wheelers. Due March **£9.95**

ORIGINAL LOTUS ELAN by Paul Robinshaw and Christopher Ross. 169 pages covering history, restoration, maintenance, parts interchangeability, etc. Copious tabulated matter. 180 illustrations **£16.95**

SUNBEAM RACING CARS 1910-1930 by Anthony S. Heal. Acknowledged expert describes the technical brilliance and human drama of Sunbeam's prewar motor racing endeavours. 384 pages including 470 race and historic photos and extensive appendices **£49.95**

ALVIS: The Story Of The Red Triangle by Kenneth Day. New enlarged second edition of classic history. 360 pages, 347 b/w and 32 colour photos **£24.95**

FIAT DINO: Ferrari By Another Name by Mike Morris. 224 page story of the Fiat Dinos. Over 175 photos and illustrations, including colour **£17.95**

SALE BARGAINS

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

JAGUAR D-TYPE & XKSS: Works & Customer Cars, Deetype & Lynx by Graham Robson. Osprey Auto History. 136 pages. Was £8.95 ..... **£5.95**

FIAT X1/9: 1300 & 1500 Bertone-designed, Mid-Engined GT by Jeremy Walton. Osprey AutoHistory, 136 pages. Was £8.95 **£5.95**

MASERATI 3011: The Story Of A Racing Car by Denis Jenkinson. Full history of the Whitney Straight Maserati 8CM of 1934, later raced by 'Bira', Kenneth McAlpine, Nobby Spero, etc. 112 pages, 122 photos. Was £19.95 ..... **£9.95**

FORMULA ONE: 1988 FIA Yearbook edited by Bob Constanduros. Exclusively devoted to Grand Prix racing, covers 1987 season fully in 241 large pages. All Colour. Was £18.95 ..... **£9.95**

CLASSIC SUPERCHARGED SPORTS CARS by Thomas J. Perkins. Large-format 104-page book covering Alfa Romeo, Bugatti, Duesenberg, etc. Was £19.95 ..... **£9.95**

BEDSIDE WHEELS by Murray Walker. Readable 88-page book by BBC TV commentator covering mainly mainly humorous episodes from his busy life. Was £7.95 ..... **£3.95**

THE CERTAIN SOUND: Thirty Years Of Motor Racing by John Wyer. Insight into author's years with Aston Martin, Ford and JW-Gulf. 264 large pages. Was £17.50 ..... **£9.95**

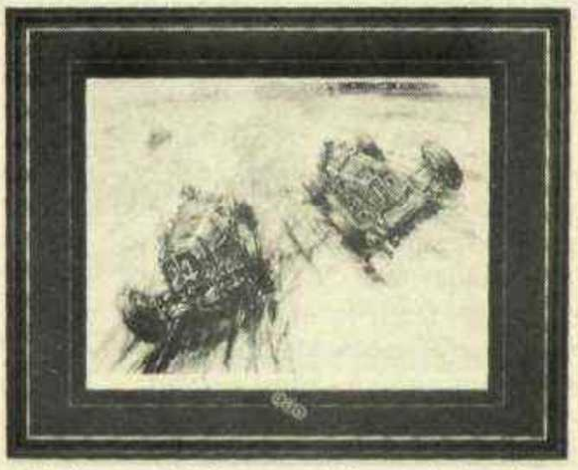
POST & PACKING DETAILS: Britain and Ireland - £2.00 for orders up to £40. FREE over £40. British customers should remit by cheque or PO or write or telephone using ACCESS/VISA number. Irish customers should remit in £ sterling. **Overseas** - £3 for orders up to £25, £5 for orders £25-£50, 10% of value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

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

OFFERED FOR INDIVIDUAL SALE

Sixty Gordon Crosby Prints

Each 21½ x 27½ inches overall, image area 17 x 22¾ inches.



Of unknown origin these recently discovered prints show Gordon Crosby at the height of his powers portraying the famous duel between Bira and Raymond Mays in the 1938 BRDC 192 Mile Road Race at Brooklands. Superbly reproducing the subtle shades of the charcoal original on a fine artpaper the prints offer a rare opportunity to possess a Crosby reproduction which reflects the style and size of the original.

The prints are only offered luxuriously framed, but collectors can be assured that each print is very carefully preserved, mounted (not *dry mounted*) behind a handcut window mount in British Racing Green bearing the ERA badge printed in gold. With a traditional mahogany moulding plus gilt inset each picture is individually made to order and finished to a very high standard (see above). Framed picture size 26½ x 32½ inches.

The sale of each print contributes to the Raymond Mays Memorial Fund and its aim of establishing a Heritage Centre in Bourne to feature the achievements of Raymond Mays and those who worked with him. In support of this aim each print has been countersigned in pencil by Princess Narisa Chakrabongse, daughter of Prince Chula, Bira's racing partner.

The price of each framed Crosby print is £130 plus £15 packing and insured carriage from our framer in Cornwall. Export orders will be supplied at the same price complete with hand-cut mount but unframed and without glass.

Orders with cheques (sterling drafts for export) or major credit card details to:

Richard Lucraft Limited, 1 Barrett Street, London W1M 6DN

Please mention this magazine when ordering.



AUTOFARM

PORSCHE SPECIALIST



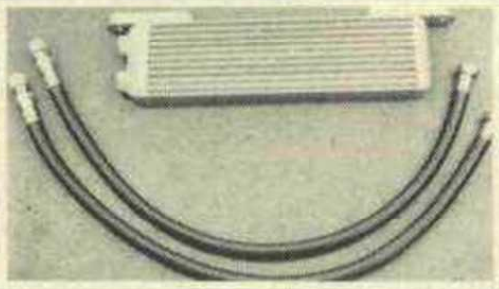
LONDON ROAD (A41), COW ROAST, NR TRING, HERTS HP23 5RE. **TRING (0442) 890 911. Parts 891911. Fax 890930**

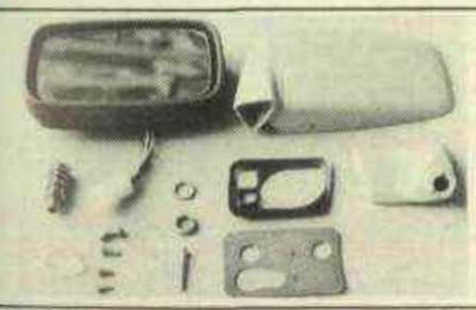
TIP OF THE MONTH

Paul Frere's "911 Story". The 911 Enthusiast's Bible on the history, evolution and technical specifications. Originally came out in 1976, it has constantly sold out! However its now back again as the 4th Edition, complete with 959 and 964 (Carrera 4). **£16.95**

911 FRONT OIL COOLER KIT

Superb quality alloy front oil coolers, fabricated from the same quality and efficiency cooling matrix as the factory competition coolers.
Designed for mounting below the front bumper on 911 and 930 Turbo, the kit includes aero quality flexible oil lines designed to connect direct to the standard sill oil pipes, and replace the standard right-hand front wing oil cooler.
For modified road cars, club competition cars, and any optimists who believe we'll get a hot summer.
Complete kit **£380.00 plus VAT**





P.D.M.

Or Passenger Door Mirror.
Original equipment left-hand door electric mirror kit for right-hand drive cars.
For 1976 — on 911 and 930 Turbo.
Kit comes complete, with mirror body ready for painting to match car, but excluding bulkhead looms.
Kit price **£101.00 plus VAT**



PORSCHES FOR FUN

AUTOFARM

PORSCHE CLUB GB MODIFIED CHAMPIONSHIP

By the time you read this-assuming its after May 1st, date of our first round at Snetterton — the season will be in full swing on all fronts.
Autofarm Modified. Will there be *three* 935's at Snetterton? And who for the Championship? My money's on Gideon Hudson!
Gordon Russell Intermarque. Who'll be the opposition to Porsche this year?
Goodrich Porsche Production. The class A battle's currently between '88 928 S4 Sport, '77 3.0 Turbo and he evergreen '73 RS. We're there with 2 'spirit of the series' '73 RS, thoroughly enjoying ourselves.
Hillclimb and Sprint. Hopefully there'll be enough support from you 'grass roots' enthusiasts for this new series to survive. If you do 6 rounds this summer, you'll probably win!! **Like to join in?** Give us a ring. We're here to help and advise.

WANTED

Porsches up to 1986, any model (904-962!), happy to travel, call Steve Carr on number below or Sundays 0860 326959.

PORSCHE SALES



CARRERA CONCOURS

1973 Carrera RS Touring. Chassis no. 9113600512. We have just completed full body restoration in Grand Prix White with Blue. Full engine rebuild by ourselves 7,000 miles ago. As it should be. **£60,000**
1988 (March) Carrera Club Sport. 3,500 miles. As new **£36,950**
Carrera RSR specification race car. Built up 1987/88 to factory standards throughout, this car incorporates numberous post — RSR modifications plus a full spec. 3.5 litre engine. Right hand drive, it is to Concours standard throughout. A proven and enormously effective track car **£45,000**
Or just come and enjoy the opportunity to examine these 3, all in classic Carrera Grand Prix White.
Plus a selection of Porches all valued by ourselves.



Motorway Sports Cars

Selected Lotus Dealer for Kent

224-232 The Street, Boughton, Faversham, Kent, ME13 9AL
Telephone: Canterbury (0227) 751223/751475. Parts: 751528.
Facsimile: (0227) 264262. Telex: 965358 ACTION G.

- ☐ *Special lease packages available for business users — contact Neil Weigh or Mike Surridge*
- ☐ *New Lotus cars available for early delivery*
- ☐ *Full Lotus workshop facilities*
- ☐ *Comprehensive stock of current and classic Lotus parts*
- ☐ *Parts Exportation arranged*
- ☐ *Full Lotus body repair service*

CLASSIC LOTUS DEALER

- ☐ *Preowned performance cars*

LOTUS ESPRIT TURBO 1989 (F). 2,500m, sunroof, air conditioning, full sand hide, Clarion Stereo, finished in Calypso Red **£34,495**
LOTUS EXCEL SE 1989 (F). 500m, 1989 model year, air conditioning, full sand hide, Clarion stereo, finished in Britain Racing Green **£27,495**
LOTUS EXCEL SE 1987 (E). 14,000m, air conditioning, full red hide, stereo, one owner, full service history, finished in Monaco White **£19,995**
LOTUS EXCEL SE 1987 (D). 20,000m, full s/history, air conditioning, full magnolia hide, stereo, one owner, finished in Metallic Essex Blue **£17,995**
LOTUS EXCEL SE 1987 (D). 20,000m, full s/history, air conditioning, full magnolia hide, stereo, one owner, finished in metallic Essex Blue **£17,995**
LOTUS EXCEL SE 1987 (D). 17,000m, ½ sand hide, stereo, one owner, full service history, finished in Jupiter Red **£17,995**
LOTUS EXCEL SE 1986 (D). 17,000m, air conditioning, ½ grey hide, full service history, one owner, finished in Calypso Red **£16,995**
LOTUS EXCEL SE 1986 (D). 31,000m, air conditioning, ½ blue hide, full service history, stereo, one owner, finished in Metallic Glacier Blue **£15,995**
LOTUS EXCEL SE 1986 (C). ½ sand hide, stereo, finished in Calypso Red **£13,995**
ALFA ROMEO GTV 2.5 V6 1986 (C). 56,000m, one owner, sunroof, electric windows, finished in Metallic Black **£6,295**

☐ *All Lotus cars covered by approved warranty*

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

LETTER TO READERS

Mistakes!

None of us are perfect, and some of us are less perfect than others, but there are those of us who do strive for perfection. Of all the activities involving the motor car (and motorcycle for that matter), that of writing about them is probably the one that perpetrates more inaccuracies than anything else. A friend of mine who is a well-known columnist says: "Don't spoil a good story with facts."

If you design something badly, the chances are that it will be impossible to make, so your mistakes are killed at birth. If it can be made then a bad design will not work properly, and if it gets beyond that stage it may work but it will break.

With writing it is a different matter altogether; the most awful mistake can be overlooked and the mistake appears in print in the finished book or magazine and is then accepted by all who read it.

Enzo Ferrari had a mischievous attitude to the written word and to journalists. He said that if something was in print then it must be correct, otherwise the newspaper would not have printed it! He made it pretty clear to journalists that what he read in the papers was what he was going to believe as being true. This put the journalists in a bit of a spot, especially if one of them started to argue with the old man. He would say "but, I read in the paper . . .", effectively saying to the assembled press people, "surely you don't print mistakes . . ?"

The list of journalistic excuses for mistakes appearing in print is vast and varied, and makes the Racing Drivers' Handbook of Excuses seem like a kindergarten book. In the writing world there are always many other people who can be blamed for your mistake, and few of them have the chance to answer back. Sometimes a mistake can be corrected on another page, or in a following issue, but it is a bit of waste of time, for most people reading the correction will not have noticed the mistake anyway. Sometimes the ingenuity behind excusing a mistake is remarkable, other times it is too simple to even warrant listening to. A mistake is a mistake.

"The list of journalistic excuses for mistakes appearing in print in vast and varied, and makes the Racing Drivers' Handbook Of Excuses reads like a kindergarten book"

There have been occasions when deliberate mistakes have been perpetrated, either to see whether anyone is paying attention or to reprimand someone.

A few years ago our weekly newspaper, *Motoring News* made a splendid "deliberate mistake". The report of a sports-car race in Italy, or somewhere, was entrusted to a racing driver who had finished about fifth. He was flying back to England on an earlier plane than the reporter so it seemed a good idea that he should take the story back with him, to gain a few hours on the weekly printing schedule. Unfortunately the racing driver got deflected by something on his way to the airport, and went off on "a jolly jape" as he put it later. The result was that when the reporter got back to the office the story still had not arrived.

When it eventually turned up, the editor and the reporter were nearly apoplectic with rage. Now the racing driver in question was a round, jolly, fat chap who thought everything was "a bit of a giggle". His nickname in the racing world was "Baked Bean". When the newspaper duly appeared the results listed in fifth place "B Bean (Lola T292). One day a serious-minded historian will be studying sports-car racing history and will probably be baffled by this driver B Bean, wondering what his first name was: was it Bernard, Bob, Basil? As WB says, pity the poor historian.

In the March issue of MOTOR SPORT I was enthusing over a 90 mph trip I had had in a 4½-litre Lagonda in 1947, which finished with a memorable run along the A31 on the section known as The Hogs Back. This is a very well-known stretch of road in southern England that runs between Guildford and Farnham and is flat-out for some 4½ miles. The interesting thing about the road is that it is on a high ridge, with steep climbs on each side all along its length.

When I first moved from London to Hampshire in 1941, to work in Farnborough, the Hogs Back was very much of local legend in the motoring world, especially if speed was the subject. Any part of the country has its own special roads which are part of local lore, and in our part the Hogs Back is just such a road. If you are directing someone east or west, you say "along the Hogs Back", if it is north or south you say "cross the Hogs Back", and so on. Travelling from London, Farnham is at the far end of the Hogs Back.

When I moved down into Hampshire I discovered about 'ampshire 'ogs, the real people of Hampshire, and was quite happy to become a naturalised Hampshire Hog, living in the north-east corner of the country.

In the article in question I wrote " . . . a final blast along the famous Hogs Back road in Hampshire". It was not long before I got a phone call from Valerie Nye, wife of prolific author and columnist Doug Nye. She came straight to the point and said: "Load of rubbish. We live in Farnham, which is in Surrey, and Guildford, which is also in Surrey, is at the other end of the Hogs Back, so how can that road be in Hampshire?" I made some feeble attempts to change the subject, asking about the children, the cats, the dogs, the horses, even about her husband, but to no avail. Val Nye comes from Glasgow and I was wrong.

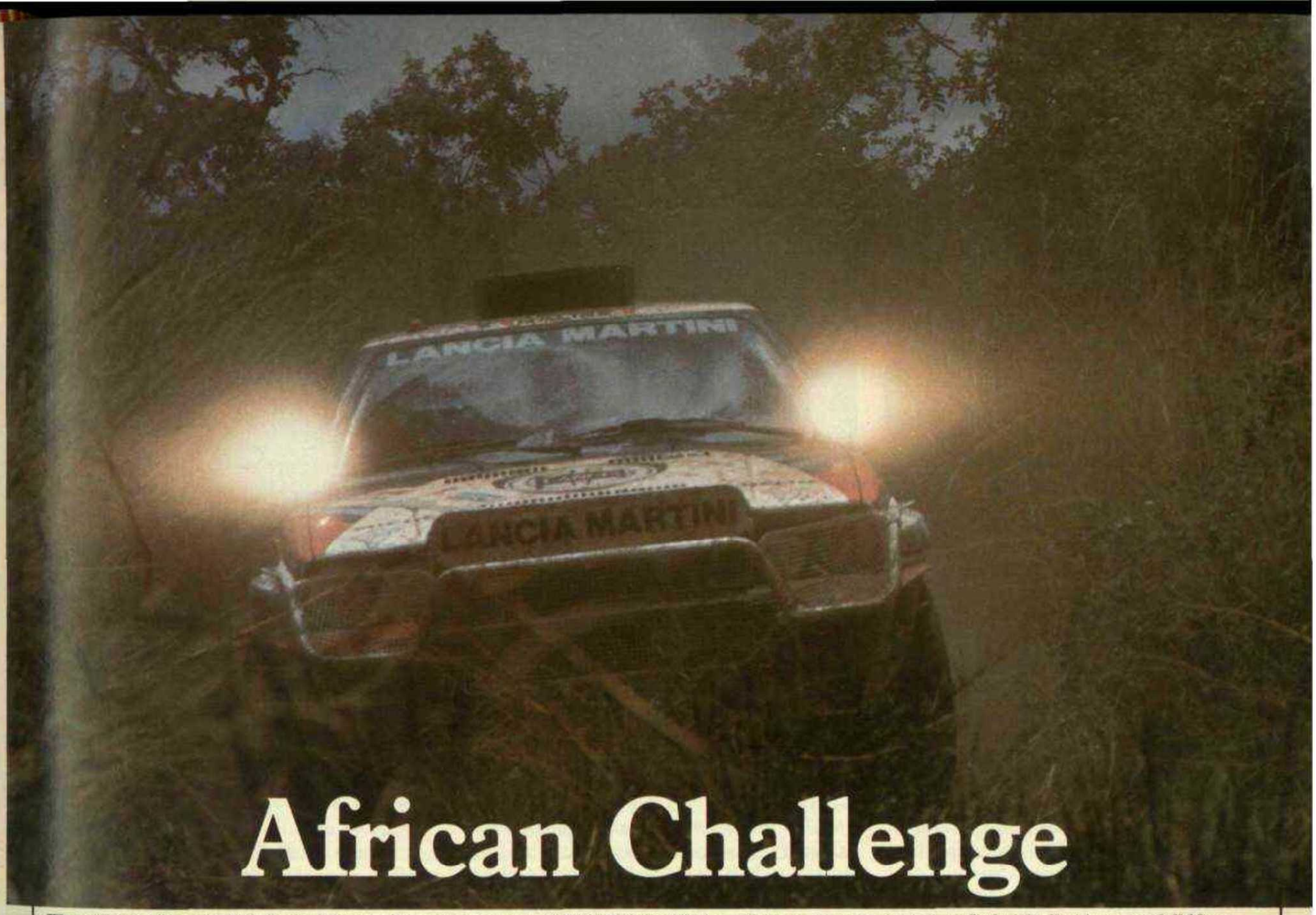
"Enzo Ferrari had a mischievous attitude to the written word. He used to say that if something was in print then it must be correct, otherwise the newspaper would not have printed it. This put the journalists in a bit of a spot, especially if they tried to argue with him"

A couple of days later I received a letter from C E "Johnny" Johnson about his forthcoming book on his times at Connaught Engineering when he was in charge of the drawing office and designing the A-type and B-type Connaught racing cars. He lives in Woking these days, the home of McLaren International where today's good racing cars are being designed, and he ended his letter by remarking: "From my window I can look across at the Hogs Back, about 8-10 miles away, and I always thought it was in Surrey; or are there two Hogs Backs?" His memories of the famous road were journeys he did along it in his 1927 High Chassis 2-litre Lagonda with artillery wheels, when he was working at Connaught Engineering.

All this made me quietly get out my Ordnance Survey maps and a magnifying glass and follow the Hampshire/Surrey border, and sure enough it never got closer than a few hundred yards down on the Aldershot plain *below* the Hogs Back road.

My apologies to all my motoring friends who live in Surrey, but with a name like Hogs Back it jolly well ought to be in Hampshire!

DSJ



African Challenge

Though struggling to tell just where the track is, the Integrale of Miki Biasion/Tiziano Siviero charges onwards to Safari Rally victory at full blast.

Imagine a game of rugby between a team of thirty players and another of only three! It would be a bit one-sided, to say the very least, and the spectacle of one team simply steam-rolling the other would be pretty dull. The only grain of interest would possibly be in wondering whether the underdogs would ever get the ball.

The same one-sidedness prevails in rallying. The scales have long been weighted in favour of works teams, since manufacturers realised that there was benefit to be gained from winning competitions in cars similar to those they sold to the public, but never has the imbalance been as obvious as it has in the past few years.

At one time, three laden estate cars, a tyre van and an extra vehicle or two provided by a fuel or lubricant company represented the ultimate in full backing provided by factories for their works crews. Indeed, such lavish support was the envy of every amateur who ever scraped enough money together to cover the cost of four wheels and tyres, some fuel, a handful of spares and a toolbox to be carted around by a couple of friends.

Had international regulations been directed towards the things that matter and not those which do not, that sort of Utopia might very well prevail today, a balance of power keeping everything on more or less the same footing. But the avenues have been wide open for works teams to spend more and more on providing their crews and cars with maximum support along every possible yard of the way, and who can blame them for taking advantage of that situation? If the opportunity is there, and they can afford it, why shouldn't they take it? After all, the same restrictions and the same liberties apply to all.

However, restraint is enforced with equal vigour upon all, but freedom is far more selective. If there's no limit to the number of tyres a competitor can use, the pantechnicons of the professionals will dwarf the roof-racks of the amateurs. If the numbers of service vehicles is unlimited, the platoons of the privateers will be puny alongside the regiments of the manufacturers.

But there is no clear line of demarcation dividing the haves and the have-nots. There are degrees on both sides of the fence, and the occasional wealthy, well-stocked amateur will turn up just as often as a badly-equipped works team making the best of a bad budget. It's all a question of what you can afford, and the sad thing is that in World Championship-class rallying today, the depth of the corporate pocket can determine success or failure as much as crew skill or car performance and reliability.

"Rallying, after all, is not based on sheer speed, whatever ideas FISA may have."

If a car is reliable, it can be expected to cover a reasonable distance, at a reasonable speed, with the minimum of attention. If it is not, or if there are any doubts, then it must be fettled, nursed and refurbished as often as possible along the way, and that sort of close support, which cannot be given without a considerable outlay, has become an essential prerequisite for success in most rounds of the World Championship.

Rallying, after all, is not based on sheer speed, whatever other ideas FISA might have. Speed is one essential, but also important is lasting the distance, and if a car has to be driven beyond its breaking strain in order to achieve reasonable times, then it will only finish if it gets constant attention along the way. Although to far less a degree than before, endurance is still an ingredient of rallying, and if a marathon runner burns up his endurance by beginning his race with a flying sprint, the chances are that he'll have worn himself out long before the finish line.

Comprehensive service backing is therefore vital to keep the fast, sophisticated but temperamental rally car of today performing at its best, and no team is going to cut down on its battle line-up knowing that its opponents are highly unlikely to do the same. Everyone wants to have the advantage, and if the money is there to enlist twenty more men, to bring in ten more vehicles, to charter an extra helicopter or to fly in an additional container of spares, then it will certainly be used.

No rally demonstrates this more than the

WORLD RALLY CHAMPIONSHIP

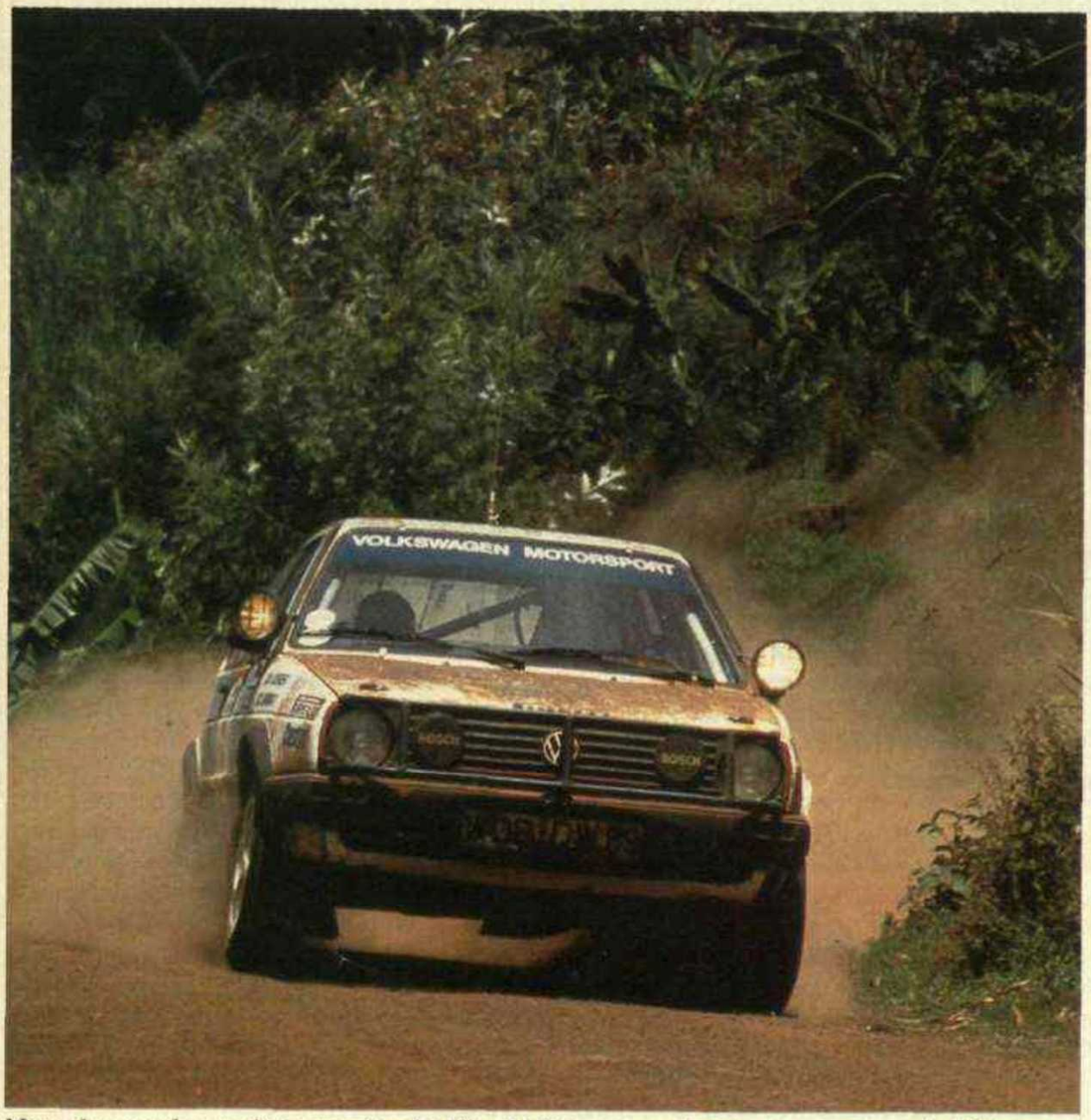
Marlboro Safari Rally. In developed Europe, much of a team's strategic resources may be buried deep in concrete jungles, never actually seen, whilst even their *en route* service points are very often in secure garages from which prying eyes are kept well away by doors which are slammed shut after the cars enter. But in the wide expanse of Africa, everything is clear for all to see; the fleets of mobile workshops, chase cars, tyre trucks, fuel pick-ups and four-wheel-drive mud cars, the mountains of spare parts, the armies of team personnel, the closely vigilant helicopters and even the high-flying radio-relay aircraft whose twinkling lights can be seen as they orbit in the night sky.

A logistical nightmare is how some would describe the planning necessary for a determined bid at Safari success. Many facets of the operation have to be arranged separately, then integrated with military-like precision into one smooth, co-ordinated campaign. When it is all done properly, it really is a delight to see everything dropping accurately into place, though we still feel that two people and a car are more in keeping with the ideologies of sport, challenge and enjoyment than a factory phalanx whose budget would make a substantial dent in the national debt.



Mike Kirland in the works Nissan 200SX was the best of the locals.

But the coin still keeps its other side, and there are quite a few privateers who continue to tackle the Safari in the old style. Sebastian Tham and Barney Sessions, for instance, drove a well-travelled Range Rover and got their wives and a couple of friends to haul fuel, spares, food and drink around the countryside for them. When something had to be changed — the odd shock absorber for instance — the two drivers simply grabbed the part from their own spares box or from their support car and got down to fitting it themselves whilst being plied with tea and sandwiches by their wives. Their penalty totalled more than 26 hours at the finish, nearly four times that of the winner, but at least they finished, which was their objective.



Now almost unknown in international rallies, Volkswagen made a temporary return in Africa.

Such adventuring is anathema to a factory driver. He's either in a rally to win, with full support from his entire team, or not in it at all. And when he does win, he gets all the kudos. He is the figurehead who reaps the glory on behalf of everyone in his team. No-one doubts his skill, of course. Without it he wouldn't be a professional driver. But equally essential will have been the skills of his engineers, his mechanics, his service planners, his helicopter pilots and even those of his windscreen-cleaners and coffee-makers. Rallying at the top level is very much a team activity, inadvertently camouflaged as a contest between pairs. Almost like a football match in which all the players except the strikers were hooded and incognito!

Five teams took cars to Kenya for this year's Safari — Lancia, Toyota, Nissan, Volkswagen and Subaru — whilst among the 57 starters were competitors representing Argentina, Austria, Belgium, Canada, Germany, Great Britain, Italy, Japan, New Zealand, Sweden, Tanzania, Uganda, Zambia and Zimbabwe, an excellent spread by any standards.

The official Martini-Lancia line-up was a pair of Delta Integrales for Biasion/Siviero and Recalde/Del Buono, but Fiorio drove a third, entered by the Jolly Club, as a competing chase car laden with spares, with mechanic Luchi as co-driver.

Toyota decided to leave its 4WD Celicas at home in Cologne and brought instead the older Supras which have not rallied for some

time, perhaps figuring that the 1989 Easter would be dry in Kenya. Or perhaps Toyota was more confident of the Supra's reliability than that of the newer Celica. Drivers were Waldegård/Gallagher and local men Duncan/Munro.

Although Volkswagen stopped rallying some time ago, the team is obviously lured by the challenge of Africa, or stirred by the memory of having come close to winning a few years ago. Two 16-valve Golf GTis were driven by Weber/Feltz and Blomqvist/Cederberg, the latter driver taking the place of Lars-Erik Torph who was tragically killed during the Monte Carlo Rally.

"A logistical nightmare is how some would describe the planning necessary for a determined bid at Safari success."

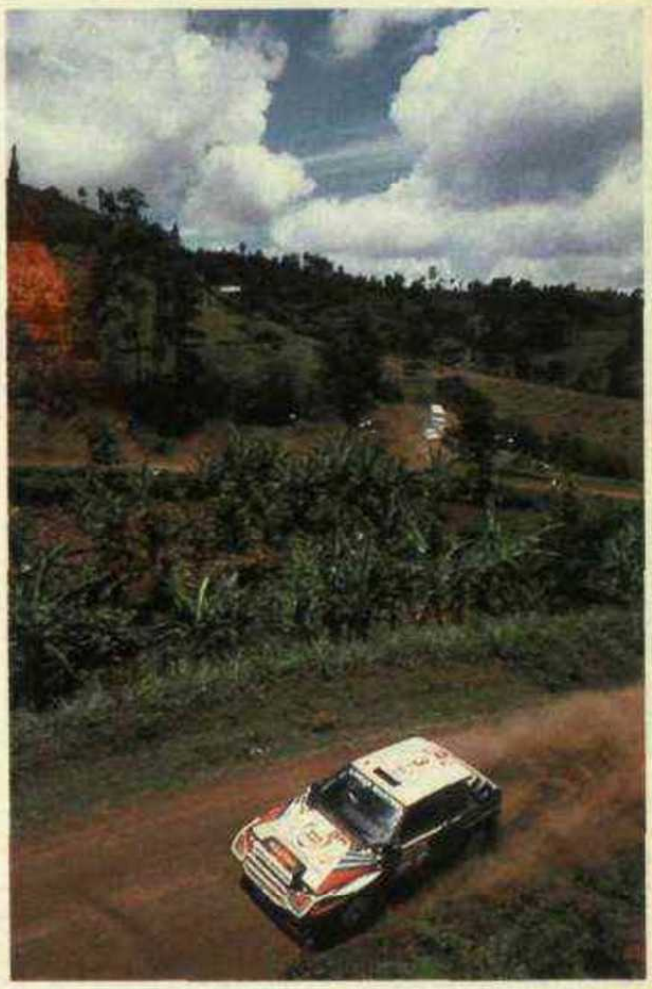
Another team which just cannot keep away from Kenya is that of Nissan. Although currently dividing its attentions between racing and developing its new four-wheel-drive rally car, two 200SXs were nevertheless brought for Eklund/Whittock and Kirkland/Nixon, whilst a third was entered by Preston/Lyall. A fourth works car, although not entered by the team, was a March Turbo driven by local girls Lynda Morgan and Lynn Marote who struggled through a variety of problems to finish twelfth.

Subaru was again represented by the local importers, under the guidance of Shekhar Mehta, and its two 4WD Turbos were driven by Bourne/Freeth from New Zealand and Heather-Hayes/Levitan, the pair who did so well last year in a Nissan March.

Stohl and Rohringer, the two well-travelled rallying adventurers from Austria, brought an Audi 90 Quattro, whilst, in an effort to score points in his chase for the Group N Championship, the Belgian driver De Mevius drove a Mazda entered by Mazda Italy. The same team entered two other cars, for Italian girls Cambiaghi/Angei and local crew Green/Sherwin. Last year all three cars of this team retired soon after the start, and not one finished this year either, although De Mevius kept going for longer than the others.

Months before the start, sporadic and unseasonal rains in Kenya not only frustrated the farmers but thwarted attempts to carry out routine road repairs normally undertaken after October's Short Rains. The results were delays in the route survey and a route which was rougher in parts than it might have been. Whenever rain turns dirt roads into mud, heavy lorries churn up the surface and cause very deep ruts. When the rain stops, the sun quickly dries the roads, often within hours, and what is left is more like a series of rock-hard tank traps than a bush thoroughfare. And if the rain returns before the graders get a chance to go in, the whole process starts again.

It certainly was rougher than usual this year, but only in parts, and to say that it was the roughest Safari ever, as one observer did, was to display a rather short memory. The road over the Tot Escarpment, for instance, must rate as one of the wildest strips of rock-strewn goat track in history, whilst the old Embu-Meru road and even the round-the-lake loop at Naivasha have been incredibly rough, rocky, dusty and muddy in their time.



Recalde's pacesetting lead was halted when he came to grief against a herd of goats.

Preparations, as usual, had to cater for wet and dry conditions, for no matter how knowledgeable a local expert, no-one can be sure of the following day's weather. If accurate predictions are beyond the ability of farmers, whose livelihoods depend on being able to forecast the best time for planting, harvesting and the various processes between, then they are certainly not reliable when made from a bar stool in Nairobi.

However, heavy black clouds were so prominent in the days before the start that no-one seemed prepared to risk betting on a dry Safari. It has been well over a decade since there was a really wet one, and when the day of the start dawned warm and sunny, the disappointment could be sensed everywhere, certainly among the locals. It did actually rain over parts of the route during the event, but usually before the cars got there. The going was as much wet and slippery as it was dry and dusty, but there were no real quagmires or potential bog-ups, and no need to resort to instinct and bushmanship to keep going, honourable attributes of which FISA disapproves and actively stifles.

The first piece of competition was a special stage, a ridiculous formality included to satisfy FISA. To have such a short (3.7 miles) stage timed in seconds when the overall winner's margin was close on an hour and a half, and the difference between first and thirteenth only a few hours short of a day, was quite superfluous.

After that came a drive southwards to just beyond Voi, visiting the Chyulu and Taita



Supra Turbos were thought to be more capable of lasting the Safari than Toyota's GT-Four.

Safari Rally



Once again the Safari proved to be too much for Group N cars, the de Mevius Mazda 323 failing near the end.

Hills before returning via sisal plantations and the road through Loitokitok under towering Kilimanjaro. Kirkland led after the first half of this leg, but was overtaken by Recalde, Biasion and Waldegård on the way back to Nairobi.

Eklund had the misfortune to slide into a ditch in the Taita Hills, the Nissan coming to rest on its side, but he and Eklund could hardly suppress their laughter when talking about it afterwards. It seems that spectators were so numerous and excited that their efforts to push the car only succeeded in dropping it over on to its roof. In the middle of this performance, along came John Horsey and Ian Street, former competitors who were driving a chase car for Toyota.

They stopped to help and, by using very expressive Swahili, managed to marshal the crowd into a reasonable recovery machine. A rope was hitched, and the car was literally dragged up the very steep slope to the road. The damage was not serious and they were able to continue, albeit after a sizeable delay.

Twenty nine cars left on the second leg, which ran up to Nanyuki and beyond before returning for a night stop in the town which nestles beneath Mount Kenya. On the Saturday morning, the most northerly sections were tackled, through Wamba and on towards Maralal before returning via Lake Baringo to another rest stop at Kabarnet. Recalde held his lead throughout this loop, and was followed into Kabarnet by teammate Biasion, last year's winner. Incidentally, this was Recalde's first Safari, and he was enjoying every minute of it.

Yet another rest stop was taken at Kakamega before the return route to Nairobi via Nandi Hills, the very tricky road from the Mau Escarpment to Seyabei, near Narok, and the track through the Kedon Valley from Suswa to Olepolos. Recalde kept his lead throughout the first part of this leg, but on the way down to Seyabei, a very difficult road indeed, he ran full tilt into a herd of goats and wrecked the front of his car, including both the radiator and oil cooler. He did struggle on slowly for a while, but finally the engine packed up and his car had to continue its journey to Nairobi along the tarmac road, on the end of a rope! Gone was what had been a good prospect of another win by a driver tackling his first Safari.

There was some talk that Lancia's own tactics may have indirectly caused Recalde's retirement. Having lost one of its two helicopters due to engine failure and a heavy forced landing, the remaining one was following the rally leader very closely, both to render assistance if required and to give radio warnings of any obstructions ahead. It seems that a truck was spotted making its way along the rally route, towards the approaching Recalde, so the helicopter came down low over the road to slow the truck and to get the driver to pull over.

Unlike cows and sheep, horses and goats do not like helicopters and tend to panic when one gets too close. The proximity of Lancia's aircraft may have scared the herd of animals into which the Argentinian drove, causing them to run into the road in front of his Lancia. It sounds a tall story, but one which could well be true. No-one's fault, of course. These things just happen.

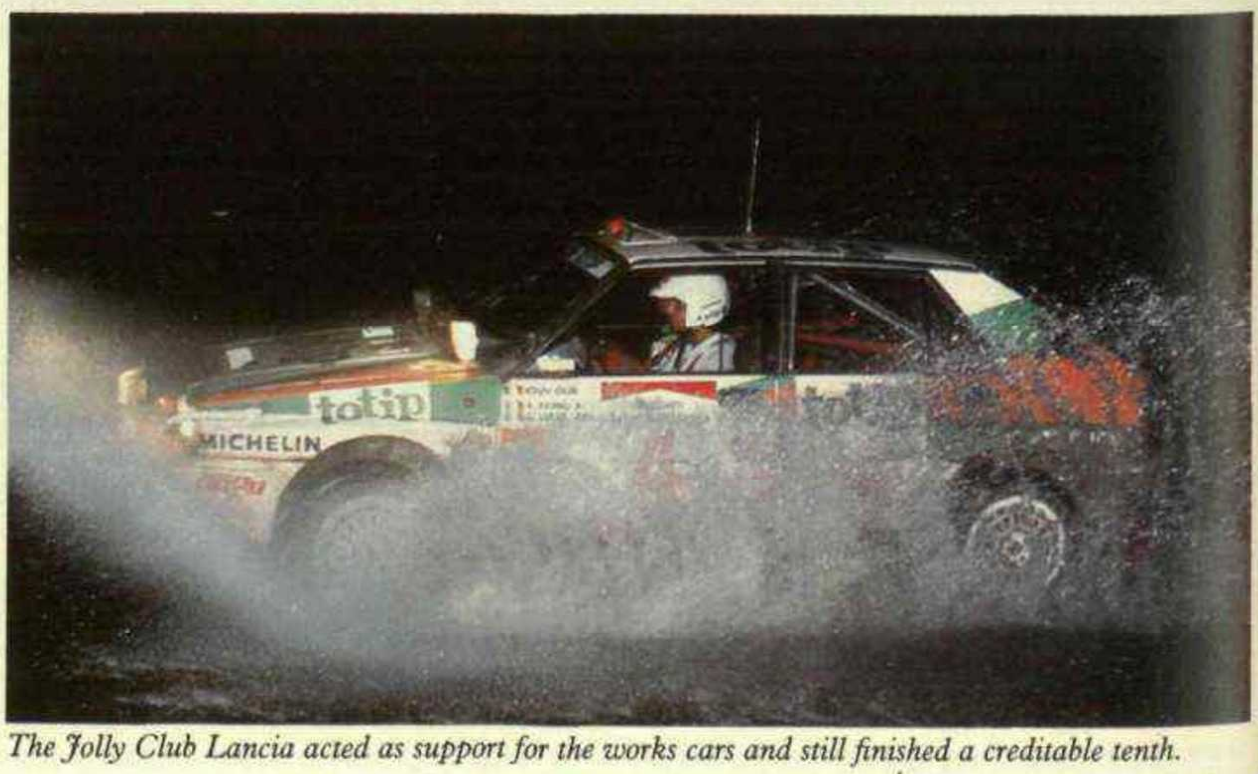
The final leg started from Nairobi at the uncivilised hour of 3am on Easter Monday, making a loop to the north of Narok and one southwards into the Mara before returning to Nairobi by the way it came, through the Kedong Valley. There was no stopping Biasion at this stage. He had enough of a lead to take things easy, and in any case he had something like a dozen mechanics working on his car at every service point, so that every possible precaution was taken to prevent a breakage.

Preston had a story to tell which amused others, although he himself doesn't recall laughing at the time. The loop down into the Mara region, new to the Safari although it has passed quite close in the past, is in open country which abounds with wild life, and when his Nissan stopped with a jammed gearbox, Preston and Lyall looked cautiously around before getting out of the car to look underneath. True enough, there was a lion basking only yards away, and it was quite some time, after much shooing and hooting from inside the car, before the pair could risk emerging to begin removing the gearbox bolts. With a grin on his face, one wag in a rival team later remarked, "Who the hell would want to eat Preston, anyway?"

At this stage, all Biasion and Siviero had to do to score their second Safari victory was to drive back relatively carefully to Nairobi, although in the very dusty Kedong Valley they didn't really want to be overtaken by anyone. On the previous afternoon there had been a stiff breeze to clear the dust quickly, but on the Monday it was windless towards the Ngong Hills and the dust hung in huge, expanding clouds.

To say that Lancia was cockahoop would be an understatement. It is well on its way to another World Championship walk-over and has scored its second Safari victory in succession. Quite a nice debut for engineer Claudio Lombardi who had recently taken over as team director from Cesare Fiorio who has moved on to Ferrari.

What a splendidly refreshing event the Safari is. Even if it does toe the FISA line to an extent, it is still unique, and its unpredictability makes a wonderful change from the stunting conformity of Europe. It's a great pity that it's been forced to abandon the style which demanded real bushmanship, but we must be grateful to the enthusiasts of Kenya for keeping alive what they rightly call "The World's Greatest Motor Rally". GP



The Jolly Club Lancia acted as support for the works cars and still finished a creditable tenth.

WORLD RALLY CHAMPIONSHIP
Round 4 for Drivers and Round 3 for Makes, Safari Rally, March 23-27

TOP 20 STARTERS

1	P. Eklund/D. Whittock	Nissan 200 SX
2	M. Biasion/T. Siviero	Lancia Delta Integrale
3	J. Recalde/J. Del Buono	Lancia Delta Integrale
4	A. Fiorio/G. Luchi	Lancia Delta Integrale
5	B. Waldegård/F. Gallagher	Toyota Supra Turbo
6	S. Blomqvist/B. Cederberg	Volkswagen Golf GTi 16v
7	M. Kirkland/R. Nixon	Nissan 200 SX
8	S. Rai/S. Soin	Volkswagen Golf GTi 16v
9	M. Sandhu/J. Sandhu	Volkswagen Golf GTi
10	I. Duncan/I. Munro	Toyota Supra Turbo
11	R. Stohl/E. Rohringer	Audi 90 Quattro
12	P. Bourne/R. Freeth	Subaru RX Turbo
14	E. Weber/M. Feltz	Volkswagen Golf GTi 16v
15	S. Singh/L. Verhulst	Volkswagen Golf GTi
16	P. Njiru/A. Khan	Subaru RX Turbo
17	W. Rautenbach/J. Mitchell	Toyota Supra Turbo
18	J. Shah/L. Drews	Nissan 200 SX
19	J. Heather-Hayes/A. Levitan	Subaru RX Turbo
21	R. Chager/M. Verjee	Toyota Levi Turbo
22	L. Morgan/L. Marote	Nissan March Turbo

RESULTS

1st	Massimo Biasion (I)/Tiziano Siviero (I)	Lancia Delta Integrale	A	6h 55m 27s
2nd	Mike Kirkland (EAK)/Robin Nixon (EAK)	Nissan 200 SX	A	8h 16m 11s
3rd	Stig Blomqvist (S)/Björn Cederberg (S)	Volkswagen Golf GTi 16v	A	9h 17m 39s
4th	Bjorn Waldegård (S)/Fred Gallagher (GB)	Toyota Supra Turbo	A	9h 46m 23s
5th	Ian Duncan (EAK)/Ian Munro (EAK)	Toyota Supra Turbo	A	9h 57m 28s
6th	Vic Preston Jnr (EAK)/John Lyall (EAK)	Nissan 200 SX	A	10h 35m 21s
7th	Peter Bourne (NZ)/Rodger Freeth (NZ)	Subaru RX Turbo	A	10h 38m 45s
8th	Erwin Weber (D)/Matthias Felz (D)	Volkswagen Golf GTi 16v	A	11h 04m 10s
9th	Jim Heather-Hayes (EAK)/Anton Levitan (EAK)	Subaru RX Turbo	A	11h 08m 57s
10th	Alessandro Fiorio (I)/Giacomo Luchi (I)	Lancia Delta Integrale	A	12h 26m 12s
11th	Jayant Shah (EAK)/Lofty Drews (EAK)	Nissan 200 SX	A	15h 18m 48s
12th	Lynda Morgan (EAK)/Lynn Marote (EAK)	Nissan March Turbo	A	25h 56m 18s
13th	Sebastian Tham (EAK)/Barney Sessions (EAK)	Range Rover	A	26h 38m 10s

57 starters, 13 finishers

Group A and Over 2000cc: Biasion/Siviero
1600-2000cc: Blomqvist/Cederberg
1300-1600cc: Morgan/Marote
Up to 1300cc: No finishers
Group N Overall: No finishers

Drivers Championship (after 4 of 13 rounds): 1. Massimo Biasion (I) 60; 2. = Ingvar Carlsson (S), Stig Blomqvist (S) 20; 4. = Per Eklund (S), Didier Auriol (F), Markku Alén (SF) and Mike Kirkland (EAK) 15; 8. Alessandro Fiorio (I) 13; 9. = Kenneth Eriksson (S) and Bruno Saby (F) 12. (35 drivers have scored points)

Makes Championship (after 3 of 10 rounds): 1. Lancia 60; 2. Mazda 24; 3. Toyota 22; 4. Nissan 17; 5. = BMW, Audi and Volkswagen 14; 8. Renault 9; 9. Subaru 6.



Do not adjust your set. A Range Rover did indeed finish in thirteenth place on a World Championship Rally, albeit nearly 20 hours behind the winner.

SHELL OILS RAC MSA BRITISH OPEN RALLY CHAMPIONSHIP
Round 2, BIF Circuit of Ireland, March 25-27

1st	Jimmy McRae/Rob Arthur	Ford Sierra RS Cosworth	A	2h47m10s
2nd	Russell Brookes/Peter Diekmann	Ford Sierra RS Cosworth	A	2h47m31s
3rd	Mark Lovell/Ronan Morgan	Ford Sierra RS Cosworth	A	2h50m39s
4th	Gwyndaf Evans/Howard Davies	Ford Sierra RS Cosworth	A	2h52m20s
5th	Austin McHale/Christy Farrell	Ford Sierra RS Cosworth	A	2h54m40s
6th	Bertie Fisher/Austin Fisher	BMW M3	A	2h55m34s
7th	Louise Aitken-Walker/Ellen Morgan	Vauxhall Astra GTE	A	2h57m39s
8th	Pentti Airikkala/Ronan McNamee	Mitsubishi Galant VR-4	N	3h00m11s
9th	Steve Hill/Brian Goff	Ford Sierra RS Cosworth	N	3h00m22s
10th	Simon Davison/Steve Bond	Peugeot 205 Rallye	A	3h04m01s

Group A and Over 2000cc: McRae/Arthur; **1600-2000cc:** Aitken-Walker/Morgan; **1300-1600cc:** Derek McGarrity/Raymond Hill (Toyota Corolla GT); **Up to 1300cc:** Davison/Bond. **Group N and Over 2000cc:** Airikkala/McNamee; **1600-2000cc:** Brian Wiggins/Rory Kennedy (Vauxhall Astra GTE); **1300-1600cc:** Ian Calvin/Vel Calvin (Toyota Corolla GT); **Up to 1300cc:** David Crockett/Iain Johnston (Vauxhall Nova).

Championship Points: 1, McRae 44; 2, Brookes 42; 3 = Evans and Lovell 36; 5, Airikkala 35.



This was not the muddiest Safari on record, but Biasion's crew no doubt considered it quite muddy enough . . .

BOOK REVIEWS

Sunbeam Racing Cars 1910-1930
by Anthony S Heal. 384pp. 9¾" × 10½". (Haynes Publishing Group, Sparkford, Yeovil, Somerset BA22 7JJ. £49.95).

Anthony Heal is *the* expert on Sunbeam racing cars, having studied the subject for fifty years and raced three notable examples in vintage events, so his long-awaited history could well be the motoring book of the year.

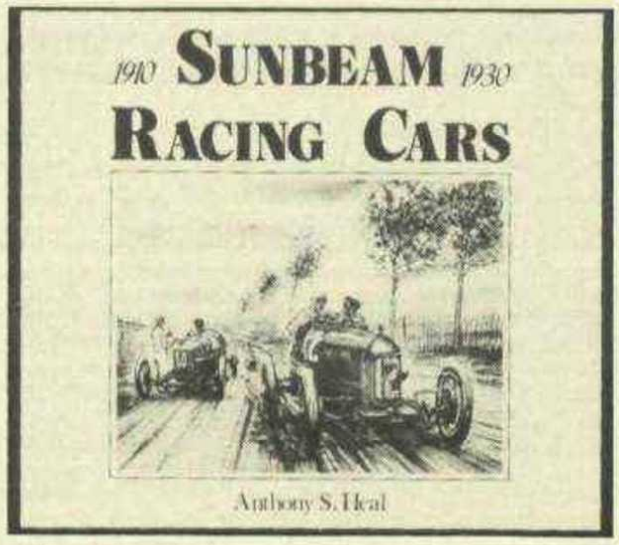
It describes all the racing Sunbeams and their successes and failures in track and road races in much detail, supported by a matchless collection of 502 photographs and diagrams, many of full-page size, splendidly reproduced on the best gold-blocked art paper. Having studied motoring history for as long as the author, I have naturally seen quite a number of them previously, but the enlargement and presentation here do them fresh justice and the new ones are an additional joy. Each is meticulously captioned — stories in themselves — with almost every person depicted named.

Dedicated to John Wyer, the book is divided into chapters on the early racing cars, the side-valve cars, racing in America, the "decline and fall of Ernest Henry", Brooklands and sprint events, "the Italian connection" (in which Heal defends the 1923 French Grand Prix-winning Sunbeam against sneers that it was just a "green Fiat"), the 4-litre V12s, the sports 3-litre, the 1927 and 1930 Land Speed Record cars (plus a 15-page report by Harry Wilding on the Silver Bullet's attempt), the Tiger, Tigress and Cub, Campbell's rebuilds (one by T&T's, the other by Robin Jackson), and the racing exploits of eighteen private owners. This last chapter is particularly interesting, and includes G J Jackson's sand racing activities; but although R T Spencer's Brooklands win with his 1914 GP Sunbeam gets in, J S Spencer's later victory with one of the 2-litre 1922 cars is omitted.

As ever, Heal prefers to write a factual history, so those expecting to find mysteries solved — such as how Coatalen was able to obtain and copy a 1913 Coupe de *l'Auto* Peugeot at his Wolverhampton house (MOTOR SPORT, November 1977), under what contract Ernest Henry worked for STD, or why Sunbeam withdrew from Indianapolis in 1919 — will be disappointed. Which is far from saying that no fascinating fresh facts emerge!

A full racing history of this ambitious Wolverhampton company is backed by appendices of specifications and results (like those Heal provided for Cassell's 1954 *Motoring Entente*), power-curves, and my contribution of Brooklands lap-speeds and results to 1932.

Printing errors are virtually non-existent, apart from one amusingly turning the 1000hp LSR car into a three-wheeler, H F Locke-King's initial rendered as J, and "Peugot" appearing twice — which is hair-splitting, over what will become the standard work on its subject, a monument to Sunbeam from a writer who has run a 1926 twin-cam 3-litre for 44 years.



The foreword is by Hervé Coatalen (son of Louis, the famous Sunbeam chief engineer and managing director), and the book comes in a slip-case with a dust-cover painting of Segrave passing the stricken Fiat in 1923, to achieve the first British win in the French Grand Prix, done specially by Phil May. And just to worry Nigel Lawson a bit more, a hundred signed leather-bound editions are available — for £250 each. **WB**

Holden — The Official Racing History.
367pp. 11" × 8¼". (Chevron Publishing Group. Distributed in the UK by Menoshire Limited, 49 Churchfield Road, Acton, London W3 6AY. £19.95).

Although of limited interest in this country, Holden is the Australian equivalent of Vauxhall, but "down under" the parent company was more sympathetic to any sporting aspirations.

This marvellous book, beautifully produced as only the Australians seem to know how, is a fine tribute to the 40 years Holdens have been competing. The text is informative and factual and interspersed with well-printed photographs and period adverts, most of which are in colour. At the back there is a comprehensive list of Holden competition successes between 1953 and 1988.

This is a specialised book with only a limited market in this country but whether you are interested in saloon racing or just want to see just how well a book can be produced, be sure to pick up a copy. **WPK**

Readers might be interested to know that that indispensible reference annual **The FIA Yearbook** is available from Menoshire Limited, 49 Churchfield Road, Acton, London W3 6AY. Priced at £25.95, "the yellow book", as it is commonly known, is the Bible of the sport. **WPK**

Rolls-Royce Cars and Bentley from 1931 — The Complete History
by Halwart Schrader. 304pp. 10⅝" × 9½". (Dirk Nishen Publishing, 19 Doughty Street, London WC1N 2PT. £74.95).

Halwart Schrader is the owner of one of the best motoring bookshops in Germany as well as being editor of a classic car magazine, and so expectations of this glossy book were high despite doubts about it being "The Complete History."

Superficially it is a very fine book and is well presented although let down by the poorish printing. Once you are immersed in the text, various problems soon come to the surface, for it is littered with spelling mistakes. For instance the 4¼ Bentley is consistently referred to as the 4½ in captions. Even worse are the errors with regard to pictures. On page 225 in the chapter on 4¼s, for example, a "Bentley 4½ Litre with a Mulliner body" is in fact a rather unattractive Mark VI Special.

This can be dismissed as a reference book of any sort, so your £74.95 would be far better off spent on books that might be less lavish but a great deal more useful. **WPK**

Following the demise of Enzo Ferrari, books about his inimitable motor-cars will be appearing in still greater numbers, and those already available will take on a new aura of interest and nostalgia. Two new titles are currently available from Dalton Watson.

Ferrari — Forty Years On The Road by Stanley Nowak is a stupendous compendium containing 309 black-and-white and 62 colour pictures, which by dividing up the many Ferrari types and tabulating their specifications does much to sort out a complex range of supercars. The author has owned more than a dozen Ferraris and has been helped by Rob de la Rive Box, so his book should be authentic and acceptable, especially in America. Well produced on art paper, it sells here for £39.95.

The text of Wallace A Wyss' **Ferrari 308/328/Mondial** oozes American enthusiasm, the pages picture-crammed to make a fascinating study. This one sells here for £15.95, having first appeared in 1982. **WB**

One-make histories of well-known and even of lesser-known cars have long been part of the book scene, and one-model books are not unknown. In the latter category is John Lawson's reference work on **MG Y-Type Saloons and Tourers**, which comes from MRP of Croydon, costs £14.95, and is described as a labour of love by an author who spent ten years researching these rather rare MGs which surfaced in 1947. He includes their competition appearances, the XPAG engine, special bodies, what a buyer should look for, and reprints of original road-tests. **WB**

BOOK REVIEWS

Champion Year
by Mike Hawthorn. 192pp. 8½" x 5½". Aston Publications Limited, Bourne End House, Harvest Hill, Bourne End, Bucks. SL8 5JJ. £13.95

Following the re-publication of *Challenge Me The Race* last year, Aston Publications has now brought out *Champion Year* to coincide with the 30th anniversary of Mike Hawthorn's death.

The original manuscript was delivered to the publishers three days before he lost his life in a car crash so the book has always had that air of poignancy about it anyway.

Hawthorn was a popular fellow, and although many today feel that he was not a worthy World Champion, a perusal through the text soon disabuses one of that notion. It was a busy year for him, spending most of his time driving Ferraris in Formula One and in international sports-car races and Jaguars in production saloons, but there are also interesting asides on places he visited, food and women.

The story is very much interwoven with "mon ami mate" Peter Collins who was tragically killed at the Nürburgring in 1958 and so the book is doubly interesting.

Motor racing has changed dramatically since these days and this book revives many happy memories from that era. **WPK**

For those who missed the limited hardback edition first time around, Transport Bookman (8 South Street, Isleworth, Middlesex TW7 7BG) has published **Rosemeyer** by Elly Beinhorn Rosemeyer and Chris Nixon in softback, at £11.95. There is no need to reiterate just what a fine biography it is, so if you missed it first time around, make sure you do not miss it now. **WPK**

When researching for background information on various cars, the back issues of MOTOR SPORT prove immensely valuable, but sometimes one needs a wider perspective on the subject.

Brooklands Books has for years made a mint of money by reproducing magazine articles on related subjects and producing them as books. The latest batch to have been produced include the Alfasud, Alfetta coupés, Citroën DS and ID, Fiat-Pininfarina 124 and 2000 Spider, Fiat Bertone X1/9, Honda CRX and Mercedes 190 and 300SL. Good value at £6.95 if you can put up with the poor printing. **WPK**

Video:
Scalextric — 30 Years Of An Extraordinary Toy
25 minutes. (Wychwood Video Publishing, PO Box 44, Leatherhead, Surrey KT22 7AE. £14.95 + £1.50 p&p)

Originally made for a cable television channel but now extended to take in an interview with the creator of Scalextric, Fred Francis, this is the condensed but nonetheless informative history of the slot-racing toy which became a national institution — from the clockwork metal models of the mid-Fifties to the tyre-smoking, headlamped, electric-engined plastic speedsters of the late Eighties.

Cleverly filmed car-to-car action is interspersed with archive factory footage and shots of cars and accessories through the years, and mention is also made of the collectors' market and the competitive events which exist for the serious amateur (the British Grand Prix, a round of the European Championship, took place recently in Wood Green). And yes, there is such a thing as a Scalextric qualifying tyre, albeit home-made!

Brief but interesting to the casual enthusiast, this video is as essential to the Scalextric collector as the cars themselves. **GT**



BUY YOUR ROLEX THE ALEXANDERS WAY

The distinctive shape of the Rolex Oyster Datejust Chronometer is easy to recognise. You will notice it on many of the world's most famous people. Stainless steel Oyster case, with stainless steel 'Jubilee' bracelet, the Datejust is guaranteed waterproof to 330 feet. Rotor self-winding perpetual movement which has qualified for the title of Swiss Chronometer awarded by the Swiss Official Chronometer-Testing Institute.
Alexanders the Jewellers, official Rolex jewellers for over 30 years, offer the Rolex Oyster Datejust Chronometer (model 16220) at Recommended Retail Price of £1066 on

INTEREST FREE CREDIT TERMS of £106 deposit plus 12 monthly payments of £80. Interest free credit terms are also available on most other Rolex models. **Telephone (0252) 737373 (24 hour service)** now for a free Rolex brochure and full details of interest free credit or write to Alexanders Ltd, 3 Castle Street, Farnham, Surrey GU9 7HR. Personal callers are welcome at either 3 Castle Street, Farnham, Surrey GU9 7HR or 41-43 High Street, Reigate, Surrey RH2 9AE—**open 6 days a week.**

Alexanders
THE JEWELLERS LIMITED

MOTOR MOTOR MOTOR MOTOR BOOKS BOOKS BOOKS BOOKS

YOUR BEST CHOICE FOR ALL MOTORING BOOKS

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

Challenge Me The Race	£13.95
Jim Clark The Legend Lives On	£14.95
Cooper Cars	£27.95
Racing The Silver Arrows – Mercedes-Benz Versus Auto-Union 1934-1939	£29.95
Indianapolis 500 Yearbook 1988	£11.95
Mille Miglia 1988	£45.00
Conte Maggio's Mille Miglia	£14.95
Power and Glory Vol 1 1906-1951	£35.00
Formula 1 Register 1976-78	£12.50
Formula 1 Register 1979-81	£12.50
Formula 1 Register 1982-84	£12.50
Formula 1 Register 1985-87	£12.50
Mercedes-Benz GP Racing 1934-55	£29.95
The 1000 BHP Grand Prix Cars	£19.95
1988 Le Mans 24 Hours	£25.90
Stirling Moss – My Cars My Career	£19.95
Ricart Pegaso La Pasion del Automovil	£65.00
Prescott Speed Hill Climb 1938-1988	£8.95
Directory of Historic Racing Cars	£11.95
Directory of Classic Prototype & GT Cars	£11.95
The Great Book of Sports Cars	£29.95
The World Guide to Automobiles	£25.00
Abarth King of Small Cars	£22.95
Fiat Dino – Ferrari by Another Name	£17.95
Fiat – Pininfanna 124 & 2000 Spider 68-85	£6.95
Fiat & Abarth Tricks	£16.95
Fiat-Bertone X 1 9 1973-88	£6.95
Bristol Cars Gold Portfolio 1946-1985	£9.95
Armstrong Siddeley – The Post War Cars	£24.95
Bristol – The Quiet Survivor	£17.95
Austin Seven	£15.95
Austin Seven 1922-82	£6.95
Mighty Minis	£15.95
Das Grosse Mini Buch	£27.95
Bugatti – Le Pur-Sang Des Automobiles	£24.95
HRG The Sportsman's Ideal	£14.95
Morris Minor 1929-34 – Information manual	£7.50
'ERA' History by D Weguelin	£45.00
Riley Sports Cars 1926-1938	£15.95
Les Traction Avant	£11.95
Citroen DS & ID 1955-1975	£6.95
La DS Citroen	£11.95
Citroen ID DS 1955-76	£12.95
The Life & Times of The 2CV	£7.95
50 Years of 'Traction Avant' Citroen	£9.95
Citroen Traction Avant 1934-1957	£6.95
Citroen – Tous Les Modeles	£49.95
Citroen 2CV 1948-86	£13.95
Standard Cat. of American Cars 76-86	£14.95
British Family Cars of The Fifties	£14.95
British Cars of The Early Thirties	£6.95
British Cars of The Late Thirties	£6.95
British Cars of The Late Forties	£6.95
British Cars of The Early Fifties	£6.95
British Cars of The Late Fifties	£6.95
British Cars of The Early Sixties	£6.95
British Cars of The Late Sixties	£6.95
Mini Cooper & Cooper S (Super Profile)	£5.95
Illustrated Ferrari Buyer's Guide	£9.95
Aston Martin Gold Portfolio 1972-85	£9.95
Illustrated Aston Martin Buyer's Guide	£9.95
The Aston Martin & Lagonda Vol. 1 – 6 cyl DB Models	£10.95
Aston Martin – The Postwar Road Cars	£24.95
Healey – The Handsome Brute	£15.95
Austin-Healey 100 6 & 6 Cylinder	£6.95
Austin-Healey 'Frogeye' Sprite 58-61	£5.50
Austin-Healey 100 4 (Super Profile)	£5.95
Bentley – The Cars From Crewe	£39.95
Bentley The Vintage Years 1919-1931	£39.95
Bentley 'The Silent Sports Car' 31-42	£39.95
Autocar on Bentley since 1919	£19.95
BMW 2002 1968-1976	£6.95
BMW 1500-2002 1962-77 (German Text)	£13.95
Lagonda – An Illustrated History 1900-50	£25.00
Le Zagato – Fulvia Sport Junior Z	£14.95
Lancia Fulvia & Flavia (Coll Guide)	£10.95
Lancia Stratos Super Profile	£5.95
Lancia Fulvia (Road Tests & Reports)	£6.50
Illustrated Lotus Buyers Guide	£9.95
Lotus Seven (Super Profile)	£5.95
Lotuses – Elite Eclat Esprit Excel	£10.95
Lotus The Elite Elan and Europa	£15.95
Lotus Turbo Esprit 1980-1986	£6.95
The Lotus Eleven	£12.95
Lotus Seven 1957-80	£6.95
The Lotus Elan and Europa	£10.95
MG Y Saloons & Tourers	£14.95
MG Midget 1961-80	£6.95
Practical Classic On Midget Sprite Rest	£6.95
MG by McComb (new edition)	£11.95
Cecil Kimber 1888-1988	£15.95
MGA A History & Restoration Guide	£22.95
Illustrated MG Buyers Guide	£9.95
MG Midget A-H Sprite Super Profile	£5.95
MG & Austin-Healey Spridgets	£15.95
The Sprites and Midgets	£10.95
MGA MGB MGC	£10.95
The MG ABC by Chris Harvey	£15.95
MGB Roadsters 1962-1980	£6.95
MG MGB GT 1965-80	£6.95
Practical Classic On MGB Restoration	£6.95
Pract. Classic Mini Cooper Restoration	£5.50
Cobras And Replicas 1962-83	£6.95
Cobras and Replicas 1962-1983	£6.95
AC Cobra 1962-69	£6.95
The Cat Pounces, Jaguar at Le Mans	£14.95
Jaguar – Rebirth of a Legend	£12.95
Jaguar Saloon Cars	£29.95
The Classic Jaguar Saloons – Coll Guide	£10.95
Jaguar Sports Cars	£24.95
Jaguar Sports Racing & Works Competition Cars from 1954	£39.95
Jaguar XJ6 Series II 1973-79	£6.95
Jaguar XJ6 & XJ12 Series III 1979-85	£6.95
Jaguar Mk2 1959-1969	£6.95
Illustrated Jaguar Buyer's Guide	£9.95
Jaguar E-Type Collector's Guide	£10.95
Jaguar E-Type V12 1971-1975	£6.95
E-Type – End of an Era (Revised Ed)	£15.95
CSC Jaguar E-Type File – 3.8-4.2 – V12	£8.95
The Jaguar XK	£15.95
Jaguar XK 120 XK 140 (SP)	£5.95
Original Jaguar XK – The Restorer's Guide	£14.95
Reliant Scimitar 1964-82	£6.95
Sporting Rileys – The Forgotten Champions	£24.95
Morgan – The Last Survivor	£15.95
The Scimitar and its Forebears	£14.95
The Rolls Royce Twenty	£45.00
The Rolls-Royce & Bentley V3 Shadow Corniche Camargue 1965-85	£10.95
Postwar Rolls-Royce and Bentley: A Concise Buyer's Guide	£12.95
Rolls-Royce Cars	£75.00
Rolls Royce Bentley Buyer's Guide	£9.95
Rolls-Royce & Bentley V1 Standard Production Models 1945-1965	£10.95
The Rolls-Royce & Bentley V2 Coachbuilt Models 1945-1985	£10.95
Rover 3 and 3 5-Litre 1958-73	£6.95
Rover 3500 & Vitesse 1976-1986	£6.95
Rover 3500 1968-1977	£6.95
Saab – The First 40 Years of Saab Cars	£29.95
Skoda – Auto Album Archive	£6.50
Sunbeam Venezia 1963-1968	£7.95
Tatra – Auto Album Archive	£5.95
Illustrated Triumph Buyer's Guide	£9.95
Triumph Stag Coll. 1 (1970-84)	£5.50
Triumph TR6 Coll. 1 (1969-83)	£5.50
TR for Triumph	£15.95
Triumph TR7 & TR8 1975-82	£6.95
Triumph Stag Super Profile	£5.95
Lamborghini: The Complete Book of	£14.95
Lamborghini Miura	£29.95
Lamborghini Catalogue Raisonne 1963-88	£69.50
Lamborghini Review Rivista 2	£29.95
Lamborghini Countach (A-H)	£8.95
Lamborghini Countach – Super Profile	£5.95
Lamborghini Countach 1971-82	£6.95
Lauran & Klement – Auto Album Archive	£6.50
Alfa Romeo Alfetta Coupes GT-GTV-GTV6	£6.95
Alfa Romeo Spyder	£29.95
Alfa Romeo Spyder 1955-86 (German Text)	£12.95
The Immortal 2.9 – Alfa Romeo 8C 2900	£42.95
Alfa Romeo Alfetta GT (AH)	£7.95
Illustrated Alfa Romeo Buyer's Guide	£9.95
Alfa Romeo Giulia Berlinas 1962-1976	£6.95
The Alfasud (Collectors Guide)	£10.95
Alfa Romeo Alfasud 1972-1984	£6.95
The Triumph TRs	£10.95
Daimler Dart & V8 250 1959-69	£6.95
Complete Guide to Ferrari 308 328 Mondial	£12.95
Ferrari and Pininfarina	£39.95
Ferrarissima 9	£29.95
Ferrari 40 (A Tribute to Ferrari)	£39.95
Le Ferrari Di Pininfarina	£59.50
Enzo Ferrari – The Man	£9.95
Ferrari 250 Le Mans Berlinetta	£125.00
Ferrari Register – Ferrari Data Bank	£35.95
Ferrari 308, 328, Mondial	£8.95
Ferrari – the Man, the Machines	£22.95
Ferrari Daytona – Super Profile	£5.95
Ferrari Catalogue Raisonne Golden Ed	£110.00
Ferrari (Sixth Edition)	£39.95
Ferrari Daytona (World Supercars 1)	£9.95
Ferrari Formula 1 Cat. Raisonne 1948-88	£39.95
Ferrari – Sports Racing & Prototype Competition	£19.95
Ferrari – The Road Cars (New Edition)	£29.95
Ferrari Dino 240GT (SP)	£5.95
Ferrari Dino 1965-74	£6.95
The Ferrari Dino 246, 308 and 328	£10.95
Mercedes 190 & 300SL 1954-1963	£6.95
Mercedes-Benz 300SL	£125.00
Mercedes-Benz 190 SL 1955-63	£12.95
Mercedes-Benz Roadsters SL & SLC	£7.95
Mercedes 230-250-280 SL 1963-71	£6.95
Mercedes 350-450 SL & SLC 1971-80	£6.95
Illustrated Mercedes-Benz Buyer's Guide	£9.95
Packard Gold Portfolio 1946-58	£9.95
Porsche 911 Performance Handbook	£12.95
Porsche 911 – Guide to Purchase-DIY Rest	£14.95
Porsche 911 1963-86 (German text)	£12.95
Porsche Catalogue Raisonne 1947-1987	£110.00
Porsche – Excellence was Expected	£39.95
The 356 Porsche – A Restorers Guide	£12.95
Porsche 356 1948-65	£13.95
Porsche 356 1952-65	£6.95
The 911 & 912 Porsche – A Restorer's Guide to authenticity	£12.95
Porsche 911 1965-69	£6.95
Porsche 911 1970-72	£6.95
Porsche 911 1973-77	£6.95
Porsche 911 Carrera 1973-77	£6.95
Porsche 911 SC 1978-83	£6.95
Porsche 911 Turbo 1975-84	£6.95
Porsche 944 1981-85	£6.95
Porsche 944	£8.95
Illustrated Porsche Buyer's Guide	£9.95
Porsche 911 – In all its Forms	£17.95
The Porsche 911 & Derivatives Incl. 959	£10.95
Porsche Owners Companion – Preservation Theft Protection	£11.95
Standard Cat of American Cars 1946-1975	£18.95
A-H Frogeye Sprite (SP)	£5.95
Big Healeys – Collector's Guide	£10.95
Jensen Interceptor Gold Portfolio 66-86	£9.95
Triumph SPitfire Coll. 1 (1962-82)	£6.95
CSC Triumph Spitfire and GT6 File	£8.95
Practical Classic on Spitfire Rest	£5.50
Triumph TR2-3-3A (SP)	£5.95
The TVRs – Collector's Guide	£10.95
TVR Gold Portfolio 1959-1988	£9.95
Classic Volkswagens	£6.95
Encyclopedia of American Cars 1930-1980	£14.95
Cadillac Automobiles 1949-1959	£6.95
Cadillac Automobiles 1960-1969	£6.95
Illustrated Cadillac Buyer's Guide	£9.95
Illustrated Corvette Buyer's Guide	£9.95

VIDEOS



THE VINTAGE SPIRIT
Astons, Bentleys, Alfa-Romeos, ERA's, Bugattis and many other classic and vintage cars battling up rugged hills, wheel to wheel at Silverstone, in tests and trials. Jimmy Edwards takes a light-hearted view of the proceedings, the owners and their cars to find out what makes 'The Vintage Spirit' (42 mins) £16.00

Honda – All Fired Up! F1 1988 Season	£32.50
Kit Car Review 1989	£9.99
1988 Bathurst 1000	£17.25
Supercharged II " The GP Car 1945-1965	£9.99
Scalextric 30 Years of this Fascinating Toy	£14.95

Coming soon

Bugatti in 2 Volumes With a Book by Hugh Conway	Approx £50.00
Jaguar at Le Mans 1954	£17.25
Jaguar at Le Mans 1955	£17.25
Jaguar at Le Mans 1956	£17.25
Jaguar at Le Mans 1957	£17.25
Jaguar at Le Mans 1958	£17.25
Jaguar at Le Mans – Compilation	£75.00
The Austin Film Library	£19.95
This Progress – Austin 1934	£19.95
Rallye Des Alpes 1954	£14.95
Le Mans 1955	£14.95
7th Tulip Rally 1955	£14.95
Monte Carlo Rally 1956	£14.95
Again Triumph in The Alps 1956	£14.95
Motoring & Racing (BRM Movietone News)	£8.99
Handmade – The Making of a Morgan	£29.95

PAL VHS in stock. BETA to order. Wide range of videos in stock including Railways, Aviation, Military etc.

The Complete Book of Corvette	£12.95
The Ultimate Mustang Book	£12.95
Illustrated Jeep Buyer's Guide	£9.95
International Race Engine Directory	£19.95
The Front-Wheel Driving High Performance Advantage	£10.95
Car Suspension and Handling – 2nd Ed	£22.50
New Directions in Suspension Design	£11.95
Handling & Roadholding – Car Susp. at Work	£14.95
Chassis & Suspension Engineering	£12.95
Competition Car Suspension	£19.95
Turbocharging & Supercharging	£7.99
Tuning New Generation Engines	£14.95
Clutch & Flywheel Handbook	£8.95
Weber Carburettors	£7.95
Formula Car Technology	£7.95
Race Car Engineering & Mechanics	£14.95
Driven to Win	£10.95
Engineer to Win	£12.95
Build to Win	£12.95
How to Modify Your Mini	£9.95
Autodata Fuel Injection Manual 1975-1988	£37.50
How to Hot Rod Volkswagen Engines	£7.95
Hillman Imps (Tuning-Overhaul-Service)	£9.95
Apex – the Inside Story of the Imp	£12.95
Tuning BL's A-Series Engine	£14.95
How to Rebuild Your VW Air-Cooled Engine	£9.95
Panel Craft (incl. Ford Cortina Mk1 Body)	£9.95
Basic Bodywork – Tips and Techniques	£6.50
The Sports Car – its Design & Perf	£13.50
How to Restore Your Collector Car	£18.95
Restoration of Antique & Classic Cars	£11.95
How to Restore Fibreglass Bodywork	£6.95
How to Restore Paintwork	£6.95
How to Restore Sheet Metal Bodywork	£6.95
How to Restore Wooden Body Framing	£6.95
How to Restore Upholstery	£6.95
How to Restore Classic Car Engines	£6.95
How to Restore Gearboxes and Axles	£7.95
How to Restore Suspension & Steering	£7.95
How to Restore Fuel Systems Carburettors	£7.95
How to Restore – Metal Joining Techniques	£7.95
Upholstery & Trim for Vintage & Classic	£9.95
Basic Bodywork & Painting	£9.95
Paint and Bodywork Handbook	£9.95
Engine Blueprinting	£9.95
Racing Engine Preparation	£9.95
Aerodynamics of Road Vehicles	£45.00
Chassis & Suspension Engineering	£12.95
Weber Carburetors	£9.95
High-Performance Wheel & Tyre Handbook	£12.95



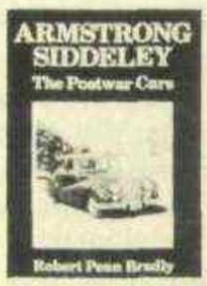
BENTLEY: THE SILENT SPORTS CAR 1931-1942
by Michael Ellman-Brown
Backed by a vast quantity of original coachbuilders photographs, drawings and brochures Ellman-Brown makes the most comprehensive documentation of these cars, from prototype in 1932 to the MKV with appendices giving details of every chassis, together with lists by coachbuilder, UK registration number and first owner, which reads like a 'Who's Who'. 235 x 210mm 410 b/w photos 54 colour £29.95



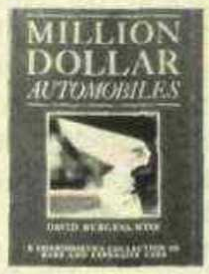
MG: THE MAGIC OF THE MARQUE
by Mike Allison
What is the magic? It is actually not possible to say in a few words, but life-long enthusiast Mike Allison investigates the story of the cars, and assesses why they have made such a huge impact on the motoring scene. Well illustrated with appendices on mechanical specifications and sales figures. 235 x 210mm 352 pages 412 b/w photos 58 colour £19.95



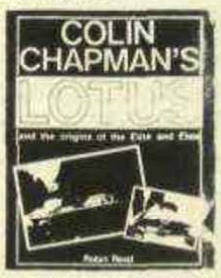
THE ORIGINAL LOTUS ELAN
by Paul Robinshaw & C Ross
Essential data and guidance for owners, restorers and competitors, this new book provides an extent of technical/practical data, and a level of expertise, which have never previously been available. Anyone looking for an Elan, restoring, maintaining and driving one, or entering one in competition will find this most helpful. 246 x 186mm 168 pages almost 200 ills. £16.95



ARMSTRONG SIDDELEY: THE POST WAR CARS
by Robert Penn Bradley
The first book on these cars from 1945 to the end of production in 1960. Bradley, a passionate Armstrong Siddeley enthusiast for 30 years, has produced a readable, interesting and accurate history of the cars with authenticity and restoration tips and techniques. Copious appendices of specs, chassis numbers etc. 246 x 186mm 208 pages 240 b/w ills £24.95



MILLION DOLLAR AUTOMOBILES
by David Burgess-Wise
About the vintage and classic cars that are now worth over a million dollars each. Lovingly photographed with their biographies researched and recorded the models run from the Alfa Romeo 8C2300 to the Voisin V12. Over 25 machines covered offering an opportunity for enthusiasts to revel in a unique collection. 220 x 298mm 240 pages 220 colour photos £12.95



COLIN CHAPMAN'S LOTUS: and the origins of the Elite and Elan
by Robin Read
The completely unauthorised account of life in the shadow of Colin Chapman telling, from within, the story of the evolution of the Elite and its successor the Elan by ex-Lotus Sales Manager. New source material – including hitherto unpublished documents and photos. 270 x 210mm 336 pages 150 b/w photos £24.95

NEW TITLES

Porsche 911 Story (Fourth Edition)	£16.95
The Art Of American Car Design: The Profession and Personalities	£27.60
The Good Old Fords (USA)	£49.95
The Commercial Fords (USA)	£49.95
Classic Sports Cars	£12.95
Rallycourse 1988-89	£19.95
RAC Motor Sports Yearbook 1989	£12.00
Alfa Romeo " Acht Jahrzehnte italienische Automobilbaukunst	£34.95
BMW Automobile	£34.95
Ferrari Poster Book	£6.95
Mercedes Benz Poster Book	£6.95
Automobil 'Z' " Auto Album Archive	£5.95
Illustrated Pontiac Buyer's Guide	£9.95
Rosemeyer! A New Biography (PB)	£11.95
Carnets de Raid 89: 11th Pioneer Paris-Tunis-Dakar	£16.95
Rolls Royce Cars	£75.00
Chevrolet Impala and SS 58-71	£6.95
The Motor Men " Pioneers of the British Car Industry	£14.95
Coys Car Value Guide 1989 European	£12.95
Road Car Racing & Preparation	£8.95
Vette Vues Fact Book " 1963-67 Stingray	£18.95
AQ 26/2 Rosso Cina/Mitchell/Motsheim/Lin	£13.95
Making A Start In Motorsport	£4.99
Grand Prix 1988	£14.95
Lotus Cars – 40 Years of Excellence	£3.95
CSC Book of Racing Car Track Tests	£14.95
Champion Year	£13.95
AC 30 – Ferrari Experimental Deux Cadillac D Exception Jaguar Collection	£6.95
Damhausen's World Model Car Book 89	£6.95
The Porsche 356 – A Restorer's Guide to Authenticity	£14.95
Alvis – The Story of the Red Triangle	£24.95
Sunbeam Racing Cars 1910-1930	£24.95
Formula 1 Register – F5000 Fact Book 69-72	£12.00
Formula 1 Register – F5000 Fact Book 73-77	£12.00
Advanced Suspensions	£55.00
MG – The Magic Of The Marque	£19.95
FIA Yearbook Auto Sport 89	£25.95
Walter – Auto Album Archive	£5.95
Wikov – Auto Album Archive	£4.95
Car Styling No. 68 – Peugeot Oxia Renault Megan Citroen Activa Evasion Renault 19 Audi V8 Hyundai Design	£14.95
Bugatti No. 6 Bugatti 57 Ferrari 250GTO Offshore 88 Mercedes 560SL Mini Bugatti	£6.95
Rallying – The 4 Wheel Drive Revolution (2nd Edition)	£16.95
Jaguar XJS Gold Portfolio 1970-1988	£9.95
Range Rover Gold Portfolio 1975-1988	£9.95
Allard Gold Portfolio 1937-59 (June)	£9.95
Lotus Elan Gold Portfolio 1962-74 (June)	£9.95
Riley 1½-2-2½ Litre Gold Portfolio (June)	£9.95
Sunbeam Tiger & Alpine Gold Portfolio 1959-67 (June)	£9.95

PRICES MAY BE SUBJECT TO ALTERATIONS WITHOUT NOTICE

We do have the largest list of Motoring Books in Europe. A copy of our list is normally available, free, just telephone or write for it. a SAE is very helpful. If you are interested in the other subjects we cover (Railway, Aviation, Military and Naval) ask for those lists as well.

ALLOW 28 DAYS FOR DELIVERY * SEND FOR FREE 75-PAGE BOOK LIST

WORKSHOP MANUALS

Don't be confused by some of the advertising you see – those are almost certainly not the official manufacturer's manuals. In most cases we can supply the REAL thing which has ALL the answers. Although more expensive, with current charges around £16.00 per hour the cost is soon recovered. Ask us if we can supply your manual, enclosing stamped addressed envelope

MOTOR BOOKS MS 33 ST MARTIN'S COURT LONDON WC2N 4AL ● TELEPHONE 01-836 5376/6728 ● 24 HOUR ANSAPHONE ON 01-836 5376
Postal terms: Any order in the UK £2.25. Book orders over £60.00 post free. Overseas £4.95 per 5 kilos ● Personal shoppers welcome at our shops, opening hours 09.30 to 17.30 Monday to Friday, 10.30 to 17.30 Saturdays, closed Sundays and Bank Holidays ● Payment by cheque/Access (Mastercard), Visa (Barclaycard, expiry date essential), Eurocheque, Personal US$ cheque, or Swiss Franc cheque
Credit Card orders: must include expiry date. We reserve the right to charge additional postage for split deliveries
MOST OF THE ABOVE TITLES ARE ALSO AVAILABLE FROM:
8 The Roundway, Headington, Oxford, OX7 8DH., or 302 Holdenhurst Road, Bournemouth, BH8 8BX

VSCC SILVERSTONE

The Gods Smile



Wearing minimal road-equipment, Richard Pilkington's Talbot beat the sports-cars.



Wally Hassan was present to see Schellenberg manoeuvring the Barnato-Hassan in the Itala race.

The Vintage Sports-Car Club again bribed the weather gods, so its first race meeting of 1989 on April 15 was held in dry conditions, before a record crowd. The new chicane was, however, generally disliked, and from a personal viewpoint the newly-fenced enclosures gave the feeling of being in a zoo, and the new Jimmy Brown Press complex was locked up! Practice had seen the ERA "Remus" suffer blower-drive trouble, rectified by some hectic all-night work.

Things began with the High-Speed Trial: 21 cars surviving the 40 minutes, nine qualifying, including a rare Squire, and four retiring, all Rileys. The Fox & Nicholl race for the bigger sports-cars (mingled with road-rigged specials and disguised racing-cars) was a justifiable victory for Pilkington's Talbot (which actually ran in the 1938 French GP) at 76.94 mph. Heimann's ex-Sparrowhawk 4.3 Alvis was second, Burrell third after his V12 Bentley-Royce had fought a race-long duel with Spollon's quiet but aggressive Monza Alfa conversion, winning by a mere second . . .

A five-lap handicap was won by Thompson's Lagonda Rapier, at 71.01mph, before the Itala Trophy Vintage Scratch Race was contested. In this Boswell drove the Bequet Delage with its Aries-built 12-litre Hispano V8 aero-engine with smooth precision, lapping at 79.48 mph. Next home were the 35B Bugattis of Mason and Horton, and Schellenberg was fifth in the massive handful of 8-litre Barnato-Hassan, now painted, and going down a gear for the chicane, watched by Wally Hassan.

This time the duel was between the two vee-twin Morgans of Caroline and Harper, in that order, until Harper was black-flagged for loss of his visor! Boswell deservedly scooped-up the Itala, Lanchester and Handicap prizes. Clutton celebrated 53 years of racing the 1908 GP Itala with a lap at over 61 mph, Barry Clarke's A7 0.6 seconds quicker by dint of being blown, but Stacy-Marks was hampered by a dancing front axle at the chicane.

Another skilled drive enabled Foster to win the next handicap in his Montlhéry MG, at 67.76 mph. Jamieson's 35A Bugatti lasted only a lap but Brewster had fun in his ball-gate, big-tyred A7 Chummy.

Anthony Mayman had no trouble, in ERA R5D, in running away with the Christie's Patrick Lindsay Pre-War Scratch Race, but decently slowed at half-distance and let Ludovic Lindsay in "Remus" and "Driver Of The Day" Duncan Ricketts in R1B go by — but only for one lap! The ex-Mays lightened ERA's quickest lap was at 88.91 mph and it won at 85.97 mph. Colborne's 6CM Maserati was fourth behind these three ERAs, but far back, leading handicap-winner Jolley in the Giron Alvis and Llewellyn in the 3/8 Bentley; Pilkington's Talbot was the only other car to go the full distance. Eight retired, Spollon's ERA with low oil pressure, Mann's with a water leak. ERA R12C non-started, with transmission maladies.

A further five-lap handicap saw Warrington's 1½-litre Riley win, at 68.37 mph, and then it was time for the ten-lap All-comers' Race. This could have been magnificent, had not Mayman in the 1959 2½-litre Lotus 16 had the clutch go solid on the warming-up lap. He had to start last, from the pit-lane. However, he was fourth by lap three, third next time round, and second to Corner's flying 1960 3-litre Dino Ferrari by lap six.

At the finish 2.4 seconds separated them, Mayman lapping the faster, at 94.97 mph to Corner's 92.86 mph. But who knows how much Corner had in hand? Exciting stuff! Neil won at 90.88 mph, after his usual impeccable drive. The Hon A Rothschild was a good third in the 1968 BRM P25 and de Cadenet fourth (and first on handicap) in Hannen's B-type Connaught, holding off C Mayman in the 1952 Ferrari 500/625.

That left another handicap and a five-lap scratch race. The former was won by Bugler's big Lagonda, at 65.66 mph (MOTOR SPORT represented here by Kimberley's ex-saloon 4¼ Bentley), the latter by Colborne, whose 6CM Maserati averaged 83.0 mph.

In the lunch-hour the Invicta Parade had been run. At the end of the day eight drivers were level in the MOTOR SPORT Brooklands Memorial Trophy contest, whose next round is at Silverstone again, on June 24. **WB**

ROAD TEST



A Mood of Re

Last month's road-test, the Mazda Turbo 4x4, was the second of the three top Group A rally contenders of the moment, after Lancia's Integrale. This month we complete the trio of road-going turbo 4WDs by looking at the Toyota Celica GT-Four, which has just gone on sale in this country.

British buyers have had the smooth 2WD 148 bhp Celica on their lists for some time, and the practicality and performance of the £16,720 coupé have found it many customers. In Japan the turbo version with a third more power and twice as many driveshafts has been on sale for over a year, but running exclusively on unleaded fuel has had to wait for the recent shift in oil-company attitudes in Britain to be included in Toyota GB's range. This is believed to be the first car to go on sale in Britain in catalyser-only form, thus running exclusively on unleaded fuel, as opposed to simply being compatable with the stuff.

The huge expansion of unleaded outlets in the last twelve months has finally made it realistic to drive an unleaded-only car, but to be on the safe side Toyota GB includes a green five-litre spare fuel-can, filled with Explosafe safety foil.

Outwardly similar to the Celica GT twin-cam, the 16-valve engine in fact has numerous modifications apart from the turbocharger itself. The block is strengthened, and crank, pistons, rods and timing belt have all been changed to cope with the higher stresses of an engine producing 185 bhp, nearly 40 up on the unblown car. With the ever-cleverer electronics listening out for any knocking and constantly fiddling with the ignition timing and the boost pressure, the engine is able to run at a compression ratio of 8.5:1, and the black box also manages the fuel pressure to obviate the effects of high fuel temperatures which can upset turbo engines.

Although the specific output of the 3S-GTE engine is not exceptionally high by today's standards at 92 bhp/litre, Toyota has concentrated a great deal of thought into the dissipation of heat. Intake air-coolers are becoming common on turbo cars, but this one is itself water-cooled, with its own pump and small radiator to dispose of the heat. Such a system is easier to cram under the crowded bonnet than the large box of a conventional air/air unit. Engine oil is cooled in an oil/water heat-exchanger plumbed in to the main engine cooling circuit in much the same way as the Ferrari Dino, and to avoid compromising the main system the water pump is uprated by 10%, the fan by 50%, and the radiator becomes a double-core unit with 30% greater heat dissipation.

Piston temperatures are also kept under control, by oil jets located low in the bores which at high revs direct a cooling spray onto the underside of the piston crowns. Unusually for a new turbo engine, Toyota has not gone for water-cooled turbine bearings, relying instead on increased lubrication flow to stave off that critical moment of overheating just after the engine has been switched off.

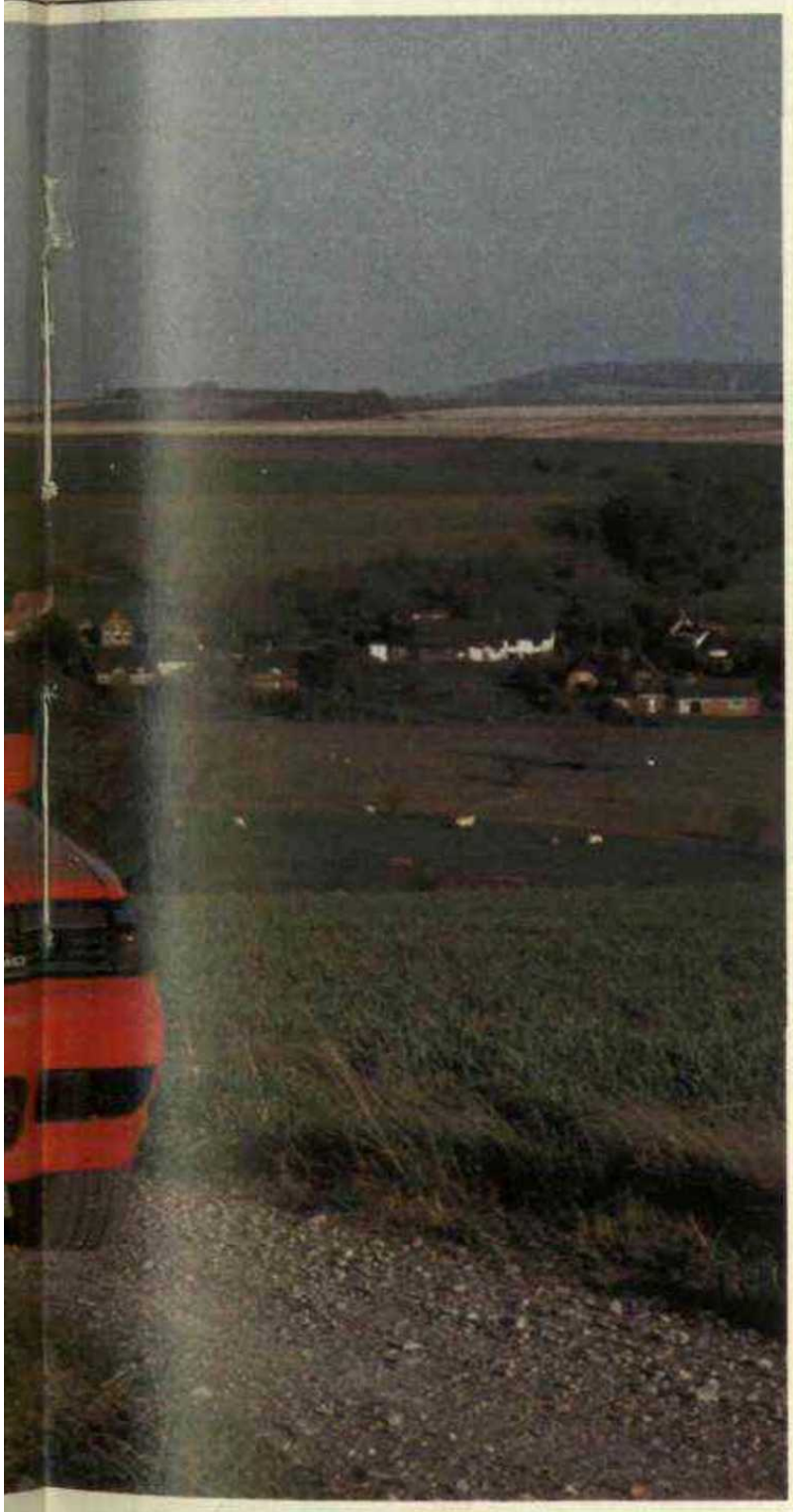
Although taking drive to all four wheels from a transverse-engined car once looked a complicated problem, the various solutions have proved straightforward and efficient. Toyota uses a similar gearbox package to the 2WD car, with the gearbox on the end of the engine. The output shaft drives the centre differential, which is parallel with the mainshaft and is bridged by a viscous coupling.

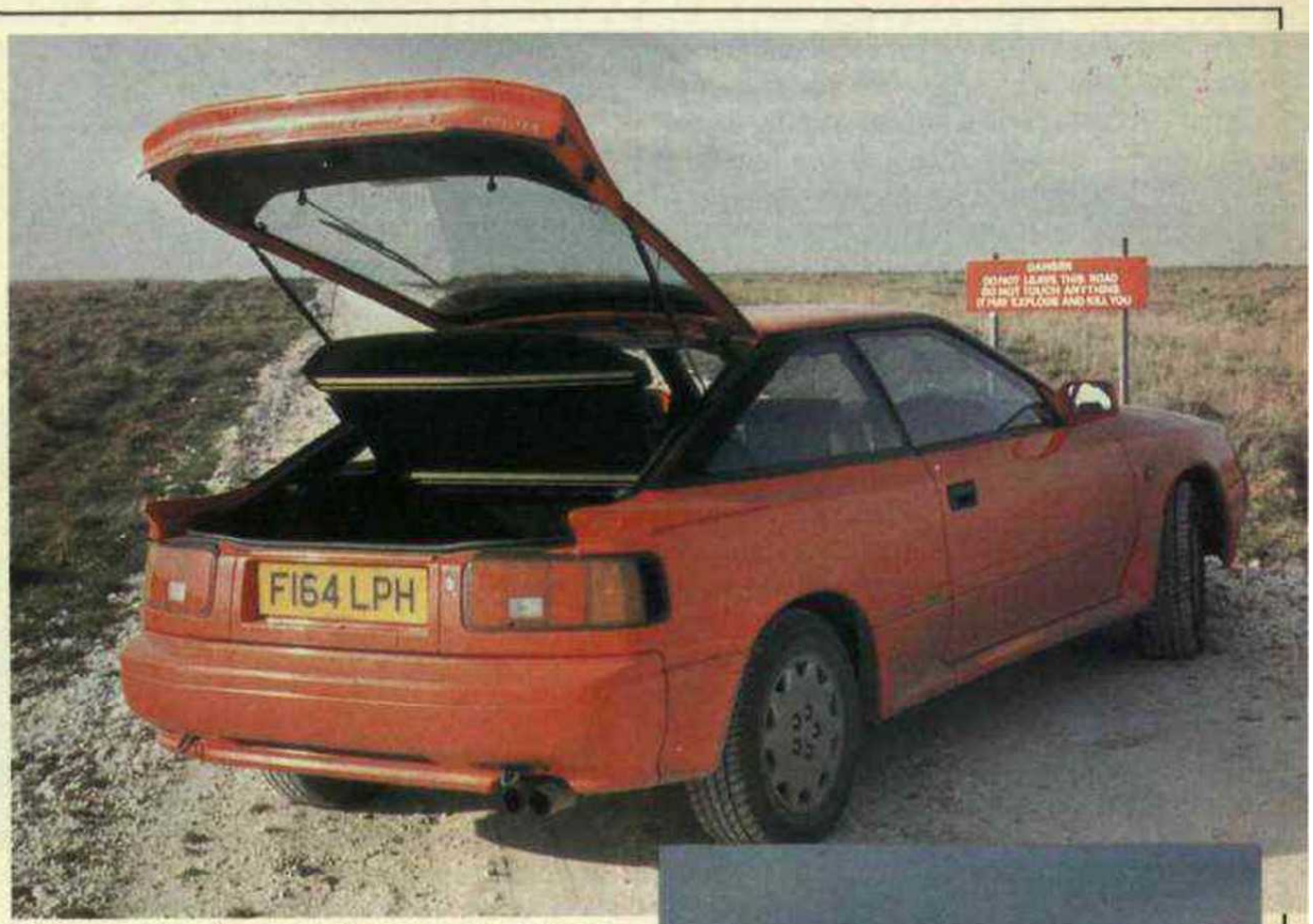
Helical gearing from one of the central outputs turns the front differential, and bevel gears from the other turn the take-off through 90° for the rear prop shaft. These transfer gears are fitted with a dynamic damper to cut down any noise. Torque is split 50/50 between front and rear, though because of the step-down of the transfer gears, the rear axle has a 33% higher ratio than the front. The rear diff is not mounted direct to the body, but first to the suspension members, which are in turn attached to the shell by absorbent mounts. Neither front nor rear diff has a limited-slip facility.

The whole package is remarkably neat and slips under the bonnet without any loss of passenger legroom. Indeed, there is no noticeable change from inside, though the floorpan has been strengthened. Each corner retains the Celica GT's MacPherson strut with its paired lower links, but the spring rates have gone up and more damping is applied at the back.

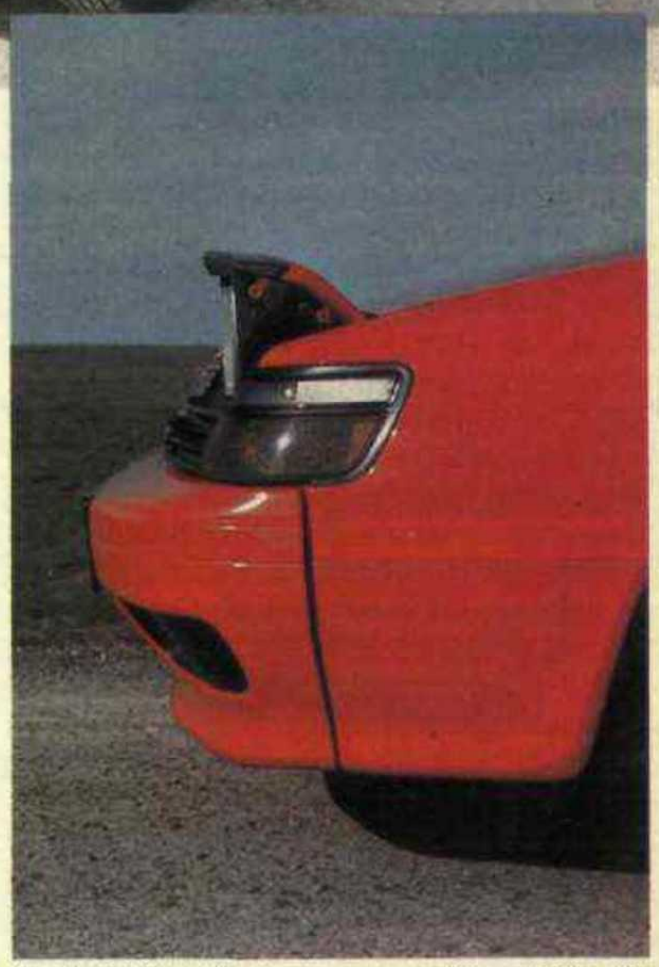
Power steering is standard, but with the large steering wheel it is a bit insensitive; like the 2WD Celica GT, the GT-Four tends to over-react to steering inputs by rolling rather sharply, which makes it feel less

Toyota Celica GT-Four





Dire warning from the Army as the Toyota displays the hatch which makes it so useful.



Both Celicas have a new grille, while the GT-Four has a deeper air-dam.

straint

stable than it actually is. With less assistance and more feel, the essentially fine balance of the chassis would be better displayed; there is no doubt that the adhesion is there, with a small and consistent amount of stabilising understeer to make the car easy to drive quickly. One of the benefits of 4WD is that tyres can be narrower for the same traction, with consequent superiority in wet weather, and the Toyota runs on the 205/60 VR 14s which seem to have become something of an optimum choice for anything from family cars to super-sports-cars like this.

The momentary diagonal pitch when turning in to a bend is a mild annoyance which does not affect the actual road-holding, but the GT-Four would be that much more comfortable without it. It can be the sign of a conflict between front and rear roll stiffness, so it would be interesting to disconnect one or both and try the result.

With gas-pressurised struts, there should be no change in the ride even after a thorough pummelling over bouncy roads, and the Toyota retained its firm characteristics throughout an afternoon of crossing and re-crossing the patchy tarmac and sudden crests of the Army's Salisbury Plain access roads. Some of these brows were very sudden, but the suspension never ran out of travel, nor did the brakes fade away into smoke. Unusually the rear discs are larger than the fronts, but that is because the fronts are ventilated, and the viscous coupling does not interfere with ABS, standard on the GT-Four. With stiffish suspension it is quite easy to start to lock a wheel over a crest, but the anti-lock tickles the brake pedal to tell the driver that he has reached a limit — an invaluable reminder.

Air-conditioning is included, as are electric windows (with an auto facility for the driver), a tilt/slide electric sunroof and central locking. Tyre noise is evident from 50 mph and above, and as the speed rises there is also some whistling from the frameless door-glasses. Neat points with technological sales appeal are the electric adjustment of the lumbar provision and of the side-bolsters on the back of the deep seats. Lift the lid of the central armrest and another clever detail is exposed: as well as covering a useful pocket, the lid separates to form a cup or bottle holder.

Large clear dials with orange needles on white figures dominate the instrument nacelle, and the GT's battery gauge is replaced by a turbo boost gauge. Normally I see little use for this item, but here it has the wrong effect, drawing attention to the delay between demand and supply. For this is not the state-of-the-art in turbo engine performance: there is a distinct pause while the revs creep round to 3500 before the action starts. Throttle response is quick enough, but the unit is very flat below the critical point.

This makes town driving a chore, with many gearchanges needed to keep the engine awake, and the gearing is excessively high. Top is an overdriven 0.731, and fast cruising in top means that the revs are well below the take-off point, giving no real punch. Fourth or sometimes third are definitely on the agenda for a quick dash past a caravan, which means a pause for a gearchange plus a pause for the turbo to take a deep breath. Similarly, a good percentage of town work really requires third to be sure

that there is some urge on hand. Compared with the unblown car, torque has risen by a larger percentage than power, coming in now at 184 lb ft at 3600 rpm, but the benefit is broadly lost because of the aforementioned gearing and lag. Switching gears requires little effort, but is not especially fast and has a notchy feel.

Velour fabric gives a plush feel to the high-sided seats, which tilt back to provide at least some of the thigh support I want, but they could do with being longer. Those useful Japanese devices, an internal boot and fuel filler release, are included, in the floor by the driver's right hand. Under the large hatch is a wide but shallow cargo area which would be flat if a full-sized spare had not been substituted in deference to UK custom, sticking up from where a space-saver was intended to lie. The spare fuel can, fitted into a neat bracket screwed to the boot floor, also makes things awkward.

Good big door mirrors give an excellent rear view, with adjustment buttons on the centre console, and the steering column is adjustable too, though with exactly the same fault as car after car which we test: lowered to a comfortable height, important sections of the dials are obscured, as are the foglamp switch and the full-beam warning light. Apologies to anyone on the M4 who was dazzled by a red Toyota.

Another regular moan is the provision of a piddling digital clock which is well out of eyeshot and like all such units invisible on a bright day, and the radio is yet again right down by the gear lever where it is hard to read the dial. Would any manufacturer like to explain to me why this has become the normal position?

Indicator controls follow the Oriental standard in being on the right with twist-grip action for the lights; front and rear wipers are opposite.

2+2 is an all-embracing title; in this case the rear bucket seats look rather plush and will take an adult — but only to the end of the road. They do fold down, though, to make way for those bulky items which expand to fit the space available. (By the same token, now that I run a bootless two-seater, I no longer seem to need to carry anything large.)



With 185 bhp and superb traction, the GT-Four easily breaks the eight-second mark to 60 mph.

Compared with Toyota's smallest sports-car, the delightful MR2, the engine of the Celica GT lost some of the four-valve sweetness when it jumped in size from 1600cc to 2-litre. But with the calming effect of the turbocharger it again boasts a pleasant smoothness all the way to maximum, so easy that the speed limit can melt away without realising; a determined eye needs to be kept on the dial. Luckily the car is not an obvious grabber of eyes, with only delicate changes to the front spoiler and sills, new alloy wheels and tiny badges to mark it out from the 2WD version.

If you are considering buying, you may feel that this is a disappointing return in terms of street presence for the extra £4000, but a mood of restraint appears to be washing over the performance car market, highlighted by the self-appointed moralists who have successfully had scores of advertisements removed from our gaze on the grounds that fast cars are wicked.

Now their attention is turning to the motoring press: a recent BBC Radio 4 programme castigated some magazines for implicitly connecting sex and speed, and a leading article in RoSPA's paper condemned the specialist press for concentrating on performance.

The silly thing is that accident statistics have gone steadily down since the Thirties, despite a huge growth in traffic; a modern car, and especially one like the Celica GT-Four with 4WD and ABS, is a far safer machine than we have ever had before, regardless of performance. GC

Model: GT-Four.
Importer: Toyota (GB) Ltd, Redhill, Surrey.
Type: 2+2 sports coupé.
Engine: transverse four in line, dohc, four valves per cyl. 1998cc, (86 x 86mm), 8.5:1 cr, turbocharged, water-cooled intercooler, electronic fuel injection/boost/ignition control, water-cooled oil-cooler. Power: 185 bhp at 6000 rpm. Torque: 184.4 lb ft at 3600 rpm.
Transmission: 4WD, central viscous coupling, five-speed manual gearbox, single dry-plate clutch.
Suspension: (front and rear): gas-filled MacPherson struts with dual lower links, anti-roll bars.
Steering: power-assisted rack and pinion, 2.86 turns lock-to-lock.
Brakes: dual circuit with servo. (Front): 10in ventilated discs. (Rear): 10.5in plain discs.
Wheels and tyres: 205/60 VR 14 tyres on 6JJ x 14 alloy rims.
Performance: 0-60 mph: 7.7 sec; Max speed: 138 mph.
Price: £20,700.



Smooth 2+2 shell allows 138 mph in some comfort — for front occupants.

Repeat Run

The 750 Motor Club held its very first run in 1939, when 24 Austin 7s were led from Virginia Water to Newlands Corner by founder and MOTOR SPORT Editor Bill Boddy and his A7 henchman Tom Lush in a Ruby. This was remembered on April 2 this year when the Brooklands Section made a repeat run in the opposite direction, with a treasure-hunt in the morning, lunch at the impressive Holloway Cottage in Egham and judging of cars in the afternoon.

Again 24 cars turned out and, just as there had been 50 years before, there were "other makes" present: organiser Robin Gray's borrowed Morris 8 tourer and a 2-litre Lagonda — and not a trailer in sight!

The assembled A7s consisted of four Chummies (spotless magneto-ignition engines predominant), four Box saloons, three Nippies (including the ex-John Moon car), two Pearl cabriolets, two Ruby saloons, two tourers, Reg Nice's Ulster, a 1928 Top-Hat saloon, an Opal two-seater and a low-hung special with twin SUs and a Coldwell cylinder-head.

Some were immaculate, others in "everyday" condition, and several displayed plaques telling of far-flung journeys into remote parts of Europe. Several were using those excellent Avon Side-car tyres which improve their steering. Competitors were sensibly set to judge each other's cars.

The Editor, who had brought with him Lush and A7 technical boffin Jack French, presented the prizes. The short-wheelbase class went to B Argent's 1925 Chummy, from D Cochrane's 1925 Chummy and Bob Smith's 1931 saloon, and the long-wheelbase class to Carol Woodland's 1937 Ruby, ahead of J Robinson's 1937 Pearl and G Fullalove's 1934 saloon. In the sports category P Richards' 1935 Nippy was first (and the overall winner), Nice's Ulster second and C Grieg's 1937 Nippy third.

After the prizegiving they all dispersed, one magneto-engined Chummy going back to Rugby. The origins of the 750 MC had been suitably recalled, and it is clearly flourishing today, the most recent *Bulletin* listing 190 new members.

Prescott Progress

Bugatti Owners Club will have three different courses in use at Prescott this season, because a cross-over has been introduced at Orchard, whereby drivers turn right instead of left before the loop. The former long course will be used for the opening meeting, the new longer course for the second meeting, and the original short climb for the VSCC's August fixture.

Work is also progressing on the building to the right of the entrance gates, which will become the BOC Archive Headquarters, housing historic material relating to all activities of the Bugatti family but especially cars and associated artefacts, including the club's very extensive set of drawings.

The hill-climb course was considerably damaged between Pardon and the Esses when fuel from Mike Smith's crashed helicopter drained onto it, but when we were driven up in Secretary Geoffrey Ward's Citroën early in February repairs were already in hand, in anticipation of another full season of events.

VCC Prizegiving

The Veteran Car Club's 1988 awards number 27, too many to list, but the Austin "Victor Ludorum" Trophy went to S Curry, with a 1904 Wolseley and a 1908 Clement-Bayard.

The Milex Trophy was a close-run thing between Nick Ridley's 1914 Sunbeam and a 1908 Argyll — the former being driven from Aberdeen to Edinburgh via Land's End, the latter from Royston to Perth via the New Forest, and only 18 formula-miles separating them. R M Pickard (1905 De Dion) won the Cecil Bendall Single-Cylinder Trophy.

The fifty veterans parked for one-and-a-half hours in Hereford raised £2000 for a local hospice.

Bentley Old Boys

Bentley Drivers Club reports that its last meeting of Old Boys (men who helped to build the WO Bentley cars or worked at the company in that era) was attended by more than 40 of the 107 known to be still alive. They included Wally Hassan, Billy Rockell, Bill Jenkins, and Jack Baker who came all the way from South Africa.

However, it would not be correct to assume that the BDC is the only one-make club to pay tribute to the men who actually built its cars: the STD Register has been inviting former Wolverhampton employees to its meetings since the days when Bill Perkins, Frank Bill and others were still alive, and continues to do so to this day.

VSCC in Wessex

Odell's Riley won the VSCC's two-day Wessex Trial on March 11-12, with the Edwardian Trophy going to Hickling's 1917 Dodge. Uglow (HRG), Spence (Lea-Francis) and Rides (Invicta) took first-class awards, Evans (A7), Diffey (A7), Blake (GN), Clarke (Frazer Nash-GN), Low (A7), Giles (Frazer Nash), Tebbitt (Riley), Hescroft (AC), Miss Collings (Bentley) and Jane Tomlinson (A7) second-class awards, and Collings (Mercedes), Rides (Riley), Stringer (A7), Garland (30/98), Garfitt (Frazer Nash-BMW), Proctor (Frazer Nash), Harris (Riley), Baxter (Chrysler) and Harris (Renault) third-class awards.

. . . and Derbyshire

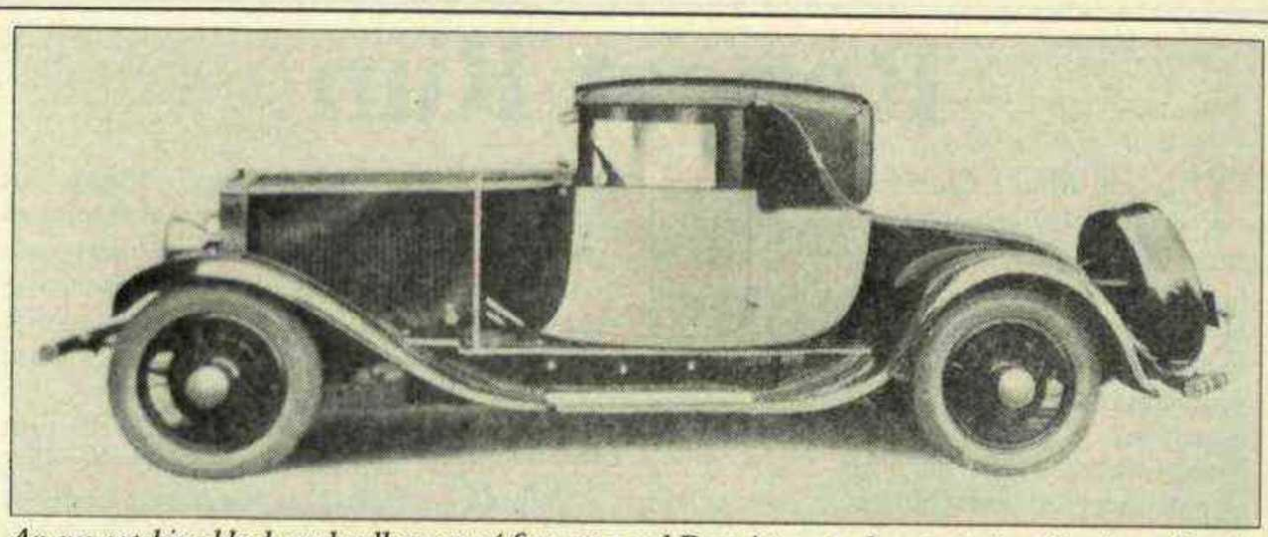
The Vintage Sports-Car Club braved April Fools' Day to take competitors on a trial in the Midlands, and Hamish Moffatt's Bugatti emerged as the overall winner while David Marsh and his 30/98 claimed the Pat Marsh Trophy. First-class awards went to J Evans (A7), R Parker (A7), G Rankin (30/98), C Marsh (Morris) and C Rides (Invicta), and second-class awards to R Procter (Frazer Nash), M Garfitt (Frazer Nash-BMW), R Windsor (A7), R Felton (Bugatti), W Gordon (A7), M Hurst (Alvis), T Doggett (Alvis), B Spollon (30/98) and D Hescroff (AC). Four A7 drivers — Clarke, Low, Reed and Diffey — bagged the third-class honours. Of the 80 entries, six failed to start, fifteen lost marks for using trailers, and Proctor's A7 retired.

Swallows and 7s

The A7 Swallow Register has a "Coming Of Age" rally for Swallow-bodied cars, ex-employees and friends at Bourton-on-the-Water Motor Museum on May 7 (entry £2), and the Rover Sports Register its ninth "Pride Of Ownership" rally for pre-1950 cars at Belvoir Castle near Grantham on August 20. The respective secretaries are G Walker, School House, Great Haseley, Oxfordshire OX9 7JP and Sue Couldry, 5 Holme Lane, Radcliffe Road, Bassingfield, Radcliffe-on-Trent, Nottinghamshire.

New Gatekeeper

Brooklands Museum has been given by Asda Stores (which is building a superstore on the site) the iron gates which dominated the entrance to the KLG sparking-plug factory at Putney Vale. Whilst these have no direct connection with the Track, the factory itself was founded in 1913 by the famous Sunbeam driver K Lee Guinness especially to develop plugs suitable for racing.



An eye-catching black-and-yellow coupé first attracted Press interest when spotted on Southport Sands.

Riddle of the Sands

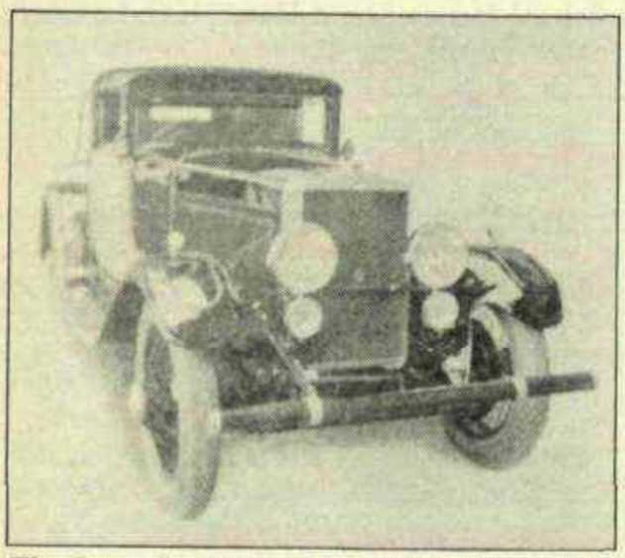
In pre-war years readers of motor magazines sometimes took censuses of the cars encountered on a long run or seen from the roadside; as a boy I took mine mostly beside the London-Bicester road, at Waddesdon. In the days when no monthly sales statistics were available from the SMM&T, these published surveys served to show which cars were popular: in the later 1920s the Morris was well ahead.

To record such a census it was necessary to be able to instantly recognise most, if not all, of the passing cars. But in the summer of 1927 one car defeated even a motor racing spectator who, while watching Dan Higgin win the 100-Mile Race on Southport Sands in a TT Vauxhall, could not get close enough to an impressive black-and-yellow coupé parked on the shore to discover its make, although he saw it do a few laps of the course after the racing, at an estimated speed of 80 mph. He wrote to the motor papers for enlightenment, to be told that what he had seen was a 31/100hp Excelsior.

It was to MOTOR SPORT's credit that we tracked the car down for a road test, beating the weekly journals — well, not a test of the fine coupé seen at Southport, which was a demonstration car belonging to the agent, Hayward Automobiles of King Street, St James's, but a test-chassis devoid of bodywork, rigged out, in fact, with just bonnet, canvas mudguards and bucket-seats. By this time Excelsiors had finished first and second in the Spa 24 Hours sports-car race, and the winning car had been brought over to Brooklands for the Essex Six-Hours Race, only to retire, it was said, with a choked oil-pipe.

The test MOTOR SPORT conducted may not have been a long one, but at least the bare chassis had the triple carburettors and other mods which distinguished the Super-Sports from the standard chassis used for the mysterious Southport car. Hayward's claimed 85 mph for that, and 95 mph for the Super-Sports job, which is possibly why they gave us the chassis and not their eye-catching coupé.

On leaving the agent's showrooms, this chassis was soon found to have a quiet, flexible top-gear traffic performance, which was fortunate because even Editor Lionel Hutchings admitted that some practice was required to get a silent change with the gated, central gear-lever, and that if one was missed the car had to be stopped before any gear could be engaged.



The Super-Sports tested in 1927 was faster but rather less handsome than this coupé . . .

On the twisty road from Esher to Hersham the steering proved light, and flinging the chassis round the bends produced no roll. But the brakes, while very powerful and smooth, were badly adjusted, causing the Excelsior to dart to the right when they were applied hard. It was to the credit of the springing that Hutchings felt safer when pressing on along the undulating Seven Hills Road near Cobham on this chassis than he had on any other test-car. His destination was Brooklands Track, where his passenger was no doubt glad to arrive, having found only a precarious hold on the naked bucket seat.

Although 95 mph (even 100 mph) was claimed for the Super-Sports Excelsior, Hayward's had apparently fited a low axle-ratio to this chassis and tuned it for acceleration rather than speed. Moreover, there was a gale blowing up the Railway Straight, making the Fork the fastest part of the course, and the engine was new and stiff. So the 87 mph held all round the track (except when it dropped to 82 mph against the wind) was creditable, although there was some vibration at full-chat, and I find myself wondering if these were speedometer speeds. MOTOR SPORT recorded 28, 44 and 65 mph in the lower ratios before the aforementioned vibration intruded.

Finally, before the drive back to London, it was found that the Test Hill held no terrors for this 5.3-litre six-cylinder overhead-camshaft Excelsior. Its price in chassis form was £1250, the standard chassis being priced at £1150 (there was also a tempting 110 mph Grand Prix chassis with dual ignition, at £1300).

The post-war Excelsior was undoubtedly a very fine car and the King of the Belgians had consented to it being given the type-name "Albert I". At that time the 32/34hp sleeve-valve Minerva was usually regarded as Belgium's best car, and in comparison the Excelsior, if more sporting, was also more expensive. That "Southport" coupé would have set a buyer back £1700, when the big Minerva limousine cost £1325.

In fact, the fast triple-carburettor Excelsior, the Series-C, had appeared as early as 1922, the first one going to King Albert himself; a trading company introduced it to the British market as the Adex-Excelsior a few years later.

Hayward Automobiles first showed the Excelsior at Olympia in 1927 and, unless visitors were distracted by the adjacent Bertelli Aston Martin and Bugatti exhibits, they could hardly have failed to be impressed by the cabriolet by d'Ieteren Frères in primrose and black on the 31/100hp chassis. After the Show a 30/60hp model was announced, intended for town-work, with reduced compression-ratio, three-speed gearbox (four speeds being optional) and lower gearing.

The only Excelsior I have driven was a Series-O Maythorn two-seater, with the three Solex carbs and the later Bosch electrics, but a Scintilla magneto. It was smooth and accelerative, had a slow, tricky gearchange but a very light clutch, oversteered somewhat on its cantilever back springs, and had very good brakes. I was quite impressed, and have never understood why the Excelsior was not more popular in its heyday, or more sought-after later by VSCC connoisseurs. **WB**

The Roads of the 1920s

As autumn approached in 1928, diarist Owen John observed that this seemed the correct time to hold the Motor Show at Olympia, an event which dated back to 1905.

How well I remember the thrill of those shows, when, as boys, we would make for the Trojan stand to obtain free bags and then rush about filling these with all the catalogues and brochures we could scrounge. The weekly motor-papers used to come out with special Show numbers, wonderfully thick (especially as they cost but the equivalent of 2½p each), and sheer bliss to a young enthusiast, which ran for three issues with their masses of pictures, giving rise to debates as to whether a Speed Six Bentley was preferable to a 36/220hp Mercedes-Benz, and wonderment at the sheer luxury of such cars as a Phantom Rolls-Royce with special coachwork.

Shows, motor and otherwise, are still held at Olympia, and I wonder how they are all crammed into a hall which by 1937 was deemed too small for the annual SMM&T motor exhibition, so that it moved to Earls Court.

OJ was enthusiastic about how long-lived engines had become, and how punctures were diminishing in frequency as tyres improved and roads were less littered with nails and broken glass, but he felt that cars were still not economical enough.

There is a contrast here with today's powerful and efficient power-units, which return such remarkable fuel-consumption figures in spite of a vast increase in performance. In this respect, I think the average car-owner checks mpg figures, if he checks them at all, by dividing the miles recorded on his car's odometer by the amount of petrol he buys.

I have been keeping a check on the mpg of the Ford Sierra XR 4×4 I am testing, and it works out at around the very creditable figure of 26-27 mpg, with occasional 30s on favourable runs. I confess that I have yet to check the accuracy of the odometer (which has usually been correct on Fords), but I hardly think it can be so far out that these figures are not close to reality. Which makes it hard to understand how another journal got, at best, only 20.4 mpg from the latest 2.9-litre version and a mere 17 mpg overall, especially as maximum power remains at 150 bhp. Performance testing (including those tyre-burning standing-start sprints) must, I suppose, put fuel-thirst up, but even if my figures should be nearer 24-25 mpg, this is surely commendable for a 125 mph four-wheel-drive full-size hatchback?

OJ noted that at this 1928 Olympia Show you could buy a British straight-eight saloon for under £450 and another car of the same configuration for not a lot more. It was then the in thing to drive behind eight cylinders in-line, and such engines were also in vogue for racing cars; I wonder whether those who enthuse over the new V10 Formula One cars will ever be able to buy ordinary cars with this cylinder formation?

OJ had recently sampled an American straight-Eight, and I think the reason he did not name it in his diary was that he found it extremely uncomfortable in respect of interior space. The inexpensive eights he was quoting were the Hillman tourer at £430, run close by the open Chandler at £510 and the Wolseley tourer at £540.

The Show kept people off the roads while they roamed the stands, but OJ was soon motoring again. I find it interesting that in the late 1920s skidding was still regarded as something to be carefully guarded against — there were no four-wheel-drive or anti-lock brakes then, and some regarded braking as too poor to trust to free-wheeling.

OJ remembered when road surfaces differed from county to county. He wrote of Derbyshire grease and Staffordshire mud, Somerset limestone and Black Country slime, all notorious for promoting skids, which OJ once combated "by fitting diabolical non-skid bands, held to the tyre by some 60 clips, made by a Mr Cost, the saddler of Market Harborough". That was, he said, before "the wonderful Stepney" had come to the aid of the early motorist . . .

To remind us once again that there is little new under the sun and the stars, OJ was talking about a new Motor Car Act, hoping it would include compulsory inspection of old cars — the not-all-that-effective MoT check, which is so lucrative for the test-stations empowered to inflict it upon us. OJ disliked the "Old Crocks" which he understood were apt to be given a lick of paint and dispatched to week-end hirers with balding tyres and other dangerous features, in the hope they might never return and with an insurance claim in mind!

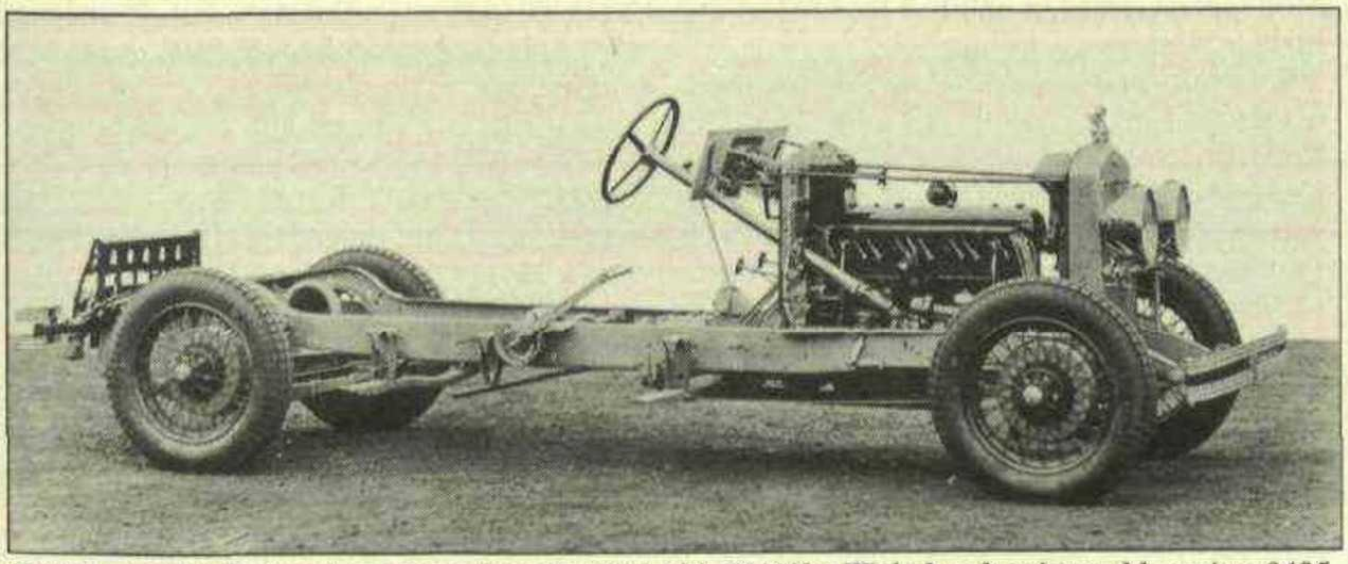
It might sound a bit far-fetched, yet in 1936 I hired a Rover Ten fabric saloon from a Tooting garage and it broke down within two miles. They replaced it with an Essex Six which was devoid of starter-teeth, had minimal brakes and rattling big-ends, and felt generally unsafe. In the morning its battery was flat, and I was reunited with the Rover, which had a "solid" handbrake, poor footbrake, and expired with no fuel-feed by the "Ace of Spades" on the new Kingston by-pass, where I abandoned the thing. My money was refunded on the Monday and I went to Southport sand-races in a friend's willing Morris Eight. So maybe OJ was right after all.

He was also advocating replacing the "dangerous driving" offence with that of "driving like a fool". . . and only recently we heard that the police are to impose tougher checks on drivers but that the "reckless driving" charge might be dropped and more attention paid to "careless driving". Nothing new!

This column is supposed to be about roads, and OJ was soon making good use of them again, driving "another fine American car" faster than ever he had before over "the splendid roads of Lincolnshire, Nottinghamshire and Leicestershire". He was taking the ruler-straight Roman highway which ran from near Leicester to near Lincoln, on to Brigg (with only the town of Newark prompting a stop), then along "the best part of the Great North Road to Doncaster" and back over the "more rolling but almost as open" route from Leicester to Northampton.

In this age of motorways, we modern drivers seldom have to choose such roads, but on a fine November day in 1928 OJ enjoyed them. Again he did not name the car he was using, which, like the other American one, he found very uncomfortable because of its fixed driving seat — but in the 1950s the same could be said of the Morgan Plus 4!

WB



British straight-Eight saloons were cheap in 1928: this 21/60hp Wolseley chassis would cost just £435.

Cars in Books

This infrequent column has now been running for more than thirty years, although I remember being told by another publisher that there was insufficient material for it to last very long! And here we still are, having found real cars referred to in books of more interest than fictional ones, and thus capturing another fragment of motoring history.

The biography of the authoress and playwright Enid Bagnold, by Anne Sebba (Weidenfeld & Nicolson, 1986), yields some interesting cars. She drove a VAD during World War One, for instance, which she thought would improve her tennis (the cranking-up of so many army vehicles having strengthened her muscles), and she later dispatched a gentleman-farmer who was courting her when the tyres of his car, after lying unused throughout the war, burst and he had no jack. At this time Viscount Wimbourne sent his Rolls-Royce to the station to take her to his estate near Rugby; she liked to drive the car, which must have been an early Silver Ghost.

Eventually Miss Bagnold married Sir Roderick Jones, head of Reuters, who also had a Rolls-Royce. The complete autocrat, he expected it to stop exactly opposite his office entrance, at which point a senior messenger had to dash out to open the door; and when Sir Roderick left in the evening a policeman actually held up traffic at the Carmelite crossing on the Embankment to let the Rolls have priority — a bygone age indeed!. When traffic lights replaced the point-duty policeman, a messenger had to jump on the pad to change the lights as the car approached . . .

That was in 1921-22, so the car in question must have been another Ghost. But by 1924, when they drove to Rottingdean to buy North End House, it was in a Delage. This was possibly a second car, for they had two by 1930, and Sir Roderick loved to be chauffeur-driven in his Rolls-Royce Sedanca de Ville, which had a speedometer in the back compartment and was kept until the outbreak of war in 1939. By the mid-1930s the fleet also included a Dodge and a Buick.

In the autobiography *A Shoulder to Laugh On* by Basil Boothroyd (Robson Books, 1987), the author who worked for *Punch* for 18 years and wrote a life of HRH Prince Philip, remembers the father of a school-friend, a Yorkshire steel magnate in the 1920s, owning a car he believes to have been a Humber but taking the whole family about on a motorcycle combination.

He also tells of a bank clerk who owned two old black Crossleys in the mid-1920s, kept serviceable by cannibalising parts from one another. They were apparently equipped with all manner of extraordinary home-devised extras, and a paraffin-stove was once carried in the back of one of them for a heater. There are interesting references to the Royal Family, and Russell Brockbank.

I have referred previously to the murder case in which PC Gutteridge was brutally shot down from a stolen Morris Cowley at Stapleford Abbotts in Essex, late in 1927. A weapon found in an Angus-Sanderson at a south London garage incriminated two men, who were duly hanged. Two other stolen cars, a Singer and a Buick, had been found in the garage yard, and the Angus-Sanderson (registration CW 3291) had been taken in part-exchange for a stolen Vauxhall and £100.

What I did not know, until I read *The Detectives* by Jean McConnell (David & Charles, 1976), which is based on a BBC Radio series, was that in the witness box the murderer, Frederick Guy Browne, claimed that far from being your average garage man, he was an engineer who used special tools (produced in evidence) when tuning cars at Brooklands for a Mr Aldridge.

This presents something of a puzzle, because although a Mr H Aldridge Jnr and a Mr J W Aldridge did well at the Track in 1925 with a notably fast 12/50 Alvis, Browne apparently went to Dartmoor in April 1923, after one of a series of crimes that put him in prison on many occasions, and was not discharged until April 1927. I can find no record of the Aldridges racing after 1925, although both remained members of the BARC until the war. **WB**

Endangered Species

The latest historic building with motoring connections to be threatened with demolition was Lickey Grange, where Sir Herbert Austin lived from 1910 until his death in 1941, and where plans for the A7 were formulated.

The Grange was given by Austin's to the Birmingham Royal Institute for the Blind in 1943, but instead of refurbishing it the Institute has plans to replace it with blocks of flats. The Pre-War A7 Club staged a protest meeting outside the gates on February 9, and it now seems this very historic site may have been reprieved.

Meanwhile, the Sentinel Drivers Club is concerned about the fate of the works office-block in Shrewsbury, and asks for support in the form of letters to local MPs and the Department of the Environment.

Other threatened buildings include the Argyll factory near Glasgow, the fine 1907 Vauxhall Motors office-block in Luton and the Dennis works in Guildford.

Midget Answer

Ask MOTOR SPORT readers and you usually get an answer! John Garden ("Airedale Tale", MOTOR SPORT, January 1989) enquired whether anyone knew what became of the MG Montlhéry Midget (registration GP 8269) he once owned. The MGCC Triple M Register informs us that it was sold to Sir Ian Forbes-Leith in 1931, and that it had had three owners, who had used it very little, by the time it was acquired by J Baird-Smith in 1942. It seems it may still be lying dormant somewhere.

Bugatti Case History

Having seen the advertisement for a Type 35A Bugatti (registration LXV 332) in February's MOTOR SPORT, believed to be an ex-Malcolm Campbell car now rebuilt and road-equipped, a reader writes to say that he bought it from the Monkspan Garage in Solihull for £285 in the early Sixties.

Our informant kept the car for two years before part-exchanging it for a Phantom III Rolls-Royce at Bunty Scott-Moncrieff's. In those days the Bugatti had Rudge wire wheels, the small brake-drums and P100 headlamps. It also had a series-B BMC engine from an early Healey, which its previous owner, Colin Rayney of Harrow, had installed after blowing up its original engine, taxing the car as a Rayney-Healey.

The Rayney conversion had been well done, with no extra holes in the chassis and a simple torque-tube coupling axle to the Bugatti gearbox. The gears were well-worn so new ones and a used carden-shaft were fitted, purchased from Lemon Burton for £50. The bonnet had a side-cowl to clear the twin SUs, and the exhaust ran above the nearside rear wheel.

The Bugatti Book (MRP, 1954) listed LXV 332's history as unknown, but mentioned that a plaque beside the fuel-filler quoted the engine size as over two litres.

Our reader's chassis and engine numbers (4887 and 131A) correspond to those in the advert, but the original engine was not worth salvaging, especially since the Healey replacement gave very good performance, with no temperament! In fact, it eventually broke the prop-shaft.

As rebuilt, the car appears to have larger brakes, smaller headlamps and alloy wheels, which Campbell is said to have disliked. Our correspondent, a MOTOR SPORT reader since 1951, wonders how much of it is as owned by Sir Malcolm?

MG Chat

MG specialist Syd Beer and I had a chit-chat recently about his long association with the Abingdon make. That he drove from Cambridgeshire to mid-Wales and back in a day in an MGB GT, at the age of 70, endorses his enthusiasm for motoring, which began before he had a driving licence, at the age of 17 in 1935.

His father had a garage, so messing about with cars came naturally. Syd remembers how he and his brother took a 1905 Daimler out on trade-plates one Sunday, and were stopped by the police because only one person should have been aboard — they got out of that one by claiming the passenger was needed to pump up fuel-pressure. It was fortunate that the police did not ask to see a driving licence, for Syd was too young to have one. They later elected to take the old Daimler to Exeter, using the garage Austin 12/4 as a tow-car, but the Daimler ended up towing the much younger Austin!

The garage did private hire, and Syd would volunteer as the driver to gain experience; he much preferred the Austin Sixteens to the Rolls-Royce, as they had nicer steering. His father's first car had been an 11.9hp Lagonda, which refused to climb Porlock Hill.

Syd used to build the inevitable cut-and-shut A7s, and the like, but the war caught up with him and he became a WD chemist, posted to Woolwich Arsenal and then to Manchester. His work introduced him to many important people in industry, and he used an old Ford 8 in which to get home to London over the weekends.

After the war, married and living in a mews-flat in South Kensington, Syd Beer's first car was a 6½-litre Bentley Weymann saloon, which cost £50 and was converted into an open tourer. When tired of its heavy handling he gave it to his wife, who eventually sold it for £150. He knew Dr Joseph Bayley and his brother, when they had the T37 Bugatti, an open HE and a 14/40 MG.

His next car was a "very nice" open 1½-litre Invicta, followed by an Alvis Speed-25 Mayfair fixed-head coupé. By this time, the mid-1950s, he was farming at Heighton in Hertfordshire and had an early Land Rover, which nearly came to grief down a steep hill when a propshaft broke, severing the brake-pipes and putting the transmission-brake out of action . . .

Syd got into MGs almost by accident. He now had two sons, who inherited their father's enthusiasm for cars and after playing with a Jowett van demanded something faster. So Syd bought them an MG J2 for £8. This was stripped-down and renovated, and it prompted the purchase of the garage which was to eventually specialise in selling MGs. Through this the Beers got to know John Thornley and the Abingdon personnel very well indeed as they were selling lots of MGs to America. They were sometimes able to forewarn the works of troubles before the Service Department got to know of them, as when the back springs on MGBs bent along their length and offset the axles.

Bruce, the elder son, ran a TF-type MG at the time, and Syd went down to Bournemouth and bought himself a rough NE Magnette, which was rebuilt and found to be a very nice example of the famous marque.

Space precludes detailing all the subsequent exploits of this one-make enthusiast and his sons, but their extent is clear from the fact that his younger son, Malcolm, took his driving test on his seventeenth birthday and (a competition licence having been obtained for him) won his first race at Brands Hatch two days later!

Malcolm Beer went on to race Metros for a short time, but became disillusioned with this "contact sport". He now races V8s very successfully, and almost certainly has more wins to his name in MGs of all types than anyone else. In the early Seventies he was the first driver to use slicks on the hills.

Syd himself has raced all kinds of MGs, including the V8, the ex-Harvey Noble Q-type MG (bought for £350) and the ex-Kaye Don K3 single-seater. The latter was fast round Silverstone, after he had cured oil-leaks from the front main bearings caused by the engines having been rigidly-mounted after they had been moved back in the chassis (the works designer having provided a flexible mounting). At Snetterton the Q-type could just hold Frank Lockhart's Rover Special (before Frank put the 3-litre engine into it) round the corners, but the oil-temperature soon soared. The Beers also raced ex-Dick Jacobs Midgets.



In 1977 Beer drove to China in a Y-type tourer towing a trailer.

Syd remembers running an MGC into the ground on test at MIRA, accompanied by Dunlop with 300 wheels and tyres. Brake pads lasted no time at all, and tyre pressures had to be put up to 36/30, front/rear, but when the journalists tried the C-type lower pressures were used, which got this model a reputation for excessive understeer.

Another fond memory is of becoming involved in 1977 on a run to China from Europe, as a publicity run for the intended Peking-Paris marathon, using an open MG Y-type tourer towing a trailer very heavily laden with spares. Little trouble was experienced with the MG apart from a broken oil-pipe to the filter, which was replaced by buying a complete Morris Ten in Istanbul and using the pipe from that!

When MG was threatened with closure in 1979, it was Syd Beer who brought John Thornley to his home in Houghton, where 450 protest letters were signed and dispatched to American dealers via an unofficial flight from a nearby United States Air Force base for posting in the USA. It caused an outcry like the demonstrations MG enthusiasts staged in this country, but to no avail of course.

The garage is now equally well-known for rebuilding MGBs, bodies being re-panelled on proper jigs. "We do not use Heritage shells," says Beer, "because they spoil the identity of the car. Due to the number of body changes during the life of the MGB, they do not fit any one year correctly."

Having collected MGs over the years, the family now has one of almost every model, including no fewer than four R-type single-seaters. Malcolm Beer now runs the specialist garage business, where the name of the game is clearly MG. **WB**

Last year Syd Beer entered an ex-Dick Jacobs Midget in the Coppa d'Italia rally.





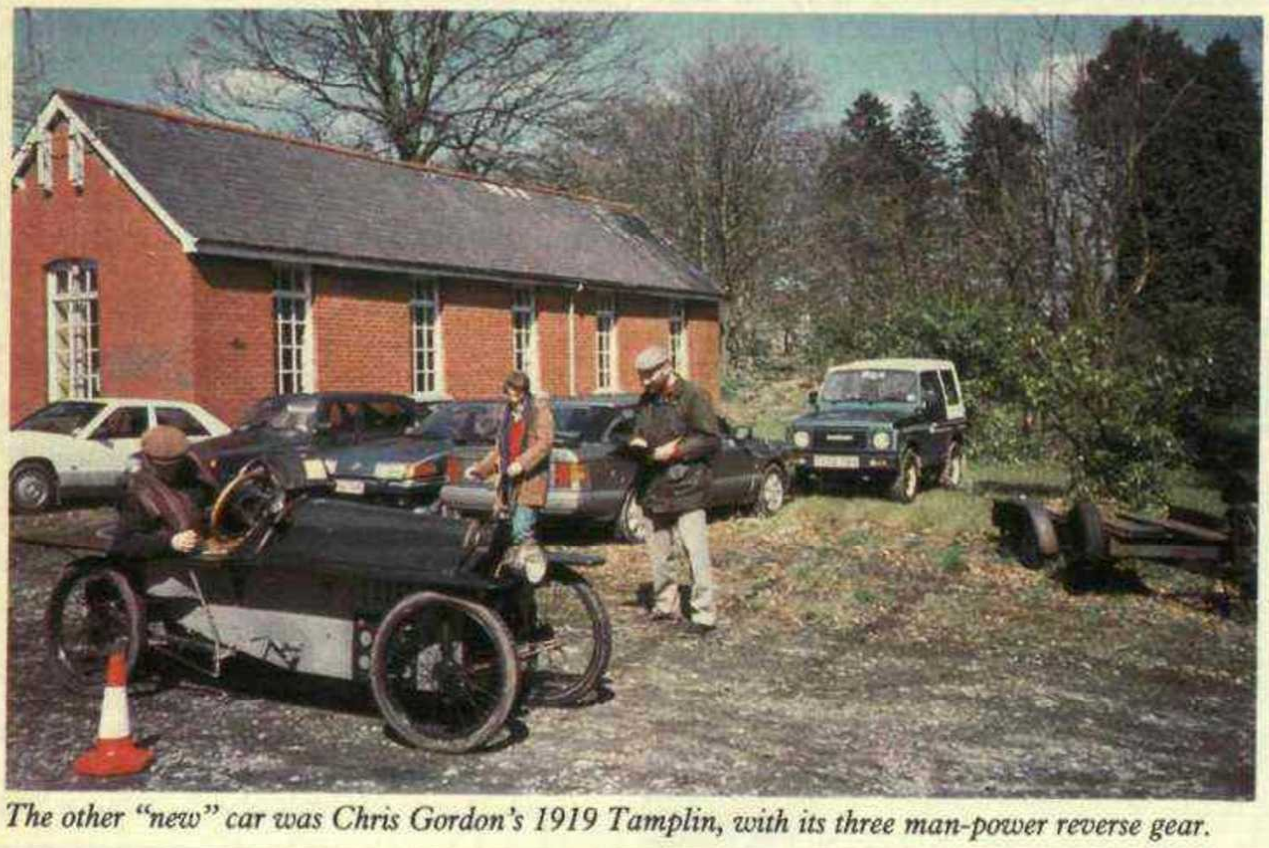
Barker's Lafitte features an unusual engine and odd transmission. It also runs on newspaper . . .

Lightweights in Wales

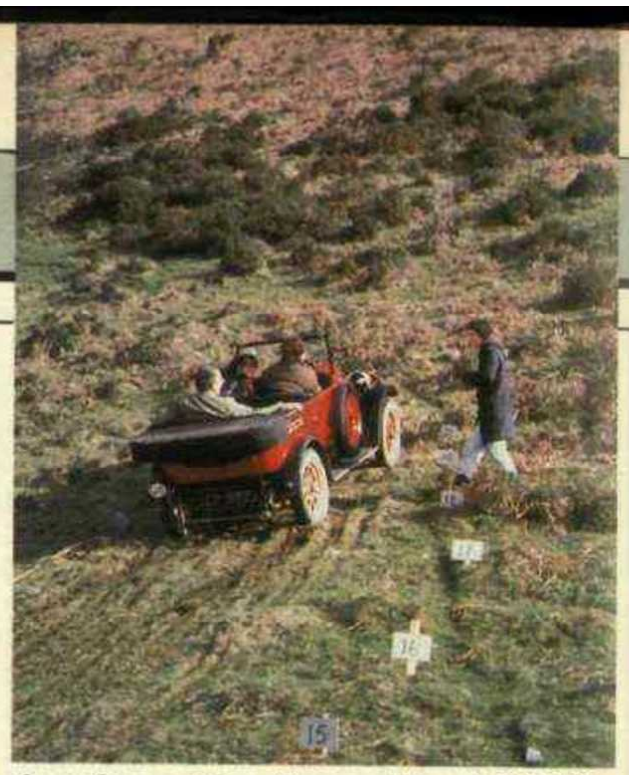
The VSCC Light Car & Edwardian annual Welsh Driving Tests and Trial were held on April 8-9. Two miracles! One, the way the VSCC commands the weather: atrocious all week, delightful for the event. Secondly, at least two "new" cars, Ron Barker's 1928 Lafitte and Chris Gordon's 1919 Tamplin.

The former is a light car of such extraordinary ingenuity that it is truly fitting that "Steady" Barker should be the person to have restored and campaigned it. The kind of thing which only an inebriated person staggering along the Strand clutching £100 in his hand would have bought new.

To operate the variable friction-transmission the 736cc three-cylinder air-cooled radial engine actually pivots, while leaving its carburettor *in situ*. Direct-drive top gear, a foot-brake that tilts the engine further, until it rubs against a friction-pad on the bulkhead, a tiny pedal that provides extra grip in times of dire emergency, simple coil-spring ifs and 700 × 80 tyres feature on this odd two-seater, of which some four have survived around the world. Barker claimed to have used two *Sunday Times* for relining the drive *en route* but the Lafitte survived the DTs without the dreaded aroma of burnt paper!



The other "new" car was Chris Gordon's 1919 Tamplin, with its three man-power reverse gear.



A stately ascent from Suzanne Hurst's 1925 Fiat 501.

The Tamplin had lain dormant since 1926, but it too survived the driving tests, on its 26 × 2½ tyres, with nothing worse than a loose exhaust-joint, but, being *sans* reverse, three stalwart pushers were needed as a substitute.

An entry of 64 embraced some 20 A7s, including the outwardly-identical Chummies of the Gledhills, and six GNs. Non-starters included Barry Clarke whose FN-GN had timing-gear problems and Wendy Cooksey's Morris Minor, with a run big-end. President Collings was on his 1904 Darracq, Rosoman had foresaken A7 box for open 9/20 Humber, Dowell was in a vast 24hp open screen-less wooden-winged Sunbeam, Jim Thompson had an early Singer Junior two-seater that had spent much of its life in Australia and if anyone had been imbibing, the sight of *two* vee-twin Edwardian Rileys would have been disturbing! Sudjic was two-stroking effectively in the tiny Aero.

It is invidious to try to report DTs or trials and one day I shall be lynched for criticising competitors from the sidelines. So I will refrain from saying how they got on up a short, slippery section in Lord Gibson-Watt's estate, or at two steep hills in a scrambling course in the heights above the Elan Valley, where even getting to the start of Hill Six was difficult, instead letting the results tell the story.

The Llwynbarried Trophy was won by Tony Jones in his GE Cup Model A7. First Class Awards went to John Blake in the GN Vitesse, in spite of a stall in the first test which necessitated winding-up the ohc vee-twin with the side-handle, to Tony Carlisle in his ioe GN, and to Low's A7. The Class winners were artist Peacop's 1930 Morris Minor, Mike Bullett's ioe GN and Urry's Riley 9, untroubled by an early failure on that first hill and well able to tow Monica Gray's recalcitrant ioe GN Legère out of the bog at Coedmynach. Incidentally, David Aston was driving the ex-Charmian Skinner ioe GN.

The Third Class takers were Riddle (push-rod ohv GN), who had had to rush off to a local bicycle-shop before the DTs for safer spokes for the GN's fixed wheels, Sudjic in the game little 662cc Aero and Bereton's 1927 A7. Finally, the Edwardián Trophy was awarded to Hicky Hickling and the irrepressible 1917 Dodge. **WB**

Opinions expressed are those of correspondents, and are not necessarily those of MOTOR SPORT.

LETTERS

No Future!

Sir,

In his article on the 2900B Alfa Romeo (MOTOR SPORT, March 1989), GC finds the decision by Alfa Romeo to release one of its cars for sale at the end of 1938 "peculiar", on the grounds that "they had a factory racing future assured for 1939".

That is precisely what they did *not* have. GC has forgotten that after we Brits took the initiative in banning the supercharger from our international sports-car racing for the 1934 season and France followed our lead for 1936, the Italians joined us both for 1939 — the year in which the supercharger finally received its come-uppance for road racing (Le Mans being the only exception).

It was the big French sports-cars of 1936 and 1937 which reminded us all that performance is a function of poise and balance rather than sheer horsepower, and showed the supercharger to be redundant. In the latter year, Jean Bugatti rebuilt one of his supercharged 3.3-litre Type 59 Grand Prix cars as an unsupercharged two-seater sports model, and watched in amazement as it lapped the circuits faster than its blown predecessor; the unblown 3.6-litre Delahayes seriously alarmed the blown 2900A Alfas in the Mille Miglia; and the unblown 3.3-litre Bugatti "tanks" were faster at Le Mans than Sommer's blown works 2.9 Alfa, causing its exasperated driver to hit 8000 rpm and convert its valves into a row of knitting. At one point in the 24-hour race at Spa in 1938, the two works 2900Bs (one of which was the car in GC's article) were being led on speed by Louis Gerard's unblown 3-litre Delage.

In 1939 the only Alfas eligible to run as sports-cars were the V12 4½s and the 2½-litre Sixes. The works used the former for the GPs of Antwerp and Luxemburg, and the latter in the North African version of the Mille Miglia and Le Mans — though it could have run a 2900B at the latter meeting had it wanted to.

The only other possible theatre for the 2900B in 1939 was Brooklands all-comers handicap racing, so the appearance of one for sale in England is really not "peculiar" at all.

It is a great pity that the lure of easy money from the power game brought the supercharger back forty years later — a dangerous nonsense; driving about with a red-hot turbocharger under the bonnet in close proximity to potential petrol leaks is not my idea of a joke, nor can it possibly lead to any real engineering advances.

A toast to Jaguar, for its courage in resisting such folly; and another to some real Formula One racing in 1989. What sort of Grand Prix formula was it which allowed the turbo drivers to overtake the rest by turning a knob and adding the equivalent of an extra litre's capacity to their engines?

ANTHONY BLIGHT
Callington, Cornwall

Major Mutilation

Sir,

The article on the 1938 Alfa-Romeo 2900B (MOTOR SPORT, March 1989) was of considerable interest, not least because of the various references to the car's enforced rest and preservation in Scotland during the 1950s and 1960s, and the loss of parts of its bodywork.

I am sure you are aware that during that period the car was owned by Major Edward Gordon Thompson. After his death in 1970, his extensive collection of cars was auctioned by Sotheby's. All the proceeds were donated to the Royal National Lifeboat Institution. During his lifetime, I understand that Major Thompson had been one of the major sponsors of Ecurie Ecosse, hence the presence in the collection of a D-type Jaguar and the explanation of why so many of his cars were painted in Ecurie Ecosse colours.

Around 1973 I purchased a 1930 30hp Lanchester. The roof of its limousine body had been roughly cut off at some time. Apart from that, the entire car was in remarkably sound, original condition. Several years later, I discovered that the father of a business associate had worked on the Thompson estate in Scotland: a catalogue of the auction shows that the Lanchester had been part of his collection.

From the catalogue it is apparent that a very high proportion of the cars had been mutilated. Thus, a 3-litre Super Sports Sunbeam had lost the rear half of its body, an SSK Mercedes had lost its long flowing wings, a Phantom III Rolls was equipped with a two-seater body, my Lanchester had lost its roof and the Alfa its wings and tail!

It was not, of course, coincidence that all these mutilations appeared in the same collection: they had all been perpetrated by Major Thompson for reasons which we will never know or understand. My informant reported that it was a regular task of the estate staff to carry off large pieces of bodywork for disposal in the adjoining woods. I wonder if the Alfa's tail still survives?

B YATES
STD Register Archivist
Gamlingay, Bedfordshire

A New Twist

Sir,

The contemporary Press at the time of Isadora Duncan's death quoted the car as a Bugatti. The police records, according to friends on the Blue Coast who have examined them, quote an Amilcar driven by Falchetto, later a Bugatti and Alfa driver.

However authoress Nesta Macdonald is writing a new biography of the American dancer, and has found a source for a new twist to the story: namely that it was a Bugatti, but for reasons which I had better not leak, the Chief of Police arranged for Falchetto and his Amilcar to carry the can. There was no criminality involved and the switch was to avoid a scandal!

H G CONWAY
London W2

Soft Spot

Sir,

Reference "Too Soft for Soft Tops?" (MOTOR SPORT, March 1989) and the anticipated ending of production of the Bertone Fiat X1/9, I am surprised that the Pininfarina Spyder Europa has not been sought after by UK soft-top enthusiasts. The one I purchased in 1984 has been admired more than any other car I have owned, including a 2600 Alfa Romeo Sprint, which in the early days of this model attracted a great deal of attention.

Hopefully the specialists will keep up the good work, so that we are not all forced to drive around in present-day "FWD look-alikes".

A R TOWERS
Ramsey, Isle of Man

Tudor Times

Sir,

The answer to your question as to whether the Tudor House at Bearsted still survives is that it was destroyed by fire some years ago and the site has now been redeveloped.

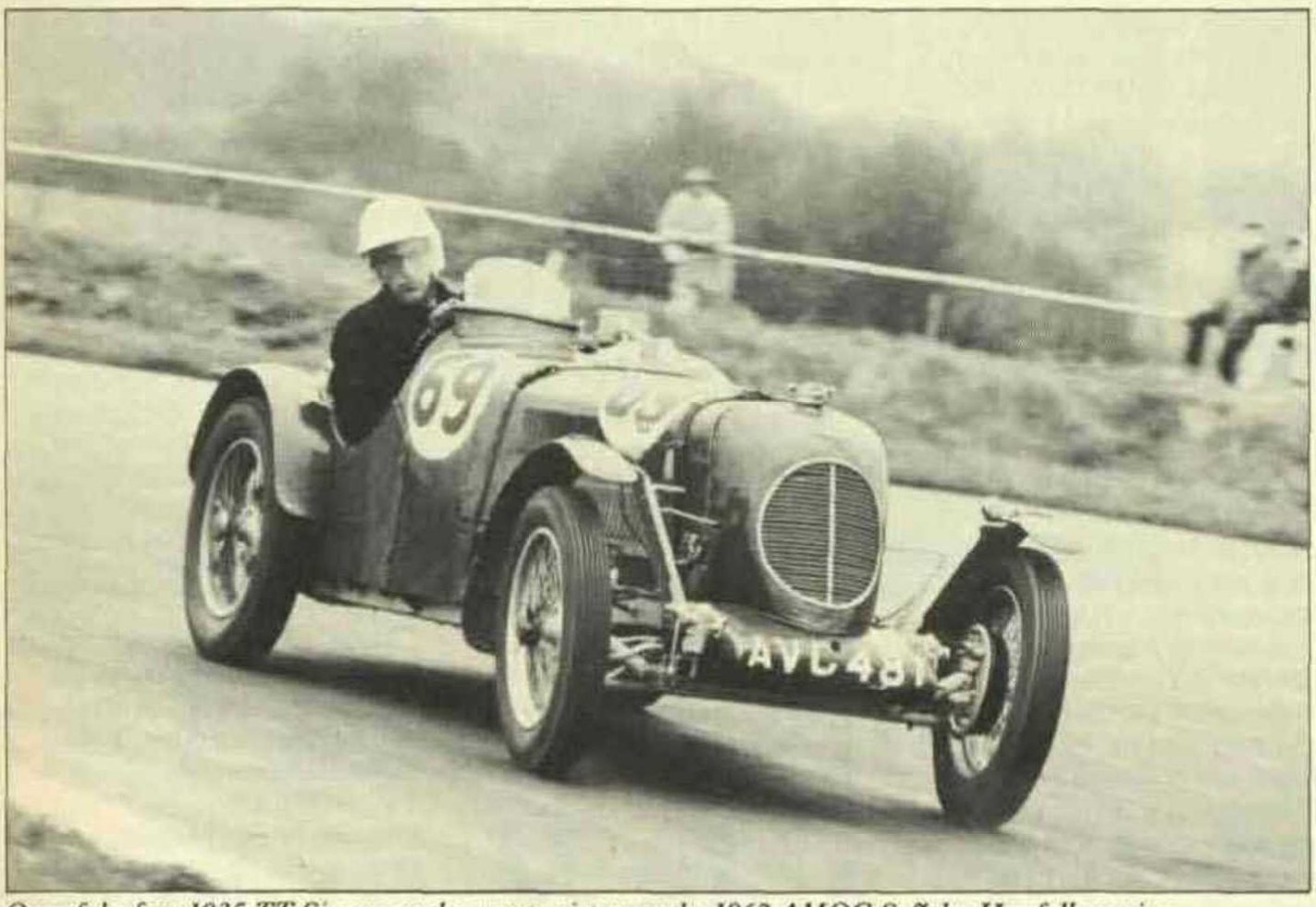
However I knew it well in the Thirties, when I was at school not many miles away. On Sundays my parents used to drive down from London to take me out, and it was a favourite resort for its delicious strawberry-and-cream teas. It was most beautifully furnished with antiques, Persian rugs and fine silver, and the service was in keeping. I remember being told at the time that it belonged to Short Brothers of Rochester, who used to entertain their VIPs and customers there.

In the drive was a kind of sentry-box with a custodian in full armour who attended to visitors and their cars. I was most intrigued by the armour, and one stifling summer's day asked him whether the weight tired him. He proudly informed me his suit was made of duralumin and was very comfortable!

Later in the Thirties Short's disposed of the place, and unfortunately all the fine furnishings vanished.

P B RICHLEY
Ashford, Kent

LETTERS



One of the four 1935 TT Singers on the way to victory at the 1962 AMOC St John Horsfall meeting.

Singer in Action

Sir,

At various times over the years you have made mention of the four 1935 TT Singers. You might therefore be interested in the enclosed photograph of the very last race to be won by one of these cars — that for "Vintage and Venerable Sports-cars" at the 1962 Sir John Horsfall meeting at Silverstone.

J F HOLFORD
Churt, Surrey

Airedale Adventure

Sir,

How astonishing, after so long, to hear of another Airedale (MOTOR SPORT, January 1989, page 59). I always claim that an Airedale was the first car I drove — though it was only down a private drive, and ended ignominiously in the bushes; I was 12 at the time, so it must have been in 1924.

My father worked for Nobel Industries, and was seconded to its Birmingham subsidiary Kynoch Ltd, which provided him with the Airedale, so I suppose it was registered in its name, but I don't remember the number plate at all.

I clearly remember the sound of its tickover — "ticky, ticky" at the front, "tewf, tewf" at the rear. It was an open four-seater with the novelty of Balloon tyres. We were told only six had been made. By no stretch of the imagination could the engine have been called "dead smooth", but perhaps not all had the Dorman engine — though, come to think of it, one of the production staff was called Walter Dorman . . .

As an irrelevant aside Kynochs, which at one time made gas-engines, once built a car at the whim of its Chairman. The engine eventually ran well on the bench, but when installed in the ash-framed chassis proved unstartable, and the Chairman lost interest. Some time later Mr Mackie, the fitting-shop manager, seeking something for his apprentices to do, told them to find out why. Easy: the long copper exhaust-pipe had been filled with Wood's Metal for support while making sundry bends. One bend was still so occupied.

G A D SMITH
Burford, Oxfordshire

Autographs

Sir,

I was saddened to read of Sarah West's disappointment (MOTOR SPORT, April 1989), which is in stark contrast with my own experience years ago.

In 1948, whilst still at school, I sent Raymond Mays a design for a BRM badge (not the four-pointed star which was chosen). I promptly received a signed letter of thanks.

However, the difference is that in 1948 Ray's only concern was to try to make BRM a world-beater. He was not interested in the size of his numbered Zurich deposit, or becoming a "managed media personality", which sadly seem to be the main aims of many of today's drivers.

JOHN STICKLAND
Bridport, Dorset

Wantage Tramway

Sir,

You (or OJ) are not correct when you state that Wantage did not have a railway in 1928. In 1875 a tramway was opened between Wantage and the Great Western Railway at Wantage Road Station — a distance of 2½ miles running beside what is now the A338.

One of the few cross-country tramways, it was at first horse-drawn then steam-hauled. In 1926 passenger traffic was withdrawn, but it remained a steam-hauled goods line until final closure in 1945.

The tramway office in Mill Street is now a boutique, but the inscription "Wantage Tramway 1904" can still be seen in the brickwork at the top of the building.

One of the engines, "Shannon" built in 1875, survives in the Great Western Society Museum at Didcot, one of the oldest working engines in existence.

M BARTLETT
Didcot, Oxfordshire

Lost in London

Sir,

Someone inadvertently left a photographic wallet in a garage in Hendon, north London, on March 23, and undoubtedly he is greatly distressed because the very fine pictures are of historic and famous cars from the past, presumably taken whilst on a visit to the Beaulieu Museum.

Such a person must be a reader of MOTOR SPORT, and if he would like to contact me with a description, I would with pleasure put him out of his misery.

G BANCE
14 Page Ct, Page St,
Mill Hill, London

Variety Act

Sir,

I think the idea of racing Grand Tourers to be excellent, and your class-split more or less right. All the Group Cs look the same to me.

MICHAEL BRYANT
Wolverhampton

MOTOR SPORT SUBSCRIPTIONS

SURFACE MAIL:	Home £17.20
	Overseas £20.00
AIR MAIL:	Eire and Europe £27.00
	Middle East £31.50
	Australasia £41.75
	Elsewhere (except USA) £38.50

Annual rates include postage. Subject to increases of postal rates and cover price. Net amount payable in sterling on London. If payment is made in a currency other than sterling please add £1.50 to sterling rate prior to conversion.

USA: (Airfreight) per annum $42.00. All enquiries to: MOTOR SPORT, Box 188, Berkeley Hts, New Jersey 07922, USA. Telephone (201) 665-7811.

MOTOSPOT

04555 2548 or 0860 538390 10am-9pm
(If no reply ring 0858 880626 9-5, M-F)
Showroom nr. J20 M1. Appointment only.



1923 WOLESLEY 16 h.p. **£16,500**
1922 WOLESLEY 24 h.p. barrel tourer, 5 litre, 6 cyl, huge and impressive....**£26,500**
1919 CHEVROLET 490 Tourer, R.H.D., 2 U.K. owners from new, mint.....**£15,500**
1928 AUSTIN 7 Chummy.....**£6,500**
1936 AUSTIN 7 Tourer.....**£4,900**
1932 AUSTIN 7 'Minivan' .....**£4,000 + VAT**



1966 GALAXIE 500 6.3 V8 R.H.D., blue, white power top, restored throughout **£7,500**
1966 ROVER 3 litre, excellent.....**£2,500**
1947 TALBOT 2 litre Drophead Coupé, pre-war model, mint restored **£9,950**
1955 MORGAN +4 (TR2) L.H.D..**£10,500**
1961 ROLLS CLOUD II Excellent.**£21,950**
1932 RILEY 9 Gamecock Sport....**£10,950**
1934 RILEY 9 Lynx, 4dr Sport.....**£15,250**

ALL RESTORED, SORTED, M.O.T.'d

CARS WANTED

Post: North Kilworth, Lutterworth LE17 6EP

THE NATIONAL CAR SHOW AT THE N.E.C. BIRMINGHAM

APRIL 29th to MAY 1st

The following cars will be on display

(if not sold before)

on Stands D201 to D204

1934 Rolls Royce Phantom II Open Tourer.
1934 Rolls Royce 20/25 Windover Sports Saloon.
1970 Rolls Royce 2-door H.J. Mulliner. 61,000 miles.
1952 Bentley R Type.

ALSO AVAILABLE
1958 MGA. Total nut & bolt restoration.
1979 (model) Bentley T.
Jaguar Mk9. Reputed low mileage, manual gearbox.
1937 Austin Ruby. Tax & tested.

WANTED
COOPER S 970, COOPER S 1071, COOPER S 1275, ASTON MARTIN DB4, ASTON MARTIN DB5, ASTON MARTIN DB6, LOTUS CORTINA MKI
Also 8670YA 997 COOPER, 170TYD 1071 COOPER S

Commission paid for the successful purchase of above cars

FOR FURTHER DETAILS PLEASE TELEPHONE

Tel: (0404) 822324 or Tel: (0836) 288465

CLASSIFIED

FOR SALE *lineage advertisements*
must be pre-paid and in writing or over the telephone (ext. 137) by Access or Visa.
RATES 40p per word
(maximum 80 words) £6.00 minimum charge.
BOX Nos. £4.10 extra per advertisement.

Replies to Box No. "MOTOR SPORT", Standard House, Bonhill St., London EC2A 4DA
The above prices are inclusive of VAT at 15%

COPY DATE By first post on 10th,
but earlier is advisable owing to postal delays.
Advertisements held over will be inserted in the following issue, unless cancelled in writing by the 4th of the following month.

Publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or work errors.

Please write clearly in **Block Capitals** on one side of paper only.

Send advertisements to the
Classified Department, "MOTOR SPORT",
Standard House, Bonhill Street, LONDON EC2A 4DA.
Telephone 01-628 4741 ext 144, 107 or 143 for information on small Display and Trade advertisements.

FOR SALE

OSCA 1500GT, £12,500. Maserati 3500 GT, £12,500. Maserati Mistral, £15,000. Maserati Indy 4.7, £23,000. Maserati Khamsin, £37,500. Maserati Ghibli 4.9SS, £69,000. Maserati Frua Spider, expensive! Maserati SM, £12,000. Maserati Mistral Spider 4.0, very expensive! 1954 Lagonda 3.0, £6,750. 1968 Aston DB6 Vantage, £30,000. Lancia 2.0LX Flavia, £4,950. 1979 Mercedes 450 SEL 6.9, £9,990. 1957 Mercedes 220S Cabriolet-A, £30,000. 1974 Jaguar 'E' V12 Roadster, 23,000 miles, £39,750. (Twenty other classics in stock. Cars purchased. Ring for stocklist). 01-856 1118 or Fax 01-856 8232 or (0836) 750710. (955099
FERRARIS. Please telephone for our latest stock position on 246GT/GTS, Daytona, Boxer, 275GTB, Lusso, 250SWB, 288GTO etc. 01-856 1118 or Fax 01-856 8232 or Mobile (0836) 750710. (955099
AUTOVOGUE SPECIALIST SERVICES for London and M25 storage. Nationwide transport. Contact Peter Allen 01-708 5757/(0860) 419363. (955099
ROLLS-ROYCE AND BENTLEY left hand drives for export at low tax-free prices. Call for details 01-856-1118 or (0836) 750710. (Our export agents are on 01-708 5757 or Fax 01-856 8232). (955099
BMW 315/1 SPORTS ROADSTER, 1934, ivory and mocca with beige hide, a glorious 2-seater 6 cylinder classic and one of only 230 ever made, £35,000 or exchange. 01-856 1118 or (0836) 750710 or my agents 01-708 5757. (955099
MASERATIS. Please telephone for our latest stock position of Ghiblis, Indys, 3500 GTs, Mistrals, Boras, Khamsins, Sebrings and Mexicos, currently 18 in stock (and twenty other classic investments). We carry RHD/LHDs, unrestored to concours. 01-856 1118 or Fax 01-856 8232 or Mobile (0836) 750710. (955099
CADILLAC '59 CONVERTIBLE. The ultimate Cadillac in concours condition, P.O.A. Cadillac Seville by Gucci, 1979, one of a tiny number, one owner, 12,000 miles, £9,950. Chevy Bel Air Nomad Station Wagon, 1957, original, 57,000 miles, concours, £8,950. 1959 Ford T'Bird Convertible, concours, P.O.A. 1959 Corvette, genuine 42,000 miles, concours, P.O.A. Interesting trades taken. 01-856 1118 or Fax 01-856 8232 or Mobile 0836 750710. (955099
AMERICAN MOTORHOMES for hire. UK/Continental use, daily, weekly or contract rates. Midland International Hospitality. 0203 336411. (CC4071
MG TA 1937 2 seater sports, black, red interior, 4 owners from new, original restoration, good chrome all round, sound tyres & wheels etc., taxed, MoT, very reliable, £9,250 o.v.n.o. (0903) 813355. (956365
SAMURI DATSUN 240Z, 1972, road/race car, MoT Feb 1990, H.S.C.C. eligible this season. Tel: (Office hours) Newman 0392 283600. (956475
RELIANT SCIMITAR 1600, 1985 (C), 15,000 miles, excellent condition, alloy wheels, radio/cassette, £4,995. 0469 30645. (956474
FORD GT-40 Le Mans race car, fav entry, excellent racing history and conours condition. Offers over £550,000 or interesting trade. Tel: 01-856 1118 or fax 01-856 8232 or (0836) 750710. (955099
ASTON MARTIN DB5 Vantage Saloon Manual. Silver, black hide and carpets, 61,000 miles, totally original but show winning condition, offers over £100,000. 01-856 1118 or Fax 01-856 8232 or 0836 750710. (955099
MASERATI Mistral Spider 4.0. Original RHD, absolutely concours condition. Offers over £200,000 or interesting, trade. Tel: 01-856 1118 or fax 01-856 8232 or (0836) 750710. (955099)
BRISTOL 401, 1951, MoT, drives nicely, much history, professionally fitted 3.4 Jaguar engine and o/drive gearbox, present owner 8 years, drive away investment, £6,950. (CC4513
GT40 MkIII REPLICA, white, 200 bhp, Rover V8, 4 barrel holley etc., red Wilton upholstery, black seats/dash, £30,000 or best offer. 0642 818508 evenings. (CC4479

FOR SALE — continued

WIFE AND TWO CHILDREN force sale of Lotus Esprit S2, 1979, superb original condition, white, offers over £6,000. 051 632 2188. (CC4558
ROLLS ROYCE 1931 Brewster P2 Huntington Limousine, RROL National meet 'Best Pre-War Car', as new and to original specification, taxed/tested, stunning looks, faultless condition, LHD. Telephone (0782) 750629. (CC4563
1935 ROLLS ROYCE 20/25 Landaulette by Mulliner, good looking sound car, taxed & tested, needs minor work but useable, reasonably priced. (0782) 750629. (CC4563
1928 ROLLS ROYCE 20hp Barker Cabriolet, certified 53,000 miles, virtually 1 owner, full history, Rolls Royce maintained from new, original, excellent order, taxed/tested. (0782) 750629. (CC4563
MGB ROADSTER, 1962, 31,000 miles, very early car, £6,950. Hampshire Sevens, 04203 7775 or 0730 65742 evenings (Trade). (CC32108)
1985 TVR 350i Fixed Head Coupe, Old English white with cream hide, very low mileage (1,590), unmarked, as new, £11,750. Tel: 055 935 610. (956499
TRIUMPH SUPER 7 Fabric Saloon, 1928, completely rebuilt and in mint condition, winner of its class National Triumph Day Concours 1988, only 2 known to survive, taxed, tested, done 2,500 miles since rebuild, £5,500. 01-529 1613. (956543
1955 AUSTIN HEALEY 100/4 BN1, ice blue, £10,950. 1962 Austin Healey 3000 Mk IIA BJ7, LHD, blue, wires, £11,500. 1953 MG TF 1250, LHD, green, wires, £12,500. 1952 MG TD, LHD, yellow, £8,950. 1959 Triumph TR3A, red, wires, LHD, £6,950. All above with MoT's. All in superb condition. Elite Cars and Caravans, Northampton Road, Blisworth. 0604 858331. (956500
AUSTIN HEALEY 3000 MkIII BJ8, LHD, new good, new carpets, resprayed black/silver, suspension/chassis overhauled, stainless steel exhaust, new clutch, needs minor work to complete, export sale, £6,995. Rusper (SX) 0293 84541. (956498
TR3, 1956, condition one, unrestored example, drives beautifully, reluctant private sale of this appreciating asset. 01-681 5911 (work).
PORSCHE 911SC SPORT TARGA, 79 model Sportmatic, stunning black, maintained regardless of cost, first class genuine car, lady owned for last eight years. Private sale, £11,450. 01-681 5911 (work). (956595
ALVIS 1960 TD21 AUTO, wire wheels, in daily use, MoT Dec, mechanics good, body poor, seen Wirral, offers around £1,000. Ring 051-652 4877 office hours. (956598
COOPER 500cc RACING CAR Mk9, alloy bodied, needs tidying, some spares, £9,750. Tel: 0485 43419. (956616
BMW 635 CSi, 1983 (Y), taxed, MoT, 83,000 miles, silver/black leather interior, manual, all usual electrical equipment, ABS, p/steering, excellent condition for year, £10,250. Part exchange for cheaper car considered. 0926 422476. (955617
MASERATI SEBRING Series II 1966 ex-Arizona, LHD, on Borranis, recent re-spray in dark metallic blue and re-trimmed in light grey Connolly with dark blue carpets, many parts re-chromed, MoT and tax and just serviced, must be seen, £32,500. Tel: 01-253 8263 (Boyce) or 01-467 0917. (956619
AUSTIN HEALEY 3000 MkII, 1962, totally rust-free with strong mechanics, overdrive and wires, LHD, can convert, £7,950. Tel: 0947 87654. (956477
1935 RILEY 9 MONACO. Auction 18 May 1989, Bruton Knowles, 111 Eastgate Street, Gloucester. (0452) 21267. (PF
MORGAN +8, May 82, one owner, in sharp lemon yellow, black leather, many extras + special items, for export. Tel: 0202 21139 daytime. (956643
BMW 3.0 CSL LIGHTWEIGHT Coupé, 1973, RHD, one of 500 produced, original features, white with black trim, superb condition, £15,000. Telephone (0932) 853085/786819 (Trade). (CC

PAGE & MOY LTD

Motor Racing Holidays for 1989

Last Chance To Book For . . .

U.S. GRAND PRIX

PHOENIX — 4 JUNE

7-day holiday in Arizona, with a choice of hotels – from only

£579

or why not treat yourself to 11 days, with 3 nights in San Francisco — from just

£799

LE MANS 24 HOURS

10/11 JUNE

Not to be missed by an British sportscar fan, especially after Jaguar's epic win last year. 'Le Boat' — specially chartered train and ship — from just

£59

Many other tours to choose from

AVAILABILITY VERY LIMITED

To avoid dsappointment, call us today on

LEICESTER (0533) 524344

Not To Be Missed . . .

BRITISH GP

SILVERSTONE — 16 JULY

Luxury hospitality package from just

£235 + VAT

to include best grandstand seat, champagne reception, 4-course lunch and complimentary bar. Helicopter and aircraft transfers available at extra cost.

Also Book Now For . . .

FRENCH GP

PAUL RICARD — 3 JULY

Tours from only **£79**

GERMAN GP

HOCKENHEIM — 30 JULY

Prices start at just **£44**

DON'T DELAY — MAKE YOUR RESERVATION TODAY

? GUARANTEED ?
NO CURRENCY SURCHARGES

Send for your brochure now

Details of above tours and holidays to all other Formula One Grands Prix, as well as to selected **WSC Races** and the **Schlumpf Museum**, can be found in our 1989 book of Motor Racing Holidays. Send for your copy of our free 32-page colour brochure today by completeing the coupon below or by 'phoning **Leicester (0533) 559855.**

Please send me your FREE 1989 Motor Racing Brochure.

Name.....

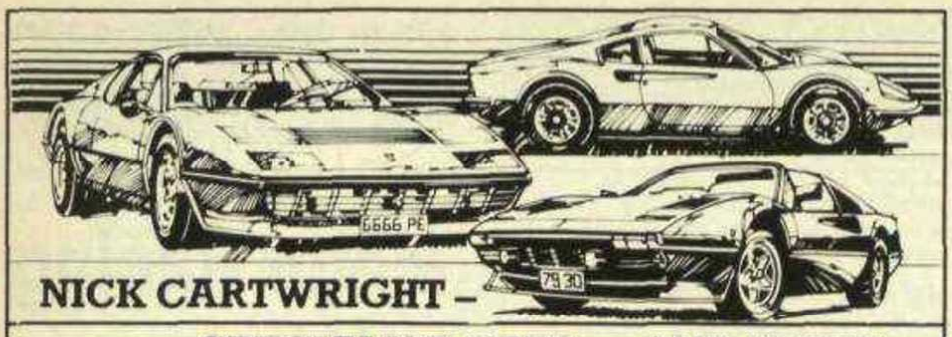
Address.....

.....

.....

PAGE & MOY LTD
136-140 LONDON ROAD, LEICESTER LE2 1EN

ATOL 133 ABTA NO 47026 830REV/HM9824



NICK CARTWRIGHT –

SPECIALIST CARS — 0629 583287

328 GTS red/magnolia, 3,000 + 2,000 miles, rear aerofoil ..... **POA**
365 BB (box reg) white/black, 26,000m, interesting history, ex Peter de Savery, total rebuild, prepared by ourselves to 100pt ..... **POA**
288 GTO re-bodied on 308 QV chassis, a beautiful, faithful reproduction of this very rare car. Prepared to an exceptional standard **£89,995**
308 GTB glassfibre, yellow/tan, 29,000m, deep spoiler, speedlines, P7's, prepared by ourselves to 100pt concours, possibly the finest example in existance, reg no 1KKX **£84,995**
308 GTS QV 85 red/tan, 31,000 miles, front and rear spoiler, speedlines, FSH **£58,995**
365 GT 2+2 1969 red/tan leather, previous owner for 12 years, needs some work, 65,000 miles **£64,995**
246 GTS 1974 red/black leather, Daytona seats, 40,000 miles, total restoration **£115,000**
246 GT 1972 red/black leather, 29,000 miles, restored and prepared by ourselves, concours **£110,000**
246 GT 1972 silver/black leather, 31,000 miles, full restoration **£99,995**
246 GT 1974 red/black leather, 40,000 miles, body off restoration (ready April), 11,000 genuine miles, two owners **£99,995**
246 GT 1974 red, black, 11,000 genuine miles, full service history **£115,000**

Ferraris desperately required

NICK CARTWRIGHT/PHIL WOOD SPECIALIST SERVICES

Please telephone to discuss your requirements (0629) 56999

UNIT 3/4/5 & 17 BROOKFIELD ESTATE, TANSLEY, MATLOCK, DERBYSHIRE

FORD GT40 MkIII REPLICA

Offers around

£20,000

Further details:

BATH 859558

1939 BUGATTI TYPE 57 DROPHEAD COUPÉ



Body by Gangloff, very low mileage

£395,000

Telephone: Hertford (0992) 550197

FOR SALE — continued

MG BGT 1800, 1979, black, f/sunroof, MoT & tax, showroom condition, £2,600 o.n.o. Tel: 01-646 4911. (CC

CADILLAC '59 CONVERTIBLE. The ultimate Cadillac in concours condition, P.O.A. Cadillac Seville by Gucci, 1979, one of a tiny number, one owner, 12,000 miles, £9,950. Chevy Bel Air Nomad Station Wagon, 1957, original, 57,000 miles, concours, £8,950. 1959 Ford T'Bird Convertible, concours, P.O.A. 1959 Corvette, genuine 42,000 miles, concours, P.O.A. Interesting trades taken. 01-856 1118 or Fax 01-856 8232 or Mobile 0836 750710. (955099

FOR SALE —continued

MASERATIS. Please telephone for our latest stock position of Ghiblis, Indys, 3500 GTs, Mistrals, Boras, Khamsins, Sebrings and Mexicos, currently 18 in stock (and twenty other classic investments). We carry RHD/LHDs, unrestored to concours. 01-856 1118 or Fax 01-856 8232 or Mobile (0836) 750710. (955099

TRIUMPH TR3A, 1960, powder blue, LHD, this car has been subject to a full restoration and is in superb condition, £8,250. (0565) 502713. Fax: (0565) 50986. (CC4751

ALFA-ROMEO MONTREAL. Really outstanding Bertone Coupé, silver/grey cloth, V8, alloys, 5-speed etc., Bare metal repaint 1987. Rare, original, rapidly appreciating 1974 Classic. Tel: 0836 509417 or 0799 84347. (956828

FORD GT-40 Le Mans race car, fav entry, excellent racing history and conours condition. Offers over £550,000 or interesting trade. Tel: 01-856 1118 or fax 01-856 8232 or (0836) 750710. (955099

MASERATI Mistral Spider 4.0. Original RHD, absolutely concours condition. Offers over £200,000 or interesting, trade. Tel: 01-856 1118 or fax 01-856 8232 or (0836) 750710. (955099)

ASTON MARTIN DB5 Vantage Saloon Manual. Silver, black hide and carpets, 61,000 miles, totally original but show winning condition, offers over £100,000. 01-856 1118 or Fax 01-856 8232 or 0836 750710. (955099

FERRARIS. Please telephone for our latest stock position on 246GT/GTS, Daytona, Boxer, 275GTB, Lusso, 250SWB, 288GTO etc. 01-856 1118 or Fax 01-856 8232 or Mobile (0836) 750710. (955099

AUTOVOGUE SPECIALIST SERVICES for London and M25 storage. Nationwide transport. Contact Peter Allen 01-708 5757/(0860) 419363. (955099

ROLLS-ROYCE AND BENTLEY left hand drives for export at low tax-free prices. Call for details 01-856-1118 or (0836) 750710. (Our export agents are on 01-708 5757 or Fax 01-856 8232). (955099

BMW 315/1 SPORTS ROADSTER, 1934, ivory and mocca with beige hide, a glorious 2-seater 6 cylinder classic and one of only 230 ever made, £35,000 or exchange. 01-856 1118 or (0836) 750710 or my agents 01-708 5757. (955099

AMERICAN MOTORHOMES for hire. UK/Continental use, daily, weekly or contract rates. Midland International Hospitality. 0203 336411. (CC4071

MG TA 1937 2 seater sports, black, red interior. 4 owners from new, original restoration, good chrome all round, sound tyres & wheels etc., taxed, MoT, very reliable, £9,250 o.v.n.o. (0903) 813355. (956365

OFFICIAL DISTRIBUTOR FOR LOTUS · FERRARI · ASTON MARTIN · LAGONDA

JCT600

SPECIALIST (CARS) LTD.

WE SPECIALIZE IN THE WORLD'S FASTEST CARS!



LOTUS EXCEL SE
from **£587.51**
MONTHLY PAYMENTS

BUSINESS USERS ONLY



LOTUS ESPRIT *from* **£624.64**
MONTHLY PAYMENTS

THE WORLDS BEST CARS ARE TO BE FOUND AT

Sticker Lane Bradford

Tel·0274·668241 Open: Mon-Fri 9am - 7pm, Sat 9am - 5pm

Sun (0484) 861483/654417 Service · Parts (0274) 588111

1988 F (89) MODEL LOTUS ESPRIT NA. Red With Half Raven Hide. Sunroof. R/Cass. 5,000 Miles ***£25,995***
1988 F (89 MODEL) LOTUS EXCEL SE. Black With Full Grey Hide. Radio Cassette. 6,000 Miles ***£24,995***
1987 E LOTUS ESPRIT TURBO (New Shape). Red With Full Magnolia. A/C. S/R. Hi-fi. 12,000 Miles ***£25,995***
1979 FERRARI GT4. Rosso Corsa With Magnolia Hide. Undergoing Extensive Restoration. 44,000 Miles ***£38,995***
1981 FERRARI GT4. Blue Chairo With Magnolia/Blue Interior. Two Owners. Undergoing Extensive Restoration. ..... 37,000 Miles. ***£40,995***
1988 E FERRARI TESTAROSSA. Rosso With Black Leather 2,600 Miles ..... ***£P.O.A.***
1981 X FERRARI 308 GTBi. Gaillo Yellow With Black Hide. Air Conditioning. 15,000 Miles ***£48,995***



Le Couteau Laguiole



This traditional French pocket knife is still made today to the exacting standards of the nineteenth century.

With blade, corkscrew and spike, it is the perfect accessory, combining traditional quality and practical elegance.

We are pleased to announce that we can now supply these knives to the U.K. by post.

Price £15 to £26.50.

For colour brochure and ordering details contact:

Laguiole Export Marketing

32290 Pouydraguin, France. Fax Tel: 010 33 6269 2121.

SPORTS MOTORS

GREATER MANCHESTER MORGAN DISTRIBUTORS
FAX: 061 926 8652

LOTUS SUPER SEVEN SERIES I. Climax engine
LOTUS ELITE SERIES I CLIMAX. Previous owner 10 years.
1955 TRIUMPH TR2. B.R.G. O/drive, recent restoration.
1946 BRISTOL 400. Totally original in all respects.
1989 MORGAN 4/4 4 SEATER. Plus 4 body, chrome wires.
1933 BSA 3 WHEELER. 4 cyl. White/green.
1958 JAGUAR XK150 ROADSTER. UK car.
1960 AC ACECA. Exceptional car, disc front brakes.
1977 NORTON COMMANDO INTERSTATE MkIII. 1,700 miles.
1989 MORGAN PLUS 8 LIGHTWEIGHT. Extras.

214/216 ASHLEY ROAD, HALE, NR. ALTRINCHAM
Telephone: 061-928 8143 056-587 2143 eves & w/ends



FERRARI 308 GTB. 1976. Fibreglass, black, black interior, 31,000 miles, one owner, LHD, UK taxes aid and registered. Superb condition, with history. Chassis no. 19789

ABARTH 750. Zagato "Double Bubble". 1960. All correct matching numbers, probably the last affordable Zagato bodied car.

VINCENT We have available now a **BLACK KNIGHT** (1955), **BLACK PRINCE** (1955), **BLACK SHADOW** (Series D), **RAPIDE** (Series B), **HARLEY DAVIDSON** (1978) XLCR Café Racer.

ALVIS 1935 Silver Eagle Four Seater Drop Head Coupé by Cross and Ellis. Chassis no. 12410, body number 1351, in excellent condition.

For more details of any of the above, please Phone 0836-580 588 or Fax 0494-432407

CLASSICS & SPORTSCAR CONSUTANTS LTD

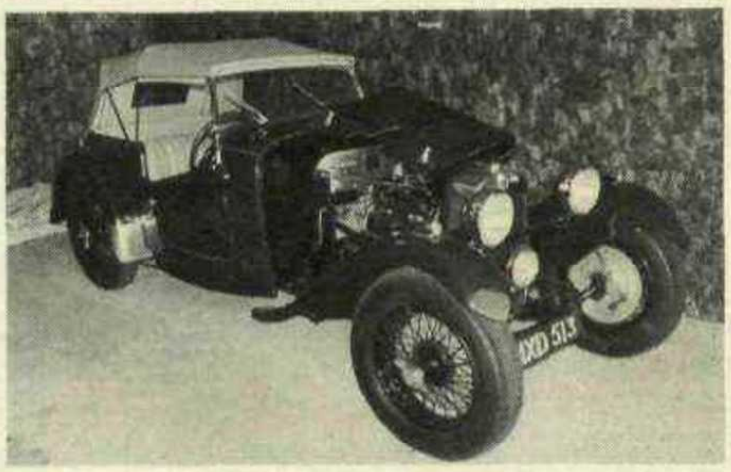


Specialists in importing new American Fords, Chevrolets, Pontiacs, Jeeps and Custom Vans. Brochures and demonstration vehicles available. Some vehicles in stock for immediate delivery. Price examples, Jeep from £10,500, Camaro Iroc Z Convertible £19,500, Ford Thunderbird £17,500, Chevrolet Fleetside 6.2 Diesel 4x4 £13,450, Blazer K5 £19,500.



DAVID BOATWRIGHT
SPECIALIST CARS AND FINANCE
0376 552399 FAX 0376 552411

DK ENGINEERING



HRG 1100. 1947. BRG with biscuit interior. A 95 point car with low mileage. **P.O.A.**

JAGUAR XK 120 ROASTER. Left hand drive. White with black interior, chrome wire wheels, excellent condition. A nice driving car. **£31,500**



FERRARI 330 GT 2+2. Twin headlight model, substantially restored, right hand drive, tax and MOT. Silver and black interior. **£59,000**

FERRARI 512 BBi. 1984 (B). Right hand drive, 20,000 miles. Absolutely outstanding, penultimate car built. Metallic slate grey, similar to above picture. **£210,000**

PORSCHE 924 CARRERA GT. 1981. Silver with red trim and silver inserts inseats, 39,000 miles, right hand drive, outstanding condition. **£24,950**

WANTED: 308 GTB carburettor and Manual 400i

Unit D, 200 Rickmansworth Road, Watford, Herts WD1 7JS
Telephone Watford (0923) 55246 Telex 94012106 DKEN G Fax 0923 249966

Chris Drake Collectors Cars Ltd

21 Brook Mews North, London W2 3BW
Tel: 01-262-6583, Fax: 01-402-8859

ASTON MARTIN



1962 DB4 SERIES II. RHD. Azure metallic blue, light blue interior. Chrome wire wheels. In absolute mint condition with concours detailed engine compartment.

ALSO IN STOCK

1950 ALLARD J2 COMPETITION. RHD. Two seater. Red with black interior. Chrome wire wheels. Ford V8 s/v engine. An original car in excellent condition.

1952 JAGUAR XK120 ROADSTER. RHD. British Racing Green with olive green interior. Twin exhausts. Taxed and MOT.

1955 JAGUAR XK140 DHC. RHD. Red with tan interior. Twin exhausts. Chrome wire wheels. White wall tyres. Immaculate condition.

1954 ARNOLT BRISTOL. LHD. Red with black interior. Black hood. Britsol BS1 MkII engine. Historic sports racing car with FIA papers. Good condition.

FOR SALE — continued

ARNTZ COBRA REPLICA, dark blue, one owner, has covered 20,000 miles, Chevy 350 gives plenty of performance with style, £18,000. Telephone Mr. Barak on 0753 651812 (working hours) or 01-794 1331 (evenings/weekends). (956366

JAGUAR MkI SALOON 2.4, special equipment model, 1956, rare narrow radiator grill, manual/overdrive, fully enclosed rear wheel spats, grey with grey leather interior, tool kit. Very, very original, must be sold, £4,800. 01-609 1361 evenings. (CC

JENSEN 541 'S', 1961, one of seven made, manual overdrive gearbox, white with red leather, 4 litre straight six engine, triple carbs. Arguably the most beautiful Jensen ever produced, outstanding condition, £15,000 ono. Telephone (0932) 853085/786819 (Trade). (CC

MORGAN three-wheeler spares, including Matchless MX engine and good gearbox, £1,150. Hadlow (0732) 851719. (956717

FIAT TYPO 520 RACING CAR, 1928, 2 seat, bright red, original 2.4 engine and Maseratti gearbox/drive, train body similar to 35B, successful history, Argentina VSCC accepted, potential winner, £45,000. Tel: 0204 27479 or 0836 606100. (956716

FOR SALE — continued

MERCEDES 250 SE Coupé, 1967, excellent sound condition, beautiful tan leather interior, full MoT, £5,995. 01-529 2158 (Trade) (228353

JAGUAR E-TYPE V12 2+2, 1972, white, manual, superb condition, throughout, new panels, service history, 60,000 miles, £17,500. 01-529 2158 (Trade). (228353

JAGUAR E-TYPE FHC SI, 1965, metallic blue, chrome wires, dark blue leather, original, RHD, superb condition, full MoT, low recorded mileage, £17,995. 01-529 2158 (Trade).

MG PA 1935, 2 seater sports, partly restored rolling chassis, axles, wheels etc., new ash frame body, original PA engine & gearbox, ideal opportunity for someone to complete high standard restoration, £7,250 ono (could deliver). (0903) 813355 (Trade). (956679

DELAGE 10hp 1913, prettiest two-seat tourer + Dicky, rare, small mileage, Surrey history, present ownership 12 years, £20,000. Wanted — 4/5 seat tourer, 1935/55. 0794 41100. (956782

SHORTENED ROLLING CHASSIS with aluminium body, ex Lagonda D8 2.6, would suit Special, will sell separately, offers please to Martin, 19 Kilngreen Avenue, High Harrington, Workington, Cumbria. (956786

THOROUGHBRED COVERS

Manufacturers of
High Quality Vehicle Dust Covers
Protect your cherished paintwork with our high quality covers, individually craftsmen mand from
100% cotton

"NEW — outdoor use waterproof breathable, blue synthetic covers from £120. **De-Luxe** cream or navy brushed cotton dust covers from £64." Also **Tailored Covers** in any of the materials. Please ring for details.

SEMI-TAILORED DUST COVERS in standard cotton — engineer designed with elasticated ends.

For sportscars up to 13'2" long	£39.75
For sportscars up to 15'4" long	£44.75
For sportscars up to 17'0" long	£49.75
For saloons up to 15'4" long	£49.75
For saloons up to 17'1" long	£59.75
For saloons up to 17'1" long	P.O.A.

REGULAR DUST COVERS with tie-on corner tapes in standard cotton. 15'9"8" **£19.95.** 17' x 9'8" **£23.95.** 20' x 11'6" **31.75.** 24' x 13'5" **£44.95.**

STORAGE —BAG £5 P&P £3.50 per cover. **Our prices include VAT.** Please specify car model. Free initials if requested. Payment with order please to

THOROUGHBRED COVERS
349 Kirkstall Road, Leeds LS4 2HD.
Telephone **(0532) 795079** or
(0532) 610695 evenings/Sundays.
Fax **(0532) 310835**

SCIMITAR & AC AT SILVERSTONE

WE SPECIALISE IN ALL ASPECTS OF TUNING, TURBOCHARGING (GTE, SSI, AC3000 ME), SPARES, REPAIRS & OVERHAULS.

GOOD EXAMPLES BOUGHT AND SOLD

ROBIN REW LTD.,
SILVERSTONE
(0327) 857903

PLEASE TELEPHONE FOR ADVICE OR QUOTATION

24 HOUR ANSAPHONE

WORKSHOP UNIT 12,
SILVERSTONE CIRCUIT,
SILVERSTONE

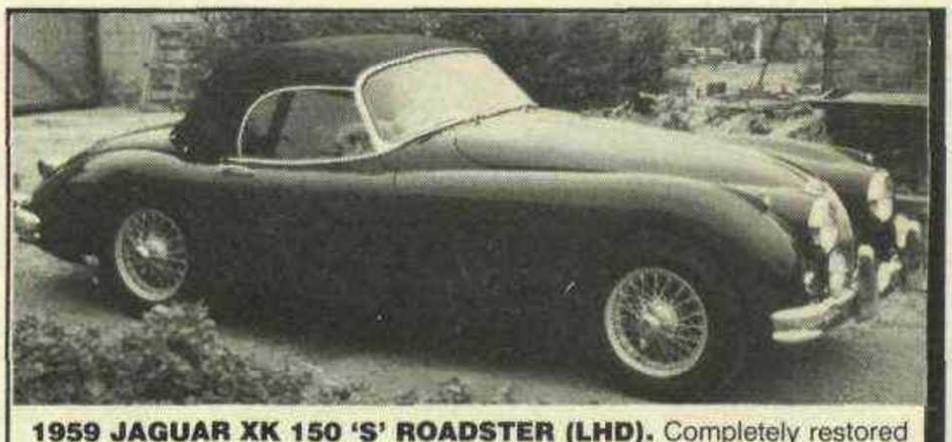
In stock now

Ferrari Daytona 365 GTB4	*1971*	*Concours*	*Red/Magnolia*	*LHD*
Ferrari Boxer 365 BB4	*1974*	*14,000M*	*Blue/Black*	*RHD*
Ferrari 365 GTC4	*1972*	*40,000KM*	*Silver/Black*	*LHD*
Ferrari 328 GTS (ABS)	*1988*	*18,000KM*	*Red/black*	*LHD*
**Ferrari 308 GTS (CARB)*	*1978*	*35,000KM*	*Black/Magnolia*	*LHD*
Maserati Mexico 4700	*1969*	*80,000KM*	*Graphite/Grey*	*LHD*
Maserati Bora 4700	*1976*	*45,000KM*	*Silver/Black*	*LHD*
Maserati Ghibli 4700	*1972*	*45,000KM*	*Bronze/Black*	*LHD*
Maserati Ghibli 4700	*1969*	*35,000KM*	*Red/Black*	*LHD*
Maserati Ghibli 4700	*1972*	*38,000KM*	*Bronze/Black*	*LHD*
Maserati Sebring 3700	*1988*	*46,000M*	*Graphite/Black*	*RHD*
Maserati Merak 3000	*1976*	*32,000M*	*Red/Tan*	*RHD*
Lambourghini Countach QV	*1986*	*1,700KM*	*White/White*	*LHD*
Lambourghini Islero S	*1970*	*60,000KM*	*Black/Black*	*LHD*
Lamborghini Islero S	*1970*	*55,000KM*	*Green/Black*	*LHD*
Iso Grifo Can-Am	*1970*	*45,000KM*	*Red/Black*	*LHD*
Iso Grifo 7L	*1968*	*50,000KM*	*Silver/Tan*	*LHD*
Iso Grifo Targa	*1970*	*60,000KM*	*Red/Black*	*LHD*
Iso Grifo Lusso	*1968*	*70,000KM*	*Yellow/Black*	*LHD*
Mercedes 300 SL	*1957*	*65,000KM*	*Silver/Red*	*LHD*
Mercedes (Pagoda) 280 SL	*1971*	*85,000M*	*Blue/Black*	*RHD*
Alpha Romeo Guiletta Spyder	*1960*	*65,000KM*	*Silver/Black*	*LHD*

**Car is on offer taxes not paid in England. Location Germany*

CLASSICO

FERRARI · MASERATI · LAMBORGHINI
247 ACTON LANE · LONDON NW10 7NR
TELEPHONE: 01-965 6315/6 · FAX: 01-961 9396



1959 JAGUAR XK 150 'S' ROADSTER (LHD). Completely restored from chassis upwards in our workshops, inc: engine, gearbox/overdrive, L/S axle, braking system, electrics, chromework, bare metal respray in bright red, black mohair hood etc. All to concours. ***STOP PRESS* — 1960 XK 150 'S' COUPE (RHD) 3.8 litre** requiring restoration but MoT'd). ***OTHER JAGUARS:* XK 120 ROADSTER** mod engine, louvred bonnet, monza cap etc. **E-TYPE SERIES 1 FLAT FOUR.** White/black, Webbers, D-type wheels. **'E' TYPE F.H.C. SII.** Met gold/tan — Please ring for details.

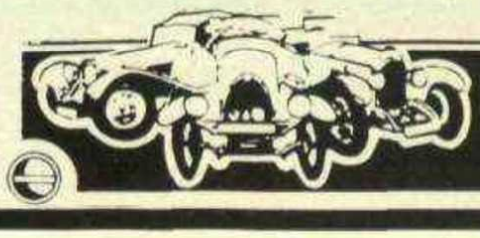


WE URGENTLY REQUIRE

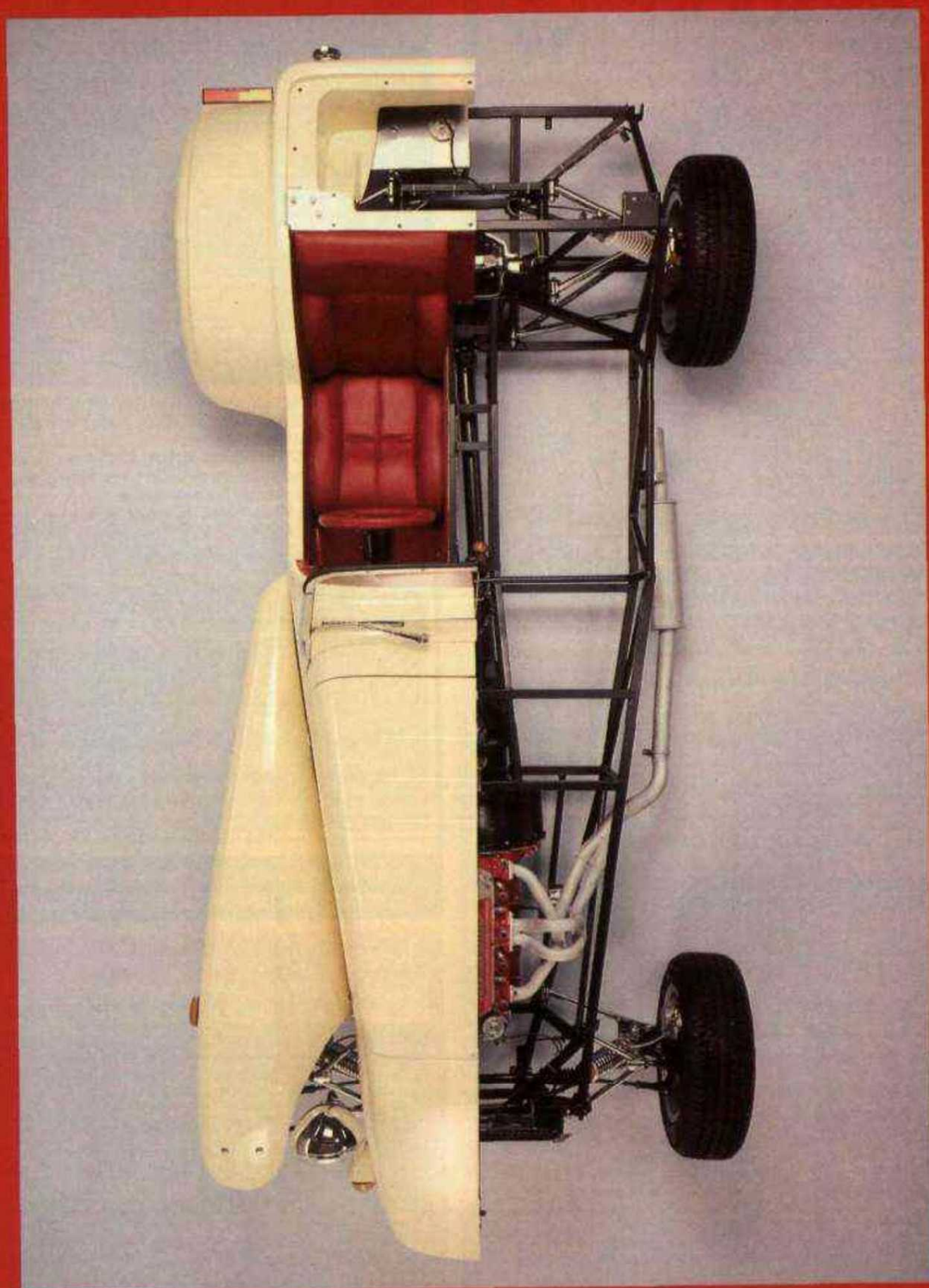
AUSTIN HEALEY, ASTON MARTIN, AC, JAGUAR AND MG SPORTS CARS —

Top prices paid for best cars or you may prefer us to sell your car on a sensible commission basis. We can advise on the best markets and prices. We are open seven days a week so let us promote and demonstrate the car for you — give us a ring.

Birtsmorton (068 481) 424 or 525
Fax: 068481837



Nigel Dawes
Birtsmorton Court, Nr. Malvern
Worcestershire. England



Who Said Beauty Is Only Skin Deep?

The Westfield SEi

Beautiful Car • *Beautifully Built*

Phone or Write for free Details to:

Westfield Sports Cars Ltd

5 Gibbons Industrial Park · Dudley Road
Kingswinford · West Midlands · DY6 8XF
Telephone: (0384) 279650/279825 · Fax: (0384) 288781

Grayshott

MASERATI

Main dealers in Surrey, Sussex and Hampshire

THE EXCITING RANGE OF NEW MODEL MASERATI — THE NEW 222E AND 430 SALOON — AVAILABLE NOW TO VIEW AND TRY

1989(F) Bi Turbo Coupe, dark aquamarine with beige nuvelato hide, SE kit, Alpine stereo, 2,056 miles, ex demonstrator **£31,995**

1988(F) Bi Turbo Spyder blue silver with full beige nuvelato hide, piped in blue, OZ alloy wheels, Panasonic stereo, 4,500 miles, ex-demonstrator **£29,995**

1988(E) Bi Turbo Coupe red with velour, full SE spec, 4,600 miles **£25,995**

1987(E) Bi Turbo Coupe, red over grey with brown hide, full S.E. spec, 11,000 miles **£23,995**

1987(D) 425 Saloon in Modena gold with brown hide, Momo alloy wheels, air conditioning, Panasonic stereo, 21,000 miles **£23,995**

Quality Used Cars

1977 Ferrari 512 BB. Red with magnolia, air conditioning, 36,685 miles **£225,000**

1986(D) Porsche 928 S4 Auto. Guards red with half leather, elec roof, a/cond, 17,000 miles (87 model) **£39,995**

1983(Y) Porsche 911 Turbo. Moss green with peppermint hide, sunroof, stereo, 35,000 miles **£33,995**

1987(E) Porsche 911 Carrera Sport Coupe. Red with black hide, air cond, sunroof, 17,000 miles **£31,995**

1983(A) Porsche 911 Carrera Sport. Targa red with brown pinstripe, stero, 32,000 miles **£24,995**

National appointments available from our comprehensive range of demonstrators

HINDHEAD 042 873-6545 (4 lines)

HEADLEY ROAD, GRAYSHOTT, Nr. HINDHEAD, SURREY GU26 6LB



W REG (NOV 1980) ASTON MARTIN OSCAR INDIA Automatic. Finished in Tormalin blue with magnolia hide interior. Less than 38,000 miles showing nad believed to be genuine. Absolutely outstanding (actual vehicle above) **£44,500**
1971 ASTON MARTIN DBSV8 AUTOMATIC. A twin headlamp fuel injected car showing 73,000 miles and finished in Storm red with black hide interior. Full length Webasto roof. Pristine coachwork and a massive pre-sale service **£25,950**
ASTON MARTIN V8 AUTOMATIC. 1977. Suffolk red/black hide interior **£32,950**
ASTON MARTIN AMV8. 1975. Tormaline blue/stone interior, 80,000 miles **£28,950**
ASTON MARTIN AMV8. 1976 AUTOMATIC. BRG/tan interior. 80,000 miles **£29,950**
ASTON MARTIN DB5 MANUAL. For restoration. Offers in the region of **£48,000**
ASTON MARTIN DB5 MANUAL. Dubonnet rosso/tan interior. Expected shortly **£75,000**
ASTON MARTIN DB6 MANUAL. 1968 MK1. Blue/black interior. Original car **£35,950**
ASTON MARTIN DB2/4. 1955 3 LITRE CAR. White/black interior. Needs work **£19,950**
JAGUAR 3.8 MKII. Choice of two. One silver/red MOD, 40,000 miles **£19,950**
the other 3.8 Auto. Full mechanical restoration. New paintwork/wires **£22,950**
1973 ALFA ROMEO 2000 GTV BERTONE. Rosso/tan cloth, 73,000 miles. Superb **£6,500**
ALFA ROMEO MONTREALS. Choice of three vehicles. Restored or unrestored ..... **£POA**

STOCK CONSTANTLY CHANGING. PLEASE TELEPHONE FOR UP TO DATE LIST

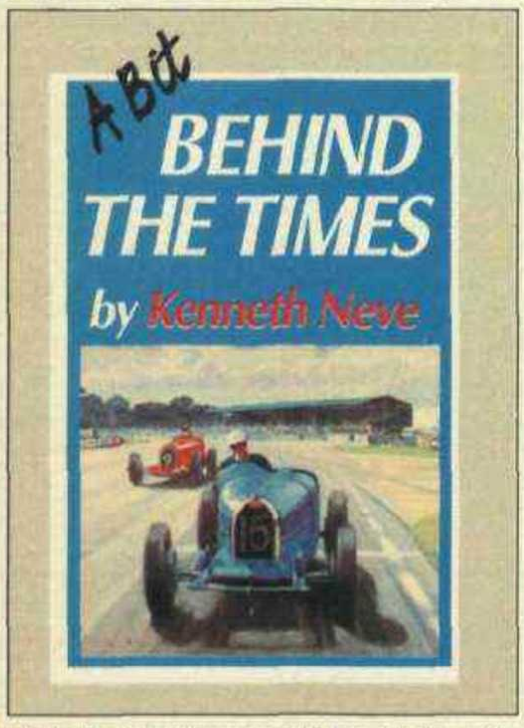
WE ARE DESPERATELY SHORT OF GOOD ASTON MARTINS. CASH AVAILABLE. DISTANCE NO OBJECT. VEHICELS VALUED OVER THE TELEPHONE

PLEASE RING FOR AN APPOINTMENT TO VIEW

FAX NO: 01-250 3139. TELEPHONE: 01-883 7181 (office hours) or 0860 830880 (anytime) seven days a week

KENNETH NEVE'S BOOK

A BIT BEHIND THE TIMES



Here is a unique book about motoring and competing in cars from the Edwardian to the Vintage period. The author, a Past President of the Vintage Sports-Car Club, is as enthusiastic about cars as anyone. He tells of the formation before the war of the very keen Northern Section of the VSCC and the characters and humourous incidents associated with that venture. Building cars for the first 500cc races, racing cars as diverse as Neve's GP Bugatti and 1914 TT Humber, constructing his famous 1911 London-Edinburgh 40/50hp Rolls Royce and re-enacting with it a classic Top-Gear Run, racing a Brough Superior motor-cycle at Brooklands and owning many fine cars from 30/98 to PII Rolls-Royce. It is all there, in Neve's methodical recording, with a host of fine pictures and a Foreword by Count Lurani. Treat yourself to some fascinating New Year reading!

PRICE £7.95 plus 55p P&P UK
OR 95p P&P
ALL OTHER COUNTRIES

SPECIAL OFFER
Order 2 Books or more and we will supply them at £7.50 per copy. Post free UK only

Please send me ..... copies of A BIT BEHIND THE TIMES
Make your cheque or PO payable to Grenville Publishing Co Ltd
PO Box 35, Standard House, Bonhill Street, London EC2A 4DA

Name .....

Address .....

.....

Post Code .....

Kent

High Performance

Cars

Sales and Servicing of Ferrari and Porsche

FERRARI 512 BB 1978. Box Reg. no. Red with magnolia leather and beige carpets. Only 16,600 miles with fully documented history. New clutch and exhaust. Probably the finest available **£225,000**
FERRARI 512 BBi 1982 (Y). Black with magnolia leather and cloth inserts and black carpets, 21,000 miles with FSH. Immaculate **£195,000**
FERRARI 246 GT 1971 (J). 30,000 recorded miles. Stored since 1975 and currently undergoing restoration by ourselves ..... **POA**
FERRARI 246 GT 1973 (CN). Red with black trim. Only 37,000 miles **£98,500**
FERRARI 328 GTS 1989 (F). Red with magnolia leather and red carpets, air conditioning, ABS. Delivery mileage ..... **POA**
FERRARI 308 GTB 1977 (R). Fibreglass model. Black with black leather and black carpets, 50,000 miles with FSH. Engine rebuilt with Sprint pack 1500 miles ago. Fitted with sports ex. Wired wheels. Deep front spoiler and air conditioning ..... **POA**
FERRARI 308 GTS 1978 (S). Red with black leather and black carpets, 36,000 miles, FSH, DFS, A/C, W/W Sports exh **£58,500**
FERRARI 308 GTB 1979 (T). Red with magnolia leather. A/C. DFS 16" wheels with P7 tyres. Sports ex. Only 21,000 miles. FSH **£57,995**
FERRARI 308 GTS 1980 (W). Red with magnolia leather. A/C. DFS TRX wheels & tyres. Sports ex. 49,000 miles **£54,995**
FERRARI 308 GTS 1979 (CN). Red with black leather, A/C, DFS, sports ex, 58,000 miles, FSH **£54,500**
FERRARI 308 GTS 1979 (T). Blue with black leather. A/C, W/W, 50,000 miles, FSH, sports ex **£53,995**
FERRARI 308 GTB 1978 (T). Red with red leather, DFS, A/C, 16" wheels, sports ex, 45,000 miles, FSH **£44,995**
FERRARI MONDIAL 8 CABRIOLET 1981 (X). Red with tan leather and black hood, specially converted, 46,000 miles, FSH, recent service and clutch **£34,500**
FERRARI MONDIAL 8 1981 (X). Red with magnolia leather, A/C, recent body renovation and perfect mechanically, 48,000 miles with FSH **£29,500**
FERRARI MONDIAL 8 1981 (X). Red with tan leather, A/C, 47,000 miles with FSH **£25,995**

We also offer full workshop facilities giving competitive rates for all aspects of mechanical work, especially tyres, clutches & servicing

KENT HIGH PERFORMANCE CARS LTD
UNIT 4, COLLINGWOOD INDUSTRIAL CENTRE, SUTTON VALENCE
MAIDSTONE, KENT ME17 3LS
Telephone: MAIDSTONE (0622) 843926 (2 lines)



1969 Ferrari 365 GT 2 + 2. Metallic Blue/Magnolia trim. ▶ Totally overhauled and retrimmed by Maranello Concessionaires. RHD.

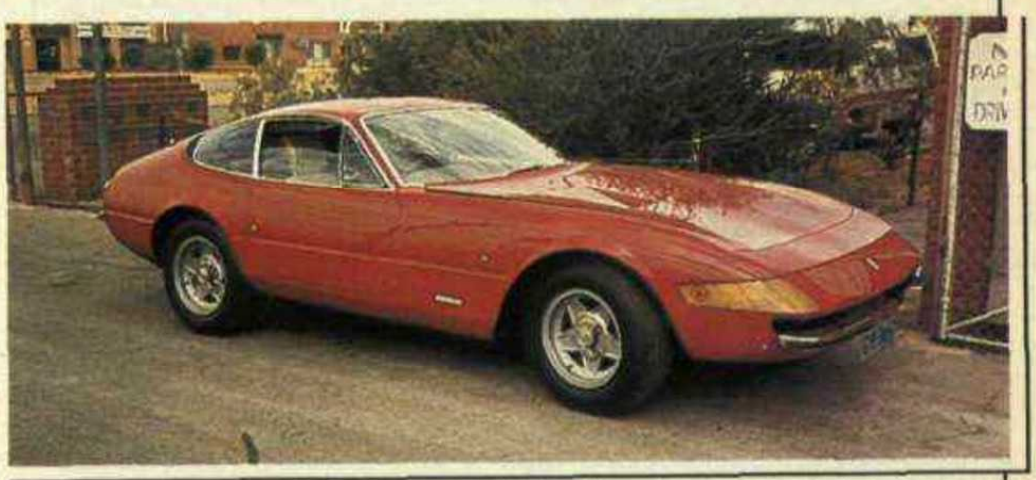
◀ **1971 Ferrari 365 GTB/4 Daytona.** Red/Black trim. Total rebuild to concours standard. RHD. 36,000 miles.





1973 Ferrari 365 GTB/4. Daytona Dark Red/Magnolia ▶ trim, 14,000 miles from new. RHD.

◀ **1964 Ferrari 250 GT Lusso.** Silver with Blue leather interior. Beautiful condition throughout. LHD.





1951 Jaguar XK120 Roadster. BRG with Light Green ▶ trim. Excellent documented competition history. RHD.

◀ **1955 Mercedes Benz 300 SL Gullwing.** Black with Tan interior. 55,000 miles recorded. Special 3:64 axle ratio. Superb condition. LHD.

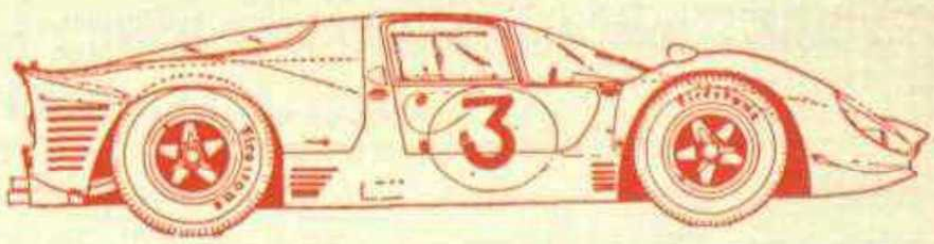


MICHAEL FISHER LTD

0990 872755. Fax 0990 872029
Mobile 0836 275613

We are anxious to acquire cars similar to the type advertised

(Viewing by appointment, please)



The Autodrome

Classic, Sports and Investment Automobile Specialists.

Below is a selection from our extensive and changing stock · including the largest selection of Aston Martins offered for sale in the world. They may all be viewed at our central London garage. It is preferable to phone prior to viewing.



ASTON MARTIN DB6 VOLANTE, engine rebuild, superb.



JAGUAR XK 120 ROADSTER, RHD, special equipment, superb.



MERCEDES 190 SL, 1960, jet black, black hide, superb.



ASTON MARTIN DB4 Series III. Left hand drive, Royal blue, red hide.

ASTON MARTIN

DB MK3 DROPHEAD, 1958, Deep blue grey, black hide.
DB4 SERIES 1, 1959, BRG, grey hide.
DB4 SERIES 3, 1961, Fiesta red, white hide.
DB4 SERIES 3, 1961, navy, red hide, LHD.
DB5, 1965, Kingfisher blue, tan hide.
DB5, 1965, Cobalt blue, tan hide.
DB6 VOLANTE, 1968, Sopwith blue, tan hide.
DB6 MK2 VANTAGE, 1971, Sierra blue, black hide.
V8, 1973, carb, Storm red, black hide.
V8, 1974, Jet black, magnolia hide, 1978 shape.
V8, 1975, blue, magnolia hide, low mileage.
V8, 1977, Celeste blue, navy hide, auto.
V8 OSCAR INDY, 1979, Midnight blue, magnolia hide.
V8 GT, 1980, Storm red, magnolia hide, auto.
V8 VOLANTE, 1980, manual, burgundy, magnolia hide, one owner, FSH

FERRARI

308 GTB CARBURETTER, 1979, original factory silver, red leather.
DINO 246GT, 1973, Rosso, black Daytona spec interior, low mileage.

JAGUAR

JAGUAR E-TYPE, 1964, SERIES 1 3.8 FIXED COUPE, Cobalt blue, biscuit hide.
JAGUAR E-TYPE 1965 SERIES 1 4.2, Jet black, JA Pearce racing special, full history, factory hardtop.
JAGUAR MKI, 2.4, BRG, tan hide, original specification.

OTHER GREAT MARQUES

AC ACE, 1958, Offenhauser race spec, must be seen.
TRIUMPH TR3A, Manual overdrive, navy/French blue.
FORD THUNDERBIRD, 1955, Peppermint, white interior.
LANCIA INTEGRALE, Black, 2100 miles.
MERCEDES 280SL, 1972, Full history, immaculate, LHD.
MERCEDES 190SL, 1960, black/new black hide.
MERCEDES 190SL, 1961, RHD, complete, to restore.
ALFA ROMEO MONTREAL, 1975, low mileage, right hand drive.

INSURANCE VALUATIONS

Servicing, Inspections, Insurance, Shipping, Garaging & Valuation service provided to clients specific requirements

Ledbury Mews West, London W11 2AE
Tel: 01-221-2077 Fax: 01-727-7750

FOR SALE — continued

MG 1933 K3 bodied, 'L' Magna 'Supercharged' 6 cylinder, fully rebuilt, pointed tail, still running-in, very quick, ideal for V.S.C.C. or hill climbs, expensive. (0903) 813355 (Trade). (956679

FIAT 500D, 19/9/67, 18,000 miles, never out in winter, one owner, medical reasons for sale, licence September, MoT April 1990, £1,000. (0224) 733390 after 7 p.m. (956775

ARNTZ COBRA REPLICA, dark blue, one owner, has covered 20,000 miles, Chevy 350 gives plenty of performance with style, £18,000. Telephone Mr. Barak on 0753 651812 (working hours) or 01-794 1331 (evenings/weekends). (956366

AUDI 100LS COUPÉ SPRINT, 1974, metallic brown, 105,000 miles, 2 owners only, v.g.c., 1 year MoT, good home required, offers invited. Tel: 082 581 3235 (Sussex). (956780

ORIGINAL RS2000, R reg., technical write-off, drivers side smash, still in running order, engine very fast, £1,000 o.v.n.o. Tel: 0841 540318 after 5.30 p.m. (956785

GTC SCIMITAR 1983, 2.8 manual o/drive, very rare, collectable, all factory extras including hard top, power steering, remote alarm, expensive hi-fi, stainless steel exhaust etc., s/history, excellent condition, taxed & tested, £7,995. Tel: 061 980 6543. (CC

FOR SALE — continued

URGENT ATTENTION ALL XJ 4.2 OWNERS — Fact 1 — 4.2 × 2 = 8.4. Fact 2 — We have available for transfer the Registration Number 34 XJ. For details call Distinctive Vehicle Registrations on 0429 861877. (956783

AST 723 M (Aston Martin) Registration Number available for transfer. For details call Distinctive Vehicle Registrations on 0429 861877. (956783

MORRIS ISIS F.H.C., 1935, MoT, good condition, plus 1934 saloon needing attention. Offers over £10,000. Telephone 0208 872695. (956671

AC COBRA 427 REPLICA in excellent condition, metallic blue with black leather interior, 440 Ci Magnum engine produces approx 485 bhp, gearbox 4-speed Hurst T38, MoT until October, low mileage with full service history, offers over £25,500. Telephone evenings only 01-630 9809. A great piece of machinery. (956673

TRIUMPH VITESSE CONVERTIBLE Mk2, overdrive, 1971, good condition, £2,750 o.n.o. Tel: St Cross 347 (098 682) Suffolk. (956674

FERRARI 308 GT4 DINO, 1977, 28,000 miles, full history, jet black, magnolia hide, private plate, wide wheels, A/C, stereo, recent service at main agents, belts etc., F.O.C. member, absolutely stunning, £35,000 o.n.o. 0425 277386 or 0425 273682. (CC4755

Carburetter Trouble?



WEBER, SOLEX, S.U., STROMBERG, PIERBURG, ZENITH, DELLORTO

CHRIS MONTAGUE CARBURETTER CO

Obsolete carbs restored

01-794 7766/7
380/2 Finchley Road, London NW2 2HP.

HOLIDAY IN STYLE
with total freedom

Hire one of our luxury Mercedes Diesel Motorhomes and enjoy the freedom of the open road both in the UK and on the continent.



NADAS
061-928 7430

J P Exhausts

Stainless Steel Systems In 18/8 Austenitic Stainless Steel

Club Members 10% discount

We manufacture stainless steel exhaust systems and fit them here in Macclesfield or we can deliver them to your door. Our systems are guaranteed for the life of the car. If you want a trouble free system contact

JP — THE SPECIALISTS

J.P. Exhausts, Old School House, Brook Street, Macclesfield, Cheshire SK11 7AW.
Tel: Macclesfield (0625) 619916

VISITORS BY APPOINTMENT PLEASE

EUREKA
COLLECTORS AUTOMOBILES

TRANSPORT DELIVERY SHIPPING

OFFERS FROM STOCK

1956 AC 'ACE'. LHD, 16" wires, fitted V8 Corvette engine (less than ½ price at) **£29,750**

1966/7 AUSTIN HEALEY 3000 MkIII PH2. LHD, o/drive, wires etc., choice of two from **£11,750**

1968 MGC ROADSTER. LHD, virtually rust-free, w/wheels, excellent value **£3,750**

1952 MERCEDES BENZ 220B CABRIOLET. LHD, complete running order, needing mild/easy restoration **£18,500**

1971 MERCEDES BENZ 3.5 CONVERTIBLE. One owner from new, 32,000 miles, probably the finest in existence unrepeatable **£87,500**

1979 VW BEETLE CABRIOLET. LHD, 1 owner, 22,000 miles. Mint, original car **£10,995**

MERCEDES BENZ 220/250/280SE COUPÉS. Converted into Cabriolets/ Convertibles **£14,000**

PHONE (0695) 77644 8am-5pm

THE SLAUGHTERHOUSE, HARDACRE STREET, ORMSKIRK L39 2XD, LANCASHIRE, ENGLAND.

TELEX 627631 FAX (0695) 79179

RIMMER BROS
SPECIALISTS IN NEW & USED SPARES

FAST MAIL ORDER IF REQUIRED • BEST PRICES, INSTANT AVAILABILITY & VAST STOCKS • RING NOW WITH YOUR PART ENQUIRY

TRY US FOR SPARES FIRST



STAG & TR7/8 FULL COLOUR CATALOGUES FULL OF ILLUSTRATION AND PART NUMBERS FREE TO ALL OWNERS. ALSO TR6 SPRINT & SPITFIRE PRICE LISTS AVAILABLE. FOR ANY OF OUR CATALOGUES OR PRICE LISTS SEND S.A.E. TO OR TEL (0522) 791965

HOTLINE 0522 791965

RIMMER BROTHERS LIMITED
Triumph House, 115 Lincoln Road, Branston, Lincoln LN4 1PX
Telephone (0522) 791965 (6 lines) Fax (0522) 794118 Telex 56362 RIMBRO

420 SE

1987 (D) Metallic blue, magnolia hide, black hood, PAS, special stereo, SEAC front, 9,000 miles **£19,250**

400 SE

1989 (F) Mica, red met, doeskin half hide, Wilton carpet, 1,000 miles **£25,600**

390 SE

1988 (E) S/2 Convertible, dark blue, magnolia half hide, PAS, 3,000 miles **£22,950**

1987 (E) S/1 Convertible, claret metallic, grey hide, PAS, OZ wheels, 2 owners, 8,000 miles **£20,995**

350i

1989 (F) S/2 Convertible, Rose Quartz, mulberry half hide, PAS, Wilton, 1,500 miles **£19,250**

1989 (F) S/2 Convertible, white, grey half hide, PAS, air cond, 2,000 miles **£18,950**

1988 (E) S/2 Convertible, black, grey half hide, PAS, 30,000 miles **£16,450**

1987 (E) S/2 Coupe, mist blue, magnolia hide, PAS, air con, 1 owner, 2,000 miles **£15,950**

1987 (D) S/2 Convertible, black, biscuit half hide, 12,000 miles **£16,350**

1986 (C) S/2 Convertible, dark blue met, mag hide, A frame, 28,000 miles **£15,600**

1984 (A) S/1 Convertible, metallic gold, peat trim, 22,000 miles **£11,550**

1984 (A) Coupe, Sapphire blue, blue half hide, 80,000 miles **£8,750**

TVR S

1989 (F) 2.9 Convertible, metallic red, grey half hide, mohair roof, 6,000 miles **£15,750**

1988 (E) 2.8 Convertible, BRG, mag trim, mohair roof, Wilton, 5,000 miles **£13,450**

280i's

1982 (X) S/2 Coupe, white, blue interior, auto, sunroof, coded wheels, 50,000 miles **£7,450**

PERFORMANCE ALL ROUND

The TVR Centre is the UK's largest TVR dealership. We always keep an extensive range of new and used models, and we've got the largest stock of parts and accessories outside the TVR factory itself. In addition to routine servicing we can offer retrimming facilities, vandal damage repairs, engine/suspension modifications, crash repairs, collection/recovery service, hire car facilities, TVR regalia . . . in fact anything for your TVR!

Remember we only deal in TVR's and collectively have over 40 years experience.

THE TVR CENTRE
Barnet Road, Arkley, Barnet, Herts
Telephone **01 440 6666** (sales)
01 449 4939 (service/parts)
0836 693513 (mobile buyer)

GILES COOPER LIMITED

TVR

WERNER OSWALD Ltd

Collectors Cars & Parts

Tel. Stafford (0785) 665577 — 8-9 a.m. or 6-9 p.m.



1973 GRD F2 Chassis 273-077. Completely restored by Peter Denty. Eligible for European Historic Racing **£30,000**

1968 Mirage Chassis M2/300/01. 1970 Automotive Teamcar, Gurney Eagle Ford engine, Gulf colours. The ideal car for supersports racing. ..... **P.O.A.**

1939 Maserati 4CL. The Johnny Wakefield car and the most successful of all the 4CL Maseratis. Loc. Switzerland ..... **P.O.A.**

1932 Alfa Romeo 8C 2300 Monza. This car has been converted from a long chassis model. Location Switzerland ..... **P.O.A.**

1932 Alfa Romeo 8C 2300. Long chassis 2 seater roadster, a superb car in concours condition, loc. Switzerland ..... **P.O.A.**

1938 AC Drophead Coupé. In sound and usable condition, looks like a Derby Bentley **£25,000**

1986 Audi Sports Quatro. One of 205 with the rare aloyblock! One owner, 30,000 km, as new, loc. Switzerland **£80,000**

1939 Jensen Straight Eight. 4250cc, 4-door Saloon, needs restoration, but absolutely complete, Reg. FON 36 ..... **£12,000**

1934S Singer Le Mans 9hp Sports. A concours restoration to the highest standards. Red/black **£15,000**

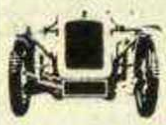
1968 Reliant Scimitar Coupé. 3lt V6, good condition, would benefit from a respray **£2,000**

MGB V8 Engine. Reconditioned with correct carbs and manifolds **£700**

1966 AC Cobra 289 MkIII. Silver, 27,000 miles, in superb condition, loc Switzerland but fully registered in the UK **£180,000**

1937 Frazer Nash TT Replica Special. Bristol engine, good condition, ideal for this year's Nash Raid **£40,000**

1930 MG M-type **£2,500**
1934 BOX SALOON **£3,950**
1934 AUSTIN 7 VAN **£5,450**
1931 ALVIS 12/50 ..... **£25,000**



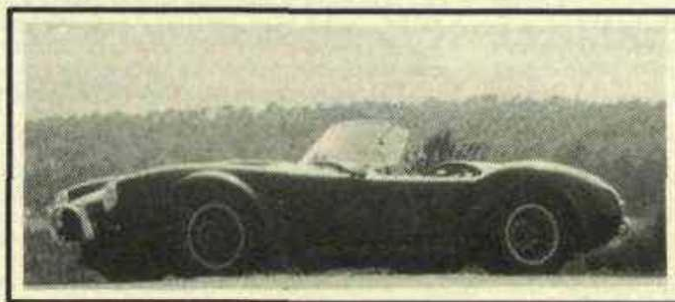
Hampshire Sevens
UNIT 2
SOUTHLANDS
OAKHANGER, HANTS.
04203/7775
0730 65742 EVES
or MOBILE 0860 834070

HAMPSHIRE, St Mary Bourne

A spacious detached period cottage in a lovely garden. Study/hall, sitting room, dining room, kitchen/breakfast room, 4 bedrooms, bathroom, shower/cloakroom. Central heating. About 700 sq ft outbuilding providing garaging and workshop.

£295,000

GA Town & Country, Andover
Tel: (0264) 57433



ARNTZ COBRA

Replica, dark blue, one owner, has covered 20,000 miles, Chevy 350, gives plenty of performance with style.

£18,000

Tel: Mr BARAK on 0753 651 812 (work) or 01-794 1331 (eves/w/ends)



KOUGAR 3.8 JAGUAR SPORTS

Built by Kougar Cars. Red with black leather, overdrive box, limited slip differential. Full rose jointed front suspension, demountable roll-bar, hood, sidescreens, tonneau, compomotive wheels.
Professionally maintained and serviced, only 3,000 miles from new, never raced. A very serious motor car!

CONTACT: S. HICKMAN

Day 0703-620031
Eve 0264-57497

PAUL BROOK

CLASSIC and VINTAGE

The widest choice at highly competitive prices

UPHOLSTERY MATERIALS TRIMS, PIPINGS
(cloths, hooding, carpet, door trim etc.)

RUBBER & SPONGE MOULDINGS & WINDOW CHANNELS

ACCESSORIES & NUMBER PLATES

COACHFITTINGS & ELECTRICAL ITEMS

All you need for vehicle restoration — fully listed in our catalogue, £1 UK, £2 Europe, £3 (or equivalent bills) elsewhere, post paid.

PROMPT MAIL ORDER DESPATCHES — CALLERS WELCOME during office hours

Credit Card Orders Accepted
VINTAGE SUPPLIES (MS)
Folgate Road
North Walsham, Norfolk NR28 0AJ
Tel: North Walsham (0692) 406343

RESTORATION SALES & SPARES

HARPERS

Tel: Kings Langley
(09277) 60299
FAX: (09277) 64813
Roger Davis 01-441 0904



MORGANS FOR SALE

MORGAN +4 SEATER 1987. Corsa Red, tan leather interior, wire wheels, wings off repaint, cuprinol woodframe, CVH 5 speed, 14,000 miles, colour coded hood & tonneau. Superb. **£14,500**

MORGAN 4/4 2 SEATER 1980. Imperial Crimson with black interior, wire wheels, 34,000 miles. Supplied by Harpers 18 months ago. **£9,950**

MORGAN 4/4 2 SEATER 1979. Signal Red with black interior, wire wheels, 24,000 miles, stainless steel exhaust & manifold. Morgan wings off respray 2 years ago, exceptional condition. **£11,950**

MORGAN 4/4 2 SEATER 1972. Rosso Red with black interior, chrome wire wheels, Lotus Twin Cam engine, completely rebuilt with new woodwork & aluminium panels, wings off repaint. **£8,950**

MORGAN 4/4 4 SEATER 1981. *Indigo blue with black interior, chrome wire wheels, walnut dashboard, Moto Lita* woodrim steering wheel, 20,000 miles, personalised number plate. Superb condition. **£12,750**

MORGAN 4/4 4 SEATER 1976. Royal Ivory with black leather interior, disc wheels, very good condition, 18,000 recorded miles. Supplied by Harpers 12 months ago. **£7,950**

MORGAN +4 DROP HEAD COUPE 1959. Two tone Brown & Cream, red leather interior, wire wheels, LHD, drives well and is in useable condition. (Ideal for Morgan enthusiast who wants a car to work on). **£10,000**

WE WILL BUY YOUR MORGAN

MORGAN SPARES TO CLEAR

4/4 Roll bar (Safety Devices) £100; +8 Scuttle Roll Bar (Powder coated) £60; +8 Alloy rear panel (not flanged) £40; +8 Rear wings in steel (1 pair) £100; +8 5 speed twin downpipes (per pair) £40; 4/4 Exhaust manifold (1600 X-flow) mild steel £75; +8 Front chassis frame (powdercoated) £100; 2 seater side screens second hand (per pair) £40; 2 seater luggage rack chrome plated £40; 2 seater luggage rack powder coated £40.

THE BOTHY, ESSEX LANE, HUNTON BRIDGE, KINGS LANGLEY, HERTS. WD4 8PN

TALACREST LIMITED

Classic Marque Holdings

FERRARI 330 GT 2+2 Mk2. Blue/blue leather interior, 31,000 miles, car has been restored. 1965, mint condition, RHD.

FERRARI 330 GTC. Giallo Fly Yellow, 60,000 miles, 2 owner car, very nice, Reg. No. YOX 2, RHD. Reg. No. "330 GTC" also available.

FERRARI 250 LUSSO. Silver/black interior, 53,000 kms, very original, needs paint but mechanically sound, 1964, LHD.

FERRARI 365 GTC/4 CAM. Silver blue/black interior, 42,000 miles, beautiful, mint car, 1972, RHD.

FERRARI 365 BOXER. Red over black, 46,000 miles, excellent condition, RHD.

FERRARI 365 GT 2+2. 1970, superfast shape, blue/black interior, very good condition, with service history, RHD.

FERRARI 246 GT. 1970 Motor show car, silver/blue interior, 43,000 miles, with service history, RHD, very important car, one of two unveiled at Motor show.

FERRARI 365 GTB/4 DAYTONA. Undergoing total restoration at Maranello, ready May 1989, red/tan interior, 40,000 miles, 1970, RHD.

FERRARI 250 LUSSO. 1964, silver/black interior, mint car, 32,000 miles, this car is very sought after, RHD.

FERRARI 365 GTB/4 DAYTONA SPYDER. 30,000 miles, restored car, red/black interior, lovely condition, RHD.

WE WILL BUY ANY FERRARIS — IMMEDIATE FUNDS AVAILABLE

For details contact:

0990 24249
0990 291321
0836 712798 (MOBILE)
0860 417334 (MOBILE)

HENDON WAY MOTORS

1964 AC COBRA MkII 289. Burgundy. 39,000 miles.
1962 AC COBRA Mkl 289. Red
1988 LOTUS ESPRIT TURBO. Red, 1,200 miles. A/C, S/R, full leather.
1984 (SERIES) LOTUS ESPRIT TURBO. Blue, 26,000 miles.
1985 LOTUS ESPRIT S3. Blue, 29,000 miles.
1988 MORGAN PLUS 8. Black, delivery mileage.
1983 MORGAN PLUS 8. Burgundy, 45,000 miles.
1989 FERRARI TESTAROSSA. Red, 200 miles.
1987 FERRARI TESTAROSSA. Red, 8,000 miles.
1984 FERRARI BOXER 512 BBi. Burgundy, 18,000 miles.
1984 FERRARI BOXER 512 BBi. Black, 21,000 miles.
1974 FERRARI BOXER 365 GT4 BERLINETTA. Black, 19,000 miles.
1985 FERRARI 308 GTS. Red, 27,000 miles.
1983 FERRARI 308 GTS. Blue, 32,000 miles.
1984 FERRARI MONDIAL QV. Black, 26,000 miles.
1983 FERRARI MONDIAL QV. Blue, 49,000 miles.
1983 FERRARI 308 GTB. Blue, 41,000 miles.
1982 FERRARI 308 GTSi. Red, 42,000 miles.
1981 FERRARI 308 GTB. Black, 22,000 miles.
1981 FERRARI 308 GTB. Red, 23,000 miles.
1980 (SERIES) 308 GTB. Red, 56,000 miles.
1976 FERRARI 308 GTB. Fibreglass, Maranello Challenge cup winner 2 years running.
1980 FERRARI 308 GT4. Red, 41,000 miles
1978 FERRARI 308 GT4. Red, 45,000 miles.

ESTABLISHED 1952

1973 FERRARI DINO 246 GT. Yellow, 41,000 miles.
1966 FERRARI 330 GT 2+2 MkII. Blue, 57,000 miles.
1983 LAMBORGHINI COUNTACH 5000 S. RHD, white, 8,000 miles.
1976 LAMBORGHINI URR4CO. Red, 22,000 miles only.
1973 JAGUAR E-TYPE ROADSTER. Red, 34,000 miles.
1972 JAGUAR E TYPE ROADSTER. Red, 41,000 miles.
1972 JAGUAR E-TYPE 2 + 2 Auto. Navy, 34,000 miles, personalised No.
1965 JAGUAR E-TYPE 4.2 FHC 2 Seater. Red.
1988 PORSCHE 911 TURBO. Red, 12,000 miles.
1987 PORSCHE 911 TURBO. Blue, 3,000 miles.
1988 (SERIES) PORSCHE 911 CARRERA SPORT TARGA. Venetian blue, 6,000 miles.
1988 PORSCHE 911 CARRERA SPORT COUPE. White 5,000 miles.
1988 PORSCHE 911 CARRERA SPORT COUPE. Red, 9,000 miles.
1986 PORSCHE 911 CARRERA SPORT CABRIOLET. Prussian blue, 35,000 miles.
1986 PORSCHE 911 CARRERA COUPE. White, 36,000 miles.
1987 PORSCHE 911 CARRERA SUPERSPORT TARGA. Red, 20,000 miles.
PORSCHE 911 CARRERA SUPERSPORT. White, 17,000 miles.
1985 PORSCHE 911 CARRERA SPORT COUPE. Iris blue, 31,000 miles.
1984 PORSCHE 911 CARRERA SPORT CABRIOLET. Red, 39,000 miles.

1985 (SERIES) PORSCHE 911 CARRERA SPORT TARGA. Chiffon, 46,000 miles.
1985 (SERIES) PORSCHE 911 CARRERA SPORT TARGA. Red, 46,000 miles.
1984 PORSCHE 911 CARRERA SPORT COUPE. Red, 42,000 miles.
1984 PORSCHE 911 CARRERA SPORT COUPE. White, 32,000 miles.
1983 PORSCHE 911 SC SPORT TARGA. Red, 58,000 miles.
1983 PORSCHE 911 SC SPORT COUPE. Chiffon, 59,000 miles.
1979 PORSCHE 911 SC SPORT TARGA. Blue, 89,000 miles.
1987 PORSCHE 928 S4. Black, 15,000 miles.
1987 PORSCHE 928 S4. Cassis red, 12,000 miles.
1986 PORSCHE 928 S2. Auto, Prussian blue, 35,000 miles, 1 owner.
1985 PORSCHE 928 S2 AUTO. Prussian blue, 41,000 miles.
1963 BENTLEY S3 4 DOOR SALOON. Blue/silver.
1936 BENTLEY 4¼ Pillarless Coupe. Gurney Nutting, navy, sunroof, very original, full history.
1987 VW GOLF GTi CONVERTIBLE. Dark blue, 14,000 miles.
1975 LANCIA STRATOS. 1 owner.
1980 (SERIES) ASTON MARTIN V8 OSCA INDIA. Met blue, 57,000 miles.
1986 (SERIES) BMW 320i. Met grey, 29,000 miles.
1988 MINI MAYFAIR. Black, 1,100 miles.

393-395 Hendon Way London NW4 3LP. Telephone 01-202 8011/2

FOR SALE — continued

PORSCHE 2.7 911S TARGA, 1975, rebuilt engine and new clutch. A very well cared for car, white and looks superb, £10,450. (0705) 253307 evenings and weekends. (956676
DE-TOMASO GTS, 1975, RHD, Group 5 factory bodykit, uprated engine and suspension, Boxer/Countach performance and looks, superb condition, £25,000. Telephone (0932) 853085/786819 (Trade). (PF
PORSCHE 356 SC, 1964, LHD, recent engine re-build, some more work required to return to concours condition, £8,000. For further details telephone (0342) 313405. (CC4381
DINO 206 Fiat Bertone Coupé. Quite outstanding, white/tan leather, Ferrari Dino V6 unit/5-speed box, Campagnola alloys, LHD, 1968. Rare Italian classic, £14,500. Tel: 0836 509417 or 0799 84347. (956828
CATERHAM/LOTUS 7. For sale. Call for details of stock. Wanted: any 7 considered, top cash price paid. Tel: 01-669 7386 (Trade). (952278
1969 MINI COOPER, rare engine, very fast, very competitive, 9 months MoT, blue/white roof, rebuilt with late type body (no write off), vgc, no rust, £950 ono. 0895 33039. (956793.
MG BGT 1800, 1979, black, f/sunroof, MoT & tax, showroom condition, £2,600 o.n.o. Tel: 01-646 4911. (CC
VOLVO P1800S COUPÉ. Graphite silver/black leather. Really excellent condition, low mileage, chrome wires plus original steel wheels, 1970, £5,850. Tel: 0836 509417 or 0799 84347. (956828
PININFARINA FIAT 130 Coupé, mechanically excellent, silver/russet, steel sunroof, design masterpiece. Citroen 2CV Van, 1969, rare washboard bonnet and roof rack, movie star. Tel: 01-995 9577. (956214
ROLLS ROYCE AND BENTLEY — John Fletcher offers an enthusiastic brokerage service for private like minded people wishing to buy or sell. Tel: 0684 73333. Mobile 0860 742100. Fax 0684 72779. (221614

FOR SALE — continued

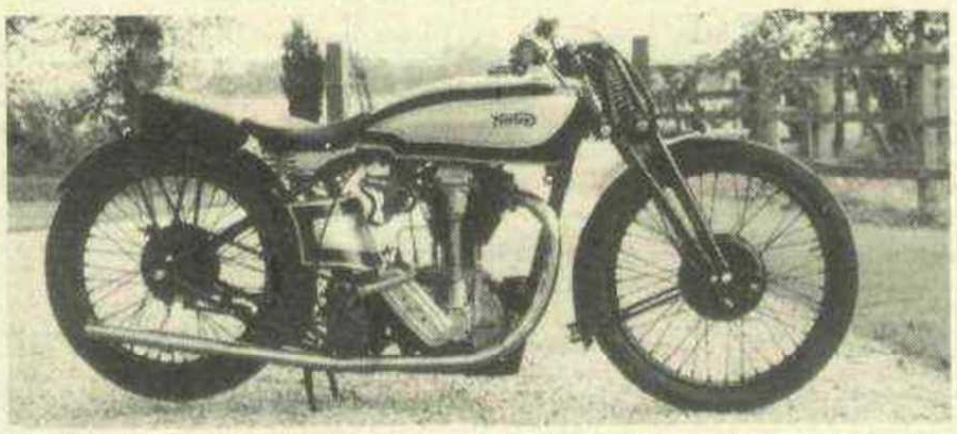
MORRIS MINI COOPER MkII, 998cc, April 1968, only 18,500 miles by one owner, perfect untouched condition in Snowberry white with black roof, all service records, spare wheel unused, will be featured at the National Classic Car Show, NEC, 29th June/1st May on central display '30 years of the Mini'. Telephone Sixties Cars on 0633 430034. (232145
TR6 2.5. Exceptional one owner California Car in Pimento red/black trim,. Factory hard/soft tops, wire wheels etc. Concours condition, 1972, £9,500. Tel: 0836 509417 or 0799 84347. (956828
BENTLEY CONTINENTAL WANTED. Fastback preferred, not for resale. Please telephone 01-500 2318 evenings. (956602
JENSEN INTERCEPTOR MkIII, 1973, classic original Havana brown, cream leather, year's MoT, F.S.H., low mileage, £3,000 spent in last year, must be seen, £10,950 including private No. plate. 01-798 8211. (CC
FERRARI 365 GT4 Farina Coupé, outstanding condition, Rosso Corsa/Tan leather, V12 Daytona 350bhp unit/5-speed box, Campagnolas, air con, 1975. Good investment at £34,000. Tel: 0836 509417 or 0799 84347. (956828
CATERHAM 7 unregistered 1700 Supersprint, long cockpit, black and aluminium, full weather equipment, many extras, £10,495. 0435 882 691. (CC4756
ALFA-ROMEO GUILIA 1600 SPYDER, very rare, most attractive Duetto predecessor, exceptionally sound, Racing red, 5-speed etc., 1963, £12,500. Tel: 0836 509417 or 0799 84347. (956828
BENTLEY Mk6, 1951, silver/grey with blue interior, very good general condition, drives well, last 4¼ built, £12,500. (0932) 222591. (CC4754
MG METRO TURBO, unmarked 1988 hatchback, Targa red, only 5,000 miles, alloys, sunroof, centre locking, £8,500 car for £5,750, exchange Classic Car. Tel: 0836 509417 or 0799 84347. (956828

FOR SALE — continued

TVR 3000M, 1973, present owner 14 years, used only in summer, 41,000 miles, taxed/tested, very sound and original, £4,700 o.n.o. Telephone 05643 3613. (CC4757
MGB GT V8, red with black interior, chrome bumper, rear spax, 1975 (N), taxed, garaged, £4,950 o.n.o. 01-221 2285. (CC4759
AUSTIN SPORTS TWENTY Tourer, 1923, one of only two remaining out of 53, factory produced high performance versions, very lively performer with high cruising speed, excellent condition following total rebuild by expert in the marque. Serious enquiries to Christchurch, New Zealand 882278. (CC4758
HUMBER 8/18 2 seater and Dickey 1924, and Citroen B14 2 seater and Dickey 1927. Both original and correct. Private collection. Please telephone for details: 0789 69541 (Stratford Upon Avon). (CC4770
ALVIS, 1936, 4.3, comprehensive kit of parts for complete car or special. Nottingham 3128528. (CC4760
VW 16V SCIROCCO injection Coupé, Graphite/grey cloth, sunroof, alloys, Blaupunkt, rare RHD 1987 D registered model, 20,000 miles only, £14,000 car for only £8,850 or exchange Classic Car. Tel: 0836 509417 or 0799 84347. (956828
JAGUAR D-TYPE REPLICA (LR), superbly constructed and finished in Ecurrie Ecosse dark metallic blue, 4.2 litre E-Type spec engine, XJ6 overdrive gearbox, tax, MoT, virtually unused and totally immaculate, £16,500. Windsor (0753) 869055 days, 860722 evenings. (CC4761
ROVER 827SLi. Unmarked 1988 car, Diamond white/beige cloth, ABS, 5-speed, alloys, electric sunroof, remote locking etc., £23,000+ car, only £13,650 or exchange Classic Car. Tel: 0836 509417 or 0799 84347. (956828
PORSCHE 911 2.7 COUPÉ, 1974/75, F.S.H. titled 1st owner, prestine condition throughout, valued at £11,000 plus. £10,499. 0484 607150. (CC4769

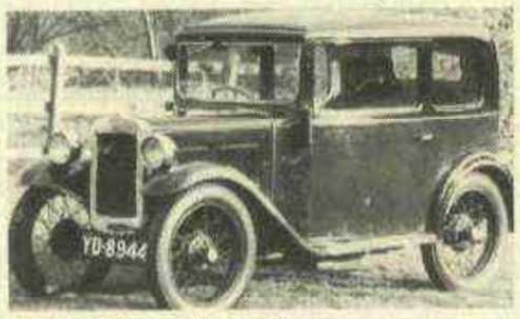
FOR SALE — continued

AUSTIN MINI COOPER 1275, 'S' racing specification includes 120bhp, AP limited slip differential, straight cut close ratio gearbox, competition clutch, lowered and negative cambered suspension, lightened bodywork, aluminium rear bulkhead, fibreglass boot, bonnet, doors. Includes purpose-built high speed trailer and sundrie spares. Garaged from 1972 until recently. Sensible offers to: W.D. Felton, 0892 511522. (CC4771.
1954 DELLOW 2B, original condition 100E, 4.7 diff, tax/MoT, £5,250. Telephone 01-908 2000. (CC4768
LOTUS ESPRIT SIII, X reg., 43,000 miles, 500 miles, since total engine rebuild, steering, brakes, springs, clutch and electrics replaced 6 months by authorised main agent, BBS wheels, navy blue, £9,750. 0799 30254 (John). (CC4767
AUSTIN 7 ULSTER REPLICA, 1927, unfinished project, many spares including engine/gearbox, £5,000 o.n.o. 0530 222408. (CC
FERRARI FIBREGLASS 308 GTB, 40,000 miles, private sale, P.O.A. Telephone Mr. Raven on 0858 880011. (CC4752
MANGUSTA. Superb Giugiaro-designed coupé, only 50 built by Ghia on De Tomaso 5-litre mid-engined chassis. Unmarked Rosso Corsa, close-ration 5-speed, wide Campagnolas etc. Rare and very rapid Italian Supercar Classic, 1972. Good investment at £32,500. Tel: 0836 509417 or 0799 84347. (956828
ALFA SPIDER VELOCE 2000 Injection, 1983, LHD, choice of two, red/tan leather, black/tan leather, superb rust-free examples in immaculate condition, £7,950. (0293) 771176 or 0860 648449. (CC
AUSTIN HEALEY 100/4 BNI, 1953, LHD, green, wire wheels, this car is in excellent condition with only two owners from new, £8,500. Also 3000 MkIII, 1967, LHD, good original car in BRG that needs some restoration, £7,500. (0565) 52713. Fax (0565) 50986. (CC4751



RACING OVERHEAD CAMSHAFT 500CC INTERNATIONAL NORTON. CIRCA 1934. Bronze head, beautifully restored.
FERRARI 512 B.B. 1978
VINCENT RAPIDE 1000cc. 1948
MIKE HAILWOOD REPLICA DUCATI 900cc. 1981
TRIUMPH TIGER CUB (TRIALS MODEL) 200cc. One of only one hundred hand made. 1963
FERRARI'S AND INTERESTING RACING MOTOR BIKES WANTED FOR CASH
GERRY STONHILL (0865) 891056

20th May, Near Banbury



1934 Austin 7 from a private collection

Sale of Collectors' Cars, Motorcycles, Stationery Engines, Transport Memorabilia, Parts etc.

Further Entries invited

HOLLOWAY'S, AUCTIONEERS,
49 PARSONS STREET, BANBURY, OXON, OX16 8PF
TEL: (0295) 53197

NATIONWIDE SERVICE FOR ENTHUSIASTS, COLLECTORS, EXPATRIOTS, DIPLOMATS, INVESTORS, INTERNATIONAL TRAVELLERS, ANYONE!

CAR STORAGE +

CONSTANT MAINTENANCE PROGRAMMES, TRANSPORTATION, INSURANCE, AIRPORT COLLECTIONS, SHIPPING, ANYTHING!
CARBANK LTD, GROVE HOUSE, ELMGROVE LANE, STEYNING, SUSSEX BN4 3SA. Tel: 0903 815883. Fax: 0273 779192. Telex: 877159 BHVTXS G.

WANTED

WANTED — Old motoring literature, American model tin cars, 1950s & 60s by Bandai, Marusan, Alps, Yonezawa — also 1950s 78 r.p.m. rock 'n' roll records. Les Wilson, Woodvine Cottage, 52 Manchester Road, Astley, Manchester M29 7EJ. Tel: (0942) 893632

WANTED — American model cars, 1950 & 60s, tin models by Bandai, Marusan, Yonezawa, Alps & other Japanese makes. Good prices paid for excellent boxed examples. Also tin toy robots & space craft, same period. Les Wilson, Woodvine Cottage, 52 Manchester Road, Astley, Manchester M29 7EJ. Tel: (0942) 893632

WANTED — Aston Martin DB4/5 or 6, with manual gearobx. AMOC member, any condition considered. (0932) 853085/786819 (Trade). (CC

ALVIS WANTED. Pre-war tourer or drophead preferred, but any model considered, immediate discussion and cash. Tel: (0582) 576036. (952372

WANTED! USA purchaser requires any old or interesting Ferraris, Rolls Royce & Bentley. Age, condition and location unimportant! Best payment! Tel: 01-385 1805. (935530A

1920/40 TOURER/DROPHEAD WANTED, preferably large Lagonda, Sunbeam, Alvis, Vauxhall etc. Shabby condition acceptable, good preferred. Tel: 0926 613566. (954554

1945/62 SPORTS CAR WANTED, eg Daimler, Nash, Healey, AC etc. Good original condition essential. Tel: 01-737 3861. (954554

BENTLEY 3 LITRE OR SPEED 6 sports, running condition please. "Quoins", Javis Lane, Steyning, Sussex. Tel: (0903) 813355 (trade). (949669

RACING CARS. Do you have a race car (1920-1966) which you are considering selling? I would like to put a quality collection together of unusual, rare and historic vehicles. If you can help, call (0836) 238735 (daytime) or (0206) 263377 (evenings/weekends). (955099

SINGLE SEAT RACING CAR from 1920-1975 sought for collection. Condition unimportant, race history documentation an advantage. Please call with details (0206) 263377 (home) or (0836) 238735 (office). (955099

'OLD BARN' COLLECTION WANTED. If your barn contains any Jaguar, Rolls, Bentley, Aston Martin, Lagonda, Maserati, Ferrari, Lamborghini, Bugatti (or incomplete project or race cars) please call (0836) 238735 anytime or home Nayland 263377. Thankyou. (955099

AUSTIN 7 CHUMMY, urgent, body should be good, mechanics not important. Contact Tony Martin (D)0256 24444 ext. 255 (E)0932 872619. (CC

WANTED — Lea-Francis P-Type, anything from handbrake to complete car (prefer tourer). Tel: 0606 77988. (956787

£50 PLUS PAID for genuine Stanpart or BL R/H outer sill for Triumph TR4/4A/5/6, PT No. 850282 (or pair). Collect anywhere. (0246) 866186. (956784

HR6 1500 standard body or aero. Rebuild considered. 061 486 0181. (PF

MGA TWIN CAM ROADSTER, prefer UK car, no rubbish please. 056 587 2143 evenings/weekends. (PF

AUSTIN 7 CHUMMY sought by private purchaser, must be in good original condition, and of year £1925 or 1926. Please telephone 0924 473552 (Yorkshire). Thankyou. (956670

WANTED — Sports cars and Sports saloons, the very best prices paid for the right cars, cash or bankers draft. HP settled, will collect anywhere. Tony Gilbert Cars, Leamington Road, Ryton-on Dunsmore, Nr Coventry, Warwickshire. Tel: (0203) 303062. (228171

BRISTOL 400 or 401, must be a good car. 061 962 5126. (PF

LOTUS ELITE (Climax Series I or II), without engine or gearbox considered. 056 587 2143 evenings/weekends. (PF

AUTOCOURSE WANTED, 1959 to 1974/75, some early magazines for exchange or sell. Tel. 01-698 7707 daytime. (CC4766

WANTED — Motor racing books, particularly collecting Autocourse & Automobile Year, copies available for sale or exchange. Tel: Buckingham (0280)816632. (CC4306

BENTLEY or ROLLS ROYCE wanted urgently. Any condition, age or model. Can collect, prompt personal service. Telephone daytime 01-761 1155 or evenings/weekends 0959 64879. (231272

ALVIS SPEED 25 or 4.3 engine wanted. Nottingham 3128528. (CC4760

WANTED — MODELS and toys of sports and racing cars, particularly Ferrari. Wholey, Martin Croft, Church Street, Henfield, Sussex. 0273 494494. (956791

WANTED — continued

WANTED — VINCENT and any important classic or racing motorcycles, buyer calls. Also wanted: Lotus 7, Caterham 7, buyer calls. 0288 55038 or 55976, Fax 0288 55348. (CC

VINTAGE and THOROUGHBRED CAR magazine, February 1953 or set. Other motoring magazines/books wanted. 'Hillside', Marshalls Heath Lane, Wheathampstead, AL4 8HS. (956640

DUTCH MUSEUM buys rare and very old motor cars. Prefer 1900-1920 and also open vehicles. Anything considered. Send photograph, details and price to PO Box 198, Eindhoven, 56000AD, Netherlands. ((200055

MYSTER MORGAN BUYER IS BACK. He tries his hardest, travels furthest, pays most. Tel: 01-431 3120 or Mobile (0836) 209800. (208892

PRE-WAR CAR or rolling chassis wanted — Roesch Talbot, Bentley, Lagonda, Alvis etc. 0543 263922 evenings/weekends. (956212

MOTOR RACING BOOKS WANTED, Grand Prix titles, driver biographies, 'Autocourse' annuals, many other titles wanted, large or small collection considered, will travel to view. Terry Wills, Marybrook Street, Berkeley, Gloucestershire. Telephone 0453 810524. (CC

MISCELLANEOUS

FOUND RECENTLY — Recordings made 20 years ago of S.C.H. Davis (Sammy) telling 'The Bentley Legend' and David Scott-Moncrieff (Bunty) 'Talking Rolls-Royces'. Double-sided cassette now available, £7 each inc P&P. C.W.O. G.W.V. Marshall, 3, Entrance 1, Broadway Park, Petersfield GU31 4LX. (956320

MOTOR CLUB BADGES for sale. Send S.A.E. for list. 'Toronto House', Mayfield Grove, Harrogate, Yorkshire. (956597

MOTOR RACING ART & memorabilia wanted urgently. Race posters, paintings, sculpture, autographs, photographs, medals, badges, literature etc. Top prices paid. Write to 'Thackwells', P.O. Box 22, Twyford, Reading, Berks RG10 9AA. Tel: 062 882 5658 (24hr service). (956594

MOTOR SPORT 1956-81, Sports Car and Lotus Owner 1956-66, Autosport 1957-64. Pristine condition, offers. Buyer collects. Choreywood, Herts (09278) 4811. (956618

JOHN KNOWLES for rare, interesting and out of print motoring books. Please note new address: Brick Kiln Farm, Hingham Road, Great Ellingham, Nr. Attleborough, Norfolk NR17 1JE. (0953) 452257. (956644

GRIFFIN BOOKS. New Spring Lists of rare & secondhand Motoring or Aviation books now out. SAE please (28p for both lists). Peter Jelley, 91 Cleveleys Road, Churchtown, Southport PR9 9SR. (956641

OLD RALLY PLATES/STICKERS wanted for private collection. David Carpenter, 28 Jessamy Road, Weybridge, Surrey. (956682

MOTOR SPORT MAGAZINES, 1947-1974, 48 copies missing, offers. 031-445 1742. (956681

HISTORY: Race programmes, manuals, sales brochures, clocks, plugs, early 30's. Motor Sport and others 55/56. 0724 849189. (956715

MG TA gearbox, £60; TD gearbox, £125; 'Damaged' TA cylinder block, £150; Two new rear n/s wings, £40; 'M' clutch pressure plate, £30. Other odds for sale. (0903) 813355 (Trade) (956675

OUTDOOR ELECTRIC TRAIN, suit park, large garden or club, approx. 100 yds track, 2 train locos, 1 carriage. Tel. St Cross 347 (098 682) Suffolk. (956674

THE MOTOR 1929-34, Motor Cycling 1928-31, Motor Sport 1961-62. Private sale. Offers. Bournemouth (0202) 603992.

SWAP? Lotus Elan S4 D.H.C., taxed and tested, for Morgan three-wheeler MX4 or similar. 021 743 6945 Birmingham. (956780

MOTOR SPORT 1962-1987, unbound, mint; Also Nos. 1-10 The Automobile, offers. 0249 712823 (10 mins M4 — Corsham). (956781

MOTOR SPORT, September 1963 to August 1970. Also RAF Flying Review 1958 to 1963. Offers. 0277 659872 (Essex). (956778

MOTOR SPORT 1954-77, most years complete, including 8 bound volumes; offers or exchange Vintage/Veteran Cycle. Tel: Ware 822440. (956777

OLD MOTORING LITERATURE bought and sold. New 70-page catalogue out now listing books, brochures, magazines & ephemera, £1 UK, £1.50 o/seas Airmail. Les Wilson, Woodvine Cottage, 52 Manchester Road, Astley, Manchester M29 7EJ. Tel: (0942) 893632. (956684

NOMEX — NEW BOILER SUITS, 42" & 38" sizes, only 4 left. 02576 3950. (956790

'VETERAN & VINTAGE' wanted! October '59, Nov '61, Dec '61, Sept '77 and Sept '56 to May '58. Tel: 021-478 3634. (956792

MISCELLANEOUS — cont

MOTORMOVE — MOTORMOVE — MOTORMOVE. Ultra careful transportation of vintage, classic and racing vehicles by purpose built transporter. Austin 7 to Bentley 8 litre! B.R.S.C.C., V.S.C.C. member. Tel: 0895 55638. (953432

OSCA, Maserati, Ferrari, Aston Martin, Bentley, Rolls-Royce, Alfa Romeo, Bugatti, Delage, Mercedes-Benz, anything rare, interesting, unique, road or race cars, any condition, even incomplete. I will travel nationwide to view. Please call (0206) 263377 (home) or (0836) 238735 (office). (955099

COLLECTION SOUGHT. European buyer seeks small to medium sized collection of vintage/classic vehicles, will spend between £100,000 and £750,000 or buy individually. Funds are available immediately. Call 01-856 1118 or (0836) 750710 anytime. (955099

ATALANTA. I am searching for any Atalanta coupe, drophead or race car. Also photographs, documents, parts, history, information — just anything Atalanta. Please call 01-856 1118 or (0836) 238735 anytime. (955099

LIMOUSINE OR CABRIOLET from 1930s to 1950s sought. Quality European marques only. Substantial discreet funds available. 01-856 1118 or (0836) 750710 (anytime) (955099

AMERICAN MOTORHOMES for hire, UK/Continental use, daily, weekly or contract rates. Midland International Hospitality. 0203 336411. (CC4071

ELITE TRANSPORT SERVICES will transport with car you treasured classic or performance cars anywhere in the UK or Europe. Fully insured, reliable and professional service. Tel: 01-644 3369 (24 hrs) or 0860 611003 (mobile). (CC2455

ERIC THOMPSON buys and sells rare motor and motorcycle books, magazines, workshop manuals, handbooks, sale literature and motoring miscellanea. Booklist No. 889 available UK £2. Overseas £3. Hullhatch, Shamley Green, Guildford GU5 0TG. Tel: 0483 893694. (951672

SALES BROCHURE. Manufacturers Workshop, parts list, handbooks, thousands in stock, lists available, state wants. SAE Motoring literature bought, top prices paid. John Cowley, Mill Lodge, Mill Lane, Birch, Colchester, Essex. Tel: 0206 331052. (948206

EOIN YOUNG'S 180-page 1989 Catalogue of Rare Motoring Books lists over 1,900 old books and collectables. £5 for UK enthusiasts, $US10.00 overseas airmail. Regular catalogue updates in 1989. £20 (UK), $US50.00 overseas airmail. Motormedia, P.O. Box 3, East Horsley, Surrey KT24 5RL, UK. (P/P/PF

RARE COLLECTORS CATALOGUES, books, handbooks, brochures, profiles, magazines from 1895, bought (cash/collect), sold, exchanged. Fascinating quarterly catalogue state interests. Kenneth Ball, Autobooks Ltd. 34 Newhaven Street, Brighton BN2 2NR. Tel: 0273 690000. (953511

RUBBER AND UPHOLSTERY. The largest stock of motor trimmings in the UK. Window channels, door seals, wing pipings, weather strips, felts, carpets, headlinings, leather cloths. Send sae for rubber and sponge moulding accessory chart. Edgware Motor Accessories, 94 High Street, Edgware, Middlesex. Tel: 01-952 4789. (PF

MISCELLANEOUS — cont

MOTOR RACING BOOKS WANTED. Grand Prix titles, driver biographies, 'Autocourse' annuals, many other titles wanted, large or small collections considered, will travel to view. Terry Wills, Marybrook Street, Berkeley, Gloucestershire. Tel: 0453 810524. (CC

MOTOR SPORT — Deceased enthusiasts' collection from 1939-87, copies from 1968-85 complete. Offers? Tel: 04626 71084. (956824

ALFA ROMEO vertical slatted grill and core for Grand Tourismo Compressore Coupé Royale, offers. Telephone 01-274 1284. (CC4763

MOTORSPORT VIDEOS for hire (Postal) and sale. Large selection, D.M. Stockists. Send large SAE for details of the best service and prices to V.B.V.L., PO Box 235, Welwyn Garden City, AL7 2BZ. (231879

STORACAR. The Hotel for Fine Automobiles Ltd. Originators of the unique Active Storage Programme, Storacar will keep your car in pristine condition while you're away. Rolling road facilities and resident mechanics. Write or telephone for brochure. Storacar, 65 Blandford Street, London, W1. Tel: 023 065 206. (ACC

DELAUNY BELLEVILLE England Ltd car clock, good order, Hispano Suiza circa 1911, bead edged wire wheel with Dunlop steel studded tyre, 820 × 135 splined, spoked, 28/14/28, offers. 061 439 2592. (CC4772

SITUATIONS VACANT

VACANCIES FOR PANEL BEATERS, craftsmen and coachbuilders. First class craftsmen able to achieve the high standard we need on our high quality vintage and racing car work. Would suit enthusiastic and career minded people who would like to join a successful and growing team. Very pleasant South Hampshire location. Attractive pay rate and other benefits. For further details contact Rod on Lymington 683702. Rod Jolley Coachbuilding Ltd., 37 Gordleton Industrial Park, Sway Road, Lymington, Hants. (23118

EVENTS

LOTUS 89 AUTOJUMBLE, Donington Park Assembly Hall, Saturday and Sunday, 12 & 13 August. Trade Stands Welcome. For information telephone: 0924 89795 (24 hours). (PF

FREE STALLS. Rufford Park Autojumble on main B1224 Wetherby, York Road, Saturday 6th May 1989 and thereafter 1st Saturday in each month, starts 1 p.m. No need to book just turn up on the day. 0274 870794. (956147

DONCASTER RACECOURSE AUTOJUMBLE and Collectors Vehicle Mart, Saturday 15th July, 10 a.m. to 5 p.m., 200 stalls selling spares, literature, mascots, tools etc. Details Tel: 0302 539709. (956596

MOTORING & AERONAUTICAL AUCTION, Saturday 10th June, 2.00 pm at The Telford Hall, 95 Horseferry Road, London SW1, including the collection of Jack Dunfee one of the famous 'Bentley boys'. Further entries now invited. Illustrated catalogues £3.50 p.p (£6.00 overseas). Onslow's Auctioneers, Metrostore, Townmead Road, London SW6 2RZ. 01-793 0240. (955800

CAR CLUBS

BENTLEY DRIVERS CLUB LIMITED. For all Bentleys from 1921 to date. 2,500 members worldwide, Club Headquarters with permanent staff, library, archives, car advice and valuations for all types of Bentley, insurance scheme, Club shop, quarterly glossy Review, bi-monthly Advertiser and monthly Notes. A wide range of social events, rallies and tours at home and overseas and our own Race Meeting at Silverstone. Details of membership from: Bill Port, Bentley Drivers Club Limited, 16 Chearsley Road, Long Crendon, Aylesbury, Bucks HP18 9AW. Tel: 0844 208233. (CC945436

CLUB LOTUS (Est. 1956). CLUB LOTUS brings together Lotus owners and enthusiasts both nationally and internationally. CLUB LOTUS offers the following to members: insurance facilities, free regional DIY service seminars, generous discounts on genuine factory parts, local meetings, film shows, concours etc. Technical advice service, regular bulletins plus professional magazine. CLUB LOTUS, PO Box 8, Dereham, Norfolk NR19 1TF. Tel: (0362) 694459. (953806

MASERATI CLUB. Founded 1971, factory and RAC recognised, quarterly magazine (Best Club Magazine winner) and newsletter. Regalia, accessories etc. Michael Miles, The Paddock, Abbots Ann, Andover SP11 7NT. Tel: (0264) 710312. (940308

MORGAN SPORTS CAR CLUB. Ownership not necessary, social and competitive events, centres throughout UK and overseas. Spare parts for the older model, monthly magazine, sweat shirts, badges, umbrellas etc. S.A.E. to Barry Isles, Hollands Farm (MS), Coombe Green, Birtsmorton, Malvern, Worcs. (942234

ROLLS-ROYCE ENTHUSIASTS CLUB. International, 5,500 members, superb HQ, shop, lecture, library and Royce rooms, archive and display building, catering, 90,000 histories R-R and Bentley cars, bi-monthly magazine and advertiser, fully equipped workshop, superb technical services, regular seminars, manuals, special tool loan, spares, unique insurance scheme. The Hunt House, Paulersbury, Northants NN12 7NA. Tel: (032 733) 788 10am-5.30pm Mon-Fri. (942091

THE WORLD'S LARGEST ONE-MAKE MOTOR CLUB. 50,000 members worldwide. Full colour magazine and advertising supplement monthly, plus special insurance scheme, exclusive special offers, technical advice, fully equipped workshop. MGOC, Freepost, Swavesey, Cambs CB4 1BR. Tel: 0954 31125 anytime. (942048



CLASSIC WWII FLYING JACKETS

Left to Right:- THE ORIGINAL R.A.F. IRVIN SHEEPSKIN flying jacket. As supplied by us to the ROYAL AIR FORCE Battle of Britain Memorial Flight. The Genuine Irvin is exclusively manufactured and labelled by us. Any others are unauthorised copies. Individually tailored **£258.75.**

U.S.A.A.F. A2. The Classic Leather Flying Jacket from WWII **£155.25.**

U.S.A.A.F. B3 Sheepskin Flying Jacket, also individually tailored **£258.75.**

U.S.N. G1, another all time Classic Leather Flying Jacket with Mouton Lamb Collar. **£184.00.**

All jackets are manufactured by Aviation Leathercraft to exacting original specifications, using only the finest leathers and sheepskins which have been specially prepared for the purpose. Virtually all sizes available, fit and quality is guaranteed.

Apply for our colour catalogue and tailor making form (if possible 2 × 19p stamps appreciated — $3.00 Bills U.S.A.) We deliver anywhere in the World. Callers welcome.

AVIATION LEATHERCRAFT, THRUXTON AIRPORT, NR ANDOVER, HANTS, ENGLAND SP11 8PW.
Tel. 026477 2811. Telex 47178. Fax. 026477 3102

The Foundry 26 High Street **Bramley** **Bramley nr Guildford Surrey**

87 560SEC, met., Hide, A.C, A.B.S, E.S.R., A.Bag, C.D., 9,000	£51,995	**87 928 S4,** Auto, White, A.C., A.B.S., E.S.R., C.D., 10,000	£43,995
87 560SEC, White, Hide, A.C., A.B.S., E.S.R., E.S.C., 11,000	£47,995	**87 928 S4,** 5 Speed, Red, A.Cond., A.B.S., Electric Seats	£37,995
87 500SEC, met., Hide, A.C, A.B.S, E.S.R. E.Seats, A.W, 9,000	£42,995	**85 928 S2,** Auto, White, Hide, A.C., A.B.S., E. Sunroof, 21,000	£28,995
86 560SEL, met. Nautic, Grey Hide, High Spec., (D), 32,000	£36,995	**85 928 S2,** Auto, met., A.Cond., A.B.S., E.S.R., E.S., 24,000	£28,995
86 420SE, met., Hide, A.C., A.B.S., E.S.R., W.W., (D), 6,000	£27,995	**87 911 SSE Turbo Body Coupe,** Red, Full Hide, 9,000	£46,995
87 300SE, met. Pearl Grey, E.S.R., A.B.S., E.W. Alloys (E) 7,000	£27,495	**88 911 Club Sport,** White, Sport Seats, Alloys, L.S.D., 1,400	£37,995
87 300E, Red, Hide, A.Cond., A.B.S., E.S.R., Alloys, (E), 7,000	£24,995	**83 911 Sport Cabriolet,** White, Black Hide, Alloys, 15,000	£27,995
86 300E, met., A.C., A.B.S., E. Sunroof, E.W., C.C., 25,000	£17,995	**88 911 Sport Targa,** Red, Linen Hide, Sport Seats, 8,000	£37,995
85 230E, Deep Blue, Cream Cloth, E.S.Roof, Alloys, (C) 25,000	£11,995	**88 911 Sport Coupe,** met. Granite, Sport Seats, LSD, (F), 5,000	£37,995
87 200, met. Cream, Cloth, Auto, E. Sunroof, (E), 15,000	£15,995	**87 911 Sport Coupe,** Red, Hide, L.S.D., etc (E), 6,000	£36,995
88 190E 2·3 16V, met., Hide, E.S.R., A.C., A.B.S., (F), 7,000	£27,995	**86 911 Sport Coupe,** White, Sport Seats, E.S.R., Stereo, 41,000	£27,995
87 190E 2·3 16V, met., Electric Sunroof, A.B.S., A.S.Diff., 9,000	£25,995	**82 911 Sport Coupe,** met. Blue, E.S.Roof, (83 Model), 35,000	£22,995
86 190E 2·3 16V, met., E.S.R., A.B.S., Stereo, (D), 7,000	£24,995	**87 911 Cabriolet,** met., Power Hood, full details on request, 2,000	£39,995
87 190E 2·3 16V, L.H.D., Auto, Total Factory Spec., 5,000	£23,995	**87 911 Coupe,** White, Front and Rear Spoilers, 9,000	£31,995
86 190E 2·3 16V, met., E. Sunroof, A.B.S., Stereo, (D), 12,000	£23,995	**71 911S 2.2 Coupe,** Olive, Black Sport Seats, E.S.R., 14,000	£24,995
87 190E 2·3 16V, L.H.D., Auto, Total Factory Spec., 5,000	£23,995	**87 944 Turbo,** Red, A.C., A.B.S., Electric Sunroof, (E), 12,000	£28,995
87 190E, 5 Speed, met. Willow, Electric Sunroof, Alloys, 18,000	£14,995	**87 944 Turbo,** met. Meteor, Full Spec., (87 Model), 18,000	£26,995
83 500SL, White, Hide, A.C., A.B.S., R. Seats, Alloys, 18,000	£24,995	**86 944 Turbo,** Red, A. Cond., E.S. Roof, Alloys, (D), 15,000	£23,995
88 420SL, met., Hide, A.C., A.B.S., R. Seats, Alloys, (F), 700	£41,995	**87 924S,** Auto, P.A.S., met., Cream Hide, A.C., E.S.R. (E) 6,000	£18,995
87 420SL, White, Hide, A.B.S., Alloys, R. Seats, E.W., 6,000	£34,995	**84 Ferrari 512i Boxer,** Red, Hide, Air-Cond., 19,000	£234,995
88 300SL, Red, Hide, Rear Seats, A.B.S., Alloys, 100	£35,995	**77 Ferrari 512 BB,** LM, Red, Black Hide, 450 BHP	£224,995
88 300SL, Deep Blue, Grey Hide, A.B.S., Alloys, (F), 1,900	£34,995	**34 Riley Imp,** 2 Seater Sports, Black, Reg. No. 34 IMP	£39,995
87 300SL, Red, A.B.S., Alloys, R. Seats, W. Wipe, (E), 2,000	£32,995	**88 BMW 635CSIA,** Highline Red, Hide, A. Cond., (F), 5,000	£33,995
87 300SL, Red, Black Hide, A.B.S., Alloys, Stereo, 6,000	£30,995	**88 Chevrolet Corvette Targa Top,** Full Specification, 6,000	£25,995
87 300TE, met., A.B.S., E.Sunroof, E.W., Alloys, (E), 9,000	£25,995	**86 Chevrolet Corvette Convertible,** Auto, Red, 5,000	£24,995
87 300TE, met., E.S.R. A.B.S, A. Bag, E. Seat, Alarm 11,000	£24,995	**88 Honda Legend Coupe,** 5 Speed, P.A.S., A.C., 5,000	£19,995
87 200T, Auto, Signal Red, Cream Trim, E.S. Roof., (E), 18,000	£17,495	**86 Audi Quattro Turbo Coupe,** Red, Hide, A.B.S., S.R., 19,000	£17,995
88 928 S4, Auto, Red Linen, Hide, A.C., E.S.R., A.B.S., 2,000	£49,995	**86 Morgan 4x4,** 2 Seats, Indigo Blue, Stereo, 21,000	£12,495
87 928 S4, Auto, met., A.C., E.S.R., A.B.S., E. Seats 8,000	£43,995	**88 VW Golf GTI,** Black, S. Roof, C. Locks, Alloys, T.G., 5,000	£9,995

0483 898159 **EXCEPTIONAL LOW MILEAGE CARS PURCHASED** **0483 898159**

Melvyn Rutter Limited Morgan

SALES, SERVICE, PARTS & WORLDWIDE MAIL ORDER

Cars For Sale

1947 Series 1 Flat Rad 2 seater, twin spare wheels, £8,950
1953 +4 Flat Rad D.H.C., L.H.D. Phone for details
1986 4/4 2 seat[SOLD]reen/brown leather, ch[SOLD] wires

WANTED
Concours cars. Road cars. Damaged/dismantled cars.
All Morgans purchased outright or sell on brokerage
(no commission charged)

LARGEST PARTS STORES OUTSIDE MALVERN
Luggage racks - stainless
Luggage racks - chrome
Fold down windscreen conversions
Aeroscreens
Wind deflectors
Stainless exhausts
Tailored dustsheets
Telescopic rear shock kits
Koni & Spax
Stainless threshold plates
Sliding rod mounted mirrors
Wire wheels - chrome & painted
Chrome on brass fittings
Moto-Lita steering wheels
Tubular badge bars
Inertia reel seat belts
Bonnet stay kits
Badges and Books
Steering and Suspension
Brakes
Cables
Ali and steel body panels
Wooden dashboards
Wooden bodyframe parts
Clothes and Umbrellas
Stainless fasteners
Electrical components
Cooling
Hoods, tonneau, interior trim
Accessories
Over 4000 different parts available, ex stock. FAST DELIVERY.

OUR MORGAN CATALOGUE
Send £2 or US $8 (notes) for a copy

INSTRUMENT RESTORATION
We are able to undertake a complete dashboard service. All makes catered for, including Rolls, Bentley, Jaguar, MG, Aston Martin, Morgan etc.

- Large service and repair facilities
- Paintshop with low bake oven
- Woodshop • Trim shop

Mechanical/Paint/Trim work on Aston Martin, Ferrari, Maserati, Porsche and Morgan of course.

MELVYN RUTTER LTD
The Morgan Garage, Little Hallingbury, Nr. Bishops Stortford, Herts. CM22 7RA
Tel: 0279 725725
Telex: 94011140 RUTT G.
Fax: 0279 726901

FREEHOLD GARAGE/SHOWROOM – EAST MIDLANDS WITH VACANT POSSESSION



Equal distance between M1 and M42. Standing on ⅓ acre site with easy access to North, South of Midlands. Comprising large showroom (modern purpose built), office, stockroom, workshop with equipment, storeroom, etc. Gas C/H throughout. Suitable for vintage car restorations. Eleven lockup garages. Owner retiring.

£195,000
Tel: 0530-32701 or 0530-34474

MACDONALD RACING

(Established 1966)

NORTH EAST SPORTS CAR SPECIALISTS

Morgan SCIMITAR: SCIMITAR GTE

Above Cars Available **NEW** and usually a selection of Secondhand examples. Telephone or call in for details.

WANTED
MORGAN: All Models especially 3-wheeler
SCIMITAR: SS1, GTE, especially GTC
ALL PRE-WAR CARS
★ Engine balancing ★ Dyno testing ★ Race Preparation

I. and J. Macdonald Ltd.
MAIDEN LAW GARAGE, LANCHESTER, DURHAM DH7 0QR.
TEL: 0207 520916 Fax: 0207 529860

HEART OF ENGLAND Morgans

THE MIDLANDS MORGAN AGENTS

We retail Top Condition, Low Mileage & "Special Interest" Morgan Motor Cars



Our current stock includes:
1985 PLUS 8 Signal Red with Black interior. Alluminium Body & Wings. 25,000 miles.
1989 PLUS 8 EFI. Masons Black with Burgandy Hide. One Owner, Top Specification, Low Mileage.
One unusual item! . . . **ALVIS TA14** Rolling Chassis c/w Engine, Box etc. (No Log Book). To Clear.

Top Class, Low Mileage or interesting Morgans Required for Cash Purchase or Brokerage. Clients waiting for Top Cars! Collection can be arranged.

Everything MORGAN! . . . PARTS, ACCESSORIES, BOOKS, VIDEOS, GIFTS, REPAIRS, RETRIMMING & REPAINTING TO TOP STANDARDS.
SERVICING & PERFORMANCE TUNING for ALL MORGAN models
Send SAE for our MORGAN ACCESSORY LIST.
We operate a WORLD WIDE MAIL ORDER PARTS SERVICE
Talk to John Worrall or Mike Duncan at
HEART OF ENGLAND MORGANS, STATION GARAGE, MUCKLOW HILL, HALESOWEN, WEST MIDLANDS B63 3JP. Tel: 021 550 3111

MIKE ABBAS



Southport Carriage Co Ltd
Rocky Mount House,
Mill Lane, Aughton
Nr. Ormskirk
Lancashire L39 7HJ
0695 421405

Jaguar 'E' Types, XK, Austin Healey 3000 and 100/4, MG, Triumph, Morgan — I always have these cars available in L.H.D. only. I ship direct from the U.S.A. for export only NOT U.K.

Caterham Sevens: I always have several available, mostly 1987/8/9 models. Also wish to purchase same

Mini Countryman, Austin 7 Mini, Cooper 'S', Vanden Plas 1300 Princess, Lotus Cortina, Lotus Elan, MG Midget, Austin Healey Sprite, T.V.R. Triumph, mostly available

I CAN ARRANGE SHIPPING AND INSURANCE TO ANY COUNTRY

VISITORS BY APPOINTMENT ONLY
Telex: 626142 (FWDLPLG)
Fax: 0695 424135

AUTO SERVICE GARAGE

SPORTS AND CLASSIC CARS

Maserati Bi Turbo Spyder. 1988. Red beige leather trim. 3,000 miles only, fabulous car **£27,295**
Jaguar E-Type 4.2. Auto. 1967. Magnificent dark blue paintwork with beige interior, sunroof, chrome wire wheels, outstanding car **£16,995**
Mercedes 250 SL. 1967. white. Hard & soft tops. A *beautifully restored example* **£12,995**
Alfa Romeo 2.0 Veloce. 1988. red. sunroof. r class. 10,000 miles **£11,495**
Ford Sierra 4 × 4 Estate. 1987. silver. sunroof. ABS etc. 22,000 miles **£10,595**
Nissan Silvia 1.8 Turbo. 1987. metallic blue. 24,000 miles. superb car **£9,995**
Mercedes 300 SE 2 door Coupe. 1966. white. automatic. PAS. 53,000 miles. shortly available **£8,995**
Alfa Romeo 75 2.5. 1986. Met. blue. r cass. alarm etc. 18,000 miles **£8,295**
Fiat Croma iE Super. 1987. Blue. 4,000 miles only. 1 owner **£7,395**
Reliant Scimitar 1600. 1986. silver. alloy wheels. r cass. 14,000 miles. one owner **£6,595**
Fiat X19 Bertone. Metallic red. Targa top. radio. 17,000 miles **£6,295**
Jaguar XJ V12 Ser 1. S.W.B. 1973. Signal red. An outstanding example of this rare model (believed under 300 built new) **£3,495**
Alfa Romeo GT Junior 1600cc. 1972. Beige. 1 family owned from new. excellent history **£2,795**

SECURE STORAGE FACILITIES AVAILABLE

SCIMITAR

SERVICE SINCE 1927
AUTO SERVICE GARAGE LTD.
R.L STEVENSON AVENUE, WESTBOURNE, BOURNEMOUTH, DORSET
PHONE 0202 752790

The oldest Morgan dealer in the world

Morgan agents since 1926

Morgan and Lifes 62 years together

1926 — 19

Lifes Motors Ltd.

Morgan wanted for cash, we will collect — payment by bank draft or cash



We usually have a good selection of quality Morgans

We are a Family Business situated on the West Coast between Liverpool and Preston and have been Morgan Agents at the same address since 1926 — We specialise in Morgan and we deal in Morgans only — no other franchise or used cars.
We have full service facilities with mechanics who have worked on Morgans for over twenty years — our charges are reasonable and we have a large stock of parts and accessories from leather helmets to walnut dashboards. Send for our accessory list.
We stock s/steel exhaust systems — bonnet locks

All our used Morgans are carefully selected before purchase and are fully serviced with a long M.o.T. We give a warranty with all cars sold

SERVICE AND PARTS (0704) 32975

WEST STREET, SOUTHPORT, LANCASHIRE. Tel: (0704) 31375

(24 hour Ansafone)

Morgan & Classic Cars

1936/37 — Morgan Series 1, 2 seater. Ivory/Brown trim. Complete rebuild by Ken Hall. Not totally as original but a very pretty little car.

1987 4/4 — 2 seater. +4 body. 'E' reg. Connaught Green alloy/black leather, d/handles, delivery mileage.

1980 4/4 — 4 seater. Yellow/black leather, w/wheels, L/rack, d/handles, b/strap, radio cassette, 41,000 miles.

1985 Plus 4 — 4 seater. Dec. 85. Indigo blue alloy/cinnamon leather, w/wheels, d/handles, L/rack, radio cassette.

1983 Plus 8 — Silver/black leather, h/rests, reclining seats, d/handles, L/rack, radio cassette.

1982 4/4 — 2 seater. Red alloy/stone leather, w/wheels, d/handles, L/rack, 32,000 miles.

1933 Austin Box 7 — Two tone brown/black wings, brown trim, fully restored.

1963 Alvis TD21 Series 2 — 5-speed ZF box, gold metallic/cream leather trim, s/steel exhaust, totally restored.

1975 Triumph Stage — Automatic, white, hard top, soft top, very tidy condition.

1976 BMW 3.3Li Saloon — Dark grey metallic/red leather, air conditioning, electric windows, electric sunroof, one of approximately 130 imported, immaculate.

PACKER-DUNCAN

WATERLOO GARAGE, HAGLEY ROAD, OLDSWINFORD
STOURBRIDGE, WEST MIDLANDS. TELEPHONE (0384) 395186

Access

APPOINTED SERVICE AGENTS

BRANDS HATCH Morgans

WANTED



MORGANS

OF ALL SHAPES, SIZES AND COLOURS!!!
REWARD . . . . £££ FAIR PRICES PAID
CASH OR COMMISSION
MORGANS FOR SALE

Our stock is constantly changing, phone for latest details

MORGAN CHALLENGE RACE SERIES

DONINGTON 30th April **BRANDS HATCH** 29th May

Come and watch some of the cars prepared by Brands Hatch Morgans being put through their paces.

* SERVICING * SALES * REPAIRS * MOTs * TUNING * SPARES *
* REBUILDS * ACCESSORIES * TRIMMING * COACHWORK * TRAILER SERVICE *

EASY TO FIND: Just off the A20, only 5 minutes from the M25, M26, M20 and only 20 minutes from SE London.

BRANDS HATCH MORGANS, BRANDS HATCH CIRCUIT, FAWKHAM, DARTFORD, KENT DA3 8NG.
Tel: Ash Green (0474) 874147. Fax: (0474) 879727

Colin Musgrove Racing

SPECIALISTS IN Morgan SPORTS CARS



4.2 Engine

4.2 litre fuel injection engine fitted to the Plus 8/420i. 93mm liners with long throw crank. Fully ported and chambered big valve heads. Larger injectors. Replacement airflow meter and ECU. Performance cam. Race build with full balance. Free flow CMR exhaust system. Dyno run and set up prior to installation.



Thoroughbred — Race Engine

As a result of our racing and development programme with 43 MOG, currently the fastest Morgan racing, we are able to offer the ultimate in Morgan motoring. Illustrated above is our Plus 8/420i. Specification includes 4.2 litre engine (see photo) with 290lb/ft of torque. Uprated clutch. Modified rear axle. Modified rear suspension with tele dampers and anti-tramp. Modified front suspension with brake reaction rods. Uprated brakes with 4 pot caliper ventilated discs to front and modified drums to rear (rear discs optional). 15"x7" Revolution RV wheels all round (16"x7" RVX optional) all colour coded. The ultimate touring Morgan which will accellerate from rest to 135mph in fourth gear alone. Other specifications available with 3.9 or 4.2 litre on carbs or fuel injection, chassis modifications to choice. Please enquire for full details of all our Morgan performance developments. It is no coincidence that we prepare most of the successful Morgans in races, sprints and hillclimbs!



Race Engine

3.9 litre engine fitted to 43 MOG, Colin Musgrove's own race/road Plus 8. Group A bottom end, cross bolted block, Cosworth pistons, race heads, 4x48mm Dell Ortos, CMR race exhaust. 340bhp yet totally tractable (take granny shopping!).

GENERAL SERVICES

- Restorations to concours standard
- Refurbishments for regular use
- Wings-off bare metal repaints
- Repanelling in alloy or steel
- Woodwork repairs
- Accident repairs
- Routine servicing
- Stainless steel exhausts
- Insurance valuations
- All mechanical repairs
- Axle repairs a speciality
- Special and one-off coachwork
- Retrim/Hoods/tonneaux
- Used car brokerage

TUNING & COMPETITION SERVICES

- 3.9 or 4.2 conversions for Plus 8, fast road to full race, various induction systems and EFI
- Rover performance parts & services
- Ford 1600 & XR3 fast road to race
- Fiat T/C all states of tune to order
- 5-speed gearbox conversions for Kent 4/4
- Vented 4-pot brakes for Plus 8
- Large range competition brakes & components
- Chassis modification & fabrication
- Diff swaps & modified diff-locks
- Full race preparation service
- Mild to ultimate performance for road cars

SOLE DISTRIBUTORS OF FALCON EXHAUSTS FOR MORGAN

Lanes End Garage, Kenilworth Road, Meer End, Nr. Kenilworth, Warwickshire CV8 1PT
Telephone: Berkswell (0676) 33120/33014

MORGAN MOT CENTRE

CARISMA CARS



TRIUMPH ROADSTER 1800 1947. Olde English white, brown interior **£9,950**



JAGUAR MK7 1953. Manual, maroon with brown interior **£6,850**



MG PA 4 SEATER. Green, black interior, runs, drives, needs cosmetics..... **£8,250**



AUSTIN SEVEN VAN 1939. Maroon and black, excellent **£4,500**

MGA ROADSTER 1600 MK1. White, red interior, 1960 ..... **£7,750**
CHEVROLET COUPÉ. Black, superb car, 1935 ..... **£7,950**
LOTUS ELAN S3 DHC. Yellow, weber carbs, 1967 ..... **£7,950**
MG TD. Brown, Ford engine + box, perfect body, LHD, 1953 ..... **£4,950**
MG TD. Yellow, wire wheels, 1952, LHD **£5,500**
MG TF 1250. Black, red interior, superb, LHD **£8,500**
MG TF 1500. White, green interior, wire wheels, excellent, LHD **£13,000**
MGC ROADSTER. Red, black interior, chrome wire wheels **£7,950**
AUSTIN K8 RECOVERY TRUCK. Correle fittings etc, 1949 ..... **£2,650**
MG TC. Large selection ..... **Price from £8,000**
PORSCHE SPYDER REPLICA. Silver, red interior **£6,750**
JAGUAR E-TYPE ROADSTER SERIES II. Slight rust in sills, LHD **£14,500**
AUSTIN HEALEY 3000 MKII. Red, black trim, wire wheels, LHD, 1964 ..... **£6,500**

TELEPHONE BYFLEET (09323) 53582 or 43572 EVES
FAX (09323) 54571 MOBILE (0860) 242228
VIEWING BY APPOINTMENT PLEASE
PRE-WAR SPORTS CARS + TOURERS ALWAYS WANTED

PEAK VIDEO

Matlock (Town) Railway Station, Derbyshire
BRITAIN'S N° 1 TRANSPORT VIDEO SHOP
with the largest range of titles in VHS & Beta formats, and facilities to PREVIEW BEFORE YOU BUY.
Films from:- Duke Marketing, Videovision, BHP, TV2, Sportseen, Quadrant, FIA/FOCA, Video City, AMTV & others

Shop open Saturdays and Sundays all year 10am-5pm
EXPRESS MAILORDER SERVICE
Prompt delivery and money back guarantee. All films subject to availability and price change by distributors. Send large SAE for stocklist.

THIS MONTH'S PEAK SELECTION

Radio Le Mans 88 (88 mins) **£19.95**
WSC Review 88 (60 mins) ..... **£29.90 NEW**
Formula 1 Review 88 (150 mins) ..... **£32.50 NEW**
1988 Dunlop Touring Car Championship (120 mins) **£9.99**
Marque Of A Legend (58 mins) **£24.95**
Havoc 8 (60 mins) ..... **£29.90 NEW**
The Sportscar Experience (55 mins) **£24.95**
Ticket to Ride (61 mins) **£24.95**
The Austin Film Library (90 mins) ..... **£19.95 NEW**
This Progress (60 mins) ..... **£19.95 NEW**
(History of Austin Cars to 1934)

Please state VHS or Beta. Make cheques, P/Os to Peak video. (Access and Visa accepted).
Postal enquiries & Mailorders to
PEAK VIDEO (Dept. M/S), PO Box 404, Dronfield, Sheffield S18 6DR or phone 0246 411562 (24 hours)

CABAIR HELICOPTERS



Fly to the BRITISH GRAND PRIX SUNDAY 16th JULY 1989

Start your day with Bucks Fizz and fly over the crowds and traffic to Silverstone. Return flights from private helipad near M1 JCN.15 £195.00 per person inclusive of return transfers from London, Rugby or Watford.
Also available are complete hospitality and grandstand facilities.
CALL CABAIR HELICOPTERS for BROCHURE and BOOKING
01-953 4411

BMW 2002 CENTRE

JAYMIC

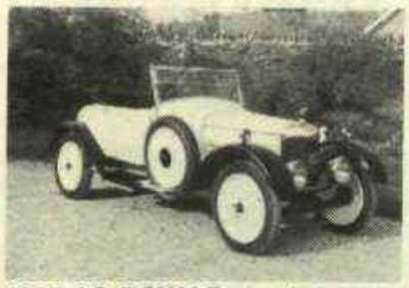
0263 511710/512883
SPARES REPAIRS RESTORATION
Send £1 for catalogue
JAYMIC Ltd., Norwich Road
Cromer NR27 0HF

MANOR CLASSICS

Tel: 0295 758355 BANBURY
Fax: 0295 758479



1963 TRIUMPH TR4. Surrey top, 1 owner, 40,000 miles. Totally original and quite outstanding, o/drive, w/w's, tuned engine. **£12,500**



1927 AC ROYALE. 4 cyl, 2 str + Dickey. Last owner 25 years, all fixtures and fittings, delightfully original. Incl. reg. no. YF4. **£14,500**



1954 BENTLEY R TYPE. Another manual example in superb restored condition. **£21,500**
Another Auto in grey. **£19,950**
1947 STANDARD FLYING 8. D.H.C. Open 4 str. Restored to perfection, must be seen. **£5,950**



1955 FORD ZODIAC MK1. 29,000 miles, 1 owner, stored carefully since 1969. Mays engine, remarkable condition. **£5,750**
1950 BENTLEY MKVI. Two good examples, one green, one blue from **£12,500**

ALSO
1956 RILEY PATHFINDER. MOT. **£2,950**
1953 JOWETT JAVELIN. MOT. **£3,450**
1901 DE DION BOVTON. 4½ HP Visa-Vis.
1936 AUSTIN RUBY. Restored. **£4,250**
1954 AUSTIN SOMERSET. £1,450
1903 PEUGEOT FORECAR. **£9,500**
1966 VOLVO 122 ESTATE. £1,250
1898 PHOEBUS TRIKE.... £10,500

VIEW BY APPOINTMENT PLEASE

ROYLE



LAGONDA/BENTLEY EXPERIMENTAL No.1. Probably the most important Lagonda/Bentley motor car built since the war. Properly authenticated it is the last to have been designed by W. O. Bentley and was being prepared for the 1948 Le Mans.



1935 ALVIS SPEED 20 CHARLSWORTH SALOON. This is the SD model and is complete and original down to its bakelite cigarette lighter.



1913 PEUGEOT 2 LITRE TORPEDO TOURER. Very attractive Edwardian with good performance, restored to a high standard in the 1970's. Ducelier lamps, boa ???? etc, etc. **£23,000**

1924 BENTLEY 3 LITRE TOURER. In the present ownership since the early 1960's, a well maintained and handsome example.

1933 AUSTIN 10/4 2 SEATER WITH DICKEY. The only known Mann Egerton bodied car. Two owners and fully documented 76,000 miles **£8,500**



1934 WOLSELEY HORNET SPECIAL. An Abbey bodied example of these 6 cylinder sports cars. Restored three to four years ago and as you can imagine goes very well **£13,000**

1934 MORGAN SPORTS. 80 miles since complete restoration, water cooled matchless powered, runs on control R and smells nice. **£13,000**

1934 AUSTIN 10/4 SALOON. Two families from new, very correct, very good order and very nice **£6,000**

TO RESTORE: 1960 ALVIS TD21 DROP HEAD COUPÉ with recon engine and original log book. Also **1951 LAGONDA DB 2.6 DROP HEAD COUPÉ,** easy restoration.

1911 DAIMLER 20 or 25 H.P. 4 cylinder sleeve valve engine, complete with carburettor, magnets, exhaust, manifold, fly wheel and water pump **£4,000**

PLEASE RING US IF YOU HAVE A GOOD QUALITY PRE WAR MOTOR CAR FOR SALE.

THE OLD SCHOOL, STAINDROP, DARLINGTON
Tel: Staindrop (0833) 60452/60630. Fax: 0833 60834

DUNCAN HAMILTON
& CO., LTD.

HISTORIC CARS

The cars shown below were recently sold by our company and give an indication of the type of historic and competition cars that we are consistently handling.



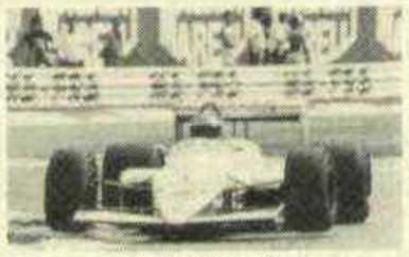
Ferrari 512S



1948 MG TC



65 Rolls Royce SCIII
by James Young



Arrows A10B/2

Please call Adrian Hamilton for advice, help and further information.

FOR SALE



TOLEMAN TG183B (Chassis No. 04)
Ex Derek Warwick. Many notable successes including 4th Dutch Grand Prix and South African 1983. In full running condition and fitted with HART TURBO.



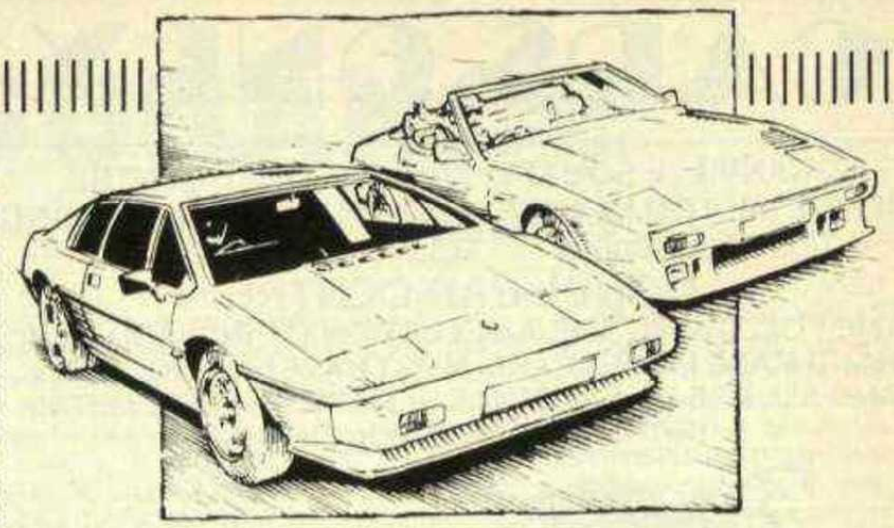
ARDEN JAGUAR CONVERTIBLE
1988 XJS V12. 700 miles only. Claret Metallic with full 4 seat interior, trimmed in Magnolia hide. Bosch ABS brakes. Superb specification. Unique in the UK. Substantial saving on list price at **£47,500**

DUNCAN HAMILTON
& CO., LTD.

THE SQUARE · BAGSHOT ·
SURREY · GU19 5AX · ENGLAND

Telephone (0276) 71010 **Fax (0276) 71270**
Telex 858334





THE DRIVING AMBITION

If you want to own a car of exceptional quality, reliability and performance, then visit Christopher Neil

We have the largest selection of Lotus cars in the world and are also main dealers for TVR sports cars.

And all this is backed by a 15 year reputation for absolute dedication, genuine customer care, professional advice and parts and servicing support.

NEW TVR MODELS IN STOCK OR TO ORDER FOR EARLY DELIVERY.
SEE THE 2.9 'S' AND 400 MODELS

TVR

1989 F 400 SE. Mica blue, mag hide, del miles..... **£25,450**
1988 E 420 SEAC. Claret, mag hide, 14,000 miles..... **£22,950**
1987 E 350 I. Crystal met, Doeskin hide, PAS, 21,000 miles..... **£16,950**
1987 D 350 I. Red, grey hide, OZ's, FSH, 34,000 miles..... **£15,950**
1986 C 350 I. White, blue hide, 19,000 miles..... **£13,950**
1985 B 350 I. Red, grey trim, 42,000 miles..... **£11,950**
1988 F 'S'. Charcoal, black hide, walnut dash, 6,000 miles..... **£14,750**
1988 E 'S'. Azure blue, magnolia hide, 2,500 miles..... **£14,500**
1985 C 280 I DHC. Red, black trim, 28,000 miles..... **£10,950**

LOTUS

1988 F ESPRIT TURBO. White, claret hide, full spec, 5,000 m..... **£29,950**
1986 D ESPRIT TURBO HC. Red, mag hide, full spec, 7,000 m... **£22,950**
1985 C ESPRIT TURBO. White, red hide, full spec, 16,000 miles **£18,950**
1985 C ESPRIT TURBO. Essex, red hide, full spec, 25,000 miles.. **£18,500**
1985 B ESPRIT TURBO. Silver, grey hide, full spec, 23,000 miles **£16,950**
1981 W ESPRIT TURBO. Black, black hide, Essex spec..... **£11,950**
1987 E ESPRIT HC. Black, sand hide, 'roof', 8,000 miles..... **£19,950**
1986 C ESPRIT S3. Red, stone hide, s/roof, 23,000 miles..... **£15,950**
1984 B ESPRIT S3. Blue, grey trim, 41,000 miles..... **£12,950**
1982 Y ESPRIT S3. Black, cream hide, FSH..... **£10,950**
1978 S ESPRIT S2. White, red hide..... **£7,500**
1987 E EXCEL SE. Red, mag hide, 9,000 miles, FSH..... **£19,950**
1986 D EXCEL SE. Black, grey hide, 29,000 miles..... **£15,950**
1986 C EXCEL SE. Red, mag hide, 35,000 miles..... **£14,350**
1985 C EXCEL 111. White, red hide, 30,000 miles..... **£12,500**
1984 B EXCEL 11. Red, mag hide, 50,000 miles..... **£9,950**
1982 X EXCEL 1. Red, beige trim, 35,000 miles..... **£7,500**
1976 P ELITE 501. Red, mink velour trim, superb condition..... **£4,950**

ALL CLASSIC LOTUS FULLY RESTORED TO ORDER
LOTUS ELAN — CHOICE OF 6.
LOTUS ELAN +2 — CHOICE OF 10.
PRICES FROM £2,000 TO £15,000

This is just a sample from our stocks. Do please call us for a complete and up to date list as new cars are arriving daily. Leasing/lease purchase facilities are available at competitive rates. We are always keen buyers of Lotus and TVR.

TVR TVR TVR

CHRISTOPHER NEIL LTD

MIDDLEWICH ROAD · NORTHWICH
CHESHIRE · CW9 7BP · ENGLAND
TEL 0606 47914 · TELEX 665732

CARS ONLY

4 GRANVILLE SQUARE, WILLEN LOCAL CENTRE,
WILLEN, MILTON KEYNES, BUCKS MK15 9JL, ENGLAND
TEL: 0908 690024 TELEX: 826556 SURSEC

MODEL CAR CENTRE

THE FOLLOWING ARE A SELECTION OF INDIVIDUALLY HAND MADE MODEL CARS, MOST HAVE ENGINE DETAIL AND ALL ARE TO 1.24 SCALE — MADE IN WHITE METAL IN THE UK. BEAUTIFUL FINISH.



Above picture shows 1957 'D' Type Le Man winner – by Historic Replicars

Mk2 Jaguar (wire wheels)	£165.60
XJ6 Jaguar	£195.60
'D' Type Le Mans Winner 1955	£208.00
'D' Type Le Mans Winner 1957	£208.00
'D' Type Lynx	£208.00
'D' Type Cunningham	£208.00
V12 E Type (Available soon)	£199.50
XK150	£199.50
XJ13 (Available soon)	
AC Cobra 427 (Available soon)	
Kits available of the Mk2, XK150 at	£79.35

The above sent mail order by Recorded Delivery £2.50 each.
Tel: 0908 690024 for further details, better still visit our model car centre
LARGE CAR PARK RIGHT OUTSIDE OUR SHOP
CLOSED ONLY ON SUNDAY

BARCLAYCARD VISA

FERRARI NEWSLINE

If you are buying or selling,
or just an enthusiast you must call

0898 700927

* STATE OF THE MARKET
* INVESTMENT TIPS
* CURRENT PRICES
* REGULARLY UPDATED

Calls charged at 38p per minute peak. 25p per minute off-peak

Replacement Turbos off-the-shelf!



The Turbo Centre

01-794 7766/7 380/2 Finchley Road London NW2 2HP

BRISTOL 412 SERIES II 1978



5.9 LITRES CONVERTIBLE
Oxford blue/grey leather. A very fine motor car in excellent condition mechanically and bodily.
Offers c. £15,000
01-499 5182 weekdays

ANDREW LEESON

Low Farm, Butterwick, Barton-le-Street, Malton, N. Yorks YO17 0PS
Telephone: Hovingham (065 382) 283
Mobile: (0836) 314161
Ansaphone: (0653) 696753

FOR SALE AT THE TIME OF WRITING:

ALFA ROMEO 'DUETTO' 1600 LONGTAIL SPIDER. 1967. RHD. Undergoing restoration.
ASTON MARTIN DB6 Mk.1. 5-speed, 1967. Total engine rebuild 1989.
ASTON MARTIN V8 FI. 5-speed, 1971. Good history/mechanics. Minor bodywork needed.
BENTLEY 'T' SERIES. 1966. One owner, 80,000 miles, FSH. Exceptional.
BENTLEY 4¼ LITRE. 2-door, 4-seater D.H.C. by Mayfair, 1938. Excellent.
BMW 328 ROADSTERS. LHD, 1938/40. Undergoing restoration.
FERRARI BOXER 365. RHD, 1974. Truely CONCOURS. 26,000, FSH.
FERRARI DINO 246GT. RHD, 1971. Undergoing restoration.
JAGUAR SERIES III V-12 E-TYPE ROADSTER. 1972. Manual, CWW, good, some history.
JAGUAR SERIES II E-TYPE ROADSTER. 1969, LHD. Good, original.
JAGUAR 420 AUTO. 1967. Recently restored, outstanding.
JAGUAR XJ6 2.8 SERIES 1 AUTO. 1969. 39,000, FSH, original, unrestored, exceptional.
JAGUAR (DAIMLER) XJ4.2 SERIES II. 1978. 54,000, FSH. Virtually one owner, v. good.
JAGUAR 3½ LITRE SALOON (pre-war shape). 1947, rare, completely original (due in).
ROLLS-ROYCE SILVER WRAITH TOURING LIMOUSINE. 1950. Excellent original.

VIEWING VERY STRICTLY BY ARRANGEMENT PLEASE. ALL CARS IN STOCK, BUT LOCATIONS MAY VARY. PLEASE WRITE OR TELEPHONE FOR FURTHER PARTICULARS.

WANTED TO PURCHASE: **INTERESTING ASTON, JAGUAR AND FERRARI MOTOR CARS.** Originality important. Also other Italian exotica, Alfa Romeo, Lotus Elan or interesting pre-war quality motorcars. Please contact me if you are thinking of selling. All enquiries welcome, confidentiality assured.

IT'S NOW AN INTERNATIONAL COVER-UP

SPECIALISED · CAR · COVERS

The cover-up has grown to an international level with agents throughout the World marketing our high quality products.

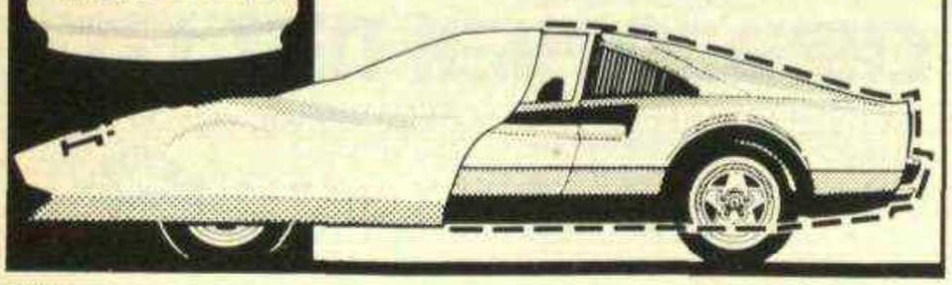
Specialised Car Covers manufacture individually hand tailored dustproof or waterproof covers in an extensive colour range with or without logos, each precision cut to fit any type of car like a second skin.

With a Specialised Car Cover your vehicle is kept in prime condition, and its value maintained. Beautifully contoured, a Specialised Car Cover could be your best investment at prices ranging from £100 to £180.

WORLDWIDE EXPORT SERVICE

For free colour brochure and details contact:
SPECIALISED CAR COVERS
Poplar House, Burley Road, Menston,
Yorkshire LS29 6PE ENGLAND
Tel. **0943 75377 (24hrs)** Fax. **0943 870072**
Telex. **51449 CHACOM G for SCC**

Official Suppliers to: Aston Martin Lagonda Ltd, Jaguar Cars Coventry Ltd, Rolls Royce Motor Cars Ltd, Maranello Concessionaires Ltd, and many more leading car manufacturers.



MOTOR SPORT

SELF BINDER

New improved style, to hold your issues of MOTOR SPORT neatly in one volume.

Black Leatherette with Motor Sport logo embossed in gold on the spine. Designed to hold your 12 issues, which are retained in the binder by means of metal rods.

Price £5.50 (incl p&p) UK & Overseas

Index for 1988 price 60p (incl p&p)

BOOKS

MY 30 YEARS MOTORING
by Bill Boddy
Price £16.40 (incl. UK p&p).

HISTORY OF BROOKLANDS
by William Boddy
Price £17.20 (incl. UK p&p).

MOTOR SPORT BOOK OF DONINGTON
by William Boddy
Price £2.00 (incl. UK p&p).

Overseas surface mail for the above books please add £1.00.

Please make cheques payable to Motor Sport and send your remittance to:

Standard House, Bonhill Street, London EC2A 4DA
Tel: 01-628 4741 Ext. 122

MOTOR INSURANCE

Beat the Rate Increase — pay by instalments

Is your renewal due, if so, YOU COULD FACE A SUBSTANTIAL INCREASE IN PREMIUM THIS YEAR, the reason for this is that some insurers are still finding it necessary to INCREASE THEIR BASIC RATES ANNUALLY but your premium could also increase due to your insurers uprating the area of residence, the group of car, or the age bracket to which your premium applies. Further, they may well decide to reduce the discounts currently applying to your occupation, the voluntary excess you are carrying or for restricted driving. HOWEVER, THE REVERSE OF THIS SITUATION COULD APPLY with other insurers where they have DOWNRATED certain aspects of their underwriting which has been profitable to them or they find that their basic rates can continue to be sufficient WITHOUT AN INCREASE at this present time. Also, with so many different age bands varying from one company to another you could, of course, suddenly find yourself this year acceptable to a new insurer whose rates COULD BE SUBSTANTIALLY LESS. Why such variation? Well, each company will give its own reasons. However, one fact that must be absolutely clear is that YOU NEED AN EXPERT to select the policy best suited to your individual needs. WE, AS INDEPENDENT INSURANCE BROKERS, CAN OFFER THIS EXPERTISE, we are not merely agents for one or two companies but are able to place your business with any one of a wide range of companies or Lloyd's underwriters at the most favourable terms available, not only at inception but at each renewal. Remember our expertise is our success (WE HAVE BEEN ADVERTISING AND PLACING MOTOR INSURANCE OVER THE LAST DECADE) as only by continuing to offer attractive terms do we retain your business. We show below examples of indications of premiums we can currently offer. WE INVITE YOU TO MAKE AN ENQUIRY; IT WILL COST YOU NOTHING BUT COULD SAVE YOU A GREAT DEAL OF MONEY! These examples are ACTUAL RECENT CASES and, of course, are subject to a completed Proposal Form.

AGE	EXAMPLE	PREMIUM	DEPOSIT	AGE	EXAMPLE	PREMIUM	DEPOSIT	AGE	EXAMPLE	PREMIUM	DEPOSIT	AGE	EXAMPLE	PREMIUM	DEPOSIT
18	TPF&T Cover Surrey One accident: £700 Nil NCB Capri 2000 Ghia	£304	£103	21	Comprehensive Godstone, Surrey Civil Servants 3 years NCB Fiesta XR2	£280	£95	24	Comprehensive London NW3 Female Model 1 year NCB Mini Mayfair	£348	£118	35	Comprehensive London SE9 Max NCB Protected Cortina 2000	£194	£66
19	TPF&T Cover Sussex 1 year NCB, DR10 conviction Toyota Celica 2000	£275	£93	22	Comprehensive Female Bank Clerk 1 year NCB 1 accident 1985 Mini Mayfair	£256	£87	25	Comprehensive Nil NCB Fiesta Diesel	£171	£58	40	Comprehensive Maidenhead, Berkshire Max NCB Mazda Montrose	£162	£55
20	Comprehensive Upminster, Essex Nil NCB, full licence 3 years Peugeot 205GR	£538	£183	23	Comprehensive London GLC Max NCB Porsche 924	£422	£143	30	Comprehensive London GLC Max NCB Protected Escort 1.4	£143	£48	50	Comprehensive London GLC Max NCB Audi Coupé GT	£195	£66

TEAR OUT THE COUPON BELOW AND FOLD AS INDICATED

PREMIUMS PAYABLE BY MONTHLY INSTALMENTS

Full details will be sent with all quotations

To: MRB INSURANCE BROKERS LTD

Please forward an indication of premium entirely without obligation.
My details are as follows:

Name. Mr, Mrs, Miss_____

Address_____

Postcode_____

Age_____ Occupation_____

Full/Prov* Licence for_____ years_____ months. UK resident for_____ years.

TELEPHONE 01-590 7755 (15 Lines)

first fold along this line

"NON-STANDARD CASES"
SPECIAL RATES AVAILABLE FOR YOUNG DRIVERS SPORTS & GT CARS AND DRIVERS WITH ADVERSE DRIVING RECORDS.

fourth fold along this line and then tuck into other end

INSTANT COVER ARRANGED

Postage will be paid by licensee

Do not affix Postage Stamps if posted in Gt. Britain, Channel Islands or N. Ireland

BUSINESS REPLY SERVICE
Licence No. EDD 2186

**MRB INSURANCE BROKERS LTD.
313 HIGH RD., CHADWELL HEATH,
ROMFORD, ESSEX RM6 6AX.**

first fold along this line

third fold along this line

Scheme discounts available for
Initial discount up to 50%
Civil servants, teachers etc 20%
Economy Plan 30%

second fold along this line

PROTECTED NO CLAIMS BONUS SCHEME NOW AVAILABLE WHICH ALLOWS ONE CLAIM PER YEAR WITHOUT ANY REDUCTION IN NO CLAIMS BONUS. (Details available on request)

Make/Model_____ cc_____

Year_____ Value_____ Garaged Yes/No.
comprehensive/third party, fire, theft/third party only*

I will pay the first £50/£100* of any claim.

I have_____ years no claim bonus with_____ Ins. Co. Ltd.
myself only to drive/myself and spouse only/named drivers* age of additional/youngest driver_____ full/prov.*lic_____ year.

Please send details of your protected No claims bonus ☐

Use: social, domestic, pleasure only, yes/no* including/excluding* travelling to and from work (enclose details of any business use).
Have you had any accidents or convictions, yes/no* (if yes enclose full details).

*delete not applicable *enclose details of any helpful information

second fold along this line

INSTANT COVER BY PHONE

OFFICE USE ONLY



TAR•OX

BREAK THROUGH AT RACESPEED — NOW SOLE SUPPLIER OF TAROX BRAKES

25 years experience working on racing cars and Ferraris have shown us that Tarox are the most effective braking system.

We will supply or fit — Suitable for all models of:

ALFA ROMEO	**FERRARI**	**LANCIA**
AUDI	**FIAT**	**SAAB**
BMW	**FORD**	**VW**

For further details please telephone

01-435 0832

1, Devonshire Place, Finchley Road, Hampstead, London NW2 2RH



World Rally Champions

DELTA HF
integrale

We can offer immediate delivery on left-hand drive and right-hand drive models.

0256-55221

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



NEW BOOK

ENZO FERRARI

The first book in English on the man.

AVAILABLE NOW £9.95

HAYNES

Sparkford, Nr. Yeovil, Somerset BA22 7JJ. ***The Complete Transport Publisher***

CLASSIC CAR CONSULTANTS LIMITED





ELAN SPRINT, HDC, similar to above, red over gold. Mint **£13,000**

XK120 ROADSTER, silver with red trim, sound and very original, 1951 . **£33,500**

1963 CORVETTE STING RAY SPLIT WINDOW, absolutely incredible condition. White, auto, p.a.s. The definite Corvette..... **£25,800**

1930 MG M-TYPE MIDGET, dark blue boat-tail body, original and near perfect **£14,500**

TR8 DROPHEAD, one of the few original TR8s, RHD, excellent, met. blue **£10,950**

JAGUAR XJ12 SWB SALOON, 1972, immaculate, white/grey leather, some history. Rare, especially in this condition **£4,750**

DATSUN 240Z, red, good example **£3,500**

ROVER 10 WEYMAN SALOON, 1932, delightful period fabric covered saloon, concours **£7,500**

1949 (BERGERAC) TRIUMPH ROADERS ..... P.O.A.

We are offering good terms to sell your Classic car on commission

Tel: 061-832 6069 **Fax: 061-228 0800**

CAVALLINO

Person to Person Ferrari People

1989 328 GTS. LHD. 1,000km. Blue Chiaro/Magnolia. Many extras. UK Regd. IN STOCK..... **£59,995**

1986 328 GTS. RHD. Giallofly Yellow/Black hide. F.S.H. 9,800 miles. All extras..... **£67,995**

1983 400i auto. Blue metallic/Magnolia hide. 34,000 miles. Full history. Beautiful car. RHD..... **£36,995**

1983 Mondial QV. Red/Tan. F.S.H. 28,000 miles. RHD.. **£36,995**

1980 308 GTS. Carburettor car. Rosso/Magnolia. Just retrimmed. History. Fast appreciating. RHD..... **£56,995**

1977 308 GT4. RHD. £15,000 worth of Ferrari Main Dealer restoration bills. Rosso/Black. One of the best..... **£35,995**

1969 365 GT 2+2 (Superfast shape). In restoration now. Borranis. Rosso Chiaro/Tan hide. Completion April. Rare car. 55,000 miles..... **£89,995**

1966 330 GT 2+2 Mk.II. Restored - one of only 36 RHD cars. Super investment. Blue/Magnolia hide. Borrani Wheels. 44,000 miles..... **£79,995**

Selling? We will buy your Ferrari.

Phone Crispin Thomas
Weekdays 0373 52211
Weekends 0836 510510
The Leaze, Frome, Somerset.
THE CAVALLINO MOTOR CO. LTD.

William Loughran

ROLLS-ROYCE · BENTLEY · MERCEDES · FERRARI · BMW & PORSCHE SPECIALISTS



1966 FERRARI 275 GTB long nose, 2 cam, 6 carburettor, aluminium body, Chassis No. 08221GT, a very rare car in excellent condition. Registration No. GTB 275 also available by negotiation.



1985 FERRARI 288 GTO supplied new by a U.K. Ferrari dealer, black hide, air cond., electric windows, 15,000 kms. Complete with Registration No. B288 GTO Chassis No. 55671



TWO FERRARI TESTAROSSAS. The black car was first registered in 1986 supplied by Maranellos to the one private owner and has covered only 1,800 miles. The red car was first registered in 1987 and has covered 27,000 miles with fully documented service history.

ALSO AVAILABLE

89 FERRARI TESTAROSSA, red, magnolia hide, deliv. miles
89 FERRARI 328 GTS, red, magnolia hide, deliv. miles
89 FERRARI 328 GTB, red, magnolia hide, deliv. miles
88 F FERRARI MONDIAL CABRIOLET, red magnolia hide, 2,000m
88 F FERRARI 328 GTS, red, magnolia hide, 1,500 miles
87 FERRARI 328 GTS, red, magnolia hide, 3,000 miles
86 FERRARI 328 GTS, white, blue hide, 2,500 miles
70 FERRARI 250 GTE, burgundy, good history, 77,000 kms

89 ASTON MARTIN VOLANTE ZAGATO gladiator red, magnolia hide, deliv. miles
89 ASTON MARTIN VANTAGE ZAGATO COUPE, gladiator red, magnolia hide, deliv. miles
88 PORSCHE 959, white, blue hide. U.K. supplied, 1,000 miles
79 MASERATI KHAMSIN LHD, red, 48,000 miles
62 JAGUAR E TYPE 3.8 ROADSTER, red, Concours
59 ROLLS-ROYCE SILVER CLOUD I, Black over sand, 48,000 miles
33 BUGATTI TYPE 35A. French blue, exceptional

THE HAWTHORNES · GILL LANE · WALMER BRIDGE · PRESTON · PR4 5QN
TELEPHONES (0772) 613114/613213 · TELEX 67294 ANGEL G · FAX (0772) 615104

NOSTALGIA

1950 EX-WORKS TEAM HWM-ALTA F1/F2

A very famous & important part of British motor-racing history: not enough that it is the actual car that Stirling Moss was entered in his first GP season as a 'Works' driver, it is also the only surviving original member of the 4-car Works Team that achieved International success, racing against Fangio, Farina, Ascari & Villoresi etc. This car, Chassis FB101, had over a dozen remarkable results in F1/F2 Grand Prix driven by Abecassis, Macklin & Moss himself, including a 2nd in the Naples and 3rd's in the Rheims & Bari GP's. Totally restored to 'concours' standard by Paul Grist, retaining superb detail originality. Extensive & continuous history & also documented in full colour articles in 'Motor Sport' & 'Classic Cars'. FIA Registered & eligible for International Historic & Vintage events, not only in its single-seater form, but also as a 2 seater sports-racer (the road conversion takes 10 minutes) — UK Registered with its original number — MXK 727.





ROD LEACH'S 'NOSTALGIA'
Fax: 0992 55·88·91

Tel: 0992 500·007 9am till 10pm, 7 days per week
Or: 0860 321·981

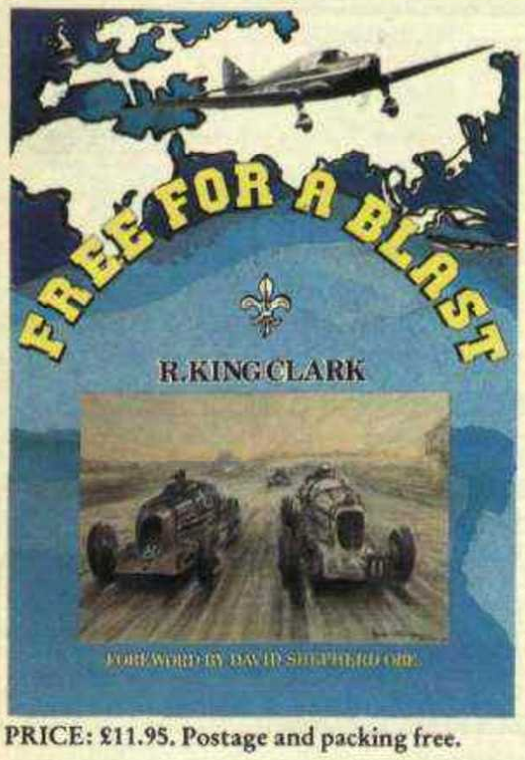
WRITE TO: BRIAR FORGE, VICARAGE CAUSEWAY, HERTFORD HEATH, HERTS SG13 7RT
PLEASE NOTE: VISITS STRICTLY BY APPOINTMENT ONLY!

NEW!
From Grenville Publishing Co.

FREE FOR A BLAST

BY R. KING-CLARK

272 Pages,95 illustrations,laminated paperback cover.



A fascinating account of a young man's inheritance enabling him, during the 1930's era, to indulge in:- touring Europe and America in exciting cars:- racing at Brooklands and other venues in his single-seater J4 M.G.:- and in particular, flying in his Miles Whitney Straight monoplane as far afield as Egypt, Singapore and Bali in the East Indies.
The central chapter gives an insight into his soldiering activities, which placed him in *Palestine during the 1938* "Troubles".
This is a stylish, humourous and notably readable book which you should not miss, so order your copy now!

PRICE: £11.95. Postage and packing free.

Please send me.....copies of **FREE FOR A BLAST**.
Make your cheque/postal order payable to Grenville Publishing Co. Ltd.
P.O. Box 35, Standard House, Bonhill St., London EC2A 4DA.

Name.....

Address.....

.....

..... Post code .....

Straight Six

London showrooms
Gemini House
High Street, Edgware,
Middx. Tel: 01-951 0188
Fax: 01-951 0821



Jaguar E-Type 3.8
Excellent 1962 Coupé in Red with Black interior. This original right hand drive E-Type is fitted with air conditioning. Of all E-Types, the early 3.8 Coupés are currently the best value of all. Sure to be an excellent investment for the new owner.

We have just acquired a quite superb MGC GT Sebring Replica. Finished in unmarked White with Black interior. Specification includes half race engine on triple webers. Please ring for full details.

Also in stock:
Pair of left hand drive Healey 3000 MK3's, 1969 Porsche 911S RS Replica, 1973 DeTomaso Pantera, 1973 Jensen Interceptor MK3. Plus two beautiful MK2 Jaguars, a Rolls Royce Cloud II and also a 1954 Rolls Royce Silver Dawn.

We also have a fine selection of historic racing cars including Formula 1, Formula 2, Formula 3, Sports and Saloon cars.

Hexagon



1974 V12 E-Type Roadster. Red/biscuit trim. Chrome wire wheels, hard top, mint, 13,000 miles. **£59,995**



1954 MGTF 1500. Red. Chrome wire wheels, total rebuild. **£25,000**

Mercedes 280SE Coupe. White/tan trim. Lefthand drive, recent engine rebuild. **£5,995**

1971 Cadillac Eldorado Convertible. Lefthand drive. Gold/cream trim, 8.2 litres, automatic, power steering, hood and windows. **£25,000**

1974 Aston Martin V8 Automatic. Smoke silver/brown hide. Believed 58,000 miles. **£39,995**

1960 Aston Martin DB4 Series II. Black/biscuit hide. Chrome wire wheels, low mileage, very sound and outstanding original car. **£POA**

1979V Mercedes 450SLC. Silver/brown. Electric roof, air conditioning, alloys, 43,000 miles. **£19,995**

1971 Volvo P1800ES. White/tan leather. Full history, 31,000 miles. **£9,995**

1961 Jaguar E-Type 3.8 Fixed Head Coupe. Flat floor, Squadron blue/navy hide. Chrome wire wheels, restored by its mechanic/owner over a seven year period. Fully documented file with photographs. **£32,995**

1967 Austin Healey 3000 Mk III BJ8 Series 2. Ice blue/dark blue, overdrive, wire wheels, very original unrestored car. 50,000 miles. **£21,995**

1960 Austin Healey 3000 Series I. Black over red, red hide, chrome wire wheels, full tonneau. Total ground-up restoration with photographic record. **£20,995**

1974 Citroen Maserati Fuel Injection. Gold/black hide, air conditioning, 14,000 miles. **£20,995**

1970 Jaguar E-Type 4.2 Fixed Head Coupe. Primrose/black hide. Californian car in quite outstanding condition. Chrome wire wheels, tinted glass. **£20,995**

1955 Bristol 405 Convertible. Metallic grey/red hide. **£45,000**

MGA Twin-Cam Roadster. British Racing green/black leather, chrome wheels, an absolute delight. **£23,995**

MGA MK II Roadster. Tartan red/black leather piped red. Chrome wire wheels, tonneau cover, last nut and bolt restoration, 21 miles since. **£19,995**

1965 Porsche 356SC Cabriolet. Needs body restoration, 78,000 miles. **£23,000**

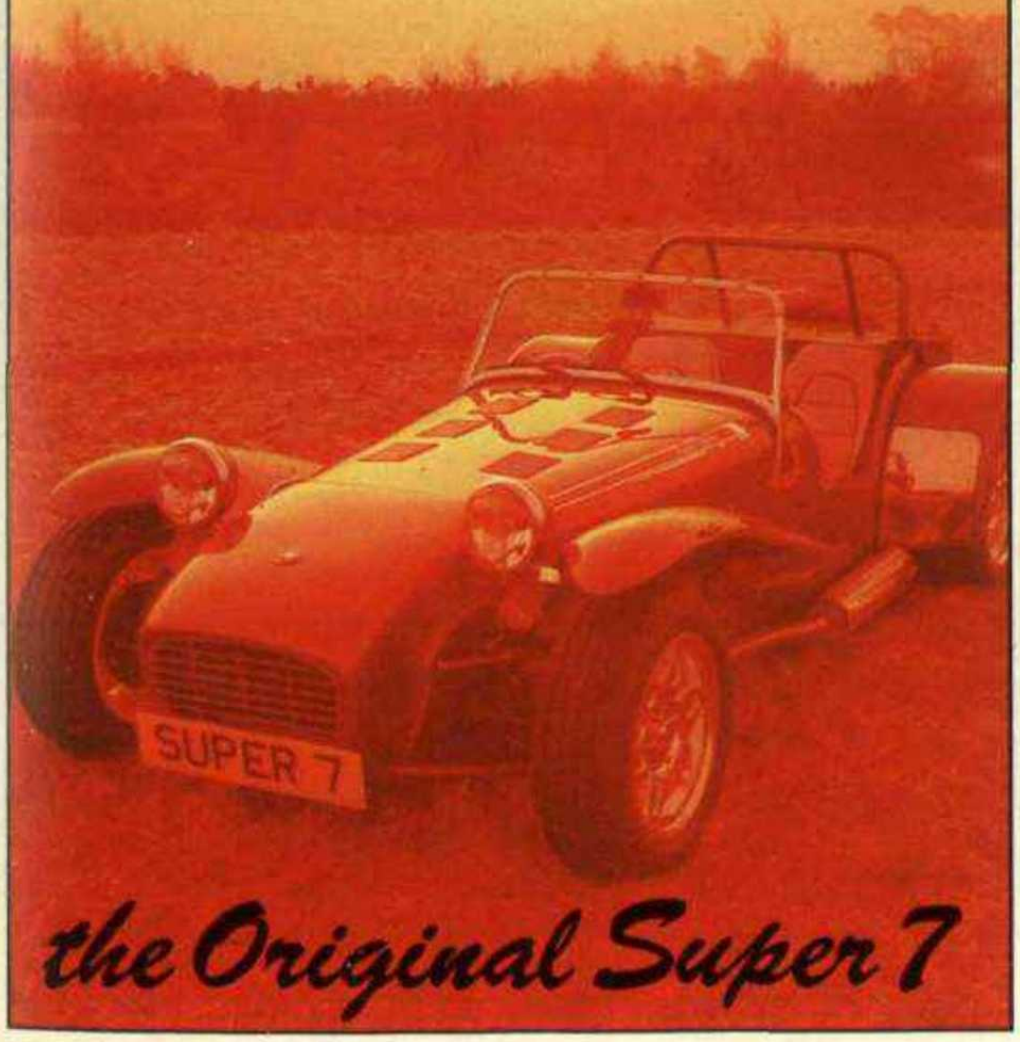
1986 Audi Sport Quattro. **POA**

We have in stock 40 carefully chosen used BMW's and a selection of used Range Rovers
Classic Cars — Paul Michaels 01-348 5151
BMW Car Sales 01-348 5151 — BMW Service Parts and Body Parts 01-485 6011
Land Rover and Range Rover Sales, Parts and Servicing 01-284 1777

CATERHAM CARS

SEVEN HOUSE, TOWNEND, CATERHAM CR3 5UG
Tel: 0883 46666 (sales),
0322 59122 (parts AND service)

NEW SUPER 7 5 speed De Dion from **£9,489** inc. VAT + CAR TAX. Also kit form from **£4,323** to SMMT CODE OF PRACTICE
Send £2.50 (£4 overseas) for colour pack
ALL LOTUS 7 AND EARLY LOTUS PURCHASED



the Original Super 7

Modena

For FERRARI

Exclusively **Ferrari**

88 TESTAROSSA Red, Magnolia Hide, 850 Miles
86 TESTAROSSA Red, Magnolia Hide, 23,800 Miles
88 328 GTS Red, Magnolia Hide, 4,800 Miles
88 328 GTS Red, Beige Hide, 15,900 Miles
86 328 GTS Red, Magnolia Hide, 16,700 Miles
86 328 GTS Met Blue, Magnolia Hide, 25,350 Miles
83 308 GTS QV Black, Magnolia Hide, 24,700 Miles **£59,995**
83 308 GTS QV Red, Magnolia Hide, 15,050 Miles, **£59,995**
84 308 GTS QV Red, Black Hide, 35,400 Miles **£56,995**
83 308 GTS QV Red, Tan Hide, 35,500 Miles, **£56,995**
80 308 GTB Red, Magnolia Hide, 26,200 Miles, **£54,995**
87 MONDIAL 3.2 CAB Met Blue, Blue Hide, 18,700 Miles, **£64,995**
85 MONDIAL QV Red, Tan Hide, 24,100 Miles, **£41,995**
79 400 AUTO Met Blue, Beige Hide, 46,900 Miles, **£32,995**
85 288 GTO Red, Black hide, 7,750 Miles
64 250 GT LUSSO Silver, Black hide, 24,444 Kilometres
71 365 GTB/4 DAYTONA Silver, Blue Hide, 65,100 Miles
82 512 BB/I Red, Magnolia Hide, 25,750 Miles
75 365 GT4 BB Red over Black, Black Hide, 47,350 Kilometres
73 246 GTS Red, Black Hide, 30,475 Miles
73 246 GT Met Blue, Blue Leathercloth, 24,600 Miles
70 365 GT2+2 Met Petrol Blue, Black Hide, 30,993 Miles

Evenings and Sundays: Mike Wheeler (0836) 590057
Evenings and Sundays: Simon Greenwood (0836) 222633
Showroom Open: Mon-Sat 9.00–6.00 Sunday 10.00–1.00

Station Garage, East Horsley, Surrey.
Tel: 04865-4663 Fax: 04865-5316

AN INVITATION TO VIEW THE LARGEST COLLECTION OF INVESTMENT QUALITY CARS IN EUROPE

OVER 60 CARS RANGING IN PRICE FROM £15,000 TO £1,500,000. MANY OF UNIQUE HISTORICAL INTEREST EXHIBITED IN MUSEUM-LIKE SURROUNDINGS WHERE YOU CAN BROWSE AT LEISURE WITHOUT OBLIGATION. OUR SPECIALITY, CARS IN EVEN BETTER MECHANICAL CONDITION THAN THEIR CONCOURS APPEARANCE. WE OWN ALL OUR STOCK, NO CONSIGNMENT CARS HERE.



DUTTON U.K. LTD

Phone: 0923 816277
Fax: 0923 32058

WE OFFER FROM STOCK THESE 18 PLUS OVER 40 MORE CARS OF SIMILAR QUALITY AND CHARACTER ON VIEW AT OUR PREMISES AT TIME OF GOING TO PRESS.






















DUTTON U.K. LTD

Phone: 0923 816277
Fax: 0923 32058

1967 FERRARI 275 GT B4
10,800 miles from new, fully documented

1955 ALFA ROMEO 1900 SSZ
Super Sports by Zagato

1955 MERCEDES 300SL
'Gullwing'

1930 BENTLEY SPEED SIX
Chassis 2857, engine 2855

1934 BENTLEY 3½ LTR VANDEN PLAS TOURER
Original concours

1935 ROLLS ROYCE 20/25
Three position drophead, coupé by J. Gurney Nutting, concours

1955 LOTUS 9
Ex. Dick Steed, in need of restoration

1948 CONNAUGHT L2 SPORTS RACING CAR
Ex. McAlpine MPH 329

1919 CROSSLEY 25/30
2 seater sports coupe with dickey

WE URGENTLY REQUIRE ANY CAR OF QUALITY OR IMPORTANCE SIMILAR TO THOSE WE NORMALLY SELL

BRIAN CLASSIC LTD

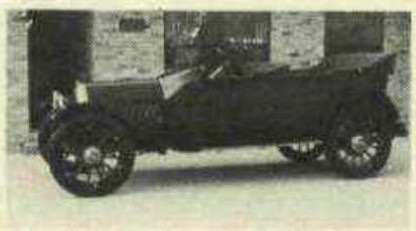
Tel: Bucklow Hill 0565 830423. **Fax: 0565 830490**

DAVID BALDOCK

CHEQUERS GARAGE,
NORTH ROAD,
GOUDHURST,
KENT TN17 1AD



1897 Panhard Levasseur Pheonix Twin. Partly restored.....**P.O.A.**



1916 Oldsmobile Open Touring Car. V8 engine, electric start, 4.1 litre.....**£22,500**



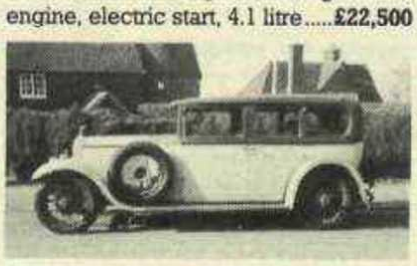
1935 Wolseley Hornet Special. Well restored.....**£11,500**



1961 TVR Grantura. MGA engine **£2,750**



1969 Chevrolet Corvette 350hp. Manual gearbox, needs painting **£6,000**



1928 Rolls Royce 20hp Limousine by Parkward.....**£17,500**



1928 Rolls Royce 20hp Limousine by Grosvenor.....**£23,500**



1932 Rolls Royce 20/25 Limousine by Hooper.....**£19,500**



1936 Rolls Royce 20/25 Two Door Saloon by Coachcraft. Once owned by Wolf Barnato. Very attractive.....**£29,500**



1937 Bentley 4¼ Parkward Saloon
.....**£16,500**



1935 Rolls Royce 20/25 Saloon by Rippon Bros.....**£15,000**



1932 Rolls Royce 20/25 by Caffyns of Eastbourne.....**£25,000**

Tel: GOUDHURST 0580 211326(D) or 0732 883282(E) Fax: 0580 211662

Paradise GARAGE

**SCOUT LANE, OLD TOWN, CLAPHAM,
LONDON SW4 0LA.**

(Located opposite Martime House in Old Town)

TEL: 01 720 0054 **TELEX: 267689**

FAX: 01 720 4394

The cars illustrated here are amongst the finest examples of their type in existence and can be seen in our London showroom. We sell many cars which do not appear in our adverts. We will be pleased to give you details upon request. We are eager to buy VINTAGE AND CLASSIC CARS of all types and we welcome offers of cars for sale.



A general view of our Scout Lane showroom showing a few of the Aston Martins, Rolls Royces, Bentleys, Ferraris etc. available from our stock.



1960 BENTLEY S11 CONTINENTAL 2 DOOR FIXED HEAD COUPE. One of the most elegant of all the post war Bentleys, this example has had a no expense spared mechanical restoration. Super.



1965 ROLLS ROYCE SILVER CLOUD 111 STANDARD SALOON. A fine condition Silver Cloud, available with or without the registration number JZ 1.

OTHER VEHICLES IN STOCK

1961 AC ACE.
1965 ASTON MARTIN DB5 CONVERTIBLE. Left hand drive.
1968 ASTON MARTIN DB6 SALOON. (Choice of 2).
1968 ASTON MARTIN DB6 VOLANTE.
1957 AUSTIN A35 SALOON. 21,000 miles.
1950 BENTLEY MK VI SALOON. Fully restored.
1962 BENTLEY S11 CONTINENTAL FLYING SPUR.
1973 FERRARI 246GT DINO. Fully restored.
1962 MGA ROADSTER.
1968 MGB ROADSTER. Restored.
1934 ROLLS ROYCE 20/25 THREE POSITION DROPHEAD by THRUPP & MABERLY. (One of two excellent 3 Position 20/25's available).
1960 ROLLS ROYCE SILVER CLOUD 11 SALOON. Burgundy with beige hide, excellent mechanical and bodily condition.
1964 TRIUMPH TR4. 35,000 miles only. Dark green with black trim. Factory surrey top. Low mileage, original condition.
1974 TRIUMPH STAG. Wedgewood blue, 31,000 miles.
1980 TRIUMPH TR7 CONVERTIBLE. Very low mileage.
1952 SUNBEAM S8 Motorcycle. Finished in red and silver. Very nice.
1960 AJS 350cc Model 8. Fine original condition.
LAVERDA RGS 1000 CORSA. 24,700 miles, black. Mint

CLASSICS & RESTORATION



Supported by Classic cars

SHOW

NATIONAL MOTOR MUSEUM
BEAULIEU, HAMPSHIRE
SUNDAY 18th JUNE 1989

with

THE BENSON & HEDGES CONCOURS
NATIONAL RESTORATION EXHIBITION
DISPLAYS BY CLASSIC CAR CLUBS
GRAND CAVALCADE
CLASSIC CARS FOR SALE

Open 10am. Cavalcade 12 noon and 3pm. Admission includes National Motor Museum; Palace House; Beaulieu Abbey and Exhibition of Monastic Life. Details from: Events Department, National Motor Museum, Beaulieu, Hampshire. Telephone: (0590) 612445.

Programme details subject to weather conditions.

Beaulieu

---

4 HEATHMANS ROAD, PARSONS GREEN, LONDON SW6

CLASSIC CAR Plc SERVICES

01-731 1224

FAX: 01-731 0558

1969 280 SE 3.5 CONVERTIBLE LHD. Finished in dark blue metallic with tan hide interior, dark blue mohair roof, burlwood walnut dash, automatic and power steering, electric windows, 121,000 kilometres. An excellent example of this sought after convertible.

1971 280 SE COUPÉ. Dark red metallic with black hide interior, fully loaded including electric sun roof. Needs some minor attention but will sell as is.

1969 MERCEDES BENZ 280 SL. Dark blue metallic, cream interior, 60,000 miles from new. One of the best examples of this model available.

1963 300 SE CONVERTIBLE. Finished in black with full grey hide interior, power steering and automatic power transmission. This car was fully restored last year and is in magnificent condition.

1963 MERCEDES BENZ, 300 SE CONVERTIBLE. Black with tan leather, 89,000 miles, full history, this car has been fully restored to a very high standard.

1963 MERCEDES BENZ 190 SL. White with black tex interior, hard and soft tops, this car is in lovely condition.

1967 MERCEDES BENZ 250 SL. Black with red interior.

ASTON MARTIN DB5. Metallic blue with tan hide, above average car recently fully serviced, currently the most desirable of cars.

1957 BENTLEY SI CONTINENTAL FLYING SPUR. Regal red, tan interior, immaculate, fully restored, a lovely example.

1958 JAGUAR XK 150 DROPHEAD 3.8. This car has had fully body off the chassis restoration full photographic record. Dark blue with tan interior MOT till August, 1989. Only 700 miles since rebuild. A good drivers car and a guaranteed financial investment.

1956 JAGUAR MK VII. 54,000 miles, white with red hide interior, sun roof, excellent engine, just had £2,500 spent on it. Recently been in daily use, good history. A great car for the collector which will only appreciate.

1974 PORSCHE 2.7 CARRERA RHD. Black with black interior hide, mechanical fuel injection giving 210 bhp, electric sunroof and windows. Complete ground up engine rebuild and a new clutch by Porsche specialists. 1500 miles since engine rebuild.

1975 LANCIA FULVIA 1.35. Burgandy with tan vinyl roof + tan interior. This car was on show at the National Classic Car Show. It has only had two former owners and with only 28,000 miles on the clock it can be taken as a genuine original Lancia Fulvia. Exceptional value for a rare car.

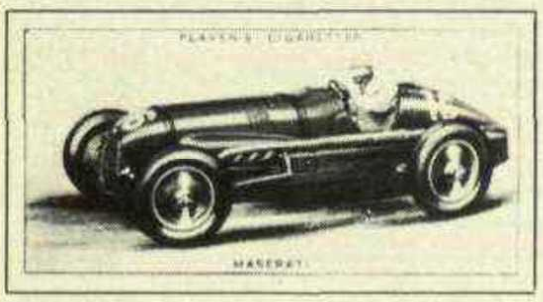
1966 ALFA ROMEO 2600 SPIDER, LHD. Gun metal grey with red hide, factory hard top, 96,000 KM, complete engine rebuild by Alfa specialist, total restoration including new paint, new leather interior. Very original car with tool box and tools. Previous owners all members of A.R.O.C., must be seen.

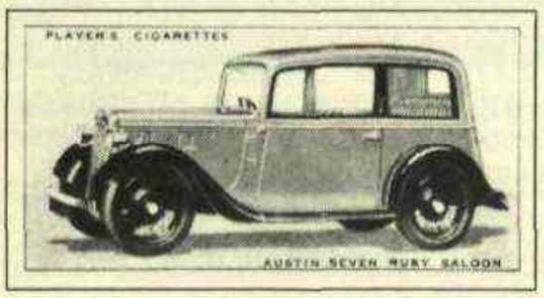
1966 GUILLA SPIDER 1600 RHD. (Guilietta shape) red with black interior. New hood and interior, new paint from base metal. Fully restored mechanically, reconditioned wiring, new chrome, only 200 miles since rebuild. A rare RHD example of a very beautiful sports car.

C.C.S. Plc offers a complete service to its clients and would be happy to advise on: Valuation, Storage, Restoration, etc. Confidentiality Assured

---









VINTAGE TYRE SUPPLIES LTD

TYRES FOR CARS AND MOTORCYCLES FROM 1898 TO TODAY

Like collectors cards, collectors cars deserve care. That's why we offer a wide range of tyres to suit every pocket. A range of original tread patterns and excellent value alternatives. All proven quality backed by fast knowledgeable service.

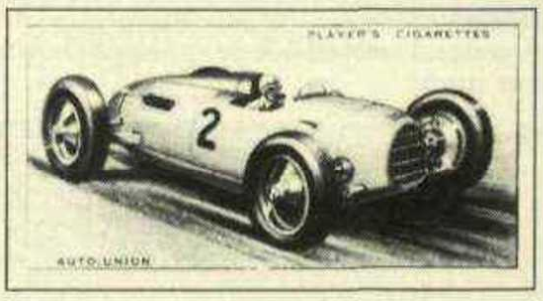
24 HOUR DELIVERY SERVICE OR ORDER THROUGH YOUR LOCAL TYRE DEALER

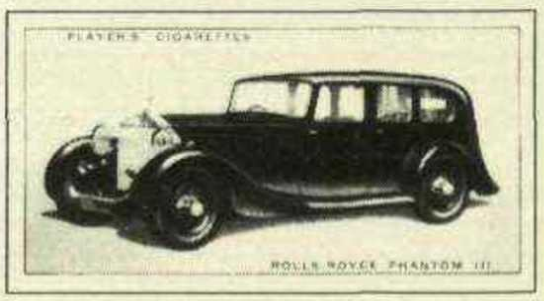
LONDON
12 DALSTON GARDENS
STANMORE, MIDDX HA7 1BY
FAX: 01-206 1588
TELEX: 922043
01-206 0722

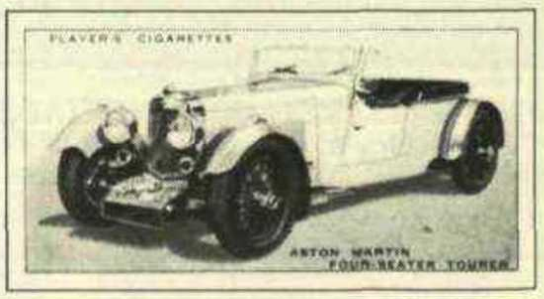
MIDLANDS
RALPH WILDE
30 OFFCHURCH LANE
RADFORD SEMELE
LEAMINGTON SPA
CV31 1TN
TEL: (0926) 426935

VETERAN · VINTAGE · BEADED EDGE · CLASSIC
RACING · WHITEWALL
PLEASE ASK FOR PRICE LIST · EXPORTS WORLDWIDE

ACCESS ORDER BY ACCESS OR VISA VISA









NOSTALGIA

1989 AC COBRA 302 MK4's

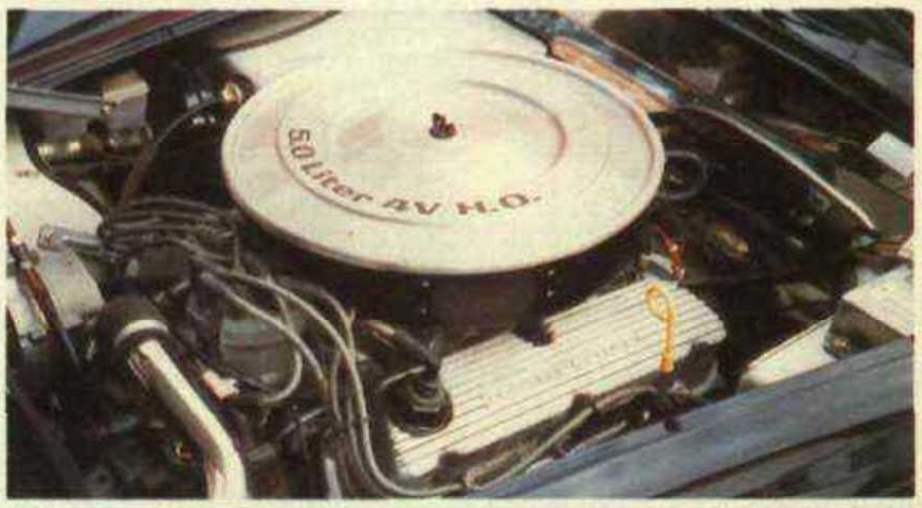
NOSTALGIA IS PROUD TO ANNOUNCE OUR APPOINTMENT AS SOLE DISTRIBUTOR OF RIGHT-HAND DRIVE MK4 AC COBRAS FOR 1989 WORLDWIDE (L.H.D. ALSO SUPPLIED).

These genuine new AC Cobras, handbuilt using the original '427' factory jigs and wooden 'bucks' etc, are probably the highest quality vehicles manufactured anywhere today. Only 40 in total of both left and right-hand drive cars will be produced this year for sale world-wide and their investment potential is already proven and guaranteed.

ALL AC COBRA MK4'S HAVE: Ford 5 litre V8 HO Mustang engine; 5-speed manual g/box; all aluminium body with stainless steel inner panelling; finest Connolly hide & Wilton carpeting; full weather equipment; Halibrand wheels; 0-100 mph (0-160 kph) in 13.0 secs. 140+ mph (225+ kph)

SIMPLY THE BEST SPORTSCARS IN THE WORLD!





THE FOLLOWING ARE AVAILABLE IMMEDIATELY:

1000 MILES ONLY — R.H. DRIVE . . . British Racing Green, green trim, UK registered & taxed. As new.

2200 MILES ONLY — R.H. DRIVE . . . Dark Blue, Maroon trim, U.K. registered, some special features. As new.

DELIVERY ON CARS UNDER CONSTRUCTION:

June onwards. Full export type approval (& tax free) for U.S.A., Europe & so on. 240 b.h.p. carburettor engine (Holley) or 225 b.h.p. catalysed fuel-injected engine as appropriate.



1959 AC ACE-PONTIAC 3.9 — Left hand drive

One of the best presented & fastest Aces anywhere. The unique 220 b.h.p Straight 6 S.O.H.C. engine transplant (utilizing the original Ace engine mounts etc.) was carried out over 20 years ago & gives real performance with no modification to standard appearance whatsoever. Full cosmetic & mechanical restoration just completed with new paintwork, trim, weather equipment & fully rebuilt engine etc. & 'Concours' prepared chassis and engine compartment. UK & U.S.A. registered. **Spare original Ace 2 litre unit goes with the car if required.**

AC COBRA 289 Mk 2 — Right hand drive

Constructed by Autokraft (AC Cars) in 1980 utilising the chassis plate from a 1955 AC Ace (AE1050), this is an exact and authentic factory built 'replica' (in the truest sense of this abused word), with a Mathwall blue-printed 4.7 litre engine etc. 8,000 miles only and just fully serviced by Autokraft themselves. Dark British Racing Green, with black trim and full weather equipment etc., all as new throughout. Absolutely stunning and indecently rapid. **Probably the best Mk.2 in the U.K.!**





'THE GOAT' PUB, HERTFORD HEATH
MONTHLY MEETINGS FOR 'CLASSIC' CAR BUFFS
MAY 7th & *JUNE 11th* — NOON TILL 3pm

'NOSTALGIA' doesn't only sell AC's! The pre-commissioned buying & selling of some of the best historic & classic sports, sports-racing, GT's and Roadsters in the world, has been a speciality for over 16 years.

ROD LEACH'S 'NOSTALGIA'
Fax: 0992 55·88·91
Tel: 0992 500·007 9am till 10pm, 7 days per week
Or: 0860 321·981

WRITE TO: BRIAR FORGE, VICARAGE CAUSEWAY, HERTFORD HEATH, HERTS SG13 7RT
PLEASE NOTE: VISITS STRICTLY BY APPOINTMENT ONLY!

HEALEY BROS.

ROLLS ROYCE AND BENTLEY SPECIALISTS

LEADERS IN THE POST-WAR FIELD 1946-1965

SALES — SERVICE — RESTORATION — PARTS

We have many years experience in the part or total restoration of Rolls-Royce and Bentley Motor cars. Cars we have restored have reached R-REC Master Class on many occasions.

Coachwork, mechanical and electrical rebuilds as well as service and routine maintenance are carried out by Engineers with many years experience to high standards.

We are prepared to undertake work on most models, the post war period from 1946-1965 being our forte.

Our parts department is second to none and we offer a wide range of new and used spares. We also manufacture obsolete or difficult to obtain parts for the post war cars.

OBSOLETE AND DIFFICULT PARTS

S&C 1 & 2, Rear Lamp Rubber Gasket, CD2270.
S&C 1,2 & 3, Front Overrider, UR570.
Dawn, Wraith, Hub Cover Nut, RG7048.
R & 6, Hub cover nut, RG7047.
C S, R., Reverse lamp cover, RD6330.
6 & R, Side lamp moulding, RD4535.
6 & R, Headlamp moulding, RD4534.
Wraith 6 R Dawn, Horn grille, RD3254.
Wraith 6 R Dawn, Hub cover ring, RG7484.
C & S, Front pillar moulding, UB1058 & 1057.
C & S, Centre pillar moulding, UB1059.
C & S, Rear pillar moulding, UB1063 & 1062.
C S R 6 Dawn, Roof aerial, RD6598.
R 6 Dawn, Door handle R64800.
S & C, Rear view door mirror, UB5096 & 5097.
R 6 C S, Vacuum washer pump & bottle, RF6351.

LATEST ADDITION TO OUR RANGE
HEADLAMP REFLECTOR ASSEMBLIES
TO SUIT BENTLEY MARK 6 & R TYPE
ROLLS ROYCE SILVER DAWN & SILVER WRAITH

CARS FOR SALE

1965 ROLLS ROYCE SILVER CLOUD II. Regal red, air conditioning, excellent.
1963 ROLLS ROYCE SILVER CLOUD 3. Sage green.
1949 BENTLEY MARK 6 BY FREESTONE & WEBB. One family owned, excellent & original.
1952 BENTLEY MARK 6 BY MULLINER. 4 door sports saloon in above average condition
1926 ROLLS ROYCE 20HP SEDANCA BY SALMONS.
1965 BENTLEY S3 SALOON. Silver and garnet, above average.
1950 BENTLEY MARK 6 BY MULLINER. "Newlook" coachwork, one of 14 made.

"For details of other cars for sale contact Eric Healey"

Rolls Royce Bentley Specialists Association MEMBER

HEALEY BROS.
(Automobile Engineers) LTD.
VICTORIA ST, IRTHLINGBOROUGH,
NORTHANTS. 0933 650247.

S&H MOTORSPORT

Rear of 14 Hallowell Road,
Northwood, Middx. HA6 1DW
Tel: (09274) 27012

SERVICE, REPAIR AND RESTORATION OF HIGH PERFORMANCE SPORTS AND RACING CARS

FRENCHAY GARAGE

COACHBUILDERS & RESTORERS

A complete in-house service. Vintage Alfa Romeo parts. Brakes and Clutches re-lined. Ash frames, complete bodies. Engines overhauled. Painting.

Frenchay Garage (Incorporating Vintage Frictions) Frenchay Common, Frenchay, Bristol, BS16 1NB

Tel: (0272) 567303
(0272) 603708

Put the 'Drive' back into Driving. Drive a Dunsmore

DUNSMORE MOTOR TRACTION
DEEP MEADOW
A45 NORTH BOUND
STRETTON ON DUNSMORE
WARWICKSHIRE
0203 542210



REES BROS.

VINTAGE & CLASSIC

69 Gordon Road
Aldershot, Hants.
GU11 1NG

EST 1921

Tel: (0252) 23038

Open: Mon-Fri (Fri late till 7pm), Sat by appointment



MG PB RADIATOR & SHELL FULLY RESTORED £750

RESTORATION & SERVICING

- Chassis Up or Part Restoration
- Servicing & Tuning
- Panel Beating & Spraying
- Engine & Gearbox rebuilds
- For Pre- & Post-War Classic cars
- . . . in fact, all aspects of car care

Enthusiastic craftsmanship at very competitive cost

ADVICE & ESTIMATES FREE & WITHOUT OBLIGATION

HAMPSON

20 mins from Manchester Airport
(8 mins from J18 M6)

E-TYPES ALWAYS WANTED

COMMISSION SALES UNDERTAKEN



HISPANO SUIZA 1925. Four seat tourer blue/black	P.O.A.
HEALEY SILVERSTONE 1950. Magnificent. Very rare car	P.O.A.
RELIANT SCIMITAR GTE 1974. One owner, national concours winner	£14,950
AUSTIN HEALEY 'FROGEYE' ground up restoration, choice of two	£5,750
AUSTIN MINI COOPER 1969. White, concours winner	£4,750
JAGUAR 'E' TYPE V12 2+2 1973. Red, excellent	£19,500
JAGUAR 'E' TYPE 3.8 Flat Floor 1961. Silver, absolutely magnificent	P.O.A.
JAGUAR 'E' TYPE V12 ROADSTER. Choice. All in superb condition. Prices from	£27,500
JAGUAR 'E' TYPE 3.8 & 4.2 SII ROADSTER. Choice of three from	£22,500
JAGUAR 'C' TYPE REPLICA. B.R.G., excellent	£18,950
JAGUAR MKII 1964. Grey, manual/OD, 5,000 miles since new	£19,950
JAGUAR XK150 F.H.C. Fawn, concours winner	P.O.A.
JAGUAR XK 140 1955. F.H.C. UK car from new. Excellent	£16,500
FERRARI 512 BB BOXER 1979. Red, 15,000 miles. MINT	P.O.A.
ASTON MARTIN DB 2/4 D.H.C. Beautiful. Black	P.O.A.
ASTON MARTIN 1939 2 LITRE. Green. Open tourer	P.O.A.
ASTON MARTIN 1957 DB 2/4 MkIII. Black, 40,000 miles from new	P.O.A.
MG. Large stocks, GT, Roadsters	Please ring for details
MERCEDES 230SL 1966 Auto. Hard & soft tops. Excellent	£19,950
MERCEDES 350SL. 1973, excellent throughout	From £8,950
MERCEDES 600 6-Door Pullman. Very rare with interesting history	P.O.A.
MERCEDES 1970 280 SL. Silver, 1 owner	£12,500
DAIMLER SOVEREIGN 4.2 1975. Rare manual/overdrive model, 70,000 miles	£2,450
DAIMLER DART SP250 1960. Black, superb	£12,500
ROLLS ROYCE SHADOW II 1977. 32,000 miles only, totally as new	£22,500
BENTLEY SI 1956. Full nut and bolt restoration over £20,000 spent concours	£26,500
BENTLEY CONTINENTAL CONVERTIBLE	Ring for details
30 years, ex-titled owner	£17,500
CORVETTE STINGRAY ROADSTER 1960 Convertible. Black/white, beatiful	£22,500
AUSTIN HEALY 100 1955. Red, excellent	£15,950
MGB ROADSTER. Unregisted, L.E., Bronze	£12,950
CORVETTE STINGRAY Roadster 1968 Convergible. 7,300cc	£22,500

Telephone: 0606 559054/061-747 0561 0836 702737 anytime
Fax: 0606-86-1283

AUTOCRATS

INTERNATIONAL CLASSIC CAR BROKERS

Purchase and Sales of
Vintage, Classic and Historic Race and Rally Cars
Market Valuation and Appraisals
Collection and Restoration Management
International Trade Agents and
Private Collector Clientele

Autocrats specialise in finding that right car at a fair, equitable price for our private collector and classic trade clientele. We offer our perspective of the market to better determine the balance and composition of collections for investment potential and manage restorations for special interest cars in North America and Britain

TRAVEL WORLDWIDE

Due to unprecedented demand we are most interested to purchase, in full or in part, small to medium sized collections of classic or significant performance road and track cars. Maximum discretion assured.

Call USA
Tel: 207 945 9525
Fax: 207 947 8595

Write
PO BOX 342
HAMPDEN
MAINE 04444
USA

Call UK
Tel: 0904 709202
Fax: 0904 706495

American and European Market Specialists

Straight EIGHT

152-160 Goldhawk Road, London W12 Telephone 01-743 1599 Fax 01 740 8496



Jenson Interceptor Convertible 1976. 25,000 miles, finished in metallic bronze with magnolia hide and hood. A rare car of exceptional quality.

AC 428 Fastback 1973.
A FRUA designed Coupé in Classic white with black hide, automatic, comprehensive service history.
Aston Martin DB6 Vantage 1967.
An exceptional car finished in Rosso red with tan hide, chrome wire wheels.
Aston Martin Lagonda LHD 1985
Acrylic white with red hide piped white, alloy wheels. Superb example.
Aston Martin V8 1975 'P' reg
Automatic, Electric blue coachwork with beige hide, 81,000 miles, service history.
Bentley Mulsanne 1983
Magnolia coachwork, chocolate hide, alloy wheels, white band tyres, 48,000 miles, FSH, w/walls etc.
BMW 320i Automatic 1985
Model 4-door, sunroof, alloy wheels, Blaupunkt stereo. Metallic blue.
Buick Riviera Coupé 1964
24,000 miles, 465 cu.in. power, one owner. Red, the best available!
Cadillac V8 Roadster 1931
Totally unique being completely finished in 24ct. gold leaf coachwork. White hide interior, mink over rugs. Gold plated interior fitments. Diamond studded hub caps. Full chassis up rebuild, every nut & bolt replaced. Drives as new. Defies description!
Chevrolet Camaro Convertible 1988.
Graphite grey with black hood, 9,000 miles, alloy wheels, air con., very attractive
Daimler 250 V8 1969
30,000 miles, FSH, Ascot grey with blue hide, chrome wires. A great investment.
Ford Thunderbird Tri-Power 1963
65,000 miles, metallic green. All power options.
Ford V8 Pilot 1950
A beautiful black customised example, "California dreaming again".
Ferrari 308 GTS 1984 L.H.D.
Beautiful black coachwork with magnolia hide, black piping, air conditioning, F.S.H.
Ferrari 308 GTB
LHD, Artic white with red hide upholstery, air conditioning, superb.
Jaguar XK 150 Convertible L.H.D.
A very attractive Carmen red car with chrome wire wheels.
Kougar 3.8 Roadster 1979
Factory built car finished in Olde English white. Competition wire wheels. Phenomenal peformance.
Mercedes 450 SLC 1980.
A collectable 2 + 2 Coupé, finished in Astral silver, beige velour, e/sun roof, alloy wheels.
Mercedes 500SEL 'Y' reg
Petrol blue with beige upholstery, e/seats front & rear, air con, ABS, spoilers, skirts, Rial alloy wheels plus much more.
Mercedes 600 "Grosse" Pullman 1965
Magnificent white/blue leather to front compartment with blue velour to rear. Fitted with every conceivable option including cocktail cabinet and reclinding rear seats.
Mercedes 600 SWB 1965
Ice green metallic with champagne hide, a pleasing highly collectable example.
1970 Oldsmobile Toranado
A super 2-door sports coupé. All power, all electrics. Excellent value classic American motoring, low mileage.
Bitter 2-door Coupé Fastback
1974 automatic V8, finished in red metallic, alloy wheels, PAS, a smart attractive coupé, electric windows.
Rolls Royce Silver Spirit 1985 'C' Reg.
Vermillion red coachwork with magnolia hide piped red, 19,000 miles, F.S.H.
Rolls Royce Silver Cloud II L.W.B. L.H.D. 1961.
25,000 miles, yes only 25,000 miles from new. Tudor grey with red hide, L.W.B. with no division, absolutely stunning.
Rolls Royce Silver Cloud III 1964
Tudor over shell, grey, red hide upholstery, white band tyres, stunning!
Rolls Royce Phantom V James Young Limousine
Features a unique lowered roof by Hooper's with oval rear window, rear sunroof & jump seats. Finished in deep burgundy with beige hide and white wall tyres, a comprehensive and fully documented service history accompanies this stunning motor car.
Rolls Royce Corniche Convertible 1983
LHD, 23,000kms, FSH, unique special order. Metallic redwood, magnolia hide, piped redwood. A splendid example.
Rover P5 3½ Litre Coupé 1970
Silver birch with black hide upholstery. An exceptional example becoming an appreciating asset, automatic, P.A.S.



Rolls Royce Camargue 1982. 52,000 miles, FSH, Masons black with black hide, red piping, red carpets. A highly collectable prestige car.



25th Anniversary. 1989 Lamborghini Countach Celebration. White coachwork with blue hide upholstery, white piping, delivery mileage. A rare opportunity to purchase a RHD Limited Edition Lamborghini.



Aston Martin V8 1979. An Oscar Indy model. Finished in Deep blue with beige hide. Automatic transmission, comprehensive service history.

THE ABOVE IS A SELECTION OF OUR CURRENT STOCK — PLEASE PHONE FOR AN UP TO DATE LIST

WE URGENTLY REQUIRE VEHICLES OF THE TYPE WE SELL
BUYER WILL TRAVEL WORLDWIDE!

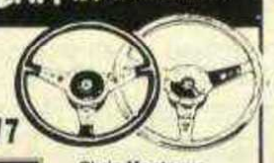
HAVAS PACKING & SHIPPING LTD.

The name with more than 25 years experience behind it.
The company who **Think Cars, Talk Cars** and **SHIP CARS.**
Shipment of personal effects and household removals, also our speciality.
Competitive rates and unbeatable service.

PO Box 31, East Grinstead RH19 4RF
Telephone: 0342 323155
(24 hour personal service)
Cables: HAVAS EASTGRINSTEAD
Telex: 957161 HAVAS G

For MOTO-LITA in London!

For the biggest stock of MotoLita wheels & bosses in the U.K. ring



01-794 7766/7

CHRIS MONTAGUE CARBURETTER CO

Chris Montague Carburetter Co.
380/2 Finchley Road
London NW2 2HP

MASERATI

Bill McGrath

the exclusive marque specialists

Units 8&9 Claggy Lane Industrial Estate, Tipo
Kimpton, Herts SG4 9PZ Tel: 0438 832161

Servicing
Restoration
Spares
All Models

ASTON MARTIN

OFFICIAL PARTS & SERVICE AGENT
IAN MASON
ASTON MARTIN SERVICES

Conveniently located in the West End for all parts and service requirements, with our own in-house coachworks and computer assisted parts department with instant despatch facilities.

139a Freston Road, Bayswater, London W10
01-727 7678, 01-727 1944.

ATTENTION CAR LOVERS

If she has a beautiful body cover her and protect her with our 100% Cotton Dust Covers

We offer individually Semi-Tailored in 100% cotton, waterproof cotton covers and coloured covers for all types of cars. Please ring for quotation

Unique Semi-Tailored Covers with elasticated ends		**Standard Covers**	
FOR SPORT CARS		9'8" × 15'	£19.95
Up to 13ft 2" long	£39.75	9'8" × 17'	£23.95
Up to 15ft 4" long	£44.75	11'6" × 19'	£30.95
Up to 16ft 9" long	£49.75	11'6" × 20'	£31.75
		11'6" × 24'	£38.75
FOR SALOONS		15'4" × 24'	£52.95
Up to 15ft 4" long	£49.75	15'4" × 28'	£59.95
Up to 17ft long	£59.75	*Intermediate sizes at same price*	
Over 17ft long	POA	*as next size up*	

Car wing protectors **£9.95** a pair. Storage bag **£5.00.** Add £3.50 per cover for postage and packing. All prices include VAT. Free initialling or your registration No. with every order on request. Please enclose a cheque with your order payable to Adrian Sacks, or you can place your order with your Access or Visa card. Remember a car dust cover is the perfect solution for the protection of your car.

Give us a ring for personal service

ADRIAN SACKS TEXTILES
Hillam Road Industrial Estate Unit B, off Canal Road, Bradford BD2 1QN
Telephone Bradford (0274) 394147 (office hours) or
Ilkely (0943) 602372 (evenings and Sundays).
All overseas enquiries welcome

Access

BARCLAYCARD VISA

Balmoral Automobile Company Limited

ESTABLISHED 20 YEARS



ROLLS ROYCE 1956 SC1. Black over silver, beige interior, MoT. £12,750



ROLLS ROYCE 1961 SILVER CLOUD II. Regal red over silver, grey interior. £13,750



ROLLS ROYCE 1937 25/30 SPORTS SALOON by Hooper. Excellent. P.O.A.

ALSO
ROLLS ROYCE 1965 SILVER CLOUD III. Brown, beige interior. **£19,500**
ROLLS ROYCE 1930 20/25 SPORTS SALOON. £13,650.
ROLLS ROYCE 1939 'WRAITH'. White, needs engine. **£11,500**
MAYBE
JAGUAR MkIII 3.8. Black. Also
1957 BENTLEY S1

ROLLS ROYCE & BENTLEY MOTOR CARS WANTED — ANY CONDITION
DAYTIME — TELEPHONE: **01-761 1155** FAX NO: **01-761 1156**

DAVID HOWARD CARS

Specialists in Vintage & Thoroughbred Motors, Export & Shipping Arranged

RANVILLES FARM, ROMSEY, HAMPSHIRE.
Telephone: SOUTHAMPTON (0703) 814481



1937 FORDSON 8 CWT VAN. Remarkably sound and very rare example of this small delivery van. Ideal advertising..... **£4,950 + VAT**



1923 SUNBEAM 14 HP SALOON. Quite magnificently restored. Certainly the finest vintage Sunbeam we have ever seen..... **£24,750**

1933 MORRIS 10/4 SALOON. Green & Black with excellent original leather. Splendid condition..... **£4,950**
1933 AUSTIN 7 BOX SALOON. Very pleasant example in Dark Green. Original interior **£3,950**
1934 HILLMAN AERO MINX. Pretty four seater, Earl of March designed Tourer. Finished in Blue. MOT and ready for the spring.... **£8,500**
1936 RILEY 9 HP MERLIN SALOON. Excellent running order. Finished in Black with Red leather. A delightful example at..... **£5,500**
1937 TRIUMPH DOLOMITE 14/60 SALOON. In first class condition refinished in Dark Red with brown trim. Re-wired, new MOT..... **£5,750**
1944 MORRIS COMMERCIAL 15 CWT. C8 MILITARY VEHICLE. One of only two known to exist. Restored to concours condition and complete with all equipment..... **£4,500**

1950 A.C. 2 LITRE SALOON. Finished in Black with Beige upholstery. Stored for many years, excellent condition, in rare four door model..... **£3,950**
1954 LAGONDA 3 LITRE DROPHEAD COUPE BY TICKFORD. 14,000 miles believed genuine, one owner since delivery mileage, used as second car and then stored. Finished in Burgundy with beige leather..... **£18,500**
1972 PORSCHE 911T. White. Immaculate condition, two owners, 52,000 miles, FSH, fine investment..... **£12,850**
1979 BMW 320. Manual. Part exchange bargain in top condition, low mileage..... **£1,875**
1985 RANGE ROVER VOQUE. 5 speed manual. Finished in Burgundy with Grey trim, tow bar, 40,000 miles..... **£12,250**

PLEASE NOTE: FOR SALES ENQUIRIES WE SHALL BE CLOSED FOR ANNUAL BATTERY CHARGING FROM MAY 23rd TO JUNE 9th

UNDERGOING RESTORATION
1924 BALLOT 2LT. Two seater boat tailed original French body.
1934 ROVER 12 H.P. SALOON

URGENTLY REQUIRED, VINTAGE SPORTS AND P.V.T. TOURERS

VIEWING BY APPOINTMENT TO AVOID DISAPPOINTMENT

ALVIS **Eddie Quelch** ALVIS

VINTAGE & CLASSIC CARS
SPECIALISING IN ALVIS'S OF ALL AGES



1936 ALVIS SPEED 20SC CHARLSWORTH SPORTS SALOON, superb restoration..... **£24,950**



1951 ALVIS TA21 DROPHEAD COUPE. Restored..... **£9,500**



1961 ALVIS TA21 DROPHEAD, excelent condition throughout..... **£9,500**



1935 ALVIS FIREBIRD, beautifully restored condition, sunroof, very original..... **£8,500**

1932 ALVIS FIREFLY TOURER. Professionally built 4 seater body, real value at only..... **£9,500**
1937 MG TA. Nice car in red **£8,500**
1961 ALVIS TD 21 DROPHEAD. Easy restoration first..... **£6,500**
1951 DAIMLER DB 18 SPORTS SPECIAL. 3 seater drophead by Barker, beautiful, original car, must be seen..... **£12,500**
WANTED ALVIS 12/50 TOURER.

1934 ALVIS SPEED 20 VANDENPLAS 4 SEATER TOURER. My own car for many years, superb Alvis, substantial offers.
1937 ALVIS 4.3 SHORT CHASSIS DROPHEAD COUPÉ by Offord. My own personal car again, beautiful & original throughout, very substantial offers.
SPEED 25 ENGINE with all ancillary's. Rebuilt. OFFERS.

20 RINGWOOD ROAD, LUTON, BEDS LU2 7BG
Tel: 0582 576036 9am-9pm seven days
Viewing by appointment please

TOP PRICE PAID FOR ANY ALVIS

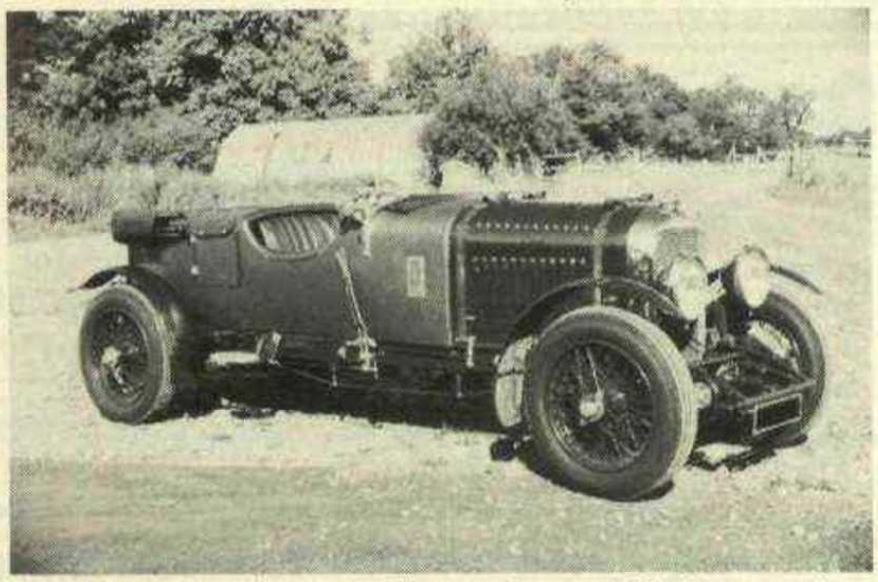
The Fruit Farm
Common Lane,
Radlett
Herts WD7 8PW

STANLEY MANN

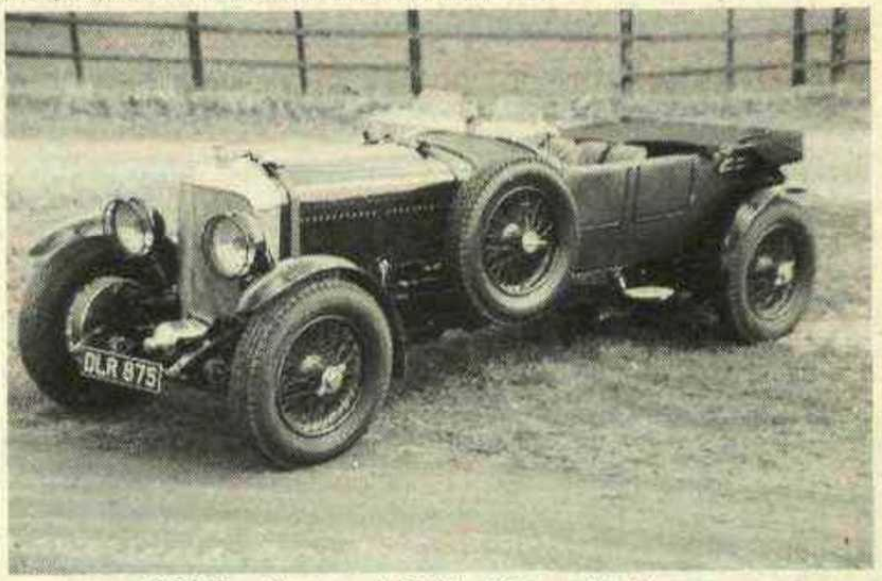
Specialists in the Vintage Bentley

Telephone Radlett
0923 852505/857816
Fax No (0923) 853496

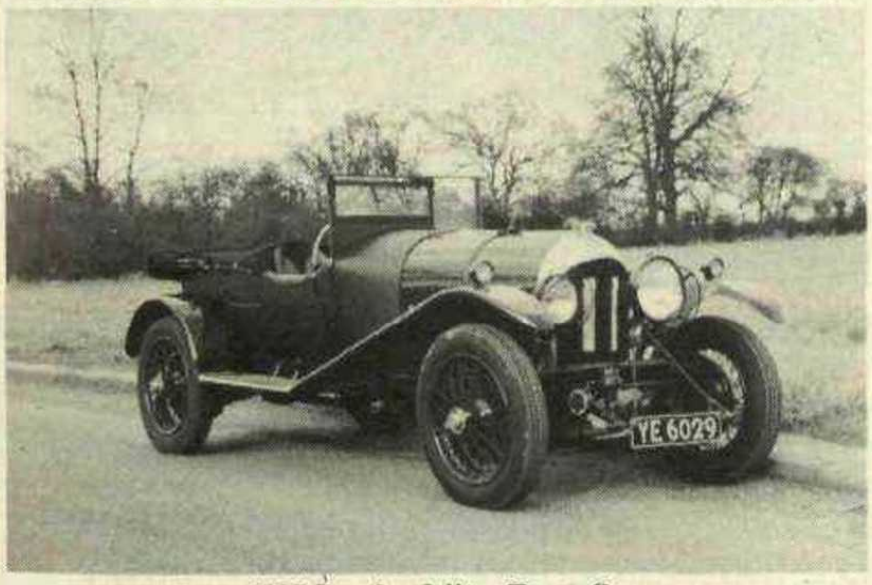
Callers welcome. Open all week and Sunday mornings but closed on Saturdays.
We are 30-minutes from central London situated 2 miles from exit 5, M1, or 4 miles from M25



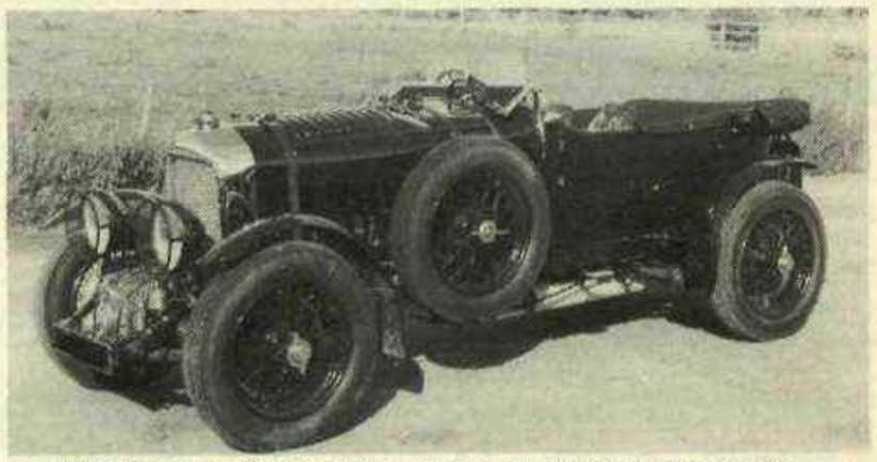
1928 Bentley 4½-litre Le Mans style tourer. Newly restored.



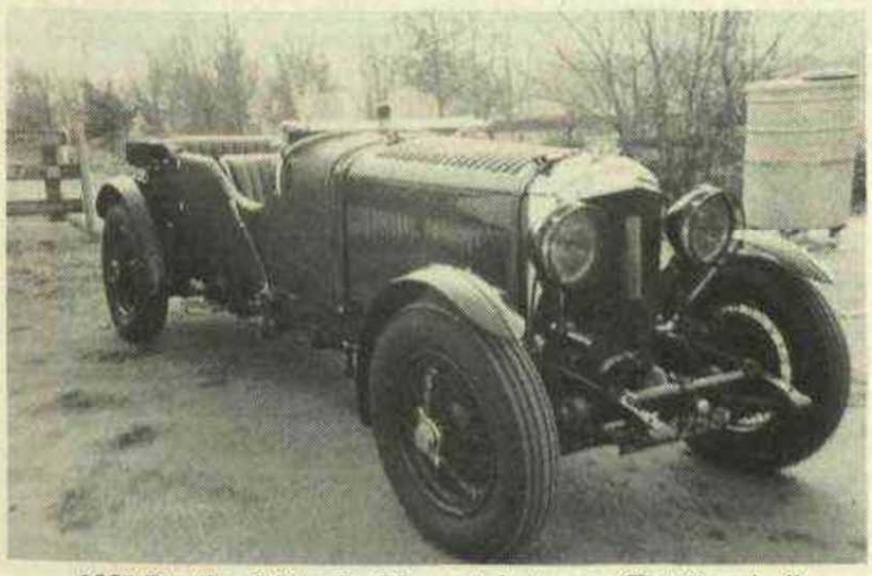
1929 Bentley speed Six Le Mans style tourer.



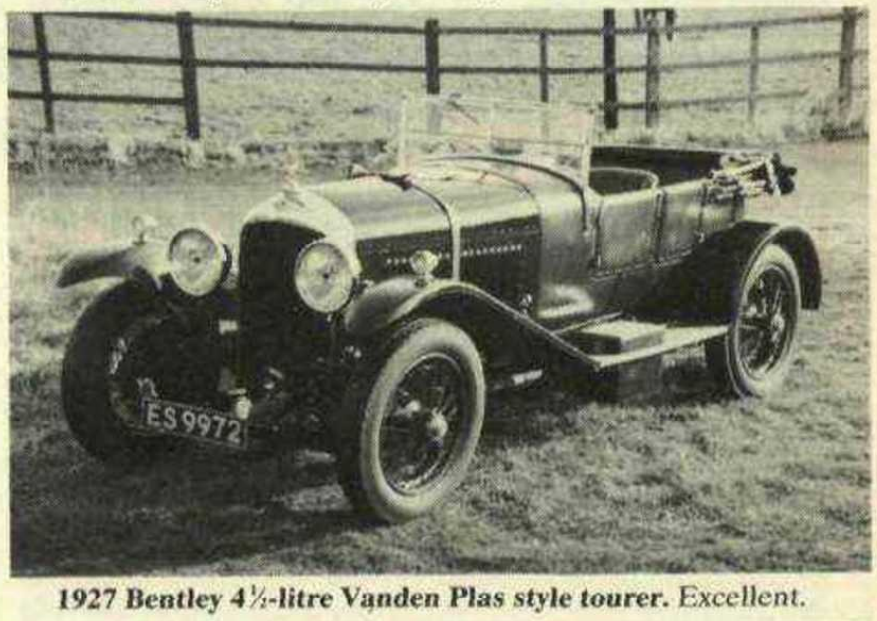
1927 Bentley 3-litre Team Car.



1931 Bentley 4½-litre Supercharged. As Birkin Team car.



1931 Bentley 8-litre Le Mans style tourer. Totally rebuilt.



1927 Bentley 4½-litre Vanden Plas style tourer. Excellent.



1952 Bentley Mk VI Standard Steel Saloon.



1927 Bentley 3-litre Gurney Nutting Saloon. Quite unspoilt.

DAVID SCOTT-MONCRIEFF & SON LIMITED

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927

Our staff are experienced to undertake all types of work on all makes of cars. We specialise in Rolls-Royce, Bentley, classic and vintage marques, from M.o.T. testing, servicing and general repairs to complete restorations. Some spare parts available, and automatic gearboxes overhauled. We are happy to make appointments to visit cars for estimates and opinions. Our opening hours are from Monday to Friday 9.00 a.m. until 5.00 p.m.

BRITANNIA ENGINEERING WORKS, WEST STREET, LEEK, STAFFS ST13 8AF

Telephone Leek (0538) 384300 Cables: Buntycars, Leek, Staffs.

TIM WALKER
(RESTORATIONS)

Restoration and repairs undertaken on veteran, vintage, P.V.T. and classic cars.

Also wing and panel making. Also turning, milling etc for "one offs".

Car collection service available.

Aylesbury (0296) 77596 workshop
and **748419 eves/w'ends**

R. F. FUGGLE LTD. Established 1906

By the time this issue is published 3 or 4 extremely nice examples of the Bristol car will be available including a late, low mileage Britannia.

Bushey Heath, Herts. 01-950 1685

LAGONDA WANTED

Roger Firth will pay top prices for any Pre War Lagonda

Phone 061 303 9127



1978 Alfa Romeo Spider 2000 Dark Blue, black trim, lovely condition, last of the proper Spiders **£8,250**



1959 Volvo PV544, Blue, grey interior, one owner, 59,000 kilometers, whitewall tyres, mint condition **£4,950**



1948 Armstrong Siddely Hurrican 3 Position Drophead Coupe, Claret with tan hood, tan leather interior **£7,950**



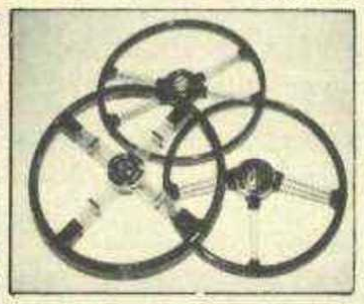
Westfield 7 S/E White, black trim, 1600 X flow, twin 40s, A2 cam, Caterham wheels, rollover bar, 2,000 miles **£5,250**

1966 FIAT 500, Blue, red interior, one owner, low mileage, original bill of sale **£1,750**
PROTEUS "C" TYPE REPLICA, Brg, 16" wire wheels, RS5s, detailed to Le Mans spec **£25,000**
1963 ALFA ROMEO GUILIA SUPER, To race trim, road legal **£4,150**
1959 ELVA F3, Single seater ..... **£11,950** + VAT
1959 NORTON DOMINATOR 99 MOTORCYCLE, Gate racer, clip-on's, rear sets etc **£2,200**
1973 FERRARI 365 GT4 2+2 Manual, KO wheels, 2 owners, 50,000 miles ..... **POA**
NORTON INTERNATIONAL 500cc MANX Lookalike **£6,000**

MICHAEL HALLOWES. Telephone: Loxwood (0403) 752615 or Mobile (0836) 595632 or 01-607 5852

KNOCK-OFFS STEERING WHEELS





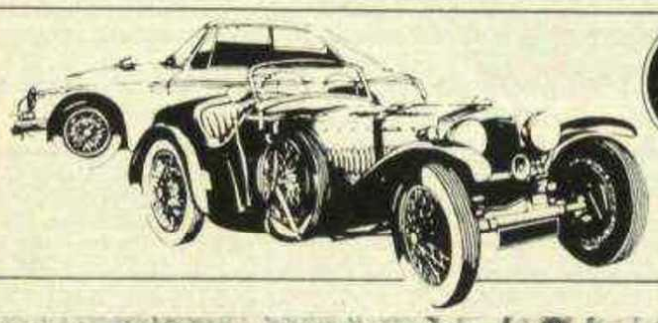
KNOCK OFFS

FOR ALL WIRE WHEELS BEST PRICES

STEERING WHEELS
MG TA/C/MMM, MGA, MGB Mk I
MG TD/F

KIMBLE ENGINEERING LTD
33 Highfield Road, Birmingham B28 0EV England
Tel: 021-777 2011. Telex 336993
FAX 021-777 4298

Access BARCLAYCARD VISA



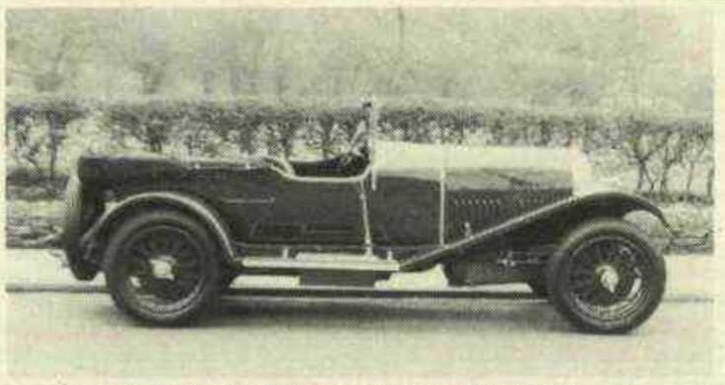
PLUS 4S

061-427 1876/9575. Mobile: 0836 611938
Telex: 666573 PLFOUR-G
Fax: 061-426 0149

For sporting cars of all ages



LAGONDA LG45 DHC 1937
Black with brown leather interior. An exceptionally original car in very good condition.



BENTLEY 3 LITRE "RED LABEL" SPEED MODEL 1926
Chassis No. AP324. Fitted with genuine V.D.P. open 4 seat tourer body. Green with green leather. Concours condition.



WINGFIELD C-TYPE REPLICA
Aluminium bodywork finished in BRG. 300 miles from new; immaculate and built to the highest of standards.



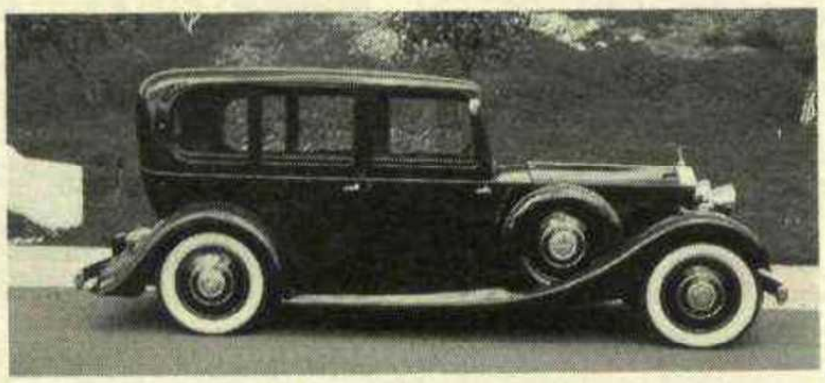
JAGUAR V12 E-TYPE ROADSTER 1973
Red with black leather and chrome wire wheels. Completely restored mechanically by Forward Engineering and bodily by R.S. Panels — Concours condition throughout.

PLUS 4 MOTORS · 219 LONGHURST LANE · MELLOR · STOCKPORT SK6 5PN.
You can telephone us 9am-10pm 7 days each week. Do please telephone before visiting to ensure we shall be open.

The Original

CLASSIC AUTOMOBILES

Classic Automobiles of London Ltd
Armoury Way, London SW18 1EZ. Telephone: 01-871 1357 Fax: 01-871 1979



1934 Rolls Royce 20/25 Limousine by Windover with division and occasional seats. Finished in Royal blue with black leather.



1912 Mercedes 40 H.P. A large Edwardian 4 seat tourer with coachwork by Cunard. First owner Sir Thomas Lipton.



1967 Aston Martin DB6 MKI. Silver with burgundy interior. An excellent car for driving and investment.



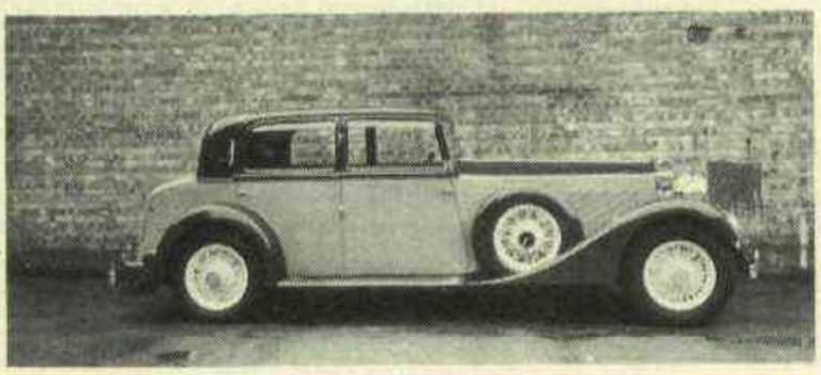
1969 Jaguar E-Type Roadster 4.2 Series II in red with black hide, C.W.W., superb throughout.



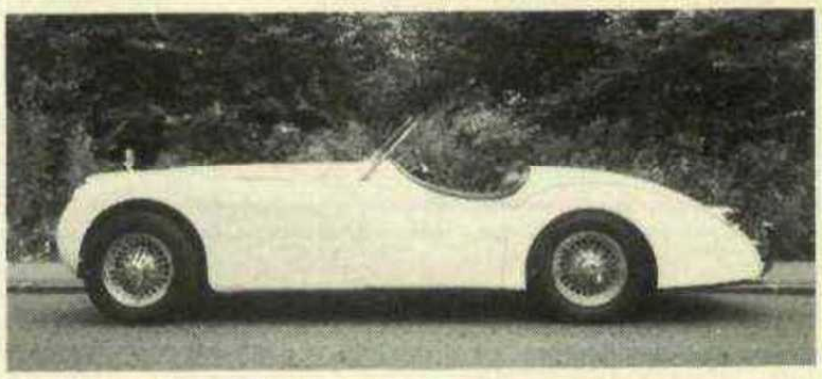
1937 Cord 810 Roadster with supercharged engine. Finished in Cordoba brown with tan interior. Highly collectable American car.



1963 Rolls Royce Silver Cloud III. By James Young with coachwork in old English white with beige hide. Lovely condition.



1933 Rolls Royce Phantom II Continental Saloon with a very attractive coachwork by Arthur Mulliner.



1952 Jaguar XK 120 Roadster in white, gloriously restored.

ALSO IN STOCK

1901 Panhard Levassor Brougham
1938 Rolls Royce 25/30 Sedanca De Ville
1927 Singer 14 H.P.
1926 Bentley 6½ Litre
1947 Rolls Royce Silver Wraith All Weather Tourer
1935 Alvis Speed 20 SC Continental Tourer
1973 Morgan 4/4
1936 Rolls Royce 25/30 Saloon
1969 Mercedes 280 SL
1972 Marcos 2.5 Litre
1904 La Nef
1934 Rolls Royce 20/25 Sports Saloon
1960 Bentley S2 4 Door Flying Spur
1968 Aston Martin DBS V8
1964 Rolls Royce Silver Cloud III
1934 Alvis Firefly 4 Seat Tourer
1958 Jaguar XK150 DHC
1971 Rolls Royce Corniche Convertible
1967 Jaguar 3.4 MKII
1974 Porsche 911 T
1924 Delage D1
1929 Rolls Royce Phantom I Saloon
1957 Bentley SI LWB with division
1963 Jaguar E Type Roadster 3.8 Series I
1935 Rolls Royce 20/25 Sports Saloon
1961 Austin Healey 3000 MKII
1960 Jaguar XKSS Replica
1931 Rolls Royce 20/25 Limousine
1972 Ferrari Dino 246 GTS Spyder
1977 Cadillac Seville

Telephone: 01-871 1357

Other excellent cars available, please telephone.
Overseas enquiries welcomed. Shipping arranged promptly.
WE ALSO BUY GOOD CONDITION INTERESTING CARS

P&A Wood

AUTHORISED SERVICE DEALER

GREAT EASTON, DUNMOW, ESSEX CM6 2HD (0371) 84-848 FAX (0371) 84-810



ROLLS-ROYCE SILVER CLOUD III CONTINENTAL 1964 by James Young. Regal red with black upholstery, one owner from new, in excellent order. In our opinion, this model is the most attractive of the whole Silver Cloud range.



BENTLEY S2 CONTINENTAL 1961 2 DOOR COUPÉ by J. Mulliner. Brewster green with tan upholstery, extensive service history. An excellent example of this rare and attractive model.

SALES – SERVICE – REPAIRS – COMPLETE RESTORATIONS
and a comprehensive range of spare parts

BEAULIEU CARS LIMITED

fine cars and engineering excellence

CLASSICS

1958 JAGUAR XK150 3.4 DROPHEAD COUPE, only 38,000 miles and 2 owners from new, excellent original car in maroon, red leather, chrome wires, stainless exhaust.....**£29,500**

1966 JAGUAR E-TYPE SI 2+2, FHC, red, original black leather interior, 71,000 miles, chrome wires, immaculate car **£12,750**

AMERICANA

1947 STUDEBAKER CHAMPION, 2 door Starlight saloon, resprayed, new upholstery.....**£3,950**

Main Suzuki Dealers

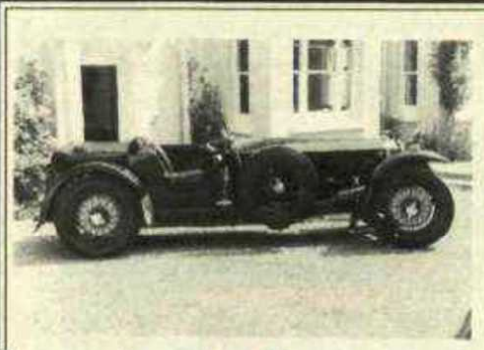
BEAULIEU CARS LTD
Beaulieu, Hampshire
Tel: (0590) 612444

ALVIS

WANTED WANTED

EDDIE QUELCH WILL PAY
TOP PRICE FOR ANY MODEL
PLEASE TELEPHONE
0582 576036

WANTED
CLASSIC AND THOROUGHBRED VEHICLES
All sports models, any age in excellent to concours condition
GOOD PRICES PAID
by established family business.
Tel: 061 747 0561 or 0606 55 9054
or details on Fax 0606 86 1283



S TYPE INVICTA
fitted with complete new body

From customers concepts with nothing to work from or from photographs/drawings we can produce any design of body.

Lagonda owners may be interested to know we now offer the Rapide body.

Phone Rod, and make a date to visit Lymington and discuss your project.

Rod Jolley Coachbuilding

SPECIALIST PANEL BEATING & ASH FRAMING
37 GORDLETON INDUSTRIAL PARK, SWAY ROAD, LYMINGTON,
HANTS. TEL: (0590) 683702

TELEX: 923753
REF: 0224

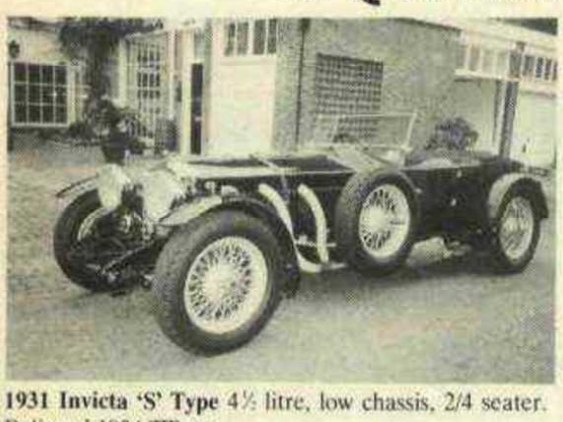
FAX: 01 589 9042

01-584 7472
01-584 7332

DAN MARGULIES (VINTAGE CARS) LTD

12 QUEEN'S GATE PLACE MEWS, LONDON SW7 5BQ

ESTABLISHED 1957



1931 Invicta 'S' Type 4½ litre, low chassis, 2/4 seater. Believed 1934 TT car.



1950 Healey Silverstone 2 seater. Chassis No. D43.



Bugatti Type 37/44. Jack Lemon Burton GP Special, successful sprint car in the 50's.



1958 Maserati 3500 GT Coupe by Touring. Aluminium coachwork.



1954 Frazer Nash Targa. Florio Bristol engine, last model built.



1906 Panhard 3.4 litre chain drive Rois de Belges, original coachwork.

1924 Lancia Lambda Torpedo 4th Series.
1934 Richard Bolster Special. 1460cc S/C MG engine.
1952 HRG 1500 2 seater. WS model.
1930 Frazer Nash Falcon.
1954 Delahaye 235 2 seater. D.H.C. by Chapron.
1937 SS100 3½ litre. Requires restoration.

HIGHEST CASH PRICES PAID FOR ALL VINTAGE AND CLASSIC CARS

Headlinings, leathercloths, Duck and Mohair hoodings, moquettes, carpets, Bedford cords and felts. Draught excluders, wing pipings, window chanels, trimmings, rubber and sponge sections, leather helmets, accessories and leather renovation kits.

ALL THIS IS AVAILABLE for Vintage and Classic cars at keen prices from the **WOOLIES CATALOGUE**. Send 75p for your copy today, UK post paid (Overseas: Europe 95p, USA $2.00, bills please, airpost paid).

BY RETURN MAIL ORDER and over the counter sales. Open Monday to Friday 9-5 (lunch 1-2). Other times by appointment.

Ian and Caroline Woolstenholmes are "WOOLIES MS", off Blenheim Way, Northfields Industrial Estate, Market Deeping, Nr Peterborough PE6 8LD. Tel: Market Deeping (0778) 347347.

VINTAGE & CLASSIC CAR RESTORATION

established 1966

Any type of work undertaken (upholstery, ash framing, panelling, etc) at very competitive rates: the bigger the challenge the better! Drophead conversions on most pre-war saloons and post war Astons & Alvis's.

HOOE GARAGE (E,SX) LTD
MAYNARDS GREEN, HEATHFIELD, SUSSEX
TN21 0DE. Tel: 04353 2044
Manufacturers of SP Cars

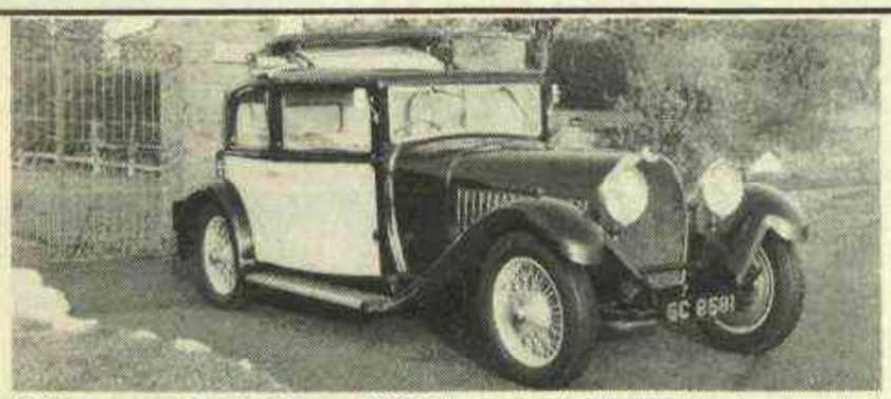
WITTER
TOWING BRACKETS

TRUST WITTER

- First choice for safety-conscious drivers with over 3 million towbars supplied.

See Yellow Pages for your nearest specialist fitter or stockist.

C.P. WITTER LTD. CHESTER
Tel: 0244 41166 Tlx: 61623 EURBAR G



A Weymann bodied Bugatti T46, mechanically restored, resprayed and re-trimmed in our workshops.
(An example of our restoration work, not for sale)

The Cooke Group

West Avenue, Wigston, Leics. Tel: Leicester (0533) 881234
FAX: (0533) 881238

FOR SALE: **1924 Bullnose Morris Cowley,** 2-seater, Reg. No. TT 1611, excellent. **£9,750**

Classic Automobiles
P.J. FISCHER

Tele Fax: 01-785 6926

Specialist in low mileage, classic Rolls Royce & Bentley cars.



1960 BENTLEY CONT. COUPÉ by HJM
Superbly kept vehicle in outstanding condition. Sand with beige int.

ALSO IN STOCK THE FOLLOWING LOW MILEAGE CARS

1948 S. Wraith by P. Ward. **1952 S. Wraith** by Hooper Teviott 3 LHD. **1953 Silver Wraith,** H. J. Mulliner 7-Pass. Touring. **1952 Silver Wraith** by Freetone + Webb. **1954 Silver Dawn,** Midn. Blue over Shell Grey. **1954 S. Dawn** in white. **1956 S1 Coupé** P. Ward. **1957 S1 Cont.** Flying Spur. **1959 S1 4-Light-Flying Spur. 1959 S1 Flying Spur,** LHD. **1961 S2 Flying Spur,** LHD. **1961 S2 Coupé** HJM LHD. **1962 S2 Cont.** Convertible LHD. **1961 S2 Cont.** J. Young. **1961 Silver Cloud II,** restored in Regal Red. **1962 S2 HJM Coupé** finished in Pewter. **1964 Cloud III,** LHD. **1964 S3 Cont,** James Young. **1964 S3 Flying Spur Cont,** HJM. **1973 Corniche Conv.,** 13,000 miles only from new. Finished in Cream w. magnolia int. and hood.
Also: 1971 P6, 1966 PV16 P5 J.Y. and **S2 JY Cont** LHD.

WE URGENTLY REQUIRE GOOD LOW MILEAGE CARS OF THE TYPE WE SELL

Established 1975 Sales – Service – Restoration

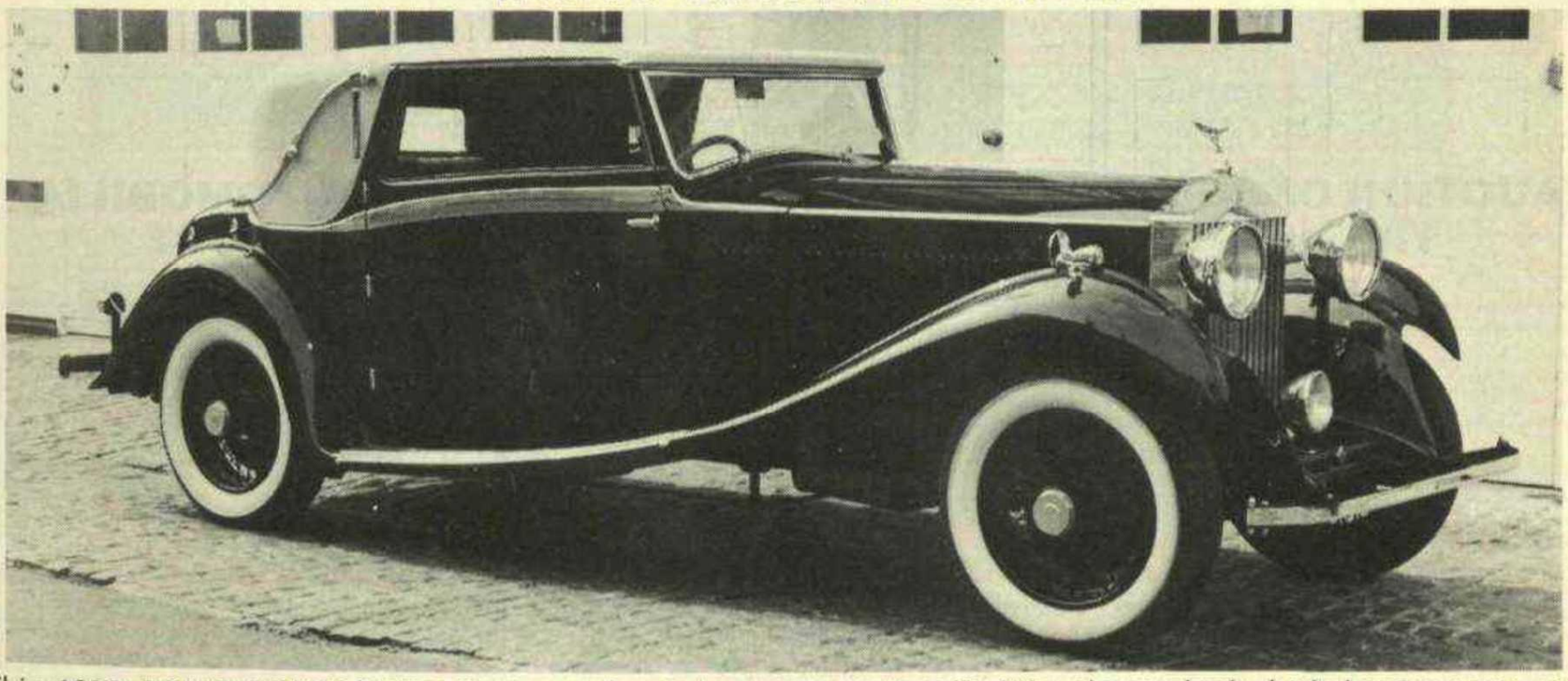
Please telephone or send SAE for free stockist

NORTHUMBERLAND GARAGE Tel: 01-785 6633
Dyers Lane (408 Upper Richmond Rd), Putney, London SW15
(Between Putney Swimming Pool and Roehampton Lane)

14 and 16 Queens Gt. Pl. Mews, London SW75BQ

C.A.R. HOWARD
INTERNATIONAL LIMITED

Tel: 01-584 4701/ 6552
Fax: 01 584 6553



This **1933 ROLLS ROYCE 20/25 Sedanca Coupé** has an exceptionally light elegant body built by Freestone and Webb. Fully restored and a fine driving car.

OUR CURRENT STOCK OF OVER 30 FINE CLASSIC CARS INCLUDES:

1910 F/N Motorcycle 4 Cylinder. Runner. Rare
1926 Hispano Suiza H6B Open Tourer by Binder.
1928 Bentley 4½ VDP Tourer. Exciting history.
1932 Lagonda 2 Litre 4 Seat Tourer.
1931 Rolls Royce Phantom II Continental Saloon.
1952 Allard J2X with a **V8 Cadillac** Engine.



STORAGE AND PARKING OF FINE CARS



If you own an unusual car, doubtless you understand the need for professional parking and storage from time to time. There is one company specialising in the storage and garaging of fine cars who offer the best and most comprehensive service.
Which explains why the company is bigger than the rest of its competitors combined; has the most convenient garages; and has the most flexible attitude to your needs, and remember, our rates are very competitive.

Cabriolet Cars (London) Ltd,

Milton House, 2 Fernshaw Road, London, SW10 0TF. 01-352 8565
Telex: 937069 Hooper G. Fax: 01-352 7945
'WE MAKE MOTORING MORE FUN'

ASHTON KEYNES
VINTAGE RESTORATIONS LIMITED

Coachbuilders award 1979

Ashton Keynes, Swindon, Wiltshire

Coach builders and restorers of vintage and classic cars. Rolls-Royce, Bentley etc. Ash frames, panel work, wings, repainting, coach finishing, upholstery, electrical work, chassis + mechanical rebuilds

Inc. South Cerney Engineering Ltd

Engine re-conditioning + specialist machining

Tel: Cirencester (0285 861) 288

MALCOLM C. ELDER

Office: Enstone (060 872) 238
Home: Steeple Aston (0869) 40606

UNIT 5, ENSTONE AIRFIELD, ENSTONE, OXFORDSHIRE, OX7 4NP

Part exchanges considered. Callers preferably by appointment. Enquiries welcome.





1920 **PEUGEOT** 163 Sport tandem (Photo) £12,250
1924 **CITROEN** 5CV open 2-seater £6,500
1933 **REO** Speed Wagon 14 seat 'bus £25,000
1926 **BENTLEY** 3 litre speed model £135,000
1927 **CLYNO** 10.8 4-seat tourer £13,250
1927 **LEA FRANCIS LFS** twin-cam (Photo) £26,000
1927 **ROLLS ROYCE** 20 Park Ward saloon ... SOLD
1933 **LANCHESTER** 10 saloon £4,750
1933 **LAGONDA** 3-litre tourer ..... P.O.A.
1934 **ALVIS** Crested Eagle Limousine £19,950

1935 **ALVIS** Silver Eagle Dhc £22,000
1939 **RAYMOND MAYS** Carlton drophead £25,000
1949 **CITROEN** BIG 15 (6 cylinder) ..... P.O.A.
1950 **ALVIS** TB14 roadster £18,500
1958 **AUSTIN** A95 Westminster £1,700
1964 **MORRIS** Minor 1000 convertible £3,850
1969 **ROVER** P6 series I 3500 ..... £3,500
1973 **JENSEN** Interceptor Mk.III £12,000
CARS SOLD ON CONSIGNMENT Please enquire
NEW TYRES STOCKED for older vehicles

WANTED: Nice examples of interesting cars and motorcycles, vintage, PVT or classic

ESTABLISHED 1829

WALTON & HIPKISS

AUCTIONEERS & VALUERS

COLLECTORS' MOTOR AUCTION DEPARTMENT
149A WORCESTER ROAD, HAGLEY, NR. STOURBRIDGE
WEST MIDLANDS, DY9 0NW, ENGLAND

AUCTION OF COLLECTORS' CARS, MOTORCYCLES, AUTOMOBILIA, TIN PLATE TOYS AND MOTORING ART AND LITERATURE

at **RAGLEY HALL**
ALCESTER, NR. STRATFORD-UPON-AVON

on **8th JULY, 1989**

MANY INTERESTING ENQUIRIES AND ENTRIES ALREADY RECEIVED

NOW ACCEPTING ENTRIES

9th July: LARGE AUTOJUMBLE CRAFT FAYRE, CLUB DISPLAYS ETC.
AUTOJUMBLE, TRADE STANDS, ETC., CONTACT:
MR NEIL BATEMAN OF VINTAGE AND CLASSIC EVENTS ON 021-745 5256

AUCTION — CARS:
CONTACT: WALTON & HIPKISS (0562) 885555 OR CONSULTANT, MR A. CROWE (0676) 32289
AUTOMOBILIA CONTACT: WALTON & HIPKISS (0562) 883426 OR CONSULTANT MR C. GORDON ON: 0860 246066

FUTURE DATES FOR YOUR DIARY

STONELEIGH, THE ROYAL SHOWGROUND: 28th/29th October, 1989

Printed by Tee & Whiten (the Lincoln's Inn Press Ltd.) for the Publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.

OPEN FROM
9.30 TO 6.00 WEEKDAYS
10.00 TO 4.00 SATURDAYS
Established 1919

COYS OF KENSINGTON

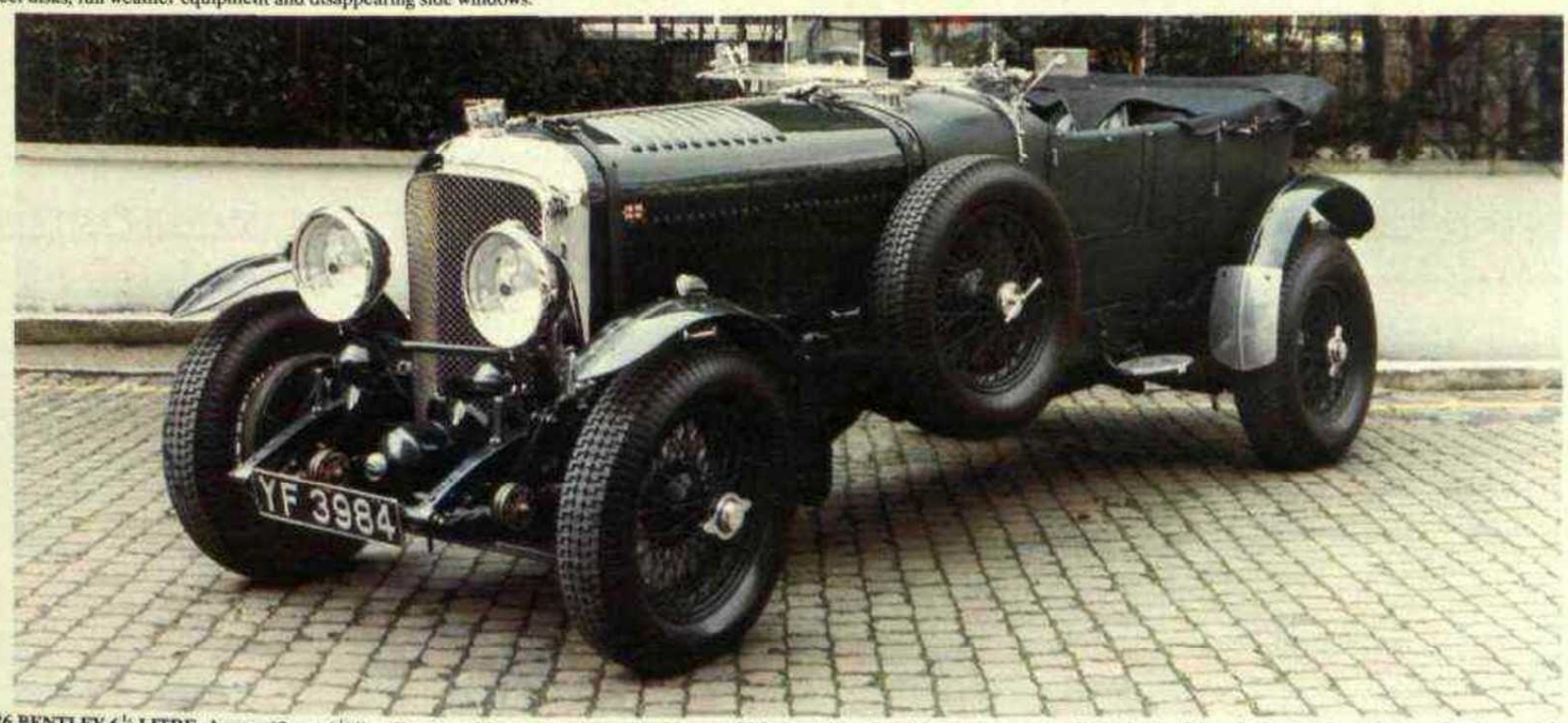
"WE WILL TRAVEL
ANYWHERE IN THE WORLD
TO OBTAIN A CLASSIC
MOTOR CAR"



1928 MERCEDES BENZ TYPE K SUPERCHARGED TOURER. A magnificent restored 1920's blown Mercedes. Extensively rallied by it's last owner, the late Count Gunter of Hardenberg, successfully competing in the 1983 Monte Carlo Rally Retrospective. Meticulously detailed to original Open Touring specification and complete with all period accessories, including full weather equipment.



1938 BENTLEY 4.25 LITRE. An original four door All Weather Open Tourer by Vanden Plas. Finished in Pearl Black with Grey hide upholstery. Complete with all original body features, polished Ace wheel disks, full weather equipment and disappearing side windows.



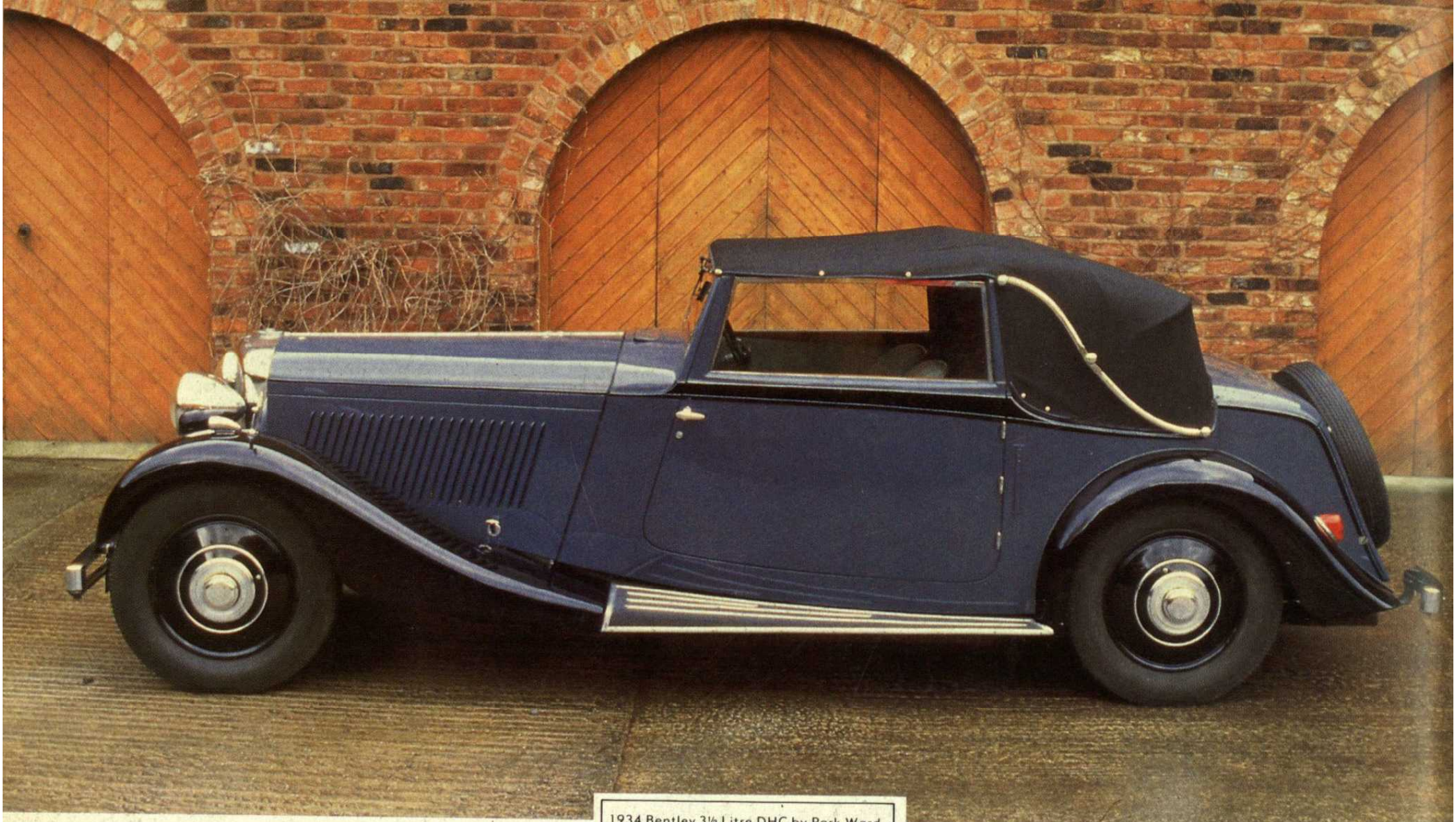
1926 BENTLEY 6½ LITRE. A magnificent 6½ litre Bentley with an extensive racing history which dates from Pre-War appearances at Brooklands, driven by Baker, through to Ice Racing exploits at St Moritz in the 1960's, driven by Schellenberg. Recently subjected to a total ground-up restoration and rebuilt to correct Speed Six Racing specification.

CARS IN STOCK

1937 Jaguar SS100 2½ Litre
1928 Bentley 4½ Litre Le Mans Replica
1924 Bentley 3½ Litre D.H.C. by Windovers
1934 Rolls-Royce 20/25 3 Position D.H.C. by Thrupp and Maberly
1928 Bugatti Type 40 Sport
1937 Bentley 4.25 Litre 2 Door Coupe by Gurney Nutting
1926 Bentley 6½ Litre Le Mans Type Open Tourer
1935 Bentley 3½ Litre Open Tourer by Vanden Plas
1974 Ferrari 365 GT4/BB
1927 Bugatti Type 37 GP Car
1934 Riley Imp
1937 Lagonda LG45 Rapide Tourer
1913 Austro Daimler 20/30 Open Tourer
1930 Alfa Romeo 6C 1750 Roadster by Zagato
1927 Bugatti Type 35T Grand Prix Car
1933 MG K3 Single Seater GP Car
1932 Lagonda 2 Litre Low Chassis Continental Open Tourer
1934 Bentley 3½ Litre D.H.C. by Park Ward
1955 Mercedes Benz 300 SL Gullwing
1969 Aston Martin DB6 Volante
1938 Packard V12 Roadster
1962 Mercedes Benz 300 SL Disc Brake Car
1933 MG Supercharged K3 Replica

Please write or telephone for illustrated stock list. Also available: 1988/89 Coys Car Value Guide, £12.95 + £1.25 p&p (£3 Europe) £30.00 Hardback + p&p

COYS OF KENSINGTON, 2-4 QUEEN'S GATE MEWS, LONDON SW7 5QJ
TELEX 928015 COYKEN G. TELEPHONE 01 584 7444 FAX 01 584 2733



1934 Bentley 3½ Litre DHC by Park Ward.

IF ANY OF OUR MAJOR COMPETITORS WERE TO SELL THIS CAR, IT WOULD COST BOTH BUYER AND SELLER THOUSANDS MORE.

Our vendor's commission and buyer's premium stand at just 5% each.

This makes ADT Auctions (formerly British Car Auctions) the only serious consideration when a valuable vehicle is being bought or sold.

We were the first to recognise the importance of specialist vehicle sales over 40 years ago, and now have a division dedicated to the full range of veteran, vintage and classic motor vehicles.

It not only offers you lower commission rates, shorter lead times and the very latest computerised administration, but the security and confidence of knowing you're dealing with the world leader.

Whether your interests are high calibre and collectable cars or motorcycles, we'll be pleased to assist you with any aspect of buying or selling.

You can contact any of our management team which include some of the leading experts: Neil Crabb, Malcolm Welford, Sir John Rogers and Peter Card.



CLASSIC & HISTORIC AUTOMOBILE DIVISION

1989 AUCTION PROGRAMME

8 May, National Motorcycle Museum, Birmingham

26 June, Blackbushe, Camberley, Surrey

11 September, National Motorcycle Museum, Birmingham

30 October, Belle Vue, Manchester

ADT Auctions

THE WORLD'S LARGEST AUCTION GROUP

AN ADT COMPANY

Classic and Historic Automobile Division, ADT Auctions Ltd., Expedier House, Portsmouth Road, Hindhead, Surrey GU26 6TJ. Tel: (042) 873 7440. Fax: (042) 873 4631.