January 1998 • £2.75 • Founded in 1924

MOTORSPORT

The last of the F1 hellraisers

James Hunt

by Niki Lauda

Italy 9500L Austria 75SCH Denmark 66K Canada CAN $9.95 US US $5.95 Australia AUS $6.95 Sweden 65SK

1000s of CLASSICS FOR SALE

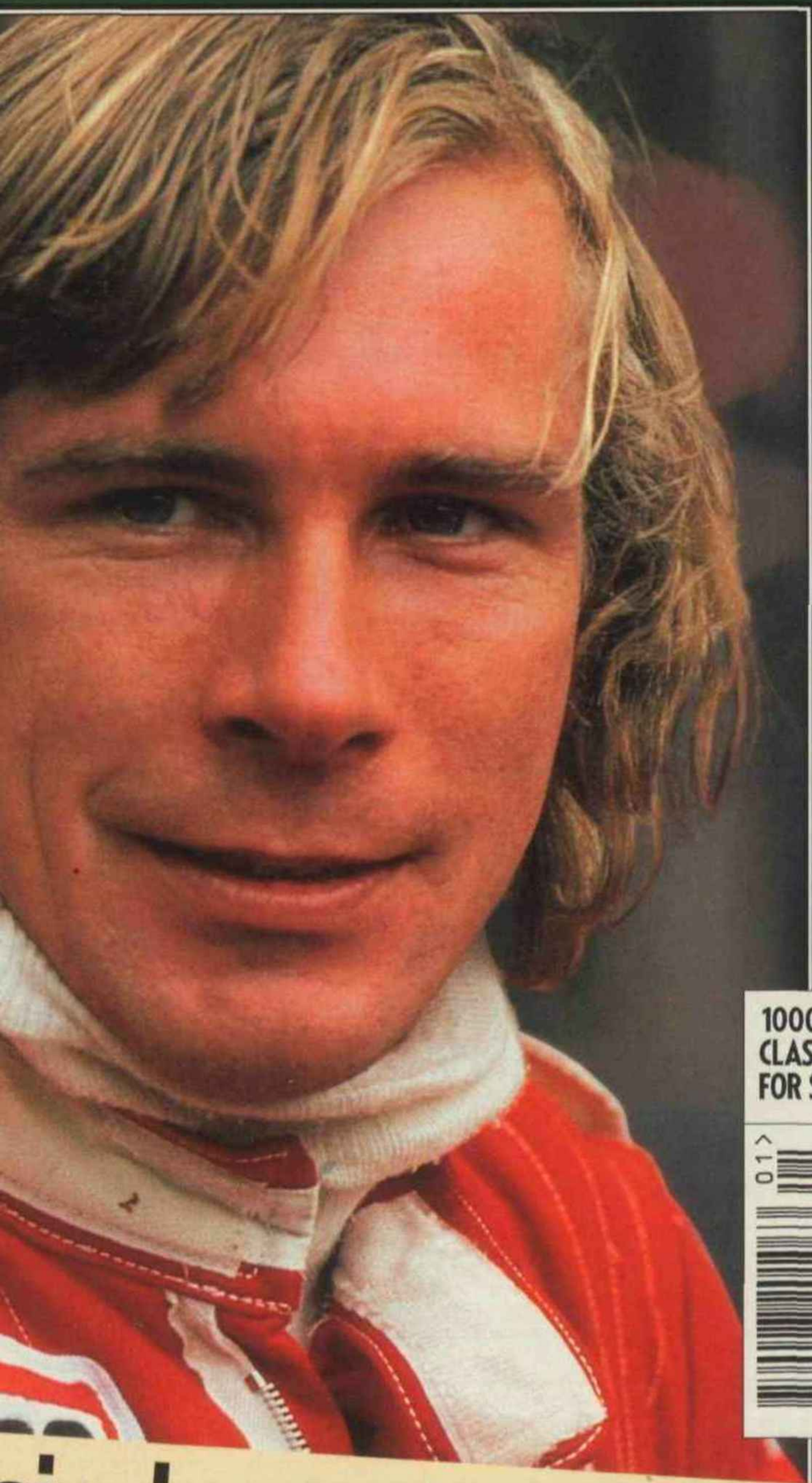


Plus Racing's greatest photos

16-page Klemantaski Collection special

5 • Founded in 1924

RSPORT



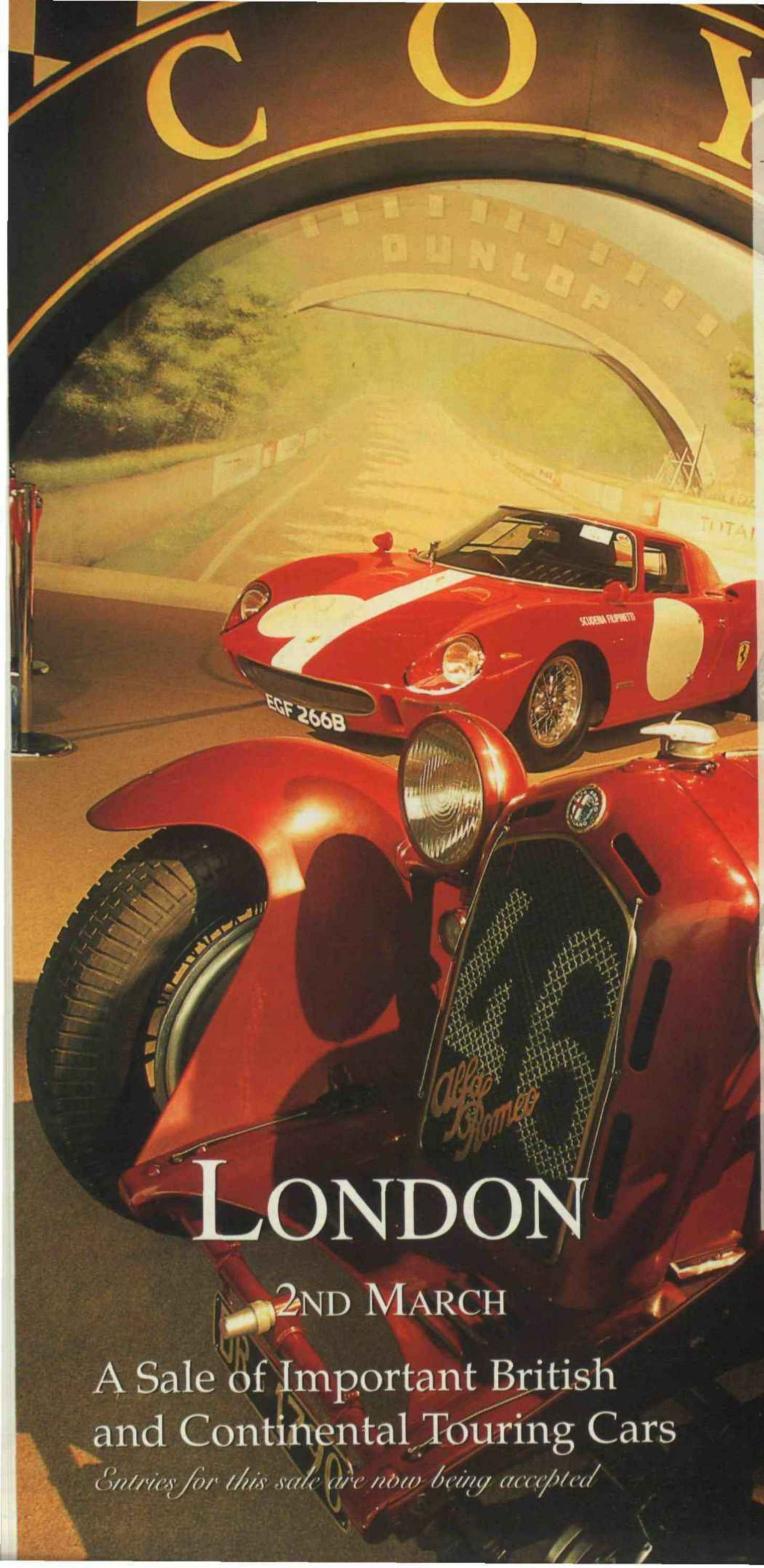
Italy 9500L Austria 75SCH Denmark 66K Canada CAN $9.95 US US $5.95 Australia AUS $6.95 Sweden 65SK

1000s of CLASSICS FOR SALE

01 >
9 770027 201063

cing's greatest photos

nantaski Collection special



COYS

Leading the European Auction Market.

In 1997 Coys Achieved New World Record Sale Prices For Both Motor Cars And Motor Cycles And Were Appointed To Sell Two Of The Most Prestigious Collections In Europe.

The Famous Ferrari Collection Of Hans Dürst, *Silverstone* - Achieving A Sale Figure In Excess Of £4 million And The Collection Of The Late World Champion Motor Cyclist Mike Hailwood, *London* - *"True Greats"* Astounding The Motor Cycling World By Selling His 1966 Honda 350/4 Motor Cycle For A New World Record Price In Excess Of £165,000, With A Gross Sale Figure Nearing £2.5 Million.

COYS'
calendar of sales for 1998 will commence with :-

March, London
"Spirit of Motoring"
A Sale of Important British and Continental Touring Cars

May, Chiswick House
"Fine Motor Cars"

July, Silverstone
An Important Auction of Sports, Sports Racing and Grand Prix Cars

December, London
"True Greats"

For Free Valuation Or Advice Concerning Any Motor Vehicle Or
For Further Information Regarding Any Of Our Forthcoming Sales, Please Contact :

Coys' Auction Department

LONDON

2nd March

A Sale of Important British and Continental Touring Cars

Entries for this sale are now being accepted

COYS
OF
KENSINGTON
—
FOUNDED 1919

Coys of Kensington
2-4 Queen's Gate Mews, London SW7 5QJ
Tel: 0171 584 7444 Fax: 0171 584 2733



COVER: JAMES HUNT
MONACO, MAY 1977

EDITOR
Andrew Frankel
FOUNDER EDITOR
Bill Boddy MBE
DEPUTY EDITOR
Gordon Cruickshank
MANAGING EDITOR
Matthew Franey
ART EDITOR
Martin Tullett
PICTURE EDITOR
Ryan Baptiste
NEWS EDITOR
Marcus Pye
EDITORIAL SECRETARY
Anne Elkins
SPECIAL CONTRIBUTORS
Nigel Roebuck, Roger Bell,
Alan Henry, Shaun Campbell
PICTURE LIBRARY
LAT Photographic – 0181 251 3000
ADVERTISING MANAGER
John Deverell
ASSISTANT ADVERTISEMENT MANAGER
Lubana Jelinek
DISPLAY ADVERTISING
Susie Hunter
PROJECT DEVELOPMENT
Broma Patel
SALES EXECUTIVES
Brad Barber, Chris Heyes
STAFF DEVELOPMENT MANAGER
Anna Coles
EDITORIAL DEPARTMENT
Phone 0181 943 5722 Fax 0181 943 5619
ADVERTISING DEPARTMENT
Phone 0181 943 5674 Fax 0181 943 5619
60 Waldegrave Road, Teddington,
Middlesex TW11 8LG, England
SENIOR PRODUCTION MANAGER Stephanie Allister
PRODUCTION MANAGERS Stuart White, Kelly Rahman
SUBSCRIPTIONS MARKETING MANAGER Mathew Smith
PUBLISHING MANAGER Cormac Bourne
DESIGN DIRECTOR Paul Harpin
PUBLISHING DIRECTOR Jeremy Vaughan
SALES DIRECTOR Derek Redfern
MANAGING DIRECTOR Simon Daukes

MOTOR SPORT
is published by Haymarket Motoring Publications Ltd,
a wholly owned subsidiary of Haymarket Magazines Ltd
EDITORIAL DIRECTOR Mel Nichols
MANAGING DIRECTOR Eric Verdon-Roe
CHAIRMAN Simon Taylor

SUBSCRIPTION RATES – 12 ISSUES
UK £33.00, Europe & Eire £40; Airmail: Middle East, Africa, India £65;
Rest of the world £75. Postage is free. Payment may be made by VISA,
Mastercard or Amex to: Motor Sport Subscriptions, PO Box 219, Woking,
Surrey, GU21 1ZW. Tel: 01795 414819. Fax: 01795 414600
USA (airfreight) per annum $59.40. Second class postage paid at Berkeley
Heights, NJ, and additional mailing offices. USPS 698570 POSTMASTER:
Send address corrections to EWA, 205 Highway 22 East, Green Brook,
NJ 08812. Tel 732 424 7811, Fax 732 424 7814

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

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

Colour Origination by: Colour Systems Limited. Printed by St Ives plc
We take every care when compiling the contents of this magazine but can assume no responsibility for any effects arising therefrom. Manuscripts submitted entirely at owners' risk. Advertisements are accepted by us in good faith as correct at the time of going to press. No part of this publication may be reproduced in any form without the written permission of the publisher.
Copyright © 1997 Haymarket Magazines Limited, all rights reserved

Vol LXXIV No 1 JANUARY 1998

CONTENTS

SEVENTY-FOURTH YEAR OF PUBLICATION

MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE

Magnificent Seven *The Seven is 40 years old. We celebrate with the first and the latest of the breed. Page 80*





James Hunt by Niki Lauda *Not just their on-track rivalry but their less well-known off-track friendship. Page 24*



Ferrari 340 Mexico *Ascari's Carrera PanAmericana competitor is taken back to the track once more. Page 34*



ATS *The story of one man's highly original attempt to gain F1 glory… by those who survived it. Page 56*

MATTERS OF MOMENT 4
NIGEL ROEBUCK: Legends 10
MOTORING SPORTSMEN: Steve Nichols 13
LETTERS FROM READERS 15
FROM OUR ARCHIVES 18
SUBSCRIPTIONS 20

James Hunt/*Niki Lauda* 24
Ferrari 340 Mexico/*Andrew Frankel* 34
Rally car tyre secrets/*John Davenport* 44
Budweiser Rocket/*Stan Barrett* 50
The ATS story/*Adam Cooper* 56
Lotus and Caterham Seven/*Matthew Franey* ... 80
The worst car I ever drove/*Perry McCarthy*... ... 86
Early days at Donington/*Bill Boddy* 88
Murray Walker/*Matthew Franey* 94
LOUIS KLEMANTASKI PICTURE GALLERY 63

GOOD EGGS, ROTTEN APPLES: Volvo 850 T5-R ... 100
MY GREATEST RACE: Sir John Whitmore 102
BILL BODDY 104
PARTING SHOT 108
CLASSIFIED ADVERTISEMENTS 114

Klemantaski *A unique appreciation of the work of the world's greatest motorsport photographer. Page 63*



Lord March hails "new chapter" for Goodwood

GOODWOOD CIRCUIT IS GEARING UP to host its first race meeting in over 30 years on September 18-20, 1998, exactly half a century since the ninth Duke of Richmond – who, as Freddie March, won the 1931 Brooklands Double 12 race – opened it for racing.

The newly-reborn Goodwood Road Racing Company's landmark event will be staged three weeks later than originally envisaged – its first day is the Golden Jubilee – making it exactly 50 years since a youthful 19-year-old Stirling Moss won his first major race there.

Laurence Baker

Having won the lengthy battle to gain planning permission to reopen the historic 2.4-mile race circuit in 1997, prime mover Lord March (Freddie's grandson) has already overseen a massive effort in the first phase of preparation for the event.

"I know how my grandfather must have felt right at the beginning," he told MOTOR SPORT. "The restoration of Goodwood circuit is an enormous challenge and a whole new chapter in the history of motor racing here. I want the revival meeting next September to be a truly magical and theatrical step back in time. Those who remember the old days should see very few differences and younger people will hopefully revel in how racing used to be. For spectators the revival of Goodwood will mean better facilities but without the concrete and fencing we associate with so many modern circuits."

A third of a million tons of earth have been moved to create a three metre high sound-damping barrier on the south-west facing side of the circuit. This also doubles as an unbroken spectator bank affording unprecedented views between the demanding Madgwick and St Mary's corners.

Thirty thousand tyres have been installed as safety barriers round much of the perimeter of the track, according to circuit manager Tony Houghton, and now line the outside of Lavant Corner and the beginning of the Lavant Straight, where Bruce McLaren was killed testing a CanAm car in 1970. The inside of the Madgwick to Fordwater stretch, which abuts the airfield, will be left open.

'I want the Goodwood revival meeting to be a truly magical step back in time'

Although the race programme for the coming meeting has yet to be fixed, it is certain that the spectacular will be run for cars built up to the track's closure in 1966, when the British Automobile Racing Club transferred its racing programmes to a new base at the not dissimilar airfield circuit at Thruxton in neighbouring Hampshire.

Goodwood's layout promoted wonderful racing in virtually every single-seater, sports and saloon car discipline, thus it is no surprise that the majority of classes – none more than the Formula Junior movement, whose 40th birthday celebrations next year will be reaching their climax – are eager to return for what promises to be the talk of the European historic racing season.

Certainly, Moss, Roy Salvadori and many of the other drivers who made the place famous, are looking forward to returning to rekindle the memories of those who marvelled at their skills at the legendary Sussex venue, and entertain subsequent generations who were denied the privilege the first time around.



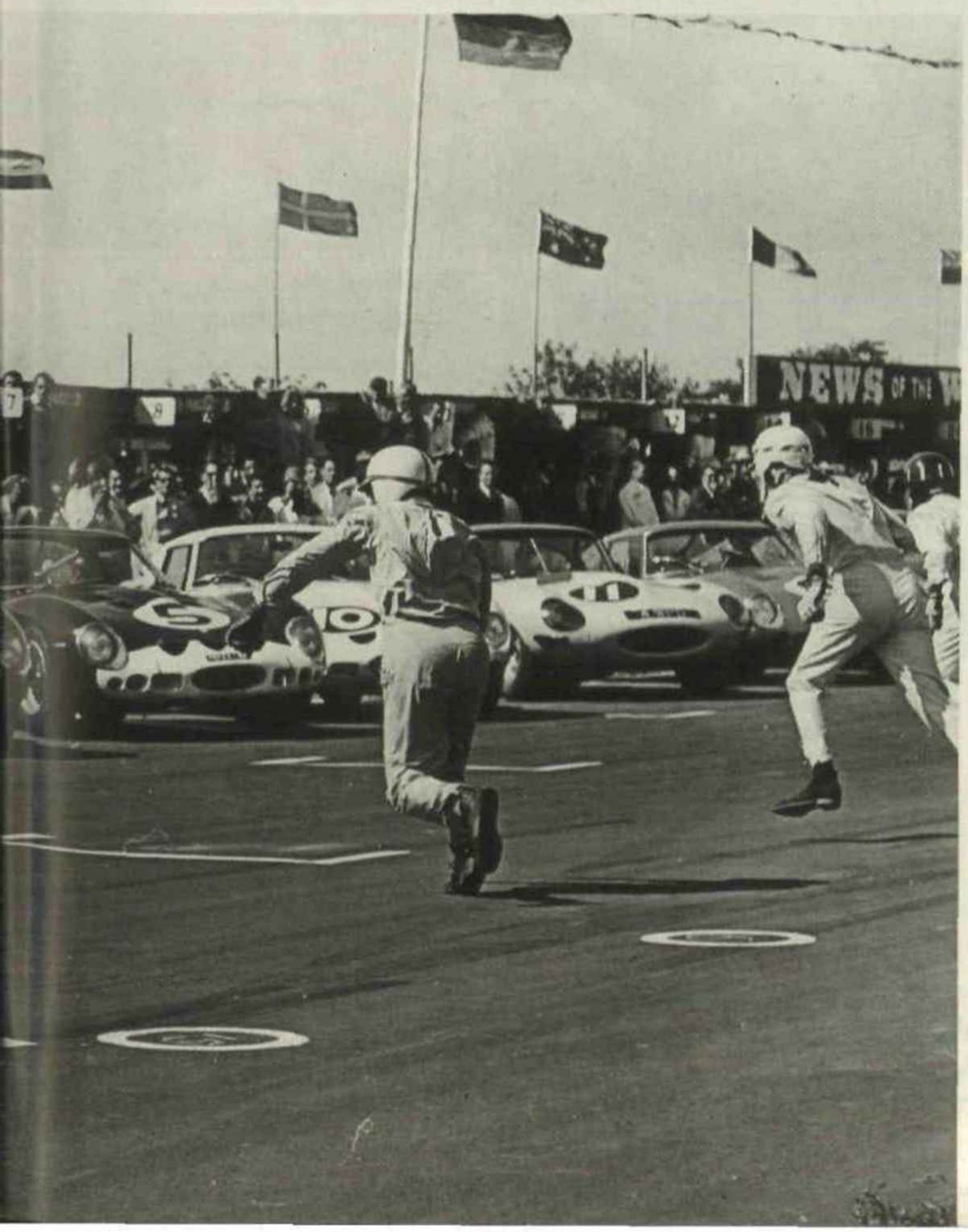
Above: The Earl of March has overseen extensive work at Goodwood track...



LAT Archive



...in order to restore the Sussex venue to its former glory of the 1960s (below)



editorial



Andrew Frankel
EDITOR

UNACCUSTOMED AS I AM TO PUBLIC DISPLAYS of jingoistic, Britain-is-best trumpeting, it is difficult to leaf through very much of this magazine without concluding that the sport and its history we so love would indeed be a sorry shadow of its magnificent self were it not for the prolonged labours of so many from these shores.

It would, of course, be easy to construct the contents of the magazine to support this view but the truth is that's just the way it happened. From such people as James Hunt, Murray Walker and Sir John Whitmore past places like Goodwood and Donington to cars as great as the Lotus and Caterham Seven, this issue is packed with reasons not simply to smile quietly about the past but also to be proud that the achievements continue to flow fast.

* * * *

I TOYED BRIEFLY WITH THE IDEA OF DEVOTING *this column to misty eyed reflections upon* 1997 and the truly extraordinary year it has been for this magazine. But while I believe the contents of MOTOR SPORT should continue to fulfil a largely retrospective brief, I am equally sure that those of us responsible for it finding its way into your home every month should continue to look only to its future.

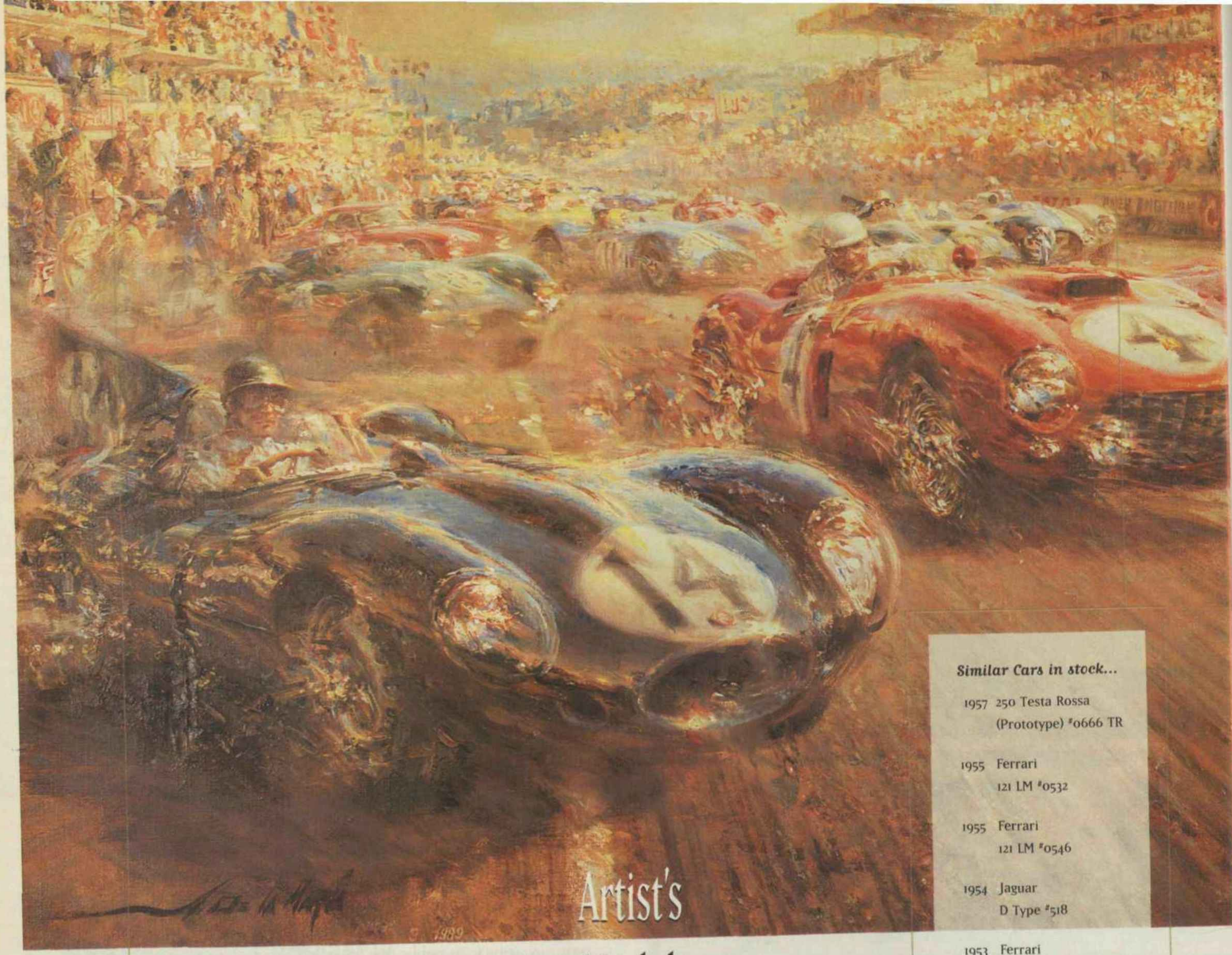
I will, therefore, make this brief. In the months since April when we re-launched the magazine, it has been both praised and condemned, devoured with delight by readers who liked what we were trying to do just as surely as it was discarded with disgust by those who did not. We knew we could not please everyone and had to accept, long before showing the new magazine to its public that it would lose a few readers as a result. But we hoped and believed it would gain rather more and so it proved. In the last year new readers and lapsed readers alike have turned and returned to MOTOR SPORT in their thousands. The result is that, for the first time in a generation, the vital signs of a magazine's health – its sales, subscriptions and revenue – are once more heading rapidly in the right direction.

* * * *

THAT THIS IS GOOD AND EVEN GREAT NEWS FOR THE MAGAZINE IS CLEAR. However, as the bloke who has spent the last twelve months taking the credit for the other people's work, I think I'll give the back-slapping a miss for now. All I would say is that there are many people who have played invaluable parts in this – especially the drivers, owners, dealers and clubs who have given freely their time, cars and facilities to MOTOR SPORT over the last year. To them all I extend the sincere gratitude of us all working on the magazine while acknowledging that, without such support, we could never have come such a very long way in so few short months.

* * * *

FINAL THANKS GOES TO YOU, THE READERS. ALL OF YOU WHO HAVE JOINED, returned or chosen to stay with the fold have played a part in the resurgence of MOTOR SPORT. Sitting here, it seems that wishing you a happy Christmas and successful New Year is a rather limp way of repaying your loyalty and faith in this magazine. So while I wish you all the best for the festive season, I think it perhaps more meaningful to promise that all our efforts will be redoubled during 1998 to continue to do justice to this great, unique title.



Painting: Alfredo de la Maria

Artist's Model.



Similar Cars in stock...

1957 250 Testa Rossa
(Prototype) #0666 TR

1955 Ferrari
121 LM #0532

1955 Ferrari
121 LM #0546

1954 Jaguar
D Type #518

1953 Ferrari
375 MM #0294 AM

The Symbolic Collection of Automotive Art by the world's leading artists is one of the finest ever assembled. And our collection of the classic sports cars that inspired them – the world's largest – is a masterpiece in its own right.

In fact, every Symbolic "work of art", whether driven or displayed, is a superb example of the vision and passion of the world's leading auto makers.

Call today for an appointment, or fax for a comprehensive stock list. Let us put you behind the wheel of your own piece of art history.

7440 La Jolla Boulevard
La Jolla, CA 92037 USA

SYMBOLIC
MOTOR CAR COMPANY

tel **619.454.1800** *fax* **619.454.1890**
www.symbolicmotors.com

miscellany

Clay Regazzoni is among 40 drivers registered to take part in May's Classic Malts Scottish Six Day Reliability Trial. The 1350-mile route, which the former GP driver will tackle in his hand-controlled Mercedes, takes in six distilleries.

* * * *

Endurance races of 400, 500 and 300 kilometres respectively will be run for Pre-1960 Sports and Pre-'65 GT and Touring Cars at Brno next June, the Nürburgring's Oldtimer GP in August and Imola in October.

* * * *

ERA Club president Rivers Fletcher was awarded the organisation's Francis Howe Trophy for his lifetime of service at its annual reunion. Rivers not only founded the club in 1935, but has worked ever since to ensure its survival.

* * * *

Supersonic Land Speed Record-holder Flight Lieutenant Andy Green received a Gold Medal at the British Racing Drivers Club dinner in recognition of his achievement in ThrustSSC.

* * * *

Coventry Jaguar specialist Guy Broad will mark the 50th anniversary of the XK engine next June with an attempt to beat Norman Dewis's XK speed record of 172.412mph, set in 1953. The 'XK180' car, modelled on the lines of the 'Slingsby Bubble' streamliner, is under construction. Broad is yet to announce a driver.

* * * *

Lynx Motors has restarted limited production of its stunning Jaguar C-type replicas. 'Having produced more than 50 D-types, we felt the time was right to offer the discerning customer something different,' said Lynx's managing director John Mayston-Taylor.



Brookes and Hamilton flew from the start to take a win



Jan Trajbold made it a hat-trick of European rally titles

Brookes back with RAC win

RUSSELL BROOKES RETURNED TO competitive rallying with an emphatic victory in November's two-day RAC International Historic Rally.

Brookes, co-driven by Fleet Street journalist and Formula One commentator Maurice Hamilton, dominated the event from start to finish and was fastest or joint fastest on all but three of the 17 stages.

It was the first time that the former British Champion had driven Beatty Crawford's left-hand drive Porsche 911. "I'm out of practice and the opening stage came as a bit of a shock," admitted Brookes. "But the car ran perfectly, the organisation and the stages were good and it has reminded me of just how enjoyable rallying can be."



Cortina of Russell/Pulleyn came 6th



MS publisher Vaughan lost a clutch

Czech driver Jan Trajbold finished second in another 911 to reclaim the FIA European Rally Trophy he also held in 1992 and '95, while Swede Stig Kristiansson completed a Porsche 1-2-3.

Paul Kynaston was denied second place when the remould rear tyre on his 4.2-litre Sunbeam Tiger let go of all its tread, while Adrian Kermode was also chasing hard after Brookes when he slipped into the lake at Woburn. To make matters worse he was struck by Rob Pilcher's Lotus Cortina which became the third car to end up in the water.

Dave Preece's 911 suffered engine failure in the run back to the overnight halt in Circencester, while MOTOR SPORT publisher Jeremy Vaughan was another casualty, his Mini's clutch disintegrating on SS8 in Caerwent.

Kynaston recovered to fourth, and Roger Tello's Mini Cooper S was an impressive interloper in fifth. Michael Russell's Cortina came sixth.

The one day National Rally Britannia was won by Gordon Howie and Graham Carter in an MG Midget. The Classic event, for newer cars up to 1979, was dominated by the Triumph TR7 of Charles Golding and Preston Ayres. **Keith McGhie**

Senna tribute at Autosport International '98

Five cars from four marques will trace the F1 career of Ayrton Senna in a special tribute to the triple World Champion at the Autosport International show at the Birmingham NEC between January 9-11.

The Toleman-Hart TG184 turbo car in which he finished second to Alain Prost's McLaren in the wet 1984 Monaco GP will be joined by the Lotus-Renault 97T which carried him to his first win in Portugal the next year. Also on display will be the Monaco and Detroit GP-winning Lotus-Honda 99T of '87, a McLaren MP4 and a 1994 Williams FW16.

The backdrop for the cars will comprise a wide range of memorabilia, including race-suits, helmets and photographs of Senna.

Admission costs £2 and proceeds will be donated to charity by the Senna Foundation.



Senna shone in atrocious conditions of 1984 Monaco GP in Toleman-Hart

Blackhawk Editions

Historic Motor Racing Scenes

by Vaclav Zapadlik



"Fangio's Greatest Drive" ZAPHDS2

The start of the 1957 German Grand Prix at the Nurburgring, eventually won by Fangio, clinching his fifth Driver's World Championship



"The Silver Arrows" ZAPGTS1

The Mercedes-Benz and Auto Union teams before the 1935 Grand Prix at the Nurburg Ring.



"The Greatest Grand Prix" ZAPHDS1

Christian Lautenschlager's Mercedes leading George Boillot's Peugeot in the 1914 French Grand Prix

PRINTS ARE AVAILABLE AS A LITHOGRAPH EDITION ON PAPER

AND ALSO A CANVAS EDITION TO GIVE THE LOOK AND FEEL OF ORIGINAL ART



"Scuderia Ferrari" ZAPGTS2

Enzo Ferrari with the team cars of Hawthorn, Gonzales & Taruffi before the 1954 Grand Prix of Europe at the Nurburgring.



"Rosemeyer in the Rain" ZAPGDS3

Bernd Rosemeyer in the Auto Union dominating the field at the 1936 Grand Prix at the Nurburg Ring.

EDITIONS LIMITED TO 950

Framed Prints Available



"Il Mantovano Volante" ZAPGRS3

Tazio Nuvolari in the 8C 2300 Alfa Romeo Monza on his way to winning the 1932 Monaco Grand Prix.

Approx. print size 30" x 22" - Approx. image size 24" x 18"

PAPER EDITION PRINTS (Unframed) $85.00US each · CANVAS EDITION PRINTS (Unframed) $325.00US each

Please supply the following prints			
REF. NO.	QTY.	PRICE EA.	TOTAL
CA Residents Sales Tax			$
Shipping			$
Order Total (U.S. Funds only)			$

Blackhawk Editions

Tel: 510.736.3444
Fax: 510.736.4375
1092 Eagles Nest Place
Danville, Calif. 94506
U.S.A.
www.blackhawkart.com

Name

Address

Country Zip

Daytime Phone

Fax

( ) Check payable to Blackhawk Editions enclosed or ( ) Charge my VISA ❑ / MasterCard ❑ Shipping Charges: Unframed prints (1-4) USA $15.00/Europe $24.50/Pacific Rim $28.50

Card No.	Exp. Date	Signature

Brooklands secures Napier-Railton at last

LOTTERY GRANTS TOTALLING £1.5MILLION HAVE enabled Brooklands Museum finally to purchase John Cobb's famous Napier-Railton.

Built specifically for the Track and perpetual holder of the lap record there, the massive 24-litre machine returned from Germany earlier this year, and had been on loan at Brooklands until the Museum was able to raise the £800,000 asking price.

The balance of the Heritage Lottery Fund grant will kick-start a £2.5m restoration of the smaller Museum buildings, including the leaking Campbell shed, and a British GP exhibition in the Jackson shed. In addition, a Brooklands-built Hurricane has been bought for restoration.



John Cobb's magnificent record-holder will now rest in its rightful home



HAILWOOD COLLECTION SELLS OUT

The Honda RC173 motorcycle on which Mike Hailwood won the 1966 350cc World Championship was sold for a staggering £169,388 (including premium) by Coys in London last month as enthusiasts clamoured to acquire mementos from 'Mike the Bike's vast personal collection, offered in its entirety by his family.

The Suzuki RG500 on which he won the Isle of Man TT in 1979, made £35,288. Fans with smaller wallets were able to buy leathers, a vast number of trophies, cups and awards, and even anoraks (one of which fetched £706!).

"It was a hugely successful sale," said a Coys spokeswoman. 'Every item sold, every stitch was snapped up."

Hailwood, who lost his life in a road accident in 1981, aged 40, was an extraordinarily versatile and courageous sportsman. He won four World titles on two wheels and drove cars in 50 Formula One Grands Prix in a two-part career which spanned 1963-1974. While second remained his best GP result, at Monza in 1972, Mike won the European F2 Championship for his great friend John Surtees's team the same year.

Elva quartet repeats 24-hour Ricard victory

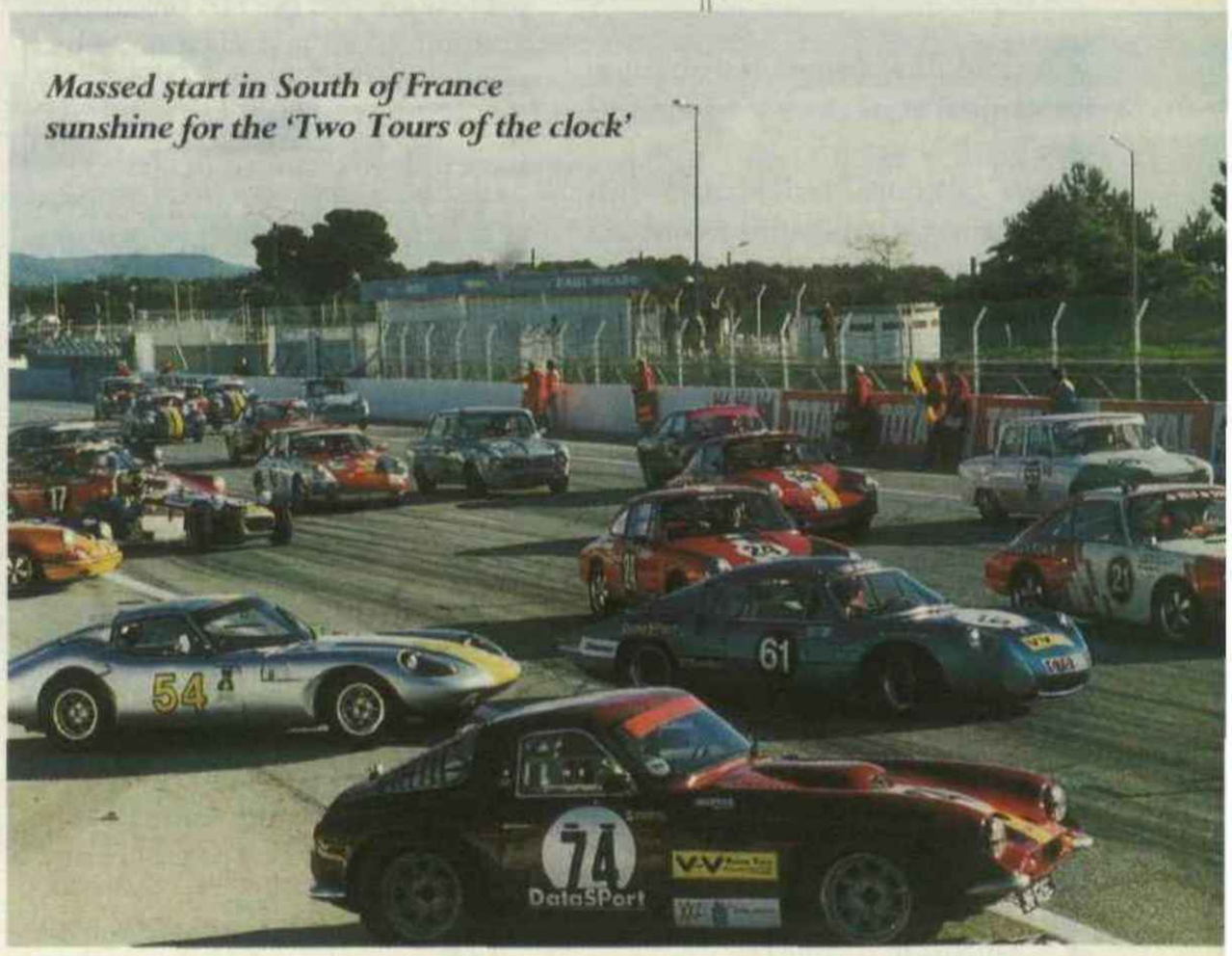
THE ULTRA-RELIABLE ELVA-BMW MK8 of Sylvain and Henri Stepak, Gerard Bacle and Gerard Autajon, repeated last year's victory in Van de Vyver Racing's sixth annual Deux Tours d'Horloge marathon at Paul Ricard in November, after a stirring charge by Michel Quiniou's Chevron B8 team was thwarted by mechanical failure.

The Chevron, co-driven by Alain Filhol and Steve Hitchins, started from pole, but a broken rocker took 68 minutes to fix, and dropped it to 52nd. Undeterred, the trio clawed back ground through the night and were lying second, nine laps shy of the Elva, when a stub axle broke.

No such dramas befell the Elva, which, after particularly strong stints by resident Winfield School instructor Bacle, and a scheduled tyre change at half-distance, took the chequered flag 16 laps ahead of the Porsche 911s of Belgian Felix Brasseur and veteran Frenchman Raymond Touroul. Gerard Besson's sleek Alpine-Renault Le Mans coupé was a brilliant fourth.

Perhaps the most remarkable story of the race, however, was the performance of Gerard MacQuillan's Lotus Elan, which confounded the history books by finishing 11th, with a class win to its credit. "We don't know of a precedent for an Elan completing an International 24-hour race without trouble," said co-driver Gerry Wainwright. Simon de Lautour and Rupert Beckwith-Smith also drove.

The only casualty of the weekend was the TVR Griffith of Michel Krine which crashed heavily after setting third quickest time in qualifying. The driver escaped injury. The only TVR to finish was Serge van Havre's Griffith, shared by Mark Freeman.



Massed start in South of France sunshine for the 'Two Tours of the clock'

events of note

JANUARY

8-11 AUTOSPORT INT'L SHOW (GB)
Europe's top motorsport show, embracing everything from Grand Prix and World Rally Cars to Historics at Birmingham's National Exhibition Centre. Sideshows include Ayrton Senna tribute and live action race and rally car shows in an expanded arena. You can also try your hand at karting. Advance tickets from ☎ 0121 767 4747.

24 BROOKLANDS (GB)
Vintage Sports Car Club Driving Tests. Traditional fun event on the grand old circuit at Weybridge. Flying jackets advisable. ☎ 01608 644777.

FEBRUARY

6-15 RETROMOBILE (F)
The outstanding Historic and Classic Car Show of the French calendar takes place at Hall 2/1 of the Porte de Versailles complex in Paris. ☎ 00 33 1 48 44 30 30.



MUCH HAS BEEN MADE OF THE controversial last lap at Jerez, in which Jacques Villeneuve plainly offered no resistance to Mika Hakkinen and David Coulthard, who swept through for a 1-2 finish. No one seriously doubted that an 'accommodation' had been reached between Williams and McLaren before the race, but it was fatuous to suggest that Frank Williams had made a present of the race to Ron Dennis even before it began.

The way I read it was that McLaren simply undertook to keep its drivers from hindering Villeneuve in his fight with Michael Schumacher, and this they did in the first part of the race, when Hakkinen, in particular, was quicker than Villeneuve, yet did not attempt to displace him.

After Schumacher's infamous barge *into* Villeneuve, the Canadian's car, although still serviceable, was damaged, and as he reeled off the remaining laps, the McLarens closed in. "I would," Jacques said, "have looked bloody stupid if I'd gone off on the last lap, trying to hold on to the lead. With Michael gone, all I needed for the championship was one point, so it was better to let Mika and David through."

Ferrari, seeking perhaps to lessen the opprobrium heaped on Schumacher, made a big issue of this 'collusion', suggesting that the McLaren drivers had held up Eddie Irvine, to prevent his threatening Villeneuve. And while that was palpable nonsense, the FIA nevertheless announced an investigation, which exonerated Williams and McLaren.

Levels of acceptable behaviour have indeed changed in Grand Prix racing. At Suzuka, for example, Irvine comprehensively held up Villeneuve, allowing Schumacher to break away, and afterwards there was much celebration of this Ferrari 'team work'. Back in 1975, though, at Watkins Glen, Clay Regazzoni delayed McLaren's Emerson Fittipaldi while Niki Lauda went clear and received the black flag for his actions. Bad sportsmanship, they called it then.

Similarly, Villeneuve's decision to think of points, rather than worry about a race win, broke no new ground. At Kyalami in 1983, Nelson Piquet, in much the same position as Jacques, opted for just that policy.

That year, in which the turbo-charged cars finally took complete hold, the World Championship decider involved three drivers, Alain Prost (Renault), Piquet (Brabham-BMW) and René Arnoux (Ferrari). In late August, the title had looked like a shoe-in for Prost, who led by 14 points with three races to go, but if Renault were smugly confident, Alain himself emphatically was not.

"The Renault people thought I was crazy when I said we would lose the championship to Piquet and Brabham, but from somewhere the BMW engine suddenly had *a lot* more power in those last few races. I said, we can't get pole position anywhere, because our engine won't accept a lot of boost, so Piquet will always start ahead of us – and with his power he'll be impossible to pass in the race. But Renault were simply too complacent, too *big* to respond quickly."

In other ways, too, Prost was in an invidious position. At Brabham, Piquet was endlessly indulged, and was relaxed at Grands Prix, while Alain – with the weight of the Regie, indeed the whole of France, on his back – looked ever more haggard.

Then there was Arnoux, with his unsophisticated manner, scruffy appearance, and darting, suspicious, eyes. When the mood was on him, he was about as quick in a racing car as anyone I have ever seen, but most saw the championship battle as essentially between his two rivals.

As the season wore down, Prost's fears were increasingly realised. In Italy, where the *tifosi* saw him as the obstacle between Arnoux and the World Championship, they took against him with particular venom. There were anonymous letters, 'phone calls, even threats of kidnapping and worse. At Monza, Renault hired bodyguards to protect him.

That weekend Alain retired with turbo failure, and Piquet won as he liked. A fortnight later, at Brands Hatch, he did the same, with Prost second. Ahead lay only the final race. "People say I should feel pressure," Prost said, "but I don't. Yes, I'm two points ahead, but the Brabham-BMW is on another level now. Only luck will win me the championship..."

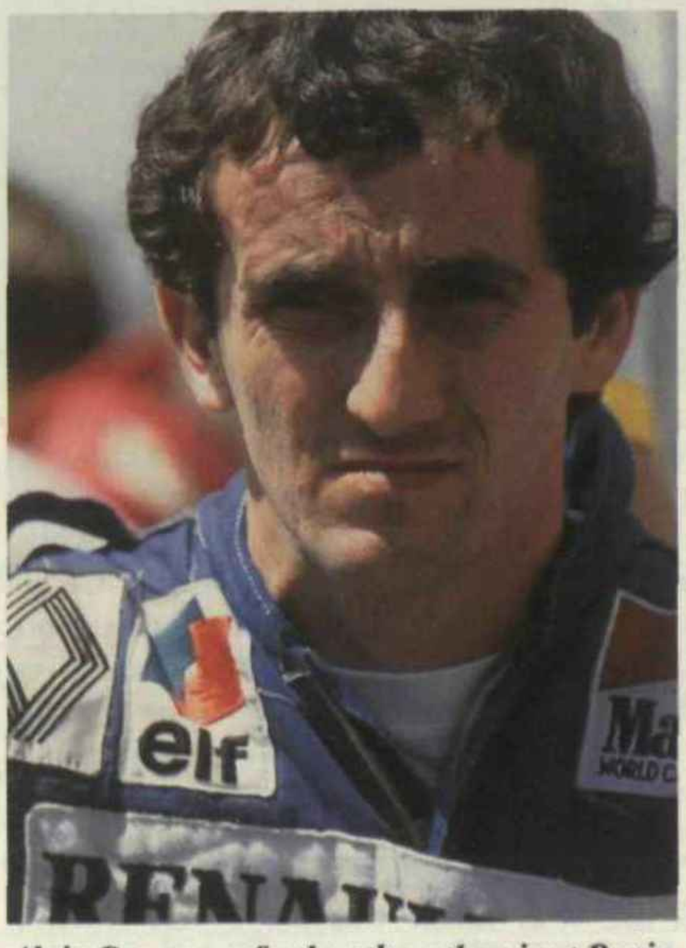
At the time folk said that was defeatist talk, but Prost knew what he knew. In the first nine races of 1983, he had out-qualified Piquet seven times; in the last five Nelson had been quicker on every occasion. On power, the Renault was now no match for the Brabham-BMW.

The Kyalami weekend went more or less as Alain had suspected, though pole position, surprisingly, went to none of the chief protagonists, Piquet qualifying second, Arnoux fourth and Prost fifth. Fastest of all was the urbane Patrick Tambay, newly fired by Ferrari for 1984, and of a mind to prove this a poor decision.

As for Arnoux, he put himself out of contention in practice. An electrical problem stranded his car on the circuit, and as marshals pushed it to safety, René contrived to have his right foot run over. For the rest of the weekend he was in agony.

Not that it made a lot of difference, though, for he was out of the South African Grand Prix, engine blown, within a few minutes of the start. And by then Prost also knew that he was not to be World Champion. Running third, he had the Brabham-BMWs of Piquet and Riccardo Patrese ahead of him, and Nelson, starting with a light fuel load, was lost in the distance.

Shortly before half-distance, Prost cruised into his pit, popped his belts, and stepped from the Renault, which had lost turbo pressure. Afterwards, he and



Alain Prost saw further than the giant Regie

"Brabham boss Bernie Ecclestone was not amused: 'I don't pay drivers to lose races.'"



LAT Archive

Kyalami 1983: with his rival Prost out, Nelson Piquet eased off, content with third and the championship. Villeneuve's Jerez finish this year was a repeat

competitions boss Gerard Larrousse sat around awkwardly in the paddock, surrounded by the Gallic press. Alain, hunched, chewing his nails, never looked more haunted.

"You know what? There is a house newspaper in the Renault factories, and it said I had stopped not because of a problem with the car, but because I didn't want to look bad! Some of the press said that, too. Renault pushed too hard. They flew half the journalists in France out there, so I suppose in those circumstances it wasn't easy to write the truth..."



Piquet leads, with 32sec covering the next three; he happily gave it all away

Once Prost was out, Piquet had only to score three points, and he duly backed off. In the closing stages, he allowed team-mate Patrese to pass, then Lauda's McLaren, then the Alfa Romeo of de Cesaris, dropping back to the fourth place he needed – which became third when Lauda retired.

Brabham boss Bernie Ecclestone was not amused – "I don't pay drivers to lose races" – but Nelson couldn't have cared less: "You get paid so little by Bernie that you have to get something else out of it – and I wanted the championship..."

A couple of days later, Prost was fired by Renault, the Regie illogically choosing as scapegoat its greatest single asset. In point of fact, as Alain says, they did him a favour, for he immediately signed with McLaren, and his great years were launched.

The sting in the tail is that Prost still regards that lost 1983 World Championship as his biggest regret, for he has always felt it was not a fair fight. In an official Renault publication, issued in 1997, he said: "To this day I still consider we won. Everyone knew the fuel used by Piquet's Brabham was not legal and, from the summer onwards, the lead we had built up was steadily nibbled away.

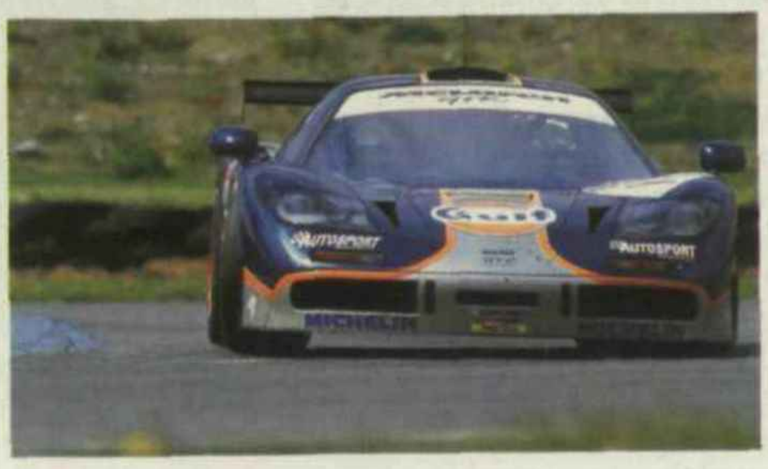
"We could have protested: I wanted to, but Renault management didn't, and at the time I didn't have enough weight to influence the decision. Renault deserved the title, and yet we didn't win it. We parted company on that false note, which is why, 10 years later, it meant so much to win my fourth World Championship in a Williams-Renault..." ■

ON SALE JANUARY 16





greatest sportscars



From the Bentleys before the war, past Jaguar's D-type and Ford's GT40 to the McLarens of today, we celebrate Britain's greatest achievements in sportscar racing and step behind the wheels of the fastest, most successful and beautiful of them all.

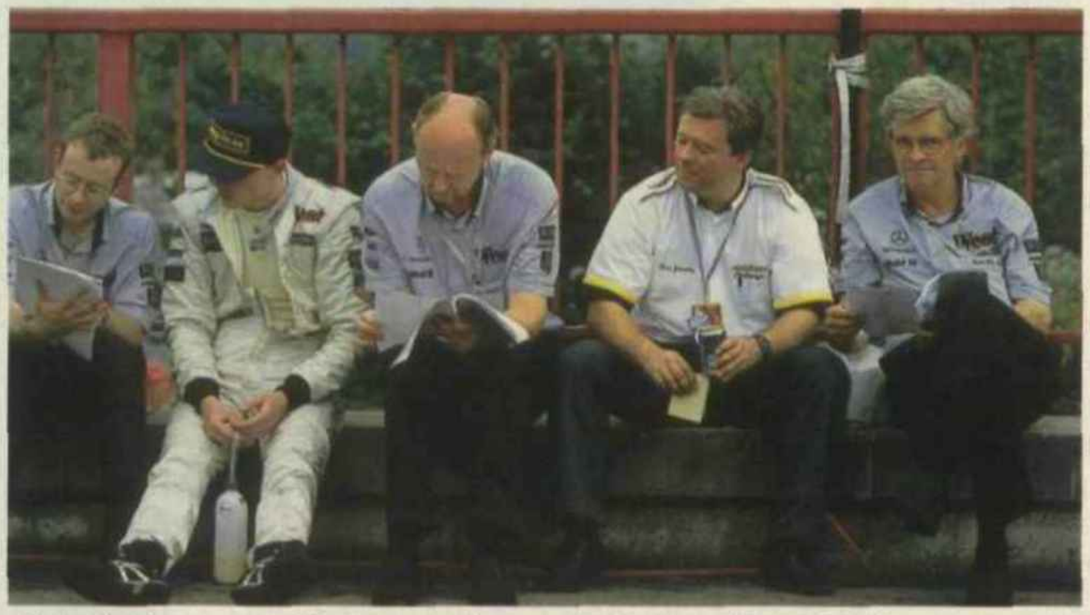
PLUS Porsche's new 911 – it's a fine car but is it a worthy inheritor of the 911 title? Cheats – those who tried to gain the unfair advantage. Eugenio Castellotti and Luigi Musso – the short, bright lives and times of Italy's greatest young hopes.

All contents are subject to change

Steve Nichols

RACE CAR DESIGNER IN THE WEEK, RACE WINNER ON SUNDAYS, McLAREN'S STEVE NICHOLS IS NO NORMAL TECHNOPHILE

TRICK QUESTION: WHO WAS THE McLaren team's most successful driver in 1997? Answer: Steve Nichols – the 50-year-old designer, now the team's head of future projects, who won six races last season, twice as many as David Coulthard and Mika Hakkinen managed together. Admittedly those wins came in the BARC Classic Formula Ford 2000 Championship, rather than in the Formula One World Drivers' Championship, but how many other contemporary race car designers can boast such an achievement?



Nichols (right) with McLaren colleagues including Mika Hakkinen (overalls)

Born and raised in Utah, USA, Nichols was 13 years old when he made his racing debut, behind the wheel of a kart his parents bought him for Christmas in 1960. "My father used to subscribe to *Car & Driver* and they followed the European scene – not in any great detail – but they did cover Formula One. I found it quite fascinating, and the thing that really hooked me was Colin Chapman's Lotus 25. To me, that was state of the art, when Indy racing was still all about front-engined Offy roadsters."

He harboured ambitions as a racing driver, but reckoned he would never be quite good enough, despite success in karting which he now dismisses modestly as being "at a local level". Determined, though, to get into motor racing, he studied for a degree in mechanical engineering at Salt Lake City University. "The only reason I did that was because nobody offered a course in race car design. It was racing cars I was interested in, not engineering, and this was the closest I could get."

He graduated in 1972. "F1 teams were still pretty small then. They had one or two engineers, maybe a couple of draughtsmen, and I didn't think anyone would hire a young American straight out of college. I thought the best thing I could do would be to get some experience in a fairly technical field, so I took a job working on submarine based missile systems. I was there for four years or so and then saw a job advertised for a company called Gabriel, who made dampers for racing cars. I reckoned that was a foot in the door of motor racing although considering how I felt about Indycars at the time, it was strange that I was designing dampers for them."

Nichols worked for just about all of the top Indycar teams, including Penske and Parnelli. Another customer of Gabriel's products at the time was Chaparral, whose fabulously successful 1979-'80 challenger, the 2K, was designed by an Englishman called John Barnard.

When Barnard returned to England in 1979 to work on a fledgling F1 project with the Project 4 outfit, run by Ron Dennis, Nichols got in touch. "I knew John had contacts in the industry but I also knew he was working on this F1 project and I was sort of hoping he might have something," Nichols says. Barnard offered him a month's work – "just to see what it was like" – and Nichols jumped at the chance. In October the position became permanent but, by this time, Project 4 had been merged with McLaren to form McLaren International.

It was to become *the* team of the 1980s, winning five world drivers' titles and four constructors championships. Nichols was an integral part of it. But designing all-conquering race cars still wasn't enough. In 1982 he bought the FF2000 Van Diemen RF82 that he still races today. In fact he's missed only two seasons – '88 and '89 – when he was rather tied up with the design of the McLaren-Honda MP4/4 that won 15 out of 16 Grands Prix in '88 and being Ayrton Senna's race engineer.



Classic Ford 2000 gives Nichols (4) weekend fun

"Since 1989, the FF2000 has been looked after by Ken Thoroughgood of Universal Racing Services, so now I just turn up on the Sunday and drive it. That's made it much more enjoyable and much more successful. I do a few little things to it; I've whittled away at the weight over the years and, at the track, like everyone else, I fiddle with wings and bars. But it's just enormous fun. No racing is cheap but this is about as cheap as you're going to get. The car is reliable, fun to drive and the competition is very strong."

Favourite circuits are Cadwell Park and Oulton Park. "Cadwell is just perfect for club racing. I've finished second there a couple of times, having driven my nuts off. The experience of being flat out, nose right up behind the other guy's gearbox, through the left-right at the Mountain, and then down through the trees to the hairpin, that's pretty impressive. I remember a race at Snetterton in 1993, when I started from pole, led from start to finish, set fastest lap, and won by 18 seconds. That was satisfying in terms of putting one over everyone else, but not the sort of satisfaction you get from nose-to-tail racing."

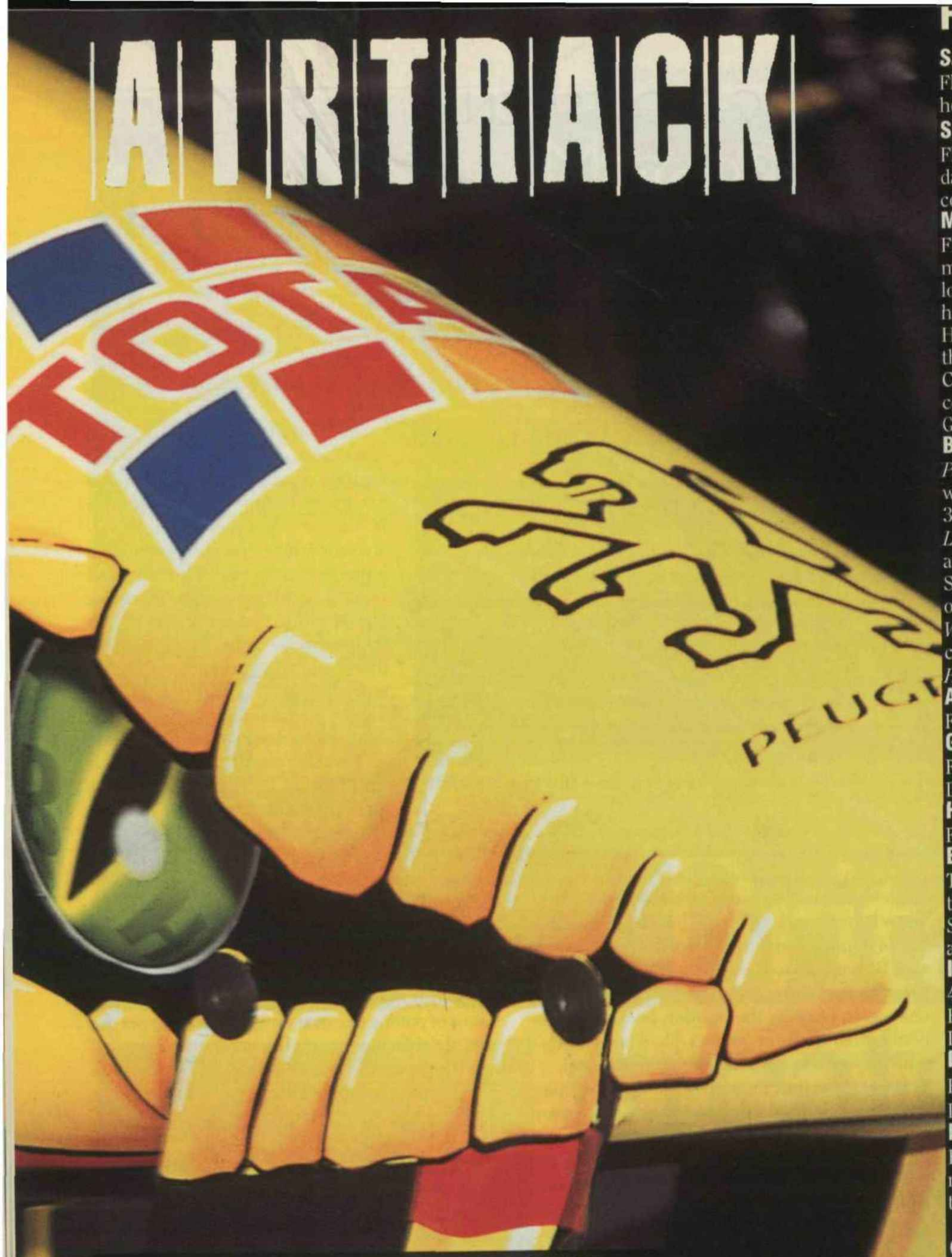
After some 15 years of sterling solo service, the Van Diemen has recently acquired a stablemate, a 1977 F3 Chevron. "I bought it because it's pretty, which is a bit silly I suppose. I did a few races last season just to sort it out and see what it's like, but in my third a stub axle broke and I had a huge shunt. I'm putting it all back together for next season now."

Of course there was a time when race car designers were often seen on the track, Colin Chapman being one good example. But does Nichols think that the hands-on experience counts for anything when it comes to the day job? "Maybe a little bit – not so much in the actual design, but more when you're working at the circuit with the drivers," he says. "It perhaps gives me a bit more sympathy for their problems. I'm the first to admit that an old FF2000 car, with 140bhp, is a different animal to an F1 car, but I know how difficult what I do is, and that give me a lot of respect for what they do."

Nichols has kept up his driving even while working for Ferrari and Sauber. Now back at McLaren, he has no intention of giving up. "I don't know what the hell I would do with myself," he says wryly. "I've tried generating enthusiasm for things like sailing, but I don't enjoy it as much as racing. I'll carry on until the rheumatism gets so bad that I can't get in and out any more, or the youngsters start beating me on a regular basis..."

Shaun Campbell

AIRTRACK



AIRTRACK MOTOR RACING

See Damon attack with REAL teeth !

He will be chasing Schumacher and Villeneuve and in 1998 he can beat them - Don't miss it !!

For 1998 we have even more services to offer - more helicopter transfers, hospitality, self drive, and Eurostar.

We offer a fully flexible tailor-made service with detailed computerised quotations by return of post or fax.

FORMULA ONE

San Marino - Imola, 26 April

Flights with accommodation in Rimini - hospitality and helicopter flights available. First European GP.

Spanish - 10 May

Flights from London Luton to Barcelona with accommodation in the centre of town near the Ramblas or on the coast in the delightful town of Sitges.

Monaco - 24 May

Flights from London Luton and Heathrow with accommodation in Monaco and Nice. Hospitality at the fabulous Rascasse and many others including a boat in the harbour, 8th Floor Terrace with some amazing views and Hotel de Paris Terrace. Grandstand tickets available from the best K stand to the Rocher area. Day trip by Club Class scheduled flights from Heathrow including helicopter flights. Book early for our our well known Saturday Gala Dinner in the beautiful Hermitage Hotel.

British - Silverstone, 12 July

Paddock Club - The ultimate hospitality with the ONLY way of visiting the paddock and seeing the teams. 1, 2 or 3 day packages - private grandstand

Le Club - Top quality hospitality, superb view of Chapel and yards from the helicopter landing site. Sunday or Saturday or a very good two day package with our without helicopters.

West Park - traffic problems solved (without using helicopters) with a Top quality hospitality at £399

Helicopters Transfers -starting at £218 - that's amazing

Austrian - A1'Ring, 26 July

Flights to Vienna and hotels in Graz Excellent weekend.

German - Hockenheim, 2 August

Flights and hotels in Frankfurt and Mannheim. Also Self Drive - prices from £147

Hungarian - Budapest, 16 August

Flights and a range of hotels in Budapest.

Belgian - Spa, 30 August

Travel by air, rail or road, unlimited choice of permutations with accommodation in Brussels, Liege and the Spa area. We also provide a very popular Day Trip by Air and our superb Lunch Hospitality.

Italian - Monza, 13 September

4,3 or 1 night stays or a very special day trip by air. Hotels in Monza and Bergamo. Helicopter flights and Lunch Hospitality.

Luxembourg - Nurburgring, 27 September

Flights to Cologne hotels in Bonn and Koblenz. Self Drive and Eurostar options - prices start from £139

Portuguese - Estoril, 11 October

Fly to Lisbon with accommodation in Lisbon, Estoril or next to the track. Lunch Hospitality. Last EuropeanGP of the season and always very popular.

SPORTS CAR RACING

Le Mans 24 Hours - 6/7 June

Don't miss the biggest and best sports car race in the world, see Lister Jaguar, McLaren, TVR, Ferrari, Lotus Marcos and Nissan battle it out over 24 hours of racing.

- Fly direct to the circuit by wide body jet
- Fly to Paris from anywhere in the UK
- Travel by Eurostar all the way to Le Mans
- Self-Drive with hotels or campsite
- Le Club Hospitality with FREE bar all weekend.

AIRTRACK MOTOR RACING

ATOL 2985

IATA

For a Motor Racing Brochure:
Tel. 01895 810 810
or Fax 01895 254088
or Post this coupon to:
Airtrack Motor Racing
16-17 Windsor Street
Uxbridge, Middx. UB8 1AB

Name: _____
Address: _____
Address: _____
County: _____
Postcode: _____
Tel: _____
Fax: _____ **M/S**

LETTERS FROM READERS

The Editor reserves the right to edit all letters

Write to: MOTOR SPORT, 60 Waldegrave Road, Teddington, Middx TW11 8LG, Great Britain. **E-Mail:** motorsportmagazine@compuserve.com

COME JOIN THE CLUB...

SIR,

I read with great interest your editorial in the last issue of MOTOR SPORT in which you make an appeal on behalf of Richard Noble's ThrustSSC team. As a member of the Mach One Club, I have been following the team's efforts in raising budget to build, test and transport the car to its ultimate success at Black Rock. I presume that I have been contributing a small part to the budget in updating my membership to Gold status, buying various editions of T-shirts, scale models, videos, posters, certificates, etc, signing some bits of body work, and attending a few meeting at Farnborough as well as lunches and so on.

Right from the start, Richard has been trying to involve the public at large and now that his team has to settle the bills, it is only right that we do as much as we can to help him: he has done us so proud in Arizona. I am enclosing a cheque for £100 payable to SSC Programme Ltd, but I hope that I will *not* win a free subscription to MOTOR SPORT as it would mean that very few people have answered your call. Please forward my contribution to Richard Noble and his team.

On a different subject, I have been following the debate in you columns about your change of format. You have done a great job and I don't miss in your pages contemporary racing (which I can read elsewhere anyway) and I much prefer the new style of historic motor racing articles. In the latest issue, I liked Nigel Roebuck's article about Phil Hill (my boyhood hero) who I saw race at Le Mans with Chaparral in the '60s and this year at Goodwood Festival of Speed: a real gentleman.

Being a keen follower of record breaking, I always look for articles on the subject and this month the feature on the Golden Arrow by Bill Boddy was much appreciated. Which brings me to a special request.

I belong to the Speed Record Club, founded a few years back by a group of enthusiasts to be a forum of discussion and to pool and exchange information about records on land, water and in the air. As opposed to the Mach One Club created to support Richard Noble financially, the Speed Record Club is not involved in the promotion of a particular record attempt. Some people belong to both as the two clubs are not in competition with each other. The Speed Record Club has about 320 members world-wide, including most of the contenders, past and present (Richard Noble, Andy Green, Craig Breedlove, Art Arfons, Rosco MacGlashan), some involved with records (Ken Norris, John Ackroyd, Gina Campbell) plus a majority of educated enthusiasts, from Malaysia to the States, and from Australia to Germany.

We organise reunions twice a year to places related to record breaking and we publish a quarterly newsletter to which members contribute, sending news or writing articles. In the wake of ThrustSSC's success, I was wondering if you would mention the existence of the Speed Record Club in your columns, explaining its aims.

For details and membership, please contact Mr Gwyn Jenkins, 16 The Spinney, The Bryn, Pontllanfraith, Blackwood, Caerphilly, NP2 2PJ.

I AM, YOURS, ETC

PATRICK TISON, FEATURES EDITOR,
THE SPEED RECORD CLUB

* * * *

MATHS LESSON

SIR,

You were a little out when you wrote that 22,500lbs of the thrust of Rolls Royce Spey engines in ThrustSSC was the equivalent of 50,000bhp.

In a static condition 2.6lbs of thrust is taken as the equivalent of 1.0bhp. This gives the static bhp of each engine as 8961 say 9000bhp. At 750mph equivalent bhp is:

Speed (mph) x thrust (lb)/375.

This give the bhp as 45,000 for each engine. Both these figures are short of 50,000bhp which would need a speed of approximately 833mph to achieve. However this does nothing to belittle the tremendous achievement of engineering skill, determination and dedication together with the nerve and bravery of the driver.

I AM, YOURS, ETC

R C GOSLING, EXMOUTH, DEVON

* * * *

SPOT THE FERRARI

SIR,

Whilst at a rain-soaked Goodwood Festival of Speed this year I fell in love with this Ferrari in the paddock.

I was unable to identify it and I am writing to you in the hope that you or one of your readers can. Is it one of the '250s' and is that a Pininfarina badge I can make out on the flank? I would be grateful for any information.

I AM, YOURS, ETC

MARK POSTILL, NORTH BADDESLEY, SOUTHAMPTON

(It is a 250; a one-off prototype for the GTO – Ed.)



The beautiful prototype Ferrari Mr Postill fell for at Goodwood

A MATTER OF OPINION

SIR,

Your September issue on the greatest race cars, by people who should know, made fascinating reading. Many will argue that such an exercise will always be inconclusive, John Surtees for one, but I feel it gave well justified results and great insights into what is great and why. Sure it's subjective, but who cares? Maybe it raised more questions than it answered, but I loved it.

The variability of such a poll can easily be demonstrated. Had the same poll been run in an American magazine with more US drivers and readers, I think the McLaren M8A would be a more likely winner in the sportscar class. After all it was a hugely successful car in the most innovative class ever run. Its lack of European pedigree can be the only reason for it's low ranking, although not surprisingly Dan Gurney rated it number one.

I AM, YOURS, ETC

AARON LEWIS, AARON LEWIS RACING,
N S W, AUSTRALIA

* * * *

GRAND PRIX RACING'S LOWEST EBB

SIR,

The search for inspiration has led humanity down many paths, most of which are fruitless; the process will continue.

Grand Prix racing is at a low ebb, and mostly has always been that way; if it were not it would stop, to evolve into something else more challenging, to once again push the contestants to greater achievement. The curtailment of the sport is all that is in the minds of the participants, to package the circus to a low common denominator for televised viewing, advertising copy, an illusionist's dream, like snake oil sold from a prairie schooner.

In the VSCC we see all this at first hand, thinking it peculiar to the sporting eccentricity of our own behaviour, but having heard from those in Grand Prix racing that it is the same in the professional world of speed culture.

I AM, YOURS, ETC

RICHARD HULFORD, NR WESTERHAM, KENT

* * * *

SPORTS IN QUESTION

SIR,

Your October issue was worth the cover price alone just for Jackie Stewart's article on Jim Clark.

For any one who saw, as I did, the leading drivers of that period in action, then the picture on page 32 said it all.

However a publication with the stature and reputation such as MOTOR SPORT has, cannot continue at its present level on nostalgia alone.

I can appreciate your publishers' marketing strategy with the new format, if readers want an up to the minute, ➤

LETTERS FROM READERS

The Editor reserves the right to edit all letters

Write to: MOTOR SPORT, 60 Waldegrave Road, Teddington, Middx TW11 8LG, Great Britain. **E-Mail:** motorsportmagazine@compuserve.com

lap-by-lap account of Formula One, endurance racing etc then there are *Autosport* and *Motoring News*.

There is however a real need for a regular, reflective and authoritative review of Formula One and the other major racing classes, a niche that MOTOR SPORT filled admirably in the past.

Could we not have just a few columns or perhaps a page each month from one of the established writers covering the current scene: It would add an essential element and complete the best read of the month.

I AM, YOURS, ETC

G C NAPIER, FALMOUTH, CORNWALL

(Watch this space... – Ed.)

* * * *

SHAMING SCHUMACHER

SIR,

The truth is finally out. Opening my December copy this morning, I was delighted to see that someone finally had the guts to say in public just what an appalling act Schumacher committed at Jerez. The mind boggles at the thought that a so-called professional could deliberately drive into a fellow competitor's car.

Just as appalling is the FIA's refusal to do anything about it. I suppose these days if you had to fill in a job application for a Grand Prix driver, high on the list of requirements would be:

– no ethics;

– no professional pride.

Any display of these qualities would automatically disqualify the applicant.

The fact the so called 'sport' has been totally taken over by money interest is a sign of the times, but this – for God's sake.

I stopped – after four decades – taking deep interest in F1 when I recognised just which way it was going. This latest gem confirms that my decision was totally correct.

I AM, YOURS, ETC

MR B WYLIE, BICESTER, OXON

* * * *

THE LANCIA LEGEND

SIR,

Thank you for the great Lancia stories this year. I would like to make a few annotations, because their success is even bigger than you might imagine. Since 1977 the Lancia competition cars were designed, developed and race prepared by Abarth – the team responsible for both Fiat and Lancia race activities (as it is today).

When Fiat decided for marketing reasons that the Stratos was no longer first choice, Abarth developed the Fiat 131 and won the World Rally Championships in 1977, 1978 and 1980. As this all came from the same stable you could add these titles to the others. Fiat/Lancia/Abarth won 14 World Championships in 20 years.

Today everything has changed. There is only money for the Ferrari F1 team. Any other car manufacturer wouldn't stop telling us about such a glorious past. What a pity that the Fiat executives forgot Abarth and Lancia.

I AM, YOURS, ETC

SIGURD BÖGNER, NEUHAUSEN, GERMANY

* * * *

BRIGHTON OR BUST...

SIR,

I wrote to you last week regarding MOTOR SPORT having me down as coming second to Mark Timms on November's London-to-Brighton Veteran Car run. I understand that the RAC advised you of this! Can I ask you to enquire why? I was two minutes in front, hardly a big sin after 57 miles.

I would love to know the RAC's reply to issuing false information.

Many thanks – keep Veteran and Vintage interest going in MOTOR SPORT.

I AM, YOURS, ETC

JOHNNY THOMAS, CARMARTHEN, WALES

* * * *

TALBOT TALES

SIR,

The course car bracketed between the two BRP Yeoman Credit Coopers in your December issue is not a Talbot Lago as the caption suggests.

In the early 1950s Chrysler and the Italian coachbuilders Ghia began collaborating on a long and



Ghia GS1 body encloses Chrysler running-gear

somewhat confusing series of idea cars and this is one of them. The Ghia Catalogue Raisonné (p193) identifies it as the Chrysler GS1 of 1954 and explains that there was a production run of 400 cars for distribution through the French Chrysler dealership network. Apparently just one crossed the Atlantic, destined for Walter Chrysler's son Jacob.

Your course car has sirens where the original had square auxiliary lamps and also has a simpler pattern of wires in the grille aperture.

I am another happy reader delighted with your new approach and hoping you keep to the present formula, i e no more than passing reference to current Formula One.

I AM, YOURS, ETC

IAN CAMERON, STOCKPORT, CHESHIRE

NÜRBURGRING REMINDER

SIR,

What a fabulously evocative photograph in the December issue, showing a view during the 1968 Nürburgring 1000Km (p102-103).

The Porsche isn't a 910 as captioned, but Bill Bradley's 906 which he shared in that event with the talented Chris Lambert, who was to lose his life some two months later during a Formula Two race when his Brabham was hit by Clay Regazzoni's Tecno. For the 1968 season 906-144 had been converted to right-hand drive as was that year's 907 model, to suit the majority of circuits which ran in a clockwise direction. Its gull-wing doors were now forward hinging (as on the 910) and started to lift at around 120mph – as can be seen in the photograph.

Although leading this class by a huge margin, a kinked engine breather pipe led to oil finding its way on to the clutch but they still managed a fourth place, a lap down. With this rectified, the pair won their class the following weekend at the Spa 1000Km event. Bradley had quite a successful season that year with it, culminating in his winning the RAC Sportscar Championship. I now own this car, which has just been overhauled by Josh Sadler and Richard Jones, and hope to give it a new lease of life.

I AM, YOURS, ETC

JULIAN MAJZUB, SHIPTON ON STOUR, WARWICKS

* * * *

MACKLIN – A BOYHOOD HERO

SIR,

I enjoyed Chris Nixon's article on Lance Macklin in the November issue. As a schoolboy I was a big fan of Lance and I was thrilled to see him win the 1952 Daily Express International Trophy Race at Silverstone in his HWM, especially as this was the first race meeting I had attended.

I got to meet Lance three years later at the 1955 Trophy meeting when we came across him in the Silverstone paddock. As ever, Lance looked every inch the racing driver: sun tan, pale blue overalls, suede jacket and sunglasses, a pair of tinted goggles slung around his neck.

We approached Lance with some trepidation, but he couldn't have been friendlier and we had a long chat about motor racing. Earlier that afternoon we had seen Ken Wharton crash heavily at Copse Corner in the Vanwall Special and I asked Lance if there might be a chance of him standing in for Ken at the forthcoming Monaco Grand Prix. He said that it might be possible, but that Mr Vandervell didn't approve of this drivers being married! This is interesting as Chris Nixon mentions him getting married the following year.

I remember Macklin as the most stylish of drivers, both in and out of the cockpit. An approachable chap whose friendliness helped my pals and I on our 50-mile ride back to London in 1955.

I AM, YOURS, ETC

ERIC DUNSDON, DUNSTABLE, BEDFORDSHIRE

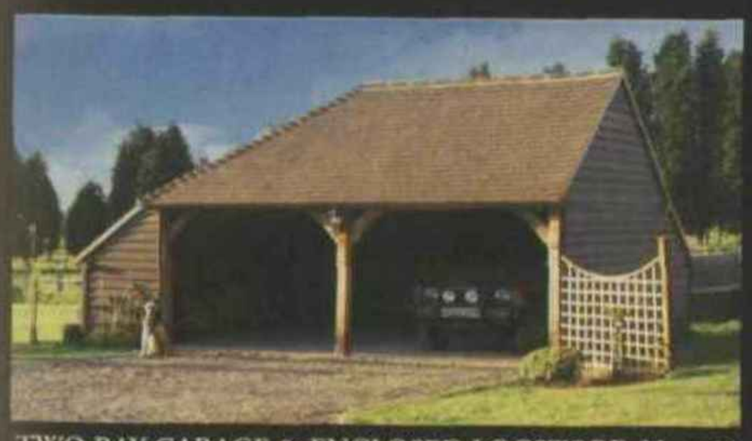
ENGLISH HERITAGE BUILDINGS

TRADITIONAL GARAGES

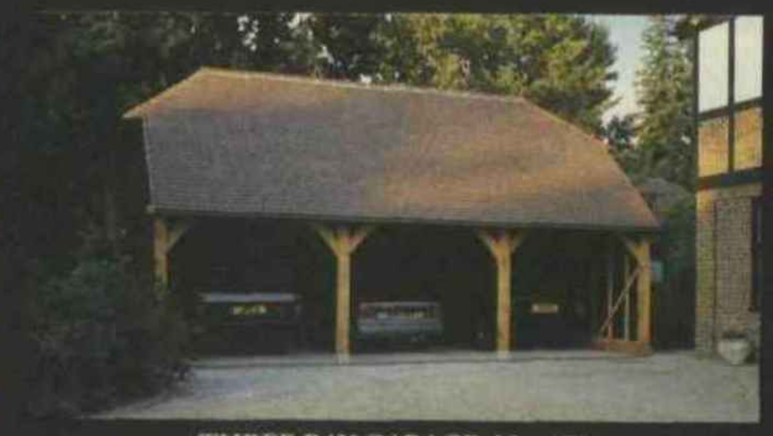
BARNS, ANNEXES, GAZEBOS, SUMMER-HOUSES, HOME-OFFICES & GARDEN ACCESSORIES



MADE FROM THE FINEST ENGLISH OAK, NATURAL MATERIALS & SUSTAINABLE PRODUCTS



TWO BAY GARAGE & ENCLOSED LOGSTORE No. 150



THREE BAY GARAGE No. 180



GARAGE & OFFICE COMPLEX No. 380



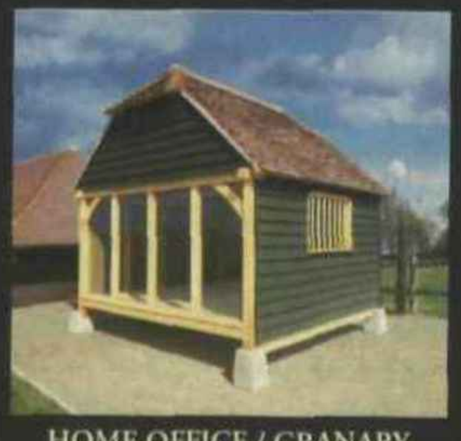
FOUR BAY GARAGE & WORKSHOP



GARAGE COMPLEXES



GARAGING & COURTYARD COMPLEXES



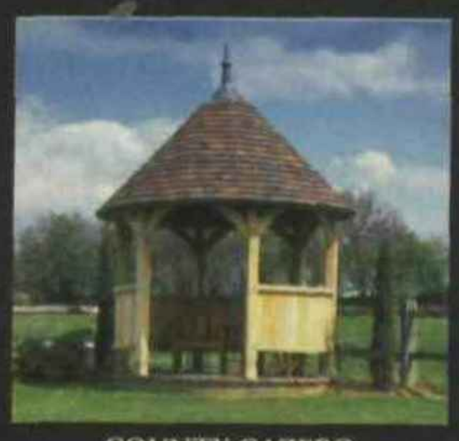
HOME OFFICE / GRANARY



POOL / SUMMER HOUSE



BAMBURY VASE



COUNTY GAZEBO

Use our brochure line number below to receive our Exciting & Informative 68 page Brochure & Price List.

BROCHURE LINE 01424 838400

Dallington East Sussex TN21 9LQ

☎ **Belgium +32 (03) 2 27 28 49 France +33 (01) 55 57 06 69 Germany +49 (0815) 173677 Holland +31 (0522) 24 18 00**

FOUR-WHEELER-ITIS

Being the Experiences of an Amateur Cycle-car Builder

The cause of all the trouble was a desire on my part to own something on four wheels, which is a bad sign in a hitherto enthusiastic motor-cyclist.

Lack of cash precluded the idea of a genuine motor-car, so my fancy turned to thoughts of second-hand bits. As a result, I eventually purchased what was optimistically described by the vendor as "6hp Peugeot chassis, less engine."

On going round one evening to see it with a friend, we were shown into a small shed, evidently a store for old iron. However, a particular heap in one corner was pointed out as the aforesaid Peugeot chassis. The heap consisted of four wheels, "and tyres" as the man remarked, presumably referring to the rather whiskery canvas frills which adorned the rusty rims; also sundry bars and tubes, a box full of assorted junk, and a tubular frame, like a legless bedstead with a short sag in the middle.

While we gloomily surveyed the wreckage, the owner produced a gearbox and clutch from another heap, and assured us it was all there and only required assembling, and he'd tell us how to start.

We found later that it was more than all there, for when finished the junk box was far from empty. However, there seemed quite enough of it, so we discarded the rest and surveyed our handiwork.

We were impatient to see if it would go, so my friend and I took our seats, after a lurid push-start down the garden, when the vehicle mounted a four-foot grass bank and annihilated two promising young shrubs before it could be got out of gear. The seat was the rear cross member, and very hard, though my seat was rendered slightly more stable as I had the steering wheel to hold on to.

I engaged first gear, having de-clutched by hand and stopped the clutch with my left foot. I then firmly propped the hand-throttle and removed my foot from the clutch. When my passenger had picked himself out of the dirt and regained the car, we proceeded on to the high road, incidentally less any number-plate or licence, having none.

I then tried to change up, the only result being a nasty noise. Owing to the enormous jump from first to second gear (about 20:1 to 8:1), it was impossible to slow the engine down enough to engage second without bringing the car to rest completely. To force in the gear was impossible, owing to the weakness of the operating levers, so the foot method of clutch-stopping was employed.

A few test runs failed to break anything serious, so I decided to go down from Cambridge to London by way of a maiden trip, accompanied by a fellow motor-cyclist, who offered to be my mechanic, and to go on to his home at Rugby by train that evening.

The first stop, less than five miles out, was to secure the cargo a bit more firmly, and at the same time to clean out the carburettor. This was necessary at frequent intervals, owing to my having poured a quantity of filthy paraffin into the tank one dark evening under the impression that I was filling up with petrol. However, all went well except for this trouble till shortly before Hatfield, when I noticed that the off hind wheel appeared farther from the chassis than was its wont. I suggested a stop to investigate, but the passenger was all for going on, on the grounds that if the wheel came off, my side would go down and he would finish on top. Not seeing the force of his arguments, I stopped, and we found the necessary split pin had been omitted in assembly (we won't say by whom),



The author and his happy passenger press on during the one-day trial in their trusty Peugeot

and the wheel was walking off along its shaft. A suitable split pin from our spare hardware soon remedied this trifling defect, and we went ahead again. On entering London, owing to the strain of keeping the vehicle under way in traffic without serious mishap, we got completely off our route and well lost. The brakes were a complete myth, the only thing that stopped the vehicle being the very considerable friction in the transmission. However, we found our way again in time and arrived at the hotel off the Strand just before lighting-up time, having averaged just under 15mph for the journey.

Having delivered the baggage to the somewhat scandalised hotel porter, we started off to garage the car. At the first attempt to start, on yanking the gear-lever out of second, it came right through first and into reverse, the car leaping backwards and dealing my passenger a shrewd blow on the shin in the process. This was a trick it never really grew out of, and it was always advisable to push from the side when starting, as it was always uncertain what gear, if any, it would get into.

Shortly after this, it was decided that the chassis was considerably too short, so it was completely dismantled, and a start made to rebuild it longer, and with one or two of the more noticeable horrors in the construction eliminated.

About this time we began to get an exaggerated idea of the reliability of this monster; so in a rash moment I entered it in a local club whole-day trial. My passenger and I worked feverishly until late the previous night fixing some mudguards, consisting of strips of light galvanised iron rivetted to strip steel cross-members, which in turn were fastened to the chassis with perfectly good string, the whole structure being remarkably firm and giving no trouble.

Owing to the light weight of the chassis, we made remarkably good progress, mostly broadside, until we were well up among the solos, this not being the sort of trial where one kept down to schedule but, rather, went flat in a vain endeavour to keep up to it. An exciting scrap with the last solo in sight, ended in a victory for us when the solo man went through the hedge owing to a singular lack of control, quite excusable in the circumstances.

However, at the end of the section we found we had insufficient lock to turn into a narrow lane and we passed up the hedge on the opposite side and remained with one front wheel firmly hooked over the top. After dismounting and lifting it into the road we continued,but soon lost the course and in blaring round the country trying to find it again, we came round a slight bend all out, i.e. about 45mph, and beheld a fairly narrow but deep water splash about thirty yards away. I stamped feverishly on the foot brake, but the pedal sprang playfully sideways and jammed my foot in between it and the steering column; the hand throttle remained stuck wide open, and we entered the splash 'flat', emerging with very little loss of speed, soaked to the skin. The engine only cut out for a few seconds in the water, and then went as well as ever.

Soon after this we got so completely lost that we decided to retire, and finding a main road gently went home, after an enjoyable if somewhat hectic day, and deciding that after all my little A.J.S. motor-cycle was a more suitable machine for trials work.



Very soon now our Second Edition Motor Racing Tours Brochure will be arriving on your doormat - if you are already on our mailing list that is! If not then call us now on 0116 250 7008 to ensure that it does!

There are more tours than ever to choose from for '98 - all the European Grands Prix as well as **Australia, Argentina** and **Canada,** NASCAR races in **Daytona** and **Phoenix,** the IndyCar race at **Laguna Seca,** the F3000 race in **Pau** and of course the **Le Mans 24 Hours** are all featured.

If you're planning your motor racing weekends around a busy work schedule then remember that the **Argentinian GP** in **Buenos Aires** is on 12 April - that's Easter, the **Monaco GP** on 24 May is Spring Bank Holiday and the **Belgian GP** on 30 August is Summer Bank Holiday as usual! For longer holidays, by coach or air, see **Austria/Germany** - 2 weekends and 2 races, **Monza** - two centre holiday to **Sorrento** and **Lake Como** and one week holidays to **Spain** and **Portugal** in May and October.

Grand Prix racing has rarely been more exciting than it was in 1997 and it is sure to be even better in 1998! Waste no time in booking your holidays - read through the brochure and call us on 0116 250 7007 to reserve your place.

We're looking forward to hearing from you!

HM9121/818

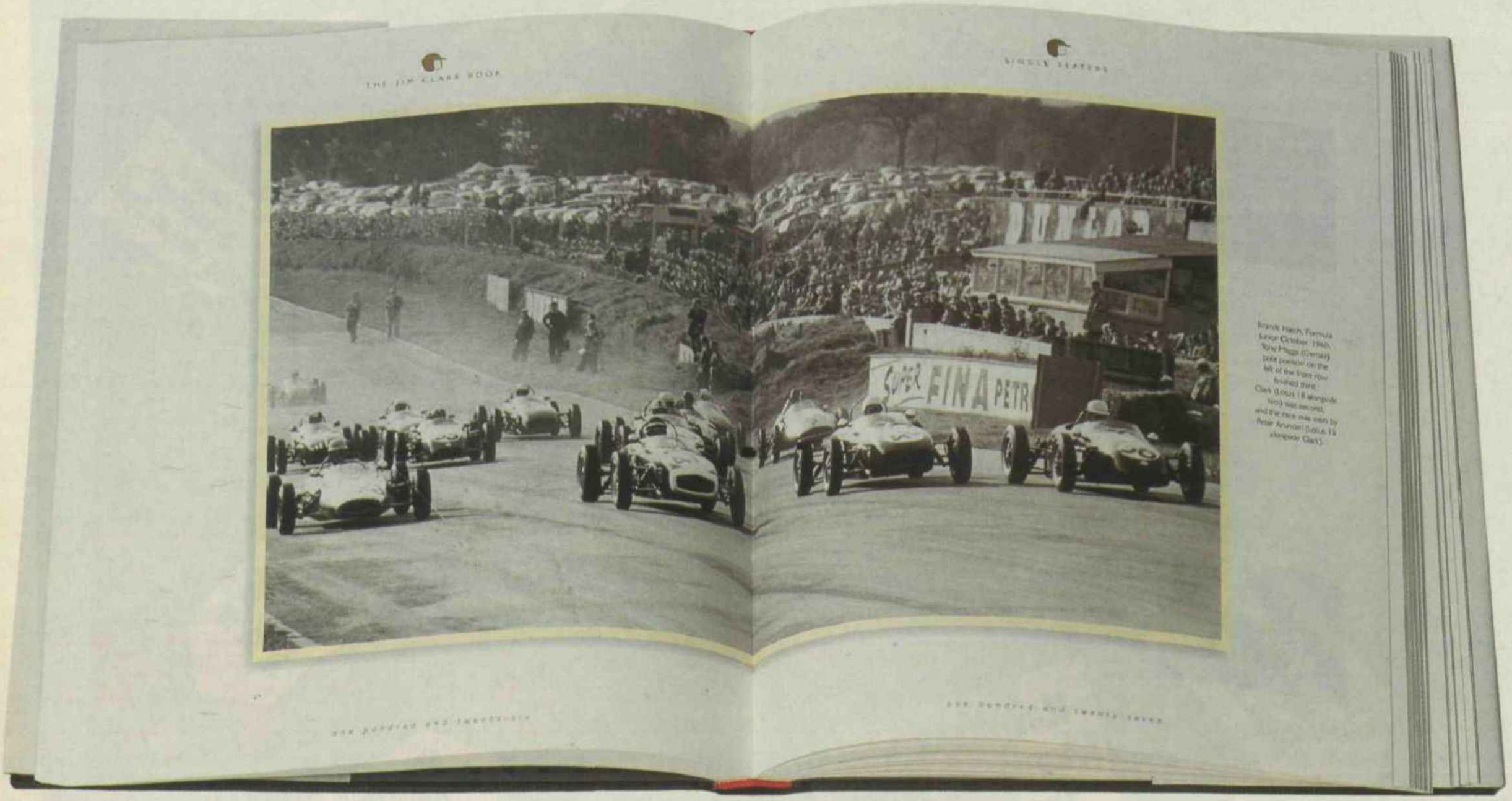
ATOL 133 ABTA V8345

PAGE & MOY LTD

International Motor Racing Tours,
136-140 London Rd, Leicester LE2 1EN.
Tel: 0116 250 7008 (+44 116 250 7008)
Fax: 0116 250 7009 (+44 116 250 7009)
e-mail: gprix@page-moy.co.uk

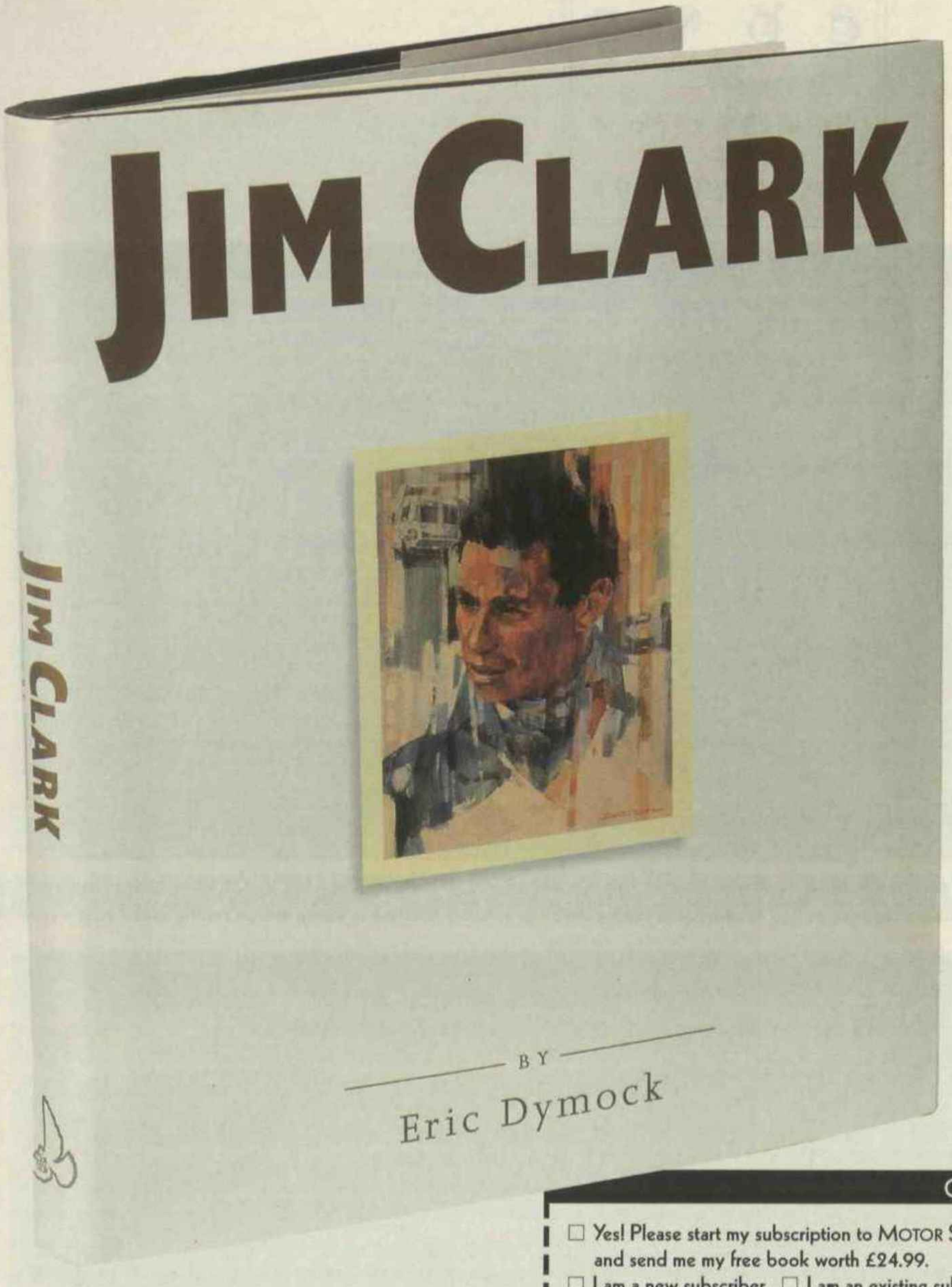
SPECIAL SUBSCRIPTION OFFER

FREE JIM CLARK BIOGRAPHY



WITH EVERY SUBSCRIPTION!

CREDIT CARD HOTLINE 01795 414 819 24 HR FAX HOTLINE 01795 414 600



Subscribe to

MOTOR SPORT

for 15 issues for £39 and receive a free copy of "Jim Clark – Tribute to a Champion" by Eric Dymock. This superbly illustrated 250 page hardback biography of one of the great racing legends has archive and contemporary material never published before. All you have to do is fill in the order form and return it to the address shown – you don't even need a stamp!

★ FREE delivery to your door
★ FREE post and packing
★ Save 5% on every issue
★ Full money back guarantee
★ Fixed price for length of subscription

ORDER FORM

☐ Yes! Please start my subscription to MOTOR SPORT for 15 issues for just £39.00 and send me my free book worth £24.99.
☐ I am a new subscriber ☐ I am an existing subscriber

NAME Mr/Mrs/Ms (Block capitals) .....

ADDRESS .....

.....

POSTCODE TEL NO .....

SIGNATURE DATE .....

☐ I enclose a cheque made payable to HAYMARKET MAGAZINES LTD for £_____
☐ Please charge my credit card (Mastercard/Visa/Amex/Switch/Delta)

CARD NO. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

VALID FROM ☐☐☐☐ EXPIRY DATE ☐☐☐☐ ISSUE No (switch only) ☐☐

Send this form (a photocopy is acceptable) to MOTOR SPORT, FREEPOST TK1074, Woking, Surrey GU21 1BR
Overseas rates available on request by calling +44 1795 414819

☐ Tick here if you prefer not to receive details of special offers from other selected companies.

Terms & Conditions: Offer open to UK addresses only. Offer closes 28th February 1998. Subscriptions will begin with the first available issue. Existing subscribers who renew their subscription using this offer will have their subscription extended by 15 issues from the end of their current term. Please allow 28 days for delivery of your book which will be despatched under separate cover from the magazine.

M108DP

OPEN FROM
9.30 TO 6.00 WEEKDAYS
10.00 TO 4.00 SATURDAYS

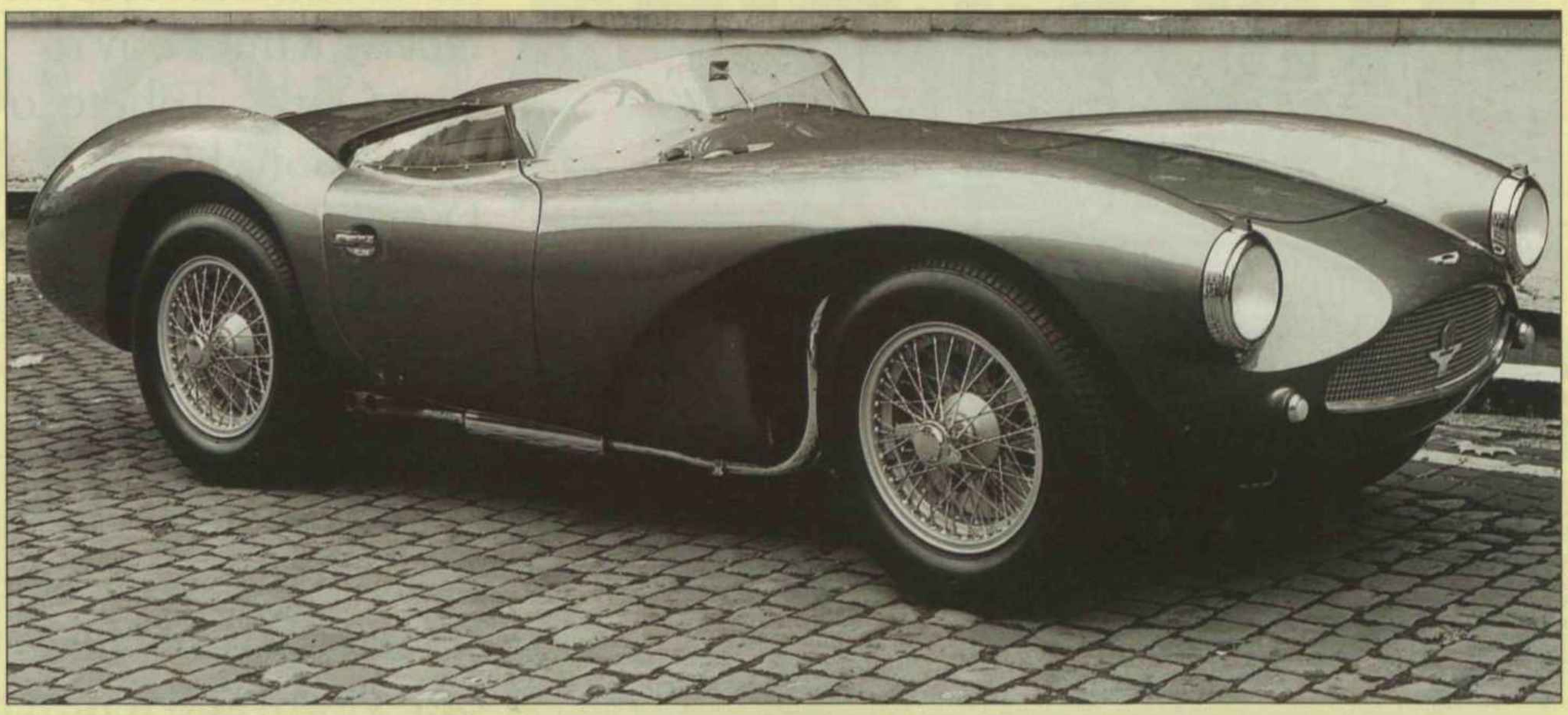
COYS

OF

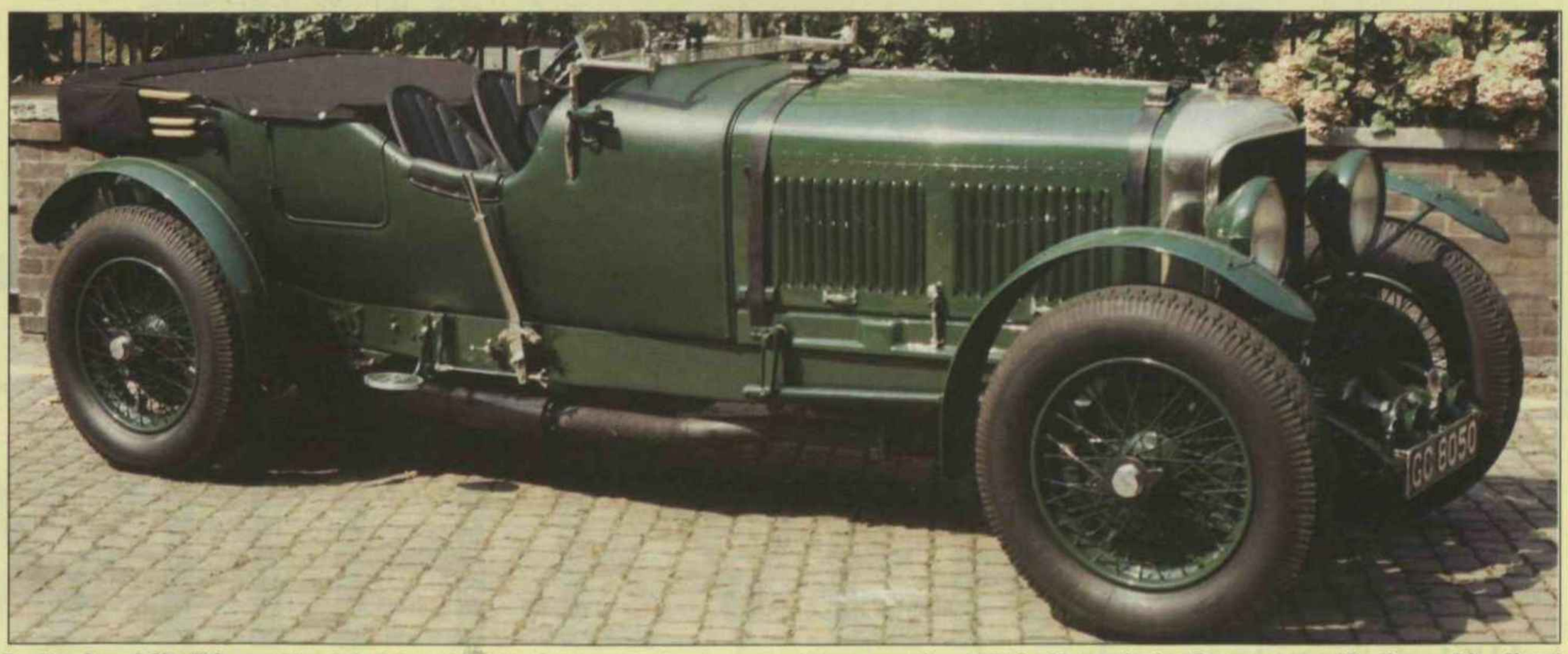
KENSINGTON

—

FOUNDED *1919*



1955 Aston Martin DB3S. A rare example of this stylish and successful 1950s sports racing car. This is a known and well documented car that is being offered in magnificent condition. With its high levels of accesible performance and excellent driving characteristics, the car is perfectly suited for either historic race events or rallies such as the retrospective Mille Miglia. A wonderful machine from this most evocative period of sports car racing which is suitably finished in Aston Martin racing green with a matching plaid interior.



1930 Bentley Speed Six. This superb original Speed Six has been meticulously restored to an exacting 1930 Le Mans winning Team car specification and is offered with a comprehensive history file documenting and detailing the restoration. Without doubt one of the greatest British long distance touring cars of the vintage and pre-war period and suitably finished in British Racing Green with matching hide interior.

1938 Alfa Romeo Ex works 2500 Corsa Spyder
1955 Aston Martin DB3S Roadster
1928 Bentley 3 Litre Open Tourer
1929 Bentley 4½ Litre Supercharged, The famous Russ Turner, UU44
1930 Bentley Speed Six Le Mans Tourer
1935 Bentley 3½ Litre Continental Tourer by Oxborrow and Fuller
1934 Bentley 3½ Litre Cutaway door Tourer by Vanden Plas
1964 Bentley S2 Continental Two Door Coupe
1926 Bugatti Type 35 Grand Prix car
1932 Bugatti Type 37/44 Grand Prix Ex Lemon-Burton
Bugatti Type 59 Grand Prix replica
1936 Bugatti Type 57 Stelvio
1935 Bugatti Type 57 Ventoux
1949 Delahaye 135 MS Cabriolet by Chapron
1953 Ferrari 212 Europa Cabriolet, unique
1954 Ferrari 857S, Ex Collins/Klementaski, superb history
1959 Ferrari 250 GT Tour de France
1962 Ferrari 250 S.W.B. steel car, 65,000 km
1972 Ferrari 365 GTB/4 Daytona, original factory Spyder, LHD
1956 Fraser-Nash V8 Continental Le Mans Rep
1954 H.W.M. Jaguar Sports Racing Car, ex Works - Peter Collins
1953 Jaguar C-Type
1955 Jaguar D-Type
1937 Lagonda LG45 Rapide Type Tourer
1968 Lamborghini Miura
1955 Lancia B24S Spyder by Pininfarina
1965 Lola T70 Spyder
1951 Maserati A6GCM Grand Prix Car
1955 Mercedes-Benz 300 SL Gullwing
1958 Mercedes-Benz 300 SL Roadster
1933 MG K Type Supercharged Magnette
1927 Rolls-Royce Phantom I Dual Cowl Boatail Tourer
1927 Rolls-Royce Phantom I Sedanca de Ville by Hooper
1961 Rolls-Royce Silver Cloud II, LWB w/division

Please contact Coys sales department for fur

COYS OF KENSINGTON, 2-4 QUEEN'S GATE MEWS, LONDON

COYS

OF

KENSINGTON

—

FOUNDED *1919*

"WE WILL TRAVEL
ANYWHERE IN THE WORLD
TO OBTAIN A CLASSIC
MOTOR CAR"



1935 Bugatti Type 57 Ventoux. A restored example of this aestetically perfect Type 57 Coupe. This car resided in the U.K. for virtually all of its life and is subsequently very well known and enjoys a comprehensive history, having been owned by a number of noted British Bugatti collectors over the years. This car was recently featured at the Louis Vuitton concours D'Elegance and represents the ultimate in *Grand Routier* Bugattis. Beautifully finished in black pearl with a dark red leather interior.



1955 Jaguar D-Type. This particularly D-Type is one of only a handful of existing cars that can boast almost complete originality. This particular motor car retains all of its original panels including the bonnet and of course all its original mechanical components. The car has an early and interesting racing history which fortunately left it unscathed and in later years entered a renowned British private collection where it remained for nearly two decades. The car is extensively photographed in Phillip Porter's authoritative book on Jaguar sports racing and competition cars and most importantly only this year by an internationally renowned specialist at a cost of £100,000

WE ARE PROUD OF OUR UNIQUE ABILITY TO OFFER FOR SALE THE MOST IMPORTANT MOTOR CARS IN THE WORLD. COYS OF KENSINGTON'S SALES DEPARTMENT HAS FOR YET ANOTHER YEAR SET THE INTERNATIONAL STANDARD IN SALES ACHIEVEMENT FOR 1997. FOR FURTHER INFORMATION OF OUR COMPREHENSIVE STOCK OF IMPORTANT COLLECTORS VEHICLES WE OFFER FOR SALE PLEASE CONTACT:

COYS SALES DEPARTMENT

information on cars for sale.

5QJ, TELEPHONE: 0171 584 7444 FAX: 0171 584 2733

Their rivalry on the track may have been as intense as any in F1 history but, claims Lauda, behind the scenes their friendship never waned



LAT Archive

"One hell of a guy"

Niki Lauda on James Hunt

I FIRST MET JAMES BACK IN 1971 WHEN I joined the March team for my first season of international Formula Two racing. In those days I was living in London, renting a flat near Victoria Station from Max Mosley, one of the March team's founders, who of course is better known today for his position as the FIA President. That fact, in itself, I suppose reminds me just how far we have all come in the past quarter of a century.

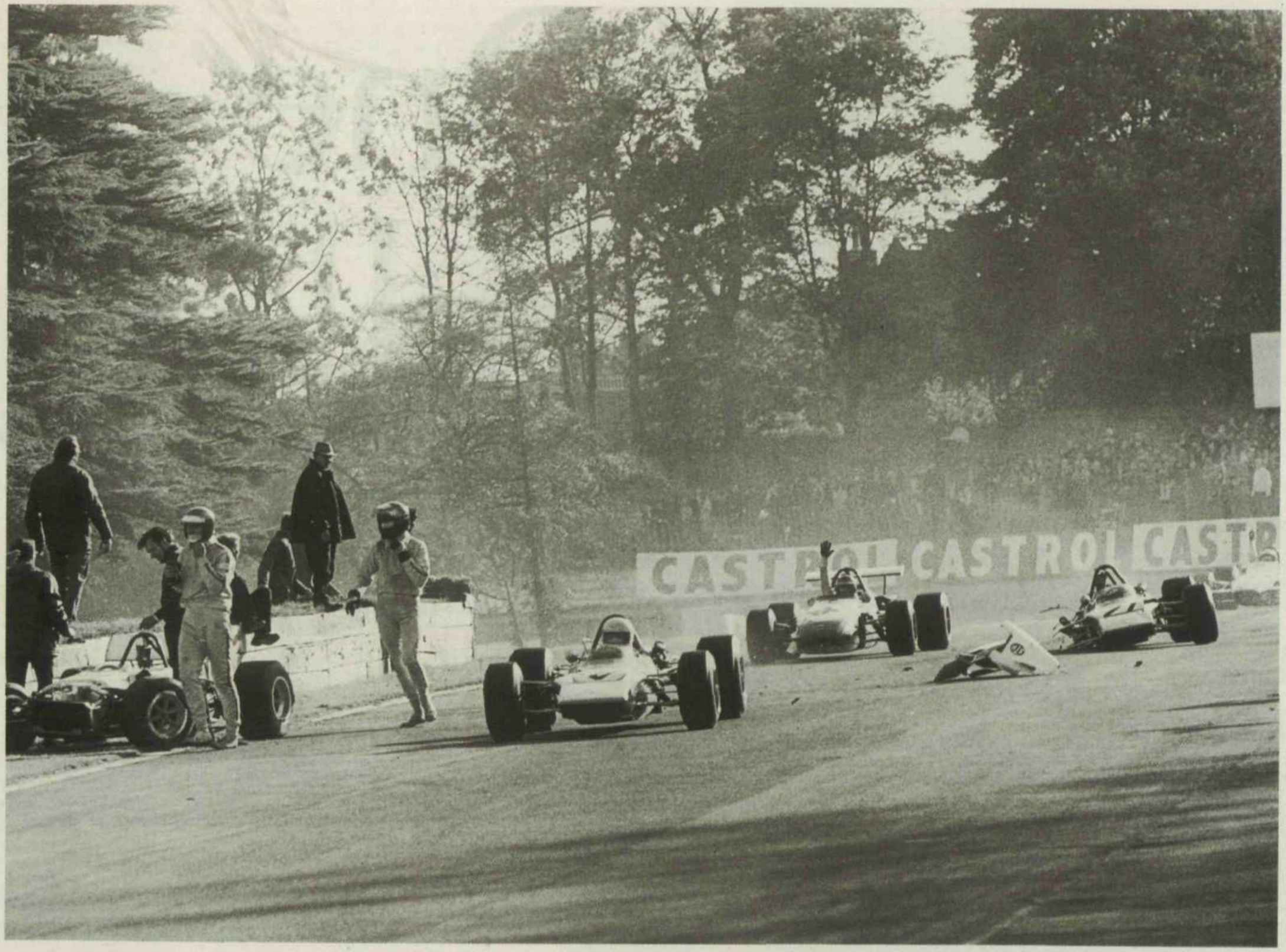
James was also driving a March at that time, but in the semi-works Formula Three team. He was living in Fulham, I think, so we knocked around together socially and became good friends, even though we were both pretty intense competitors who had our eyes firmly focused on advancing our own careers.

As I recall, James was having a pretty hard time in F3. The works March chassis wasn't really on the pace, but his sheer competitiveness ensured that he spent most of his time over-driving the wretched machine and he had a lot of accidents in the process. But the guy was just incredibly resilient and, although we were from very different backgrounds, I think in our way we were both rebels – both our families were deeply opposed to our motor racing – and that fact strengthened our friendship.

His parents were not prepared to fund his racing. They reckoned they'd given him a good education and, while they were a close-knit family, there was no money for his chosen sport. I faced much the same response from my family, although I suspect I had rather more trouble on this front than James. At least he didn't have his grandfather actively discouraging his racing by calling on his business contacts to prevent him from getting sponsorship, which is what happened early in my career!

As far as I can recall, James and I first raced together in the same category at Brands Hatch on August Bank Holiday Monday 1971. It may be that we competed against each other the previous year in the one-litre F3 category, but I can't remember. Anyway, in 1971 I'd been driving alongside Ronnie Peterson in the works team which contested the European F2 Championship and then James joined us on a one-off basis for this non-championship F2 race.

At that race we both had engine problems in practice and there was quite an argument with Max and Robin Herd – the other March ➳



'Hunt the Shunt' became a familiar figure on circuits around Britain as he pushed his less than satisfactory equipment beyond its limits. Here an incensed James approaches an unsuspecting Dave Morgan after their infamous F3 crash at Crystal Palace in 1970

co-director – about who had the one available replacement engine. I can't for the life of me remember how it was all resolved – I'd like to think I was the one who got the new engine, because my sponsors were paying the most.

Life was good then. James had a great zest about him and was obviously always surrounded by a bevy of beautiful girls. His circle of friends included Mike Hailwood – another great character by any standards – and we all had enormous fun together.

I was always portrayed as the more serious amongst the group – which, I suppose, might have seemed correct as far as my focus on getting into F1 was concerned – but we could all certainly let our hair down. On reflection, I am not sure that some of our antics should be recounted in detail within the pages of a family magazine...

I admired James for being a non-conformist. He got away with things that the rest of us didn't simply by having a lot of charisma. But he was a formidable competitor. Beneath all that 'Hunt the Shunt' nonsense, I formed an impression early on in my career that James could be one of the people I might have to beat if we all managed to get to F1 a few years further down the road.

I made the graduation into Grand Prix racing in 1972 with March, my sponsors paying heavily for the privilege of me racing an uncompetitive car. In truth, the March 721X was bloody awful and it nearly finished off my professional career for all time.

James was still in F3 at the start of that season, but by the end of the year he'd consolidated his reputation with some good drives in a March F2 car run by the Hesketh team. One race I particularly recall was when Ronnie Peterson and I were driving the works

The archetypal F1 playboy at work... Hunt was as adept at playing as he was at racing



F2 Marches at Oulton Park in the late summer of '72.

I had won there earlier in the year and was anxious for another good result. In the end, I had to be satisfied with second to Ronnie, but James led us both in his year-old March during the middle stages of the race. It was another impressive performance.

Hesketh went into Formula One with a private March 731 for James in 1973 at the same time as I switched from March to BRM. This was a crucial season for me as I was running out of sponsorship money, but although I beat James to be the first one of us to score any World Championship points – with a fifth place in the Belgian GP at Zolder – he had a run of very impressive results at the end of the season, culminating with a second place to Ronnie

Hunt made his Grand Prix debut courtesy of Lord Hesketh, remaining loyal to the privately-run team for nearly three seasons. He moved to McLaren in 1976, but Lauda had already seen enough of his rival to know he would be a threat when they made it to the top

Peterson's Lotus in the US Grand Prix.

By this stage in the game the personal rivalry between us was getting pretty intense. I switched to Ferrari in 1974 and won two Grands Prix, which obviously gave me a great personal sense of achievement. James was by now racing the Hesketh 308, designed by Harvey Postlethwaite, and although he won the Silverstone International Trophy (which Ferrari didn't contest) I don't think the car had the reliability which it really needed in many of the Grands Prix.

But James himself was clearly ready to win races on a regular basis. Interestingly, when the 1975 Silverstone International Trophy came round, Ferrari did field a car for me and I eventually won the race by a matter of inches from Emerson Fittipaldi's McLaren. But for many laps James led in the Hesketh before it suffered engine problems, I think, which at least saved me the chance of having to battle in an effort to overtake him.

I had the same view of James's Hesketh in that year's Dutch Grand Prix at Zandvoort where he won his first World Championship qualifier. The race had started in the wet and James had perfectly timed his switch to slicks which meant that I finished up behind him for the second part of the race.

He drove beautifully and there was understandably a great deal of excitement among the British press about his achievement, although, if I am honest, I would have to say that I took things a little easier than I might have done as my main priority that day was to keep scoring points to add to my World Championship tally. Nevertheless, James's success took him through a psychological barrier, dammit!

I won the championship in 1975, but it soon became clear that I was going to have my work cut out if I was going to retain it in 1976. James had switched to McLaren after Emerson Fittipaldi, their previous number ➤



1976 British GP... Hunt (11) crashed at the start but later took disputed win



The very height of the Hunt-Lauda rivalry… The battles between James' McLaren M23 and Niki's Ferrari 312T2 in 1976 have gone into racing legend. At Paul Ricard in July, Lauda led from the off but retired, handing a comfortable victory to the Englishman

one driver, decided that he would go off to start his own F1 team in partnership with his brother. It would prove a disaster for Emerson, but the opportunity it presented was absolutely the making of James.

From the moment he got into the McLaren M23, James was predictably quick. The 1976 season has now gone down in motor racing history as one of the most remarkable of all time, but I have to confess I still felt very confident about the Ferrari 312T2's performance in the opening races of the year.

I won in Brazil and in South Africa, then again at Monaco and Belgium. Then both James and I began to encounter our troubles. I damaged a rib when a tractor rolled over on top of me while I was in the garden of my new home at Hof, near Salzburg.

Then James won the Spanish Grand Prix for McLaren, beating me in the process, only to be disqualified when his car was found to have a fractionally too wide rear track.

He was reinstated to the win on appeal, which all of us at Ferrari felt was a bit off because either the car was legal or it wasn't. I suppose things must have become quite tense between us during the course of the year, but I honestly don't remember any problem on a personal level. We were rivals, but we respected each other totally, whatever the circumstances.

James then won the French Grand Prix at Paul Ricard after both Ferraris encountered engine problems. Then came the controversy of the British Grand Prix at Brands Hatch. My team-mate Clay Regazzoni touched wheels



The World Champion holds the Campbell Memorial Trophy aloft for his 'moral victory' in his home Grand Prix

accelerating away from the start into Paddock Bend, Clay spun and James's McLaren was pitched onto two wheels when he rode over the other Ferrari's wheel.

The race was red-flagged to a halt and James eventually took the re-start in his repaired race car, although McLaren initially wheeled out their spare car for him which was clearly against the rules. Technically he shouldn't have been allowed to take the re-start at all, but it seemed to me that the race officials were so overwhelmed by the fans' vocal support for James that they relented.

I suppose I was cast in the role of the villain in their eyes, although have to confess this didn't really bother me in the slightest. Having said that, in the later years of my career – particularly when I returned after my

"I admired James for being a non-conformist. He got away with things that the rest of us didn't simply by having a lot of charisma." From the start it was plain to see that Hunt didn't have to play by the same rule book as the other Grand Prix drivers

FIRST TIME IN THE SPOTLIGHT: LAUDA RECALLS THE 1973 BRITISH GP

In a sense, I think it was the British Grand Prix at Silverstone where James and I both put our names on the map. He was driving the Hesketh March and I was in the BRM P160. At the end of the opening lap, Jody Scheckter triggered that huge multiple accident when his McLaren ran wide onto the grass coming out of Woodcote, then spun back into the pit wall.

James and I luckily managed to squeeze through the gap. Nine of the 28 cars were eliminated in the collision that followed and the race was red-flagged. At the restart, I made a terrific getaway from the inside of the fourth row and at the end of the first lap was second to Ronnie Peterson's Lotus 72.

Jackie Stewart nipped past me on the second lap and my moment of glory was soon over. The BRM's Firestone tyres lost grip dramatically and I was soon hurtling backwards through the field. I was in seventh place on lap 10 when James's March came past, en route to what turned out to be an excellent fourth place behind Peter Revson, Emerson Fittipaldi and Denny Hulme at the chequered flag.



Hunt's March closes in on Francois Cevert's Tyrrell

My day finished on a very disappointing note. I had one pitstop to change a worn-out left front tyre, then I spun the BRM at Club and eventually had to make a second stop to change a worn rear tyre. I was classified 12th, four laps behind James, but I think I certainly proved to many people that I was worth a shot behind the wheel of a Grand Prix car.

For the rest of the season I grappled hard to make sense of the BRM. Even though there were some low moments, such as when I broke my wrist in an accident at Nürburgring, I managed to lead the opening phase of the Canadian GP on a damp track. But there were no places on the podium waiting for me in 1973, unlike James who was third at Zandvoort and second at Watkins Glen.

Only when I moved to Ferrari in 1974 was I able to even that particular score...

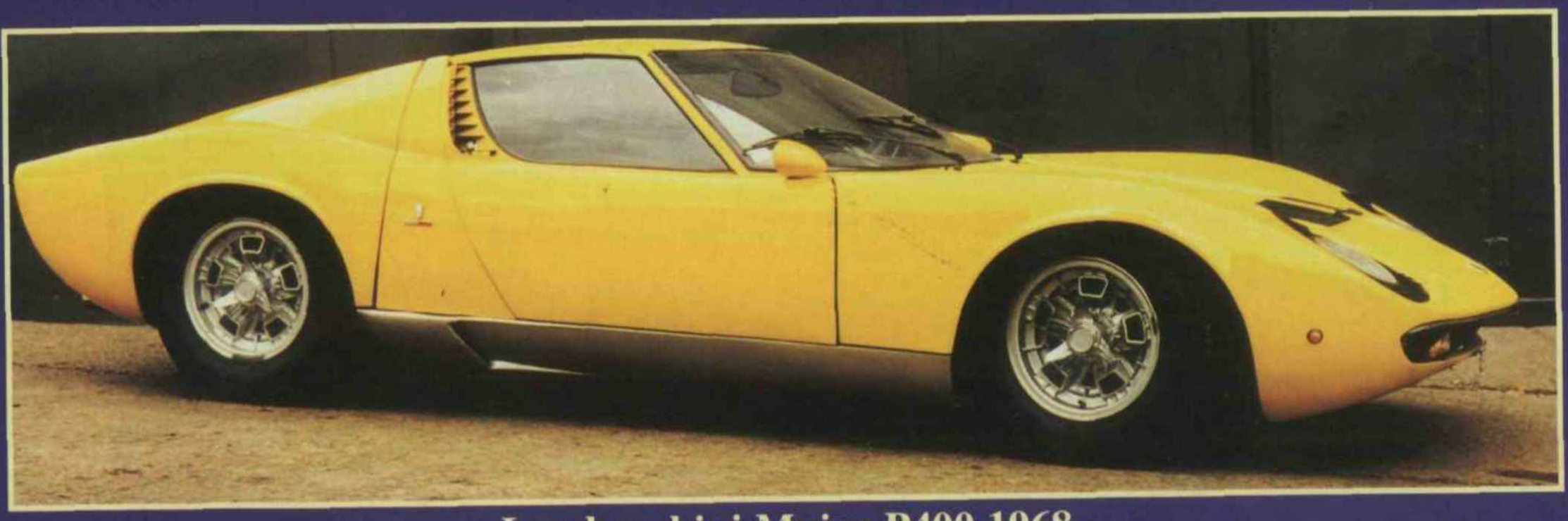
break to drive a McLaren – I tended to find the British fans extremely hospitable towards me, especially after I won at Brands Hatch in 1982 and '84.

To cut a long story short, James beat me into second place at Brands Hatch but was disqualified from that win much later in the season. By then I certainly had my hands full fighting back from that fiery accident at the Nürburgring, about which so much has been written that I'm sure I don't have to repeat it yet again.

By the time I got back in the cockpit for the Italian Grand Prix at Monza, I was only two points ahead of James at the head of the World Championship table. I finished fourth there and James didn't score, so now I was five points ahead with three races to go. Then came James' disqualification from the British ➤

GRAHAM SCHULTZ
CORDWALLIS GROUP

LAMBORGHINI
MASERATI FERRARI
Established 22 Years.



Lamborghini Muira P400 1968
28,000K, two owners fast appreciating and becoming rare. **POA**



Maserati Ghibli 4.9SS RHD. Full restoration



Clutch Replacement on Diablo VT



Muira S Engine rebuild



Lamborghini Series 3 Espada.
Dash rebuild



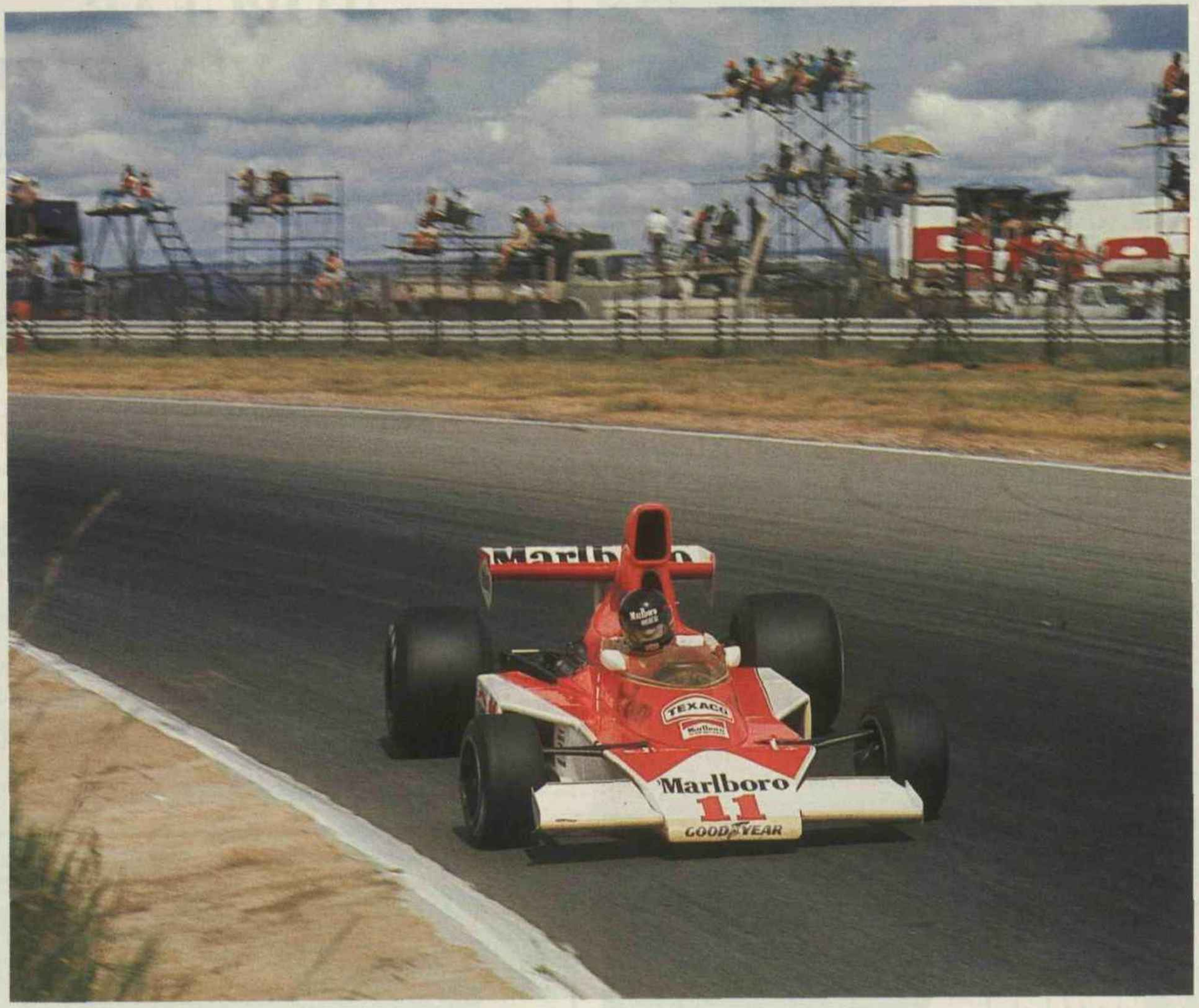
Ferrari 308 Restoration.

The Cordwallis Group offer an unrivalled level of quality and service.
Our factory trained Lamborghini Technicians undertake to service and repair your car with the same level of care and attention from a service on a Diablo SE to an M.O.T. on a S.V. Muira, from a small paint local repair to a full restoration. We are also fully equipped to service air conditioning. Book your vehicle in now in preparation for next summer! We offer full dealer facilities and guarantees

To find out about our comprehensive services contact GRAHAM SCHULTZ

Daytime Tel: 01628 622264 Mobile: 0860 333760 or Fax: 01628 770446

Internet: http://www.racecar.co.uk/cordwallis
MAIDENHEAD, BERKSHIRE



Classic memories of Hunt in action... James oversteers his McLaren to second place in the 1976 South African Grand Prix. He came off second best to Lauda at Kyalami on this occasion, finishing just one second back as runner-up

THE CHAMPIONS' CURRICULUM VITAE

JAMES HUNT (GB)

Born 29/8/47 (d. 15/6/93)
Grands Prix contested 92
Grand Prix wins 10
Pole positions 14
World champion 1976

World Championship

	Team	Position
1973	March	8th
1974	Hesketh	8th
1975	Hesketh	4th
1976	McLaren	1st
1977	McLaren	5th
1978	McLaren	13th
1979	Wolf	not classified

NIKI LAUDA (AUT)

Born 22 February 1949
Grands Prix contested 171
Grand Prix wins 25
Pole positions 24
World champion 1975, '77, '84

World Championship

	Team	Position
1972	March	not classified
1973	BRM	17th
1974	Ferrari	4th
1975	Ferrari	1st
1976	Ferrari	2nd
1977	Ferrari	1st
1978	Brabham	4th
1979	Brabham	14th
1980	McLaren	5th
1983	McLaren	10th
1984	McLaren	1st
1985	McLaren	10th

results which promoted me to the win. He consequently went into the Canadian GP 17 points behind.

People have often asked me whether I felt sympathy for James on this, and I suppose I would have to say no, even though there was quite a bit of tension between the McLaren and Ferrari teams. We were locked in pretty fierce competition for that Championship, we were both professionals and didn't allow our personal friendship to get in the way of that rivalry. But I would say that James drove the last few races of 1976 – and the first of 1977 – about as well as at any other time in his career.

At the end of 1976 he won in Canada and America while I found myself wrestling with the Ferrari 312T2, development of which I felt had been allowed to drift during the time I had been in hospital.

At the same time, McLaren had really piled on the development of the M23 which, although not quite as powerful as the Ferrari, was certainly a tried and tested car with a well proven competition record behind it. It was extremely frustrating to finish eighth at Mosport Park and then a distant third at Watkins Glen, particularly when we reflected just how competitive the Ferrari had been earlier in the year.

Then came that soaking Japanese Grand Prix at Mount Fuji when I pulled out on the second lap, convinced that driving in those conditions of torrential rain was absolute lunacy.

Some people said that I had taken a calculated gamble that James would not finish the race that day, but that was bullshit. I'd do the same again ➤

Alex Reade

INTERNATIONAL

66 BREWER STREET LONDON W1R 3PJ

The ultimate in motorsport Imagery

Exclusive

'The Making of a Champion'

by Nicholas Watts (750 prints)



"We asked Damon what his most satisfying victory was during his championship year and he chose the Brazilian Grand Prix which he dominated in appalling conditions"

The image depicts Damon in the Rothmans Williams Renault FW18 leading team mate Villeneuve and the Benetton of Alesi during the early stages of the race. Each print comes hand signed by Damon with a certificate and photograph of the Formula 1 World Champion signing. Print Size: 860mm x 660mm

NWDH97.....£185 *Produced under licence from Damon Hill Grand Prix Ltd*

Exclusive



Limited edition prints (500) **signed by**

Heinz-Harald Frentzen

'Frentzen's First 1997'
by Graham Turner

Heinz-Harald earned his first victory for Williams Renault at the 1997 San Marino Grand Prix. 317mm x 466mm



GTHHF97.....£95

Our West End Showroom

Based in central London, our showroom currently stocks over 400 different prints covering over 80 different artists. We also specialise in buying and selling 'sold out' and 'signed limited edition' prints so why not give us a call - especially if you are looking for that special print, or better still, drop in and see us. You will be amazed at the vast range of official and original team clothing in stock - including this years F1 models - as well as a huge variety of motorsport memorabilia. So don't delay! If you're *mad* about motorsport then you need to visit us.





Coming soon... *Limited edition signed prints of* ***David Coulthard***

Open 6 days a week
Mon-Fri: 9am - 6pm • Sat: 11am - 4pm
Delivery: £6 UK and EC • £12 worldwide
Hotline: 0171 437 3686
Fax Hotline: 0171 437 4714
Showroom Hotline: 0171 434 4324

I wish to order _____ copy/copies of **'The Making of a Champion'**
I wish to order _____ copy/copies of **'Frentzens First'**
I enclose a cheque for _____ made payable to **'Alex Reade International Limited'**

Credit Card Mastercard ☐ Switch ☐ Solo ☐ Visa ☐ Delta ☐ Visa Electron ☐ Amex ☐

Number ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐ **Expiry Date** ☐☐☐☐

Name _____ **Switch Issue No** ☐☐

Address _____

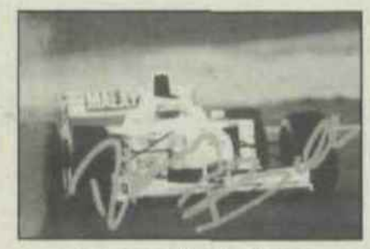
Postcode _____ **Signature** _____

GRAND PRIX TOPGEAR

#1 FOR F1 MEMORABILIA

WE SPECIALISE IN ORIGINAL F1 ITEMS

Team clothing - (why buy the mass produced merchandise - we sell original team itesm for less !). Body parts, race suits - helmets - wheels/tyres - big choice of signed photos - ½ size or full size F1 cars



Signed Photos



Team Clothing



Interesting Items

WE BUY F1 ITEMS

Ring Nigel Anytime

GRAND PRIX TOP GEAR

THE OLD MILL, MILL END, STANDON, HERTS SG11 1LR
Tel: 01279 843999 • Fax: 01279 842072
Visit our showroom open Sats 10.30 - 3pm
Weekdays please phone first

BROCHURE HOTLINE UK CALLERS ONLY
0897 16 11 55
Call costs £1.50 for 35 page brochure/postage



Classic Cars & Motorcycles

Painted from Photographs
Oil or Watercolour
Affordable Prices

Tel: 01323 638547 or 0930 741 275

Ask for Mr. Perrot





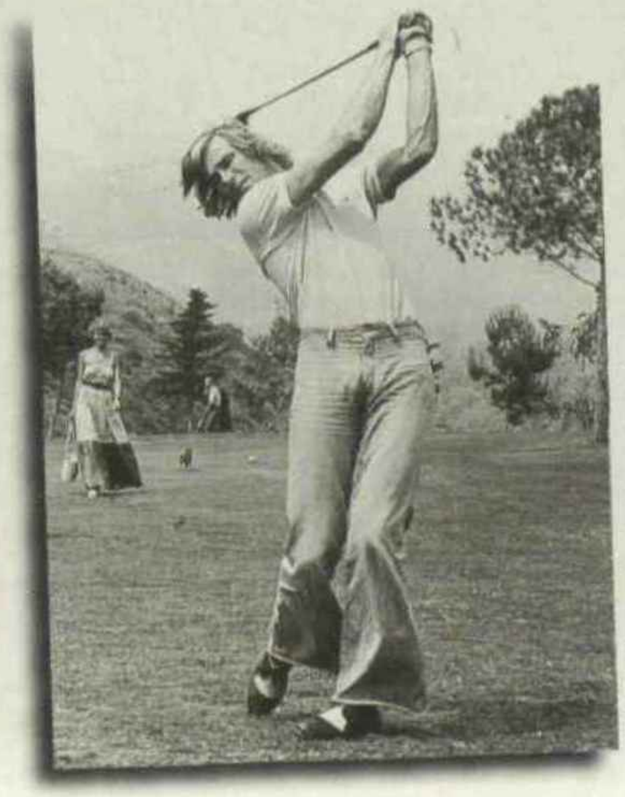
By the time James moved to the Wolf team in 1979 his enthusiasm for racing had gone – even if his popularity with his fans had not. He retired seven races into the season, swapping the cockpit for the commentary box, where he formed the Walker/Hunt double act

today. I was obviously disappointed to lose the title, but James really kept his head well to take advantage of the fact that I missed three races, so all credit to him.

I must say that this was a hard time for me. A lot of people wrote that I was finished, that I should be kicked out of the Ferrari team. But James made some very supportive public remarks about me during this difficult time which I appreciated. I also made the trip to Brands Hatch after the end of the season where there was a 'Tribute to James Hunt" day. I think that helped prove to the cynics that we really did have a good relationship which went deeper than just our rivalry on the circuit.

I regained the world title in 1977, but I think James's form rather deserted him over the next couple of years

Life away from racing was spent very much as Hunt liked it... A quiet round of golf surrounded by attractive women and, er, a cat



and he retired for good after Monaco in 1979. I duplicated his decision five months later, but, as everybody knows, made a return to F1 and raced for four more seasons with McLaren from 1982 to '85.

By the time I returned to the cockpit, James was back in harness as a television commentator with the BBC. I suppose there was a degree of irony in that, James sitting back and passing judgement, while I was still slogging away behind the wheel. From what I could gather, he was always pretty fair with his observations – he gave me an easy ride, at least!

I continued to get on very well with James right through to the end of his life. It was only much later I heard he'd had problems with depression, drink and drugs, but he surmounted all these troubles through sheer self-control and determination. I admired him enormously for that.

People always talk about my racing career in terms of the willpower I demonstrated recovering from the Nürburgring accident, but I'm not sure I would have had the personal resolve which James demonstrated in the last couple of years of his life.

What can you say about a man like this dying of a heart attack at such a young age? He was one of my few real friends in racing, and when he won the World Championship in 1976 he had a less competitive car than the one which I was driving.

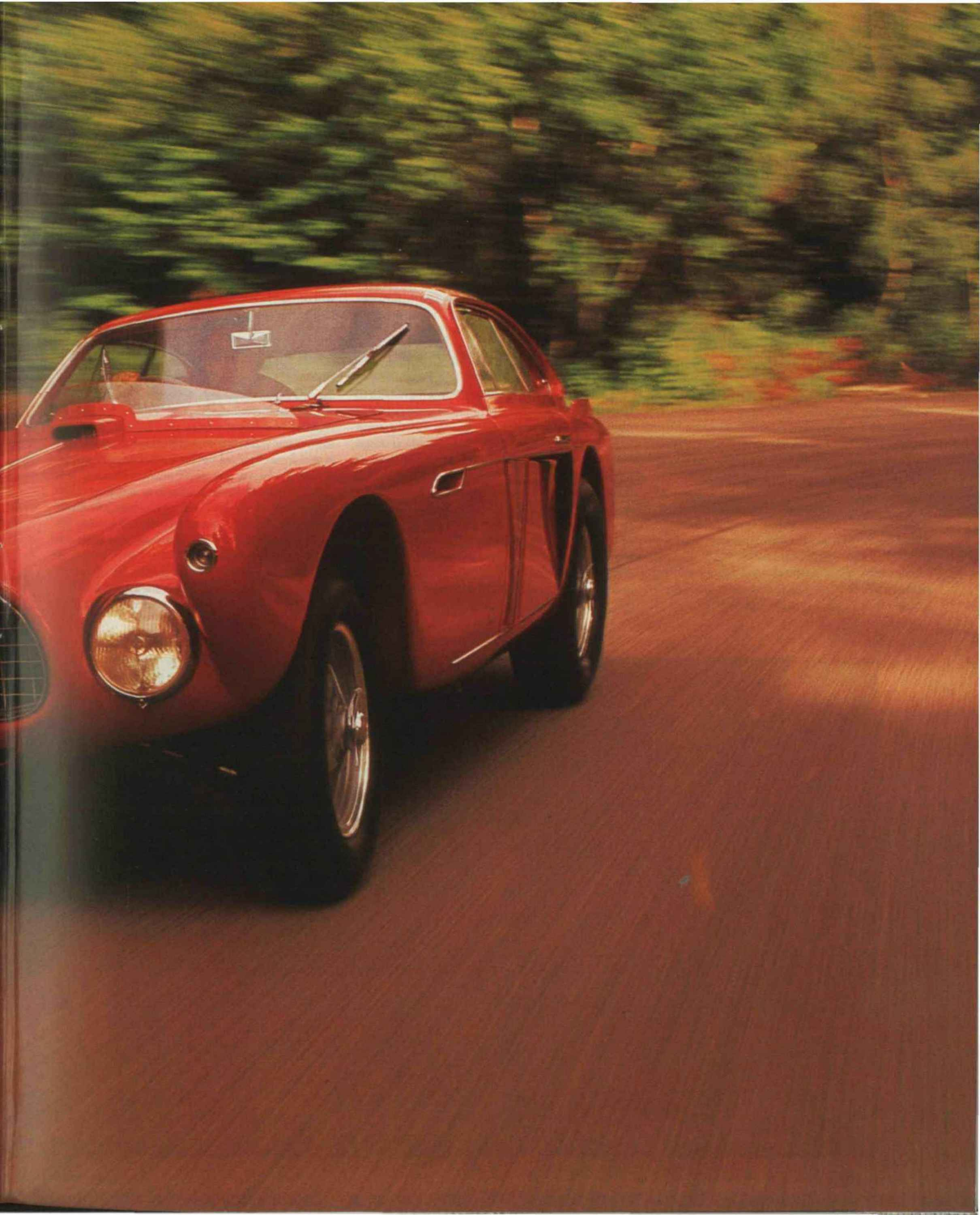
I'm not usually a sentimental person, but James was one hell of a guy and we had a lot of good times together.

Niki Lauda was talking to Alan Henry. ■

WITH LOOKS YOU HAD TO LEARN TO LOVE, AND A CHASSIS YOU HAVE TO LEARN TO EXPLOIT, FERRARI'S 340 MEXICO WAS A SPECIALISED DEVICE. ANDREW FRANKEL RELIVES THE 1952 CARRERA PANAMERICANA

Mexican Knave

photography by Andrew Yeadon



You cannot imagine what it's like in here. First of all it is appallingly hot. The air is thick with heat and the stench of oil, as it fills my lungs without fulfilling my need for oxygen. I can't open the windows, which is fair enough as I deem it unlikely its original driver would have chosen to as he skimmed through the Mexican dust at 160mph. This, however, is not Mexico, this is a cool autumn day in the English Home Counties. And still I'm stifled and stuffed in this Ferrari.

You may already have spotted from the photographs that I do not fit this car either, which is ridiculous. This is a huge car with a colossal wheelbase and an insanely ill-judged proportion of its size given over to the interests of those who have to drive it. The glass area is tiny, the foot-wells smaller still. Were it not for the mercifully compliant head-lining, I would have no chance of driving this Ferrari.

Its original driver, the man for whom it was built, would have fared rather better. He was short, stocky Alberto Ascari, and it was he who was at the wheel of this Ferrari 340 Mexico when it flew off the road and into a bank during the 1952 Carrera PanAmericana. Climbing from the passenger seat, and similarly unharmed, came one Giuseppe Scotuzzi. The following year Scotuzzi was to die when his Ferrari left the road.

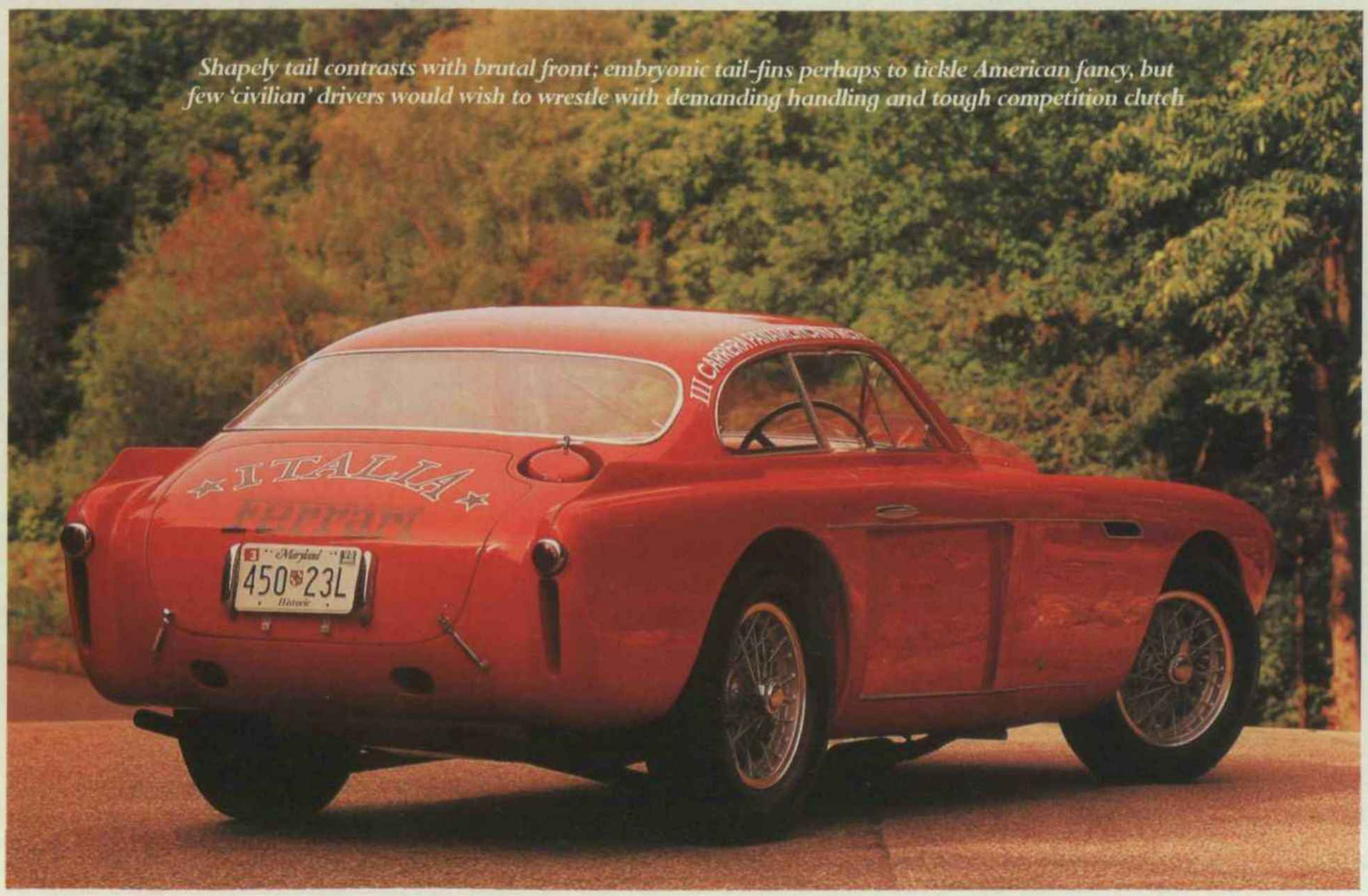
"Vignale styled it with the strangest nose ever to grace – or otherwise – a Ferrari"

It is a fearsome looking device, this 340 Mexico. Giovanni Michelotti styled it for Vignale with the strangest looking nose ever to grace – or otherwise – the prow of a Ferrari. The long, razor-edged wings extend beyond the headlights to protrude as far as the huge and gaping grille. That nose is a shame, as from the front wheels aft it has a wonderfully purposeful, even beautiful shape. Note the wild distance from the leading edge of the door to the start of the front wheel arch, and those vertical metal bars dropping down the side of the car as a crude and wholly ineffective method of channelling air onto the rear brakes. Most of all, note its tiny rear fins. These played no aerodynamic role at all, but instead nodded towards the North American continent and the money of its rich inhabitants which Mr Ferrari sought. Interestingly, the Mexico pre-dated most of the US's indigenous befinned monsters, for while Harley Earl had kicked up the rear wings of the Fastback Cadillac in 1949, they only became *de rigueur* some years after the Mexico's light had been extinguished.

But if the styling appeared as something of a shot in the dark for Maranello, the mechanics it clothed were anything but. For all its visual adventure, the 340 Mexico was built to do a job which involved pounding for hour upon hour over some of the worst roads ever to see competitive motorsport. Under the circumstances, mechanical forays into the unknown weren't even on the agenda.

The chassis followed typical Ferrari practice and was built principally from steel tubes. The front suspension was taken care of by double wishbones at each corner joined by the faithful transverse leaf spring. The rear was no more adventurous, with its live axle located by twin trailing arms and suspended by parallel, longitudinal leaves. Houdaille lever arm dampers were used all round, while Borrani wire wheels were clothed by 6x16in rubber at the front and 6.5x16 at the back.

For the engine, Ferrari eschewed the Colombo-designed 2.6-litre V12 which had powered the 212 Export to a 1-2 victory in the Carrera the



Shapely tail contrasts with brutal front; embryonic tail-fins perhaps to tickle American fancy, but few 'civilian' drivers would wish to wrestle with demanding handling and tough competition clutch

previous year and chose instead Aurelio Lampredi's altogether more substantial motor. Multiplication of the eponymous 340cc cylinder capacity by twelve comes close to its true 4101cc achieved from an oversquare 80mm bore and a 68mm stroke. Following the practice that would stay with Ferrari sportscars for well over another decade, each bank of six cylinders was operated by a single overhead camshaft with two valves and a single spark plug sitting atop each combustion chamber.

Using just three twin-choke downdraught Weber 40DCF carburettors, this engine produced 280bhp at 6600rpm, an impressive output at an impressive engine speed for a car of its age designed to last throughout such an event.

Just three Mexico coupés were built for the '52 Carrera to be piloted by Ascari, Villoresi and Chinetti while one Spyder was built for American Bill Spear but never actually started the event. While the car pictured here, chassis number 0222AT, never made it past the first stage, Villoresi's car, 0226AT, was fastest on the second day and through much of the third until the distributor packed up and eliminated the car from the contest. 0224AT, with Chinetti at the helm, was Maranello's sole representative on the podium with third place behind the victorious Mercedes 300SLs of Kling and Lang. And even this position can be seen to be a little fortuitous as it was achieved at the expense of Bracco's heroically driven 250MM which had retired having led for over 1000 miles.

However, talking down this extraordinary Ferrari is not what we're here for. It was hardly the car's fault that Ascari made a mistake and, had it lasted as Chinetti's car did, would you have bet against its driver coming home in front of the Mercedes? Having driven it, neither would I.

That said, if you're expecting me to tell a tale of a car that drifts through curves on just a whiff of opposite lock, streaming from apex to apex through seemingly telekinetic force, I have to let you know you are reading the wrong story. The Mexico is not like that. The chassis was crude and brutish at the best of times and requires strict management if the best is to be made of its modest abilities.

The engine knows no such limitations. Starting it asks for no more effort or thought than, say, a carburettor-fed 308. Having pumped the accelerator a couple of times to prime the Webers, you just turn the Magneti Marelli key two clicks, press it forward and, after only a brief churn, the motor fires at once and on all twelve. Even at idle, the noise is a richly mechanical amalgam of whizzes and rumbles and as redolent of the traditional racing Ferrari V12 as any you can name.

Just listening to it, it's hard to credit that this engine was designed in the immediate post-war period. In its timbre you can hear the song of the P4, the sound of the competition Daytona.

Once your left leg has recovered from the shocking weight of the clutch pedal, the gearlever clunks easily into the first of the box's five ratios. There's no exposed gate to guide you through the ratios nor syncromesh to ease the lever's passage but, for an old crash 'box, it's pretty straight-forward. It requires double-declutch changes to be made in both directions and reasonable attention to be given to matching revs to ratio, but with a little attention upon first acquaintance you soon learn its ways well enough not to have to think consciously about each change.

And even if you're less than keen on rummaging around for ratios you will find the engine an unlikely ally. For all its power, wide bores and stubby stroke, this racing motor will pull without protest from 2000rpm up to its power peak and beyond. I'm told it will go safely to 7000rpm, though there's little point pushing this 45-year old motor to such an extent today. Though there is no officially quoted torque peak, it pulls hardest at about 3500rpm and, for your information, that's extremely hard.

For all its outlandish proportions, this Ferrari actually weighs just a little less than a ton, giving a power to weight ratio identical to that of the fastest road-going Ferrari made today, the 550 Maranello. Forget its age altogether; by any road-legal ➤

"Even at idle, the noise is a richly mechanical amalgam of whizzes and rumbles, redolent of the traditional racing Ferrari V12"

ASCARI'S EARLY YEARS

Ascari was seven when his father was killed in 1925. Such tragedy would put most off racing but it heightened his determination. Motor-cycles tuned his talent and Ascari scored a fine reputation on two wheels. In 1940 Enzo offered him a Mille Miglia drive in the new Type 815 and he led his class until valve failure.

In post-war years Ascari had little interest in sportscars and loathed the Mille Miglia so much he had the race excluded from his Lancia contract. But when Villoresi was injured, Ascari stood in to drive the D24 and won by over 26 minutes in foul conditions.

It was Villoresi who had encouraged the reluctant Ascari to return to racing after the war. After some success with Maseratis, Enzo signed him up. Before long his style was rivalled only by Fangio and the two greats enjoyed titanic battles. After Alfa Romeo retired, Ascari and his 2-litre Ferrari 500 demoralised everyone in 1952 and 1953. Nine grand prix wins on the trot even with the best car is an incredible statistic for any era, but it is the fact that for an entire year, starting in June '52, he won every single points-scoring Grand Prix, which beggars belief.

"He was a man who had to lead from the start. In that position he was impossible to beat," recalled Ferrari in *Piloti, che Genti*.

"He was the fastest driver I ever saw," claimed Mike Hawthorn, "faster even than Fangio." Italy has been waiting for his like ever since.

Mick Walsh



He may have been reigning world champion, but Ascari's Carrera lasted just 30 miles

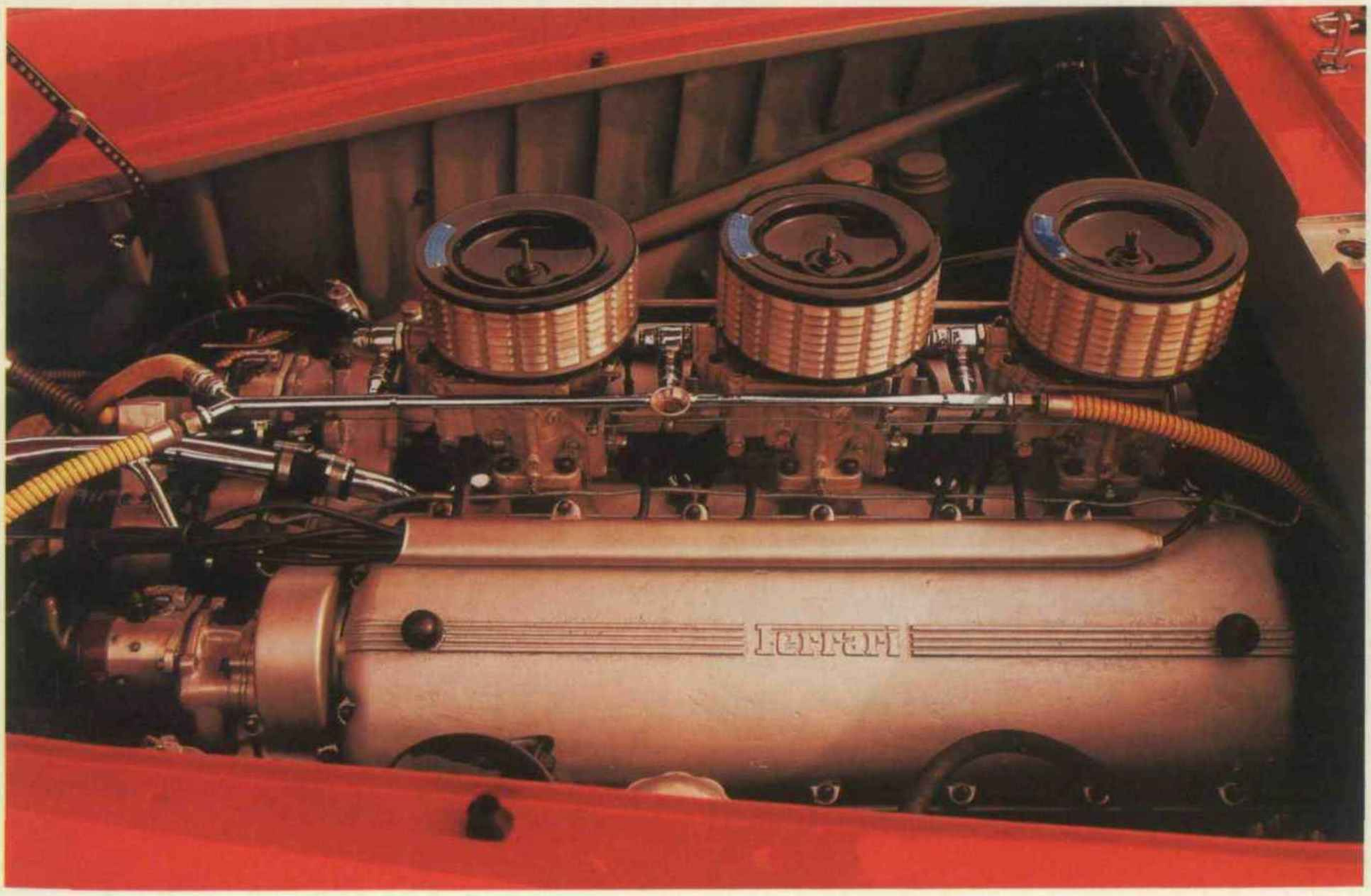


Scarlet panels flow under windscreen to form painted dash; sparse interior fittings offer little distraction during 2000-mile marathon; 340 one of few Ferraris not to have exposed gear-gate





Meaty spare tyre on Borrani rim and fuel tank below fill rear part of Mexico cabin; Lampredi's 4.1-litre two-cam V12 offered lusty 280bhp; note extractor louvres leading to outside vent



standards at all this is a ferociously fast car. In a surge punctuated only by short but well-defined pauses between gears, the Mexico will streak into three figure territory and beyond at a rate that seems quite at odds with its age. It comes from an era when the fastest production road cars from the likes of Jaguar and Aston Martin would struggle to reach 120mph; yet the stories say that, given the space, the Mexico will reach 6600rpm in its indirect fifth gear, by which time the wheels would be eating the tarmac at the rate of close on 180mph – half as fast again. Apply the same maths to road cars of today and you'll have perhaps as close an idea as is possible to knowing how the Mexico's performance must have appeared back in 1952.

That said, just because the Mexico was the quickest sportscar in the world in a straight line, did not mean in any way that this outstanding ability applied to its talent for hauling itself through any given corner. Quite the reverse. Know the hoary old Ferrari adage about the purchase price buying the engine and Ferrari throwing the rest of the car in free? I'd scarcely raise an eyebrow if I was told that the person who coined the phrase had just stepped out of a Mexico.

To be fair, this Mexico, while beautifully presented and possessing a wonderfully strong and sweet engine, had not yet had its chassis adjusted to optimum settings, but its fundamental nature under load was still clear. As you can see from the photographs, progress through turns is always dramatic and capable of concentrating the mind like few other cars. And while this means that you are unlikely to be bored, it's not difficult to think of better ways in which it could have earned your attention.

The chief problem is a manifest reluctance to change direction in a hurry and, looking at the ratio of track to wheelbase, maybe we shouldn't be too surprised by this. At first, it seems unruly to the point of wildness, rolling heavily and only being saved from further excesses by picking up an inside wheel and spinning away all the power it is unable to handle – which, in low gear corners, is almost all of it. Aim it at a fast curve at a modest speed and the sense of instability as you turn in is enough to dissuade you from trying harder. Respect for Luigi Chinetti, who actually guided his Mexico successfully through the entire Carrera, grows with every turn.

"Respect for Luigi Chinetti, who successfully guided his 340 Mexico through the entire Carrera, grows with every turn"

In fact, once you have learned to accomodate its highly individual nature, the Mexico can be hustled from one place to another at a speed quite beyond that suggested by initial impressions. The trick is to drive more smoothly than any other car you have sat in. With an engine such as this, the almost overwhelming temptation to kick the throttle to the floor on the way out of every bend is to be resisted if composure is to be maintained. Similarly, as you choose your line into a corner, your orders should be sent to the steering on satin cushions if they are to be executed to your satisfaction.

Do this and you will learn that not only can the excesses of the chassis successfully be reined but also that the steering, while hardly a bubbling cauldron of information, is at least direct and as precise as reasonably possible given the limitations of the chassis with which it must work. It can then be settled with some confidence into a curve and, so long as there are no further changes of plan, cornered with something approaching conviction.

Better news still lies under the brake pedal. At first there are natural reservations about how successfully four drum brakes can look after the interests of a one ton missile capable of 175mph, but, once they have warmed up a little, they offer stable retardation, a firm pedal to greet your foot and as much deceleration as you can reasonably expect from any car from this era. It's not like having discs, and I would not be surprised to learn that, were you to force the issue, they would overheat in short order, but of their type they serve the Mexico as well as you could hope.

And once you have finally pieced the puzzle together, understood the complex nature of this simply specified car, there is real joy within. Strip back the intimidation created by its size,





The interior may be stunningly cramped, but Vignale's detailing is thorough. Huge filler is evidence of endurance intentions; tactile pop-out door handle; turn-and-push key wakens V12 instantly.





SPECIFICATIONS

Ferrari 340 Mexico

ENGINE

Type	12 cyl, sohc, 2 valves per cylinder,
Capacity ...	4101cc
Bore/stroke ...	80 x 68mm
Comp ratio ...	8.1:1
Fuelling	Three twin-choke, downdraught Weber 40DCF carburettors
Max power ...	280bhp at 6600 rpm
Specific output	68bhp/litre
Power/weight	281bhp/tonne
Transmission...	5-speed manual, no syncromesh, direct drive in fourth gear

CHASSIS

Brakes	Hydraulically operated aluminium drums
Suspension (f)	Unequal length wishbones, transverse leaf spring, lever arm dampers
Suspension (r)	Live axle, longitudinal semi-elliptic springs, lever arm dampers
Wheels	Borrani centre-lock, wire
Tyres (f/r) ...	6.00x16/6.50x16

DIMENSIONS

Length	165.4in
Width	59.2in
Height	52.2in
Wheelbase ...	102.3in
Track (f/r) ...	50.0in/49.2in
Kerb weight...	2200lb

ESTIMATED PEFORMANCE

0-60mph ...	5 sec
Top speed ...	175mph

its power, the heat and lack of space and you soon learn that this beast is not one to be mastered by man-handling. Any attempt to subjugate its curious will are inevitably doomed. This is not a car to collect by the scruff and hurl about, it is a car to treat with a great deal of respect and more than a little humility. Giving in one hundred per cent to its will, doing things exactly in the way it wants and regarding your own preferences as an impertinence, is the way to extract the most from this Ferrari.

Whether that makes the 340 Mexico a great car, or even a great Ferrari, is something I find more difficult to judge. I am quite sure that it's not a good car in any conventional sense, but then again such cars were never built to be either conventional or conventionally good. This car was built for just one purpose, to win a race, and in all the time I spent discovering it, I failed to find a factor to take the blame for its failure. Ascari simply made a mistake and that was that.

Its compelling appeal to me stemmed from its looks and that engine. Though I reached an accomodation with its chassis and even grew to like its steering and brakes, they are as nothing compared to its power and shape.

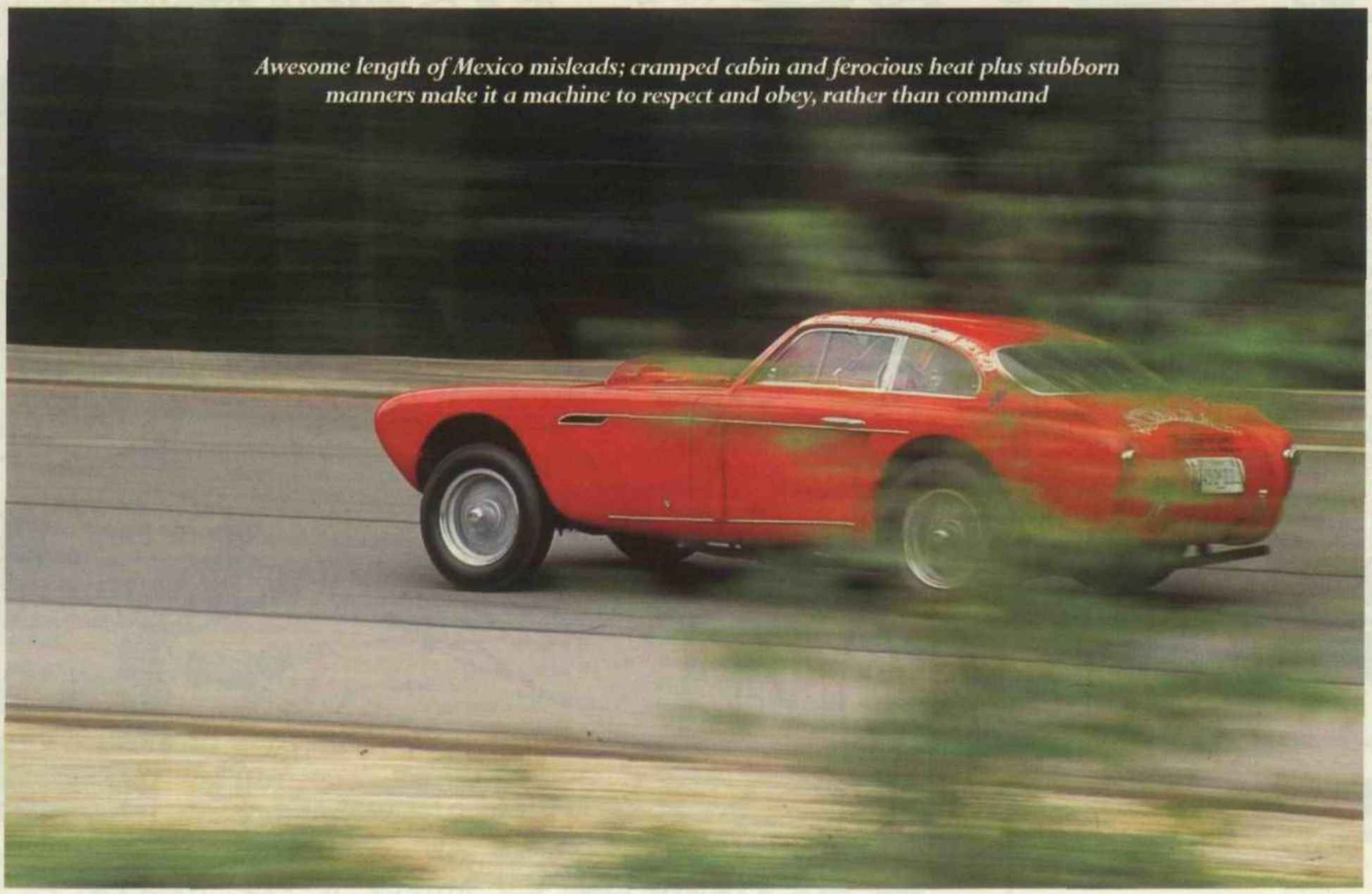
The love for the engine is straightforward and you'd have only to hear it from a distance to know what a masterpiece Lampredi had produced. In its way and for its time, it's a rival for any of the Colombo V12s. It must have done as much as any to establish for the fledgling, five-year-old marque the reputation it holds to this day for designing and building the finest engines in the world.

I can't say I love the way it looks in quite the same way. In my more lucid moments, I suspect it's actually quite hideous. I just wish I could have seen the look on the faces of those who drove fat American saloons in the '52 Carrera when they saw that gaping face in the mirror as it bore down on them, travelling at three miles a minute. There is something so focussed, so aggressive and single-minded about its shape.

What I like best is that the styling reflects the car inside with a rare honesty. Hopefully what you have read provides some slight idea of what this motor-car is like to drive but all the words in the world cannot describe the character of this car as well as one glimpse of its shape.

"A fearsome device capable of taking you to the highest and lowest points..."

If you really want to know what the Ferrari 340 Mexico is like to drive, just take one long look at it and let your imagination do the rest. It is how it appears; a fearsome device capable of taking you to the highest and lowest points and very rarely staying anywhere between the two. You will love it and hate it in the same moment, and as you do, you will be affected by it. Is this a great Ferrari? In its own truculent, ugly, glorious way, of course it is. M



Awesome length of Mexico misleads; cramped cabin and ferocious heat plus stubborn manners make it a machine to respect and obey, rather than command

Scribbings...

Merry Christmas
from all at
MOTORSPORT

GOING, GOING....

TO HENDON?

LOOK- ISN'T THAT MARTIN CHISHOLM?

NO, IT'S A BLACKHAWK EDITION

IS THAT "007"

ONE DAY YOU'LL HAVE SOME REAL 'WHEELS' SON!

NO IT'S DESMOND'S MAIL

COME ON, LET'S CATCH THE LEADERS UP

Blackhawk COLLECTION
would like to wish all our many customers & friends worldwide a Merry Christmas & a Happy New Year!

TRACK TOURS

WHEELS MODEL CARS

VANESSA

COME ON JEFFREY MARTIN STRETTON IS CATCHING UP!

IT'S PURELY SYMBOLIC OF COURSE!

MARTIN STRETTON Racing
Would like to wish all customers & fellow competitors a Happy Christmas & prosperous New Year

Happy Christmas and a exhausting New Year from all the staff at
Hayward & Scott
Look forward to seeing you in 1998

IVAN DUTTON

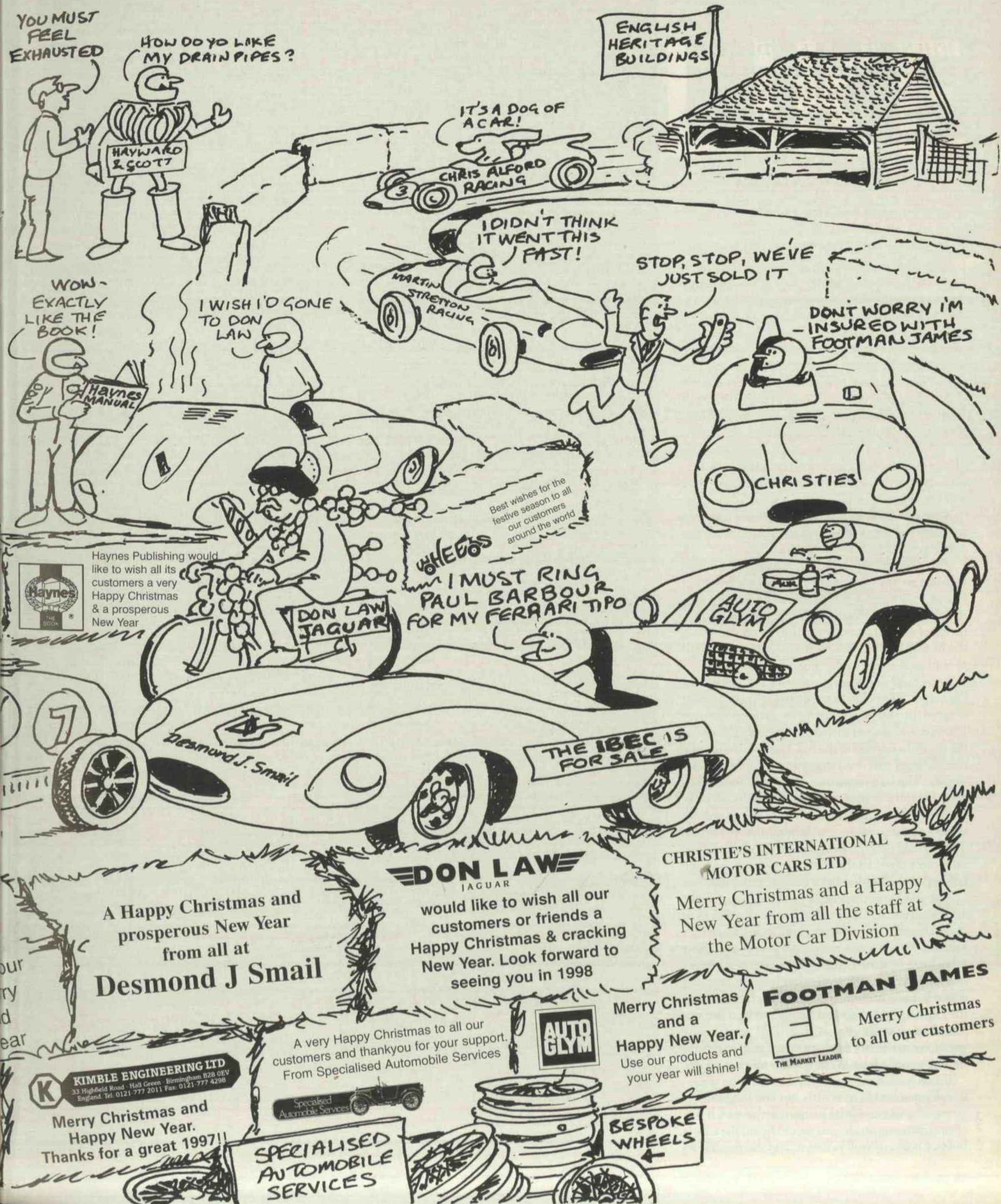
JEFFREY PATTINSON

LOT No 4 COYS

ENGLISH HERITAGE BUILDING
Thank you to a customers. M Christmas Happy New

MARANELLO SALES LTD
Season greetings to all our valued customers from Maranello Sales, Service, Parts and Finance

FOLEY



Haynes Publishing would like to wish all its customers a very Happy Christmas & a prosperous New Year

A Happy Christmas and prosperous New Year from all at
Desmond J Smail

DON LAW
JAGUAR
would like to wish all our customers or friends a Happy Christmas & cracking New Year. Look forward to seeing you in 1998

CHRISTIE'S INTERNATIONAL MOTOR CARS LTD
Merry Christmas and a Happy New Year from all the staff at the Motor Car Division

KIMBLE ENGINEERING LTD
33 Highfield Road · Hall Green · Birmingham B28 0EV England. Tel: 0121-777 2011 Fax: 0121-777 4298
Merry Christmas and Happy New Year. Thanks for a great 1997!!

A very Happy Christmas to all our customers and thankyou for your support.
From Specialised Automobile Services

AUTO GLYM
Merry Christmas and a Happy New Year.
Use our products and your year will shine!

FOOTMAN JAMES
THE MARKET LEADER
Merry Christmas to all our customers

WHEN THERE'S ICE UNDERFOOT, IT'S TIME TO UNSHEATH THE CLAWS... JOHN DAVENPORT RELATES HOW A HANDFUL OF TINY METAL STUDS, PLUS A MOMENT OF INSPIRATION, CAN WIN OR LOSE A SNOWBOUND RALLY

CHOOSING STUDS MAY SOUND LIKE SOMETHING THAT Jackie and Joan Collins would do on a rainy afternoon. For competitors on the Monte Carlo and other rallies run on icy roads, however, selecting the studded tyre that best matches the conditions over a special stage can make the difference between winning and contemplating life from inside a snowdrift.

Towards the end of the 1960s, there was a great deal of development of studded tyres. This interest was largely triggered by Timo Makinen's use of Reengas-Ala remoulds to win the 1965 Monte Carlo Rally in the teeth of a truly formidable blizzard. His use of ice-racing tyres with inch-long penknife blades sticking out round the circumference certainly got the grey matter working at Michelin, Pirelli and Dunlop. Over the next few years in a regulation-free era on French roads, everything was tried in an attempt to produce just the right tyre for the conditions on each special stage.

This phenomenal task was doomed to produce at best a good compromise and at worst a disaster. For an example of the problem facing the tyre designer, take the classic test from Pont des Miolans to St Auban. This was always the opening stage on the Monte Carlo rallies of that era, and as difficult to read as Beowulf in the original Anglo-Saxon.

You could find frost at the start, but usually on the verges. After 8km of south-facing dry road, you entered the village of Collongues, crossed the river Fontane and started to ascend seriously – now on the north-facing side of the hill. The good news was that the road was dead straight uphill for four kilometres. The bad news was that it was covered in black ice and a dusting of snow. The co-drivers nicknamed it 'the Chute'. It was difficult to tell where it ended as there were few landmarks. If French Telecom had ever removed the fourteenth 'A'-shaped telegraph pole, all the works crews would have crashed at the hidden right-hander at the top.

The road was then once again in the sunlight and on dry road for the 6km run to the village of Brianconnet. It was here some years later that Michele Mouton was to create the very first short wheelbase Quattro by using her car to head-butt a house. After the village, the road dipped into the shade before climbing up the snowy hairpins into the Clue de St Auban and finally out into the sun once more at the finish line. Dry road, some gravel, ice, more dry road, snow, ice and gravel and then dry road again. What tyre should you take?

If you took a racing tyre, you would be sensationally quickest to start with, but you might never ascend the Chute or the hairpins at the end. If you chose too many studs, you would fly up the Chute but not perform well before it, and the dry bits ➳

LAT Archive

STUD-U-LIKE

Ove Andersson and John Davenport lead the 1972 Monte Carlo Rally, thanks to an inspired tyre gamble. It made their Alpine 110 feel "like a motorised toboggan"

PURE SPEED...

RAW POWER...

SHEER EXCITEMENT...

THAT'S

AUTOSPORT

International

INCORPORATING THE RACING CAR SHOW

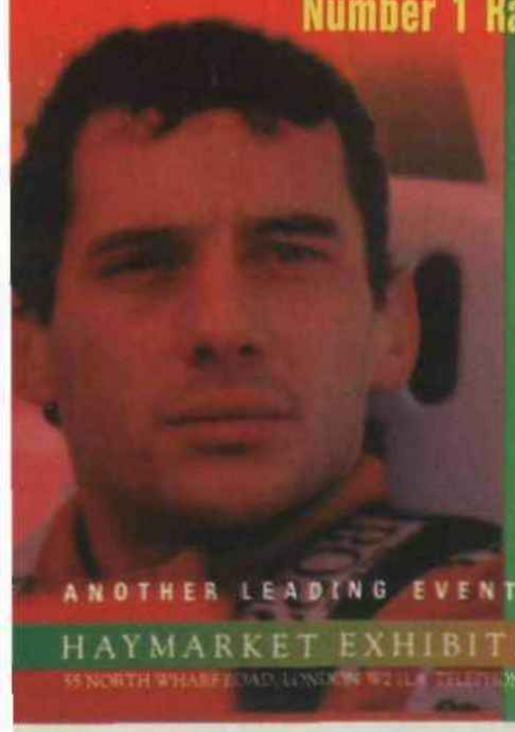
January 9-11th 1998

NEC BIRMINGHAM

GO FOR IT!

The world's Number 1 Racing Car Show gives tribute to the world's Number 1 Racing driver.

In association with the Ayrton Senna Foundation see the cars, trophies and memorablia surrounding the driving legend.*



It's got everything! From the top cars and the latest racing equipment to the top drivers and the leading experts. From F1 and Touring Cars to Rallying and Karting. ● But for that ultimate thrill, step this way into the Live Action Arena. And you'll be blown away by the wildest display of indoor motorsport theatre! ● Go for it! And book now for the show of your life.

ANOTHER LEADING EVENT PRESENTED BY

HAYMARKET EXHIBITIONS LIMITED

55 NORTH WHARF ROAD, LONDON W2 1LA TELEPHONE: 0171 402 2345 FAX: 0171 402 0920

SAVE £'S AND BEAT THE QUEUES BY CALLING THE TICKET HOTLINE

0121 767 4747

Admission to the Live Action Arena is only possible via the main show. No public visitors will be permitted entry on Trade Day Thursday 8th January 1998

Indicate the number of tickets you require in the box

Autosport International Show entry	**£11.00**	☐
Concessions for over 65's and under 15's	**£8.00**	☐
Live Action Arena seat through Pole Position pre-registration	**£5.00**	☐

(Admission on the day £8.00)

Total cheque/postal order value £ _____

Please make cheques payable to NEC Box Office

★ Extra admission fee applies

Which day do you wish to attend

☐ **9th Fri** ☐ **10th Sat** ☐ **11th Sun**

If you are booking the Live Action Arena which performance do you wish to attend?

☐ **11.00am** ☐ **12.30pm** ☐ **2.15pm** ☐ **3.45pm**

If you do not wish to receive other literature please tick box ☐

Admission to the Live Action Arena is only possible via the main show. No public visitors will be permitted entry on Trade Day Thursday 8th January 1998

NAME _____

ADDRESS _____

_____

_____

POSTCODE _____

TEL _____

Return to: **Autosport International, NEC Box Office, B40 1NT**

Member aeo Association of Exhibition Organisers

MS1



Rear-engined Alpine-Renaults had a traction advantage, allowing them to run smaller studs which would cope with mixed surfaces

would have ripped the studs out by the hairpins.

In 1970, I was driving with Simo Lampinen in the Lancia Fulvia. We arrived at Pont des Miolans where no less than 70 tyres representing 12 different choices and five different sizes awaited us. Our ice note crew for these stages was Alan and Sheila Taylor, formidable exponents of British rallying and also with a wealth of continental experience. Alan rushed up with the ice notes. As he talked with Simo and I, the Lancia mechanics were already shouting to know which tyres we wanted. "Well" said Simo to Alan, "which tyre would you choose?" "I know just the one you want," said Alan "but they don't have it here." It turned out that he was right. A racing tyre with a full circle of small studs on the outer and inner edges would have done the trick. As it was, we took a lightly studded Pirelli CN 36 and had too much metal in contact with the road to break into the top 10 times.

It goes without saying that some cars had an easier time choosing tyres for a stage like that than the front-wheel drive Fulvia. A Porsche or an Alpine-Renault could get by with fewer and smaller studs as their traction was better. A front-wheel drive car always ate its front studs quicker than those at the rear. The further into the stage you went, the more understeer and less traction on the ice, while on tarmac it had better traction but massive oversteer.

The only time we were able to turn this disadvantage to a slight advantage – and a win – was on the 1969 San Remo Rally. Here the problem was a single section containing two special stages with flying starts and finishes which was itself difficult to complete in time. The first stage was all uphill on a gravel road, then the link section was largely downhill on tarmac. Next you had to tackle the second stage, almost entirely on snow with gravel beneath, going first up and then downhill. What sort of tyre choice could you make? If you started on studded tyres, the fronts would be history by the time you got to the second stage.

It was this single fact that gave us our crazy idea. This was to start the whole section with gravel tyres on the front and studded tyres on the back and then to stop and change to new front studded tyres just before the second stage. On the first gravel stage, the rear tyres followed along not doing very much

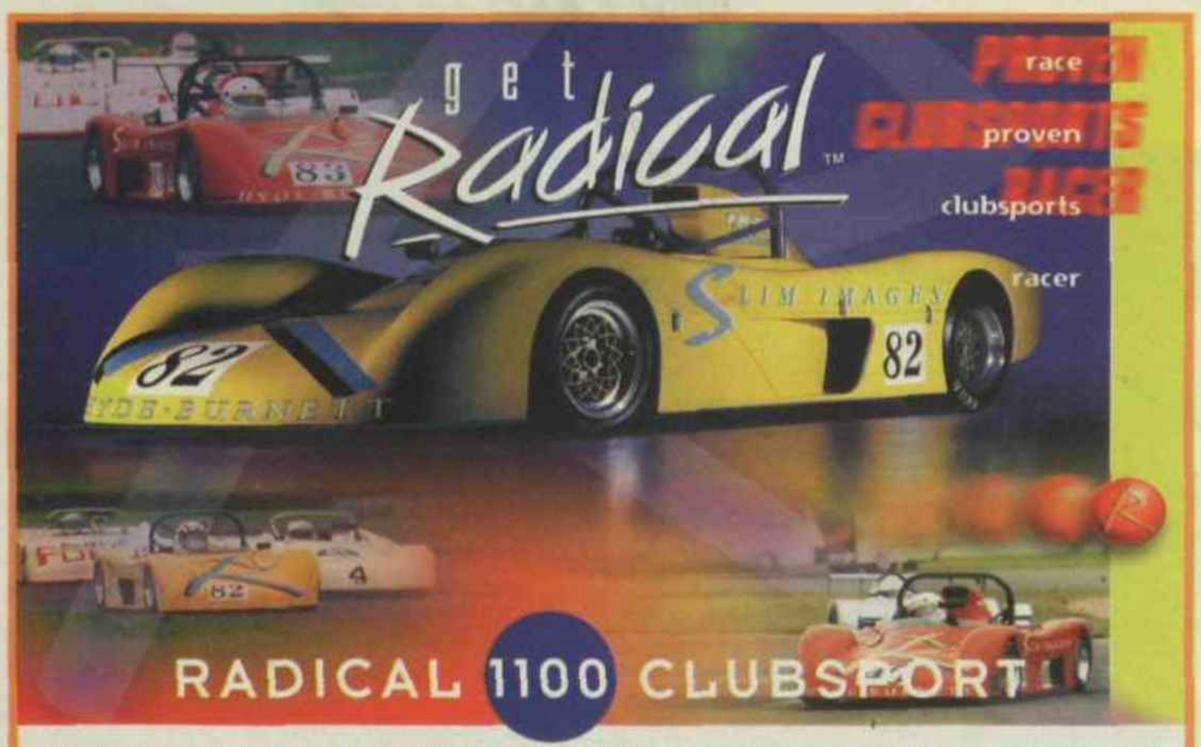


San Remo 1969: clever tactics give Lancia victory

and were not destroyed. On the tarmac we had a fair degree of oversteer, but this could be controlled by the use of left-foot braking. Then on the snow with new front tyres, the little Fulvias could let rip.

I was with Sandro Munari. It took the mechanics 55 seconds to change two front wheels in a lay-by carved from a snow bank high on the Passo di Teglia. No one passed us in that time, but on the special stage we passed two works Fords, a works Alpine and a works Fiat. The three works Lancias – Munari, Rauno Aaltonen and Harry Kallstrom – were the only cars to do the section on time and led the rally comfortably. Kallstrom eventually won the rally from Aaltonen. We broke a drove shaft.

Sometimes the tyre decision was not difficult but was controversial. This was the case on the Monte Carlo Rally of 1972. I was with Ove Andersson in the Alpine-Renault team. The team manager was Jacques Cheinisse who was a rally and race driver with a considerable pedigree covering everything from international rallies to Le Mans. He was extremely well liked by the crews and mechanics and nothing was ever too much trouble. The Alpine-Renault sportscar and single-seater race drivers were employed to do ice notes for the rally team, which was not always an unqualified success. Already we had chosen heavily studded tyres for the Col de Perty after being told that it was full snow from the summit to finish. I am sure that it had been when the racing lads had rushed over it after breakfast, but we were doing it before noon in full sun. The snow was gone, gone, gone. Just like our quick time. ➤



Top Formula Ford, Formula Opel Lotus, GT and Touring car driver Michael Vergers was asked to test the Radical 1100 Clubsport. He enthused, "It's a really good looking sportscar with an amazingly strong high revving engine and superb levels of grip. The car is faster than the Renault Spyder, Caterham Superlight"...

..."I'VE NEVER HAD SO MUCH FUN IN A CAR!"

- Race proven design
- Ultra reliable 1100 Kawasaki engine
- 350 bhp/ton revving to 12,000 rpm
- 6 speed sequential gearbox
- Advanced suspension gives superb predictable handling
- Strong safe chassis/integral rollbar
- One-make class in Clubsport 2000 Championships in 1998
- Full grids and friendly racing in the 750 Motor Club
- Snetterton lapped in 1 min 12.5 secs
- Season running costs of £5000
- Now with twin headlights
- Prices from £15,500 plus VAT.

Radical MOTORSPORT
Tel: +44 (0)1733 344198
Web Site: www.radicalms.co.uk

AUTOSPORT International

See us on stand L25
8-11 of January 98, NEC Birmingham

Richard Thorne CLASSIC CARS

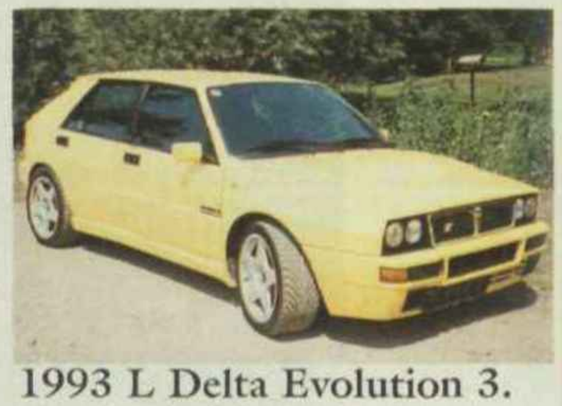
THE COURTYARD GARAGE
JAMES LANE
GRAZELEY GREEN
READING RG7 1NB
TEL: 0118 983 1200
FAX: 0118 983 1414

MORGAN MAIN DEALER

LANCIA SPECIALIST



1992 K Delta Evolution. Rare Limited Edition. Stunning York Green, 2 owners, Tan leather, big wing seats and air. con. 11, 000 miles. Mint. **£21,000**



1993 L Delta Evolution 3. 1 owner, 46,000 miles, 17" Oz wheels, uprated engine and suspension. Seriously quick. **£22,750**

1993 Delta Evo 3. Yellow, 1 owner. 17,000 miles, FSH, mint condition. **£25,000**
1991 J Delta Evo. Madras Blue Metallic. 2 owners, 33,000 miles, FSH, Mint **£18,500**
1989 F Delta Integrale 16v. Monza Red. 2 owners, 42,000 miles, lovely original condition. ABS. FSH. **£9,750**

Many other Lancias available including classic Fulvias, Aurelias etc. Please call for a stock list.

HISTORIC SPORTS CAR CLUB

Patron Stirling Moss

HISTORIC SPORTS CAR CLUB

For the very best in Historic Racing
From Midgets to McLarens and
Elans to E-types
Formula Ford to Formula 1 and
everything in between

Contact our office for further details:

Silverstone Circuit, Silverstone
Nr Towcaster Northants NN12 8TN
Tel: 01327 858400
Fax: 01327 858500



Tyres were especially critical on the front-engined, front-drive Lancia Fulvias. (Kallstrom and Haggbom, Monte Carlo Rally, 1972)

As the day wore on, we arrived in the Ardèche. The Alpine-Renault service was set up in a lay-by at Le Moulinon and before us lay the two longest stages on the rally – Moulinon to Antraigues and the infamous Burzet loop. Everyone was there and Cheinisse himself told Ove Andersson and myself that what we needed were plain wet racing tyres, Michelin's all-conquering PB15. We listened to the ice note crews who told us that it was clear road all the way to Burzet. We saw the mechanics roll out the PBs. And then we said, "Just a minute."

The problem was that it was raining. In fact some of the rain was coming down in large white flakes and settling on our shoulders as we deliberated. Now if it was snowing down here at Le Mouninon, 500 feet above sea level, what was it likely to be doing half-way to Antraigues on the Col de la Fayolle which was just short of 3000ft up in the hills? It struck us that Jacques could have done with a quick spot of advice from Miss Smilla on the nature of snow. Ove and I went on a search through the Renault vans and finally discovered a set of studded tyres lurking under a tarpaulin marked 'Not wanted on voyage'. We had to plead with Jacques to have them fitted to our car and I am sure that he thought we were a bit crazy.

To start with, we nearly agreed with him. The first part of the stage hugs the south-facing hill and, though wet, was not in the slightest bit icy or snowy. Ove said grimly on at least four occasions "Bloody wrong tyres – again!" Then we crossed the river and started to climb. Even before we reached the col, we were starting to pass fellow team members sliding around on their racers, plus the odd works Porsche and Escort. I am pleased to say that the conditions just got worse and worse We could actually have done with more studs in the tyres than we had.

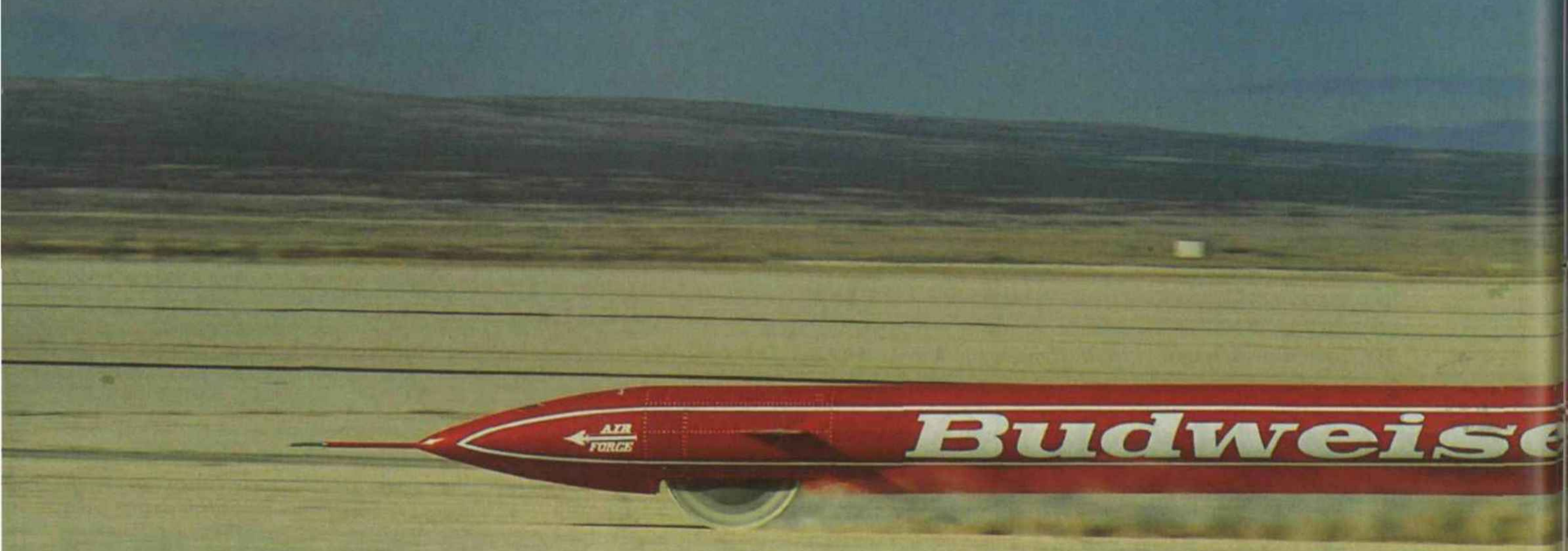
By the time we tackled the Burzet loop on a new set of studded tyres, the weather was just unbelievable. Up on the top, the wind was blowing the heavy snowfall into drifts taller than the cars. It was extremely difficult to know where the road stopped and the fields started. The Alpine A110 felt like a motorised toboggan, and must have looked like one at times. When we passed taller cars like Jean-Francois Piot's Escort, I could have sworn that I was looking down on its roof. We were probably just canted up on our side but it was an impressive view of Jim Porter as we swept past. On the final descent down the mountain and back into Burzet, the banks had been created by a snowplough and stood four to six feet high. It gave the impression that you were on a helter-skelter and that all you needed to do was to keep the foot down and let the Scalextric effect take over.

We emerged from the white hell of the Ardèche with one minute lost on the road – we had had to wait while another Alpine-Renault was on the jacks in Burzet – and a clear lead in the rally. We retired on the last night of the rally two days later with a broken gearbox. That's rallying, and nothing to do with anyone's choice of tyres... or the studs in them. ■



By the 1980s Pirelli offered split tyres in every mix – even slick and studs on the same tyre

"Been there,



IN 1979, STAN BARRETT LIT THE BLUE TOUCH PAPER AND SAT BACK ON HIS JOURNEY TOWARDS THE SOUND BARRIER. IN HIS OWN WORDS HE EXPLAINS WHY HE BEAT ANDY GREEN AND THRUSTSSC TO MACH ONE

◆ ◆ ◆ ◆

IT IS NOW CLOSE TO 20 YEARS SINCE I sat strapped into the tiny cockpit of a multi-thousand horsepower rocket car, about to ignite enough power to light a small city in an effort to go faster than any man on earth. Nearly two decades since I broke the speed of sound at Edwards Air Force Base in California, the birthplace of supersonic travel in the air – and now on the deck.

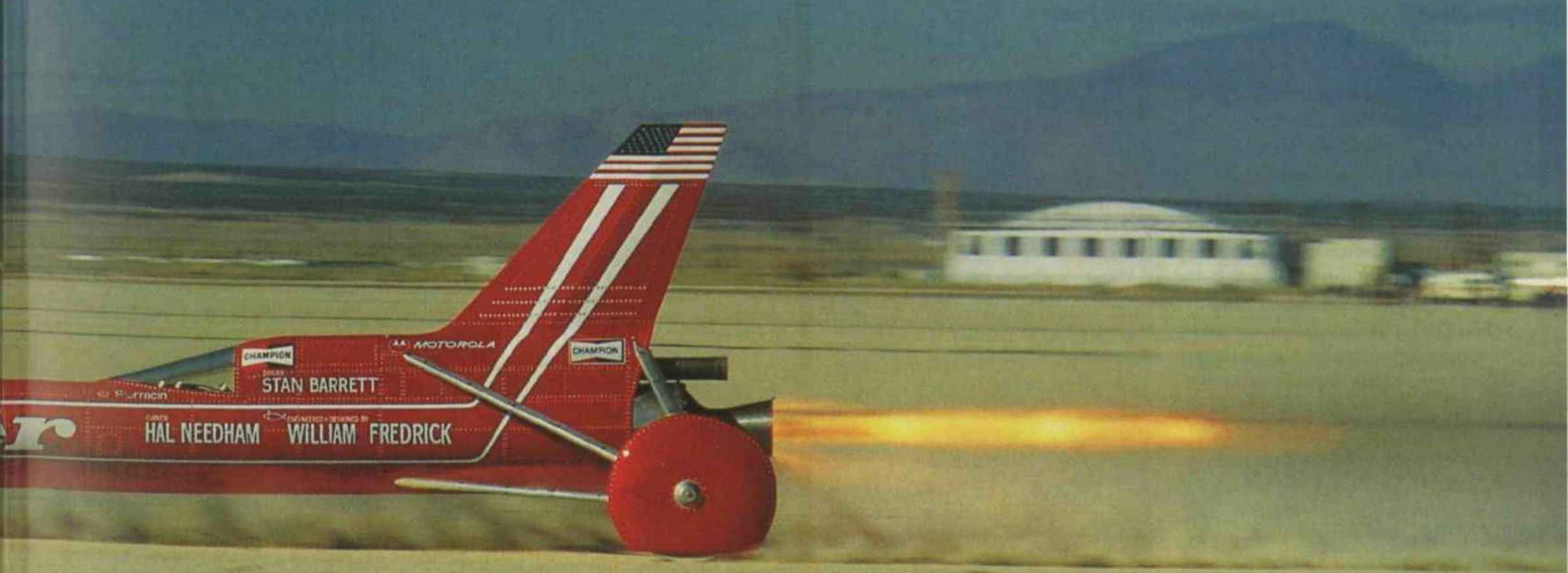
I can remember vividly that cold December morning in 1979, as I peered out of the windshield down the fuselage of the rocket to the vast dry lake bed in front of me. All around me the Budweiser Rocket's designer Bill Fredrick and crew chief Kirk Swanson busied themselves with the task of arming the vehicle for its sternest test.

As we counted down, it was time to say a prayer – "Lord, into thy hands I commit myself" – that usually ended on the count of two, then away I went. That's a moment that I felt close to the Lord.

I could hardly focus as the car accelerated away from the line. The half-mile markers looked like telegraph poles due to the tremendous buffeting as the car roared down the course and I could barely distinguish them as I fired the Sidewinder missile booster engine.

Then all I could yell was "Wow!" as the phenomenal acceleration kicked in with that boost of power. About five seconds later, I felt some real hard buffeting and then a short period of smoothing out as the car passed through the speed of sound. Then it felt like I had driven straight into a wall, as the mass of air pressure I had pushed through caught up with me as the engines quit. They call this compressibility, but I didn't know what had hit me – I thought I had lost my parachute. But I managed to purge the engine, fire

done that.”



Barrett and Budweiser streak across Edwards lake bed in 1979

Peter Holthusen

the chutes, and slow the car enough for me to apply the brakes.

Bill Fredrick and the Rocket's owner Hal Needham had always dreamed of breaking the sound barrier on land. We had just done it.

In August 1962, Bill had arrived at the Bonneville Salt Flats with 'Valkyrie I', his first jet-powered car. Driven by Chuck Hatcher and a young Gary Gabelich, the project was a great disappointment to Fredrick, for insurance problems following the death of Glenn Leasher in the jet-powered 'Infinity' robbed his team of any serious runs on the salt.

Forced back to the drawing board Bill began working on the speed of sound project in 1972, when he debuted his first rocket car, the 12,900 horsepower 'Courage of Australia', driven by Vic Wilson.

Next came the 'SMI Motivator', another rocket-powered machine, which Fredrick made available to two drivers: a 28-year-old part Irish, half-Cherokee lady from Corpus Christi, Texas, named Kitty O'Neil and legendary Hollywood stuntman Hal Needham, a partner of O'Neil's husband, Duffy Hambleton.

Under the terms of her contract O'Neil was to drive the 'Motivator' to a new women's record, while Hal went for the speed of sound. Needham's sponsor had paid out more than $75,000 to get him the drive, but after a high-speed foray on Mud Lane at Tonopah in Nevada, he run out of lake and into the sage brush on the surrounding desert, vowing never to drive the car again. So the search began for a new sponsor and driver.

I had worked as a stunt man for Hal for 14 years and when he told me about plans to develop a new two-stage rocket-powered vehicle to exceed Gabelich's then standing mark of 622.407mph set in 1970, I knew I was the man for the task. When I was a youngster growing up in my home town of St Louis, Missouri, I used to daydream about guys such as Chuck Yeager and Charles Lindbergh and what contribution I might make to American history. What's more Needham revealed that he wasn't going just for the land speed record, but aimed to push the envelope to break the speed of sound for the first time in a land-bound vehicle.

I knew vaguely that both Hal and Kitty had driven a similar car to this ➤

back in 1976. Sure, Hal had run out of lake, but nothing bad had really happened to them – and the new car was to be far more refined...

The new backer of Bill and Hal's 'Project Speed of Sound' was billionaire August A Busch III, head of the Anheuser-Busch brewery empire out of my home town of St Louis. The sponsorship pledge was quite specific: we want the speed of sound. The new thoroughbred was appropriately dubbed the 'Budweiser Rocket' car.

While supersonic aerodynamic theories had to be used, Bill Fredrick has always maintained that the vehicle was based on a simple design concept. 'You design for the smallest amount of frontal area and the largest amount of power available. That's why we had three wheels instead of four, nothing to do with breaching the rules; it means a smaller frontal area and it's more stable at high speeds.'

The dimensions he began with were the size of the human body. As a result the car's fuselage section was only 20 inches wide and 24 inches high. Even at the top of the cockpit canopy it rose to only 39 inches. The vehicle, all 39ft 2in of it, rode on a revolutionary new concept in high-speed tyre design pioneered by Fredrick: solid forged aluminium, a practice now commonplace in all land speed record vehicles, including ThrustSSC and Craig Breedlove's latest 'Spirit of America' car. We had four of them at $26,000 – three to use and one spare.

For the engine Bill chose the hybrid Romatec V4 rocket system, combining both liquid and solid fuel propellants and producing over 24,000 pounds of thrust or 48,000 horsepower. It worked by filtering hydrogen peroxide through a silver catalyst pack. The chemical would then decompose, producing superheated steam and oxygen well in excess of 1,370 degrees Celsius. That heat erodes the polybutadiene solid fuel rings which automatically ignite as soon as they become gaseous.

In attempting to exceed the speed of sound, the main problem that had faced the aircraft industry was one of designing for the airflow encountered at transonic speeds, and in providing sufficient thrust for the aircraft to accelerate through the transonic region, with its attendant drag rise. ThrustSSC's driver Andy Green will have hands-on experience of this factor. In order to break through that drag and go supersonic, Fredrick added a further 12,000 horsepower from a US Navy Sidewinder missile.



Rear wheels lifting clear of ground as Rocket passes through timing point

When Hal asked me to drive the Budweiser Rocket, I followed a very punishing training schedule of 500 sit ups and a 10-mile run every day in the mountains high above my home in Bishop, California.

To prepare my body for the tremendous g-loading that I would encounter in the car, I was tested in the centrifuge at the University of Southern California.

Inside the car I would be accelerating faster than any other human being in a land-bound vehicle. During the speed of sound run I was subjected to an estimated 4g of force, or four times my body weight, pulling 5g when I hit the Sidewinder booster at 600mph.

The original course we planned to use on the Bonneville Salt Flats had to be abandoned because I was breaking through the thin layer of salt into the clay, the wheels leaping off the ground as the car tricycled down the course. The buffeting was so great that the cockpit hatch opened at over 600mph.

Permission to use the lakes at Edwards came in December and we resumed the sound barrier attempt on the site where Chuck Yeager became the first man to attain the speed of sound 32 years earlier, flying 'Glamorous Glennis' to 670mph. Yeager supported our project from the beginning – he is an incredible man. Shortly after I broke the speed of sound he went on record saying, "Having been involved in supersonic research since the days of the X-1 rocket plane, which I flew on the first supersonic flight on October 14, 1947, there is no doubt in my mind that the rocket car exceeded the speed of sound on its run on December 17, 1979."

I reached a terminal speed of 739.66mph or Mach 1.0106, even though I ran out of fuel some 200-400 feet before the lights. We had 734mph indicated on the radar, 739mph on air speed. We had unquestionably broken the speed of sound. The Rocket is now in the Smithsonian Institution, the most visited museum in the world. Its collection contains some of the most important craft in history, craft that were designed by men and women who have expanded the frontiers of science, and that museum doesn't display bogus cars.

The supersonic run on Rogers Dry Lake at Edwards was the culmination of three months work and 18 attempts, which began at Bonneville in September when I broke the previous timed speed on land, set by Gary Gabelich in 'The Blue Flame'. Gary held the World Land Speed Record and my run was only in one direction so I wouldn't have posted it as a new record, despite what critics of the project wrote at the time.

A reporter on the *Los Angeles Times* stated we weren't going to abide by the rules set down by the FIA, claiming that my land speed record attempt must be made under them or their appropriate agent's watchful eye. Then Craig Breedlove started to discredit our project in an effort to promote his own, even though for many years all he had was a mock-up. Talking supersonic is one thing, driving it is quite another.

I think it is very tacky to try and cast shadows of doubt or take away from another's accomplishment in an attempt to aid one's own interest, but that seems to be the way certain individuals live. I'll pray for him. Britain's Andy Green and Richard Noble have never directly criticised our project, although I sure wish they

HOW THE MAN WITH A HEAD FOR SPEED DEVELOPED THE RIGHT STUFF

The son of a Baptist minister and himself a devout Christian, Stan Barrett was a leading Hollywood daredevil, performing all the major stunts in *Hooper*, the film in which actor Burt Reynolds played the role of an ageing stuntman. Barrett has doubled for Reynolds and Paul Newman in numerous films including *Smokey and the Bandit, Cannonball Run, Airport '77* and *When Time Ran Out*. His career in motion pictures began in 1964 after four years in the US Air Force. He was just 17 when he reported for basic training at Lackland Air Force Base, near San Antonio, Texas, and was later sent across town to the School of Aerospace Medicine at Brooks Air Force Base for additional schooling in the altitude chamber with partial and full pressure suits, and ejection seat training.

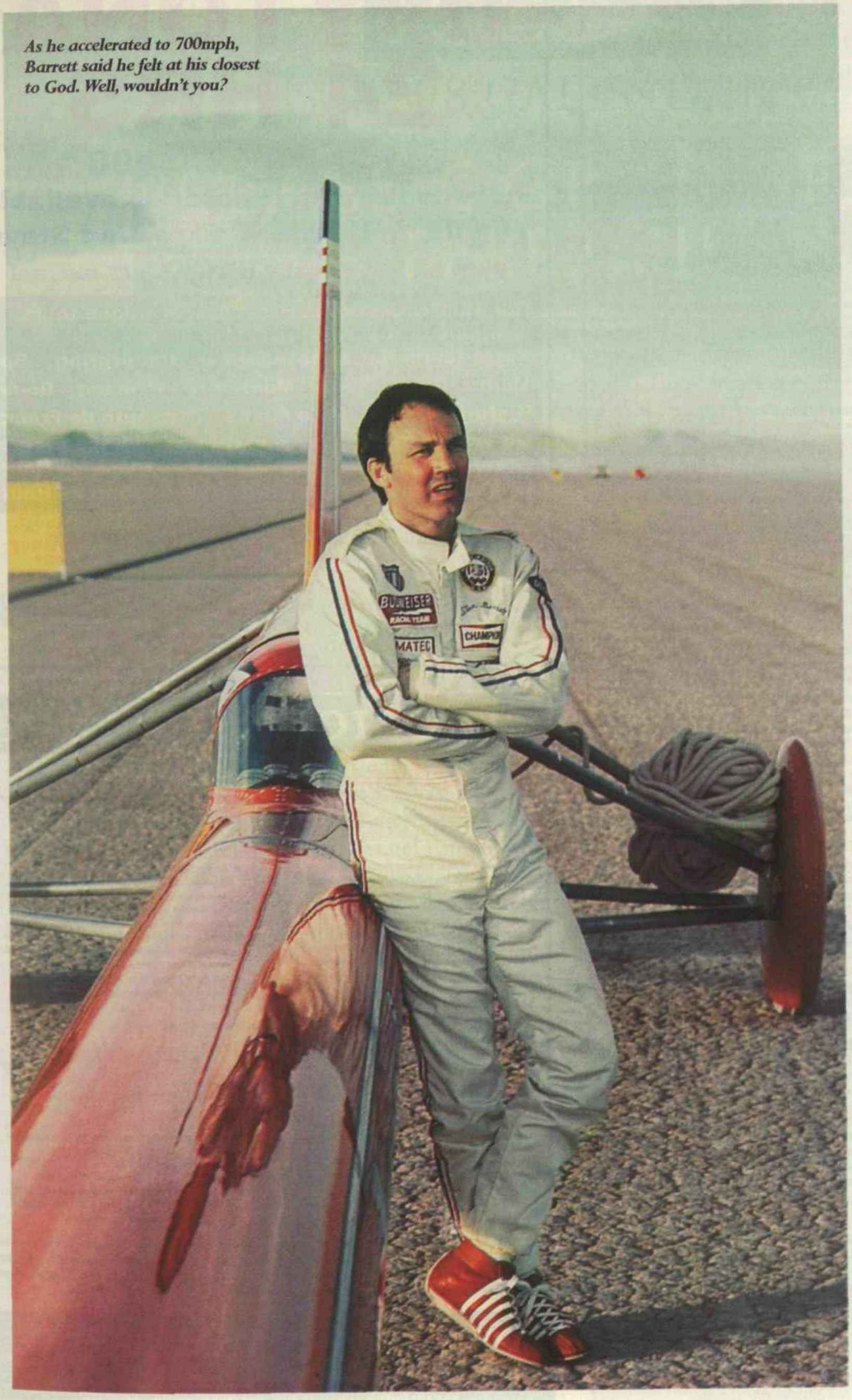
In December 1960, Barrett reported to Chanute Air Force Base in Illinois, for duty as a physiological training specialist. "I was in the business of teaching airmen and officers the techniques of survival at high altitudes," he recalled.

When he left the Air Force, Barrett wanted to continue his career in the medical profession. "I went to the university of Oregon as a pre-med student. My work in the Air Force really gave me the interest for medicine as a career.

"But while in Oregon, I learned that a movie was being filmed nearby. I auditioned and got a small part in the Jimmy Stewart movie, *Shenandoah*, which led to my meeting Hal Needham and a career as a stuntman." Barrett is a private pilot and has raced motorcycles. Former Golden Gloves lightweight champion in his home town of St Louis in 1959, he is a Black Belt in karate. Barrett was 36 when he drove the Budweiser Rocket, and lives on a ranch near Bishop, California with his wife Penny, and Melissa.

Stuntman Hal Needham (left) celebrates with Barrett after the Budweiser Rocket's infamous final run in December 1979





As he accelerated to 700mph, Barrett said he felt at his closest to God. Well, wouldn't you?

would accept that their car was not the first to break the speed of sound on land. Nevertheless, their record was a tremendous achievement.

My supersonic run was sanctioned by the International Hot Rod Association, scrutinised by Earl Flander. He used three sets of timing traps, which were placed 52.8ft or 1/100th of a mile apart. They had special sensors which were accurate to a millionth of a second. I mean these things were real accurate.

The speed of sound run was also monitored by Edward's state-of-the-art accelerometer, in addition to the car's own telemetry equipment manned by Earl Williams, Ray Van Aiken and Joe Sargent, the people who ran NASA's computers for Neil Armstrong's Apollo 11 lunar landing mission in 1969.

When Chuck Yeager first shattered the speed of sound back in 1947 in the Bell X-1, there were no rules, and his accomplishment spawned supersonic flight and took man to the stars and beyond. 'Project Speed of Sound' was a high-technology, scientific and engineering achievement. There are no rules for breaking the sound barrier – only a World Land Speed Record beyond the speed of sound has to be sanctioned by the FIA to be 'official'.

I was once asked during a CBS interview about the risks involved in driving a rocket car. I replied that it's a pretty calculated risk or I wouldn't get in the car. What may seem like a risk to someone else, may not seem like one to me. I knew where the boundaries were, I had a good sense of what would work and what wouldn't work. With those speeds and the energy being developed, I knew I would be in big trouble if I had an accident. But I wasn't afraid of getting hurt, and I certainly wasn't afraid of dying. I was as prepared to die as I was to live.

We really pushed the envelope up there at Edwards. I guess those guys who have cast doubt on the veracity of our speed resent taking second place. We can all be winners in different races, which is why I spend as much time as I can spreading the good news of Jesus Christ.

Mark Twain once wrote, "Someday, when man can go 700 miles an hour, he'll again long to go seven miles an hour." For some this may not be the case, but then again I have been there and beyond.

Budweiser Rocket driver Stan Barrett was talking to Peter Holthusen. M

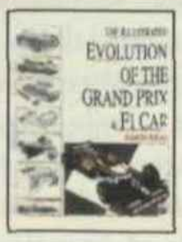


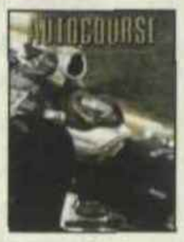
MOTOR MOTOR BOOKS BOOKS

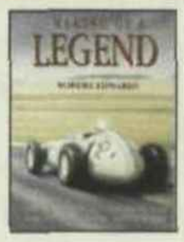
FREEPHONE ORDERLINE 0800 0267890
FAX+44(0)171 497 2539
E-mail motor_books@compuserve.com

INTERNET http://www.solent.co.uk/motor-books/
9000+Motoring Books, Road Tests, Video's, Workshop Manuals











MOTORSPORT YEARBOOKS
post free if ordered before 31st Dec (UK)

1997 Le Mans 24 hours	£39.95
Autocourse 1997-98	£30.00
Automobile Year 1997/98 (45)	£29.95
British Motorsport Year 1997-98	£20.00
Cart World Series Yearbook'97-98	£20.00
Formula 1 yearbook 1997-98	£9.99
Grand Prix Year 1997	£12.99
Pirelli World Rallying 20 1997-98	£19.95
Rallycourse 1997-98	Jan£27.50

MOTORSPORT BOOKS

American Grand Prix Racing	£34.95
American Racing (Konemann)	£19.99
Behind the Scenes of Nascar Racing	£9.95
British GP at Silverstone 1997	£18.95
Ferrari Racing: A pictorial history	£19.95
Ferrari: The passion and the pain	£29.99
Fifty Years of Ferrari, GP & sports	£24.99
F1 world championship 1950-52	£12.95
F1 world championship 1953-55	£12.95
F1 world championship 1956-58	£12.95
F1 world championship 1959-61	£12.95
F1 world championship 1962-64	£12.95
F1 world championship 1965-67	£12.95
F1 world championship 1968-70	£12.95
F1 world championship 1971-73	£12.95
F1 world championship 1974-76	£12.95
F1 world championship 1977-79	£12.95
F1 world championship 1980-82	£12.95
F1 world championship 1983-84	£12.95
F1 world championship 1985-86	£12.95
F1 world championship 1987-88	£12.95
F1 world championship 1989-90	£12.95
F1 world championship 1991-92	£12.95
Grand Prix	£14.99
Grand Prix Moods	£29.95
Illus.Evolution of the GP & F1 Car	£12.99
Indianapolis racing memories'61-9	£29.95
Indy 500 Pace Cars	£17.99
Jenks: A Passion for Motor Sport	£19.95
Le Mans 'Ford & Matra yrs' 66-74	£12.95
Le Mans 'The Ferrari Years' 58-65	£12.95
Le Mans 'The Jaguar Years' 49-57	£12.95
Le Mans 'The Porsche Years'75-82	£12.95
Lola Race cars '62-90 photo album	£12.95
Lola T70, racing history	£40.00
Lola, illustrated history 1957-77	£35.00
Man Against the Salt	£9.99
Managing a Legend	£19.99
Martini Racing Story	£39.99
McLaren race cars 1965-96	£12.95
Mercedes-Benz GP racing 1934-55	£60.00
Motorsport America 1996-1997	£19.99
Racing Stewart, birth of a GP team	£20.00
Race & sport rally Car Source Book	£19.99
Rallying in a Works M.G.	£19.95
Science of Speed, hi-tech world F1	£19.99
Shelby Racing History	£19.95
To Draw A Long Line	£14.99
Touring Car Diary	£19.99
Track Pass	£29.95
Works Team, Rootes comp. dept.	£15.95

BIOGRAPHIES & DRIVERS

David Coulthard (2nd Ed.)	£12.99
Green Races Red, Eddie Irvine	£5.99
Jim Clark, Tribute to a champion	£24.99
Life At The Limit (pb)	£5.99
Mark Martin, driven to drive	£17.99
Mika Hakkinen	£12.99
Phil Hill: Yankee Champion	£29.99
Stirling Moss, Racing with maestro	£24.99
Kaiser Schummy	£19.99
Michael Schumacher (3rd Ed.)	£12.99
Schumi, Michael Schumacher	£25.00
New Villeneuve (pb)	£6.99
Colin McRae	£12.99

VIDEO TAPES

Coys Int. Historic Festival 1997	£12.99
Goodwood '97, Festival of speed	£12.99
1997 RAC British Touring Car	£14.99
FIA F1 Review 1997	£13.99
F1 World '97	£10.99
Murrays Magic Moments	£13.99
GT40 Reunion at Watkins Glen	£14.99
Le Mans '97	£12.99
Thrust (Land speed record)	£10.99
Too Fast to Race, story of group B	£10.99
World Rally cars	£12.99
World Rally in car experience	£10.99
1997 British Rally Championship	£12.99
Camel Trophy: Mongolia '97	£10.99
World Rally Cars	£12.99
World Rally in car experience	£10.99
La Passionne (A film by Chris Rea)	£14.99

DRIVER INTERVIEW'S ON CD

Carrol Shelby	£8.99
Phill Hill	£8.99
Marques de Portago	£8.99
Stirling Moss	£8.99
GP of Gibraltar (P.Ustinov)	cassette£8.99

MULTIMEDIA

Ayrton Senna (CD Rom)	£42.95
Fabulous Ferrari (CD Rom)	£39.95
Formula 1, 1950-96 (CD Rom)	£19.99

NEW AND RECENT BOOKS

Audi, a history of progress	£19.99
Audi File	£19.99
Memoirs of a Bugatti Hunter	£29.99
Sixty Years of the 2CV 1937-1997	£19.99
Forty Years of design with Fiat	£19.99
Jaguar by Lord Montagu (New Ed.)	£28.00
Mercedes 2vol.set (Konemann)	£39.99
MG Collectibles, complete guide to	£24.95
MG Sports Cars	£19.95
MG, The Untold Story	£39.95
Porsche 911, In all its forms	£19.99
Porsche 914 & 914-6	£25.00
RR Silver Wraith, Dawn, Cloud	£25.00
Saab, half a century of achievement	£24.99
Vauxhall, photographic history	£10.99
Coltrane's Planes and Automobiles	£17.99
Speed & Luxury: The Great Cars	£14.95
Stanley Classic Car Yearbook 1998	£18.99

Motorsport Catalogue - FREE
(All prices subject to change)

Postage & Packing	Standard Rate	Minimum Charge	1st Class/Air/Exp.
UK Delivery	10% of order value	£1.50, over £50 free	On Request
Oversea's Delivery	15% of order value	£5.00	please ask

LONDON 33 (MS) St. Martins Ct., London WC2N 4AN
Tel+44(0)171 836 5376 Fax+44(0)171 497 2539
OXFORD 8 The Roundway, Headington, Oxford OX3 8DH
Tel+44(0)1865 766215 Fax+44(0)1865 763555
SWINDON 10 Theatre Square, Swindon SN1 1QN
Tel+44(0)1793 523170 Fax+44(0)1793 432070

DAYTONA 24 HRS

31 Jan/1Feb 1998

Individual travel itineraries available
Flights ★ Hotels ★ Extended Stays
plus all the usual TRACK*tours* extras!

Our 1998 brochure is packed with unique tours.
Just look at some of our destinations:
Retro tours: Le Mans ★ Reims ★ Nurburgring ★ Spa
Monza ★ Targa Florio ★ Montlhéry ★ Monaco ★ Rouen
Historic Events: Mille Miglia ★ Tour Auto de France
Oldtimer Grand Prix ★ Spa 6 Hours ★ Laguna Seca
Great Races: Le Mans 24 Hrs ★ Daytona 24 Hours
Le Mans Qualifying ★ Indy 500 ★ Spa 24 Hours

TRACK*tours* vouchers make a great present
and can be used to pay for part, or all of a tour

TRACK*tours* Limited
FREEPOST ANG5496
Ampthill
Bedford MK45 2ZW

TRACK*tours*
Motor Racing History in a Tour

Tel: 01525 840330 Fax: 01525 840660

CLASSIC INSURANCE

Heritage
•CLASSIC CAR INSURANCE•
AND
•CLASSIC RESCUELINE•

- ★ A range of limited mileage agreed value insurance policies incorporating a discount for Classic Car club members.
- ★ No age of car restriction.
- ★ Free valuation service.
- ★ Special policy for collections.
- ★ Wedding Hire by the day or year.
- ★ Option to retain salvage on historic vehicles.
- ★ Free green cards.
- ★ Rally cover available.
- ★ Lower premiums for pre 1969, 1956 and vintage cars.
- ★ Plus full breakdown and recovery service if required.

Prestige
•PERFORMANCE CAR INSURANCE•

- ★ An innovative, flexible and individual approach to Insurance for the prestige high performance car.
- ★ Substantial discounts for second and third cars and for limited mileage.
- ★ Special policy for multi vehicle ownership and collections including the "Driver" policy based on the driver not the cars.
- ★ VIP Gold Policy to include all your Classic Performance and everyday cars on one policy.

Heritage
•VINTAGE CAR INSURANCE
AND
•VINTAGE RESCUELINE•

- ★ A special scheme at reduced rates for vintage and other special vehicles. Further discount for high value 'historic' cars.

Heritage
•CLASSIC EUROPEAN RESCUELINE•

- ★ A European breakdown and recovery service only available to club members.
- ★ No age of vehicle limit.
- ★ No surcharge for cars over 10 years old.
- ★ Operated by National Breakdown from their European operations centre in Strasbourg.
- ★ Up to £40 cheaper than AA 5 star!

Established in 1965 we are Registered Insurance Brokers and members of the British Insurance and Investment Brokers Association and the Institute of Insurance Brokers. The company is run by and employs classic car owners and enthusiasts. It is our aim to provide the classic and prestige vehicle owner with the highest standard of professional service.

NORTON INSURANCE BROKERS

REGENCY HOUSE, 97-107 HAGLEY ROAD, EDGBASTON, BIRMINGHAM. B16 8LA
FAX: 012 12 46 80 80 TEL: 0121 246 6060
ESTABLISHED 1965 MEMBER OF IIB AND BIIBA

MOTOR SPORT

1998 CALENDAR



The LAT Photographic Archive is full of rare photographs. We have carefully selected 12 classic pictures taken by Michael Tee for MOTOR SPORT of Grand Prix Ferraris of the 1950s and their drivers. Included are Luigi Musso, Alberto Ascari, Eugenio Castellotti, Juan Manuel Fangio, Mike Hawthorn, Peter Collins, Phil Hill, Cliff Allison, Tony Brooks and Dan Gurney. The picture above shows American Phil Hill (3) and Englishman Cliff Allison (16) in their Ferrari 246 Dinos rounding Zandvoort's Hugenholtzbocht in the 1959 Dutch Grand Prix.

Each picture is printed to the finest quality on silk matt art paper to a format size 500 x 350 mm. The print run is limited so don't miss out on this rare opportunity to purchase 12 unique pictures.

Calendars will be issued on a first come, first served basis and will be posted in early November.

CREDIT CARD HOTLINE 0181-251 3003 OR FAX: 0181-251 3001 (All major credit cards accepted)

PLEASE SEND ME ____ CALENDARS AT £16.00 EACH (inc. UK p&p). Air mail Europe £17.00, all other countries £22.00.

BLOCK CAPITALS PLEASE

NAME Mr/Mrs/Ms Surname .....

ADDRESS .....

POSTCODE .....

Please tick/choose one option

☐ 1 I enclose a cheque/postal order for £ _____ payable to LAT PHOTOGRAPHIC

☐ 2 Please debit my credit card £ _____ VISA☐ ACCESS☐ AMEX☐ SWITCH☐ DINERS☐ CONNECT☐ DELTA☐

CARD No ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

VALID FROM ☐☐/☐☐ EXPIRY DATE ☐☐/☐☐ ISSUE No (switch only) ☐☐

SIGNATURE ..... DATE .....

Send this coupon (a photocopy is acceptable) with your payment details to:

MOTOR SPORT Calendar, PO Box 219, Woking, Surrey GU21 1ZW

Wheel nut



HAVING MADE A FORTUNE OUT OF ALLOY WHEELS, GUNTER SCHMID BOUGHT A FORMULA ONE TEAM. BUT HE KNEW EVERYONE'S JOBS BETTER THAN THEY DID... ADAM COOPER TALKS TO SOME OF THE DRIVERS WHO RODE THE RAPIDS OF ATS

THE GRAND PRIX HISTORY BOOKS SHOW THAT THERE HAVE been two teams by the name of the ATS. The first was seen only in 1963, and hailed from Italy, while the second was in action from 1977-'84, and had Germanic roots.

The shared name is just a coincidence, but the teams do have two things in common. The first is a Ferrari connection; the earlier effort involved an ex-Ferrari driver and former Ferrari technical staff, while the more recent incarnation produced both a future driver and chief designer for the Scuderia. The other link is their singular lack of success...

While the '60s team faded without trace, the more modern ATS did at least score a few points. Having said that, three fifths and three sixths in eight seasons wasn't much to shout about. ATS is remembered not for the results it achieved, but for the way its unique boss ran the show. Hans-Gunther Schmid might have become Germany's Ron Dennis or Frank Williams, but for a fatal character flaw. He could never forget that ATS was *his* team. Delegation was not a strong point, and nor was diplomacy. Working for him required the patience of a saint and few could stick it for long. Anyone with an opinion of his own was shown the door. The notorious team manager's job had the highest turnover in motor-sport; among the well-known names who came and went were Jo Ramirez, Vic Elford, Peter Collins, Fred Opert and Alistair Caldwell.

Nor were drivers exempt from Herr Schmid's autocratic ways. He thought he knew more about set-up than they did, and was often convinced they should be going quicker. And these were not talentless also-rans; at various times he employed the likes of Jean-Pierre Jarier, Jochen Mass, Keke Rosberg, Hans Stuck, Jan Lammers, Marc Surer and Gerhard Berger.

No longer in racing, Schmid is now in his 60s. While he no doubt has his own version of the ATS saga, there is no one better equipped to tell the full, colourful tale than the aforementioned seven drivers. Their stories have a remarkably similar theme...

His first step was to buy the cars and equipment of the defunct Penske team, and hire Jarier to drive. They turned up unheralded at Long Beach, and, to everyone's astonishment, finished sixth.

"The result gave him encouragement," says JPJ, "but it was the worst thing for him. It made him think that it was so easy to score a point in front of a Ferrari. But it wasn't because of him and his organisation, it was only because he had an excellent driver like me and a very good car. It wasn't even really a team – there were just two mechanics and we were in the factory which made the ATS rims.

"He'd already decided to modify the car, the bodywork and everything, and that made us less competitive. What's more, the mechanics were not F1 guys; when I asked them to balance the brakes, put more bias at the front or the back, they didn't know how to do it. In a way it made me sad to have such a fantastic car – I tell you with a good team I could have been on the podium.

"Schmid tried to apply the methods of the German businessman into motor racing. It was very difficult for him to understand the world of F1, the way to get organised. It was a big joke. He was a funny guy with a strange character. It was very difficult to get along with him. Even with no experience at all he wanted to make decisions on the car."

But Schmid was ambitious. For 1978 he did a deal with Max Mosley and Robin Herd, and effectively bought the declining March F1 team and its FOCA membership. He set up shop in a factory in Bicester, and started the year with a heavily disguised Penske while a pukka new ATS – with March heritage – was designed. His new driver was Jochen Mass, who'd known Schmid since the Vee days.

"I was led to believe that Robin Herd would be there the whole year, and since I got on with Robin very well, I thought that can't be too bad. But they drifted apart after the first race and that's something I hadn't really foreseen.

"I haggled with Gunther for the rest of the season. He had business sense, but he couldn't handle a team as such. The constant coming and going of team personnel... we had a lot of friction that year.

"At Rio I got uptight with him because he didn't let the guys do their job. The way they worked wasn't good enough for him. He told every mechanic how to hold a screwdriver. I said 'Lay off, let them be'. That was the first time we barked at each other. I told him I'd give him a book on psychology and how to lead people. He grew up knowing everything better than anybody else, and treated everybody like total fools. His lack of patience was remarkable."

Jochen's season ended with a huge autumn testing accident at Silverstone when the suspension on his ATS failed on the approach to Stowe.

"I broke my knees, legs, shoulder, ribs... I hit the bank very hard, the engine tore off and flew away, and the car caught fire."

Among the team's other drivers in 1978 was Rosberg. "I had a fantastic race at Brands," says Keke. "I was running fourth when the whole thing fell apart; the rear end basically came off the car. Schmid said I drove it too hard, and I said, 'If you don't drive it hard you ain't gonna run fourth!'

"He had a very, very quick temper. He was trying to ➤



Jarier recalls the first ATS as "a fantastic car". But a good debut at Long Beach was "the worst thing for Schmid'

LAT Archive


ATS
34

run everything himself, but the world was slipping away from him. He had too much on his plate. He would have loved to run the team from Germany, but there were no staff trained for F1. His problem was that he never accepted that it had to be run from England. Anything they did in England had to be wrong…"

For 1979, Schmid signed up Hans Stuck. "I had the choice between Williams and ATS," says Stuck. "But with Williams the problem was that I'd have to pre-qualify for every European GP, and I would not have had a spare car, and that made it very awkward for me. And of course, no money at all!

"Schmid showed me all the things he wanted to do, the engineers and designers he'd have. And also some money was involved, good money for me, to be the single man in the team having a spare car. So I made this decision to join ATS, which of course was totally wrong…

"He had lots of ideas and he was enthusiastic about everything, but the biggest problem was Schmid himself. He did not let the guys work as they wanted to. He always came to interfere with tyres and ratios and so on, and he would try to teach the drivers how to drive.

"I have to admit his street wheels were very nice and very good, and he was very successful. But for Monaco he brought along some ATS wheels for the F1 car. With lots of luck I was lying in third place shortly before the end, and of all a sudden a front wheel broke down by the swimming pool. It bounced, boom, boom, boom and shunted into the water. And of course he said that I'd hit the guardrail beforehand and all this shit, which was not true.



Schmid, left, and Gustav Brunner; one was a designer, the other just thought he was…

"In Dijon I had to use qualifiers that Niki Lauda had already run on. The tyres were junk, and the result wasn't so good. Schmid started to complain, crying and shouting and telling the press. So then Goodyear sent a telex saying he had to pay for the tyres, and he had to pay in advance, otherwise he wouldn't get any. And Mr Schmid just threw it in the garbage. The next race was Silverstone, and when I arrived the car was not ready for practice because we had no tyres. We had to pull off a fantastic effort to get some money transferred from Bad Neuheim to Silverstone with a plane, a helicopter…

"Of course I wasn't a star like James Hunt or Ronnie Peterson, but I think I did my job as well as I could. But he always interfered. It was a pity because we had the money and the possibilities, and we just could not put it together. He had good ideas, but the problem was he wanted too many things too quickly. I'd never say he was an idiot, he was right sometimes. What he really needed was a genuine star driver where he knew he could not interfere."

Stuck finished fifth in what turned out to be his last ever F1 race, at Watkins Glen.

"I had a spin, but with those two points I secured him membership of FOCA, so it saved him a lot of money for the following year. When I came in after the race he said 'Why didn't you finish third?' He didn't even say thank you…"

In 1980 the man in the hot seat was Marc Surer. "Schmid came to me and said 'I would like to see you in my car. I have Hans Stuck, but I want to get rid of him. But you have to give me a reason, because it's very hard for a German team to get rid of a German driver and take a Swiss. The reason could be a good sponsor…'

"At this time I had some money from Buler, a watch company. I signed an ATS contract for $500,000 so Gunther was happy, and I was to pay in four quarters. But in fact my own contract with Buler said I only had $250,000! The first payment went through, then the second, but of course there was no third. And I was so lucky. Right at this time Buler got into financial straits and they sent a letter to all the creditors, 'Sorry we can't pay at the moment, you have to be patient.' So he didn't find out that I was the fool who signed the contract which I couldn't stand for!

"However, when I bought a BMW M1, he said to me 'Did you buy that with the Buler money?' I changed the number plates on the car and put it in a different owner so they couldn't take it away. I was really afraid of him…"

Surer's spell with the team included an incident which has passed into legend.

"In Argentina, we had a new wing which we thought was a lot better. It was designed by Gustav Brunner, and he has proved since that he is a good engineer. But the real engineer in this team was Gunther Schmid. He saw the wing and said 'I don't like it. I don't want this on my car.' But we'd tested at Silverstone, and it worked better.

"Anyway, we put the wing on, and he came to the track in the late morning. We'd just made a back-to-back test. He got upset that we'd tested this wing without his permission, that he jumped on it and destroyed it! I said it looked like an angry child was destroying his toys. Of course the press took that quote and I had a big problem."

So what was the Argentina tantrum all about?

"It was not his idea. He could see what the other teams did, and if we did something different, it could not be any good, simple as that. He hated to have the team in England. I went to the factory in Bicester every day, and he'd ring up and say 'Get me Marc on the phone'. He'd say 'What are they doing, are they working?' He just didn't trust anybody. Whenever we said 'Sorry we can't test, it's raining', he'd say 'Oh it's nice here in Germany.' One time Jo Ramirez said he could hear in the background the rain pouring in Germany but he just said it's sunny."

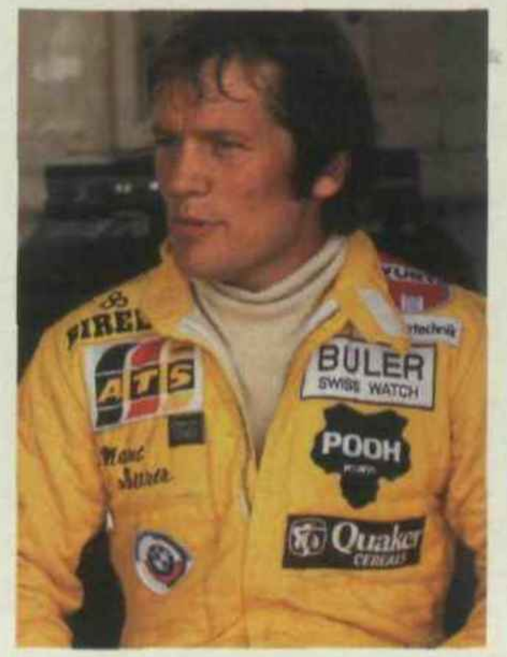
Surer then broke his feet in a big accident at Kyalami – he was sent out with a soft brake pedal and it went to the floor – and thus Lammers took centre stage, despite having failed to qualify the second car in the first two races.

"My problem was that my main sponsor pulled out," recalls Jan, "which was unfortunate because I had just been offered a Brabham drive by Bernie. For the same amount that I paid Shadow in 1979, I could have driven for Brabham! Instead I started with Gunther on the basis of running two races at a time.

"He would make judgements on handling and other stuff at moments where he couldn't possibly know. He was a guy who relied more on his intuition than direct knowledge at that moment. The most annoying thing about him was that he was right most of the time.

"What also made him a character was his German accent. He spoke English well but I don't think he ➤➤





Surer: fooled Schmid over cash

Hans Stuck lying third at Monaco, before a wheel collapsed. Schmid claimed it was Stuck's fault; Stuck wondered why he'd passed up a Williams drive



Slim Borgudd, Abba's drummer, brought the team a sixth place in 1981



Brands, 1978: when the car broke, Schmid told Rosberg he drove "too hard"



Mill House Books

Mike, Sarah and John of MILL HOUSE BOOKS offer a unique personal service. We send out orders by return-of-post (subject to availability); our books are double wrapped for added protection; and our post & packing charge for UK customers is only £3.25 for orders up to £50 and FREE over £50. Space does not permit us to list all of our books. Suffice to say we can supply virtually any motoring (or motorcycling) book generally available plus many motor sporting titles from overseas publishers

RACING

FERRARI 1947-1997: The Official Anniversary Book (Cancellieri). Over 400 pages and 1000 b/w and colour photos. Slipcased. English edition limited to 1000 copies £200.00

JENKS: A Passion For Motor Sport, The Words & Life Of Denis Jenkinson. Compilation of 50 articles and features written for BRDC Review and Motor Sport. 224 pages, 150 illustrations £19.95

THE COMPLETE HISTORY OF GRAND PRIX MOTOR RACING (Cimarosti). Revised edition traces history from 1906-1996. 504 large pages, over 1000 photos £30.00

THE ILLUSTRATED EVOLUTION OF THE GRAND PRIX & F1 CAR: The First 100 Years (Read). 112 pages featuring 126 line illustrations in colour and b/w of significant Grand Prix cars from 1895 ..... £12.99

AMERICAN GRAND PRIX RACING: A Century Of Drivers & Cars (Considine). 196 pages, over 200 photos £34.95

RACING THE SILVER ARROWS: Mercedes-Benz v Auto Union 1934-1939 (Nixon). Re-issue £39.95

WORKS TEAM: The Rootes Competition Department (Frostick). Reprint of 1963 book, 141 pages £15.95

CLIMAX IN COVENTRY: My Life Of Fine Engines & Fast Cars (Walter Hassan). Re-issue, 158 pages £19.95

TRACK PASS (Goddard & Nye). Re-issue of 256-page book featuring Geoff Goddard's best motor racing photos £29.95

THE MOTORSPORT ART OF MICHAEL TURNER (Turner). 96 large pages features 146 illustrations, 68 of them in colour £35.00

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

GRAND PRIX AUTOMOBILE DE MONACO. Four-volume slipcased work comprising 1100 pages and over 3000 b/w and colour photos. French text with English translation £225.00

LE MANS: The Jaguar Years 1949-1957. 172 pages of reports and features originally published in magazines of the era £12.95

LE MANS: The Ferrari Years 1958-1965 ..... £12.95

LE MANS: The Ford & Matra Years 1966-1974 ..... £12.95

LE MANS: The Porsche Years 1975-1982 ..... £12.95

CARRERA PANAMERICANA (Murphy). 160-page history £39.95

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

VANDERBILT CUP RACE 1936 & 1937 PHOTO ARCHIVE (Yates). 128 pages, 120 b/w photos. Hardbound £24.95

INDIANAPOLIS RACING MEMORIES 1961-1969 (Friedman). 60 pages, 100 colour and 75 b/w photos £29.95

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

VILLENEUVE: A Racing Legend (de la Plante). 222-page book with many colour photos on Gilles Villeneuve £29.99

PHIL HILL: Yankee Champion (Nolan). Revised and expanded edition of 1962 book. 280 pages £29.99

STIRLING MOSS: Racing With The Maestro (Ludvigsen). Foreword by Phil Hill. Lavishly-illustrated large-format book £24.99

STIRLING MOSS: Limited edition of above book signed by Moss and Ludvigsen £100.00

JIM CLARK (Dymock). 256-page biography with 250 colour and b/w photos £24.99

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

ALL ARMS AND ELBOWS (Innes Ireland) £19.95

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

A LIFETIME WITH CARS (Rivers Fletcher). Beautifully presented 159-page book packed with photos of the author's career from the 1920s to the '90s £70.00

MANAGING A LEGEND: Stirling Moss, Ken Gregory And The British Racing Partnership (Edwards). Biography of Ken Gregory, the postwar motor sport entrepreneur. 320 pages £19.99

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

THE RACING DRIVER: The Theory & Practice Of Fast Driving (Denis Jenkinson). Reprint of classic 1958 book. 207 pages £19.99

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

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

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

THE ASTON MARTIN DB3S SPORTS CAR (Nixon). Two-volume set in a slip case. 522 pages, 590 colour and b/w photographs £375.00

CHAPARRAL (Falconer & Nye) £28.95

TO DRAW A LONG LINE: My Days With A British Sports & Grand Prix Racing Carmaker (Johnson). New 153-page paperback edition of Connaught designer's story £14.99

FIFTY YEARS OF FERRARI: A Grand Prix & Sports Car Racing History (Henry). Foreword by Jody Scheckter. 192 large pages, 150 colour & b/w photos £24.99

FERRARI RACING: A Pictorial History (Goodwin). 128 pages, 200 b/w and 16 colour photos £19.95

FERRARI: A Dream Born In The Snow (Boccafogli). Inside story of Enzo Ferrari and his team. 160 pages £17.95

FORD GT40: An Anglo-American Supercar Classic (Hodges). 160 pages, over 150 photos £24.95

JAGUAR SPORTS-RACING CARS: C-type, D-type, XKSS, Lightweight E-Type (Porter). 160 pages, 80 colour and 170 b/w photos £24.95

JAGUAR C-TYPE & D-TYPE GOLD PORTFOLIO 1951-1960. Reprinted features from magazines of the era £12.95

LOLA: The Illustrated History 1957-1977 (Starkey). 192 pages, 200 colour and b/w photos covering 63 types of Lolas built in 20 years £35.00

LOLA T70: The Racing History & Individual Chassis Record (Starkey). New second edition. 176 pages £40.00

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

MERCEDES-BENZ GRAND PRIX RACING 1934-1955 (Monkhouse). Last few copies of classic work £60.00

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

UNBEATABLE SALE BARGAINS

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

FORMULA 1 PORTRAITS OF THE 60s (Schlegelmilch). 320 pages featuring over 500 b/w photos. Promotional price £19.99

RACERS APART: Memories Of Motorsport Heroes (Tremayne). Was £24.95 ..... £14.95

THE 50 GREATEST GRAND PRIX WINNERS (Cowland). 109 pages, many colour photos. Was £8.99 ..... £1.99

ANDRETTI (Mario Andretti). 120-page photographic autobiography, many colour and b/w photos. Was £20 ..... £7.99

LIFE AT THE LIMIT: Triumph & Tragedy In Formula 1 (Professor Sid Watkins). 256 pages, hardbound edition. Was £16.99 ..... £6.99

GRAND PRIX SHOWDOWN: The Full Drama Of The Races Which Decided The World Championship 1950-1992 (Hilton). 304 pages. Was £16.99 ..... £6.99

THE GRAND PRIX BOOK OF MOTOR RACING QUOTATIONS (Weber). A collection of over 900 gems from drivers, mechanics, journalists, wives, etc. 200 pages. Was £14.99 ..... £5.99

FORMULA JUNIOR RACING CARS REMEMBERED (Cowdrey). Was £15.99 ..... £8.99

AMERICAN RACING: Portrait Of The '50s & '60s (Burnside). Photographic review of sports cars driven by Gurney, Shelby, etc. 330 large pages, 550 b/w photos. Promotional price £19.99

INTERNATIONAL CLASSIC CAR YEARBOOK 1996/97 (Laban). 240-page review of the 1996 vintage and classic car sporting calendar. Hundreds of colour photos. Was £25 ..... £9.99

MONACO GRAND PRIX: Portrait Of A Pageant (Brown & Newman). Published in 1989. Was £19.95 ..... £8.95

RACING AT CRYSTAL PALACE: A History Of Motorsports At London's Own Race Circuit 1927-72 (Parfitt). Was £12.95 ..... £5.95

A BIT BEHIND THE TIMES (Kenneth Neve). 176-page autobiography of VSCC personality. Was £7.95 ..... £3.95

ALFA ROMEO MODELLO 8C 2300 (Cherrett). Available again. 192 pages, over 170 photos. Was £45 ..... £25.00

DONALD HEALEY: My World Of Cars (Garnier & Healey). 216 pages, 125 photos. Was £16.99 ..... £8.99

FANTASTIQUES BUGATTI (Souzay & de Nombel). 207 pages of specially-commissioned colour photos of 27 selected Bugattis plus supporting French text. Was £79.95 ..... £34.99

57: THE LAST FRENCH BUGATTI (Price). Was £50 ..... £25.00

CISITALIA CATALOGUE RAISONNE 1945-1965 (Balestra & de Agostini). Was £79.95 ..... £49.99

DELAHAYE: Le Grand Livre (Peigney, Dorizon & Dauliac). French text, 400 pages. Was £62.95 ..... £34.99

ERA: A Concise History (Barker). 71 pages. Was £15.95 ..... £7.95

FERRARI FORMULA 1 (Schlegelmilch). 800 photos of Ferrari Grand Prix cars over the years in 360 extra-large pages. Promotional price £19.99

FERRARI 250 GRAND TOURING CARS (Cutera). Comprehensive 166-page study of the 250GT series. Was £44.95 ..... £14.99

PANHARD: Le Grand Livre (Pagneux). French text, 312 pages with hundreds of photos. Was £62.95 ..... £34.99

VANWALL 2.5 LITRE F1: A Technical Appraisal (Bamsey). Was £12.95 ..... £2.99

AUTOMOBILE VOISIN 1919-1958 (Courteault). French text plus English-language supplement. 310 extra-large pages, slipcased. Limited stock. Was £120 ..... £49.99

NEW & FORTHCOMING BOOKS

50 YEARS OF ROAD & TRACK: The Art Of The Automobile (Motta). Illustrations, articles and advertising selected from more than 500 issues of the US magazine. 264 pages £24.95

THE COMPLETE CATALOGUE OF BRITISH CARS 1895-1975 (Culshaw & Horrobin). Revised edition of long out-of-print bible lists nearly 700 manufacturers and over 3700 models. 496 large pages, over 1000 photos. Available at the bargain price of £19.99

MILLER'S COLLECTORS CARS PRICE GUIDE 1998-1999 ..... £19.99

A-Z BRITISH COACHBUILDERS 1919-1960 (Walker). 192 pages, colour and b/w photos £24.95

ALVIS: The Story Of The Red Triangle (Day). New third edition of classic Alvis history. 440 pages £35.00

THE AUSTIN SEVEN SOURCE BOOK (Purves). Definitive 544-page history of Austin 7 and its derivates. Re-issue £29.99

MEMOIRS OF A BUGATTI HUNTER (Raffaelli). Autobiography of collector who over 40 years has rescued over 300 historic cars from decay or destruction. Plus early histories of over T35 models. 247 pages, hundreds b/w photos £29.99

BUGATTI: Le Pur-Sang des Automobiles (Conway). New fifth edition, 416 pages, 485 photos £35.00

FERRARI PININFARINA (Cornil). 416 pages, over 1500 colour and b/w photos featuring every Pininfarina-styled Ferrari £150.00

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

THE COMPLETE GUIDE TO MG COLLECTIBLES (Elman-Brown). 192 pages, 450 colour photos £24.95

PORSCHE 911 STORY (Frere). New 6th edition £19.99

PORSCHE 914 & 914/6 (Long). 160-page history £25.00

VIDEOS

Chris Rea's La Passione - The story of a boy, a German Count and the red cars. ... Includes an interview with Rea. (120m) £14.99

Le Mans '97 (54m) £12.99

1997 Goodwood Festival Of Speed (60 mins) £12.99

Coys International Historic Festival '97 (110m) £12.99

Grand Prix 1978/79 (52m) £14.99

Grand Prix 1976/77 (46m) £14.99

Grand Prix 1974/75 (52m) £14.99

Grand Prix 1972/73 (55m) £14.99

Grand Prix 1970/71 (56m) £14.99

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

Inside Track: Senna & McLaren (60m) ..... SALE £5.99

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

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

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

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

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

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

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

Brooklands, The Birthplace Of British Motorsport (50m) £14.99

History Of Motor Racing: 1970s (132m) £12.99

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

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

Great Racing Cars - Alfa Romeo (47m) £10.99

Great Racing Cars - Ferrari (47m) £10.99

Ferrari: Supercars & Sportscars (60m) £12.99

Ferrari: Grand Prix Winners (60m) £12.99

Ferrari: Champion Sports-Racers (60m) £12.99

Ferrari: The Great GT Cars (60m) £12.99

Ferrari boxed set of above 4 videos £39.99

The Complete Jaguar Experience - 60 Years Of Jaguar (2 tapes, 120m) £19.99

Italian Masters - Lamborghini (65m) £12.99

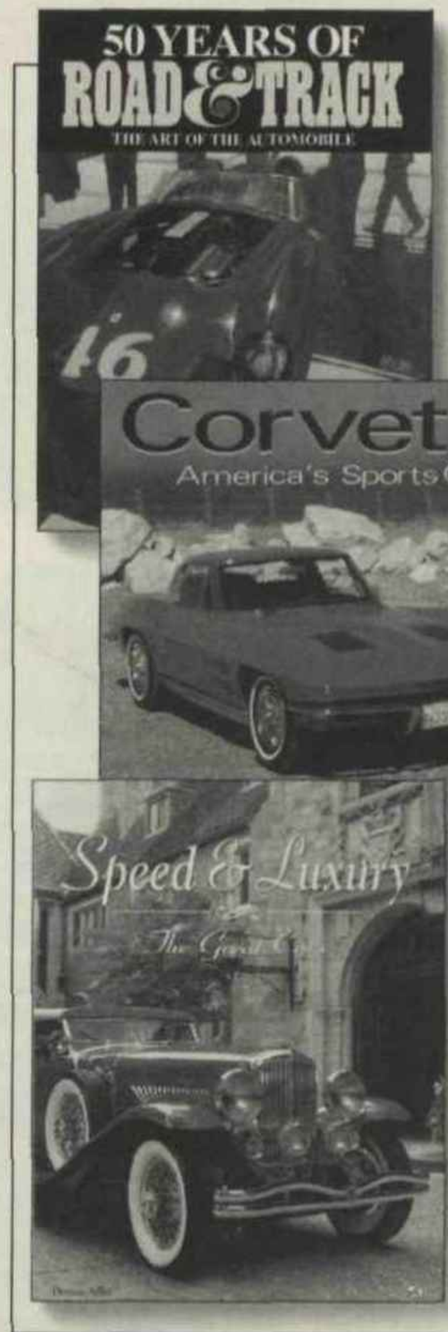
Porsche - The Racing Legend (80m) £12.99

Tapes available in VHS PAL format only

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

BOOK POST & PACKING DETAILS: Britain & Northern Ireland - £3.25 for orders up to £50, FREE over £50. British customers should remit by cheque or PO or write or telephone using MASTERCARD/VISA/AMERICAN EXPRESS/SWITCH. Please quote expiry date and in case of SWITCH issue number. **Overseas: inc Republic of Ireland** - 15% of value of books up to £150 (minimum charge £5), 10% over £150. Air mail rates on application. Overseas customers should remit by £ sterling bank draft, Eurocheque or international money order or write or telephone using VISA/AMERICAN EXPRESS/EUROCARD/MASTERCARD number plus expiry date. US $ cheques/drafts also accepted.

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



50 Years of Road & Track
The Art of the Automobile
Edited by Wm A. Motta
50 Years of Road & Track is an outstanding collection of illustrations and photographs, articles and advertising selected from more than 500 issues of the magazine.
Hardback, 311 x 222mm, 264pp, 250 colour and 200 black & white illustrations, ISBN 0 7603 0398 3, **£24.95 RRP**

Corvette – America's Sports Car
Randy Leffingwell
Best-selling author Randy Leffingwell's *Corvette* stands out as the book to own about this legendary all-American sports car.
Hardback, 254 x 254mm, 192pp, 200 colour and 30 black & white illustrations, ISBN 0 7603 0135 2, **£24.95 RRP**

Speed & Luxury: The Great Cars
Dennis Adler
With rich custom coachwork, bodywork fit for an art gallery, and massive engines tuned to perfection, these classics were the world's greatest cars, perhaps of all time.
Hardback, 308 x 230mm, 160pp, 200 colour and 20 black & white illustrations, ISBN 0 7603 0486 6, **£14.95 RRP**

Haynes books are available from all good bookshops, mail order specialists or direct from the publisher **Haynes Publishing**, Sparkford, Nr Yeovil, Somerset BA22 7JJ Telephone: **01963 440635** Fax: **01963 440001**
E-mail: **sales@haynes-manuals.co.uk** Web site: **http://www.haynes.com**



CORNS & CHILTERN-HUNT
Engineering Limited

Ferrari Specialists for Sales, Service & Restoration

We specialise in quality assured:-

- **Service & Repairs - all Ferraris**
- **Complete Rebuilds & Restoration**
- **Historic Race Preparation**
- **Support for Special Events**
- **Road & Race Engine Rebuilds**
- **Pre-purchase Evaluation**
- **Sales - many models available**
- **Tracker Security Systems**

Collection & Delivery Service by arrangement. Professional and personal service guaranteed from a friendly team with over 35 years Ferrari experience.

Contact Neil Corns (Service) or Nigel Chiltern-Hunt (Sales)
Hemel Hempstead, Hertfordshire
Tel: (01442) 832944 Fax: (01442) 832747
http://www.wwwebspace.co.uk/cch Email: cch@wwwebspace.co.uk

Is there really anyone else for Ferrari?



Brunner's 1983 car boasted a carbon-fibre tub, and Winkelhock as driver



New boy Berger followed Schmid's advice at Monza – and overtook Lauda

FROM RAGS TO RAGES...

Despite having no technical education Gunther Schmid began tinkering with cars in his youth. In 1966 he began racing in Formula Vee; Niki Lauda was an early team-mate. He later moved to SuperVee, then ran a successful team and held a Lola agency. In 1976 he moved up to F2, before deciding to spend a little more and go into Formula One. His reasons were purely commercial; he wanted to publicise his ATS wheel concern. Whatever his former drivers might say about Schmid's methods of running a racing team, no one can criticise the man's business ability.

Gunther ran a successful chain of flower shops with his wife before going into the wheel business in 1969. He made a huge success of ATS ('Auto Technich Spezialzubehor'), pioneering new manufacturing techniques. By the early '80s he employed 400 people, made 1.5m wheels a year, and supplied factory-fit equipment to Porsche, Opel, Volvo and Mercedes.

He didn't restrict himself to wheels, however. He had leather and jewellery businesses, and property all over the world. He had a reputation for taking on projects on the spur of the moment, and one of the most notorious was the Hotel Arawak in Freeport, Bahamas. For a while it was perhaps the best publicised hotel in the world as its name was on the side of the F1 cars. Marc Surer took the opportunity to visit.

"Because I was a friend of the boss, they gave me the hotel car. But they hated the boss so much they hid a dead fish in the boot. The first day we thought, 'Hmm, it smells a little bit', and we opened the window. The next day the car was stinking so much we couldn't use it. That was the revenge of the staff. I think he eventually sold the hotel for a big loss..."

"It was an absolute joke," said Keke Rosberg. "Somebody had sold him a ruin, and he was trying to run it as a hotel. A blind man could see that there was no hope that it was ever going to work!." The Hotel Arawak was an exception to the rule; usually Schmid came out smiling.

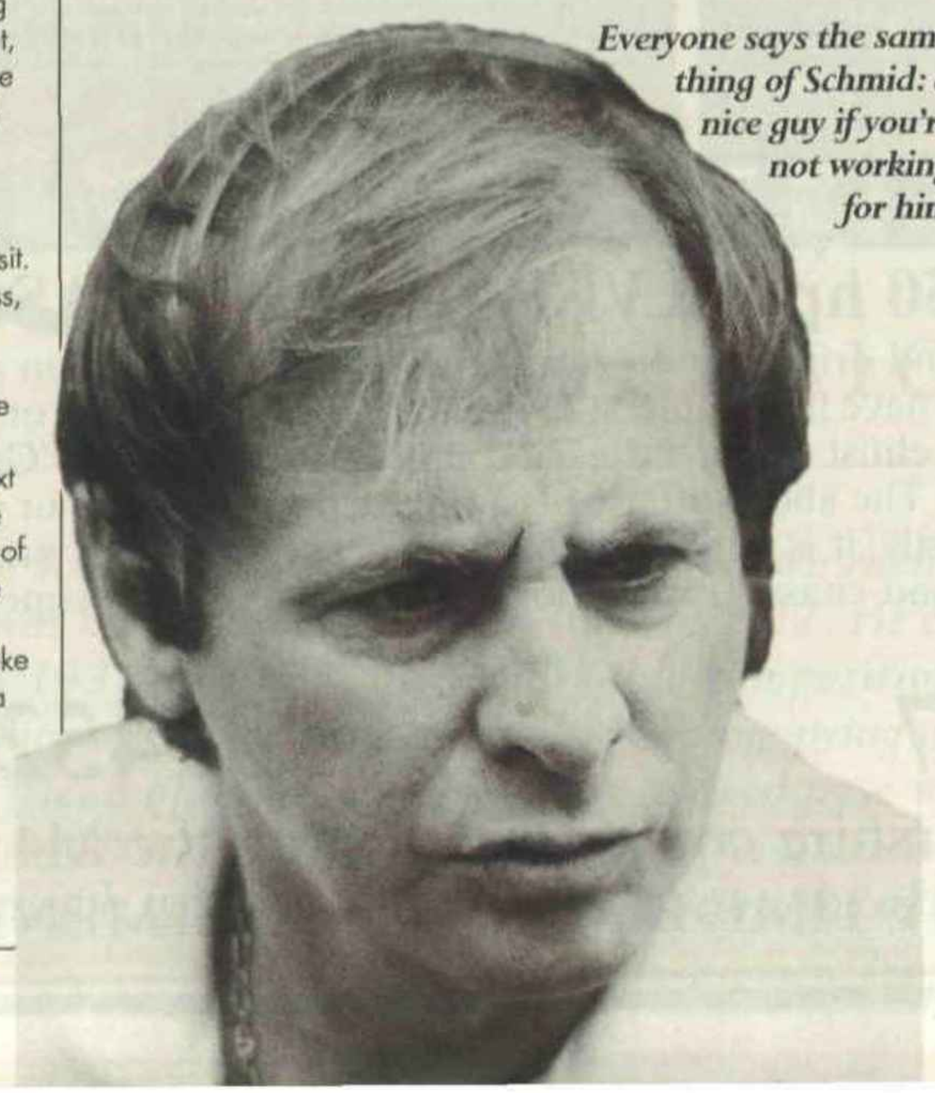
felt 100% comfortable. When he got upset that didn't help his English, and he would translate literally from the German – then he came across as being very blunt just because the English didn't quite cut it. When he got really angry his vocabulary got really limited, made him even more frustrated, and that caused stress, and he would just take a flip..."

Nevertheless, Lammers caused a sensation when he qualified fourth at Long Beach.

"There were two things I could never imagine. First of all was being on the second row. The other thing was that I would have to do with that achievement for the rest of my life. I thought I was going to get a bit more on my CV."

Jan's driveshaft broke on the first lap, and that was that. Elsewhere, when the car was running well, something always failed.

In 1981 Schmid hired Slim Borgudd, who managed to finish sixth at Silverstone, and then in '82 he took on rising German star Manfred Winkelhock and Eliseo Salazar. The latter earned ATS massive publicity when he was assaulted by Nelson Piquet after a shunt at the Hockenheim chicane, while Winkelhock became something of a stabilising force, and was in the team for three years. He also helped to win BMW engines for ATS in 1983. At the same time Brunner designed a new car which had a genuine revolutionary touch; it was the first F1 car in which a carbon tub doubled as the cockpit bodywork.



Everyone says the same thing of Schmid: a nice guy if you're not working for him

With BMW power behind him Winkelhock had some fine moments, often qualifying in the top 10, but reliability was appalling. Late in 1984 he was joined by a new young team-mate fresh out of Formula Three.

"Schmid helped me into F1," says Gerhard Berger, "And he was always nice to me. He offered me a car, but didn't have an engine. I went to BMW and they gave me one, so we put it all together. It was a very good car, I was very happy with it. But he was unpredictable.

"At Monza it was raining, and they were all going out on wet tyres. And Gunther says to me, 'You go out on slicks.' It was my first time in an F1 car in the wet, and he sent me out on slicks. I said 'OK, you'll kill me, but it doesn't matter, I'll go.' And I was quickest! I overtook Lauda on the outside in the Lesmos, and my number was first on the big scoreboard. I couldn't believe it. That was typical Gunther. He did strange things, but he knew what he wanted."

Berger finished sixth that weekend, and it was pretty much ATS's swansong. Schmid closed the team at the end of the year after contesting 99 races.

But there was a postscript. In 1988 he returned with a new team, Rial, named after another wheel business which he'd taken over. Brunner was again involved, while Andrea de Cesaris was signed up. Amazingly he finished fourth in Detroit – a better result than any achieved by ATS. The following year Christian Danner repeated the feat at Phoenix. But by the end of the year the new team had folded, and Schmid was gone for good.

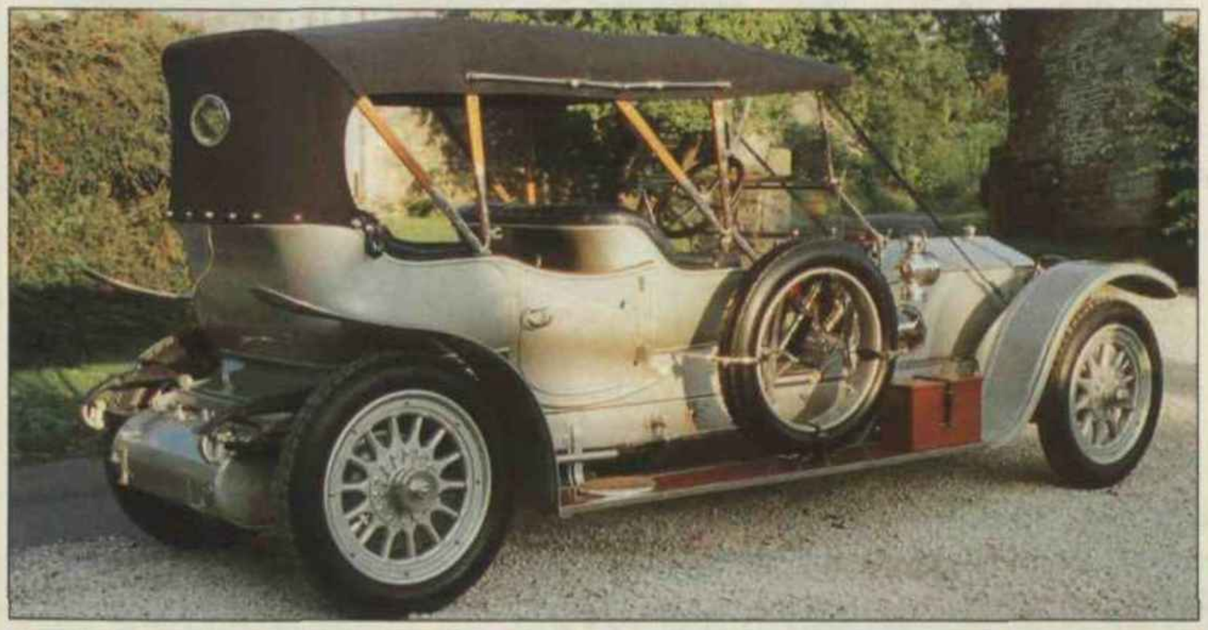
Perhaps bizarrely, all his drivers retain an affection for him. "If you're not working for him, it's good, he's a nice guy," says Surer. "When you work for him he thinks he owns you. But we have a good relationship now. I think all the drivers will tell the same story..."

"Basically he's driving the shipping world as crazy now as he was driving the GP world at that time," says Rosberg. "And I say all this with a positive feeling about him. But he still owes me some travel expenses!"

"It was a bit tough getting a final payment of him!" recalls Stuck. "I didn't see him for a long time – over 10 years. Then in January 1991 I spent the winter with my family in Boca Raton in Florida. We rented a house, and every morning I went jogging. I always went by a very nice house, and thought it must be owned by a very wealthy person. One morning I jogged by this house, the door opened, and Mr Schmid comes out. It was, 'Hi, Stuckie!'. We got together for the first time after all our problems, and since then I've seen him regularly. We go to restaurants, drive our Harleys and have fun. As a human being, if you don't have to work with him, he is a very nice guy..." M

CAR HOWARD LTD.

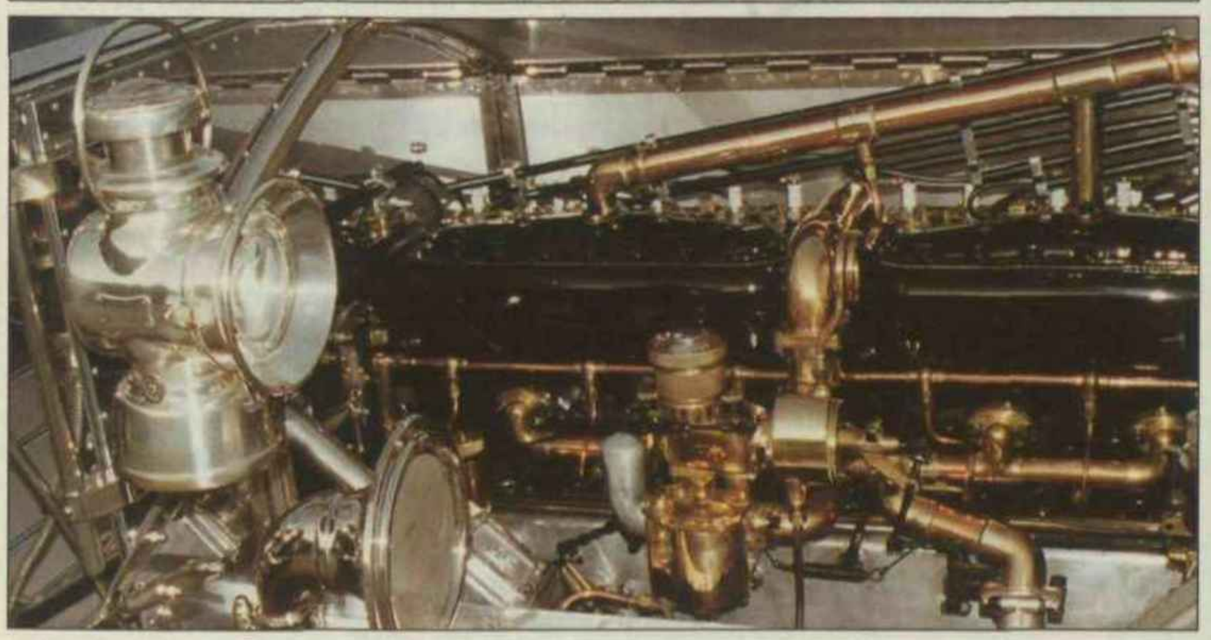
Exclusively the finest classic motor cars













1910 ROLLS -ROYCE 40/50 hp SILVER GHOST CHASSIS NO 1230

It is our policy to deal only in the most correct and original motor cars and to endeavour, when possible, to offer examples which are both rare and aesthetically pleasing. We have little interest in standard production cars or those which were designed for buyers of limited means. We are shamelessly elitist in our tastes and prefer, above all, the 'Grand Marques' particularly when they carry bodies by the best Coachbuilders. The above offering is a rare departure from our policy of avoiding cars with replica coachwork. We do so for two reasons. Firstly, it is impossible to buy a ghost bearing an original body of this style and secondly because the construction of this body and chassis restoration are examples of craftsmenship of a standard rarely attained. Further details are available on request.

Tel: 01452 770187 **Fax: 01452 770138**

We are located in Gloucestershire convenient to both the M4 and the M5.
VISITS ARE WELCOME AT ANY TIME BUT BY APPOINTMENT ONLY PLEASE

MotorSport



The Klemantaski Collection

Louis Klemantaski, probably the best-known racing photographer of them all, was born of Anglo-Russian stock in 1912. He covered racing of all types from 1936 to 1974, his remarkable compositional skill and trademark technique of short lenses and bold panning giving a convincing feel of speed. The friend of many drivers, as his relaxed pose with Fangio at the 1956 British GP makes clear above, he rode five times in the Mille Miglia, taking remarkable onboard shots. Here we present some of his most evocative images.

To order prints of any of these photos, see end of feature.



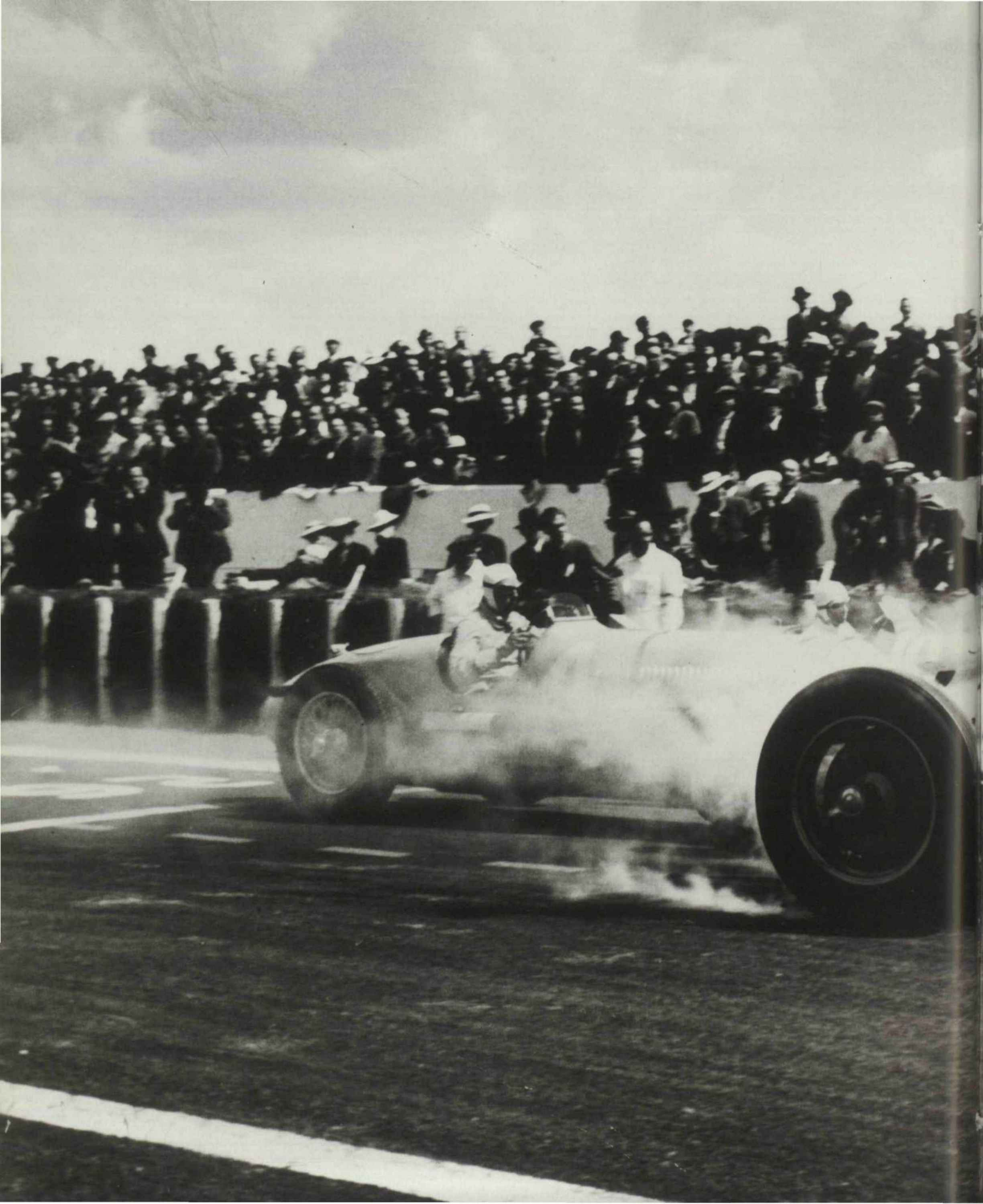
24 Hours of Le Mans, June 11/12, 1955

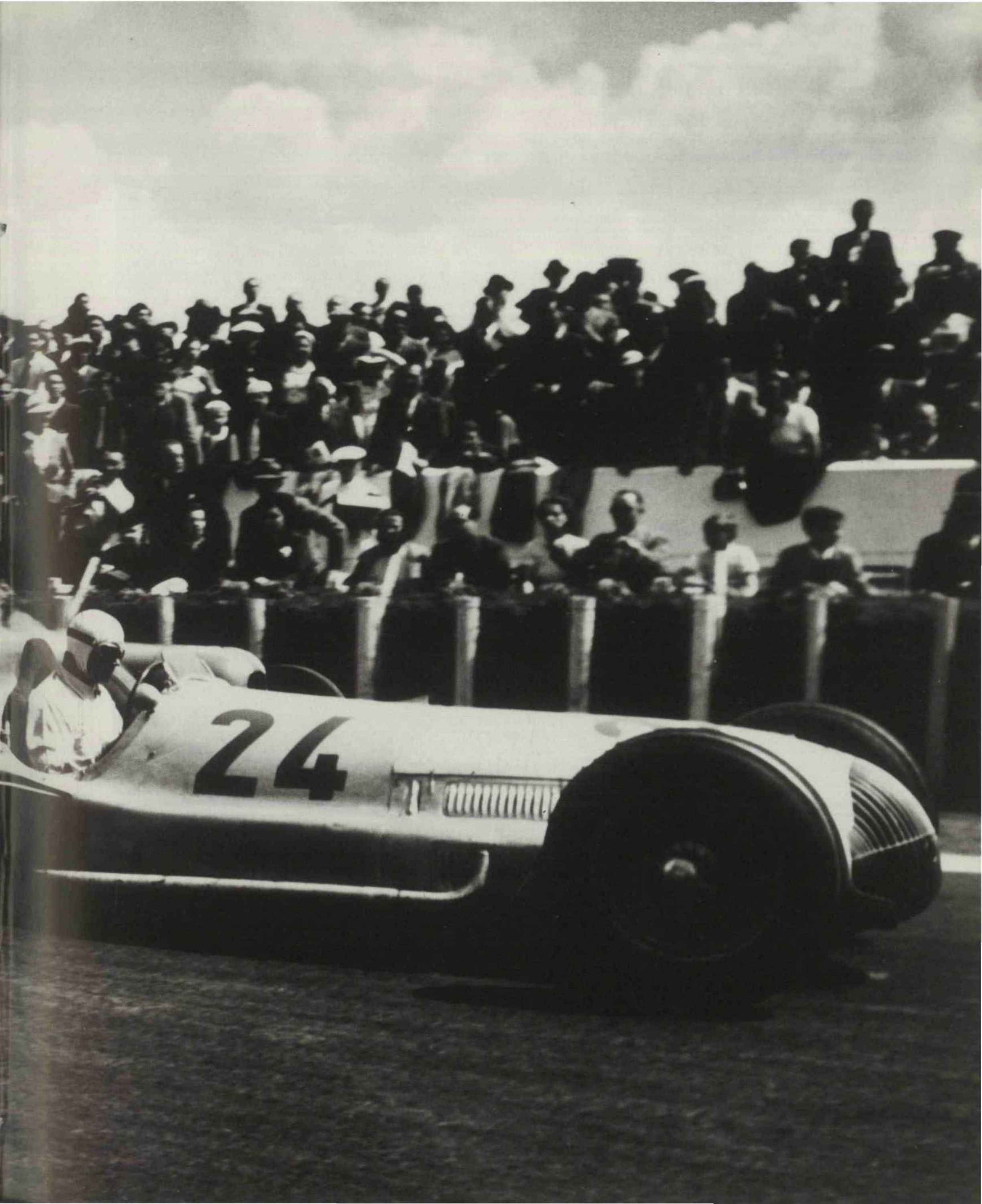
Eugenio Castellotti leans in against the centrifugal force at Tertre Rouge. In the early laps of the endurance classic, his Ferrari 121LM jousted for the lead with Fangio and Hawthorn.

Prescott Hillclimb, May 14, 1939

George Abecassis drifts his 2-litre Alta into the Esses on the Gloucestershire hill. Though car and scenery are blurred as the driver winds off lock, the steering wheel is pin-sharp.



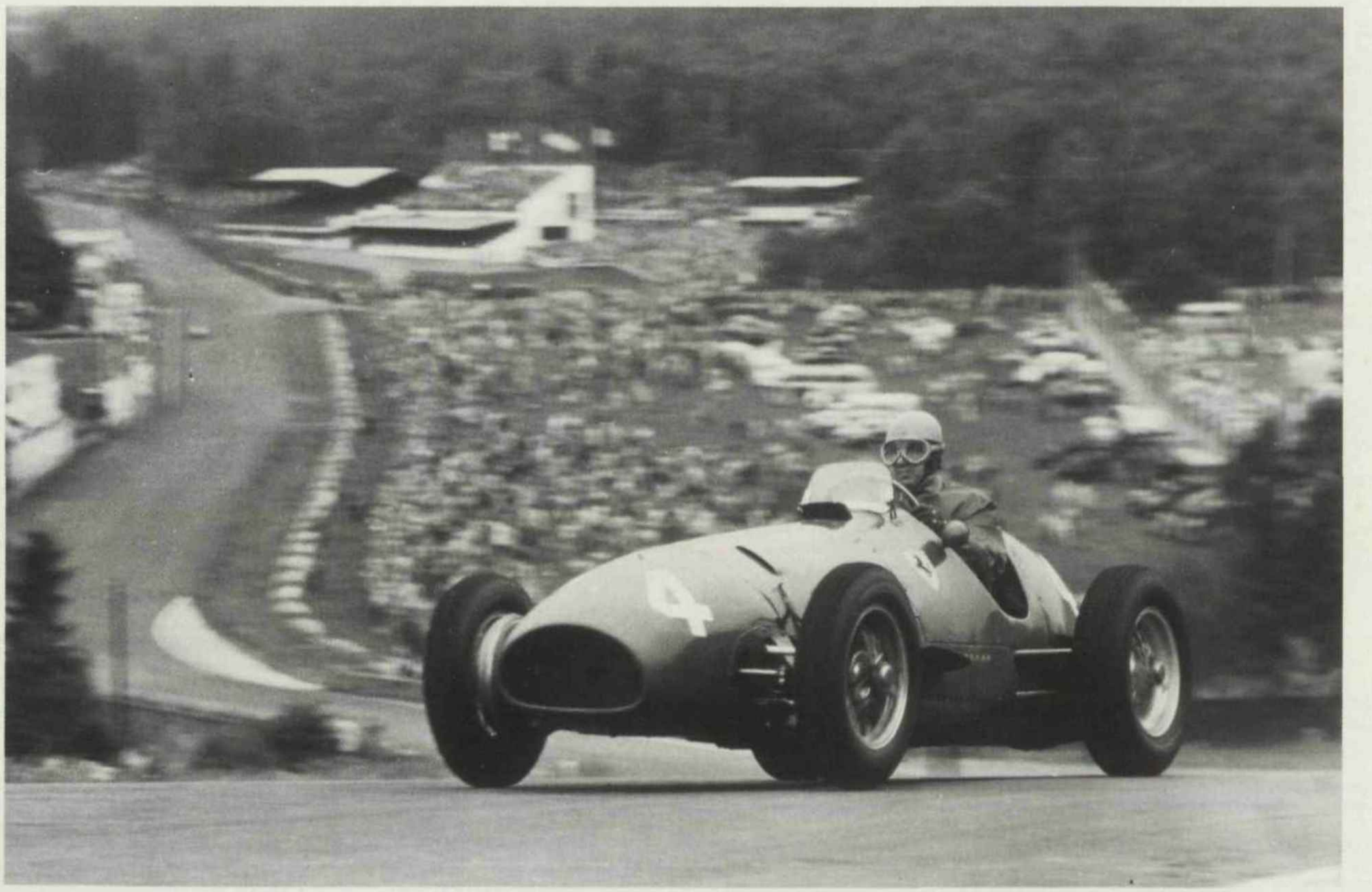



24

(previous page)

French Grand Prix, July 3, 1938

The phenomenal power of the Mercedes W154 is almost palpable during Rudolf Caracciola's tyre-blistering start. He finished second over the flat expanses of the Reims circuit.



Belgian Grand Prix, Spa, June 22, 1952

Klemantaski's low viewpoint captures the climb through Eau Rouge to Raidillon, where Alberto Ascari sits completely composed in his Ferrari 500 in the year he became World Champion.



French Grand Prix, Rouen, July 7, 1957

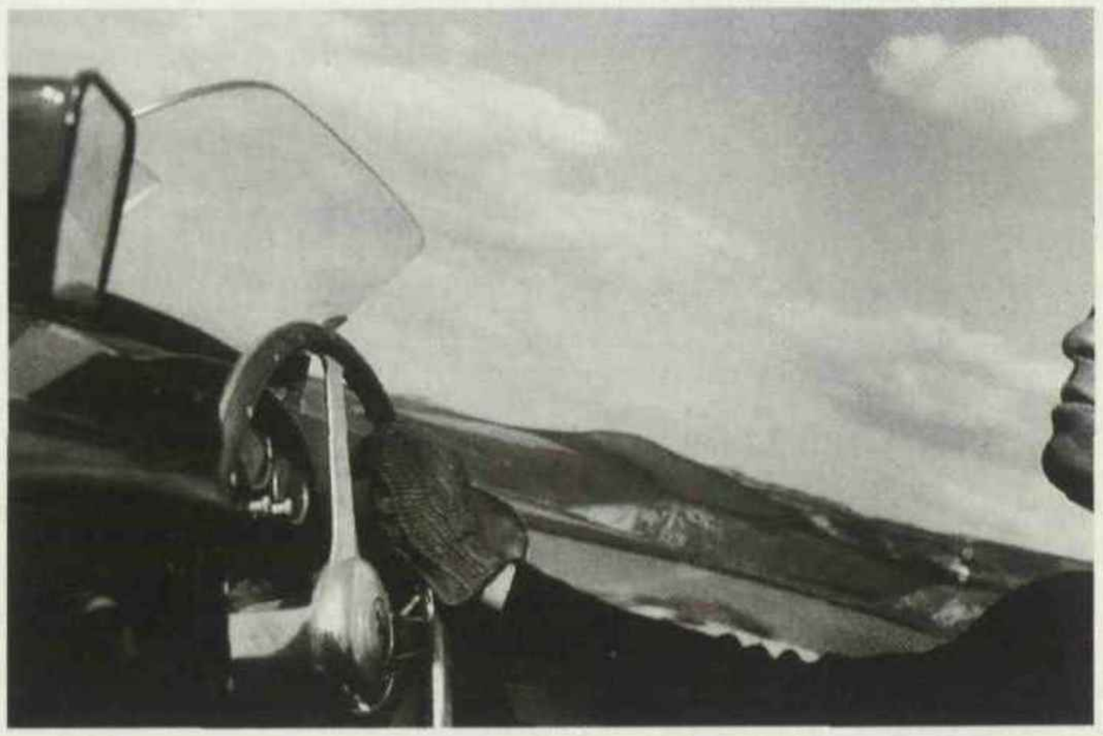
The Scuderia Ferrari lines up before the race to take on fuel
in the pine grove which was the paddock at Rouen-les-Essarts.
Early morning sun highlights the flanks of the modified Lancias.


RIFORNIMENTO
Mobilgas
SHELL
SERVIZIO
SHELL



Mille Miglia, April 28/29, 1956

Some of Klemantaski's most arresting images came from within the car. In 1956 he accompanied Peter Collins on the Mille Miglia. At the second refuelling halt, he pressed the shutter as Collins braked the Ferrari to an inch-perfect stop.



Giro di Sicilia, April 8, 1956

Familiar from the cover of Enzo Ferrari's book *Piloti, che Gente*, this remains probably the finest shot of a racing driver at work ever taken from aboard the car. Klemantaski sat alongside Peter Collins who won the 671-mile event in a Ferrari Monza.

Maranello, May 1957

Ahead of the Mille Miglia, Ferrari staff swarm over still unpainted team entries. Klemantaski will again passenger Collins; Taruffi will win ahead of von Trips; de Portago will crash with tragic results.

Monaco Grand Prix, May 13, 1956

Low sun shadows Fangio's Lancia-Ferrari as he drifts round Mirabeau during morning practice. Despite the tanks obscuring the kerb, his astonishing precision is clear.







(previous page)

Italian Grand Prix, July 16, 1951

On his way to victory at Monza, Alberto Ascari glances back from his Ferrari 375 to see whose Alfa Romeo 159 is edging up on him. A fortuitous moment, beautifully captured.



French Grand Prix, July 7 1957

Diagonals of shadow and concrete intersect in an unusual overhead view of the Rouen pits. Hawthorn's Ferrari 801, the final Lancia D50 derivative, waits as Trintignant's is fired up.



Peco Trophy, Brands Hatch, August 5, 1962

Standing virtually on the Paddock Hill Bend kerbing, Klem is almost looking down on John Surtees in the Bowmaker Ferrari 250GTO, bringing an immediacy today's long shots lack.



Italian Grand Prix, September 11, 1955

Eugenio Castellotti looks confident as the mechanics wheel his Super Squalo Ferrari to the Monza start-line. His third place behind the superior Mercedes was the car's highest result.

Copies of these photographs and all others in the Klemantaski archive may be ordered direct from The Klemantaski Collection.
8x10 prints may be glossy, semigloss or matt finish. Unless otherwise requested, 11x14 and 16x20 prints are made on semigloss or matt finish paper. Prints signed by Klemantaski are sometimes available. Larger sizes and retouching are available by individual quotation. Colour prints are $75 extra.

The Klemantaski Collection,
65 High Ridge Road - Suite 219,
Stamford, CT 06905, USA.
Tel & Fax: 001 203 968 2970
E-mail: KlemColl@aol.com

Size	Unsigned	Signed
8x10	$50	$150
11x14	$200	$400
16x20	$300	$500

Payment may be made by Visa, Mastercard or US$ cheque. Delivery free for 8x10 prints, extra for larger sizes.

1930–1960

MOTOR RACING TRADITION

Peter Collins - Louis Klemantaski
Ferrari 335S Mille Miglia 1957

. . . . . .

40 years on and Louis Klemantaski has personally inscribed just 15 of these superb photorgraphs, size 13" x 16" mounted and ready to frame. Price £200 each.
P&P UK: £8. EU: £12.

GRAEME SIMPSON, MILL HOUSE,
APPLEDORE, KENT TN26 2AS.
TEL: 01233 758535.



Mille Miglia 1957 Continuing Klemantaski Ferrari 335 S, Peter Collins and Louis Klemantaski

---

Ferret Fotographics

TED WALKER



I have an archive of approx 400,000 negatives which cover the period 1936-90. Motor racing subjects varying from Dundrod to Davidstowe with a vast number of 50s-80s Club Racing + Hill climb. I am always very keen to obtain more negative collections. I exhibit at most Historic meetings and shows in the UK.
This coming year I will be at all the major historic racing events.

THE OLD BULL
5 WOODMANCOTE, DURSLEY, GLOS. GL11 4AF. ENGLAND.
TEL/FAX: 01453 543243

LAT THE WORLD FAMOUS MOTOR RACING PHOTOGRAPHIC LIBRARY 1946 to 1997

Somerset House, Somerset Road,
Teddington, TW11 ARU
Tel: (0181) 251 3000. Fax: (0181) 251 3001.

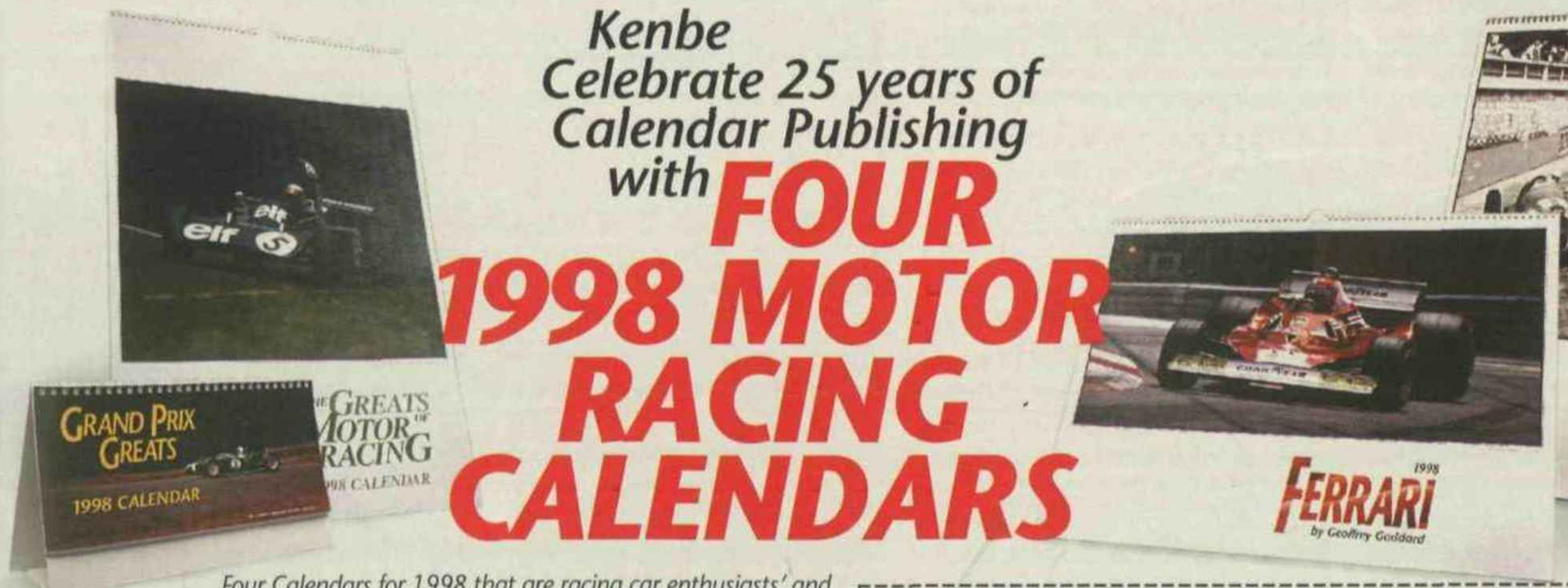
Your One-Stop London Source for Automotive Photos and Research

Specialist Automotive and Motor Racing Photo Library that includes much rare and unpublished material from Edward Eves, Max LeGrand, Karl Ludvigsen, Rodolfo Mailander, Stanley Rosenthall and others.
Ludvigsen Library Limited, 73 Collier Street, London N1 9BE
Tel: +44 0171 837 1700 Fax: +44 0171 837 1776
E-Mail: ludvigsen@mail.bogo.co.uk.

LUDVIGSEN



Kenbe Celebrate 25 years of Calendar Publishing with FOUR 1998 MOTOR RACING CALENDARS



Four Calendars for 1998 that are racing car enthusiasts' and collectors' dreams. The photography for these beautifully reproduced calendars has been selected from two collections of original colour transparencies, glass plates and black and white negatives held in the Geoffrey Goddard and GP libraries. The titles speak for themselves, 'The Golden Age of Motor Racing', 'The Greats of Motor Racing', 'Grand Prix Greats' desk calendar and 'Ferrari 1998'. From the early pioneering days up to recent years, many famous racing personalities are pictured with their cars at top events and racing circuits. The calendars must be seen to be really appreciated. Complete the coupon on the right for more details of the Kenbe Calendar Collections and to order your own copies.

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

To Kenbe Reproductions, Unit 25, City Industrial Park, Southern Road, Southampton SO15 1HG.
Please send me the following calendars:

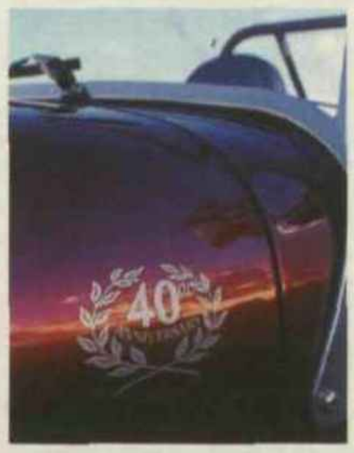
'The Golden Age of Motor Racing'	copy(s) at	£14.75 each	Total £
'The Greats of Motor Racing'	copy(s) at	£14.75 each	Total £
'Ferrari 1998' by Geoffrey Goddard	copy(s) at	£18.25 each	Total £
'Grand Prix Greats' Desk Calendar	copy(s) at	£6.50 each	Total £
			Final Total £

Name Address
Town County Postal Code
Telephone Number Date MS
I enclose a crossed cheque made payable to Kenbe Reproductions only for £
or Debit my Visa ☐ Mastercard ☐ Delta ☐ Eurocard ☐ for the amount of £
Card Number ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ Expiry Date ☐☐☐☐
Signature Please send me details of the full Kenbe Calendar Collection ☐ *Tick*

Price will be refunded or your card account credited if the item(s) are returned undamaged within 14 days of receipt. Offer applies to UK only. Please allow 21 days for delivery.

Simple/'simp(ə)l/adj. & n. ● not complicated or elaborate; without luxury or sophistication.

"There wasn't much to it really... It was the sort of thing you could dash off in a weekend." Colin Chapman wasn't known for his effusive manner or willingness to look back nostalgically on past creations, but his throwaway remark about the genesis of the Lotus Seven must surely go down as one of his greatest understatements.



Production of Britain's most enduring sportscar continues to this very day – 40 years after Chapman's burgeoning marque announced its lightweight machine in time for the 1957 Earls Court Motor Show. And there can be no greater proof of the success of the 'keep it simple' Chapman principles than the fact that today demand for the Seven is greater than it has ever been. In this world of homogeneous tin boxes, the Seven remains a constant reminder of what high-speed motoring can and should be.

But the evolution of the seminal sportscar of the post-war period was not the great *magnum opus* that you might imagine it to be. Chapman had only one thing on his mind in the mid-1950s and that was the evolution and growth of his road and racing car divisions. The Seven wasn't quite a distraction, but it was, to quote another of his memorable observations, "really just a bread and butter line."

In the cramped, spartan surroundings of the Lotus workshops in Hornsey, north London, his staff were already hard at work with the production of race cars and the popular, but expensive, Lotus Eleven. But demands for a replacement for the earlier Six continued to flow in and, with seasonal fluctuations in race car orders meaning quiet times for the company, Chapman realised that a low-cost car could offer him the expansion that he craved. In the Spring of 1957, he set to work designing the Seven.

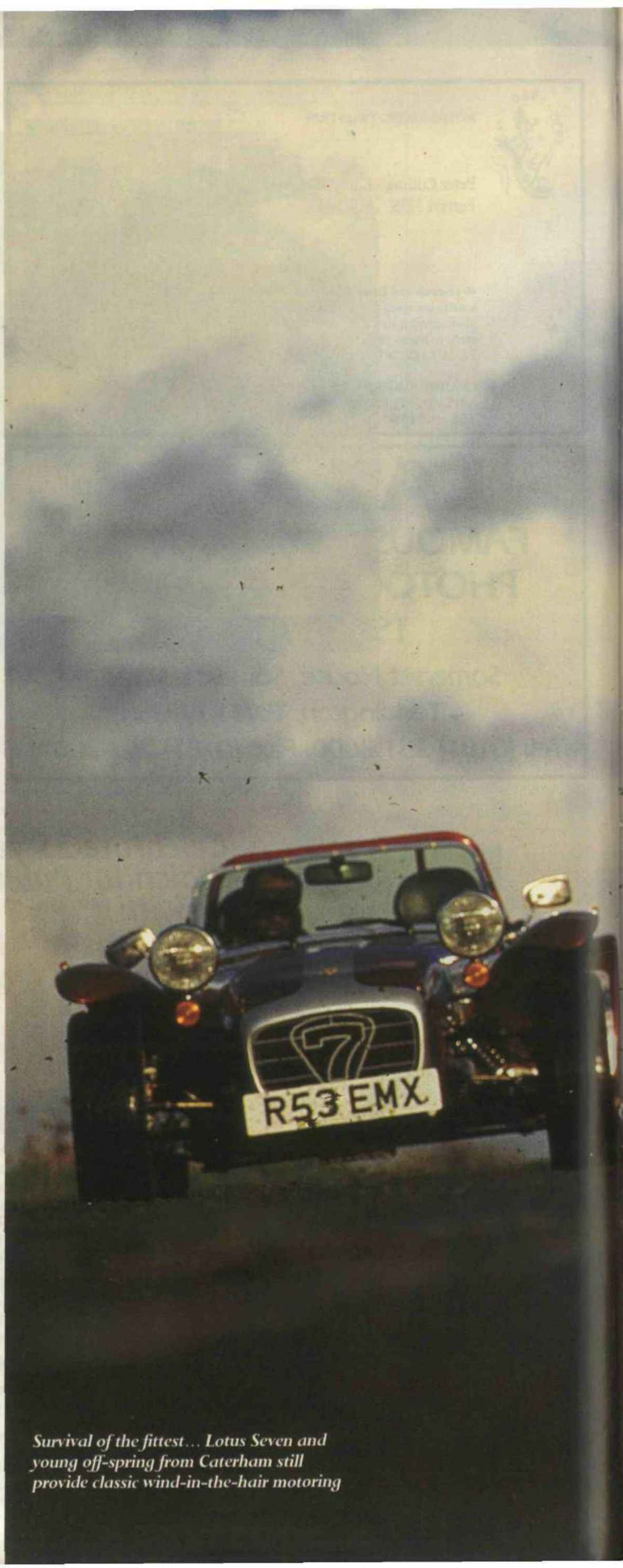
The first pre-production car rolled out in September of the same year. Built for Lotus racer Edward Lewis, its chassis borrowed heavily from its predecessor, the Six, and the more expensive Eleven. Constructed around the bare minimum of tubing, the little open-wheeler was considerably more advanced than the first customer models, for Lewis had specified a de Dion rear axle and front disc brakes, along with a 75bhp Climax Special engine, to enable him to race it.

The sporting prowess of the prototype helped generate interest in the new car and Chapman quickly set to work finishing the first Series 1. The idea remained to create "the simplest, most basic, lightest, highest performance little car that we could come up with for two people at minimum cost" and Chapman consequently abandoned hopes of running trick axles and powerful engines for a BMC live rear end and basic 1172cc sidevalve Ford unit.

The first Sevens hit the road early in 1958 and Chapman, quick as ever to seize on any scam to increase sales, offered the little sportscar in kit form, thereby avoiding purchase tax. For the very unprincely sum of £536, a boxed and bagged Seven would be delivered to your door. Problem was, the Inland Revenue would not allow Lotus to provide its customers with a construction manual. Once again the wily boss overcame this fairly major hindrance by printing articles in magazines describing, in remarkable detail, how to strip down – and build – a Lotus Seven.

Sales over the coming years fluctuated, but Lotus stayed on top of the project, constantly evolving and improving the car. A Coventry Climax engine was made available, then an overhead-valve BMC engine from the Morris Minor. In 1960 the Series 2 was unveiled, the Series 3 coming some eight years later. The less-than-attractive fourth edition took production through until the end of 1972 when Graham Nearn, for so many years the most active supporter of the car from his Caterham dealership, stepped in and bought its production rights, at a time when Chapman's interest in the Seven was gone.

The rest is Caterham history. The car was rebadged, dropping the Lotus name but keeping the model number, and Nearn nurtured and preened his acquisition into its present state, where it now produces a range of Sevens from the live-axled Classic to the ridiculously quick 470kg Superlight R. ➤



Survival of the fittest... Lotus Seven and young off-spring from Caterham still provide classic wind-in-the-hair motoring

THESE SIMPLE THINGS

IT'S NOW FOUR DECADES SINCE BRITAIN'S ARCHETYPAL SPORTSCAR WENT INTO PRODUCTION. MATTHEW FRANEY SAMPLES LIFE IN THE LOTUS SEVEN FAST LANE

photography by Andrew Yeadon

SPECIFICATIONS

Lotus 7 Series One

ENGINE

Type	Four-cylinder, overhead valve
Capacity	948cc
Bore/stroke	62.94 x 76.2mm
Compression ratio	8.3:1
Fuelling	Twin SU carburettors
Max power	55bhp at 5200rpm
Transmission	Four-speed manual

CHASSIS

Steering	Rack and pinion
Brakes f/r	Hydraulically operated 8in drums
Front suspension	Lower wishbones, anti-roll bar and upper transverse link
Rear suspension	Live rear axle located by A-frame and twin trailing links
Wheels	15in splined wire wheels
Tyres	Goodyear 155/VR15

DIMENSIONS

Length	129in
Width	55in
Height	43in
Wheelbase	88in
Kerb weight	445kg

Caterham 7 1.8 K-Series

ENGINE

Type	Four-cylinder, DOHC, 16-valve
Capacity	1796cc
Bore/stroke	80 x 89.3mm
Compression ratio	10.5:1
Fuelling	Rover MEMS 1.9
Max power	122bhp at 5700rpm
Transmission	Five-speed manual

CHASSIS

Steering	Rack and pinion
Brakes f/r	228mm discs
Front suspension	Adjustable double wishbones, anti-roll bar
Rear suspension	De Dion axle located by lower A-frame and upper radius arms
Wheels	14in alloy
Tyres	Michelin 185/HR14

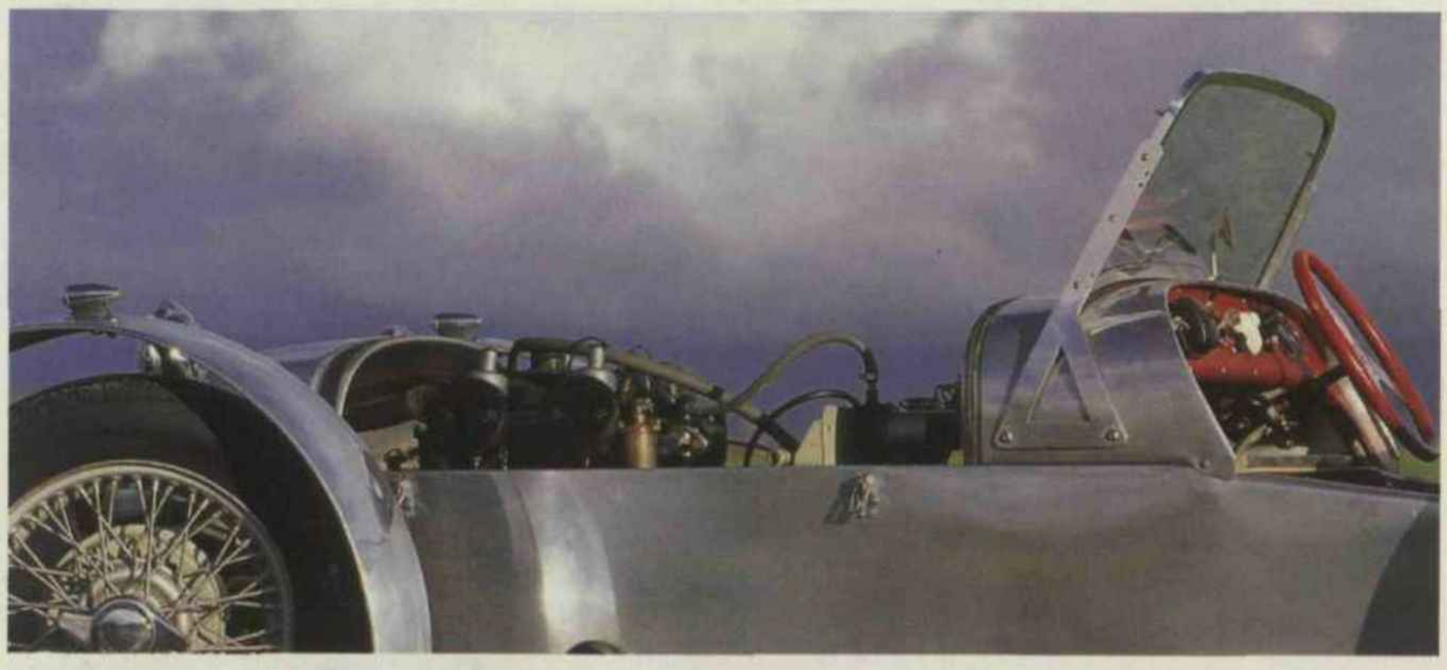
DIMENSIONS

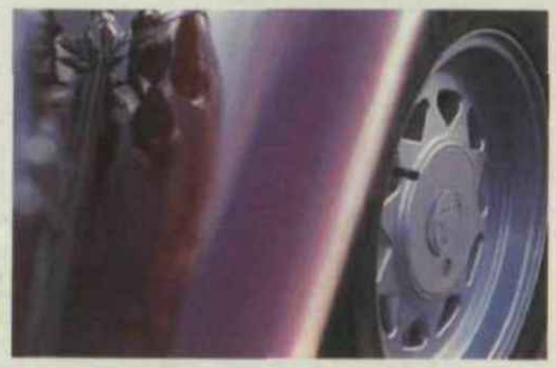
Length	133in
Width	62in
Height	38.9in
Wheelbase	87.5in
Kerb weight	550kg

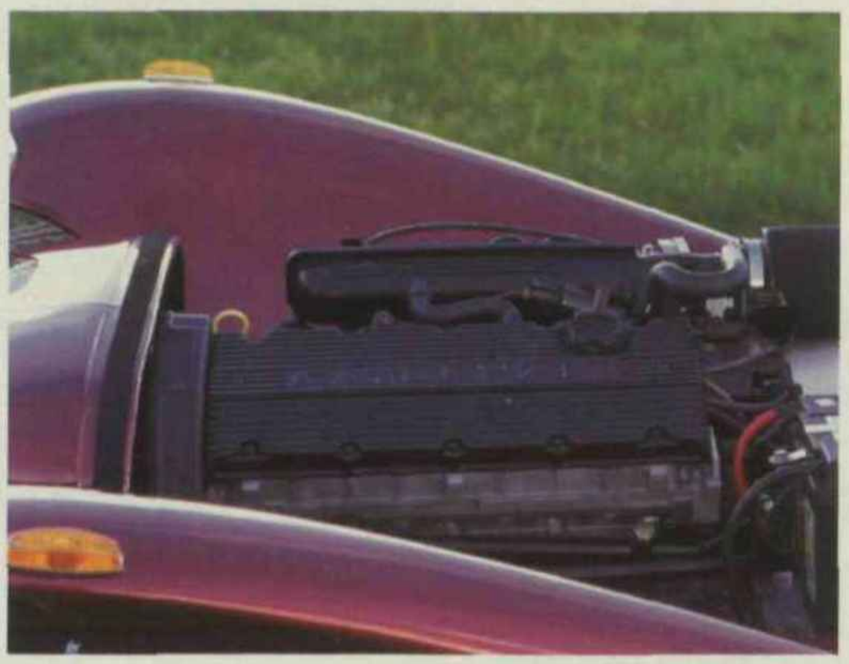




Classic Bakelite switches grace Lotus dash (above); latest Caterham (left) has evolved a 'mean and moody' fascia. Below: Spartan aluminium makes for striking Lotus bodywork







Above: Alloy wheels and chunky Michelins provide ample front end grip but torquey, free-revving 1800cc Rover engine (right) is the real bonus in modern 'point-and-squirt' Caterham

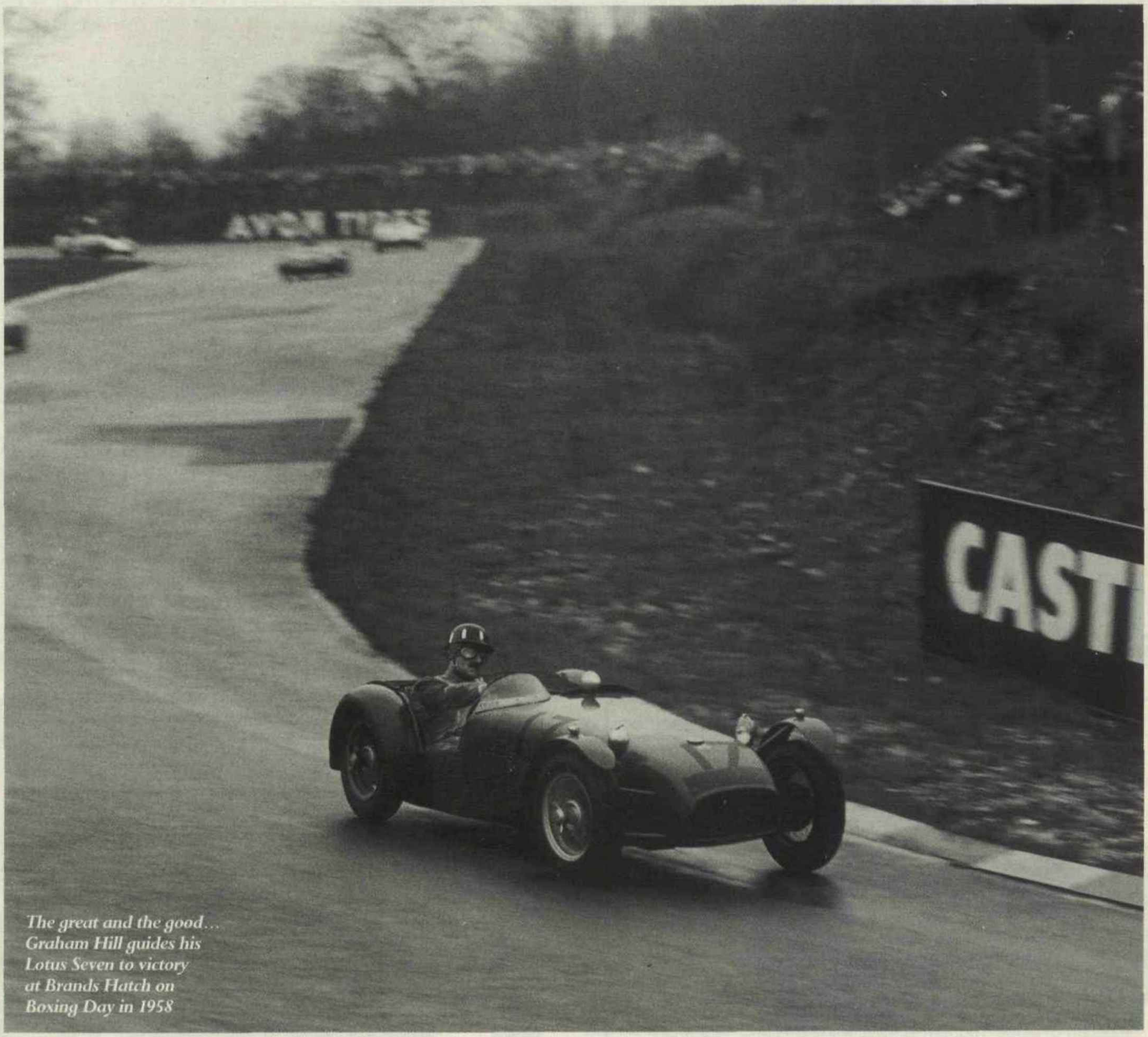
But to find out how far the Seven has evolved in its four decades you need to shut the history books and head out onto the open road. On hand for the trip an immaculate example of a 1960 Series 1 from Nearn's own collection and the company's latest 16-valve Rover-powered 1800cc model, appropriately dressed in '40th Anniversary' guise, to give a taste of what has changed.

The petite Lotus is everything you expect a Seven to be. Pared down to almost nothing, you feel like you could pick it up one-handed and carry it under your arm. Everywhere you look there is the thinnest gauge aluminium panelling or... nothing. Lift off the featherlight bonnet and, apart from the twin SU carburetted BMC block there is... nothing. Detach the rear seat rest for a quick exploration of the live rear axle and you are confronted with... nothing. This Lotus Seven is the living embodiment of Chapman's aim, and it shows.

The modern Caterham, by contrast, carries many touches that you would expect from a 1990s car, but others that are obvious hangovers from its predecessor. Legislation has welded a roll-over bar behind the occupants' head, but the march of time and technology are to thank for the comparatively enormous K-series engine with its electronic management box lurking under the nose. There are even aluminium honeycomb cockpit panels for side-impact protection – something you don't even want to mention as a joke when you are moving out to overtake a 'bus in the Lotus.

But the basics worked in 1957 and they work in 1997. Sure, the Caterham now has five speeds, not four, the drum brakes have made way for discs, and modern Bilstein dampers and double wishbones grace the front suspension. Nevertheless, you sit reclined and comfortable in both cars; the wheel and gearstick fall immediately to hand and the tiny footwell houses perfectly placed pedals. Perfect, that is, if your mother was one of those kind Chinese ladies who bound your feet for the first 10 years of your life.

Boots are not the ideal footwear for a Seven, but then neither are your bedroom slippers. The modern car has made some concessions to your ankles in terms of comfort, the steering column now routed above the pedals rather than through them, but



The great and the good... Graham Hill guides his Lotus Seven to victory at Brands Hatch on Boxing Day in 1958

driving the Lotus is most definitely a one-shoe experience – the gap between the clutch and column the exact width of my stockinged size 10s.

Shoes or no shoes – Chapman would probably have argued that it was a weight-saving device anyway – the earlier car is as easy to drive as it was to construct. It fires with a press of the starter and the light and short-travelled clutch marries perfectly with the four-speed Austin A30 gearbox, although the long throw is one of the most persistent reminders of the car's age.

Steering is crisp, light and also surprisingly accurate for a modified Morris Minor rack-and-pinion unit. There is a bit of play through the wheel but one of the most obvious advantages of having bicycle wings mounted over the front wheels is the opportunity you get to aim the car by sight – just wind on or off the lock as the angle of the Goodyears dictates.

In all the above areas the Lotus is reassuringly efficient. Admittedly the Caterham does them all far better, but the evolutionary trail is an easy one to follow. The modern steering is tighter still with just over two turns lock-to-lock and a chunky racing wheel. Every gear change is quicker and more pleasing, with a thunk as you snick through the shortest possible ratios. This car produces 122bhp at nearly 6000rpm and in damp conditions it is gloriously easy to get lurid power oversteer in third or even fourth gear.

By direct contrast, the Lotus may handle as sweetly now as it did in 1960, but kicking the tail out is sadistic work. With its 948cc coughing out a modest 55bhp, the trick is to keep speed up, not scrub it off. Words like torque and power do not sit happily with the wheezing green block hidden in the bows, and you have to keep it simmering away happily to make any forward progress. Oversteer, however, is not an unachievable dream, rather the result of well-balanced hard driving, but push the Seven over its limit – and the skinny Goodyears over theirs – and understeer is the order of the day. The old coil springs feel as if they are sagging as the cornering forces increase and no matter how quickly you spin the wheel, you bounce off line.

It's not a heinous failing, though; this car would live quite happily with most modern hot hatches through the twistier sections of your favourite ➤

I. S. POLSON

VINTAGE & PVT RESTORATION AND SALES
WE SPECIALISE IN ROESCH TALBOTS & DELAHAYE



This successful car was restored and prepared by I.S. Polson. 1st in the Vision Express Pre War Sports Car Race at this years Coys festival at Silverstone.

Mill Farm, Ashfield Green, Wickhambrook, Newmarket, Suffolk, CB8 8UZ

Telephone: Wickhambrook (01440) 820371. Fax: (01440) 820057

BRISTOL CARS LTD

51 YEARS MANUFACTURING AND CARING FOR BRITAIN'S MOST EXCLUSIVE LUXURY CAR



The 1998 Blenheim MODERN high performance four seater but hand built to traditional BRITISH excellence.

- Selection of earlier modern BRISTOLS and classic examples from £13,500, some renovations.
- For 51 years we have always provided service, spares, and attended to repairs, repaints, crash repairs, modifications, complete renovations, to any BRISTOL. Send you car back to the makers who use original drawings, jigs, tools, with ultra skilled operators, some of whom have built our cars all their working lives.

NOTE: Our coachwork and paintshops open to other interesting makes.

QUESTION: Would you like to join our factory? Vacancies for highly skilled and dedicated people. See situations vacant column (*but please only write in!*)

Head office + sales:
368/370 Kensington High Street, London W14 8NL
Tel: 0171 603 5556

C L A S S I C J A G U A R P A R T S

IF YOU WANT SOMETHING FAST, PUT YOUR FOOT DOWN



Insist on genuine British made parts for your Jaguar

Classic Jaguar's are British through and through and with our help you can ensure yours stays that way. As one of Britain's leading suppliers of Classic Jaguar parts **SNG Barratt** is committed to keeping the legend alive. To this end, all of our re-manufacturing activities take place here in the UK.. With thousands of individual items in **stock** we can promise Jaguar drivers everywhere a fast, efficient service. We go to great lengths to ensure orders placed before 3.30 pm for ex-stock items are released the same day, and we will even deliver orders of up to 25 kilos the next working day - literally anywhere in the UK. Even so, you don't have to pay premium prices to maintain your Jaguar's pedigree. Please quote ref: MS1 with your order.

S·N·G BARRATT

Telephone: 01746 765432
Facsimile: 01746 761144
http://www.barratt.co.uk

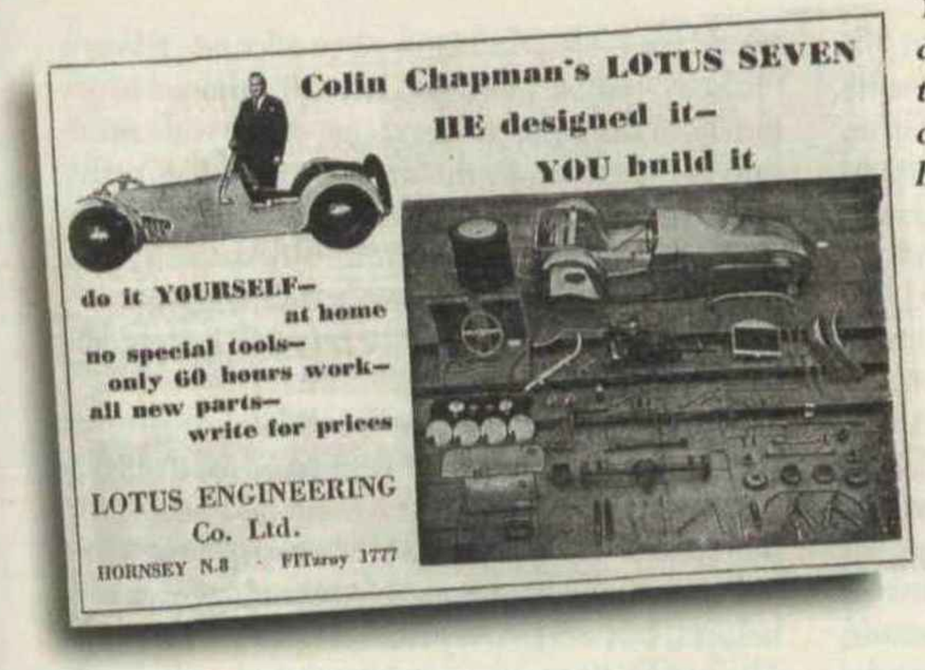
OPENING TIMES
Saturday - 9am 12pm
Monday - Friday 8am -5.30pm

S.N.G Barratt, The Heritage Building Stourbridge Road, Bridgnorth, Shropshire. WV15 6AP

K E E P I N G T H E L E G E N D A L I V E



Lightweight Lotus may have the edge on the scales but anaemic 55bhp BMC engine leaves it trailing in the Caterham's wake. Handling has come on, too



You could build a Seven in the time Chapman claimed it took him to design it



Mirror image... Forty years may separate the two cars, but that's about all

B-road. Where it will let you down, however, is with its ride quality. At lower speeds you can even be fooled into thinking the front end has ample grip, not because it works so well, simply because the rear end does not. Every bump and hole twists and jars the rear axle, forcing the transmission to wind up just when you least need it and the car to jump all over the place. The car's balance is almost absent at times and it is this jerky momentum that tends to unstick the front end, too. To call the Lotus Seven a boneshaker is a tad unfair, but sample life from the relative luxury of the Caterham and the difference couldn't be more stark.

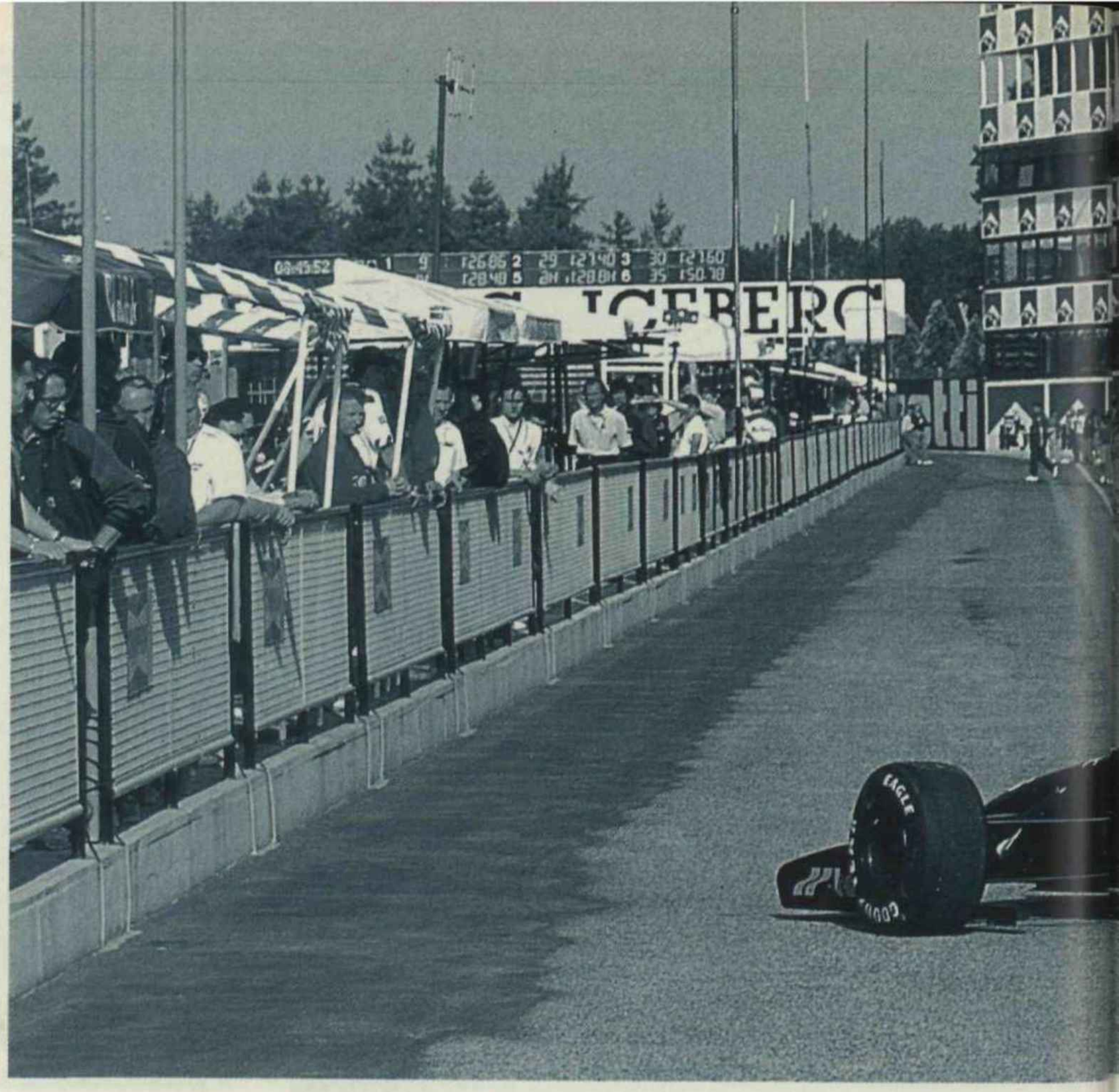
Ride is considerably firmer and the de Dion axle knocks the bouncy rear end into submission. The resulting performance is as pure – and unsophisticated – as you could ask for. Comfortable bucket seats grip you tightly and if you are really going for it then the transmission tunnel and side panels provide that extra bit of much needed support.

Low profile Michelin rubber sticks the front of the Caterham effortlessly to the ground, only really high speeds creating any loosening of the steering wheels. And the added power of Rover's high-revving engine means that you have all the torque necessary to drive it as it is meant to be driven. After all, how many cars have you driven which can do a spin turn from standing? Yes, a modern Caterham will bring out the Jean Alesi in each and every one of you.

It stops like you would imagine, too. Weighing in at around 550kg – barely 100 more than a Formula One car – the 228mm discs shed speed as quickly as you can put it on. In fact the retardation business in both cars is efficient and without dramas – even the older Lotus slowing as well as can be expected with its all-round drums.

The Seven is as refined a driving experience as you can get – by standards modern or old. While both the Lotus and the Caterham have their plus points and negative sides they remain, far and away, the closest thing you can get to a racing car for the roads. Graham Hill raced them at their birth, Jonathan Palmer built a 'JPE Special' for some light amusement and Eddie Irvine has ordered one for shopping trips into Dublin. If they are good enough for Grand Prix drivers, they are good enough. It's really as simple as that. M

The worst car I ever drove



PERRY MCCARTHY

ANDREA MODA-JUDD S192

IN THE FIRST OF A NEW SERIES, SHAUN CAMPBELL LOOKS INTO LIFE AT THE WRONG END OF THE GRID. THIS MONTH PERRY McCARTHY RECALLS THE NIGHTMARE MACHINE THAT PUT AN END TO HIS SHORT-LIVED FORMULA ONE CAREER

AT FIRST, PERRY MCCARTHY IS RELUCTANT TO describe the 1992 Andrea Moda as the worst car he has ever driven. He has some vivid memories of an F3000 Ralt from a few years earlier that he would prefer to forget, together with some heated conversations with Ron Tauranac. But though he can crack jokes about his brief time as a Grand Prix driver, he admits the experience still wakes him up at night. It wasn't the car so much as the team...

To be sure it was as strange an outfit as has ever attempted to enter Grand Prix racing. Founded by a sharp-suited Italian shoe salesman, it left an impression of curiously aimless personnel with designer stubble and leather jackets, and a record of stunning ineptitude. Before the end of the season the team had been banned from F1 for bringing the sport into disrepute, and the proprietor, Andrea Sassetti, had been arrested on fraud charges.

Perry McCarthy wasn't to know all this when he agreed in March 1992 to drive for the team. And even if he had, it's questionable whether it would have altered his decision. At the time he was an unemployed racer and jobs were few and far between. "It wasn't as if I turned down a Jaguar Group C drive to do this," he points out dryly. "Remember, this was when Group C just imploded and IMSA collapsed. So there's nowhere to go, nothing to do, and then comes this chance to be a Grand Prix driver."

McCarthy didn't do it for the money. The contract he signed meant that he wouldn't be paid and that he would make his own arrangements for travel, insurance and board. He confesses that he would have signed a blank piece of paper. It was a chance – remote perhaps – but still a chance to get into Formula One, and no racing driver with ambition is ever likely to throw that away. McCarthy had few illusions about what confronted him. He wasn't expecting to go out and win, or even score points, but he did think it might be an opportunity to show what he could do. There were, he remembers, some grounds for optimism.

"I never found our how he did it, but Andrea Sassetti managed to buy the design of a car that Nick Wirth (later Simtek F1 designer) had done for a potential BMW project. It was two or three years old when he bought it, so the technology was a bit behind, but when they built it up it looked nice. The Judd V10 engine was pretty good – obviously not top dog, but good enough. If it had been run even half decently, we could have qualified for three or four Grands Prix. I'm quite sure of that."

The other side of the Andrea Moda coin, though, soon became apparent. The new team had entered F1 by acquiring the 'resources' of the outgoing Italian Coloni team. "Andrea got stitched up there, which was poetic justice really," remembers McCarthy. "Coloni consisted of a couple of old chassis, one rusty engine, a transporter that looked like an empty meat lorry and a couple of spanners. He paid $2 million for that – no wonder he was bitter and twisted."

McCarthy says now that the biggest trouble he had with the car was just getting into it. The engines didn't turn up for the Canadian GP. Neither did the chassis for the French GP. Then Enrico Bertaggia,



Progress, of a sort... By the San Marino Grand Prix at Imola, McCarthy had a car which ran – for just seven laps. Still, his mechanic cooked a fine lunch

fired by the team at the beginning of the season for complaining about the non-arrival of the car he'd been signed to drive, reappeared with $1 million of sponsorship money in his pocket. "Max and Bernie wouldn't let the team change driver again mid-season, so they were stuck with me and they were desperately unhappy about it," says McCarthy. "After that, they just used my car as spare parts for Roberto Moreno's, and they held me back in case something broke on his." Which it invariably did.

What happened when McCarthy did get going was equally depressing. At Spain he completed four metres under his own power from the pitlane exit during pre-qualifying before the engine cut out. End of Grand Prix debut. At Imola, in pre-qualifying for the San Marino GP, though, he completed seven consecutive laps. Progress, of a sort...

"There was no windshield, and they refused to make one. The buffeting I took was unbelievable. And I didn't have a proper seat; I was hanging from the straps and bouncing around in the cockpit. And then there was the steering. You didn't turn the wheel, you just had to press it on one side or the other." After seven laps the clutch went, the diff was going and another pre-qualifying session was over with McCarthy's name at the bottom of the list.

There was little comfort in the back-up, though perhaps one shouldn't take too seriously McCarthy's assertion that one of his mechanics had been the Minardi team chef the year before. "You'd come in and talk to him about understeer, and he'd say, 'I dunno about understeer, but I gotta lovely pasta for your lunch'. Unbelievable. This was the only car that could spin off on its own bolognese."



Perry McCarthy, left, still able to muster a smile before the final bust-up

If there's a funny side, there's also a serious one. And at Spa, McCarthy came face to face with some ugly realities. "The whole thing was driving me crazy by then," he says. "The idea that I was a Grand Prix driver just seemed like a cruel joke. But I'm not the type to give up and at Spa I was convinced I could make my mark."

McCarthy set off with the certain knowledge that he wouldn't get many laps to prove his point. He had to get on the pace immediately. Fully committed to the daunting left-right sweep of Eau Rouge, he found the Andrea Moda's steering decidedly stiff on the corner's entry. "As I turned to the right the steering just jammed and I was heading flat-out and head-on for the barrier. I slammed on the brakes as hard as possible and I felt a muscle in my shoulder rip as I pulled at the wheel. I managed to move it a bit and the car went off the track and on to the grass, the tyres rubbing down the barrier."

McCarthy fought the car as it snaked and weaved up the hill. "I had no idea what had happened; when I came into the pits I told them that the steering rack was flexing. And they said, 'Yeah, we know.' They'd tested it on Moreno's car earlier, found it was flexing and then just fitted it to mine."

McCarthy walked out, but only just ahead of the team's closure. Later that weekend Sassetti left the Spa paddock, handcuffed, to help police with their enquiries. At Monza two weeks later, the team's personnel were refused admission to the paddock. The Andrea Moda Formula One team was no more.

Pressed to recall a worse car than the Andrea Moda, McCarthy struggles to find a answer. "I have to stick up for Nick Wirth because what happened wasn't his fault. It wasn't the design, it was the way the car was prepared to run," he said. But then, after a long pause: "But the more I think about it... Yes, it was the worst."

DONINGT

ONLY ONE BRITISH CIRCUIT IN CURRENT USE CAN ALSO BOAST A PRE-WAR HISTORY. DONINGTON MEMORIES MAY CENTRE ROUND MERCEDES AND AUTO UNION, BUT AS BILL BODDY RELATES, THE PARK'S EARLY DAYS WERE ALSO EXCITING

NO NEED TO TELL ANY RACE FOLLOWERS OF THE Donington circuit near Derby and how well it is established in the motor racing firmament. It was an ambitious venture from the very beginning, providing road-type racing in Britain from 1933, whereas the great and historic Brooklands Motor Course, if years Donington's senior, had only the imitation of that element, over its so-called mountain course from 1930 and the similarly artificial Campbell circuit, not *in situ* until 1937.

From the start Donington ran rather longer races than those usually at Brooklands, although 50 and 100-mile handicaps were sometimes a feature of the Weybridge course and where from 1921 and 1929, respectively, the JCC 200-Mile and BRDC 500-Mile outer-circuit marathons were an additional attraction, with other long-distance events, for sports racing cars, especially the



Despite the years, Donington Park remains recognisable; here Maserati and Riley duel in the hairpin below Holly Wood, now Craner Curves

LAT Archive

ON DERBY

ambitious Le Mans-simulating 'Double-Twelves' which the go-ahead JCC held there before Derby got its race course.

But once established, Donington was not long in introducing some important long contests. The original five and ten-lap races were soon supplemented, as at the third meeting of 1933 by a Special Invitation 20-lap race for cars of up to three litres. This was regarded as a move in the right direction, as by then the dusty road surface, delays between events, and a limit of 1500cc for the competing cars had been eliminated by Donington's active organiser, Fred Craner. Moreover, all the races were now scratch events, as against the traditional, and continuing, handicap affairs which characterised Brooklands during its entire existence. This first special race was rather marred by non-starters, a telegram being read to the spectators telling them that Whitney Straight could not bring his Maserati or MG Magnette. Ron Horton's MG was also absent, and Freddie Dixon's Riley was reported as having a blown gasket, and two cars came to the start-line only to withdraw, Noel Carr's Bugatti reversing back into the Paddock for some unexplained reason and Eddie Hall withdrawing his MG Magnette from the line-up when he saw that fewer than six cars would be starting, so that he could not add points to his ➤

MODEL MOTORS

21, THE PARADE, BOURNE END, BUCKS SL6 5SB
TEL: 01628 528617

EST. 1982

MINICHAMPS
1/8th SCALE 1997 FORMULA 1
BENETTON, J. ALESI £36.99
BENETTON, G. BERGER £36.99
FERRARI, E. IRVINE £36.99
FERRARI, M. SCHUMACHER £36.99
JORDAN, R. SCHUMACHER £36.99
JORDAN, G. FISCHELLA £36.99
WILLIAMS (GERMAN DRIVER MISSING) £36.99
WILLIAMS, J. VILLENEUVE £36.99
MCLAREN, M. HAKKINEN £36.99
MCLAREN, D. COULTHARD £36.99
STEWART, J. MAGNUSSEN £36.99
STEWART, R. BARRICHELLO £36.99

1/43rd SCALE 1997 FORMULA 1
BENETTON, J. ALESI £16.99
BENETTON, G. BERGER £16.99
FERRARI, E. IRVINE £16.99
FERRARI, M. SCHUMACHER £16.99
JORDAN, G. FISCHELLA £16.99
JORDAN, R. SCHUMACHER £16.99
WILLIAMS (GERMAN DRIVER MISSING) £16.99
WILLIAMS, J. VILLENEUVE £16.99
MCLAREN, M. HAKKINEN £16.99
MCLAREN, D. COULTHARD £16.99
STEWART, J. MAGNESSON £16.99
STEWART, R. BARICHELLO £16.99
TYRELL, J. VERSTAPPEN £16.99
TYRELL, M. SALO £16.99
PROST, O. PANIS £16.99
PROST, S. NAKANO £16.99
ARROWS, D. HILL £16.99
ARROWS, P. DINIZ £16.99
ARROWS, J. MULLER £16.99

1/24th BENETTON 1995 M. SCHUMACHER, LTD 5000 .. £39.95

1/12th SCALE F1 (Due Soon)
FERRARI F310/2 WINNER GP ITALY 1996, M. SCHUMACHER £99.99
FERRARI F310/2 1996, E. IRVINE £99.99

1/18th SCALE FORMULA 1 CLASSICS (Due Soon)
TYRRELL 003 1971, J. STEWART, W. CHAMPION £49.99
TYRRELL 003 1971, F. CEVERT £49.99
MCLAREN HONDA MP4/5 1990, G. BERGER £36.99
MCLAREN HONDA MP4/6 1991, G. BERGER £36.99
MCLAREN HONDA MP4/5 1989, A. PROST, W. CHAMPION £36.99
FERRARI 312T 1975, G. REGAZZONI £49.99
FERRARI 312T 1975, N. LAUDA, W. CHAMPION £49.99

1/43rd FORMULA 1 CLASSICS
LOTUS 72 1970, J. RINDT, W. CHAMPION £16.99
LOTUS 72 1970, E. FITTIPALDI, 1ST GP WIN £16.99
LOTUS 72 1972, E. FITTIPALDI, W. CHAMPION £16.99
LOTUS 79 1978, R. PETERSON £16.99
LOTUS 79 1978, M. ANDRETTI, W. CHAMPION £16.99
FERRARI 126 C2 1982, G. VILLENEUVE £16.99
FERRARI 126 C2 1982, D. PIRONI £16.99
FERRARI 312 T4 1979, J. SCHECKTER, W. CHAMPION .. £16.99
FERRARI 312 T4 1979, G. VILLENEUVE £16.99
FERRARI 312 T 1975, C. REGAZZONI £16.99
FERRARI 312 T 1975, N. LAUDA, W. CHAMPION £16.99
LOTUS 97 T 1985, E. DE ANGELIS £16.99
LOTUS 98 T 1986, J. DUMFRIES £16.99
LOTUS 99 T 1987, S. NAKAJIMA £16.99
TYRRELL 003 1971, J. STEWART, W. CHAMPION £16.99
TYRRELL 003 1971, F. CEVERT £16.99
TYRRELL 006 1973, J. STEWART, W. CHAMPION £16.99
TYRRELL 006 1973, F. CEVERT £16.99
TYRRELL P34 6 WHEELER 1976, J. SCHECKTER £16.99
TYRRELL P34 6 WHEELER 1976, P. DAPAILLER £16.99
WILLIAMS FW08C 1983, K. ROSBERG £16.99
WILLIAMS FW08C 1983, J. LAFFITE £16.99

1/12th SCALE McLAREN F1 GTR ROADCAR
This superb model will be available in limited quantities of 2000 of each colour: red, dark silver, yellow, green metallic, blue metallic or silver. An unbelievable model £199.95

1/43rd SCALE LE MANS 1997
PORSCHE 911 GTI PORSCHE AG, STUCK/BOUTSEN/WOLLEK £29.99
PORSCHE 911 GTI PORSCHE AG, DALMAS/COLLARD/KELLENERS £29.99
PORSCHE 911 GTI FIA GT PORSCHE AG, STUCK/BOUJSEN £29.99
MCLAREN BMW GULT TEAM DAVID OFF, BELLM/GILBERT SCOTT £29.99
MCLAREN BMW TEAM BMW MOTORSPOT, LEHTO/SOPER/PIQUET £29.99
PORSCHE 911 GT2 EVO ROOCK RACING, BREYNER/BREYNER .. £29.99
DODGE VIPER GTS-R CHAMBERLAIN ENG, HUGEN HOLTZ/NURMINEN £29.99
DODGE VIPER GTS-R VIPER TEAM ORECA, DUPUY/ARCHER £29.99
DODGE VIPER GTS R VIPER TEAM ORECA, J.BELL/BERETTA £29.99
FERRARI 333SP MICHEL FERTE, FERTE/CAMPOS £29.99
FERRARI 333SP MORETTI RACING, MORETTI/THEYS £29.99

MINICHAMP UT 1/18th SCALE MODELS
PORSCHE CARBIOLET 1996 ..... £19.99
BMW M3 COUPE, YELLOW £19.99
PORSCHE 911 GT1 ROADCAR, WHITE £19.99
PORSCHE 911 GT2 ROADCAR, SILVER £19.99
FORD ESCORT RS COSWORTH, RED £19.99
BMW Z3 ROADSTER, RED £19.99
BMW 320i SUPER TOURING WN 24H SPA 96 ..... £39.99
ESCORT RS COSWORTH WINNER MC 96 ..... £39.99
OPEL CALIBRA ITC 1995 TEAM JOEST, M. REUTER £49.99
OPEL CALIBRA ITC 1995 TEAM JOEST, Y. DALMAS £49.99
OPEL CALIBRA ITC 1996 TEAM JOEST, N. AMORIM £49.99
ALFA ROMEO 155 V6 ITC 1995 MARTINI, A. NANNINI £49.99
ALFA ROMEO 155 V6 ITC 1995 MARTINI, N. LARINI £49.99
McLAREN F1 GTR GULF RACING (4th LM 95) £39.99
McLAREN F1 GTR MACH 1 RC (3rd LM) £39.99
PORSCHE 911 GT1 ROADCAR, WHITE £19.99
PORSCHE 911 GT2 ROADCAR, SILVER £19.99
FORD ESCORT RS COSWORTH, RED £19.99
BMW Z3 ROADSTER, RED £19.99
BMW 320i SUPER TOURING WN 24H SPA 96 ..... £39.99
ESCORT RS COSWORTH WINNER MC 96 ..... £39.99
OPEL CALIBRA ITC 1995 TEAM JOEST, M. REUTER £49.99
OPEL CALIBRA ITC 1995 TEAM JOEST, Y. DALMAS £49.99
OPEL CALIBRA ITC 1996 TEAM JOEST, N. AMORIM £49.99
ALFA ROMEO 155 V6 ITC 1995 MARTINI, A. NANNINI £49.99
ALFA ROMEO 155 V6 ITC 1995 MARTINI, N. LARINI £49.99
McLAREN F1 GTR GULF RACING (4th LM 95) £39.99
McLAREN F1 GTR MACH 1 RC (3rd LM) £39.99
McLAREN F1 GTR KK RC (1st LM 95) £39.99
OPEL CALIBRA V6 ITC 96 TEAM ZAKSPEED £39.99
OPEL CALIBRA V6 ITC 96 TEAM ROSBERG/STUCK £39.99
OPEL CALIBRA V6 ITC 96 TEAM JOEST/REUTER £39.99

LBS 1/43rd SCALE RACING TRANSPORTS
WILLIAMS 95 (RENAULT RV1 AE 500 MAGNUM) £98.95
BENETTON 95 (RENAULT RV1 AE 500 MAGNUM) £98.95
LIGIER 96 (VOLVO FH) £98.95
WILLIAMS 97 (RENAULT RV1 AE 500 MAGNUM) £98.95
BENETTON 97 (RENAULT RV1 AE 500 MAGNUM) £98.95
PROST RACING 97 (VOLVO FH) £98.95
FERRARI (IVECO MP2 X4) £98.95
JORDAN (SCANIA) £98.95

SMTS 1/43 HAND MADE MODEL CARS
ASTON MARTIN DB6, GOLD £60.69
ASTON MARTIN DB4, RED £60.69
ASTON MARTIN DB5, SILVER £60.69
LOTUS EUROPA, GOLD LEAF £60.69
LOTUS ELAN SPRINT DHC, DARK BLUE £60.69
LOTUS ELITE, BLUE £53.66
LOTUS 7 ROAD CAR, BRG £53.66
LOTUS ELAN PLUS 2 CONVERTIBLE, RED £53.66
NEW LOTUS ELISE £60.69
LOTUS CARLTON, BLACK £60.69
TVR GRIFFITH 500 ..... £56.34
TVR V8S £72.36

BRUMM 1/43rd SCALE MODELS
MERCEDES W196C MONZA 55, MOSS £14.59
ALFA 'ALGETTA' 1951 GP SPAIN, FANGIO £11.19
MASERATI 250F 1957 ITALIAN GP, PESCARA £11.19
FERRARI 156, PHIL HILL 1961 ..... £13.05
FERRARI D246, MIKE HAWTHORN 1958 ..... £13.05
FERRARI 330 P4 SPIDER DAYTONA 67, BANDINI £11.65
COOPER CLIMAX T51 1st MONACO 59, J. BRABHAM £14.59
FERRARI 126 C2 1982, G. VILLENUEVE £14.59

VITESSE 1/43rd SCALE MODELS
RILEY ELF, BURGUNDY/CREAM £16.90
MORGAN SUPERSPORT 1961 4/4, BRG £17.90
MESSERSCMIT TIGER 500 1958, KABRIOLIMOUSINE £16.90
CITROEN DS19 1956/57, GREEN £16.90
OPEL OSCONA 400 M. CARLO 1982, ROHL WINNER £20.45
FIAT ABARTH GROUP 3 CORSA 1974 ..... £20.45
TRIUMPH TR3A MONTE CARLO 1958 ..... £17.90

ONYK F1's
1/43rd DAMON HILL SET (4 WILLIAMS) LTD ED £54.69
1/43rd 'SCOTTISH' CONNECTION SET, J.CLARK/J.STEWART £33.95
1/18th WILLIAMS FW19 FRENTZEN BRITISH GP 97 ..... £30.69
1/8th WILLIAMS FW19 CANADIAN DRIVER BGP 97 ..... £30.69

ONYX QUARTZO 1/18th F1's (DUE SOON)
LOTUS 49 1st BRITISH GP 67, J. CLARK £39.39
LOTUS 49 DUTCH GP 67, G. HILL £39.39
LOTUS 49B GOLD LEAF, 1st MONACO GP 68, G. HILL £39.39
LOTUS 49B GOLD LEAF, US GP 68, ANDRETTI £39.39
LOTUS 72 GOLD LEAF, 1st GERMAN GP 70, RINDT £39.39
LOTUS 72 GOLD LEAF, BRITISH GP 71, FITTIPALDI £39.39
LOTUS 72D JPS, 1st BRITISH GP 72, FITTIPALDI £39.39
LOTUS 72D JPS, 1st ITALIAN GP 73, PETERSON £39.39

QUARTZO 1/43rd SCALE
LOTUS 49B GOLD LEAF, S. AFRICAN GP 69, RINDT £16.90
MATRA MS 80 SPANISH GP 69, J. STEWART £16.90
LOTUS 72 GOLD LEAF, GERMAN GP 70, RINDT £16.90
LOTUS 72D JPS, BRITISH GP, E. FITTIPALDI £16.90
TYRRELL P34 6 WHEELER, BRITISH GP 76, SCHECKTER £16.90
FERRARI 312T, 1st FRECH GP 75, N. LAUDA £16.90
TYRRELL 001 BLADE NOSE, 1st MONACO 71, STEWART £16.90
COOPER CLIMAX T51, 1st BRITISH GP 59, BRABHAM .. £16.90

MINICHAMP 1/43rd ROADCARS
ALFA ROMEO 155 1992, BLUE, BLACK OR RED £16.99
AUDI A4 AVANT 1995, GREY, GREEN, RED £16.99
AUDI A8 1994, BLACK OR CASHMERE MET £16.99
AUDI A3 1996, BLUE MET £16.99
AUDI A4, 1995, BLACK MET £16.99
BMW 318iS 1994, YELLOR OR RED £16.99
BMW M3 COUPE 1992, RED OR BLUE £16.99
BMW 3 SERIES CABRIOLET 1993, GREEN, BLACK OR RED £16.99
DODGE VIPER INDY 500 PACE CAR £16.99
FERRARI F355 GTB 1994, YELLOW, BLACK OR RED £16.99
FERRARI 512M 1994, SILVER, YELLOW OR RED £16.99
FORD ESCORT COSWORTH 1992, RED £16.99
HONDA CRX COUPE 1989, SILVER £16.99
JAGUAR MKII 1959-67, BRG £16.99
JEEP GRAND CHEROKEE 1993, RED £16.99
LAMBORGHINI MUIRA 1966-71, GOLD £16.99
LANCIA STRATOS 1972-78, YELLOW £16.99
LOTUS SUPER SEVEN 1968, GREEN £16.99
MERCEDES 350SL CABRIOLET 71-80, SILVER, BLUE, RED £16.99
MERCEDES 305SL CABRIOLET 71-80 HARDTOP, SILVER £16.99
MERCEDES 190E 84-88, BLUE OR BLACK £16.99
MERCEDES 450SLC 72-80, SILVER, GREY OR GOLD £16.99
MERCEDES 280SL PAGODE 68-71, GOLD, WHITE OR RED £16.99
MERCEDES 280SL CABRIOLET 68-71, SILVER OR BLUE .. £16.99
MGB ROADSTER 1962-69, BRG £16.99
PEUGEOT 306 2 DOOR 1995, GREEN MET £16.99
PORSCHE 911 SPEEDSTER, 1988, RED £16.99
PORSCHE 911 CABRIOLET 1994, ARENA RED £16.99
PORSCHE 911 RS 1995, YELLOW, BLACK OR RED £16.99
PORSCHE 911 GT2 1992, WHITE, BLUE OR RED £16.99
PORSCHE 914 1969-73, ORANGE £16.99
PORSCHE 356A 1956 SPEEDSTER, BLACK £16.99
PORSCHE BOXSTER 1993, SILVER £16.99
SAAB 900 CABRIOLET 1995, RED £16.99
TOYOTA CELICA SS11 COUPE 1994, BLACK £16.99
VOLVO 850 1994, BLACK £16.99
VOLVO 850 1994 ESTATE, BLACK £16.99
VOLVO 540 1996, BLUE MET £16.99
VOLVO 540 1996, RED MET £16.99

MINICHAMP 1/43rd RALLY CAR
FORD ESCORT 1st RALLY 1000 MIGLIA 95, CUNICO/EVANGALISTI £24.99
FORD ESCORT RALLY ACROPOLIS 94, VATANEN/PONS .. £24.99
FORD ESCORT BRITISH RALLY CHAMPION 94, WILSON/THOMAS £24.99
FORD ESCORT WINNER M. CARLO 96, BERNARDI/OSCELLI £24.99
FORD ESCORT REPSOL 2nd SWEDEN RALLY 96, SAINZ/MOYA .. £24.99
TOYOTA CELICA RALLYE CATALUNYA 95, KANKKLINEN/GRIST ... £24.99
TOYOTA CELICA 1st RALLYE ARGENTINA 94, AURIOL/OCELLI ... £24.99

RALLY CLASSICS
LANCIA STRATOS PIRELLI 78, ROHRL/GEISTDORFER £24.99
LANCIA STRATOS ALITALIA 1st MONTE CARLO 77, MUNARI/MAIGA £24.99
LANCIA STRATOS ALITALIA 1st SWEDEN 75, WALDEGAARD/THORSZEUUS £24.99
LANCIA STRATOS ALITALIA 1st MC 75, MUNARI/MANUCCI £24.99
LANCIA STRATOS LE POINT 1st TOUR DE FRANCE 80, DARNICHE/MAHE £24.99
LANCIA STRATOS CHARDONNET 1st TOUR DE COURSE 79, DARNICHE/MAHE £24.99

DINKY - NEW RELEASES
1960 XK150, CREAM £13.50
1969 TRIUMPH STAG, GREEN MET £13.50
1969 TRIUMPH STAG, WHITE £13.50

TROFELL
JOEST PORSCHE WSC 1st LM 96 ..... £25.69
JOEST PORSCHE WSC 'FAT TURBO' POLE LM 96 ..... £25.69
FORD ESCORT MAKINEN 1st RAC 74 ..... £23.49

ONYX 1/43rd TOURING CARS (Due Soon)
RENAULT LAGUNA BTCC 96, HOY £20.45
HONDA ACCORD BTCC 96, D. LESLIE £20.45
HONDA ACCORD BTCC 96, J. KAYE £20.45
RENAULT LAGUNA BTCC 97, MENU £20.45
RENAULT LAGUNA BTCC 97, PLATO £20.45
PEUGEOT 406 BTCC 97, T. HARVEY £20.45
PEUGEOT 406 BTCC 97, P. WATTS £20.45
HONDA ACCORD BTCC 97, J. THOMPSON £20.45
HONDA ACCORD BTCC 97, G. TARQUINI £20.45
NISSAN PRIMERA BTCC 97, D. LESLIE £20.45
NISSAN PRIMERA BTCC 97, A. REID £20.45
VAUXHALL VECTRA BTCC 97, J. CLELAND £20.45
VAUXHALL VECTRA BTCC 97, D. WARWICK £20.45
VOLVO 540 BTCC 97, R. RYDELL £20.45
VOLVO 540 BTCC 97, K. BURT £20.45
PEUGEOT 406 'TOTAL' BTCC 97, LEE BROOKES £20.45

SLOT CARS
We have one of the largest stocks of slot cars in the country. We stock Scalextric, SCX, Ninco & Fly Models.
SCALEXTRIC *LATEST*
OPEL VECTRA PROMARKET £21.95
VECTRA BTCC £21.95
AUDI A4 BTCC £21.95
RENAULT MEGANE DIAC £21.95
ESCORT CARLOS SAINZ REPSOL £18.95
SCX
BUGATTI EB110 IMSA £13.50
JORDAN PEUGEOT, GOLD £13.50
MEGANE DIAC £16.50
FORMULA INDY LOLA £13.50
CHAPPARAL (RE-ISSUE) £17.50
FORD GT40 (RE-ISSUE) £30.00
E TYPE (RE-ISSUE) £30.00
FERRARI F40, RED £13.50
SEAT 850 ..... £18.50
NINCO
PORSCHE 911 GTi ROADCAR, SILVER £21.95
PORSCHE 911 GTI LE MANS £21.95
McLAREN ROADCAR, ORANGE £21.95
MEGANE, WHITE, RED, GREEN OR YELLOW £21.95
AUDI A4, SILVER £21.95
AUDI A4, YELLOW £21.95
McLAREN GULF RACING £21.95
McLAREN 'HARRODS' OBSOLETE £39.95
FLY
VENTURI 600 LM, SILVER £22.95
VENTURI 500 LM, BLUE LTD £22.95
VENTURI 600 LM, WHITE £22.95
VIPER, WHITE OR BLUE £22.95
MARCOS 600 LM, BLUE OR YELLOW £22.95
VIPER, YELLOW LTD £30.00
VIPER, RED LTD £30.00
VIPER BARCELONA FC LTD £35.00
VIPER, MAROON £30.00
PORSCHE GTi LE MANS £22.95
PORSCHE GTI TEST CAR £22.95

ALTHOUGH WE WOULD MUCH PREFER TO MEET YOU IN OUR SHOP, WE OFFER AN EFFICENT MAIL ORDER SERVICE, COST £3.00 PER ORDER UK, OVERSEAS AT COST. OPENING TIMES 10-5 MON-FRI, 9-5 SAT.
(PLEASE NOTE SOME MODELS NOT YET RELEASED BUT WILL BE SENT AS RELEASED)
SORRY NO LISTS, BUT PLEASE LET US KNOW YOUR WANTS.





Donington, a road-race circuit, boasted some road-type hazards. Not a straw bale to be seen as Raymond Mays threads his 1100cc ERA through the arch during the 1937 British Empire Trophy. The bridge still exists, truncated and skirted by the track

BRDC Road-Star tally. He decided to conserve his car for the final two engagements – which paid off, as he was second in the first, behind Lindsay Eccles' 2.3 Bugatti and won the second... The race itself, therefore, was a fight between the 2.3 Bugattis, green, black and blue, of Lord Howe, Lindsay Eccles and TASO Mathieson. Howe's T51 was fastest, beating Eccles's car, while TASO's retired. It had lasted less than 44 minutes, Howe winning at 60.88mph. After which Donington staged longer and ever more important races.

For example, by the end of the second season in 1934, the lap-distance had been extended, and the Donington Park Trophy Race, for cars of unlimited capacity, was a feature. It was won by Straight's Maserati, at 67.99mph for the 20 laps, from Penn-Hughes' 2.9 Alfa Romeo, Lord Howe's 2.3 Bugatti, Dick Shuttleworth's 2.3 Bugatti, Charlie Martin's 2.3 Bugatti and Dixon's non-supercharged 2-litre Riley. MOTOR SPORT said that the starting-grid "presented all the atmosphere of a Continental road-race". The even more prestigious Nuffield Trophy Race, with Lord Nuffield's £250 prize money, was for cars of up to 1500cc over 40 laps; it was a victory for Raymond Mays' ERA, from Dick Seaman's MG Magnette and Kenneth Evans' s/c MG Midget, on a handicap basis. Donington was on its way...

MOTOR SPORT announced in 1935 "Grand Prix Cars at Opening Meeting"; the Nuffield Trophy Race was held again, now of 160 miles (60 laps) and was won by Pat Fairfield in the 1100cc ERA he had purchased as more likely to be competitive than the 1.5-litre ERAs, at 63.67mph. Percy Maclure's Riley Nine came second, DL Briault's s/c MG Midget third. And that year the first Donington Grand Prix was held, a 300-mile race over Britain's only road circuit, which brought wet weather but also Farina with the new V8 4.5-litre Maserati, Rovere with an ex-Nuvolari 1934 3.7-litre Maserati Six and Raymond Sommer with the Comminges' 3-litre Alfa Romeo. Moreover, it was a very British occasion, Shuttleworth bringing his 2.9 Alfa Romeo home first after more than 4 hours 47 minutes driving, from Earl Howe in his 3.3 Bugatti, Martin's similar car third, Rovere only fourth. After a furious drive he broke a half-shaft, annoyed after being called in twice for a defective bonnet-strap – not needed on the Continent! Farina had the rest at his mercy until a half-shaft broke on the Maserati. 'Bira' drove well in a 1.5-litre ERA, refusing to give way to Shuttleworth at Starkey's Corner, who stopped to register a protest – nothing is ever quite new!

By 1936 Donington was one of our premier circuits, some would say *the* premier course in this country. That season not only was the British Empire Trophy Race transferred from Brooklands, where it had been held by the BRDC in the 1933, '34 and '35 seasons, but the JCC moved their long-established 200-Mile Race to the Derby course. The former event provided a great battle between Charlie Martin and Chris Staniland in monoposto Alfa Romeos, until both retired.

The class handicap allowed Kenneth Evans' MG Midget with special twin-cam head to lead for the initial half-hour of their 100-lap race over the 2.55-mile circuit, before the big cars took over. A huge concourse of spectators watched the large field sort itself out, with several exciting incidents, as when 'Bira' lost his ERA and slid into the Coppice corner sandbags, in front of Austin Dobson's Riley, Harry Rose's Alfa Romeo and Dr Benjafield's ERA, causing the bunch some 'loaded moments', while Lindsay Eccles in his 3.3 Bugatti skillfully ➤



Donington's climax came when the Germans arrived, and blitzed the Brits

REGISTRATION TRANSFERS

139 HIGH STREET SOUTH
DUNSTABLE, BEDS LU6 3SS
FAX (01582) 607713

regtransfers@dial.pipex.com

TELEPHONE EST 1982

01582 477333

(MON-FRI 9AM-7PM, SAT/SUN 9AM-5PM)

Retail Motor Industry Federation

BUYERS:- OVER 6 MILLION REGISTRATIONS AVAILABLE ON OUR DATABASE RANGING FROM £195-£100,000. TELEPHONE NOW!
SELLERS:- FREE QUOTATIONS & MATCHING SERVICE. TELEPHONE NOW!

VISA · MasterCard · Access

Cherished Numbers Dealers Association

B1 AAB, B3 AAC, B1 AAC, A19 AAL, M11 AAN, AAP 2, 319 AAT, B16 ABA, B8 ABB, K11 ABC, B11 ABC, M88 ABC, ABK 1, 1 ABK, B3 ABL, A18 ABP, B12 ABS, B16 ABS, B20 ABS, B1 ABT, B3 ABW, B1 ABW, B12 ABY, B16 ABY, B2 ACA, B1 ACA, 578 ACA, B12 ACB, B16 ACB, B19 ACB, B7 ACC, B1 ACC, B16 ACC, B1 ACD, M22 ACE, B4 ACF, B8 ACG, K1 ACH, B14 ACH, B16 ACH, M11 ACK, B1 ACL, B16 ACL, K11 ACM, B4 ACM, B1 ACP, B5 ACP, B3 ACR, B1 ACR, K1 ACS, B1 ACS, B17 ACS, B4 ACS, B5 ACS, B1 ACT, B12 ACT, B17 ACT, B11 ACW, B17 ACW, B19 ACW, 4390 AD, 5756 AD, B16 ADA, K1 ADB, B16 ADC, M12 ADE, A13 ADF, 80 ADF, B5 ADG, B14 ADH, B15 ADH, B17 ADH, B18 ADH, B1 ADL, B11 ADL, B12 ADM, B1 ADP, M1 ADP, B1 ADR, B6 ADS, 695 ADV, B1 ADW, B20 ADY, B2 AEA, B1 AEB, B12 AEB, B5 AED, B1 AEG, B1 AEM, AEO 798, A17 AER, M1 AER, B10 AES, B16 AES, 625 AET, B16 AFC, AFC 256, H1 AFE, 92 AFH, H1 AFJ, 444 AFJ, H1 AFK, H1 AFO, A19 AFR, B5 AFS, B1 AGA, B16 AGA, B1 AGB, B12 AGB, B19 AGB, B20 AGB

B5 AGC, B1 AGC, M1 AGC, B1 AGF, B16 AGF, B2 AGH, B1 AGL, B8 AGL, B5 AGM, B1 AGM, M1 AGP, B9 AGP, M20 AGS, B1 AGT, B8 AGT, B2 AGW, 1941 AH, A16 AHA, B7 AHC, H1 AHE, H1 AHK, H1 AHN, B14 AJA, B15 AJA, B17 AJA, B19 AJA, M333 AJB, R1 AJC, M44 AJC, B10 AJD, B14 AJD, B19 AJD, B1 AJE, K11 AJF, B16 AJF, B14 AJF, B15 AJF, B15 AJG, B16 AJG, M22 AJH, K1 AJJ, B4 AJJ, B1 AJK, K11 AJL, B5 AJL, B19 AJL, M444 AJM, M19 AJP, B14 AJR, R1 AJS, M66 AJS, B6 AJT, B1 AJT, M17 AJW, B2 AKA, B1 AKC, B3 AKH, A1 AKK, H1 AKL, A17 AKR, K11 AKS, B17 AKS, B18 AKS, B19 AKS, B1 ALA, ALA 36, B1 ALB, ALB 11E, B4 ALC, B1 ALC, B1 ALD, ALE 79, B9 ALE, B14 ALE, B17 ALE, M8 ALF, 605 ALF, B2 ALH, A17 ALJ, M12 ALL, B9 ALM, B11 ALN, 991 ALN, B14 ALP, B15 ALP, B16 ALP, B19 ALP, 930 ALR, ALS 11, M14 ALX, R1 ALY, M444 ALY, B5 AMA, M30 AMB, M33 AMC, B14 AMD, B7 AME, B12 AMF, B14 AMG, B14 AMH, B16 AMH, B19 AMH, B12 AMJ, B1 AMK, B9 AMK, P8 AML, B11 AMM, AMM 1R, B9 AMR, R1 AMS, B18 AMW

M30 AMY, B16 ANA, M16 AND, 15 AND, B16 ANE, B19 ANJ, A19 ANK, M14 ANT, H1 ANY, A19 AOC, B1 APA, J1 APB, B11 APC, B1 APD, B2 APE, B1 APF, B1 APG, B10 APH, B5 APJ, B1 APL, B1 APM, B1 APR, R1 APS, B1 APW, B10 APW, B1 ARA, M16 ARB, B18 ARD, B5 ARE, B1 ARF, B10 ARG, B12 ARH, B18 ARK, B18 ARM, ARN 11E, B5 ARP, B2 ARR, M66 ART, B10 ARW, B3 ASA, B16 ASB, B1 ASC, B1 ASD, ASH 401, B11 ASK, B1 ASL, B14 ASM, M1 ASR, B20 AST, 7305 AT, B10 ATA, B8 ATC, B13 ATE, H1 ATF, H1 ATN, B1 ATS, M12 AUD, B9 AUS, 304 AUV, 30 AV, B16 AVA, A9 AVE, AVR 422, B1 AWA, B6 AWB, B1 AWC, B1 AWF, B5 AWH, B1 AWK, B1 AWM, AWM 134, R1 AWS, 5 AYP, K1 AYR, 82 AZ, M11 BAB, B14 BAC, M18 BAD, 282 BAE, B1 BAF, B8 BAH, M1 BAJ, K3 ALL, B15 BAL, B10 BAM, 863 BAN, B12 BAN, M1 BAP, M22 BAR, B4 SEL, M4 BAS, B1 BAW, B16 BAX, B4 YER, A19 BBA, M9 BBB, BBD 1S, H1 BBF, A1 BBK, H1 BBN, B18 BBS, 409 BBU, BBZ 687, H1 BCA, 9 BCA, B5 BCC, BCD 1L, H1 BCE, H1 BCF, 952 BCG, B1 BCL

H1 BCN, A19 BCP, 48 BCR, B2 BCS, B1 BDB, 207 BDD, H1 BDE, H1 BDF, BDL 66, A16 BDR, B1 BDS, 172 BDT, M1 BDW, H1 BDY, M77 BEC, R1 BED, BED 151T, M18 BEE, B6 GUM, A19 BEG, B5 BEK, B16 BEL, B5 BEM, M70 BEN, B16 BER, K3 EST, B6 STY, B18 BES, B6 TTS, M200 BET, 8 ETH, M77 BEV, 833 BEV, B16 BEX, H1 BFA, H1 BFE, 8 BFJ, H1 BFM, M1 BFS, A1 BFT, A1 BFW, H1 BGE, H1 BGF, H1 BGJ, H1 BGN, BGO 11, B1 BGS, 9323 BH, H1 BHC, H1 BHK, H1 BHN, A16 BHP, H1 BHW, B16 BJA, B12 BJB, B7 BJD, M1 BJF, B1 BJH, 963 BJJ, A19 BJJ, B6 BJL, M12 BJM, B20 BJP, BJP 427, M14 BJS, B6 BJT, B10 BJW, H1 BKB, H1 BKC, H1 BKE, BKE 1Y, H1 BKJ, A1 BKK, 355 BKK, H1 BKM, H1 BKN, A17 BKR, 712 BKT, H1 BKY, 145 BLA, B1 END, H1 BLF, A17 BLH, 557 BLJ, A18 BLM, R10 BLN, B11 OOR, B10 WJB, BLR 8Y, 2 BLS, B1 URB, BLW 3Y, B16 BLX, H1 BLY, B14 BMC, 1 BMG, A17 BMJ, 650 BMK, 727 BML, B16 BML, 58 BMO, B8 BMP, 29 BMR, B12 BMS, 123 BN, 1 BNB, H1 BNE, H1 BNF, H1 BNJ, H1 BNK, A1 BNL

H1 BNN, H1 BNP, H1 BNR, H1 BNW, A1 BOA, B1 BOB, 62 BOB, A17 BOC, B3 BOD, 822 BOD, H1 BOF, K3 OND, B15 BON, B12 BOO, B17 BOS, 559 BOT, B20 BOW, M22 BOX, M12 BOY, B1 BPB, A1 BPF, 64 BPH, H1 BPK, A1 BPN, B7 BPS, BPW 1Y, A14 BPW, 55 BR, 11 BRJ, H1 BRJ, H1 BRL, H1 BRR, BRR 2, B1 BRS, M22 BRU, R1 BRY, B12 BSA, B1 BSC, B1 BSD, H1 BSJ, BSJ 615, BSK 292, B16 BSM, H1 BSN, A18 BSR, B12 BSS, B1 BSS, H1 BSW, 181 BT, H1 BTB, H1 BTD, B8 BTH, H1 BTK, H1 BTM, 272 BTO, B2 BTS, 1 BU, H7 BUD, B12 BUG, K3 ULL, B11 LKY, 6 BUN, M19 BUS, B1 BUT, BUT 11N, B11 XOM, 577 BUY, A1 BVA, BVA 1V, H1 BVB, B6 BWB, 4 BWC, H1 BWE, H1 BWJ, H1 BWK, BWL 706, 868 BWO, 9 BWP, B7 BWS, BWY 1, 4 BWY, 9406 BY, BYJ 1T, C 535, M400 CAB, B12 CAD, B1 CAF, B1 CAG, M17 CAH, B7 CAJ, M1 CAK, M18 CAL, 927 CAL, M18 CAM, B7 CAP, M222 CAR, M222 CAS, B12 CAW, H1 CAX, CAZ 2770, B1 CBC, 67 CBK, 666 CBL, B1 CBM, H1 CBN, M15 CCC, 41 CCD, H1 CCE, H1 CCF, B16 CCH, H1 CCK

B1 CCM, H1 CCN, A19 CCP, 5188 CD, A17 CDF, B1 CDL, B11 CDM, N1 CDX, 15 CE, B12 CEC, B16 CED, H1 CEK, B7 CES, B6 CEW, H1 CEX, M14 CFC, H1 CFF, A1 CFK, CFL 862, B15 CFS, 27 CGD, 760 CGE, H1 CGK, H1 CGN, 1 CHM, B1 CHS, CHT 7, M19 CJB, B20 CJC, B1 CJD, B5 CJF, B1 CJH, B12 CJL, R1 CJM, B14 CJP, B1 CJP, B1 CJR, B7 CJT, B14 CJW, A18 CKB, A1 CKD, H1 CKG, A1 CKK, B16 CKS, H1 CKT, B16 CKY, 60 CL, B9 CLA, 66 CLD, H1 CLE, A18 CLF, CLJ 1Y, B1 CLM, CLP 7Y, B1 CLS, B1 CMA, B16 CMB, R1 CMC, A17 CME, M1 CMF, B12 CMH, B1 CMM, B1 CMR, 529 CMR, M14 CMS, K11 CMW, H1 CNF, 469 CNG, H1 CNL, A1 CNN, H1 CNP, A1 CNR, B1 CNS, 111 CO, B14 COB, B6 COD, 1 COE, B20 COE, H1 COF, 989 COF, H1 COH, A1 COJ, N200 COL, COM 793, M18 CON, B7 COP, 999 COR, M17 COS, N444 COX, B5 CPB, B5 CPC, B5 CPD, 389 CPF, B6 CPH, 100 CPH, B1 CPM, B1 CPS, B3 CPW, 3373 CR, B12 CRM, B3 CRP, B1 CRS, B1 CRX, B10 CSB, B1 CSD, B2 CSF, B3 CSJ, B2 CSL, B3 CSM, H1 CSN, B5 CSP

B1 CSS, B2 CST, CSV 450, B8 CSW, CSW 102, H1 CTJ, B2 CTS, H1 CTT, H1 CUL, H1 CUM, B16 CUN, B16 CUP, H1 CUR, B20 CUT, 270 CUT, 1 CV, H1 CVB, H1 CVF, H1 CVJ, A1 CVR, 101 CW, B4 CWA, B11 CWB, B3 CWC, H1 CWF, CWG 1V, B2 CWH, H1 CWK, B3 CWM, B2 CWS, H1 CYB, B1 CYN, H1 CYS, 1789 CZ, 1907 D, M16 DAB, R1 DAC, B14 DAD, M12 DAF, B6 DAG, B10 DAH, B13 DAL, M77 DAN, B9 DAP, M18 DAR, M14 DAS, K1 DAT, M200 DAV, R1 DAW, M666 DAY, 1 DBA, 73 DBC, M1 DBC, 663 DBD, A1 DBK, B1 DBS, M11 DCB, B7 DCC, 791 DCD, B5 DCH, B11 DCM, H1 DCN, B11 DCR, B16 DCS, B1 DCT, B1 DCW, DD 3490, B11 DDD, A1 DDN, DDP 73, B8 DDS, 245 DDT, K2 DDT, M444 DEE, B16 DEG, 1 DEJ, B20 DEK, M222 DEL, B7 DEM, P19 DEN, B20 DER, L22 DES, 1 DET, B15 DEV, B14 DEW, B16 DEX, DFA 4, DFF 843, H1 DFF, A1 DFM, B5 DGA, 425 DGA, B1 DGB, B1 DGH, B7 DGL, B8 DGS, B12 DGW, B14 DHC, A17 DHF, H1 DHK, 211 DHK, D11 XON, B10 DJA, R1 DJB, M22 DJC, 111 DJC, B12 DJD, DJE 62, B17 DJG, M18 DJH, B6 DJK, B7 DJK, M55 DJM, M12 DJP, M14 DJR, M33 DJS, B12 DJT, 240 DKD, H1 DKE, A1 DKF, H1 DKK, H1 DKM, H1 DKN, H1 DKY, B11 DLH, 7 DLN, M1 DLW, M16 DMB, M16 DMC, B1 DMF, B8 DMF, M16 DMH, B7 DMJ, B1 DML, B16 DMM, R1 DMS, 9570 DN, DNG 98, 121 DNK, H1 DNM, 467 DNR, H1 DNR, M44 DOC, 888 DOD, B12 DOD, B16 DOE, R1 DOL, M10 DOM, M44 DON, R1 DOT, B16 DOX, M1 DPK, A4 DPL, B1 DPS, M6 DRB, M1 DRF, 675 DRK, 989 DRR, B18 DRS, B1 DRY, B11 DSB, H1 DSF, B5 DSH, B10 DSM

B1 DSP, B5 DSR, B1 DSS, B6 DSW, H1 DTD, 134 DTM, 127 DTO, DTT 4Y, B16 DUD, R1 DUG, A1 DUL, B3 DUN, 691 DVA, B9 DVW, B5 DWP, B1 DWS, 1 DY, A1 DYC, 1 DYK, 8 E, EA 9537, 27 EA, B11 EAC, B1 EAG, H1 EAJ, M77 EAN, B14 EAR, 22 EB, H1 EBA, 20 EBE, EBE 486, 900 EBH, 71 EBL, A11 EBU, 1 EBY, 64 ECD, B1 ECH, ECH 4, ECL 730, ECN 451, ECS 2V, A11 ECW, B12 EDD, 1 EDF, A1 EDF, L2 EDO, B4 EDS, 77 EE, EEC 4, 1 EEL, B16 EEL, B1 EES, M3 EGA, 111 EGD, H1 EGL, EHC 300, H1 EHC, EHD 68, H1 EHS, EJK 393, EJN 415, N4 EJP, 52 EKF, 722 EKH, EKP 38, 780 EKX, EL 1177, B16 ELE, N1 ELG, B16 ELK, B14 ELL, M77 EMA, B16 EMC, B16 EMS, B16 ENA, H1 ENB, 1 END, B5 ENT, ENW 7T, H1 EPE, H1 EPF, EPR 590, B16 ERC, J11 ERD, B15 ERN, A17 ERS, 395 ERT, H1 ESA, ESN 777, B12 ESP, B18 ESS, B1 ETH, B16 EVA, M600 EVE, 12 EWT, 9 EY, 21 EY, M16 EYE, F 9, FA 8452, R1 FAB, 6 FAC, R1 FAC, H1 FAJ, B16 FAL, B16 FAT, FAX 1M, R1 FAY, H1 FBC, 999 FBJ, H1 FBP, 1 FBS, FC 77, B1 FCA, 1 FCB, H1 FCD, H1 FCF, H1 FCL, H1 FCP, H1 FDF, A1 FDK, H1 FDK, H1 FDM, 1 FE, A1 FEC, H1 FEK, A1 FEX, FFB 2, 80 FFH, 2 FFW, FG 892, H1 FGA, H1 FGS, 8438 FH, A1 FHC, FHF 4, F11 ELD, FIL 4925, H1 FJA, 96 FJB, FJC 10, H1 FJG, FJH 3V, FJK 22, H1 FJR, 11 FK, A1 FKA, H1 FKC, 454 FKE, A1 FKF, H1 FKM, 15 FKN, FKS 7, A1 FKT, FL 1, 849 FLB, F1 ECK, 872 FLF, H1 FLF, H1 FLM, 902 FLO, FLS 1, B16 FLU, 455 FLU

M14 FLY, FM 70, 804 FMA, H1 FMJ, H1 FMP, 6291 FN, FNH 1X, 910 FNP, FNT 1, FO 6831, H1 FOC, FOK 814, A1 FOM, 4 FOO, FOX 11E, M80 FOX, 1 FP, R3 FRB, M1 FRC, 7 FRM, FRN 1W, B10 FRY, 27 FS, FSD 82, FSE 1, A1 FSJ, FSK 150, 1 FTF, FTF 633, FTH 361, 273 FTJ, 100 FTR, B1 FUN, 791 FUR, FV 8651, B8 FWH, 39 FWN, 444 FWR, FWS 539, 705 FXR, 42 GA, R1 GAB, B16 GAC, B7 GAD, 103 GAE, P3 GAL, M12 GAR, M30 GAS, R1 GAV, 9 GAV, A1 GAX, B16 GAY, GAZ 3721, 423 GBD, GBF 529, H1 GBK, B6 GBP, B1 GBS, B8 GCC, A19 GCH, GCH 908, 8 GCJ, GCL 83, H1 GCN, GCT 80, H1 GDF, A19 GDH, GDL 879, GDM 7X, H1 GDN, GDR 471, B12 GDS, 99 GE, B12 GED, M200 GEE, R1 GEF, M19 GEM, M16 GEO, 11 GEP, M12 GER, B16 GES, 11 GEW, GEX 5, H1 GFA, 8 GFC, 608 GFJ, GFL 1W, A17 GFS, 1 GFU, 99 GG, GGG 9X, B20 GGS, 2 GHL, GIL 1789, G1 NNS, B19 GJB, B12 GJC, N3 GJG, B12 GJH, GJ 3339, M12 GJM, B14 GJP, 77 GJS, 661 GKA, A1 GKJ, 781 GKM, 940 GKN, H1 GKP, H1 GLA, R2 GLG, 2 GLJ, A1 GLK, 133 GLN, G1 OBE, G1 OAT, B10 GLS, 70 GLT, B16 GLU, M1 GMA, B12 GMB, M10 GMC, B5 GMD, B14 GMH, B7 GMM, R1 GMS, 12 GN, H1 GNB, GNC 94, 312 GNK, A1 GNL, 2 GNM, 2 GNN, A1 GNN, 5 GOA, 269 GOC, 319 GOE, 82 GOK, 60 NB, GOU 523, B16 GOW, GP 2099, B5 GPB, GPC 60, 44 GPE, GPE 443, GPN 200, H1 GPN, A19 GPR, GPR 888, B16 GPS, 70 GR, B13 GRA, B3 GRS, B12 GSB, H1 GSF, B1 GSP, B1 GSR, B12 GSS, 1 GSW, 5 GTA, B7 GTA, GTC 4X

H1 GTG, GTL 300, 999 GTM, A15 GTO, B15 GTS, 84 GTT, 8 GUC, M17 GUN, 777 GUR, B20 GUS, M700 GUY, GUY 22S, 1 GVS, GW 56, GWC 755

1 HR, 911 HS, B1 HSA, H1 HSJ, H1 HSN, HSU 780, 911 HT, HT 9854, 5 HTD, 566 HTN, 1 HU, 11 UE, 188 HUL, A17 HUL, B11 UNT

M222 JEM, M300 JEN, B1 JER, R1 JES, B16 JET, 1 JEY, B12 JFB, B7 JFC, B1 JFK, B1 JFL, A1 JFN, 1 JFP, B1 JFS, B2 JGA, B12 JGB

B14 JPH, B1 JPL, K9 JPM, 11 JPO, R1 JPS, B1 JPT, 43 JPX, 333 JR, M99 JRB, B12 JRC, B1 JRD, B15 JRH, B1 JRJ, B1 JRR, M12 JRS

M22 KEL, 99 KEN, M18 KER, M15 KES, 639 KEV, M20 KEV, B5 KEW, 433 KEW, A1 KEX, 11 KEY, B17 KEY, KEY 443, KFA 985, 912 KFK, H1 KFM

To receive a full list of our ever-changing registrations with prices, please use the following services:-

1 LO-COST 24 HOUR INSTANT FAX-A-LIST

Go to your fax m/c, Dial **0870 120402** and press **"Start"** or **"Send/Receive"** when instructed. All calls are charged at the following low rates/min: 8p weekday, 4.7p evenings, 3.3p weekend. This list is eight pages long and includes special offers, cheap no's etc. It is updated every Friday at 12 noon. (Complete list at weekends will cost less than 50 pence)

2 OUR INTERNET SITE

HTTP://WWW.REGTRANSFERS.CO.UK

Our web site has been designed to be user friendly to make it easy for you to search and view our registrations. This site also includes sections on all rules and regulations of transfers and codes of conduct of the CNDA, etc.

3 TELEPHONE

One of our friendly sales people who will send you a full list and a colour brochure outlining all of our services and will also be able to inform you instantly of what is available and the price.

B2 GWH, B1 GWS, 1 GYG, B1 GYM, 73 GYR, GYT 938, 5 GYT, 21 HA, B1 HAB

B14 HUW, 1 HV, HVV 588, 4 HWN, 40 HWT, HY 6678, 447 HYA, IIW 907, IUI 6721

B1 JGC, B1 JGH, B12 JGM, B1 JGP, M1 JGP, R1 JGS, B2 JGT, B1 JGW, 944 JHA

B9 JRT, K1 JRW, B1 JSA, K11 JSB, B12 JSC, B10 JSD, B1 JSD, A16 JSF, B9 JSG

KGE 877, KGL 222, H1 KGT, 8697 KH, KHC 347, H1 KHC, A1 KHD, 672 KHK, 76 KHT



47 HAC, B18 HAL, M18 HAM, B12 HAN, M16 HAR, H4 RBY, R1 HAT, H1 AYS, M14 HAY, 14 HB, H1 HBM, A1 HBT, A7 HCA, H1 HCD, 1 HCL, A1 HCN, 16 HD, H1 HDA, H1 HDF, H1 HDL, A7 HDN, 4862 HE, R11 EAD, B12 HED, M19 HEL, B7 HES, A1 HEX, HEX 3, HFC 362, A1 HFL, 448 HFR, HGB 74, HGB 6L, HGD 6, HGM 1, A1 HGP, HHA 422, 987 HHT, HIL 4401, J111 NDS, 5676 HJ, HJB 7W, 5027 HK, A1 HKA, 610 HKA, A1 HKD, 792 HKE, 170 HKF, HL 4, 2652 HL, HLC 784, 656 HLG, 918 HLH, 419 HLR, A15 HLT, HMB 22, B1 HMB, 26 HMD, B1 HMG, 87 HMH, 9943 HN, 759 HNP, B1 HOL, B20 HOP, R1 HOT, M14 HOW, 453 HPC, HPF 700, A1 HPK, HPL 793, 1 HPM, 444 HPP

911 JA, B1 JAA, 307 JAB, B17 JAD, B1 JAE, B15 JAF, K44 JAG, JAH 1R, B1 JAJ, K80 JAK, M12 JAL, M222 JAM, B12 JAP, M14 JAR, N400 JAS, B12 JAT, B10 JAV, R1 JAW, B1 JAX, P400 JAY, B1 JBA, B3 JBA, M1 JBB, 157 JBF, B11 JBH, B7 JBM, B3 JBP, B1 JBR, B12 JBS, B1 JBT, B6 JBW, JC 6259, B1 JCA, M18 JCB, B16 JCC, B16 JCD, B1 JCE, B1 JCG, B1 JCH, B1 JCJ, B3 JCL, B1 JCM, B1 JCP, B1 JCR, R1 JCS, M1 JCT, B1 JCW, B1 JDA, R1 JDB, JDB 99, R1 JDC, B7 JDD, B1 JDE, B3 JDF, B1 JDG, B1 JDK, B5 JDL, JDN 276, B1 JDP, B1 JDS, B2 JDT, B1 JDW, JE 8750, B3 JEA, B15 JEB, B15 JEC, M9 JED, B4 JEE, B1 JEF, JEG 704, B17 JEH, B6 JEL

B2 JHA, B20 JHB, B1 JHH, B16 JHS, 68 JHW, JHY 1X, JIB 5, JJ 6407, B1 JJA, B14 JJB, JJB 317, B1 JJC, JJE 81, B6 JJG, B1 JJH, B1 JJJ, B1 JJK, B1 JJM, B1 JJR, B12 JJW, B2 JKA, B1 JKB, M1 JKF, 360 JKJ, B7 JKL, B3 JKM, B12 JKP, B7 JKS, B12 JLC, B10 JLD, B1 JLD, B1 JLH, B11 JLM, R1 JLS, B11 JLW, H1 JLY, B1 JMA, R1 JMB, R1 JMC, B14 JMD, B1 JME, B14 JMF, M18 JMG, M44 JMH, 427 JMJ, B3 JMJ, B16 JMK, R1 JML, JML 338, R1 JMM, M16 JMP, R1 JMS, R1 JMW, JN 2957, A17 JNC, B1 JNS, 1 JNT, H1 JNY, B5 JOC, M200 JOE, A19 JOL, P400 JON, JOO 478, B1 JOS, A1 JOV, H1 JOW, M22 JOY, JOY 762, B3 JPA, B13 JPB, B15 JPC, B1 JPD

B10 JSH, B1 JSL, B6 JSP, B1 JSR, B17 JSS, JSU 554, B1 JSW, B7 JTB, B1 JTC, H1 JTF, JTF 400, JTK 200, M1 JTK, B1 JTM, B9 JTP, JTR 465, JUD 11E, J1 JUE, M14 JUE, M14 JUL, B1 JUN, 5 JUP, 843 JUP, H1 JVA, JW 1172, 959 JWA, B1 JWA, M12 JWB, JWB 7W, B9 JWC, B1 JWC, 56 JWC, JWD 6, B8 JWD, B1 JWG, B11 JWM, H1 JWN, B1 JWP, B3 JWR, K11 JWS, 999 JY, 96 JYA, 33 JYD, H1 JYS, 865 KAA, B10 KAB, KAB 11R, N1 KAF, B11 KAL, A12 KAM, B12 KAS, B1 KAT, B13 KAY, KBD 1N, H1 KBL, H1 KBM, H1 KBT, H1 KCA, H1 KCF, H1 KCN, H1 KCT, 5429 KD, KDA 1D, H1 KDE, H1 KDJ, H1 KDK, A1 KDR, 215 KDT, 111 KE, P11 KEC, 1 KEG, KEG 99

B12 KJB, H1 KJK, B10 KJH, B1 KJH, B5 KJM, K1 KJR, A3 KJY, 1 KKG, B8 KKY, A5 KLS, 91 KM, B1 KMB, B1 KMC, KMD 131, H1 KME, H1 KMJ, B1 KMS, K11 APP, 397 KNK, 366 KNK, 46 KNP, H1 KNS, 1181 KO, 87 KOF, H1 KOG, 328 KOO, KOR 60Y, 211 KOT, 69 KOV, KP 5738, 94 KPA, H1 KPA, 82 KPC, 382 KPJ, A1 KPK, KPM 32, KPR 34, H1 KRR, B1 KRT, 333 KS, KS 66, B1 KSB, H1 KSE, KTH 183, KTK 9, H1 KUT, 120 KWD, KWG 314, KWL 745, 3 KYD, B1 KYM, B14 KYS, 146 LAB, B16 LAB, B6 LAC, B1 LAG, B12 LAH, B12 LAL, M300 LAM, M77 LAN, 3 LAN, B12 LAS, H1 LAV, N444 LAW, N800 LAW, LAW 11, L4 LAY, H1 LBA, H1 LBH, 1 LBL, LBP 1P, B2 LBS

ALL NUMBERS SUBJECT TO OUR TERMS, CONDITIONS AND AVAILABILITY

LBV 622, LCF 318, A1 LCN, 1 LCS, B1 LDB, H1 LDK, H1 LDL, A1 LDN, H1 LDP, A1 LDR, B10 LDS, 1 LE, R1 LEA, LEB 157, A20 LEE, H1 LEF, B1 LEG, LEK 316, H1 LEK, B1 LEL, 1 ENA, R1 LEN, M14 LEN, M11 LEO, LEO 84Y, H1 LEP, B20 LET, LEV 7Y, M14 LEW, LEY 849, K6 LEY, LF 248, LFB 326, LFE 766, LFF 809, LFG 7, 11 LFK, LFR 90, LFT 1, A1 LFW, 5701 LG, H1 LGD, LGL 158, A1 LGT, H1 LHD, 785 LHK, 850 LHO, A20 LHP, 8 LHW, LIB 5, L1 BBV, LIL 4144, L1 MDS, 9432 LJ, B1 LJB, B1 LJC, B6 LJC, H1 LJE, LJG 793, B12 LJM, B9 LJR, B12 LJS, B8 LJT, 111 LK, 1 LKA, A1 LKD, A1 LKJ, A1 LKT, 40 LL, 2 LLL, A1 LLM, B16 LMB, B19 LMC, LMD 3P, H1 LMJ, A12 LMP, B1 LMS, 100 LN, 22 LN, LNK 1, A1 LNL, 1 LNS, H1 LNS, LOC 1T, B1 LOL, B10 LOR, B12 LOT, B13 LOU, LOW 339, M16 LOW, LPB 765, 266 LPL, B7 LPL, LPN 87, A1 LPN, LPR 1W, H1 LPR, 6 LRL, 200 LRM, H1 LRP, 74 LRR, 1 LRS, A1 LSN, LSO 433, B2 LST, LTC 1Y, 84 LTJ, LTK 553, A1 LTR, 1 LWB, 1 LWF, J1 LWF, 64 LWP, B1 LWS, 1 LX, 1 LY, LYN 874X, J6 LYN, M80 MAB, J666 MAC, R1 MAD, B1 MAE, B1 MAF, M22 MAG, B1 MAJ, M14 MAK, N600 MAL, B16 MAM, B15 MAP, L400 MAR, M77 MAS, M55 MAT, MAT 374V, B1 MAW, M30 MAX, MAY 178, N40 MAY, MBA 1W, B1 MBA, 396 MBH, MBK 13, MBP 1Y, B1 MBS, MC 27, B1 MCA, B16 MCB, B9 MCC, B12 MCD, B12 MCG, B10 MCH, M14 MCK, B14 MCL, B7 MCM, B1 MCP, B1 MCS, B16 MCW, B16 MDB, B9 MDC, B1 MDJ, B1 MDL, B1 MDM, 1 MDN

B1 MDR, B16 MDS, B5 MDW, B14 MEB, B1 MED, B16 MEE, M900 MEG, MEG 4W, M800 MEL, MEO 32, B3 MEP, M6 RCS, M6 RRY, M12 MER, B6 MES, B1 MFL, MFN 63, B11 MFS, 1 MFT, MG 1588, 101 MGA, B16 MGB, B14 MGC, B4 MGJ, B2 MGK, 1 MGN, B10 MGS, MGY 928, B6 MHB, B1 MHS, MIA 724, M1 NNY, B1 MJA, R1 MJB, M70 MJC, M111 MJD, B1 MJE, M11 MJF, M77 MJG, R1 MJH, 1 MJJ, B9 MJJ, B1 MJL, M444 MJM, J9 MJN, M16 MJP, M30 MJR, M200 MJS, B16 MJT, M77 MJW, H1 MKL, 6 MKR, MKU 116, MKW 60, B8 MLA, B1 MLB, B12 MLC, MLE 1V, A10 MLM, B10 MLS, 17 MMA, B1 MMB, B5 MMC, B2 MMG, B1 MML, 477 MMM, B16 MMM, B10 MMS, B1 MMW, B12 MMW, MMW 9X, MNA 1W, MNT 594, MNY 161, M70 MOG, B5 MOL, B12 MON, 417 MOO, B1 MOS, B10 MOT, B11 MPB, B1 MPC, B12 MPC, 674 MPD, 111 MPE, B9 MPG, B1 MPH, 304 MPK, B9 MPL, B19 MPS, R8 MRB, M15 MRC, M14 MRH, B1 MRJ, B20 MRK, B20 MRM, B10 MRP, B1 MRR, B1 MRT, B5 MSA, B1 MSA, R1 MSB, B1 MSM, B1 MSP, B1 MSR, B12 MSS, B1 MST, B1 MTC, 759 MTT, 3768 MU, MUF 1, B16 MUM, M11 RCH, 8 MUY, 2400 MV, MVL 100, 6716 MW, H8 MWA, B1 MWC, MWE 610, B10 MWM, 900 MWP, B6 MWR, MY 6660, B1 MYK, 9365 N, B7 NAB, B10 NAD, 8 NAE, B14 NAG, B16 NAN, NAS 111, M12 NAS, M16 NAT, NAW 912, A1 NBB, B3 NBP, NBS 111, 7502 NC, 10 NCA, L4 NCA, P7 NCE, NCN 3, NCY 348, 101 ND, NEG 784, NER 788, B20 NET, NEV 11L, M12 NEV, 11 NEW, NFP 1, NG 6384, 1 NGM, N4 NGP, NHF 846, NHS 177, N16 ELA, NJE 956, B1 NJG, NJO 1, 70 NK, B2 NKD, A1 NKE

A1 NKF, 4 NKL, 700 NKL, 271 NKO, K11 NKY, NME 8, 6 NMG, 7444 NO, 937 NOB, 426 NOD, 1 NP, 607 NPA, M16 NES, NS 3580, NSA 228, NSK 362, NSU 194, NSV 276, A1 NTC, 9 NTH, 326 NTM, 7 NTT, NTT 6W, 1 NUN, 1 NV, K7 NWF, 1 NY, 695 NYC, A1 NYS, A9 OBH, 1 OG, 111 OG, OIL 2938, OJT 652, 1 OL, OLR 1W, OMB 1D, OMO 9, OMR 2, B17 ONE, B2 ONS, OO 32, CRG 1E, A7 ORH, OS 4165, N4 OVB, B14 OWN, A1 OXY, 1 OY, OYN 384, P 2656, P9 BLO, M22 PAB, M14 PAC, M12 PAD, B1 PAK, B14 PAL, P8 MMY, PAM 388Y, 44 PAM, M17 PAR, R1 PAS, P9 TTY, PAV 1S, R1 PAW, 1 PAX, A17 PBB, H1 PBF, 1 PBH, A1 PBN, B1 PBS, M1 PBW, PCC 11, B1 PCC, 1 PCF, B1 PCL, B1 PCM, B2 PCN, R1 PCS, PDA 8, B7 PDB, PDD 55, B1 PDH, B1 PDL, 111 PDM, H1 PDN, PDN 733, B1 PDS, B4 PDW, 52 PE, 9464 PE, P6 AKY, B17 PEG, 111 PEG, A6 PEH, M80 PEN, PEN 212, P6 PSY, R1 PET, B1 PEW, 419 PF, P1 PFB, PFG 444, 1 PFG, H1 PFK, A1 PFK, PFL 822, PFO 246, B14 PGB, H1 PGF, B1 PGH, B1 PGM, 20 PGN, PGV 500, 2682 PH, H1 PHA, 105 PHA, PHD 97, PHD 2, H1 PHE, H1 PHK, P11 ONO, PHR 111, PHS 86, 42 PHT, H1 PHW, PIA 182, P16 FAC, P16 HED, P16 EAT, P16 FAT, P11 GOT, P16 SHY, P15 FLP, P17 BUL, P17 MEN, 811 PJ, 27 PJ, R1 PJB, M88 PJC, B15 PJD, B1 PJF, B1 PJG, M19 PJH, M17 PJM, M12 PJS, PJT 111, PJV 208, B1 PJW, PJW 439, H1 PKA, A1 PKD, H1 PKE, H1 PKF, PKG 52, A1 PKJ, PKK 1, A1 PKK, H1 PKL, PKR 11, H1 PKT, P14 NKS, P14 GUE, P11 ATT

H1 PLE, H1 PLF, H1 PLJ, H1 PLL, P11 ONK, B1 PLS, H1 PLY, B1 PMB, R1 PMC, 540 PMD, 472 RMD, B7 PMH, PMJ 553, PMO 456, 2 PMS, B15 PMS, 706 PMT, H1 PMY, PN 3269, H1 PNC, 2 PNG, H1 PNK, H1 PNP, H1 POC, P10 DGY, H1 POE, B1 POR, POT 1S, A1 POY, 1236 PP, B1 PPC, PPM 31, H1 PPN, PPP 175, B1 PPP, B1 PRG, H1 PRN, B17 PRS, B13 PRS, 216 PRT, PS 1304, 1 PSA, B1 PSC, B1 PSL, B9 PSS, PST 4, A18 PTB, H1 PTG, A1 PTN, PTO 1X, H1 PTT, 1 PU, M16 PUB, H1 PUF, H1 PUN, P11 PPY, 19 PUT, H1 PVM, R4 PWB, 927 PWC, B8 PWC, 1 PYE, B1 PYE, R 5135, 3398 R, 4440 RA, M22 RAB, R9 CER, R44 CER, B19 RAC, M15 RAD, M19 RAE, M44 RAF, M16 RAG, N800 RAJ, RAJ 1D, B12 RAK, B9 RAL, R44 LPH, R44 LLY, N33 RAM, R4 NDL, B18 RAN, B11 RAP, RAP 423, B9 RAS, M12 RAT, P4 RAV, 4 RAV, R4 WAT, M18 RAW, RAW 390, R44 YNE, M200 RAY, 555 RBH, 2 RBP, 2 RBR, B10 RBS, RBT 900, H14 RBY, RBY 93, M1 RCA, RCA 8V, B12 RCB, M1 RCC, B7 RCF, B1 RCM, RCN 449, M1 RCP, B18 RDS, M1 RDW

RDY 444, R6 BEL, B15 REB, R1 EDS, R6 DDY, M16 RED, R6 ECE, R66 BOK, R6 EVE, R3 ECE, M1 REF, 2 REF, R3 GGY, R3 GAE, M15 REG, R6 LAY, R6 LAX, M12 REN, R3 PLY, R3 SCU, B3 REX, REX 2, J89 REY, 1 RFG, RFO 914, RGB 4M, RGC 898, B11 RGM, B1 RGS, H1 RHE, H1 RHF, 1 RHG, H1 RHR, R11 KKY, R10 DLE, R11 FLE, M33 RJB, M80 RJC, B16 RJD, M12 RJH, RJI 9394, R1 RJM, K7 RJP, 11 RJS, M14 RJS, M18 RJW, H1 RKF, RKJ 849, H1 RKJ, H1 RKK, 9 RKM, H1 RKN, RLE 336, H1 RLJ, RLJ 1R, H1 RLK, B14 RMB, B12 RMC, RMS 822, RND 25, H1 RNG, H1 RNJ, H1 RNK, H1 RNL, H1 RNM, 11 RNN, H1 RNR, 1 RNS, H1 RNT, H1 RNW, R10 ACH, R10 BOT, R9 BOT, R10 BBY, R10 CKT, R10 CCO, R10 DDY, M14 ROD, B15 ROE, B20 ROE, R10 GUE, M40 ROG, R10 GER, R10 LER, L12 RON, R10 PER, R9 PER, N22 ROS, R10 UGH, R10 UTE, R8 VER, R10 WDY, R10 YAL, R8 YAL, M400 ROY, 12 RP, H1 RPF, 101 RPK, H1 RPK, RPM 86, H1 RPP, 1 RPR, H6 RPW, H1 RRF, H1 RRK, RRL 4Y, H1 RRN, RRU 483, P33 RSA, B17 RSB, B5 RSH

M1 RSJ, M1 RSP, B15 RSS, B14 RST, 91 RTA, RTM 66, H1 RTN, B10 RTS, 6370 RU, RU 1, R11 BEN, H1 RUC, R11 DDY, R11 GGA, 10 RUM, R11 SSO, R11 SHS, M17 RUS, 1 RVA, RVN 867, H1 RVR, 6392 RW, RWV 440, 11 RY, R11 YAN, A1 RYB, M1 SAA, M44 SAB, 900 SAC, B1 SAC, B1 SAD, M1 SAF, K5 AGE, B12 SAG, M11 SAJ, M77 SAL, SAM 11E, D27 SAM, M22 SAN, M12 SAR, M44 SAS, H1 SAU, B12 SAW, B1 SAY, B1 SBM, H1 SBO, SBR 518, B1 SBS, H1 SBY, B1 SCB, SCB 330, SCK 2X, B1 SCL, SCM 876, H1 SCN, B1 SCP, B10 SCP, B1 SCR, B1 SCS, SCX 739, B1 SDB, B20 SDB, H1 SDJ, H1 SDK, H1 SDN, SDR 213, B10 SDW, H1 SDY, 300 SE, R1 SEB, M16 SEC, M1 SEF, M14 SEL, 300 SEL, M1 SEM, M1 SEP, B13 SET, H1 SFE, A1 SFF, SFG 666, H1 SFK, H1 SFS, 1 SFS, SGH 9R, A1 SGK, B1 SGS, M1 SGT, 92 SH, B15 SHA, M16 SHE, H1 SHJ, H1 SHN, H1 SHR, N11 SHY, SIJ 202, B1 SJA, M77 SJB, M19 SJC, B17 SJD, B16 SJF, B1 SJG, M44 SJH, M16 SJM, SJN 164, B19 SJR, M16 SJS, B1 SJT, M18 SJW, H1 SJY, SK 9225, H1 SKE

567 SKJ, 686 SKT, H1 SKT, B17 SKY, SL 8397, SLD 1W, N16 SLK, H1 SLN, M14 SMB, B6 SMD, 749 SMD, B17 SMH, B1 SMM, B1 SMS, B1 SMT, 1 SNF, H1 SNJ, H1 SNK, H1 SNN, H1 SNP, 20 SO, H1 SOA, M1 SOC, H1 SOJ, B5 SOL, M15 ONG, H1 SOP, B1 SPA, B1 SPB, B1 SPC, B1 SPL, SPL 120, B1 SPM, SPN 720, B1 SPR, A16 SPR, B12 SPS, 5 PU, A1 SPU, B1 SPW, B1 SRA, B1 SRC, M1 SRF, H1 SRO, 1 SRP, B10 SRS, H1 SSF, H1 SSL, M19 SSS, 111 SSS, SSU 274, SSV 586, M22 STE, M1 STH, STR 925, 9 SU, R3 SUE, R1 SUN, B12 SUN, 948 SUR, H1 SVP, SWG 444, SWG 40, 2 SWN, H1 SWW, H1 SWY, M12 SYD, TA 3772, 33 TA, M10 TAB, B9 TAF, B1 TAH, B1 TAL, M14 TAM, M16 TAN, TAP 608, R15 TAR, J15 TAS, A1 TBA, 467 TBB, H1 TBE, H1 TBF, TBJ 2, H1 RBK, 1 TBM, H1 TBM, TBP 1M, A1 TBR, H1 TBT, TBU 1X, H1 TBW, B1 TCB, 2 TCD, H1 TCE, B9 TCH, TCJ 260, M1 TCS, TDA 3, H1 TDA, H1 TDF, TDJ 265, B8 TDK, H1 TDN, TDR 1L, B1 TDS, 372 TE, M12 TED, 111 TED, M14 TEE, H1 TEF, M8 TEL

TEL 123X, 1 TEP, TEP 72, B12 TER, M12 TES, TEV 81, TEX 2, 2544 TF, TFL 8, TGA 1R, 1 TGC, H1 TGK, TGN 22, H1 TGP, H1 TGR, 1 TGW, A6 THF, THM 629, 176 THT, B1 TJB, M1 TJT, M14 TJW, 282 TKE, A1 TKJ, 7 TKK, H1 TKL, H1 TKS, TL 1918, H1 TLD, 1 TLE, A1 TLN, H1 TLT, B1 TMB, M1 TMD, 69 TMK, H1 TMK, 17 TN, H1 TNC, A1 TNE, A1 TNG, TNJ 74, H1 TOC, N30 TOM, M7 TON, M7 TOP, M22 TOW, M77 TOY, 33 TP, 90 TPD, 712 TPG, 1 TPJ, TPO 900, TR 9184, B1 TRB, TRD 749, B2 TRS, TRT 1X, TSD 46, H1 TSJ, TSN 32, A1 TSN, TTH 614, P8 TTY, B20 TTY, TUD 1, R1 TVR, B16 TVR, 5345 TW, TWK 791, TWN 504, B4 TWT, 5 TY, P1 TYH, H1 TYR, B16 UCE, A1 UDE, 1 UJ, R11 UNT, B8 UPL, 1 UR, URN 2, M90 USA, 1 VAB, VAE 694, A1 VAK, 969 VAL, VAM 333, B18 VAN, 11 VAP, R4 VAT, 5688 VB, VBD 33, VE 372, 7 VE, B1 VEE, VEN 80, 9140 VF, VFC 7, VGP 55, VGW 531, A5 VJC, VJI 8206, 1 VK, 264 VKL, 1 VL, VN 3006, VNR 45, A1 VOT, 832 VPF, VRB 909, VRD 6

VTA 6, 1 VVX, VWR 4, VY 8145, K1 VYK, 100 WA, B1 WAD, WAD 358, 204 WAL, B12 WAR, B20 WAT, B1 WAX, WAY 1S, 1147 WB, B1 WBA, WBD 66, WBJ 42, 1 WBS, WCH 410, 1 WCW, WCY 1, 100 WD, WDB 64, WDF 491, 1 WE, M17 WEB, B5 WED, 123 WED, M17 WEN, M1 WER, B12 WES, B14 WES, 3 WET, WEX 1, 813 WF, WFH 71, WFO 302, 1 WFP, 1892 WJ, WJG 955, B16 WJM, WJY 725, 578 WKE, 444 WKK, WKN 947, WLA 999, 59 WLG, 1 WLS, WLS 1T, 111 WM, 60 WM, 858 WMA, WMG 6, 11 WN, 99 WN, WNL 52, WNM 544, WNO 178, WNP 60, WNY 5, WOD 629, 10 WP, WPD 650, 9 WPE, 805 WPE, 333 WPG, WPG 2, WPP 7, R16 HTY, 279 WRL, WRS 171, WRV 485, 99 WS, WS 3278, WTA 639, 306 WTG, WTG 32, 84 WWC, WWC 26, WWG 8, WWP 205, B17 WYN, WYP 7, WZ 63, XCJ 362, 1 XE, 459 XJ, M7 XJS, 1 XN, XRD 909, XVB 540, M7 YAN, 1 YEA, YEN 8, YER 251, B1 YES, B16 YET, P1 YEV, 1 YEW, YFS 176, 7827 YG, YJ 7470, 1 YK, YNR 68, A6 YOB, 3 YPC, 1 YR, YTT 51, 70 YX, YYG 684, ZH 2349

Buy Your Ultimate

NUMBER 1

REGISTRATION PLATE CONTAINING

YOUR OWN INITIALS

- Buy direct from us while stocks last
- Pay by credit card now
- Can supply most numbers within 7 days
- Numbers can be supplied on certificate
- Ideal for business and personal identity

HI FMF · AI HEX · JI ARK · MI GGG

Now from only

£695

AI DKF · HI FMP · MI BAP · NI SMJ

TELEPHONE NOW WITH YOUR INITIALS FOR AVAILABILITY!!!

HOW TO MAKE YOUR OWN PLATE

M12 BOY · K2 DDT · J19 ECW · B8 DDS · A13 AHA

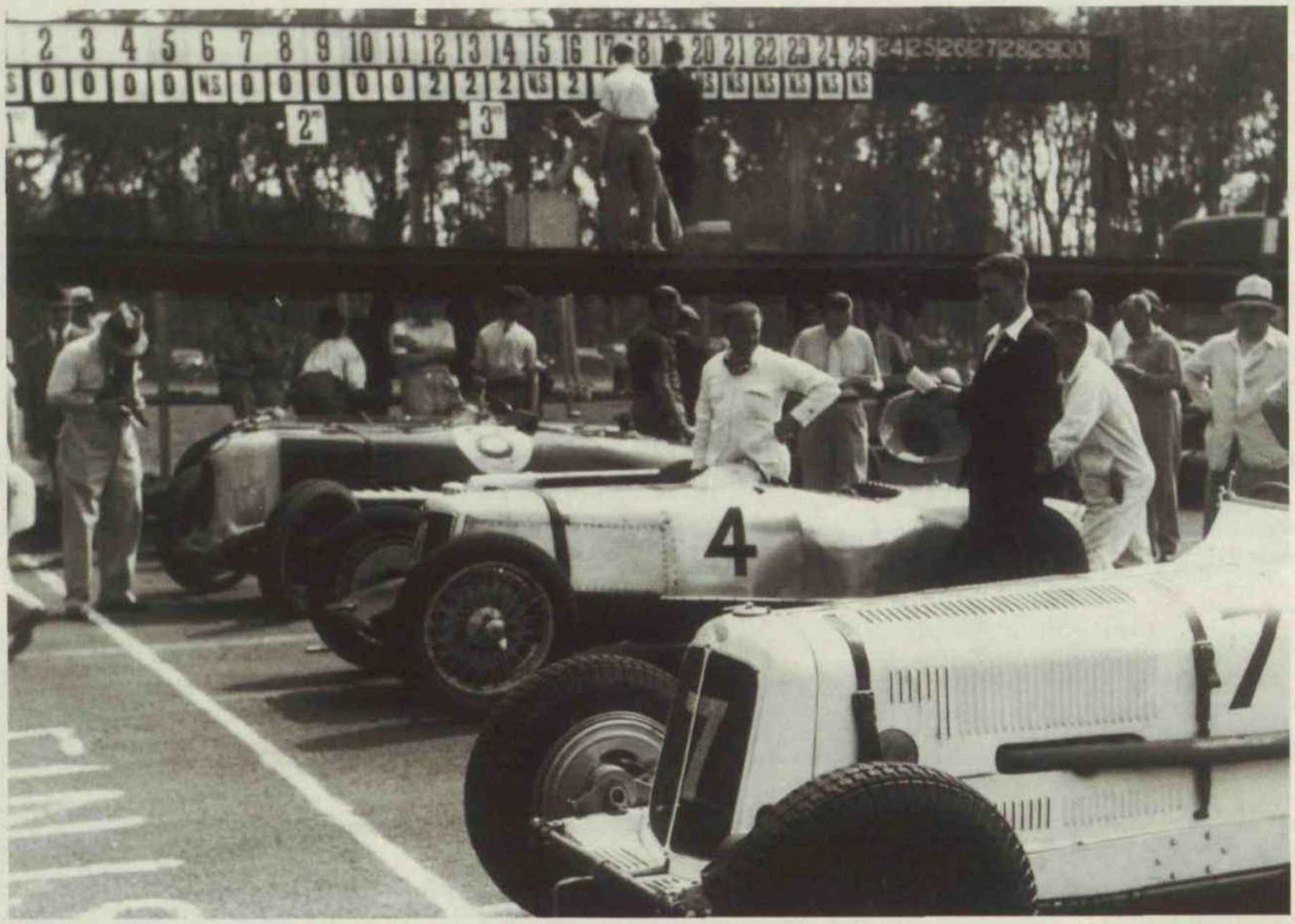
STEP1 | STEP2 | STEP3 | STEP4 | STEP5

Step 1 - Choose a prefix from: A, B, H, J, K, L, M, N, P, R
Step 2 - Pick a number between 2 and 20
Step 3 - Add three letters of your choice

Call for availability

R16 LEE · R10 BLN · B9 MJJ · N3 GJG · P16 HED · P7 NCE · M9 FAY

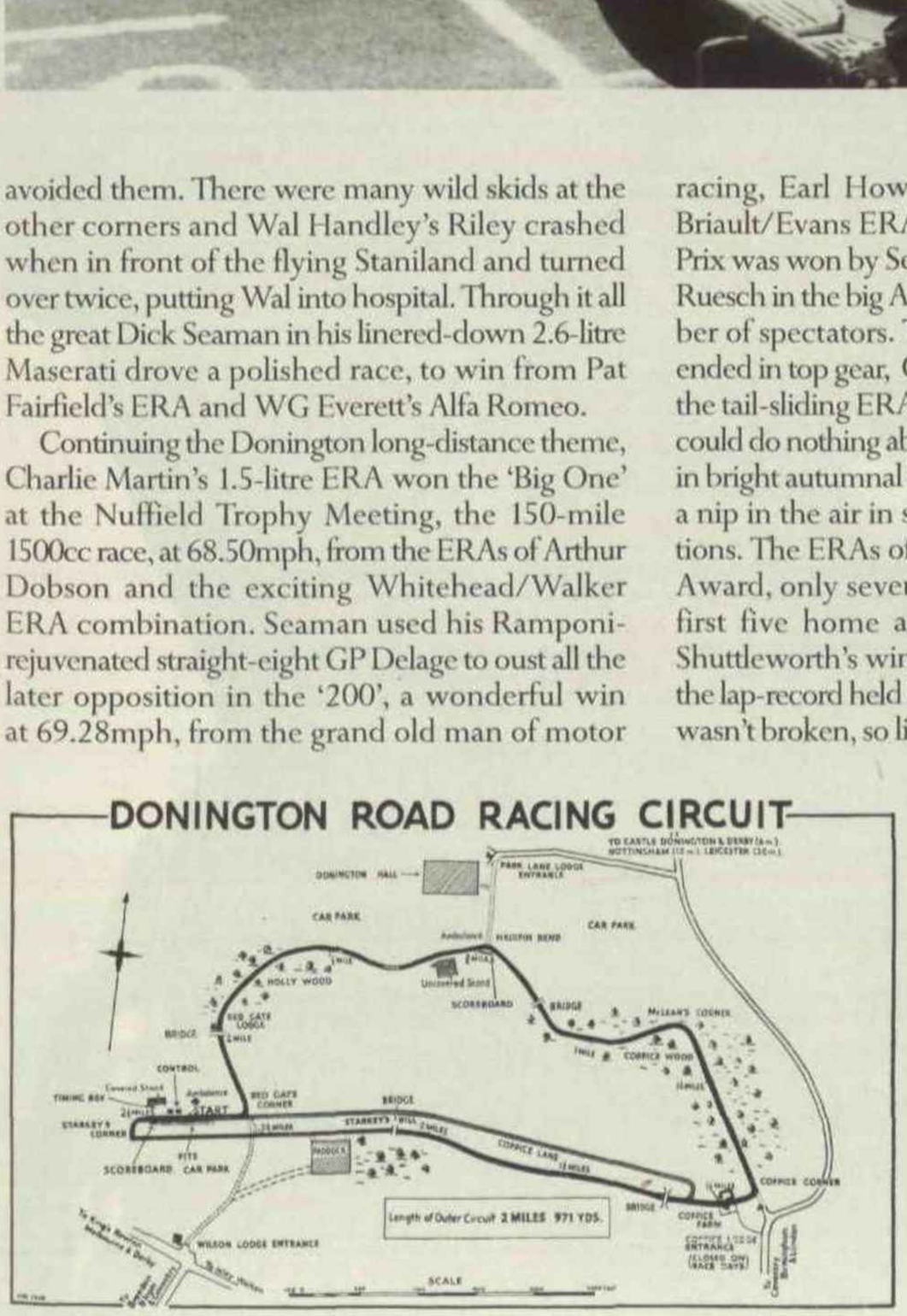
BARGAIN NOs
All plates from...
£345



Eventual winner Pat Fairfield's 1100cc ERA lines up for the 1935 Nuffield Trophy; next door, Percy Maclure stands between his Riley 9 and Aston-Rigby's MG. Useful lap scoreboard shows all handicaps and lead places

avoided them. There were many wild skids at the other corners and Wal Handley's Riley crashed when in front of the flying Staniland and turned over twice, putting Wal into hospital. Through it all the great Dick Seaman in his linered-down 2.6-litre Maserati drove a polished race, to win from Pat Fairfield's ERA and WG Everett's Alfa Romeo.

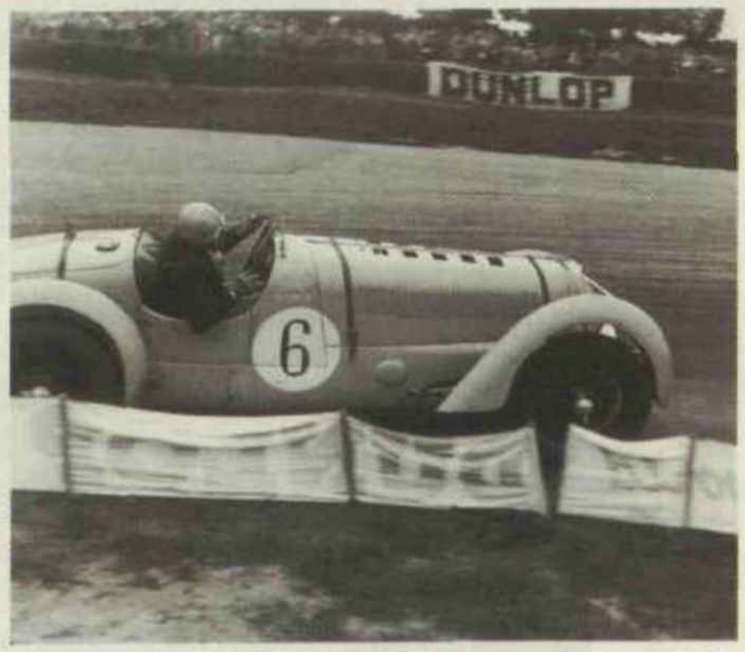
Continuing the Donington long-distance theme, Charlie Martin's 1.5-litre ERA won the 'Big One' at the Nuffield Trophy Meeting, the 150-mile 1500cc race, at 68.50mph, from the ERAs of Arthur Dobson and the exciting Whitehead/Walker ERA combination. Seaman used his Ramponi-rejuvenated straight-eight GP Delage to oust all the later opposition in the '200', a wonderful win at 69.28mph, from the grand old man of motor racing, Earl Howe, in his ERA, ahead of the Briault/Evans ERA. The 1936 Donington Grand Prix was won by Seaman in partnership with Hans Ruesch in the big Alfa Romeo, before a record number of spectators. Though this comfortable drive ended in top gear, Charlie Martin's Alfa Romeo and the tail-sliding ERA of the Whitehead/Walker pair could do nothing about it. It was a fine race, watched in bright autumnal sunshine by the onlookers, with a nip in the air in spite of the still weather conditions. The ERAs of Dobson's team took the Team Award, only seven out of 23 starters retired, the first five home averaging higher speeds than Shuttleworth's winning speed the year before, yet the lap-record held by Fairfield's ERA, of 72.45mph, wasn't broken, so little did the 3.8-litre Alfa Romeo need to be fully extended.



The 1937 layout with Starkey's Corner, before the Melbourne extension

Come the 1937 season and Donington was in full stride. The previous important fixtures were repeated, two long-distance sportscar events were held there, one of 12 hours duration and the other the prestigious RAC Tourist Trophy.

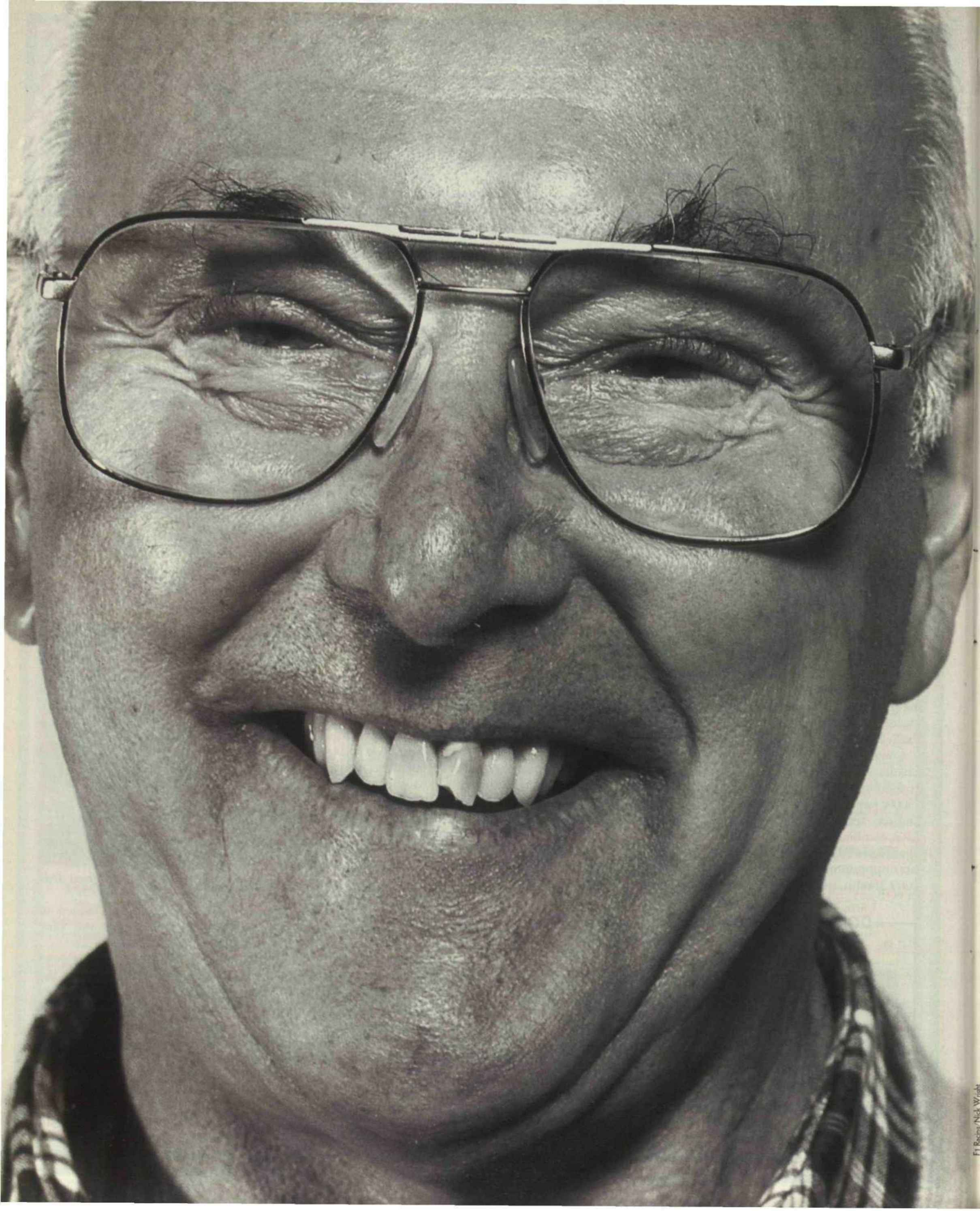
The 12-hour endurance venture, of much interest to contemporary spectators, was dominated by the 3.5-litre Delahaye shared by Prince 'Bira' and Hector Dobbs the Riley man, the



Paul's Delahaye in the '37 TT, wrested from Ards

TT being a victory for Comotti's Darracq, at 68.7mph, from Le Begue's Darracq and 'Bira' driving a 328 FN-BMW.

All this, however, was completely overshadowed by the arrival at Donington at the end of the 1937 season of the German GP teams of Mercedes-Benz and Auto Union, for another Donington GP. So much has been written, then and since, about this astonishing race, won by Rosemeyer's Auto Union, including my personal recollections in the *MOTOR SPORT Book of Donington* (Grenville Publishing), that no more is required here. This, and the 1938 Donington GP, won by the immortal Tazio Nuvolari again for Auto Union, formed, with the regular long-distance fixtures, the greatest of the track's pre-war seasons. M



Fri Racing/Nick Wright

MOTOR MOUTH

IF YOU CANNOT IMAGINE FORMULA ONE WITHOUT MURRAY WALKER, HE KNOWS HOW YOU FEEL. HE TELLS MATTHEW FRANEY WHY, AGED 75, HE'S NOT NEARLY DONE WITH THE SPORT THAT HAS BECOME HIS LIFE

* * * *

I SHOOK HANDS WITH MURRAY WALKER AND WATCHED AS HE WALKED out of London's RAC Club – the diminutive figure smiling as he left. Behind me a waiter swooped with the bill and fixed me with a toothy grin. "I only watch eet because of heem," he told me in a crescendo of rich Italian accent. "You know, the racing... because of heem... and hees shouting!"

And there is the crux of what makes Murray Walker the man he is. A man who even gives Italians – the most passionate race fans of them all – a reason to turn on the television.

Walker presents a surprising array of paradoxes to those who meet him for the first time. Listen to an hour of any classic Murray broadcast and I defy you to come away without the impression that here is a man with ceaseless naiveté – an enthusiasm for his sport that knows no bounds. Spend an hour in his company, however, and you will glimpse hints of the advertising executive who rose to the top of his profession, the motorsport fan who would have you believe there is no place in his heart for nostalgia, the tough-talking broadcaster with a deep-rooted soft spot for his father. Only on the surface is he the trousers-on-fire caricature of his TV personality. Why then, I asked him, does he think he has become such an established legend when his perceptions of himself are so very different?

"I never expected to have the following I have now," Walker replies, as earnest reflection furrows his brow. "Things happen progressively through life and I started doing this as a bit of fun. I never, ever saw it as a job, because it wasn't my job. I was doing very well in terms of my work at the advertising agency, I was in a rewarding and interesting profession with a lot of challenges and good people to work with. I had a bloody good working life. So I never saw broadcasting as anything other than an interesting hobby which got me to places I couldn't have got to as a punter. It wasn't until I stopped doing my day job that it developed to the extent that it has.

"If it hadn't ever happened I assume I would have retired aged 55, which was when the company let you go, and I'd have been bored out of my mind. But I was brought up in an atmosphere where my father was a dominant personality and as a result I was always going to love or loathe motorsport. There were no grey areas and, as I was very fond of my dad, I do suspect that subconsciously I wanted to emulate him. He was a top man on motorbikes, the equivalent of world champion before the war, won the TT and Grands Prix and all that sort of stuff."

At first Walker Junior followed Senior into motorcycling, enjoying fair success in trials at the end of the 1940s. But Murray had already had his first taste of life behind the microphone with a run out at a Shelsley Walsh hillclimb in 1948 and the attractions of being paid to talk about it, rather than paying to do it, struck a chord with the young biker.

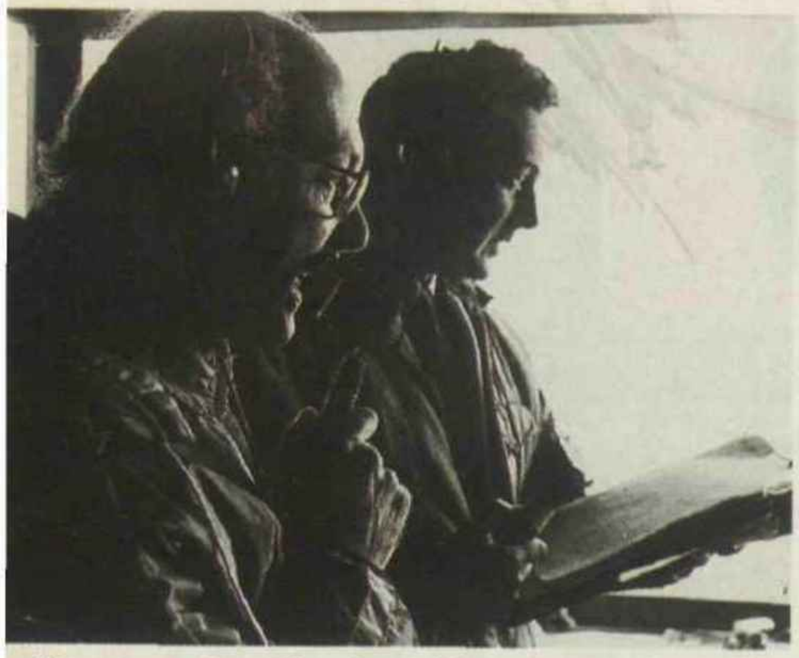
"Looking back on it now, my job mattered more to me than riding," Walker admits. "I've always been the kind of bloke who is interested in security and trying to make a bit of money, rather than sticking my neck out.

"In 1949 I mentally arrived at some sort of career crossroads where I could do this or that, and I decided to do 'that', which was concentrate on the job. I suspect that the real reason was that I wasn't good enough at the competitive stuff on bikes to reach the standard that I would have wanted to reach."



While commentating at Shelsley, Murray set out to catch the attention of a BBC producer working alongside him. The result of his continuous 'shouting' was the offer of an audition at a Goodwood race meeting for BBC Radio. Again the Beeb liked what they heard, for Murray was soon standing at Stowe Corner for the 1949 British Grand Prix. More work followed, with a rather apologetic request to cover motorcycle racing that was readily accepted by the novice reporter. Alongside his father, Graham, Murray covered motorcycle racing for over a decade until Walker Sr died in 1962. Thereafter he continued to commentate on all the things that the BBC's lead racing man, Raymond Baxter, wasn't interested in: rallycross, Formula Three, Formula Ford – "the things I used to think of as the crumbs from the rich man's table".

It wasn't until the mid-1970s, when James Hunt's title-winning antics had ensured that public interest in ➤



Murray at the mike alongside colleague Barry Gill



British GP stars Mansell, Palmer and Watson with Walker

F1 Pictures



Murray, James with Mike Doodson keeping lap charts

Formula One was at an all-time high that the BBC decided to cover every Grand Prix. Walker was to be the front man, Hunt the laconic analyst. The match was made in commentary heaven and for nearly two decades the excitable Walker and chocolate-voiced Hunt boomed into living rooms in Britain, Australia and elsewhere.

Hunt, of course, died tragically in 1993 but Murray continued alongside Jonathan Palmer until, one day late in 1995, his career veered suddenly into a metaphorical gravel trap.

"I'd been with the BBC for 47 years. In that time I had got to know the methods of the place, the people, the procedures, quirks and it was an awful blow when they lost the rights to televise Grand Prix racing. Psychologically it was a hell of a blow for me and even more for them."

BBC



1952 BBC commentary team. Graham Walker is standing on the far left. The late Eamonn Andrews is seated

The news that ITV had bought the rights to show the following five seasons of F1 for an enormous £60million had come as a complete surprise to everyone, Murray Walker included.

"The first I heard of it, knew of it, even suspected that anything was going on, was when I got into my car at 4pm at the National Motor Museum at Beaulieu where I had been doing an after-lunch speech. I turned on the radio and the top story on that broadcast was the BBC losing the rights."

Walker admits that a few expletives were among the first things to pass his lips, but soon resigned himself to the fact that after half a century in the job, all that was good had to come to an end. That is, if it wasn't for a truly remarkable campaign started by the tabloid media...

"There was this sort of inter-regnum period where no one knew what the hell was happening and God bless them, the *Daily Mirror* ran this double-page spread: 'Save our Murray! Do you want Murray Walker to continue? Phone 0800 1234. Or are you fed up with Murray Walker? Phone 0800 1235.' And it came out the right way. There were a lot of other nice things in the press as well but I was resigned to thinking that was it. I assumed the new lot would take a broom and sweep out everything, especially the oldest retainers. So I was therefore gigantically flattered when a couple of ITV people appeared on my doorstep and said, 'We would like you to continue. Do you want to?' To which I replied, 'I'll think about it... I've thought about it... Yes.'"

One year on, Walker is clearly proud of the efforts of the new production team, especially considering the obvious difficulties of convincing a spoilt audience that commercial breaks were about to become part of their GP viewing time.

"It's been a bloody marvellous year as far as I am concerned," intones Walker, a hint of relief evident in his voice. "We had this conundrum of trying to make three ITV companies, freelancers and former BBC staff to work together before the first race. If ever there was a recipe for disaster, that was it. The potential for politics and backstabbing was huge but to my absolute amazement, there wasn't a whiff of it all season.

"The BBC did a thumping job within their self-imposed limitations. The Grand Prix was always part of *Grandstand*, which was grossly under-resourced. But if you have a pot of a certain size and you have got to cover soccer, rugby, cricket, women's one-armed mud wrestling and all that sort of thing, then you will only have so much for Formula One. ITV, by virtue of the fact that they have put such a large amount of money into it, made it a stand-alone programme, resourced it properly, with enough of the right people and were very serious about it."

He admits the advertising breaks are the nemesis of a smooth-running broadcast – pointing out that even the best-timed interventions missed Damon Hill taking the lead at the Hungarian Grand Prix – but still argues forcefully that British viewers don't know what bad coverage is.

"We have five two-minute breaks per race," he explains. "Do you know how long the breaks in Germany are? Six minutes! Remember RTL television is Germany, is Schumacher, is Frentzen, is Mercedes-Benz.

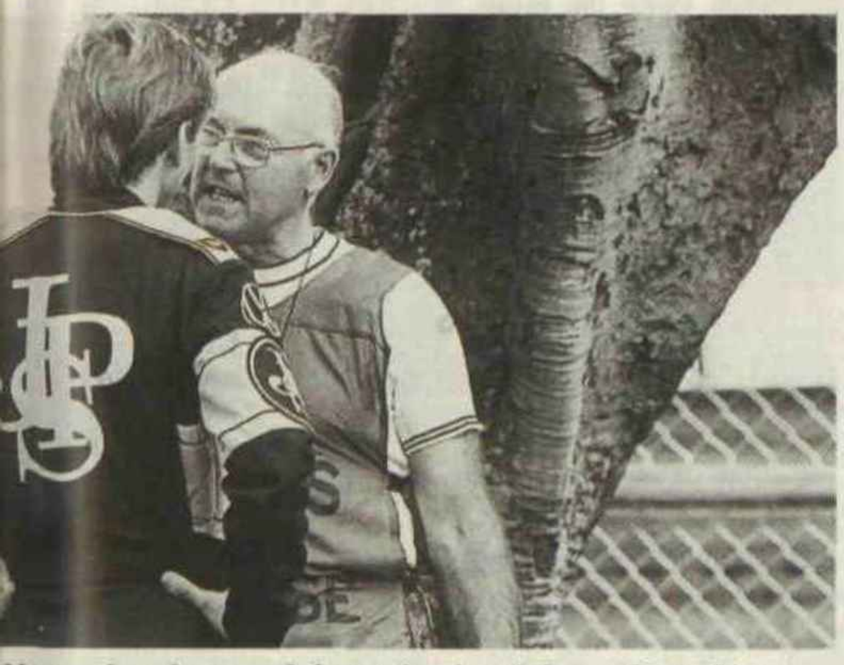
"I know it is of no consolation to our viewers that Britain was the only country not to have commercials, but having said that, it is still the best TV coverage in the world. Look at the add-ons in terms of driver interviews before and after the race, pitlane updates, studio reaction. One of the things the BBC used to get castigated for was giving no updates after a race, well we've got them by the hatful now.

"We have five two-minute breaks per Grand Prix. Do you know how long the breaks are in Germany? Six minutes!"

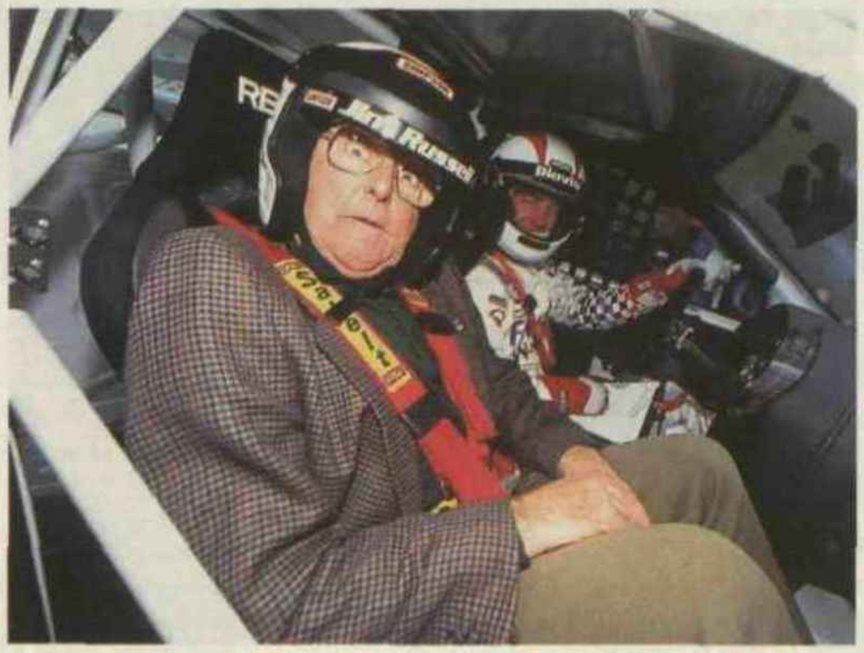
"I am very well pleased – and arrogant enough – to think that the nation ought to be satisfied on a swings-and-roundabouts, total package basis."

Indeed, supporters of the new ITV team look no further than Murray's new colleague in the commentary box to point out that far from suffering, the coverage has improved. Martin Brundle has been touted by many as a suitable successor to Hunt. How does Walker assess his co-commentator?

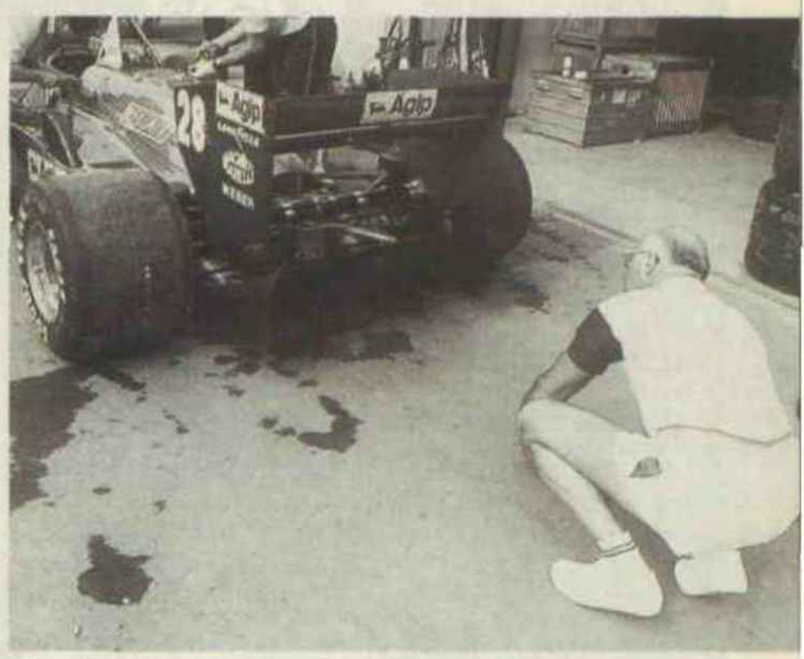
"I think Martin is better than James..." He pauses, perhaps realising that affection for Hunt still remains strong among F1 followers, before continuing. "You have to take the atmosphere



Murray hard at work interviewing Johnny Dumfries



Strapped in with Johnny Cecotto in BMW TOCA racer



Work continues outside the commentary box...

of the time into account and James was so sensational with his experience of being world champion when he first started and his mellifluous voice and his outspoken manner and devil-may-care image. There was only one James and only ever will be, in my opinion. I know you can never say never, but it is mighty unlikely that somebody like him will happen along in today's era.

"But having said that, Martin, in my opinion, is better because, in his early days and for a long, long time, James didn't really care about the job. He had to be goaded into saying something and a lot of the things that he said were vindictively unfair – especially towards Riccardo Patrese, whom he held responsible for the Peterson accident and never, ever forgave, and Ken Tyrrell, who he was outspokenly destructive about."

But the viewing public loved to listen to Hunt's controversial interjections and Murray admits that in his partner's later years, the former champion became almost too mellow and certainly less connected to the contemporary racing scene. Something that makes man-of-the-moment Brundle a key asset.

"Martin is, at the moment, totally in touch," Walker asserts. "He is still testing and is a daily element of the Arrows team. His difficulty from now on is that as he gets further away from his driving career, he must keep in touch with what is happening.

"As a chap to work with he is magic. He is an extremely nice person, gigantically experienced, eloquent, has a nice sardonic sense of humour and some bloody good one-liners. There is no angst between us in the box as there tended to be with James and Jonathan. That was probably just as much my fault as theirs, maybe more so, but the fact remains it was there. Martin and I seem to have a good chemistry and rapport. We like working with each other and are prepared to defer to each other. If Martin wants to talk, I'm very happy to let him talk because I know it is going to be relevant, constructive and add to what is going on.

"His area of expertise is those things about which he is uniquely qualified to talk and about which I know nothing. In other words what it is like to be in the car – the cockpit experience. Martin is the best there has been at that, in my experience."

No matter how good the people around you are, mistakes will creep into two hours of live commentary. It is something for which 'Muddly Talker' is synonymous and a charge he accepts with a weary smile but feisty defence. A Grand Prix commentator, he points out, does not have control over what the viewer sees. Walker can only describe what is being shown at the time – the image you and I get on our sets at home. The trick is to weave in the information coming in all him via the headphones, timing screens and by simply looking out the back of the commentary box. No wonder, Murray smiles, things sometimes go awry.

"Theoretically we could do it as well from your living room as from the track. But then you wouldn't have the ambience and the feel because we have been there for three or four days.

"What has transformed the whole thing beyond recognition in terms of commentating satisfaction and viewer involvement is the timing equipment from Tag-Heuer. Before it came I used to rely on Mike Doodson, who stood writing figures in vertical columns on a piece of paper as the cars went by – it's called a lap chart – and while you could retain in your head who the first two or three are, there was no way to absorb and communicate what was happening behind them. You were forever looking away from the monitor at this list of vertical figures working out that number eight had gone up from sixth to fourth and then trying to convert those figures into names in your head, during which time, of course, the viewer sees Alain Prost leave the track, hit the Armco, burst into flames, get out of the car, punch a marshal and I say, 'Here's something interesting, Martin Brundle is now in 12th position.' That's when you get the 'Can't the silly sod see what's going on?' sort of complaints."

"Theoretically we could do it from your living room but you wouldn't have the ambience because we've been there for days"

Mistakes aside, Murray aged 75 retains the same enthusiasm for the job as the first day he picked up the microphone. Grand Prix racing is his raison d'être and he remains fiercely loyal to the sport as a whole and some of the more controversial characters within it. Take, as an example, his staunch support for F1's paymaster-general Bernie Ecclestone, a man arguably more responsible than any other for the transformation of racing from a gentleman's sport to a professional circus.

"The whole thing is so much better organised, promoted and administered," he argues. "You could say that it is more ➠

MEETING MR FERRARI

Murray Walker spent the greater part of his entire career with just one ambition.

"I wanted to be in the same room as Enzo Ferrari. It didn't matter if he didn't speak to me, I just wanted to say I had been there."

In the mid-'80s, Walker was asked by the BBC to go to Maranello for an audience with Ferrari.

"I was ushered into the inner sanctum – which I gather is now Schumacher's gym – and there was the Old Man with his dark spectacles, sitting behind his desk. On it sat a sculpture of the Prancing Horse which Paul Newman gave him and on the wall was a painting of Dino.

"'Three historic questions,' said the interpreter Franco Gozzi. I thought, 'I haven't come all this way to ask three historic questions.'

"I knew I had to get his attention. So I turned to him and said, 'Mr Ferrari, you knew my father. When you ran a motorcycle team in the '30s, you used Rudge-Whitworth motorcycles which you bought from my father, who was the sales director.'

"And I thought I saw a flicker from behind the glasses. 'What was your father's name?' he said.

"'Graham Walker.'

"'And what is your name?'

"'Murray Walker.'

"'Yes,' he said, 'I bought them via the Rudge distributor in Milan. What is your question?'

"I thought 'First strike', as that wasn't the most important thing to happen to him in 50 years. I did a long interview with him. I think it was the last English interview he did. I'm proud I achieved that."

CLASSIC NOUVEAU
REGISTRATIONS
Top Quality Cherished Number Specialists

01949 851000 FAX: 01949 851010

PO BOX 100 NOTTINGHAM NG13 9EG

'R' REG CALL NOW! — WANTED: QUALITY NUMBERS — SOME + VAT

44 AD	£7,995
AAZ 786	£1,950
27 AF	£5,995
I AOC	£TBA
AMH 66	£5,995
20 AP	£6,995
ARM I	£35,000
9 AU	£5,495
99 AR	£7,995
600 AWK	£1,600
I7 BD	£5,460
BDG 846	£1,725
BE 57	£5,950
BF 11	£7,995

Historic No. **BR 16**

221 BFH	£1,750
51 BH	£6,995
915 BHR	£1,825
67 BHW	£2,450
1 BLE	£9,995
888 BM	£7,850
K9 BMW	£1,625
22 BN	£4,850
BOB 8	£15,000

Historic No. **DM 29**

BOO 545	£1,650
BOY I	£26,000
BR 16	£6,799
11 BU	£3,250
8 UL	£5,995
BVB 7	£4,250
26 CB	£7,250
6 CCJ	£3,450
40 CN	£5,500
8 CO	£6,600
COS 42	£3,850
7 CTP	£3,950
5195 CR	£TBA
16 DB	£8,995
888 DH	£7,500
I DHN	£7,500
DM 29	£8,499
9 DN	£8,750
DOI I	£19,000
DS 7055	£2,300
DW 9007	£2,850
3005 E	£2,495
12 ED	£5,100
7 EE	£7,650
250 EGF	£1,775

25 EK	£4,500
6 EM	£TBA
13 EM	£5,750
I FDF	£7,950
50 FE	£5,650
9 FM	£7,750
50 FM	£4,199
25 FN	£3,995
FRY 22	£4,950
I FT	£45,000
2 FT	£17,500
24 FT	£3,995
55 GB	£7,500
I GDP	£15,750

Fast Cars **60 N**

60 N	£6,495
60 LF	£19,500
60 GO	£7,950
78 GVD	£1,950
I HAW	£11,000
HAZ 5	£2,500
I HDR	£11,000
HFL 167	£1,195

BMW Z3 **23 HOT**

77 HH	£6,950
HIB 4	£4,500
3087 HJ	£1,200
HJL 3	£3,850
I6 HM	£4,150
I2 HN	£4,995
23 HOT	£7,500

11 HY	£4,450
IIL I	£7,950
786 JA	£TBA
JCK 81	£4,250
5 JCS	£5,495
I JDY	£11,000
8235 JH	£2,450
JIB 60	£2,850
JIW 11	£4,600
3 JJ	£9,995
I8 JJ	£6,950

Medicine on Call **IIL 1**

222 JJ	£5,450
JJC 41	£4,650
I JKN	£9,995
I JL	£40,000
5 JL	£12,950
20 JN	£5,500
60 JO	£6,950

Judys Best **1 JDY**

I4 JPA	£3,950
JPS 22	£5,495

5 JRB	£TBA
5 JRS	£5,495
I JSR	£12,000
KA I	£29,500
I KBG	£7,500
KBL 9	£3,850
88 KEN	£4,600
KIW I	£12,000
16 KJ	£3,995
KJT 500	£3,500
40 KO	£3,950
7561 KP	£1,495
333 KS	£4,650
KSL I	£9,750
KU I	£22,000

Quality Numbers Sought By Our Clients

L 11	£19,995
L 12	£25,000
1 LCP	£11,950
LGS 313	£1,850
LIL 14	£1,995

LJD 789	£2,200
I LMO	£8,500
50 LP	£5,995
100 LP	£5,495
752 LYD	£1,200
11 MAT	£7,500
MAZ 4114	£695
3 MB	£19,500
ME 3000	£3,500
5 MCM	£4,995
3 MCR	£6,750

Only Single Digit **3 JJ**

85 MG	£6,800
2 MGA	£9,250
MIA 680	£1,500
MIB I	£12,950
MLS 5	£4,995
414 MM	£4,450

Only Single Digit **9 NF**

8993 MM	£2,900
64 MMG	£3,300

MOI 4	£3,600
I MRY	£8,500
5 MS	£14,950
2400 MV	£2,200
6 N	£18,500
60 N	£6,495
70 NB	£4,995
9 NF	£6,995
9 NM	£9,500
NJ I 234	£1,450
7806 NO	£1,395
5 NPJ	£3,500
70 NS	£6,600
OG 3	£7,650

Beat That **ONA 911**

2 OH	£6,850
11 OH	£4,995
ON A 911	£6,450
18 P	£9,500
786 PAK	£10,950
PIB I	£8,750
I6 PJ	£5,350
I2 PN	£5,995

Rare Devil **RS 666**

4 PTH	£3,950
PW 500	£15K
11 RAV	£4,995
45 RB	£8,995
RBZ 3	£4,795
35 RC	£7,995
I RCD	£11,000

REG 600	£3,850
911 RF	£5,000
AIII RGG	£950
569 RH	£3,200
R1 ROG	£2,995
12 RP	£5,995
100 RRT	£2,300
RS 666	£7,500
2 RSH	£5,495
RUS 1	£30,000
502 RW	£3,900
III SAN	£3,750
33 SC	£6,995
1360 SC	£2,250

Bruce ? **R1 OCH**

SEK 2	£4,250
I SGA	£11,000
9 SH	£12,750
SLK 322	£2,750
SLK 222W	£1,000
502 SLK	£1,650
1453 8P	£1,850
145 SWL	£2,350

Sophie **50 FE**

SPA 795	£2,200
SYM 400	£3,950
III T	£7,950
III TN	£5,650
TBL 47	£2,450
12 TK	£4,995
11 TOP	£4,995
77 TT	£4,850
5 UN	£TBA
VAK I	£6,950
VC 33	£6,250
VCS 2	£4,250
9 VH	£5,495
VKU I	£3,950
WAM 8	£6,500
3273 WD	£1,800
WEH 13	£2,950
WH 22	£5,500
WLT III	£2,250
3 WPJ	£3,250
WSK 911	£1,995
111 X	£7,795
XXI 33	£1,395
777 Y	£4,500
YWV I	£3,950
77 YY	£4,800

Names & Novelty Numbers

A69 GAL	Dare you	£2,950
B16 BAT	For Six	£2,950
BI6 CAB	Taxi?	£2,850
CAR 101X	Carlo	£1,699
FI ATS	Flats	£6,800
JI ANT	Big Boy	£2,800
J1 LLF	Jill F	£5,000
J1 LLK	Jill K	£5,000
J 10 ANA	Jo	£4,950
NI6 ELS	Nigels	£6,850
NI6 ELW	Nigel W	£TBA
MI POR	Porsche	£2,850
M11 LYN	Lynne	£1,295
P 5 OAR	P.Soar	£1,950
P6 ENT	P Gent	£1,450
R 6 ALE	R.Gale	£1,950
R 6 ENT	R.Gent	£1,450
R 60 ODE	R.Good	£1,450
R7 NDY	Randy	£1,495
R18 EKA	Rebecca	£TBA
R5 END	Naught y	£2,750
R8 LAX	Relax	£1,600
H9 ROG	Roger	£995
R1 OCH	Rioch	£4,995
RI NSE	Rinse	£4,995
R15 KYJ	Risky J	£1,950
RII KYS	Rickys	£4,650

The Wire Wheel Specialist

has moved to bigger premises

S.M. Hopkins, Langley Mill, Langley Road, Langley,

Macclesfield, Cheshire, SK11 0DG.



The leading manufacturer of wheels for Vintage and Veteran cars. We offer the most comprehensive range of RIMS and HUBS in the world.

*** BEADED EDGE RIMS ***

*** ROLLED EDGE RIMS ***

*** STRAIGHT -SIDED RIMS ***

RUDGE WHITWORTH HUBS

*** RESPOKING ***

*** BLAST CLEANING & STOVE ENAMELLING ***

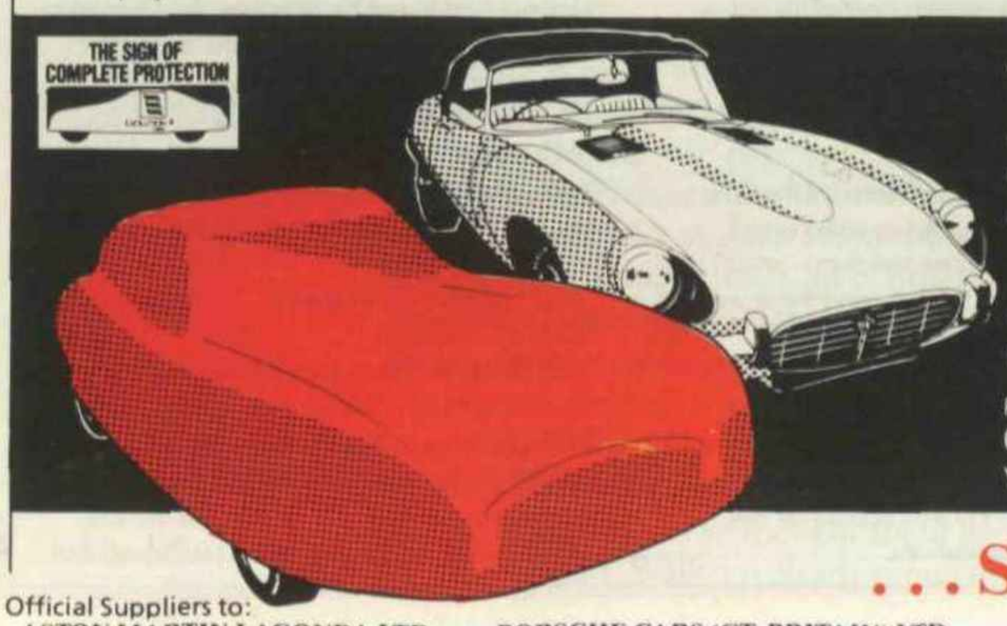
Also for your 'top of the range' classic car

TORRINO ALLOY WIRE WHEELS

All wheels made to customer's specification.

TEL: 01260 253119. FAX: 01260 252699

WHO COVERS THE WORLDS FINEST MOTOR CARS?..



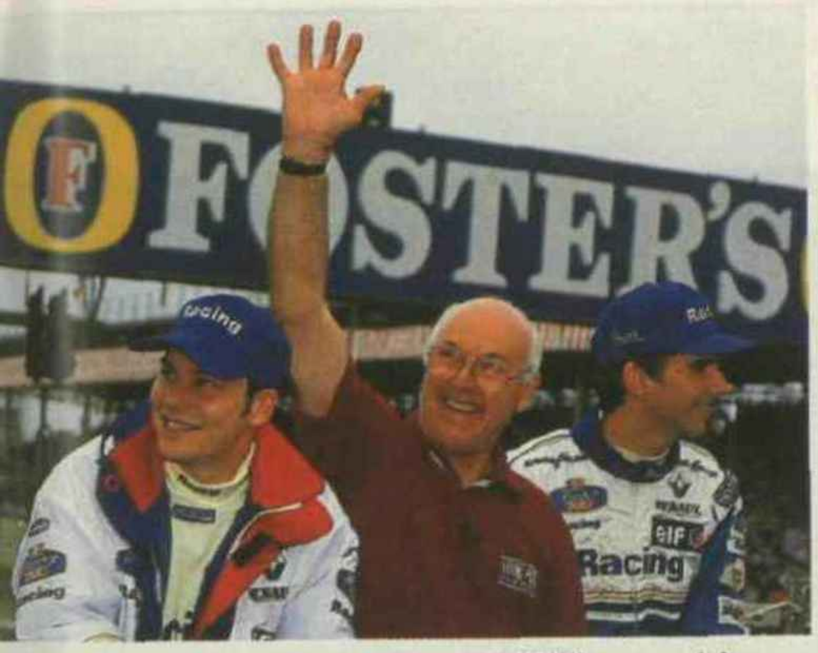
- Beware of cheap imitations. Only 'Specialised Car Covers' tailor covers to fit all makes of car, each cut to its own individual pattern.
- Extensive colour range available with or without logos.
- Manufactured in the U.K. from the finest breathable sateen cotton.
- Also available Evolution 4 Fabric by Kimberly-Clark water resistant breathable covers or exclusive Nylon Coated Waterproof covers for outdoor use or transportation.
- Prices (including storage bag) from £100-£185 + VAT • Delivery: 14-21 days.
- IF YOU CHERISH IT – INVEST IN THE BEST

For free colour brochure contact: SPECIALISED CAR COVERS,
Concours House, Main Streetm Burley in Wharfedale.
Yorkshire LS29 7JP Tel: 01943 864646 (24 hrs) Fax: 01943 864365

WORLDWIDE EXPORT SERVICE

...SPECIALISED CAR COVERS

Official Suppliers to:
ASTON MARTIN LAGONDA LTD · PORSCHE CARS (GT. BRITAIN) LTD · PORTMAN LAMBORGHINI · JAGUAR CARS · MASERATI LTD · TVR ENGINEERING LTD
JAGUAR SPORT LTD · NISSAN (UK) LTD · ROVER CARS LTD · LOTUS CARS LTD AND MANY OTHER LEADING MANUFACTURERS



Murray on parade with supreme '96 Williams pairing



Johnny Herbert has always been a source of good quotes



The Murray and Martin show set to stay for 1998

professional, and I would agree with that, but I wouldn't agree with it in a derogatory sense. I would see that as praise.

"You see, I don't look back nostalgically to the Mercedes-Benz and Auto Union races which I used to watch as a child. Sure, I acknowledge it to have been one of the great era by virtue of the technology, but the actual racing, which people talk with bated breath about, wasn't a patch on what it is now.

"I think that motor racing owes Bernie a gigantic vote of thanks for what he's done. Avarice and greed will always be a part of F1. It is understandable that some current teams are miffed that they aren't getting as a big a slice of the cake as they feel they are entitled to, but Bernie has built this business and is entitled to the rewards. Where you draw the line I don't know and I deliberately try not to get involved with the politics. Doing my job depends on maintaining a degree of naive enthusiasm and if political cynicism replaces naive enthusiasm then you spoil it for the viewers."

It is this appreciation of the demands of the viewer that makes Walker an exception to the rule. In the highly-charged political arena in which he works, he holds some rather unfashionable views about many of the major players past and present. Who would he hold up as his favourite driver to work with?

"Risking the vilification of my colleagues in the media, I would unhesitatingly say Nigel Mansell. Unlike some journalists on the GP scene, I always got on very well with Nigel and although I would be the first to admit that like us all, he has his less admirable traits, I am prepared to ignore all of those, partly because I didn't experience them, but also because what I was there to talk about was his ability as a racing driver, not an after-dinner speaker.

"I did a 20-minute interview with Nigel – not the easiest of jobs – in the pitlane in Brazil. It was about 40 degrees, baking hot, but we did a bloody good interview and I got it back to the technician, who promptly told me 'You didn't turn the microphone on!' I had to go back to Nigel and say 'I'm sorry Nigel, I'm at your mercy, but can we do it again?' And bless him, he did it. But every time he saw me after that, he would say – (Walker wears his best Brummie accent) – 'Have you turned the microphone on, Murray?'

"As a media person, he was magic. Wherever Nigel went something was happening. He was having a row, or his wheel was falling off, or he was passing in impossible circumstances. Nigel is a colourful character. You may not like the colours but that is what you get. And that is more than you can say about most of them today. I mean how many are there now? Eddie Irvine is certainly one but there aren't many others."

He may deny feelings of nostalgia, but it's plain that the '80s was a golden era in his life. His favourite characters in the sport? Nelson Piquet, Ayrton Senna, Mansell, Gerhard Berger. His opinion on current GP drivers? Not, in general, a match for a Prost or Senna.

"You've got Schumacher who is head and shoulders above all the rest in terms of the total package but there are precious few characters left in 1997. Michael is gigantically professional but not charismatic like a Piquet. Damon certainly isn't a real character and I don't mean that unkindly. Unlike his father who was an outgoing, eloquent personality, Damon is, in comparison, an introspective, quiet, uncommunicative chap in public. Sitting at this table now he would be bloody good fun but towards the media less so. Eddie Irvine, if you can take the rough and the smooth, is the most genuine of them all. I think you need to understand Eddie – and I am not sure that I do – but I respect him enormously for what he has achieved and for his frankness and outgoing attitude."

"Schumacher is head and shoulders above the rest in terms of the total package but there are few characters left in '97"



In Britain, Murray is as much a legend as any of the drivers

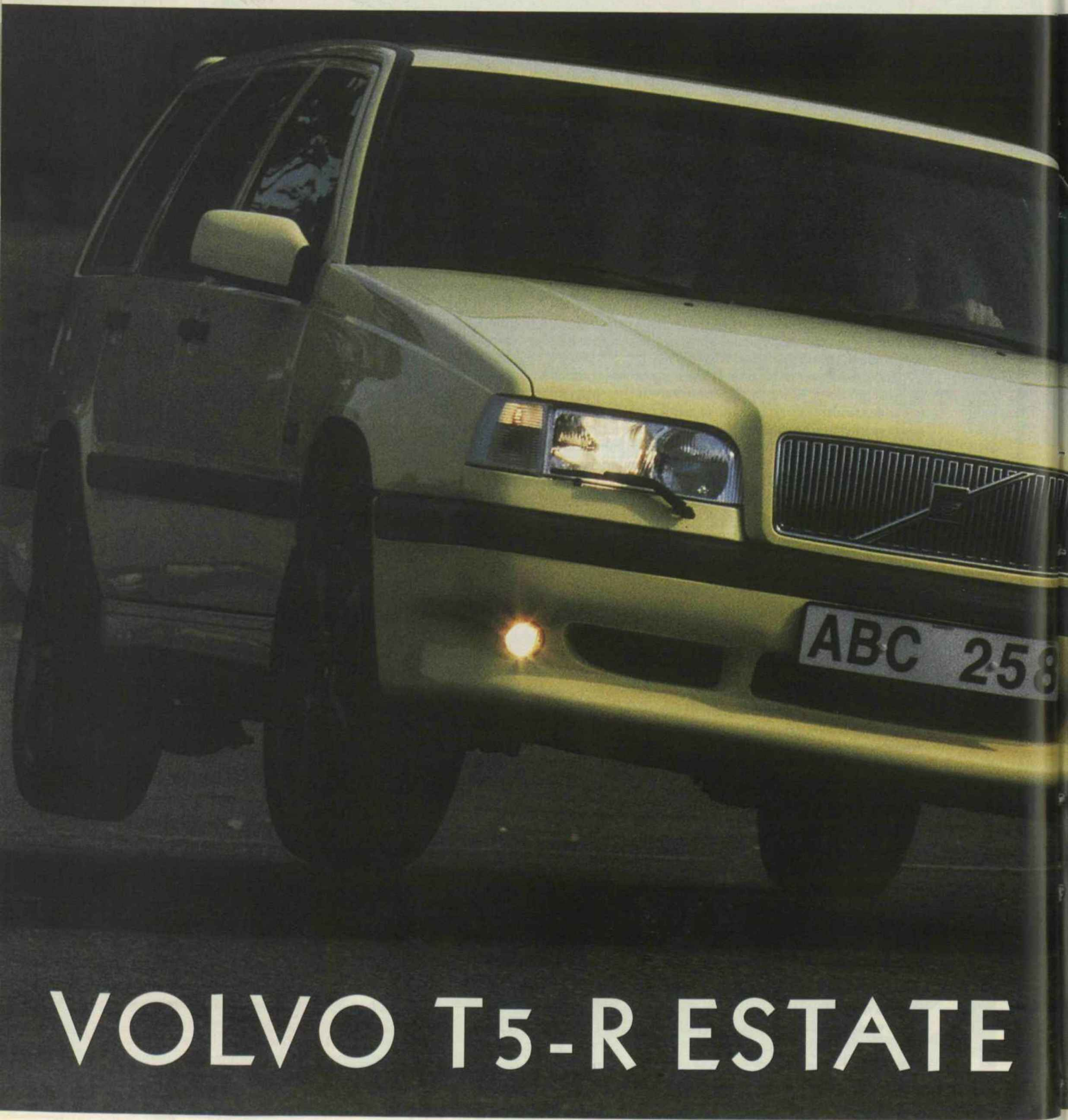
The genuine superstars may have retired or gone, but you are left with the feeling that Walker's beliefs remain: the sport is a strong as ever and the legends of racing will continue to entertain us and him. In the meantime, the legend behind the microphone has no plans to call time just yet.

"Stopping is not something I would happily envisage," he says. "But *Anno Domini* will catch up with me because I am nearer the end of my career than the beginning. I am 75 years old and I like to think that I will know before anybody else that it's time to go. You do know, you feel yourself start flagging, but I will be back next year that's for certain. Having started so well with Martin, I would like to rivet that association and make sure that he has all the support from a grizzled veteran like me that he needs in order to enable him to go on with someone else.

"There are always just as good fish in the sea as ever came out of it. What you have got to have is the incentive to find them, which, thank God, they haven't just at the moment because they are satisfied with what I am doing."

As he prepares to leave, he pauses and fixes me with a stare. "I really can't envisage not doing it," he says. "This job is my life. It is what I am passionately interested in, enthusiastic about, love doing. I adore the sport and like talking about it." It is what makes him the ideal Grand Prix commentator. Well, that, and his shouting... ■

GOOD EGGS, ROTTEN APPLES



VOLVO T5-R ESTATE



Sweden's answer to its Teutonic rivals was the Volvo T5-R. It had masses of power, a minimum of traction, and complete lack of ride

IT WAS THE SUPERCAR YOU COULD TAKE TO SAINSBURY'S – BUT, RELATES ANDREW FRANKEL, IT WOULD SCRAMBLE YOUR EGGS ON THE WAY BACK

THE IDEA COULD SCARCELY HAVE BEEN MORE RIGHT; it was the execution that was found lacking. Back in the '80s, Volvo decided it could no longer live by armoured personnel carrier alone. Its reputation for being one of the most safety-conscious marques on Earth had won it a loyal customer base but there was this feeling that the resulting cars, which possessed all the visual and driving appeal of an airport bus were perhaps keeping a few away.

The problem was that Volvo could not re-invent itself overnight. That would have been to abandon existing customers in pursuit of those swayed by the more sensual charms of BMW and Mercedes. They would need more than a little persuading that a Volvo really was the best to be seen in.

So Volvo decided to cater for both its old and its prospective punters. Its cars would still be built to withstand a nuclear strike, they'd still be angular, but just a few of them would also go like hell.

Far and away the best example of Volvo's attempt to marry the wildly opposing interests of its traditional buyers and the younger, racier types it sought to attract was the 850 T5-R Estate.

From a distance, it looked sane enough: the reassuringly blocky shape of the '80s big Volvo had been softened a little around the edges for the caring '90s, but it wasn't until you were much closer, close enough to see the rear wing, front chin and beautiful anodised 17in alloy wheels, that you realised this Volvo had things on its mind other than taking the kids to school.

It had something different under the bonnet too. There lurked a Porsche-designed 2.3-litre five-cylinder motor with 240bhp, 221lb ft of torque and enough acceleration to outrun from 50-70mph in top gear what was, back in 1994, the fastest Ferrari in production, the 512TR.

Was this not, then, the answer to everyone's dreams, a Labrador-friendly Volvo that could talk turkey with the cream of Italy's supercars, and on sale for not much more than a fully loaded Ford Scorpio estate? For some, undoubtedly. It has to be said that it was strong on novelty value. Back then, we were not used to seeing Volvos heading the pack at British Touring Car Championship races and, while Volvo had actually built some rather powerful versions of its monstrous 700 and 900 series, their performance was almost incidental.

In the T5-R performance was everything, and to prove this it came not simply with those gorgeous wheels but also radical 205/45 ZR 17 Pirelli P-Zero tyres and truly radical suspension settings. I can see why this might still seem like the ideal all-purpose motorcar, but for me the reality was rather different. The problem started with the fact that all that power had to be diverted through the front wheels and it simply spread from there.

Essentially, the engine was far too good for the chassis in which it found itself. It poured on the power so smoothly and quietly that you often found yourself bouncing off the rev-limit at the exit of corners as wheelspin took over where traction gave up. Nor was this a problem which limited itself to wet weather. The T5-R simply could not cope with its power and while Volvo was canny enough to make sure this never endangered its occupants – it suffered from remarkably little torque-steer and the handling was nothing if not stable – neither did it represent exactly the last word in on-limit finesse.

Certainly it would grip as hard as its tyre and suspension specification would suggest so long as the road was dry, but if the balance and adjustability you might have hoped for had been engineered into the car too, there was no sign.

Perhaps this is forgivable. No-one bought a Volvo back then with sky-high expectations of its handling. After its power and undoubted practicality, this was maybe not the highest item on the priority list. There was, however, something else about this car which was truly unforgiveable: its ride quality.

In the T5-R estate, the phrase 'ride quality' was an oxymoron. In nearly a decade of testing cars, I only drove one new car which rode worse. It was an Indian Jeep-imitation called a Mahindra Indian Chief, and for its utter inability to absorb anything which you might describe as a bump, it trumped the £28,000 Volvo. But not by much.

That Volvo rode like its suspension had been replaced by bricks. It's very rare for any new car to have a single problem so severe that it completely undermines the rest of the car's often impressive abilities. But that was the way it was with that Volvo. I didn't like the wheelspin, and would have preferred slightly more indulgent handling but could easily have lived with them. No car is perfect and, in all other respects the T5-R was so incomparably better than any of the old-series Volvos that it would have been churlish to damn it for such faults.

But the ride was different. I knew within 100 yards of driving it that I could never recommend this car to anyone, even if in all other respects it turned out to be the finest estate car I'd ever driven. At the time, *Autocar* suggested drivers should make an appointment for every second Friday at the osteopaths. It was a statement made entirely in jest but I knew where its author was coming from.

Volvo did too. It did sort out the T5-R by the time its replacement, the 850R came along. And while that car would still win no prizes for its chassis' abilities, no longer do they provide a reason for never even considering ownership.

The T5-R Estate was a rarity. The less powerful but equally fast T5 was both more common and comfortable and even the T5-R saloon was a marked improvement. All rode pretty terribly but none so badly as to poison your view of the entire car. Sadly, the same could not be said for the T5-R Estate.

Verdict: Rotten Apple

Sir John Whitmore

IT WAS THE GREENHORN'S DREAM TO DRIVE AT LE MANS, A LONG-TERM GOAL; YET IT HAPPENED WITHIN ONE YEAR OF HIS FIRST RACE. AND IT INVOLVED SOME 'CREATIVE' PIT-WORK...

Le Mans 1959

I HAD ONLY REALLY STARTED RACING in 1959 when I first drove at Le Mans. I had done a few races in 1958 in a Lotus Six to get my licence, but for '59 I had managed with the help of my friend and mentor Alan Stacey to get one of the first Lotus Elites out of Colin Chapman. Stacey was my great supporter – he convinced Chapman that I was worth a car.

In the early part of the 1959 season I was fairly successful – I won most of what I did, and in the Daily Express trophy meeting at Silverstone I diced with Chapman, also in an Elite. He beat me in the end, but he obviously noticed me: only one month before Le Mans I was in the farm office when my secretary said "There's a Colin Chapman on the line." Well, I thought it was probably a seed salesman. But it was the real one, and to my amazement he said "How would you like to drive at Le Mans?"

To drive at La Sarthe had been my teenage dream; I had thought it would form the highlight of my racing career, and suddenly here it was, just about 11 months after my first race. I was to share an Elite with Jimmy Clark. Of course, he was starting out at the same time, he was simply another rising young driver. I'd already met him at Mallory Park in March and watched him win in his Elite when I non-started in mine.

So off we went, staying in L'Auberge St Nicholas in Mayet, outside Le Mans. The works team regularly stayed there, and ours was a 'works' car. Of course, what Chapman meant by 'works' was that he would supply the car and someone else could run it for him. Ours was run by Border Reivers – the Clark connection. All the Lotus drivers were there – Graham Hill, Alan Stacey, Cliff Allison. Hill brought an air pistol with him and managed to shoot out some of the hotel windows. We were sitting around while I translated a French newspaper, and I read out an item about one of the drivers having a wooden leg. Jimmy asked, "Who is that?" "Well, it's me," says Alan, and Jimmy refused to believe him. Next morning Jimmy came into the room I was sharing with Alan, and saw the leg lying there. He was so embarrassed he disappeared for about two hours. He later came to me asking "Is he very upset?" and wouldn't show his face again until I managed to convince him that Alan thought it was a great joke.



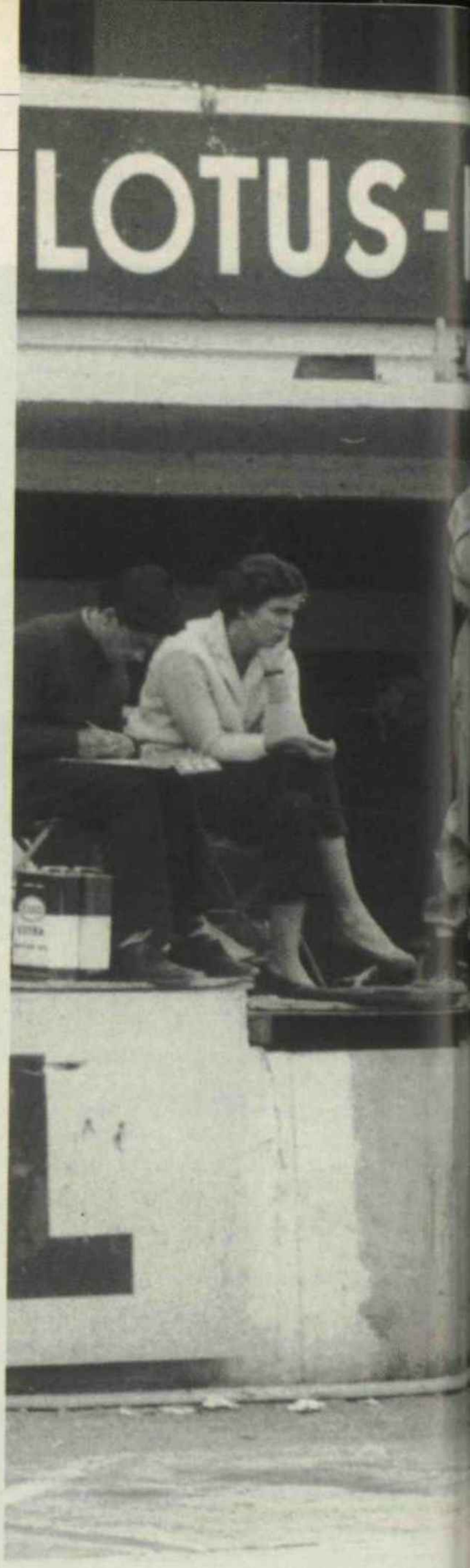
Le Mans was Whitmore's teenage dream

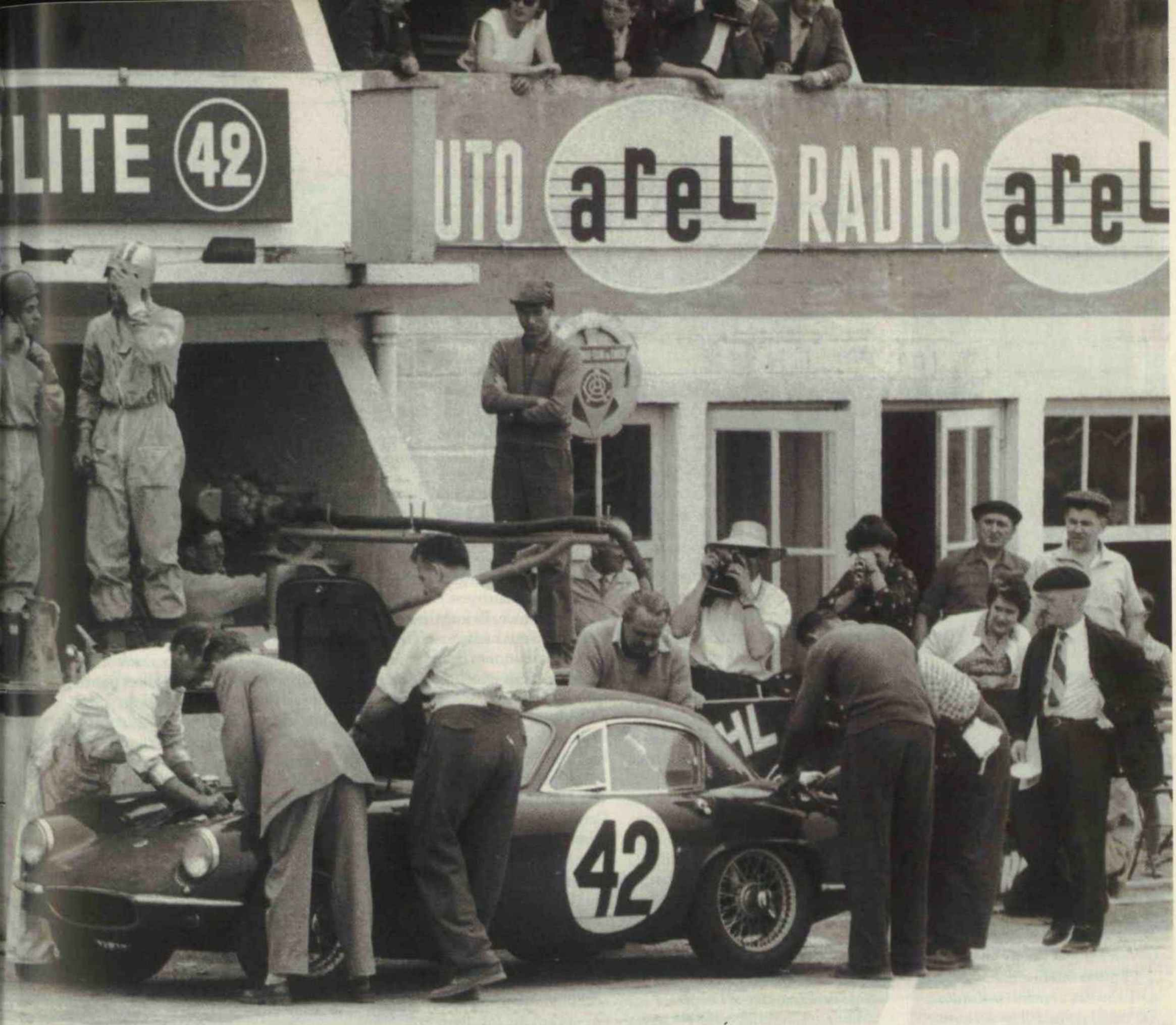
When we came to scrutineering Chapman had brought a Seventeen, a diminutive version of the Eleven powered by a 750cc Climax. Of course the French could see it would walk all over the Panhards in the Index of Efficiency, and they weren't having that. They found about 30 things wrong with it, a great long list. So Chapman sent it home in a Bristol Freighter which was at the airport, changed everything they had complained about, and had it back the next day. Then they declared it was 'not in the spirit of the regulations', which was true, of course, because the regulations were there to ensure a French winner. They allowed it to race 'under review', which meant that it would only be thrown out if it won. Conveniently enough for everyone, it broke.

We were one of two Elites, Peter Lumsden and Peter Riley were in Lumsden's car, and there was a lot of excitement over the cars, as they hadn't been seen much before. We were number 42, which is not considered a good number at Le Mans; a lot of drivers were unhappy to be given it, but it didn't bother me. Our times were a good 15sec faster than the other Elite; it was only later that we found we had a lower axle, which meant that on the straight we were running continuously at 100rpm over the maximum rev limit. But it didn't seem to mind.

Our problems began on lap two with a misfire. Jimmy stopped and we found that the starter motor had stayed engaged. We lost 13 minutes fixing that, and he restarted 52nd out of 53. By the end of his stint we were up to 38th, and I got it up to 26th during my session. But the starter motor was broken, and we weren't allowed to change it. So we devised a scheme: when we took the motor off to 'repair' it, we pretended it was burning hot and we plunged it into a bucket of water to cool it. But we had another motor in another bucket, and while someone distracted the marshal we swapped buckets and fitted the new motor. We changed it four times, pinching starters from every Climax-engined Elite which had come down with the team.

We had one other minor electrical problem, but really the car ran like clockwork. I was on the last session, and we were due to stop 20 minutes before the end, but we were worried about not being able to restart, so we decided to slow down





The Border Reivers mechanics demonstrate their sleight of hand as they change the Elite's starter motor. Clark and Whitmore look down on proceedings

and cut out the stop. Before long I caught the Lumsden Elite and we ran together for a while. Then we caught the winning Aston Martin, and ran with him too. We crossed the line right behind him just after 4pm, which should have been the end, but because the race had started 20 seconds late we hadn't quite done 24 hours, and we all had to do another lap. But we got there – quite an achievement with a Lotus! Only 13 cars finished that year; it was very hot even at night, which takes its toll on a car. We finished 10th overall, and second in class behind the other Elite; without our starter problem we would probably have won the class and very possibly the Index of Efficiency.

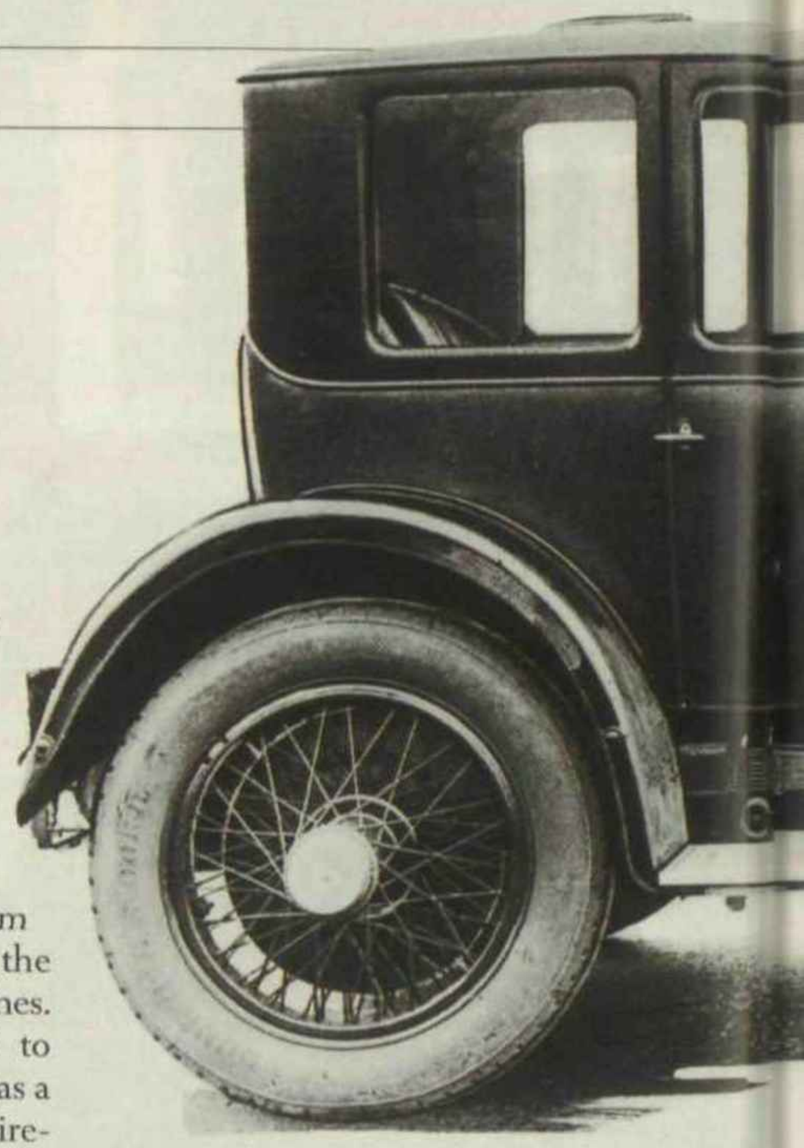
On the emotional side, well, here was this green guy who'd just started racing, and in 11 months had driven at Le Mans – my principal objective in life achieved so soon. It was a terrific boost to my confidence, and a turning point; it put me on the map in my own eyes as well as in others'. The Border Reivers were so pleased they invited me to Charterhall to drive the Lister-Jaguar when Clark was busy somewhere else. I won both races, not that there was much opposition, but it gave me my first taste of power.

For Le Mans the year after that Elite drive I was down to be reserve driver for the Border Reivers Aston Martin, but was asked to partner Innes Ireland in the 2-litre Elite after Jonathan Sieff had his awful practice accident in the 1300. That was one of a tragic series of injuries and deaths of people who had been lined up to drive that car, including Mike Taylor and my great friend Alan Stacey, killed just a week before at Spa. Innes was very upset, saying the car was jinxed, and sat up all night turning things over and over. Finally he said "I can't make you do it – if you were killed it would be the end". So we withdrew the car, and Innes said he had to get out of there. I gave him the keys to my minivan and he drove straight back home.

Many drivers hated Le Mans, but not me. I had seen the 1955 accident when I went down camping with friends, but even that hadn't put me off. I always had romantic feelings for Le Mans, and apart from sitting out the 1960 race I drove there every year of my career. M



Neville Minchin – A Great Motorist



GEORGE ROBERT NEVILLE MINCHIN MA was well-known in the motor industry as a supplier of batteries to Rolls-Royce from his two companies, Peto and Radford and Chloride Electrical Co. He was also a keen motorist, who between 1910 and 1950 owned 13 motorcycles and 154 cars.

His first acquaintance with a motor vehicle was when a student, Frank McClean, showed him the motor tricycle he owned. Minchin's close association with the Hon Charles Rolls commenced quite early, after he had rented a house in Kensington whose owner was Lady Shelley-Rolls, Charles's sister.

Before this, at Tonbridge, Minchin had followed early motor-races, and in the holidays had been allowed to drive a two-cylinder Argyll in Ireland in 1907. In his first Cambridge term, he bought a 1905 3hp Triumph, which he later sold to the son of Lloyd George, the future Prime Minster, in order to buy a 3.5hp model. On this second Triumph, GRN rode 23,000 miles, mostly trouble-free, and in due course he acquired more Triumphs and a Vindec. In 1913 he, Malcolm Campbell and K Lee Guinness had ridden their Douglases to see the Coupe de *L'Auto* race at Dieppe.

While at Cambridge, GRN knew many motoring celebrities, including the Guinness brothers, of whom Bill delighted in indulging in wild skids up Windsor Hill, right under the walls of Windsor Castle, in his 40hp Circuit du Nord Panhard. Two other friends were Rhodes Moorhouse and Noel van Raalte, who one Sunday morning raced their respective 90hp chain-drive Fiat and red 100hp ex-Kaiserpreis Minerva from Market Square to the Station, the winner (van Raalte) to pay the fines.

All this encouraged GRN to become a car owner. His first was a single-cylinder 1.3-litre Sizaire-Naudin with transverse i f s and gears in its back-axle. Before the 1914/18 war broke out he had a 60hp Opel with four enormous cylinders and 16 sparking-plugs which shot him into a thick holly-bush when the steering failed, a big Berliet that continually shed its driving chains, and an excellent 1913 26/60hp Metallurgique. In 1912 he took on the 1908 'Four Inch' TT Darracq which Malcolm Campbell had raced at Brooklands. It became an excellent touring car after its bad starting had been cured. In addition, GRN bought Campbell's big 1906 59.6hp Vanderbilt Cup Darracq, which he also converted into a fast touring car.

There was also a huge Napier, which he found it hard to sell, so he accepted Mann Egertons's offer of an exchange for four enormous 40/50hp Ariels with *Roi des Belges* bodies. These also 'stuck', until GRN got Gordon Watney to put light-weight sporting four-seater shells on them. Other interesting cars included an actual 1913 Coupe de *L'Auto* Vauxhall, which GRN took to the 1914 French GP at Lyon, and later exchanged for a very fine Prince Henry trials car. The roomy Vauxhall was preferred to a Coupe de *L'Auto* Sunbeam, which GRN also owned.

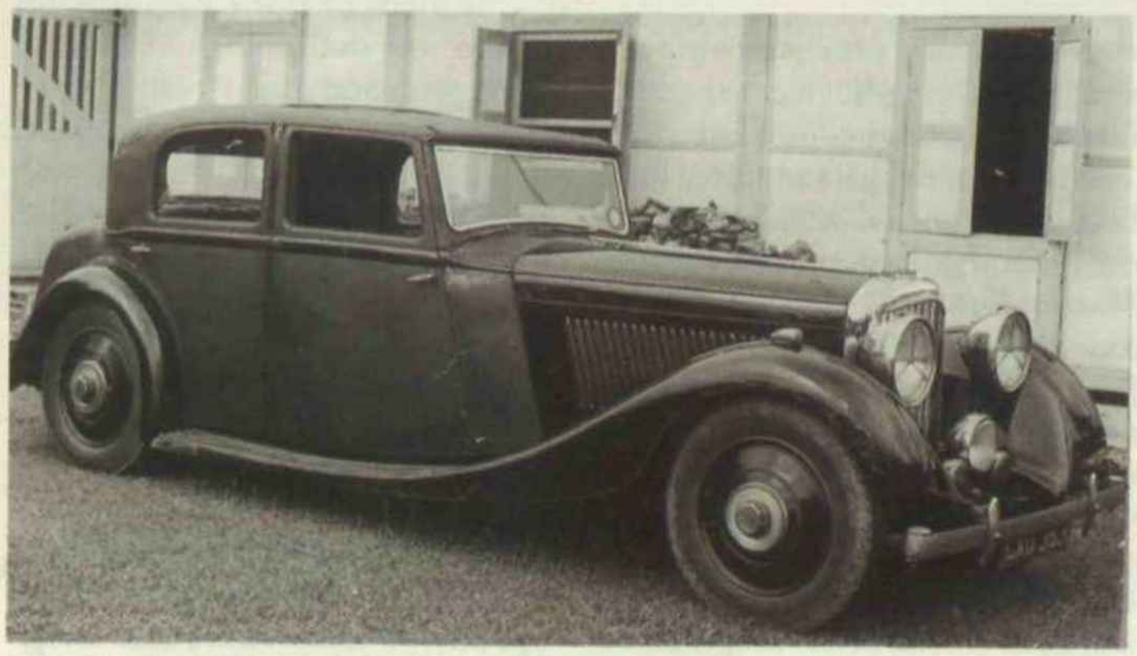
Minchin had been to the 1913 French GP at Amiens in a London-Edinburgh Rolls-Royce, and after the war his business association with Rolls-Royce brought him in contact with cars of this make. He had his first Rolls-Royce, R-4873, in 1920.

This was a special car to his own ideas, with a lightweight four-seater body, a proper windscreen, hood, luggage grid and comfortable seats. An unusual feature was a rack at the back to hold six two-gallon petrol tins. The back-axle ratio had the highest gear-ratios available, nearly 3-to-1, giving a speed of 75mph.

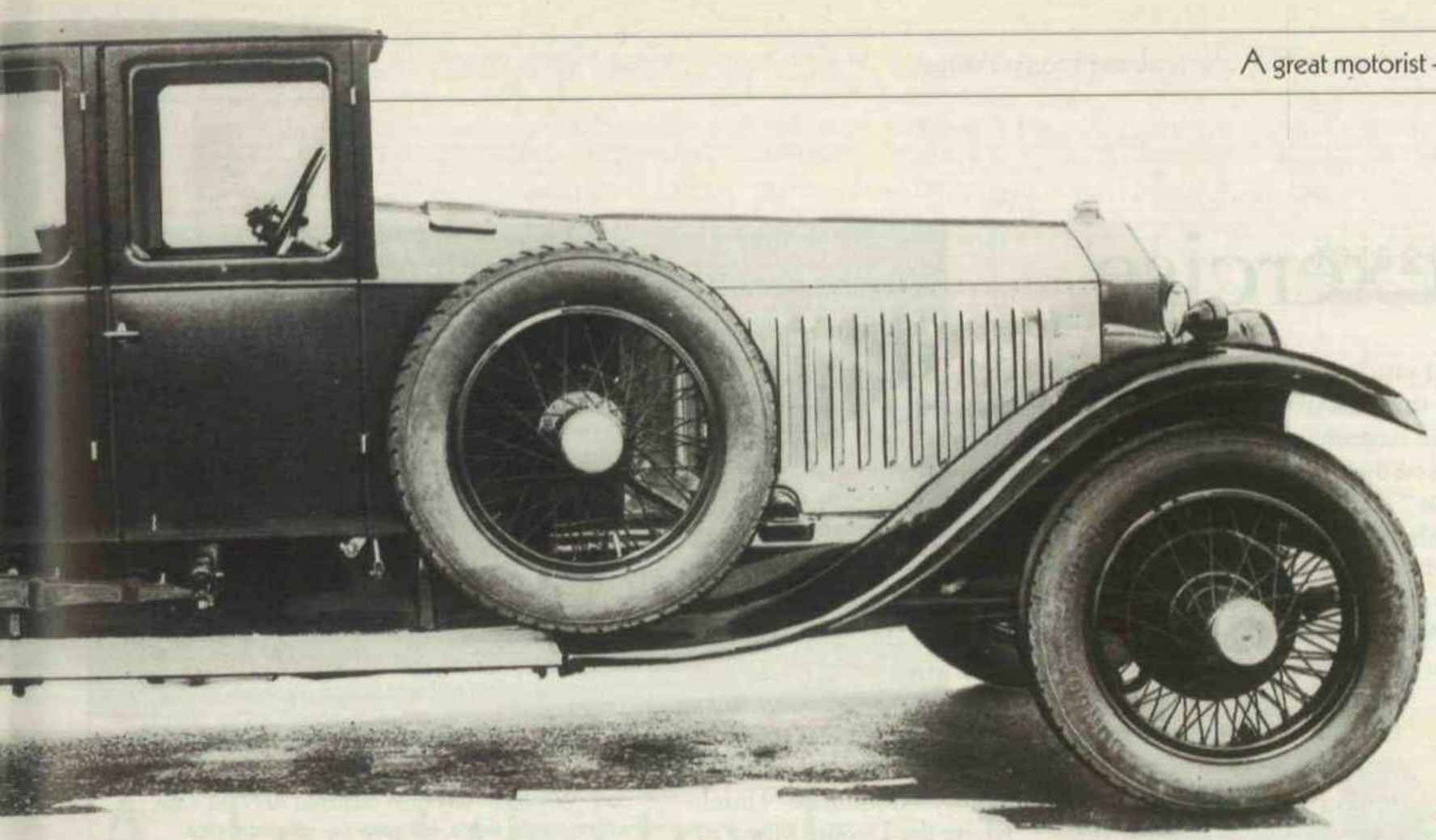
But to visit the 1921 Grand Prix at Le Mans, he was driven to Dover by Segrave in the 1914 TT Sunbeam which had been given a four-seater body (the subject of a 'Veteran Types' article in MOTOR SPORT in 1930).

A number of Royces followed, making 23 in all, including several Twenties, and in 1924 GRN acquired a 3-litre Bentley, which he drove to Lyon to see Campari win the GP in a P2 Alfa Romeo. Late in 1925 he took delivery of a P1 Rolls-Royce, which had a sports six-light, four-door Weymann-type body by HJ Mulliner, with various special items, the fully-floating machine-turned aluminium dashboard contrasting with the black instrument dials. This was followed in 1928 by a 20hp Rolls-Royce with a six-light, four-door Mulliner saloon body. Other Twenties included a Maddox saloon (GRK 22) and a 1926 Mulliner Weymann saloon (GYK 67).

The P1 figured in an unusual Court case after Minchin had been stopped for exceeding 20mph on the approach to Epsom and summonsed for dangerous driving. He was defended by the great Walter Monkton, QC, and acquitted after it was stated that the speed was quite safe as the latest Rolls-Royce had the six-brake system, which



Minchin had this light Mulliner body swapped from a 3½ to a 4¼ chassis



Minchin's Phantom I Royce with sports Mulliner Weymann-type body

Hugh McConnell, the Brooklands Scrutineer, said could pull the car up in two seconds (or 36ft) from 20mph and in 42ft from the plus-20mph at which the car had been timed(!). It was in this Rolls that Minchin had adventurous runs between Horse Guards Parade in London and Cardiff, carrying the Government newspaper during the 1926 General Strike.

In later times he had several Derby Bentleys, including an early 1934 3½-litre Mulliner saloon (FS 9989) and a 4¼-litre Bentley. He also had a 1935 3½ Bentley with a special lightweight Mulliner saloon body, and when the more powerful 4¼ Bentley was announced, Minchin had this body put on his new chassis, the 3½ then being re-bodied and sold. (Henry Stonor, one of the 4¼'s later owners, discovered that it actually had the earlier lighter 3½ chassis with the larger engine.)

But not all his cars were in this category; in 1929 he took his special-bodied Morris Oxford to the Ulster TT in the company of his stockbroker's much-praised Aston Martin. When WW2 brought petrol-rationing the Bentley had to go, and Minchin was recommended to try a Frazer Nash-BMW. He was enamoured with his first, a Type 321, and had six more before peace broke out again. After which there was his first American car, a Studebaker, in 1949, followed by Austins and a Rover.



Neville Minchin in later years in South Africa

In 1911 Minchin had started collecting back numbers of *The Autocar*, paying £2 an issue for some. By the time he went to live abroad he had a complete set of 92 volumes from 1895 onwards. There was a sad sequel for me. In correspondence with GRN I said how lucky he was to have those volumes. He replied that before going abroad he had offered them to Rolls-Royce but they did not really want them, pleading lack of shelf-space. In the end Rolls-Royce relented, but GRN wrote to me, "Had I known, you could have had the lot for nothing. But," he added, "you would have had had a long drive to collect them, perhaps more than once, which you might not have liked." Not liked? I would have made 100 runs if necessary...

By 1930 Minchin had become an author. Sir Henry Royce, a close friend, had remarked to him how clever people like Edgar Wallace were, to be able to write thrillers. That got GRN going, his resulting mystery novel *N7* earning high praise from Royce. As it contains a fine account of the then-famous route to the Riviera and the clues revolve around the setting of the minor controls of a crook's stolen Silver Ghost, what more could Sir Henry, or you, have wanted? This encouraged GRN to write his entertaining book *Under My Bonnet* (Foulis 1950), finished on a South African fruit farm. I have obtained much of the material for this article from it. It admirably captures the atmosphere of the old motoring days, even if not entirely fault-free historically. And in 1961 Minchin wrote *The Silver Lady*, being memories of his R-R cars.

And now what you have been waiting for? Of all his 154 cars, which were his favourites? He lists them as the 1913 Metallurgique, his first 40/50hp Rolls-Royce, a 1929 20hp Rolls-Royce, his 1936 4 1/2-litre Bentley, and the 1939 321 FN-BMW.

This widely-travelled motorist died in South Africa in 1977.

miscellany

THOSE GOODWOOD DATES FOR 1998 – make a note now: Festival of Speed – June 12/14; reopening of the Goodwood race circuit – September 18/20.

* * *

MONTLHÉRY TRACK NEAR PARIS is to see an event for pre-1941 racing cars on April 4/5 1998. Details from Jacques Potherat, tel. 0033 145 00 82 28.

* * *

MEMBERS OF THE VCC ARE restoring two 1901 De Dion Bouton quadricycles, a 1903 Stevens Duryea, a 1906 single-cylinder Rover, and a 1915 20/25hp Overland.

* * *

TEXI PRODUCTIONS IN FRANCE has made a video of the careers of racing drivers Robert Benoist and Charles Grover-Williams; apply 01-45-02-17-57. The Bentley DC has made a colour video of its 70th Anniversary Tour to Le Mans this year.

* * *

REG NICE HAS WON THIS YEAR'S Bert Hadley Memorial Cup, an event organised by the Pre-War A7 Club and involving 12 rounds at different circuits. Reg used his well-known Ulster A7 and scored 76.78 points, against David Brown, last year's winner with 70.32 points, using the Broadley-Austin. Third place went to Gary Clare in his 1934 A7 Special, with 70.00 points.

* * *

AUSTIN HISTORY AND ACTIVITIES are well reported in a number of Club magazines, of which the glossy quarterly *The Vintage Austin* looks after the Vintage Austin Register. The 750MC has its own monthly publication and Year Book, and the A7 Clubs Association special publication has a fine colour-spread of the Gaydon Anniversary Meeting in its current issue.

Customs exercise

THE JAGUARS OF THE 1950S ARE NOW CLASSIC CARS, and of them the XK120 represents the start of significant developments. It took the motoring world by storm in 1949. Having tried it on the road and round Brands Hatch, I wrote that "The outstanding impression left by this wonderful car is its combination of extravagant performance, and silent, effortless functioning, exhaust sound vanishing at about 2500rpm", and Lord Montagu, in his book *Jaguar* reminded me that, "As no mincer of words," I had also reported that the XK120's engine "like a bank clerk, was devoid of temperament and the speed so deceptive that previously easy corners seemed acute".



The designation of this new Jaguar was clearly intended to indicate speed, not bhp, because the twin-ohc engine gave 160bhp at 5000rpm. But was two-miles-a-minute truly obtainable? I put it at no more than 110mph. Jaguar's test-driver, RM Sutton, was also sceptical, but on a five-mile stretch of road near Coventry did get the magic 120 from a prototype. However, William Lyons decided to show what the new Jaguar could do, and the RAC of Belgium was asked to arrange for one side of the Jabbeke-Aeltre autobahn to be closed for some timed runs. That was in May 1949, a day I can hardly forget...

From Heathrow a Sabena Dakota flew a party of top journalists to Ostend and a waiting coach. The driver got lost and had to be directed by Tommy Wisdom of the *Daily Herald*. We therefore arrived late. Poor 'Soapy' Sutton (so-called because he was continually 'washing' shaking hands) who was to drive the XK120, was smoking nervously as he stood by. The car was a standard model, with 3.27:1 axle ratio and 6.00x16 Dunlop Road Speed tyres. After rope had secured its side-curtains to the hood, Sutton drove it at 126.448mph over the two-way mile. The screen was then removed, a scuttle air-deflector fitted, and the XK timed at a convincing 132.332 mph over a flying-start kilo, at 132.596mph for the mile. The Jaguar had an undershield, but this was a listed extra. Two of the Fleet Street chaps were then allowed to drive it.

Afterwards we were taken to the Osbourne Hotel, where the Deputy Mayor of Ostend provided lunch. It was then that things began to misfire! There was another party in the big dining room and Lyons' party was invited to join this jolly group. Now Fleet Street liked a drink, and the jollities went on into the late afternoon, in spite of the pilot sending messages about leaving. We departed at last, to find annoyed stewardesses on the aeroplane, who had been brewing tea for us, and a cross pilot. Now before this trip MOTOR SPORT, ever ready to conserve money, had told me I did not need a passport for a day visit to Belgium. I had got out alright, but passport-less WB held up all the journalists, frantic to get a story in the evening papers about the fine Jaguar showing. I was not popular, it being some time before the pilot vouched for me...

However, I devoted a whole editorial to the XK's performance, and described the car as *sans peur et sans reproche*. So if you have an XK120 still in use, continue to cherish it!

obituaries

D A Aldington

The sad news that Don Aldington has died closes one more link with the old days of racing at Brooklands and the pre-war Frazer Nash cars. DA Aldington was the younger brother of HJ Aldington. As a young man he was trained as a wireless operator and rode a Ricardo Triumph motorcycle for relaxation.

This soon palled, and he decided to follow brother HJ into the motor trade at first as a partner in a Singer agency in Mortlake, using an early GN for getting to and from home. After which Don joined HJ at Aldington Motors, Frazer Nash agents and tuners of these cars. When HJ Aldington acquired AFN Ltd, Don, with a single share, became the other director.

HJ, or 'Aldy', was joined by another brother, Bill, and 'Aldy', Don and Bill became synonymous with Frazer Nash cars. The first two brothers took part in competition events, Don, who had married Miss Eileen Ross, being co-driver to 'Aldy' in the 1930 JCC Double-Twelve hour race and riding with Mrs Wisdom and the Hon Mitchell Thompson in other races.

Although HJ led in the business and competition activities, Don was a very able driver himself, winning, for instance, handicap races at Brooklands in 1933 and 1934, averaging 93.69mph in one of these, including a lap at 99.21mph, with a non-supercharged Frazer Nash.

The unforgettable individuality of the AFN works at Isleworth was fostered by the three Aldington brothers, Don backing-up HJ on the sales and publicity side, while Bill organised the business. In an age when it was possible to buy a new 'Chain-Gang' Frazer Nash, Don was very much a part of that happy period of sporting motoring.

Phil Hunter

As we went to press we were deeply saddened to learn that Phil Hunter, 750 MC's first General Secretary and a Vice-President of that active A7 club, had died in his mid-80s; he was active to the end. Our condolences to his wife Bernadette and family.

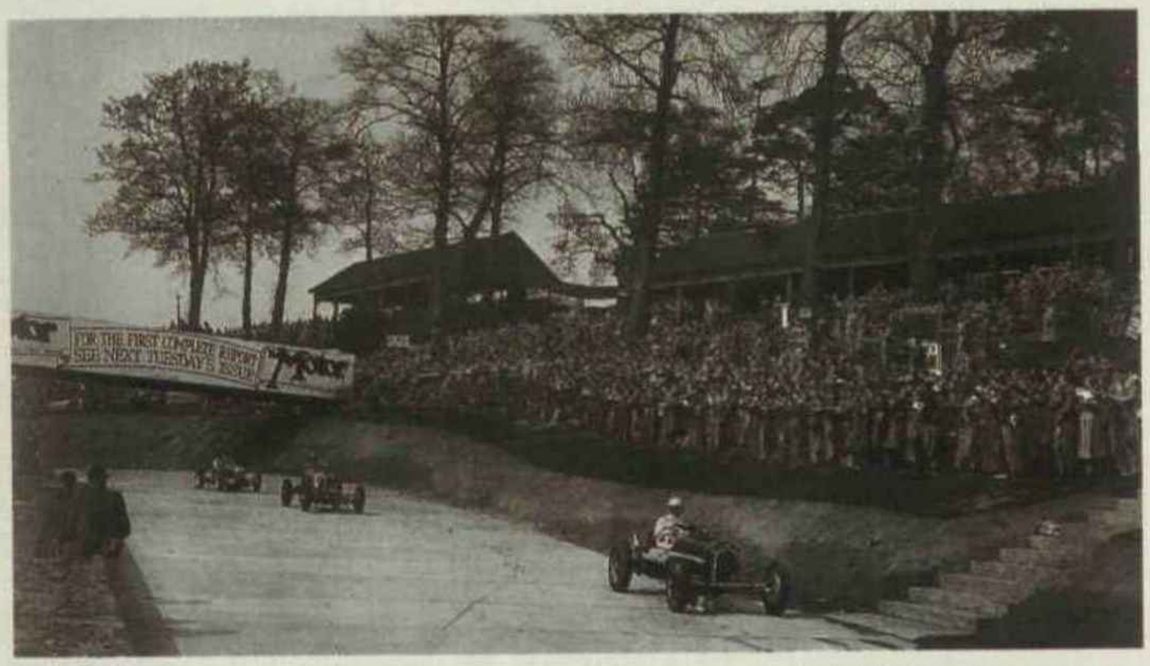
Racing flavour as WB receives MBE

WB RECEIVED HIS MBE ON NOVEMBER 17 AT POWYS County Hall, the presentation made on behalf of HM The Queen by the Lord Lieutenant of Powys. The recipient was taken to the ceremony by Roger Collings in Sally Collings' open 4½-litre four-seater Bentley, Mrs WB and daughter travelling in the 1922 8hp Talbot-Darracq. After the presentation Sir John Venables-Llewelyn and Roger Collings spoke of the long contribution made by WB to motorsport journalism and the influence which MOTOR SPORT had had on the development of motor-racing, after which the Lord-Lieutenant produced an autograph book containing the signatures of many famous post-war racing drivers. In his address he said that he had a personal pleasure in making the presentation because "when schoolboys, my brother and I used to take a huge interest in motor racing – we used to put our bicycles on the train from Hereford and go to Donington, Shelsley Walsh and occasionally to Brooklands, and last year we had the pleasure of going to Oulton Park to watch our friend Sir John Venables-Llewelyn roaring home to victory in his beautiful Bugatti."

So an informal occasion, with an unexpected motor-racing atmosphere.



The Lord-Lieutenant with WB and Mrs Boddy



In its time as a public race track, Brooklands attracted 1000s of racegoers

A day at the track

JUST THINK HOW MANY HAPPY PEOPLE must have gone to Brooklands, on foot, bicycle, motorcycle, car or aeroplane, between 1907 and 1939, to watch the racing or flying, and you must agree that the Brooklands Society was right to hope to preserve some of the ambience after the place was so disgracefully closed down. There were meetings at Brooklands nearly every weekend from March or earlier, to October, and much happening on the weekdays in between.

I made the journey innumerable times, going in by the long entrance road and down through the under-banking tunnel (maybe with the exhaust notes of racing cars passing overhead as an intriguing welcome) to the Paddock; as you emerged it all opened out before you as one wonderful, entrancing world of fast cars and wonderful people.

One particular day, a Frenchman, Monsieur E Early, was in England with his Type 43 Bugatti and wanted to see the Track. As a struggling motoring-writer I did not work on weekdays, so I was asked to take the visitors there. The run down was exhilarating but uneventful, except that, at a T-junction in Wimbledon, M Early was driven into by a small van. No great harm, only arm-waving and shouting ensued, and we soon resumed our pilgrimage. Along the Kingston By-pass, through Hersham and Walton to the left turn by Weybridge Station to what is now Brooklands Road, then right onto the exciting way into the Track...

I had dispensation to go onto the Track without asking the Clerk-of-the-Course's permission, but it seemed only etiquette to tell Percy Bradley what was afoot. So I went up to his office. Bradley emerged from his French window onto the Clubhouse balcony. I indicated that the Bugatti's engine should be started. The Bendix pinion engaged the flywheel teeth with a very loud clang! "More like a fire-engine than a motor-car," Bradley yelled. But he passed us and off we went.

I timed a lap from the car of over 101mph and was enjoying the view from the Byfleet banking on which, even in a fast car, if you were high enough, you could scan the aerodrome road to see if anyone you knew was using it. As I was doing this something flew off the Bugatti and vanished towards the sewage-farm. It proved to have been the dynamo, which was serious, because this particular Type 43 had been converted to coil ignition. However, I suggested to M Early that we go to the Bugatti depot at Kennington, as I was sure Col Morel, who was in charge of the Bugatti business here, would lend our French visitor a dynamo. How naive I was! "What do you think we are here for?" roared the Colonel, "we sell parts, not lend them." When I told M Early this he decided not to, saying he had half-a-dozen dynamos back home in Paris. I got a bus home, just hoping that a declining battery would get him back to his hotel. Somehow, Brooklands could often become associated with unusual motoring happening!

miscellany

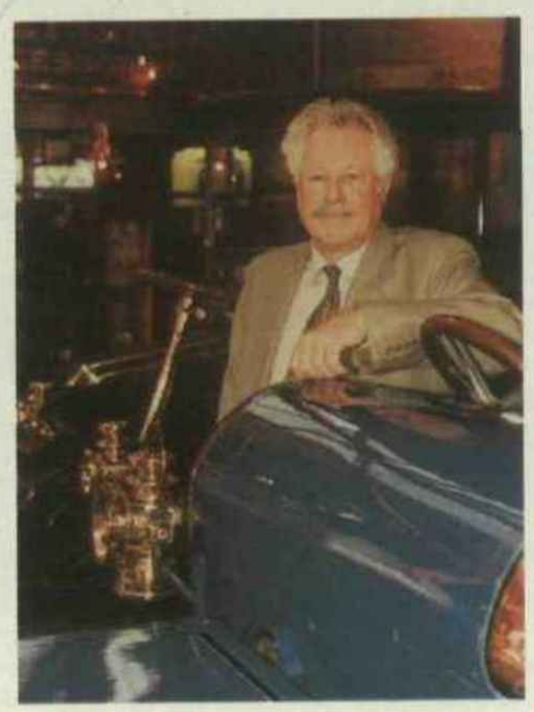
TWO RECENT VSCC EVENTS HAVE been the recognisably tough Lakeland Trial on November 5 and the Eastern Rally on November 1/2. Premier Awards in the Lakeland event went to Andrew Hall (Frazer Nash) in Class 1 and to James Diffey (30/98 Vauxhall) in Class 2. Tony Jones (30/98 Vauxhall) took the award for coming the longest distance by road in a competing car. Only one First Class Award was won in the Eastern Rally, by John Potter/Brian Hughes (1927 Alvis).

* * *

REG NICE HAS WON THIS YEAR'S Bert Hadley Memorial Cup, an event organised by the Pre-War A7 Club and involving 12 rounds at different circuits. Reg used his well-known Ulster A7 and scored 76.78 points, against David Brown, last year's winner with 70.32 points, using the Broadley-Austin. Third place went to Gary Clare in his 1934 A7 Special, with 70.00 points.

* * *

PENRITE OIL'S 1997 AWARD, FOR the person making a significant effort to further the cause of historic vehicles, has been awarded deservedly to Michael Ware (below), Curator of the National Motor Museum at Beaulieu, for his tireless work over many years, culminating in the establishment of the period garage there. The Award Panel consisted of seven well-known personalities including Gavin Conway of *Classic & Sports Car*. It also made WB of MOTOR SPORT a 'Lifetime Achiever', as recognition of his long career in automobile publishing.

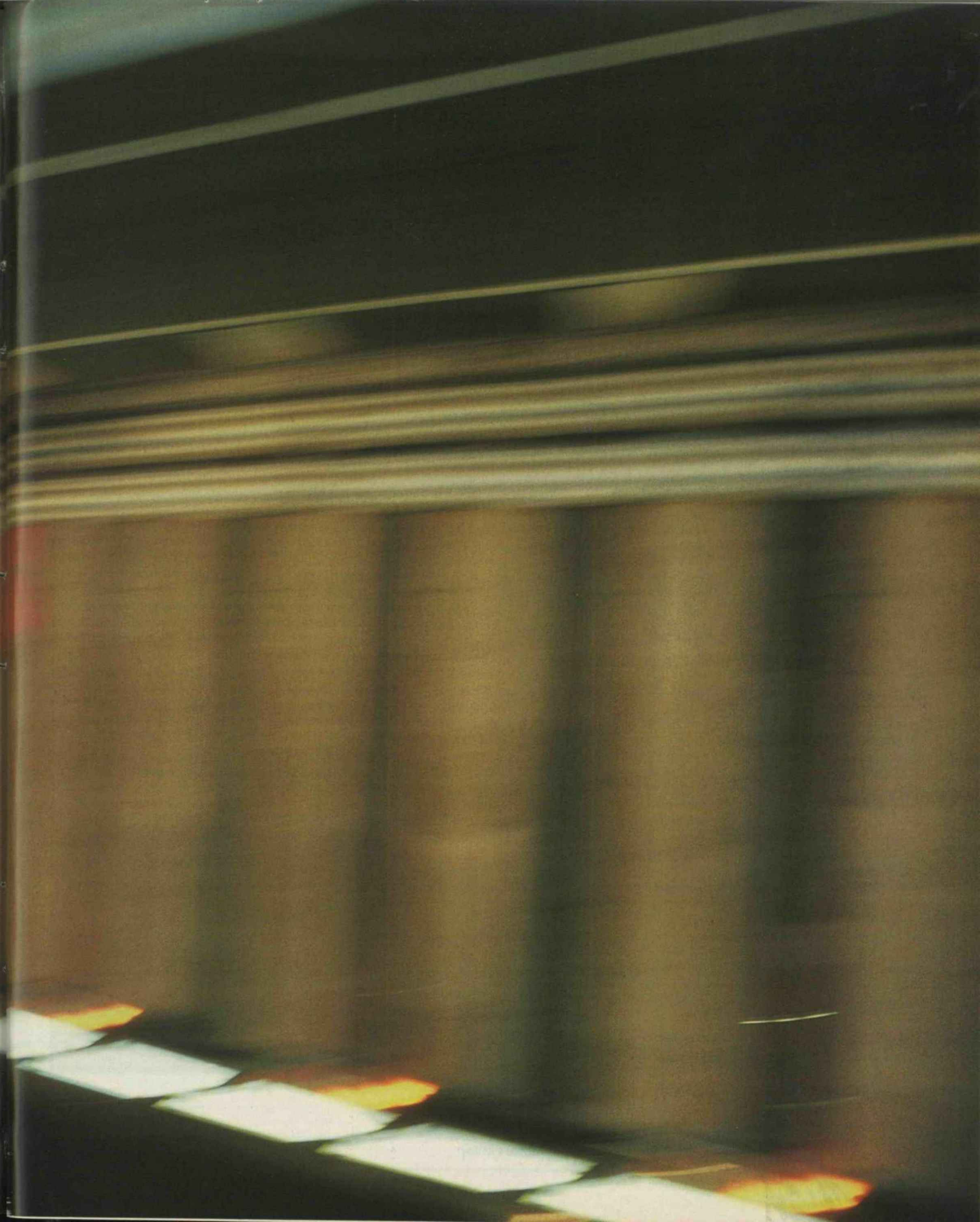


* * *

THERE WAS SO MUCH TO SEE AND so much happening at the Earl of March's Goodwood Festival of Speed last summer that, in spite of the rain, some gatherings of cars or people may have passed unnoticed by those not involved. One such reunion was that of those Austin 7 enthusiasts who used Goodwood circuit to try to break or establish long-distance records. That was in 1977 and 1978, the target to set a Class-H 100-mile record with a modified Ulster Austin 7. This was never attained but many other records were broken or set. The Duke of Richmond flagged the car off on the first attempt, SCH Davis on its second try. The car was driven by Chris Gould, Vince Leek and others, with Stirling Moss taking first stint on the 1978 run. The car then had a Reliant crankshaft, Newman camshaft, Cambridge head and a Zenith carburettor and was on Avon tyres. To commemorate these runs some of the drivers, the pit-crews and Ben Cook, who timed the run, assembled in Worthing during the Goodwood Festival period to see videos of both attempts and other memorabilia of the several attempts, and to welcome the news that it will reopen in all its glory and tradition next September.

* * *

IN LAST MONTH'S MOTOR SPORT the Armstrong-Siddeley of Capt D E B K Shipwright won its race in 1921, not 1926, and Barry Clarke won the Harry Bowler Trophy in the VSCC Welsh Trial.



PARTING SHOT

Monaco Grand Prix, 1989.
Ayrton Senna's McLaren-Honda
MP4/5 at speed in the tunnel.

LAT Archive

FERRARI 308 GTB



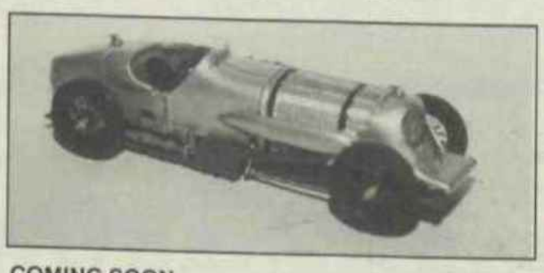
(SPRINT PACK)

1979, carbs, dry sump, full sprint pack engine by Nigel Mansell Sports Cars. Cosworth pistons, gas flowed cylinder heads, R.S. camshafts, fully lightened and balanced (inc. flywheel) rejetted carbs, approx 305 b.h.p., uprated and lowered adjustable suspension, detachable roll bar, full harness belts, stainless steel sports exhaust, uprated anti roll bars, solid mounted steering rack, deep front spoiler, 16" split-rim alloys on 225" and 245" tyres. Piper craft air filters, history file, much time, effort and money has been spent in achieving this high level of performance and handling. Ideal for track days or quick road car. No more test pilots please.

£28,500 might consider exchange
Tel: 01703 790090 or 0836 263471

MODEL GARAGE

THE BROOKLANDS COLLECTION



Manufactured by Milestone Miniatures, the Brooklands Collection of hand crafted 1/43 scale models celebrates many of the cars and drivers who brought fame to the historic circuit.

AVAILABLE NOW
1930 Austin 7 Ulster; 1935 Frazer Nash; 1934 MG K3 Magnette; 1936 MG "Belle Vue Special"; 1934 Morgan Jap ..... **£58.95 each**
1935 Napier Railton; 1932 "Birkin" Bentley .. **£67.95 each**

COMING SOON
Riley; Sunbeam 350 HP; "Mephistopheles"; "Babs"; "Chitty Bang Bang".

It is our endeavour to supply by return of post; however, in the event of stock depletion there may be a small delay. All such orders will be acknowledged and cheques or credit cards will not be processed until the goods are available.
Post and Packaging £2.00 per model UK; Overseas at cost.

AMERICAN EXPRESS VISA

4, The Old Forge, Moore Road,
Bourton-on-the-Water, Glos., GL54 2AZ
Tel & Fax 01451 810308. Mobile 0973 678989.

CARBANK – NOBODY PUTS MORE INTO STORAGE

Nobody puts more into storage – more care, more service, more knowledge and understanding of the engineering and maintenance needs of the motor car.

Carbank has been taking very good care of vehicles for many years, be they classics, modern, veteran, vintage or racing cars, and at a flexible tariff to suit all needs.

- A storage tariff to suit everybody
- Full international shipping and transportation facilities
- A range of specialist services
- Collection and delivery
- Transportation services
- Availability whilst in storage
- Full security
- Insurance facilities
- In-storage maintenance and repairs
- In-storage MOT service
- Licensing and documentation renewals
- Caravans and boat storage

For full details:
Tel: +44(0)1903 893000
Fax: +44(0)1903 893222
E-mail:Enquiries@Carbank.Co.UK
Http://www.Carbank.Co.UK



CARBANK LIMITED

TAKES CARE OF EVERYTHING

KONI

J. W. E. BANKS LTD

NEW SALES AND FULL RECONDITIONING SERVICE ON KONI SHOCK ABSORBERS
FAST SERVICE AT COMPETITIVE PRICES

St. Guthlac's Lodge, Crowland,
Peterborough PE6 0JP
TEL: 01733 210316 FAX: 01733 210920

C.R.W. SERVICES



UNDERCOVER TRANSPORT ANYWHERE IN THE UK AND EUROPE.
SECURE INDOOR STORAGE FACILITIES LONG AND SHORT TERM AVAILABLE.
*** OUR PRICES INCLUDE INSURANCE ***
*** FREE COLLECTION ON LONG TERM STORAGE ***

11 Woodland Rise, Tasburgh Norwich NR15 1NF
Contact us 24hrs 7 days a week on
TEL: 01508 470077 FAX: 01508 470404

RACE lit

We wish all customers a
Merry Christmas & Happy New Year,
thanks for your support in 1997.

See us at the 'Autosports International'
8-11th January, 1998
Stand number RJ83
Memorabilia Area

RACE-LIT, Unit 6, Healey New Mills, Healey Rd, Ossett, West Yorks, WF5 8NF. Tel/fax: 01924 280988.
WORLDWIDE MAIL ORDER. FREE NO OBLIGATION BOOKSEARCH

CAMBRIDGE

SPECIALIST CAR STORAGE COMPANY

TigaStor

Offers a high security, comprehensive storage service.

We are a long established and extremely flexible organisation. We aim to make life easy for anybody who is living or working overseas, or who simply has no space for their car. Our rates are amongst the most competitive. Convenient for Heathrow, Silverstone or London.

DE-HUMIDIFIED STORAGE AVAILABLE

Tel: 01296 681211 Fax: 01296 681837

Details from: **TigaStor,** **Neales Farm, Cublington, Leighton Buzzard, Beds LU7 0LE**

(Callers strictly by appointment only)

AMERICAN EXPRESS

BARCLAYCARD VISA

HIGH SECURITY CAR STORAGE

AutoStore

To facilitate ownership of any car not in daily use,
- living, working or holidaying abroad
- restoration projects or investments
- vintage, classic or modern

The AutoStore offers a **secure** and **discreet** service.

- **De-humidified, High Security Storage**
- **Customised Maintenance/Exercise Programmes**
- **Worldwide Collection, Delivery and Shipment**
- **Most Competitive Storage and Insurance Rates**

Collection and delivery with expert 'in-store' attention ensure a worry-free obsence and an immaculate car on your return. Full Brochure and Tariff from:

MasterCard VISA **The AutoStore** AMERICAN EXPRESS

PO BOX 833, SAWSTON, CAMBRIDGE, CB2 4UE. Tel: (01223) 872879 Telex: 317210 Fax: (01223) 872983
www.autostore.co.uk
e-mail: autostr@ibm.net

BUCKINGHAMSHIRE

STORAGE

BERKSHIRE. M4 J11 3 MILES

20 mins from Heathrow choice of standard or dehumidified Transport & Valeting, Service and MOT
Very secure, owner lives on site

RICHARD THORNE CLASSIC CARS

Tel No: 0118 983 1200

Fax No: 0118 983 1414

Superb

Repairs, restoration, servicing, MOT's, valeting, collection and delivery world wide, cherished car insurance, and

the highest standards of car storage

Storage

STORACAR

THE HOTEL FOR FINE AUTOMOBILES LTD

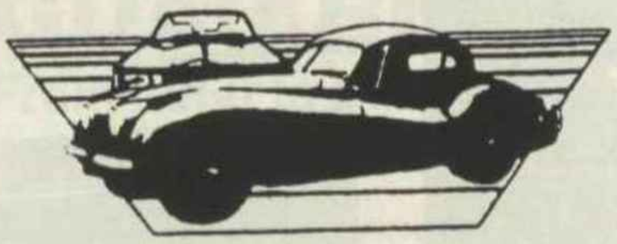
Established since 1983

P.O. Box 374, Newport Pagnell,
Buckinghamshire. MK16 8AA
Telephone: (01234) 391 206
Facsimile: (01234) 391 672

WEST SUSSEX

CABRIOLET CARS

(London) Ltd.

Storage  Parking

CAR PARKING AND STORAGE

* Car parking is available on a monthly basis in **Chelsea** and **Fulham**. Access 24hrs per day.
* Alternatively we can **store your car** whilst you are **abroad**.
* Covered, secured, purpose built premises.
* **Valeting, Chauffeurs** etc. provided at affordable rates.

Cabriolet Cars (London) Ltd
Milton House, 2 Fernshaw Road, London SW10 0TF
Tel: 0171-352 8565 Fax: 0171-352 7945

CAR STORAGE

DEHUMIDIFIED

Prestige High Security Indoor Storage with 24 hour surveillance. Only 20 minutes from Gatwick. Short or long term for holidays or working residents overseas. Can collect and deliver by our own covered transporter.
Our rates are very competitive at a modest £15.50 per week. Maintenance service to suit individual requirments. Access seven days a week. Send for our detailed brochure.

Carlines
CAR TRANSPORTATION & STORAGE

VIOLETS, SLINFOLD, Nr. HORSHAM, WEST SUSSEX, RH13 7RA.
Tel: 01403 790397 or 790503. Fax: 01403 791011. Mobile: 0831 214591.
(Callers by appointment only please)

HAMPSHIRE

BRAMSHAW

We are pleased to announce that our car storage facility is now open. All makes of car welcome with Airport collection/delivery, valeting, servicing and dehumidified storage all available in our discreetly located, secure new premises in the Bournemouth-Southampton area.
Please call for details.

01202 396342

SOUTH EAST

COACH HOUSE – CLASSIC – CAR STORAGE

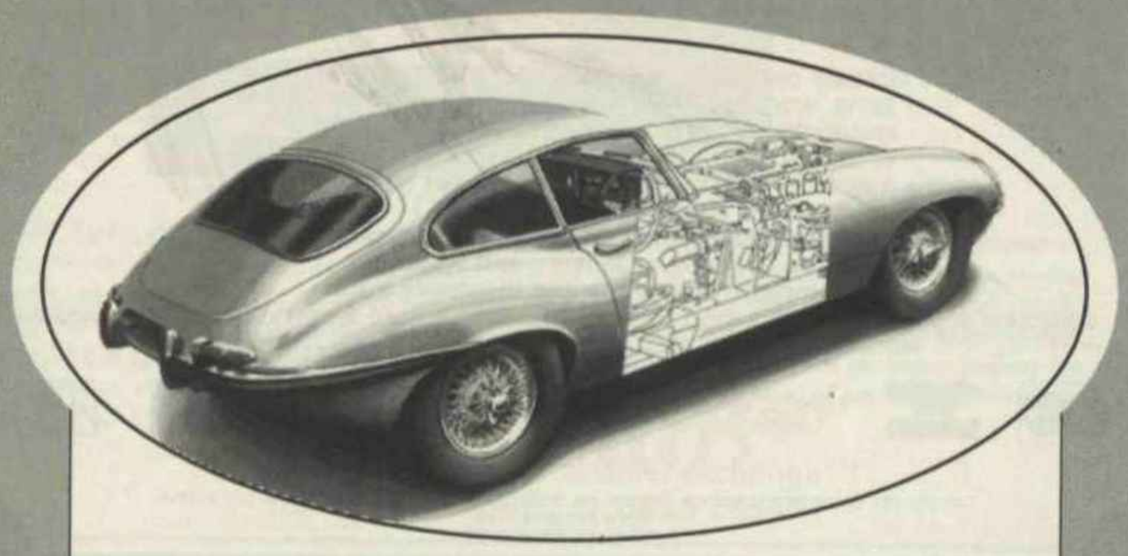
Classic car owner and enthusiast has storage on quiet country estate in South East England adjacent to own home.
Temperature controlled, alarmed etc. Rates from basic-winter to full active storage.



TELEPHONE:
01825 840006

ISO 9002 QUALITY ASSURED

THIS IS A SMALL CROSS SECTION



Of the 1000's of E-type parts available from SNG Barratt

Whether you need a set of series 1 brake pads or a series 3 petrol tank sender, a V12 waterpump or 9.5 diaphram clutch kit, you can rely on SNG Barratt to deliver the goods. We not only stock a comprehensive range of authentic E-type parts, but we also re-manufacture a wide variety of other items that would otherwise not be available in the UK. With so many items in stock we can ensure orders placed before 3.30 pm for ex-stock items are released the same day, and even deliver orders of up to 25 kilos the next working day - anywhere in the UK.

S·N·G BARRATT

Telephone: 01746 765432
Facsimile: 01746 761144
http://www.barratt.co.uk

OPENING TIMES
Saturday - 9am 12pm
Monday - Friday 8am -5.30pm

S.N.G Barratt, The Heritage Building Stourbridge Road, Bridgnorth, Shropshire. WV15 6AP

CLASSIC JAGUAR PARTS



Scott~Moncrieff

Classic & Vintage Car Specialists since 1927

Jaguar Restoration Specialists

With over 20 years Jaguar experience and 70 years restoring prestige marques, you can be sure of the care, quality and attention to detail you would expect from one of Europe's leading restoration companies.

- **Full body & mechanical restoration**
- **Re-trimming**
- **Servicing and repairs**
- **Fixed price estimates**
- **Guaranteed work**
- **Unleaded head conversions**



A FRIENDLY AND PERSONAL SERVICE

For more information about our unique range of services please call Carl Gannon.

Telephone 01538 384300 Fax 01538 399930

Unit 2, Leekbrook Trading Estate, Leek, ST13 7AP



The Ultimate in Jaguar Handling



Available for:
XK120, 140, 150, MK II, S Type, E Type 6 cyl. & V12, XJ6, XJS, XJ40.

Uprated springs and front and rear anti-roll bars.

Superb road holding using Koni or re-valved Bilstein shock absorbers

XJS convertible and cabriolet - front stiffening kits to reduce scuttle shake.

Producing optimum control with no loss of the legendary Jaguar 'ride' or feel.

HBE

Harvey Bailey Engineering Ltd.
Ladycroft Farm, Kniveton, Ashbourne, Derbyshire DE6 1JH
Telephone: (01335) 346419 Fax: (01335) 346440

SPECIALIST HANDLING PACKAGES

BILSTEIN

KONI

Suspension Specialists to the Motor and Motor Racing Industries

The E Type Spares Specialists



WISTATON, CREWE, CHESHIRE CW2 6SU
TEL: 01270 666608 FAX: 01270 664207

SPECIALISTS ONLY IN E-TYPE SPARES, NEW, SECONDHAND, RARE & RECONDITIONED • VAST STOCKS OF PARTS • GOOD SELECTION OF WHOLE CARS & RESTORABLE BODYSHELLS FOR SALE • BODY JIG AVAILABLE FOR HIRE.

Access VISA



WE SHIP WORLDWIDE

SC Parts Group Ltd

SC PARTS

The specialist supplier of parts for Big Healey, Jaguar XK, Mk2, E-Type, XJ & Classic Range Rover. Comprehensive catalogues, free price lists & disks. Mail order service. Trade enquiries welcome.

13 Cobham Way, Crawley, W. Sussex RH10 2RX
Tel: 01293 547841 Fax: 01293 546570
http://www.scparts.co.uk Email:enquiries@scparts.co.uk

ASTON MARTIN and JAGUAR REPAIRS

From 1960 to present day

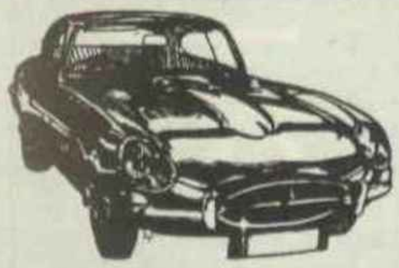
Competitive Rates

Free Advice

30 years of experience

Ken Shergold

9 Fieldings Road, Cheshunt, Herts EN8 9TY
Tel: 01992 624721 Fax: 01992 633499
3 miles from Junction 25 (M25)



M. & C. WILKINSON

A full range of spares for E-Type, Mk2, XK, S-Type, 420 Mk7 8 & 10 & XJ Models

AGENTS FOR DOUBLE 'S' EXHAUSTS

Huge range - please call for details

M. & C. WILKINSON WORKSHOPS LTD

We offer full workshop facilities, from servicing to full rebuilds.

Engines & geaboxes rebuilt to highest standards by factory engineer.
Power steering rack conversions for Mk2 and Mk10. Lhd & rhd conversions.

For all your workshop needs on Jaguar & Daimler cars, call M. & C. Wilkinson Workshops Ltd.

PARK FARM, TETHERING LANE, EVERTON, Nr. DONCASTER, SOUTH YORKSHIRE DN10 1XX.

Tel: (01777) 818061 (2 lines) Fax: (01777) 818049

THE E-TYPE *Centre*



THE E-TYPE *Centre* OF THE WORLD

Wanted
E-Types, XK's
MkII 3.4 and 3.8.
Nationwide viewing.
Please call if you are considering selling.

TELEPHONE US
for a friendly informed chat, obtain our information pack and directions, then make an appointment to visit the world's best stocked E-Type shop!

THE LARGEST COLLECTION OF E-TYPES
With 50 E-Types always in stock, all sensibly priced, owned by us, viewable at the same location, we are easily the world's biggest E-Type dealer.

ESTABLISHED 18 YEARS
During which time we have sold well over 1,000 E-Types. We therefore have the necessary expertise to assist you.

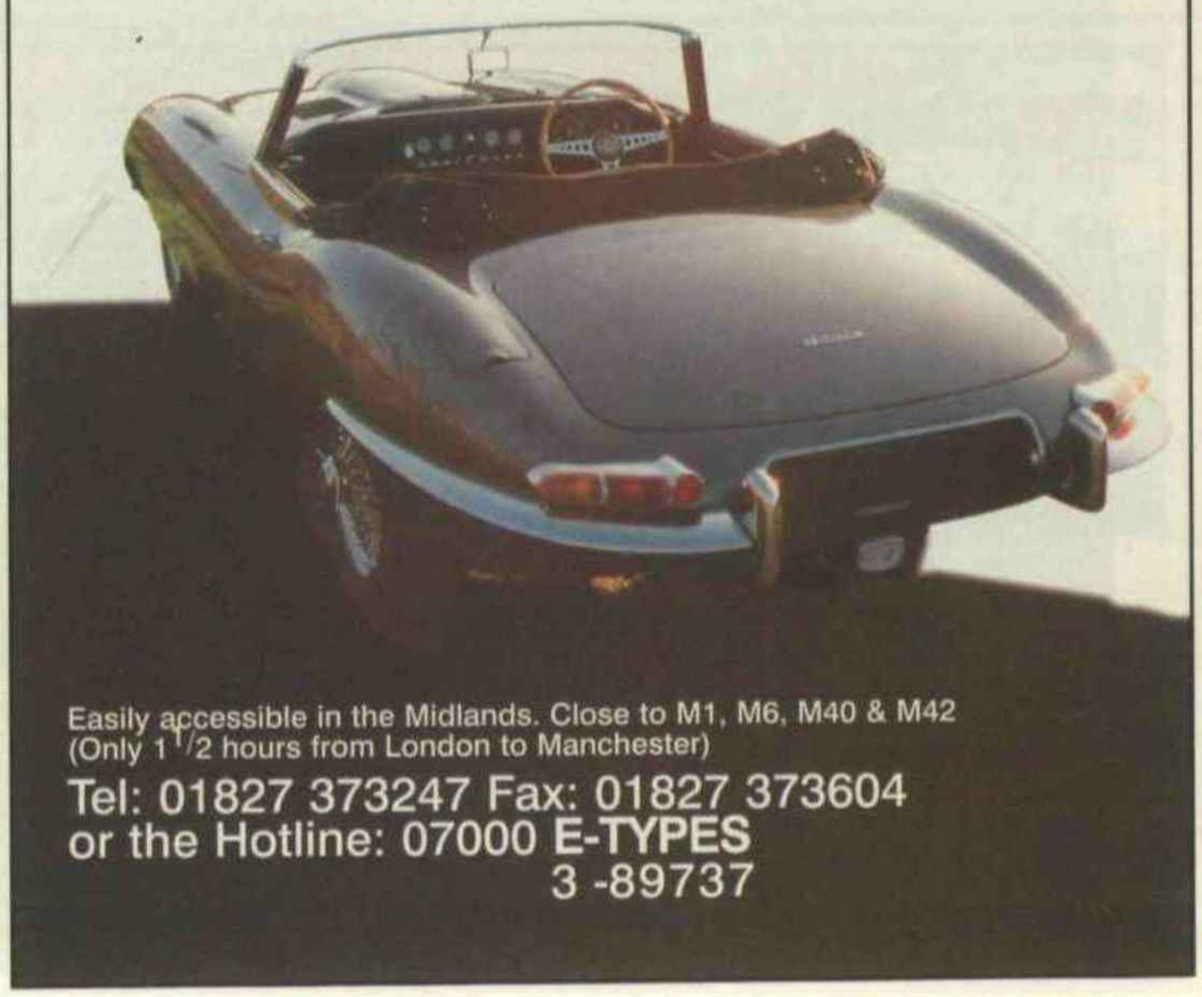
GUARANTEED
Because we select and prepare our cars so carefully, we are able to give you a written guarantee for your peace of mind.

CARCOON STOCKIST
We recommend this storage facility for the ultimate affordable protection of your classic.

PART EXCHANGE
We will offer you a sensible allowance for your exchange, classic or modern, sports or saloon.

NON E-TYPES FOR SALE

JAGUAR XK 140 FHC. Black with Red hide. 63,000 miles. Probably best example currently available £26,950
JAGUAR XK 120 DROP HEAD COUPE. LHD. Red with Black hide. Excellent condition £28,950
JAGUAR XK 120 ROADSTER LHD Red with Tan hide Extensively restored Very good condition £28,950
JAGUAR XK 150 DHC MOD. BRG. Suede Green hide. Extensively restored. Beautiful condition £34,950
JAGUAR Mk2 3.8 Manual, overdrive, BRG, good usable condition, new MOT £7,500
JAGUAR Mk2 3.4 1967. Manual overdrive. Extensively restored, history, beautiful condition £12,950
MG TC 1949 Red, very carefully maintained, much expenditure, very good condition £14,950
JAGUAR SOVEREIGN 4.2 1985. Charcoal metallic Auto Superb condition £4,500
JAGUAR XJS V12 1985. Auto British Racing Green Well Maintained Good Condition £3,750
JAGUAR S-TYPE 3.8 Manual, overdrive, BRG, good usable condition, new MOT £5,750
MG MAGNETTE ZA SALOON 1956 Birch Green Carefully maintained Excellent condition £3,950



Easily accessible in the Midlands. Close to M1, M6, M40 & M42
(Only 1 1/2 hours from London to Manchester)

Tel: 01827 373247 Fax: 01827 373604
or the Hotline: 07000 **E-TYPES**
3 -89737

REAR AXLES - DIFFERENTIALS

COMPLETE UNITS AND COMPONENT PARTS

When your cars back axle needs attention, uprating or replacement then come to the experts.
We have stocks for all Jaguar models.
Daily delivery in the UK.
Fitting service available.
Full export facilities.
Please contact:

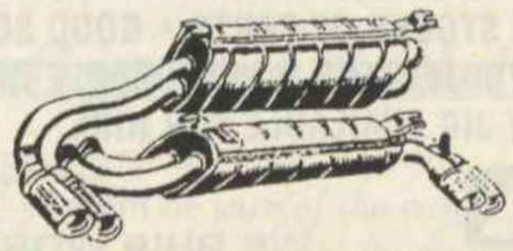
THE AXLE CENTRE
TEL: 0181 882 9333
FAX: 0181 882 9777

STAINLESS EXHAUST SPECIALIST

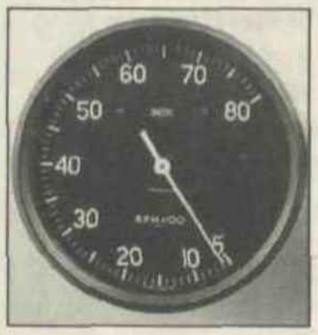
Quality 304 grade stainless steel exhausts and manifolds. 'Handmade' to original pattern or individually designed to incorporate your own specifications. We cater for a vast range of classic and performance vehicles, also water pipes and petrol tanks.
Heavy gauge mild steel systems available upon request.
Vehicle life guarantee, club discounts, tailer service available for systems fitted to unfinished restorations. We also purchase old exhaust systems.
1 miles from J28 of M1 motorway.

WITH 20 YEARS EXPERIENCE YOU CAN BE ASSURED OF THE BEST

Unit 1, Prospect Court,
Nunn Close, Huthwaite,
Sutton-in-Ashfield,
Notts NG17 2HW.
Tel/Fax: 01623 552262
Mobile: 0976 654701



INSTRUMENTS



Europe's leading company established in 1967 specialising purely in the restoration and manufacture of classic and vintage vehicle instruments & dashboard fittings.

We can supply original or replica instruments for many classic racing cars; chronometric & magnetic revolution counters & speedometers; pressure, boost & temperature gauges: JAGUAR C/D, FERRARI, BUGATTI, MASERATI etc.

We provide a full restoration service on all instruments and dashboard fittings, including dial printing, plating, calibration etc. Special service for capillary temperature gauges using fittings to correct original 'Smith' and 'British Jaeger' patterns. Send for our leaflet V(MS) stating make & model.



Vintage Restorations

The Old Bakery, Windmill Street, Tunbridge Wells, Kent TN2 4UU.
Telephone: (01892) 525899: Facsimile: 01892 525499
www.mgcars.org.uk/vintage-restorations

WILTSHIRE

Classic Automobiles Ltd.

REPAIRS, SERVICING, RESTORATION

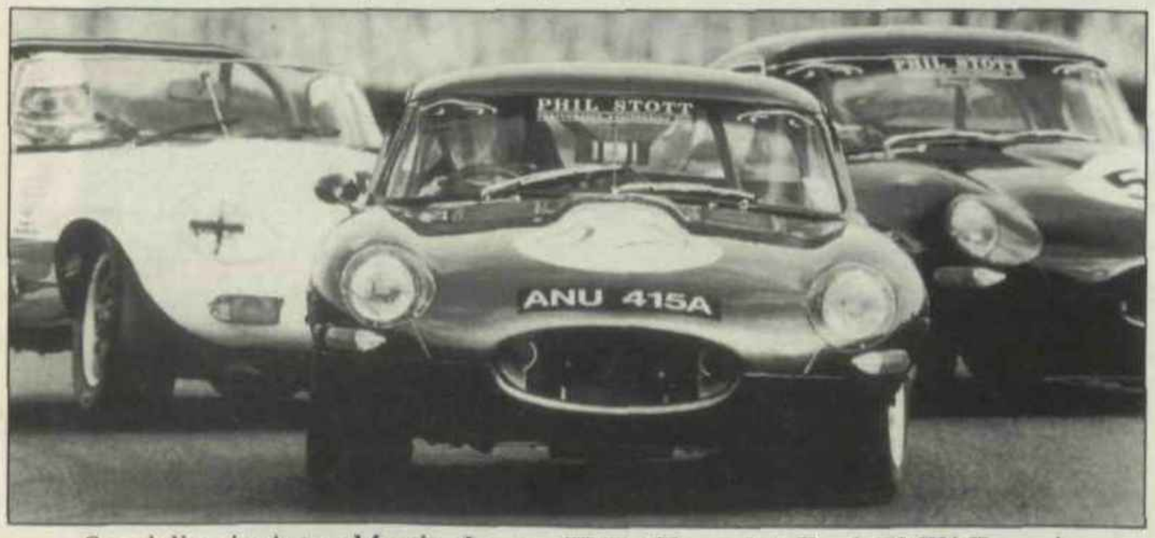
Specilists in Jaguars of all ages

Tel: 01225 751044 Fax: 01225 751641
7/8 ST. GEORGES WORKS, SILVER STREET,
TROWBRIDGE, WILTS BA14 8AA, UK.

RACE PREPARATION

PHIL STOTT
PERFORMANCE ENGINEERING LTD

The UK's Leading Classic & Historic Race car team.
Preparer's of the ultimate road and race E Type Jaguars.
Unbeaten and fastest lap of every race entered last season.



Specialists in Aston Martin, Jaguar, TVR, Chevrolet, Ford, BMW, Ferrari.

We Offer: * Turn-key racing with full backup and facilities * Engine development * * Race car preparation to every level of competition * Team car drives and testing * * Handling packages * Restoration *

Please telephone to discuss your individual requirements for the 1998 season.

Unit 1 Marchington Industrial Estate,
Stubby Lane, Marchington, Uttoxeter, Staffordshire ST14 8LP
Telephone 01283 821147 Fax: 01283 821313
Enquires @ Classic-Motorsport.Com Http://www.Classic-Motorsport.Com

Let us Cut the Cost, Not the Quality of your Classic Motoring

T.J.P. CLASSIC SERVICES

Combine 20 years experience in Repairs, Servicing and Body/Chassis Welding, with genuine enthusiasm.

The result is quality workmanship at classic prices.

From a Service to a Full Restoration and every job in between.

Call Tim on
07000 TJP CLASSIC
OR 0117 9867157
14 Wansdyke Workshops, Unity Road, Keynsham, BS18 1NH
Jaguars a speciality

ALAN COLLINS

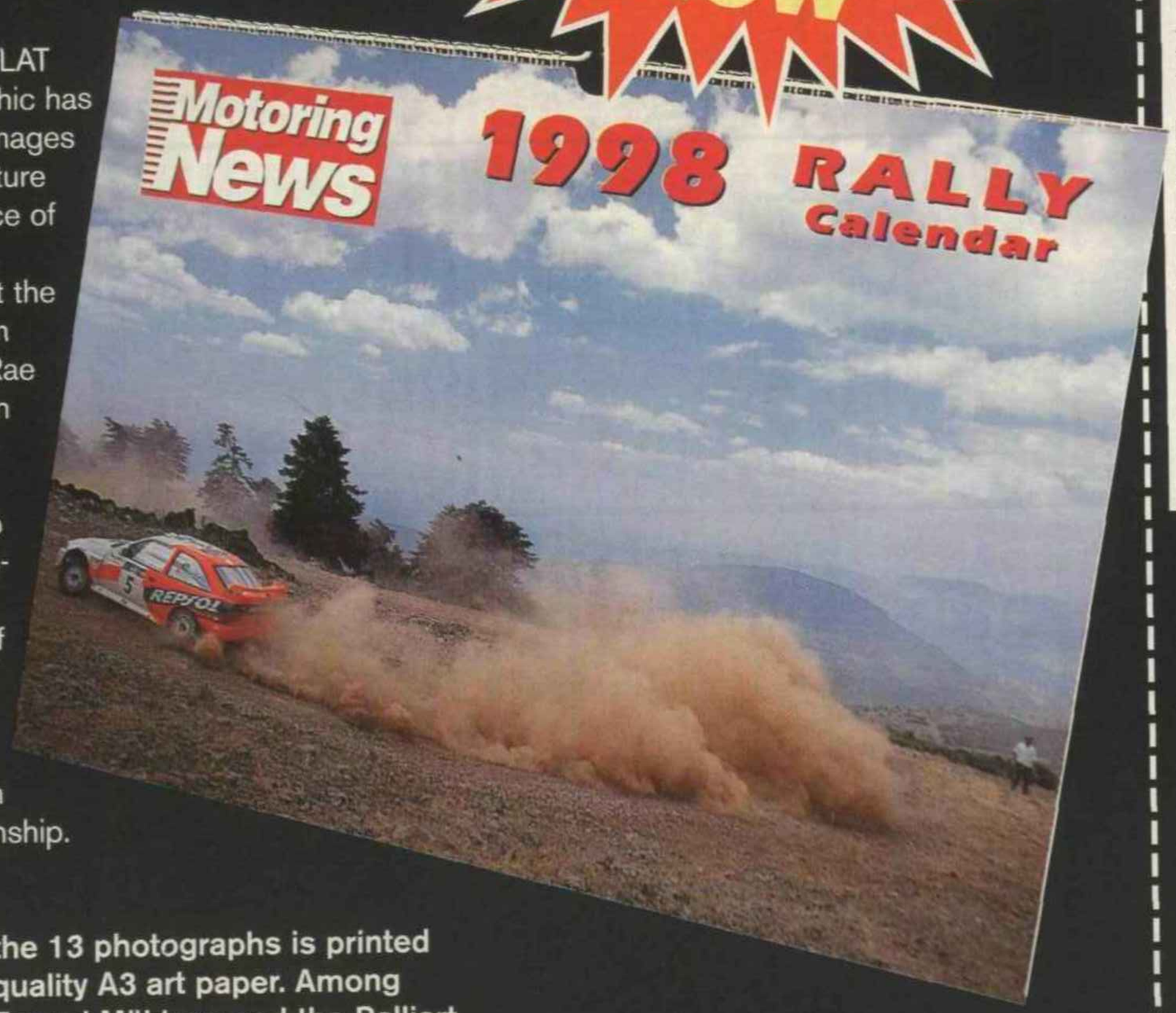


Servicing, Repairs, Restorations part and full to the highest standards.
On all types of classic and performance cars, 25 years experience with Jaguars. Member of J.S.A.
Replicas built and race cars prepared. Covered transportation. Courtesy service. Valet service.
Please ring for advice or quotations
Tel: 01621 852058. Fax: 01621 842118

The perfect gift for every rally enthusiast

First appearing ten years ago, the *Motoring News* calendar is firmly established as the choice of rally enthusiasts everywhere.

ORDER NOW



For 1998, LAT Photographic has selected images which capture the essence of rallying throughout the world, from Colin McRae at speed in his WRC Subaru Impreza to the breath-taking scenery of the Isle of Man round of the British Championship.

Each of the 13 photographs is printed on high quality A3 art paper. Among them is Tommi Mäkinen and the Ralliart Mitsubishi Lancer Evo 4 in full flight.

Please send me calendars at **£11.95 each** (inc. UK p&p).
Air mail Europe £13.00, all other countries £15.00

(PLEASE COMPLETE IN BLOCK CAPS)

Name Mr/Mrs/Ms Surname

Address

Postcode

Tel No:

☐ **I enclose a cheque/postal order** for payable to **LAT Photographic**

☐ **Please charge my credit card**

☐ Access ☐ Visa ☐ Amex ☐ Switch ☐ Delta ☐ Connect

Card Nos

Valid from Expiry date Issue No (Switch only)

Signature Date

Please send this coupon (a photocopy is acceptable) with your payment details to: *LAT Photographic*, *Motoring News* Calendar, Somerset House, Somerset Road, Teddington, Middlesex, Tw11 8RU

CREDIT CARD HOTLINE
0181 251 3017
OR FAX: 0181 251 3001

These limited-run calendars will be issued on a first-come-first-served basis
We will be post out mid-November

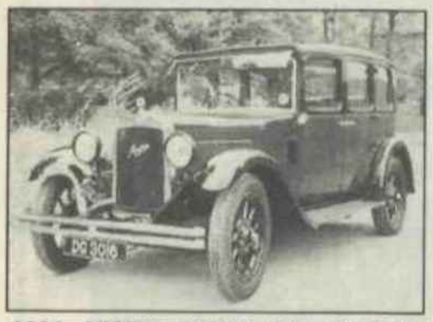
■ Tick if you do not wish to receive details on special offers from carefully screened companies

SMALLBONE & SON

Established 1929



1927 MORRIS COWLEY 2 SEATER & DICKEY. Body off restoration, photographic record, concours winner, extremely original, must be seen, only £10,950



1931 AUSTIN HEAVY 12/4 SALOON. Expensively refurbished, leather trim, drives superbly, old and new log books. Rear carrier and sun visor, only £11,950



1912 HUMBER 4 SEATER TOURER. Restored beautiful condition. Lots of brass £16,950



1915 SWIFT 2 SEATER. Regular VCC participant, electric starting and lighting. Beautiful condition £12,950



1929 AUSTIN HEAVY 12/4 SALOON. 1 owner nearly 30 years, extremely original. Ready to use £9,950

ALSO IN STOCK:

1914 Singer 10, 2 Seater + Dickey .£12,950
1922 Austin Heavy 12/4 Tourer £23,950
1927 Austin Heavy 12/4 Tourer, part restored £8,950
1926 Morris Cowley chassis restored + running £2,950
1963 MGB Roadster. Superb, probably best on offer £9,950

VETERAN AND VINTAGE CARS WANTED FOR CASH

PART EXCHANGE WELCOME.
FREE DELIVERY MAINLAND UK.
SELECTED CARS SOLD ON COMMISSION.
VINTAGE AUSTIN SPECIALISTS
116 RADDLEBARN ROAD, SELLY OAK, BIRMINGHAM B29 6HQ

Tel: 0121 472 7139 day
0121 472 1473 eve
Fax: 0121 471 2013

MOTOR SPORT SMALL ADS

A

AC ACE BRISTOL ROADSTER. English and German spoken. Tel: (0049) 2743 930 410. Fax: (0049) 2743 930 411.

AC ACECA BRISTOL, 1956, less engine, gearbox and steering. Offers. Tel: 0116 2863832.

AC 428 FASTBACK 1972. Metallic blue 63,000 miles, superb condition. (Featured in the book "AC Heritage") £28,500. P/x Classic or modern Tel: 0181 529 2158.

AC ACE BRISTOL ROADSTER, English & German spoken. Tel: (0049) 2743 930 410. Fax: (0049) 2743 930 411.

AC COBRA LWT, 91 (H), 4,484 miles, in midnight metallic blue with side exhausts, fully exp tracker, etc, immaculate condition, £52,500. Tel: (01159) 373946 or (0410) 170713. Private sale.

ALFA ROMEO 1600 GT JUNIOR, red, momo alloys, bare metal repaint and rust proofing, many bills, price reflects 1st class condition. £5,500ono. Tel: (01535) 669631. (Yorks).

ALFA ROMEO 1600 GT JUNIOR, 1975, needs assembling/painting, spare engine, new clutch, sound body £750. Tel: (01483) 504974. (Surrey).

ALFA ROMEO 2600 TOURING SPYDER, 1964, RHD, over £20,000 spent. Receipts, photos international rally/race, history, FIA spec/papers, p/x or cash offers. Tel: (0171) 352 7802. (T).

ALFA ROMEO GIULIETTA SPIDER, 1961, perfect restoration, £14,000. See Colour Gallery this issue! For further information send a fax to:- Michele Merendino on (0039) 91 625 2330. (Italy).

ALFA ROMEO SPIDER, 1971, totally restored, full service history & receipts (over £17,000), full metal respray, £7,500. Tel: (01244) 570441.

ALFA ROMEO SPIDER 1.6, red, 1987, private plate, 11 months tax & MoT, many new parts, new tyres, great looking car, LHD, £5,400ono. Tel: (0121) 350 8696.

ALFA ROMEO SZ, 1990, chassis no. 101, mint condition, Ford Escort MK1 Broadspeed GP 5, ex work Martino Finotto. Fax: (00.39) 184 575500. Italy.

ALFA ROMEO SPYDER BOX, 1970, twin carb, first class order and fully cared for with thousands of pounds spent, fully documented rebuild history, tested, taxed and ready to drive, realistic offers in excess of £11,000. Tel: (0161) 876 8702 (days) or (0161) 794 8505 (eves).

DEALERS WANTED, OEM materials for any Italian car, fax us your needs, we can supply direct from Italy. Re-originals USA. Tel: 281 807 1945 or 281 807 1946 USA.

ALFA SPIDER 2600 TOURING, 1964, genuine 38,000 m, FSH, superb appreciating RHD classic, Connolly hide etc. £12,950. Tel: (0181) 249 5151. Email - capital.freight@mcmail.com

ALVIS TD 21 DHC, 1963, restored early 90s, lots spent CWW, auto, £19,500, p/x considered. Tel: (01254) 708338 or (01254) 777553. Lancs.

ALVIS TD Z1, 1963, blue, stack headlamps, automatic, 2 door, very good condition, leather trim, MoT & Tax. £10,000. Tel: (01621) 860369.

ALFA ROMEO 164 3.0 V6 LUSSO, 1988 F, black, one owner last seven years, F(AR)SH s/s exhaust, warranty, £2,995. Tel: 01619 804590.

ALFA SZ ZAGATO VOLANTE. Black/burgundy. Tel: 0181 943 1599.

AUSTIN HEALEY 3000 MK2A, 1963, black, new 72 spoke wheels, hood and leather trim, fitted SS exhaust, overdrive, June MoT, £17,000 ono. Tel: 01254 887361. Private sale.

ALVIS TD21, 1963, blue, stack headlamps, automatic, 2 door, very good condition, leather trim, MoT and tax, £10,000. Tel: 01621 860369.

AUSTIN HEALEYS FOR SALE. 8 cars in stock, or if your selling please ring 01723 361227 (D), 500 370 (fax), 870174 (Eve). Visit our web site: murrayscott.nelson.com

AUSTIN HEALEY BN2 LE MANS SPECIAL. Totally rebuilt to better than new standard by Marksdanes to stage 2 raod/race spec and only covered 800 running in miles since. Le Mans body style with twin cockpit layout, flared wings and SS side exhaust. Modified with rack and pinion steering and front discs. Finished in metallic forest green and black leather. A very special Healey for road and track, £21,000. Tel: 01359 269607 (Suffolk).

AUSTIN HEALEY SPRITE MKII, 1964, BRG, fully restored, offers of £3,000 ono. Contact: WB Autos. Specialists in Fiat, Lancia, Alfa Romeo and MG's, servicing, repairs and tuning. Tel: 0181 891 4578. Fax: 0181 892 7695. Trade.

ASTON MARTIN DB 2/4 MKII, 1957, RHD, Aston racing green, 2.9 litre engine, complete bare metal respray, new chrome, interior new in tan, all rubbers and screen new, original mechanics perfect (except oil leak at front), working! Silver wire wheels, price around £28,500 with white wall tyres! Also a lot of DB 2/4 MkIII spares and 3 original DB3S weber carburettors. Johannes Forbrich, Sielenwangstr, 19 73344 Gruibingen, Germany. Tel: Germany 07335 7372. Fax: 07335 7425.

ASTON MARTIN DB 2/4 MKIII, 1959, excellent condition, twin stainless exhaust, disc brakes, BRG, cream hide, history, £30,000. Tel: 01795 531795, mobile: 04100 37410, office: 0171 240 0300 (Private sale).

ASTON MARTIN DB5, 1965, dark blue with blue interior, 86,000 miles, service history, excellent overall condition, £42,500. Tel: 0171 247 4804 (office), 0171 431 2130 (home), 0411 018523 (mobile).

ASTON MARTIN D6 VOLANTE, 1969, automatic, finished in dark blue with blue Connolly hide, power steering, fully lined power hood, dark blue Wilton carpet, chrome wire wheels. Recent service and subject of considerable financial investment, £49,900. Tel: 0171 736 8481 day, 017375 56797 eves/weekends.

ASTON MARTIN V8, 1979, Vantage air dam, Cumberland grey/tan leather, green piping. Richard Williams bills. New sills etc. Completely corrosion free, absolutely immaculate, £19,950. Tel: Day 01793 433274, eves 0831 717323.

ASTON MARTIN VANTAGE REPLICA, 1979, W reg., white, beige leather interior, convertible, full years MoT, car speaks for itself, no time wasters, £6,000 ono. Tel: 01923 460480. Private sale.

ASTON MARTIN VANTAGE VOLANTE, 1988, 28,000 miles. Tel: 0181 943 1599.

ASTON MARTIN DB 2/4 MK II, (1957), RHD, Aston racing green, 2.9 litre engine, complete bare metal respray, new chrome, interior new in tan, all rubbers and screen new, original mechanics perfect (except oil leak at front) working! silver wire wheels, price around £28,500 with white wall tyres! Also a lot of DB 2/4 MKIII spares and 3 original DB 3S Weber carburretors. Johannes Forbrich, Sielenwangstr 19, 73344 Gruibingen, Germany. Tel: Germany (07335) 7372. Fax: (07335) 7425.

ASTON MARTIN DB2/4 MK I, dark green, beige leather, extensively restored, £22,750. For details & current inventory, please contact, Philip Jones, Byron Garages International. Tel: (01737) 244567. Fax: (01737) 226224.

ASTON MARTIN DB4, choice of three from £19,500, inc 1 GT, LHD, 1 convertible, 1 series II in superb condition and 1 series II for restoration. For details & current inventory, please contact, Philip Jones, Byron Garages International. Tel: (01737) 244567. Fax: (01737) 226224.

UNIQUE ASTON MARTIN DB5, called "Quicksilver", intrigued? For details & current inventory, please contact, Philip Jones, Byron Garages International. Tel: (01737) 244567, Fax: (01737) 226224.

ASTON MARTIN DB4 SERIES 2, (1960), dark blue with black trim, the body has been restored and in excellent condition, but the engine needs to be rebuilt, some parts missing, the car has been in New Zealand for some years and now lives in Galway, engine no. 370473, chassis no. DB4/442R, £40,000. Phone Sharon Lewis on: (00353) 91 843433.

ASTON MARTIN DB6, 1967, white with tan leather, 72,000 miles, extensive history, chrome wires, auto, excellent original car, £16,000. Tel/Fax: (01723) 859573.

ASTON MARTIN DB6, choice of 2 from £25,000. For details & current inventory, please contact, Philip Jones, Byron Garages International. Tel: (01737) 244567, Fax: (01737) 226224.

ASTON MARTIN DB6 VOLANTE, 1968, automatic, finished in dark blue with dark blue Connolly hide and dark blue Wilton carpet, chrome wire wheels, electrically operated and fully lined power hood and power assisted steering and the original FM radio with electric antenna, recently serviced and subject of considerable investment over the years including full body restoration and engine and transmission rebuild. £56,000.00. Roger Hamilton on (0171) 736 8481 day or (017375) 56797 evenings/weekends.

ASTON MARTIN DBS, extensive service history inc 4.2 engine rebuild, £17,500. For details & current inventory, please contact, Philip Jones, Byron Garages International. Tel: (01737) 244567, Fax: (01737) 226224.

ASTON MARTIN DBS AUTO, 1971, tax exempt, Old English white, wire wheels, just serviced, 12 months MoT, service history, owner for last 8 years, £10,250ono. Tel: (01793) 700417 Swindon. P.

ASTON MARTIN DBS V8 1972, 70,000 original miles, one of the last made, new MkII body (single headlight version), BRG, much money spent, new sills, servos & tyres, T&T, excellent general condition, £11,500. Tel: (0171) 436 4922 or (0171) 637 4833.

ASTON MARTIN V8, 1977, rare manual, red with black interior, recent 2 year restoration, suspension and engine rebuild (£25,000 spent), good condition, FSH, genuine 70,000 miles, £15,000ono. Tel: (0973) 550517.

ASTON MARTIN V8 AUTO, 1973, fuel injection, much work carried out, chassis parts replaced and painted underneath, last owner 5 years, excellent condition, £12,950ono. Tel: (01372) 842058 (Surrey).

ASTON MARTIN V8 OSCAR INDIA, £14,000. For details & current inventory, please contact, Philip Jones, Byron Garages International. Tel: (01737) 244567, Fax: (01737) 226224.

ASTON MARTIN V8 SERIES III, 'S' spec, choice of 2 from £19,950, inc 1 manual. For details & current inventory, please contact, Philip Jones, Byron Garages International. Tel: (01737) 244567, Fax: (01737) 226224.

ASTON MARTIN V8 VOLANTE, choice of 2 from £70,000, inc 1 with Vantage style body and manual gearbox. For details & current inventory, please contact, Philip Jones, Byron Garages International. Tel: (01737) 244567, Fax: (01737) 226224.

ASTON MARTIN V8 VOLANTE CABRIO, 1986, LHD, USA model, 30,000 miles, in A1 condition, valued at US $85,000. Available for best offer. Tel/Fax: Germany (0049) 171-287-3322.

ASTON MARTIN VANTAGE REPLICA, 1979 W Reg, white, beige leather interior, convertible, full years' MoT, car speaks for itself, no time wasters, £6,000ono. Tel: (01923) 460480. P.

ASTON MARTIN VANTAGE VOLANTE 1988. White with black mohair hood. Magnolia trim piped with black. 'X' pack, LHD, 1 owner, 4,000 miles, FSH. Concours Condition £69,500. Also LHD Lagonda 1986, 20,000n white, as new £28,000. Tel: 0181 209 0481 or (0836) 560300. Private Sale.

ASTON MARTIN VIRAGE, Cumberland grey metallic with mushroom leather, manual gearbox, £44,000. For details & current inventory, please contact, Philip Jones, Bryon Garages Interntional. Tel: (01737) 244567. Fax: (01737) 226224.

ASTON MARTIN VIRAGE, VOLANTE, June 1996, black metallic, black mohair hood, C.D. alarm, 1 owner, £99,950. For details & current inventory, please contact, Philip Jones, Byron Garages International. Tel: (01737) 244567, Fax: (01737) 226224.

ASTON MARTIN VIRAGE VOLANTE, 1995, 11,000 miles, wide body auto. Tel: 0181 943 1599.

AUSTIN HEALEY 100-4, 1956, show condition, red, £19,000 or best offer. Call Mike on 613 923 5934. (Canada).

AUSTIN HEALEY 100/6, racing green, 1,000 miles since full mechanical and body restoration, little work to make perfect, £12,500. Tel: (01277) 623540 after 4pm.

AUSTIN HEALEY 3000 MK1 BN7, 1961, ice blue/ivory, LHD, body acceptable, but great runner hence £10,750 price. Tel: (01494) 792387.

AUSTIN HEALEY 3000 MK2A, 1963 black, new 72 spoke wheels, hood and leather trim, fitted SS exhaust, overdrive, June MoT £17,000 ono. Tel: (01254) 887361. Private Sale.

AUSTIN HEALEY FROGEYE SPRITE, 1958, fully restored in 1990, MoT, cherry red, good condition, occasional use £5,000ono. Tel: (01672) 539453 Wiltshire. P.

AUSTIN HEALEY FROGEYE SPRITE, 1960, beautifully restored with original parts including 948cc engine and gearbox, dark green, immaculate, all bills and original log book. £9,995. Tel: (01222) 708321.

AUSTIN HEALEY MK11, 3000 ROADSTER, LHD, 1962, 3 carburettors, to restore £7,500. Tel: (01296) 614770. Tel: 00.33.320.790.080. Fax: 00.33.320.790.081.

AUSTIN HEALEYS FOR SALE, 8 cars in stock, or if your selling please ring (01723) 361227 (D), 500370, Fax: 870174 (eve). Visit our Web site: Murrayscott.Nelson.Com

AUSTIN HEALEY SPRITE MK II 1964, BRG, fully restored, offers of £3,000ono. Contact WB Autos specialists in Fiat, Lancia, Alfa Romeo & MGs, servicing, repairs & tuning. Tel: 0181 891 4578 Fax: 0181 892 7695.

To advertise in the February issue issue, on sale January 16, your advertisement must reach our offices no later than December 23rd. Please print your name and address clearly, followed by your copy details in capitals. Rate: £15.00 inc VAT for 15 words, £1 per word thereafter. For box numbers add £12 (UK), £18 (overseas).

Please make cheques/postal orders made payable to Haymarket Publishing Ltd.

Send to MOTOR SPORT Classified Advertisements Dept, 60 Waldegrave Road, Teddington, Middlesex TW11 8LG. Telephone 0181 943 5689; fax 0181 943 5619.

Please note no alterations, cancellations or refunds are possible once payment has been processed. We reserve the right to refuse or withdraw advertisements at our discretion, and the publishers do not accept liability for printers' or clerical errors, although care is taken to avoid mistakes. Trade Department Act 1968: advertisers should pay attention to the requirements of the Act, particularly regarding accurate descriptions of all goods offered for sale

B

1953 BENTLEY R TYPE MANUAL, virtually one owner from new, RR history, low mileage, £23,500. 1983 Mercedes 380 SL auto convertible, £14,750. Bentley MkVI convertible by Park Ward, recent engine re-build, £37,500. 1950's Goldflash 650 motorbike and sidecar as used in All Creatures Great and Small, £3,750. 1953 Bentley R Type manual, shell and tudor grey, £7,950. 1964 Aston Martin DB4 Vantage, LHD, extremely rare and desirable - serious offers. Any interesting part exchanges considered for the above phone 0116 2402 115, fax 0116 240 4444.

BENTLEY AZURE, 1996, red pearl/magnolia. Tel: 0181 943 1599.

BEAUFORD, built by Beauford Cars Ltd, this 1997 Series III 2-door, sand coloured car, delivered this year is way beyond the average standard, powered by 2.0 Sierra engine, 5-spd, twin S/S exhausts, 30mpg on green, PAS, taxed till Aug, 4,800 mls, sale due to change of circs, £15,500. Tel: (01425) 473230. P.

BENTLEY 1968 T, Caribbean blue, beige hide, refrigeration, Sundym screen, 1 lady owner (yes really!) and only 71,028 miles from new, exclusively maintained by Bentley distributors only, with complete supporting documentation, handbooks & chauffeurs book, very original (never Connollised) and very beautiful, £11,950. Tel: (01932) 886866 (Surrey).See Colour Gallery advertisement this issue.

BENTLEY CORNICHE CABRIO (ONE OF ONLY 13) RHD, James Young blue, beige leather, needs new carpets and hood to be 100% restored, owned for 14 years, DM95,000 P/ex possible. Tel: (0049) 4762 2930 (North Germany), Fax: (0049) 4762 8022.

BENTLEY TURBO R, original factory LHD, 1992, 12,000 miles, FSH, 1 owner, virtually as new, £59,500. Also 1990 Corniche Convertible, LHD, white, 28,000 miles, fitted with cocktail cabinet, as new, £59,500. Tel: 0181 209 0481 or 0836 560300.

BENTLEY TURBO R, 1994 (N), most discreet metallic black, colour coded chrome, magnolia leather interior + roof lining, deep grain walnut picnic tables, 5 new tyres, 63K miles, FRRSH, 24 hour tracker, remote alarm,active ride, full audio + 6 stack CD, the largest piece of jewellery you will drive, £59,500. Tel: (0114) 236 2666.

BMW 2002 TII, 1973, white, professionally restored, extensive list of new mechanical and body parts, alloys and originals, receipts and photos, 72,000 miles, must be seen, £3,800 ono. Tel: 0141 638 4736 (eves).

BMW 3 CSi, 1974, dark blue with vinyl roof, new floor pans, new fuel tank in the last year, minor cosmetics needed, runs well. Tel: (01798) 343171. Private sale.

BMW 3.0 CSL, (light weight), 1973, blue, manual, very good condition, MoT & taxed. £12,000. Tel: (01621) 860369.

BMW MODELS, HANDBOOKS & LITERATURE, etc. Tel: (01590) 645623.

BRISTOL 405, 1955, 3,000 miles only since full professional restoration and engine rebuild, burgundy with new leather interior, £17,500. Tel: (01376) 323281.

BRISTOL 603E, 1973, Boling Brake brown, excellent condition, just had major overhaul, all usual refinements, the ultimate in understatement, bargain at £12,750. Strictly no canvassers. Tel: (day) (0171) 403 3367.

BRISTOL BRITANNIA, 1991 (J), Cypress green metallic with beige hide, almost as new condition, having had 2 owners with correct maintenance history, rarely seen and rarely offered, the ultimate gentleman's express, saving of £85,000 on new, £32,950. Tel: Bramley Park (01480) 492066.

BUBBLES, MESSERSCHMITT, body restored and painted, engine re-built, needs finishing, also ISETTA for restoration, interesting and affordable projects. (01952) 541844.

BUGATTI 35A, 1925, blue, full history, only 3 owners, restored in 1950 by Novo, ready to race. P.O.A. Tel: (01296) 614770. Tel: 00.33.320.790.080. Fax: 00.33.320.790.081.

BRISTOL BRITANNIA, 1991 (J), Cypress green metallic with beige hide, almost as new condition, having had 2 owners with correct maintenance history, rarely seen and rarely offered, the ultimate gentleman's express, saving of £85,000 on new, £32,950. Tel: Bramley Park (01480) 492066.

BRISTOL 411 SERIES III RHD, 1973, unleaded petrol, extremely rare, aluminium bodied, 2 door touring saloon, lovely leather upholstery, wood grained dashboard, auto, a/c, p/s, p/b, pas, excellent condition, $20,000 ALVIS TD21 1960 Park-Ward Coupe Series II/III, left hand drive, upgraded by Red Triangle to most advanced specifications, including p/s, suspension package, unleaded gas, etc. Original leather (red), gun metal grey, in UK, £16,000. 1960 VICARAGE JAGUAR MKI 3.4 Litre, left hand drive. Re-engineered and restored by Vicarage, with hi-performance modifications, including 'C' spec. MkII wide rear-end, etc. Black, red leather, as new, in USA, $45,000. E. Weinberger. Tel: 212 580 1962. Fax: 212 580 2072.

FACTORY INSPECTED USED BRISTOLS and complete service or renovations direct from the actual manufacturers. Currently from £13,500, classics to modern. Bristol Cars, 368/370 Kensington High Street, London W14 8NL. Tel: 0171 603 5556.

BUILT BY BEAUFORD CARS LTD this 1997 Series III 2 door sand coloured car, delivered this year is way beyond the average standard powered by 2.0 Sierra engine, 5 speed twin s/s exhausts, 30 mpg and on green, PAS, taxed till August, 4,800 miles, sale due to change of circumstances, £15,500. Tel: 01425 473230. Private sale.

BIZZARRINI 5300 GT STRADA, 1965, extremely rare, 170 mph, very original, 40k kms, 4 spd, w/blue-printed V-8, many extras, Canary yellow/black leather, aluminium body, great for exotic street, stored 20 years, CA car, no rust, has history-most records, shown Monterey Concours. Clean. This car featured in 'Auto Italiana'. B/O. over $150k. David (650) 969-3134; 969-3157/f. California, USA. Private sale.

BMW 3.0 CSL (LIGHTWEIGHT), 1973, blue, manual, very good condition, MoT and taxed, £12,000. Tel: 01621 860369.

BMW 3.0 CSL, 1973, Gulf yellow, £15,000 restoration. Tel: 0181 943 1599.

BMW 325i COUPE, 1994, M Tech body kit. Tel: 0181 943 1599.

C

RS/SS CAMARO CONVERTIBLE, 1968, 396 cu inch V8, TH400 auto transmission, red and black, car absolutely beautiful, £20,000. Tel: 01386 852659 England.

CATERHAM SEVENS. Authorised centre for NEW and PRE-OWNED CARS. Stock constantly changing. For latest stock update, SERVICE, REPAIRS, PARTS etc. Call (01455) 841616, 24143.

CATERHAM SUPER 7 1400 1995, blue metallic, leather trim, tonneau, immobiliser, 1,600 miles, other extras, immaculate, £15,250ono. Tel: (01905) 458228.

CATERHAM SEVENS. Authorised centre for new and pre-owned cars. Stock constantly changing. For latest stock update, service, repairs, parts etc call 01455 841616.

CITROEN D SUPER, blue with white roof, sunroof, LHD, 4-speed, 2.0 litre, low mileage, respray, no rust, towbar, excellent condition, £7,500ono. Tel: (0181) 769 8784.

CHEVROLET CORVETTE ZR1, rare 175 mph supercar. 1990, only 25,000 miles, menacing black, all extras, impress you lady, £29,500. Tel: 0121 454 3443.

D

DAIMLER 4.2 COUPE, 1977, only 33,000 miles and superb, £7,995. Tel: Longstone 0131 444 0911.

DAIMLER 4.2 COUPE, (77), only 33,000 miles and superb. £7,995. Tel: Longstone (0131) 444 0911.

DAIMLER 4.2 COUPE SOVEREIGN, auto, 1975, 2 owners, 45,000 m, white, dark blue leather interior, full mechanical rebuild, pristine body condition, £8,500ono. Tel: (0171) 727 5066.

DAIMLER DOUBLE SIX COUPE, 1978 (S), 60,000m, detailed history, important example of rare classic, stunning condition, '97 val. £15,000.00 serious offers. Tel: (01753) 890981.

DATSUN ZX 280 LHD, 1982 X reg, gold, full spec, air conditioning & targa top, extensive work done on chassis & floor, bodywork in lovely condition, new exhaust, new tank, 12 months MoT, £3,000. Tel: (01267) 241906.

DELLOW 1950. MKI full weather equipment good condition. BRG. KOH189 Interracing history. Ideal combined condition road use. £5,250. 01283 815602.

DATSUN ZX 280, LHD, 1982, X reg., gold, full spec, air conditioning and a Targa top, extensive work done on chassis and floor, bodywork in lovely condition, new exhaust, new tank, 12 months MoT, £3,000. Tel: 01267 241906.

F

FERRARI 250 SWB CALIFORNIA SPYDER. Tel: 0181 943 1599.

FERRARI 275 GTB4, 1966, red, biscuit interior, LHD, fully restored 4 years ago, concours condition, history. P.O.A. Tel: (01296) 614770. Tel: 00.33.320.790.080. Fax: 00.33.320.790.081.

FERRARI 308 GT4, 1978, genuine 34,000 miles, giallo (yellow), air-con, E/W, leather/fabric cream interior, FSH, very good condition, eye-catcher, garaged, 11 months MoT, £19,500 offers considered for quick sale. Tel: (0467) 621308 anytime or (01905) 764171 days (Worcester). Private.

FERRARI 308 GT4, 1979, racing red, full black leather interior, full service history, 7 1/2" Ferrari Magnesium wheels, factory sunroof, stainless sports exhaust, recent cam belts etc. £16,500. FERRARI 308 GT4 1976, racing red, black interior, private plate, needs tender loving care £10,750. Private. Tel: (01342) 850551. No canvassers.

FERRARI 330 GTC, 1967, £35,000, LHD. Tel: Belgium 32 2 215 16 99 or 32 75 819 820. Fax: 32 2 215 16 69.

FERRARI 365 GT4 2+2, 1974, very original car, much history, 31,000 recorded miles, £16,950. Tel: (0181) 530 1187.

FERRARI 400 AUTO, 1977, private number, bright red, black leather, air con, 56,000 miles, substantial history, Thatcham immobiliser, tax, MoT, near concours condition, £15,950. Tel: (0181) 201 0314 (eves).

FERRARI 512 BB, carburetted, original and perfect condition, Japanese and German title, new test certificate, £46,900. See Colour Gallery this issue! Tel: (0049) 172 458 8485 mobile.

FERRARI BOXER 512, 1979, carburettor model with just 13,000 miles, full service history and recent Ferrari service. £59,950. Tel: (0181) 870 9977.

FERRARI DINO 246 GT, 1971, LHD, red, perfect, 75.000 DM. Tel: Belgium 32 2 215 16 99 or 32 75 819 820. Fax: 32 2 215 16 69.

FERRARI DINO 246 GT, (RHD), 1972, 70,000 miles, Chiaro Rosso, original £34,000. Tel: Belgium 32.16563751. Fax: 32.16570385. Private sale.

FERRARI ENGINE 365 V12. Tel: Belgium 32 2 215 16 99 or 32 75 819 820. Fax: 32 2 215 16 69.

FERRARI F40 1991, Le Mans road spec, red 4,000km, FSH. CAT. Absolutely superb. £185,000. Tel: 0181 209 0481 or 0836 560300.

FERRARI MONDIAL QV, genuine 43,000 miles, Chiaro blue, FSH, records, air con, electric windows, roof, mirrors, alarm system, leather interior, MoT 17.9.98, dry garaged, very good example, £18,000ono. Tel: (01277) 636338 Billericay. P.

FERRARI TESTAROSSA, 1989, LHD, red, black interior, 24.000 kms, fully serviced, as new, £35,000. Tel: (01296) 614770. Tel: 00.33.320.790.080. Fax: 00.33.320.790.081.

FERRARI - VERDI, for Ferrari servicing, mechanical repairs, rebuilds, spares, renovations, retrimming and sales. See page 176 for our display advertisement. Tel: 0181 756 0066.

FERRARI 308 GT4, 1979, racing red, full black leather interior, full service history, 7½" Ferrari Magnesium wheels, factory sunroof, stainless sports exhaust, recent cam belts etc, £16,500. Ferrari 308 GT4, 1976, racing red, black interior, private plate, needs tender loving care, £10,750. Private. Tel: 01342 850551. No canvassers.

FERRARI 550 MARANELLO, 1996, LHD, silver/burgundy. Tel: 0181 943 1599.

FERRARI MONDIAL QV, 1982 (Y reg), rosso/cream hide, 53,000 miles, new cam belt, stainless exhaust, brakes, shocks, tyres, just serviced, immaculate condition, FSH, private sale, £16,250 ono. Tel: 01502 515150. Private sale.

FERRARI F40, 9,000 km. 288 GTO, 4,000 km. 512 Berlinetta Boxer. Japanese and German papers, English and German spoken. Tel: 0049 2743 930 410. Fax: 0049 2743 930 411.

FERRARI 456 GT, 1996, 3,000 miles, one owner, BRG. Tel: 0181 943 1599.

FERRARI 400 AUTO, 1977, private number, bright red, black leather. Air con, 56,000 miles, substantial history, Thatcham immobiliser, tax, MoT, near concours condition, £15,950. Tel: 0181 201 0317 (eves).

FERRARI DINO 246 GT (RHD), 1972, 70,000 miles, Chiaro rosso, original, £34,000. Tel: Belgium 32-16563751, fax: 32-16570385. Private sale.

Geoff Forty
DEVON

Specialists in Commission sales - storage long & short term. Transportation UK & Europe - Rolls Royce & Bentley Motor Cars Sales of all types of Classic Cars

1919 LA FRANCE. Roi des Belges style body based on the famous Silver Ghost, 9500cc engine, reatored **£24,950**

1929 CITROEN C4 pick up truck, left hand drive. Body superbly restored at vast expense, looks as new **£8,995**

1935 ROLLS ROYCE 20/25. 6 light saloon by Thrupp & Mabberley original interior, one of the best we have driven **£24,950**

1951 BENTLEY MK VI. 4¼ litre in blue over silver, manual gearbox, sunroof, recent extensive restoration .. **£19,950**

1952 BENTLEY MK VI. 4.5 litre, older restoration, manual gearbox, sunroof, large sums of money spent .. **£13,950**

1964 JAGUAR MK II 3.8. Manual/overdrive, last used in 1984 and stored since, for restoration **£8,995**

1965 ROLLS ROYCE SILVER CLOUD III. Long wheel base with electric division, superb history, very rare **£27,500**

1965 JAGUAR MK II 3.8. Manual/overdrive, chrome wire wheels, restored car, drives & handles superbly **£23,950**

1968 ROLLS-ROYCE SILVER SHADOW I. In black (original colour) with beige leather, A/C etc. Dark tinted windows **£9,995**

1973 JAGUAR E-TYPE 2+2 V12. Left hand drive, in British Racing green, restored at a cost of over £40,000. Bargain **£24,950**

1974 AUSTIN MINI CLUBMAN. One lady owner, 9,000 miles only from new, extras fitted when new, history .. **£3,499**

1975 AUSTIN ALLEGRO. Full service history, 17,000 miles only from new, old MoT's etc **£1,995**

1976 DAIMLER 4.2 COUPE in Greensand, leather, auto, power etc, private number plate value **£4,999**

1976 AC COBRA REPLICA V12. In dark blue, built 93/94 Webers, overdrive, leather superb! **£19,950**

1977 ROLLS ROYCE SILVER SHADOW II. Caribbean blue with magnolia leather, superb car with extensive history **£16,950**

1978 JAGUAR XJ6 4.2 SERIES II. In black, extensive restoration carried out with documentation. Great value **£3,999**

1978 AUSTIN MAXI 1750 in Brooklands green, one registered owner from new, 2,900 miles only as new **£4,995**

1978 DAIMLER DOUBLE-SIX VANDEN PLAS SERIES II. In black with beige leather, last owner since 1982, good value at **£3,999**

1978 MERCEDES 280 CE COUPE. Red, electric sunroof, windows etc, auto, PAS, alloy wheels, first class condition, l/mileage **£8,950**

1980 ASTON MARTIN V8 VOLANTE. Primrose, black leather, factory service history, low milage, superb ... **£44,950**

AS ALWAYS WE ARE WILLING TO TAKE CARS IN PART EXCHANGE AND WILL OFFER HELP AND ADVICE IF REQUIRED.

TELEPHONE:
01392 841840 or 0385 284821
FAX: 01392 841860

MALCOLM C. ELDER & SON

Telephone & Fax: 01869 340999
Home: 01869 340606
01869 246809 (Mark)

THE MOTOR SHED, MIDDLE ASTON, NR. BICESTER. OXFORDSHIRE. OX6 3PX
Part exchanges considered. Callers preferably by appointment. Enquires welcome





1910 **CADILLAC** 30hp 2-seat tourer with dickey (photo) £35,000
1912 **AUSTRO DAIMLER** 20/30hp, 4-seat tourer £38,000
1913 **NAPIER** 30/35hp 5-seat tourer by Cunard (photo) £55,000
1914 **PANHARD ET LEVASSOR** X22 sport torpedo by Driguet £32,000
1915 **BUICK** D45 4-seat tourer. LHD £18,500
1920 **STUTZ** 80hp 5.9 litre 2-seat speed roadster £29,750
1921 **CITROEN** model A 4-seat tourer £8,750
1921 **SUNBEAM** 16 2-seat tourer with dickey £20,250
1921 **TAMPLIN** 8.9hp Tandem 2-seater cyclecar £9,999
1924 **SALMSON** Twin-cam 2-seat special £12,750
1925 **PEUGEOT** 172R 2-seat & dickey £7,250
1926 **ALVIS** 12/50 TE Sports tourer. Engine damage. Many spares £25,000
1926 **AUSTIN** Heavy 12/4 Clifton tourer £25,500
1926 **FORD** model T 4-seat tourer £10,250
1926 **FORD** model T roadster with rumble seat £8,750
AERO-engine project. All vintage ..... £9,500 + VAT
1927 **INVICTA** 3-litre 4-seat tourer £48,000
1928 **HUMBER** 14/40 4-seat tourer £18,000
1928 **HUMBER** 14/40 4-seat tourer £22,500
1929 **ALVIS** Silver Eagle 4-seat narrow tourer £27,500
1929 **ALVIS** Silver Eagle shooting brake £15,750
1929 **PEUGEOT** 201 pick-up truck. LHD £5,950
1930 **TATRA** 54/30 saloon £5,500
1931 **ALVIS** 12/50 TJ 2-seat tourer & dickey £18,750
1931 **LAGONDA** 2-litre low chassis T2 4-seat tourer £37,500
1931 **RILEY** 9 Monaco saloon. Manual gearbox £7,975
1932 **AUSTIN** 7 box saloon, 3-speed £3,500
1932 **MG** D-type Midget 4-seater £14,500
1932 **MG** J2 ..... £16,500
1932 **SUNBEAM** 23.8 closed coupe £18,750
1934 **ALVIS** Firefly 4-seat tourer. Preselect gearbox £22,000
1934 **AUSTIN** 10 saloon. Sunshine roof £6,250
1934 **AUSTIN** 13.9 Newbury sports 4-seat tourer £12,750
1934 **AUSTIN** Kempton sports saloon. Sunshine roof £6,750
1935 **LAGONDA** Rapier Eagle 2-seater £29,750
1935 **STANDARD** 9 2-seat sports tourer by Avon £8,750
1936 **ADLER** Trumpf junior 4-seat drophead coup. LHD £17,500
1936 **ALVIS** Speed 20 SD sports saloon by William Arnold £24,000
1936 **AUSTIN** 18/6 Chalfont pick-up £5,950
1936 **FRASER NASH-BMW** 319/2 Cabriolet £28,750
1936 **RILEY** 9 Monaco saloon. Preselector gearbox £7,500
1937 **ALVIS** 4.3 Van den Plas style 4-seat tourer £67,000
1938 **RAILTON** 10hp drophead coupe £11,000
1939 **LAGONDA** V12 saloon de ville £27,500

1939 **RAYMOND MAYS** drophead coupe by Carlton £38,000
C1940 **CITROEN** 23R 2-ton lorry. LHD £5,350
1948 **JAGUAR** 3½ litre saloon £25,000
1949 **ARMSTRONG SIDDELEY** Typhoon sports saloon £6,950
1951 **BENTLEY** MkVI Park Ward sports saloon £26,500
1951 **GREGORY** V8 2-seat sports/trials car £9,750
1951 **JAGUAR** MkVII 2-seat special £7,250
1951 **JOWETT** Jupitor by Mead £16,000
1952 **BENTLEY** R-type standard saloon. Manual £15,000
1952 **JOWETT** Jupitor £18,250
1952 **SALMSON** S4 E72 twin-cam 2300 drophead coupe £30,000
1953 **MORRIS MINOR** Sll 4-door saloon (Split-screen) ..... POA
1954 **ARMSTRONG SIDDLEY** 364 Sapphire. Preselect gearbox £12,000
1954 **ARMSTRONG SIDDELEY** 346 Saphire. Manual £12,500
c1954 **COOPER-MG** sports 2-seater £25,000
1955 **ALVIS** TC21/100 "Grey Lady" saloon £9,250
1955 **ARMSTRONG SIDDELEY** 346 Saphire. Manual £6,950
1957 **BENTLEY** S1 standard saloon £18,750
1957 **BENTLEY** S1 Continental fastback. Auto. PAS £67,000
1958 **JAGUAR** XK150 Fixed-head coupe £24,000
1959 **CADILLAC** Fleetwood 4-door sedan. Lhd £12,500
1959 **TRIUMPH** TR3A £14,000
1960 **FORD** Popular £850
1961 **ALVIS** TD21 series I drop-head coupe. manual. W/w £12,000
1963 **ALFA ROMEO** 1.6 Giulia spider. Lhd £14,000
1964 **AUSTIN** Mini Cooper 998cc £4,500
1964 **DAIMLER** 2.5ltr. V8 saloon W/w £8,000
1965 **JAGUAR** E-type series I 4.2 fixed head coupe £18,500
1965 **MERCEDES-BENZ** 300SE coupe. manual. 50,000 miles. LHD £15,000
1967 **FIAT** Dino coupe. Lhd. Alloys (F1) engine. prototype series £8,500
1967 **JAGUAR** Mk2 3.8 manual + O/d. 31,000 mls £16,000
1967 **ROVER** P5 3-litre Mklll saloon (one owner) £5,250
1971 **CITROEN** SM. Lhd £9,999
1971 **VOLVO** 164 3-litre automatic saloon. Factory sunroof £1,850
1972 **LANCIA** Fulvia Berlina £2,500
1973 **CITROEN** SM. Lhd £11,500
1973 **LANCIA** Fulvia Berlina. 33,000 miles. 2 owners £4,500
1975 **LANCIA** Flavia 2000HF coupe. Sunroof £2,700
1976 **VOLVO** 66GL 1.3 estate, 1 owner, 16,000 miles (varlomatic) £1,250
1981 **PORSCHE** 924 Carrera GT. Lhd £16,000
1982 **MASERATI** Quattroporte. Automatic, 46,000 miles. Lhd £12,750
1988 **EVANTE** 2-seat sports, 3,600 miles £12,000
1988 **STEADMAN** TS100 4.2 auto. (SS100 sytle) £20,000

NEW TYRES STOCKED. CARS SOLD ON CONSIGNMENT

Melvyn Rutter Limited

Morgan sales, service, parts & worldwide mail order

Established 1976

Morgans For Sale

1995 Plus 4 2 Str. Jaguar Blue/blue leather, Sonneland weather equipt. Walnut dash, scuttle roll bar, spots, stainless rack, many extras, 3,000 miles **£26,495**
1994 4/4 2 Str. Corsa Red/black leather. Chrome wires, luggage rack, 14 inch steering wheel. 5,847 miles **£20,250**
1993 Plus 8. BRG/brown leather. Sonneland weather equipment. Galvanised chassis, scuttle roll bar, chrome bumpers, chrome wires, Moto-Lita wheel, walnut dash. Spare green hood and green hard top, other extras. One owner, 18,922 miles **£27,950**
1993 Plus 4 4 Str. Corsa Red/black leather. Chrome wires, galvanised chassis, alloy body. One owner. 6,393 miles **£22,950**
1992 4/4 4 Str. Ivory/red leather. Galvanised chassis, alloy body/steel wings, stainless rack, reverse light, walnut dash, many other extras, 9,537 miles **£17,950**
1992 4/4 2 Str. Connaught Green/stone leather. Alloy body/steel wings, stainless rack, walnut dash. One owner. 5,771 miles **£19,950**
1991 4/4 2 Str. Corsa red/black vinyl. Galvanised chassis, alloy body/steel wings, scuttle roll bar. Extras, one owner, 2,211 miles **£17,750**
1984 4/4 2 Str. Brunswick Green/black vinyl, luggage rack, Rostyle wheels, badge bar, deflectors, spot lights, 23,761 miles **£12,950**
1980 4/4 2 Str. Royal Ivory/grey Everflex trim, chrome rack, bonnet strap, wooden dashboard **£11,250**
1978 Plus 8. Connaught Green/vinyl trim. Stored 3 years. Fully serviced, fresh MOT. Cheap at **£13,000**

OTHER CARS
1967 MGB Roadster. Dark Green with black leather trim, wire wheels. Completely rebuilt on new Heritage shell **£9,950**
1968 Mini Cooper for restoration **£975**

Largest parts stores outside Malvern.

- Luggage racks - stainless or chrome
- Fold down windscreens
- Aeroscreens and wind deflectors
- Tailored dustsheets
- Telescopic rear shock kits
- Koni and Spax
- Stainless threshold plates
- Wire wheels-chrome & painted
- Chrome on brass fittings
- Moto-Lita steering wheels
- Badge bars
- Bonnet stay kits
- Badges books
- Steering/suspension
- Brakes, cables, cooling
- Ali and steel body panels
- Wooden bodyframe parts
- Stainless fastenings
- Electrical components
- Hoods, tonneau, interior trim
- Over 5,000 different parts available, ex-stock, FAST DELIVERY

Scorpion/Rutter Stainless Exhausts
Worldwide distributors for Morgans Systems made in finest 304 stainless steel

Catalogue
48 pages packed full of Morgan goodies. Send £4 or US $8 (notes) for a copy

Appointed Service Agent
MORGAN & OTHER MARQUES
Works Department-Service/Repair/Restoration
From the smallest job, to a ground up restoration
You name it - we can do it

- Rolling chassis assembly
- Wooden bodyframe
- Engine
- Steering
- Brakes
- Suspension
- Painting in two pack paint
- Trimming in leather or vinyl
- Instrument/restoration
- ALL CLASSIC AND VINTAGE CARS RE-TRIMMED

Morgan Carpet Sets
Black, all bound edges inc. fasteners. **£99** + post + VAT at 17.5%

Leather Interiors For Morgans From £1,250 + VAT at 17½%

INSTRUMENT RESTORATION AND DASHBOARD SERVICE
All makes catered for, with work carried out to show standards.



Melvyn Rutter Ltd

The Morgan Garage, Little Hallingbury,
Nr. Bishops Stortford, Herts CM22 7RA **Tel: 01279 725725**
Fax (Sales & Service): 01279 726901 Fax (parts dept): 01279 600498

FIAT 500, 1967, white re-spray, new tyres, clutch, engine overhauled, good condition, £2,000.

FIAT, 1966, 600D RHD, new, blue 2 pac paint, 900cc motor, interior, brakes, tyres/cromadoras, FR/discs, Abarth badging, can arrange shipping. £3,100. Australia 00.61.396.252.134, 00.61.395.009.675.

FIAT X19 1.5, F reg, 2 owners, 60,000 miles, metallic blue, O-Z wheels, 1 year MoT, immaculate condition, £3,650. Tel: (01642) 711021 anytime.

FORD MK1 ZEPHYR ZODIAC, 1954, stunning, 3 owners, ex-chauffeur, 58,000, history, new MoT, tyres, brakes, exhaust, battery, just drive & enjoy! £5,450 including spares. Tel: (01747) 855141/855999.

FORD MUSTANG V8 CONVERTIBLE, 1968, 289CI, emerald gem, a unique opportunity, to purchase this original Irish car, rust & salt free from new, stunning in lime gold with black electric top, all bills including factory sale & less than five years in service, now sitting on new polished alloys, big rubber and ready to rock & roll. Take £9K Sterling at present (IR £10,000). Tel: (00353) 1282 67 63 or (00353) 8624 01444 or (0171) 385 3581

FORD POPULAR 3.9 LITRE, 1955, blue, custom chassis, Jag rear, all steel body, one of the best, owner emigrating must be sold, first to see will buy, £5,000 no offers. Tel: (0500) 854855. P.

FORD ESCORT COSWORTH LUX, 1994 L, Ash black, leather interior, 400 bhp, Terry Dury, ALS, numerous modifications, service history and receipts, 17" alloys, lowered suspension etc, 41,000 miles, £19,495. Tel: 01327 842329 days, 01327 705330 eves.

FORD MUSTANG, 1964, half convertible, 289 V8 auto, ground up restoration, all new parts, reconditioned everything including all re-chromed etc. Absolutely mint condition and most probably the finest classic Mustang in the UK, £15,000. Tel: 0181 994 0313 for full details.

FORD MUSTANG V8 CONVERTIBLE, 1968, 289ci, Emerald gem, a unique opportunity to purchase this original Irish car, rust and salt free from new, stunning in lime gold with black electric top, all bills including factory sale and less than five years in service, now sitting on new polished alloys, big rubber and ready to rock n' roll, take £9k sterling, at present (IR£10,000). Tel: 00353 1282 67 63 or 00353 86 24 01444 or 0171 385 3581.

FORD RS500, 87E, Moonstone blue, 19,000 miles, 2 owners, 1 of only 52 in this colour. Totally original and standard, £19,995. Tel: 01327 842329 days, 01327 705330 eves.

FORD POPULAR 3.9 LITRE, 1955, blue, custom chassis, Jag rear, all steel body, one of the best, owner emigrating, must be solid, first to see will buy, £5,000 no offers. Tel: 0500 854855. Private sale.

G

GINETTA G15, 1973, yellow, recently restored to concours condition, 998cc, Hartnell prepared engine, tax, MoT. £7,500. Tel: (0121) 308 8450.

GINETTA G27, 1996, 1,500 miles, yellow, hood, side screens, 1600 crossflow twin Webers, all new reconditioned engine, gearbox, back axle, £8,000 excellent condition. Tel: Ipswich (01449) 760284.

GT40, 1966. Chassis no. 1040, completely restored in 1986, first owner Scuderia Filipinetti 1966 (CH). Engines: Ford - Gurney Eagle Head and Ford - 289 Cobra 1966. Gearbox: ZF 5 speed, great history. Ready for race. French registration and FIA papers. £260,000. Tel: France (0033) 5 61215385 or USA (Oregon): (001) 503 4649166. See Colour Gallery this issue.

GINETTA G4 AND G12. Direct from the UK dealers. Manufactured by the Walkletts (DARE) book your test drive now and experience it for yourself. Tel: 01869 325551 or Fax: 01869 322164. Email supercar@dial.pipex.com http://ds.dial.pipex.com/supercar/.

H

HEALEY, 1951, Tickford metallic blue, light blue leather interior, bought by previous owner in 1956, stored in private garage since 1966, £8,000 ono. Tel: 0181 979 2343. Fax: 01293 584940.

HEALEY SILVERSTONE, 1950, chassis no. 75, red, concours, absolutely original Riley engine, Mille Miglia car (this years winner). Imported some years ago from the UK, now with Swiss papers, £38,000. Peter von May, Talstrasse 83, Zurich, Switzerland. Tel. office 0041-1-212 21 41. Fax. 0041-1-212 00 31.

J

JENSEN INTERCEPTOR CONVERTIBLE, 1973, probably the most famous Jensen convertible, chassis number 001, built by the Jensen experimental department. Following a two year restoration the car is presented in perfect concours condition both mechanically and bolidy. Finished in storm red, light tan leather, Wilton carpets and tan everflex hood. Photographic and documentary history of rebuild, £24,000. Tel: 01359 269607 (Suffolk).

JAGUAR: 1969 SERIES II: mint, sable, built from ground up as new by Jenko Jaguar, car is in mint condition. Custom chocolate Mercedes canvas top. Always in my garage since purchased from Jenko, not a ding or dent, runs great, first time I'm offering it reduced to $28,000. If you see it, you'll buy it. Call: 516 759 5338 evenings, NY.

JAGUAR E-TYPE, 1966, series 1, 4.2 Roadster, genuine RHD, very good condition, metallic blue with h/t, owned 18 years, 64,000 miles, dry stored 6 years, needs recommissioning. £22,000ono. Tel: (01622) 843445. Fax: (01622) 843393. P.

JAGUAR E-TYPE FHC 4.2 SERIES 1, 1965, BRG, all work done, bills for thousands, bare metal respray, phone for full details after 6pm, £18,950. Tel: (01872) 510752.

JAGUAR E-TYPE SERIES 1 4.2, 1965, 2-seater fixed head coupe, British Racing Green, fully restored, matching number, MoT, tax exempt. £19,750. Tel: (01622) 842096. Maidstone. P.

JAGUAR E-TYPE V12, 1974 Roadster, 61,000 miles, Heritage certificate, white, £26,000ono. Tel: (01924) 497471 (evenings), (01422) 365062 (daytime). Yorks. Private sale.

JAGUAR E-TYPE V12 FHC, 1973, lavender blue, manual, owned last 15 years, exceptional condition, 68,000 miles, insurance agreed value £20K, £17,000. Tel: (01703) 760110. P.

E-TYPE PROJECTS, S1 3.8 FHC, Original RHD (interesting reg no!), complete, requires full restoration, £4,950, S2 4.2 FHC, LHD, complete, good interior, requires restoration, £6,250, S2 4.2 Roadster, original RHD, complete, runs, unused for many years, requires work, £14,950. The E-Type Centre. Tel: (01827) 373247. (Midlands).

E-TYPE V12, 2+2 AUTO 35,000 miles, primrose yellow with black hide and chrome wheels, genuine concours condition. Tel: Longstone (0131) 444 0911.

JAGUAR E-TYPE V12 ROADSTER, 1973, LHD, red, black interior, WW, AC, fully restored, high standard, £35,000. Tel: (01296) 614770. Tel: 00.33.370.790.080. Fax: 00.33.320.790.081.

JAGUAR E-TYPE V12 ROADSTER, 1972 K, silver/black hood, grey/blue leather, manual, British car, 9 year £80,000 rebuild, concours condition, best in England, £46,000, do any deal, WHY, finance/warranty, p/x. Tel: (01302) 719371 or (0860) 325237. Doncaster. Trade.

JAGUAR MK2 3.4, manual with overdrive, Warwick grey with new red leather interior, family owned since 1973, full maintenance and repair diary, lovely condition, £12,950. The E-Type Centre. Tel: (01827) 373247. (Midlands).

JAGUAR XJ SERIES (S3, XJS - XJ40), we only sell the finest examples, for current stock list contact Keith Quirk on (0121) 705 5108 Midlands (anytime) trade.

JAGUAR XJ6 4.2 AUTO, 1984 (B), 2 owners from new, only 60,000 miles, FSH, electric sunroof, cobalt blue/blue leather, tax & tested, excellent condition, £5,250. No canvassers or dealers Tel: (01702) 218833.

JAGUAR XJ6 SERIES I, 1973, Irish car from new, superb original no rust, turquoise with tan leather, also white manual overdrive, blue leather, sell together £3,500. Tel: (00.353) 1282 6763 or (00.353) 8624 0144 or (0171) 385 3581.

JAGUAR XJS, 4.0 litre, 1992 new shape, 5 speed manual, bright red with tan hide, air conditioning, computer, electric seats/windows, very carefully maintained and in superb condition, £12,250. The E-Type Centre. Tel: (01827) 373247. (Midlands).

JAGUAR XJS C 3.6, charcoal grey, manual, grey leather upholstery, drophead sports car, 1984, this sought after Cabriolet has been carefully maintained & is in excellent condition, MoT March 98, taxed, £8,250ono, what an ideal Christmas present. Tel: (01769) 580345. P.

JAGUAR XK 120 ROADSTER, 1951, original RHD English car, restored by Mill Lane in 1986, less than 10,000 miles since and in very nice condition, £25,000. Ring for fact sheet and history. Tel. (01622) 831773 (evenings/weekends).

JAGUAR XK120 FIXED HEAD, 1953, carefully restored and period modified for fast continental touring. For further details please phone (01737) 243033. (Surrey).

JAGUAR XK120 ROADSTER, 1950, RHD, original Old English white, chassis up rebuild, new trim, ex works 3.8 engine fitted, requires finishing. £26,500ono. Tel: (01527) 597555 or (0973) 358392.

JAGUAR XK140, FHC, 1955, RHD, manual, matching numbers, C-type head, original log book, older restoration, SS exhaust, new fuel tank, nicely mellowed, full MoT, tax, actual car features in the book 'The Original XK', on the button and absolutely beautiful, valuable number plate FYU 1 included, £17,500. Contact Joe on Tel: (01775) 680322, or M (0966) 268319.

JAGUAR XK140 FHC SE, 1956, all numbers match with C-type head, professionally restored and has only done 6,000 mls since, valuable number WKO 5. Tel: (01472) 840531.

JAGUAR XK140 ROADSTER, 1955, LHD, matching numbers, rust free with o/drive, complete, to restore £12K. Please ring France. Tel: (00.33) 2 31634145. Fax: (00.33) 231636144.

JAGUAR XK 150, 1958, black, tan interior, mohair hood, concours winner, 7,000 miles since total restoration, £47,000 J.E.C. valuation, £59,000 +. Bristol (0117) 932 4985.

JAGUAR XK 140 DHC, LHD, 1957, no rust, to restore £10,000. Jaguar XK 120, FHC, LHD 1950, no rust, to restore £13,000. Jaguar E Type coup, LHD, 4-2, 212, 1966, to restore £6,500. Tel: (01296) 614770. Tel: 00.33.320.790.080. Fax: 00.33.320.790.081.

JAGUAR XK 140, open two seater 1954, RHD (originally LHD), "Beastie" 'C' type California engine. Complete body works carried out in 1989 body taken back to Aluminium and professionally resprayed. Engine dismanted and rebuilt, over £25,000.00 spent since 1989. Full service history from this date, a lovely car. Original interior. Original side screens. Offers in the region of £35,000.00. Tel or Fax: (01825) 723054.

JAGUAR XK 150, 3.85 ROADSTER, 1959, professionally built and race prepared 1992, 290bhp, red, mint condition, reg. OFF 660, cost £40,000 will accept £21,000ono. Tel: (01242) 674349. Private.

JAGUAR XK's, 1958 RHD, 150 SE DHC, British racing green, MOD, Extensively restored, beautiful condition, £34,950, 1957 150 FHC, (featured in this magazine) RHD, very well maintained, £18,950, 1950 LHD 120 Roadster, (featured in this magazine), extensively restored, beautiful condition, £26,950. The E-Type Centre. Tel: (01827) 373247. (Midlands).

JAGUAR 2.4 MKII, 1960, manual overdrive, immaculate condition, black, red leather interior, extensive history, show potential or useable classic, £7,950 ono. Tel: 01705 412 768 office hours or 01705 468 162 evenings. Private sale.

JAGUAR E TYPE V12 AUTO FIXED HEAD, sunroof, British racing green, leather trim, fully restored, excellent condition throughout, full history and MoT, lovingly garaged car, £17,950. Tel: John on 01932 893399 office 9-5.30 or 01932 244004 home. Private sale.

JAGUAR E TYPE SERIES 1 4.2 ROADSTER, 1966, genuine RHD, very good condition, metallic blue with h/t, owned 18 years, 64,000 miles, dry stored 6 years, needs recommisioning, £22,000 ono. Tel: 01622 843445. Fax: 01622 843393. Private sale.

JAGUAR E-TYPE S1 4.2 CONVERTIBLE, 1967. This is the real thing! A unique car never restored, original paint, body, interior, hood etc. 61,000 miles, 2 owners, last owner 26 years, £26,500. Tel/fax: 01723 859573.

JAGUAR E TYPE 2+2 AUTO, 35,000 miles, primrose yellow with black hide and chrome wheels, genuine concours condition. Tel: Longstone 0131 4440911.

JAGUAR E TYPE SERIES 1 4.2, 1965, 2 seater fixed head coupe, British racing green, fully restored, matching numbers, MoT, tax exempt, £19,750. Tel: 01622 842096 Maidstone. Private sale.

JAGUAR E TYPE V12 ROADSTER, 1972 K, silver/black hood, grey/blue leather, manual British car, 8 year £80,000 rebuild, concours condition, best in England, £46,000. Do any deal, WHY, finance/warranty, p/x. Tel: 01302 719371 or 0860 325237 Doncaster. Trade.

JAGUARS. PART EXCHANGES. Space required. Both very good condition with new MoT's. 1985 XJS V12 HE. British racing green, £3,750. 1985 Sovereign 4.2, charcoal, £4,500. The E-Type Centre. Tel: 01827 373247 (Midlands).

JAGUAR SALOONS. CLEARANCE SALE. Space required. Mk2 3.8 MOD, original RHD. British racing green, £7,500. S-Type 3.8 MOD, original RHD, £5,750. Both running and driving well with new MoT's. The E-Type Centre. Tel: 01827 373247 (Midlands).

JAGUAR XK's, 1958, RHD 150 SE DHC. British racing green, MOD, extensively restored. Beautiful condition, £34,950. 1957 150 FHC. RHD. Very well maintained, £18,950. 1950 LHD 120 Roadster, extensively restored, beautiful condition, £28,950. 1955 140 FHC, 63,000 miles, exceptional condition, £26,950. The E-Type Centre. Tel: 01827 373247 (Midlands).

JAGUAR E-TYPE PROJECTS. S1 3.8 FHC. Original RHD (interesting reg. no!), complete, requires full restoration, £4,950. S2 4.2 FHC, LHD, complete, good interior, requires restoration, £6,250. S2 4.2 Roadster, original RHD, complete, runs, unused for many years, requires work, £14,950. The E-Type Centre. Tel: 01827 373247 (Midlands).

JAGUAR XK120SE FIXED HEAD, LHD, very straight, unused since 1961, complete and original for restoration, £9,500. XK120 Roadster LHD, engine/gearbox rebuilt, wire wheels, sound car for restoration, £8,800. XK120SE Drophead LHD, excellent body-off restoration, wire wheels, trim and minor finishing needed, £16,500. XK140 Drophead SE LHD, rewired, all new electrics, wire wheels, lovely condition, £22,500. Lynx XKSS superb, authentic, fob USA, £55,000. We can locate XKs to order. Call Paul on 0171 924 4150, fax: 0171 924 2140, eves phone 0171 937 1206.

JAGUAR XK140 ROADSTER, 1955, LHD, matching numbers, rust free with o/drive, complete, to restore, £12k. Please ring France. Tel: 00332 3163 4145. Fax: 00332 3163 6144.

JAGUAR XK 120 DROPHEAD, 25,000 miles, original and unblemished - unique. English and German spoken. Tel: 0049 2743 930 410. Fax: 0049 2743 930 411.

JAGUAR XK120 DHC, 1953, Carmen red, black hide, restored to original condition, stainless steel exhaust, new tyres, heritage certificate, £24,950. Tel: 01763 852336.

JAGUAR XK140 FHC SE, 1956, all numbers match with C Type head, professionally restored and has only done 6,000 miles since, valuable number WKO5. Tel: 01472 840531.

JAGUAR XJ6 SERIES 1, 1970, 4.2, British racing green, manual with overdrive, tax exempt, MoT to August 1998, slide record of restoration, good condition, £3,250. Tel/fax: 01724 782617. Private sale.

JAGUAR XK150 3.4 ROADSTER (OTS), 1958, matching numbers, fully restored from excellent low mileage Californian car, properly painted, Carmen red with navy leather, chrome wheels, MoT, used on dry days, left hand drive, show winner, £35,000. Tel: 01639 871974.

JAGUAR XK150 DHC. Sherwood green, green leather, particularly nice straight old car, last owner 17 years, drives nicely, 59,000 miles, £25,950. Tel: 01676 541393.

JAGUAR XK, XK 120/150, English Roadsters, Mercedes 190/280 SL's, Mercedes Cabriolet's, list photos, delivery guaranteed, Florida, USA. Tel: 001 561 9887421. E-mail SGCCE@aol.com-H

JENSEN INTERCEPTOR III 6.2, 1971, metallic red with black leather, all new panels, louvered bonnet, stainless exhaust, new Wilton carpets, MoT and tax exempt. Absolute bargain, £7,500 ono. Tel: 01424 716521. Private sale.

L

LAGONDA M45 TOURER T7 BODY, 1935, with swept wings and full weather equipment, 4.5 litre 6 cylinder x/flow OHV, 4 speed synchromesh gearbox, matching numbers, red Connolly trim, hood in black duck. I will consider p/x of 50s-60s racing car or modern supercar, £68,500 ovno. Call Paul 01795 830225 or fax 01795 830161.

LAMBORGHINI COUNTACH LP 400 PERISCOPE, LHD, 1975, 9000 km, 100% perfect, red/black. 350.000ff. Tel: Belgium 32 2 215 16 99 or 32 2 75 819 820. Fax: 32 2 215 16 69.

LAMBORGHINI DIABLO, 1992, with rear spoiler, colour red metallic, 1991, 10,000 miles, full options, lef-hand drive, inside leather in creme (magnolia) colour, European (Monte-Carlo) registration. 59,000 pounds (without tax). Tel: 00 377 92059431. Fax: 00377 92059581.

LAMBORGHINI LM 002, race car, "Paris Dakar 1995". Tel: Europe 0035 202.129.5740. Fax: 0035.202.129.5741.

LANCIA FULVIA HF 1600, 1972, white, comprehensive full history, ground up restoration, a genuinely nice example for the serious collector, £7,250. Tel: Independently Italian (01273) 822345. E. Sussex.

LANCIA MONTE CARLO, accurate steel panels, body & structure, ever expanding range of spares, brakes, trim, electrics, excellent prices. Monte Hospital Tel: (01989) 720475. Fax: (01989) 720195.

LANCIA SPARES AND RESTORATIONS. Aurelia, Flaminia, Flavia, Fulvia, Stratos original, reproduction and secondhand parts full or part restorations. Fast international mail order service. Omicron Engineering, Mulbarton, Norwich, UK. Tel: ++44 (0) 1508 570351, Fax: ++4 (0) 1508 570795.

LANCIA STRATOS GR IV, red, 35,000 km, 240 CV engine, GR IV body, GR.IV wheels, never crashed, LHD. Tel: USA 619.551.0500. Fax: 619.551.0583.

LANCIA THEMA 8.32, metallic silver, black unmarked leather interior, all usual extras in working order, FSH by 2 owners. £11,950. Tel: (0498) 737274). Fax: (0181) 393 7274.

LOLA T70 MK 3 COUPE RACE CAR, 500,000 FF or £50,000, very good. Tel: Europe 0035.202.129.5740. Fax: 0035.202.129.5741.

LOTUS: 1971 LOTUS ELAN SPRINT DROPHEAD, gold leaf colours, present owner 22 years, believed genuine 60,000 miles, good original condition, used regularly, new project forces sale, £12,500. Tel: (01280) 704912.

LOTUS CORTINA MK1, road/race specification, LSD, MoT'd, many spares, relive the 60's for £7,500. Tel: (01903) 507585.

LOTUS ELAN SPRINT CONVERTIBLE, genuine 1973 Sprint Type 45, gold leaf colours, full Mick Miller concours restoration, absolutely immaculate, £19,995. Tel: (01629) 56999, (01629) 583287 or (0836) 621520 (T).

LOTUS ELISE, Oct 97, metallic aluminium silver, blue leather, full spec car, 400 dry miles, private plate L800 TUS, £26,995, without plate £25,995 no offers. Tel: (0468) 725728 or (01395) 274747.

LOTUS ELITE, 1962, professionally repainted, excellent original interior, needs some mechanical work, £19,500ono. Tel: (01227) 710987 or Fax: (01227) 711772.

LOTUS ESPRIT 2.2, 1981, W reg, 57K miles, yellow, cream interior, recent gearbox rebuild, cherished no. plate, 6 months tax, 1 years MoT, good condition, lots of receipts, £6,300ovno. Tel: (01702) 230563. P.

LOTUS EXCEL, 86 (C), good clean car, S/history, 54k, S/steel exhaust, new manifold, recent clutch, pumps and belts, always garaged, £5,750 ono. Tel: (0171) 723 4196 or (0802) 857392.

LANCIA 16V INTEGRALE LHD, 1990, metallic rose, electric sunroof, air conditioning, service history, MoT & tax, mint condition inside & out, £8,500. Tel: (01386) 561231 or (01905) 820421 or (0973) 268206. P.

LANCIA DELTA INTEGRALE 16v, 1990 G reg., metallic black, magnolia leather interior, FSH, MoT & tax, air con., alarm/immobiliser, 17" Momo's, Koni's suspension, full engine rebuilt, hybrid turbo van, Aaken Development, 280 bhp convertion, as featured in Fast Car mag. Nov. 97, £3,000 worth Rockford Forsgate and Alpine stereo, ring for full spec, £12,995 ono. Tel: 01233 622 182, 0976 930054.

LANCIA APRILIA S2, 1938, professionally rebuilt to highest standards since purchase 1986. Original registration number retained AUJ 270. Body no. 30/5832. Engine no. 8528. Large quantity used spares including 1 front and 2 rear. All engine parts sufficent for 2 motors etc, offers over £13,000 to include all spares. Tel: 01333 330881, fax: 330889.

LANCIA DELTA INTEGRALE 16v, 1989, red, new engine fitted, EVO exhaust system, 3 spoke alloys, stunning car, £8,995. Tel: Bramley Park 01480 492066.

LANCIA FULVIA HF1600, 1972, white, comprehensive full history, ground up restoration, a genuinely nice example for the serious collector, £7,250. Tel: Independently Italian (01273) 822345 E. Sussex.

LANCIA MONTE CARLO SPIDER, black, convertible, Y reg., 1983, 60,000 miles, modified Beta Block engine, totally re-conditioned, £6,950 ono. Tel: 01422 376387 after 7pm or weekends. Private sale.

LANCIA INTEGRALE EVO 3, 93(K), Monza red/beige Alcantara, 42,000 miles, FSH, recent belts, tyres, alarm/immobiliser, truly immaculate, £17,995. Tel: 01398 323892.

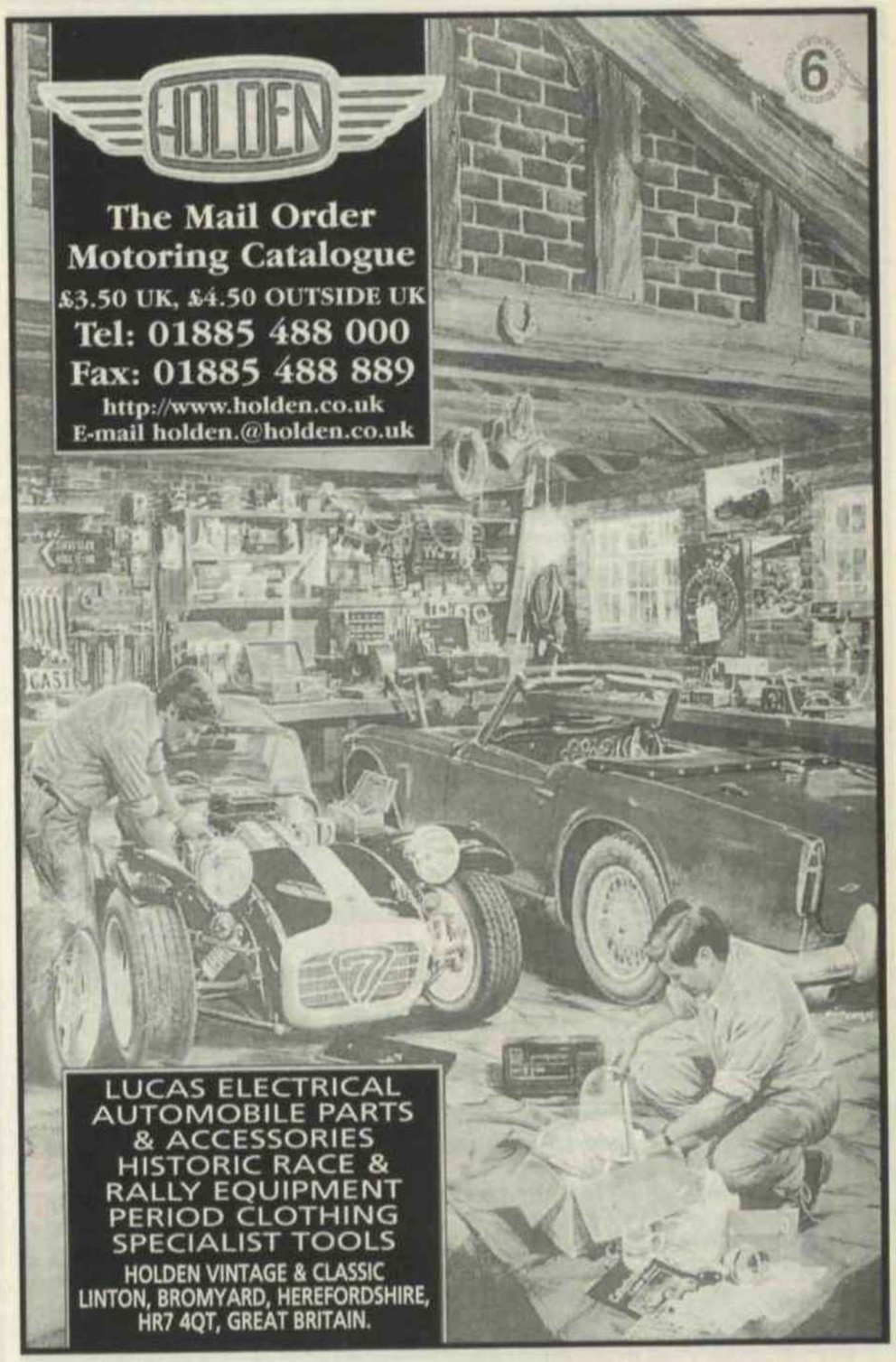
LANDROVER SWB, soft top, original, 1961, 2¼ petrol, show condition, unbelievable, must be the best in the north west!, £4,450. Tel: 01625 890280.

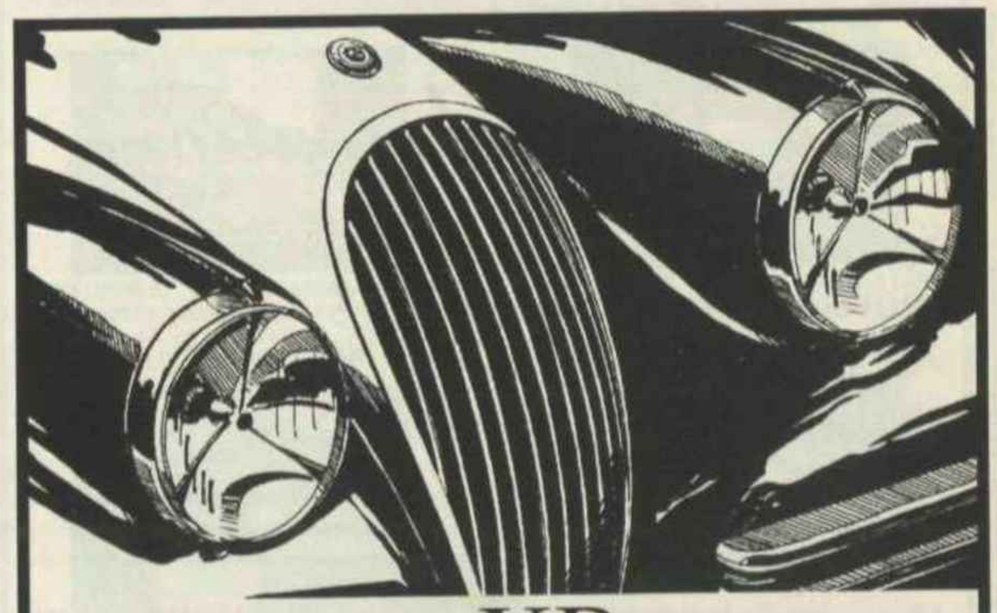
LEA FRANCIS 14 HP SPORTS, 1948, owned by me since 1967, good condition, used regularly, photographs and all bills available, £14,500. Tel: 01207 520396.

LOTUS 23, 1962, Le Mans and FIA history, bare frame restoration, off original frame and body, gorgeous, 1600 steel twin cam, one of the most significant Lotus cars in existance, $90,000 OBO. Tel: 206 654 2258, Washington, USA. Fax: 206 583 0359.

LOTUS ELAN S3, historically significant (first FHC Elan) factory press demonstrator, featured many Lotus books. Registration LNK 120C. Original/genuine good condition, T&T, unique opportunity, £10,000. Tel: 01626 821417.

LOTUS ELAN 54, 1970, HSCC 1997 Standard GT Class winner, FIA papers, race ready, MoT, £15,500. Tel: 01483 426966 (day), Steve (Surrey).





BROADS GO XR CRAZY!!
XK RECORD UNDER THREAT

Guy Broad, the Coventry-based Jaguar XK parts specialist announce far-reaching plans to mark the 50th anniversary of the Jaguar XK on June 27-28 1998.

We aim to have a crack at Norman Dewis' XK record of 172.412 mph, set in October 1953, says Guy Broad.

As main sponsors of the event this is just one way in which we intend to make 'XK 50' the focus of our year.

The Broad's 'XK180' is already off the drawing board, modelled on the lines of its predecessor the famous 'Slingsby Bubble'.

Neither Jeremy nor Guy will be at the wheel of 'XK180', but father and son intend to seriously compete in the 'XK 50 Anniversary Trophy Race' at Donington Park on June 28.

Invitations have been sent to owners worldwide. Acceptances are coming in thick and fast, a party of XK enthusiasts from America has already booked the QEII. At least 50 aluminium XK120's will be at Donington and hopefully, another 500 XKs of all types.

"It will be the greatest gathering of XK Jags ever," enthuses Guy Broad.

GUY BROAD PARTS

BROADACRES, WALL HILL ROAD, CORLEY, COVENTRY CV7 8AD
TEL: 01676 541980 FAX: 01676 542427 Mobile: 0860 505619

Meadows

CANTERBURY ROAD, WINGHAM, CANTERBURY, KENT CT3 1NL
TEL: 01227 720472 - 0385 306655 FAX: 01227 728314



Lister Jaguar 7 Ltr V12
Twin supercharged XJs, dark metallic blue, linin hide piped blue, 29,000 miles, Lister service history, six speed manual gearbox . . .**£35,750**



1978 Rolls Royce Silver Shadow II
Walnut over Willow gold, 54,000 miles, history **£13,950**



1956 Jaguar XK140 FHC
Black with magnolia hide piped black, chrome wires, disc brakes **£28,950**

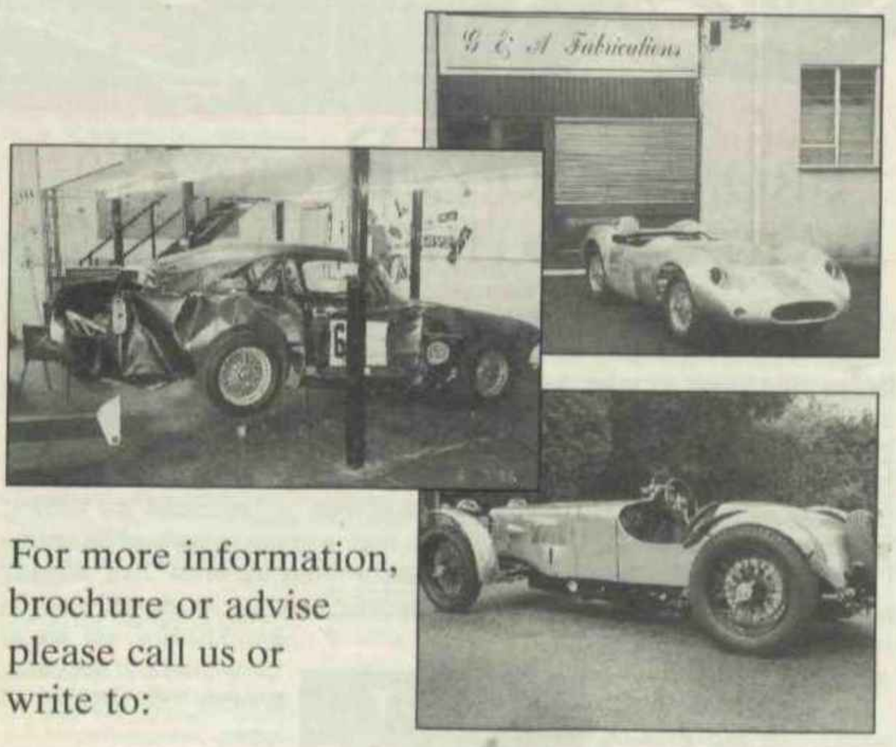


1974 Rolls Royce Silver Shadow
Sand over sable, 46,000 miles, history **£14,750**

1979 Datsun 260Z 2+2. Red with black interior, 69,000 miles, full history, two owners, one famous **£6,500**
1990 Jaguar XJS V12 Convertible. Black with magnolia hide piped black **£18,950**
1974 Jaguar V12 E-Type Roadster. Signal red, black hide, c.w.w. manual gearbox, 20,000 miles, history **£39,500**
1979 (mdl) Rolls Royce Silver Shadow II. Walnut over Willow gold, 54,000 miles, history **£14,500**
1992 TVR SX. Crystal green, grey hide piped green, 5,800 miles from new, full history, very rare **£17,950**
1992 Porsche 944 S2 Convertible. 39,000 miles, Porsche history, silver, blue hide **£20,950**

G & A Fabrications

Specialist manufacturers of historic sports and race car bodies.
All aspects of body and chassis work undertaken



For more information, brochure or advise please call us or write to:

Lawrence Kett
Unit 2, Leylands House, Molesey Road,
Hersham, Surrey KT12 3PW. England.
Tel/Fax 01932 225523

LOTUS ELAN S4 SE COUPE, 1969, carnival red, excellent condition throughout, historically correct specification, £9,950. Tel: 01280 700468 (Northants).

LOTUS ELAN SPRINT CONVERTIBLE, genuine 1973 Sprint type 45, gold leaf colours, full Mick Miller concours restoration, absolutely, immaculate, £19,995. Tel: 01629 56999, 01629 583287 or 0836 621520 (T).

LOTUS ESPRIT 2.2, 1981 W reg., 57k miles, yellow, cream interior, recent gearbox rebuild, cherished no. plate, 6 months tax, 1 years MoT, good condition, lots of receipts, £6,300 ovno. Tel: 01702 230563. Private sale.

LOTUS ELISE, October 1997, metallic aluminium silver, blue leather, full spec car, 400 dry miles, private plate L800 TUS, £26,995, without plate £25,995, no offers. Tel: 0468 725728 or 01395 274747.

LOTUS SIX, 1957, BMC 'A' series engine, green/alloy, road or race, £12,500. Tel: 01293 871541.

LOTUS SUNBEAM SERIES II, Nov. 1982, rebuilt to concours, full history one last 14.8 years, 53k, rare opportunity to acquire superb cherished example, owner going overseas, £7,995. Tel: 01457 872301.

M

MASERATI QUATTROPORTE, 1965, dark blue, tan interior, air conditioning, well known club car, Bill McGrath Mechanicals, £10,750. Tel: Days 0131 557 0270, home 0131 225 5403.

MERCEDES-BENZ 280 SE CONVERTIBLE, 1969, true 100-point show quality restoration. No expenses spares, only original Mercedes parts used. Car was the 1996 AACA Junior First Place winner in Kingsport, Tennesse. Everything from engine and drive train to paint and interior is new, and documented by receipt. This is by far the finest example of its kind available on the market today. Trailer transported only. Colour scheme is Anthracite blue with dark blue leather and beautiful new burlwood dash. Stunningly perfect car. Over $100,000 invested. Offered at $85,000 firm. Please call Peter at (954) 349-2201 or (954) 695-5414, Florida, USA.

MERCEDES 280 SE 3.5 CABRIOLET. Fully restored, a pristine car, for full details apply: O'Keeffe Mercedes Restorations, Tel: 01883 626721.

MERCEDES 280 SLC, 1981, elegant car, sky blue with magnolia leather. Factory sunroof, Blaupunkt radio/cassette, Cobra alarm, £8,000 spent on engine rebuild/bodywork (receipts available), service history and MoT, one previous owner, super condition, £6,900. Tel: 01628 541941. Private sale.

MERCEDES 450 SLC V8, 1978, sports hard top, auto, silver, alloys, air con., electric roof, 57k only, one owner, FSH, tax and MoT, £7,995. Tel: 01625 890280 or 01928 787359.

MERCEDES BENZ 500SEL, nautic blue, 16,900 guaranteed genuine mileage, FMBSH, very high spec including air conditioning, heated front and rear seats, ABS etc, absolutely genuine car, an opportunity at £12,500. P/X considered. Tel: (01604) 890559 daytime.

MG,1931 'D' Type, 4 seater, original OHC engine, good useable car, £8,500. Tel: (01689) 862214.

MG MAGNETTE ZA SALOON, 1956, Birch grey with maroon leather, original tools, handbook and manual, very carefully maintained, excellent condition, £3,950. The E-Type Centre. Tel: (01827) 373247. (Midlands).

MG TD, 1952, LHD, US import, very good condition, red with black interior. Also MG TD restored rolling chassis, complete, restoration project, offers please. Tel: (01926) 744134.

MG WORLD, the magazine for all owners and enthusiasts, on sale at all good newsagents or from CH Publications, PO Box 75, Tadworth, Surrey KT20 7XF. £2.85 including P & P, £4.00 including airmail overseas. Tel: (01737) 814311, Fax: (01737) 814591. E-mail: chp@chp.ltd.uk website: www.chp.ltd.uk

MGA 1500, LHD to restore, £3,500, MGA 1600 LHD W.W, rust free to restore, £4,200, both California cars. Tel/Fax: France (+33) 1-39-584697, mobile: (+33) 607 662977.

MGB GT, 1979, 22,800 genuine miles, mimosa with black interior, totally original, superb condition, not restored, all extras and full history, medical condition forces sale, £7,000. Tel: (01730) 812787 (West Sussex).

MGB GT, 1974, 1975cc, BRG, LHD, 750km after total restoration in 1996, top condition, very fast road car. £8,000. Tel: Belgium 00.32.189.755.455.

MGB GT V8, 1974, chrome bumper, dark red, 12 months MoT, 15" minilites sunroof, uprated front and rear suspension, extensively restored, immaculate, s/h. £6,950. (01258) 860868.

MGB ROADSTERS, LHD, rust free to restore, from £2,000 to £4,200, for a dependable car. Tel/Fax: France (+33) 1-39-584697, mobile: (+33) 607 662977.

MG TC, 1949. Red with black hide. Very carefully maintained with much expenditure. Very good condition throughout, £14,950. The E-Type Centre. Tel: 01827 373247 (Midlands).

MG YB SERIES 1¼ LITRE SALOON, 1953, plus parts and manuals, needs full restoration, stored dry for 16 years, open to offers. Tel: 01902 755173 (West Midlands).

MINI MACHINE, quality parts and expert restoration, we make the largest range of classic Mini body panels in the world. All prices + carriage and VAT. Club discount available, worldwide mail order service. We take Visa, Access, Amex. Send £2.50 for illustrated catalogue. Unit 14, The Lingfield Estate, McMuller Road, Darlington, Co Durham, England DL1 1YX. Tel & fax: 01325 38100.

P

PORSCHE 904 with 6 cly, engine, German street title. 906 with FIA papers, very good race history. 356A Speedster Carrera, 57GS and 59GT. 356A Coupe Carrera GS58, $70,000. 356B T6 Carrera GT62, very original, 692/3A engine. 356C Carrera 2GS Bali blue, sunroof, $90,000. Various 4-cam Carrera engines and sports. Elevenparts AG, PO Box 107, 8046 Zurich, Switzerland. Tel: 411 372 1785. Fax: 411 371 5368.

PORSCHE 911T 2.4, 1973, professional restoration 1986, still showroom condition, Grand Prix white, history, £16,000 ono. Tel: 0151 525 7190.

PORSCHE 911 CARRERA 2.7, 1974 (RS engine 210bhp model), full service history, ice metallic green, lobster interior, 65,000 miles and only 3 owners from new (1st owner to 1993), electric sunroof and windows, excellent condition, but totally original car, £15,500. Tel: (w) 0181 943 5937, ask for Anthony, (h) 01372 813988.

PORSCHE 911S 2+2, 1970, orange, 58,000 miles only, superb body and mechanical condition, bills, £14,000 plus new MoT, classic tax, regrettable sale, £12,500. Tel: 01332 780577.

PORSCHE 917 LOOK-A-LIKE (not a kit car), finished in Gulf oil colours. Road registered using Porsche 914 mechanicals. Over £15,000 spent to date, very little work needed to finish, best offer secures or p/x possible. Tel: 01803 851702 Offers. Private sale.

R

ROLLS ROYCE AND BENTLEY PARTS. New and used for sale and wanted. All model ranges from Silver Ghost to Spirit. Our stock is enormous and cannot be equalled. Phone or fax for a free special offer brochure. Introcar Ltd, London. Tel: (0181) 546 2027 (5 lines). Fax: (0181) 546 5058.

ROLLS ROYCE AND BENTLEY parts. New and used for sale and wanted. All model ranges from Silver Ghost to Spirit. Our stock is enormous and cannot be equalled. Phone or Fax for a free special offer brochure. Introcar Ltd, London. Tel: (0181) 546 2027 (5 lines). Fax: (0181) 546 5058.

ROLLS- ROYCE CORNICHE FHC, 1976, Balmoral green with beige hide, air conditioning, automatic speed control, 67,000 miles, exceptional condition for year, P/X considered, £19,500. Tel: (01604) 890559 daytime.

ROLLS-ROYCE, 1923, small saloon, good running order, taxed, MoT. £17,500, might take MG T-Type in part exchange. (01507) 466990.

ROLLS-ROYCE CLOUD III, 1965, black/blue hide, body renovation, 1991, recently new carpets, head linings, tyres, full service & MoT, a very attractive car with full RR build history. £22,500. Tel: (0850) 616298.

ROLLS-ROYCE CORNICHE 2, 1969, convertible, full options, 1989, 25,000 miles, nightblue metallic, inside + hood, magnolia, US registration, left-hand drive, 59,000 pounds (without tax). Tel: 00 377 92059431. Fax: 00 377 92059581.

ROLLS-ROYCE CORNICHE CONVERTIBLE, 1974, porcelain white, dark blue hood and interior, extensive history, £24,995. Tel: (01689) 862214.

ROLLS-ROYCE SILVER SHADOW II, 1979, metallic blue, 48,000 recorded miles, MoT Oct '98, beautiful example throughout, £10,995. Tel: (01403) 711339 evenings/weekends.

ROLLS ROYCE PHANTOM I, 1927. Long wheelbase, touring limousine. Weymann construction by HJ Mulliner. Chassis 15RF - Black Everflex cover. Natural hide interior with dark brown carpets. Facing occasional seats, trunk with 3 fitted cases. Twin side mounted spares. Stainless exhaust system with cut-out. Body off restoration 1979. Engine overhaul by F. Cooke. Full set of wheel discs, with 5 new tyres etc. National first in only show. Low mileage by records. A unique car which could be made ready for show or touring. $80,000. Tel: 202 488 1131. Fax: 202 554 2230.

ROLLS ROYCE SILVER SHADOW II, 1979, metallic blue, 48,000 recorded miles, MoT October 1998, beautiful example throughout, £10,995. Tel: 01403 711339 eves/weekends.

RONART JAGUAR, 1997, blue metallic/black interior, LHD, UK registered, 500 miles, 4.2 litre. Triple carbs. Manual/OD, looks and sounds magnificent, £27,000. Tel: 00 33 493 748 019 (France).

S

SUNBEAM STILETTO, 1972 (K), for restoration, 100% original, 2 lady owners, 93,000 m, very rare, drives well, no MoT, offers around £1,000.00. Tel: (01753) 890981.

SUNBEAM TIGER MKII, 1965, 302cu in, engine just rebuilt and run-in, 289 heads, Holley headers, gearbox overhauled, MoT, very fast, £9,250 ono. Tel: (01283) 702245.

SUNBEAM RAPIER, 1960, prepared for historic rallying, successfully completed 1995/1996 Monte Carlo Challenges, £3,495. Tel: 01295 278600 for full specification.

T

TRIUMPH STAG AUTO, 1978, unused since complete concours standard bare shell, body and mechanical documented rebuilt at a net cost of £23,500. This being fully substantiated by numerous photographs and invoices. This car is truly an outstanding magnificent example, a credit to dedicated British workmanship, must be the best available and definitely too good to use, p/ex considered, £22,500. Tel: 01257 480452 (Lancs). Fax: 01257 483270. Private sale.

TRIUMPH TR7 2 LITRE FHC, P reg, yellow, Revolution wheels, Firestone Firehawks, operator springs, radio/cassette, £2,250. Tel: (01642) 711021 anytime.

TRIUMPH TR7 CONVERTIBLE, 1982 (Y), (one of the last made), 40,000 miles, FSH, excellent condition, beige/brown check interior, alloys, looks like new £4,950 for quick sale. Tel: (01702) 218833. No canvassers or dealers.

TALBOT LAGO BMW BARCHETTA, 1959, V8 BMW, 1000 Miglia Elligible, 100% perfect, 265,000 DM. Tel: France 33. 1. 47. 20. 44. 75. Fax: 33. 1. 47. 20. 32. 76.

TRIUMPH GT6 SERIES 3 1972. Pimento ed/black interior. Overdrive, good origi- al condition throughout. Long MoT, 3 wners from new £3,600. Tel: 0181 340 1949.

TRIUMPH STAG AUTO, 1978, unused since complete concours standard, bare shell, body & mechanical documented rebuild at a net cost of £23,500, this being fully substantiated by numerous photographs and invoices, this car is truly an outstanding magnificent example, a credit to dedicated British workmanship, must be the best available and definitely too good to use, p/ex considered. £22,500. Tel: (01257) 480452 (Lancs.) Tel: (01257) 483270. P.

TRIUMPH TR3A, wanted, good or not, LHD, cash paid and will collect. Tel: Norwich (01603) 810223.

TRIUMPH TR4, LHD, white/black, rust free car in very good order, drives anywhere, £4,700. Tel/Fax: France (+33) 1-39-584697, mobile: (+33) 607 662977.

TRIUMPH TR4A, 1966, just arrived from California, completely rust free any test, left hand drive, one owner, red body, white hard and soft tops, £7,000. Tel: Dave (0181) 542 4710.

TVR 3000S RHD, 1978, Brit/German paperwork, stainless steel exhaust, oil cooler, only £10,650. Tel: Germany (49) 2202 55133, Fax: (49) 2202 55135.

TRIUMPH TR4A, 1966, just arrived from California, completely rust free, any test, left hand drive, one owner, red body, white hard and soft tops, £7,000. Tel: Dave 0181 542 4710.

V

VAUXHALL ASTRA 1.6i CONVERTIBLE, 1996, 1 owner, blue. Tel: 0181 943 1599.

VOLKSWAGEN CARAVANETTE, 1973, original colour, exceptional condition, many extras, first reasonable offer secures. Tel: 01570 493699. Private sale.

VOLVO P1800S, 1966, present owner since 1967, vgc, MoT, overdrive, sunroof, looks great, runs well. Tel: 01334 840609.

VAUXHALL CAVALIER GLS COUPE 1.9, 1978, £1,600, 56,000 miles, one owner, original logbook, full service history, MoT, tax. Tel: (0115) 947 4257.

VOLVO: CLASSIC VOLVOS BOUGHT & SOLD: Amazons/P1800's. Volvo P1800/P1800S available, phone for details. Spares, repairs and restorations. Tel: (01865) 771166.

VW KARMANN GHIA CONVERTIBLE, 1967, in Ivory white, black interior, restored to genuine concous condition, £9,995. Tel: Lonstone 0131 444 0911.

VW KARMANN GHIA, 1972 L reg., BRG, LHD, imported car, in beautiful condition, tax exempt, forced sale, £6,000. Tel: 0181 785 7354.

HISTORIC RACING

FORMULA JUNIOR, 1959, Elva-BMC, FIA papers, VSCC eligible, raced in Lurani Trophy 1997, £11,000. Tel: 01993 868744.

LOLA T430 #3. Last Formula 5000 built by Lola. Very competitive, Haas, Hall, Redman team car. 2/3 restored, fresh Chevy, Hewland, DG300, F5000 winner, $59,500. Tel: 314 227 3939 USA.

LOTUS 23 CHASSIS FRAME, front and rear body, £4,000. Lotus Eleven S2, Coltman chassis, plus Climax engine, also 1962 Lotus Elite Series 2. Tel: 01342 850551. Fax: 01342 850095.

LOTUS ELAN 26 S2, 1965, top preparation for Historic rallies, 1996 FIA Historic S. Remo Rally winner. The fastest historic rally car on asphalt as on snow. For further details phone or fax to Italy (0039) 11-517618- office hours, write to Giorgio Tessore via Magenta 25 10128, Torino, Italy.

MARCH F2, 1970 (Ronnie Peterson), Jaguar XK150 Roadster, 1958, 350.000 Fr. Excellent condition. Tel: 05 63 41 60 64, 05 63 41 62 30. Mr Brunet. Please speak French!

MOTORING COLLECTORS ITEMS

AUTOGRAPHS AUTOCOURSE PROGRAMMES, books, photos, models, magazines, tapes, art stickers, brochures, empemera etc, wanted/sale/exchange, Mike Crittenden, 270 Miles Lane, Appley Bridge, Wigan, Lancs., WN6 8EB. Tel: 01257 255975. Fax: 01942 497189.

BOOKS - Rare and out of print, autographs, artwork, vintage photorgraphy, racing ephemera. For full catalogue with detailed descriptions, please send $5.00 (US) to Mat Tavares/Celia Lebel, PO Box 165, Carlisle, MA 01741 USA.

CAR-ART DECO. Worlds largest collection of Automobile brochures from 1930-1980, some extremely rare and hard to find items available. Specialist articles and posters including Alfa Romeo, Adler, Austin Healey, Citroen, Jaguar, Triumph, Lancia, MG, Peugeot etc, etc. Please send for brochure with complete listing, £10.00 sent worldwide. Car-Art Deco, Kloster Gade 29 7770 Vestervig, Denmark. Tel/fax: 00-45-31874841, Denmark.

COLLECTORS CARBOOKS, Chris Knapmans - Specialists in out of print motoring literature. We can supply almost any new book and we also have the widest range in Europe of out of print motoring and motor racing books on display! Worldwide mail order. Free booksearch. Close to junction 12 to 13 off the M1. Free car parking behind shop. Open Monday to Saturday 10am to 5pm. Tel: 01525 290088. Fax: 01525 290044. Sunday 12 noon to 4pm. 14 Bedford Street, Woburn, Beds. MK17 9QB.

FERRARI MARKET LETTER. The ORIGINAL. The publication began in January 1976. TIMELY. Published 26 times a year. COMPREHENSIVE. Hundreds of Ferrari's offered each issue. AUTHORITIVE. Published and edited by Gerald L. Roush, quoted by Automobilia, Autoweek, Road and Track, On Track, Money Fortune World, USA Today. The New York Times etc. One year US subscription $90. Please enquire for other rates. FREE BACK ISSUE SAMPLE COPY. Roush Publications Inc., PO Box 870709, Stone Mountain, GA. 30087-0018, USA. Tel: (001) 770-381-1993. Fax: (001) 770-381-0518.

KLEMANTASKI BOOKS, British Racing Green, For Practice Only & Racing Sports Cars, Split Seconds, Mays; Works Driver, Taruffi; Speed Was My Life, Neubauer; Racing With The DB Aston Martins Vols 1 & 2, Wyer & Nixon; Grand Prix Driver, Lang; Bugatti Story etc, Update available, details: Brian Newbould, 25 Forest Grove, Harrogate, North Yorkshire HG2 7JU. Tel: 01423 540545. Fax: 01423 541778.

LOOKING FOR OLD PICTURES, programmes and other memorabilia, preferably autographed from the 60s, 70s and early 80s - especially Formula 1, MSA, Can-Am, Sebring, Daytona 24 hours Le Mans and all European venues and the Indy 500. Especially looking for Donahue, McClaren, Siffert, Revson, Cevert, Jim Clark, Hulme, Rindt, Von Tripps, Rodriguez brothers, Senna, Collins, and Gregg. Have numerous similar items for sale, trade or will buy your items outright. T. Clark: 864-6540-5680 eves, 864-885-7113 days. Fax: 864-885-7383 USA.

LOTUS - HISTORIC YEARS 56/58 BOOK, signed by 1957 Le Mans Index winners, £75. Tel: 01293 871541.

MG WORLD the magazine for all owners and enthusiasts, on sale at all good newsagents or from CH Publications, PO Box 75, Tadworth, Surrey KT20 7XF. £285 including p&p, £4.00 including air mail overseas. Tel: 01737 814311, fax: 01737 814591. e-mail: chp@chp-ltd.uk webside: www.chp.ltd.uk

MOTOR SPORT, 1965-76 and 1978-82 plus odd issues, also CAR, 1981-93 and many 1974-80. Offers? Tel: Kenilworth 01926 850900.

MOTORSPORT PRINTS. Full colour limited editions, Aston, Bentley, Mercedes, MG, from £15. Call for leaflets. Tel: 01580 291560.

MOTO RAIL BOOKS. Specialising in all forms of literature relating to both classic and modern motor cars. Phone or fax with your requirements. Mail order our speciality. Tel: 01202 396 469/fax: 01202 391 572.

SALE 37 YEARS MOTOR SPORT, 1960 to 1996, offers invited. Tel: 01886 880 675, near Malvern.

SIMON LEWIS TRANSPORT BOOKSHOP. The mail-order shop for MOTOR SPORT FANATICS. Worldwide mail-order service or just call in 9am-4.30pm weekdays, 10am-1pm Saturdays. No appointments needed - browsers welcome. The best range of motorsport collectables around: BOOKS - old and new, rare and secondhand; MAGAZINES - thosands of back numbers; PHOTOS; POSTERS; MODELS; MEMORABILIA; RACE PROGRAMMES; AUTOGRAPHS. New Winter 97 Catalogue available now. 11, The Marine, Harbour Road, Lydney, Gloucestershire GL15 4EJ. Tel: 01594 843151. Fax: 01594 843158.

VINTAGE WORKSHOP still has the largest variety of motoring literature. New and secondhand books, handbooks, workshop manuals, parts books, magazines and brochures. Open Thursday, Friday, Saturday 11.00-5.00, or by appointment. World wide Mail Order service available, 749 Bradford Road, Batley, West Yorkshire WF17 8HZ. Tel: 01924 470773.

MISC

BRITISH-AMERICAN MOTORS LTD INC., 22 South Westmoreland Drive, Orlando, Florida 32805 USA. Tel: 407 481 0955. Fax: 407 481 8028. Florida's largest British car facility, 10,000 sq ft devoted to restoration, repair and parts. Car sale, shipping arranged worldwide. Wir Sprechen Deutsch.

BROADSPEED ENGINEERING LIMITED buy Mk1/Mk2 Mini Cooper 'S', Mini Travellers, Woodies, Mini Vans, Pick-ups, Riley Elves/Hornets, Vanden Plas Princess 1100/1300's. Tel: (01206) 263377, Fax: (01206) 263454 (UK +44).REF: 16265/

CHECKMATE, classic vehicle inspections, we offer a nationwide service, free advice before purchasing, valuations, transportations, from £49.50. Try us first. Tel: 01527 597555.

DUE TO A PUBLICATION ERROR our World Wide Web site address was released before our site was ready. Jay's Automotive would like to assure you that our web site is now complete and can be accessed at: http://www.Jays-Auto.co.uk. Tel/fax: (01371) 856225.

OLDSMOBILE CURVED DASH, 1902. London-Brigton car, needs slight attention. Tel: +(353-1) 2955502 after 8pm. Fax: +(353-1) 4730404.

NJ RESTORATIONS, South Wales. Classic car restorers. Specialising in early Jaguards, all work fully documented and photographed throughout. For efficent and friendly service. Contact: Nick, tel: 01792 881247, eve 01792 882321.

VICKERS SUPERMARINE SPITFIRE, HF IX Serial SM520, mainly zero houred, full detailed list on request in the first instance. Alan Dunkerley. Tel: 01706 823616 (Lancs).

PROPERTY

LOCK UP GARAGES TO LET at Heathrow, Isleworth and Northwood. These are large garages, secure and dry. Smaller units also available Teddington area. Enquiries phone 01444 484289.

WANTED

THE MYSTERY MORGAN BUYER tries hardest, travels furthest, pays most. Tel: 0181 200 9404 or 0836 229800.

LOOKING FOR OLD PICTURES, programmes and other memorabilia, preferably autographed, from the 60s, 70s and early 80s - especially Formula 1, IMSA, Can-Am, Sebring, Daytona 24 hours Le Mans and all European venues and the Indy 500. Especially looking for Donahue, McClaren, Siffert, Revson, Cevert, Holbert, Hulme, Rindt, Von Tripps, Rodriguez brothers, Senna, Collins, and Gregg. Have numerous similar items for sale, trade or will buy your items outright. Terry Clark: 864-6540-5680 evenings, 864-885-7113 days, Fax: 864-885-7383 USA. REF: 22649/

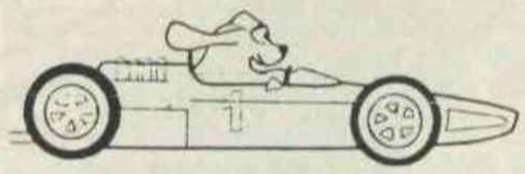
AUTOMOBILIA WANTED. Original petrol pump globes, enamel signs, garage advertising items. Tel: (01777) 870397, Fax: (01777) 872443.

WANTED-WANTED-WANTED, Aston Martin Virage Auto and DB7. Please contact, Philip Jones, Byron Garages International. Tel: (01737) 244567. Fax: (01737) 226224. REF: 17159/

MERCEDES SPORTS WANTED: If you are considering selling your Mercedes Sportscar please call Michael Lavers on (0181) 789 8525. REF: 16331/

WANTED JAGUARS: MkII 3.4 or 3.8, S-type, any XK, SS, SS100, E-type, C-type, D-type. Anything considered, concours to restoration. Cash waiting. Please help. Current market values only. Tel: (01245) 400060 days or (01621) 858296 eves.

JAG: WANTED: Jaguar XK150S Roadster or Drophead and XK140 Roadster or Drophead, SS100 Jaguar. Must be excellent to concours condition, RHD or LHD. Tel: (01245) 400060 (days), (01621) 858296 (eves).



CHRIS ALFORD RACING & SPORTSCARS

NEWLAND COTTAGE, HASSOCKS, WEST SUSSEX, BN6 8NU
PHONE: 01273 845966, FAX: 01273 846736



1978 LOLA T492 SPORTS 2000. Yellow. In superb condition, ideal for H.S.C.C. "Thundersports" Series. **"Very Good Value Indeed" £12,500**



1968 CHEVRON B.8. BMW G.T. Red. Race ready and prepared by a modern Formula 3 team. Ideal for the Group 4 events. **"Fantastic" £49,500**



1985 WESTFIELD XI REPLICA. Green. So good you would think it is a real Lotus. Perfect for road or track. **"Superb" £6,950**



1954 DELANEY DELTA SPECIAL. Green. A lovely little supercharged 1172cc Special that featured in Classic & Sportscar recently. **"Amazing" £10,000**



1959 ELVA 100 FORMULA JUNIOR. Red. On the button and race ready. XSP engine in mint condition. **"A Nice Old Thing" £15,000**



1961 ELFIN FORMULA JNR. Blue. An extraordinary little front wheel drive racer with six drum brakes, might be very, very fast. **"Interesting" £10,000**



1961 LANCIA VOLPINI FORMULA JUNIOR. Red. The Italian answer to the Lotus 18. Not very fast but lovely to look at. **"Unique" £17,500**



1962 COOPER T59 FORMULA JUNIOR. Blue. Ford engine and original ERSA gearbox. First owner Kurt Lincoln. A really nice example of the "Slimline" Cooper. **"Recommended" £22,500**



1969 LOTUS 61 "HISTORIC" FORMULA FORD. Red. Beautifully restored and only run in a few hillclimbs since. A fine example of the flying wedge. **"Car Of The Month" £17,500**



1971 ELDEN MK 8 "HISTORIC" FORMULA FORD. White. Ex works car driven by Danny Sullivan, twice a race winner in 1997. **"The car to beat in 98" £12,500**



1965 GERHARDT FORD INDY CAR. Blue. Raced at Indianapolis in 1966. Fitted 4 cam Ford engine, could be the unfair advantage in historic events. **"Awesome" £27,500**



1970 ALEXIS MK 15/18 "HISTORIC" FORMULA FORD. Blue. Fully restored and on the button comes with FIA papers. Very pretty. **"Lovely" £15,000**



1984 VAN DIEMAN RF84 FORMULA FORD. Whiteish. Cheap and cheerful. Budget entry to Formula Ford. Engine and gearbox just rebuilt. **"Scruffy" £3,500**



1975 DELTA IRF4 FORMULA 4. White. Fitted 1000cc Hartwell Imp engine, on the button, comes with a truck full of spares, ideal for sprint or hillclimbing. **"A Bargain" £4,950**

ALSO AVAILABLE: 1963 Marina Sports Racing Car; 1970 Chevron B19; 1970 Gropa GP6 FVC; 1972 Lola T290; 1969 Lenham P70 Spyder; 1971 Brabham BT 36; 1971 March 712; 1965 Brabham BT 14; 1961 Lotus 20/22; 1963 Lotus 27; 1962 Lotus 24; 1969 BRM P139; 1969 Alexis MK14; 1970 Palliser WDF3; 1970 McNamara FF; 1969 Merlyn MK 11A; 1980 Ralt RT3; 1961 Cooper T56; 1961 LDS – Alfa Romeo FI; 1973 Dastle MK10 F3; 1955 Lotus 6; 1960 Lotus 7; 1960 TVR Grantura; 1976 TVR 3000M; 1967 Fiat 500; 1989 Sherpa Transporter; 1985 Ford Tranist Pick Up; 1995 Dastle Racebox; 1981 Dodge Mini Winnie Motor Home; Choice of 4 cheap trailers.

1ST FOR HISTORIC RACING CARS
PHONE 01273 845966 FAX 01273 846736
MOBILE 0410 292866
View by appointment only please

VINTAGE TYRE RANGE

Vintage, Veteran & Classic Tyres including the Firestone range... Quality, reliability, authentic tread patterns and realistic prices!

Lambrook Tyres

VINTAGE . CLASSIC . VETERAN

Devon PH (01404 871) 282

Cottage Classics Ltd *The GINETTA Specialists*



The Workshop, Leighs Hall Farm, Church Lane, Little Leighs, Essex

Tel/Fax: 01245 362 945 or 0831 843 922

We buy, sell, repair, restore, sell parts and love Ginettas



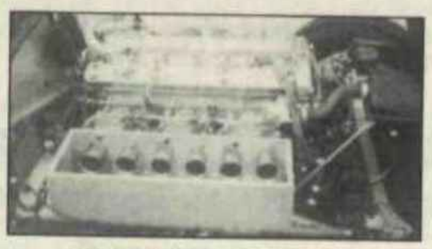
G4 1966 Twin 40s Minilites Mint Race Spec £15000
G4 1993 Twin 40s Minilites Weather gear £18000
We can help with parts and work on all types of G4.
We restore G4s for customers.
We buy G4s in any condition.
We have sold G12s and are restoring a G11.



G15 1969 998 Competition history, lovely £7500
G15 early 1970. Restoration very well on. Only £4500 as it is with some labour and very few parts required. Engine options are still open. 998s and Jack Knight boxes currently available for this car or yours!
10 other G15s in stock £1650 upwards.
G32 Convertible BRG 1991, alloys, leather £5750

Disgusting Coffee, a speciality!





JAGUAR C TYPE PROTEUS

'53 Le Mans Spec. All aluminium replica of Duncan Hamilton's race winner in BRG with green leather seats. 4.2 engine on Webers developing 260BHP, 4 speed overdrive gearbox. Built to the highest possible standard by craftsmen and only completed very recently at a cost of £42,000. Delivery miles only. POA.

SIMPSONS OF NEW MALDEN

Albany House, 300 Burlington Road, New Maldon, Surrey KT3 4NH.
Telephone: 0181 942 4200/4201
Facsimile: 0181 942 4204
Mobile: 0831 463743

F. H. Douglass

M. CORAM

MORGAN

Official Morgan Agents
Sales, Service and Spare Parts
World-wide service
Established 1929
London's Oldest Morgan Agent

1s South Ealing Road, Ealing, London W5 4QT Tel: 0181-567 0570 Fax: 0181-840 8132

89 +8. Red . . . **£22,500**

77 4ST. Green **£13,950**



86 4/4. Red . . . **£11,750**

96 +4 4ST. Blue **£26,995**

LONDON'S OLDEST MORGAN AGENT 5 MINUTES SOUTH EALING UNDERGROUND
WE SELL, BUY, NEW AND USED MORGANS ONLY, SERVICING, PARTS, RENOVATIONS, CUP OF TEA
New workshop opening now! If you can't get to London: DERSINGHAM, KINGS LYNN, NORFOLK SPEAK TO ROGER COMBER ON 01485 544761

Orders taken for new Morgans 0181 567 0570



BENTLEY S3 CONTINENTAL

1964 Chinese Eye, Oxford blue with grey hide, air conditioning, Harvey Bailey handling kit, 100,000 miles with history, would consider interesting part exchange, **£23,950**

01703-760021 or 0973-721338

REGISTRATION NUMBERS

WON 1ST

The Ultimate Registration Number, Won First, £90,000 or Best Offer

LUS7Y

You, Your Car or Both? £18,000 or Best Offer

Tel: 01429 231889

HALL & FOWLER *Offer For Sale*

FRONT ENGINED G.P. CARS
1951 HAR Jaguar. FIA forms. Currently fitted with 3.8 Jaguar engine. Beautifully restored in Australia, would make perfect hill climb car **£50,000**
3 LITRE F1 CARS
1974/75 BRM P201 3 Litre V12 4 valve, refurbished by ourselves, mint condition.
1967/8 BRM P126 & V12. The very first BRM V12 car. Totally rebuilt by ourselves, good history and perfect **£Enquiries**
1972 BRM P180 3 Litre V12. Superb car. Chassis no. 02 of 2 cars built in Marlboro colours. F1 race winner with J.P. Beltoise **£125,000**
1982 Tyrell 011. Ex-Alberetо. Las Vagas G.P. winning car in Benetton colours **£100,000**
SPORTS RACING CARS
1966 McLaren M1B/C. Superb, ready to go. Spare wheels and body, spare engine available **£65,000**
1964/65 Brabham BT8 2 Litre Climax. In superb condition. Ready to go **£75,000**
SINGLE SEATERS
1971 Lotus 69. Chassis no. 71-69-1-F2. FVA. Ex-Tetzu Ikuzawa. Totally original car. Superb condition, spare wheels & shockers **£60,000**
Lola T142 F5000 Car. Rebuilt ready to test **£32,000**
1978/79 Chevron B48 Hart BDA Injection. FT200, spare wheels **£15,000**
Chevron B53. Alloy BDG, FT200. spare wheels **£15,000**
OTHERS
Ferrari Daytona Wide Wheels Plexy Glass **Enquire**
1926 Morris Cowley Bullnose Doctor's Coupe. Nice condition **£10,500**
1974 Alfa Romeo Montreal. Genuine mint car, low mileage **£21,000**
1967 Mallock F2 Mk6B Twin Cam. Ex-A.. Mallock **£10,000**
1957 Healey 100/6 BN4, stripped for rebuild. Chassis rebuilt ready for spraying. Heritage Certificate **£6,000**
ENGINES & GEARBOXES ETC.
Ferrari 500 4 Cylinder engine rebuilt **Enquire**
Chev 427. All alloy, brand new **£8,000**
Climax FPF show engine **£4,750**
Colotti Type 34, 6 speed gearbox **Enquire**
Colotti Type 37 gearbox, bench tested, never fitted into car **£4,750**
MOTOR CYCLES & OTHER PARTS
1931 AJS 350. Mint ex-Henk Venk Museum **£4,000**
1926 Terrott 350 Twin Port, needs little work, otherwise mint **Offers**
Car set of Ferrari 246 GTS Dino Campagnole wheel 14" dia 7½" wide, as good as new **£1,600**

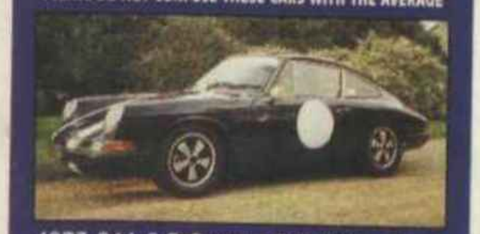
TEL: (01529) 497366 FAX: (01529) 497259 OR MOBILE: 0370 8455540410 971277

PLEASE NOTE: OUR WEBSITE IS— WWW.RACECAR.CO.UK./HALL-&-FOWLER

EDMOND HARRIS

CLASSIC PORSCHE

PLEASE DO NOT CONFUSE THESE CARS WITH THE AVERAGE



1973 911 2.7 Carrera RST RHD. Blood orange **£34,950**
1973 911 2.7 Carrera RST LHD. White **£32,950**
1973 911 2.4S Coupe LHD. Black **£18,950**
1972 911 2.4S Coupe LHD. Aubergine, superb **£18,950**
1973 911 2.4T Coupe RHD. White, restored to RS spec **£14,950**
1971 911 2.2T Coupe LHD. One owner, black **£11,950**
1970 911 2.2E Coupe RHD. Tangerine, fully restored **£16,950**
1969 911E Coupe LHD. Baby blue, excellent original car **£11,950**
1965 911 Historic Racecar. FIA papers, fully rebuilt close ratio box, full cage, etc, etc, dark blue . . . . . **POA**
1964 356C Coupe LHD. Superb original car, cherry red **£16,950**
1964 356C Coupe LHD. Road/track - fully rebuilt, great fun **£17,450**
1959 356A Carrera GS. Unique, please call for details . . . . . **£ Not cheap**

PLEASE CALL FOR CURRENT LIST OF STOCK



SERVICE, REPAIR, RENOVATION
Tel/fax: 07000 356911 or 01993 778423
Mobile 0468 838283
SUPERIOR CLASSIC PORSCHE PURCHASED AND TAKEN ON CONSIGNMENT

BEAUFORT RESTORATION SERVICES (UK) LTD

BB

Are you a member of the 'last minute motorsport club' - well don't be for 1998! - let us prepare your Vintage Historic or Classic racer in our Kent workshops.
We have full engine building, engine dynamometer, rolling road, engineering, chassis set-up, mechanical and paintshop facilities to suit your road or competition vehicle.
Current projects include a Formula One Trojan, Connaught Grand Prix car and Jaguar C-Type
For an information pack or advice about the services we can provide

Contact Mike Williams or Chris Judge
01795 830288 or fax 01795 830199
Beaufort Restoration Services (UK) Ltd, Bexon Lane, Bredgar, Nr. Sittingbourne, Kent ME9 8HG

Chris Knapman's

COLLECTORS CARBOOKS

Specialists in Out of Print Motoring Literature

WE HAVE THE WIDEST RANGE OF OUT OF PRINT MOTORING BOOKS AND LITERATURE, THAT YOU CAN SEE ANYWHERE IN EUROPE. ALSO WE CAN SUPPLY ALMOST ANY NEW BOOK. WORLDWIDE MAIL ORDER. FREE BOOKSEARCH.

14 BEDFORD STREET, WOBURN, BEDFORDSHIRE, MK17 9QB
TELEPHONE: (01525) 290088 - FACSIMILE: (01525) 290044
CLOSE TO M1 JUNCTIONS 12 & 13. FREE PARKING AT THE REAR OF OUR SHOP

WE ARE OPEN MONDAY TO SATURDAY 10AM TO 5PM, SUNDAY 12 NOON TO 4PM

POOKS MOTOR BOOKSHOP

Access VISA

BUYING — SELLING — EXCHANGING

Car, Motorcycle & Commercial Literature 1896 to date
Specialising in Sales Brochures but also stocking Handbooks, Shop Manuals, Parts Lists, Magazines, bound and loose. Postcards, Showroom posters, Race programmes, Badges, Mascots, Enamel/Tin/ Board advertising signs and a wealth of automobilia.

Write, phone or visit our shop at —

Fowke Street, Rothley, Leics LE7 7PJ England
Tel: (0116) 2376222 Fax: (0116) 2376491

WITTER

TOWBARS TO TRUST

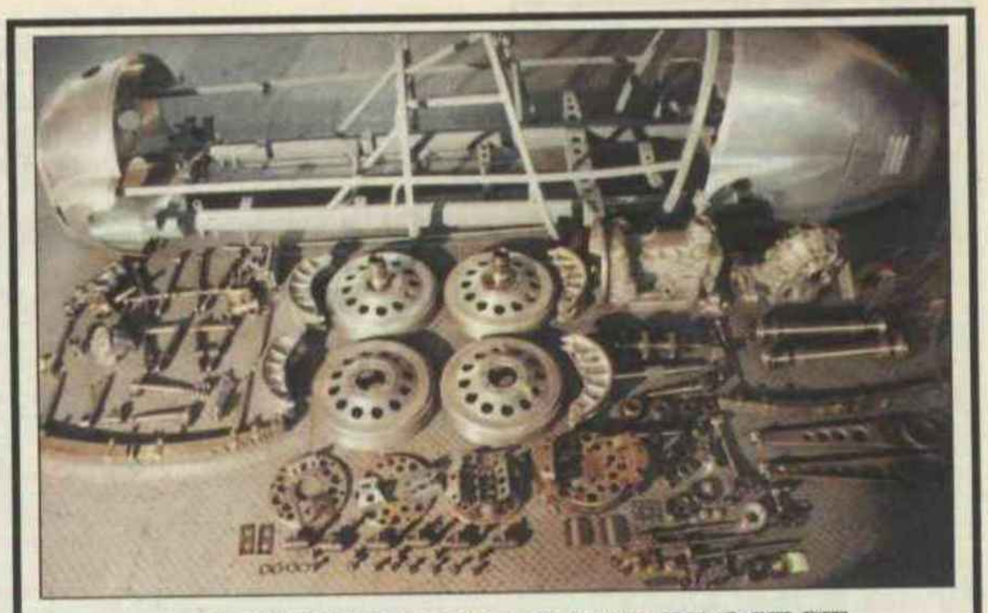
- First choice for safety-conscious drivers with over 4 million towbars supplied.
- Safety testing to B.S. and I.S.O. standards.
- Guaranteed for life.

See Yellow Pages for your nearest specialist fitter or stockist.

WITTER TOWBARS, CHESTER CH1 3LL
Telephone: 01244 341166

ROLLS-ROYCE BENTLEY

Over 90 private cars 1923 to 1993
VENDORS No fees & no ties
BUYERS fee ONLY if purchase made
Personal attention
John Fletcher (Broker)
Tel 01678 520321 Fax 01678 521234
web site http://www.johnfletcher.com
email jefletcher@aol.com



1950 FERRARI 166 GP CAR PROJECT

Call Robert Wilson for details.

Tel: 0116 2863832. Fax: 0116 2750035.

MILLERS/PENRITE OILS
IN NORTH LONDON
BRITOOL PROFESSIONAL TOOLS
JUSTICE BROTHERS PRODUCTS
INCLUDING RADIATOR COOL.
PEDAL PALS PEDAL EXTENSIONS
(For the little people!)
LOTS OF INTERESTING PRODUCTS
Plus a wealth of useless information
TOYS FOR CARS
8 Rosemont Rd, off Finchley Rd,
Hampstead, NW3 6NE (500 yds north of Finchley Rd Tube St.)
Tel: 0171 794 6993. Fax: 0171 794 8098

TIM HOULDING



UNIQUE 1932 ALVIS SPEED 20 TOURIST TROPHY SPORTS RACER

Commissioned by Sir Henry (Tim) Birkin, raced in 1933 J.C.C. Brooklands International Trophy race by Gunter and Benjafield. Original racing body by Carbodies, triple s.u. carbs, large racing tank and filler. A very special Alvis indeed.

£82,500

TEL: 01905 352419. FAX: 01905 352532

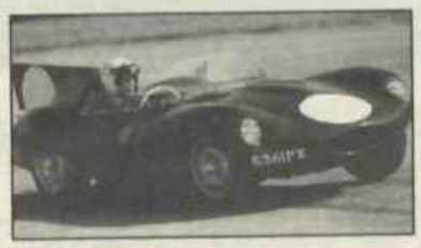
PROTEUS



REPLICA JAGUAR C-TYPE

This is an exact replica of the car built by Jaguar between the years 1951 to 1953. The body is made from moulds taken from an actual C type No. 29. The space frame chassis follows the lines of the original exactly but has been modified to take the mechanical components from either a MK II Jaguar or XJ6 Series 2. It is available either as a kit of parts or fully built and is available with aluminium or glass fibre body work.

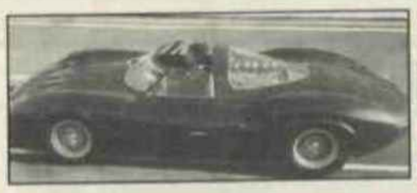
Kit Price from £5,495 + VAT. Complete car £30,000 + VAT



REPLICA JAGUAR D-TYPE & XKSS

This is an exact copy fo the car built by Jaguar between 1954 to 1956 and is available either in short nose or long nose form. The XKSS version is also available. The space frame follows the lines of the original and has the floor/cill panels rivetted on to form a stressed skin structure for complete authentically. It is avilable either as a kit of parts or as a complete car with aluminium or glass fibre bodywork. The mechanical components can be taken from a series 2 Jaguar XJ6 or to build a really authentic car a combination of E type & MK II parts must be used

Kit Price from £5,995 + VAT. Complete car £40,000 +VAT



REPLICA JAGUAR XJ13

This is a copy of the car built by Jaguar in the early 1960's to develop the V12 engine and although it was designed as a racing car for use at Le Mans it never actually raced, and only one car was ever built. This car is powered by a V12 engine from a production Jaguar mated to a 5 speed ZF transaxle. The aluminium monocoque chassis/body unit incorporates a tubular steel frame for strength and ease of construction. The outer body panels can be either aluminium or glass fibre. All other details have been accurately reproduced including the 5 spoke magnesium alloy wheels. The car can be supplied either as a kit of parts or as fully built car.

Kit Price from £9,800 + VAT. Complete car £50,000 + VAT



REPLICA MERCEDES 300 SLR

This is a copy of the car built by Mercedes Benz for endurance racing in the 1955 season. Our prototype is modelled on the car which won the Mille Miglia in the hands of Sterling Moss in the record time of 10 hrs 48 mins 7 secs. We have constructed to be as close a copy of the orignal as is possible without it costing as much as the originals (Reported to be $500,000 each in 1955). The tubular space frame follows the exact lines of the original as does the body which is constructed of hand formed aluminium panels. The car is powered by a striaght six fuel injected engine from a 1970 Mercedes 280 SE but larger engines can be specified if required. All other details such as the triple spoke wheels, instruments etc are also copied from the original. This car is not avilable in component form.

Complete car £68,000 + VAT

ALL ENQUIRIES ABOUT THE ABOVE PRODUCTS TO PROTEUS CARS LTD, ALBERT ST. LITTLE LEVER, BOLTON, LANCS. BL3 1JH. TEL/FAX: 01204 709465

HEART OF EUROPE
CLASSIC AUTOMOBILES & HISTORIC RACE CARS

1955 Aberth 207A Boano Spyder	$145,000
1953 Alvis Monoposto Prototype	$125,000
1965 BMW 1800 Tisa (TA Ex-Dieter Quester) x 2	$75,000/$25,000
1955 BMW Isetta 300	$8,000
1965 Brabham BT-15-F3	$10,000
1946 Cistraira D/46 1100 Monoposto	$POA
1959 Dagrada F1	$20,000
1959 Elva Monoposto F1	$POA
1957 Fiat Brachina 500	$4,500
1957 Fiat Abarth Berlina 600	$5,000
1960 Fiat 600 Molopla	$4,500
1960 Lola Monoposto FS	$POA
1960 Lotus 18 FJ	$50,000
1956 Mercedes Benz 300 SL Gullwing x 2	$335,000/$120,000
1960 M8M OSCA Barchella	$POA
1959 Melkus-Wanburg F3	$22,000
1954 Morrette Gran Sport Berlinetta	$29,000
1963 OSCA Maserao Coupe Fissore	$POA
1966 Porsche 906	$275,000
1984 Ralt RF3 March F3 ex-Gerhard Berger	$40,000
1959 Stanguellini FJ x 2	$50,000/$40,000
1959 Taraschi FJ	$30,000

Detailed descriptions & photos available. Serious inquiries only, dealers welcome. Request our extensive listings of cars. New arrivals daily. Buy, sell, broker, trade, consignments.

HEART OF EUROPE
MAX C. KRAUS (USA)
Tel: 213 664 3100
Fax: 213 664 6300



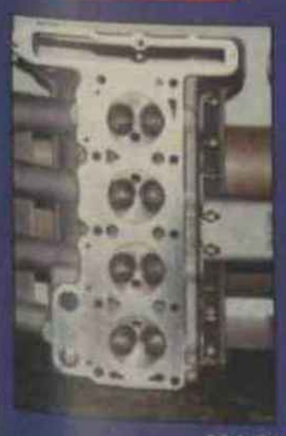
MIDDLE BARTON GARAGE

the FIAT and ABARTH SPECIALIST
Parts, servicing, restoration and race preparation
Lancia and Alfa Romeo work undertaken

Contact Tony Castle-Miller
Geoff Divey
TEL: 01869 340289
01869 340470
FAX: 01869 340110

QED

LOTUS TWINCAM ENGINE CENTRE





MACHINING, BUILDING AND TESTING
ENGINE PARTS - STANDARD, UPRATED AND COMPETITION
ENGINES AND PARTS DESPATCHED WORLDWIDE
TEL 01509 412317 FAX 01509 416555
Visit our website at http://www.qednet.demon.co.uk

Ferrari
OWNERS CLUB

Join THE Club for Ferrari owners, former owners and a non owners register, sponsored by the Ferrari Factory and Ferrari UK. Club magazines, help with insurance, rebated RAC Membership, over 80 events and invitations, area group activity, race, sprint and hillclimb series and regular track days.

For Membership Brochure contact Peter Everingham, 35 Market Place, Snettisham, King's Lynn, Norfolk PE31 7LR
Phone 01485 544500 Fax 544515

JOIN US AND RE-LIVE THE VINTAGE YEARS OF MOTOR SPORT
Find out more from our web site
http://www.brooklands.org.uk

THE BROOKLANDS SOCIETY

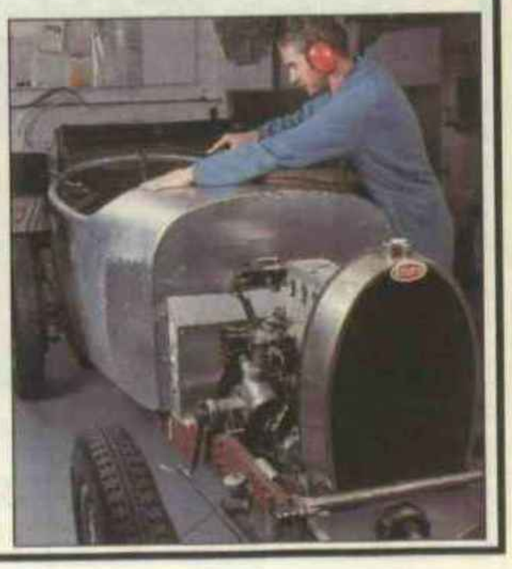
Tel & Fax: 01737 764401

Rod Jolley Coachbuilding



SPECIALIST PANEL BEATING & ASH FRAMING

37 GORDLETON INDUSTRIAL PARK, SWAY ROAD, LYMINGTON, HANTS SO41 8JD.
TEL: (01590) 683702.
FAX: (01590) 683634.
INTERNET:
http://www.racecar.co.uk/rodjolley-



Making & fitting scuttle panel for T40 Bugatti Gran Sport



BENTLEY S3 CONTINENTAL

1964 Chinese Eye, Oxford blue with grey hide, air conditioning, Harvey Bailey handling kit, 100,000 miles with history, would consider interesting part exchange. **£23,950**

01703-760021 or 0973-721338

JOHN R SMOLEN

~ Automobiles ~

Pantera GT-SS 1972, under 20k kms, extraordinary, red.....$37,500
Holman Moody GT-40 MK2 #201, 7 litre.....$600,000
Cobra CSX/B-3054 427 "Supercoupe". Only one.....$750,000
Shelby KR Convertible, 1968, 7 litre, 4 spd, A/C, red.....$75,000
Ford Rallye Falcon 1964. Ex Graham Hill. Holman Moody. Driven by Graham in Monte Carlo rally in '64.....$150,000
BMW CSL, 1973. Factory 3.2 litre. Restored and superb.....$75,000

OTHER RACING CARS ALWAYS AVAILABLE

John Smolen
Tel/Fax 303 306 6722 Co. USA
ww.holmanmoody.com

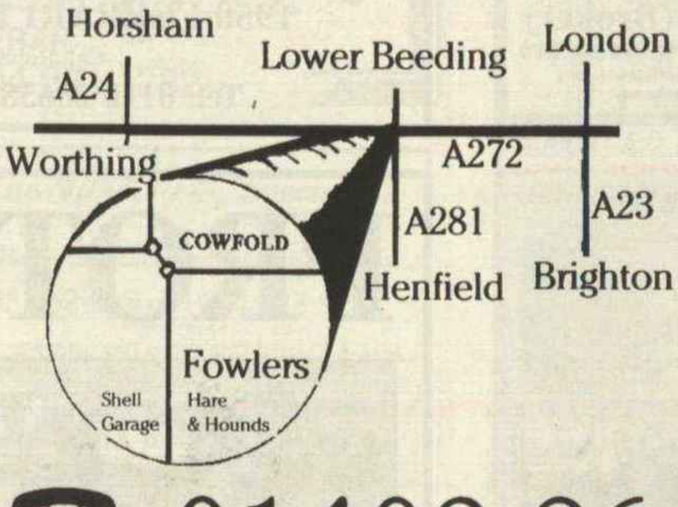
ROBIN LACKFORD MOTOR ENGINEERING

CLASSIC & SPORTS CAR SPECIALIST

RACE PREPARATION, SERVICING, REPAIRS, RESTORATIONS & CLASSIC CAR SALES

Castrol Appointed Stockist of Castrol Oil





MG OWNERS CLUB R 1997 RECOMMENDED

☎ 01403 864600

MOBILE: 0836 720507

UNIT 1, FOWLERS BUSINESS CENTRE, HENFIELD ROAD, COWFOLD, HORSHAM, SUSSEX RH13 8BS

Colborne RESTORATION SERVICES

OLD PORTSMOUTH ROAD, PEASMARSH, GUIDFORD, SURREY
TEL: 01483 570713. FAX: 01483 453637



1961 E Type Lightweight Lindner/Nocker Type Low Drag Coupe, all correct suspension, C/R gearbox, brand new house competition engine, aluminium doors, boot, roof, bonnet, long range fuel tank, peg drive wheels, F.I.A. papers: **£79,500**
Demonstrator 'C' Type in Grp with 4.2 engine on Webers, I.R.S. model in Ecosse Blue. Nominal mileage . . . **£29,995**
'C' Type 53 Lightweight Spec. All aluminium live real axle. Full house specification. New and ready now **£45,000**

***Restoration and Servicing undertaken on all Jaguars including V12's, please call* 01483 570713**

LANCIA INTEGRALE

The only complete history of this milestone car. £17.50 direct from author, Nigel Trow.

The Old Rectory, Crick Rd, Portskewett Mon. NP6 4UL
01291 420317



NEW GINETTA G4 AND G12

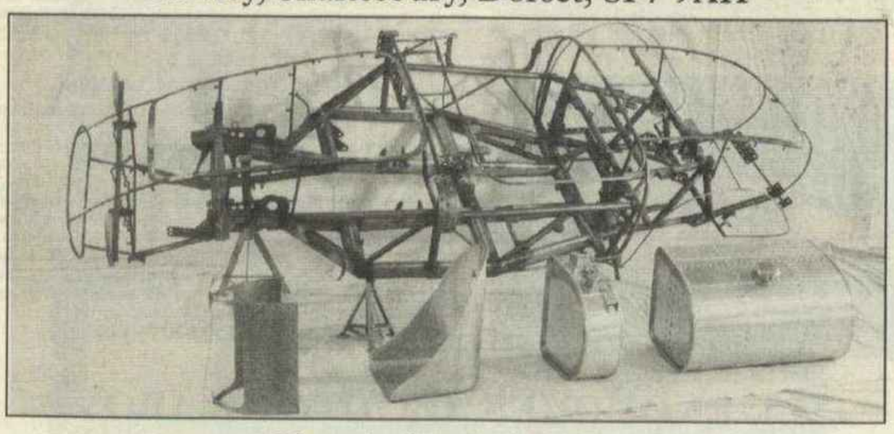
Direct from the UK dealers. Manufactured by the Walkletts (DARE) book your test drive now and experience it for yourself

Tel: 01869 325551 or Fax: 01869 322164

Email supercar@dial.pipex.com
http://ds.dial.pipex.com/supercar/.

CHURCH GREEN LTD

Semley, Shaftesbury, Dorset, SP7 9AH



Chassis Up Rebuilds?

Manufacturers and restorers of historic racing cars, chassis and aluminium body work

TEL: 01747 853456 FAX: 01747 854848

Performance Engineering offer

Lamborghini ESPADA S2. Red, black, interior **£9,950**
Lamborghini ESPADA S3. Undergoing complete restoration **£20,500**
DE TOMASO MODELS
Pantera GTS 1973. Turquoise. Total nut & bolt restoration **£29,950**
Pantera GTS Spec. Arches, rear wing, new engine **£19,950**
Pantera GTS. Black, 6,000 kms . . . . . **POA**
Mangusta 1969. Yellow, new, black interior **£26,500**
OTHERS
BMW 535 SE 1987. Larchs silver, new gearbox, colour co-ordinated, superb condition **£32,250**
BMW 325i Baur Cabriolet 1986. Black **£5,950**
Jaguar XJS 1986 Cabriolet. Blue/silver, mint condition **£9,950**
Jaguar XK 150 DHC. LHD. De white undergoing complete restoration . **£29,750**
Jaguar Sovereign 1985. Claret, 58,000 miles **£4,950**
Aston Martin Lagonda 1983. Silver/magnolia interior, full MoT and service history **£10,950**
Mercedes 450 SL. Silver/red. One owner **£8,950**
Porsche 911 1973 Coupe, injection, bright red, Recaros **£7,995**

Sensibly priced servicing by enthusiasts. Full garage service and restoration facility. De Tomaso parts, books, T-shirts etc.
Transportation and Vehicle Inspectors.

0121 778 6082

Cars always wanted

1997 RONART JAGUAR

Blue metallic/black interior, LHD, UK registered. 500 miles, 4.2 litre, triple carbs, manual/OD, looks and sounds magnificent.

£27,000

Telephone: 00 33 493 748 019 (France)

F. H. Douglass

M. CORAM

MORGAN

Official Morgan Agents
Sales, Service and Spare Parts
World-wide service
Established 1929
London's Oldest Morgan Agent

1s South Ealing Road, Ealing, London W5 4QT Tel: 0181-567 0570 Fax: 0181-840 8132

89 +8. Red . . . **£22,500**

77 4ST. Green **£13,950**



86 4/4. Red . . . **£11,750**

96 +4 4ST. Blue **£26,995**

LONDON'S OLDEST MORGAN AGENT 5 MINUTES SOUTH EALING UNDERGROUND

WE SELL, BUY, NEW AND USED MORGANS ONLY, SERVICING, PARTS, RENOVATIONS, CUP OF TEA
New workshop opening now! If you can't get to London: DERSINGHAM, KINGS LYNN, NORFOLK SPEAK TO ROGER COMBER ON 01485 544761

Orders taken for new Morgans 0181 567 0570

Ferrari

OWNERS CLUB

Join THE Club for Ferrari owners, former owners and a non owners register, sponsored by the Ferrari Factory and Ferrari UK. Club magazines, help with insurance, rebated RAC Membership, over 80 events and invitations, area group activity, race, sprint and hillclimb series and regular track days.

For Membership Brochure contact Peter Everingham, 35 Market Place, Snettisham, King's Lynn, Norfolk PE31 7LR
Phone 01485 544500 Fax 544515

A Lifetime With Cars

by A.F. Rivers Fletcher

The perfect gift for Christmas. Featuring motoring personalities, famous drivers and exciting cars.
'Beautifully produced and good fun' Vintage Sports-Car Club

'For all who are fascinated by motorings history' ***** Recommended Classic Cars

£65 (signed copeis £69) overseas add £10

Superbly illustrated on gilt-edged paper

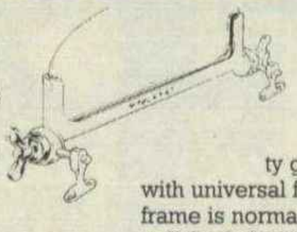
Vintage Car Publishers, Freepost, Billingshurst, Sussex RH14 0BR.
Tel/fax: 01403 871272.

The BROOKLANDS Duo



We manufacture this Brooklands Wheel from the **ORIGINAL BLUEMEL** Tooling in Birmingham, England. Supplied in Black with a production run in Brown now available.

The **CENTRE BOSS** fixing kit adapts to many cars, e.g. **MG TC,** pre war **MG TD/TF.** Other makes also.



Our ever popular Brooklands Aero Screen is made with round or square laminated safety glass. Complete with universal fittings. The frame is normally supplied in polished aluminium but can be powder coated in selected colours.

26 YEARS

KIMBLE ENGINEERING LTD

33 Highfield Road · Hall Green · Birmingham B28 0EV
England. Tel: 0121-777 2011 Fax: 0121-777 4298

LOMBARDA SPORT

2, RAILWAY MEWS, LADBROKE GROVE, LONDON W10 6HN TEL: 0171 243 0636. FAX: 0171 792 9773

ALL VEHICLES FULLY SERVICED PLUS 1 YEAR WARRANTY. ESTABLISHED AWARD WINNING REPUTATION FOR PROVIDING IMMACULATELY PREPARED ALFA ROMEOS

Alfa Romeo



ALFA MONTREAL 4 CAM V8. 76 P, FSH, 230 BHP, RHD, £20k restoration, sport pack suspension, leather, £2k stereo, very special very rare, as featured in May edition of Motor Sport magazine. This car is used regularly and it should not be confused with some of the "Cosmetically pretty" vehicles available in the market place **£18,950**



GIULIA GTC, No 96 of 99 cars made, full tan leather trim, Mohair soft top, black wilton carpets, £22k restoration which included new engine, gearbox, differential, all suspension and brake components etc. Very special stereo, central locking, considered by many to be the best GTC available. Very rare collaboration between "Bertone" and "Carrozzeria Touring" to procluse one of the most stylish Italian 4 seater Convertibles, RHD **£18,950**



GIULIA 1750 GT. Immaculately restored example, finished in Rosso red. Sports high compression engine with sports carbs, exhaust, gas flowed cylinder head, GTA ram pipes, polished cam cover, short ratio gearbox, Nardi wheel, stereo, alarm, central locking, sport suspension, offered in pristine condition **£12,950**

OTHER BERTONES ALWAY'S AVAILABLE, PLEASE RING FOR DETAILS. TOP PRICES PAID FOR CARS SIMILAR TO ABOVE.







SPIDER 1750 DUETTO. RHD. Red, fully restored including engine, gearbox, diff, suspension, body, trim etc. One of the very best available **£14,950**

SPIDER 1750 DUETTO. LHD. Red. Fully restored. FSH, mohair soft top **£13,950**

SILVER SPIDER CLASSIC. 1978. FSH. Fully restored, blue mohair, soft top plus carpets, blue leather interior, stereo, immobilizer, pristine..... **£14,910**

SPIDER GIULIA 101. Midnight blue, rare RHD, 1965, full tan leather trim, blue wilton carpets, blue mohair soft top, full ground up restoration, offered in as new condition **£18,950**

Other Spiders available from..... **£9,950**

ALFETTA GTV SE, 1979. Ferrari yellow, bumpers removed GTA style, special body, high compression engine, sports cams, exhaust manifolds and system, sports suspension, magnesium race alloy wheels, Recaro style black interior, full Webasto sunroof, air cond., wooden steering wheel and gearlever, stereo, stunning and very fast **£8,950**





75 "EVO SPORT". White with burgundy leather trim and full "Lombarda Sport" conversion, specification too vast to list. Ring for details **£7,950**

75 3.0 V6 QV. Black, 91H, 65k, FSH, new head gaskets and decoke, clutch, rebuild gearbox, exhaust, tyres, wheels, discs and pads, cambelts etc. Fitted with factory air con., wood veneer kit, 3 spoke Momo wheel, red cam covers, immobilizer, pristine bodywork and interior **£7,450**

BERTONE 2 LITRE GTV 9073. Fully restored bodywork, rebuilt engine, gearbox, suspension, brakes etc. Tan leather trim, central locking. Stereo alarm, FSH, immaculate in every respect **£13,950**

ALFA ROMEO 2.6 SPRINT COUPE, 1967, rare RHD model, fully restored, finished in silver with full burgundy leather trim. One of the most desirable 4 seater grand Tourers **£17,950**

TEKNISClassics

67 North Street, Midhurst, West Sussex GU29 9DR
Tel: 01730 815022 or 0860 806904.
Fax: 01428 707169

Contact Nick Overall or Jon Orr for all your Classic car needs. Storage at Competitive Rates. Transport arranged. We specialise in discreet commission sales - let us sell your car and take away your worries. P/Ex, Finance and Warranties available. 9.30 to 6.00 Mon-Fri. Sat. 10.00 to 5.00 or by appointment.



Elva Courier BRG. Over £25,000 bills, MGB 1800 engine for road use, MGA race spec. For race use, MoT, tax exempt, full race suspension, cage etc. What a lovely road/race historic car, have fun ..... **£14,950!**



Jaguar XK150 Roadster. In 'S' spec. with unleaded converted race engine, the quickest XK150 around **£35,500**



Lola T142 Formula 5000. Ex Ulf Norinder, with full history and FIA papers, a well known car, built to the best of specifications, ready to go **£25,000**

RACING CARS

Alfa Romeo 1961 Giulietta Veloce Sprint, well known car, fits all road, race and rally specs., with FIA papers, a super fun car. **£10,950**
Alfa Romeo 2600 Spider, road, race and rally spec., good history, not full race, but very driveable, MoT, tax etc. Annoy the neighbour **£16,950**
Alfa Romeo 2600 Sprint. Road, race and rally spec., full cage, extinguisher system etc, drive on road and go racing as well. Leave the kids at home **£8,995**
TVR Grantura. Full race specifications, cross-flow 1800 MG engine with Webbers, well known car ..... **£POA**
IBEC 1978 Le Mans Car, yes we are still trying to sell this, ring us for details ..... **PLEASE**

CLASSIC ROAD CARS

MG Midget 1978. 47,000 miles enhance your sex life, please the girlfriend, buy this **£3,450**
Jaguar MkVIII, immaculate original car, start a wedding business .. **£12,950**
Volvo 123GT 1968, good working example, drive this to the office .. **£2,750**
Ferrari 308 GT4. £4,000 spent, get a divorce and buy this **£16,950**
Aston Martin V8 1974, awesome beast **£19,950**
Daimler Conquest DHC. 47,000 miles, 1 owner, collectors item **£19,950**
Ford Madison 1986 Fibreglass Car, looks like Cruella De Cilles car, and is as unpredictable..... **£3,950**

Triumph TR4. Lovely example, comes with a free cloth cap .. **£9,250**
Bentley T1 1973, in nice all round condition, get posh for '98.. **£8,950**
Sunbeam Talbot '90. Two-tone red/grey, nice example, totter about in this **£2,950**
VW Beetle Cabriolet. Visit the Chelsea Cruise it's all it's good for .. **£3,950**
BMW 2800 CSi, met blue, LHD, biscuit leather interior, go abroad in this **£4,450**
Daimler 250 V8 1968. Red, loads of history, tidy all-round car, looks like Jag MkII but isn't **£4,250**
Alvis TD21, 1961, black, ex Governer of Hong Kong's car **£6,950**
MGB GT 1980. Concours condition throughout, leather interior, Brooklands Green, a real stunner **£5,500**



Fully functional, electrically driven MG. TF. MODEL CARS. Suit children 4 to 10 years. Choice of colours, Red, Two tone blue, or Two tone green. Steel chassis, Medite body, 10 coat top quality fibreglass wings. 6 ply tyres on wheels running on roller bearings. Brooklands steering. 6-8 MPH. 4 hours run on one charge.

These vehicles will last your childrens grand children **£2,000**

Contacts Britans Wee Motors. Tel: 01244 678741

Please note! these vehicles are individually hand built so order early to avoid dissappointment

Morgan & Classic Ca

SERVICING, REPAIRS & MoTs

1981 MORGAN 4/4 2 Seater, Brunswick green/black recl. seats, w/wheels, 1 owner, 34,000 miles**£10,250**
1989 MORGAN 4/4 2 Seater, Connaught green/tan leather, tan hood & side screens, w/wheels, scuttle roll bar, walnut dash, l/rack, d/handles, 5,000 miles (regd. no. KOX 2, available separately) .. **£18,950**
1983 MORGAN 4/4 4 Seater, Signal red/black, w/wheels, l/rack, roll bar **£13,950**
1990 MORGAN Plus 8, Indigo blue alloy/grey leather, blue mohair hood & tonneau, conversion to 4 Weber downdraught carbs, walnut dash, l/rack, d/handles, scuttle roll bar & roll bar, s/steel manifolds & side exhausts **£25,500**
1994 MORGAN Plus 8, Ivory alloy/red leather recl. seats, stone hood & tonneau, chrome w/wheels, scuttle roll bar, galvn. chassis, l/rack, b/strap, rad/cass., 10,000 miles, 1 owner **£29,950**

1952 MG TD, White, restored condition, very usable **£13,500**
1954 TRIUMPH TR2 Sports, Blue/blue trim, good usable condition **£8,500**
1954 MG TF 1250cc, Red/red leather, w/wheels, l/rack, super classic with history **£16,500**
1959 AUSTIN HEALEY 3000 MkI, LHD, Tartan red/black trim, overdrive, good looking all time favourite **£16,750**
1971 PORSCHE 911T 2.2 Targa, Red/black trim, LHD, classic Porsche at a realistic price, drives well, Californian service history **£12,500**
1975 MGB GT V8 (Factory built), Dark blue/black leather, fold back sun roof, full re-build incl. all mechanics - supporting history, photographs**£9,950**
1973 TRIUMPH TR6, White/black trim, white hood & tonneau, very tidy **£7,450**



MasterCard VISA SWITCH

Catalogue
- UK postage paid
- USA airmail $10 *(bills please)*
- Europe £5

SPORTS & VINTAGE MOTORS

Send now for our completely updated and redesigned spares catalogue.

More than ***2000*** new parts available.

8th Edition only **£4**

"The No1 Name in Pre-War MG Spares"

Upper Battlefield Shrewsbury SY4 3DB Tel: +44 (0)1939 210458 Fax: +44 (0)1939 210644

Longstone Tyres

Veteran/Vintage/Classic
Tyre + Wheel Specialists

Main Street
Great Longstone
Bakewell
Derbyshire
Tel: 01629 640227
Fax: 01629 640533

PACKER DUNCAN

Waterloo Garage, Hagley Road, Oldswinford, Stourbridge DY8 2JB. Tel 01384 395186 390582



DAVID A. C.
ROYLE
& CO. LTD.
01833 660452/660630

Long established, wealth of experience, whole or part restorations, originality a priority, no compromise on quality.
Please ring for a brochure which illustrates our comprehensive services.

RESTORATION



CONSERVATION

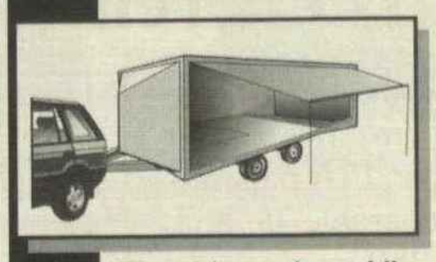
www.david-royle.co.uk
THE OLD SCHOOL, STAINDROP, DARLINGTON DL2 3NH

MILLERS/PENRITE OILS

IN NORTH LONDON
BRITOOL
PROFESSIONAL TOOLS
JUSTICE BROTHERS PRODUCTS
INCLUDING RADIATOR COOL.
PEDAL PALS
PEDAL EXTENSIONS
(For the little people!)
LOTS OF INTERESTING PRODUCTS
Plus a wealth of useless information

TOYS FOR CARS
8 Rosemont Rd, off Finchley Rd, Hampstead, NW3 6NE (500 yds north of Finchley Rd Tube St.)
Tel: 0171 794 6993. Fax: 0171 794 8098

moose trailers



The ultimate in mobile workshop/transporters, Aluminium checkerplate flooring, built in pit & many other practical options. for further information telephone

0151 647 9100

JOHN KNOWLES

Specialist Dealer in Rare, Secondhand and Out-of-Print Motoring Books

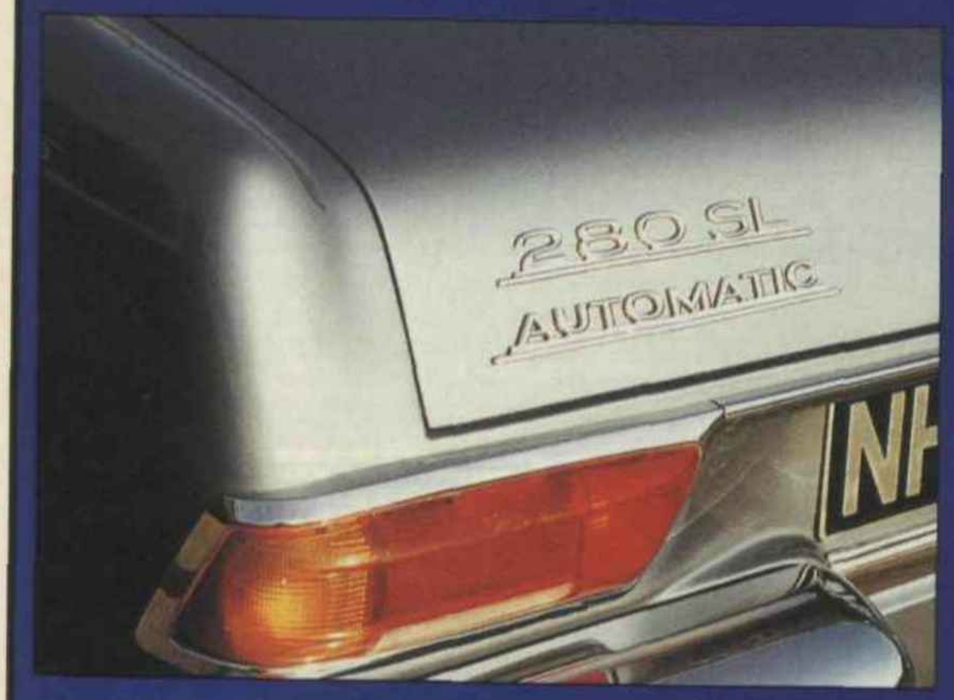
Visitors are most welcome at the bookroom but please telephone before coming.

Catalogue available - UK and overseas - £2.00.

I am always interested in buying single items or full collections of motorbooks.

Brick Kiln Farm, Hingham Road, Great Ellingham, Norfolk NR17 1JE.
Tel: 01953 452257
Fax: 01953 452733

Silver Arrows Automobiles Ltd



The only dealers specialising exclusively in classic Mercedes sports cars

Michael Lavers
Tel: 0181-789 8525 Fax: 0181-789 7205
Putney - London

NOSTALGIA

AC COBRAS
(1963-1996)
FROM ROD LEACH

N.B. ONLY GENUINE AC COBRAS - NO KIT/REPLICARS



1991 AC COBRA MK IV LIGHTWEIGHT - L.H.D. The ultimate spec., 360+ bhp, side exhausts, many extras, 0-100mph in 9.9 secs! Reg No. 4854 AC. **Totally unique - 1,400 miles - as new. The best Mk IV anywhere!** *Photo.*



1991 AC COBRA MK IV LIGHTWEIGHT - R.H.D. Similar to above, but internal exhausts. Reg No. 9301 AC. **2,900 miles - as new.** *Photo.*



1985 AC COBRA MK IV - R.H.D. 245bhp (Holley carb.) Reg No. 878 COB. **3,800 miles & condition to match.** *Photo.*

ALSO SEVERAL OTHER RH/LH MK IV's

ALWAYS A SELECTION OF GENUINE AC COBRAS. FROM c.14,000 - 289 MKII OR III, 427 MKIII, 302 MKIV & LT.WT. SPECIALIST IN ALL DEFINITIVE CLASSICS/HISTORICS - EST 1973

TEL: 01992 500.007 or FAX 01992 55.88.91 (U.K.)

Julius Thurgood

Classic Car Consultants
Tel/Fax 01827 720361



1967 Alfa Romeo Giulia GT HRSR specification car. Fresh rebuild with new 2 litre race engine and GTA suspension. FIA cage etc. A proven car that is ready to race yet fully road legal **£13,950**



1965 Ford Cortina MK1 Full GT spec with many Lotus features. Genuine 1965 2 door model. MOT and comes with a load of spares Eligible FIA, HRSR, CSCC, HSCC Ideal for a novice easy to maintain and good value at **£2,350**

1969 Alfa Romeo GTAm race replica. Last raced in AROC series in early 1980's. Requires restoration but has strong-running 2 litre race engine. A worthy project eligible for Youngtimers series, AROC & Auto Italia **£2,950**

Track Day Car VW GTi MK2. Prepared to Group 'N' specification. Uprated suspension and brakes. Very quick and handles like a dream. Cheap track car. **£1,950**



Lancia Aurelia B20GT A rare 3rd series GT. Raced with considerable success by Jeff Pyett in the 1970's. Good history. Nardi wheel & gearchange etc. Road registered. Supplied with later Flaminia engine. Requires rebuild **£8,950**

1951 Peirce MQ F2 Historic single seater. Continuous history with period documentation. Fully restored and ready to race in '98 **£ask**

1967 Alfa Romeo Giulia Sprint GT Veloce Gp2 Fully rebuilt correct period 'Big wing' race car. Eligible Young Timers series, AROC, Auto Italia, HSCC **£13,950**

IVAN DUTTON LTD.

BUGATTI





Bugattis currently for sale. From £30,000 to £250,000

COMPETITION
For the purist we currently have the best Type 37A available anywhere, FIA papers and ready to go, also a comparable 35. For the VSCC racer we have a 35B on methanol, fully accepted and for sale at less than its current build price. If your taste is for a Type 59, we can offer you a most exciting project - ring for details.

ENTHUSIASTIC SPORTSCAR USERS
In 1927 the Bugatti type 43 offered 100MPH plus motoring to the lucky few able to afford one. Today the 43 is regarded as one of the finest pre war sportscars produced. This winter project is composed of carefully selected original parts based around a new chassis, a perfect clone and very affordable.

TRIALS TO LUXURY TOURING
Type 57's combine the coach built quality of the great pre war touring cars with an engine and chassis that underline Bugattis sporting pedigree true supercars. We currently can offer two such cars one, supercharged the other an elegant drophead. On a very different note we have a Brescia to type 13 spec, twin mags eight plug block, two metre wheel - mud plugging to hillclimbing good value fun.

Peacehaven Farm, Worminghall Road, Ickford, Aylesbury, Bucks. HP19 9JE
Tel: 01844 339457 Fax: 01844 338933 Ten mins. from M40 Junction 7 west, Junction 8 east

Peter Smith

SPORTS CARS LIMITED

THE HOME OF PERFORMANCE AND PRESTIGE VEHICLES

1934 Bentley 3½ litre Vanden Plas Open Tourer. Carnival Red with red hide upholstery, a derby built chassis **£49,996**

1992 Rolls Royce Silver Spirit II. Balmoral Green, green hide piped St. James, 35,000 miles, quite stunning **£42,750**

1996 Lexus LS 400, Metallic green with beige hide, 1 owner, 4,000 miles **£39,995**

1995 Range Rover 4.6 HSE. Finished with Willow Green with Charcoal hide. 20,000 miles **£35,995**

1978 Rolls Royce Corniche convertible Willow Gold with chocolate hide piped cream, chocolate hood a superb example **£29,950**

1995 Lotus Elan S2. Metallic Palacio, charcoal hide with palacio piping, 1 owner, 16,000 miles **£26,750**

1957 Austin Healey 100/6. Carnival red, subject to a £42,000 renovation. Complete photographic & documented portfolio **£26,000**

1993 Range Rover 4.2 LSE. Blue metallic with black hide, full spec with only 22k miles **£20,995**

Ford GT 40 Replica, White, professionalt built with history and documents **£19,995**

1938 MGTA. Finished in black and red leather interior, excellent condition with history **£17,995**

1991 Maserati 228 Coupe Automatic. Finished in Etna Black with Grey hide, air conditioning, alloys and electric sunroof, total history **£16,995**

1993 Jaguar 3.2 Auto Flamenco Red with doeskin hide, sun-roof, as new **£13,750**

1956 MGA. Finished in red with black interior **£13,750**

1988 Lotus Excel SE. Monaco White, grey hide, superb condition **£10,500**

1990 Toyota MR2 Automatic. Finished in White with blue cloth upholstery. Sunroof and alloy wheels **£9,450**

1927 Morris "Flat Nose" Doctors Coupe. Painted Maroon, black wings and wheels. Investment opportunity **£8,750**

Honda Fireblade 900cc Motorcycle. Urban street tiger colours, 10,000 dry miles **£5,995**

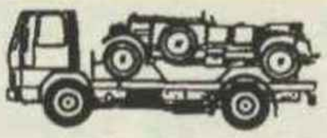
1987 ScimitarSS1 1400. French blue, hard and soft tops, alloys, supplied and serviced by ourselves **£4,450**

1996 Lotus Elise. Racing Green, tan hide, 500 miles ..... **£POA**

STATION ROAD, HATTON, DERBY

TEL: 01283 813593

FAX: 01283 815491



Classic Vehicles Collections

Carriers of Fine Vehicles

Nutwood, Burntcommon Lane, Ripley, Surrey GU23 6HD

Whether it be large or small we have the knowledge and equipment to transport or store your valuable vehicle
Either in the United Kingdom or Europe our carefully trained staff are working for you our client at all times. We have the latest equipment and can offer discreet covered transport if required. We offer every client the very best personal attention at all times.
So whatever your requirements contact us first for a quotation.

Telephone:
Business (01483) 223566 Mobile (0836) 227070 Fax: (01483) 222247

ROLLS-ROYCE PARTS

EXPORT SPECIALISTS

WORLD WIDE EXPRESS DELIVERY

FULL TECHNICAL SUPPORT

ALL MAJOR CREDIT CARDS

TEL 01883 743380
FAX 01883 744364



WESTFIELDS WANTED

Buying or selling consult the specialists for the largest range of pre-owned WESTFIELDS with known history.



CARS OF DISTINCTION LTD

The Alternative way to buying & selling your car

0379B GTD GT40 Mkl. X40 GT 1993, manual, Chevrolet 350, professionally built to race spec. in 1966 Alan Mann style	£60,000
1044 FERRARI TESTAROSSA. 1990, 18,000 mls, manual, SL V12 engine, 3 owners, full service history, A1 condition, Air con	£59,950
1355 ALVIS SPEED 25. 1937, 6,000 mls, 3517cc, fully restored only 6,000 mls, 2 way sunshine roof, twin petrol pumps ignition	£55,000
0561 CONTEMPORARY COBRA 427 SC. 1994, 7½ litre, 1 owner, approx 200 mls, manual, hard/soft top, midnight blue/black int	£40,000
1149 JAGUAR MKV CONVERTIBLE. 1951, 66,845 mls, manual, 3.5L, 2 owners, A1 condition mechanically & bodily, maroon/beige	£39,500
0940 FERRARI 328 GTS. 1989, LHD, 26,000 kms, manual, 3 owners, full service history, stainless steel sports exhaust, red/tan int	£38,000
0737 FERRARI 328 GTB. Nov 1987, 28,900 mls, manual, 3200cc, 2 owners, 1 of only approx 120 RHD built, rosso red/tan int	£35,995
0318 JAGUAR C-TYPE. (Replica) 1962, based on 1951 spec, manual 4 speed & O/D, 1 owner, 3, 4 litre, all aluminium, leather seats	£31,750
1001 JAGUAR E-TYPE SERIES III. 1973, 67,000 mls, manual, 5343cc V12, superb con, with very little use in the last few years	£27,500
1275 LAMBORGHINI JALPA LHD. 1988, 16,000 km, manual, 2 owners, total re-spray 1 year ago, no major work ever done, Black	£25,000
1160 ASTON MARTIN DB2/4 MKII. 1959, 60,000 miles, manual, 3000cc, 4 owners, service history, twin stainless steel exhausts	£24,995
0866 ASTON MARTIN DBS V8. 1972, 5.3 litre, very good condition bodily and mechanically, Kenwood CD player, most history	£24,500
1276 CHEVROLET CORVETTE. 1956, LHD, original handbook, imported in April 1990, red and white in colour	£24,500
0027 JAGUAR E-TYPE S1 COUPE. 1967, 109,937 mls, manual, 2 owners, 4.2L, black leather/carmen red, fully restored 10 years ago	£24,000
1020 FORD GTD 40. 1993, manual, 5.0 litre Ford Motor Sport V8, 6,000 mls, 2 owners, air conditioning, personal number plate	£24,000
0229 AC ACECA 1955. 1962cc, manual, 2 owners, rebuilt over many years including a 21 Alfa engine & gearbox, gunmetal/red	£22,500
1418 JENSEN FF MKII. 1971, 80,000 mls, automatic, 6276cc fully restored with a full history, very reliable, blue/silver roof	£21,950
1318 JAGUAR E-TYPE 2+2. 1969, automatic, 4.2 litre, body re-furbished and re-sprayed, extensive rebuild only 2,000 mls since	£21,000
0266 COBRA RAM built 1987, 7,000 mls since built, 4 spd manual 5.81 V8 Muncy Chevrolet small block, high specification	£20,000
0104 FIAT FERRARI DINO SPYDER. 1972, 80,000 mls, manual, 2.4L, black leather/rosso red, 2 owners since imported in '81, fsh	£20,000
0874 MORGAN 4/4. 1996, 1.8 litre, 500 mls, 2 seater, alloy body, steel wings, S/S exhaust & luggage rack, four branch manifold	£20,000
1277 AUSTIN HEALEY. 1963, 50,000 mls, 4 owners, fully restored, Heritage certificate, original RHD, red over cream	£20,000
0370 FERRARI 308 GT4. 1979, full body restoration bills 20k, air conditioning immaculate, sports exhaust, magnolia interior/red	£19,999
0091 COBRA RAM 427. 1991, 4,000 mls, manual, 2 owners, 5.7 litre, Chevy smallblock V8, authenticated by Carrol Shelby	£18,995
0278 FERRARI 400I. 1984, 60,000 mls, excellent condition, plum with beige leather interior, air conditioning, CD player	£18,900
0992 GORDON KEEBLE. 1965, 84,500 mls, 5355cc, 4 owners, rechromed radiator grill, synchro gearbox, electric windows, s/roof	£18,500
1072 GORDON KEEBLE GKI. 1964, manual, 5.2 litre, chassis no. 21, history since 1976, totally rebuilt engine, excellent in/ext	£18,500
0436 FERRARI 400I GT. 1980, 4.8L manual, 77,000, outstanding condition it has been regularly exhibited, 1 of 30 right hand drive	£17,995
0083 JAGUAR E-TYPE SERIES 1 COUPE. 1967, 91,000 mls, 4.2 litre, 1 owner in the last 20 years, blue, red interior, 12 mths MoT	£17,000
0129 THUNDERBIRD PORT HOLE. 1956, 4.8 litre, 78,000 mls, manual, hard top convertible, professional full restoration, off white	£18,500
0512 FERRARI 308 GT4. 1980, 49,000 mls, manual, 2997cc, 6 owners, 3,000 mls since major service, owned by Ferrari mechanic	£16,750
0086 ASTON MARTIN V8S. 1977, 71,000 mls, automatic, 5340cc, 3 owners, full service history, excellent condition, black/black	£16,500
0135 JENSEN INTERCEPTOR III. 1973, 75,000 miles, automatic, 7.2 litre, restored to a high standard with alloy wheels, ivory/black	£16,000
0502 JAGUAR D-TYPE LE MANS REPLICA. 1996/97, 73,000 mls, 4.2L, professionally built by Le Mans Sports Car Co., exc. con	£15,950
0440 JENSEN INTERCEPTOR SP. 1971, 86,000, 7.2L automatic, only 2,000 mls since major restoration, 1st off SP production line	£15,000
0485 ASTON MARTIN DBS V8. 1971, 58,000 mls, manual, 5340cc, good condition mechanically and structurally, a reliable car	£12,750
0288 BMW 3.0 CSL. 1973, 26,200 mls since restoration in '91, four speed gearbox, immobilizer, full history since 1991	£12,500
0585 PORSCHE 911 SC. 1978, leather interior, electric sunroof, alarm, CD player, black, original leather int, excellent condition	£11,995
0483 MGB LE ROADSTER. 1981, rare and final edition, 8,700 mls, manual, 1798cc, only occasional use, showroom condition	£10,750
1115 ALFA ROMEO GUILIA SPIDER. 1964, 81,551 mls, manual, 1570cc, nearly all service history, sound mechanical condition	£10,500
0167 JAGUAR E-TYPE. Fixed head coupe, 1969, 83,000 miles, 4.2 litre, manual, 3 owners, LHD, interior re-upholstered, fsh, red	£10,500
0848 MG M-TYPE. 1930, only 550 mls since rebuilt to original spec, '93-'95, original engine & gearbox, most history known	£10,000

Freephone 0800 0180 100

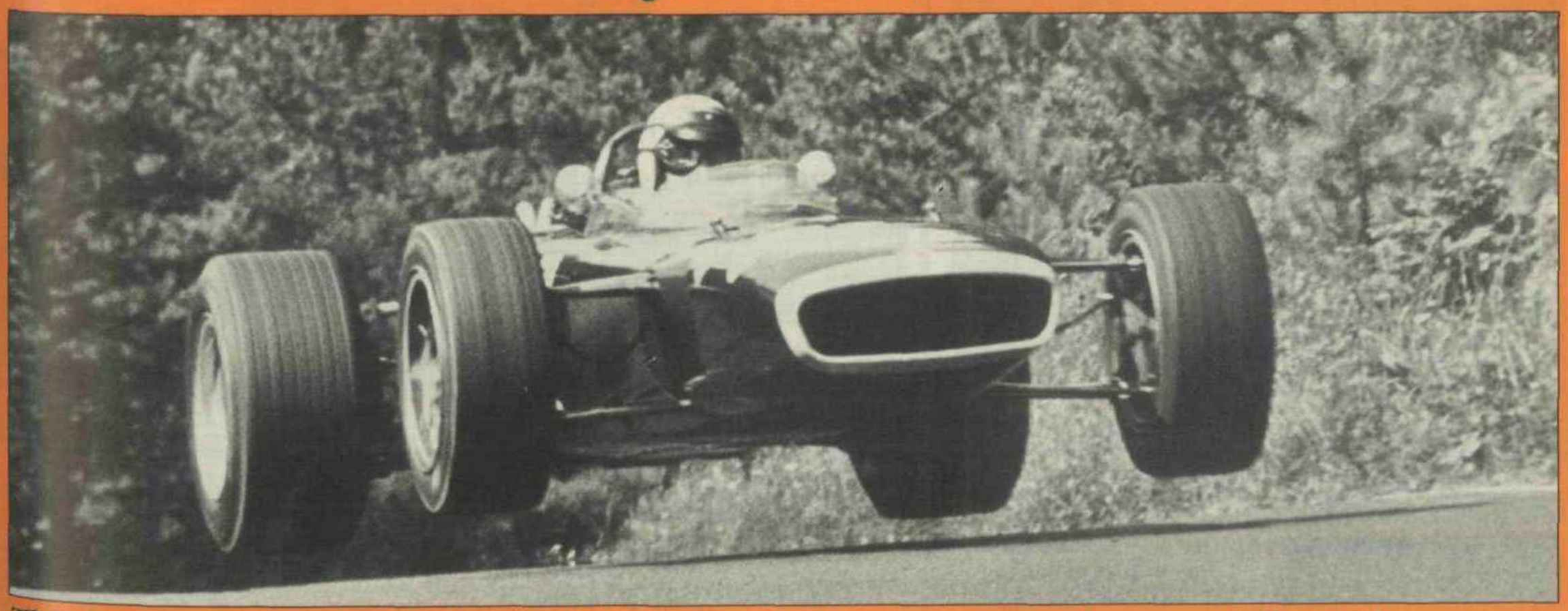
18a High Street, Poole, Dorset BH15 1BP

Tel: +44 (0) 1202 388000 Fax: +44 (0) 1202 385000

Hall & Fowler

BRM P115/1 1967 H-16 Cylinder 3.0 Litre F1 Car

Ex Jackie Stewart



This important Grand Prix Car is offered for sale having competed successfully at The Goodwood Festival of Speed following a complete restoration by ourselves. For further information contact Rick Hall:-

Phone: 01529-497-366 Fax: 01529-497-259 Mobile: 0410-971277

WWW.RACECAR.CO.UK./HALL_&_FOWLER

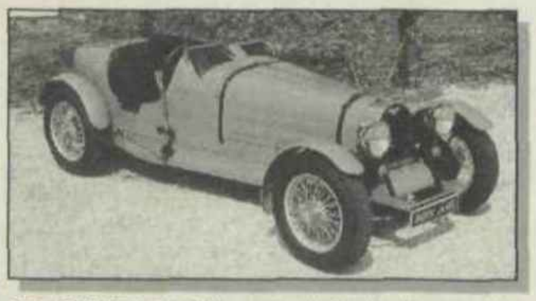
Derek James

Sherborne, Dorset

PHONE: (01935) 813223 Showroom
(01935) 813737 Fax
(01258) 861414 Home
Viewing by appointment only.



1978 ASTON MARTIN V8 COUPE. Midnight blue with light blue leather interior. Electric sun-roof. Two owners **£19,950**



TEAL BUGATTI. Beautifully constructed in aluminum, machine turned dash, black leather seats and much attention to detail. Fantastic fun at a fraction of the cost of the real thing! ... **£12,950**



1957 AUSTIN HEALEY 100/6. Stunning black over Colorado red with black with red piping leather interior. Chrome wires. Overdrive. Restored to show standard **£18,950**

1952 DAIMLER 2½ LITRE BARKER SPECIAL SPORTS CONVERTIBLE. Distinctively finished in Sable over beige with complimenting leather interior and hood. This thoroughbred gentleman's carriage is available for only **£12,950**

1946 INTERNATIONAL K5 FIRE TRUCK. Very original, only 4,000 miles on the clock! Believed one careful owner until 1990. Lights and siren! Only **£7,950**

1968 JENSEN INTERCEPTOR SERIES 1 COUPE. Stunning canary yellow coachwork with sumptuous black leather interior. Fully equipped 60s supercar for only **£9,950**

ASTON MARTIN ULSTER REPLICA. British racing green with black trim. One of only a handful produced. Looks authentic! Bargain **£6,950**

1968 NORTON 65D TWIN. Restored a few years ago to show condition, unused since **£3,950**

OT 810 HALF TRACK. Czechoslovakian version of Germany's W.W.2 half-track APC in appropriate markings. V8 diesel. Ready to go! **£7,950**

1956 HUMBER 'PIG' APC 4x4. Ideal for transporting unruly kids on the school run! Rolls Royce 6-cyl engine **£4,950**

1966 JAGUAR E-TYPE SERIES ONE 4.2 LITRE. Original right hand drive 2+2 with automatic transmission. Finished in black with black leather. Sunroof. History. Only **£14,950**

1966 ROLLS ROYCE SILVER CLOUD 3 DROPHEAD COUPE. Midnight blue metallic with black leather, power top. Drives beautifully. History **£48,950**

1946 WOLSELEY 14. Gleaming Raven black coachwork with fine original tan leather interior. Sliding sunroof. Pre-war elegance for only **£7,950**

1922 ROLLS ROYCE SILVER GHOST TOURER. Restored. Maroon and black coachwork ..... **£ RING FOR DETAILS**

ARRIVING SOON:

1964 JENSEN CV8. Metallic blue with grey leather, 65,000 miles, believed correct.



COBRA REPLICA V8 MANUAL. Metallic racing green, walnut dash. Split rim alloy wheels etc. Fast and furious **£14,950**



1974 LAMBORGHINI URRACO 250s. LHD. Stunning red coachwork with excellent black leather and burgundy interior. Five speed manual V8. Only **£14,950**



1955 LAGONDA 3 LITRE DROPHEAD COUPE by Tickford. Golden sand coachwork with light beige leather. Floor change gearbox. One of only a handful made. History. Quality motoring for **£22,950**

All vehicles have long Mot's, are serviced and ready to drive away.
Similar car purchased. Part exchange bravely borne.

WYKEHAMS

LONDON AGENTS FOR MORGAN SPORTS CARS



RENT A MORGAN!

Our fleet is equipped with latest model 4/4 1800's & +8's

PRE-OWNED STOCK LIST

1997 +8 3.9 LITRE CATALYST. Connaught green, black leather, wires, walnut dash, 1,200 miles £36,995

1996P +8 3.9 LITRE CATALYST. Indigo blue, chrome wires, red leather upholstery piped blue, walnut dash, reclining seats, 980 miles £34,995

1996 +8 3.9 LITRE CATALYST. Dark blue metallic, magnolia leather piped blue, walnut dash, galvanised chassis, 7,000 miles ..... £POA

1970 +8 MOSS BOX. Black, black interior, ally body and wings, luggage rack, woodrim wheel, approx 70,000 miles £19,995

1966 4/4 ZETEC CATALYST. Indigo blue with black wings, red leather, walnut dash, speakers and aerial, galvanised chassis, 4,000 miles £20,995

1995 4/4 ZETEC WIDE BODY CATALYST. Old English white, blue leather, blue mohair weather equipment, galvanised chassis, walnut dash, luggage rack, 18,000 miles £20,995

1995 4/4 ZETEC CATALYST. Indigo blue, red leather, luggage rack, chrome wires, ally body with steel wings, 26,000 miles £19,500

1988 4/4 4 SEATER WIDE BODY. Brunswick green, dark tan leather, walnut dash, luggage rack, wood-wheel, 50,000 miles £15,495

1988 AC COBRA SHORTNOSE LIGHTWEIGHT. 345 bhp, BRG with tan leather, 2,300 miles ..... £POA

1935 AUSTIN TEN. Burgundy with black wings, restored to a very high standard, ready to use £7,495

6 KENDRICK PLACE, REECE MEWS, SOUTH KENSINGTON, LONDON SW7 3HF

Tel: 0171-589 6894/8309 Fax: 0171-589 8886

Gran Turismo Engineering



CLASSIC ALFA ROMEO SPECIALISTS FOR ROAD, RACE & RESTORATION
KEW GARDENS, SURREY.
TEL: (0171) 460 0007 MOBILE: 0860 538 437
Secure Storage Available. Viewing by Appointment.



1967 Alfa Romeo Giulia GTC. Rosso/grey interior. RHD, No.77 produced. New hood, very good condition throughout **£10,950**



1966 Alfa Romeo Giulia Sprint GT. Bluette/red interior. RHD, very good original condition **£6,250**



1976 Alfa Romeo 1600 GT Junior. Rosso, black interior, bodywork fully restored in 1991. Excellent mechanical condition, suspension handling kit fitted **£7,950**



1971 Alfa Romeo 1750/2000 GTAm. Race replica Giulfy. Fitted 210bhp 2 litre twin spark motor (ex-Rob Giordanelli). Road registered, ideal track day car/Gp2 race **£14,500**

OTHER CARS ALSO AVAILABLE

1969 Alfa Romeo 1750/2000 GTAm Replica. Bodyshell completed, painted rosso. Can be finished to individual specification ..... **£ ASK**

1972 Alfa Romeo 2000 GTV. Currently being restored. Bodyshell completed/painted rosso. Can be finished to road or race spec ..... **£ ASK**

1975 Alfa Romeo 2000 GTV SE. Red/black interior **£4,750**

1975 Alfa Romeo 2000 GTV SE. Red/tan interior, only 54,000 miles from new, but required light restoration **£3,250**

1974 Alfa Romeo 2000 Spider. White/black interior, 47,000 miles from new. Requires restoration, panels available **£2,950**

1978 Alfa Romeo 2000 Spider. Rosso/black leather interior, 68,000 miles from new, handling kit, fast road cams etc. Immaculate **£8,750**

1980 Alfa Romeo 2000 Spider. Red/black interior, LHD, European car, very good condition, new seat trims & hood **£6,750**

1980 Alfa Romeo 2000 Spider. Red/tan interior, LHD, US spec. car (dry state), very good condition **£5,750**

1987 Alfa Romeo 2.0 Spider. Red/black interior, LHD, European car, 21,000 miles from new, mint condition **£9,950**

1983 Alfa Romeo GTV6. Red/black interior, MoT'd & taxed **£2,250**

1973 Alfa Romeo Spider Junior shell with V5 ..... **£550**

1977 Fiat 124 Spider. Red/tan interior **£4,650**

SPARES AVAILABLE: (Mainly 105 Series Alfa Coupe/Spider body and mechanical) ..... **Please ring for full list**

GTA 7" wheels, 4 available including tyres **£ ASK.** N/S door for 105 Coupe, rebuilt **£200.** Early Kamm tail Spider hardtop, vgc **£550.** Duetto hardtop with wrap around rear screen, headlining etc, very rare, requires some restoration **£350.** Early Kamm tail Spider factory body panels, front wings, front lower panel, rear panel **£ ASK.** 105 engines, gearboxes and interior trims etc. Giulietta SS spares. Inlet manifolds, bonnet, boot lid, some trim etc **£ ASK.**

STOCK CONSTANTLY CHANGING — RING FOR DETAILS

PORTELET GARAGE TOP MARQUES
QUALITY USED CARS

For further information contact:

Peter Allen F.I.M.I
Managing Director

Portelet *garage*

Route de Noirmont,
St. Brelade, Jersey,
Channel Islands JE3 8AJ

Telephone:
Office (44) 1534 66911
Mobile(44) 979 711666

Facsimile:
Office (44) 1534 46835

e-mail:
portelet@itl.net
porteletgarage@msn.com



GT40 REPLICA. Steel Monocoque, 400hp,£120,000 spent,1,200 miles. Tax free £50,000



MASERATI GHIBLI GT. Full Cup suspension & brakes, 5,000 miles, tax free £34,995



FERRARI 355 SPIDER. LHD, red/black, delivery kms,tax free .£69,995



F40 06/92. 18,000kms, adjustable suspension, sports exhaust ... £149,995

FERRARI 512M. Red/black, 12,000km, LHD, 1995 ..... £POA

MERCEDES SLK COMP. Silver/black, 98 spec loaded £29,995

DK ENGINEERING



FERRARI DAYTONA 1973 ..... £85,000



FERRARI FERRARI 246 GTS £52,500



FERRARI 330 GTC £71,500



MASERATI 300 S 1957 ..... £480,000



FERRARI 400i £16,750

FERRARI 355 BERLINETTA. 1997. Red/Cream, 3,000 miles, RHD . £96,500
FERRARI 348 TS. 1992. Red/Magnolia, 20,000 miles, RHD £52,000
FERRARI 328 GTS. 1988. Black/Cherry red leather, 13,000 miles .. £47,500
FERRARI 330 GTC. 1967. Red/Cream. Restored, RHD £71,500
FERRARI 330 GTC. 1967. Blue/Black. LHD, 2 owners £50,000
FERRARI 275 GTB/4. 1967. LHD. Silver. Restored ..... Enquire
FERRARI 250 TDF. 1957/1958. Choice of two ..... Enquire

FERRARI F40. Non Cat. Non adjustable ..... Enquire
FERRARI 365 GT4 2+2. 1974. RHD. Yellow/Beige. Restored in 1987, new s/s exhaust, superb £24,000
FERRARI DAYTONA. 1973. Blue/Tan. One owner, low mileage .... Enquire
AC COBRA. 1964. Mark 2. Chasis 6008. Rare original car with international race history when new. Halibrand wheels, Weber carbs. Lightweight body ..... Enquire
McLAREN M8C. In need of restoration. Chassis 07 ..... Enquire

WANTED 328, 348, 355, 456 and 550 Maranello. We have customers waiting for all models of Ferrari.
Please telephone if you have one which you wish to sell. Cars sold on commission.

FERRARI, SALES, SERVICE, RESTORATION AND RACE PREPARATION

200D RICKMANSWORTH ROAD, WATFORD, HERTS, WD1 7JS, ENGLAND
TEL: 01923 255246. FAX: 01923 249966. MOBILE: 0385 283139
Browse on the internet and find our current stocklist on: www.race car.co.uk/dk-eng

ROLLS ROYCE SILVER SPIRIT



1982, used as fourth car, covered only 62,000 miles with service history, finished in light ocean over dark ocean. Air conditioning, electric seats, windows etc. Original equipment, Avon white wall tyres, outstanding condition.

£14,750

Tel: 01703 790090 or 0836 263471



Ferrari Dino 246 GT £25,000



Ferrari 196S, 1960, 100% alloy, RHD .£60,000



Lamborghini LP 400, Periscope Countach, 1975, 9000km, LHD £36,000



Lamborghini LM002 "Paris Dakar 1995" £36,000

Tel: Belgium 32 2 215 16 99 or 32 75 819 820
Fax: 33 3 215 16 69

McLAREN M6 RACING CAR
1969 READY TO RACE



295.000 DM
Tel 0181 / 597 74 72 Fax 0181 / 590 1276
Tel USA 619 551 0500 Fax 619 551 0583

FERRARI 308 GTB



(SPRINT PACK)

1979, carbs, dry sump, full sprint pack engine by Nigel Mansell Sports Cars. Cosworth pistons, gas flowed cylinder heads, R.S. camshafts, fully lightened and balanced (inc. flywheel) rejetted carbs, approx 305 b.h.p., uprated and lowered adjustable suspension, detachable roll bar, full harness belts, stainless steel sports exhaust, uprated anti roll bars, solid mounted steering rack, deep front spoiler, 16" split-rim alloys on 225" and 245" tyres. Piper craft air filters, history file, much time, effort and money has been spent in achieving this high level of performance and handling. Ideal for track days or quick road car. No more test pilots please.

£28,500 might consider exchange
Tel: 01703 790090 or 0836 263471

DEVONSHIRE MOTOR COMPANY

The Ultimate Porsche Specialist



Porsche 911 Turbo Coupe LE (Limited Edition) 1989 G, finished in Baltic blue linen leather (only 51 made), 330 BHP, 5 speed, vented rear arches, special front spoiler, 14,800 miles, 2 owners, FPSH £45,995



Mercedes 1994 E500, blue/black, full leather, remote central locking, electric memory seats, electric front & rear headrests, electric blind, traction control, twin airbag, ABS, sunroof, only made in LHD, V8 5 litre (325 BHP) factory wide arches, full M/B service history, German supercar, 51,000 miles £25,500

MANY OTHER PORSCHE IN STOCK FOR VIEWING AT A LARGE INDOOR SHOWROOM
3-5 Susans Road, Eastbourne, East Sussex, BN21 3HA. Tel: (01323) 411310. Fax: (01323) 648999
Open 7 days a week - Sunday by Appointment.

PORSCHE 944 1987 SERIES



(Face lift model), guards red, black pinstripe, trim, factory sun roof, 215's tyres, rear skirt, electric seats. Manual with PAS, full Porsche service history, lovely cared for by lady owner (now bought 968), becoming hard to find in this condition.

£8,450
Tel: 01703 790090 or 0836 263471

SALES SERVICE RESTORATION ACCIDENT REPAIR



1960 FERRARI 250 GT SWB £474,995



1969 FERRARI 365 GT 2+2 £29,995



1970 FERRARI 365 GTC £74,995



1989 FERRARI F40 £174,995



1990 FERRARI MONDIAL 3.4T CABRIOLET £38,995

TALACREST
EUROPE'S LEADING FERRARI SPECIALIST

A SELECTION OF OUR CURRENT STOCK

FERRARI

1949 166 STABILIMENTI BERLINETTA **£124,995**
1951 195 GHIA COUPÉ **£124,99**
1953 250MM **£474,995**
1955 750 MONZA **£394,995**
1957 500 TRC **£399,995**
1959 250 GT TOUR DE FRANCE **£295,995**
1960 250 GT SWB (COMP. ENGI **£474,995**
1967 330 GT 2+2 MK II **£19,995**
1969 365 GT 2+2 **£34,995**
1970 246 GT **£49,995**
1970 365 GTC **£74,995**
1973 246 GT **£34,995**
1973 365 GTB/4 DAYTONA **£89,9**
1978 308 GTS **£32,995**
1981 400 GTi **£17,995**
1982 400 (AUTO) **£18,995**
1982 512 BBi **£54,995**
1982 400GTi (MANUAL) **£17,995**
1982 308 GTSi **£29,995**
1985 288 GTO **£224,995**
1987 328 GTS **£40,000**
1988 328 GTS **£39,995**
1988 F40 **£149,995**
1989 TESTEROSSA **£34,495**
1990 MONDIAL 3.4T CABRIOLET **£39,995**
1990 348 TS **£51,995**
1996 348 SPIDER **£68,995**

ALFA ROMEO

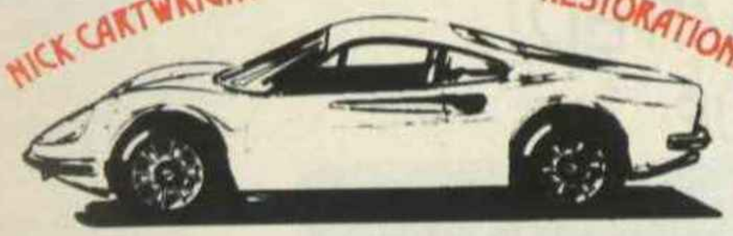
BUCCI SPECIAL **P.O.A**

For more information
Contact Mike Wheeler, John Collins or Guy Tedder

Talacrest Limited, 74 Station Rd, Egham, Surrey TW20 9LF. England
http://www.racecar.co.uk/talacrest
Tel: 01784 439797 0860 589703 (Sun/Eves)
Fax: 01784 472990

half a mile from M25, Junction 13, A30

NICK CARTWRIGHT SPECIALIST CARS-RESTORATIONS







FERRARI 355 GTS (96), red/crema, 6,000 miles **£92,500**
FERRARI 355 CHALLENGE (96), red, 3,000 miles, prepared for '97, road registered, unmarked **£83,995**
FERRARI TESTAROSSA (88), red/crema, 4,300 miles, cambelt serviced **£55,995**
FERRARI TESTAROSSA (89), red/mag, 9,000 miles **£54,995**
FERRARI TESTAROSSA (87), blue/grey, 24,000 miles, f.s.h., stunning **£47,995**
FERRARI 246 GTS (74), yellow/black, 42,000 miles, excellent history **£47,995**
FERRARI 246 GT (74), yellow/black, Daytona seats and flares, 20,500 miles, concours, spare unused, tools and history file **£69,995**
FERRARI 328 GTS (88), p/p black/crema, 21,000 miles, f.s.h. **£42,995**
FERRARI 328 GTB (89), G reg, black, 9,100 miles, f.s.h., unmarked **£46,995**
FERRARI 308 GTS (79), red/black, 46,000 miles, a/c, Speedlines, major service and detail work just carried out **£26,995**
FERRARI 308 GTB (79), red/black, 36,000 miles, new paint, major serviced and detailed, exceptional, concours **£29,995**
FERRARI 308 GTB (76), yellow/tan, 32,000 miles, glassfibre, concours, deep spoiler, Speedlines, 308 plate, the best **£34,995**
FERRARI 308 GT4 (78), black/black, concours restoration, 1 owner **£23,500**
ASTON MARTIN DB7 (95), green, crema, 5,300 miles as new **£65,000**
PORSCHE CARRERA 2S (97), silver, grey, 2,000 miles, 18" turbo wheels, a/c, sports exhausts & induction box, s/roof **£69,995**
PORSCHE CARRERA 2 TARGA (90), blue/grey, 56,000 miles, full leather, sports seats, a/con System 1 alarm, f.p.s.h **£26,995**
METRO 6R4 ex-works Tony Pounds Monte Carlo car.
LOTUS ELAN SPRINT (73), convertible, concours Millar restoration, 800 miles, perfection **£19,995**
RENAULT WILLIAMS CLIO (93), No. 98, 34,000 miles, 1 owner **£10,995**

DESPERATELY REQUIRED — 355, 348, 328, 308, 246
especially 246s for restoration

TEL: 01629 56999/583287 or (0836) 621520

PAUL BABER

FERRARI SPECIALIST FOR ALL TIPO 1950-1980



1959 FERRARI 250 PF COUPE. LHD. CH 1479. Rosso Chiaro, black hide. Inside plug engine, last owner for over 20 years. Sympathetically restored whilst retaining originality **£37,950**
1960 FERRARI 250 PF CABRIOLET. LHD. CH 1779 Bianco white, black hide, black hood. Completely restored to original specification. Ex-Agnelli. A very special car **£90,000**
1963 FERRARI 250 GTO. Favre recreation. LHD, engine 4003, Rosso Chiaro. Fitted 4 litre engine, please enquire **£145,000**
1964 FERRARI 250 GT LUSSO. LHD. CH 5397. Rosso Chiaro. Black hide. Perfect T. Hoyle restoration **£105,000**
1966 FERRARI 330 GT MK2. RHD. CH 7849 Dark blue. Light blue hide. 39,000 miles. Lots of history. Recent Maranello service. The best I have ever seen **£36,950**
1970 FERRARI 365 GT 2+2. RHD. CH 12897. Blue Chiaro, black hide, FSH. Borrani chrome wire wheels, superb **£36,950**
1973 FERRARI 365 GTB/4 DAYTONA. RHD. CH 16711. Blue Chiaro. Tan hide. F.O.C. Concours winner 1994 11,000 miles REPEAT 11,000 miles. Air con and 9 inch rear wheels. This car is totally as new **£79,500**
1990 FERRARI F40. LHD. CH 84192. Rosso Corsa. UK car. FSH, 3,000 kms, as new **£147,000**
1961 ASTON MARTIN DB4. Series III. RHD. CH 633R. Black Pearl Met, beige hide, 73,000 miles. 1 owner. FSH. All tools, perfect and untouched **£34,500**
1963 ASTON MARTIN DB4 CONVERTIBLE SERIES V VANTAGE. RHD. CH 1103R. Dubonnet Rosso, beige hide, beige hood. A very rare and interesting car **£62,000**

TEL: 01732 864340
MOB: 0831 875805
FAX: 01732 864250

MANY OTHER FERRARI IN STOCK
Viewing central London by appointment



PAUL BABER IS THE TRADING NAME OF 250 SWB LTD

HENDON WAY MOTORS

AC			1979 308 GT4	Red	59,000m	1992 911 CARRERA 4 CABRIOLET	Iris Blue	23,000m
1990 MK IV	Blue	3,000m	1972 DINO 246 GT	Red	41,000m	1990 911 CARRERA 4 COUPE	Red	63,000m
1965 COBRA MKIII 427	RHD, Black	10,000m	1966 330 GT 2+2 MKII	RHD, Blue	37,000m	1991 911 CARRERA 4 COUPE	Grey	72,000m
			One of only 29 manufactured			1990 911 CARRERA 4 COUPE	White	64,000m
FERRARI						1993 911 CARRERA TURBO 3.6	Black	23,000m
1997 355 GTS	Red	3,000m	JAGUAR			1993 922 CARRERA CABRIOLET	Red	52,000m
1997 355 GTB LHD	Yellow	5,000m	1988 XJS CONVERTIBLE 5.3	Blue	40,000m	1990 911 CARRERA 2 CABRIOLET	White	63,000m
1996 456 GT	Yellow	5,000m	1987 JAGUAR 3.6	Red	60,000m	1990 911 CARRERA 2 CABRIOLET TIP	Blue	61,000m
1996 355 GTS	Red	4,000m	1973 E-TYPE V12 ROADSTER	Red, Concourse		1990 911 CARRERA 2 TARGA	Forest	62,000m
1967 275 GTB4	Red	22,000m	1973 E-TYPE V12 ROADSTER	Primrose, 2 owners	52,000m	1990 911 CARRERA 4 COUPE	Grey	73,000m
1992 F40	Red	2,000m	1961 E-TYPE 3.8 ROADSTER	Red, Concours	3,000m	1989 911 CARRERA SSE CABRIOLET	Red	62,000m
1994 348 Spider	Red	12,000m	1968 E-TYPE 4.2 ROADSTER	White	59,000m	1989 911 CARRERA SSE COUPE	Slade Grey	42,000m
1992 348 ts	Red	16,000m	1965 E-TYPE 4.2 FHC Comp Spec	Carmen Red	58,000m	1989 911 CARRERA SSE TARGA	Red	41,000m
1991 348 tb	Blue	16,000m	1965 E-TYPE 4.2 FHC	1 owner, Ivory	30,000m	1988 911 CARRERA SE TARGA	Silver	38,000m
1989 412 AUTO	Black	32,000m	1962 E-TYPE 3.8 FHC	Burgundy, Concours		1988 911 CARRERA SE COUPE	Red	52,000m
1989 412 AUTO	Met Blue	40,000m	1951 XK120 ROADSTER	Black, Concours		1987 911 CARRERA SE COUPE	Blue	81,000m
1989 328 GTS	Red	12,000m				1985 911 CARRERA SSE TARGA	Red	81,000m
1986 412 AUTO	Silver	41,000m	LAMBORGHINI			1988 S4 AUTO	Met Blue	71,000m
1986 328 GTS	Red	59,000m	1994 DIABLO	Blue	6,000m	1993 928 GT	Red	27,000m
1972 DAYTONA 365 GTB/4 Spyder (Autocraft)	Red	52,000m				1990 928 S4 AUTO	Met Blue	74,000m
1972 DAYTONA 365 GTB/4	Giallo Fly	32,000m	PORSCHE					
1972 365 GTC4	Red	38,000m	1997 SERIES TURBO 4	Polar Silver	2,000m	OTHER MARQUES		
1978 BOXER 512 BB	Blue	23,000m	1991 911 4 TARGA	Blue	69,000m	1978 ASTON MARTIN V8	Green	33,000m
1977 BOXER 512 BB	Red	22,000m	1992 911 TURBO 2	Red	39,000m	1936 BENTLEY 4½	Gurney Nulting, Navy,	
1974 BOXER 365 GTB4	Red	16,000m	1997 911 CARRERA GS COUPE	Midnight	2,000m	1960 MGA 1600	Blue, Concours	
1992 512 TR	Black	21,000m	1996 011 CARRERA GS COUPE	Iris Blue	6,000m	1936 PILLARLESS COUPE	Sunroof, Very original	
1991 TESTAROSSA	Red	12,000m	1996 911 CARRERA CABRIOLET	Iris Blue	8,000m		Full history	90,000m
1990 MONDIAL CABRIOLET 3.4	Red	22,000m	1995 911 CARRERA COUPE	Blue	24,000m	1978 ROLLS CORNICHE CONVERTIBLE	Blue	84,000m
1987 MONDIAL COUPE	Metallic Grey	53,000m	1995 911 CARRERA CABRIOLET	Red	10,000m	1994 VW GOLF VR6	Blue	22,000m
1978 308 GTS	Silver	40,000m	1994 911 CARRERA CABRIOLET	Iris Blue	43,000m			

WE ARE DESPERATELY SEEKING MODELS OF FERRARIS, ASTON MARTINS, JAGUAR E-TYPES AND ACs

Triple Championship Winners of Maranello Challenge Cup

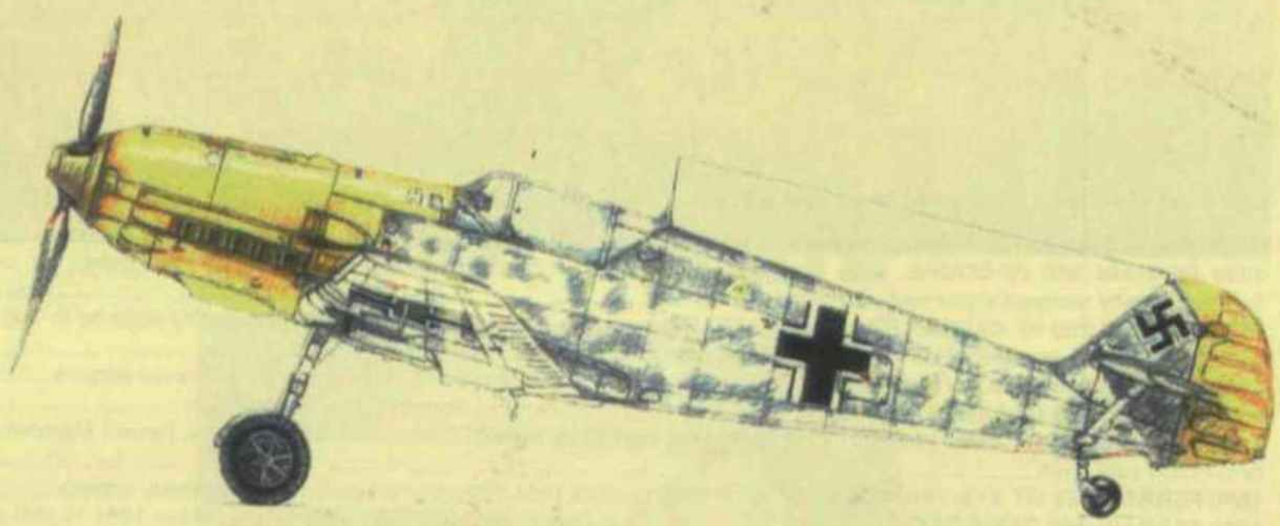
393-395 Hendon Way London NW4 3LP.
Telephone 0181-202 8011/2 FAX 0181-202 8013

EST 1952

HAWKER RESTORATIONS LIMITED

OFFER THE FOLLOWING UNIQUE

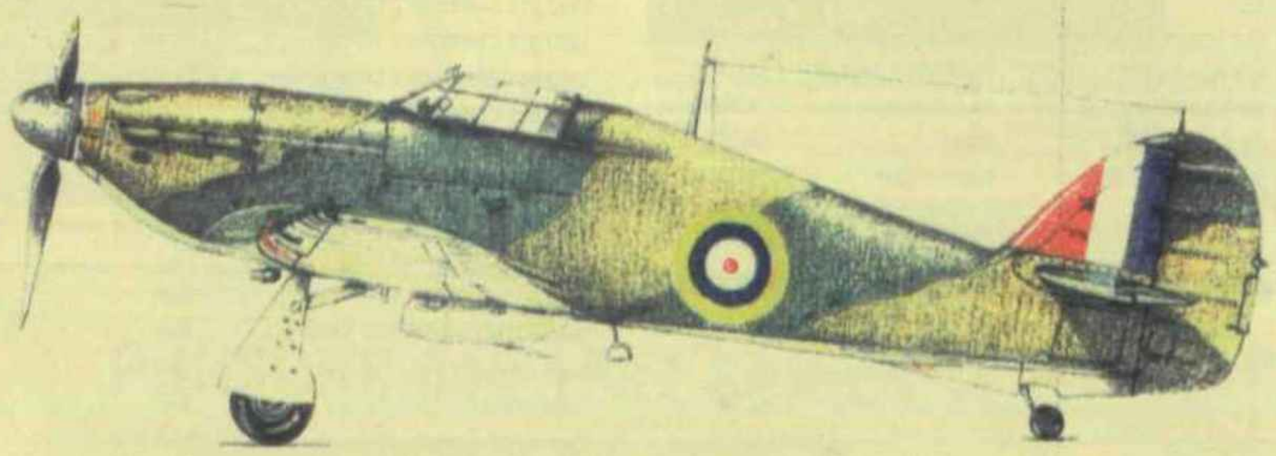
"BATTLE OF BRITAIN" COLLECTION



This Messchersmitt (Werks no. 1342) was found near Calais where it had crash landed on a beach at Cap Blanc Nez during a well-documented battle during August, 1940. The pilot Eduard Hemmerling, survived the crash but died days later from the injuries he sustained. The aircraft was removed several years ago and stored in a museum. It was acquired in the 1990's when rebuilding commenced. Substantial but sympathetic restoration work has been carried out on this aircraft, using 1940's technology when required and utilising as many original parts as possible. The aircraft is fitted with a rare DB601A engine and a rebuilt propellor. There is no ME109E's currently flying. This aircraft epitomises the trio of aeroplanes that participated in the Battle of Britain.



This aircraft is typical of the MkV variant which, along with the Hurricane, was instrumental in the conflict over England, commonly known as the Battle of Britain. Although rebuilt, this aircraft retains a high level of original parts and is supplied with a continuous history from the date when it was ordered in August 1940. This particular aircraft operated with the 312 Czech Squadron. It was eventually taken off charge in 1945 and in 1964 it was bought by the Air Museum in Calgary. Historic Flying Ltd. have sympathetically restored the aircraft to an airworthy condition. A high level of attention has been paid to maintaining authenticity and the aircraft is fitted with an oxygen system, guns and radio and can only be described as one of the best original MkV's of the four that are currently in an airworthy condition. The aircraft comes with a full Permit to Fly and immediate availability and will be covered under the most stringent A8-20 CAA regulations.



Hurricane AE977 has been configured as a Sea Hurricane and a land-based aircraft during its life and is supplied with the appropriate Arrester hook and wooden fairings to facilitate this conversion. Originally in service with the Royal Naval Air Station at Yeovilton, this aircraft crashed in 1942 whilst flown by Acting Sub-Lieutenant Douglas Trevor Keene. Keene survived and the aircraft has been sympathetically rebuilt - great expense ensuring that the originality and integrity of the aircraft remains intact. In excess of 40,000 hours have been expended to date on this restoration which is now nearing completition and the aircraft will be available with a new Permit to Fly during the first quarter of 1998 and will be covered under the most stringent A8-20 CAA regulations. The aircraft is fitted with eight original de-activated Browning machine guns and - like the MkV - attention to detail to ensure a stock 1940's aeroplane has been paramount.

These three planes are representative of those that fought in 1940 during the Battle of Britain. Never before has the opportunity arisen to buy a collection such as this, the dream of one man, an enthusiast, who spent many years collecting and restoring this unique collection. For those who wish to invest but who do not wish to participate in the flying of this collection, a maintenance and operating package can be supplied. For those who wish to be trained to fly this exciting collection, a full and extensive training package can be arranged.

PRINCIPALS ONLY NEED APPLY

TEL. 01449 740544

FAX. 01449 741584

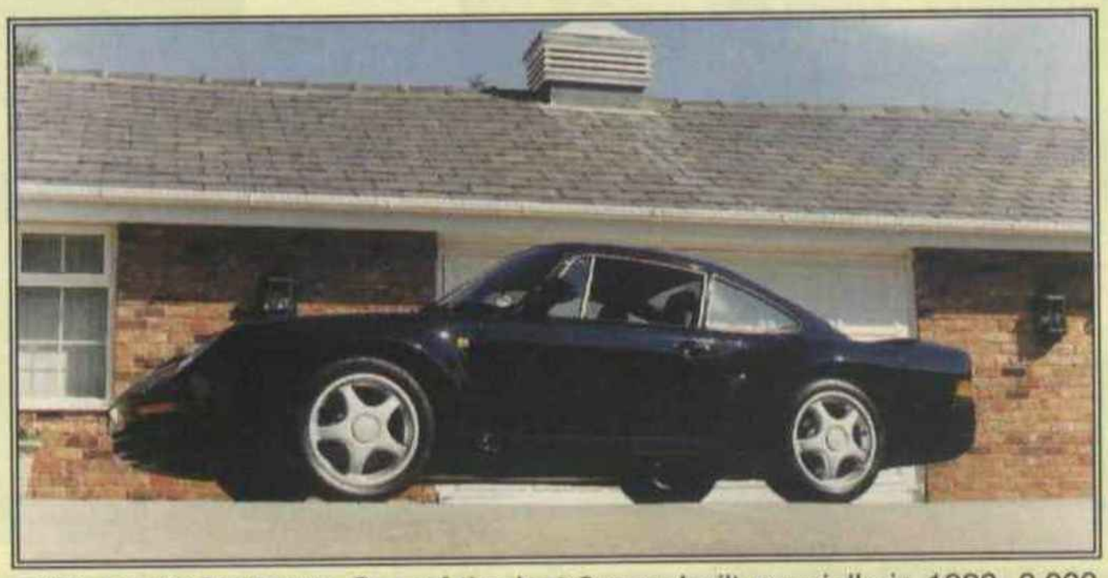
William Loughran



NEW JAGUAR XJ220. LHD Spa silver. Grey hide. Can be supplied tax free on export sales.....**£P.O.A.**



1997 **FERRARI F50.** Delivery miles. Rare opportunity.....**£P.O.A.**



1993 PORSCHE 959. One of the last 9 cars built specially in 1993. 2,000 kms.....**£P.O.A.**



A pair **of beautiful MERCEDES SLK's.** The yellow car is a 97 R with AC, leather and delivery miles, **£37,950**. The silver car is a 97 P with AC, leather, radio/cassette and 3,000 miles.....**£34,950**



1989 ASTON MARTIN VANTAGE VOLANTE POW. Royal blue, magnolia hood and hide, 22,000 miles, 1 of only 22 cars built **£119,950**

97 FERRARI 550 MARANELLO. Titanium. Red hide. RHD, delivery miles (R) .....**£POA**
95 FERRARI 355 GTS. Red, black hide,13,000 kms. LHD **£58,950**
73 FERRARI DAYTONA. Blue Chiaro, tan hide, 19,000 miles. Original car .....**£POA**
71 FERRARI DAYTONA. Red, black hide, Plexiglas, total restoration .....**£POA**
93 PORSCHE 959. Black. 1 of the last 9 cars built specially in 1993 .....**£POA**
88 PORSCHE 959 Red. Triple silver hide. 15,000kms. FSH **£159,950**
93 PORSCHE TURBO 3.3. Black. Classic grey hide. 35,000 miles. FSH **£49,950**
95 PORSCHE CARRERA 4 CABRIOLET. Iris Blue. Marble hide, AC. 12,000 mls **£57,950**
95 PORSCHE CARRERA 2 CABRIOLET. Iris blue. Marble hide, Sport sts. 9,000 mls **£55,950**
90 PORSCHE CARRERA 4 CABRIOLET. Black. AC. 50,000 miles. FSH. (H) **£29,950**
96 BMW M3 EVOLUTION CONV. Metallic Violet. AC, 3,000 miles, 1 owner **£42,950**
94 BMW 740i A. Cosmos black, beige hide. 66,000 miles, FSH. New shape **£24,950**
74 JAGUAR E-TYPE V12 ROADSTER. Red. Benson & Hedges Concours winner .....**£POA**
62 JAGUAR 3.8 E-TYPE ROADSTER. Red, totally restored. National Concours .....**£POA**
89 AM VANTAGE VOLANTE POW. Royal blue. 22,000 miles. 1 of only 22 cars built **£119,950**
89 AM VANTAGE VOLANTE. Red. Magnolia hood & hide. Never reg until 1996 (N) **£89,950**
57 AM DB2/4 MKII. Red. Total restoration. Concours condition. Mille Miglia eligible .....**£POA**
64 AC COBRA 289 MKII. Chassis no. COB6046. Interesting history .....**£POA**

New MERCEDES SL60. Silver. Full AMG specification. Delivery miles .....**£POA**
New MERCEDES CLK230 Komp. Elegance. Tourmaline. Quartz hide. Mega spec **£45,950**
New MERCEDES 230SLK. Silver. Black hide. AC. AMG alloys. Stacker CD **£40,950**
97 MERCEDES 230SLK. Silver. Black/red hide. AC. Tracker. 3,000 miles **£34,950**
97 MERCEDES CL420. Silver. Black hide. Total spec. Good saving. (R) **£69,950**
97 MERCEDES SL500. Silver. Black hide. AC. 2,000 miles **£74,950**
90 MERCEDES 500SL. Almandine. Cream hide. R/seat. ADS. CC. FSH. 60,000 miles **£38,950**
89 MERCEDES 500SL. Signal red. Cream hide. AC. 11,000 miles **£32,950**
95 MERCEDES E320 COUPE. S/silver. Mushroom. AC. 8 holes. CD. 18,000 miles (N) **£35,950**
96 MERCEDES S320. Black. Mushroom. Climate. 4 airbags, 11,000 miles. (P) **£39,950**
92 MERCEDES 300TE 24v. Blue. Very high spec, 24,000 miles. (K) **£23,950**
96 BENTLEY TURBO R. Ebony. Silverstone grey hide. 9,000 miles. FSH **£74,950**
90 BENTLEY MULSANNE S. Moorland green over pewter. 27,000 miles. H/spec. FSH **£37,950**
57 BENTLEY S1 CONTINENTAL. 4 door. BRG. Rare manual, totally restored .....**£POA**
93 RR SILVER SPUR III. Peacock blue. Parchment hide. Full spec. 12,000 miles **£59,950**
90 RR SILVER SPIRIT II. Brooklands green. Parchment. VH spec, 30,000 miles,'FSH **£35,950**
86 RR CAMARGUE. Light Oyster over Walnut. Stone hide, 10,000 miles. Superb .....**£POA**
65 RR SILVER CLOUD III. Garnet over Alpine Grey. 50,000 miles. Exceptional **£34,950**

IN ADDITION TO THIS LIST OF FINE VEHICLES WE HAVE MANY OTHER EXAMPLES IN STOCK AND CAN BE RELIED UPON TO LOCATE THE VEHICLE SPECIFIC TO YOUR REQUIREMENTS. WE ARE ALWAYS KEEN PURCHASERS OF INTERESTING VEHICLES EITHER OUTRIGHT OR IN PART EXCHANGE.

THE HAWTHORNES, GILL LANE, WALMER BRIDGE, PRESTON PR4 5QN. TEL (01772) 613114 FAX: (01772) 615104

RUNNYMEDE MOTOR COMPANY

Telephone (01753) 644599

Facsimile (01753) 646909



1953 JAGUAR XK120 ROADSTER LHD. Finished in silver with original red hide interior. This car was restored specifically for the Pirelli Classic Marathon in which it successfully competed in 1989 in the capable hands of Captain Chris Bibb. It now has a nice patina of age and is mechanically excellent and is offered for sale at **£29,950**



1965 JAGUAR 4.2 E-TYPE ROADSTER. Finished in carmen red with tan interior fitted with chrome wire wheels and black mohair hood. This is a 100 point concours winning car for price please enquire.



1969 MGB ROADSTER. Finished in original mineral blue with black interior. This is a complete nut and bolt rebuild including engine and is superb throughout. Fitted with folding hood, wire wheels and overdrive **£10,950**



1957 BENTLEY S1 CONTINENTAL (Napolean). This wonderful motorcar has two door aluminium fixed head coupe coachwork by Park Ward of London and is fitted with a metal sliding sunroof. The engine is a 6-cylinder 4886cc with high compression (8:1). Bodywork is finished in regency red with dark red matching leather interior. With it is an original logbook showing only five owners from new. There is also considerable recent service history **£37,950**



1973 TRIUMPH TR6. Finished in pale blue with black interior. This car has been the subject of a 'body-off' restoration and is in very good all round condition, ideal for the enthusiast. Sensibly priced at **£9,950**



1952 ASTON MARTIN DB2 Chassis Number LML/50X1. Finished in red with tan leather. Nice original car, which is one of the last 5 made. Same owner for the last 13 years and has recently been fully serviced including engine tune and brake overhaul. An excellent usuable classic sensibly priced at **£22,550**



1964 DAIMLER 250 V8. Finished in mid blue with contrasting dark blue leather trim fitted with automatic transmission. A nice example that has had considerable refurbishment and sensibly priced at **£9,450**



1973 TVR 3000M. Finished in white with blue stripes and dark blue leather interior. Recently used for mild competition and prepared accordingly and hence both mechanically and bodily excellent. Sensibly priced at **£7,995**



1986 ASTON MARTIN V8 VOLANTE. Finished in Balmoral green with green mohair hood and magnolia hide interior piped dark green. This car is in magnificent condition throughout **£64,500**

We are constantly seeking more stock — telephone us if you have something to sell — Commission sales undertaken. We are situated 12 miles west of Heathrow — please phone or fax for appointment to view. We will pick up from Heathrow by prior arrangement
Photographs and more detailed specification on request

Born of the Legend



The XK120C is the racing version of the standard XK120 which won the Le Mans 24 hour race in 1951 and 1953. With absolute attention to detail every part is faithfully reproduced - from the aluminium bodywork to the hand-made wooden steering wheel, to your specification.

Limited availability. Prices from £45,000

PORTFIELD
SPORTS & CLASSICS

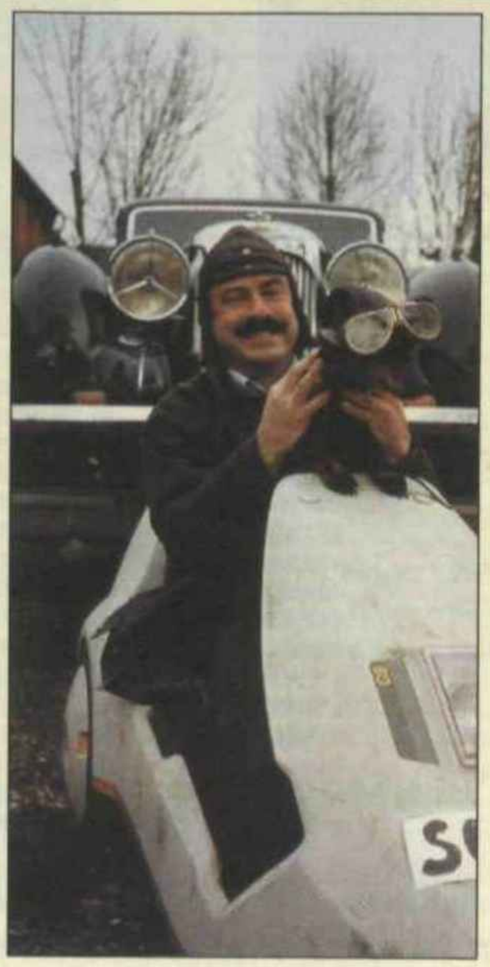
Sole UK Distributor for Classic English Racing Automobiles Ltd

QUARRY LANE, CHICHESTER, WEST SUSSEX TEL: 01243 528500



Jeremy Wade

Specialist in Unusual Objects on Wheels



Would <u>you</u> buy a used dog from this man? . . . . .

This is my new P.A. Heidi Schumacher (long wheelbase and low chassis) who, when not sampling Chateau Villeneuve, enjoys mounting hills. She enjoys a challenging tow job and pilots her Thrust powered Sinclair through the pain barrier as often as the M6 permits.

You'd be barking not to buy one of the following -
Remember there is no biter's premium!!

1939 Lagonda V12 - super 'old lag' with elegant factory body **£26,500**
1932 Alvis SA Speed 20 Tourer, well sorted (C&E coachwork), very fast **£34,500**
1953 XK120 FHC (RHD), rare, w/w, twin exhausts, fitted luggage, superb **£28,500**
1954 XK120 S/Sports, 270 bhp, every conceivable sensible mod on this incontinence inducing device (bring your bicycle clips) **£32,500**
1927 Austin 12/4 Mulliner 2 Seater & Dickey, lovely **£13,950**

Also available - XK150S DHC, Competition 4.2 E FHC, Facel 2 Frazer Nash Shelsey, Citroen Maserati SM, AC Ace Bristol, MkV Jag project and a partridge in a pear tree . . . . .

Happy Christmas to my loyal reader.

Part exchanges treated with contemptuous charm and generosity

MARKET DRAYTON (01630) 657502

(NOT FAR FROM ANYWHERE)

Straight EIGHT

For the Ultimate!



Bentley Turbo 'R' Coupe 2-Door by Hooper. 1989, 38,000 mls, FSH. Brocklands Green with magnolia hide piped Spruce. Reduced rear window, fluted bonnet, E/roof bird eye maple woodwork,17" alloys plus much more **£59,950**



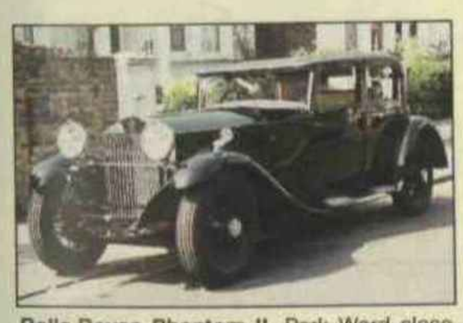
Mercedes 600 Grosse Pullman. 1974. Left hand drive, 35,000 kms only! Comp. service/hand books. A superb four door conference seated model, in ice green metallic. Rear sun roof. Stunning **£79,950**



Lamborghini Countach 25th Anniversary. 1990. 6,000 kms only! Stunning in red with tan hide sports seats piped red. Rear wing. Superbly documented and detailed history. Still the most "Super" of all the supercars produced **£56,950**



Ferrari 456 GT. 1994 M. 13,000 miles only! FSH. One titled owner. Champagne with magnolia hide interior. Fully fitted leather luggage. Absolutely stunning!! Fantastic value @ **£99,950**



Rolls-Royce Phantom II. Park Ward close coupled sports saloon. Black with beige upholstery. "Over hang" roof, very sporty example **£69,950**



Porsche 911 Speedster. 1989. Outstanding in Ruby red metallic with full black hide. Black mohair hood. 31,000 miles only with comprehensive history. One of a limited edition of 100 RHD Speedsters imported **£36,950**



BMW Z3 Motorsport 3.2. 1997. 2,000 kms. LHD. Cosmos black with black hide interior, air con., superb and exciting **£34,950**



AC 428 Frua Convertible. 1968. Cosmos black with black interior. Corbeau sports seats. Automatic transmission. Period Wolf race alloys. Stunning classic **£36,950**

Alfa Romeo Sprint Speciale 1967. Lhd. Alloys
Aston Martin DB7 1996, manual, 21,000 miles, FSH
Aston Martin Virage Volante 95, wide body, royal blue
Aston Martin V8 Volante 1989 4,000 miles
Aston Martin Lagonda 1982. Metallic blue
Bentley Turbo 'R' 89G. White/sage green, FSH
Bentley T1 1967 LHD, Seycuelles Blue
Bentley Turbo 'R'. James Young, '96, 19,000 miles
Bentley Turbo RL '89G. Black/black
Bristol 404 Coupe 1954. BRG/black, restored
Canco Cobra 4.7 Sports High specification
Chrysler Neon 1996. Auto, pas, a/c
GMC Silverado pick up truck, '93, pearlesent white
Ferrari 456 GT 1996. Lhd. Black/black

Izuzu Trooper 3.2 Citation 1994. Auto, a/c, 1 owner
Jaguar XK150 DHC. Pearl grey, chrome wires
Maserati Ghibi 4.9 SS 1969. LHD
Mercedes 280SE 3.5 Convertible 1971. 35,000 miles!
Mercedes 280SE Convertible Auto. '69 Red/Black
Mercedes C180 Elegance '94M. 29,000m, 1 owner
Mercedes 600 Saloon. LHD. Choice of two
Mercedes 600 SEC 1003. Black/grey, FSH
Mercedes 500 SEC 1985. A/C, hide, pearl red
Porsche 911 Carrera 4 Cabriolet. 1996, LHD, molha
Rolls Royce Silver Cloud I. 1957, PAS
Rolls Royce Cloud III Continental DHC. 1965. Silver
Rolls Royce Silver Shadow 1974. Silver/black
Rolls Royce Silver Shadow 1976. 68,000 mls



Bentley Continental Convertible. 1991. Left hand drive. 35,000 kms only! Masons black with parchment hide piped black. Black Everflex hood, CD player, picnic tables, stunning **£89,950** ***(similar to above)***



Rolls-Royce Silver Spur II Limousine. Coachwork by Mulliner Park Ward. 1993. Left hand drive. 17,000 kms only! Graphite grey with Cumius grey piped slate interior. Division, TV monitor, video, cocktails plus much more! **£125,000**



Aston Martin Virage Volante. 1994 model. Automatic transmission. 31,000 miles, FSH, ABS, Cornish silver with black hide piped slate. 5-spoke alloys, '94 specification **£69,950**



BMW 3.0 CSH. 1973. Gulf yellow with black sport seats. Full £15,000 restoration by Munich Legends. Outstanding @ **£17,950**



Mercedes 420SL Sports. 1987 'E'. Petrol blue metallic, tan hide upholstery. Alloy wheels, hard/soft tops, FSH **£19,950**



BMW 540i Touring. Delivery mileage! 'R' reg'd. Black with black hide, air conditioning, cruise control plus!! **£34,950**



Jaguar E-Type 2+2 V12. 1973. Manual transmission, chrome wire wheels, 57,000 miles. Documented restoration. Best available **£24,950**

Straight EIGHT **Int. Ltd.**
12, Lee Chung Street, Chai Wan,
Hong Kong.
Tel: 00852-2556 6631

*** CARS URGENTLY REQUIRED FOR CASH ***
*** CONSIGNMENT SALES * RESTORATION & REPAIRS***
158-160 Goldhawk Road, London W12 8HJ
Tel: 0181-743 1599 Fax: 0181-740 8496

Straight EIGHT **Pollak & Co. Gmbh**
Hennersdorferstrasse 13,
2333 Lepoldsorf, Vienna.
Tel: 0043-2235 4498/9

DUNCAN HAMILTON
& CO., LTD.



1960 FERRARI 250 SWB COMP. Aluminium Bodied Car. Finished in Yellow with Black Hide Trim. Magnificent in every respect.



1984 FERRARI 288 GTO. Finished in Red with Black Hide Trim. 18,000 kms only. Exceptionally rare.



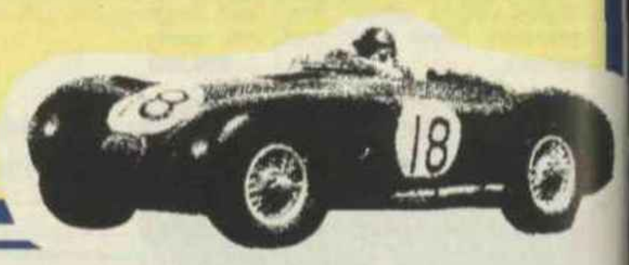
1961 FERRARI 250 CALIFORNIA SPYDER PROJECT. The car pictured above is not the car for sale. The Project is based on a 250 GTE Chassis and requires completion.



1967 FERRARI 275 GTB/4. Finished in Red with Black Trim. Fully restored to exceptionally high standard and fitted with Borrani Wire Wheels.

FOR FURTHER DETAILS OF THE ABOVE MENTIONED CARS PLEASE CONTACT ADRIAN J. HAMILTON

P.O. BOX 222 • HOOK • HANTS • RG27 9YZ • ENGLAND
Telephone: 01256 765000 Fax: 01256 766000
Internet: http://www.racecar.co.uk/hamilton



Paradise
GARAGE



1949 ROLLS ROYCE SILVER WRAITH CABRIOLET by HOOPER. Chassis no. WCB6. Two tone blue with light grey hide. One of only two cars built with this body. An extremely rare and elegant car restored to a very high standard.



JAGUAR C TYPE REPLICA. BRG with light green hide. One of ten cars built by Autech of Bromsgrove to an exceptionally high standard. Fitted with a 3.8 litre engine prepared by Forward Engineering. Fully sorted and fantastic to drive.

A SELECTION OF OTHER VEHICLES AVAILABLE

1957 AC ACE. Midnight blue with light blue hide. 1957 Sebring 12 Hour car.
1926 AMILCAR/RILEY. Very attractive VSCC racer.
1959 ASTON MARTIN DB2/4 MKIII. Light metallic green with black hide.
1961 ASTON MARTIN DB4GT. A superbly well restored DB4GT
1963 ASTON MARTIN DB4 CONVERTIBLE. White with blue hide.
1965 ASTON MARTIN DB5 SALOON. Fiesta red with beige hide
1966 ASTON MARTIN DB6 MKI SALOON. Dubonnet Rosso with tan hide. Manual.
1984 ASTON MARTIN V8 VOLANTE. Tourmaline blue with parchment hide. Low mileage, factory service history
1961 AUSTIN HEALEY 3000 MKI. Ice metallic blue over cream.
1930 BENTLEY 4.5 LITRE LE MANS TOURER. Chassis no. PB3550
1931 W. O. BENTLEY 8 LITRE VANDEN PLAS STYLE LE MANS REP. 11ft. wheelbase, chassis no. YR5096. Expertly rebodied in the style of a Vanden Plas Le Mans tourer
1961 BENTLEY S2 CONTINENTAL 2 DOOR COUPE by MULLINER. Two tone green with maroon hide. Superb original car
1971 BENTLEY T TYPE 2 DOOR COUPE BY MULLINER PARK WARD. Brewster green with black leather. A superb and very rare car with history
1964 DAIMLER DART. Pillar box red with red leather. C specification. Superb
1961 AUSTIN HEALEY 3000 MKI. Ice mettalic blue over cream.
1966 AUSTIN HEALEY 3000 MkIII. BRG with black interior.
1930 BENTLEY 4.5 LITRE LE MANS TOURER. Chassis no. OB3550.
1961 BENTLEY S2 CONTINENTAL 2 DOOR COUPE by MULLINER. Two tone green with maroon hide. Superb original car.
1971 BENTLEY T TYPE 2 DOOR COUPE by MULLINER PARK WARD. Brewster green with black leather. A superb and very rare car with history.
1964 DAIMLER DART. Pillar box red with red leather. C specification, superb.
1965 FERRARI 275 GTB. Chassis no. 07699. Long nose.
1974 FERRARI 246GT DINO. Red with tan hide. Choice of two.
1925 FRAZER NASH. Polished aluminium with maroon button back hide. Plus Power engine.
1958 JAGUAR XK150 S 3.4 LITRE ROADSTER. Metallic silver grey with maroon hide. Painted wires. Overdrive. Restored.
1974 JAGUAR V12 ROADSTER LHD. Metallic blue with black hide.
1961 JAGUAR MKII 3.8 LITRE. Black with tan hide. Overdrive. Power steering. Excellent original car. Recent engine rebuild.
1966 JAGUAR MKII SALOON 3.8 LITRE. BRG with beige hide. Overdrive. Power steering. A/C.
1973 JAGUAR V12 E TYPE ROADSTER. Masons black with grey hide. Mint.
1932 LAGONDA 2 LITRE CONTINENTAL. Red with black hide.
1932 LAGONDA 2 LITRE CONTINENTAL. BRG with dark green hide. One owner for the past 36 years.
1967 LAMBORGHINI MIURA LHD. The Miura imported into the UK and the 26th built.
1955 MASERATI 300S. Chassis no. 3057. Originally supplied to Benoit Musy. Excellent provenance and fascinating racing history.
1956 MERCEDES 220S CABRIOLET. Black with brown hide. Stunning original car.
1971 MERCEDES 280 SE 3.5 CONVERTIBLE. White with black hide. Superb.
1976 ROLLS ROYCE CORNICHE. Graphite grey with magnolia hide.

Price and further details of the above mentioned cars and a list of our full inventory available on request. Hours of business: 9.30am-6.30pm Monday-Friday. At all other times by appointment only. Alway available on **0171 720 0054**

WANTED URGENTLY FOR OUTRIGHT PURCHASE OR CONSIGNMENT SALE PRE AND POST-WAR CARS OF THE ABOVE QUALITY.

Scout Lane, Old Town, Clapham, London SW4 0LA

Tel: 0171 720 0054. Fax: 0171 720 4394

Terry Cohn

.... When Only The Best Is Good Enough



1937 R-R P111 Sedance de Ville
by Gurney Nutting



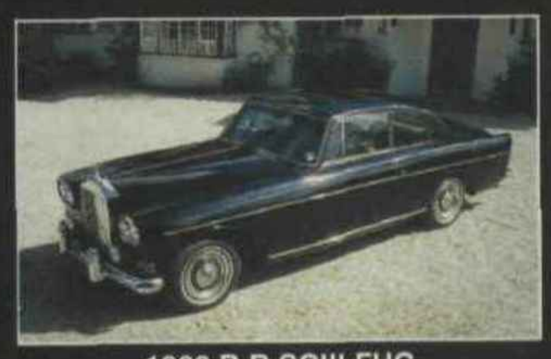
1929 R-R P1 - 3 Position Convertible Newmarket Sedan by Brewster



1934 R-R 20/25 Spec. Cont.
Touring Saloon by Park Ward



1964 Bentley S3 Continental DHC
by Mulliner Park Ward



1966 R-R SCIII FHC
by Mulliner Park Ward



1931 R-R P11 Continental
Sports Saloon by Carlton



1958 R-R Silver Wraith - LWB -
Left hand drive by H J Mulliner



1957 Bentley S1 Continental
Fastback by Mulliner Park Ward



1948 R-R "Empress Line" prototype
by Hooper



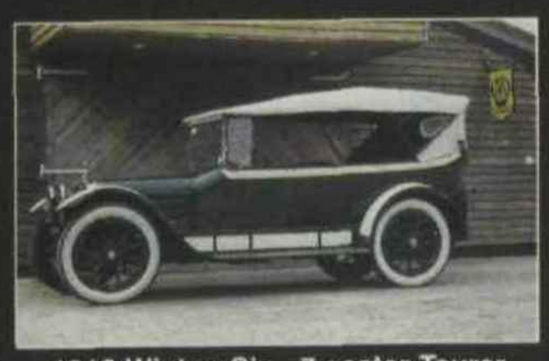
1932 La-Salle Cadillac 2 Door Coupe



1954 R-R LWB "Empress"
by Hooper



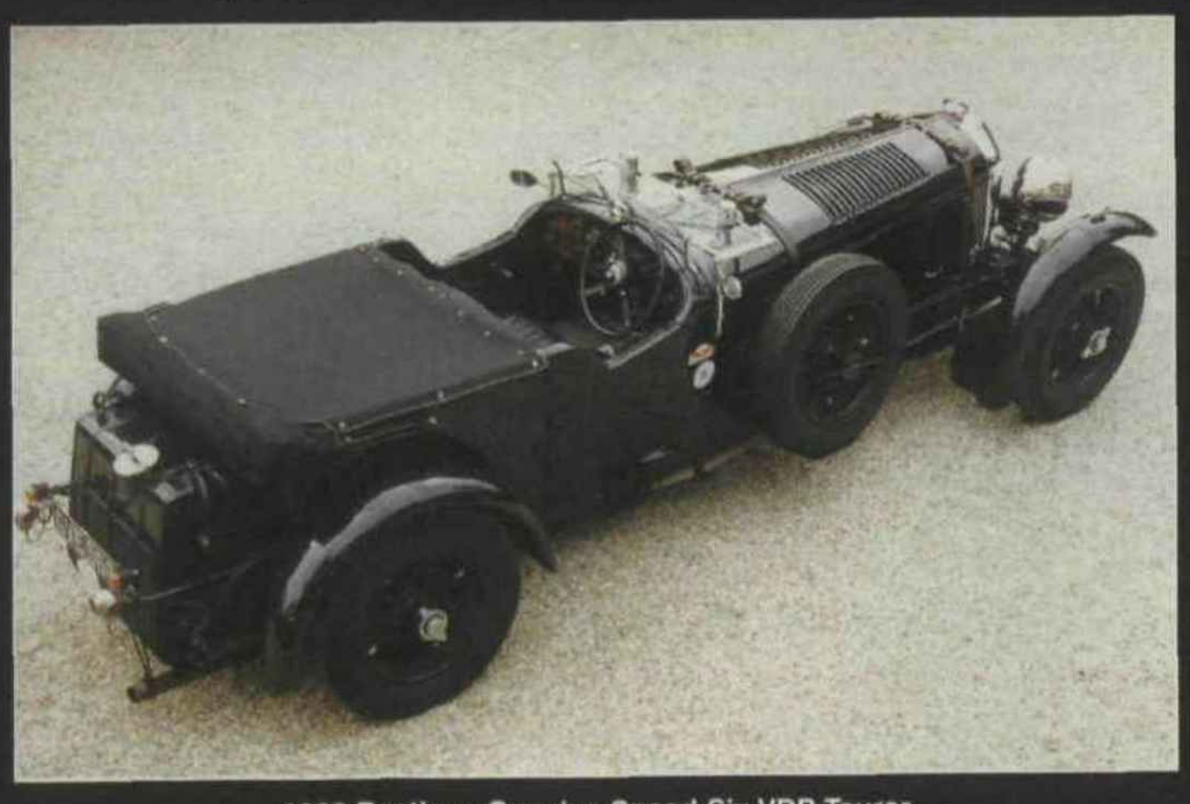
1965 R-R PV Limousine
by Mulliner Park Ward



1916 Winton Six - 7 seater Tourer



1928 R-R P1 Tourer by Grosvenor



1930 Bentley - Genuine Speed Six VDP Tourer



1934 R-R P11 Limousine
by James Young



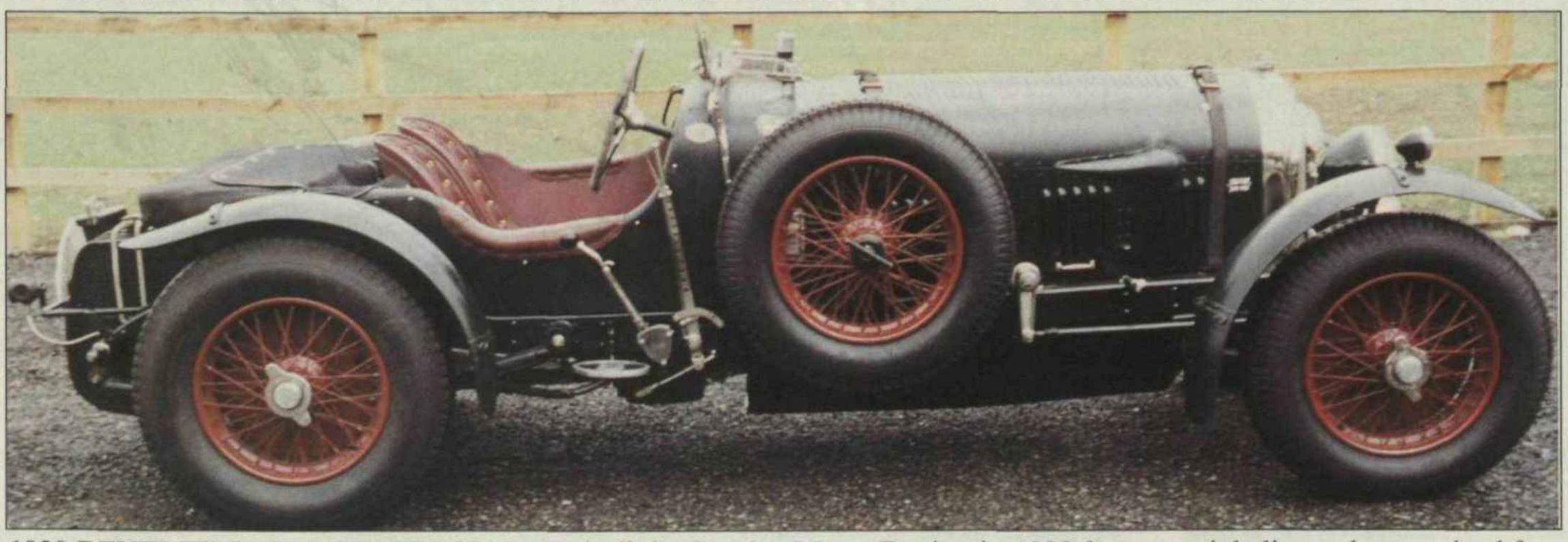
1964 3.8 Litre Jaguar MkII
Manual-O/D "Coombes Modified"



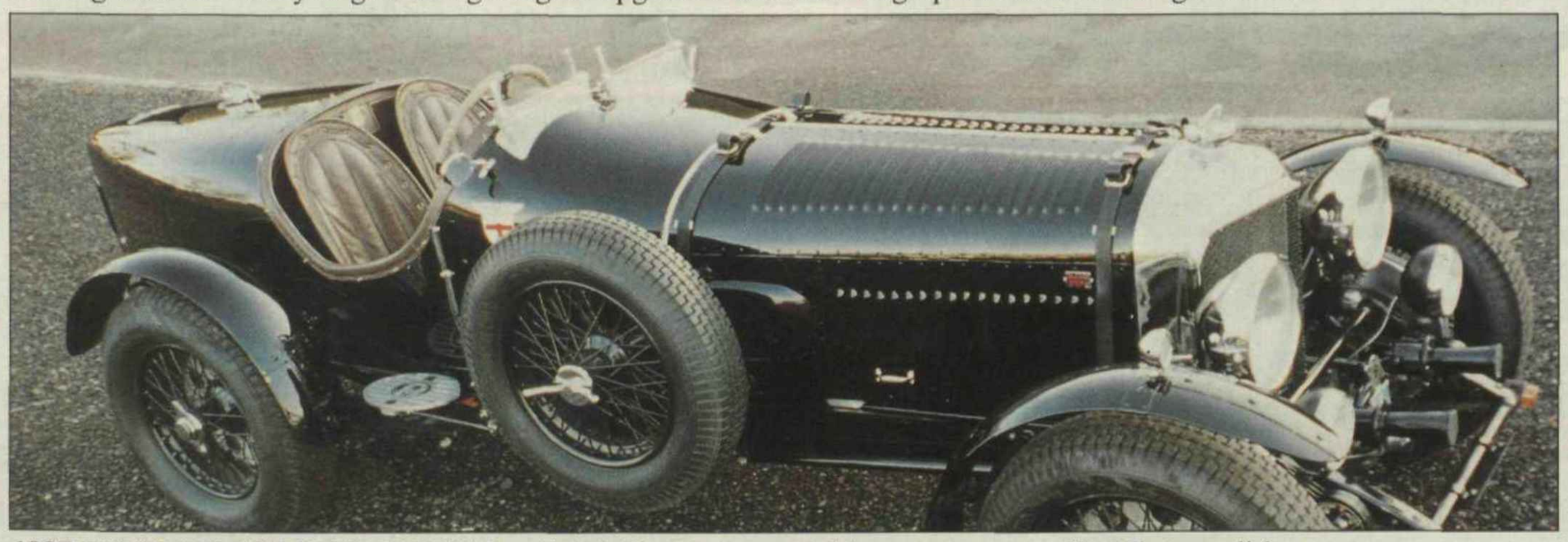
1949 Jaguar XK120 Aluminium
Matching Numbers

Fax: +44-1252-793855 ENGLAND Phone: 44-1252-795000

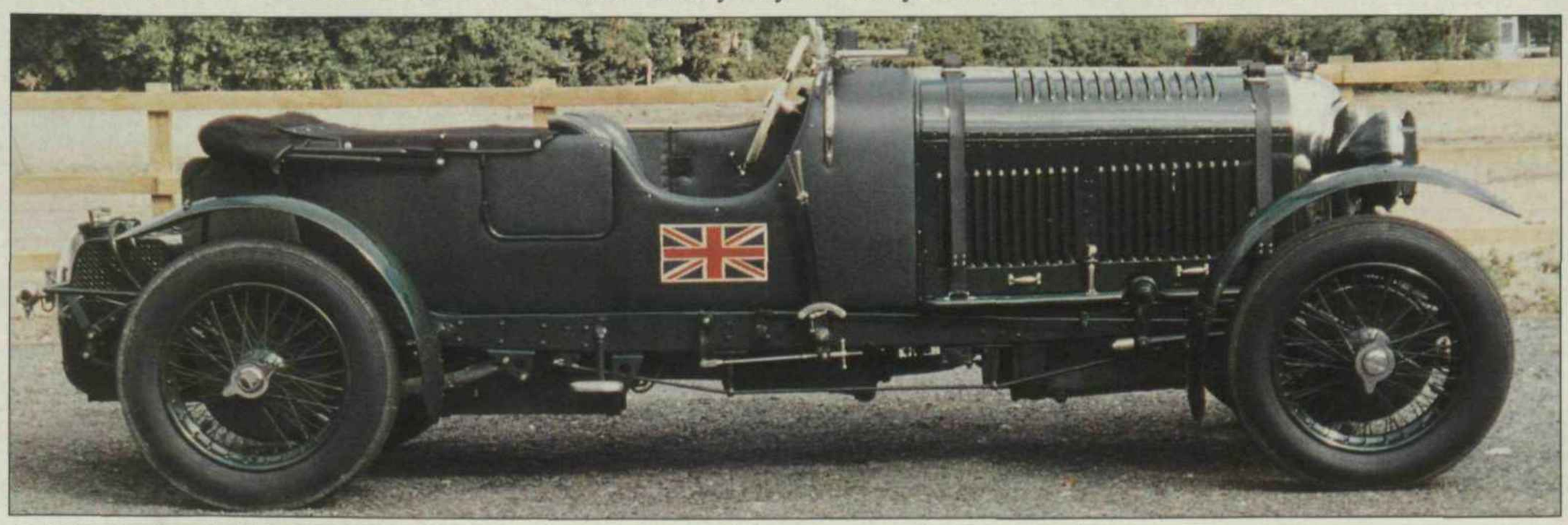
STANLEY MANN RACING



1930 BENTLEY SPEED SIX SPECIAL - Rebuilt by Stanley Mann Racing in 1992 for a special client who required fast touring with the ability to go Racing. Engine upgraded to 8 litre. High performance with great looks.



1927 BENTLEY 3/8 LITRE SPECIAL - Classic Bentley way to blow your socks off - Mint condition.



1929 BENTLEY 4½ LITRE LE MANS - Excellent condition - Lots of really tasty features.

This completes our trio of photos from our extensive stock of Vintage Bentleys. Please come in and browse around - Other Bentleys in stock all in A1 condition.

The Fruit Farm, Common Lane, Radlett. Herts WD7 8PW.

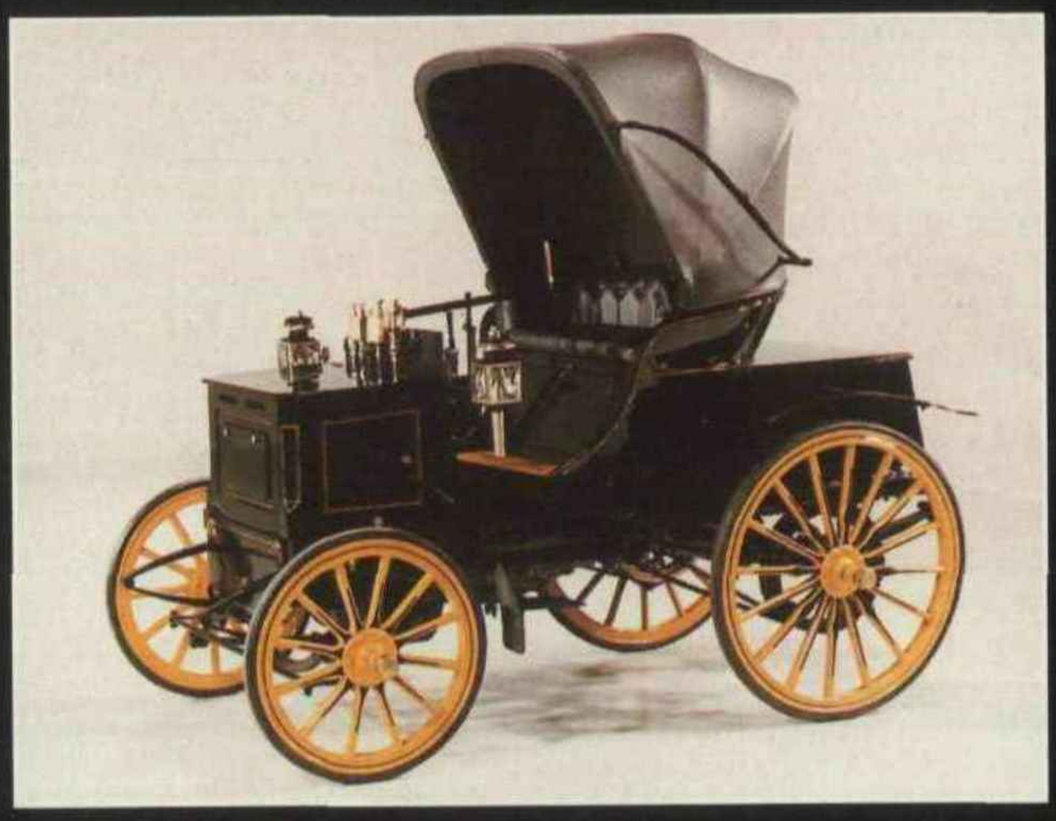
Tel: (01923) 852505 Fax: (01923) 853496

http://www.classicar.co.uk/pages/StanleyMann.htp.

Open from 9am to 6pm Weekdays — 9.00am to 1pm Sundays — Closed Saturday — (so I can play with my Bentley!)

Exceptional

Motor Cars at Christie's



1897 Panhard-Levassor Phaeton
From the Paul Moebius Collection
To be sold in London on 23 February 1998

LONDON

A Sale of Important Collectors' Motor Cars, related Automobilia and Motoring Art,
and The Paul Moebius Collection

23 February 1998

Further highlights of
The Paul Moebius Collection include:

1900 Liver

1900 De Dion Bouton Vis-a-Vis

1900 Clément-Panhard

1901 Barré

1905 Peugeot Five Seater Tonneau

1906 Delage

1912 Renault Landaulet Taxi

1912 Clément-Bayard Coupe de Ville

Other entries include:

1954 Aston Martin DB2/4

1925 Bentley 3 Litre Speed Model Vanden Plas Tourer

1950 Jaguar XK120 Roadster

1964 AC Cobra MkII for restoration, 1 owner from new

1971 Bentley Corniche by H.J.Mulliner,Park Ward

1957 Rolls-Royce Silver Cloud I Drophead Coupe
by H.J. Mulliner

1970 Mercedes-Benz 280SE 3.5 Cabriolet

FOR FURTHER INFORMATION REGARDING ANY OF OUR PRESTIGIOUS SALES WORLDWIDE,
PLEASE CONTACT:

LONDON: Malcolm Welford, Colin Warrington, Fiona Spence Tel. (44 171) 389 2851 Fax: (44 171) 627 8917
LOS ANGELES: David Gooding, Miles Morris, Christina DeFelice Tel. (1 310) 385 2699 Fax: (1 310) 385 0246
PARIS: Christian Philippsen Tel. (33 1) 40 65 90 50 Fax: (33 1) 40 65 90 51

CHRISTIE'S
INTERNATIONAL
MOTOR CARS LTD

CATERHAM



FOR ROAD AND COMPETITION

In both national and local motor sport, Caterham Sevens are proven winners.

Our new range of cars is now in the showroom for viewing and orders are currently being taken for Spring delivery.

Road and Race Sevens available from only £10,995.00 including VAT.

Whatever your requirements, contact Caterham on 07000 000077 for sales, advice and to arrange a demonstration.

CATERHAM CARS LIMITED, STATION AVENUE, CATERHAM, SURREY CR3 6LB
TELEPHONE: 07000 000077 FACSIMILE: 07000 646086 http://www.caterham.co.uk