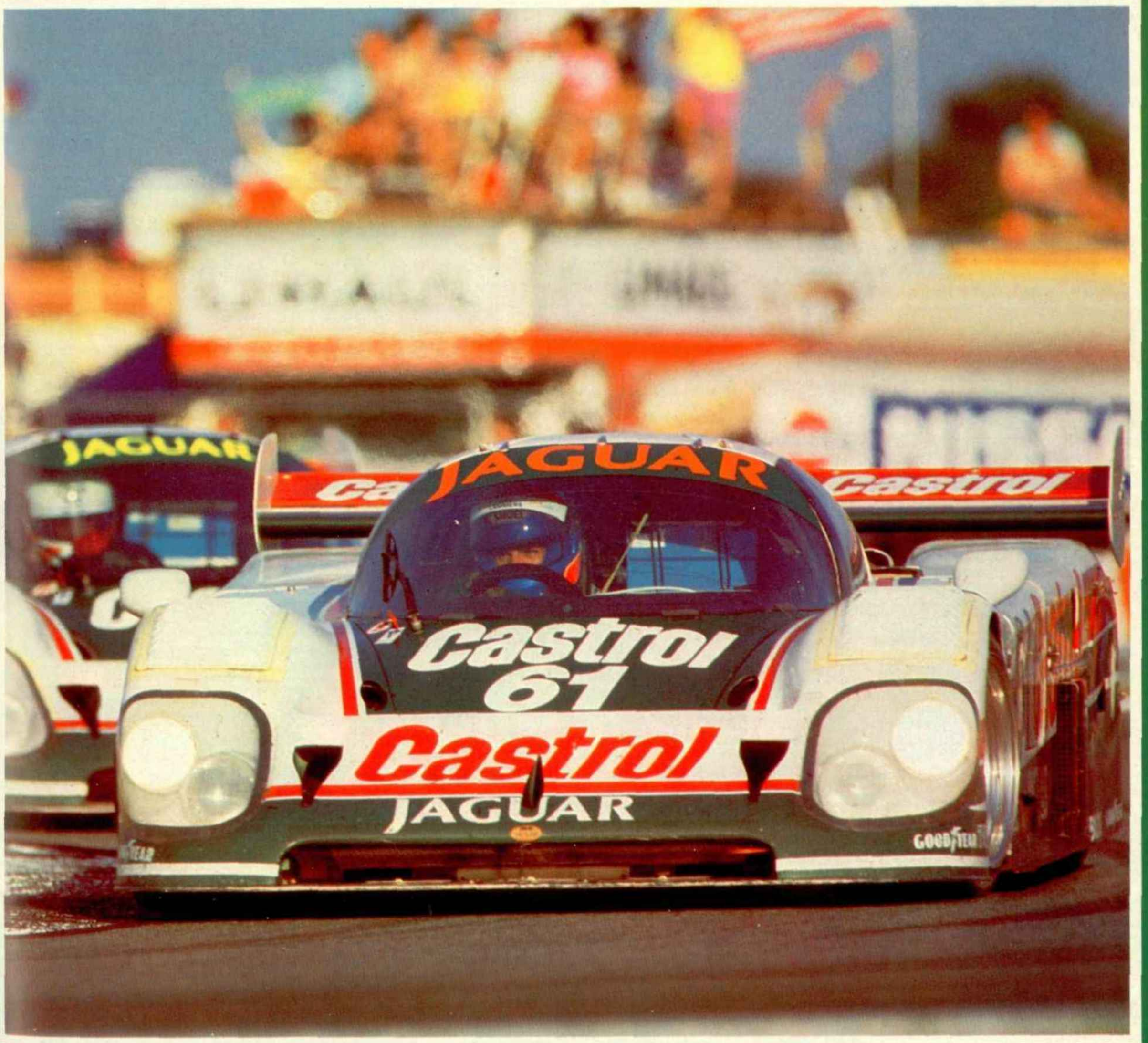
MARCH 1990 FOUNDED IN 1924 PRICE £1.40

MOTOR SPORT



JAGUAR: Victory at Daytona

DIABLO: Lamborghini's Countach successor

INTERVIEW: Jackie Stewart remembers

ISSN 0027-2019
03
9 770027 201018

Les Grandes Marques à Monaco

Mardi 22 Mai 1990

BROOKS

A sale of important sports and competition motor cars.

For a catalogue, price £25 (post paid) or further information telephone Robert Brooks 01-228 8000.

BROOKS,
81 Westside,
London,
SW4 9AY,
England.
Telephone:
01-228 8000.
Facsimile:
01-585 0830.

MOTOR SPORT

INCORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

VOL LXVI No.3 MARCH 1990

SIXTY SIXTH YEAR OF PUBLICATION
THE APRIL ISSUE WILL BE PUBLISHED ON 23rd MARCH

Editor: William Boddy

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2 4DA

Telephone: 01-628 4741. Fax: 01-638 8497
Telex: 888602 MONEWS G

© Teesdale Publishing Company Limited

CONTENTS

Around and About 234
Cotton On 236
Daytona 24 Hours 238
Rally Review 244
Grass Roots 250
Single-Seater Directory 252
Track Test: Formula Renault 256
Club News 260
AC Ace 263
Maserati V8 RI (part 3) 267
Forgotten Makes: The Calcott 276
Fast Runs 278
Road Test: Saab CDi 2.3 280
Letter to Readers 283
VSCC Brooklands 286
Lamborghini Diablo 288
New Cars 290
Under Scrutiny: Lynx Cars 292
Book Reviews 294
Interview: Jackie Stewart 296
Letters 300

FRONT COVER: *Jaguar returned to their winning ways in 24-Hour races when they took victory at Daytona. With another Jaguar coming second, it was the first time any team had had such a result at this event for over 20 years. Full report on page 238.*

MOTOR SPORT
SUBSCRIPTIONS

SURFACE MAIL: Home £18.50; Overseas £22.00

AIR MAIL: Eire and Europe £29.50; Middle East £36.00; Australasia £45.00; Elsewhere (except USA) £41.50

Annual rates include postage. Subject to increases of postal rates and cover price. Net amount payable in sterling on London. If payment is made in a currency other than sterling please add £2.50 to sterling rate prior to conversion.

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

MATTERS OF MOMENT

Mini-Motoring

That so many very up-to-date top performance cars are now on the market is good news for the wealthy, assuming that maximum speeds approaching 200 mph are valid in this age of low speed limits and radar detection. Such cars have other outstanding qualities apart from their full throttle potential, however, and they set standards by which lesser cars can be judged and other designers stimulated.

However in a world where disaster lurks even larger in the form of wars, famine, riots, earthquakes, storms and floods, profits may be harder to come by in the future. Such horrors have to be paid for and with inflation running high the CBI has forecast a possible industrial recession. Such being the case, and not because crude oil is likely to run out in the foreseeable future, global technicians have to consider the need for small, economical cars as well as producing covetable road-burners, just as the late Sir Alec Issigonis did so brilliantly in the face of the Suez Crisis.

His ingenious Mini has survived and still has many followers, although it is strange to see it listed today under "Rover". It was great fun and an effective competition car in Mini-Cooper form. But a basic Mini now costs nearly £1,000 more than a Citroën 2CV. It needs a face lift, although the very fact that it and the 2CV and Fiat 126 "pop bottles" remain in production is perhaps an indication that leading European manufacturers see a market for such basic transportation.

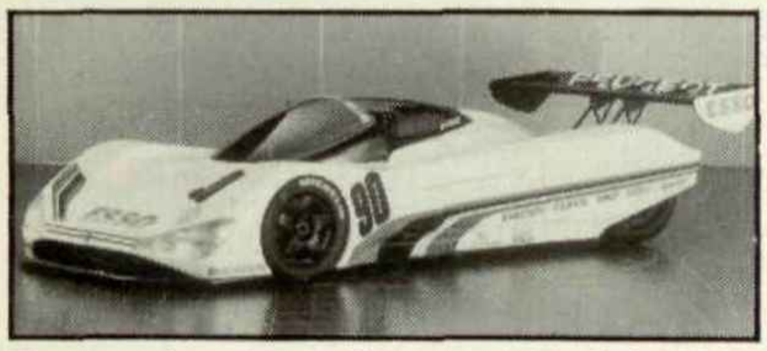
Basic such cars may be, but it is a fallacy that small means dull! From the very early 1920s when A7s lapped Brooklands at over 70 mph, followed up by a blown Ulster averaging 83.42 mph to win the gruelling 1930 BRDC 500 Mile Race, the potential of tiny engines has been evident. Think back to the enjoyment the Austin Healey Sprite and MG Midget provided and the impressive performances achieved year after year in the Index of Performance category at Le Mans by Monopole, Panhard, DB, 744cc Lotus, Osca and other miniature sports/racing cars.

With today's technology spewing out efficient engines with four poppets per pot, high power per litre is the norm, so small need hardly translate as dull! Issigonis pointed the way to good handling from small motors with FWD so widely copied since, and already 4WD is available on the compact if scarcely handsome Fiat Panda 4x4. Ride comfort, posing a problem on short wheelbase vehicles in which the ratio of laden/unladen weight is critical, has improved even on tiny cars. Sir Alex Moulton — whom we are amused to see has only just been "discovered" in certain quarters — is continuing the good work he did on the Issigonis Mini and later BMC small cars with his rubber and Hydragas suspension (as MOTOR SPORT described, along with his clever mini-bikes, very many years ago) with new gas-springing for the overdue Metro RS. It has to be accepted that noise levels in small boxes with small power units cannot be as low as in larger vehicles, although sound damping can work if not wonders, appreciable improvement. A cramped interior need not be a disadvantage to average-sized occupants unless the designer lacks imagination. Issigonis most certainly did not, hence his transverse engine, sump-located gearbox and small wheels of his celebrated "minibric", a better solution for expeditious parking and traffic jam threading than the long wheelbase small-engined four-seater cars of the past, such as, for instance, Jowett and DKW, the latter with FWD and a two-stroke, two-cylinder transverse engine.

Of all the little cars of the present, only the Caterham Seven is in the true image of such fun machines of former times as the sports A7s, MG Midgets, Triumph Super Sevens and Singer Junior Porlocks, indeed, it is a thought more spartan which may not appeal to everyone. Honda tried those high revving mini-saloons that were great while production lasted. From all the permutations of £100 cars, cyclecars, sporting three-wheelers and various big cars in miniature, and remembering the deluxe versions of standard models, a modern British Mini, as useful, unusual and cheeky as that evolved by Sir Alec in 1959, must surely emerge.

Japan sees the need for minimal motoring; Mazda has announced the new Suzuki Alto-based Carol. The Mini was a great breakthrough and has earned excellent prestige for Britain, but is now outdated. The world still requires such cars, sports and utility. Let us hope we don't get left out in the cold . . . WB

For a while last month, there was great excitement surrounding the possible hosting of a non-championship Formula One race at Donington in April. With the blessing of Bernie Ecclestone and FOCA, the "200 Gold Cup" was going to take place on Easter Monday. There were hopes of at least one entry from every major team and also support from some of the smaller British ones. In the event, though, only nine entries were received which has prompted those concerned to cancel the event.



Peugeot has formally announced that it is going to contest the World Sports-Prototype Championship in 1991 and has already produced a development prototype. Made out lightweight carbon fibre honeycomb, the car, designated the 905, weighs around 750 kg.

Bench tests of the new 3½-litre V10 engine, which is expected to show horsepower figures in the region of 650 bhp, are scheduled to take place now. If successful the 905 will undergo a series of road tests in June conducted by Jean-Pierre Jabouille who finished fifth for Mercedes in last year's Le Mans. The team is hoping to enter one or two championship races at the end of the season.

The team will operate from specially built headquarters on the outskirts of Paris. The staff of 120 people will be supported by specialist outside contractors including Dassault, Michelin, Esso and Bilstein.

While the event that never existed ceases to be, FISA still continues to play cat and mouse with the ACO about the 24 Hours of Le Mans. As can be read in Cotton on overleaf, the event now looks likely to go ahead, albeit as a non-championship race which is a shame because as a consequence it seems unlikely that the Mercedes team will return to defend its laurels won from last year. Assuming that the FISA safety commissioners approve the necessary work being done to install the two chicanes along the Mulsanne Straight the 24-Hour race will go ahead on June 16/17.

The hiatus over the exclusion of Le Mans has already seen the withdrawal from the World Championship of a number of teams as can be read in Cotton on.

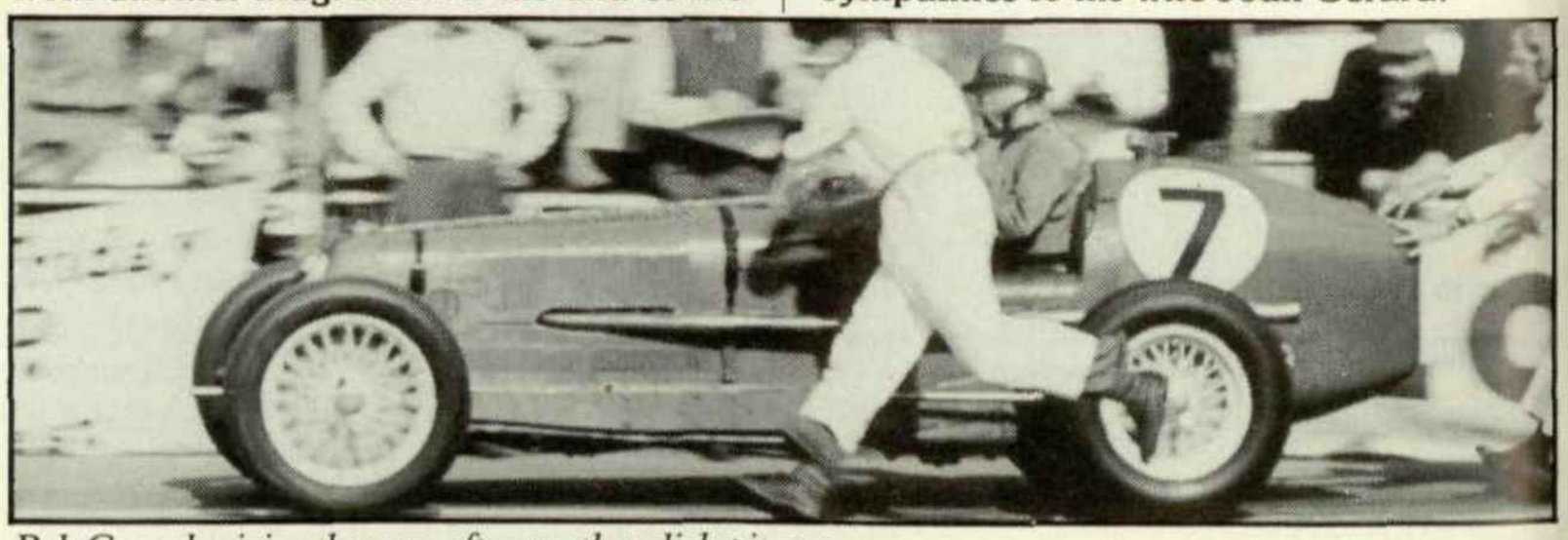
In a recent karting event held at Chiswick in aid of Gordon Cruickshank, we regret to say that the MOTOR SPORT team did rather badly with only one member scoring a couple of wins. As a result we never made it through to the semi-final which saw a hard-charging fight between the Wilky MG team, the Pirelli Marathon team, Gordon Bruce Associates and a team of colleagues from another magazine. At the end of the day, the Wilky team dominated the final with overall victory going to MG racer Robert Shaerf which was most appropriate as this British Benzol-backed racer was responsible for the high profile involvement of that oil company in the charity evening.

We are sorry to report the death of Bob Gerard who was renowned for his racing activities in ERAs having owned R4A, R6B and R14B. His racing exploits began after the war when he quickly made a name for himself as one of the few British drivers around, a third place in the 1947 French Grand Prix bringing him to prominence.

He was not one of his generation's most outstanding drivers, his good results coming by dint of careful pacing, thorough preparation and a good pit crew, but he can take the credit for being at the forefront of the British renaissance in motor racing, the benefits of which are still being enjoyed today.

After his gradual disappearance from motor racing, his last international race was at Silverstone in the 1958 Trophy Race, he ran his own garage, but his interest in motorsport never waned.

MOTOR SPORT would like to extend its sympathies to his wife Joan Gerard.



Bob Gerard rejoins the race after another slick pit stop.

MARCH FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Type*
Feb 23-25	**DELACY MC LTD**	**Bradford, Yorkshire**	**Cartel International Rally**	**INT**
Feb 24	Silverstone RC	Silverstone, Towcester, Northants	Race Meeting	C
Mar 3	VSCC	Silverstone, Towcester, Northants	Sprints	C
Mar 4	Darlington & DM Ltd	Croft Circuit	Rallycross	N
Mar 4	BHLRC	Brands Hatch, Dartford, Kent	Race Meeting	NR
Mar 4	Lydden IMRC	Lydden Circuit, Dover, Kent	Race Meeting	R
Mar 10	**ADAC**	**Hockenheim, Germany**	**Formula 3 Race**	**INT**
Mar 6-11	**Automobile Club de Portugal**	**Estoril, Portugal**	**Portuguese Rally (WRC)**	**INT**
Mar 11	**USAC**	**Phoenix, Arizona**	**USA Grand Prix**	**INT**
Mar 11	BARC	Thruxton, Andover, Hampshire	Race Meeting	NR
Mar 15-18	**ASA Nimes**	**Garrigues, France**	**Rally Garrigues (ERC)**	**INT**
Mar 17	BARC (NW Centre)	Oulton Park, Tarporley, Cheshire	Race Meeting	NR
Mar 17	SUNBAC/Peterborough MC	Silverstone Circuit, Towcester, Northants	Race Meeting	R
Mar 18	BARC	Pembrey, Llanelli, Dyfed	Race Meeting	NR
Mar 18	Enterprise AC	Brands Hatch, Dartford, Kent	Rallycross	I
Mar 23/25	BRDC	Donington Park, Derby	Race Meeting	IR
Mar 25	BHLRC	Snetterton, Norwich, Norfolk	Race Meeting	NR
Mar 25	**Confederacao Brasilliera de Automobilismo**	**Rio de Janeiro, Brazil**	**Brazilian Grand Prix**	**INT**
Mar 25	BARC	Thruxton, Andover, Hampshire	Race Meeting	NR
Mar 31	Silverstone RC	Silverstone Circuit, Towcester	Race Meeting	C
Mar 31	BHLRC	Oulton Park, Tarporley, Cheshire	Race Meeting	NR
April 1	BHLRC	Brands Hatch, Dartford, Kent	Race Meeting	I
April 1	**BARC**	**Donington Park, Derby**	**Race Meeting**	**INT**
April 4-7	**Rallye Costa Smeralda**	**Costa Smeralda, Italy**	**European Rally Championship**	**INT**
April 6-8	BRDC	Silverstone Circuit, Towcester	Race Meeting	IOR
April 7-8	Bugatti Owners Club	Prescott Hill, Gotherington, Glos.	Hill Climbs	N
April 8	Lydden IMRC	Lydden Circuit, Dover, Kent	Race Meeting	R
April 8	BHLRC	Donington Park, Derby	Race Meeting	NR
April 8	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
April 8	Scottish MRC Ltd	Knockhill	Race Meeting	R
April 8	Vale of Cothi MC	Pembrey, Llanelli, Dyfed	Sprint	N



The Camel Trophy official vehicle for 1990, the Land Rover Discovery, proving its worth at the selection trials in Camberley.

The Camel Trophy

For the past ten years, the Camel Trophy has been internationally renowned as being the toughest endurance motorsport event in the world. This year's event promises to be even tougher, thanks to the organisers' decision to move from the usual jungle setting to Lake Baikal and the Taiga Forest in Siberia.

The Camel Trophy is an event for the man in the street; no skills are needed, just stamina, an adventurous spirit and a good sense of humour. Every year thousands of people from all walks of life apply for the privilege of being a member of the two-man British team, and from these, only thirty are chosen to attend the four day selection trials which this year took place in Camberley, Surrey, at the beginning of February. Last year's British team, Bob and Joe Ives from Hampshire, who went on to win the Camel Trophy after a gruelling 1,062 mile drive through the Amazon jungle, were there to offer encouragement to the hopefuls, and to show Formula One driver Derek Warwick the skill of off-road driving. The official vehicle for the 1990 Camel Trophy is the Land Rover Discovery, as announced at the Motorfair last October, and Derek was as surprised as anyone at the ease with which the seemingly cumbersome vehicle handled the rough terrain and vertical inclines. "When Bob said drive down that slope, I thought he was joking," he was heard to say later.

Participants in the trials also had a go at off-road driving, including through a small lake: "By June when the event is underway, although it will still be cold in Siberia, it will have started to thaw and there'll be a lot of flooding," commented Tony Jardine, Camel's PR. There are also several difficult and vigorous physical exercises to complete, where simulated obstacles, such as crossing rapids with a casualty, have to be overcome - all possible situations which the chosen two could find themselves in. This year's team has yet to be announced, but after last year's amazing British victory, the competitors will have an even tougher challenge - to live up to the high standards set by Bob and Joe Ives and return the Camel Trophy to British shores. SS

Derek Warwick and Bob Ives take a breather from the stresses of off-road driving.



This small lake is nothing compared to the conditions the team are likely to face in Siberia.



COTTON ON . . .

We owe to Jenks the homespun philosophy that motor racing's fun while the engines are running. "You can't hear the whingeing against a background of Ferrari V12s and Cosworth V8s," he used to say. This winter the politics have been particularly unpleasant, unnecessary and damaging to the sport, and to develop Jenks' theme I'll define the "sport" as everything that happens whilst the engines are firing on all eight, ten or twelve.

When the engines are still we've heard the booming voice of FISA President Balestre demanding apologies from Ayrton Senna, Ron Dennis and Raymond Gouloumes of the Automobile Club de l'Ouest, although I suppose that Balestre would hotly deny that he is motor racing's dictator. A real dictator of the calibre of Stalin or Ceausescu, would have killed his opponents . . . he, Balestre, merely sought to teach them a lesson they'd never forget.

The apology signed by M. Gouloumes was a nauseous document drafted, in fact, by Balestre himself. The ACO's president merely had to sign the letter which paid tribute to Balestre who "saved French motor sports in 1973 by re-establishing competition events", regretted unfounded declarations made against the FISA, lauded Balestre "for exerting great personal efforts in an attempt to set up a memorandum of understanding between the FISA and the Le Mans 24 Hours", also declaring that "he never sought to take financial control".

Presumably M. Gouloumes will lose no sleep over this. The wording of the apology is so full of humbug that nobody with intelligence would imagine he'd written it himself, but as of February 5th it seems to have performed the trick of appeasing Balestre, who gave the event a guarded go-ahead. "As the conditions which it (FISA) had set have been fulfilled, the FISA has ordered its Safety and Circuits Commission to go to Le Mans in order to study the proposals of the relevant authorities for the construction of two slowing down corners."

Just as we predicted, FISA waited until the teams had registered for the 1990 World Sports-Prototype Championship before making any positive statement about the status of Le Mans. All the politicking had led to the closure of Aston Martin's Protech Group C team with the loss of 60 jobs, the withdrawal of Mazda's World Championship team based at Silverstone, and the withdrawal too of Don Shead's Team Mako, the France Prototeam, the Tiga works team, PC Automotive, Jochen Dauer's Porsche and Gianni Mussato's Lancia.

Does FISA care? Almost certainly not. After all, securing apologies from the likes of Senna, Dennis and Gouloumes is a far more important business than promoting a World Championship, because principles are at stake. If the World Championship can't withstand a little off-season horseplay between Balestre and Gouloumes it can't be much good, can it?

Three months after the last round of the WS-PC series, and with millions of bad tempered words now wrapping the world's fish and chips, it was nice to go to a place where the engines were on full song and the politics aren't at all bad. Early in February the Daytona International Speedway is a magnet enough with daytime temperatures in the mid-eighties, and under new management the IMSA organisation continues to run motor racing entirely for the benefit of its members, and their public (they never forget the spectators!).

IMSA isn't in a particularly healthy state, as it happens, with Daytona entries sharply reduced. Costs are rising steeply while the American economy is stagnant; sponsors are harder to secure, and it's no longer easy to purchase a race-winning car. In the 24-hour race the professionalism of the Castrol Jaguar, and Nissan teams stood out clearly; there were three or four good Porsches on the grid, one on pole position, but their luck deserted them. In the heyday of the 962, between 1985 and 1987 there were others in the queue to paper over the cracks. Now, it's another make that takes the flag, and you still can't buy a Jaguar XJR.

IMSA President Mark Raffauf, who mingles easily with the competitors at every opportunity, confirms that in 1992 the Association's GTP regulations will come close to FISA's. There will however, be no rapprochement between the two, even after a separation of ten years.

"We will continue to admit turbocharged engines, rotaries and stock-blocks," says Raffauf. "From 1992 our equivalencies will be based on the 3½-litre engine, weights included, and there will be no significant differences between the IMSA and FISA 3½-litre categories." Thus, it will be possible for any World Championship team to race in America and vice-versa.

Most pundits believe that of the six or seven world class manufacturers involved in the World Sportscar Championship next year, no more than two or three will be active in 1994. "Clearly there will be major winners and some lost causes," comments one team owner. "I can easily predict that the losers won't stay around very long; there's too much at stake." The losers might well decide to follow Mazda's example and cross the Atlantic (or Pacific), where Mr Raffauf will be waiting with open arms!

Porsche will return to the FISA championship in 1992 with a new sports car based on the company's 3½-litre V12, recently announced in the deal with Jack Oliver's Arrows F1 team. "Unlike the TAG engine, which was paid for by a customer, we are partners for the V12, and it is available to us," says Helmuth Flegl, Porsche's competitions manager. The official team in 1992 will be operated by Reinhold Joest, in much the same way as John Wyer ran the "works" team in 1970-71, and a favoured American team might also be selected to represent Porsche in the IMSA championship. Will the new 3½-litre Porsche go on general sale? "I doubt it," replied Flegl as he looked around the Daytona paddock after the race. "These teams weren't very good, were they?" None, to be sure, met the standards once set by Al Holbert's team — but Reinhold Joest's fell down on the job too. In racing, you can never pass judgement based on one race.

Immediately after Daytona, Peugeot unveiled the 905 sports racing car at the firm's new headquarters at Velizy, on the outskirts of Paris. This was not the building once occupied by the Matra racing team, but a new one with the ambience of an industrial hangar, and it will house 200 people by the end of this year.

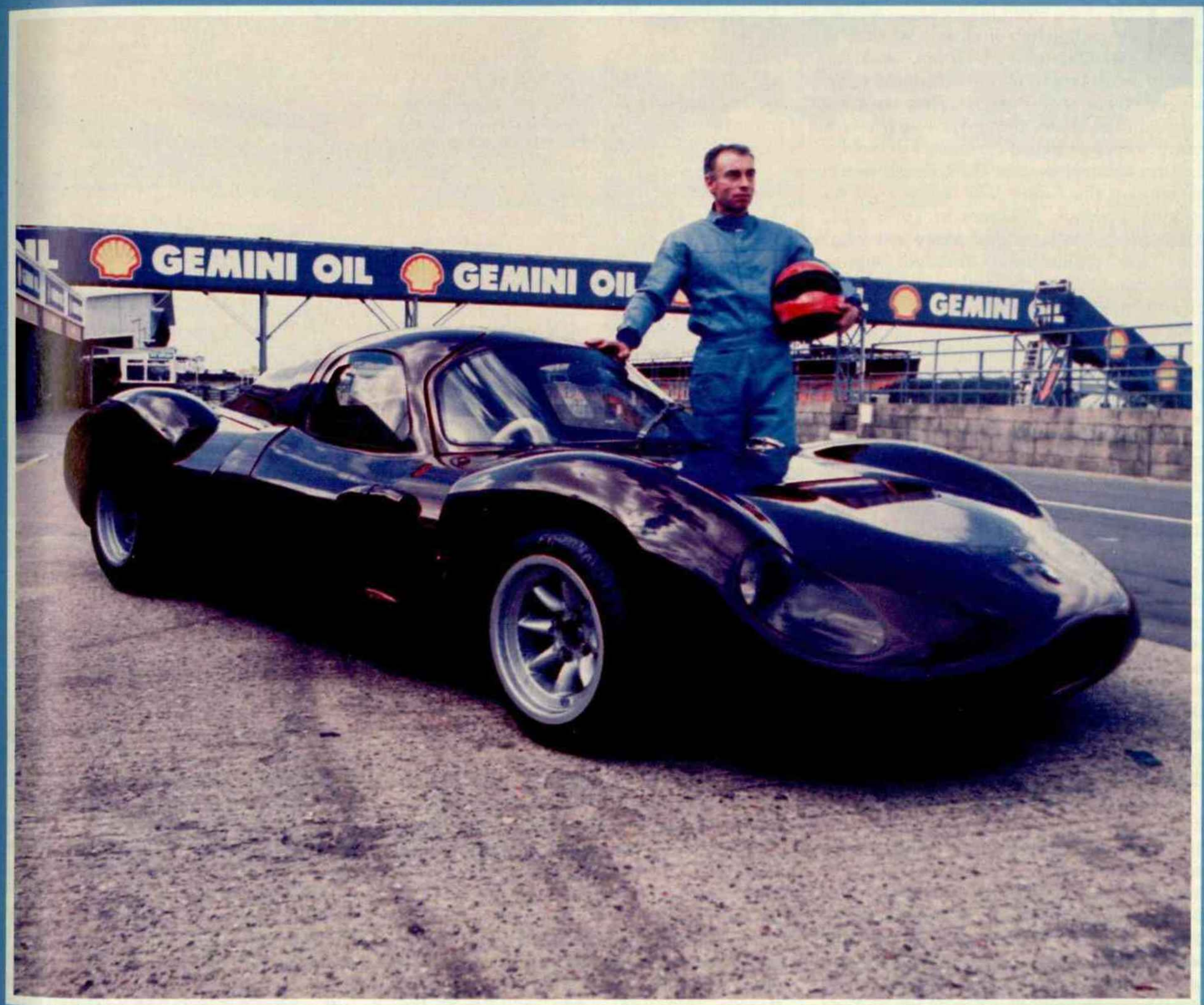
Peugeot's team, led by competitions director Jean Todt, has opted for a V10 engine which is already running on the test bench. I had always supposed that the V10 was a compromise between the V8, ideal in size for an F1 chassis, and the V12 which has preferable characteristics but is more bulky. It isn't necessary to compromise with a sports car which has a comparitively massive floor area, but an 80 degree V10 is what engine designer Jean-Pierre Boudy chose. Testing should start in June, as soon as the Peugeot 6-speed gearbox is ready, and Todt hopes to see his 905 baptised in the scheduled American 480 kilometre race on October 7th followed by the Mexican event two weeks later.

According to FISA's regulations no-one can join the championship towards the end, but Todt (once a bitter courtroom opponent of Balestre over the abolition of Group B in rallies) had Balestre nodding approval from the front row when he mentioned that he would seek permission to contest two races, and threw in a broadside at the ACO for good measure!

Peugeot will become a "heavyweight" team straight away alongside Mercedes, Porsche, Nissan and Toyota . . . and Jaguar, we hope, although Sir John Egan confirms that the decision hasn't yet been taken to support the 3½-litre formula. It all depends, he says, on stability in the World Sportscar Championship, and particularly on stability for Le Mans. "We are very worried about the state of the World Championship," Sir John commented at Daytona. "We are worried about the appalling relationship between FISA and others involved in professional motor racing . . . Le Mans is the heritage of the motor industry, and it is mischievous for anyone to play games with it. I can tell you, the World Championship is hollow without Le Mans . . . we need assurance that the race has a secure future before we make any decision about next year."

And so say many people who have viewed the events of the last few weeks with concern, turning to disbelief. The Americans are absolutely incredulous that the manufacturers, teams and sponsors should allow Balestre to rampage through the sport like a brain-addled bull. It's anyone's guess how long this state of affairs can continue.

MLC



1968 Costin Nathan GT 2-litre BMW

Collectors' Motor Cars

Beaulieu, Tuesday, 20 March 1990

For further information and catalogues please contact
Colin Crabbe, Martin Chisholm or Miles Morris on (01) 839 9060
or Christian Philippsen in Paris on (331) 42 56 17 66.

Final entries are now being accepted for our annual Monaco Sale
on 22 May 1990 – Sports and Competition Cars throughout the Ages.
Closing date for entries is mid-March.

CHRISTIE'S

In association with Lord Montagu of Beaulieu

8 King Street, St. James's, London SW1Y 6QT
Tel: (01) 839 9060 Fax: (01) 925 2649 Telex: 916429



Although not pictured, a tea urn and a radiator sealant were indispensable in this Jaguar's pit stops while en route to victory.

Double or Quits

NOT since 1968 have cars from one team finished first and second in the Daytona 24-Hours, and it's hardly necessary to mention that the team of yesteryear was Porsche. The opening round of the IMSA championship on February 3/4 resulted in a crushing 1-2 victory for the Castrol Jaguar XJR team, again relying on the 6-litre V12 engines to go round the clock. Winners in 1988, narrowly beaten into second place last year, the Tom Walkinshaw directed Jaguar team seems to have gained an ascendancy at Daytona, and started the long series with a useful bag of 28 points.

There were three Nissans in the race but their engines were good for 12 hours, not 24, and the various Porsche teams that looked strong in qualifying proved unusually fragile. Oscar Larrauri and Derek Bell were extraordinarily lucky to walk away after crashing their Porsches at 200 mph, the result in both cases of the left-rear tyres exploding in the banking.

"It's always nice to win races of course, but particularly the 24-hour events," said Sir John Egan, chairman of Jaguar, happily after the event. "They are part of our heritage." Jan Lammers and Andy Wallace, Le Mans winners in 1988, and Davy Jones had just broken the speed and distance records for the 3.56-mile Daytona International Speedway, finishing four laps ahead of team-mates Martin Brundle, Price Cobb and John Nielsen.

Both the Jaguars were overheating on Sunday afternoon and it looked touch and go for a while as Cobb's car made a long pit stop in the last half hour, coming out in time to defend a two-lap advantage over Bruce Leven's Texaco Porsche 962C driven by Bob Wollek, Sarel van der Merwe and Dominic Dobson. Overcoming various minor delays, this was the only Porsche really in contention at the end, as Hans Stuck & Co in René Herzog's Porsche occupied fourth place 57 laps behind the winners, or nearly two hours in real time.

It was a happy result, too, for Tony Dowe and Ian Reed, expatriate Englishmen who respectively manage and engineer the TWR Castrol Jaguar team in the States. With Walkinshaw they had chosen to develop the V12 chassis a little further, making minor suspension changes to suit the Goodyear tyres, small aerodynamic updates, taking the opportunity to use the type number XJR-12, so that it couldn't be allocated to a V6, twin-turbo model. The official line was that it gave the team more time to develop the 3-litre turbo engine for the season ahead, and indeed it does, but TWR now has so much experience with the V12 engine that it's a natural choice for 24-hour racing and will come back into service at Le Mans in June.

The weekend started badly for Porsche when Larrauri, the Argentinian who leads the Brun Motorsport Porsche team, came into sight off the banking travelling at full speed but upside down. This was early in the first "top two" qualifying session on Thursday, and on his third lap Larrauri had broken the previous qualifying record with a time of 1m 38.254s. A lucky photograph showed what the team expected, that a rear tyre had deflated suddenly (perhaps due to a prior leaking of pressure) and although the 962C was badly damaged when it came to rest, Larrauri wasn't hurt.

At quarter-distance in the race Derek Bell had an almost identical accident in Gianpiero Moretti's Momo sponsored Porsche 962C, though the car struck the wall before spinning backwards, rearing up as air got underneath the wing, then turning almost lazily onto its back. The car came to rest in the middle of the track and it was almost two minutes before helpers arrived, Daytona having strict rules about cautioning the track before letting rescue services move into action, and meanwhile Bell was hanging upside down in his seatbelts with fuel leaking into the cockpit. He admitted to being terrified but had the presence of mind to hit the emergency "kill" switch before passing out, while the engine was still running!

Bell told the story eloquently, after being checked in the medical centre. "I was flat out on the banking when something broke at the rear. The car skidded on and on without hitting anything, but I put on the fire extinguisher because I was terrified of fire. I was upside down but the engine was still running, and I was getting soaked in fuel. I managed to switch it off and tried to get out, but I couldn't. I was looking up the road and hearing cars go by, then I started to pass out from the fumes. It was like a dream, and I remember having a nightmare."

In his long career as a sports car driver, which began in the ENB Ferrari at Spa in 1970, Bell had never before crashed out of a race. That's an amazing record for a man who's won Le Mans five times, been the World Champion twice, and competed consistently in the World and IMSA Championships, and as he said, it would have tempted fate to brag about it before the accident happened. Bell has experienced two accidents in the States in the past ten years, but both were during qualifying sessions; he got away with this one with a stiff neck and scraped helmet. Luckily Fritz Gebhardt who prepares the car had had the chassis and roll cage strengthened, because it was in a similar team car that Mauro Baldi crashed last year and broke his right ankle.

Bob Wollek surprised himself by putting Bruce Leven's Porsche on pole position after finding a clear lap, and the works Nissans directed by Don Devendorf were in second and third places. Until this year they have been entered by Electramotive but Nissan has now bought the concern and moved it to new premises.

Outwardly the operation is now more like the Nissan Motorsport Europe centre at Milton Keynes, but while the World Championship cars have Lola-built chassis and V8 twin-turbo racing engines, the IMSA cars have Jim Chapman-built chassis and are powered by twin-turbo V6 engines developed from production units. The driver line-up was the same for both Nissans comprising Geoff Brabham, Chip Robinson, Derek Daly and Bob Earl and, following last year's plan, the idea was to start two but withdraw one of the cars when the race settled down.

A third Nissan ZX GTP, driven by Geoff Brabham in the 1989 Championship, had



The pole position Porsche which finally finished third.



Henri Pescarolo's 962 suffers a suspension collapse which effectively put it out of contention.

been sold to Jim Busby's B F Goodrich team, and was almost identical to the works cars except for running on BFG's racing tyres. John Paul Junior, Kevin Cogan and Mauro Baldi drove this Nissan but Paul was the only one to show real speed, since the driving seat isn't adjustable and neither Baldi nor Cogan could get comfortable in the cockpit.

On paper the Porsche entry was strong, but the most significant 962C in the race was the pole sitter. Reinhold Joest's car could never be underrated in the hands of Frank Jelinski, Henri Pescarolo and Jean-Louis Ricci, and another car to be fancied was Jochen Dauer's 962C in the hands of Raul Boesel, Al Unser Jr and cousin Robby Unser. Offering variety, a V8 powered works Spice-Chevrolet qualified eighth, ahead of the Jaguars, driven by Bernard Jourdain with Hiro Matsushita and Scott Atchison, and Dan Gurney again fielded the AAR Toyota Eagle (a 2.1 litre, turbo "four") for Drake Olson, Juan Manuel Fangio II and Rocky Moran.

The anticipated battle between Nissan and Jaguar lived up to expectations for ten hours, but the Porsche teams soon went out of the picture. Frank Jelinski was the star of the first hour in the Joest Porsche, topping the leader board, but in the second hour Henri Pescarolo spun off when a rear suspension link parted company with the gearbox, and the catch-up job proceeded no higher than twelfth when oil and water mixed in the flat-six.

Bob Wollek was well up in second place in the opening stint, but van der Merwe soon tangled with a back-marker and lost two laps trailing round with a flat tyre, and another dozen laps at the end of his stint when the turbocharger's oil line severed. Leven's entry went down to 13th but climbed back to third by half distance, still 14 laps behind the Jaguars...out of sight, nearly out of mind, but 14 laps represents nothing more or less than a half hour delay.

Rob Dyson crashed his car as early as lap six, having exercised the owner's prerogative over paid drivers James Weaver, Scott Pruett and Vern Schuppan; René Herzog's Porsche went well so long as Hans Stuck, Hurley Haywood or Harald Grohs were at the wheel, but suffered from having a less powerful, single turbo air cooled engine, and Gianpiero Moretti exercised his rights and started the Momo Porsche, taking in two spins in the first hour.

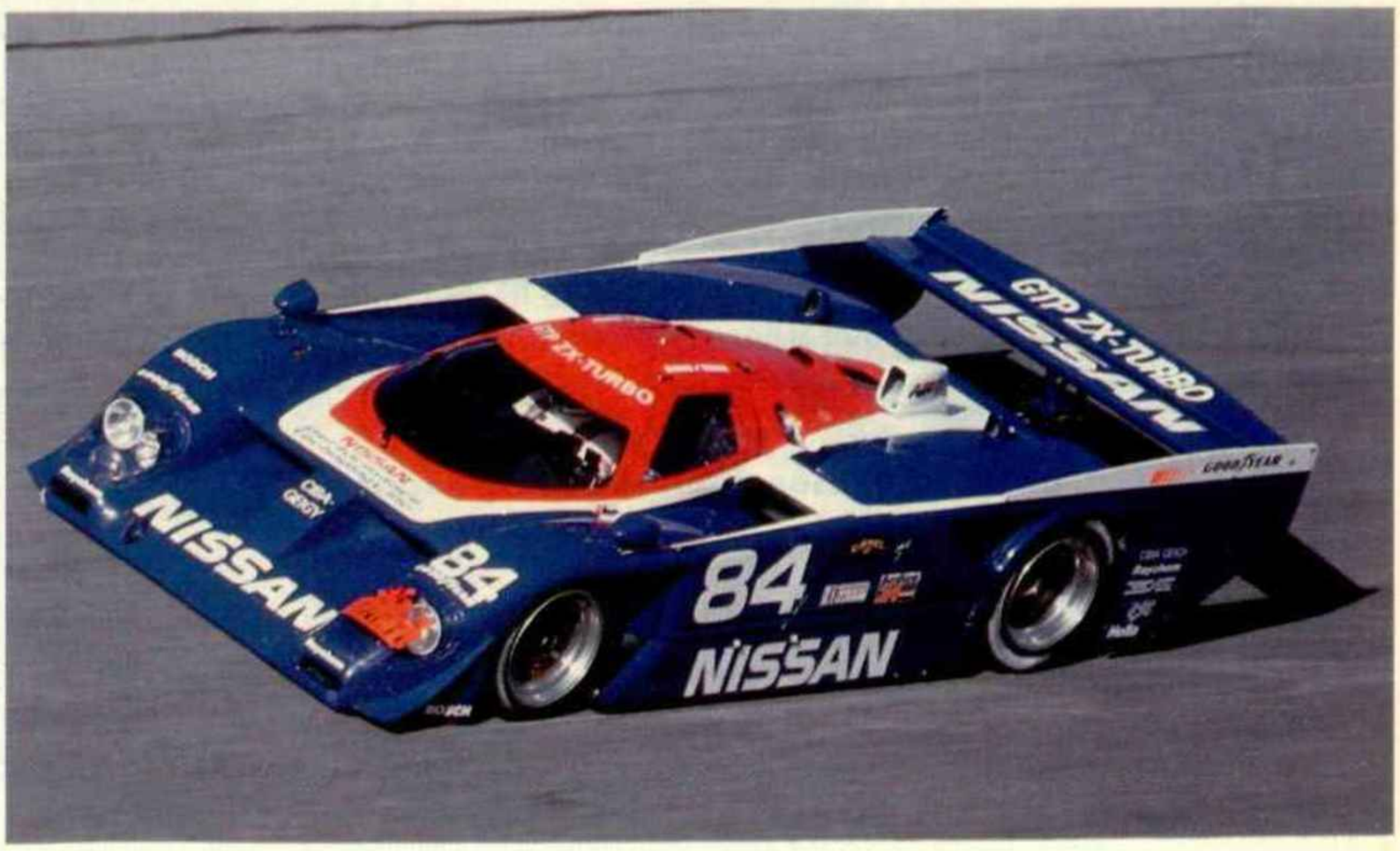
Under-financed he may have been last year in the World Championship, but Jochen Dauer was making a mighty effort for the opening round of the IMSA series which the Nuremburg driver will now concentrate on. Raul Boesel, the 1987 World Sportscar Champion, did Dauer proud in qualifying for a fourth row position, and with the Unser cousins kept it up in the top four for seven hours. This was the only Porsche, in fact, that was still amongst the Jaguars and Nissans at the three hour mark, followed at a distance by the AAR Toyota Eagle and the Stuck/Grohs/Haywood/Herzog 962.

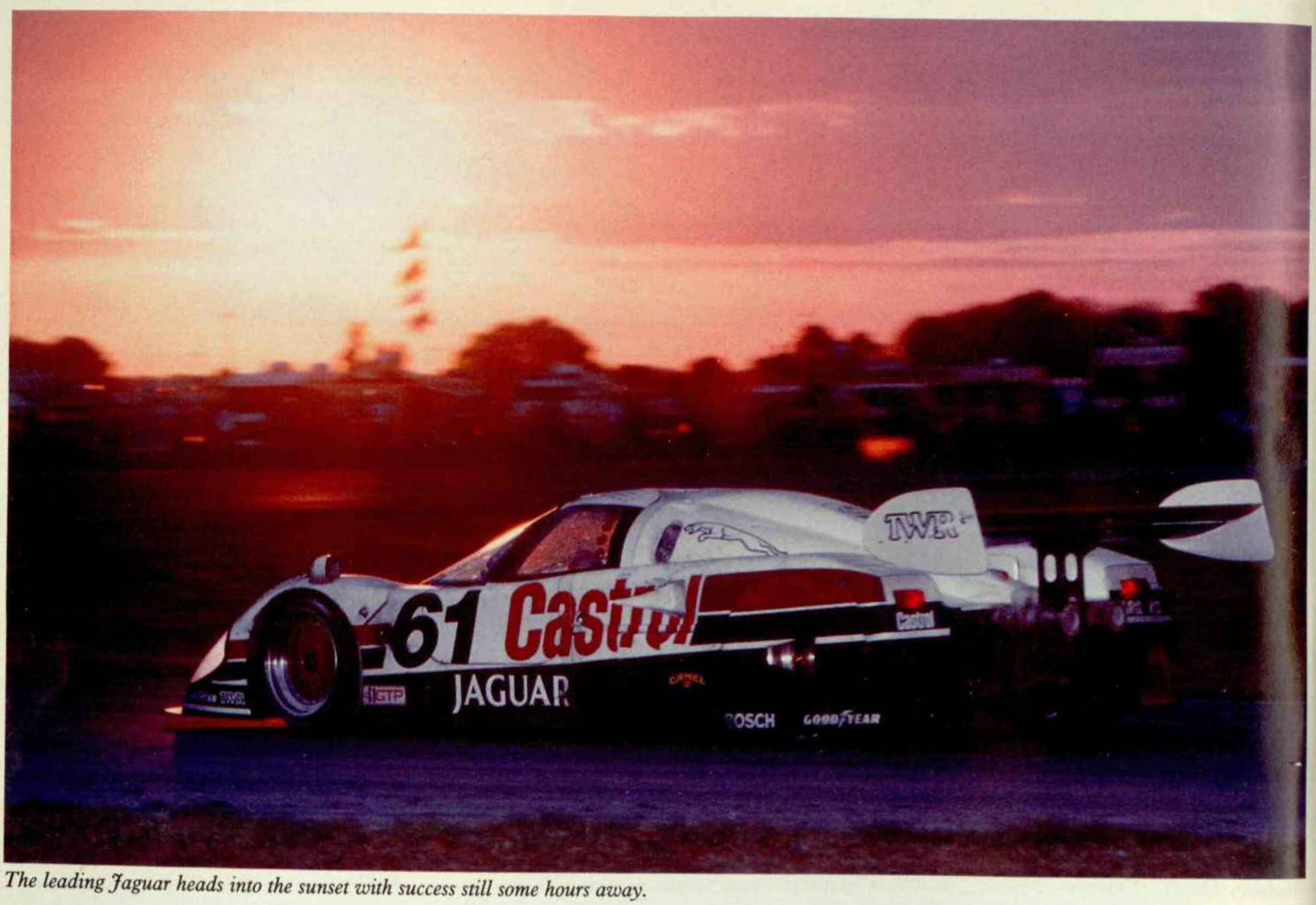
In the palmy Porsche days between 1985 and 1988 the 962 owners had things very much their own way. When one fell out or dropped back there was always another to take its place, and even now the more professional entrants have the pace. When they falter, though, it's Jaguars and Nissans that command the heights, and once Dauer's car dropped back in the eighth hour having its gearbox changed, the Stuttgart challenge was almost over.

Much sooner than Walkinshaw expected the two Castrol Jaguars reached the front...just 40 laps into the race. Cobb and Jones, the two Americans, set off at what they considered a prudent pace and found themselves in the top six straightaway. The Goodyear tyres, they said, were worth two seconds a lap, the XJR-12s are well-proven cars, and where they'd been hanging on in years gone by the pace now seemed easy. From the huge, panoramic grandstands it looked heart stopping as Cobb passed his team-mate into turn one with Earl's Nissan trying to sneak through on the same wave.

It was interesting, and indicative, that the Nissans could haul up alongside the Jaguars as they accelerated onto the banking but couldn't overtake. Certainly the Electramotive-tuned Nissan engines were on low boost settings but, as they were at Le Mans, the Jaguars were trimmed for speed and sacrificed the edge on infield handling. "They were blocking me as usual," complained Geoff Brabham, but the Jaguar drivers took that as a

The Nissan challenge faded as the hours ticked by, but they were a match for the Jaguars in the early stages of the race.





The leading Jaguar heads into the sunset with success still some hours away.

compliment. The fact was, the powerful Nissan turbo didn't show any superiority on the track.

Nissan's decision about which car to favour was decided at the first pit stop when Derek Daly's had a flash fire during refuelling. The ball of fiery vapour was extinguished in a second, but the powder needed cleaning up properly and the team's full attention centred on number 83 driven, in the second hour, by Chip Robinson. The BFG Nissan wasn't making much impression in the early stages, 13th after an hour, but was eased up to fourth at midnight.

The hours of darkness took their usual toll. Derek Bell had the fright of his life six hours into the race, Dauer's Porsche was done for when the transmission was changed and retired later with mixed oil and water, like Joest's, the Toyota went out with a blown head gasket, Jeff Kline crashed the Spice-Chevrolet heavily when a back-marker moved into him, and then in the 11th hour the Nissan went out with an internal problem, possibly a turned bearing. Incredibly the team wheeled out number 84 again and carried on racing although 190 laps behind, just to earn some championship points if they could.

Everyone was disappointed when the BFG Nissan stopped for 80 minutes having its throttle cable replaced, more so when it went down with engine trouble after 14 hours, but it was of academic interest only when Nissan 84 lost its oil pressure and died in the pit lane.

At half distance the Castrol Jaguar team had none to fear but themselves as the Texaco Porsche moved up to third place 15 laps in arrears. The green and white Cats looked strong and sounded lovely, despite having mufflers fitted to keep the noise down to 110 dB as the regulations require. They had their little alarms and excursions, Brundle's car collecting a puncture on the debris from the Momo Porsche and needing a new nose panel in the night, Lammers' car needing a new tail cover to bring the lights to life.

The warmth of Sunday, though, was a real concern to Jaguar. Temperatures of 84°F are normal in Florida in February (one reason why the race is so popular!) and Jones' V12 was suffering badly. A mixture of water and Barr's radiator sealant boiled up in the TWR tea urn helped to keep the problem under control, and against all expectations the overheated engine came back from the dead to win the race. Towards the end Cobb's engine overheated too, but team manager Dowe had the situation under control and sent his car out with a two lap margin.

Joy in the Jaguar pit was unbounded as the team scored its finest result, one incidentally that Goodyear's Leo Mohl said would be advertised heavily in the States. Of the $338,000 prize fund the winning crew picked up $66,000 and the runners-up $25,000, which must make a nice change from the swingeing fees paid to FISA for the honour of competing in World Championship events. John Grant, Ford's nomination to the deputy chairmanship of the Jaguar board, was there to share the hour, remarking that it would "cement the relationship between Jaguar and Ford". The success certainly couldn't have come at a better time. MLC

RESULTS
Daytona 24-Hours, Florida, February 3-4

1st	J. Lammers/D. Jones/A. Wallace	Jaguar XJR-12	761 laps
2nd	M. Brundle/J. Nielsen/P. Cobb	Jaguar XJR-12	757 laps
3rd	B. Wollek/D. Dobson/S. van der Merwe	Porsche 962C	755 laps
4th	R. Herzog/H. Stuck/H. Haywood/H. Grohs	Porsche 962C	704 laps
5th	R. Gordon/C. Fish/L. St James/R. Lappalainen	Mercury-Cougar XR7	689 laps
6th	J. Hotchkis Snr/J. Hotchkis Jnr/B. Adams	Porsche 962	688 laps
7th	J. Downing/A. Johnson/J. O'Steen/P. Halsmer	Mazda RX7	671 laps
8th	D. Schroeder/M. Jones/R. Lappalainen	Mercury-Cougar XR7	653 laps

Winners average speed: 112.857 mph



The Golf GTi and its nearest rival.

People say "Aren't you a little put out by all the other GTi's around these days?"

Flattered, yes. Put out? No.

After all, most of them take their lead from our very own Golf.

And a fair stab at it most of them make.

Some, let it be said, are even a shade faster, and many's the driver who's scared himself half-to-death trying to prove it.

Which is just our point. You see, a GTi is not only about going fast.

It's about going slow.

It's about painstaking research and laborious testing.

It's about designing a chassis that's more than equal to the demands of high-performance driving.

It's about a suspension that leaves you stirred not shaken.

And a brake system that's anything but heart-stopping.

It's about the patience it takes to apply 7lbs of paint without a drip.

The kind of patience that ensures every join fits flush, every seam runs straight, every screw stays screwed.

Frankly, until somebody finds a better way to build a GTi, we're all the competition we need.

FOR PRICES AND BROCHURES CONTACT VOLKSWAGEN INFORMATION SERVICE (21G), YEOMANS DRIVE, BLAKELANDS, MILTON KEYNES MK14 5AN. TEL: (0908) 601611. FLEET SALES: (0908) 211616. TAX FREE SALES: 01-486 8411.

They're not just any old cars, so why use just any old oil?



Everyone has a car they love. For some people, the 'exceedingly eye-worthy, fast and accelerative' Gull-wing, as Auto Car described it in 1955, gets the heart racing.

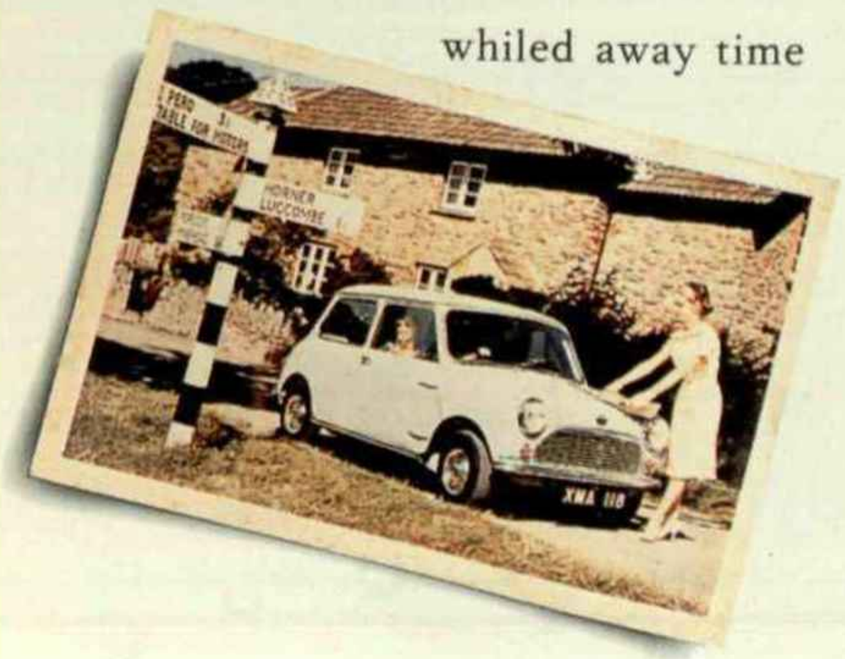
For others, Alec Issigonis's chirpy, cheerful, and cheap Mini can bring on palpitations.

But, whatever the car, there can be no denying that they become more than something to take us from A to B, not least because of the special memories that go hand in hand with them.

(And we don't just mean those made on the back seat.)

Not for these vehicles, names such as GLS, Ghia or GTI. Instead, Betsy, Fred or The Beast.

Few can deny that they haven't whiled away time just admiring their 'baby.'



Particularly, after hours of car wax, chrome polish, and grease (especially the elbow variety) have been employed.

Yet, despite all the attention lavished on the outside, in many cases, little is given to the inside.

Namely, the engine, and more importantly, the oil that's used.

Which isn't surprising. After all, no one gets excited about 'viscosity, or 'SAE 15/40W.'

Instead it's the thrill of driving your 'pride and joy' and drawing envious looks that makes you feel on top of the world.

Of course, all of us check that

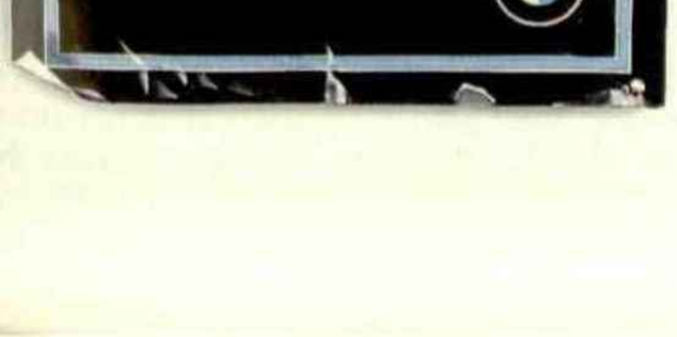
the engine is topped-up with oil.

But have you ever checked that you're topping-up your car with the right sort of oil?

Put 32 pints of the wrong lubricant into a Gull-wing (yes, it really does take that much) and the only place the engine will make it to is the scrapyard.

Which is why, if you want to keep the car that moves you, moving, the oil it uses had better be carefully considered. And, as most of us have been led to believe, there's just one oil to consider. An all-purpose multigrade.

But we think anyone who recommends this is definitely talking out of their 'big end.'



Because just as every car is different so is the oil it needs.

As you're probably aware, fast moving cars need a fast moving oil if high revs and resulting high temperatures are to be overcome.

So, for racing thoroughbreds from the stables of Ferrari or Porsche, only a thin oil will do. Whereas, if a Mini is to see its owners through thick and thin the oil used had better be thick. For the simple reason that a thick lubricant fills the gaps that the engineers of the past couldn't.

You can see now why we don't make an all-purpose multigrade but instead a variety of oils.

But isn't there a wide enough range of oils on the market already?

Yes indeed.

But who can honestly say that they know what words such as 'zirconium-inter-quasar' and 'XF3/20 Hyperlube' mean?

Our answer, apart from a shrug of the shoulders, is 'who cares?' Because we believe that choosing the oil with the right performance for your car should be a simple affair, not a performance. So, bearing this in mind, we've produced a range of oils that leaves far less room for slip-ups.

Hence, Auto 2, Auto 4 and Auto 7. A range that gives any engine, be it old, modern, or high performance, the protection it needs, ensuring that your favourite 'run-around' doesn't become a 'run-down-run-around'?



Now we wouldn't say the reasons for choosing one oil over another are simple.

(Something our research department frequently remind us of when they're after a raise.)



But what is simple is to ask someone at your Q8 garage what oil you need.

For here you'll find someone who won't treat your car just like any old car.

So you can rest assured that whatever car gets you going, we will have an oil that gets it going.

Q8



Lancia's winning ways continued into 1990 with Didier Auriol taking a close, but disputed, victory over the Toyota of Carlos Sainz.

A Catalogue of Disasters

IT CAME as no surprise that this year's Monte Carlo Rally was completely snow free and that the dry stages contained only occasional ice patches. After all, winter had been mild all over Europe and the ski resorts were facing financial disaster. Nevertheless, the teams and tyre companies had to lay in stocks of all their tyre types, just in case a last minute snowfall would put them in the embarrassing and calamitous predicament of being without those which they really needed.

The major teams this year were Lancia and Toyota, although both Mazda and Mitsubishi were relatively unknown quantities and could, even on dry tarmac, present a threat to the other two. Lancia's line-up consisted of three 16-valve Delta Integrales entered by Lancia Martini, another by the Jolly Club and another by Fina. The three works crew were Massimo Biasion/Tiziano Siviero, Juha Kankkunen/Juha Piironen and Didier Auriol/Bernard Occelli, the Jolly Club crew Dario Cerrato/Giuseppe Cerri and the Fina crew Bruno Saby/Daniel Grataloup. Toyota brought three Celica GT4s for Carlos Sainz/Luis Moya, Mikael Ericsson/Claes Billstam and Armin Schwarz/Klaus Wicha. Mazda had just two 4wd 323s for Hannu Mikkola/Arne Hertz and Timo Salonen/Voittò Silander.

Mitsubishi's rallying activities are entrusted to Essex-based Team Ralliart which also brought just two cars, for Ari Vatanen/Bruno Berglund and Kenneth Eriksson/Staffan Parmander. The team's preparations for Monte Carlo had been more difficult than most, for since Christmas they had been heavily involved in the Paris-Dakar Rally, with both Vatanen and Ralliart's team manager, Andrew Cowan, taking part, and only returned a matter of days before the Monte start. Vatanen's Monte Carlo practice had all been done before Christmas and, although he had his pace notes, he was not able to remember certain sections of special stages (a speciality of Finnish drivers as well as those who had practised more recently).

General Motors is concentrating this year on contesting the Ladies Cup section of the World Championship, using a Vauxhall Astra driven by Louise Aitken-Walker and Swedish co-driver Tina Thörner. Their main rivals are Italian girls Paola de Martini and Umberta Gibellini in an Audi 90 quattro.

The starting points this year were at Sestriere (I), Barcelona (E), Lausanne (CH), Rheims (F) and Bad Homburg (D). The British, East European, Scandinavian and even Greek start cities have long ceased to figure. The first competitive leg went, via six special stages during the Sunday, from Monaco to a night stop at Aubenas, west of the Rhone in the Ardeche. The next, via twelve stages, returned to Monaco, but via a night stop at Gap. There followed another night stop before the final leg which was scheduled to have ten special stages during the Wednesday evening and night, prior to the finish on the Thursday morning.

In Monaco, the closed park was on the quayside, as usual, but the actual start ramp was outside the Casino, and competitors had to drive there, up the hill past the once-popular Rosie's Chatham Bar, without service. It was just after Vatanen left the closed park that he experienced what might have seemed at the time to be a minor incident. But it heralded more serious trouble to come.

Having stopped to speak to a group of journalists, the Finn was unable to restart his Mitsubishi's engine and he was obliged to have it push-started. It fired and he drove away, but not without being noticed by officials who recorded the incident, resulting in a 30 second penalty for being pushed in a closed park. There was an objection on the grounds that the push-start took place outside the actual closed park, but it seems that no assistance whatsoever was allowed on that short run to the Casino and the penalty remained.

However that was not the most significant point. No-one in the team could figure out why the engine refused to restart. Later, it became noticeably down on power, and still the cause could not be traced. It was decided to carry on for two reasons; firstly, the rally provided an excellent opportunity to test a whole range of components under competitive conditions on tarmac; secondly, diagnosing the engine problem might be easier if it were allowed to run for a longer period.

It was a sensible decision. Vatanen was loyal to his team by saying that his times were not really competitive because his

LOUISE AND CHRISTINA REVEAL HOW THEY WERE CARRIED TO VICTORY.



It's been a truly memorable start to the 1990 motorsport year for Vauxhall.

Our picture shows Louise Aitken-Walker and Christina Thörner after winning the Coupe des Dames (the Ladies' Trophy) in the prestigious Monte Carlo Rally.

In the end, they crossed the finishing line a full 40 minutes ahead of their nearest rival.

Congratulations to Louise and her co-driver Christina, now the leaders in the inaugural World Ladies Rally Championship.

And what may you ask is the secret of their success? We'd like to think they'd tell you the Astra GTE 16v had something to do with it. After all, last year it helped make Louise the Group A 2 litre class British Rally Champion.

Not bad for a car appearing in its first full year of competition.

Here's to a repeat performance in 1990.

THE ASTRA GTE 16v.

VAUXHALL. ONCE DRIVEN, FOREVER SMITTEN.

VAUXHALL IS BACKED BY THE WORLDWIDE RESOURCES OF GENERAL MOTORS. ALL RESULTS SUBJECT TO OFFICIAL CONFIRMATION. CAR SHOWN ASTRA GTE 16v (RALLY VERSION).
FOR FURTHER INFORMATION ON THE VAUXHALL RANGE PLEASE RING 0800 444 200.

practice had been undertaken a long time before the event, but most of the time the full power of his engine was not available to him. Eventually, much later in the rally, the problem became so bad that they decided to pull out whilst the engine was still functioning, albeit inefficiently, and capable of being examined properly. After all, if the engine did blow up, they might never discover the cause.

Hairpins proved to be difficult during the rally, especially the slow-speed, uphill ones towards which it was not easy to make snake approaches to slow the car down and to get it facing the right way for the exit. Many people reported that handbrake turns were simply not working, and they were having to use reverse gear to get around the tightest ones. Some such cases were caused by brakes becoming inefficient due to overheating, but others were thought to be due to tyres which were too efficient and "sticky", resisting the slides, which the handbrake turns were attempting to induce.

Saby began his rally with a demoralising misfire. This was soon cured by the replacement of both a spark plug and its lead, but later he had more bad luck when a brake problem caused the car to pull hard to one side when the pedal was pressed. Cerrato lost turbocharger pressure; Ericsson went off sideways at a hairpin, hitting a spectator who was taken to hospital with a broken leg, whilst later he and Billstam suffered intercom failure and had to shout at each other. Jochi Kleint went out of the rally when he rolled his Lancia Delta down a bank, suffering no injuries.

Kankkunen went off the road on stage five, whilst Biasion came to the end of the sixth with a cracked windscreen. At the end of that stage, Saby remarked dryly, "That might have been a good time for a local councillor, but not for Bruno Saby"!

With six stages over, the two drivers who seemed ready for a close fight for outright victory were Sainz and Auriol. A Toyota/Lancia battle seemed imminent, with Mazda and Mitsubishi only providing token opposition on this occasion. The second leg began with a special stage over the mountain above Burzet in the Ardeche, where several serious incidents occurred. It's a high mountain, with considerable drops, and when the Renault 5 GT of Jean-Claude Bertaudiere and Francis Malaussen went off the road and down a drop, the driver was killed instantly and the co-driver seriously injured. He was treated at the scene by paramedics, then taken to hospital by Cas-Evac helicopter. Schwarz came off the stage with a front corner of his Toyota's bodywork in tatters. A tyre had deflated and shredded, the flailing rubber almost destroying the wing and wheel arch. Ericsson lost time at the control before the stage after stopping to change the front differential, whilst Vatanen lost two minutes after a drive shaft broke.

Philippe Roux, a French privateer in a Lancia Delta, had the unnerving experience of having to coast all the way from top to bottom after his fuel pump stopped working, whilst Louise Aitken-Walker needed a replacement gear cluster after the stage. Unfortunately, the oil seal leaked afterwards, and the leaking oil led to clutch slip, so the seal had to be changed a second time. Later she also needed a new alternator and a replacement for a bent front strut.

For Mitsubishi, Burzet was not a good stage at all. Eriksson lost his oil pressure when a pipe union loosened and considerable oil was pumped out. He stopped, tightened the joint and carried on slowly. There seemed to be no permanent problem, but the turbocharger failed soon afterwards, and two stages later the engine seized.

Stage eight had to be cancelled simply because an injured spectator had to be taken to hospital before the first car arrived. The leading competitors asked that the stage be again checked by the course cars, but this would have caused a much greater delay and the organisers decided to cancel it altogether and send competitors through it as a road section. On stage eleven, Saby hit what he called a "solid lump of concrete" which other competitors said was the end of a bridge parapet, whilst on the next stage many people reported being surprised by surface gravel, just after the apex of a corner, which was neither there when they had practised nor shown on the notes of the ice-note crews.

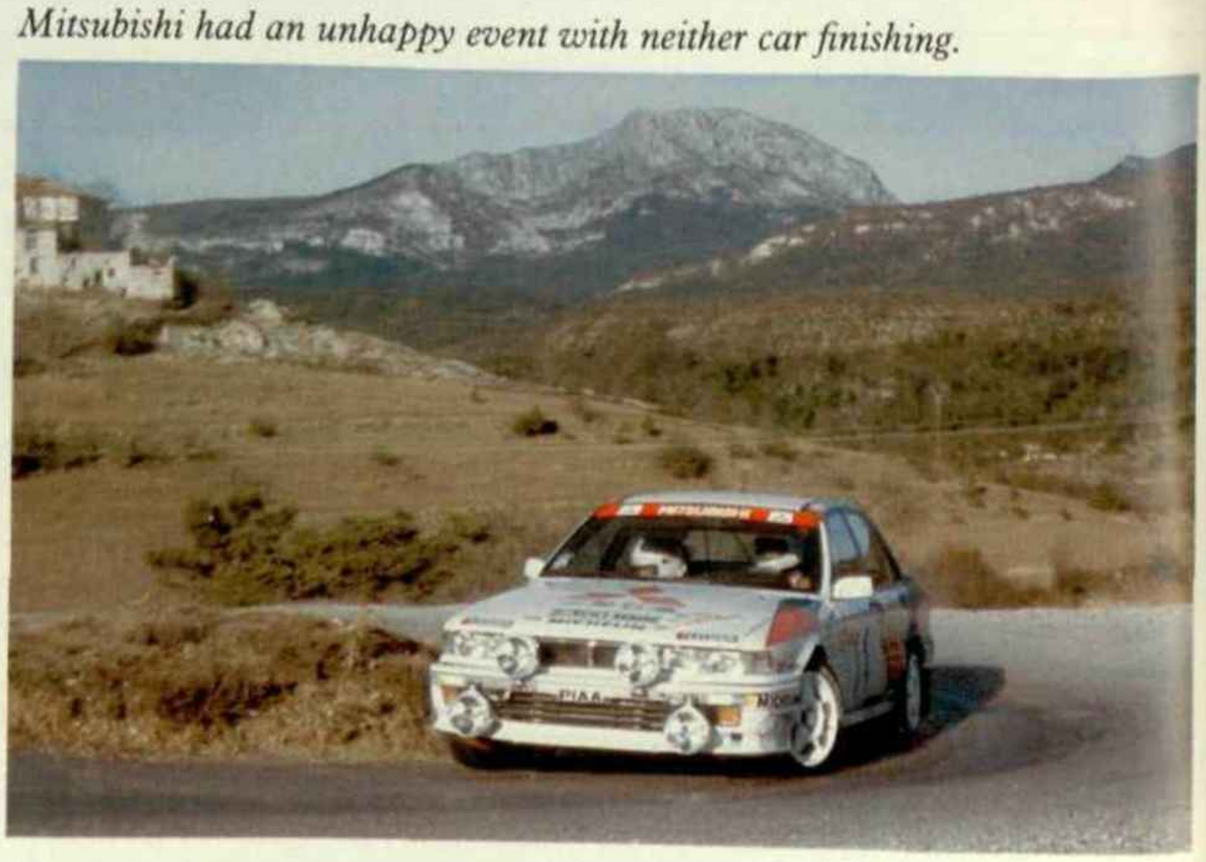


For the second World Championship event running, Carlos Sainz in the Toyota was denied victory.

Louise Aitken-Walker took the Ladies Cup in her Vauxhall Astra GTE.



Mitsubishi had an unhappy event with neither car finishing.





Although he only finished eighth, Timo Salonen in the Mazda 323 had a much happier event than for some time, the car proving reliable if not very fast.

When the Common Leg, the main bulk of the rally, was over, there was no doubt that the two men in command were Sainz and Auriol. There was very little to choose between them and they had been changing places, separated by just seconds. However, taking into account composure, confidence and personal attitude, we felt that Sainz had the edge, and had we been persuaded to take a bet (which we were not), our money would have gone on the Spanish pair. Biasion was not in the running this time. He was by no means flagging, but unless one of the two leaders had a problem, he stood almost no chance of gaining anything higher than third.

Traditionally, when the Monte Carlo Rally stopped for its final night stop, the more determined drivers would go out on the Thursday morning (Friday was the old finishing day) to have a look at whatever stage they considered to be the most difficult or presented the most weather problems. This year was no exception, and whilst some drivers slept or otherwise relaxed, others were up in the mountains making their own last minute checks.

The ten stages of the final leg were run in two almost identical loops, such famous stages as the Col de Turini and the Col de la Couillole being used twice. The first stage, over the Col de la Madonne from Peille, had to be cancelled because a group of strikers chose that town to stage a demonstration and pretty well blocked the roads.

Sainz and Auriol were the two combatants, very closely matched. Biasion was a fairly distant third, whilst Ericsson and Schwarz had been slowed by petrol pump failure in their Toyotas. After the first loop it seemed almost certain that Sainz would win. He was holding off Auriol and driving faultlessly. However, during the second loop everything changed. Auriol's times improved markedly. On one stage he clipped no less than 27 seconds off his time for the first passage, whereas Sainz's improvement was no more than four or five seconds.

Eyebrows were immediately raised. Had Lancia done something underhand to increase their turbocharger efficiency? They would certainly have been silly to attempt such a move, but it seems that their turbo restrictor system can easily be replaced, although it was checked before the rally and declared legal. It was also checked after the finish by scrutineers who did not report any irregularity.

The result was a win by Auriol and Occelli, who beat Sainz and Moya by 52 seconds. Toyota was not at all happy with the situation and protested on the grounds that Lancia's turbos had not been sealed properly. The protest was turned down, but notice of appeal to FISA was lodged and until that is heard, the results as published can be no more than provisional.

It is always sad when a rally has to end in bickering, whatever the reason. Sometimes protests are not justified, which is the worst kind of situation, but sometimes they are and the protesters are doing no more than what they feel is right. On this occasion, Toyota was certainly not trying to cause trouble. They felt they had a genuine grievance and wanted it put right. GP

WORLD RALLY CHAMPIONSHIP
Monte Carlo Rally, January 19-26, 1990

1st	Didier Auriol/Bernard Occelli	Lancia Delta Integrale 16v	5h 56m 52s
2nd	Carlos Sainz/Luis Moya	Toyota Celica GT-Four	5h 57m 44s
3rd	Massimo Biasion/Tiziano Siviero	Lancia Delta Integrale 16v	6h 00m 31s
4th	Dario Cerrato/Giuseppe Cerri	Lancia Delta Integrale 16v	6h 04m 43s
5th	Armin Schwarz/Klaus Wicha	Toyota Celica GT-Four	6h 06m 04s
6th	Bruno Saby/Daniel Grataloup	Lancia Delta Integrale 16v	6h 10m 09s
7th	Mikael Ericsson/Claes Billstam	Toyota Celica GT-Four	6h 16m 33s
8th	Timo Salonen/Voitt Silander	Mazda 323 4WD	6h 18m 33s
9th	François Delecour/Tilbor	Peugeot 309 GTI	6h 18m 45s
10th	Bertrand Balas/Eric Laine	Lancia Delta Integrale 16v	6h 38m 52s
11th	Louise Aitken-Walker/Christina Thörner	Vauxhall Astra GTE	6h 39m 10s

WCRSMM



AN APPROVED USED BMW WARRANTY COVERS ALL THESE PARTS.

Wherever you wend your way in Europe, you'll be covered by the Approved Used BMW Warranty.

And not simply for the replacement of parts.

It also guarantees that most welcome of sights.

An emergency breakdown van appearing over the brow of the Sierra Nevada. Pronto.

If the problem can't be fixed there and then, your car will be taken to the nearest authorised BMW dealer.

Of course, there's always a slim chance their man in Avignon might not have the right 'alternateur' in stock.

Or their man in Wiesbaden might not have the correct 'Wasserpumpe' to hand.

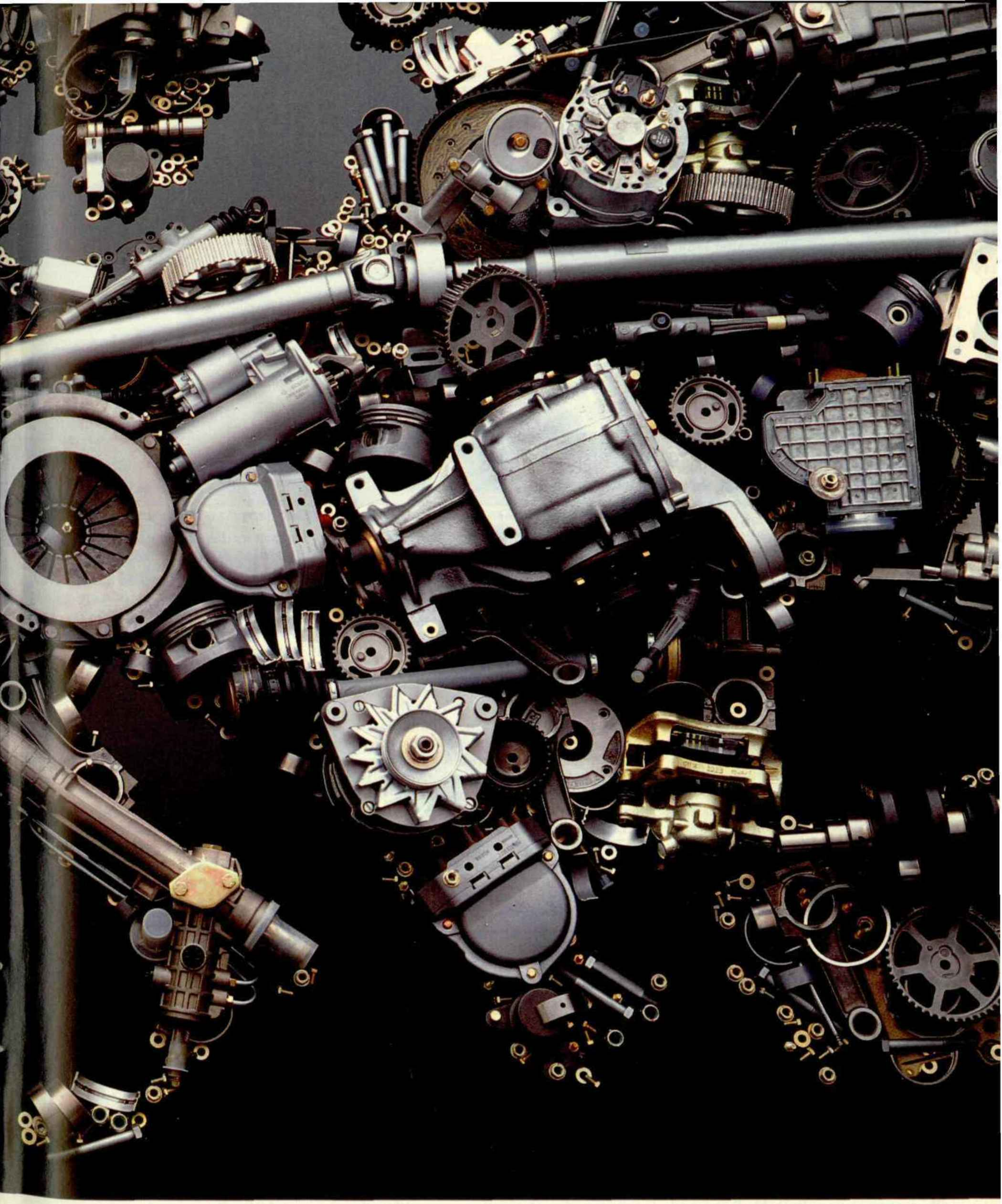
Whatever the part or part of Europe, BMW's Emergency Service can find what's needed and pay for it to be delivered.

Should the repair take more than four hours, you're covered for the cost of a hired car for up to two weeks.

And if it represents more than a day's work, your car will be repatriated to the UK.

You and your family receive similar care and attention.

Should anyone fall ill, their medical costs are covered



until they're back on the road again, in perfect working order.

Your financial welfare is also taken care of.

Every single Approved Used car receives an extensive multi-point check to ensure that it runs just as economically and efficiently as it did when it was new.

And there's the added security of BMW Finance, available on every Approved Used car.

After all, holidays are all about relaxing.

And relax you can behind the wheel of an Approved Used BMW. Anywhere in Europe.

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

(Mr, Mrs, Miss, etc.) Initial Surname Address AM/I/MS/I

Town County

Post Code Telephone

Present Car Year of reg. Age if under 18

BMW Approved Used Cars

FOR FULL WRITTEN DETAILS OF THE TERMS, CONDITIONS AND EXCLUSIONS ON THE BMW APPROVED USED CAR WARRANTY CONTACT YOUR NEAREST AUTHORISED BMW DEALER. THE MANIFOLD SHOWN IS ONLY COVERED WHEN AN APPROVED USED CAR IS SOLD UNDER A BMW NEW CAR EXTENSION POLICY.

Stage left



Nigel Barnett and Paul Marshall put the underpowered Californian through its paces.

Three years ago Nigel Barnett acquired a Hillman Imp Californian, a car which had been in his family since new. Although a little tatty, it was basically rust-free and good enough to be used in autotests, trials and 12-car rallies over the ensuing couple of years. The owner's burning ambition, however, was to return to stage rallying after many years' lay off and historic rallying seemed to provide the answer.

The first step was to join the Historic Rally Car Register which organises historic rallying. On examination of the regulations, it was found that the Californian was eligible for the pre '68 class, examples of which must have been used in contemporary international rallies. If the car had been manufactured between the beginning of 1968 and pre '74, then the car itself would have needed an international rally history in order to be eligible.

Performance modifications are fairly free at present, but they must correspond with what could have been carried out at the time the cars were originally rallied. A V8 engine was therefore out! In Barnett's case, the car was lowered by the use of Monte Carlo springs all round and Spax adjustable shock absorbers. An Imp Sport cam and exhaust on the otherwise standard engine completed the modifications in this low budget effort.

Safety modifications were attended to more comprehensively. A full FIA roll cage with diagonal and door bars, which cost £90 secondhand, was fitted with the mounting plates mig welded to the floor. Two Corbeau GT8 high back seats and full harnesses followed. Fire-proofing was well attended to as standard but as the fuel tank was located in the boot, no further protection was needed. A first aid kit and two borrowed 2.5 kg fire extinguishers as well and it was off to the local RAC scrutineer for an RAC Stage Rally log book.

A navigator was the next essential and friend Paul Marshall, who had ended his last event 10 years ago wrapped around a tree, was contacted. Having received assurances that there were no trees in Weston Park, the venue of first event, he willingly agreed. In fact the Mike Spence Historic Rally at Weston Park is one of the main events in the Historic Car Register's calendar and even uses part of the RAC rally stage.

On arrival at the event, the first port of call was the noise test where instructions to rev the engine to 5000 rpm proved difficult to obey since there was no rev counter! Scrutineering revealed no problems and after signing on, the crew was ready to go.

There were four stages to complete, the last three with a watersplash and the final stage had a mile of "loose" added. The car went well but as it lacked power with only 45 bhp at its disposal the longish straights were too much of an unequal struggle.

As a result the pair finished 33rd overall and third in class, not bad for a car which cost £200 to get to the starting line. The event itself was won by Woolley/Woolley in a 2-litre Vitesse from Smith/Matthews in a Mk 1 Cortina.

Historic rallying is probably one of the most enjoyable of club motorsports, one of the pleasures, apart from the low cost of competing and the friendly atmosphere, being the selection of cars competing and the chance of seeing them being driven competitively.

Further information can be obtained from Martin Jubb, Competition Secretary, Historic Rally Car Register, 38 Longfield Road, St. Andrews, Bristol, BS7 9AG.

WPK

A1 of a Kind

Following the recent media hype over the sale of unique and unusual number plates, MOTOR SPORT reader George Marshall sent us this interesting little tale about registration number A1.

First issued in 1903, A1 eventually ended up in the hands of Trevor Laker, a director of the John Bull Rubber Co Ltd. He was bequeathed the number plate (along with the Sunbeam Talbot it was attached to) in the will of his friend George Pettyt, who left instructions that Mr Laker should retain the plate until his demise, when it should be sold and the proceeds given to a dog welfare organisation. Both Mr Pettyt and Mr Laker were great dog lovers.

Whilst holidaying on the South Coast, Mr Laker and his wife met Bill Dinning, an organiser for the Guide Dogs for the Blind Association. By this time Mr Laker was getting on in years, and so, after much consideration, he decided to sell A1 and donate the proceeds to the Guide Dogs for the Blind Association. Not only would this help both dogs and the disabled, but he himself could gain personal pleasure from this generous act. Eventually Mr Laker found a buyer who agreed to pay £2,500 for the plate, whilst allowing him to continue to use the plate on his own car until he died.

Mysteriously, the anonymous buyer appears to have never actually claimed the plate, for reasons unknown, so the plate was transferred to other cars within the John Bull Rubber Co Ltd, until its eventual takeover by Dunlop Rubber Company. It became a useful publicity tool, being used on cars for promotional purposes, and could regularly be seen on the sales director's car. When asked how he felt about driving around in a car with such a famous and envied number plate, sales director Frank Langley replied, surprisingly, that he hated it, as the driver had to be on his best behaviour at all times; A1 would be easily remembered and traced, and could therefore bring bad publicity to the company. "I now have a rough idea what it must be like to be a member of the Royal Family," he quipped. "Everyone watches your slightest move, and you rarely get any privacy. At times I'd rather be driving an old banger!"

Dunlop was eventually taken over by BTR plc, and part and parcel of the deal was number plate A1. It can now be seen on company chairman Sir Owen Green's car, and has a current estimated value of around £1 million pounds.

Many thanks to George Marshall for his research for this story. Anyone wishing to donate to the Guide Dogs for the Blind Association should send their cheques, made payable to the Association and crossed "A/c payee only", to Mr Marshall at 136 Valley Road, Clacton on Sea, Essex CO15 6LX.

LE MANS
-ALL SYSTEMS ARE GO!

. . . . . Last week FISA announced that the ACO have met all the conditions necessary to ensure the 24 Hour Race can be held on the famous 13.5 kilometre circuit. As soon as the plans for two chicanes on the notorious Mulsanne Straight have been officially adopted (a mere formality) the race will be reinstated on the International Motorsport Calendar . . . . . .

TRAVEL WITH THE EXPERTS

Experience the world's greatest motor race with the undisputed Le Mans experts. Whether you're a racing enthusiast making an annual pilgrimage, or a sponsor entertaining important clients, you can do no better than to place your arrangements in our hands. All Chequers' clients will enjoy free admittance to our exclusive Hospitality Village situated right beside the track. Take advantage of the superb facilities which include:

★ Restaurant and bar ★ Garden area ★ Pre-race reception
★ Celebrity race updates ★ Television monitors ★ Live music

At the Chequers Travel Hospitality Village, TVam's Gary Champion will be keeping you informed with regular "race updates", bringing with him all the inside information and pit-lane gossip. Several of the competing drivers, including 1988 winner ***Johnny Dumfries and Joest Porsche pilot Jonathan Palmer*** are again scheduled to pay frequent visits for interviews and questions from the floor.

Many of our clients choose to travel by luxury coach but we also cater for those who prefer to fly, or drive their own cars. Remember that whichever method of travel you select, all our prices include entry to the Chequers Travel Hospitality Village. We are also able to reserve a full range of race tickets, Mulsanne Corner excursions and quality catering at modest supplements.

JAGUAR v. THE REST

On February 4th, a pair of Jaguar XJR-12s in Castrol colours swept aside the turbo-powered might of Porsche, Nissan and Toyota to score an emphatic 1-2 victory in the Daytona 24 Hours. Prospects for the Silk Cut liveried sister cars are equally bright and a repeat of the Big Cats' 1988 Le Mans victory is on the cards.

TAKE YOUR OWN CAR

From ***£53***

Complete Self-Drive Packages featuring
Ferry, Hotel or Camping, Circuit Parking and Hospitality

NATIONWIDE DEPARTURES

From ***£74***

Luxury coach travel from over 60 towns
ranging from Edinburgh to Exeter

LONG WEEKENDS

From ***£99***

Extend your trip with 1, 2 or 5 nights hotel in Paris, Rouen or Alençon, or 5 nights camping

CHARTERED AIRCRAFT

From ***£275***

Direct Flights between Luton and Tours Airport
(Operated in conjunction with Air London — ATOL 2424)

CHEQUERS TRAVEL

Send Now for your FREE brochure which features all the European GP's and other major motorsport events. Complete the coupon or telephone quoting ref MS2.

☎ **0304 204515**

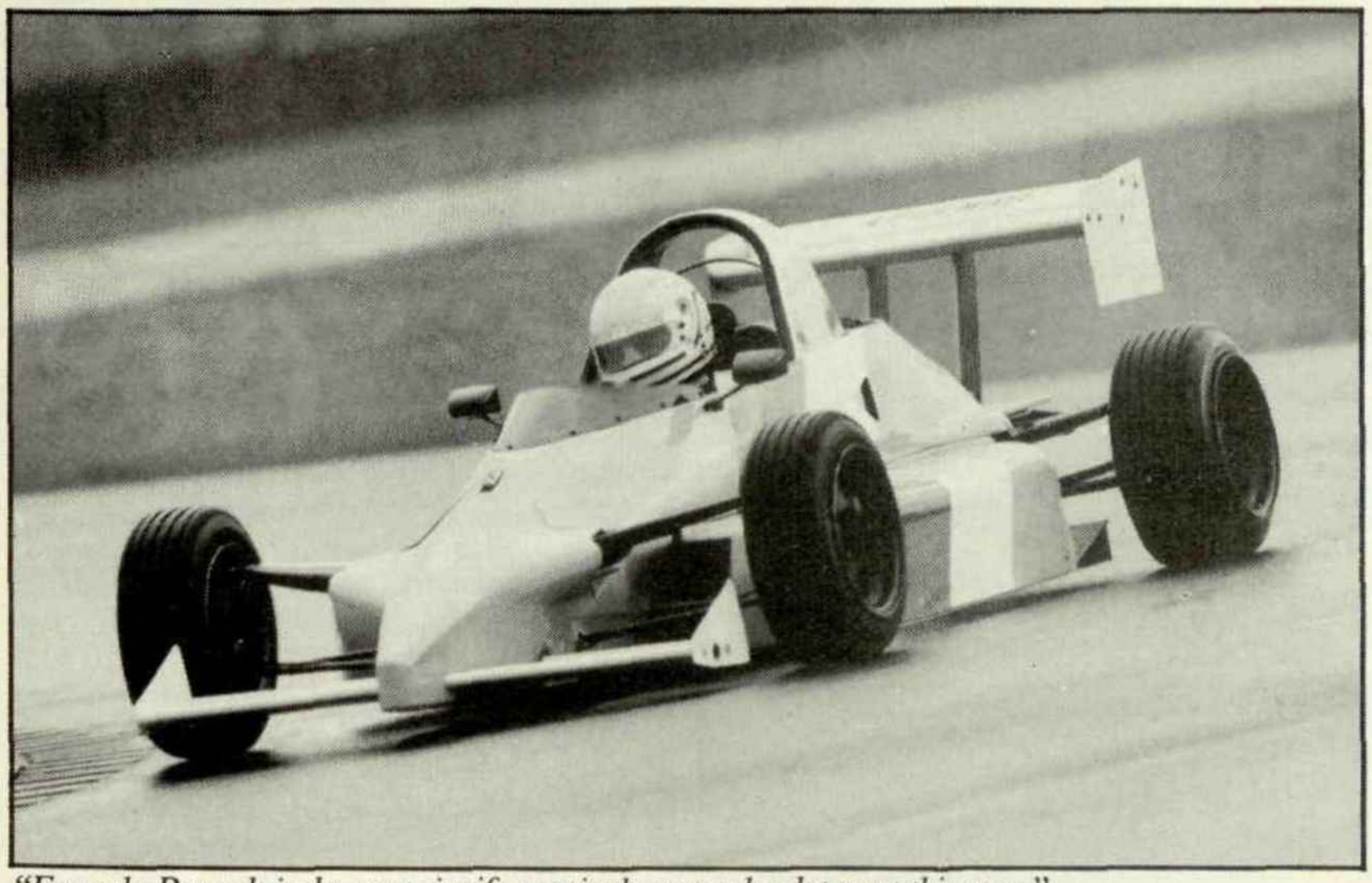
Please send me your 1990 Motor Racing Brochure MS2

Name _____

Address _____

_____ Postcode _____

Send to Chequers Travel Ltd,
Newbridge House, Newbridge,



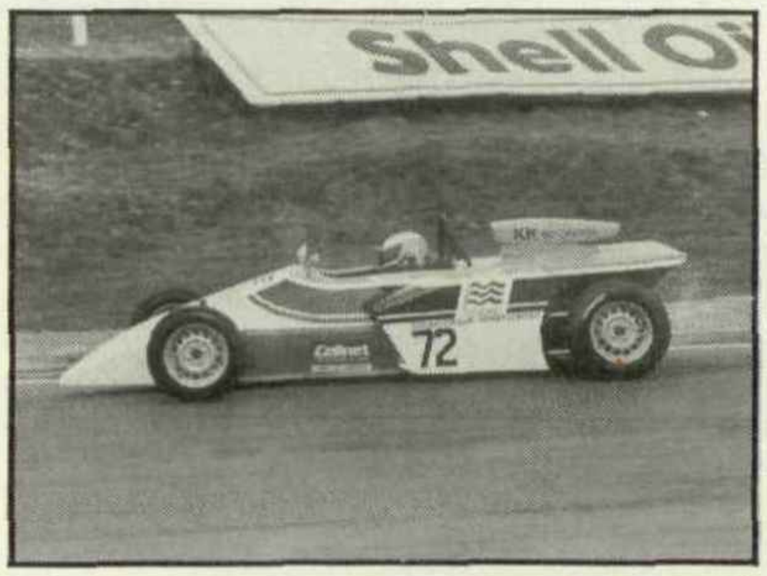
"Formula Renault is the most significant single seater development this year."

SINGLE SEATER DIRECTORY

Over the next few months MOTOR SPORT will be presenting a series of track tests of cars from all of the principle single seater formulas, from Formula First to Formula Three. Formula Renault driver Steve Deeks will be in the driving seat, and in his series of articles will be trying to convey something of what it is like to drive each of the cars. In this, the first article of the series, Steve introduces himself, and we then present a directory of all the single seater cars available giving basic specifications of the cars and contact addresses of the manufacturers. The directory will be useful as a reference work to use in conjunction with the track tests, or for those of you who become inspired enough to try to ascend the dizzy heights of the motor racing ladder it will provide information on the cars and the choice available.

"Who am I, and what qualifies me to present this series of articles? My name badge says 'Steve Deeks A Rh+'. I am twenty six years old, and am seriously committed to a motor racing career. In forthcoming MOTOR SPORTS I will be reviewing the junior levels of British motor racing with track tests and reports, and will be providing you with an oppurtunity to appreciate the various Formulas that a young driver must pass through en route to the top. Formula First, Ford 1600, Forward, Renault, Vauxhall-Lotus and Formula Three are track tested, together with a look at the politics and personalities behind these championships. At the same time I shall be reporting back from behind the wheel of my Reynard racing car, right in the thick of the action."

Formula First. One make formula. Cars must be raced as supplied with identical specifications. Chassis: tubular spaceframe, riveted undertray. Engine: Ford



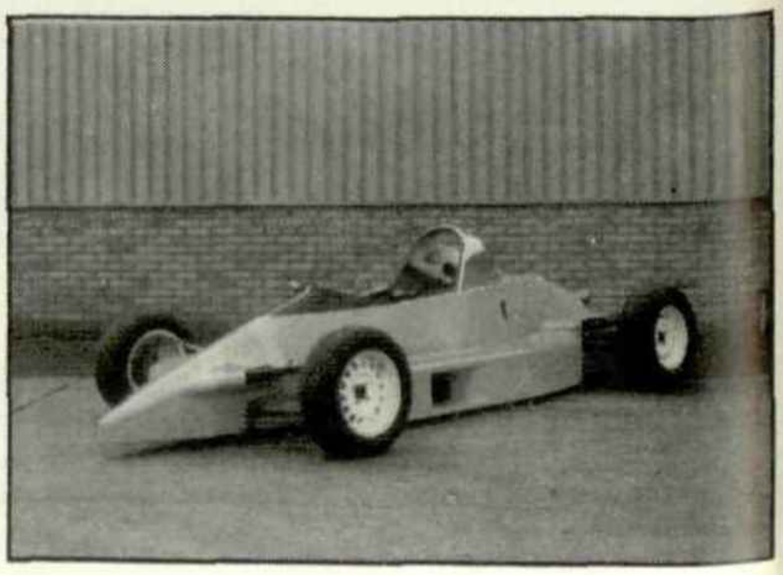
XR2 dry sump. Gearbox: Ford, five speed. Suspension: wide based triangulated wishbones. Adjustable camber, toe-in, ride height. Outboard Bilstein shock absorbers. Brakes: 10" discs. Aeroquip lines. Adjustable bias. Dunlop treaded racing tyres. Six point Willans harness. Built in fire extinguisher. Complies with RAC MSA regs. Three championships: Cellnett Formula First, Regional Formula First, Winter Brands Hatch championship. **Details from Brands Hatch Leisure PLC, Brands Hatch Circuits ltd, Fawkham, Kent DA3 8NG.**

Formula Forward. One make formula. Cars must be raced as supplied with identical specifications. Chassis: riveted aluminium monocoque. Engine: Modified Ford DOHC dry sump. Gearbox: Hewland LD200 4 speed. 30 ratios. Suspension: inboard cast aluminium uprights. Bilstein shock absorbers. Wide based triangulated wishbones. Adjustable camber, castor, toe-in and bump steer. Brakes: 10" discs. Aeroquip lines. Tyres: Uniroyal slick and treaded on 13" alloy rims. Six point safety harness. Built in fire extinguisher. Complies wih RAC MSA regs. Sixteen round national championship. Five round winter championship at Brands Hatch. **Details from Brands Hatch Leisure PLC (see below left).**

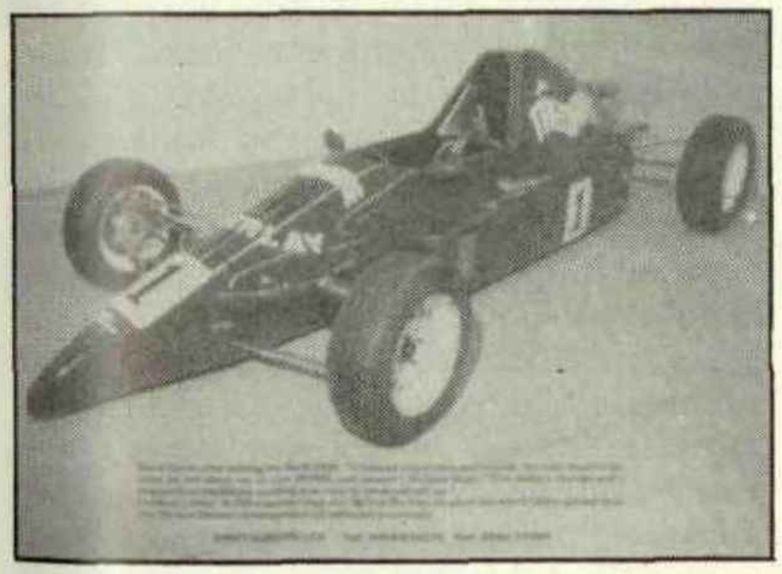
Formula Ford 1600 remains the most popular formula (with increasing competition from Formula Renault). There are four championships: two senior, the RAC and BRDC: and two junior, the BRDC and BARC. The regulating factors governing car design are chassis dimensions, weight, engine type (Ford 1600) and tyres. This provides for an intensely competitive formula with numerous chassis manufacturers and engine builders.



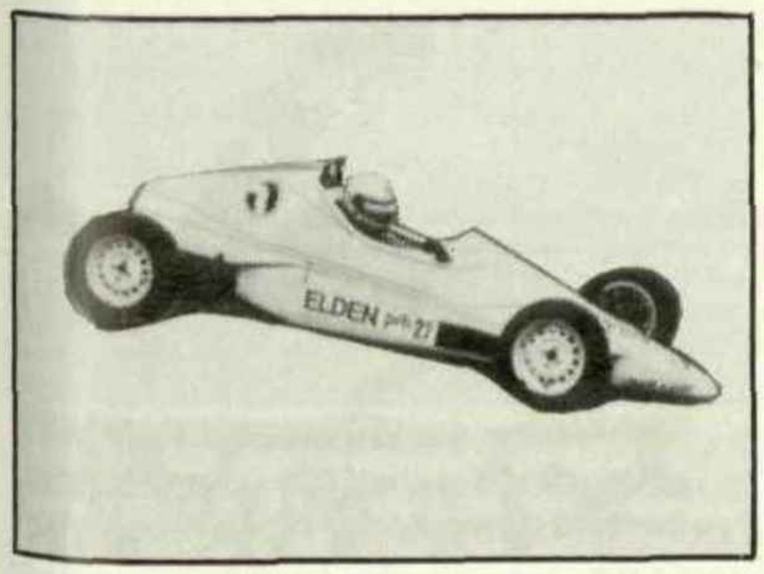
Van Diemen International Racing Services ltd, Chalk Road, Snetterton, Norwich, NR16 2J2. 095 387 8195. Chassis: tubular spaceframe, triangulated and stiffened. Riveted and bonded aluminium undertray. Gearbox: Hewland LD200. Suspension: push-rod activated, wide based wishbones. Bilstein dampers, dash mounted front, horizontal rear. Aluminium uprights. Adjustable camber, castor, toe-in and bump steer. Brakes: double acting lightweight AP calipers, 10" discs, aeroquip lines. Cockpit adjustable. Cooling: obliquely mounted aluminium radiators. Complies with all RAC FIA saftey regulations. Braced chassis in cockpit and footwell. Deformable nose box. Foam filled rubber fuel cell. Six point Willans harness. 2.5kg plumbed fire extinguishing system.



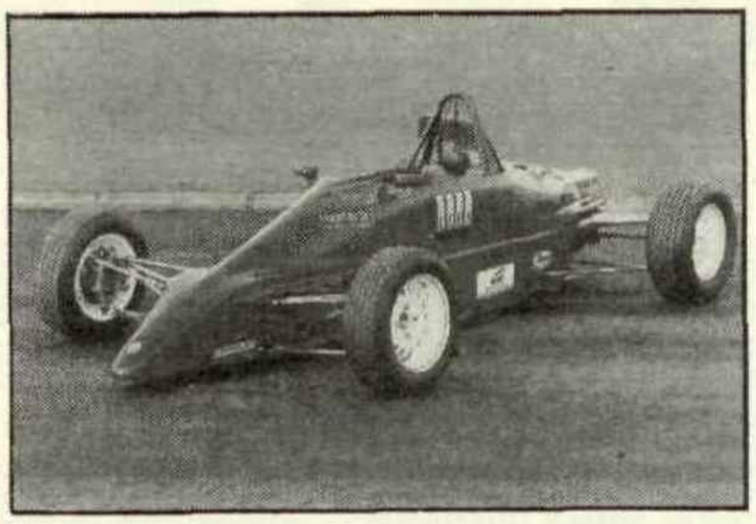
Reynard. Fulmar Competition Services ltd, Unit 24, Roman Way Industrial Estate, London Road, Godmanchester, Huntingdon, Cambridgeshire, PE18 8LN. 0480433280. Chassis: tubular spaceframe. Cast aluminium front bulkhead. Composite nose box. Gearbox: Reynard case in LM25 aluminium, Hewland MK9 internals. Brakes: Lockheed calipers, 10" discs. Cooling: twin side mounted radiators. Willans six point harness. 2.5kg mechanical fire system. GRP body panels are available in six different colours.



Swift Europe ltd, Unit 4, Snetterton Motor Racing Circuit, Nr Norwich, Norfolk. 0953 878276. Chassis: multi-tubular steel. Selected load bearing rails of SAE 4130 chrome moly tubing. TIG welded. Suspension: (front) cast aluminium uprights. Lower wide based wishbones, front rocking levers and bell-cranks. (rear) Cast aluminium uprights , wishbones, rocking levers. Inboard dampers mounted in gearbox and oil tank mounting module. Bodywork is of lightweight GRP. The 1990 car has a centre of gravity 4.5" lower than the 1989 car, and frontal area is 18% smaller



Elden Racing cars ltd, 20 Blue Chalet Industrial Park, London Road, West Kingsdown, Sevenoaks, Kent. TN15 6BQ. 0474 853840. Chassis: tubular spaceframe, bronze welded, triangulated. 20SWG undertray. Tubular steel deformable nose. Gearbox: Staffs SM86/10, Hewland LD200 or Hewland MK9. Suspension: fabricated wishbones of unequal length. Horizontal coil spring dampers, fully adjustable. Brakes: AP lightweight calipers, 9.5" discs, aeroquip lines. Willans six point harness. Lifeline fire extinguisher system. FIA spec roll over hoops. Impregnated fibreglass available in several different colours.



Mondiale Car Company ltd, Balloo Crescent, Bangor, Co Down, N Ireland. BT192QY. 0247 452322. Chassis: multi-tube spaceframe using round, square and rectangular section tubing. Bronze welded. Heat treated aluminium undertray riveted to main frame. Gearbox: Staffs SM 86/10 Suspension: (front) Unequal length wishbones. Horizontal damper unit under drivers thigh. (rear) Upper fabricated rocker with tie-rod. Lower wishbone of oval tubing. Heat treated aluminium uprights. Brakes: AP Lockheed lightweight calipers, special discs, Aeroquip lines. Dashboard roll hoop and main roll hoop. Willans six point harness. Lifeline fire extinguisher system. Flexible fuel cell in aluminium container. Nine piece self coloured bodywork in eight colours.

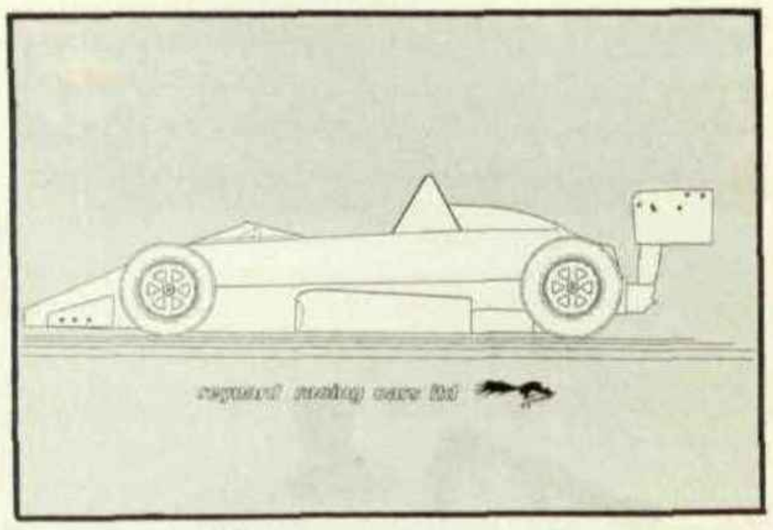


Mantis. Jim Lee Racing, The Old School, Kirkgate, Birstall, W Yorks. 0924 472114. Chassis: multi-tube spaceframe from 4130 and 531 tubing. MIG welded. Gearbox: Hewland MK9 mounted in cast aluminium rear section. Suspension: (front) Top and bottom mild steel wishbones, MIG welded. Four part upright. (rear) Radius rods, toe links, top rocker. Three part upright. Cockpit adjustable anti-roll bars. Glass fibre bodywork with choice of colours.

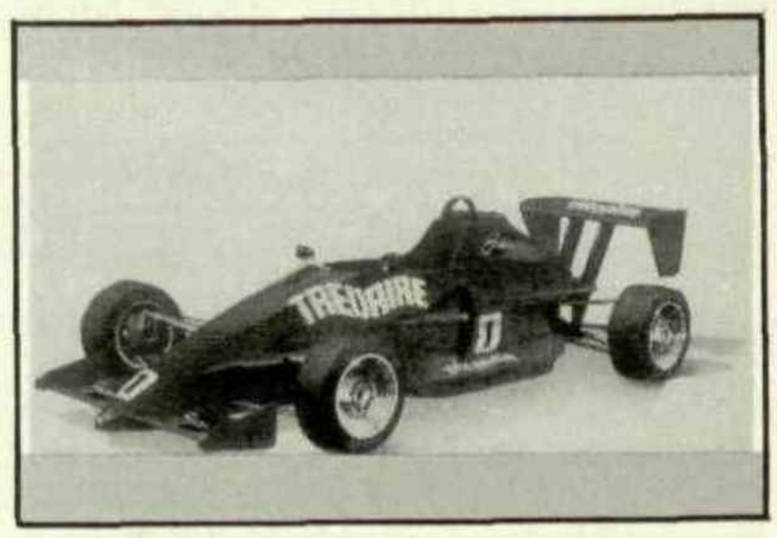
Formula Ford 1600's are also manufactured by: **Orion (see Formula Renault)Unit 16, Protea Way, Letchworth, Herts. 0462 481342/816476**
Ray Formula Cars,11 Blue chalet Industrial Estate, West Kingsdown, Kent, TN15 6BQ. 0474 853810
Cooper (contact Alan Cooper 0249 812333).

Formula Ford 2000 uses a similar chassis, but with slick tyres, wings and a two litre OHC Ford engine. The formula is now more or less extinct in Great Britain. There is a class for them in one of the monoposto clubs many championships, but most cars go to America. Cars are available from Van Diemen, Reynard, Swift, Mantis and Elden.

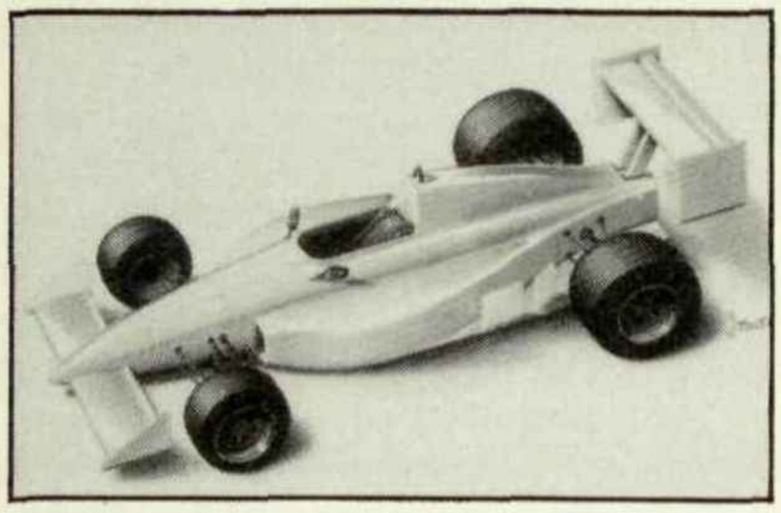
Formula Renault is a relatively new championship to Great Britain, although it has evolved in France over the past 20 years. It is for tubular chassis racing cars using special fuel injected versions of the 1721cc Renault single overhead cam engine, and a Renault five speed gearbox. The cars use slick tyres and wings. There is plenty of prize money on offer in the championship, even down to 20th place, and £15,000 is on offer for the first UK championship winner. The Formula is attracting plenty of attention, and many manufacturers see it as the way ahead. **Championship coordinator: Robert Fearnall, Two Four Sports ltd, Donington Park, Castle Donington, Derby, DE7 2RP. 0332 810048.**



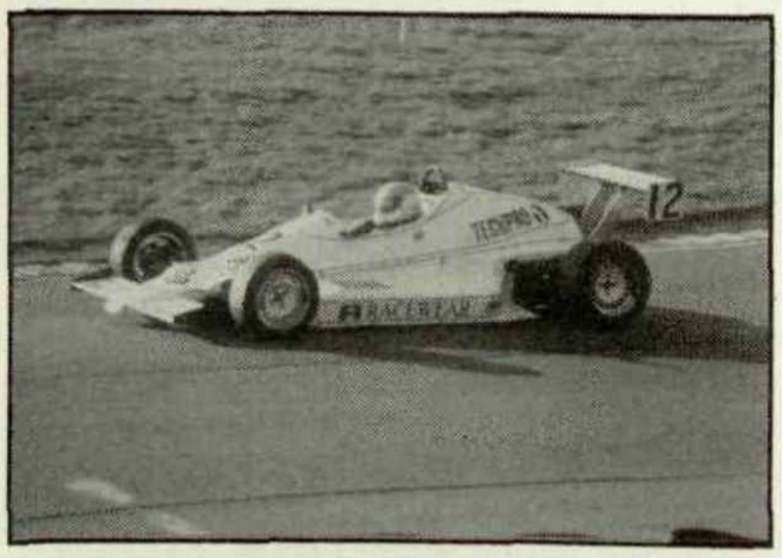
Reynard. Fulmar Competition Services ltd, Unit 24, Roman Way Industrial Estate, London Road, Godmanchester, Huntingdon, Cambs, PE18 8LN. 0480 433280. Chassis: tubular spaceframe, double roll hoop, cast aluminium front bulkhead, composite nose box. Suspension: (front) top rocking lever, wide based lower wishbone. Cast upright. Bilstein shock absorbers. Anti-roll bar. (rear) Top rocking lever, lower wishbone. Cast upright. Bilstein shock absorbers. Anti-roll bar. Brakes: Lockheed lightweight calipers, 10" discs, Cooling: single side mounted radiator. Fully adjustable wings. Willans six point harness, 5.5 kg mechanical fire system. GRP body panels, 6 available colours.



Swift Europe ltd, unit 4 Snetterton Motor Racing Circuit, Nr Norwich, Norfolk. 0953 878276. Designed, using computer aided design, by Luis Fernando Cruz, and based on the FF2000. The 1990 car will feature detail refinements to the successful 1989 car.



Orion, Unit 16, Protea Way, Letchworth, Herts. 0462 481342/ 816476. Chassis: Computer aided design, high tensile TIG welded spaceframe. Suspension: double wishbone, push-rod, with horizontal Koni shock absorbers. Fully adjustable toe-in and camber. Brakes: AP racing calipers, cast steel discs. Adjustment of front/rear on the fascia panel. Bodywork; laminated fibreglass and polyester resin. Aluminium wheels. Cooling by lateral copper plated radiator. Oil cooled by heat exchanger with cooling water.



Elden Racing Cars, 20 Blue Chalet Industrial Park, West Kingsdown, Sevenoaks, Kent, TN16 6BQ. 0474 853840. Chassis: multi-tube spaceframe, nickel bronze welded, triangulated. 16SWG Dural undertray. Deformable front. Suspension: fabricated eliptical steel TIG welded wishbones of unequal lengths, horizontal coil spring damper, pull-rod and bell-crank. Brakes: girling calipers, 10.5" discs, aeroquip lines. Cooling: two lightweight radiators running in series and mounted in sidepod. Willans six point safety harness, 5kg lifeline fire system. FIA spec rollover hoops on bulkhead and dash board. Self coloured body work in any colour.

Mondiale Car Company ltd, Balloo Crescent, Bangor, Co down, N Ireland. BT19 2QY. 0247 452322. Chassis: multi-tube spaceframe, bronze welded. Bracing in cockpit and footwell. Bulkhead and undertray in heat treated aluminium riveted to main frame. Suspension: (front) unequal length wishbones. Horizontal damper unit under drivers thigh. Heat treated aluminium upright. Adjustable anti-roll bar. (rear) Upper fabricated rocker. Lower wishbone. Upright as front. Adjustable anti-roll bar. Brakes: AP Lockheed lightweight calipers, 237mm discs, Aeroquip lines. Cooling: two radiators in deformable side-pod. Dashboard, roll-hoop and supports from chrome-moly tubing. Willans six point harness, lifeline fire system. Flexible fuel cell.

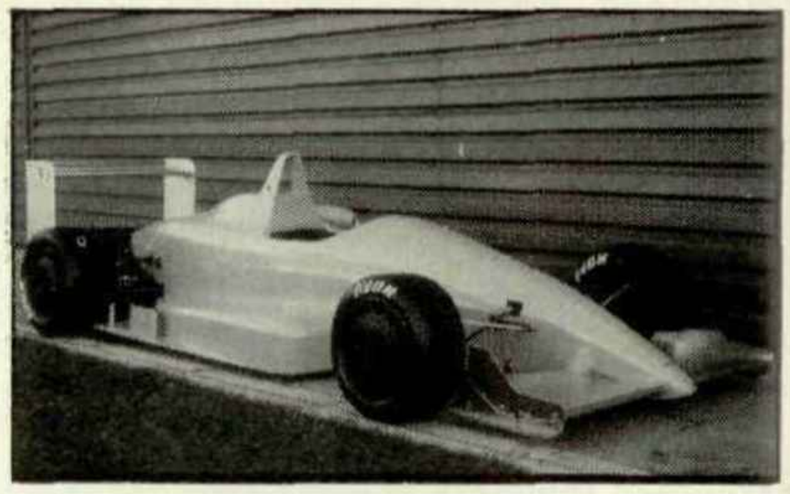
Mantis, Jim Lee Racing, The Old School, Kirkgate, Birstall, W. Yorks. 0924 472114. Chassis: multi-tube spaceframe, TIG welded from 4130 tubing. Gearbox: reversed, giving better weight distribution for and aft. Suspension: pushrod with double wishbones. Bilstein shock absorbers, upright at rear, horizontal at front. Cooling: low side-pods with radiators in the flat plane.

Formula Renaults are also manufactured by Van Diemen (0953 878195) and Ray (0474 853810).



Vauxhall-Lotus. Single make formula with a twelve round national championship. All cars are to be raced as supplied with limited permissable adjustments to suit the preference of individual drivers. Engines are taken from the GM production line, optimised and sealed. Chassis are built by Reynard to a design validated by Lotus. Chassis: aluminium honeycomb monocoque, cast alloy bulkheads, full steel safety cage, alloy floorplan. Engine: four cylinder 1998cc, compression 10.5:1. Weber 40 DCOE twin choke. Dry sump. Max power 158 bhp at 7000 rpm. Transmission: Hewland MK9 five speed. Suspension: triangulated lower wishbones, upper rockers. White power gas shock absorbers. Adjustable front anti-roll bar, fixed rear. Brakes: solid discs all round, cockpit variable front/rear balance. Wheels/Tyres: techno magnesium wheels, front 6x13, rear 8x13. Bridgestone Potenza slick or wet racing tyres. Fuel tank: rubber bladder inside aluminium casing. Kerb weight: 625 kg. **Sales/Spares: Reynard Racing, Telford Road, Bicester, Oxon OX6 OUY. Contact Alan Harris 0869 321140.**

Formula Three: A seventeen round national championship organised by the BARC and BRDC. Two litre tuned, production block engines, with air restrictor, produce approximately 170 bhp. Chassis design is free within FIA appendix J Formula Three regulations. Permitted tyres are Avon slick and wet racing tyres (no qualifying tyres). Reynard and Ralt are the principle chassis manufacturers, whilst importation of the Dellara chassis, competitive in Italian Formula Three, remains a talked about possibility.



Reynard. Reynard Centre, Telford Road, Bicester, Oxon. OX6 OUY. 0869 244397. Reynard 903. Chassis: one piece autoclaved, carbon fibre/kevlar, aluminium honeycomb composite monocoque. Floorplan is replaceable aluminium. Bulkheads are carbon honeycomb construction. Solid carbon based roll over structure capped by fabricated steel hoop. Bonded aluminium honeycomb inner floor. Bodywork: glass reinforced plastic. Rear underfloor is of pre preg composite materials. The wings are aluminium. Suspension: (front) upper and lower wishbones with pushrod bell-cranks operating Bilstein Spring/damper units. Cast magnesium uprights. Cockpit adjustable anti-roll bar. (rear)Upper and lower wishbones, alloy track control links. Fabricated steel uprights. Cockpit adjustable rear anti-roll bar. Gearbox: Reynard magnesium one piece gearbox/oil tank. Brakes: outboard AP hydraulic calipers, cast iron discs. Cockpit adjustable balance. Front cooling ducts optional. Wheels: cast magnesium alloy Reynard designed. Single bolt fixing, four drive pegs. Cooling: aluminium radiator in left- hand side pod



Ralt. March Engineering ltd, (Colnbrook), A2 Skyway, 14 Colderway, Colnbrook, Slough, SL3 OBQ. 0753 681600. (contact John Meale). Chassis: monocoque construction with carbon composite top, wooden floor with composite diffusor. Suspension: push-rod/rocker operation, with cockpit adjustable anti-roll bar front and rear. Koni shock absorbers. Front suspension is forward of drvers feet. Brakes: four pot trailing calipers front, two rear. Cooling: single radiator on left-hand side. Willans six point safety harness. Dual cylinder engine and cockpit fire system (5 and 2.5 kg). Optional life support. Extensive wind tunnel testing has lead to body modifications, and weight has been concentrated at the polar moment (engine is four inches further forward). CSR-W

THE CHEQUERED FLAG



Toleman T. G. 1983 B #4 — HART TURBO — EX DEREK WARWICK

In 1983 Toleman scored their first championship points — 9 in total and this is the very car they achieved it in — Chassis #4 driven by Derek Warwick.

At the beginning of the 83 season, the car qualified at Silverstone, Hockenheim and in Austria but did not finish due to mechanical problems which the team had overcome in time for the Dutch G.P. which enabled Warwick to gain a 4th position. At the European G.P. which was held at Brands Hatch, 5th position and the 3rd fastest lap, a 4th position at the South African G.P. and finally a 6th position at Monza.

After its successful career, this car became the property of Derek Warwick and today remains in original sponsors livery complete with a freshly rebuilt Hart 4 cyl 630 B.H.P. Turbo motor (the only F1 Turbo that parts are still available for). A superb investment that is also ready for racing.



1964 SERIES ONE E-TYPE

Built to full S.C.C.A. G.T. One and Super Production specifications. Many be converted back to Vintage Specs. Superb and ready to race $45,000



1970 DAYTONA COUPE #13395

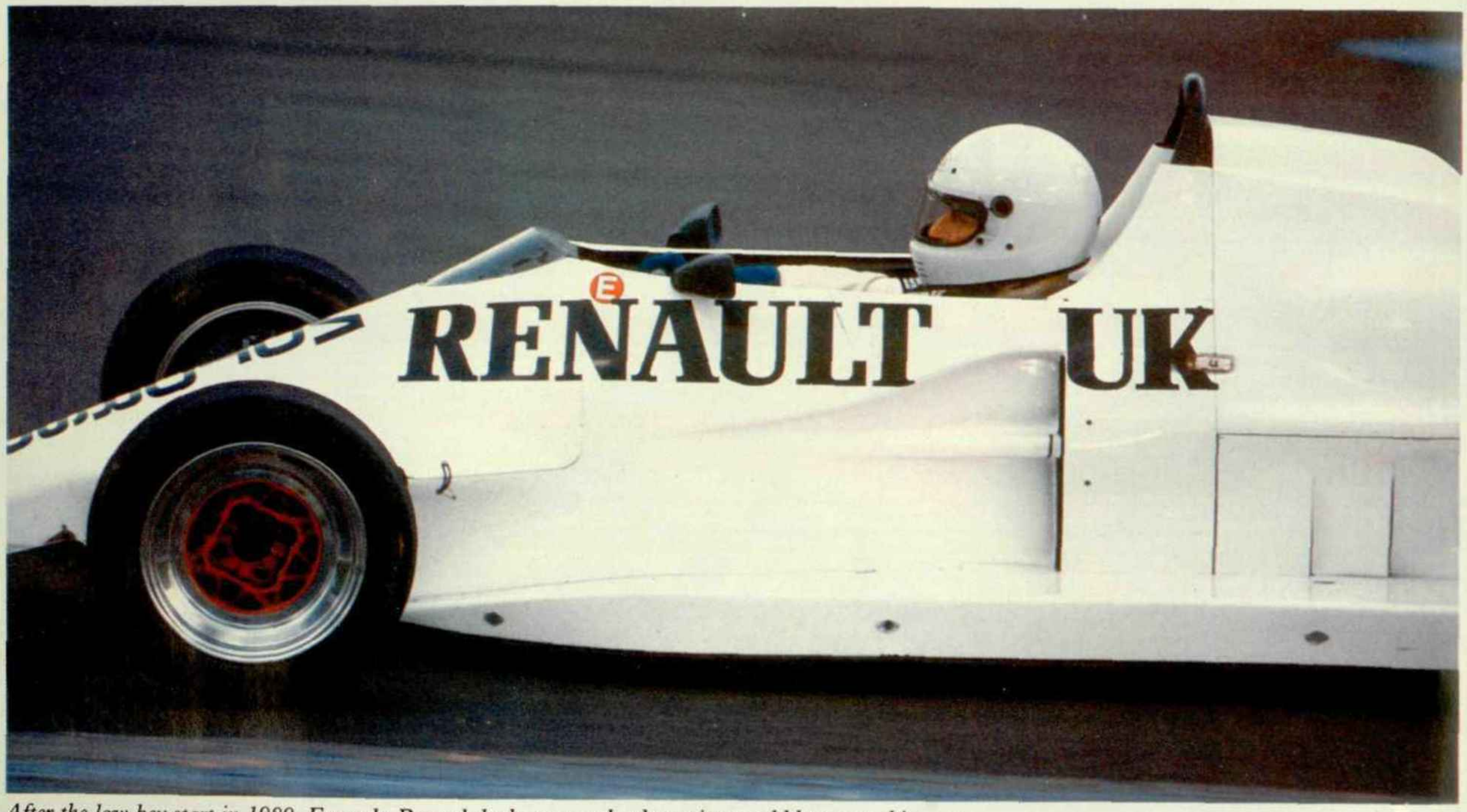
Red with black hide interior, 26,128 kms, first registered and tax paid in France. As new condition throughout.

1965 ALFA ROMEO 2600 Spyder. Red.
1973 ALFA ROMEO Spyder. Yellow.
1978 ALFA ROMEO Spyder. Black.
1974 ALFA ROMEO GTV. Silver.
1964 ALFA ROMEO DB5 R.H.D. Blue.
1959 AUSTIN HEALEY Sprite. Blue.
1957 AUSTIN HEALEY 100 6. White.
1965 AUSTIN HEALEY 300 III. Red.
1956 BENTLEY S1. White.
1969 CHEVROLET 228 Coupe. Orange white.
1969 JAGUAR E-Type 4.2 Coupe. Red.
1971 JAGUAR E-Type 4.2 Coupe. Brown.
1969 JAGUAR E-Type 4.2 Coupe. Burgundy.
1966 JAGUAR E-Type 2 + 2. Primrose.
1970 JAGUAR 2 + 2 45P. Yellow.
1974 JENSEN Inter Coupe. Brown.
1974 JENSEN Inter Coupe. Black.
1966 LOTUS Cortina. White green.
1966 LOTUS Cortina. White green.
1971 LOTUS Europa Twin Cam. Black.
1963 LOTUS Super 7 II. Red.
1960 LOTUS Elite for restoration, L.H.D.
1975 MASERATI Merak. Red.
1947 MG TC Roadster. Red.
1954 MG TF Roadster. Black.
1959 MGA Roadster. Red.
MGB's 4.
1959 MORGAN Plus 4. Silver.
1975 PORSCHE 911 Targa Carrera. Orange.
1971 PORSCHE 914 6. Blue.
1966 SUNBEAM Tiger. Blue.
1966 SUNBEAM Tiger. Green.
1952 ASTON MARTIN DB2 Vantage. Blue.
1957 ASTON MARTIN Touring Body One Off. Red.
1966 ASTON MARTIN DB6 Vantage. White.
1978 ASTON MARTIN DBV8 Coupe. B.R.G.
1987 ASTON MARTIN Volante. Blue.
1987 ASTON MARTIN Volante. Champagne.
1986 ASTON MARTIN Lagonda. Silver sand.
1987 ASTON MARTIN Volante Stick Shift. Black.
1989 ASTON MARTIN Vantage Volante. Black.
1981 BMW M1. White.
1966 LAMBORGHINI GT 400 2 + 2. Burgundy.
1987 LAMBORGHINI Countach. Yellow.
1988 1/2 LAMBORGHINI Countach. Red.
1988 1/2 LAMBORGHINI Countach. White.
1964 FERRARI 330 2 + 2. Red.
1984 FERRARI 400I. Black.

1968 FERRARI 330 GTC. Yellow.
1970 FERRARI Daytona. Red.
1971 FERRARI Daytona Spyder. Red.
1972 FERRARI Daytona. Red.
1978 FERRARI 308 GT4. Red.
1984 FERRARI Boxer. Red.
1984 FERRARI Boxer. Red.
1960 MASERATI Vignale Spyder. White.
1966 MASERATI Mistral. Silver.
1987 RANGE ROVER 4-wheel driver. Burgundy.
1985 RENAULT Turbo 2. Black.
1967 BRONCO BAJA Jeep. Yellow.
1978 CLENET Series 1. White.
1954 CORVETTE. White.
1956 JAGUAR 140 MC Conv. Green.
1974 DeTOMASO Pantera. Orange.
1964 AUSTIN HEALEY BJ7 3000 MkII. Red.
1967 AUSTIN HEALEY 3000. White.
1979 DUESENBERG II Boattail Speed V-8. Red.
1962 MERCEDES BENZ 300 SL Disc Brake. Red.
1957 MERCEDES BENZ 300 SL Gullwing. Red.
1962 ROLLS ROYCE Phantom 5. Dark blue.
1980 ROLLS ROYCE Camargue. Brown.
1954 BENTLEY 'R'-Type Park Ward Conv. R.H.D. Silver.
1955 BENTLEY Graber Conv. Brown.
1986 IROC Showroom Stock Race Car. Black.
1975 HILL Formula 1. White red Embassy.
1983 LOTUS Formula 1. Black gold JPS.
1983 TOLEMAN Formula 1. Blue candy.
1985 LOTUS Formula 1. Black gold.
1953 ALFA ROMEO 1900S Coupe by Ghia.
1953 ALFA ROMEO 1900S with 'SS' Specifications.
1954 ALFA ROMEO 1900 4-door.
1956 ALFA ROMEO Giulietta Spyder. Powder blue.
1956 ALFA ROMEO Giulietta Spyder. Black black.
1956 ALFA ROMEO Giulietta Spyder. Red.
1959 ALFA ROMEO 2000 Spyder. Grey.
1960 ALFA ROMEO Giulietta Sprint Coupe. Red grey.
1961 ALFA ROMEO Guilietta Sprint Coupe. White black.
1962 ALFA ROMEO 1600 Giulietta Sprint Coupe. Red black.
1962 ALFA ROMEO 1600 Giulietta Sprint Coupe. Red black.
1962 ALFA ROMEO 2000 Spyder. Bronze black.
1964 ALFA ROMEO 2600 Conv. Red.
1967 ALFA ROMEO 2600 Sprint Zagato. Red.
1967 ALFA ROMEO GTA. Burgundy.

841 North La Cienega Blvd.,
Los Angeles, CA90069
Tel: (213) 657-7030 Fax: (213) 657-7651

4214 Lincoln Boulevard,
Marina Del-Rey, California 90292
Tel: (213) 827 8665 Fax: (213) 8211272



After the low key start in 1989, Formula Renault looks set to take the racing world by storm this year.

In a Champion's Footsteps

BEFORE I heard about the £100,000 prize and bonus fund, I was interested enough in the professional promotion behind the importation of single-seater Formula Renault to attend the Williams Engineering museum presentation. It was an evening for 200 guests (selected from suppliers to potential participants) proclaiming the advantages of a category that can claim triple World Champion Alain Prost amongst its more successful graduates. MOTOR SPORT was privileged to drive Prost's winning Renault-powered Formula 3 Martini a season after his *Formule Renault* domination, and the emerging Champion was duly complimentary about the part played by the Renault formula in his burgeoning career.

I soon learned that the category has changed in every important respect since that memorable 1979 session with Prost at Paul Ricard. The 1989 season saw Renault ditch the turbocharged R18 engine and monocoque chassis in favour of the current Chamade fuel injection 1.7 litre within the cheaper charms of a tubular space frame.

The initial 1989 UK progress of the latest racing category to fight for public and media attention in our ridiculously crowded racing calendar was not encouraging. The races were poorly supported and an alert 25 year old living on Silverstone's back doorstep (Tingewick) mopped up the series with ease in a Van Diemen. Renault 1989 Champion Neil Riddiford, and those arch Formula Ford pacesetters at Van Diemen, will be back to face revitalised opposition in 1990. Grids should be overflowing with rivals, stimulated by the thought of predicted satellite TV coverage, sharply increased media interest . . . and all that lovely cash. This in a formula that features the wings and slick tyres that drivers must experience if they are to graduate to Formula 3, and beyond . . .

Renault UK liaison man for Formula Renault in 1990, Tim Jackson, knows that he is dealing with a success even before the first race (25th March, Thruxton) is staged. He reported "Over 70 engines have already been ordered, more than 50 cars are in the course of construction and Robert Fearnall at Two Four Sports, Donington, will have discussions with the BARC about the possibilities of running qualifying races, for there seems little doubt that we have more than 45 competitors turning up at each round."

"Renault UK brings to British Motor Racing in 1990 the most important development since the launch of Formula Ford 1600 in 1967." — Renault UK, December 1989

Competitors are lured by the promise of sharing in £3500, awarded from 1st (£600) to 20th (£50) place in each of the sensibly contained 12 qualifying rounds; every successful qualifier for a championship race grid receives £100. These direct prize and start monies amount to £82,000 alone, so the £100,000 prize money quote is conservative. Additionally there are pole position and concours cash incentives, clothing (overalls and rally jackets) vouchers, plus the grand end of season awards. These are a £10,000 Renault car and a Formula 3000 test day devoted to the top three in the 1990 Championship points.

A feature of the formula is the "maximum selling price" regulation (a worthy thought from short circuit oval racing) to establish a value for major components. Under such ex-VAT valuations a complete rolling chassis is constrained to £12,000 whilst the Renault engine and 5-speed transaxle are limited to £3,900 (the R25 gearbox accounts for just £530). I enquired as to the cost of the mandatory Firestone tyres and was told they account for approximately £85 each, a distinct advantage over the R5 turbo series Michelin slicks. These are greedily consumed at £125 apiece.

To experience 1990 Formula Renault MOTOR SPORT was allowed the supreme

race preparation luxury of an exclusive, though chilly, Donington test day. We begun having fun in a Renault 5 GT Turbo (that similarly well rewarded series continues, but will switch to a 16v unit for 1991) before driving two representative Formula Renault chassis.

Eight F/Renault chassis manufacturers are listed in the Renault information pack, but the inevitable French invasion currently looks like being limited to Tico Martini's completely updated models and their Fast International French Chassis imported by Team Orion.

Leading constructors in the formula look like being Reynard (12 ordered), Van Diemen (a batch of ten under construction when *Motoring News* called) and Swift. The experienced Dave Greenwood, who tended our hastily arranged 1989 Swift F/Renault demonstrator, summed up the feeling of other racing car makers when he said, "You can't really talk about orders until the cash has been received. Even at this time of the year — with barely two months to go before the season starts — there can be more talk than action." The Mondiale equipe agreed that there was "too much chat" but had already taken half a dozen cash deposits as rewards for the concours presentation of the development machine I drove, M90 R/D1.

Part of the reason for the apparent prevarication is the sheer choice in the category. I had first hand examples at Donington with Nicholas Phillips (double R5 GT Turbo Champion, 1988/89) and Jason Plato (despite the surname, Britain's leading contender in the 1989 Elf-Winfield Awards) hopping from chassis to chassis in search of a winning 1990 combination.

Jason Plato in the Mondiale development car, on a dusky circuit of which he had no previous experience, was a model of consistency. Within seven laps, he had equalled the 1m 16.7s of development driver Rob Wilson, knocking a second off each successive lap as he did so. We were all very impressed but there will be plenty of high quality opposition to overcome and several more racing rungs to climb before drawing any Prost comparisons, especially as Formula Ford 1600 junior Harry Nuttall returned 1m 17.3s (91.4 mph) in the test Swift, a particularly abused example.

What are the ingredients such youngsters will need to master to follow Prost's wheel tracks? First, the tubular space frame. In the case of many of the major British specialists cited, they have simply adapted and updated the chassis of an apparantly dying Formula Ford 2000 and this applied to the 89 season Swift I drove. There seems to be diversity of opinion over whether stressing the gearbox as part of the basic construction is worthwhile,

"There is more money for one Formula Renault win with pole position and fastest lap than for winning the RAC FF1600 Championship." — Malcolm Pullen of Van Diemen, talking to *Motoring News* reporter, Marcus Simmons, January 31 1990

and even the height of the basic tubular construction around the cockpit rim was markedly lower in the Swift than the high-sided Mondiale. "Security has always been a vital feature of Northern Ireland cars," quipped Nicholas Phillips, but it is worth adding that Mondiale service British customers from a base in Lichfield.

Contrasts between the Ulster-built Mondiale and Snetterton-based Swift Europe's wishbone construction were equally startling, given the restrictive nature of cost conscious regulations. Swift utilised the fashionably streamlined and raked arms, whilst Mondiale stuck with simple tubes. Both used varieties of the inboard damper/spring via pushrod rocker suspensions that descend to junior formulae from Grand Prix.

In external bodywork the pair differed sharply as well. Swift stayed with the needle nose and conventional side pods, whilst the Mondiale had notably low pods to contain its side cooling radiators. All have to use flat underbody panelling, so both devoted the maximum possible surface areas to front and rear wings, the Swift running maximum downforce all the cold but predominantly dry day.

Basic dimensions — maximum length, width and so on — of the F/Renault are as tightly controlled as in any current category. Particularly relevant to the feel of the car are a minimum weight of 450 kg/990 lb and the use of 13 inch diameter alloy wheels that are allowed no more than 7 inch front rim width, 9 in rear. The Firestone Firehawk slicks I experienced measured 7.0 and 8.5 inches across, but the wets are slightly slimmer at the front. Regulations demand the use of no more than six slicks, worn or otherwise, in officially timed practice, which seems pretty generous to me, given the brevity of practice sessions at most UK meetings. Renault competitors are promised only a minimum of 20/25 minutes by the regulations.

The engine and gearbox are major Renault contributions. The ratios and final drive for the NG3FR transaxle are specified and fixed, and supplies are only available (as for the F2N.FR engine) from Radbourne Racing of Wimbledon. All such major components are sealed and any maintenance work has to be followed by inspection and sealing by the Championship organisers before official practice or race.

Exhaust decibels and low lead fuel octane rating (99 by Research Octane numbering) are also stipulated by the regulations. Readers who reside adjacent to the more popular British circuits may like to know that even practice days are fiercely monitored. At Donington this has always struck me as ironic because the track rubs boundaries with the bustling East Midlands airport.

The 4-cylinder, SOHC motor has programmed electronic ignition, which competitors are not allowed to alter. Permitted modifications amount to blueprinting without weight removal, unless it can be shown that it is in the cause of obtaining reciprocal component balance. The installation of a Devil exhaust is mandatory; both the cars I drove had competition airboxes, the Mondiale's hissing with such audible menace that I could hear it over the open cockpit slipstream.

Based on a bore and stroke of 81 × 83.5mm, the 1721cc engine is traditionally French in making wide use of alloy castings, including those for the cylinder block. The standard compression is 9.5:1

Slick tyres, wings and sidepods all contribute to the car's fine roadholding.



and peak power was reported as 92 bhp at 5750 rpm. For racing purposes only a stark 125 bhp quote was given, but Hugh Webb at Radbourne Racing detailed the modifications that generate the extra 33 bhp.

"The French have developed a purpose-built fuel injection system for this engine that features Bosch injectors and fuel pump. The compression is left alone as the head has to remain a standard casting, but there is a racing camshaft that we fit . . . again the equipment is imported exclusively by us from France." Specialised parts manager Hugh Webb added, "We really have been astonished by the response to this formula. After the Racing Car Show we had something over 70 orders, so we recently decided to weed them out to those with the money to go ahead, asking them for a non-returnable deposit . . . so far we have received 60!".

A dry sump is not permitted, but the pan is effectively baffled; there was no sign of surge. A January day demanded masking tape on the Mondiale to maintain much over 60°c water temperature.

The Swift covered most laps as a taster of what journalists and assorted celebrities could expect if they are invited by Renault to race their "guest" single-seater in 1990. I am impartial on that score, because I stopped racing in 1988, but I can say that the feeling of contour flying inches above the track is as strong as ever. You just cannot beat that "front row of the stalls" viewpoint and the sheer precision offered by even a comparatively cheap monoposto. It delivers a driving experience that any series production road car, however wilfully altered in pursuit of lap speed, cannot equal.

Gaining access was of varied difficulty in the two cars, the low Swift marginally easier than the encirclement of the Mondiale, but once in position, the high sides do add to the welcome feeling of rigid strength engendered by the Ulster product of former Crossley manager Leslie Drysdale and his Bangor, County Down equipe. Mondiale are known for making a wide cross-section of customers happy — exporting cars for use in the Skip Barber Saab Pro Series in America — and all but the athletic build of Niki Phillips was easily squeezed within its confines during our test day. In both single-seaters, adjustable foot pedals help tailor the driver to the car, but the Swift regrettably lacked the crotch straps of the Mondiale.

The Swift and the Mondiale had the usual stark information of rpm, oil pressure and water temperatures, but the Mondiale's crackle finish dash carried a voltmeter as well as a clearly defined brake balance adjuster. Both carried minimalist battery power and were started by external power packs.

The high power-to-weight ratios of cars such as the Formula Renault assure supercar standards of acceleration, but the sub-1000 lb kerb weight did not seem to form part of official calculations in selecting the fixed gear ratios mentioned. First gear is totally redundant for all but the briefest and slowest of departures from the pits. The driver relies on the broad power band — 4000 to 6800 rpm in the Swift — of this reassembled production power plant to maintain momentum.



A light weight ensures supercar standards of acceleration as JW found out at Donington.

Compared to even the best of the front line Group A saloons you see on TV, these modest single-seaters are frequently one gear higher for a given corner, especially if it is a rapid curve. The fourth gear pace through Old Hairpin, McLeans and Coppice were the biggest surprises. The ride down through Craner curves in fifth was an exercise in spotting a turn-in point from an unaccustomed low level vantage point, but the sheer grip from slick tyres and simple chassis was equally imposing at the third gear Esses, or into Redgate.

You could apply all the power in the Swift, confident that it would punish only your unused steering muscles. The Swift would never deviate from your intended path, unless coarsely steered with saloon car lock inputs. The Swift would abuse you if you started using rumble or kerbing strips, flicking out of line with the almost audible reprimand: "This is not one of your mushy saloons. Don't try harder. Be more precise."

Even half a dozen laps for the reporter in the Swift allowed it to emerge at 5000 rpm in fourth for the dash along Starkey's Straight. It was at this point that the bare minimum of flying laps taken in the Mondiale, before total darkness descended, contrasted most strongly with those of the more conventional daylight laps in the Swift.

The Swift engine was obviously not in such good health as that of the Mondiale, barely requiring fifth. Meanwhile our Mondiale was into fifth and flickering over 6000 rpm to the Esses of the shorter, 1.95 mile circuit that we employed. Emerging from the lee of the Donington exhibition centre, the Swift's lack of a cockpit windscreen on a blustery day allowed the mischievous wind to flap harness strap ends and tug upward on the helmet.

The gear changes were totally different as well, that of the Swift sloppy in comparison to the clicking precision of the Mondiale gate. However, it is worth reiterating that even I missed the pleasure of the rapid fire gear changes that a full racing gearbox provides; Mondiale could not overcome that aspect. Much the same goes for the engine. It never really sounds like a racer — although it does sharpen up promisingly from 4500 to 6400 rpm — and there were strong mid-range rpm vibrations that go beyond the usual single-seater racing application of a production four cylinder.

Opel/Vauxhall Lotus have the answer here in their 16v unit, for all the other learning formula (up to air restrictor Formula 3) tend to provide lethargic engines that do little to provide any education or pleasure, in the art of cajoling full race units. Cost is the primary reason of course, but perhaps when others have followed this aspect of production engineering (including Renault, later in 1990) my objections will be removed.

Meanwhile the Swift gave me a very fair taste of Formula Renault. A trio of laps in the 1m 24s bracket (the best averaging 83.7 mph) was greeted with relief rather than the rustle of contracts as the aftermath of the January gales still had strength enough to upset the path of these adhesive single-seaters.

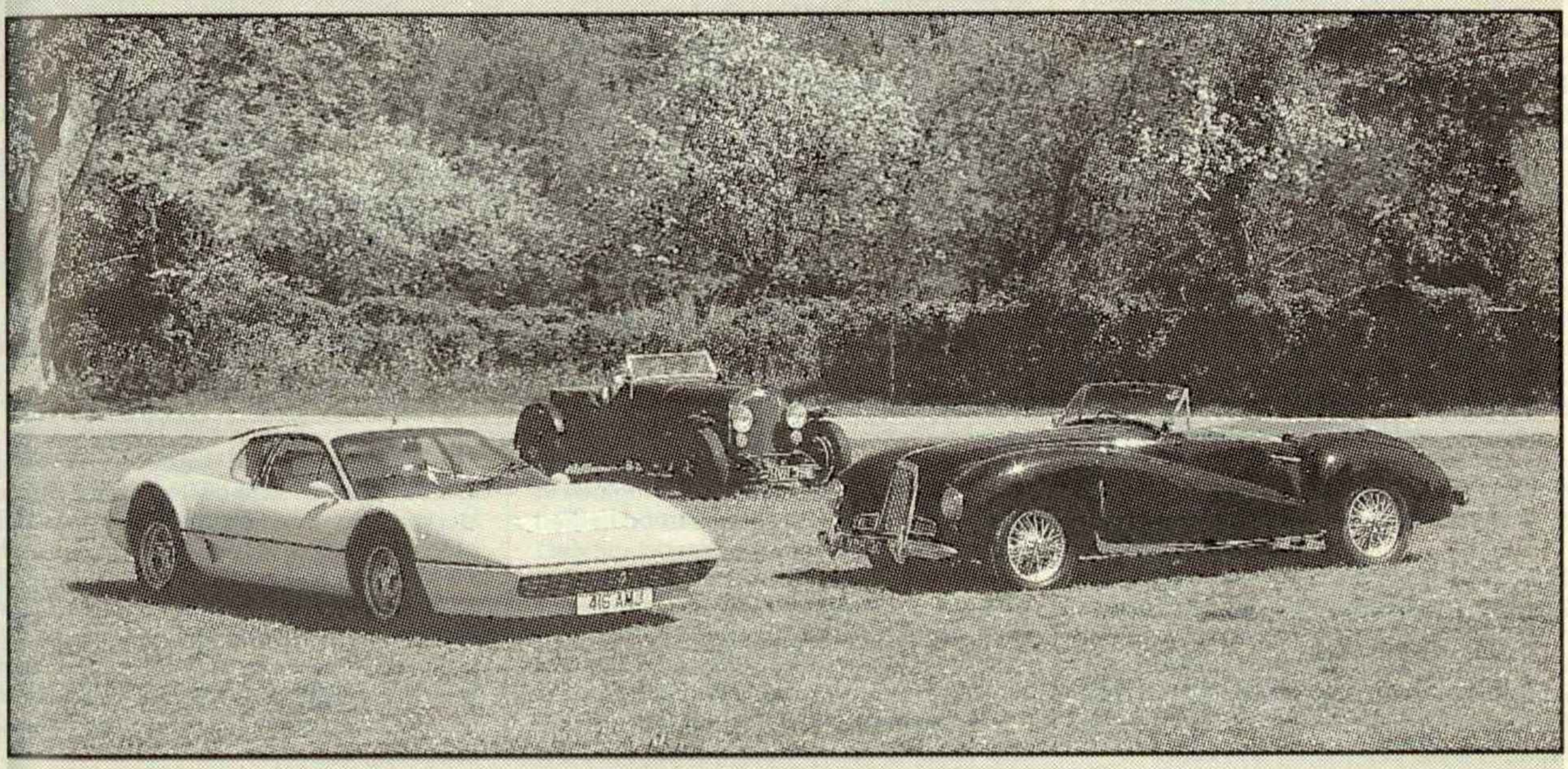
I do not think either team or I could see enough to gain any meaningful lap times in the Mondiale, so I can suggest it immediately felt quicker than the Swift in all but the latter's confident turn into corners from almost any angle and velocity — an aspect Rob Wilson was working to improve on the Mondiale. I doubt the Swift is inferior in respect of lap speed, this was just a tatty example after innumerable potential customer laps.

Formula Renault looks set to make a major impact on our racing summer in 1990. I hope we have explained some of the reasons why it is likely to succeed, given the continued commitment of Renault.

JW

Phillips

HISTORIC TRANSPORT DEPARTMENT



Vehicles auctioned recently by Phillips including an example of a 1949 Aston Martin DB1 dhc. Sold for a record price of £94,000.

AUCTION OF VINTAGE & CLASSIC VEHICLES & MOTORCYCLES

ON SATURDAY 24 MARCH
AT CHELSEA HARBOUR, LONDON SW10

CLOSING DATE FOR ENTRIES: 19 FEBRUARY

CONTACT: Robert Dawkins or Charles Dean on (01) 229 9090,
Peter Hull (Consultant) on Newbury (0635) 298323, Richard Howard on Norwich (0603) 871245.

Entrance to view and sale by illustrated catalogue:
£5.50 by post ($10 overseas), available early March.

April 1990 – Cycles & Cycling Memorabilia
May 1990 – Registration numbers from the DVLC Classic Collection
June 1990 – Vintage & Classic Vehicles
July 1990 – Traditional Rivercraft & Ephemera at The Boat Tent, Henley on Thames

Phillips West Two, 10 Salem Road, London W2 4DL. Telephone: (01) 229 9090.

LONDON · PARIS · NEW YORK · GENEVA · BRUSSELS · ZURICH · THE HAGUE
Thirty two salerooms throughout the United Kingdom. Members of the Society of Fine Art Auctioneers.

The Mini Marcos Owners Club recently held a Special General Meeting at Kenilworth to discuss, amongst other things, the possibilty of an annual Euro-trip. If you own a Mini Marcos, a Mini Jem or a Kingfisher Sprint, or even if you are just an enthusiast, and would like to join, please contact Melanie Newman for details at 28 Meadow Road, Claines, Worcester WR3 7PP. Tel: (0905) 58533.

The Chester Festival of Transport, organised by **Chester Lions Club** and **Chester Vintage Enthusiasts Club**, will this year feature a Collectors Car Auction, to be supported by Autojumble and trade stands. The Festival, to be held on Sunday 20th May, is expecting to attract a record number of vehicles of all ages and types, and there will be a variety of arena events including military displays and Pony Club and Carriage driving competitions.

Anyone wishing to book Autojumble plots, trade stands, club stands or to enter vehicles should contact Martin Hughes on 051-653 9434 for further details.

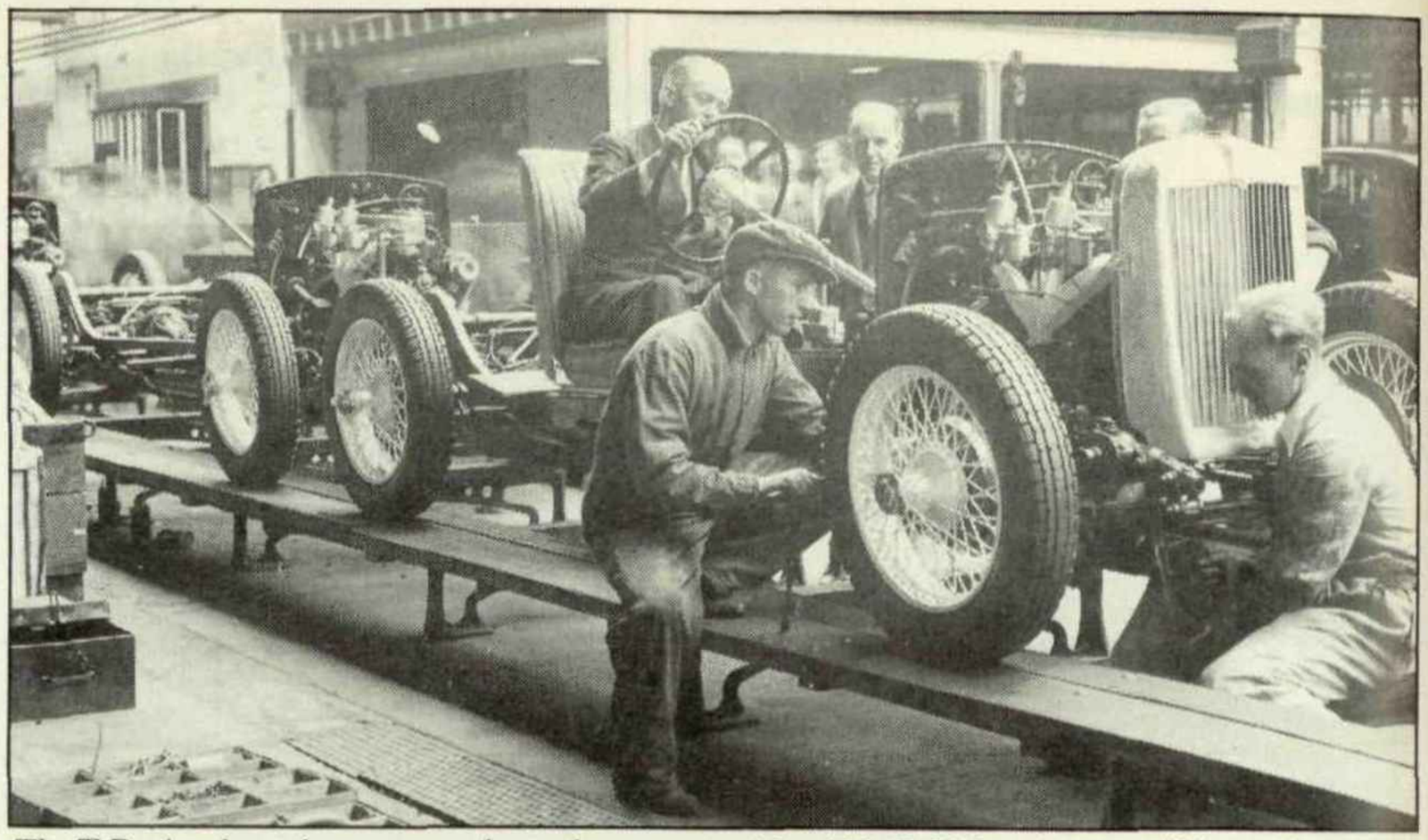
The 31st Ruthin Rally takes place on 22nd July in the scenic county of Clwyd in North Wales. Entries are restricted to cars built before 31st December 1940 and regulations are available from George Kerr, 1 Primrose Close, Northop Hall, Mold, Clwyd. Tel: (0244) 816138.

The British Automobile Racing Club have announced the provisional dates for the numerous racing championships which they organise. The first dates for each championship are as follows:
2CV Racing Club Challenge: 16th April, Pembrey.
Special Saloon Championship: 25th March, Thruxton.
The Vauxhall Sport Championship: 11th March, Thruxton.
1974/80 Formula Ford 1600 Championship: 18th March, Pembrey.
P&O European Ferries Junior Formula Ford 1600 Championship: 11th March, Thruxton.

For further information about any of these events contact BARC Ltd, Thruxton Circuit, Andover, Hants SP11 8PN. Tel: (0264) 772607 or 772696/7.

The 1990 Ecurie Ecosse Historic Motor Tour, supported by the St Andrews Old Course Hotel, will cover much of scenic Scotland and will give the Scottish public a chance to see the beautiful vehicles taking part. A three day event, the tour begins at St Andrews on Thursday 10th May and ends, back where it started, on Saturday 12th May. Further details from John Foster, Estates Office, Craigie Farm, Leuchars, St Andrews, Fife KY16 0DT. Tel: (033 483) 218.

The Staverton Airport Steam and Vintage Show, organised by the **Gloucestershire Vintage Motor Transport Club**, will be held on 16th and 17th June. Due to a great response over the last few years, cars and stationary engines in certain age groups will have to be limited and entries accepted on a "first come, first served" basis, so for further information write now to Mrs H D Reeves, 9 Osbourne Avenue, Tuffley, Gloucester, enclosing an SAE, or ring her on (0459) 305419.



The T Register's seminar may not boast the presence of Lord Nuffield, but the cars will be as thoroughly prepared as when they left the factory.

This year marks the tenth anniversary of the Thames Valley Auto Sunday and the organisers, **Easthampstead Rotary Club**, expect it to be the biggest and best yet. Having raised over £100,000 for local charities over the last decade, the club is hoping for a record entry of over 1000 vintage, veteran and classic vehicles, supported by autojumble stalls and trade stands. Even non-enthusiasts are catered for with a full programme of events such as Sky Divers, Marching Bands and a Dog Show and the kids can entertain themselves at the mammoth Fun Fair.

Auto Sunday will be held on 1st July at Moss End Farm, Warfield. Further details are available from James Strugnell, Stable lodge, Priory Lane, Bracknell, Berks RG12 2JU. Tel: (0344) 54995 (Home) or (0344) 50078 (Business).

The Midland Festival of Transport is on 26th/27th March at Weston Park, Shropshire. Closing date for entries is 7th March so contact Linda Price now at 37 Comberford Drive, Tiffany Green, Wednesbury, West Midlands, WS10 0UA.

The Aston Martin Owners Club is running several events this year. There will be three race meetings, the first of which is at Brands Hatch on 6th May. The three championships organised by the AMOC are The Proteus Petroleum Inter Marque Championship, the first round of which will be on 23rd April at Oulton Park, The Historic Car Championship and the Thoroughbred Sports Championship, first rounds at the AMOC race meeting. Contact Alan Putt, 1A High Street, Sutton Nr Ely, Cambridgeshire CB6 2RB for details.

The MG Car Club T Register is holding its 10th seminar on how to rebuild classic MG sports cars on Saturday 17 March. MG specialists will cover a range of topics such as "Coachtrim", discussed by Mike Collingburn, and "Fitting Weather Equipment" by Ron Gammons. The one day event costs £15.00, including lunch and light refreshments, and will be held at Ernulf Community School, St Neots, Cambridgeshire.

Further details and application forms are available from David Barnes, 18 Eaton Rise, London W5 2ER. Tel: 01-997 0118. Please enclose an SAE.

An Autojumble is being held at **Donington Exhibition Centre**, Castle Donington Racetrack, on Sunday 25th March. For full information, contact Penny Farthing Fairs, 40 Rockingham Close, Ashgate, Chesterfield, Derbyshire S40 1JE. Tel: (0246) 239264.

The MG Car Club is celebrating its Diamond Jubilee this year with four major events. The first of these will be the MG Silverstone International Weekend on the 26th/27th May. Each UK Centre will also be organising an event as part of the celebrations, and plans are afoot for a Jubilee Concours Championship and a combined racing sprint and hillclimb Jubilee Championship. Anyone wishing to participate in these festivities should contact the MG Car Club at PO Box 251, Abingdon, Oxon OX14 3FA.

The Association of Northern Car Clubs Road Rally Championship makes a welcome return this year, with the **Leeds University Union Motor Club** organising the Mobil 1 Northern Lights Rally. Covering 250 miles of West Yorkshire, the rally will be held on the 3rd/4th of March and will also form part of the National Student Championship. Those inclined to feel a bit peckish at these events (and especially in these current wintry climes) will be pleased to hear that

the starting point is at the world's most famous fish and chip restaurant, Harry Ramsden's.

Details of this event are available from Mr Steve Harris on 0532 756383, or Mr Roland Cross on 0532 626540.

On Thursday 29 March, the **Jaguar Enthusiasts Club** in conjunction with the **Jaguar Car Club** will hold its annual film happening, in memory of Andrew Whyte, the eminent Jaguar historian. The theme will be rallying with guests including Henry Pearman, winner of the 1989 Pirelli Classic, though sadly not his co-driver, MOTOR SPORT's Gordon Cruickshank, who is still recovering from severe spinal injuries in Stoke Mandeville Hospital, after a tragic road test accident in Germany last year.

The evening begins at 8 pm at the Packhorse and Talbot, 145 Chiswick High Road, London W4 and there will be a contribution of £3 towards expenses. For further information contact Keith Trotter on 01-743 3627 (evenings) or Jack Stevens on 01-845 2941.

The Lakeland stages, the first round of the **1990 Cars and Conversions/Fiat Challenge**, will be held on 17th March at Carlisle. The Challenge is open to all front wheel-drive Fiats with a capacity limit of 1301cc and is run in conjunction with the BTRDA Clubmans Rally Championship, with seven rounds set in the best forests in Britain.

For full details and an entry form please contact the Co-ordinator, Andrew Mortimore, Villa Rosetta, Shrubbery Road, Weston-Super-Mare, Avon BS23 2JG. Tel: (0934) 620406.

The STD Register's Wolverhampton Weekend is scheduled for June 30th/July 1st.

The Jowett CC International Weekend for Javelins and Jupiters as well as the old flat-twins takes place at the Waverley Castle Hotel, Melrose in Scotland from May 25-28, with the Concours d'Elegance on the Sunday. Details from Sandra Purves, 4 Scotland Street, Edinburgh EH3 6PS.

The London International Classic Car Show returns to Alexandra Palace, now into its third year. Attracting 30,000+ enthusiasts from all over the UK and Europe, the show includes a display of pre-war Morris cars, a variety of vehicles which raced in the RAC rally in the 1960s, as well as over sixty club stands, displaying a full range of vehicles from American monster cars to historic commercials, and from classic British sports cars to family saloons. Autoglym, the motorshow conditioner manufacturers, will sponsor the Concours, with over 125 vehicles competing for prizes such as Best Classic Saloon pre 1960, Best Pre-War and Car of the Show.

The show also boasts the largest sale of classic cars in the UK, conducted by Arlington Auctions. Over the two days, 170 vehicles with a combined value of around £2 million will be put under the hammer, as well as a special lot of unique automobilia. The London International Classic Car Show will take place on the 9th/11th March and promises to be well worth a trip for enthusiasts and novices alike.

Readers who own Coventry-built cars or motorcycles will be interested to hear of an event being held in celebration of **Coventry**'s long established links with the motor industry. Bring your vehicles, or just yourselves, to the Coombe Abbey Country Park on the outskirts of Coventry on Sunday 20th May. A non-profit making event, there should be lots to see and do for the whole family. If you'd like more details, or wish to set up a Club or Trade stand, contact Brian Long at 15 Ludlow Road, Earlsdon, Coventry, Warks CV5 6JA. Tel: (0203) 677500.

The 1990 BMW Car Club Race Championships are almost ready for off, with the first round being held on Saturday 17th March at Silverstone. This year sees a major change to the proceedings, with two separate race championships instead of the usual one. The first championship will be for all BMW models available in the UK and the second will be solely for the various '02 models from the BMW range (2002 Tii, 2002 touring etc). Full details of the championships, their technical regulations and event calendars are available from the championship co-ordinator, John McVicker at 24 Francis Road, Lichfield, Staffs WS13 7JX. Tel: (0543) 256117 (home).

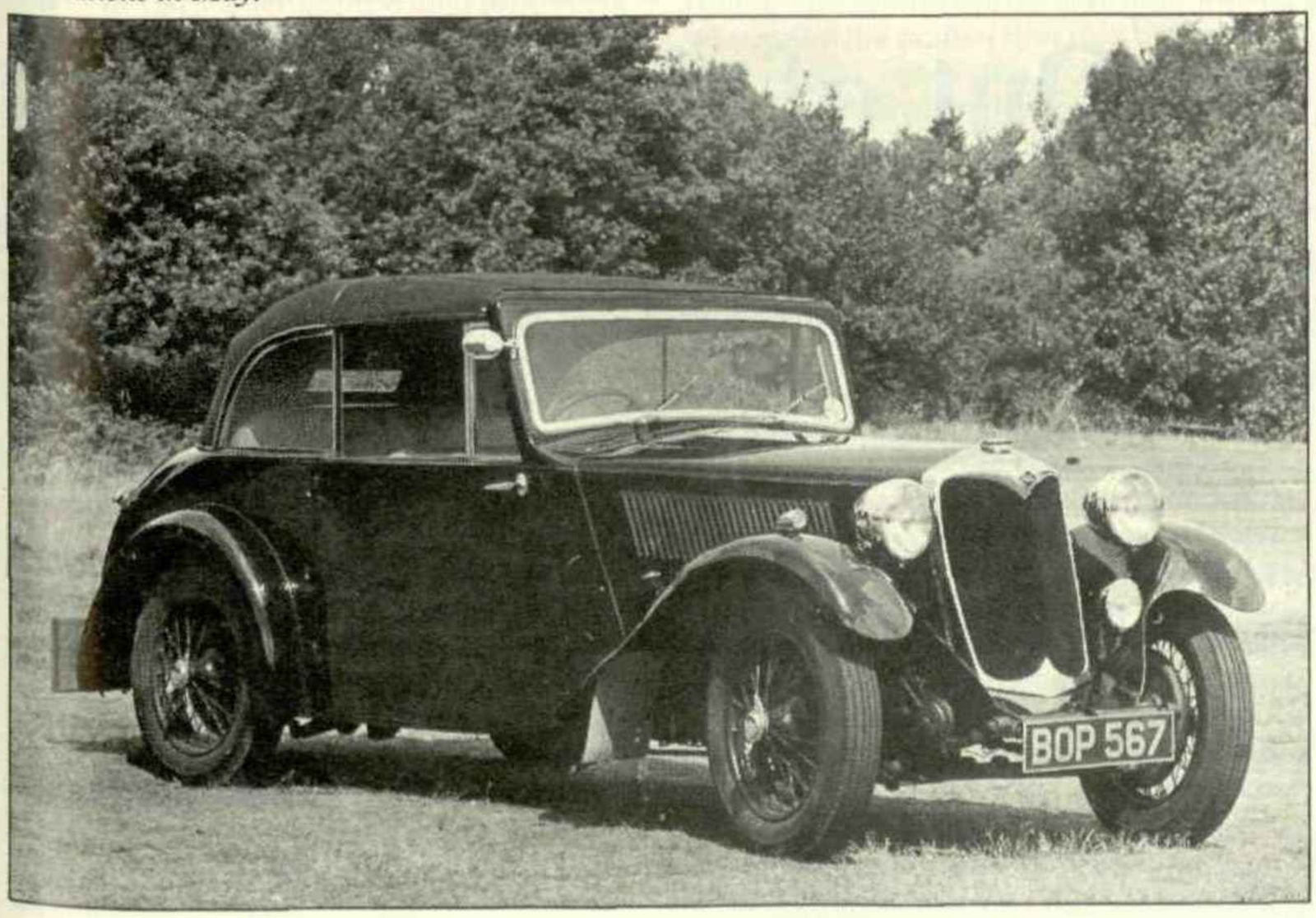
The National Motor Museum holds its popular annual Classics and Restorations Show on Sunday 17th June. In addition to the usual events and displays, there will be a new competition, "Pride of Ownership". Not to be confused with Concours d'Elegance, the contest is for the ordinary motoring enthusiast with a veteran, vintage or classic (pre 1961) car. There will be no entry fee but places are limited to 100 and must be pre-booked.

This year's theme for the special cavalcade will be "British Rarities and Survivors" (pre 1961), which will again be strictly limited to 60 places. There will be two cavalcades accompanied by expert commentary from John Willis, a well-known figure at the Vintage Sports Car Club and other events. Anyone interested in entering these or any other event should contact the National Motor Museum, Beaulieu, Brockenhurst, Hampshire SO42 7ZN. Tel: (0590) 612345. Fax: (0590) 612624.

Lambert and Foster are holding a spring auction of veteran, vintage and classic cars, motorcycles and automobilia at Allerton Castle, Kent, on 25th April. If you are considering parting with an old vehicle of value, why not contact their auction office at 77 Commercial Road, Paddock Wood, Kent TN12 6DR. Tel: 089-283 2325.

The Royal Lancaster Hotel in London was the venue for the **1989 British Racing and Sports Car Club Awards** on Saturday 20th January. The famous Brabham family, represented this evening by three times World Champion Sir Jack, and National F3000 Champion and future Formula 1 driver Gary, were delighted to accept the BRSCC Trophy, awarded to the individual or organisation who, in the eyes of the BRSCC Committee, makes the greatest contribution to the furtherance of motorsport. The Steve Sydenham/Racing for Britain Trophy for the most promising

Being as 'old as the industry' it is hoped that the Riley marque will be well represented in Coventry's celebrations in May.



young British driver went to David Coulthard, and the Bert Lamkin Memorial Salver for the club member who has done the most to promote the BRSCC was given to Robin Bradford. A special presentation was made to John Webb, Chief Executive of Brands Hatch, and his wife Angela who, after many years, are leaving Brands Hatch for the sunny shores of Spain.

Pirelli are to sponsor the **Classic Marathon** for the third year in succession. This tough but well-supported event for pre-1966 cars, conforming to the FIA classic car recognition dating, has already received over 2000 applications, of which 120 will be invited, allowing an entry of 30 different makes. This challenging 2000 mile event which shadows the old Alpine Trials, will start from London on June 17th and finish at Cortina, Italy, on June 23rd, embracing at least two special tests every day. Stirling Moss is expected to enter again, having finished third last year.

Duxford Aerodrome will be the venue for the second **All Rover Day** on 15th July. Further information from Eddie Chambers 0795 842871.

The Club of Ancient Automobiles and Rallies, founded in 1989, is the first internationally structured all-make Ancient Automobile Club. A non-profit making organisation, it offers international services and advice designed to help members successfully pursue their hobby, and organises meetings, rallies and other such events. The club also aims to defend the classic car heritage and to promote classic car collection, restoration and use. Already present in three countries and on two continents, there as yet appears to be no British sector of this aspiring new venture. If you are interested in becoming a member and expanding the club's network over the Channel, then contact Benjamin Stevens, 13 Rue Montorgueil, 75001 Paris, France.

The MCC's 69th Land's End Trial takes place on April 13/14th, starting from Okehampton, Bristol and Basingstoke and finishing at Newquay. Entries opened on January 26th and they close on March 5th. Among a total of 15 hills will be the famous "observed sections", the Beggars Roost (3.50 am), Darracott (7.20 am), Crackington (9.20 am) and Bluehills (12 noon). We give in brackets the approximate arrival times for the first motorcycle competitor, should you wish to spectate.

An exciting day of "motorsport as it used to be" is promised at the stately home of Longleat in Wiltshire on Sunday 9th March. The Longleat Historic Rally, organised by the **182 Classic and Rally Car Club**, brings together 90 classic rally cars in a thrilling 52 stage mile race round the home of the famous Lions of Longleat. The action starts at 9am and continues throughout the day, with the first car to finish being welcomed back at Longleat at 4.15 pm. Scrutineering takes place on Saturday afternoon and the rally headquarters will be based at the Mendip Hotel in Frome.

The Alvah R. Holbert Memorial Scholarship is a scheme set up in memory of the late, great Porsche driver, to help youngsters of both sexes in their mechanical engineering studies at Lehigh University where Al himself studied in this field. Information can be obtained from either Keith Trotter, 32 Ashchurch Villas, London, W12 9SP or from Patricia Boig, Alumni Memorial Building 27, Lehigh University, Bethlehem, PA. 18015, USA where contributions can also be sent.

Entries have opened for the **Esso Bristol to Bournemouth Vintage Vehicle Run,** which takes place on Sunday, June 10th 1990.

This event, organised by the **Yeovil Car Club** and sponsored by Esso Petroleum, has continued to grow in popularity each year. Permission has been granted for 350 entries to take part in 1990 and, as in previous years, these will come from Britain and overseas, giving the event a truly international flavour. The Esso Run is open to pre-1940 cars, motorcycles and light commercials.

A pre-rally dinner will be held for the participants in Bristol on Saturday, June 9 and the following morning the Lord Mayor of Bristol will flag away the first vehicle from the magnificent setting of the Ashton Court Estate.

There are three stopping points at Wells, Yeovil and Blandford Forum where the spectators can take a closer look at the entries. The route follows a particularly scenic drive through Avon, Somerset and Dorset and finishes along the Undercliff Drive at Bournemouth, where the vehicles will be displayed in a fenced off enclosure, while the participants attend a nearby Reception and Awards Presentation.

Regulations and entry forms were published on January 1 and early entry is strongly advised as all 350 places will be taken well before the closing date of April 1. Forms can be obtained from the Entry Secretary, Keith McGee, 38 Kenmore Drive, Yeovil, Somerset BA21 4BQ. Tel.: 0935 74630 — evenings. For further information contact Alan Davidson, Yeovil Car Club Ltd. Tel.: 0935 25597 — evenings.

The Riley Register's *Bulletin* continues to embrace the vintage Riley scene, issue no. 136 containing a cutaway drawing of the ifs racing Riley and a photograph of Freddie Dixon's shed at Brooklands.

Club News is compiled by Shara Simpson.

V to C — Out of the Past

JACK Warne, at the age of 85, remembers how he met Leslie Bouts, the driver of Sunbeam and Leyland Eight cars at Brooklands, when Bouts was working up his transport business soon after WW1, with ex-RAF Leyland lorries, at his Ilford depot. Jack stayed with Bouts until the firm was wound-up in 1935, when he had 350 vehicles at various depots. They were mainly Leylands and AECs, a profitable undertaking being the London-Manchester run with supplies of printing ink for the newspaper trade. Leyland Tiger coaches were also used on the Liverpool Street to Ongar service.

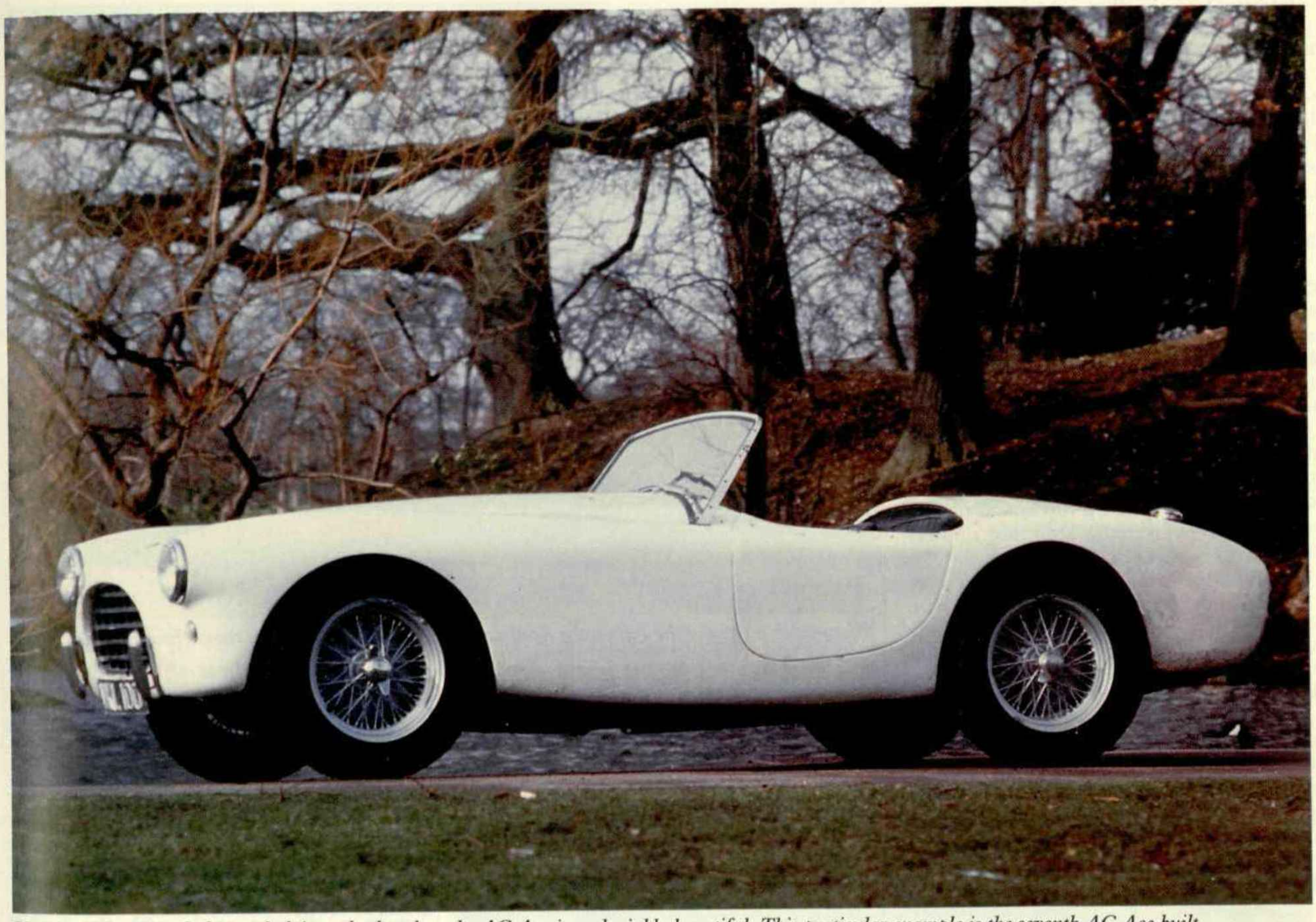
When Bouts was introduced to motor racing by Kaye Don they collected the Indianapolis 4.9-litre Sunbeam from Wolverhampton and towed it behind one of Bouts' Ballots, to London. It was a hard ride for Warne, as Bouts drove quickly and the Sunbeam people had forgotten to slacken off the shock absorbers of this hard sprung car. Warne was thereafter Bout's riding mechanic, another tough assignment, "the old car shaking with age but going very fast". Warne serviced the Sunbeams, but T & Ts at Brooklands maintained them. The Grand Prix car which Bouts acquired later is remembered as having a multi-plate clutch which was apt to be difficult to disengage, as the plates stuck on the splines; at Southport Warne would sometimes change gear as Bouts grappled with the cornering. The cars would be taken to Southport on a Bouts' truck.

Today Bouts runs his Citroën agency garage in Wolverhampton. Warne retired after running his own transport business, but has recently acquired a new Ford Sierra. The Leyland Eight was disposed of to R J Munday, another haulage operator, and when he was racing it at Brooklands, the engine disintegrated and fell onto the track.

WB

We regret to learn that Major C O B Huddart, TD, who designed and built the Leidart 8, the "Forgotten Make" in our May 1987 issue, died last December. He was delighted his car had not been forgotten and was able to take a short drive before his death.

Another reader wants history and bodywork details of the 1172 Formula Greenwood-Ford he is rebuilding. It was first used in Worcester, reg. 61 FAB. Letters can be forwarded.



Untainted by power bulges or bulging wheel arches, the AC Ace is undeniably beautiful. This particular example is the seventh AC Ace built.

Within an Ace

THE story of the AC Ace really began in 1919 when John Weller produced his first AC "light six" engine. This was a wet linered six cylinder unit of 1991 cc. It had a chain driven overhead camshaft, and was mainly of aluminium construction. It was essentially this engine that, for nearly 40 years, powered the cars that came out of AC's Thames-Ditton factory, from 1919 until 1956. The AC engine obviously underwent considerable modification during this time, so that the power was stepped up from an original 40 bhp, to 85 bhp when it was first used in the AC Ace that is the subject of this article.

An engine, however, is not of much use without a chassis, and the other half of the story begins with a chap named John Tojeiro, who had made quite a name for himself in post-war racing circles. At his workshop in Buntingford, in Herefordshire, he built very competitive sports car chassis that were powered by various engines including MG, Lea-Francis, Wolseley and JAP. The most notable for its success, however, was Cliff Davis' Bristol engined car, raced throughout 1953 at British second level meetings.

It was Ernie Bailey, who ran the Buntingford coachworks where the Buckland four-seater sports tourer was built for AC, who made the connection that brought the AC engine and the Tojeiro chassis together. He was well aware of the Tojeiro product when he heard that AC were looking for a chassis. He arranged for Vin Davison's Lea-Francis engined Tojeiro to be demonstrated to AC chairman Charles Hurlock. Mr Hurlock was hooked and took the chassis on as a prototype that would revive the old AC title 'Ace', first used in 1933, once the six cylinder AC engine had been installed.

The chassis, which remained the same as that on Cliff Davis' car, was very simple in its layout. It consisted of two parallel steel tubes of 3in diameter running from front to back. These were cross braced, also by 3in tubing, almost exactly half way down the length of the car. Fabricated box sections supporting the suspension and drive assembly formed the cross-bracing at either end.

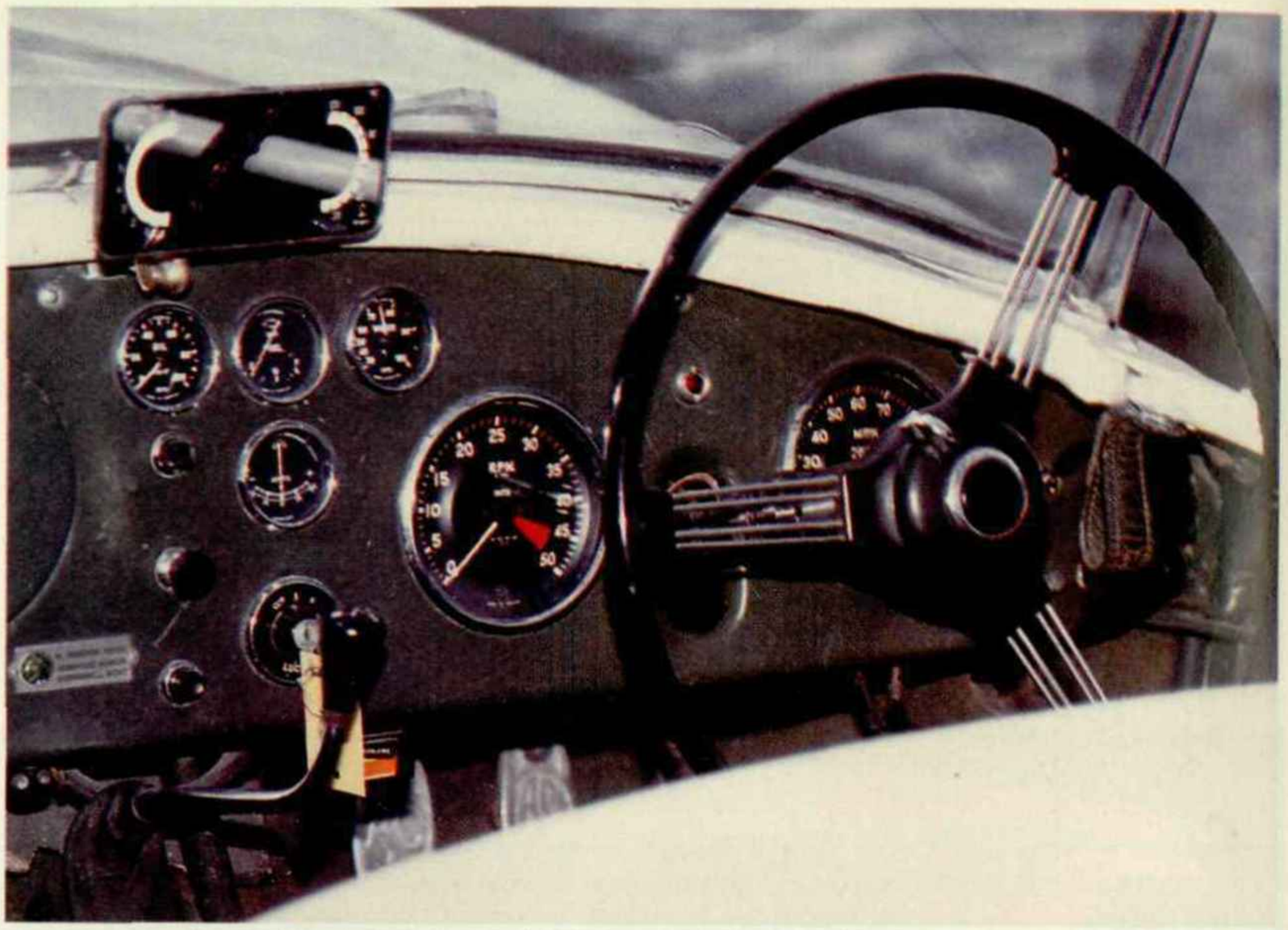
The suspension at front and rear consisted of tubular wishbones and transverse leaf springs. Inclined telescopic spring dampers were fitted all round. The whole assembly at the front was inclined slightly backwards to provide castor angle. It was therefore the first British post-war sports car with all round independent suspension.

The engine came with triple SU carburettors, and a pair of three branch exhaust manifolds, and was mated to the Moss four-speed gearbox via a Borg and Beck single-plate dry clutch. Power was transferred to the wheels through a chassis mounted ENV hypoid-bevel final drive unit. Girling hydraulic brakes in Wellworthy Al-Fin 11in drums were fitted front and back. Dunlop knock-off wire-wheels carried 5.50in — 16in tyres.

The aluminium two-seater body, basically similar to that of Davis' car, was undeniably beautiful. The car looked purposeful but refined, and so it was. The AC Ace happily blended a proven race track ability with the standards of beauty, comfort and refinement required of a quality road going sports car. It was announced as an eve of the show surprise at the 1953 Earls Court Motor Show. Although at £1,297,7s 6d (including purchase tax) it wasn't cheap, it did represent good value for money, especially when compared to the £2000 plus price of the Aston Martin DB 2-4 or Bristol 404. And, unlike any other British sports car at the show, it did boast all-round independent suspension. This was probably one of the main reasons behind the universal appraisal of the car

after its launch: that which was most singled out was the car's outstanding road-holding ability. "Cornering is a sheer joy for there is a worrying degree neither of over nor understeer. The car shows no sign of front-end breakaway, even at elevated speed, and the tail looks after itself in the most satisfying manner. It is a car which will put up very high cross-country average speeds without any undue effort on the part of the driver; in short a sports car which handles as it should." John Bolster wrote that it was "quiet, comfortable and exceptionally refined, with an excellence of road-holding and suspension that one rarely meets outside the racing sphere." And *The Motor* said in 1954 that it showed "quicker acceleration from rest through the gears to 80 mph than other post war cars of under three litres which we have tested." The Ace had a top speed of 104 mph and covered the standing quarter mile in 17.9 seconds.

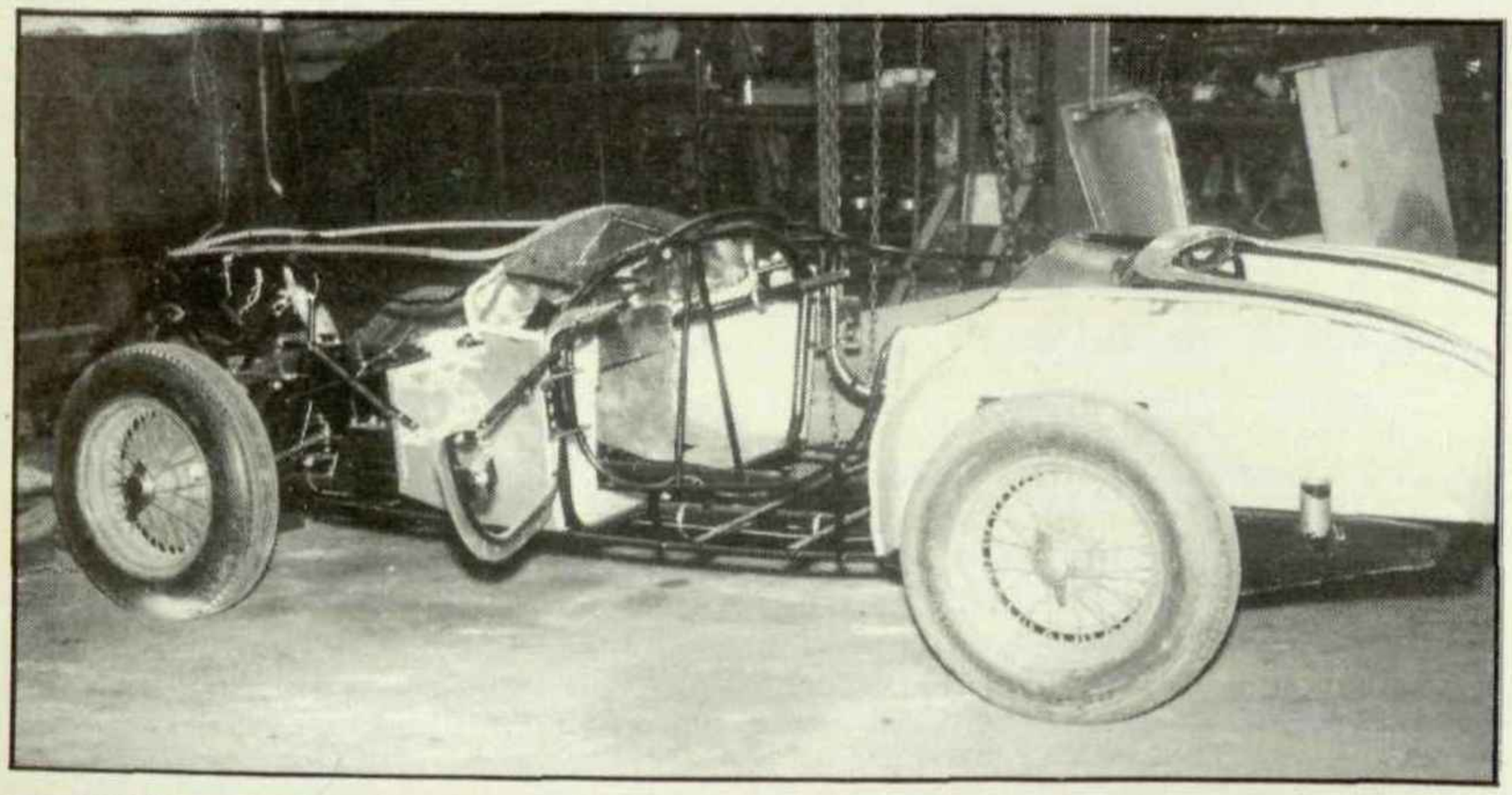
But the performance and handling were not the only good things about the Ace. The aluminium body was beautifully made over a frame of steel tubes. The leather covered bucket seats gave excellent support, and there was a considerable choice of driving position. The hood, which was easy to erect and fold, gave excellent weather protection, and did not flap at high speeds. The boot provided a comparatively generous amount of luggage room. In short it was a well thought out and high quality sports car.

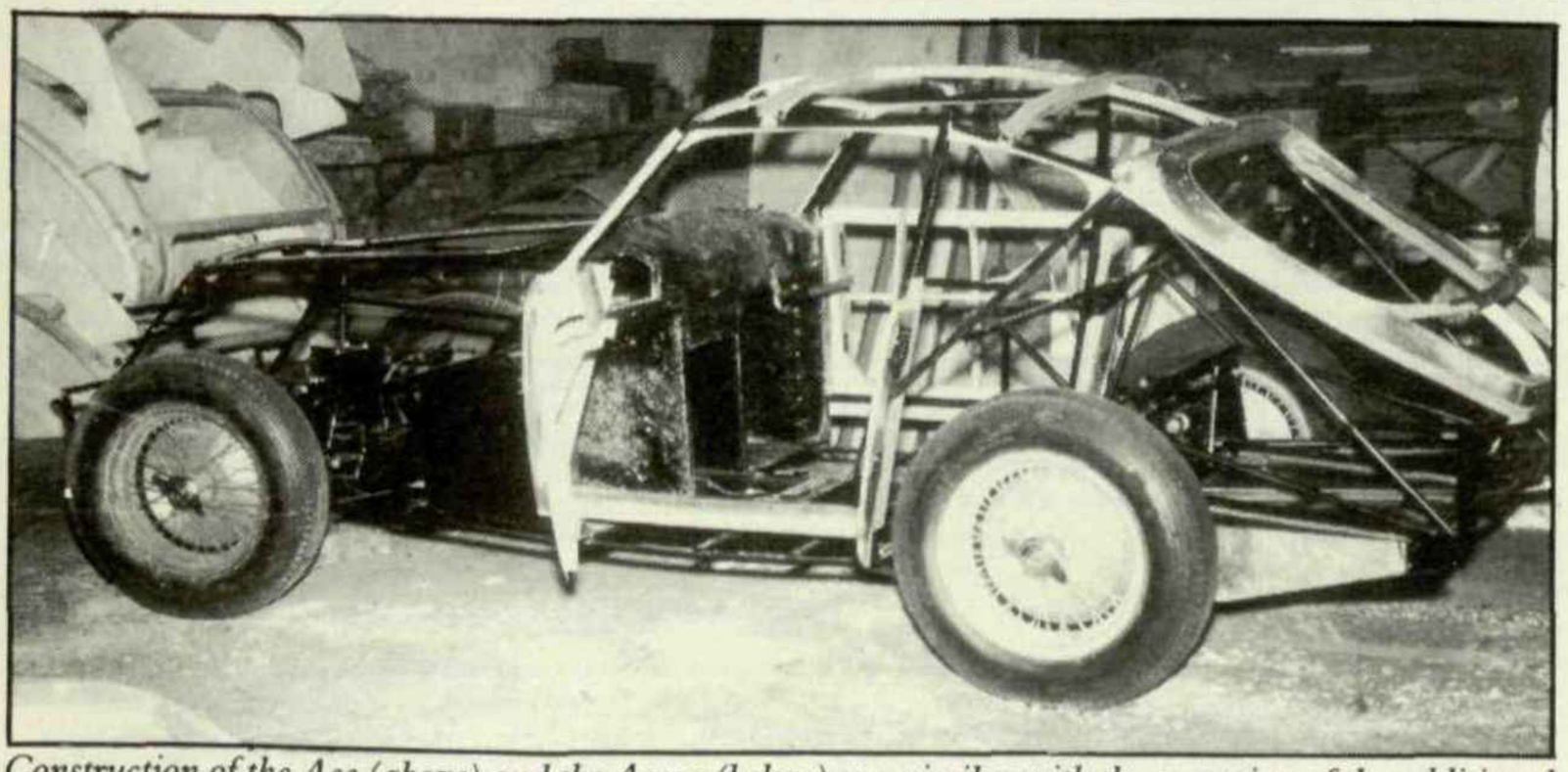


Very much a child of the Fifties, the Ace's dashboard nevertheless is quite comprehensive.

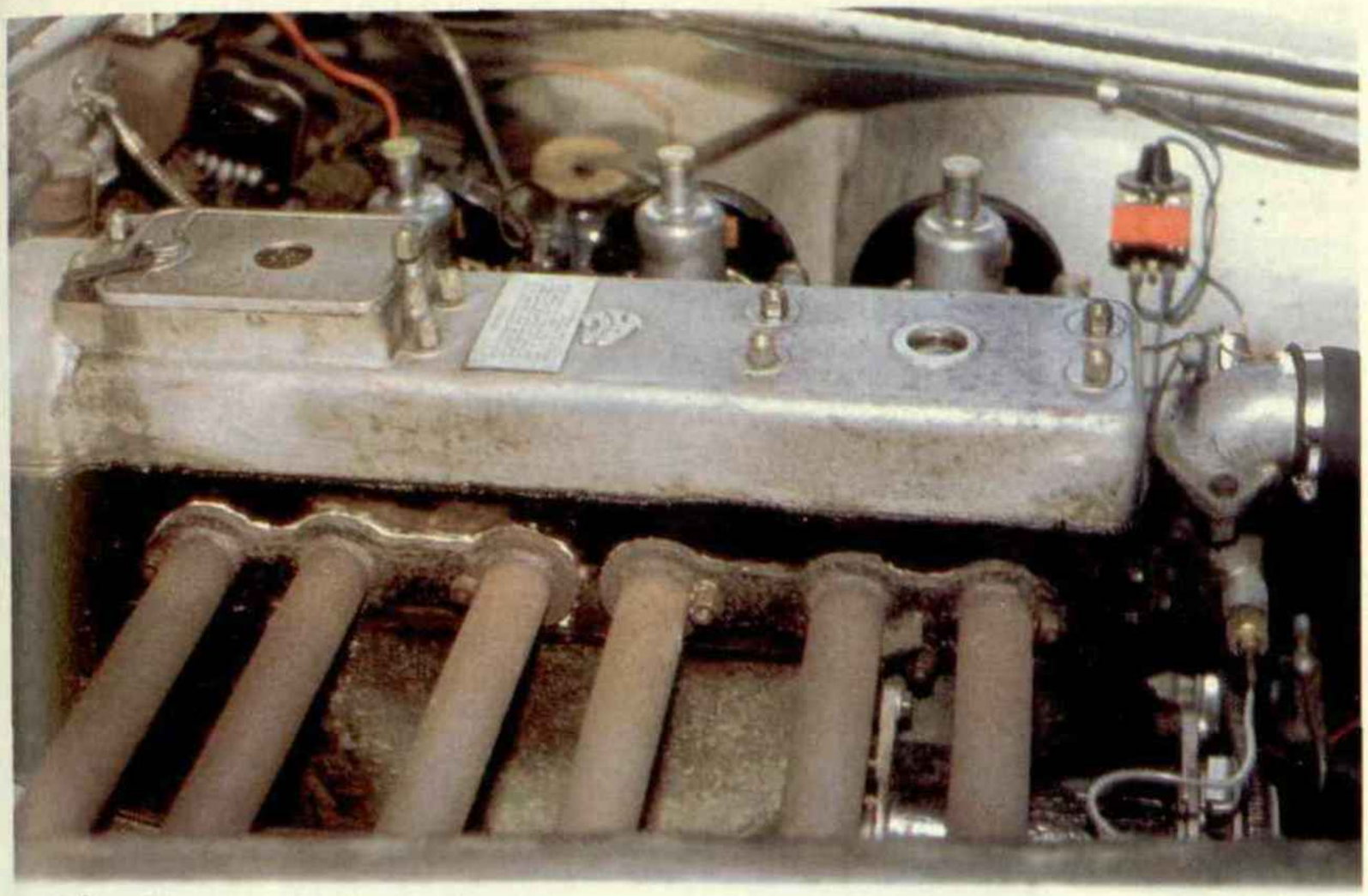
The first modification came to this initially good design at the 1954 Earls Court Motor Show, when AC exhibited its prototype fixed-head coupé, the Aceca. It was one of the most beautiful GT coupé cars of the time. The basis of the aluminium body was a framework of steel tubes, as in the Ace, but with additional tubing to support the roof and tail of the car. The curvature of the Ace was slightly ironed out on the Aceca, especially along the wings from front to back. The doors were lengthened with the lower half slightly squared off. The tail of the car was altered so that the curve of the rear wing was given a sharper angle with the brake lights finishing the line. The roof sloped down to a fast back tail that was narrower and again less curvaceous than that of the Ace. The overall effect was very pleasing, and the modifications apt in that the Aceca was given a more graceful and sophisticated air than its sister. Less significant modifications were the adoption of a bishop cam type steering gear, and the mounting of the final drive unit on rubber, so that noise was reduced. Not surprisingly the performance of the Aceca was altered so that acceleration was reduced, because of extra weight, and top speed was increased, because of improved aerodynamics.

The most significant change came in 1956 when the AC engine was replaced by the two litre Bristol unit that had already proved itself at Le Mans and in British sports car racing. The Bristol engine made the AC more potent since it turned out 120 bhp at 5750 rpm. But the peak power came at 1250 rpm more than the AC engine, and so one had to work the gearbox a little more in order to make full use of this gain. This was made slightly easier by the fact that the Bristol engine came with its own close ratio gearbox, and the whole assembly was some 25 lb lighter than the AC engine and Moss gearbox. Performance was certainly improved and the car now had a top speed of about 115 mph for the drophead and some 125 mph for the coupé, and covered the standing





Construction of the Ace (above) and the Aceca (below) was similar with the exception of the additional tubing to support the roof and tail.



For the first few years of its life, the AC Ace used AC's own 6-cylinder engine.

quarter mile in 16 and 16.6 seconds respectively. As well as improving the performance on the road, the Bristol engine made the AC very competitive in sports car racing.

The final change to the Ace and Aceca came in 1961. Bristol engines were in short supply, and from this point on were reserved for the AC Greyhound. Through an arrangement with K N Rudd Ltd of Worthing, Ace and Aceca models were fitted with modified Ford Zephyr engines. The standard units produced 90 bhp at 4700 rpm, but most owners preferred to have a tuned engine fitted. These were available in five stages of tune varying in price from £75 to £225, and in power output from 120 bhp to 170 bhp. In August 1961 MOTOR SPORT tested an Ace fitted with a 150 bhp engine and recorded a top speed of 124 mph, and a standing quarter mile of 16.8 seconds. So unless in the racing stages of tune the Ford engine did not significantly alter the performance from that given by the Bristol engine, although it probably meant more power in the lower rev range. The most important change was that the Ford engine was cheaper to overhaul, or replace, and spares were so much more readily available. Slight body modifications were a smaller air intake at the front, and slightly flared wheel arches. Production continued until 1963 when AC turned its attentions to the commercially successful, but much less beautiful, AC Cobra.

We were fortunate enough to be offered a ride in one of the earliest and probably most original of the AC Aces. This AC-engined Ace was the seventh built and is now in the hands of its third owner. It was first owned by lady racing driver Betty Haig, who sold it to buy a Bristol-engined version with which she hoped to compete at Le Mans. The car then remained in the hands of one person until very recently and it has an original 24,000 miles on the clock. In fact it spent about 17 years on blocks during which time the engine was turned over once a month. Even so a considerable amount of work was needed to be done on the car before it was road worthy, mainly on the mechanics and suspension, which would have suffered by being kept stationary.

However the originality of the car has been preserved and it is nice to see that, despite all the work done, the car has not been unnecessarily 'tarted up'. The interior has a lived-in look to it, with nicely worn green leather upholstery, which would have looked splendid with what was probably the original olive green paintwork. The car is now white and was



A year after the introduction of the Ace, the Aceca was announced. It was as strikingly good looking as its open top kin although there were styling changes.

painted by the second owner. It still has its first hood, tonneau cover, starting handle and jack all stowed away in the surprisingly spacious boot.

With the ignition turned on one could hear the familiar ticking of the SU pump feeding fuel to the three SU carburettors. The engine fired up encouragingly quickly and had a characteristically smooth straight six beat. As we pulled away it was immediately apparent that despite being almost forty years old, this car was no slouch, and would easily keep up with modern traffic. Even more significantly we were being powered by an engine that was essentially 71 years old. *Plus ca change . . .*

Clapham Common at midday is not the best place to explore the limits of a car's performance and road-holding, unless it's electric and is used for delivering milk. Things were made worse by the fact that I spent the majority of my tour trying to master the gearbox which my host politely suggested needed adjustment. Since it was a very slow change, and down changing benefitted from double de-clutching, I preferred to believe him, especially when considering the fact that contemporary road tests praised the quickness of the gearbox. Yet even at the relatively low speeds obtainable around Clapham Common one could begin to appreciate the precise and delicate steering, and the wonderful handling of the car that made it so distinctive when it was first produced. The car could be driven with absolute precision in a way that bears out a contemporary remark in *Autocar*: "One looks into a corner and almost simultaneously arrives at its end. The driver is left with the impression of having leaned over a little rather than of having turned the wheel."

The brakes inspired absolute confidence and the engine pulled readily from 1500 rpm. When wound up the car really did begin to accelerate quite sharply and I'm sure that the Bristol engine would make the Ace a quick sports car even in comparison with some of today's machines. Another striking feature was the driving position which was notably sensible and very comfortable. The steering wheel was the correct distance from the body, the gearstick fell easily to hand, and the pedals were a sensible distance beyond the steering wheel and dashboard.

It was a shame not to be able to give the Ace some real exercise down a twisty and uncrowded country road, for which it is best designed. Nevertheless it was exciting to sit in and drive one, and to get a taste of this marvellous Fifties sports car. MOTOR SPORT is grateful to the owner at Paradise Garage for generously allowing us to drive the car. CSR-W



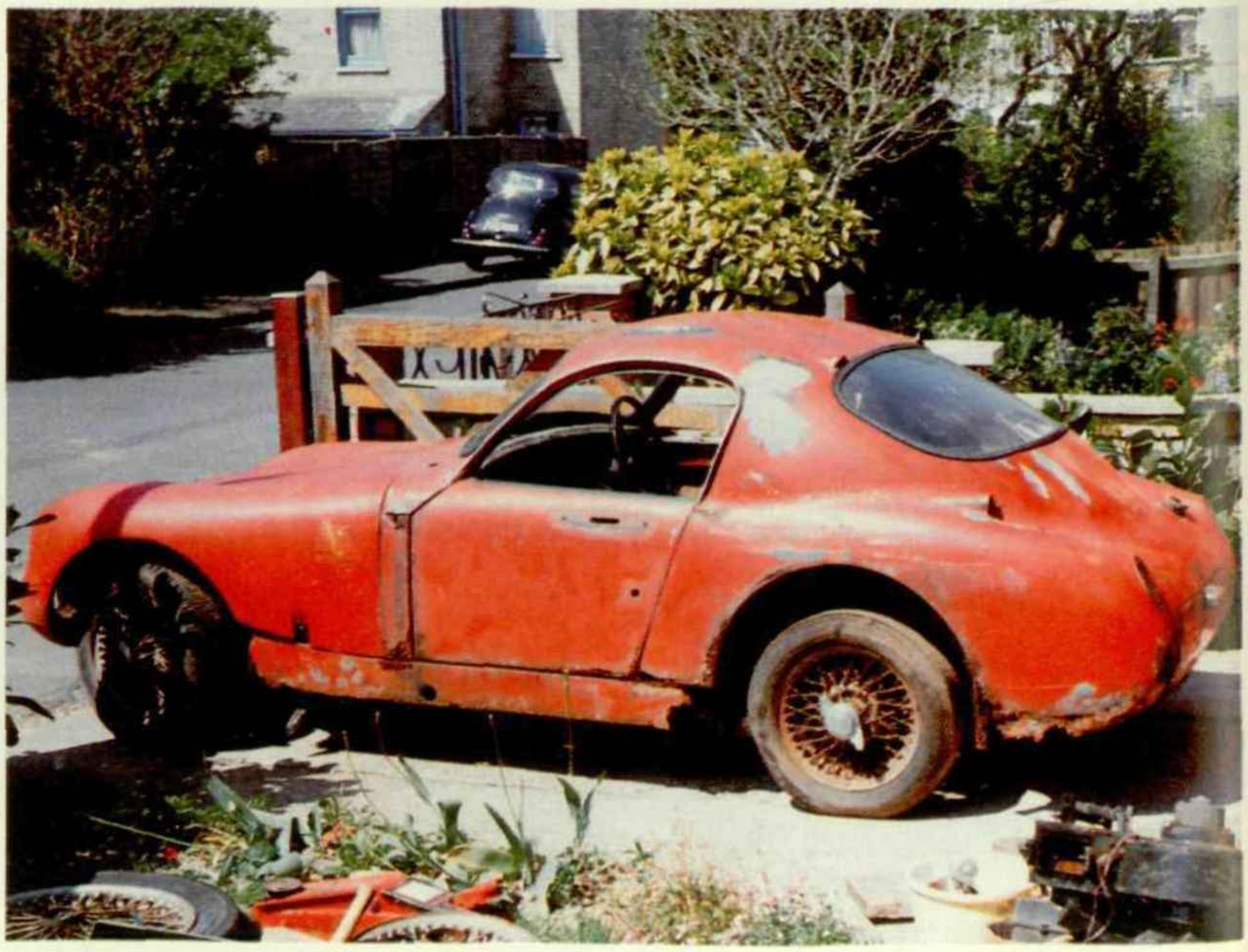
1960 Speedwell Sprite

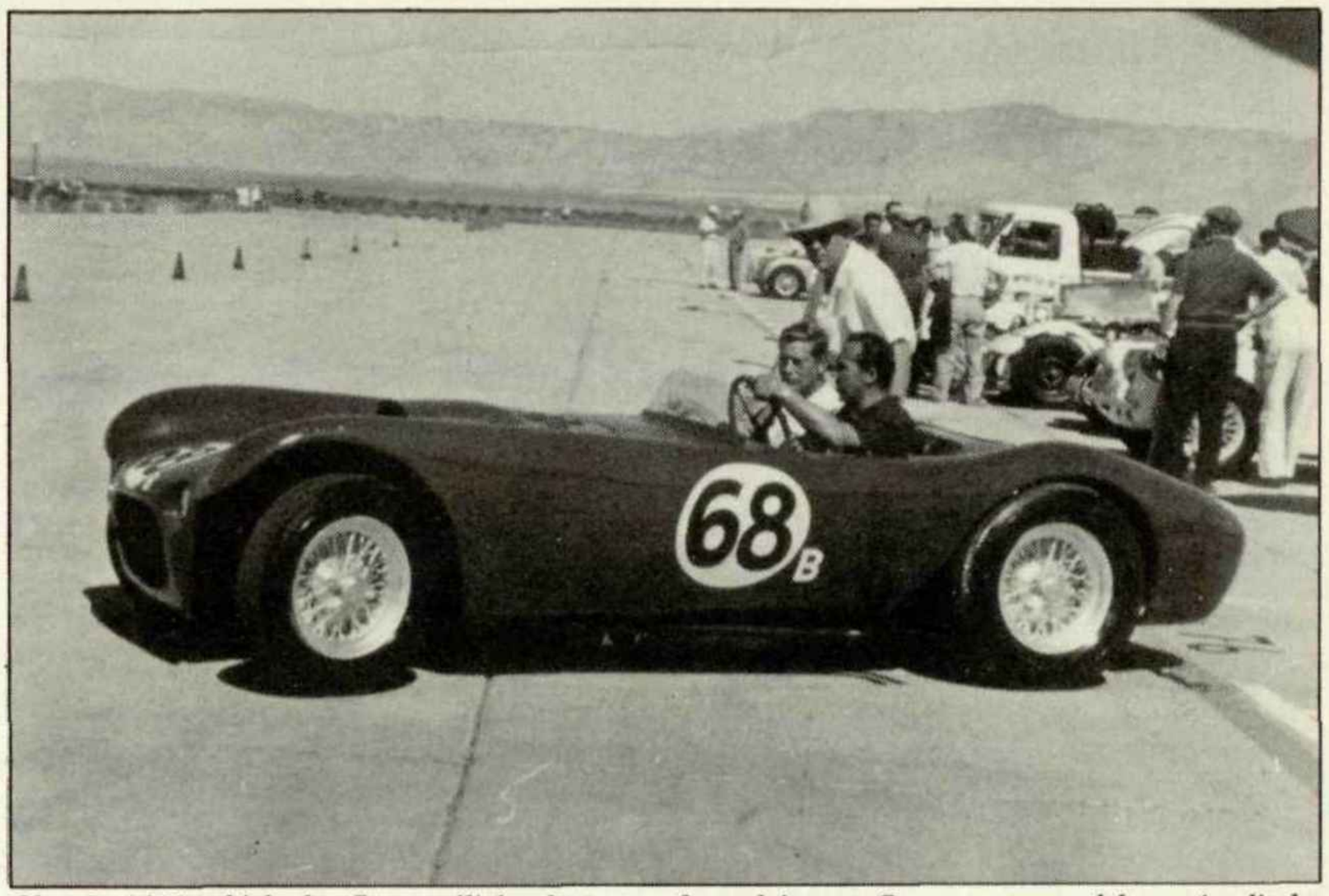
Mr A S Ross has recently sent us a picture of an interesting car he has acquired. Originally a Mk 1 Sprite it underwent a £300 conversion early in its life. Designed by Len Adams of Speedwell Performance Conversions and worked on by Ernie Mole, it was converted into a fixed-head coupé with the addition of an aluminium roof. The rear indicators were blended into the body where the roof meets the boot and the original steel bonnet was discarded for one made out of GRP. Rubery Owen wire wheels and a paint job in metallic blue completed the external appearance of the car. The spare wheel had its own compartment behind the number plate which was opened with a carriage key and the interior was trimmed in red leather.

Graham Hill, who was responsible for tuning the engine, fitted an aluminium cylinder head with four Amal carburettors and also raised the compression so that the car was capable of 110 mph. It was with this car that the owner, a Mr Henry, and Graham Hill used to go racing at weekend meetings at Snetterton in 1960.

After a season's use the car was sold to Len Adams of Speedwell who fitted a Fiat 1½-litre engine in 1962. Between that year and 1968 the car disappeared but during that time the Fiat engine had been replaced with an A series engine. This in turn was replaced by an MGB unit at the turn of the decade. Between 1972 and 1989 the car languished in a field before being bought by Mr Ross, its present owner who is planning to rebuild the car to its Speedwell specification.

Mr Ross would be grateful to hear from any reader who can supply information about the car and whether there are any other Speedwell conversion survivors. Letters will be forwarded. WPK





Chassis 4502 which the Granatelli brothers transformed into a Grancor powered by a 4-cylinder Offenhauser engine passed into the sports-car world of the SCCA. It is seen at Palm Springs airfield meeting in 1954, powered by a Chrysler V8 engine and altered into a two-seater, with new bodywork.

Maserati V8 RI – Part Three

At the end of part two of this story we had reached the point where the four Maserati V8 RI cars had reached the end of their useful life in open International racing, having had varied and chequered careers since they were built in 1935/36. But this was by no means their complete end and it is interesting that unlike some Grand Prix cars that got broken up or destroyed the four V8 Maseratis survived.

There were lots of unusual things about these cars, some of which have already been touched upon, like being the first (as far as I can trace) Grand Prix car to use a V8 engine; the only Maserati racing car from the drawing board of the Maserati brothers, to have independent rear suspension; possibly the first Grand Prix car to have the gearbox mounted behind the differential unit, with a low drive-line running under the rear axle; the only Maserati racing engine designed from scratch with single overhead camshaft operating the valves, and one or two other interesting details of design.

Apart from an experimental torsion-bar independent front suspension adapted to a 6C/34 Maserati, there was nothing in the design of the V8 RI that stemmed from previous racing Maseratis, and more surprisingly, very little that was carried on into subsequent racing cars from the Maserati brothers. About the only thing that comes easily to mind is the wishbone and torsion-bar front suspension with its double-worm steering box with independent drop-arms and drag-links for each front wheel. As I remarked at the beginning of this long story, the V8 RI was a very interesting project, even if it was not successful in the purpose for which it was designed.

From the end of their Indianapolis days the four cars went off in pairs (quite unintentionally) in two distinct directions, even though they were all involved in American club racing under the banner of the Sports Car Club of America, a distinctly amateur scene in stark contrast to the "roundy-round-boys" of the American professional racing scene, with its pinnacle at the Indianapolis 500 Mile Race.

4501 had been modified by Maserati in the winter of 1935/36 to a torsion-bar suspension at the rear, still independent, but using a trailing link geometry rather than the original swing-axle geometry. It was also rebodied, with distinctive radiator cowl, and had low-level exhaust pipes. Outwardly this car is the same today. In 1950 Phil Cade of Massachusetts bought the car to use in SCCA events, which he did almost right through to this day. In its Indianapolis days the supercharger had been removed and carburettors substituted, and a new crankshaft with shorter stroke, reduced the engine capacity from 4.8 litres to 4.5 litres, in conformity with the Indianapolis rules. It stayed this way through Phil Cade's racing activities until it became effectively "used up", the owner running out of parts. With no possibility of finding any more spare parts, and wishing to go on using the car, he removed the Maserati engine and replaced it with a Chrysler V8. This was some 30 years ago, when people bought old racing cars to go club racing in, not to restore as museum pieces. As they had no intrinsic value at the time there was little point in spending huge sums of money on making a new Maserati engine, when a Chrysler V8 would do quite a satisfactory job.

The car hasn't changed to this day, and when Phil Cade takes it out for an occasional event or demonstration the purists get very upset, but it doesn't worry the owner. I like his healthy attitude to this situation.

The other car that went through a "continuous history" to the present day is 4504, the one that was built for "Raph". It was active at Indianapolis up to 1940, the only major change being to reduce the engine capacity down to 3 litres. The supercharging system and layout was retained, thus complying with the second part of the Formula rules for Indianapolis (and Grand Prix racing as well, incidentally). It was bought by George Weaver, in the same way that Phil Cade had bought 4501. Not as a famous, or historic Grand Prix car, but as a usable racing car for SCCA events. Weaver kept it very much as he bought it, racing it in supercharged 4.8 litre form, and when Cade put the Chrysler engine in his car, some of the engine parts from 4501 went into Weaver's stores to keep 4504 running. In the original design of the V8 RI the dry sump oil tank was under the driver's seat and had open-ended tubes running through it, like a Bugatti sump, through which cooling air from under the car could pass. On 4504, during its USA life, this was changed to a separate oil cooler mounted on the left of the water radiator, outside the bodywork with a cowling around it. One of the reasons for this was that the cockpit floor was lowered to give more leg room, and this modification blanked off the flow of air to the cooling tubes through the Maserati tank.

George Weaver christened 4504 "Poison Lil" and it was painted black and red in a fairly striking fashion. In the world of SSCA racing it passed into legend, among the TC MGs, Jaguar XK120s, Allards and so on. When Weaver died, some twenty years ago, his widow Barbara kept the car. Eventually she loaned it to an American historic racing enthusiast to have him restore and rebuild it. It was stripped right down and rebuilt and came to England to run in an historic event at Donington Park. Unfortunately serious engine trouble caused a cylinder block to be destroyed, and though a new one has been cast it has yet to be fitted. Meanwhile the car rests in the Donington Park Racing Car Museum.

The other two cars, 4502 and 4503, followed incredibly complex careers, but thanks to enthusiasts in England and the United States most of the details have been gathered up. Though both cars had seemingly been destroyed, this turned out to be untrue and already 4503 has been seen complete and in action again, while 4502 is making good progress. Principally the eleven year saga of the resurrection of 4503 is the real reason for this complete story of the V8 RI cars, but before going into that we will deal more briefly with 4502.

ENTRIES NOW INVITED

NEXT IMPORTANT SALE OF HISTORIC AUTOMOBILES

6th MAY 1990

AT THE NEW INTERNATIONAL CLASSIC & SPORTSCAR SHOW

NATIONAL EXHIBITION CENTRE, BIRMINGHAM



FOR PROFESSIONAL ADVICE PLEASE CONTACT:
COYS OF KENSINGTON
AUCTION DEPARTMENT, 2-4 QUEENSGATE MEWS, LONDON SW7 5QJ
TELEPHONE: 01-584 7444, FAX: 01-584 2733, TELEX: 938015 COYKEN G

As we saw in Part Two 4502 remained almost unchanged through to 1949, apart from the engine capacity being reduced to 3 litres for the Indianapolis rules. It then almost lost its identity when the Granatelli brothers changed it into a Grancor, installing a 4-cylinder Offenhauser engine and making a completely new body bearing no resemblance to the original Maserati one. The Maserati engine went to George Weaver as spares for "Poison Lil" which was most fortunate as it turned out. The Grancor not proving very successful, it passed into the amateur scene of the SCCA and the chassis and running gear was used to build a two-seater sports/racing special, using a Chrysler V8 engine and an all-enveloping body.

The remains of this special survived through to the end of the 1970s, when it was acquired by Fred Puhn in California in 1981. By this time the Chrysler engine had gone together with the sports 2-seater body, neither of which were of great importance as Fred had the intention of restoring the car to as near original specification as possible. As the original Maserati engine had gone to George Weaver, as had much of the engine from 4501, he made contact with Barbara Weaver's car restorer and eventually acquired most of the parts of the original engine. In the wake of the restoration of 4503 which had already started the chassis and running gear were shipped to Peter Shaw in England for a complete restoration and Duncan Ricketts was commissioned to build a new body. While there were no drawings, there were a surprising number of original photographs still about of the car when it was new. This was the car that Farina drove at the Donington Park Grand Prix in 1935, which featured strongly in Part One of this story. Fred Puhn was aware that he had taken on a monumental project in this resurrection but his enthusiasm is typical of the better side of the historic car scene.

Lastly there is the story of 4503, which was the car that Philippe Etancelin owned, and with which he won the 1936 Pau Grand Prix. In Part Two we left the car in Honolulu, still owned by Henry J Topping Jnr and used as a "fun car" on the Topping estates. It is worth recalling that this car only made two appearances under the Topping Special name, driven by "Babe" Stapp. The first at Indianapolis in 1937 and the second at the Vanderbilt Cup Race, also in 1937, driven by Stapp.

It stayed in Honolulu through the war years, but by 1945 it had been acquired by two Hawaii enthusiasts, the engine still running on its Ford V8 carburettor. It seems that the supercharger and Weber twin-choke carburettor had gone to someone in South America. A trio of US Navy servicemen, on leave in Honolulu, found the two local lads trying to start the car on the forecourt of a service station, so gave them some help. They eventually got it running and the whole incident ended up with the navy men buying the car. As they were not officially allowed to have motor vehicles on their station, they dismantled it and discarded the bodywork, which was the two-seater version that Stapp had built for the car's Indianapolis appearance.

The end of the war found the naval men shipping all the parts to California, and from there they disposed of them. The engine went to Dick Goodfellow in Portland, Oregon, as he was looking for a power unit to put into his early Miller-based "sprint" car. The rest of the car which comprised the chassis frame, all the suspension, the brakes, steering gear, transaxle and gearbox, a seat, the radiator and the springs all went to Leo Dobry of Tacoma, Washington State.

Dick Goodfellow was a regular competitor in oval-track racing in the professional scene of the times (racing Wednesday and Saturday evenings at 8pm at the local Speed-drome!). He installed the V8 RI engine, still unsupercharged, into his flimsy single-seater oval-track racer and had a lot of fun with the car for some years. Meanwhile the rest of the car did not get used, even though Dobry intended to build an Indianapolis Special from it. He was involved with Offenhauser powered Indianapolis cars, but never got round to using the Maserati chassis. During the 1950s it passed through various owners in the sports car world on the west coast of the USA and during its moves it became fully restored as a complete rolling chassis.

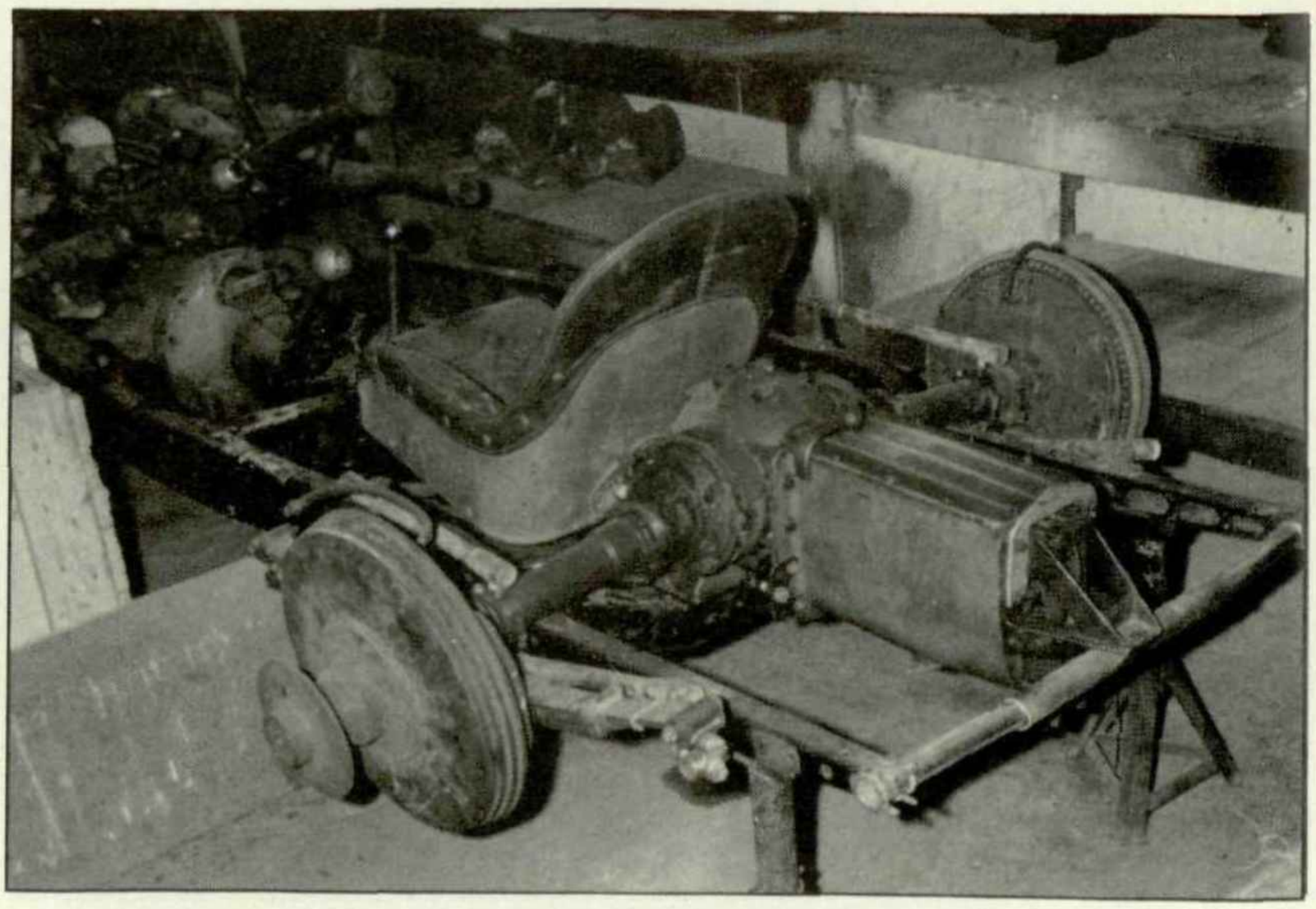
Dick Goodfellow made 4503's engine breathe properly, which it never did on the Ford V8 carburettor, by fitting two racing Winfield instruments, and on his dynamometer he saw over 300 bhp at 6000 rpm and could match the current 4-cylinder Offenhauser-engined cars. By the mid-1950s the crankshaft was developing ominous cracks so its racing career was finished. But the engine was not thrown away!

By 1959 the complete chassis of 4503 had reached Seattle and was bought by Trevor Harris, an enthusiastic racing car designer. He set about designing and building a truly state-of-the-art racing/sports car using the Maserati chassis components in a tubular space-frame of his own design and construction. The Maserati chassis frame was put to one side, but not discarded. The Harris special was powered by an Oldsmobile V8 engine and was improved and modified over the next ten years. One of the major alterations made to the Maserati parts was the fitting of telescopic shock absorbers to the front suspension. This involved cutting a three inch diameter hole in the top wishbone, for the telescopic shock absorber to pass through to its anchor point on the space frame.

If we go back to 1950, when the complete chassis of 4503 was in Leo Dobry's racing shop in Tacoma, we find a young American enthusiast looking enviously at it, but with no means of making an offer for it. Eighteen years later Paul Kyle was still fascinated by the thought of the Grand Prix chassis he had seen, and he set out to find out what had happened to it, and to the engine. He tracked down Dick Goodfellow, who still had the engine, and acquired it just as it had come out of the "sprint" car, complete with cracked crankshaft. Later he found Trevor Harris, who still had his special, and amazingly, still had the Maserati chassis frame. Paul acquired everything and took it all home to join the engine.

When laid out he had almost the complete car mechanically, the only bits that were missing were the front torsion bars, lost at some time during Harris' ownership, the supercharger, the carburettor and parts of the inlet manifolding. There was no bodywork, fuel tank,

The component parts of 4503 as they came to England and seen by Doug Marr for the first time. The whole rear axle and gearbox assembly were all in remarkably good condition inside. Note how the gearbox uses the rear cross member as a mounting point.

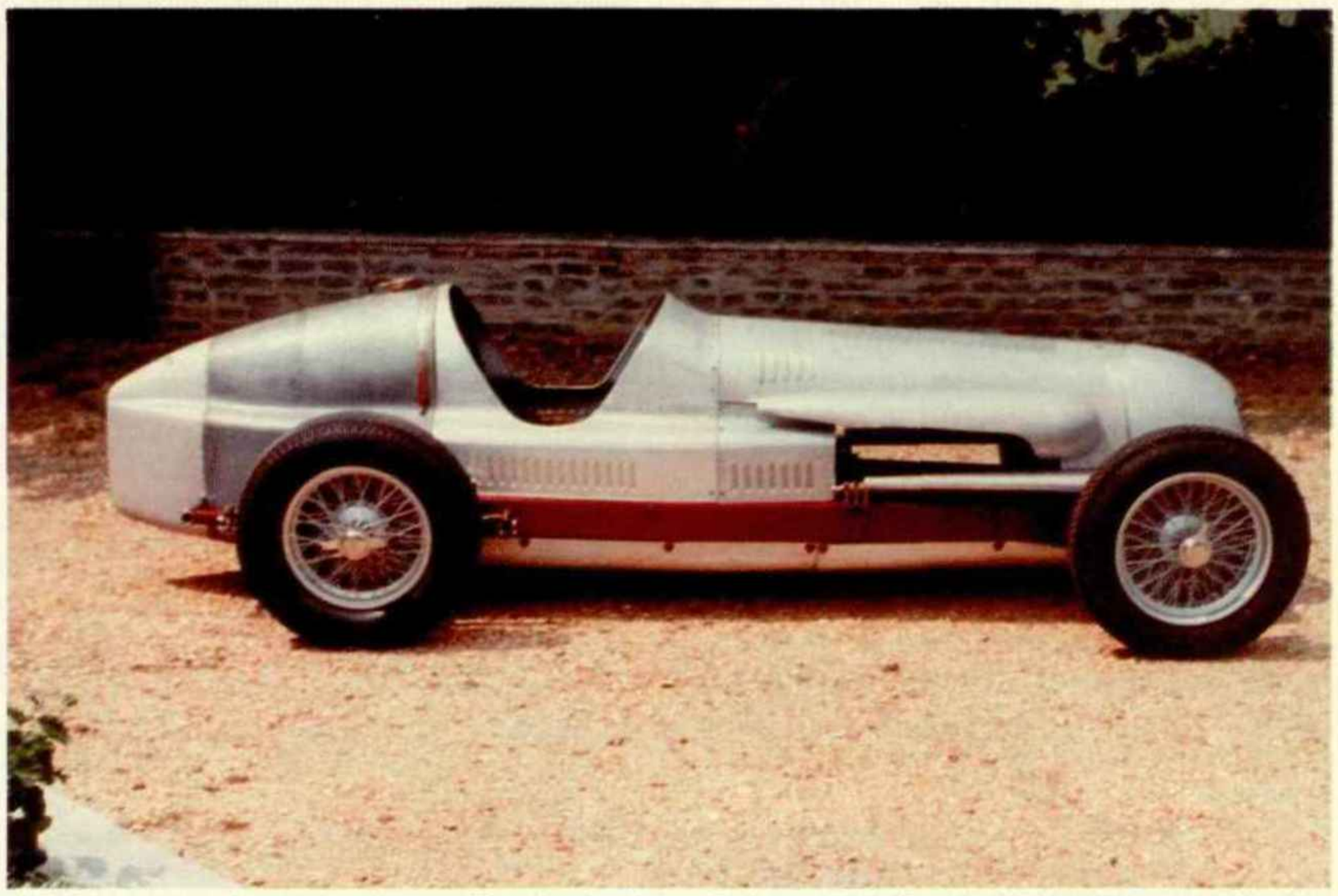


or oil tank. The whole back end was complete, even to the double-jointed spring hangers at the end of the leaf-springs, and all the front end was there, still with the three inch holes in the top wishbone members. Brakes, hubs, steering components, steering box and column and a couple of the instruments were all complete.

Everything was in a sad and neglected state but there was nothing that time and money could not sort out. However Paul Kyle realised that he did not have a surplus of either time or money and accepted that he could not tackle the job. The real incentive had been achieved, and that was to locate all the parts and bring them back together. The whole lot was boxed up and sold to an English dealer who advertised it in MOTOR SPORT in 1978, along with a photo of an intriguing looking box in his backyard, saying the box was for sale and contained the remains of a Maserati V8 RI. (It was not the actual box in which the remains of 4503 had arrived in England, but that was advertising licence on the part of Colin Crabbe, the owner of Antique Automobiles.)

There now comes upon the scene a chap in the RAF, a pilot of Hawker Hunters, Folland Gnats (when flying as part of the Red Arrows aerobatic team) and Harriers. Wing Commander Douglas Marr was a motoring enthusiast from his school days (like most of us) and began with Austin 7 specials and graduated to Austin-Healey 3000 and DB2/4 Aston Martin, enjoying working on them as much as driving them. At this point in our story he was posted to the north of Scotland and was still rebuilding a supercharged 2-litre Lagonda, with no thoughts of Grand Prix cars, apart from a latent desire, as most enthusiasts have, to one day drive a racing car.

In 1978 he visited Antique Automobiles to discuss the re-upholstering of the



4503 as it was returned to Doug Marr by Duncan Ricketts, with the aluminium body complete but unpainted, and the steel petrol tank still in bare metal. This was the day that the resurrected car began to live again.

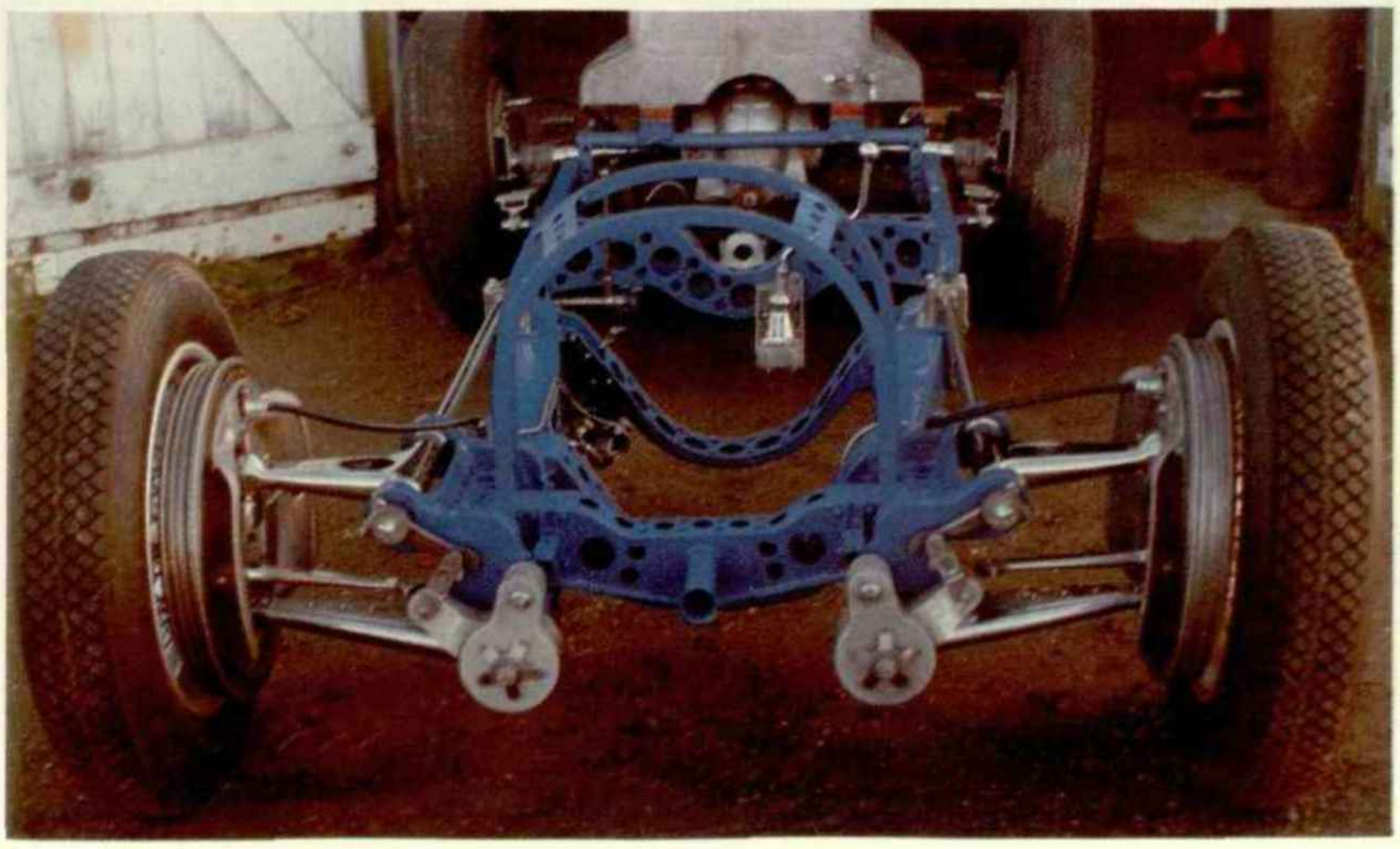
Lagonda and while there someone called in to ask Colin Crabbe if he had any interesting cars for sale. Crabbe mentioned the Grand Prix Maserati but the man was not interested in racing cars, and Doug Marr could not help overhearing the conversation and that latent spark glowed. Crabbe had all the bits laid out in "loosely assembled" order at the back of his workshops and showed them to Doug, who instantly became obsessed, even though he knew virtually nothing about V8 RI Maseratis and all the bits looked very sadly neglected.

The result was that he bought the remains of 4503 and sold the finished Lagonda in order to finance the restoring of the Grand Prix Maserati. His initial sums on the back of an old envelope suggested a two year work programme and the money from the sale of the Lagonda being about right for paying for the project. This was early in 1978. Anyone who has tackled a serious rebuilding job will not be surprised to learn that the resurrection of 4503 took eleven years, and we will not dwell on the cost; suffice to say that when Doug eventually found an original 1936 twin-choke Weber carburettor in Italy he "had to pay more than he'd paid for his wife's car!".

His first desire was to find out all about the car, and while doing so, find out about the history of the other three cars, so in addition to tackling the practical side of things he spent hours on letter writing, telephone calls, discussions with people like DSJ, searching for photographs, printed articles and so on, compiling a great dossier on the V8 RI cars, without which this story could not have been pieced together.

While rebuilding his Lagonda he had made contact, back in the Seventies, with Peter Shaw who has workshops near Grantham, and was aware that Peter was well into the rebuilding of Maserati racing cars, so he solicited his help on the rebuild of the chassis and suspension of 4503. The primary objective was to get the chassis set up on its wheels before tackling the engine. Two fortuitous things happened in the early stages of this vast project. Firstly, Fred Puhn acquired the remains of 4502 and through the "vintage grapevine" they got in touch with each other, and Fred dug out much of the American history of the cars. Secondly, about this time, 4504 came over to Donington Park (only the second time a V8 RI had been seen in England, and curiously both occasions were at Donington Park, the other one being 1935). The sad fact that it had engine trouble was fortunate for Doug Marr for it meant he had a complete V8 RI not far away to

4503 outside Peter Shaw's workshops as a complete rolling-chassis, although the torsion bar settings of the ifs have yet to be set-up accurately. The upper wishbones still have the large holes in them, a legacy from the days of being incorporated into Trevor Harris's sports/racing special.

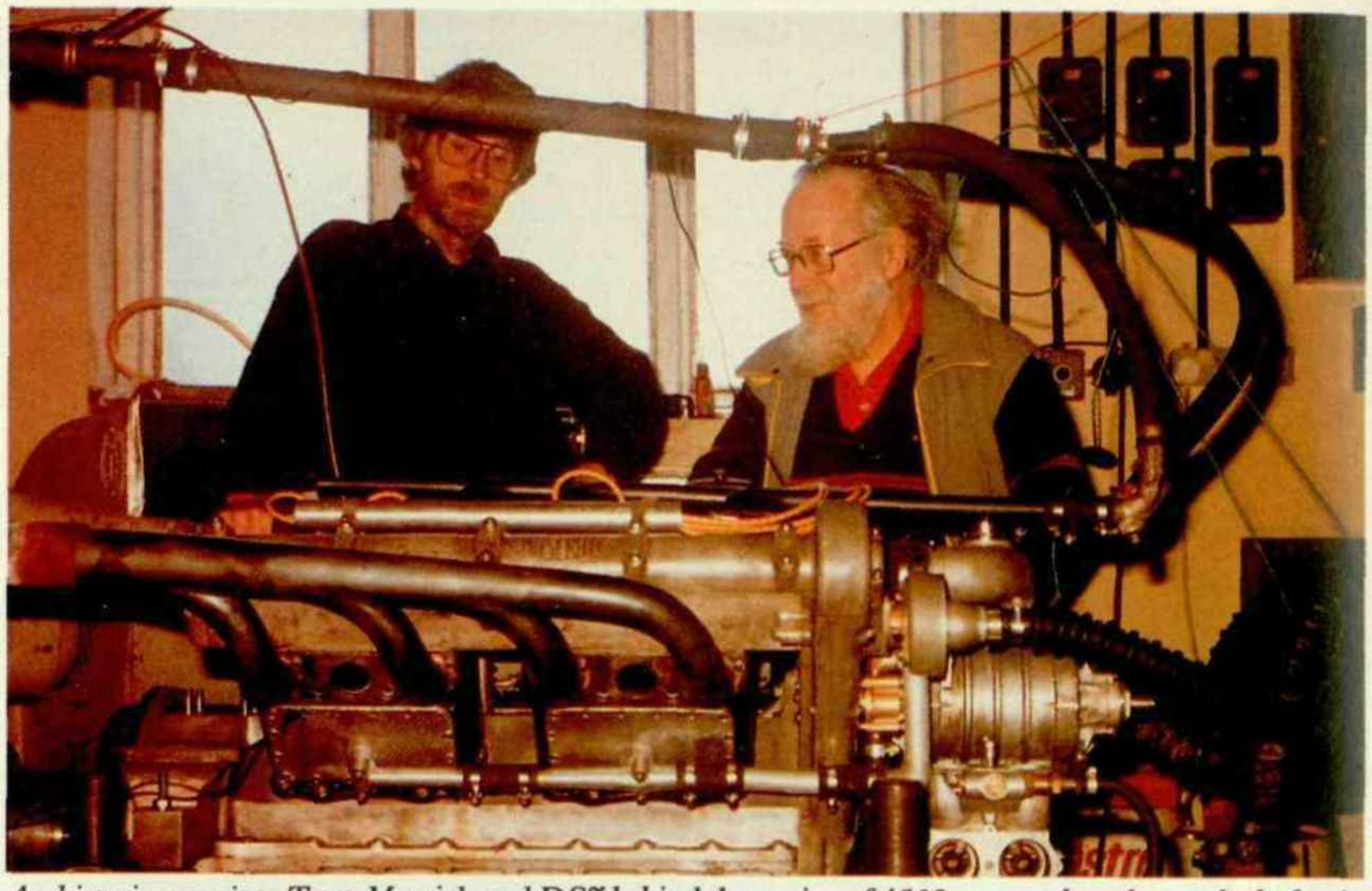


photograph and study. Tom Wheatcroft was looking after Barbara Weaver's car and was most helpful in letting Doug look at the engine and photograph everything and make drawings.

Once you are into the VSCC historic racing car scene you find enormous help and encouragement on all sides and it was not long before Doug found himself heading into the depths of Buckinghamshire to visit Duncan Ricketts, a young man with a remarkable "feel" for re-creating racing car bodywork with very little to go on apart from photographs. In any historic Grand Prix line-up you will find that most of the cars that have needed new bodywork have had it done by Duncan Ricketts. When the chassis of 4503 was mobile once more it went to Haddenham to have a new body made, and at the same time a new fuel tank.

In the interests of practicality the new fuel tank was made in steel, rather than the original aluminium, and at the same time the rear mounting was redesigned to correct a gross error made in 1936. During his researches Doug Marr made contact with Philippe Etancelin, who was most enthusiastic to hear about the resurrection, and explained why a split fuel tank had put him out of the 1936 Monaco Grand Prix. Normal practice in those days for tank mountings was to use two at the front, onto rubber blocks on the chassis frame, and a single central one at the back, using a gimbal mounting on the rear chassis cross-tube. In that way, any chassis flexing and twisting did not transmit stresses and strains into the tank.

The V8 RI design of transaxle, with the gearbox out behind the differential unit, needed the rear cross-member to take the rear mounting of the gearbox (see Part One, MOTOR SPORT, January 1990). This meant that the single gimbal mounting for the tank could not be used, and in its place there were two rear mounting points.



An historic occasion. Tony Merrick and DSJ behind the engine of 4503 mounted on the test-bed after its initial bout of running. The Godfrey supercharger does not look out of place on the front of the engine, while below can be seen the double-choke Weber carburettor made specially for these engines in 1935.

Inevitably, chassis flexing split the tank, and Etancelin's retirement in the Monaco Grand Prix was not the only time a V8 RI Maserati had tank problems. Remembering that the cars were originally built to the 750 kilogramme maximum weight rules, a steel tank would not have entered into the design. On the rebuilt 4503 a single central rear mounting point has been designed that fits onto the back of the tank.

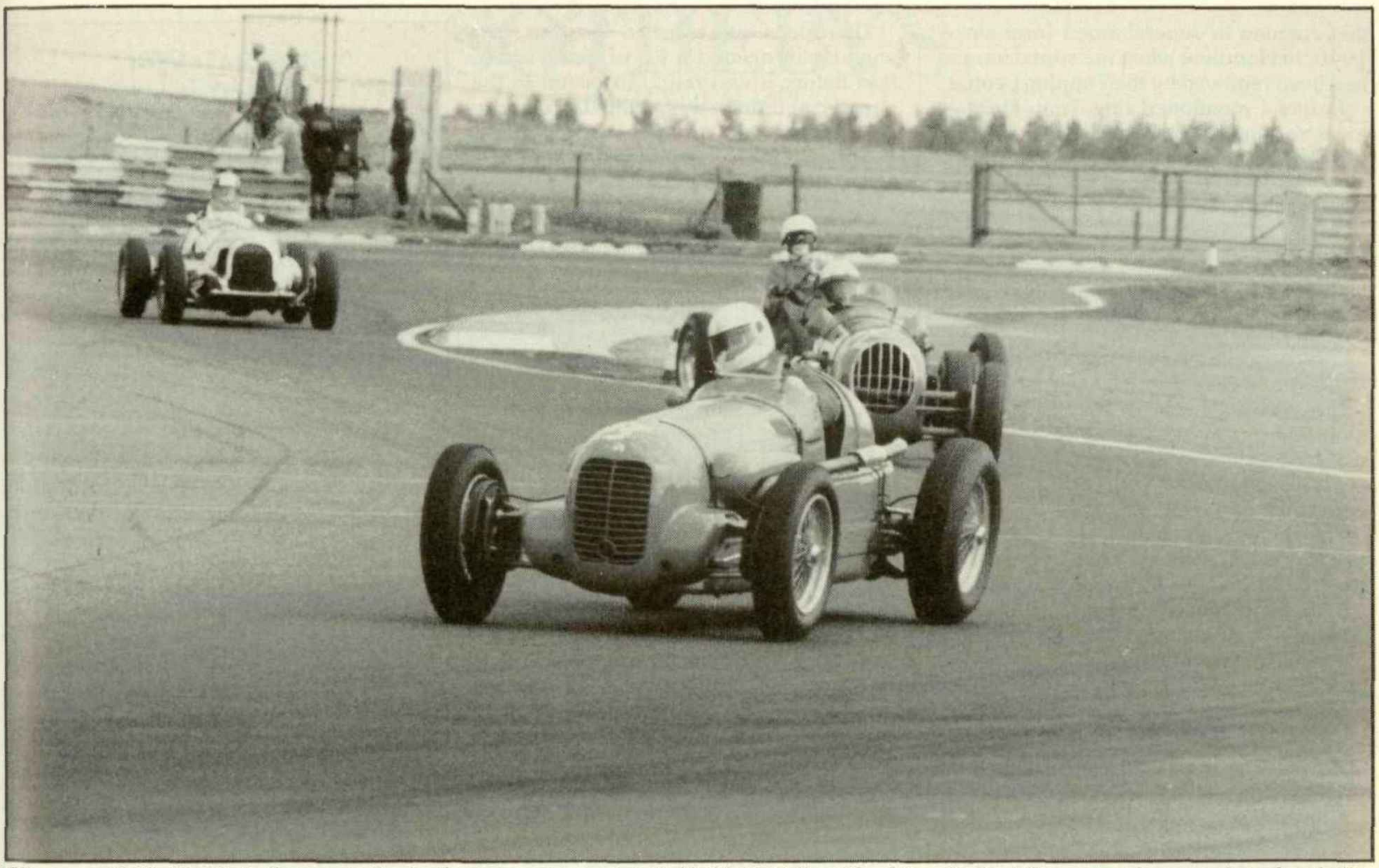
Eventually 4503 arrived back at the Marr home workshop, complete with unpainted new body, and fuel tank and all the suspension, steering, brakes, and bits and bobs so that it really did look like a Grand Prix car once more. When enthusiasm is flagging for a gigantic project it is moments like this that are memorable and provide renewed energy.

By this time the engine work had begun and as with Peter Shaw on chassis work, an obvious choice for help with the engine was Tony Merrick in his workshops near Maidenhead. Now one thing that Tony loves is a racing engine, and a rare racing engine even more so. Already his team of engine "fettlers" had tackled two BRM V16 engines, the 300SLR Mercedes-Benz desmodromic valve straight-eights from the Daimler-Benz museum, as well as many simple things like ERAs, Bugattis, Alfa Romeos and 250F Maserati engines. When he agreed to tackle the job of rebuilding the engine of 4503 the owner knew it was in good hands.

Once again time and cost estimates went out of the window, for the ultimate intention was to race the car, not look at it or give demonstrations, so all moving parts were crack-tested and nearly everything was replaced with one-off handmade parts. A new crankshaft was the first prio-

Doug Marr in 4503 at Silverstone 1989. This was the first time the car took part in a race since it competed at the Roosevelt Raceway in 1937, although components had done a lot of racing in various specials.





Silverstone 1989. 4503 in its first event after its eleven year resurrection. Behind is the 2-litre Alta driven by Paul Jaye, a car that went through a similar sequence of events to 4503 before it re-appeared as originally intended. (The next saga?)

rity, as the engine had been withdrawn from racing by Dick Goodfellow when he found cracks developing in the original crankshaft. New connecting rods were made and all simple things like valves and springs were replaced, as in any normal engine rebuild.

The only serious fault that was found in the engine was that one of the cylinder blocks had been sleeved and had some damage to the skirt. On the V8 RI engine the eight cylinders are in four blocks of two cylinders each. These two-cylinder blocks have integral heads and are in cast-iron with one inlet and one exhaust valve, and the single sparking plug situated to one side of the combustion chamber as the single overhead camshaft prevents the use of a central sparking plug. The damaged block could have been repaired, but would have always been the Achilles Heel of the engine, so the decision was made to set in motion the process of casting a new block, with all the costly business of pattern-making and machining.

As by this time 4504 was in need of a new block, and 4502 as well, all three owners got together to defray some of the costs of the production. In passing, the trouble with 4504 was that the blocks had been fitted with liners and it is almost impossible to get a good seal at the top of a liner in a "fixed-head" engine, and with steel liner and cast-iron block expansion rates are unequal, which adds to the problem. Compression pressure gases had leaked down between liner and block casting and burst open the water-jacket. While 4503, with its original design of unlinered cylinder blocks was happy to retain three of its original ones, the left front one now being new, it was deemed prudent to replace all the blocks on 4502 and 4504, now that they were available.

A supercharger for 4503 was a major problem, for the original one was last heard of having gone to South America and there was not even a sniff of another one in existence. It was of the Roots-type, made by Maserati, and after much searching around a Godfrey (Marshall) unit was found that could be adapted to fit on the front of the engine as the original one was fitted, driven off the gear-train that drives the camshafts. The missing parts on the bolted-up inlet manifolding were reproduced, exhaust manifolds were made and slowly the engine began to take shape.

Meanwhile a major decision was being made in the Marr household, Doug's wife, like so many others, having to live with this continuous saga, and their children growing up right through it. The original thought had been to simply restore an old racing car; as that old racing car was a Maserati it would be painted red, but as its past history evolved the objectives changed. After friendly contact with Philippe Etancelin the matter became an obsession, "to return the car to as near as possible as it was when Etancelin won the 1936 Pau Grand Prix". This meant that it would have to be painted blue, but many Maserati and old-car buffs got a bit huffy at the thought of a blue Maserati (like they do with Anthony Mayman's blue Ferrari, which is Louis Rosier's old car), and even Doug admits that he had been looking forward to having a "real red racing Maserati" in his garage. More deep research turned up the fact that 4503 had been delivered to Etancelin already painted blue by the Maserati factory. As a final decider Doug Marr asked DSJ his opinion and got the instant response that if it was going to be "as raced by Etancelin it has got to be blue" so blue it was painted, which still upsets some people, but not the owner or this writer.

The years were passing and almost since the start of the project Doug had been keeping in touch with me on every move, and I had been keeping in touch with Tony Merrick on the engine progress. Similarly, a lot of other people at home and abroad had been helping to keep Doug's flagging spirits going, for on any project of this magnitude it is cries of encouragement from your friends that keep it going, especially if you have a full time occupation in a totally different sphere, as Doug had with flying and aeronautical engineering.

On one memorable Saturday in January 1989 I was summoned to Tony Merrick's works to meet Doug Marr and see the first public running of the engine 4503 on the test bed. The "public" comprised of the two of us. Not only was this to be the first running of the engine since 1954, but the

first running in supercharged form since 1940, in Honolulu when the supercharger had been removed by the Topping people.

Earlier I mentioned that Tony Merrick loves racing engines, and I know a lot of similar people, like Brian Hart, and I am one myself. Normally Tony is a fairly laid-back laconic sort of fellow, but that morning in the test house he visibly "came alive" as he prepared to start the engine. He was totally oblivious of his two visitors, even though one of them was the owner of the engine, and was 100% absorbed in this fascinating piece of mechanism that was about to come alive.

Come alive it did, at low revs it rumbled quietly to itself as it settled down, and then ran contentedly at 2000-2500 rpm and apart from some icing around the carburettor as the blower sucked the methanol fuel in, it was all systems go, and entranced we watched this memorable sight. If you have never put a racing engine together you will not appreciate the feeling you get when you see and hear it running, but take it from me it is one of the better things in life, and I will travel long distances to see a racing engine running on a test bed, just as others will travel long distances to see a piece of architecture or view a painting.

At low speed the V8 RI had a distinct V8 rumble, which none of us had ever heard before, but after some bedding in running it was given a small burst of throttle to 3500 rpm and its character changed completely, sounding more like a Cosworth DFV or a Coventry Climax V8.

Somewhat stunned, we repaired to the local for a drink, and Tony returned to his laid-back demeanour, but all three of us were elated, Doug naturally more than anyone.

There was still a lot to be done, the engine still needed a lot of detail attention before it was ready to install in the chassis, and there was still detail work to be carried out on the chassis itself. Eventually it all came together and was ready for a try-out at Silverstone, prior to the VSCC race meeting in June. It was almost exactly eleven years since Doug Marr had started this project, and now the real work was beginning! Apart from having to learn to drive it, there was all the usual racing car intricacies to learn about, like fuel systems, ignition systems, carburation, tyre pressures, shock absorbers, cooling systems, the list is never ending.

Apart from some misfiring, eventually traced to the magneto internal wiring breaking down under heavy load, and problems with carburettor icing caused by choke sizes being too small, the car behaved itself adequately. It was the first time it had run on a racing track since the Vanderbilt Cup race in 1937, which is a solemn thought. It performed again at the VSCC Donington Park meeting and then retired to the workshops for the winter, for the engine to go back on the test-bed for further adjustments and fine tuning, principally with a rebuilt magneto, and over 340 bhp was seen on the brake at 5000 rpm.

If there were not people who are prepared to tackle seemingly impossible jobs purely because they like racing cars and racing engines, life would be very dull for some of us. As I said at the beginning of this three part story of the Maserati V8 RI, it was an unsuccessful project by the Maserati brothers, but a very interesting one, and that interesting aspect is still very much alive. DSJ

Acknowledgements

Grateful thanks must go to a long list of enthusiasts who helped to unravel this story of the Maserati V8 RI cars, but especially to the following:-
Douglas Marr
Paul Kyle
Trevor Harris
Phil Cade
Dick Goodfellow
Fred Puhn
Philippe Etancelin
Tony Merrick
Peter Shaw
Tom Wheatcroft
Serge Pozzoli
Cameron Millar
TASO Mathieson
Stephen Griswold
Bob Hammel
Thanks must also go to the following for their help with archive material and records:-
Indianapolis Speedway Museum
Automobile Revue, Berne
Berner Tagblatt
New York Times
Le Petit Nicois

Bibliography

Grand Prix de Suisse by René Häfeli. (Edita S A Lausanne)
Illustrated History of The Indianapolis 500 by Jack C Fox. (Carl Hungness & Associates, Indianapolis)
Maserati — A complete history by Luigi Orsini and Franco Zagari. (Libreria Dell'Automoble Milan)
They Call Me Mister 500 by Antony (Andy) Granatelli. (Henry Regnery Company, Chicago)
Indianapolis Year Books by Floyd Clymer Pub. Co.

Magazines and Publications

The Motor
The Autocar
Motor Sport
Autosport
Automobile Quarterly
Fanauto
Sports Car (SCCA)

MASERATI V8RI (Part 3)

Chassis No.4501

1950: Bought by Phil Cade. Still in unsupercharged 4½-litre form. Used by Cade in SCCA events until Maserati engine became unserviceable. A Chrysler V8 installed as replacement. Maserati engine to George Weaver as spares for 4504.

1990: Car virtually unchanged to this day. Still owned by Phil Cade; kept in running order and given an occasional outing in USA historic events.

Chassis No.4502

1954: Bought as modified by Granatelli brothers for Jim Rathmann in 1949. Used as the basis for a sports/racing 2-seater powered by a Chrysler V8 engine. Numerous modifications to chassis and suspension. Maserati double-drag link steering replaced by rack-and-pinion system. Fitted with all-enveloping sports bodywork. Eventually abandoned and allowed to deteriorate.

1981: Remains acquired by Fred Puhn. Long programme of resurrection begun. Engine parts acquired from Weaver family.

1990: Work still progressing. Chassis, suspension and bodywork well advanced. Engine work yet to start.

Chassis No.4503

1945: Car still in Hawaii, now owned by two local people. Trio of US Navy men acquired it. Discarded two-seater body and dismantled rest of car.
After war component parts shipped to California. Complete chassis and running gear bought by Leo Dobry of Tacoma, Washington State. Engine to Dick Goodfellow in Portland, Oregon, and installed in a sprint-car for Oval racing.
Raced until 1954 when the crankshaft developed terminal cracks. Complete chassis restored but never used.

1959: Acquired by Trevor Harris, and various components used in the construction of a "state-of-the-art" sports/racing special with Oldsmobile V8 engine. Unused parts put into store.

1968: Paul Kyle acquired engine from Dick Goodfellow, and later all the parts from Trevor Harris, including chassis frame.

1977: Brought to England by UK dealer.

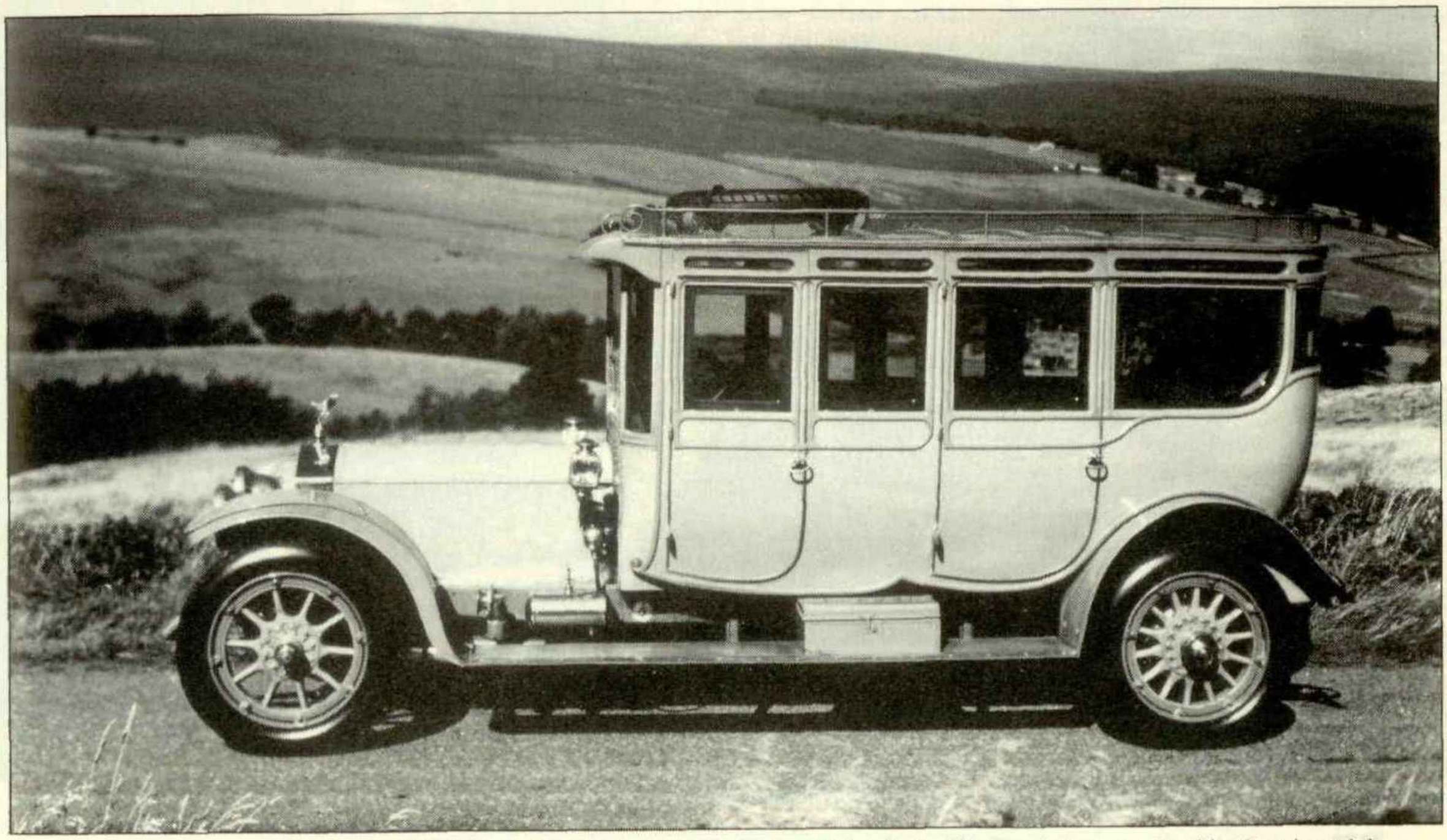
1978: Acquired by Douglas Marr and total reclamation begun.

1989: Car completed and first appearance at VSCC Silverstone meeting (June).

Chassis No.4504

1949/50 through to 1990: Acquired by George Weaver. Engine returned to 4.8 litres. Used by Weaver in SCCA racing and retained by him until his death. His widow kept the car. Loaned to American historic-racing enthusiast to run at VSCC Donington Park meeting. Cylinder block damaged. Car stored at Donington Park racing car museum, awaiting repairs.

SOTHEBY'S
FOUNDED 1744



1912 Rolls Royce Silver Ghost 40/50 h.p. Pullman Limousine, coachwork by *Barker*. The car is immortalised by Corgi models.
Sold for £915,000 in our recent sale at the Honourable Artillery Company, 4th December 1989.

Entries are now being accepted
for our forthcoming sales

19TH MARCH 1990
IMPORTANT EARLY & CLASSIC MOTOR VEHICLES, BICYCLES & AUTOMOBILIA, LONDON

16TH APRIL 1990
VETERAN & VINTAGE MOTOR VEHICLES & AUTOMOBILIA, CLASSIC CARS WORLD, OLYMPIA

29TH APRIL 1990
MOTORBIKES & RELATED MATERIAL AT THE CLASSIC BIKE SHOW, STAFFORD

21ST MAY 1990
IMPORTANT EARLY & CLASSIC MOTOR VEHICLES & AUTOMOBILIA, MONACO

15TH JUNE 1990
ROLLS ROYCE ENTHUSIASTS CLUB, PAULERSPURY

2ND JULY 1990
LONDON

CATALOGUES: £15, £15, £5, £15, £12 AND £15 RESPECTIVELY

IF YOU ARE INTERESTED IN BUYING OR SELLING A RARE MOTOR CAR OR AUTOMOBILIA,
PLEASE TELEPHONE OR WRITE TO MALCOLM BARBER, ANTONY DAVIES,
MICHAEL WORTHINGTON-WILLIAMS OR PETER BLOND 01-493 8080 EXT 2165
OR STEWART SKILBECK (0757) 638894

34 - 35 NEW BOND STREET, LONDON W1A 2AA



CJ Myson's 11.9 hp Calcott making a good ascent up Salcombe Hill in the 1923 MCC London-Exeter-London Trial.

Forgotten Makes No. 90: The Calcott

WHENEVER the Calcott is mentioned I think of the "Four Cs" — Calcott, Calthorpe, Cluley and Clyno. I have never owned a Calcott but do have a Calthorpe two-seater and a Cluley chassis, and I used to own a Clyno. All can be said to be representative of those small cars which met motoring needs when more and more people began to afford cars and went out and about in them. Some of the many makes to which this applied were good, some were bad, but their fate was not necessarily allied to their effectiveness in the market place.

Usually mass-production by Morris and Austin enabled good cars to be offered at such competitive prices that the small output makes, even if of high quality, eventually just could not compete. That applies to the Calthorpe and the Cluley, but the Clyno very nearly survived. Lack of capital, coupled to the recession that quickly followed the Armistice of 1918, together with sparcity of supplies arising from the moulders' strike and other industrial unrest, killed off many automotive ventures in the '20s. I think it can be said that this was what befell the Calcott.

It began, as with so many pioneer makes, with the cycle industry. There were two Calcott brothers who, after toying with various businesses, turned to small time bicycle manufacture in 1886, in conjunction with a partner, Enoch J West, who had been associated with Progress bicycles. West left in the '90s to look after his Progress interests, when motorcars began to link themselves to cyclemaking. He went on to make such things as the Ranger cyclecar in 1912, parts from his Foleshill factory for the now well-established Motor Trade, including chassis, and before that had been associated with the West-Aster car, the last-named another forgotten make!

All this happened in the Motor City of Coventry, where the Calcott commenced production in 1913, after the brothers had engaged A. Alderson, who had been responsible for the successful Singer Ten light-car, as their designer. Alderson set to work and made a satisfactory small-car of conventional aspect, using a radiator shaped like that of another fast selling big-car-in-miniature of those pre-war days, the 9.5 hp Standard. When I used to chase after vintage cars in the long-gone times when you could find them in old garages and farm barns and buy them for a few pounds, I would be told of a Calcott, which when tracked down would invariably, to my disappointment, turn out to be a later vintage worm-drive Standard Nine . . .

When the Calcott concern was launched and before a car had been made, the two sons of one of the Calcott brothers, Jim and Will, started to tour the country fixing up agencies. Calcotts had offices in Far Gosford Street in Coventry and the Bridge factory ran from the offices through to Gulson street. It was here that the first 10.5 hp Calcotts were made. They were typical of the light cars of the time, with a four-cylinder water-cooled side-valve engine of 65 x 110 mm (1,456 cc), with pump lubrication and fed by a Zenith carburettor. This drove through a leather-lined cone clutch to a three-speed and reverse gearbox, final drive being by shaft and a bevel gear back axle. The wheelbase was 7 ft 6 in (the Austin 7 of 1922 had a wheelbase of 6 ft 3 in, the distinction between a vintage baby car and the original light cars.) The Calcott had a track of 3 ft 9 in, ran originally on 700 x 80 tyres on artillery type wheels, and a two-seater weighed about 11¾ cwt.

Calcott were their own selling agents and kept going after war had broken out in 1914, listing the two-seater at £185, and a roomy coupé for £265. Equipment included a five lamp lighting set and a spare wheel, but a dynamo to charge the battery cost £15 extra and an electric starter another £25. However, customers opting for the coupé got the dynamo thrown in for an additional £15. Bodies were made by Cross & Ellis, Thomas Pass, and Hollick and Pratt, and if special coachwork was needed, Charlesworth would oblige. Jim Calcott was made works manager; Will Calcott was the sales

manager. The company secretary was a Mr Cadman and the test shop superintendant was Tom Carpenter, who was a member of the Calcott family by marriage.

The Calcott factory was quite modest, with no bodyshop, not much in the way of good machinery in the tool room, no foundry or smithy. So many components had to be bought out — but there was nothing unusual in that, amongst the smaller manufacturers. It is said that by the time car production started, much of Calcott's unsuitable plant had been worn out making roller skates for Gamages', when the cycle boom had begun to fade. Chassis frames were obtained from Mechans of Scotstoun and electrical equipment from Lucas or CAV. Lack of finance meant that castings were favoured instead of pressings and due to having no cam-profiling machine or stamping mill, Calcott at first had to make its camshafts of cast-iron cams threaded onto a mild steel spined shaft, which reduced the ability to use close valve clearances, inducing noisy running and poor idling.

As well as cars, Calcott made motorcycles, starting as early as 1905 with machines using proprietary White & Poppe engines but going over in 1909 to their own 250 cc engines and then making attractive little 292 cc side-valve singles.

The end of the war saw the other "Cs" (including the Crouch) gain earlier publicity, and presumably sales. The excuse could have been that improvements were being effected to the Calcott, such as chain instead of gear drive for the camshaft and magneto, a solid steel camshaft replacing the aforesaid built-up job, slightly larger clutch and flywheel, fabric instead of metal prop-shaft universal joints and an easier brake adjustment. The carburettor was now horizontal instead of vertical and the 10.5 hp two-seater sold in 1921 for £350. A rather endearing feature was a quickly detachable oil pump, incorporating filter and float-type oil level indicator.

Of the other "Cs", the Calthorpe was raced quite extensively, the Clyno very occasionally, the Cluley and Calcott not at all. But C J Myson ran his ageing 11.9 hp Calcott in MCC trials; by the time of the 1923 Exeter, it was sporting Avro aero-screens, a cluster of tiny triple sidelamps on each front mudguard and a rear petrol tank. It completed the London-Exeter-London journey and in the following Land's End and Edinburgh trials it took gold medals.

For 1925 an entirely new 72 × 120 mm (1,954 cc) four cylinder four-speed model was introduced, priced at £375 in two-seater form. The smaller car, somewhat revised by Alderson and known now as the 10/15 hp, sold for £275 in both two- and four-seater versions. (But you could buy a Morris Cowley two-seater for £175, a Morris Oxford four-door saloon for £385.) The new 4WB 12/24 hp Calcott was designed by L J Shorter from Humber's. It is said that being used to a factory equipped for sufficient production, he gave the Calcott foreman drawings specifying tolerances to which Calcott's outdated machinery was quite unsuited. They were apparently still using a handmade cylinder boring machine, and up-to-date grinders and balancing machines had not been installed. Calcott Bros Ltd in fact lacked financial reserves, because it was said old James Calcott salved his conscience over the small dividends paid to his shareholders in the early days by paying good returns when the Company became successful, instead of investing capital in modern machinery. Alderson departed to work for the Cluley people. As a final fling, Calcotts fell for the six cylinder ploy, bringing out a 2,565 cc 16/50 hp version of the 12/24 hp model. It had a seven bearing crankshaft and a 10 ft wheelbase chassis and was priced at £495 in open form, £650 as a saloon.

Cecil Clutton has a theory that all too often the incidence of a small six into a maker's range led to the intervention of the Official Receiver. (Calthorpe and Cluley also ended up making sixes.) By 1925/26 the Calcott, a car favoured by doctor's and professional men, was no more. The factory was taken over by Singers, which was somewhat in the "full circle" syndrome. These days it is a make rarely met with in vintage circles, although Martin Shelley of the Bullnose Morris Club is restoring an early example, to keep his Morris Cowley company. WB

An Aside

READING DSJ's timely reference last month to a Serendipity championship and his reference to Geoffrey Taylor's pre-war 4-litre Alta V8 racing car for which test-bed figures for power and torque were published in the motor journals at the time, *although no such engine had been built,* rang a bell in my memory.

At that time I was a financially struggling motoring writer (I still am) who contributed to any magazine that would take my articles,in order to earn the price of a gallon of petrol for my aged Austin 7. I was pleased to discover that *The Commercial Motor* would take a piece about diesel-powered racing cars, like GET Eyston's AEC and RJ Munday's Perkins-engined Thomas Special and that I could even get a few things in the aviation papers. For the latter I had the audacity to write about light-aeroplane history and design for *Aero & Airways* and *Flight*, the latter's Editor apparently mistaking me for an expert on the subject! I did a thing also on how to improve the handicapping of aviation races for *The Aeroplane*, but when I re-read it recently it was so obtuse that I could scarcely understand it...

Which brings us to the point. Driving down the then new Kingston Bypass, I used sometimes to call on wise little H R Godfrey at HRG's and on the enthusiastic Geoffrey Taylor of Alta's nearby. One day Geoffrey told me that he had made a light-aeroplane engine which he couldn't actually show me but which had performed very well on test. He gave me a description of it and, when asked, produced its power-curve. I sent a description to *The Aeroplane*, which was accepted. But they said they would send their photographer down to get a photograph of this promising new engine. When it was discovered that it had not been built, although I had sent them a power-curve, my name was rather dirty mud for a time! WB



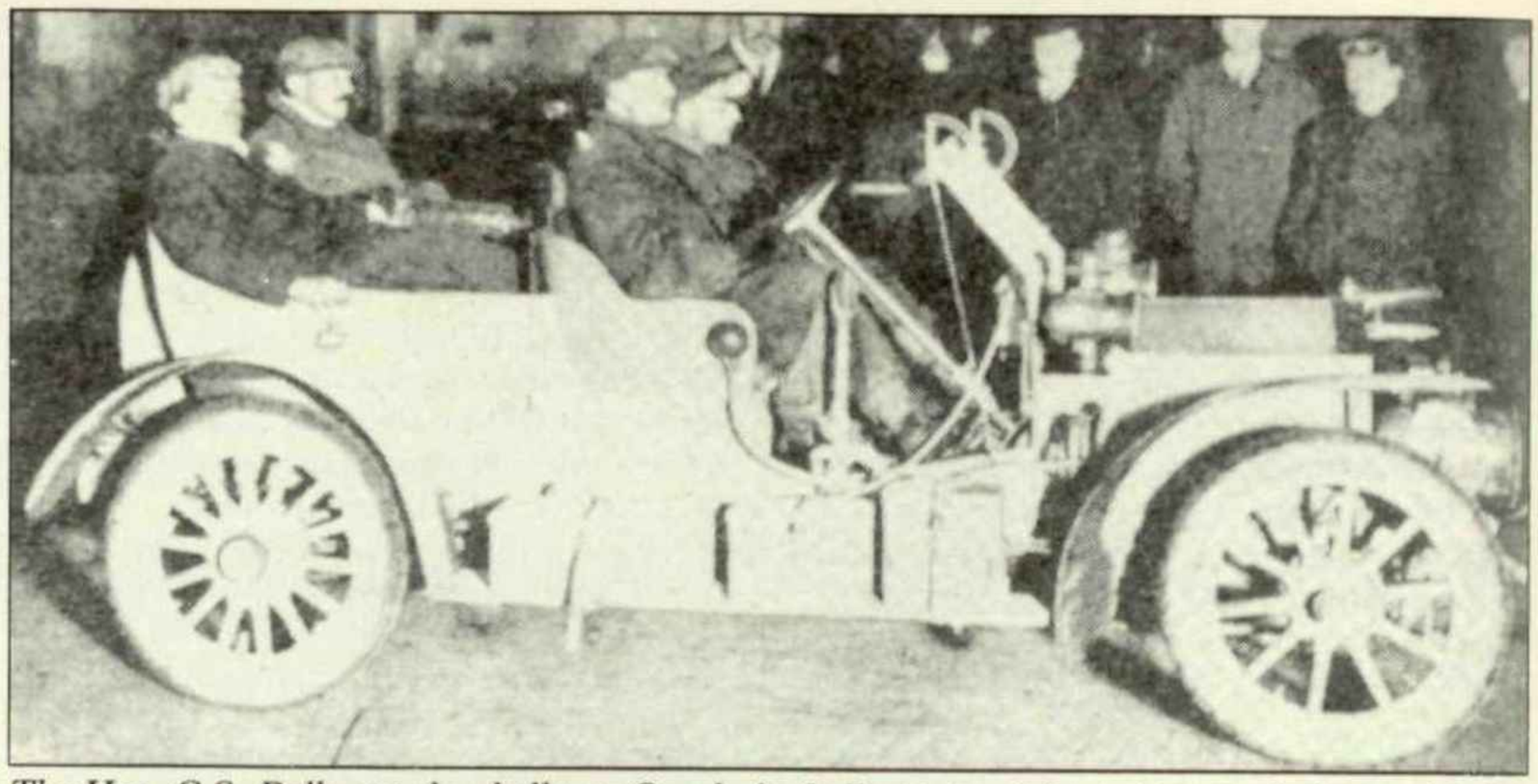
A reader, Mr Philip Jones of Surrey, has sent in this photograph of a rolling chassis which he hopes someone may be able to identify. The wheels are 15" in diameter and fitted with continental Renner racing tyres and unusually has disc brakes with large calipers at the front. The chassis is triangulated and the round tube sections are too well constructed to be home-made. The square sections were added at a later date. If you think you can help, contact Mr Jones on 01-773 0777.

Fast Runs

FROM time to time MOTOR SPORT has undertaken some fast runs, in this country and on the Continent. So it was with interest that I read an article in *Quest* by Warren Allport, about how he had driven the latest Rolls-Royce Silver Spur from Boulogne to Monte Carlo to see if he could halve the time established for a run made by the Hon. C S Rolls on a 20 hp TT Rolls-Royce in 1906.

Here I would digress to remark that *Quest* is the present prestigious Rolls-Royce Motor Cars' house journal, edited by Allport himself, a follow-on to those similarly sumptuous R-R and Bentley house organs, *The R-R Bulletin* and *On The Road* that publicised the Best Car in the World and the Silent Sports-Car, before the war. I was once allowed to describe a fast dash I did from Parliament Square to John O'Groats in a 4¼-litre Derby Bentley in the pages of the latter publication (at a running average speed of 50.5 mph before British motorways existed), so I read Allport's story with keen anticipation.

It was a trifle disappointing to discover that he had not only used the French autoroutes from the south of Paris to effectively halve the 83 year old R-R record but that he had done his run from Boulogne to Monte Carlo, whereas the Hon. C S Rolls had driven in the reverse direction, finishing in London. Allport did drive back over as nearly as possible the route used by Rolls in 1906 but he took this as a gentle tour, covering some 200 miles a day, for which no speed is quoted. There can be no more comfortable car than a Rolls-Royce Silver Spur with the latest highly sophisticated self-levelling suspension, full air conditioning, electrically adjustable memory programmed seats and cruise control, in which to make such a high speed 750 mile journey and it comfortably halved Rolls' time for the Monte Carlo/Boulogne part of that run, taking 13 hours 37 minutes, inclusive of stops for meals and refuelling, an average speed of 55.0 mph. Rolls had taken 28 hours 14 minutes.

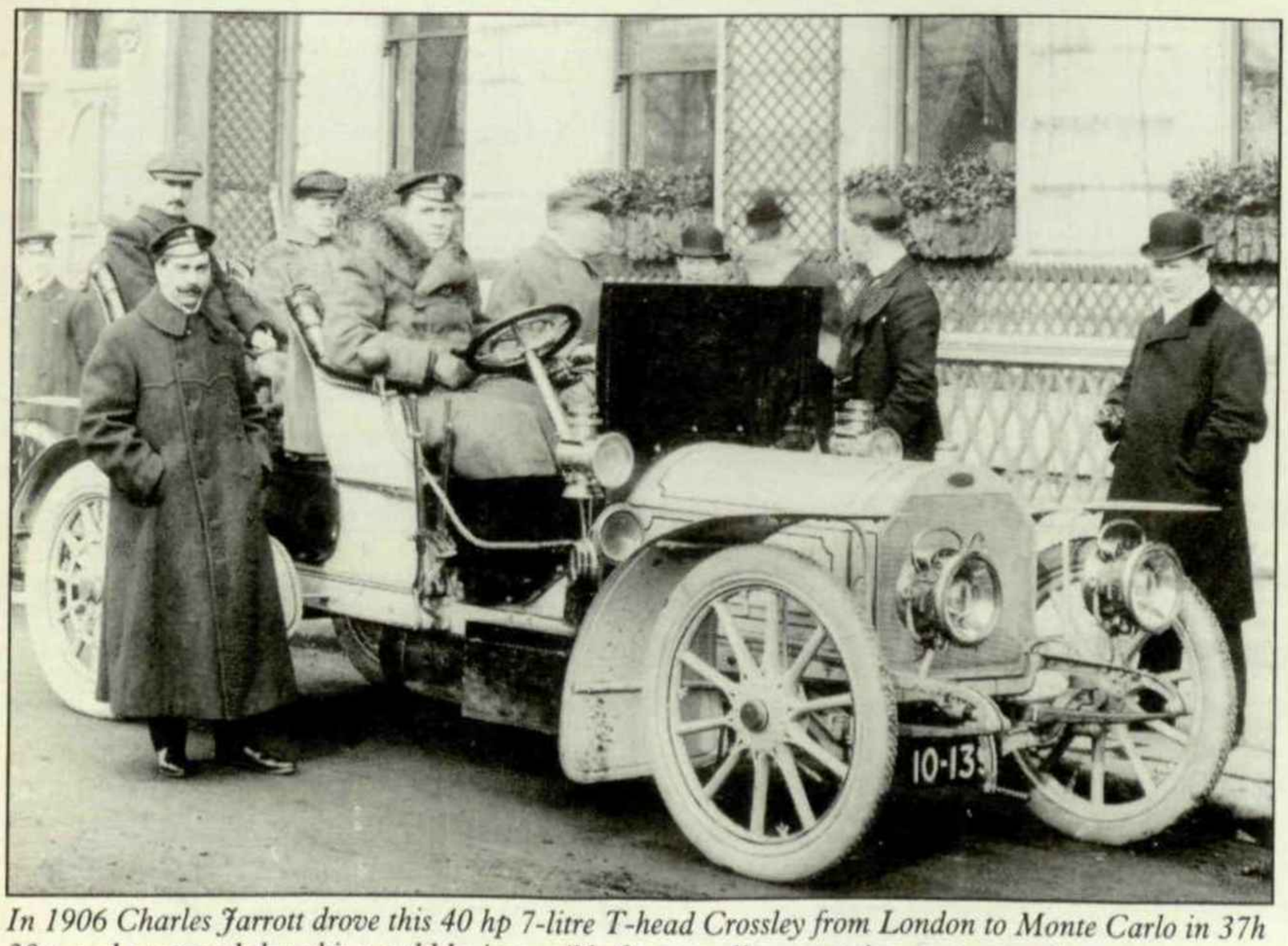


The Hon. C.S. Rolls met the challenge Crossley's challenge (see below) two months later with this 4-litre 20 hp ioe TT Rolls-Royce, beating Jarrott's time, in reverse direction, by 1½ minutes, after being delayed 3h 11m for the Boulogne ferry.

The Early London-Monte Carlo Record Runs

They can be summarised as follows:-

1906 Jarrott, Crossley,
London-Monte Carlo 37h 30m
1906 Rolls, Rolls-Royce,
Monte Carlo-London 37h 28½m
1906 Pope, Itala,
Monte Carlo-London 36h 05m
1907 Earp, Iris,
London-Monte Carlo, Failed (snow)
1907 Jarrott, Crossley,
London-Monte Carlo 35h 20m
1907 Paul, Napier,
London-Monte Carlo 33h 34m
1907 Brown, Mercedes,
London-Monte Carlo 29h 20m
1907 Pope, Itala,
Monte Carlo-London 29h 16m
1913 Radley, Rolls-Royce,
London-Monte Carlo 26h 04m



In 1906 Charles Jarrott drove this 40 hp 7-litre T-head Crossley from London to Monte Carlo in 37h 30m and suggested that this would be impossible for an ordinary touring-car to equal.

Against that, in 1906 Rolls on his four-cylinder (not six-cylinder as Hough has it in his TT book) open Rolls-Royce had a top speed of only about 60 mph and he cruised at a much lower pace, averaging around 20 mph for much of his run, and although he had no speed limits to contend with until England (20 mph) was reached, whereas Allport observed the 56 mph and 81 mph (autoroute) French speed limits, Rolls was delayed at shut level crossings, even if he ate in the car. He also lost 3 hours 11 minutes waiting for the ferry at Boulogne and thus beat the previous record set by Charles Jarrott's Crossley, in 1905 (not in 1906 as *Quest* has it), by a mere 1½ minutes. Jarrott's run had been from London to Monte Carlo, not in the reverse direction used by Rolls, as stated in *The Rolls-Royce Motor Car* by Bird and Hallows — the pitfalls historians face!

The story of these early London-Monte Carlo record runs (and those in the reverse direction) make very interesting reading, if anyone cares to turn up Baladeur's article about them, which he wrote for MOTOR SPORT in February 1950.

After a time the RAC and *The Autocar* became hostile to such attempts, which gave the AA an opportunity to help over ferry sailings, etc. At the close of his article Baladeur says: ". . . I wonder how long it would take someone today (1950) if reasonable facilities were available for the Channel crossing, to drive from London to Monte Carlo, if he really gave his mind to it; and I hope I am not inciting anyone to a performance which must be characterised as undesirable in every way, if I say that I should like to know how long it would take a competent driver in, say, a Mark VI Bentley".

This is partially answered in Stanley Sedgwick's interesting book *Motoring My Way*, published by Batsford in 1976; for instance, the author, Patron of the Bentley DC, drove a 1951 4½-litre Mk VI

In 1989 Warren Allport provided a modern comparison, by driving this Rolls-Royce Silver Spur II from Boulogne to Monte Carlo in less than half the time that part of his journey had taken Rolls 83 years earlier. This included food and fuel stops but used the autoroute from Paris.

Bentley from Le Havre to Cannes in 1954 at a running average speed of 44.7 mph. Warren Allport has proved that a modern 6.8-litre V8 Rolls-Royce is more than twice as quick at crossing France on modern roads than was Rolls' 4-litre R-R in 1906. It would be interesting to know how much faster such a car would be over the route James Radley used with a 40/50 hp Rolls-Royce in 1913, remembering that he had to cross the Channel after driving down Piccadilly without exceeding the prevailing British 20 mph speed limit, on his 26 hour run; if we allow six hours for the first part of his journey, Radley took only 20 hours from the French coast to his destination, which makes the Spurs' 13h 37m, spurred on at 81 mph for much of the way on the autoroute, less impressive, but Allport did stop for at least 1h 42m for food and fuel . . . In later years it was more a matter of "beating the Blue Train". Alas, prevailing European speed restrictions and today's traffic congestion now conspire to make such driving pointless. WB



Bitser Special

PRE-WAR, in the years we did not then call the vintage period, many cars were built by amateur enthusiasts, from a mix of various components for road use or as a competition venture. Happily the ploy has not expired, although it is a little less well-defined these days, with increased competition in the sporting field and more regulations governing road-car construction.

The other day I chanced upon the description of just such a Special made from more parts from different makes of cars than was usual even then, a real "Bitser". It was apparently made in 1933 for Miss Victoria Worsley. She was typical of the amateur lady racing drivers of the time. Victoria started with motorcycles when they were all she could afford and graduated to cars via a short-lived AV Monocar (she found the starting chain to its JAP engine rather too much for her), a too-high-geared Salmson, and her better known sports Jowett. This flat-twin 907 cc Jowett she ran in quite tough trials, and in High Speed Trials and short races at Brooklands, with very reasonable success.

She afterwards graduated to an MG Midget, had an Abingdon prepared Midget for the 1930 JCC "Double Twelve" race, and went on to Ulster A7s, beating the works team of blown Ulsters with the last named in the 1931 "Double Twelve". She married Roland King-Farlow, later a Vice President of the Brooklands Society. Victoria Worsley wrote a charming account of all this for the *Brooklands Society Gazette* in 1973 but I do not propose to poach from it. So over to the Special.

It was built by Berk L Harris at premises in Lancaster Mews, Bayswater in London, where he had, it was said, "a very snug little business in making motor cars go much faster than their owners might imagine possible." At one time the Conan Doyles' Chitty Bang Bang resided there, by that time named on its long bonnet as "Chitty Chitty Bang Bang No 1 Maybach Zeppelin Mercedes Special" - which could have only been the work of Dennis and Adrian! - together with the Sir Henry Birkin/Earl Howe Le Mans Alfa Romeo.

The Worsley-Harris Special had a 10/23 Talbot engine, reputed to run up to over 6,500 rpm, which sounds as unwise as it is improbable . . . The chassis was very low, and distinctly crab-tracked. The radiator was from a Calthorpe, the wide front axle from a Renault, on ¼-elliptic springs using Gianoli shock absorbers as radius arms, Frazer Nash style. A touch of glamour was added because these very shock absorbers were said to have come from the 1924 Aurea once raced in France by Laly. One can see Harris digging about in his piles of bits to make the little car . . .

Fiat parts were liberally employed, such con-rods even being adapted as bearers for the transverse steering drag-link. The rear drive was described as "GN out of 1914 TT Humber". This is interesting, because it is known that the TT Humber team-car which C D Wallbank had bought in 1925 and with which he won a Brooklands race in 1929, had been driven from Harris' London Mews in about 1931/32 by a Mr Ashford-Fleet, bound for the Lewes speed-trials near Eastbourne, in which apparently it had been entered by Victoria Worsley, together with one of the 1914 GP Opels. On the way, the Humber threw a con-rod. It seems that Berk Harris cannibalised the Humber for some parts for the Special, the frame of which was virtually GN, retaining the chain transmission (unless he used some of the spares which may have come with the TT car). Quite which parts were used remains a mystery, because the Humber brake drums were considerably larger than those on the Special, and Kenneth Neve, who knows his own 1914 TT Humber intimately, tells me that its springs, being 2¼ inches wide, would not fit between the plates of GN radius arms, so it is unlikely they were cut down to make rear springs for the Worsley-Harris Special. More likely Harris used the Humber splined hubs on which to base his "knock-off" wire wheels. (Later the old Humber went up to County Durham, where Mr Batchelor of the pea-canning concern hoped to run it, but it was broken up in about 1938/39; perhaps a hole in the crankcase and some missing parts seemed rather too much, at such a time!).

Mrs King-Farlow does not refer to the Special in her aforesaid articles, so maybe it was not a success. It had a neat two-seater body with cowled scuttle, racing tail, cycle-type mudguards, exhaust fantail and the spare wheel mounted rather prominently on the near side. Would that such hybrids were built more frequently today. And does anyone know what happened to Berk Harris? WB



Saabs have never been renowned for their beauty and the CDs are no exception, but they are not the gawky beats of yore.

Northern Comfort

Saab's first production car, the 92, started coming off the assembly line in 1950. It was a 2-cylinder, 2-stroke 764cc engine developing 25 bhp. It was instantly distinguishable from its contemporaries because of its aerodynamic body and it lasted in production for 16 years. In 1967, a Ford V4 of German extraction was installed into the 96, the 92's successor, and became Saab's first 4-stroke model. It was followed up by a Triumph-designed engine which was found in early 99s introduced in 1969. It is from this model that Saab's 9000 range of cars, of which the CDs are the booted versions, can trace a direct lineage for there is still a hint of the 99's lines to the discerning eye.

Other factors have not changed either. From the start, Saab has persevered with front-wheel-drive — there has not been a rear-wheel-drive or four-wheel-drive model from this Swedish manufacturer — and once it embraced the four-stroke engine, it has remained faithful to that configuration ever since.

As the years have gone by, so Saab's aspirations have increased so that during the Eighties BMWs and Mercedes-Benzs were considered fair game for the Swedish manufacturer. When one takes into consideration that 85% of all Saabs sold in Britain are company cars, it does become apparent that the market segment into which the importer has decided to pitch his latest model, the CDi and CDS of 2.3 litres, is that of the senior executive, small businessman/proprietor who wants something a little bit more exclusive than the more common marques from Germany, or indeed from anywhere else. If 1989 figures are any guide, when Saab had a record year in Britain, then the formula seems to be correct.

It is probably only specialist magazines that place an inordinate importance on the engine configuration. Ask the average executive car owner whether he has a four pot of six pot under the bonnet, and he probably won't know, or even care. As long as the name is right, it is comfortable, rapid and reliable, then the rest is irrelevant. However since this is a specialist magazine, we will peer underneath the bonnet.

As befits a car from one of the 'green' Scandinavian countries, the car can only run on unleaded petrol. The first most noticeable thing about the engine is the fact that it is fitted with a three-way catalyst convertor. You don't even have to open the bonnet to find this out for it is proudly displayed on a label in green beneath the rear offside lamp cluster. Whip round to the other end of the car and you will be confronted by an engine which tells you it is Saab's 16-valve 2.3 litre.

The company is the first to tell you that it cannot afford to develop and manufacture a 6-cylinder engine (a fact which may change now that it has fallen under General Motors' umbrella). To keep up with its 6-cylinder German rivals it has increased the cubic capacity of its four-valve engine so that it is now 2290cc. Until its recent arrival, all Saab models were 1985cc.



The cavernous boot can swallow a lot of luggage.

While the stroke of the new engine remains the same at 90mm, the new cast iron block has a bore of 90mm (compared to the 78mm of the 2-litre unit). Although the double overhead cam head casting, which together with the exhaust manifolding, is the only common component of the two engines, it has been extensively revised on the larger engine to allow better breathing and improved fuel mixing. The Direct Ignition as found on Saab's turbocharged engines is employed on the 2.3 whereby each of the four spark plugs is fed by its own ignition coil which obviates the need for high-tension leads and contact breakers and helps increase reliability.

Although better performance has not been the main criteria, there has naturally been an increased power output in Saab's larger engine. 150 bhp at 5500 rpm is hardly shattering, but it does represent more than a 10% increase on the normally aspirated 2-litre. More significant, though, is the increase in peak torque which sees the 2.3 deliver 141 lb ft at 2000 rpm and 156 lb ft at 5500 rpm. It is this factor which is the strength of this particular unit, for in that wide rev range it is totally devoid of any sluggishness and is both flexible and smooth, but being quite highly geared, in the name of economy, it still likes the gearbox to be used. But that, however, is a pity, for this is yet another good car which is let down by a poor gearchange. Transmission is so often the Achilles Heel it is a wonder that manufacturers still produce units that are not up to par with the rest of the car. This is a lesson, though, that the Japanese in particular have learnt. The car on test in the Saab was the five-speed unit, but if colleagues are to be believed, the four-speed automatic is not that much better.

That the engine is not 6-cylinder is evident especially when pushed hard through the rev range, but as a four, it is indeed very smooth. Much of the credit for this can be taken by Mitsubishi whose twin balancer shaft technology is used by Saab, as do Lancia, Porsche and Volvo, to smooth out the unit although Saab claims that the system has been greatly refined by its own engineers. The twin balancer shafts are mounted on either side of the engine block and are chain-driven in the opposite direction of the crankshaft at twice its speed.

As mentioned, performance has not been the principal aim of Saab's engineers and enthusiasts may well be disappointed. 0 to 60 mph in 9.2 seconds does not tell all the story for that does not get across the 'feel' of the engine which remains ordinary, especially when compared to the Turbo 16. It is, however, more refined and not nearly as coarse at higher revs although break through beyond the 5000 rpm barrier and it does become noisier. A turbocharged version, however, might well be a better prospect, and something we can expect to see within the next 12 months although the fuel consumption figure of 22.9 mpg we recorded over a week's varied travelling would probably suffer. With a fuel tank capable of holding 14.9 gallons, the car has a useful 341-mile range.

The top speed of 125 mph is good enough and at speed the car feels solid and safe. Along country roads the handling is up to the usual high Saab standards and is predictable, aided by front-wheel-drive, the absence of body roll and responsive, precise power-steering. Torque steering is virtually absent, the Michelin MXV2s ready to bite on all surfaces. As an executive saloon, though, the ride was too harsh and was especially noticeable at lower speeds. Teves anti-lock brakes are standard on the 2.3 models and they work extremely well.

For the executive, though, it is the interior which is perhaps the most important aspect and Saab has come up trumps. Everything about it is first class. The seats, which are height adjustable and heated, are extremely comfortable and supportive. Headroom is generous, even with the inclusion of an optional sunshine roof, which is fitted as standard on the CDS, and legroom for both front and rear passengers is ample. Unlike many other saloons there is even space enough for five people without causing undue stress. The driving position has been well thought-out for visibility is good and all the controls come easily to hand. The dials are large and easily read and the steering column is



The walnut facia adds a touch of elegance to the well thought out driving position.



The 16-valve, 2290cc engine comes with a catalytic convertor as standard, but still manages to produce 150 bhp.

telescopic. The seat belts have in-built tensioners and are height adjustable while another safety feature is the inclusion of the central high-level brake light. The heater is powerful but unless the optional air conditioning (£995) or the Automatic Climate Control (£1695) are specified, it is not possible to have cool air ventilation and heat being pumped out at the same time. Overall the quality of the interior is excellent enhanced by the British made walnut veneer facia (which is also on the air vents and around the gear lever on the CDS). Should one want to order the leather faced seats which comes as standard on the CDS, then another £945 will have to be forked out. While there is ample storage space inside the car, the boot is very large while the low sill eases the loading of heavy articles. Although the back seats do not fold, there is a 'ski' hatch from the boot for long, thin loads.

Although the addition of optional alloy wheels help, the styling of the car can at best be called bland and faceless and at worst indistinctive, but it should not be berated for that reason alone.

The new engine is a credit to Saab for being so smooth and refined. Although it does not quite have the silken polish of a 6-cylinder, few will be able to tell the difference. Its main strength, though, is the high level of refinement it offers. It may not set the Thames on fire as some of its northern European rivals can do, but it is nevertheless as efficient and meritorious and at £16,745 is a good deal cheaper than many 2-litre cars. WPK

Model: Saab CDi 2.3
Importer: Saab Great Britain Ltd., Globe Park, Marlow, Bucks. SL7 1LY.
Type: 4-door saloon.
Kerb weight: 1324 kgs.
Engine: Transverse, front-mounted, 4-cylinder in line, 90 × 90mm, 2290cc. Compression ratio: 10 to 1. Head/block: all alloy/cast iron. Valve gear: dohc, 4 valves per cylinder. Three-way catalytic convertor. Ignition and fuel: Mapped electronic ignition, Bosch L.H. fuel injection. Power: 150 bhp at 5,500 rpm. Torque: 156 lb ft at 3,800 rpm.
Transmission: 5-speed manual gearbox (4-speed automatic optional).
Suspension: Front: Independent, MacPherson struts, coil springs, telescopic clampers, anti-roll bar. Rear: dead axle, trailing arms, coil springs, telescopic clampers and anti-roll bar.
Steering: Rack and pinion, power assisted, 3.2 turns lock to lock.
Brakes: Front 280mm dia ventilated discs. Rear: 258mm dia discs.
Wheels/tyres: Steel (cast alloy optional) 6ins rims, Michelin MXV2 195/65 VR 15 tyres.
Dimensions: Wheelbase: 2625cms. Length: 4700cms. Width (incl. mirrors) 1950cms. Height: 1400cms.
Performance: Max speed: 125 mph; 0-60 mph: 9.2 secs; 40-60 mph (in fourth gear) 7.9 secs; 50-70 mph (in fourth gear) 8.2 secs; 60-80 mph (in fourth gear) 8.4 secs. Petrol consumption: Govt. tests mpg 23.2/39.8/31.4. Overall mpg (on test): 22.9.
Price: £16,745

NEW CAR FILE: LANCIA DEDRA



With claims of a classical appearance, the frontal aspect emphasises the Dedra's heritage.

Lancia is making a concerted effort to capture a larger slice of the executive saloon market with the launch of the Dedra on March 1. This new car will be available with three different engine sizes; 1.6,1.8, and 2.0 litres. Lancia anticipate that the 1.8 and 2.0 litre cars will sell more readily and so 80% — 90% of the cars available will be of these two engine sizes. With 50% of the projected import figures going to the new Dedra it is apparent that Lancia are counting on this model to carry their flag in the new decade.

Lancia claim that the car is classical in appearance, and certainly the styling of the front emphasises the heritage of the car. It has been styled in such a way as to compete well in its sector of the market. It is refined and elegant. The low front clearly contributes to the lack of drag (it has a Cd of 0.29), but the tail of the car is disappointing. It is too high and hastily finished in comparison to the considered lines of the rest of the car.

The interior by contrast is very pleasing. Controls are thoughtfully positioned so that, whilst driving, they can all be reached without gazing dangerously downwards. The instrumentation comprises a clock, oil pressure, oil temperature, water temperature, and fuel guages, speedometer and tachometer. All are sensibly positioned and easy to read. The seat was one of the most comfortable I have ever sat in, but was let down by the typically Italian fault of providing very little room between the steering wheel and pedals. Despite the height adjustable steering column one's knees are too close to the lower half of the wheel.

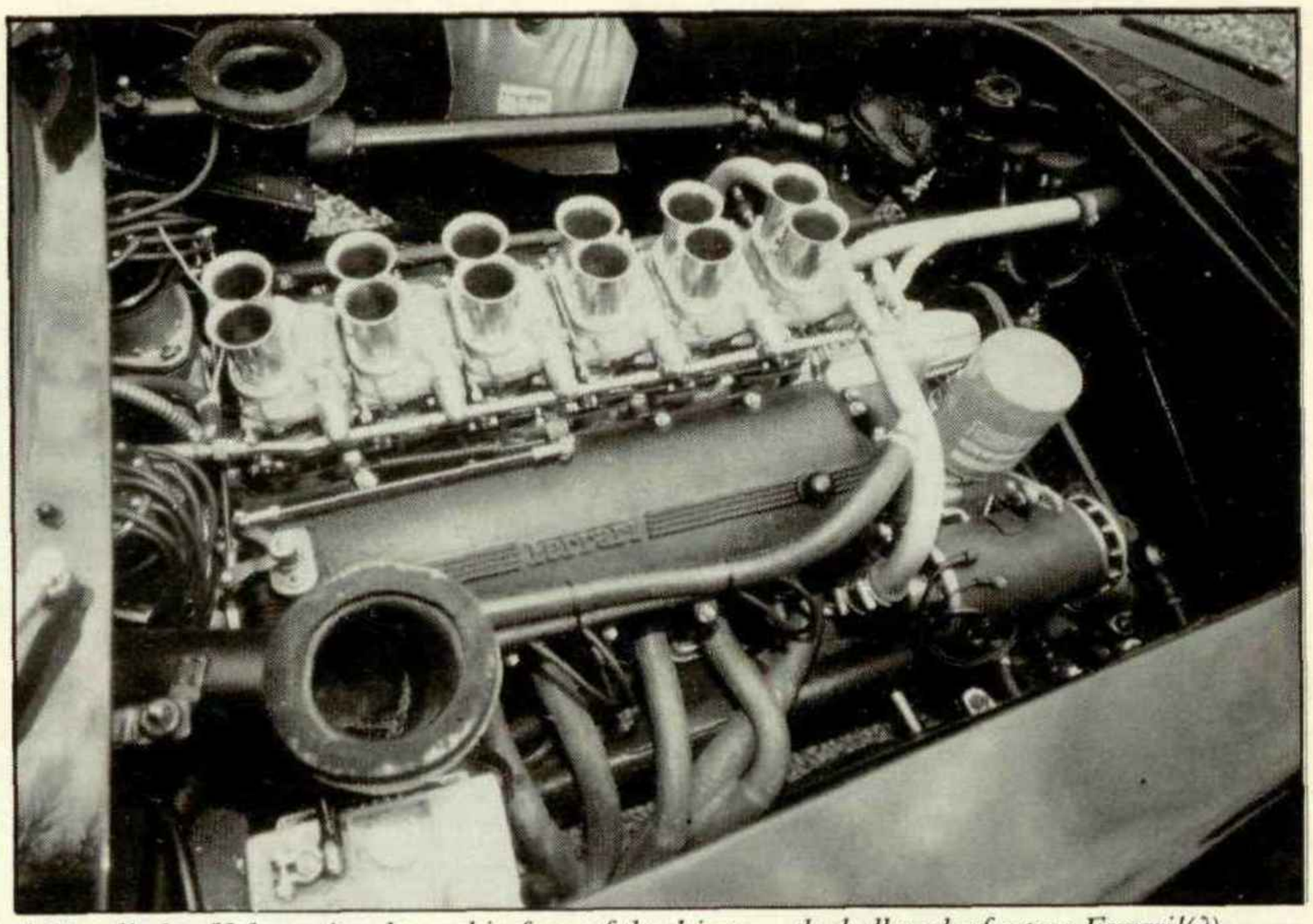
The five-speed gearbox was smooth and easy to use, though not particularly fast. In fact the change on the 1.8 was slightly better than on the 2.0 litre, but that might be the result of one 'box having worn in slightly faster than the other. The 1.8 and 2.0 litre models have power-assisted steering, which is responsive although the feedback is a little vague at speed. Disc brakes on all four wheels are again standard for the upper two models, and the braking ability was very impressive even if the pedal was rather light.

At the heart of all three models is a four cylinder injected engine running on unleaded fuel. Each engine has an 'integrated ignition and injection electronic management system'. Power output for the 1580cc single point fuel injection engine is 90 bhp at 5800 rpm. Maximum speed is 112 mph, and fuel consumption is 51.4 mpg at 56 mph. The 1756cc and 1995cc engines have multi-point fuel injection and twin overhead camshafts. Their respective power outputs are 110 bhp at 6000 rpm and 120 bhp at 5750rpm. Both the engines have two rotating balancer shafts which turn at twice crankshaft speed in opposite directions. This is in order to give the four cylinder engines a smoother operation, and it seemed to work well at low engine speed. However taking the revs above 4000 was a fairly noisy affair, although not unpleasantly so.

Performance from the 2.0 litre is brisk but not startling. Overtaking is comparatively easy on straights of a reasonable length, and it has a top speed of 124 mph. 0–62 mph (a fairly meaningless figure at the best of times) takes 9.6 seconds. All models possess all-round independent suspension, and the top model, the 2.0 litre SE, has automatic suspension control which adjusts damper settings according to road conditions and speed. The handling is good and the ride is firm but comfortable. The car will cope with being driven hard on country roads, and inspires confidence as to its directional stability in cornering.

Lancia believes that the quality of the car will overcome the rather dire sounding name, and they could well be right. It is a well-considered upmarket saloon, with few significant shortcomings. Although I didn't drive the 1.6 I would suspect that it might be slightly underpowered. Even then it will be a comfortable, stylish car with good handling and brakes, and a pleasant gearbox. The 1.8 and more so the 2.0 litre have all this plus a fair amount of go.

Prices range from £10,695 to £15,395.



A 12-cylinder, V-formation, located in front of the driver — the hallmark of a true Ferrari!(?)

Buying A Ferrari

Dear Reader,
The other day my friend said "Why don't we buy a Ferrari?" to which my instant reaction was "Well, um, ah, er, yes, well why don't we?". My friend went on, waxing lyrical, "No, seriously, a Ferrari really is the car to own. Everyone has a Ferrari these days; at least anyone who is really into cars, that is". So it was agreed that we would buy a Ferrari.

The first thought was to go to Maranello Concessionaires at Egham, in Surrey, who are the importers, but then my friend thought perhaps that he didn't want a new Ferrari; an older one would be more interesting. So we went through the advertisements in MOTOR SPORT, making a list of all the Ferraris that were for sale, but then the problem arose of what sort of Ferrari we should buy. The variety was bewildering, and the descriptions even more so.

There were model names, hieroglyphic letters, numbers and symbols to decipher, long before we came to any question of condition, whereabouts or even price. At first we thought price would not be much of a problem, we would decide on an actual car and then think about the price, but deciding on a particular car was the big problem. Most of them seemed to be red, so colour was not going to be a problem and anyway we reckoned that all proper Ferraris would be red. There were some fascinating names to conjure with — Testarossa, Boxer, Mondial, California, Dino, Tour de France, Daytona, Lusso, all lovely names but fairly meaningless to us. We had heard of Daytona, because it was where there was a fantastic sandy beach in Florida, where the Land Speed Record used to be broken. We could not really see the connection between sand-racing and Ferraris. Then there was Tour de France, the great French bicycle race, in which the Brits do not do all that well, but Ferrari connections seemed a bit nebulous; and Boxer really floored us, but Testarossa sounded interesting — a girl with red hair?

Then we looked at the numbers game, 206, 246, 250, 275, 288, 308, 328, 330, 365, 400, 512, 640. We couldn't really make any sense out of these and we felt sure it was nothing to do with anything as common as Bingo, so we shrugged and moved on to letters and numbers. GT4, GT5, GTB, GTBi, GTB/2, GTB/4, GTC, GTC/4, GTE, GTO, GTS, GTSi, BB, BBi but that was all much more bewildering. By this time our brains were beginning to revolve at high speed, so we put all these identifying marks into a hat and each drew out a sequence. My friend drew 512 Tour de France GTB/4 and I drew 246 Boxer GTSi, but we were none the wiser, though I was pleased to get the letter sequence with the small i at the end.

We realised that we were getting nowhere and risking losing our sense of direction, so we decided we would look at prices. We soon found that very few of the advertisements had any mention of money in them, which puzzled us because we always thought that if you had something for sale you put the price on it so that the customer could see if he could afford it. Can you imagine going into a supermarket where none of the goods carry price labels? Those that did carry prices did not help much, especially when we realised that what we thought was the dealer's telephone number was actually the number of English pounds that he wanted for the car.

I began to make a list of the prices as my friend read them out. "It says here £89,995," he read. "Wouldn't that have been easier to say £90,000?" Then there was £259,995 and £69,995 and £46,995 and many more. It was difficult to follow the logic behind all this, and anyway some of the prices were far in excess of a brand new Ferrari, which again was difficult to understand. Why pay more for an old Ferrari than for a new one? We began to wonder whether we should go to Maranello Concessionaires and settle for a simple new Ferrari, a straightforward 1990 model, but my friend would not give up, and went on searching through the price columns.

Suddenly he gave a great shout, "Here's one for £1000, a nice simple round figure." I looked over his shoulder and pointed out it was a nice simple round figure, but he had left off three noughts; the price was £1,000,000 — one million pounds in simple words! And it wasn't even a new car, in fact it was nearly 25 years old. There was another one at the same price, but not so old. We thought about this and realised that we could each have a brand new Ferrari, and a pair of new Porsches, for the price of one old Ferrari. Did I say our brains were getting fuddled?

We went back to reading the advertising descriptions. There were more code letters which had us guessing, FSH, LHD, QV, POA, RHD, though we knew that QV was Latin, or something, which meant "look elsewhere". As there was no price on that particular advertisement we could not understand why we had to look elsewhere for the price, and exactly where did we have to look? FSH puzzled us for a long time but we finally decided it must mean "Ferrari Second Hand" though we would have written it SHF. Later, an acquaintance told us that these days nothing is described as second hand, a thing is "Previously Owned" if it is not new. That got us thinking around the fact that if something is new, it means it is unused, and if it has been used it is not new, so what was wrong with "Used Ferraris" because we agreed that "Second Hand" was probably a misnomer anyway. A 25 year old car had probably had ten owners, and you could hardly advertise something as "Tenth Hand" and then there were really old cars; "One hundred and thirty fourth Hand" sounded a bit odd. But I digress.

"We must do something positive," said my friend, so at random he picked an advertisement and telephoned the man whose name was quoted as being the person to contact. This was a Ferrari POA though we had looked in a Ferrari book and failed to find a POA model. The conversation did not get my friend very far. He was informed, rather coldly, that POA was not the model, but meant Price On Application. Undaunted, my friend said that he was ringing to Apply For the Price. There followed a peculiar one-sided conversation, during which my friend said



Ferraris should be red, have the V-12 engine at the front . . . and preferably be hung on the walls of private art collectors?

very little; then he hung up. "So, what was the model and how much was it?" I enquired. He could not answer either of my questions and explained that the chap on the other end of the phone was more interested in finding out how much money my friend had, than telling him anything about the car or what the price was. "I hung up on him, we were getting nowhere," he said.

By this time I was getting a bit tired of this Ferrari lark, but my friend wouldn't give up. We decided we had started off on the wrong foot and what we should do is to decide first of all "why" we wanted to buy a Ferrari. "But everyone who is interested in cars has a Ferrari," my friend said weakly. I insisted that we should write down why we wanted one.

We came up with lots of reasons; to look at it; to talk about it; to show it to our friends; to polish it; to photograph it, but when I suggested we could sit in it, and even drive it, my friend was aghast. He said "If I am paying £1,000,000 or even £895,995, I am not having you sitting in it, and you will certainly not drive it, and nor shall I, it will be much too valuable." I began to lose interest, for it sounded like people who have a painting that they say is too valuable to look at, so they keep it hidden away and look at a copy. Or those people who buy new books and never read them. I saw an advertisement once for a book "New, mint condition, unread" and that got me thinking that I could not write books for those people who had no intention of reading them! Once again, I digress, but it is all too easy when wallowing in Ferrari fever.

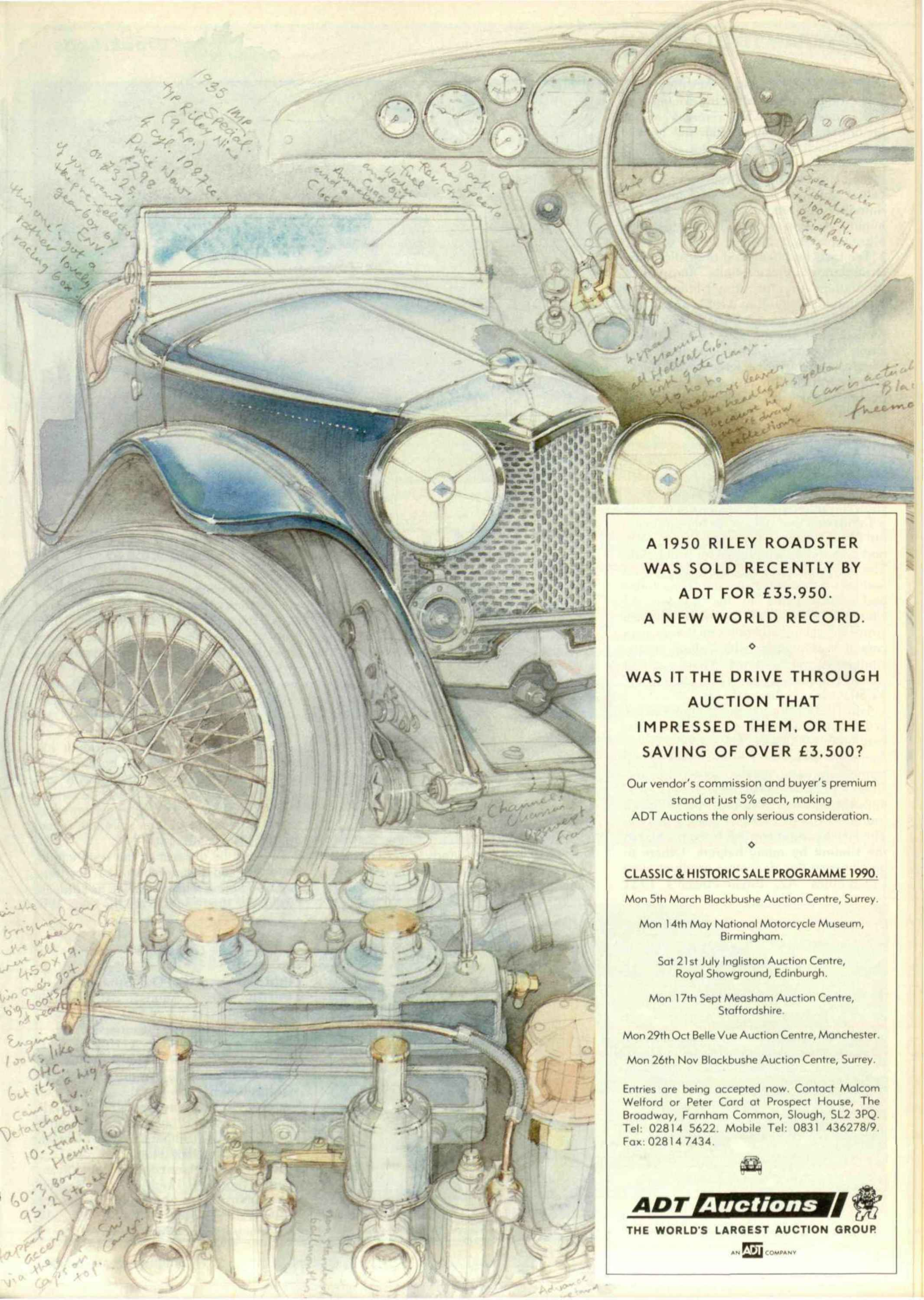
We went back to the advertising. We had talked to a few people about Ferraris, before we started this search, and found a variety of views. There were those simple folk who merely bought a new Ferrari each year, and had no serious problems about models, ages, desirability and so on. To them the latest Ferrari was obviously the best Ferrari, otherwise why would the Ferrari factory bother to make new cars, which seemed logical. Then there were those who insisted that real Ferraris had to have 12-cylinder engines, and 6-cylinder and 8-cylinder engines were not really Ferrari engines. We did admit that the flat-12 engines were very exciting, but that raised the wrath of these people. "Flat-12!" they cried, "Ferrari engines are V-12!" We then found a picture of a model called an LM, where this lovely V-12 was in effect in the luggage boot behind the seats. That caused it. Apparently real Ferraris with real Ferrari engines have that lovely V-12 power unit in the front. We were beginning to wish we hadn't started this conversation.

Then there was the question of rarity. From the advertising it seemed that if a Ferrari was one of only 15 made it was more expensive than one of a run of 150, and much more expensive than one of a run of 1500. We tried to reason that if only 15 were made, then it could not have been a very good model when it was new, or it would have sold more. Apart from a run of 15 not really sorting out the production problems, compared to a run of 1500, there was the matter of spare parts. But we weren't getting anywhere.

We still hadn't even sat in a Ferrari, let alone driven one and I was beginning to think I was in the wrong world. Much as I like my friend I had gone off his Ferrari enthusiasm. I told him the whole Ferrari business was much too complex for me, I just couldn't cope with it all. In our reading of the advertisement, we had made out a list of 145 Ferraris for sale in one issue of MOTOR SPORT, and only two of them belonged to private owners, the rest were owned by dealers who presumably wanted to sell them. My friend was right about everyone owning a Ferrari, but equally it seemed that everyone wanted to sell a Ferrari as well.

I suggested that if we wanted an old car why not buy something of which there was not such a bewildering and complicated variety. "Like what?" he said, rather scornfully. "Well," I said,"I know where there is a Theophile Schneider for sale."

Yours, DSJ



A 1950 RILEY ROADSTER
WAS SOLD RECENTLY BY
ADT FOR £35,950.
A NEW WORLD RECORD.

◇

WAS IT THE DRIVE THROUGH
AUCTION THAT
IMPRESSED THEM, OR THE
SAVING OF OVER £3,500?

Our vendor's commission and buyer's premium stand at just 5% each, making ADT Auctions the only serious consideration.

◇

CLASSIC & HISTORIC SALE PROGRAMME 1990.

Mon 5th March Blackbushe Auction Centre, Surrey.

Mon 14th May National Motorcycle Museum, Birmingham.

Sat 21st July Ingliston Auction Centre, Royal Showground, Edinburgh.

Mon 17th Sept Measham Auction Centre, Staffordshire.

Mon 29th Oct Belle Vue Auction Centre, Manchester.

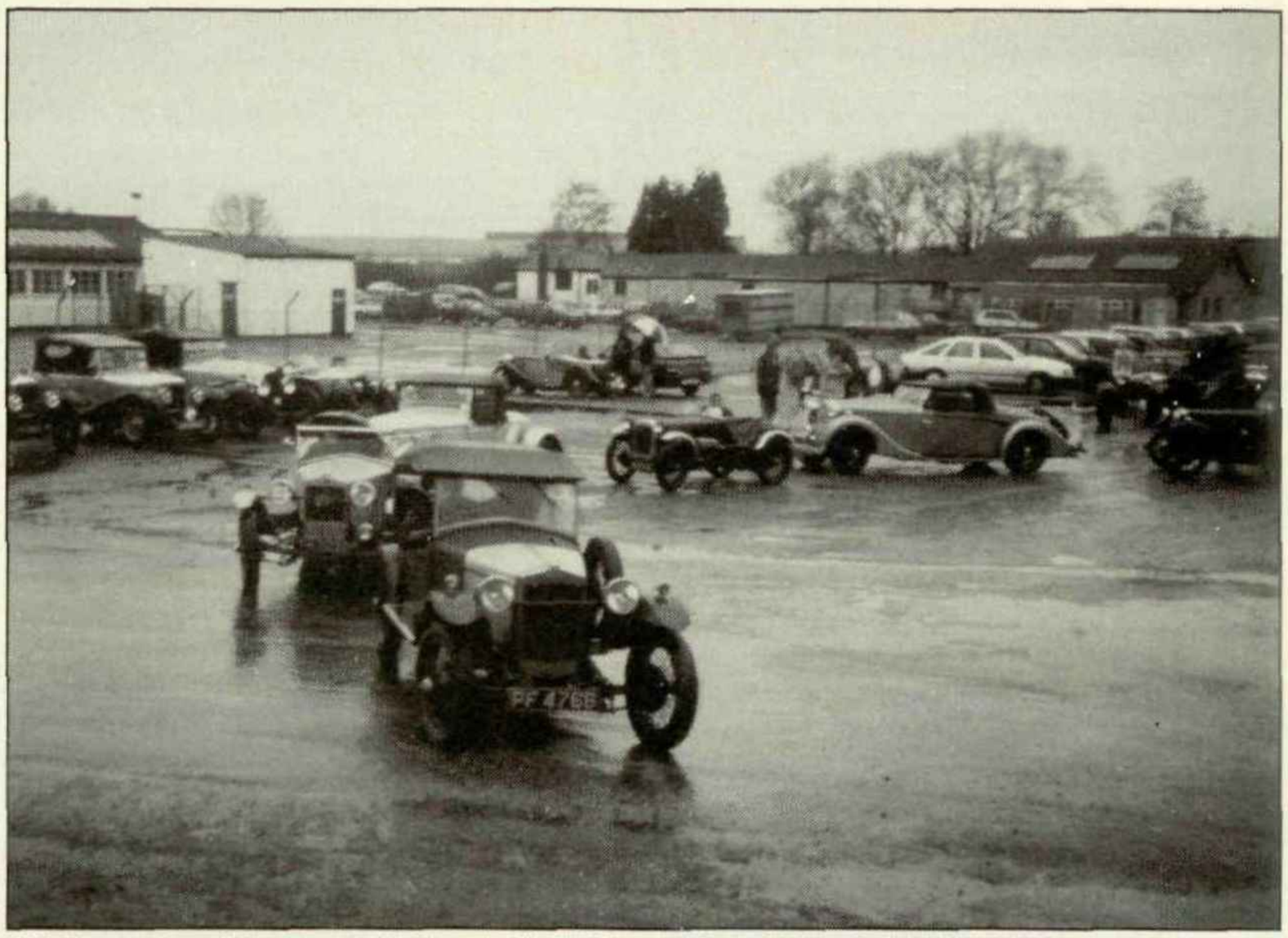
Mon 26th Nov Blackbushe Auction Centre, Surrey.

Entries are being accepted now. Contact Malcom Welford or Peter Card at Prospect House, The Broadway, Farnham Common, Slough, SL2 3PQ. Tel: 02814 5622. Mobile Tel: 0831 436278/9. Fax: 02814 7434.

ADT Auctions

THE WORLD'S LARGEST AUCTION GROUP

AN ADT COMPANY



GJ Tarring's well known 1927 Frazer Nash followed by W Mays in his 1926 FN.

VSCC at Brooklands

THE VSCC's weather luck deserted it on February 3rd for the driving tests meeting at what remains of the historic motor course. Rain fell heavily before lunch, but stopped for the afternoon session. Yet nearly all the entrants turned up, although some reserves were called and an incredible number of onlookers arrived in modern cars, a good augury, I suppose, for the Brooklands Museum when it opens in 1992.

Ten tests had been laid out called after Brooklands' Vickers-built aeroplanes, the Valiant Attempt, Vimy Shimmy, Valleta Valeta, Wellington Whiffle and Wellesley Wanderings, followed by those named after racing cars - Chitty Bang Bang Chase, Softly-Catch-Monkey Puzzle (Lanchester), Sergeant Murphy's Parade (Austin 20), Toodles Tour (Sunbeam) and Hoieh-Wuyareh-Gointoo (Lanchester), which perhaps sets a lighthearted approach to such events . . .

With the rain sheeting down, accompanied by a fine thunder clap, the intrepid and very wet drivers grappled with these test problems. Bruce Dowell showed impartiality by sheltering beneath a Talbot golf umbrella in his big Sunbeam but Mark Garfitt in his Frazer Nash-BMW had only a child's umbrella for protection. The majority of vintage hoods were erect and saloon car drivers envied. Tony Jones had wisely come in his hooded A7 Chummy instead of his more spartan Gordon England and one saw the sense of cars like Bennett's 8/18 Talbot coupé, Hamilton-Gould's Ford Tudor saloon which was quick up the Test Hill, and the 12/50 Alvis two-door saloon.

Test 1 was a climb of the famous 1 in 5/1 in 4 Test Hill, with a stop and restart at the very top, followed by parking in a "garage". That this 1909 acclivity is still formidable was shown when Hunter-Craig's 1922 GN failed high up, as surprisingly the engine of Rawlings' 14/45 Talbot tourer cut out when it got to the 1 in 4 bit. The GN was light enough to be pushed to the summit by many helpers. Others to give best to this deceptive gradient were Creed-Miles' A7, Bayne-Powell's 1931 blown MG Midget and a lady in an A7, whom I won't name. Livesey's 1927 A7 Chummy needed attention beneath its bonnet at the start but later climbed successfully.

The Presidential 1912 Brixia-Zust had opened proceedings with no fuss whatsoever, although the oldest competing car. It was nice to see Jones' 1924 Chenard-et-Walcker among those now taking part, as was Spiers' open Bentley, one of the few vintage type 4½-litres to be assembled by Rolls-Royce Ltd, which was a circuit car at Silverstone last year. Another unusual but welcome competitor was Maxwell's 1928 Lanchester 23 tourer.

Makes tended to run in groups, Singers and MGs together, and Mark Garfitt's 1937 FN-BMW preceded by Moore's 1936 single-hooded two-seater of this make. Two unfamiliar cars were Longden's bolster-tank yellow 1928 Ford two-seater and Howatt's MG TB-engined 1936 Morgan 4/4, finished only three days beforehand but making light of the restart with spinning back wheels.

Wills' alloy-wheeled GP Bugatti provided a proper Brooklands' atmosphere and Ody had his Amilcar, Lincoln his OM, and the Frazer Nashes gave a touch of one-make variety. Hancock brought his Balilla Fiat on a trailer and Lupton represented the Lea-Francis OC with an impressive 1938 1.6-litre "Leaf". Schumacher's 20/60 Sunbeam tourer ascended at a stately pace but a very wet Marsh raced up in his Brescia Bugatti.

To describe the rest of the tests would have reduced the notebook to porridge and the camera lens got as wet as I did, so I will leave the results to tell the tale. WB



The start of the Hill Section with three cars, including G Wright's 1937 Singer 9, ready to go.

RESULTS

Light Car Award: J Ody (Amilcar)
Touring Car Award: B Dowell (Sunbeam)
Saloon Car Award: E Sturgess (A7)
First Class Awards: A Hill (A7), P Rosoman (A7), R Thomas (MG), D Marsh (Bugatti), G Wright (Singer), M Garfitt (FN-BMW)
Second Class Awards: A Jones (A7), R Collings (Zust), P Livesey (A7), R Smith (MG), B Savile (Singer), A Sparrowhawk (Alvis), C Hancock (Fiat)
Third Class Awards: C Hamilton-Gould (Ford), R Leigh (A7), M Bartlett (A7), N Bouger (MG), R Wheatland (Singer), A Moore (FN-BMW), W Mahoney (HRG), D Rolfe (MG)

the HAMPSON *auction . . .*

SATURDAY
APRIL
7th
at 12.30pm
WINSFORD,
Cheshire

Preview: Friday
April 6th

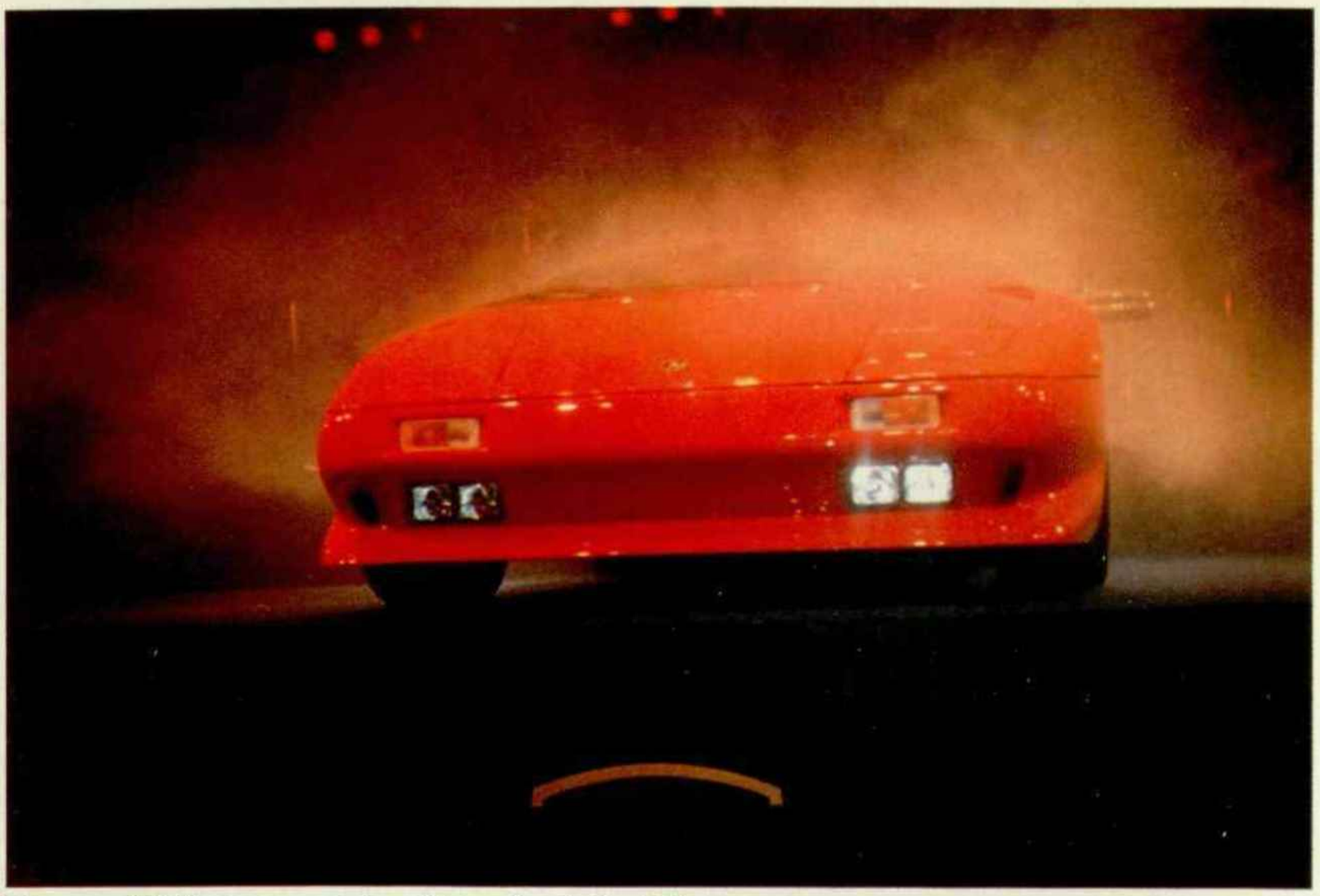


. . . building on success

Another Superb Sale of
Classic Sports and Vintage Cars
Featuring: BENTLEY, FERRARI, AC,
JAGUAR, ASTON MARTIN,
MASERATI, AUSTIN HEALEY,
ROLLS ROYCE, MG
and many more

CATALOGUE (£10) and full details
from John or Mark Hamilton
0606-559116/559054
Fax: 0606 861283

HAMPSON, ROAD 4, WINSFORD IND. EST., WINSFORD, CHES. CW7 3QN

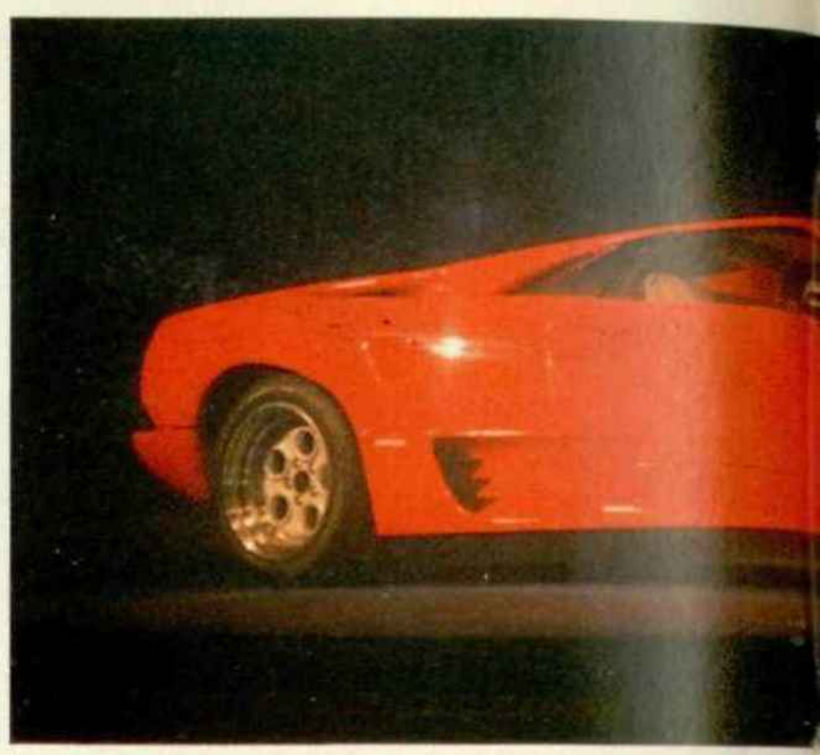


The new Diablo is presented amidst a cloud of swirling steam.





A Miura threads its way past an Espada and in front of a Countach.



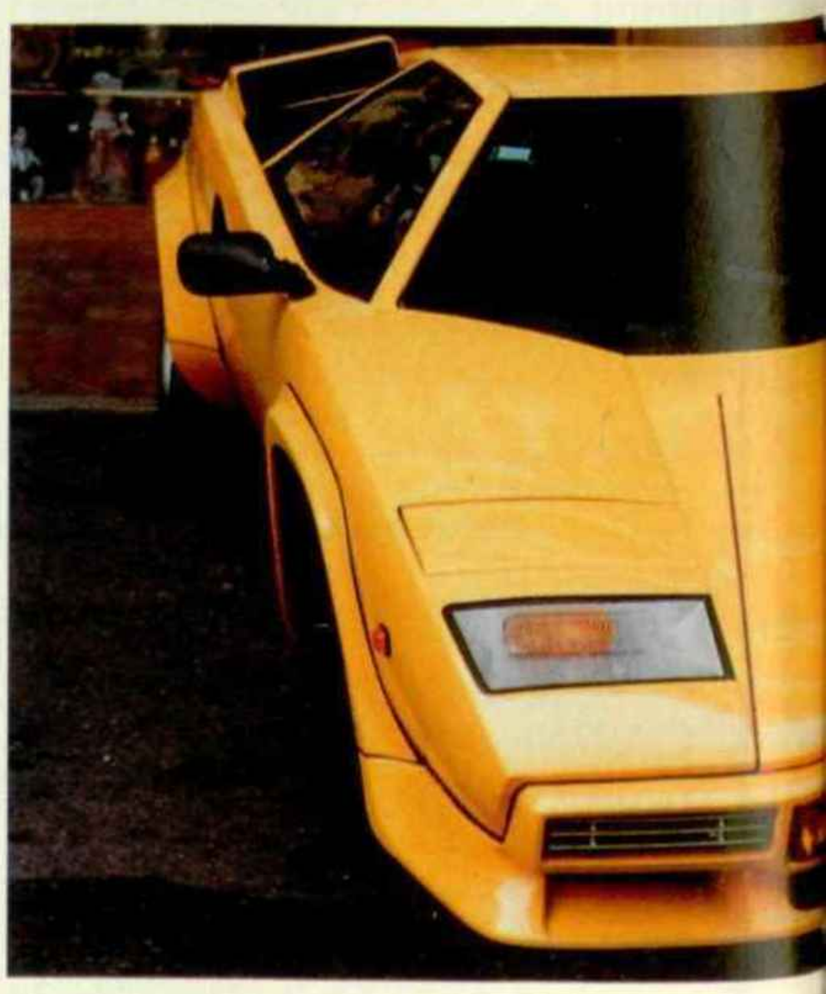
DIA

The announcement of a new model
manufacturers has to be of major
orghini with a Countach successor,

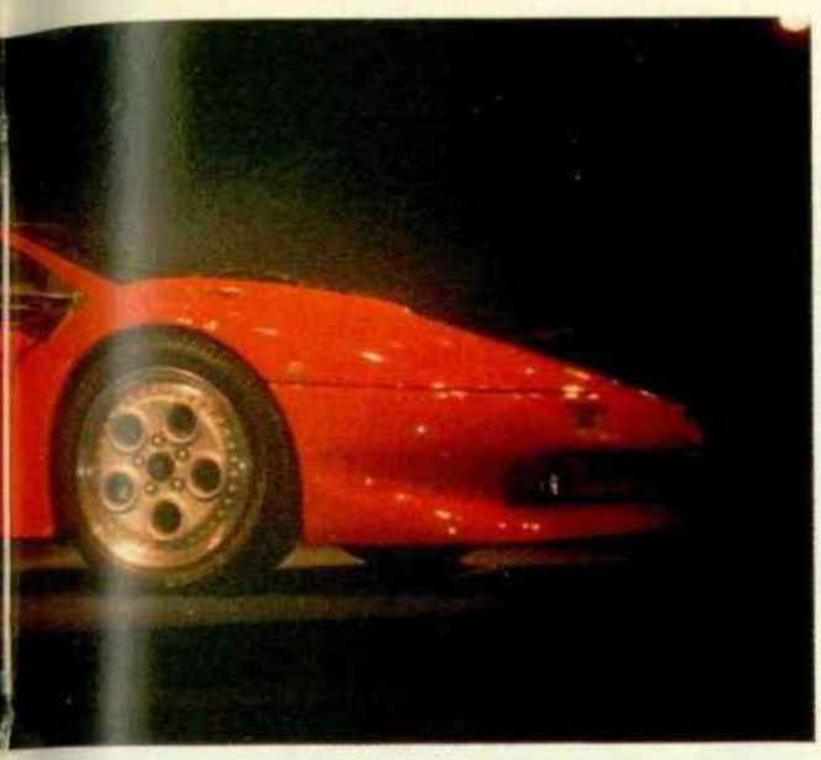
At a spectacular launch in Monte C
Diablo which is Spanish for devil, w
had gathered the famous and the wea
the Lamborghini Club was holding a
fun was the serious business of the

A full report on the car will appear



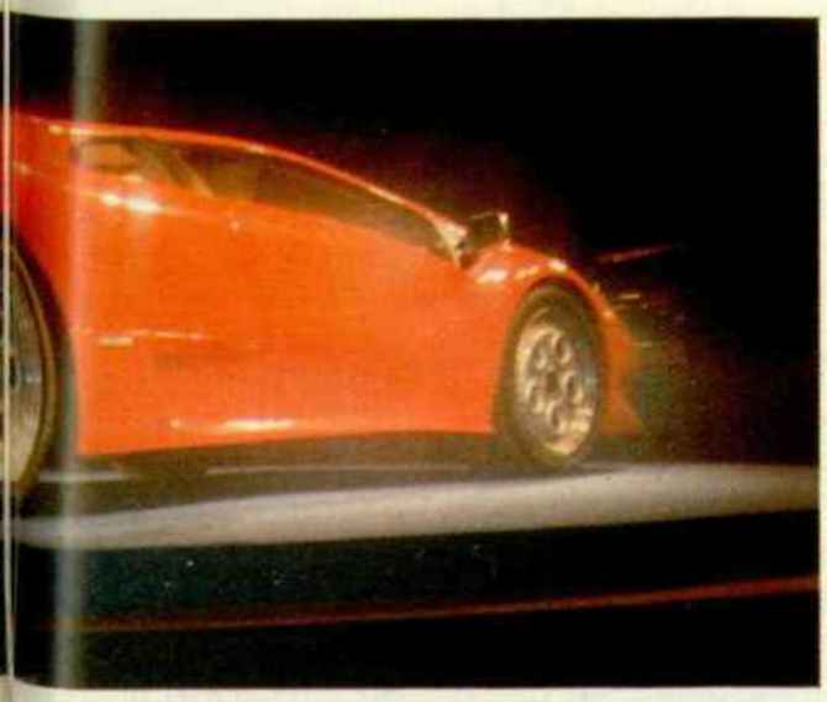


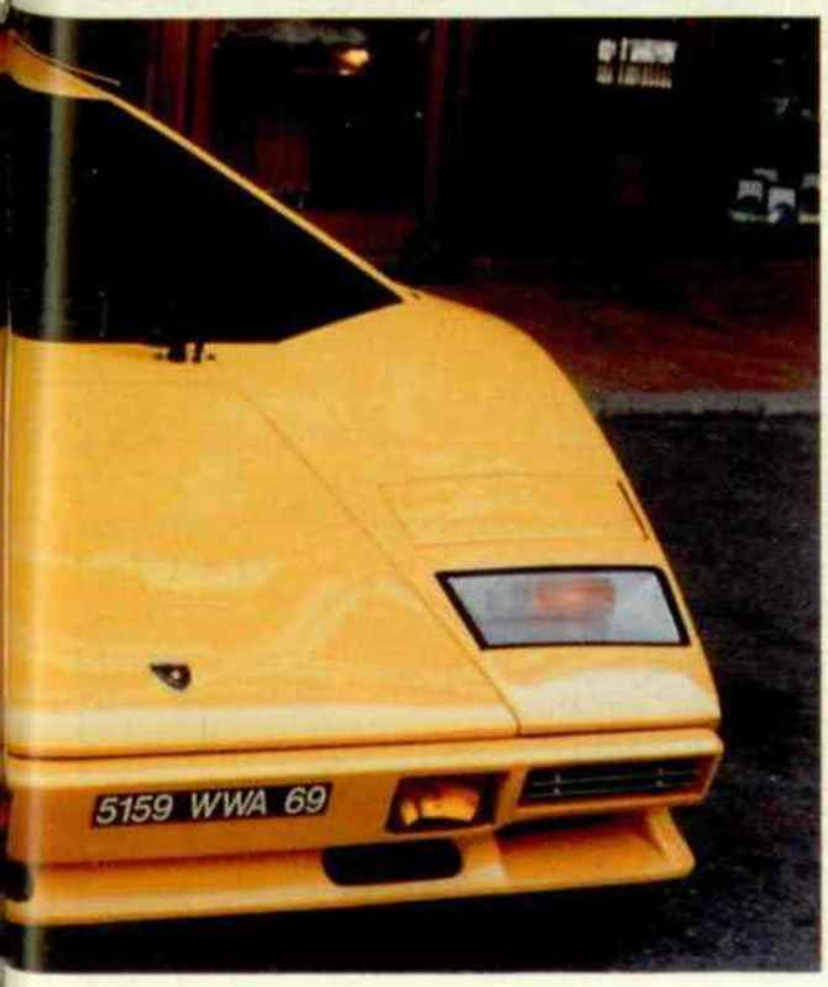
The Countach, its days now numbered by the arrival



BLO!

from one of the world's most exotic terest. When that company is Lamb- e interest is doubled.
rlo in late January, the car, named the s presented during a dinner to which thy. It was also the same weekend that ally while in the background to all this onte Carlo Rally.
n the next issue.





e Diablo.



From every angle, the car is as stunning as all of its predecessors.





The thrilling 350GT which still holds its own despite its more glamorous successors.

4 x 4 x 4



The four-wheel-drive Ford Cosworth is the recipient of cosmetic changes as well as something more fundamental.

If turbocharging was the gimmick of the Eighties, four-wheel-drive is destined to become that of the Nineties. This is not to deride the efforts of the manufacturers of utilitarian vehicles, which are often used in terrain which require that all the wheels be driven, but to highlight the fashion of today.

If there had to be a choice between having a turbocharged car or four-wheel-drive, this reviewer would betray his boy racer instincts and plump for the go-faster car. But his heart would be ruling his head for there can be no doubt that having all the wheels driven is a significant safety factor.

Ford, though, has gone one better. In the original Cosworth, it had a street legal racing car. It was instantly recognisable and did wonders for the entire Sierra model range. The Sapphire Cosworth, however, has not fared so well. That it has been toned down in appearance is partly to account for this, but neither has it acquired the same racing cachet despite some track success.

As a marketing tool, it was virtually a loss leader and the time was coming to drop it or replace it. Before that happened though, it was placed in the hands of Ford's Special Vehicle Engineering to see what it could come up with. At the same time Cosworth Engineering in Northampton was contracted to refine the engine. In the background, Ford's motorsport department kept a weather eye on proceedings to see if anything appeared that it could use.

The result is the four-wheel-drive version of the Sapphire Cosworth which replaces the two-wheel-drive model.

If Ford's stated ambition of successfully returning to World Championship rallying is going to be realised then four-wheel-drive is the only way to go. Not since the arrival of the quattro at the turn of the Eighties has a two-wheel-drive car stood a chance of consistently winning international events.

With this in mind, Special Vehicle Engineering has produced a car that can be readily converted into a rally car while at the same time offer the well-breached family man a safe but rapid luxury saloon.

A chance to drive a German registered version in Spain, complete with three-way catalytic convertor, denoted by its green cam covers, illustrated just what an outstanding car this is. Hardly a month goes by it seems without some new model being produced which moves the goalposts. There has recently been the new BMW M5, the 20-valve Audi quattro and now the four-wheel-drive Sapphire Cosworth. That it can be listed in such company only goes to show just how far Ford has come in recent years. There is a cost to pay, however, and in this case it is approximately £3000, for the new model now costs £24,995 compared to the £22,000 of the superceded model.

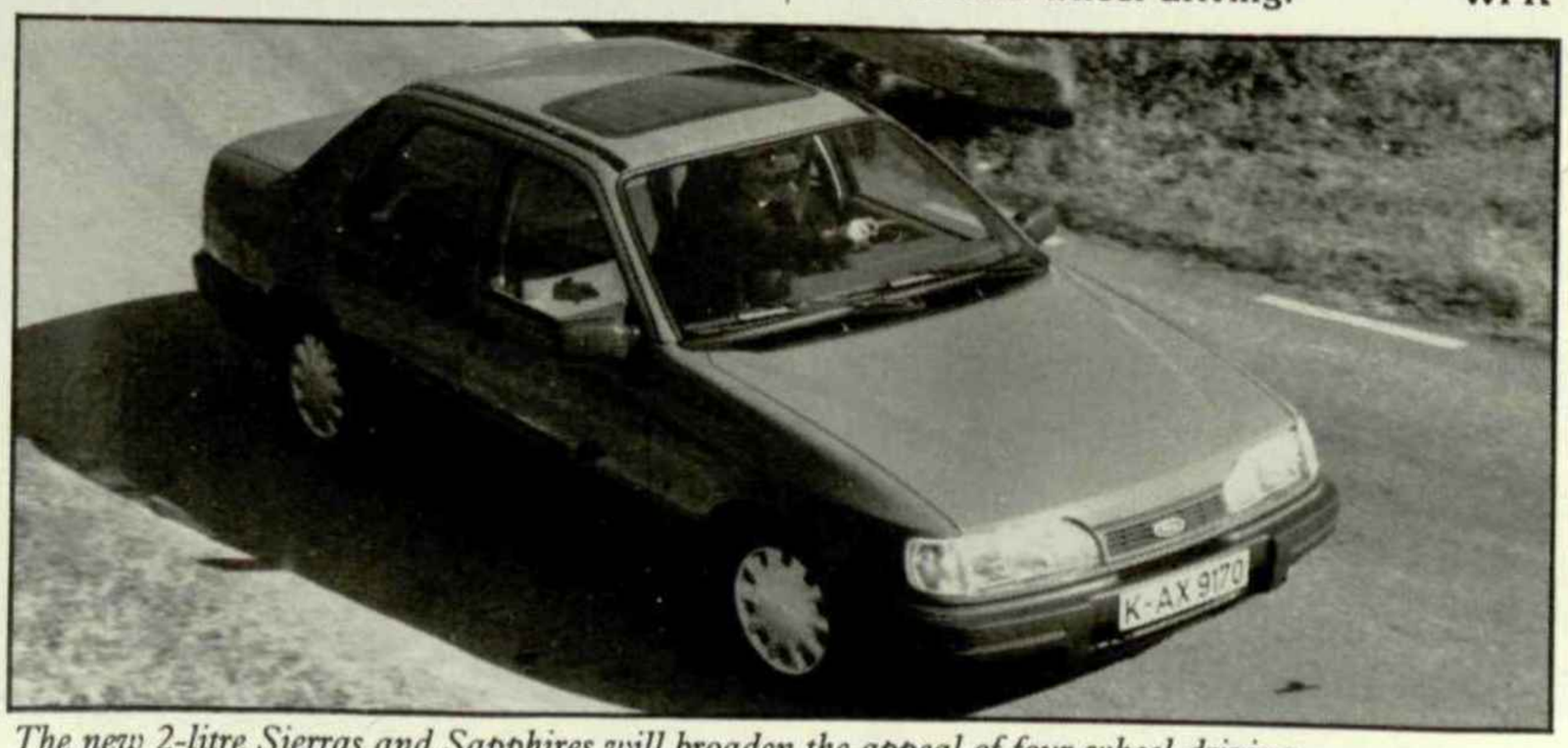
While the all-drive system must account for some of the price hike, it must be said that the Cosworth engine has undergone a dramatic overhaul so that now something like 80-90% of it is completely new.

Maximum horsepower has been increased from 204 bhp to 220 bhp at 6250 rpm but more impressive is the torque curve where 80% of the 214 lb ft is available from 2300 rpm, with or without the three-way catalytic convertor. If the pull from the engine was staggering because of this low-down tractability then it was also remarkable in its docility. It would become an uncaged lion when occasion demanded, but otherwise was as gentle as a kitten. This, together with the prodigious amount of grip, for which the new Bridgestone tyres must take some of the credit, were the real eye openers. Yes it can reach something like 140 mph and it can accelerate to 60 mph in about 6 seconds, but those figures just cannot illustrate the car's overall performance of being fast, safe, surefooted, in fact, excelling in every important department. Where the two-wheel-drive car was known to sort out the men from the boys, particularly in the wet, the four-wheel-drive car has created a new benchmark in fast, but safe, driving for the average driver.

Whereas Ford's four-wheel-drive range as far the Sierra was concerned was confined to the XR4x4 with the 2.9 V6 engine, the entry level has now been opened up with the announcement that the 2-litre twin cam engine is now powering a four-wheel-drive Sierra, Sierra estate and Sierra Sapphire.

A chance to drive the latter model showed it to be a comfortable, well thought out car. As with all the 1990 cars in the Sierra range, it features the latest mid-term revisions such as a reprofiled bonnet, re-designed radiator air intakes, darkened tail lamps, a higher level of trim and ABS brakes.

Without the punch of the Cosworth engine it was nonetheless a pleasant car to drive. The ride was less harsh and yet its handling was virtually impeccable, the only bad manners it displayed being a slight twitch as dry tarmac turned to wet on the apex of a curve under a tree. At £15,700 for 2-litre versions of the Sapphire Ghia 4x4 or £16,000 for the XR4x4 it is not cheap, but it will enable many more drivers experience the safer pleasures of four-wheel-driving. WPK



The new 2-litre Sierras and Sapphires will broaden the appeal of four-wheel-driving.

Citroën BX GTi 4 x 4

Citroën has extended its already successful BX range with two four-wheel-drive cars, the BX GTi 4x4, and the 4x4 estate. Apart from the major changes to the transmission the models remain similar to the BX GTi and the BX 19TZS estate.

The four-wheel drive system involves a transfer box which is bolted to the existing gearbox, and gives a front/rear torque split of 53/47 for normal road use. The transfer box has both front and centre differentials, with the latter being electronically lockable for particularly adverse conditions. The lock can be engaged at speeds below 6 mph, and can be left engaged up to 25 mph. Another impressively useful feature of the car is the driver controlled vehicle height adjustment, which means that the ground clearance can be increased to nine inches for particularly difficult roads. The cars also incorporate Citroën's self levelling suspension.

ABS is fitted as standard to the GTi models, and the limited slip rear differential is replaced by a Torsen differential which feeds torque to the gripping wheel when there is lack of traction, but also permits differential speeds for the two shafts when cornering.

The BX GTi 4x4 uses a fuel injected 1905cc engine which produces 125 bhp at 5500 rpm. Citroën claims an acceleration time of 9.7 seconds to 60 mph. This is a similar time to that of the 160 bhp Peugeot Mi16 4x4, although the two cars top speeds are 119 and 133 mph respectively. The Citroën didn't feel as quick as the Peugeot but probably gained time in acceleration because of its far better gearbox. Changing gear in the Citroën was a quick, smooth, and precise affair, whereas in the Peugeot the change from first to second was so cumbersome and notchy that it was preferable to change early, and use second gear to accelerate. Doing this avoided the inevitable dive and squat effect of changing through from high revs in first. Contrastingly the Citroen could be wound up in first, and then notched into second without losing the accelerative squat position, and so the whole process was far more comfortable if a little less dramatic.

The Citroën handled admirably whilst being driven quickly along poor quality roads. There was no wheelspin over mud or across surfaces of variable tractability, and the brakes when tested on the descent of a steep, muddy and wet hill pulled the car up sharply and smoothly.The pedal was nicely progressive, and compared well with the rather sudden 'on or off' brakes of the Peugeot.

The Citroën also inspired confidence on faster A roads. It would cruise comfortably at high speed: the steering was positive, if a little too light, and the ride was firm but comfortable. It was a light and untiring car to drive quickly, and could be guided round corners and roundabouts with effortless precision.

From an overall point of view the Citroën is an excellent compromise, but that also might provide grounds for criticism. It is fairly quick and handles well, but is not a red blooded sports car. It has four-wheel-drive and useful features for difficult terrain, but is hardly for agricultural use. It is comfortable without being luxurious. One might say that it is a jack of all trades and master of none, but it would be wrong to say that insultingly. Indeed there is a place for just such a vehicle, and the Citroën manages to straddle its various stools quite comfortably. At £13,900, it is also reasonably priced, being significantly cheaper than all but one (Vauxhall Cavalier 2.0 L4x4) of its four-wheel-drive competitors. CSR-W



The Citroën is one of the most keenly priced four-wheel-drive cars available.



One of the best of the new breed, Peugeot's 405 Mi16x4.

Peugeot 405 Mi16 x 4

While Citroën has come up with the BX GTi 4x4, the other arm of the French conglomerate, Peugeot, has produced a four-wheel-drive version of the versatile 405 Mi16.

Unlike the Citroën system, which has a permanent front/rear torque split of 53/47 that on the Peugeot is variable, Peugeot's new model benefitting from the lessons learnt from the company's Group B rallying days.

The familiar in-line, 16-valve twin cam 1905cc engine produces 160 bhp at 6500 rpm and is as sweet as ever. The extra weight has reduced the acceleration time so that 0-60 mph now takes 9 seconds, but the top speed of 133 mph is imressive.

While it may not be nippy, it makes up for it in the handling. It is in its element along winding country roads. Pushed through the ess bends at speed the car almost sneers with disdain. No body roll, not a hint of over or understeer and the steering precise, the car laps up the mileage.

If there is a problem it is the noise. Below 4000 rpm and there is no hint of trouble, but nor is there a trace of anything special about the engine. It has to be wound right up to make it work well, and although one is rewarded with the performance it is to the detriment of the sound level.

A deeply disappointing aspect of the car was the poor gearchange. It was baulky and sometimes sullen, which is in complete contrast to the two-wheel-drive Mi16 we drove last year. Perhaps we just had a rogue box.

The interior is average, the seats comfortable and the boot shallow, but these are almost secondary issues in what is a driver's car.

Despite the high price of £17,995, £1300 more than the Mi16, this has to be the best mass produced four-wheel-drive sports saloon currently on the market. WPK

THEY may look like Jaguars, they may sound like Jaguars and they may set the adrenalin going like the Coventry cats, but in fact they are an altogether different breed of feline, for life after death for a Jaguar is as a Lynx.

In fact it is partly by design and partly through an accident of history that Lynx has long been associated with the products of the prestigious car manufacturer, a link from which the Sussex restoration and replica company has traded on although it has the expertise and facilities to turn its hand to any other marque as well.

Although well known for its replica C- and D-type Jaguars, this is but just one facet of the business which can be broadly separated into two distinct segments. On the one hand there is the classic car aspect which itself can be fragmented into restoration and replica work, and on the other there is the conversion of modern cars. It is this side of the business that Chairman Elgan Howell and Managing Director Chris Keith-Lucas are actively pursuing at the moment with a view to further expansion.

Although it is the XJS which receives most of the attention, it was a customer who wished to have his XJ6 made into a convertible that saw the company originally diversifying away from classic cars. Although the XJ6 coupé lent itself particularly well to having the top chopped off, Keith-Lucas and Guy Black, his original partner, thought that convertible XJSs had greater sales appeal.

Their foresight paid off for soon they were producing a drophead Jaguar every other week. So substantial was this hitherto untapped market that in Coventry covetous eyes were cast in Lynx's direction. It was as if Lynx had provided a market research tool for Jaguar who subsequently launched its own convertible which was strikingly similar to Lynx's.

While the official model obviously dealt a blow to Lynx, orders still continued to trickle in for the four-seater convertible, as opposed to Jaguar's two-seater, so that at least half a dozen a year to this day are still produced to customers' orders.

Even if this aspect of the business did begin to dry up, the neatness of the conversion had already opened other doors. Although never publicised, a number of car importers, ranging from the specialist to the mass produced, began to beat a track to Lynx's door. "We have built up such a bank of knowledge, not only on the hoods of upmarket cars in particular, but also on the stiffening and general engineering of the whole body." Much of their findings is doubtless fed back to the manufacturers whether they be in Sweden, Italy or Japan.

Naturally there was consternation when it was learnt that Jaguar was developing its own cabriolet, but such was the reputation that Lynx had already built up with its own conversion that their anxiety was ill-founded. It was a distinction, however, that the directors wanted to build upon.

Dreams gave way to reality as, encouraged by everyone consulted, a new project came into existence. Again based on the XJS, the result was the Eventer, an estate version of the sleek sports car. "We came up with something entirely of our own design," states Keith-Lucas, "But which looked as much as possible as if it had been penned by the original designer."

Although more of a load carrier than the conventional XJS, great care was taken not to interfere too much with the dynamics of the car as it remained essentially a high performing sports car.

"We were determined that the centre of loading in the car would not be too far back as that would compromise the suspension and ride comfort, and we were very aware that this still remained a Jaguar. As we didn't want to lose out on its handling, we didn't go for the ultimate load-carrier, but for something with increased practicality and a lot of style."

Already eye-catching, the ultimate Eventer with plush interior and unique paintwork will be on show at Geneva at the beginning of March. The reason for the company's first foray into European Motor Shows being the coup of having an endorsement from a household name.

While the convertible and Eventer are conversion jobs and make full use of the extensive trim and panel-beating departments, the Performer, as it name implies, is the product of the engine shop. The car



The Jaguar E-type and XJS, the two models which form the basis of Lynx's business.

Like them or loathe them, the growth of the classic car movement has been mirrored by the growth of the replica business, the old economic adage of supply and demand very much playing its part. Attitudes have dramatically changed to replicas though, although there is still a great divide between those who accept them and those who reject them. MOTOR SPORT paid a visit to one of the leading companies in this field to hear their side of the story, but found more than expected. William Kimberley reports.



Aggressive and chunky, the Lynx Performer L450 is capable of over 180 mph and can reach 60 mph in 4.5 seconds.

itself was one of the products of the revitalised company after its acquisition by Elgan Howell, which allowed Lynx not only to expand into new 25,000 square feet premises, but also gave it some capital injection.

Concentrating on the 3.6 rather than on the V12, Lynx has improved the XJS' handling, re-designed the interior and turbocharged the engine by degree, the ultimate of which develops around 450 bhp. With that performance standard Jaguar handling and brakes are not adequate so both have been significantly uprated. As a sideline, an aggressive body styling kit is also available for both the XJ6 and XJ40.

The roots of the business, however, stem from its restoration activities. When the founders originally started in 1973, they were located in a converted milking parlour on a farm. Both were engineers with a passion for old cars but not particularly Jaguar. In fact the Lynx name came about when restoring their first car, a Riley Lynx, and it was felt that by calling themselves Lynx Cars they might get a sympathetic deal from a local dealer.

It was the restoration of a C-type and then a D-type in the company's formative years that led to a gradual build-up of work on other C- and D-types. "It became obvious to us that we had unwittingly tapped a market we didn't even know existed and so we ended up doing a whole string of them," explained Keith-Lucas. It was at this stage, though, that the rot, as some would see it, set in. "At this very early stage the massiveness of the restorations indicated to us that we had the expertise available to make replicas as well." This was, of course, flying in the face of opinion such as that held by DSJ who railed unceasingly then as he continues to do today against such manifestations, "but we found that there was a ready market there," says Keith-Lucas almost apologetically.

A chance to wander around the premises proved just how extensive the business is. A factory in miniature, Lynx is capable of producing everything required in the manufacture of a handbuilt car. The machine tool department is capable of turning out even the most complicated equipment while the panel-beating shop is a hive of activity of young men wielding hammers. Over seven cars were being beaten into shape on our visit, including an especially elongated replica for a larger than average customer while the paint shop down the road was in the process of bringing an Alta-Jaguar back to life.

Mingling with the original Ecurie Ecosse C-types, a beautifully restored XK150 and a Ford GT40, chassis number P1003, were a bevy of replicas — an XKSS, a lightweight E-type under construction and the 47th replica D-type. In fact, it will not be long before the number of these cars manufactured will exceed those originally built.

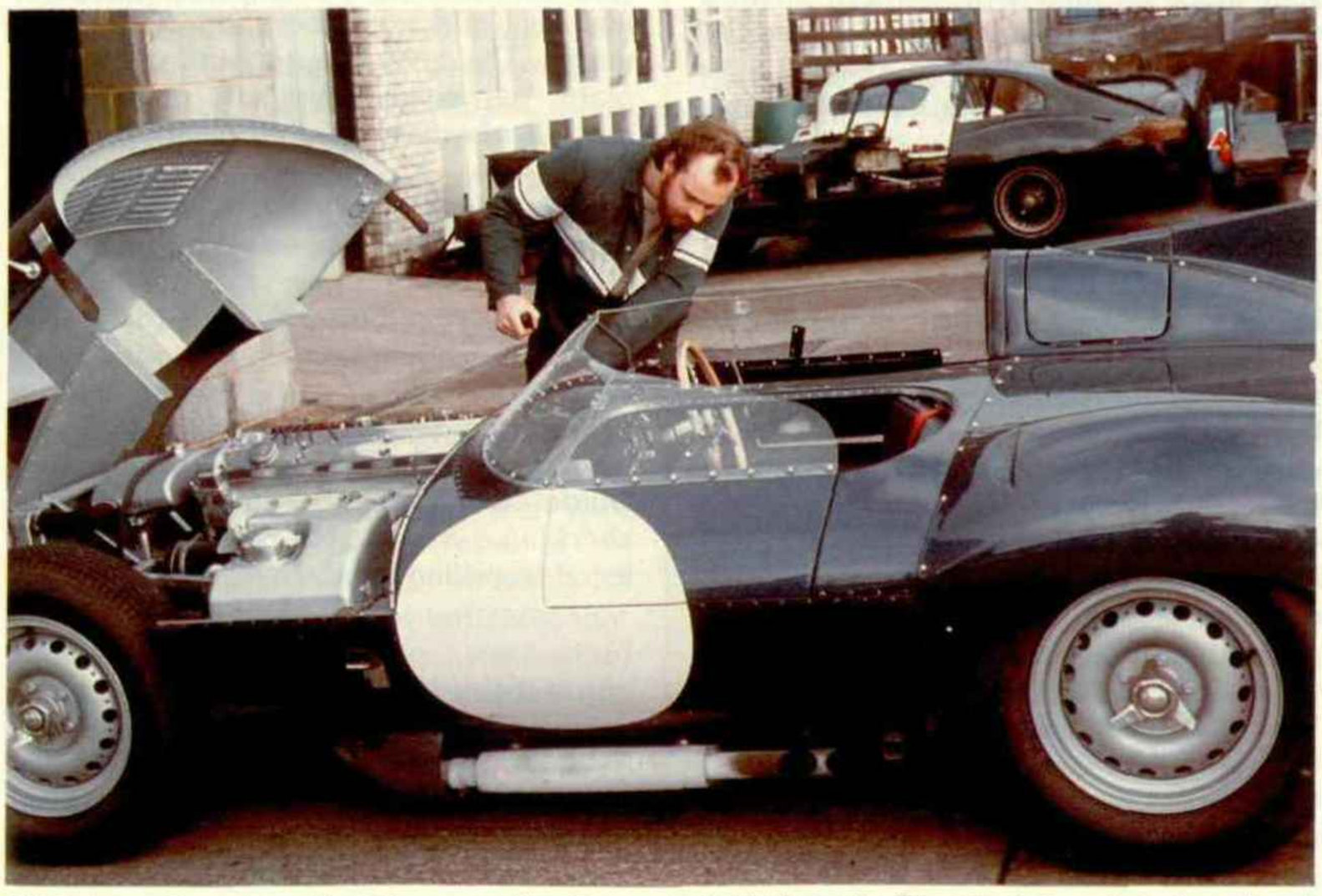
It is the engine shop which provides perhaps the greatest interest. Obviously work on the XK engines is the staple diet, with research into their recent tendency to blow up on motorways taking up some of the time. What handicapped investigations was the fact that the predetonation that caused the engine to overheat and seize was obscured by the fact that the efficiency of the head's heat dispersal meant that there were no tell-tale signs of melting. This problem, associated with the lower octane rating of today's petrol, has been rectified by lowering the compression ratio, advancing the distributor and using one of five different cams.

A delve through the shelves produced more than just Jaguar parts. On one shelf was one of the original V12 Weslake engines awaiting to be assembled. On another shelf were parts of another exotic engine. Every unit in the place is stripped, polished and restored with many of the parts, such as manifolds, being manufactured if necessary.

Strangely enough, the success of Lynx in re-manufacturing these parts is causing it problems. It has just come to its notice that somebody is pirating Lynx parts, particularly inlet manifolds, but of very inferior quality.

While some would cast a wry smile at the biter bit, as they would see it, the one thing that Lynx cannot be accused of is poor craftsmanship. While many purists still have an instinctive tendency to recoil at the sight and thought of a replica, it is something that is a fact of life. Furniture manufacturers have had to contend with reproductions for centuries where they have insinuated themselves so deeply that the real articles are so much rarer. As we enter the era where elderly cars come to be regarded as investment items only, which full page, highly contentious price guides on the back pages of quality Sunday newspapers do much to encourage, then we can expect to see an ever-increasing number of replicas.

While imitation may be the sincerest form of flattery, and while replicas provide a great deal of fun for those wealthy enough to afford one, it is contributing to the gentle dilution of the quality of our life. The bottom line is, I suppose, would you know, or would you care, whether you are sitting on a Chippendale chair or on a modern reproduction which is more comfortable and is longer wearing? WPK

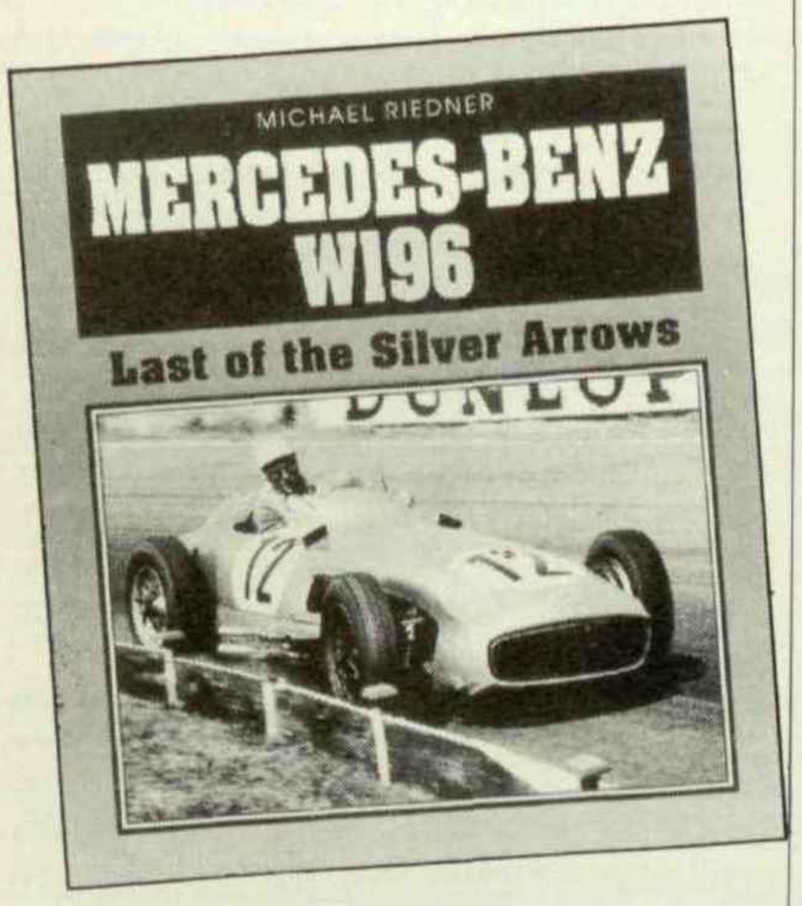


With donor E-types as a backdrop, a replica D-type is checked over by Tim Card, Lynx's engine wizard.

Mercedes-Benz W196
Last of the Silver Arrows by Michael Riedner. 325 pp. 10½" × 9". Haynes Publishing Group, Sparkford, Yeovil, Somerset BA22 7JJ. £29.95.

Not another Mercedes book! That was the first impression of Riedner's English version of this title that was first published in Germany in 1986. There have been so many, starting with David Scott-Moncrieff's *Three-Pointed Star* (Cassell, 1955, with two more editions, the last revised by Peter Hull in 1966). If I wanted information on the W196 I was content to consult Karl Ludvigsen's very complete technical history of the Benz and Mercedes racing cars, which includes this model.

However, on reading Riedner's work it becomes apparent that he has produced a splendid tribute to the last Mercedes-Benz GP cars, consulting Daimler-Benz archives just as Ludvigsen did. The result is a very complete record of these cars, and the 300SLR sports/racing Mercedes-Benz and the great number of fine and well-reproduced photographs capture extremely well the spirit and the atmo-



sphere of those times. The background lead-in uses illustrations from the Daimler-Benz archives, which have been seen so many, many times previously and to some extent that applies to the later pictures, but their enlargement does them full justice.

The author tells us that his interest was aroused by owning a Viking model of a W196 in 1960/61; by 1984 he became sports editor of Motor Klassik and in 1985 von Pien gave him the chance of driving a W196 for a lap and a half on the Nurburgring's North Loop. From that stemmed this book, the first devoted entirely to the W196. It covers the car's background, the personnel behind the car, the drivers, the W196's design and construction, all its races, brief reference to rival racing cars, the test programme and the final withdrawal of Mercedes from the GP scene. The 300SL racing car transporter gets a chapter to itself. As I have said, the book is packed with evocative pictures; model-makers will like the pull-out factory drawings, although unfortunately these are of the 300 SLR, as those for W196 were not available, and various of its engineering features.

The Appendices deal with technical data, with more workshop drawings, tabulated race appearances, where the cars are now and lists of those who were behind the W196, from Chairman of the M-B board, Dr Fritz Konecke, to a list of 85 named mechanics. Thorough! I enjoyed this book, even though I deplore the name "Silver Arrows" and Herr Neubauer being referred to as "The Fat Man", and too many minor errors take the gilt off what would have been the standard work on this particular racing Mercedes-Benz. WB

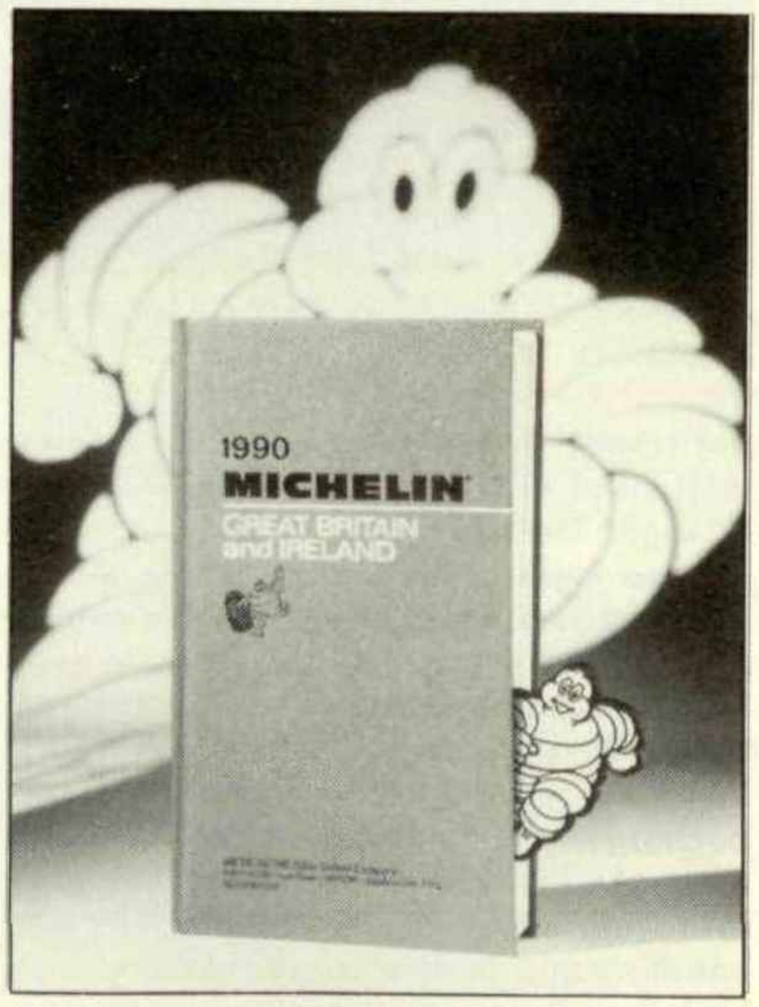
Automobile Record Breakers
by David Tremayne (Apple Press, Blundell St, London. 126pp)

Sub-titled **From Rocket to Road Car**, this well-illustrated book spreads itself from the Land Speed Record to current developments in road cars, via a detailed chapter on technical advances in motorsport. As befits the title, the LSR gets the most attention, with an entire chapter on Richard Noble's successful Thrust 2 project and another on the history of that dangerous goal. On the track, innovations such as turbines, 4WD, aerofoils and fan cars are all described and illustrated, while the road cars chapter also stresses race and rally input.

Perhaps the title is less than appropriate, for only part of the book is actually about breaking records, though a series of side-boxes details some "mostests" such as "Greatest Fiasco" (DeLorean) and "Biggest Flop" (Ford Edsel). But there is a good spread of interest in it, and Tremayne's acknowledged expertise on the subject makes the chapter on LSR history especially absorbing; it is good to see the interesting failures such as Frank Lockhart's elegant 1928 Stutz Black Hawk Special given their due. GC

Very imposing, such is just and proper, is the big volume **From Sea To Air** by A E Tagg and R L Wheeler, which traces the Heritage of Sam Saunders, the boat and aeronautical company in the Isle of Wight, now Westland Aerospace Limited. Its 316 big pages were very thoroughly researched and are packed with unique and interesting pictures. Those who enthuse over boats, flying boats and seaplanes will find this history of Saunders (1830-1989) of great merit. From my viewpoint I was pleased to see a "new" picture of the racing DFP driven by Capt. (later Sir) Henry Birkin at Brooklands in 1921, with its Saunders'-made Consuta-planked body, and two of a 1922 3-litre Bentley with a Consuta sports body built for Sir H Chiliot of St James, London, while Sir Henry Segrave is featured as Aviation adviser to the Aircraft Investment Corporation. Saunders also built his Miss England II and Campbell's Bluebird, and other racing boats.

Mostly, though, this is a book with an incredible wealth of information about boats, aeroplanes, missiles, patents, personalities etc, copiously illustrated. It costs £22 and is published by Crossprint Ltd, Isle of Wight. WB



The 1990 Michelin Red Guide to Great Britain and Ireland.
701pp. Michelin Tyre plc, Davy House, Lyon Road, Harrow, Middlesex HA1 2DQ. £8.75.

Just one of the extensive range of Michelin's 1990 collection of maps and guides, this small yet comprehensive hardback contains information on 5,146 establishments for both the constant and occasional traveller. Hotels and restaurants to suit all pockets are listed here, with symbols to show the services available, and each place has been selected for its merits. The book also contains 99 town plans, garage and tyre information and distances between major towns.

This is a highly recommended traveller's guide and should be an essential addition to everyone's overnight bag. Michelin also produce road atlases and maps covering Europe and Africa, Red Guides to Greater London and other main European cities, and Green Tourist Guides for several countries, some of which are cross-referenced in the Red Guide To Britain and Ireland. Well worth checking out — they'll certainly save the usual travelling headaches. SS

Enthusiasts, officials, participants and journalists will need no reminding that the yellow **Year Book of Automobile Sport** is an indispensable Bible. Copies are now in the country and can be obtained from Mensoshire Ltd., 49 Churchfield Road, Acton, London, W3 6AY for £29.95.

Bugatti Magnum
by Hugh Conway with Maurice Sauzay. 559 pp. 12¾" × 9½". G T Foulis & Co Ltd, Sparkford, Yeovil, Somerset, BA22 7JJ. £150.00

When a book costs £150, has 559 pages, 873 illustrations and weighs 8lb 14oz in its slipcase, it merits a little more space than we devoted to the review of this Haynes/Foulis colossus last month. This work by the late Hugh Conway, CBE, in conjunction with Maurice Sauzay, has not had a 100% ecstatic reception. One reviewer feels that the design is lacklustre, not enough information is provided on the various Bugatti types and other aspects of the Ettore Bugatti story, and that too many of the splendidly presented pictures have appeared in Conway's earlier books. Even *Bugantics* is not altogether enthusiastic.

However, surely what was in mind was to present, in a coffee table form, much Bugatti material between two covers and to enhance the pictures by the enlargement such a book size makes possible? Those who have read all Conway's previous books and articles will find repetition, in his coverage of the Bugatti patents, his analysis of Molsheim engineering and design philosophy and the way of life of the Bugatti family, for example. But here all this is, in one vast tome. I admit to disappointment at the juxtaposition of black and white with colour pictures, unfilled spaces on some pages, and at the price one would have expected 100% foolproof proof reading, whereas some errors are apparent — Targo Florio twice, "Black Bess" described on one page as still in the Peter Hampton collection, a few pages further on as owned (as it is) by David Heimann, and DSJ's first name given incorrectly. And the absence of the index is noted.

Having said that, let's browse through it again and pick up some appealing aspects. We like the Baby Peugeot on a typical French road in 1913, the many shots of the rare chain-drive cars, and the engine photographs and drawings are excellent. Bugatti Motor Show stands add interest and one notes that at the 1926 Paris Salon the Lorraine Dietrich and Bugatti stands seem to converge. It was rather unkind to show the BOC President having a difficult moment at a Chalfont hillclimb! At that Salon a GP Bugatti is seen raised on a dais and appears to be covered in race victory plaques. The picture of M Lescure in military uniform showing off his T50 to Army personnel indicates that even in the 1930s the French were using Peugeot Army trucks with oil or gas headlamps. Kaye Don in the T54 in close company with Bertram's 10½-litre Delage on the Brooklands' banking gets a full page — Dixon's "fast Riley" in the background is actually the 9hp "Red Mongrel". So a fine browsing book . . . With a replacement Bugatti front axle costing nearly 17 times as much, the book is not expensive by such standards. But buying the Bugatti video, also reviewed last month, another Conway commercial venture, you save over £90. WB

Shire Publications Ltd of Princes Risborough have reprinted their little £1.75 book, **Vintage Motor Cars**, which is an admirable introduction to the subject, with a 30/98 chassis drawing and 44 rare and clear pictures which should please even the converted. WB

The Mini is in the news, having celebrated its 30th birthday last year. So John Brigden's book **The Sporting Minis**, in MRP of Croydon's **Collector's Guide** series is opportune. It is about the Mini-Cooper, Mini-Cooper S, and 1275 GT cars, with lots of clear pictures and the expected tables of specifications, production and performance figures, etc. A good buy, at £12.95, for those keen on quick Minis. WB

Raymond Laurence Rimell has written **The Airship VC**, about Capt. Leefe Robinson who shot down a zeppelin over London in 1915, basing this on his earlier fascinating book *Zeppelin!*. Much of this newer work, obtainable from Aston Publication of Bourne End, Bucks, is aimed at aviation historians but it does contain pictures of the RFC Crossley which took the hero from Windsor Castle after his VC investiture, the Prince Henry Vauxhall he bought with the donations made to him by a grateful public, and some of the cars that were driven to Cuffley to see the zeppelin's remains (can you identify the makes?). Very intriguing period material but I would take issue with Rimell that Mytchett Camp is in Kent or that the R-R Falcon, RAF and Renault were in-line aero-engines. The Leefe family letters make much of the book, which costs £14.95. WB

PSL Ltd of Wellingborough have published an addition to motorists' DIY books, **The Car Restorer's Workshop Companion** by Geoff Purnes (160 pages, £9.95), which is essentially a book with a workshop background. Thus it covers screw-cutting, with massive dimensional tables, riveting, the correct use of drills and reamers (more tables) and it deals with metals, working in wood, even bearing materials and a great deal more besides, such as welding, using glues, and lathes and fibreglass and handtools and so on. Useful! The author has been restoring cars, such as a single-seater A7 and an (unnamed) 1913 cyclecar, teaches at evening classes, and hails from Southport where the sand racing came from. Reassuring! WB

Haynes/Foulis have come up with a big 192 page picture book **Classic American Convertibles** by Thierry Emptas and Francois Lemeunier. It is new, although the title seemed to suggest to me an earlier book. If you like this sort of thing, this is the book you will probably buy (at £24.95). When I read "If automobiles fascinate you because of their performance and mechanical beauty, skip these pages", I thought at first they applied to the book itself; but I now see that they relate only to the 1948 Chrysler Town & Country . . .! The huge colour illustrations are excellent, except that unfortunately they are all too often dissected, being too large even for the 12" x 9" page size. WB

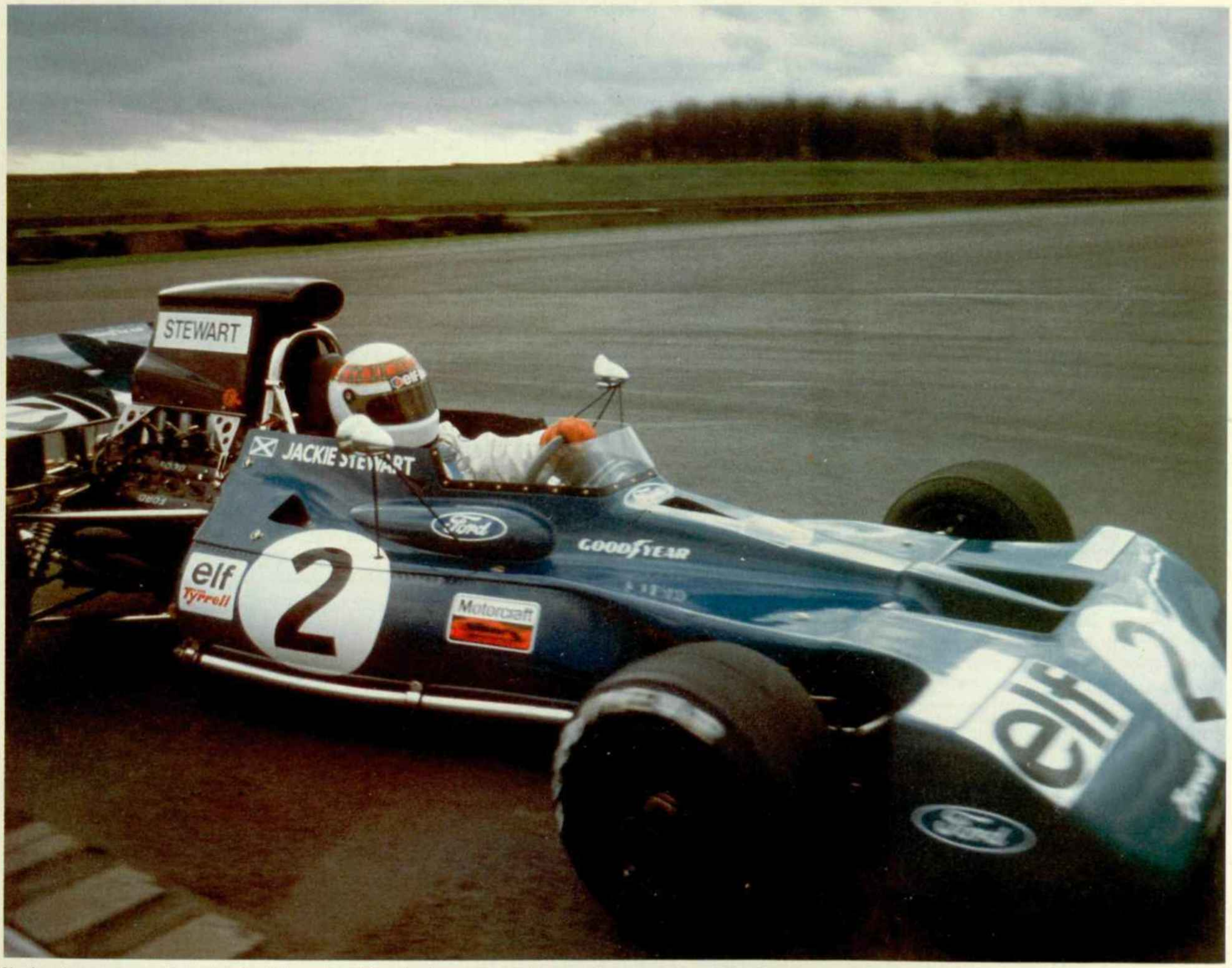
Of appeal to commercial vehicle buffs, MRP of Croydon have come up with **Classic Hauliers** by Bob Tuck, covering the operation of 15 well-known haulage firms, three of them from yesteryear. It is priced at £12.95.

Video Review

The Pirelli Classic Marathon 1989.
Distributed by Duke Marketing Limited,PO Box 46, Douglas, Isle of Man. Running time — 49 mins.

The video of the Pirelli Classic Marathon is for anyone interested in sports cars of the fifties and sixties. It is an amusing production that is well edited with some good camera work. However the approach is fairly light weight, and the emphasis is placed on the human element, the atmosphere of the event and the beauty of the cars. This is probably the major shortcoming of the film in that it would be interesting to see a greater technical study of the cars, of the problems that the various teams had to face and overcome, and of the nature of the event itself. Despite these criticisms the video is good in so far as it goes. There are some lively characters involved, notably Stirling Moss and Paddy Hopkirk, and there is plenty of footage of beautiful classic cars being driven with verve and enthusiasm. Those cars include a Jaguar E-type, Austin Healey 3000, TR4, MGB, MG Midget, Aston Martin DB2-4, Frazer-Nash, Sunbeam Alpine, Morgan and Talbot. One of the highlights of the film is to see the cars tackle the Stelvio timed section, climbing through a total of 48 hairpin bends. For Stirling Moss' timed run the camera is in his MGB.

The video is recommended as light entertainment. CSR-W



Jackie Stewart reunited with his Championship winning car on a blustery January day at Donington.

003 Lives Twice!

JACKIE Stewart relived a few old memories last month when at Donington Park he drove his Tyrrell 003 for the first time since 1972. This was the car that took Jackie to his second world championship win in 1971, and is the most successful single chassis in the history of Formula One giving Jackie eight of his twenty-seven Grand Prix wins. The car was given to him by Ken Tyrrell at the end of 1973, and he in turn gave it to his two sons although at the time they were rather too young to drive it! Until the end of 1988 the car sat in the Glasgow transport museum, and like all cars that are not used regularly it deteriorated in condition.

Paul, the eldest of Jackie's two sons and now competing in Formula Three, described how the car was in a sorry state when they asked Roy Topp if he would restore it. Roy had been Jackie's mechanic at Tyrrell and more recently he has been working for Paul Stewart Racing in Formula Ford 2000 and Formula Three. He has been working on and off the car since the end of 1988. The day at Donington was arranged as a tribute to Roy and the magnificent job he had done. "Really the car is better now than it ever was new. When a car is being built it's in a workshop for so long that they create one part of it, then a second part is built, then the first part is altered; so much research and development goes into each part that it's never as well turned out as an historic car that can be seen at Donington museum for example. I was so impressed by the restoration that I thought Roy needed some praise and recognition, in addition to which he's leaving Paul Stewart Racing to play with motor-bikes which are his first love, and to do some other work in rebuilding".

Roy had stripped the car right down to the tub and rebuilt it using 90% original parts. Even though the suspension was replated, and the engine was rebuilt by Cosworth, Roy did not spend a vast amount on the car, the main requirements being time and a fair amount of elbow grease. The car really did look splendid, but it was even better to know that it wasn't just a show-piece; both Jackie and Paul meant to drive it later in the day.

The 003, designed by Derek Gardner, more or less dominated the 1971 Grand Prix season. Jackie Stewart finished the season 29 points ahead of second place man Ronnie Peterson in a March, and Tyrrell finished 37 points clear of BRM in the constructors' championship. And yet the Tyrrell, which used Goodyear tyres, had no obvious technical advantage over the majority of its rivals. Indeed both BRM and Ferrari, the most persistent opposition, were powered by V12 engines and ran on Firestone tyres. The handling of the Tyrrell improved during the season due to the adoption of rising rate springs and the better balance obtained from the sports car style nose, but the most important factor was the car's reliability. "We had the right combination. Derek had done a good job in designing a car that wasn't so sophisticated that it was mechanically fragile. We had a wonderful preparation

team and Roger Hill and Roy Topp did a fantastic job in looking after me. I drove in what I thought was a conservative but fast enough fashion and hardly ever broke down."

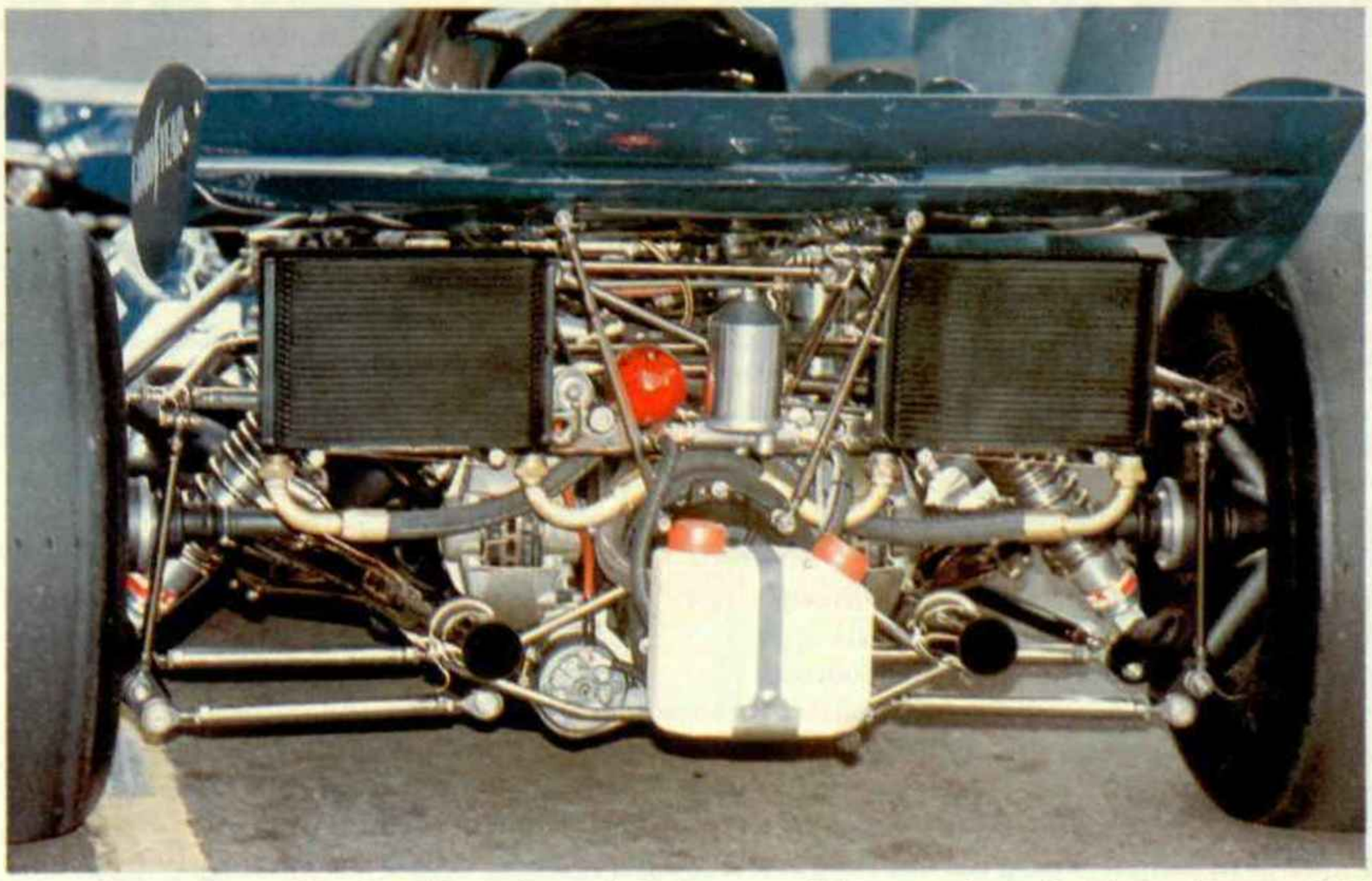
Roy thought that the driver's contribution to the car's success and reliability was rather more significant than in Jackie's modest self-appraisal."Obviously we had a very good man behind the wheel, and Jackie played a big part, there's no doubt about that. He was good on the car and the gearbox and he looked after his tyres. The cars probably slid about more then than they do today because of the lack of downforce and the harder tyres. The last thing you wanted in those days was a pitstop for destroyed tyres, because they were changed with trolley jacks and large spanners. The car was otherwise reliable. There was less problem with the engine then, and they could be expected to do a thousand miles or more. So reliability was the main thing and with Jackie there it made a big difference."

Jackie won six Grands Prix in 1971 often leading from the start or early on in the race. He remembers the Spanish Grand Prix as being a difficult race in which he had a long running battle with Ickx, in a Ferrari, after passing him on lap six. Monaco also proved to be a good race; he led from the start and set a new lap record."That was where we had no back brakes. One master cylinder packed up — the ballast bar had broken. That was a nice one to win knowing I was travelling fast enough without rear brakes. We had built up a fairly big lead, so that although Ronnie Peterson was catching me towards the end, I was able to back off by then.

"The French Grand Prix was a good race; everyone expected the Ferraris to be much faster because of the long straights at Paul Ricard. We came out with the air box for the first time and everybody thought we were cheating. What got most people was that in the first two laps I pulled out something like five seconds from Regazzoni and Ickx, and at the end I and my team-mate François Cevert finished first and second.

"We had a good engine that obviously worked well, but it's nice to look back on that today, because I think the greatest advantage we had was nine horsepower over the other Cosworths. If you think of what goes on today with the forty or fifty horsepower advantages that some people have, the goal-posts have moved a lot. In those days to have nine horsepower was like having fifty horsepower today. I have the highest respect for Alain, I think he is the finest, most intelligent driver of today, without a doubt, while Ayrton is the fastest. But for Ayrton to win as many pole positions as he has, way over the limit of Jim Clark, is not difficult if the rest of the field has such a deficit in horsepower."

Jackie has often spoken of his admiration for Senna, for the smoothness of his driving style, and the thoroughness of his preparation. He also concedes that it is difficult to remain popular in Formula



Magnificently restored by Roy Topp, the car is in better condition now than when it was first raced 19 years ago.

One if you are as far in front as in most people's view Senna is, and yet for Jackie that is not the whole picture. "I think he has been very reluctant at coming forward to the media, and that's part of the job in my view. You can't hide yourself away and not talk other than at assembled press conferences. You have got to have dialogue. It's part of being a complete racing driver. He finds, and this is what he says, that it detracts from his effort. What he's got to do, in my view, is not just accept that view of himself and stop. He's got to go and develop himself as the complete racing driver as much as he has developed as a driver. I'm also disappointed that he's had so many coming togethers with other drivers, even in the last 24 months. If you took all the great drivers from the beginning of the world championship — Fangio, Moss, Clark, myself maybe, Lauda and Alain Prost, of the multiple Grand Prix winners, I think you could probably count on one hand the number of times we had contact with other cars in our entire careers. Ayrton, I would venture to say, has had more in one season than we had all together. If that is the case, there is something wrong. What has happened is that the superiority of his car has made overtaking easier for him. When blue flags are waved those about to be lapped move over, but when you get into a racing situation for a corner you shouldn't expect the same to happen. He has been spoiled by people moving over and has assumed it's par for the course, which it isn't. You can't do it in karting, nor Formula Ford, nor Formula 3. You can't do it in Formula 3000, and you certainly shouldn't be able to do it in Formula One."

1989 was an exciting season in many respects, not least because of some rather controversial overtaking manoeuvres, and yet even at the best of times motor racing remains a dangerous sport. Surely one of the most encouraging aspects was the fact that Gerhard Berger survived the scale of accident that sadly killed Jo Siffert at the end of 1971. "We've seen a radical change. Gerhard's car didn't climb over an earth bank, and it didn't get launched into the air; it didn't split Armco barriers because it went in at the wrong angle. The ground was smooth around the concrete wall and the run off area, and therefore didn't upset the car. That's the first thing. Secondly, the quality of the materials in the composite carbon fibres that now create the driver's cell has changed everything. He had no broken ankles or legs which to me is a miracle. The nature of the chassis absorbed the energy that would otherwise have been transmitted directly to the driver. The harness was obviously spreading the weight properly, and the rescue and medical crew arrived very quickly." From the outset of his career as a racing driver Jackie campaigned for improved standards of circuit and driver safety and was instrumental in bringing about many of the changes he describes here. It is this aspect of his career that he is most proud of. Not everyone agreed with him at the time. Indeed Jackie points out that one of his greatest critics was MOTOR SPORT."It was a time when it was a revolutionary way to be thinking and most people didn't share my opinion."

It is ostensibly for reasons of safety that FISA are refusing to grant the Le Mans circuit a licence to hold a race this year. The general climate of opinion is that the safety argument has become secondary to political considerations and Jackie agreed with this."It would appear to me to be a political issue which unfortunately the President has got himself involved in and which stems from a variety of reasons which I understand are not only to do with safety. The President and FISA will categorically deny that but I'm sure there's more to it.

"However having said that, I do believe that the speeds reached on the Mulsanne

Straight clearly have to be recognised as a problem, and the containment of an accident within the parameters of the track is vital to the future prosperity of the sport. This could be said of many tracks. Isolation of one, as in the case of Le Mans, is wrong in the sense that if it's good for the goose it's got to be good for the gander. In the end we are going to have to have higher retaining walls in high speed areas with serious debris fences and high tension thick wire hawsers linking the firmly connected uprights. Like they have on the front straight at Indianapolis, for example, and they might not be high enough. So, as far as Le Mans is concerned although I think there is some fancy footwork going on, the integrity of the concept is correct."

Safety in motor racing is just one aspect of the sport that is subject to change and development. In this small world of accelerated evolution is the basic technique of driving a racing car the only fixed constant or is it also something that changes as cars develop? "Oddly enough I don't think the actual technique has changed a great deal. The same type of driving that Prost uses today, and that Lauda used yesterday, and that I used before that, is really what it takes. You've got to be smooth, gentle and progressive with the car. Even with the firmness of today's cars, even with the increase in performance, even with the aerodynamic aids, the actual technique hasn't changed much, and if you could wave your magic wand and bring back Clark, Caracciola, Nuvolari or Fangio the technique that they use would be instantly adaptable to the modern Grand Prix car. The man and machine relationship hasn't altered, and it's up to the man to interpret the needs of the machine to achieve the fastest possible time.

"There have been two changes in my view. The first was the squirt and stop of the turbo era. You got as close into a corner as possible, and with the ground effect put all the brakes on, but you couldn't get the car round in a gentle progressive power application, because the excess of power would cause the rear wheels to spin and would push the tyre temperatures up. Instead you got the car round the corner and into a fully tractable position and then gave it everything it could take, which was often up to one thousand horsepower of acceleration. The technique had to change in that period and I don't think it was a good time for driver development. The other change was that of ground effects, where there would be an abrupt elbow bend to get the car round the corner. But again the delicate driver would get more out of the car than the hamfisted one. It is all a question of the equation of time; of how you can put your mind into slow motion and your movements into milliseconds. Instead of snapping your foot off the pedal, you take the first little movement ever so gently. That's not to say that it takes a second to do it, it's a millisecond factor. The same applies to when you brake; it's the first squeeze that's important. It doesn't make sense to go from an accelerative powerboat type positon to a nose dive position with the tail in the air. If you can modulate that and not be so aggressive in that change of movement, then the car will be slightly more friendly in its response to the driver."

Hoping to see exactly what he meant, I joined the slow convoy of cars lining up behind the Tyrrell 003 as it was towed from the museum down to the pits. This was to be the first time the car had run since its rebuild and Roy Topp expected there to be a few problems. Starting proved difficult and at first the car would fire on only five cylinders. Evidently the plugs were too hard for such cold weather and they had to be changed a couple of times before the engine would behave itself and fire on all eight cylinders. The car was wheeled ceremoniously from the garage and while Jackie and Paul posed patiently for the photographers the engine



rapidly cooled to below the critical temperature, and once more decided to sulk when it was eventually time to go. Meanwhile clouds loomed on the horizon threatening to rain off the whole event and so we were all relieved when the car finally started properly and Jackie was out on the circuit. Although he was by no means hurrying, it being a demonstration run more than anything, it was soon apparent exactly how smooth Jackie's driving is. I watched him at the chicane before the pit straight as he came undramatically onto the brakes, changed down through the gears with a clockwork rhythm and set the car on an even throttle as he turned into the corner. The revs would increase slightly after the apex of the right hand turn, be held steady through to the left and then increase progressively to a fine sounding crescendo as the steering was unwound and the car came onto the pits straight. After four or five laps Jackie came in to let his son have a go in what was after all his car.

Although Paul's driving was not quite as smooth, comparisons are unfair as it was the first time he had driven the car, and in fact he did set the same time as his dad. I asked Paul if the inevitable comparisons with his father had proved a hindrance once Paul had decided that he also wanted to race cars as a career. He was adamant that it had had no effect and that he never thought of having to live up to his father's success. Indeed most people in the sport recognised that he was a driver with a career in his own right.

Paul combines a refreshing modesty with a quiet determination to do well and be competitive. Towards the end of last season in Formula 3 he put in some very respectable performances, winning at Snetterton and qualifying third, highest of the newcomers, at Macau. He remains in Formula 3 for the 1990 season. "It is important for me to learn a bit more in Formula 3 before I make a step to Formula 3000, if I'm good enough." Was he optimistic about his chances next year? "I'm conservatively hopeful. I don't like to be too bullish about things. Some people will expect me to do well, but there are others who are expected to perform more than I am. I hope I can outdo them as well."

Roy who has experience of the racing scene both in the early Seventies and today remarked on how much more professional racing is now. "It's the day of the big sponsor. That is what has made everything so much more competitive." Jackie endorsed this view; but had this increased need for professionalism made it any more difficult for the young hopefuls of today? "First of all it's easier in the sense that sponsorship is better recognised today. More people see the benefit of motor sport as a carriage for projecting a small business, a big national, or multinational company. However the competition is higher and the costs are greater and so it's a question of how well you manage your press relations, and your exposure, to guarantee whatever company you try to encourage to come along, their full value for money. Every form of racing today has a better chance of raising money but the competition is harder and you need to be more professional in a complete sense than before." In many ways the increasing intrusion of commercialism into the world of motor racing might seem a great shame. From a purist point of view it is becoming increasingly difficult for an enthusiastic amateur to drive to and from a meeting, and compete, all in the same car. It is also hard to imagine a Grand Prix star of today writing a book as wide ranging as Stirling Moss' *My cars my career*. On the other hand we have had an increase in the technological advancement of the sport. A greater number of people are able to take part, and the standards of competition are higher. The young driver of today, as well as being a talented driver, has to be good at press and public relations, and has to substitute his racing overalls for a city suit when it comes to dealing with sponsors. Like it or not, it is a fact of motor racing life and one that Jackie Stewart has had a significant part in making. CSR-W

MOTOR MOTOR MOTOR MOTOR BOOKS BOOKS BOOKS BOOKS

YOUR BEST CHOICE FOR ALL MOTORING BOOKS

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

Autocourse 1989-90	£21.95
Challenge Me the Race	£13.95
Champion Year	£13.95
Draw a Long Line – Connaught	£16.95
Racing the Silver Arrows-Mercedes-Benz Versus Auto-Union 1934-39	£29.95
Inside Formula 1	£14.95
Mercedes-Benz GP Racing 1934-55	£29.95
Grand Prix Cars 1945-65	£17.95
*Holden * Official Racing History*	£19.95
Indianapolis 500 1989 Yearbook	£12.95
1989 Le Mans 24 Hours	£23.90
Nigel Mansell	£11.95
Stirling Moss – My Cars/My Career	£19.95
Alain Prost – Life in the Fast Lane	£12.95
Rosemeyer! A New Biography (PB)	£11.95
Nigel Mansell in the Driving Seat	£15.95
Directory of Historic Racing Cars	£11.95
Directory of Classic Prototype & GT Cars	£11.95
'ERA' History by David Wegulin	£45.00
The BMC/BL Competitions Department	£29.95
The Great Book of Sports Cars	£29.95
A-Z Cars of the 1930's	£19.95
CSC A to Z of Cars 1945-1970	£14.95
British Family Cars of the Early Sixties	£14.95
British Family Cars of the Fifties	£14.95
British Cars of the Early Thirties	£6.95
British Cars of the Late Thirties	£6.95
British Cars of the Late Forties	£6.95
British Cars of the Early Fifties	£6.95
British Cars of the Late Fifties	£6.95
British Cars of the Early Sixties	£6.95
British Cars of the Late Sixties	£6.95
Abarth King of Small Cars	£22.95
Allard Gold 1937-1959	£10.95
Alvis – The Story of the Red Triangle	£24.95
Alvis Gold 1924-65	£10.95
Fiat & Abarth Tricks	£18.95
Austin Seven	£15.95
750 Motor Club 1939-1989	£4.00
The Mini Thirty Years On	£12.95
Mighty Minis	£15.95
The Sporting Minis (Mini-Cooper, S&1275GT)	£12.95
Mini (Osprey Colour Series)	£7.95
Cobras and Replicas 1962-1983	£7.65
Cobra (Osprey Colour Series)	£7.95
AC Cobra 1962-1969	£7.65
Alfa Romeo Spider 1966-1987	£7.65
Alfa Romeo Spider	£29.95
Illustrated Alfa Romeo Buyer's Guide	£10.95
Alfa Romeo Alfasud 1972-1984	£7.65
Alfa Romeo Alfetta Coupés GT-GTV-GTV6	£7.65
Alfa Romeo Catalogue Raisonne 1910-1989	£94.95
Alfa Romeo Veloce – The Racing Giulettas 1956-63	£24.95
Alfa Romeo Tipo 6C: 1500, 1750, 1900	£24.95
Alfa Romeo SZ	£24.95
Alfa Romeo Spider 1955-86	£14.95
Armstrong Siddeley – The Post War Cars	£24.95
The Aston Martin & Lagonda Coll. Guide 6 cyl. DB Mod.	£12.95
Aston Martin – The Post War Road Cars	£24.95
Aston Martin Gold 1972-1985	£10.95
Illustrated Aston Martin Buyer's Guide	£10.95
Healey – The Handsome Brute	£15.95
Austin-Healey 100/6 & 3000	£7.65
Austin-Healey 'Frogeye' Sprite 1958-1961	£5.95
Austin-Healey 100/4 (Super Profile)	£5.95
Donald Healey * My World of Cars	£14.95
Bentley: The Cars from Crewe	£39.95
Bentley: The Vintage Years 1919-1931	£39.95
Autocar on Bentley since 1919	£19.95
BMW Z1	£22.50
Bristol Cars Gold Portfolio 1946-1985	£10.95
Bristol – The Quiet Survivor	£19.95
Bugatti – 'Le Pur-Sang Des Automobiles'	£24.95
Citröen ID/DS 1955-1976	£12.95
Citröen 2CV 1948-86	£13.95
50 Years of 'Traction Avante' Citroen	£8.95
Citröen Traction Avante 1934-1957	£7.65
Citröen – Toutes Les Modeles	£49.95
Citröen 2CV (Osprey Colour Series)	£7.95
Citröen DS & ID 1955-1975	£7.65
Citroen XM	£22.50
Ferrarissima 11	£29.95
Illustrated Ferrari Buyers Guide	£10.95
Ferrari Register – Ferrari Data Bank	£95.00
Ferrari 308, 328, Mondial Auto History	£8.95
Complete Guide to Ferrari 308/328/Mondial	£12.95
Ferrari-Sports, Racing & Prototype Competition Cars	£19.95
Ferrari – The Road Cars	£29.95
Ferrari Dino 1965-1974	£7.65
Ferrari Dino 246, 308 and 328 Coll. Guide	£12.95
Enzo Ferrari – The Man	£9.95
Ferrari Catalogue Raisonne 1946-89	£110.00
The Complete Ferrari (Reprint)	£19.95
Ferrari Testarossa (Supercars)	£7.95
Ferrari Dream Machine	£8.95
Fiat-Pininfarina 124 & 2000 Spider 1968-85	£7.65
Fiat-Bertone X 1/9 1973-1988	£7.65
Fiat 508 Balilla (Italian)	£15.95
The Humber Story 1865-1932	£14.95
Jaguar Saloon Cars	£29.95
The Classic Jaguar Saloons Coll. Guide	£12.95
Jaguar Sports, Racing & Works Comp Cars from 1954	£39.95
Jaguar XJ6 Series II 1973-1979	£7.65
Jaguar XJ6 & XJ12 Series III 1978-1985	£7.65
Jaguar Mk2 1959-1969	£7.65
Jaguar Mk II 1955-69	£14.95
Illustrated Jaguar Buyer's Guide	£10.95
Jaguar E-Type Collector's Guide	£12.95
E-Type – End of an Era	£15.95
CSC Jaguar E-Type File 3.8-4.2-V12	£8.95
Original Jaguar XK – The Restorer's Guide	£14.95
Jaguar Sports Cars	£24.95
Jaguar E-Type – The Definitve History	£49.95
Jaguar XJS Gold 1970-1988	£10.95
Jaguar XK120/140/150 1948-1960 Gold	£10.95
Jaguar Mkl & II (incl. 24/340 & V8)	£14.95
Road & Track on Jaguar 1983-1989	£7.65
Jaguar Mk2 Parts Catalogue	£25.00
Jaguar E Type 1961-1971 Gold	£10.95
Jensen	£15.95
Jensen Interceptor Gold 1966-1986	£10.95
Jensen Healey 1972-1975	£7.65
Lamborghini The Complete Book of	£14.95
Lamborghini Countach 1971-1982	£7.65
Lamborghini Countach (Supercars)	£7.95
Le Zagato-Fulvia Sport/Junior Z	£14.95
Lancia: Fulvia, Flavia, Flaminia (Italian)	£42.50
Lancia Fulvia (Road Tests & Reports)	£6.50
Lancia Fulvia, Flavia, Flamina (Italian)	£42.50
Land Rover 90 & 110 1983-1989	£7.65
Illustrated Lotus Buyer's Guide	£10.95
Lotus: The Elite, Elan and Europa	£15.95
Lotus Turbo Esprit 1980-1986	£7.65
Lotus Seven 1957-1980	£7.65
The Lotus Elan and Europa Coll. Guide	£12.95
Lotus Twin-cam engine	£19.95
The Orig. Lotus Elan 1962-1973	£16.95
March – The GP and Indy Cars	£19.95
The Story of March	£17.95
Lotus Elan Gold 1962-1974	£10.95
Lotus Esprit Turbo (Supercars)	£7.95
Marcos Cars 1960-1988	£7.65
MG Y Saloons & Tourers	£14.95
MG Midget 1961-1980	£7.65
Practical Classics on Midget/Sprite Rest.	£7.65
Illustrated MG Buyer's Guide	£10.95
MG Midget/A-H Sprite Super Profile	£5.95
MG & Austin Healey Spridgets	£15.95
The Sprites and Midgets Coll. Guide	£12.95
MGA Roadsters 1955-62	£7.65
MGB Roadsters 1962-1980	£7.65
MGB GT 1965-1980	£7.65
Practical Classics on MGB Restoration	£7.65
Original MG T Series – Restorers Guide	£14.95
MG – The Magic of the Marque	£19.95
MG Sports Cars (Autocar)	£14.95
Advertising MG 1929-1955	£9.95
Mercedes 190 & 300SL 1954-1963	£7.65
Mercedes-Benz Roadsters SL & SLC	£8.95
Mercedes 230/250/280 SL 1963-1971	£7.65
Mercedes 350/450 SL & SLC 1971-1980	£7.65
Illustrated Mercedes-Benz Buyer's Guide	£10.95
Mercedes-Benz 300SL, 300SL-24, 500SL	£22.50
Illustrated Morgan Buyer's Guide	£10.95
Morgan Four 1936-1981 Workshop Manual	£9.95
Morgan – The Last Survivor	£15.95
Morgan Cars 1968-1989 Gold	£10.95
Morris Minor (New Edition)	£14.95
OSCA – Storia Corse Piloti Modelli	£59.95
Ricart Pegaso – La Pasion del Automovil	£65.00
Porsche 911 Performance Handbook	£12.95
Porsche 911 – Guide to Purchase/DIY Rest.	£14.95
The 911 & 912 – A Restorers Guide	£12.95
Porsche – Excellence was Expected	£49.95
The 356 Porsche – A Restorer's Guide	£14.95
Porsche 356 1952-1965	£7.65
Porsche 911 Carrera 1973-1977	£7.65
Porsche 911 Turbo 1974-1984	£7.65
Porsche 944 1981-1985	£7.65
Illustrated Porsche Buyers Guide	£10.95
Porsche 911 – In all its Forms	£15.95
The Porsche 911 and Derivatives Incl. 959	£12.95
Porsche 911 Story (Fourth Edition)	£16.95
The 914 & 914/6 Restorer's Guide	£14.95
Porsche Owner's Companion	£11.95
Porsche 911 1963-86	£14.95
Porsche 928 1977-1989	£7.65
Porsche 924 Gold 1975-88	£10.95
Porsche 911 Osprey Colour Library	£7.95
Ferry Porsche: Cars are my Life	£19.95
Porsche Dream Machines	£8.95
Reliant Scimitar 1964-1982	£7.65
Riley 1½ – 2½ Litre Gold	£10.95
Riley Sports Cars 1926-1938	£15.95
Sporting Rileys – The Forgotten Champions	£24.95
Rolls-Royce Cars	£75.00
The Rolls-Royce & Bentley Standard Production Models 1945-1965 V1 Collector's Guide	£12.95
The Rolls-Royce & Bentley Coachbuilt Models 1945-1985 V2 Collector's Guide	£12.95
The Rolls-Royce & Bentley Shadow, Corniche and Camargue *1965-85 V3 Coll. Guide*	£12.95
Post War Rolls-Royce and Bentley: A Concise Buyer's Guide	£12.95
Ill. Rolls-Royce & Bentley Buyer's Guide	£10.95
Rolls-Royce und Bentley (German Text)	£99.50
Rover 3500 & Vitesse 1976-1986	£7.65
Rover 3500 1968-1977	£7.65
Rover 3 and 3.5 Litre 1958-1973	£7.65
Range Rover Gold 1975-1988	£10.95
Sporting Rover Anthology '30-'68	£10.00
Sunbeam Tiger & Alpine Gold 1959-1967	£10.95
Sunbeam Racing Cars 1910-1930	£49.95
Triumph Stag 1970-1980	£7.65
Triumph TR6 1969-1976	£7.65
TR for Triumph	£15.95
The Triumph TRs Collector's Guide	£12.95
Triumph TR7 & TR8 1975-1982	£7.65
Triumph Spitfire 1962-1980	£7.65
CSC Triumph Spitfire and GT6 File	£8.95
Practical Classics on Spitfire Restoration	£7.65
Triumph TR7 & 8 Parts Catalogue	£16.00
The TVRs Collector's Guide	£12.95
TVR Gold 1959-1988	£10.95
VW Transporter/Bus 1949-67	£14.95
VW Beetle Convertible 1949-80	£14.95
Zagato: 70 Racing Years	£45.00
Standard Cat. of American Cars 1946-1975	£18.95
Standard Cat. of American Cars 1976-1986	£14.95
Illustrated Corvette Buyer's Guide	£10.95
The Complete Book of Corvette	£12.95
Great Book of Corgi 1956-1983 Limited Edition Complete with model bus	£50.00
Panel Craft (Incl. Ford Cortina Mkl Body)	£9.95
Sheet Metal Handbook	£10.95

VIDEOS

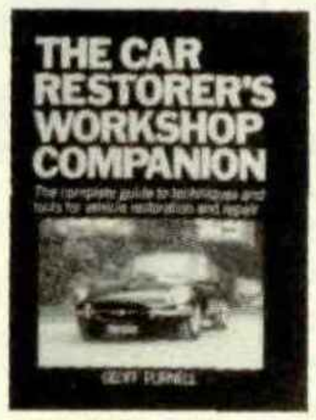
THE MINI VIDEO
Unique films covering the early years of the cult car of the 1960's. £15.95

MG FILM LIBRARY (1)
Early MG Films with a tour of Abingdon in the 30's. TDs in action in the 50's and the EX135 record breaker £19.95

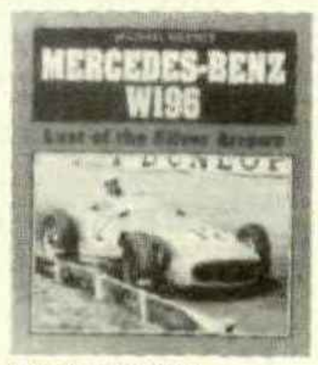
MG FILM LIBRARY (2)
Further MG Films featuring MGAs Noss in the EX181 and the launch of the MG 1100 £19.95

THE VINTAGE SPIRIT £14.95
SUPERCHARGED I GP Cars 24-39 £9.99
SUPERCHARGED II GP Cars 45-65 £9.99
SHELL HISTORY OF MOTOR RACING
Vol 1 1902-29 £24.95
Vol 2 1930-39 £24.95
Vol 3 1940-50 £24.95
ERA HISTORY £24.95
ASTON MARTIN History of the Racing
DBRs £24.95
CHAMPION YEAR (HAWTHORN) £24.95
JAGUAR at LE MANS 1954-58 £75.00
FERRARI 250GT BERLINETTA £33.50
THE GREAT MARQUES
Rolls-Royce £25.00
Armstrong Siddeley £19.95
MG £19.95
BMW £19.95
PRESCOTT SPEED HILLCLIMB 1938-88 £14.95
BUGATTI (2 cassettes) £59.00
(Also stocked in NTSC for USA etc) £69.00
ASTON MARTIN A Particularly British Motor Car £29.95
HANDMADE The Making of a Morgan £29.95
THE MGB EXPERIENCE £14.95
THE PORSCHE 911 EXPERIENCE £14.95
THE E-TYPE JAGUAR EXPERIENCE £14.95
MONTE CARLO RALLY 1956 £14.95
AGAIN TRIUMPH IN THE ALPS 1956 £14.95
WHEELS – The Joy of Cars £9.99
JANSPEED MINI DO IT YOURSELF £24.95
MOUNTAIN LEGEND-TARGA FLORIO 1965 £24.95
THE MARQUE OF A LEGEND (History of Sports Car Racing from Turn of the Century £24.95

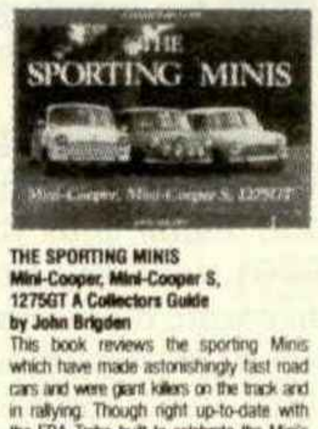
and many more, send for list.
PAL VHS in stock.



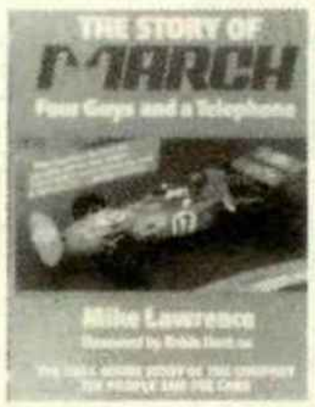
THE CAR RESTORER'S WORKSHOP COMPANION
The Complete Guide to Techniques and Tools for Vehicle Restoration and Repair
by Geoff Purnell
Contains all the information needed for the basic metalwork or woodworking processes required to restore, renovate or repair any motor vehicle. Advice on the right tools, how to use them, sizing up the job, estimating materials, drilling filling and welding. This illustrated, step-by-step guide will also be useful to those who simply wish to maintain the family car. 246 x 189mm 160 pages Integrated B/W photos and drawings £9.95



MERCEDES-BENZ W196
Last of the Silver Arrows
by Michael Riedner
This book represents the first comprehensive account of the design, development and racing life of the outstandingly successful Grand Prix car of the Fifties. Written by the motor sport editor of Germany's 'Motor Klassik' magazine, the authors enthusiasm for the W196 shines from every page. 265 x 230mm 326 pages 262 mono photos £29.95



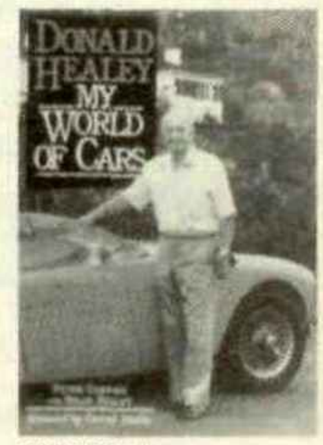
THE SPORTING MINIS
Mini-Cooper, Mini-Cooper S, 1275GT A Collectors Guide
by John Brigden
This book reviews the sporting Minis which have made astonishingly fast road cars and were great killers on the track and in rallying. Though right up-to-date with the ERA Torbo built to celebrate the Mini's thirtieth anniversary in 1989, this book also offers extensive coverage of the selection, restoration and maintenance of Minis from the Cooper era. Includes the customary Collector's Guide technical and statistical data: specifications, performance figures, and production totals. 180 x 235mm 128 pages 130 b/w ills £12.95



THE STORY OF MARCH
Four Guys and a Telephone
by Mike Lawrence
From 'Four blokes and a telephone' trying to put together a deal in late 1969, March Engineering has grown into the world's largest racing car manufacturer and a quoted public company. They succeeded in selling their new Formula 1 car to Tyrell for Jackie Stewart and since then have enjoyed immense success in Formula 2 and 3, won at Indianapolis and played an important role in American prototype racing. The full inside story of March, sometimes amusing and sometimes embarrassingly honest. 245 x 190mm 256 pages 200 b/w photos £17.95



FOUR FOR THE ROAD
Corvette, Ferrari, Mercedes-Benz, Porsche
by Henry Rasmussen
Henry Rasmussen's outstanding photography is enjoyed and admired around the world. He is the author/photographer of over 25 books on automotive topics. The 10 books that make up the Survivors series are considered his best work. FOUR FOR THE ROAD is a collection of the 4 best Survivors series covering four of the world's finest makes. At 4½ lbs. this volume contains every bit of the stunning photography and text of the originals. 216 x 280mm Approx 800 ills (400 colour) £19.95



DONALD HEALEY
My World of Cars
by Peter Garnier with Brian Healey
Part autobiography, part biography this is the story of the man behind some of the best sports cars ever produced. As a rally driver, Healey competed successfully at home and abroad, winning the 1931 Monte Carlo Rally leading to employment with the Riley and Triumph. After the war he set up the Donald Healey Motor Company, responsible for the Healey Silverstone, the Nash Healeys and the Austin Healeys. Contains many unknown details about car production, rally successes, industry wheeling and dealing and the cars themselves. 238 x 169mm 224 pages 200 b/w photos £14.95

Basic Bodywork – Tips and Techniques	£7.65
The Sports Car – Its Design & Performance	£13.50
Car Suspension and Handling	£22.50
Advanced Suspensions	£55.00
New Directions in Suspension Design	£11.95
Handling & Roadholding – Car Suspension at Work	£14.95
Chassis & Suspension Engineering	£12.95
Competition Car Suspension	£19.95
Turbocharging & Supercharging	£7.99
Tuning New Generation Engines	£14.95
Formula Car Technology	£7.95
Design in Composite Materials	£39.00
Race Car Engineering & Mechanics	£14.95
Driven to Win	£10.95
Engineer to Win	£12.95
Successful Composite Techniques	£12.95
Build to Win	£12.95
How to Modify your Mini	£9.95
Tuning BL's A-Series Engine	£14.95
How to Hot Rod Volkswagen (Aircooled)	£7.95
Hillman Imps (Tuning–Overhaul–Service)	£9.95
How to Restore your Collector Car	£18.95
Restoration of Antique & Classic Cars	£11.95
How to Restore Fibreglass Bodywork	£7.95
How to Restore Paintwork	£7.95
How to Restore Sheet Metal Bodywork	£7.95
How to Restore Classic Car Engines	£7.95
How to Restore Gearboxes and Axles	£7.95
How to Restore Suspension & Steering	£7.95
How to Restore Fuel Systems/Carburettors	£7.95
How to Restore – Metal Jointing Techniques	£7.95
Upholstery & Trim for Vintage & Classic	£9.95
Paint and Bodywork Handbook	£9.95
Practical Gas Flow	£9.95
Engine Blueprinting	£9.95
Aerodynamics of Road Vehicles	£45.00
Chassis & Suspension Engineering	£12.95
Weber Carburettors (Up-to-Date)	£9.95

NEW TITLES

Car Restorer's Workshop Companion	£9.95
Bugatti	£150.00
Mercedes Magic – 1989 Le Mans	£16.95
1980-84 European/Jap. Automatic Transmissions Repair	£19.95
Murray Walker's Grand Prix Year '89	£7.99
Autodata Fuel Injection Manual 1976-1990	£44.95
Alfa Romeo – The Legend Revived	£39.95
AC 3A – Corvette/RR Phantom 1/A-R Stradale/Bugatti 57G etc	£6.95
Pinifarina Mythos	£19.95
Ferrari Formula 1 Annual 1989	£39.95
40 Jahre Unimog	£9.95
FIA World Championship 1989	£19.95
AQ Vol 20/1-Gugnot/GP car of 50's/Harley Earl/Figiono & Falaschi/De Soto etc.	£12.95
Bosch Fuel Injection Engine Management	£19.95
VW Karmann Ghia 1955-82	£7.65
The Sporting Minis (CG)	£12.95
Great American Convertible	£12.95
Mille Miglia '89	£45.00
Fiat 500 Topolino (Italian)	£37.50
Voitures de Course (Racing Sports Cars in Colour)	£11.95
L'Art, La Femme et L'Automobile	£54.95
I Bugatti (Bugatti brothers – Italian)	£29.95
Grand Prix 1989	£19.95
MK2 Jaguar Restoration	£12.95
Composite Materials	£75.00
Automobile Year 1989-90 (37)	£24.95
World Sports Car Racing '89	£29.95
365 Racing Days 1989	£49.95
Ferrari – Two Years Later	£49.95
Car Styling 73-Porsche Panamerica/Ferrari 348/BMW 850i/ Zender/Calibra etc	£14.95
La Cox (VW Beetle) 'Une Voiture en Or'	£15.95
Fangio – My Racing Life	£20.00
Europaische Kleinwagen 1945-1955 (Every imaginable vehicle from 35cc to 900cc)	£21.95
Automobile Classiques 35 – Ferrari 348/Alpine A110/ Delahaye/Pegaso Sport et al	£7.95

PRICES MAY BE SUBJECT TO ALTERATIONS WITHOUT NOTICE

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

ALLOW 28 DAYS FOR ★ SEND FOR FREE 84-PAGE BOOK LIST

WORKSHOP MANUALS

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

MOTOR BOOKSMS33 ST MARTIN'S COURT LONDON WC2N 4AL ● TELEPHONE 01-836 5376/6728 ● 24 HOUR ANSAPHONE ON 01-836 5376 ● FAX 01-497 2539

Postal terms: INLAND, 10% of order value, min £1.50, max £3.00, over £50.00 post free. OVERSEAS, 15% of order value, min £2.00, max £7.50 ● Personal shoppers welcome at our shops, opening hours 09.30 to 17.30 Monday to Friday, 10.30 to 17.30 Saturdays, closed Sundays and Bank Holidays ● Payment by cheque Access (Mastercard), Visa (Barclaycard), expiry date essential), Eurocheque, Personal US$ cheque, or Swiss Franc cheque

Credit Card orders: must include expiry date. We reserve the right to charge additional postage for split deliveries

MOST OF THE ABOVE TITLES ARE ALSO AVAILABLE FROM:

8 The Roundway, Headington, Oxford, OX7 8DH., or 302 Holdenhurst Road, Bournemouth, BH8 8BX

Peter Piper

Sir,
Reading WB's fascinating account of Bill Little's motoring life (MOTOR SPORT, December 1989), I wondered if he had suffered a minor lapse of memory concerning Anthony Howard Piper. It seemed at the time that he may have been referring to my uncle by marriage, Archibald (certainly) Harold (I think!) Piper.

My suspicion was confirmed in the January issue when Peter Piper's 2.6 6C Alfa Romeo (VNO 323) came into the story. This, in the 1950s, was my first close encounter with an exotic motor car; how could one forget it? I remember particularly my first sight of the expanse of polished aluminium beneath the bonnet, cranking the beast when the battery was flat (one pull over compression was enough, thank goodness) and the double bang (rather like a sonic boom) it emitted at 3000 rpm before taking off in a blare of noise.

Peter Piper and my aunt went their separate ways many years ago and I have not seen him since. If he is still around, I would love to hear from him. And I wonder what became of VNO 323?

PETER JONES
Bellingdon, Bucks

Radio GaGa

Sir,
Regarding DSJ's recent article on the Honda and Ferrari teams curious misfires possibly due to radio wave effects on the management systems, I submit that the Phoenix scenario is closest to the most likely culprit.

I am an engineer for a fire truck manufacturer that builds its own chassis. Many of these trucks utilise Detroit Diesel's new "D-DEC" computer engine management system, which is, in effect, the same type of system being used in the racing engines. We recently have received some service calls reporting that the engine speeds up or slows down, etc, whenever the emergency communication radio is keyed. After some research and comparing notes with Detroit Diesel and our competitors (I'd like to see Honda and Ferrari do that!), we reasoned that certain radio frequencies were disrupting the management system. Reworking the system to eliminate some diodes, which can pick up RF signals, cured the problem (changing an entire fire company's radio frequency crystals was cost prohibitive). Since there are several dozen frequencies commonly used by fire and rescue departments, it is quite probable that at some tracks, the local radio waves could interfere with some management systems.

ANDY MAUCK,
Ohio, USA



A Dog's Life

Dear Uncle Jenks,
My name is Sam and I am an Old English Sheepdog. I am a very keen car passenger, and am usually to be seen in the back of my owner's Spitfire, or if it is a special day, in their Humber 12 or Sunbeam MK 111S, which is great because then I can growl at people and stop them touching the paintwork. But now disaster is afoot!

My daddy has been "bouncing" for Rob Moor in his Alvis TA14 special on the Exeter and Land's End trials, most recently last weekend (6/7th January). Now he wants a go himself and finally mummy has agreed to let him build a Gould glass fibre "Ulster" bodied special on a shortened Ruby chassis. This is awful, because I notice from the pictures that there will be no room for me!

I am really depressed because I so enjoy our outings. But there might be some hope, daddy has joined the 750 Club and mummy says that you wrote about an Old English Sheepdog called Woogy who used to ride in the tail of a real Ulster. Daddy says this isn't possible, for a start, where will the spare wheel go? I know that he reads MOTOR SPORT, and usually takes notice of what you say, so perhaps if you tell him how it was done, I might be saved!

As a present, I have enclosed a picture of myself in our Sunbeam. Don't I look good?

Lots of licks,

SAM,
Laxey, Isle of Man.

The Holly Birkett Ulster had the spare wheel slot in the tail enlarged to take Woogy (or Jenks later on!) and the spare wheel was mounted on the side of the scuttle and held in place by leather straps. The derelict remains of that Ulster body still exist within the 750 Club.—DSJ

Project J5

Sir,
DSJ asks to what purpose is J5 being built (Letter to Readers, February 1989). J5 is being built just for the hell of it; the specification was laid down in early 1955 and what is being built now is not a Connaught but a car to that specification. The spec. was known as J5 - so we call our car J5.

It is being built for no other purpose than to give the people concerned interest, pleasure and fun. The level set is to stay as close as possible to Connaught 1955 standards and thinking, to see what we end up with, and how it will compare with the 'B' series Connaught.

It is accepted that there is no VSCC category or historic category into which the completed car will fit, so that it may never be used competitively, but so what? The pleasure, interest and straightforward fun is in the building. The only signs of "hysteric" seem to be in DSJ's column; he should have picked up his telephone and talked to David Sadler, Jim Stokes or myself before leaping into print - there was ample time to do so between the unwanted publicity in the November 1989 issue of that particular magazine and his screed in MOTOR SPORT, February 1990.

I don't think Rodney Clarke's spirit will be frowning down on us; more possibly fidgetting because he can't join us.

C E JOHNSON
Woking, Surrey

Reader's Indigestion

Sir,
Having been an occasional reader of your worthy organ for several years, I feel it is about time I put pen to paper regarding some of the articles you publish.

Too often your so-called writers digress from the subject matter to waffle on about things which can have no possible interest to the genuine motoring enthusiast, or indeed to anyone, except perhaps the writer himself.

A prime example is GP's article "A Tale of Two Fulvias" (MOTOR SPORT, February 1990); one cannot help but wonder exactly how many free meals GP enjoyed courtesy of the Ristorante Dall'Ava for this piece of sycophancy.

If you value your readership I suggest you print more stories like the Alfa Romeo GTV6 review, which was packed with interesting and useful information. MOTOR SPORT should stick to what it does best and leave the *Good Food Guides* to Egon Ronay.

J P SULLIVAN
Harrogate, N.Yorks

CLASSIFIED

FOR SALE lineage advertisements
must be pre-paid and in writing or over the telephone by Access or Visa.
RATES 40p per word
(maximum 80 words) £6.00 minimum charge.
BOX Nos. £4.10 extra per advertisement.
Replies to Box No. "MOTOR SPORT", Standard House, Bonhill St., London EC2A 4DA
The above prices are inclusive of VAT at 15%

COPY DATE By first post on 10th,
but earlier is advisable owning to postal delays.
Advertisements held over will be inserted in the following issue,
unless cancelled in writing by the 4th of the following month.

Publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or work errors.

Please write clearly in **Block Capitals** on one side of paper only.

Send advertisement to the
Classified Department, "MOTOR SPORT",
Standard House, Bonhill Street, LONDON EC2A 4DA.
Telephone 01-628 4741 ext 144 for information on
small Display and Trade advertisements.

MOTOSPOT

0455 552548 or 0831 120498 10am-8pm
(If no reply ring 0858 880626 9-5, M-F)
We're just 4 miles from J20 M1



1933 TRIUMPH SUPER 9. 2 owners, just beautifully restored. Perky Climax engine, leather trim.....**£12,500**
1926 CLYNO 12/28 TOURER. An original car, *very nicely restored throughout*, taxed, full MOT.....
1927 CLYNO 10.8 TOURER. Also fully restord to high standard. Climax engine, taxed, full MOT.
1927 MORRIS COWLEY TOURER with dickey, new paint, upholstery, hood, nickel engine, etc etc.....**£11,500**



1931 ROVER 10/25 Weyman Coupé. Body-off restoration recently completed to high standard.....**£7,950**
1924 AUSTIN 12/4 TOURER. Ring for details.
1929 AUSTIN 16/6 SALOON. Restored, MOT'd, taxed.....**£14,950**
1924 FORD T TUDOR SALOON. RHD, most attractive carriage-style English body....**£10,950**
1947 TALBOT 2 Litre Drophead......**£12,500**

ALL RESTORED READY-TO-USE, MOT'd

MORE HERE/WANTED

Upper Bruntingthorpe, Lutterworth LE17 5QP.
Appointment only

MIKE ABBAS



Southport Carriage Co Ltd
Rocky Mount House,
Mill Lane, Aughton
Nr. Ormskirk
Lancashire L39 7HJ
Telephone (0695) 421405
Fax (0695) 424135
Telex 626142 FWDLPLG

VISITORS BY APPOINTMENT

I can supply new Factory Ginetta G4 cars, same style as original 1960's model, but with new 1700 tuned Ford engine, complete with detachable hardtop, any colour. I am *interested in supplying* garages outside of the U.K. with these cars.

I can still supply Caterham Sevens, Lotus Esprits, Ginetta G15, Austin Healey Sprite, MG Midgets

I CAN ARRANGE SHIPPING & INSURANCE TO ANY COUNTRY AT YOUR REQUEST

FOR SALE

ASTON MARTIN D85 MANUAL, 1963 BR6 with grey leather interior and c.w.w. £95,000. Tel. (0622) 813374 (Trade). (CC071337
ALLARD PI SALOON WANTED. Prefer derelict or just chassis, steering box, grill, nose section, mercury engine. Riley 9 spares available for exchange. Tel: Leicester 712576. (962041
VINTAGE BICYCLE plus many parts. Also Morris Minor and Riley 1.5 spares. Jaguar XK 140 steering rack. Two good Austin seven wheels. Tel: (0842) 890297. (962039
ASTON MARTIN DB Mk III, convertible, original condition, fitted with the DBD competition spec engine. Interesting history, private sale, drive away. £125,000. Box No. 7253, Motor Sport, Standard House, Bonhill Street, London EC2A 4DA. (CC069337
FORD ZEPHYR 6 III BRG *reground crank, new* bearings, tyres, radio, full MOT, no rust. £2,500. Tel: 07982 2107. (SX961797
RACING FIAT UNO TURBO i.e. virtually new, all the best equipment race and road legal. Perfectly happy doing either, unique opportunity to go racing now! Incredible value only £4,950. Tel: (0932) 78681. (P/P
MGB GT BROOKLANDS green '77' R vgc. New tyres no rust radio o/d £2,995. Tel: (07982) 2107. (SX961797
LANCIA GAMMA COUPE i.e. 1984 manual 5-speed, extremely rare classic, Pinnafarina Coachwork, superb condition £3,450. Tel: (0932) 853085. (P/P
MG 1933 LI 'MAGNA' 4 seater sports exceptionally original and sound, (still with w/shop manual and original sales brochure) black with green leather interior, taxed, MOT, reluctant sale. £30,000. Tel: (0903) 813355. (962042
MASERATI SEBRING SERIES 2, 1966, LHD, back from California, super condition, 39,000. Tel: (0622) 813374 (Trade). (CC071337
JAGUAR E-TYPE ROADSTAR 1969 Series II 4.2 litre, red, cream interior, lovely condition, MOT/Tax. £46,000. Tel: (0209) 842228 (Private). (CC77899
FORDSON 5 CWT VAN 1948. *Present owner* last 12 years. Excellent condition. £4,750. Tel: (0209) 842228 (Private). (CC77899
MORGAN + 8, D reg, alloy body, Westminster green, black leather, folding screen, aeroscreen, S/S luggage rack, radio, stunning £21,795. Tel: (0327) 36318 Northants. (CF
MGB GT £7,895 secures this 1970 vehicle, pure perfection, midnight blue, chrome wheels, Webasto o/d, original radio, history & documentation from new. Tel: (0327) 36318 Northants. (CF000602•
FERRARI MONDIAL dv 1985, 15,000 miles, FSH, 2 owners, virtually as new, red with magnolia hide. OIRO £48,000. Tel: (0425) 273682/ Mobile (0860) 274455. (961957
CATERHAM LOTUS 7 for sale, call for details of stock. Wanted: any 7 considered, top cash price paid. Tel: 01-669 7386 (Trade). (952278
ROLLS ROYCE 20/25 1934. Sports saloon by Thrupp & Maberly. Black with brown upholstery. A most attractive model resembling the style of a small Phantom II Continental. Contact Paul Wood (0371) 84848 or 86638. (003467
1936 LAGONDA LG 45 TOURER. Chassis No. 126670, engine no. 126670, registration no. YS 8459. Fully restored mechanically and cosmetically, *and now in excellent condition.* 4½ *litre* sanction III engine, original Lagonda 4 seater tourer body in brg. hood, sidescreens and Tonneau. Substantial offer invited. Tel: 032 733 340. (961881
MG 1932 'F' MAGNA. 6 cylinder 4 seater sports, new body frame, wings, seats & upholstery, hood etc. Rebuilt engine (bills to show) new tyres re-chromed radiator, lamps, MG taxed, MOT. £15,950 ono 'please' tel: (0903) 813355. (961635
BRA COBRA REPLICA, 427 shape, superb, totally correct, all the right bits, Ford 302 V8 engine, dark metallic blue, £28,500. 01-836 9742 day, 01-641 0799 evenings. (225821
1960 AUSTIN HEALEY 3000 MkII, o/d, original factory h/top, BRG, red interior, LHD. A nice example, £16,500. 0934 712220 (Trade). (CC21

FOR SALE — continued

BRISTOL 411 MK 2. Pale blue leather and carpets, vgc. Original black top over silver, J Reg, starts well, goes well, stops well, pretty car. £21,000. Tel: (0589) 881577. (961798
MG PA 1935. 2 seater sports, totally and utterly immaculate, completely restored throughout regardless of cost, red with tan upholstery, the best. £29,500 ono. Tel: (0903) 813355. 1635
1987 PEUGEOT 205 1.9 GTI. Turbo Technics 2 stage turbo and handling conversions. Full Lynx bodykit. 205 × 45 tyres and alloy wheels 28,000 miles. £8,995. Forward Trust Ltd. Leicester. Tel: (0533) 626721. (961637
FOR SALE, MORGAN plus eight P.I. indigo, black leather interior, extras include luggage rack, bonnet strap, alloy body and wings, underseal. 2000 miles only, private sale by *original owner/driver. E registration,* £21,800. AS NEW! Tel: (0673) 842870. (961827
ROLLS ROYCE + BENTLEY 1924 3Hr 'W.O.1 red label, restored, £125,000, 1924, 20 HP, 2 seater, ex Fred Astaire, £50,000, 1926 20HP, Barker Tourer, ex Sir Harry Lauder £65,000, 1936 'Derby' Bentley rennovated £28,000, 1954 manual big boot dawn £25,000, 1970 shadow like 2 yrs old £16,000, all privately owned. John Fletcher Brokerage. Tel: 0684 73333 or Fax: 0684 72779. (221614
CAVALLINO — Let Barry, our ex-Rolls Royce man, get his hands on your body and make it beautiful! All restoration undertaken at competitive rates. But hurry — our 1990 diary is filling up. Telephone 0373 88563. (220327
CATERHAM LOTUS & for sale, call for details of stock. Wanted: Any 7 considered, top cash price paid. Tel. 01-669 7386 (Trade). (952278
RESTORATION PROJECT — 1964 JAGUAR 3.8 MkII. This is a genuine 3.8 model MkII first registered in January 1964, and is equipped with manual transmission with overdrive, and centre-lock wire wheels. It was professionally fitted with factory replacement front wings in 1979 and was in daily use until going into storage later that year. It is in very sound *condition with only minor chassis corrosion* and is therefore an excellent basis for serious restoration. We expect that to be reflected in sums offered. The sale includes some spares such as gearbox and overdrive, dashboard and exhaust parts. The car is finished in dark blue with dark blue leather upholstery and can be viewed in Darlington, England. For an appointment please contact Box 7250. (ACC
GARAGES, WORKSHOPS etc., sturdy timber for minimal condensation. Erected, low cost. Catalogue from Pounds Buildings, Rock, Worcs. Tel: 0299 266550 (24hrs) (P/P
1947? Historic 500cc single seater Hornet, registered with 500 Owners Association, genuine, rolling chassis, original nose, period short 5 JAP Norton box, nicely made, good condition, cheap at £3,000. 0684-40387. (962092
MUSTANGS — Disbursement of collection, would like to trade for other interesting Marques of vintage vehicles such as Saloon, DHC, Roadster etc. Photo/information exchange. Harger, 455 Robleda, Central Point, OR 97502 USA. (PF
1931 AUSTIN 7 SPECIAL, aluminium Ulster style body, rebuilt throughout, tax and MoT, £6,000 *o.n.o. Or 1937 Austin Nippy, good running* order, current MoT, £6,500 o.n.o. Change of plans forces sale of one or both vehicles. Tel. (0543) 378634 anytime or (0543) 70234 evenings. (CC061387
1970 MUSTANG CONVERTIBLE, 302 V8 Auto, power hood, reg. JJK 425, taxed and MoT, reluctant sale at £5,750 o.n.o. Les Wilson (Motoring Books). Tel. 0942 893632. (962087
ALVIS FIREFLY, 1933, carburettor and manifold, radiator shell and cap, dynamo, starter and starter casting. Tel. Geoff on (0723) 512961. (CC032367
1970 JAGUAR E-TYPE 4.2 SII Roadster, green, tan trim, manual, triple SU carbs, reconditioned steering rack, new tyres, s/s exhaust, new hood, LHD. A nice example, £29,500. 0934 712220 (Trade). (CC21

PAGE & MOY LTD

INTERNATIONAL MOTOR RACING TOURS

1990

FROM JUST £39

1990 Brochure out now — Send for your free copy



TELEPHONE OUR 24 HOUR DIAL-A-BROCHURE SERVICE ON (0533) 559855

A choice of tours to suit all tastes. Fast and cheap to many races, plus a wide selection of longer breaks around the world.
For more details see the special Page & Moy full colour supplement in this issue.
In our 1990 book of Motor Racing Holidays you'll find details of tours to:

US GRAND PRIX — Phoenix
11th March
5 nights from **£599**

SAN MARINO GRAND PRIX — Imola
13th May 4 holidays by coach and air from **£125**

MONACO GRAND PRIX —
27th May Choice of air and coach holidays. 1-8 nights.

LE MANS 24 HOURS —
16/17 June
Phone now for the latest race news.

BRAZIL GRAND PRIX —
Phone for details.

To make a provisional booking, call

(0533) 524344

or send for your free copy of our brochure today.
Page & Moy Ltd
136-140 London Road,
Leicester
LE2 1EN
HM 9240

ABTA 47026

FORGET THE BBC!

WATCH THE LATEST GP IN FULL ONLY A FEW DAYS AFTER THE EVENT

Send £25 cross P/O to:

D. Hart, Box 111, Ramsgate, 4285 Natall, RSA

by Airmail to arrive before the race with your name/ address/which GP. Require VHS or Beta

RS200

White, 300bhp, rally light pod, mint condition.

£135,000

Tel. 0376 26007
0245 362066 evenings

CC054391

AUTO MOTO CANTIN
INTERNATIONAL

YAMAHA TZ750. 1977, mint.....**£15,000**
CORVETTE 1966 Roadster 427/425. Matching numbers, body-off restoration completed in March 1990, offered at.....**£50,000**

SERGE CANTIN
(514) 489-2575 (CANADA)

(CC92231

MILLER MOTOR GROUP

0206 844455 — Fax (0206) 844455

and ask for Ext. 25

LANCIA THEMA 16V Turbo	£13,495
LANCIA INTERGRALE	£12,995

LE MANS 1990

CAN THE CAT JUMP THE GERMANS? 16/17 JUNE

Come with us and see.

WIN A Trip around the circuit!

Our complete packages include return ferry tickets and General Enclosure tickets or the option of stand tickets subject to availability. All at very competitive prices. Contact:

SEALINK
V"O"Y"A"G"E"S

Weymouth Quay, Weymouth, Dorset. DT4 8DY
or Telephone 0305 777444

CARS ONLY

4 GRANVILLE SQUARE, WILLEN LOCAL CENTRE, WILLEN, MILTON KEYNES, BUCKS MK15 9JL
TEL: 0908 690024

MODEL CAR CENTRE
OPEN SIX DAYS A WEEK



Why not visit us on your way to Silverstone or Santa Pod this year?

WE OFFER A HUGE RANGE

TEL. 0908 690024
FOR FURTHER DETAILS

BETTER STILL, VISIT OUR SHOP, WE ARE ONLY 2 MILES FROM JUNCTION 14 M1



NICK CARTWRIGHT –

SPECIALIST CARS — 0629 583287

330 GTC undergoing full restoration.
328 GTS 1989. Red, magnolia, delivery mileage.....**POA**
328 GTS 1987. Red, 8,000 miles **£80,000**
308 GTS 1980. Red, 8,000 miles **£79,995**
308 GT4. Blue chiaro, tan leather, 36,000 miles, fully restored & detailed by ourselves **£46,000**
308 GT4. Blue, magnolia blue leather, 39,000 miles, full body restored, concours..... **£50,000**
246 GT 1974. Blue chiaro, tan leather, fully restored by ourselves, 36,000 miles.....**POA**
246 GT 1974. Red, tan leather, 26,000 miles, 2 owners, restored by ourselves **£110,000**
246 GT 1974. Red, black leather, 32,000 miles, good history. Superb example **£92,000**

We have at present 5 Dinos being restored.

We are desperate to purchase 328s

(0629) 56999

UNIT 3/4/5 & 17 BROOKFIELD ESTATE, TANSLEY, MATLOCK, DERBYSHIRE

KRUSE INC.

KRUSE INTERNATIONAL

THE WORLDS LARGEST CLASSIC CAR **AUCTION** COMPANY PRESENT

Their Premier Event in England

To be held at the world famous Brands Hatch Racing Circuit on

JUNE 9th & 10th 1990

Ring

OAKLEIGH CLASSICS on

0227-374357

for England & Europe

Ring

GEORGE BLESSE on

0101-214-942-2481 USA

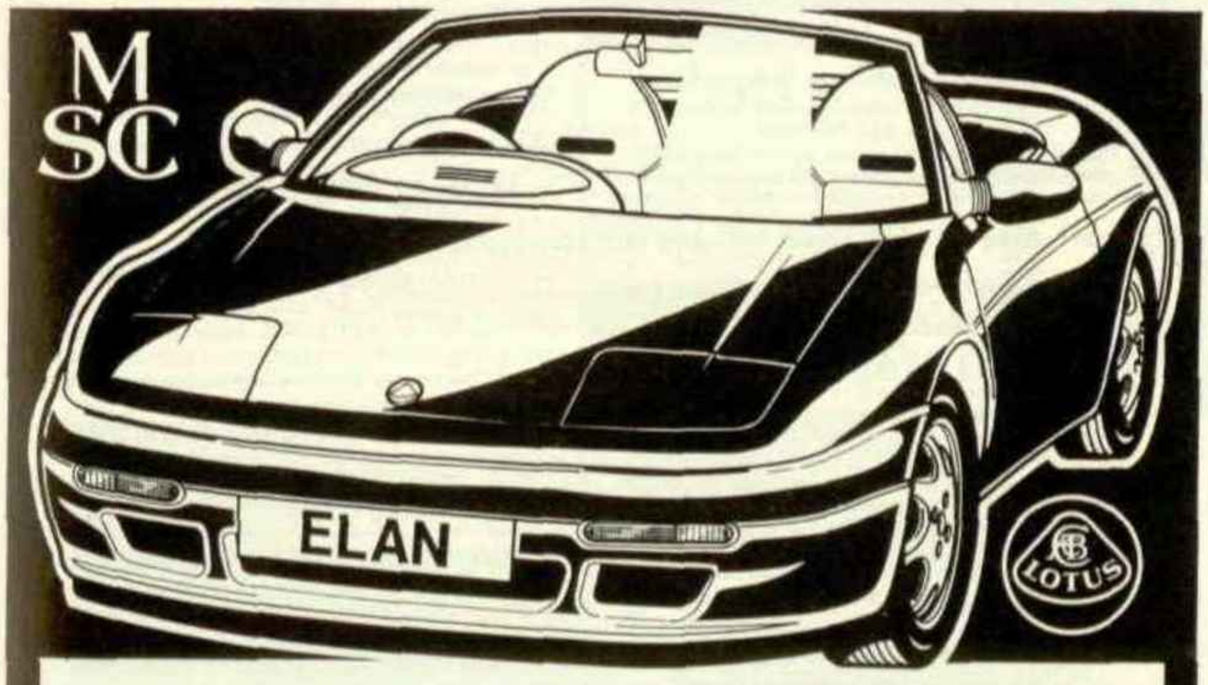
Entries now being invited



Moto-Lita

Since the early Fifties, Moto-Lita steering wheels have been selected by A.C., Aston-Martin, Rolls-Royce, Saab, Opel, British Leyland, Racing car manufacturers and International Race and Rally teams for their comfort, quality and functional good looks. Available in styles and colours to suit your taste and car, with boss applications for over 600 British, European, American and Japanese Cars, including Classics! Also Classic replacements now available for E Type, Cobra, Ace, Aston, Lotus and Cooper. Call or write for catalogue 2 × 19p stamps appreciated. $3.00 (BILLS please) USA. Trade and Export enquiries welcome!

Hand made in England by Moto-Lita Ltd. Dept PT, Thruxton Racing Circuit, Nr Andover, Hants SP11 8PW.
Tel: 026477 2811. Telex: 47178 Wheels G. Fax: 0264 773102.
Hours of business 8.30–5.30, weekdays.



LOTUS ESPRIT TURBO SE 1989 (F). Only 3,000 miles, full black hide, air conditioning, glass sunroof, Bluespot Toronto stereo, finished in metallic silver **£38,995**

LOTUS ESPRIT TURBO SE 1989 (F). 4,000 miles, full green hide, air conditioning, glass sunroof, Clarion 950HX stereo, finished in British Racing Green **£38,995**

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

LOTUS ESPRIT TURBO 1988 (F). 14,000 miles, full grey hide, air conditioning, Clarion stereo, glass sunroof, one owner, full service history, finished in black **£27,950**

LOTUS EXCEL SE 1989 (F). Only 4,000 miles, 1989 model year, full sand hide, air conditioning, Clarion stereo, finished in British Racing Green **£24,995**

LOTUS ESPRIT NA 1988 (F). Only 12,000 miles, full raven hide, one owner, Pioneer stereo, alarm system, full service history, finished in Calypso Red **£22,495**

LOTUS EXCEL SE 1987 (D). 17,000 miles, half sand hide, stereo, full service history, one owner, finished in metallic Jupiter red **£16,395**

TOYOTA CELICA 2.0i COUPE 1988 (E). 20,000 miles, air conditioning, electric sunroof, stereo, electric windows, full service history, finished in black **£11,495**

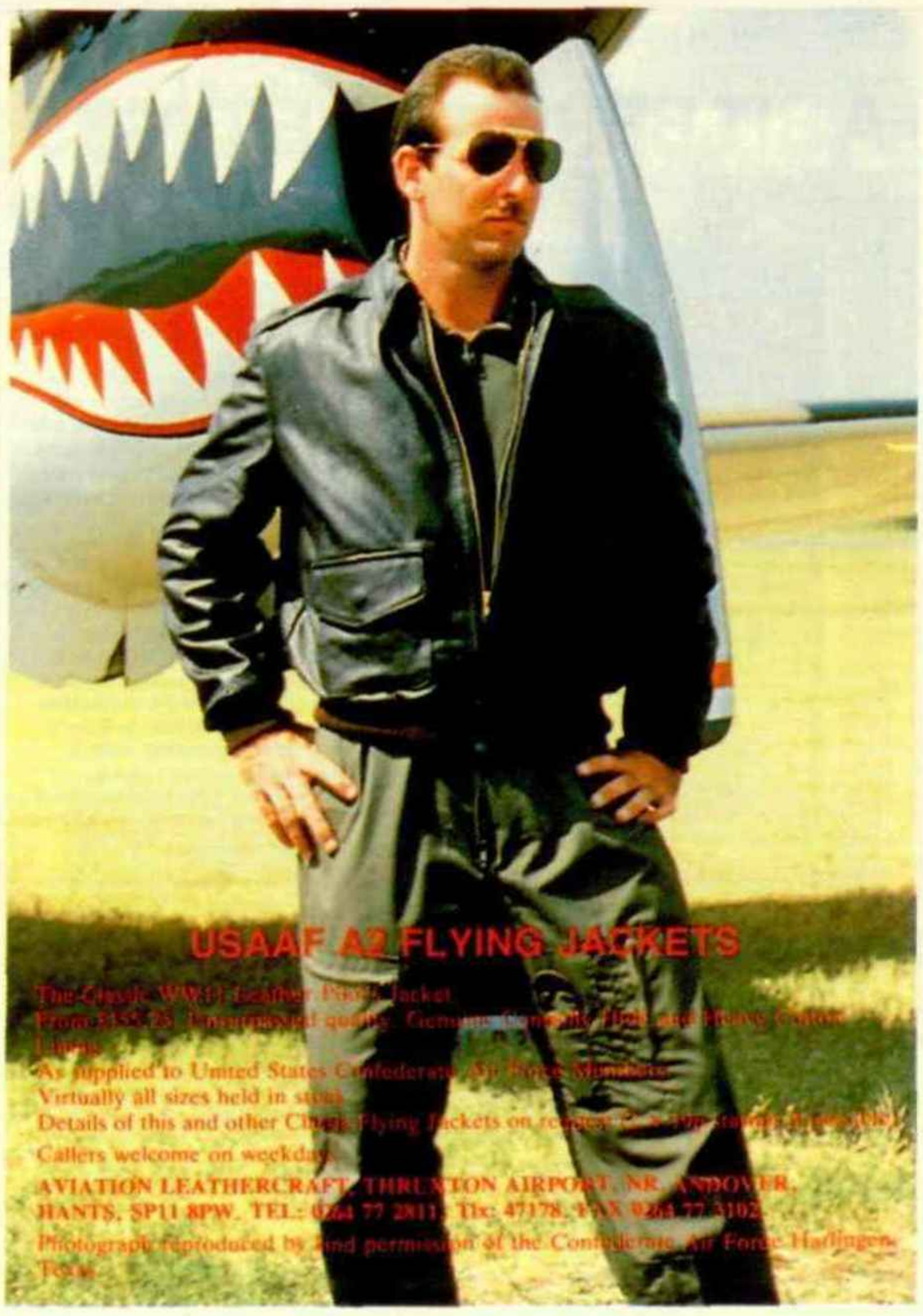
ALFA ROMEO SPRINT 1.7 COUPE 1988 (E). Only 11,000 miles, one owner, glass sunroof, stereo S & S by ourselves, finished in Alfa Racing Red **£7,495**

Motorway Sports Cars

Selected Lotus Dealer for Kent

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

CLASSIC LOTUS DEALER



RESTORATION SALES & SPARES

HARPERS

Tel: Kings Langley
(09277) 60299
FAX: (09277) 64813
Roger Davis 01-441 0904



MORGANS FOR SALE

MORGAN +8 1990. Black with red VM Connolly hide. Folding reclining seats, aluminium body & wings, door handles, delivery mileage. **£26,500**

MORGAN +8 1979. Rosso Corsa Red with black Connolly leather, aluminium body & wings, 23,500 miles, 1 owner from new, recent wings-off & bare metal repaint with total leather retrim. As new condition, superb throughout. **£17,950**

MORGAN 4/4 2 SEATER 1980. Signal red with stone leather trim, 38,000 miles, wire wheels. **£11,950**

MORGAN 4/4 2 SEATER 1982. Metallic ice blue with black trim, 1600cc Fiat twin-cam engine, 5-speed gearbox, wire wheels, luggage rack, +8 spots, wooden dashboard, 35,000 miles. **£12,450**

MORGAN 4/4 4 SEATER 1977. Jaguar silver with black leather interior, aluminium body & wings, wire wheels, stainless steel exhaust, 15,000 miles. Outstanding **£14,450**

MORGAN +4 2 SEATER 1964. Connaught green with black leather interior, LHD. Total restoration including new chassis, woodframe and all panelwork and wings. Professionally rebuilt to a very high standard. Full specification on request. **P.O.A.**

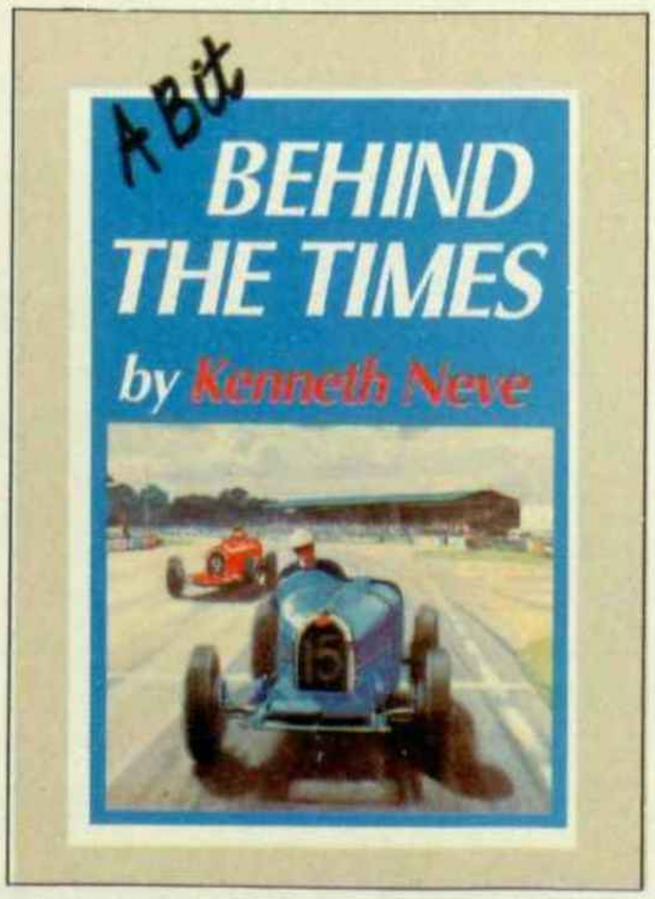
WE WILL BUY YOUR MORGAN

ATTENTION MORGAN OWNERS:
STAINLESS STEEL EXHAUSTS.
We have a full range of top quality stainless steel exhausts and manifolds for most Morgans. All stainless steel exhaust carry 25 year guarantee, and we offer immediate exchange. We can offer you a full fitting service or comprehensive fitting kit if you wish to do it yourself.

THE BOTHY, ESSEX LANE, HUNTON BRIDGE, KINGS LANGLEY, HERTS. WD4 8PN

KENNETH NEVE'S BOOK

A BIT BEHIND THE TIMES



Here is a unique book about motoring and competing in cars from the Edwardian to the Vintage period. The author, a Past President of the Vintage Sports-Car Club, is as enthusiastic about cars as anyone. He tells of the formation before the war of the very keen Northern Section of the VSCC and the characters and humourous incidents associated with that venture. Building cars for the first 500cc races, racing cars as diverse as Neve's GP Bugatti and 1914 TT Humber, constructing his famous 1911 London-Edinburgh 40/50hp Rolls Royce and re-enacting with it a classic Top-Gear Run, racing a Brough Superior motor-cycle at Brooklands and owning many fine cars from 30/98 to PII Rolls-Royce. It is all there, in Neve's methodical recording, with a host of fine pictures and a Foreword by Count Lurani. Treat yourself to some fascinating New Year reading!

PRICE £7.95 plus 55p P&P UK
OR 95p P&P
ALL OTHER COUNTRIES

SPECIAL OFFER
Order 2 Books or more and we will supply them at £7.50 per copy. Post free UK only

Please send me ..... copies of A BIT BEHIND THE TIMES
Make your cheque or PO payable to Grenville Publishing Co Ltd
PO Box 35, Standard House, Bonhill Street, London EC2A 4DA

Name .....

Address .....

.....

Post Code .....

RESTORATION SPECIALIST'S GUIDE



COACHWORK

RICHARD MEAD
COACHWORK IN IRELAND
Complete restorations ● New bodies ● Shaped panelwork ● Trimming ● Specialist in drop-heads and tourers ● Metal spinnings ● Pattern making ● Castings in non-ferrous metals
Tel: Richhill (N.I.) 0762 871932. 15 Retarnet Road, Hamiltonsbawn, Armagh, N.I. BT60 1LJ

MACHINING

COVENTRY BORING & METALLING CO LTD
For all your engine machining requirements. Boring/sleeving, grinding, inserting, surface grinding/milling, white metal bearings, aluminium welding, crankshaft welding/spraying etc., etc.
If quality counts contact
COVENTRY BORING & METALLING CO LTD
Coniston Road, Coventry. Tel. 0203 672372

POLISHING

CETEM Polishing Supplies
23 Plaistow Avenue, Hodge Hill, Birmingham B36 8HQ. Tel. 021 786 1840
'CETEM Polishing Kits' for metals, plastics, paintwork & glass. Full instructions provided. We supply the 'total abrasives system' to renovate your car above or below the bonnet. Send 75p for our 20 page catalogue to:
CETEM Polishing Kits (MS), 'Freepost', Birmingham B36 8BR

PORSCHE

AUTOFARM LTD
Cow Roast, London Road, nr. Tring, Herts HP23 5RE. Tel. 0442 890911, Parts: 891911. Fax: 890930
With fifteen years of Porsche specialist experience and two years in our modern premises our facilities for rebuilds and restorations include: 7 ramp workshop, project bay, engine room, bodyshop, parts department, Porsche sales etc.

TRIMMING

EDGWARE MOTOR ACCESSORIES
94 High Street, Edgware, Middx HA8 7HF
RUBBER and TRIMMING SPECIALIST
The largest range of rubber & sponge sections, rubber sheeting, strip & seals, felts, carpets, vinyls etc.
Tel 01-952 4789/9311. Fax: 01-952 4752 *Access & Visa*

CODASH
The Carpenters Yard, Heaverham Road, Kemsing, nr. Sevenoaks, Kent
Codash wood trim, repairs and restoration of wood trim for all classic cars to a standard which is simply impossible to better and at a price that is difficult to beat

CREECH COACHTRIMMING CENTRE
45 Anerley Road, Crystal Palace, London, SE19 2AS
Fine coachtrimming; Concours winning restoration, part retrims or repairs. DIY retail shop and advice. Mail order catalogue £1.00. Rubber sections, matting, chrome screws, leather, vinyl, carpet, headlining, panel clips, hood fasteners, soundproofing felt, window channelling etc.
Tel: 01-659 4135 Tues-Sat 9am-5pm

INSTRUMENTS

VINTAGE RESTORATIONS
Europe's leading company, established 1967, specialising in the restoration of classic and vintage instruments
Send for leaflet, ref. MS10.
The Old Bakery, Windmill Street, Tunbridge Wells, Kent, TN2 4UU, England

GENERAL RESTORERS

CRISTAL CARS
Collier Street, near Tonbridge, Kent TN12 9RR
Restoration, welding, respraying, leadwork, panel beating, specialising in sports cars of the 60s & 70s.
With over 20 years experience I am sure you will be happy with our work — we are only a phone call away
Collier Street (089273) 599

HIGHTONE RESTORATIONS LTD
Unit 5, Enstone Airfield, Enstone, Oxon OX7 4NP
HIGHTONE RESTORATIONS the North Oxfordshire specialists, complete restorations, servicing and repair of VINTAGE, THOROUGHBRED and CLASSIC CARS, including panel making, painting, trimming, ash framing, re-wiring, mechanical rebuilding and servicing.
Unit 5, Enstone Airfield, Enstone. Phone 060 872 328 for personal attention

S.V. RESTORATIONS
GROSVENOR ROAD, BILLINGBOROUGH, nr. SLEAFORD, LINCS. NG34 0QN
We specialise in the complete restoration of Vintage and Classic cars. Mechanical Engineering, body repair or replacement, painting, trimming and woodwork, specialising in ALVIS, ASTON MARTIN and BENTLEY
Selection of classic cars for sale
Telephone: 0529 240339

WELLINGTON GARAGE
SCOTLAND'S LEADING CLASSIC CAR RESTORERS
First class craftsmen, equipment and facilities. Specialising in Jaguar, MGB, Rover and Triumph. 20 years experience — So you can rely on us!
25 Rosebank Street, Dundee. Phone 0382 22340 to discuss your requirements

STORAGE

MANOR CAR STORAGE LTD
DEHUMIDIFIED STORAGE AVAILABLE
Full storage services by specialist company run by classic car enthusiasts, transportation, CarCare maintenance programmes.
P.O. Box 28, 28 Clavering, Saffron Walden, Essex CB11 4RA, England
Tel. 0799 550022 Fax. 0799 550878

IF YOU WOULD LIKE YOUR COMPANY INCLUDED IN THIS GUIDE PLEASE TELEPHONE

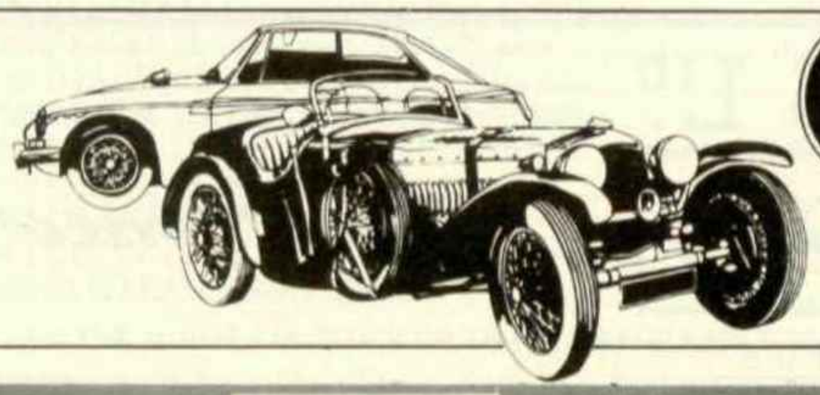
01-628 4741
extn. 144 for rates

HENDON WAY MOTORS

1964 AC COBRA MkII 289. Burgundy, 39,000 miles.
1962 AC COBRA MkI 289. Red
1989 ESPRIT TURBO. White, 3,000 miles.
1986 LOTUS ESPRIT S3. Red, 20,000 miles.
1989 FERRARI TESTAROSSA. Red, delivery mileage.
1984 FERRARI BOXER 512 BBi. Black, 21,000 miles.
1974 FERRARI BOXER 365 GT4 BB. Red, 19,000 miles.
1988 FERRARI 328 GTS. LHD, white, 9,000 miles.
1987 FERRARI 328 GTS. Red, 6,000 miles.
1987 FERRARI 328 GTB. Red, 9,000 miles.
1985 (SERIES) FERRARI 308 GTS QV. Red, 26,000 miles.
1983 (SERIES) FERRARI 308 GTS QV. Red, 35,000 miles.
1984 FERRARI MONDIAL QV. Red, 51,000 miles.
1983 FERRARI 308 GTB. Blue, 41,000 miles.
1982 FERRARI 308 GTSi. Red, 42,000 miles.
1981 FERRARI 308 GTB. Red, 23,000 miles.
1978 FERRARI 308 GTS. Red, 56,000 miles.
1976 FERRARI 308 GTB. Fibreglass, Maranello Challenge cup winner 2 years running. Reg. 100 GTB.
1976 FERRARI 308 GT4. Red, 44,000 miles.
1973 FERRARI DINO 246 GT. Yellow, 41,000 miles.
1973 FERRARI DINO 246 GT. Red, 28,000 miles.
1972 FERRARI DINO 246GT. Blue, 46,000 miles.
1966 FERRARI 330 GT 2+2 MkII. Blue, 57,000 miles.
1983 LAMBORGHINI COUNTACH 5000 S. RHD, white, 8,000 miles.
1976 LAMBORGHINI URRACO P300. LHD, blue, 35,000 miles.
1976 LAMBORGHINI URRACO P250. Red, 22,000 miles only.
1965 LAMBORGHINI 350 GT 2 Seater. Silver.
1973 JAGUAR E-TYPE V12 ROADSTER. Red, 34,000 miles.
1973 JAGUAR E-TYPE V12 ROADSTER. Red, 58,000 miles.
1973 JAGUAR E-TYPE V12 ROADSTER. BRG, 29,000 miles.
1972 JAGUAR E-TYPE V12 2 + 2 Auto. Navy, 34,000 miles, personalised No.
1970 JAGUAR E-TYPE 4.2 ROADSTER. Red, 18,000 miles, 1 owner, ex Rolling Stones.
1966 JAGUAR E-TYPE 4.2 FHC SERIES 1. Blue
1965 JAGUAR E-TYPE 4.2 FHC SERIES 1. Red.
1989 PORSCHE 911 TURBO COUPE. Red, 2,000 miles.
1987 PORSCHE 911 TURBO. Blue, 3,000 miles.
1983 PORSCHE 911 TURBO. Silver, 38,000 miles.
1980 PORSCHE 911 TURBO. White, 59,000 miles.
1989 PORSCHE 911 CARRERA SSE TARGA. Blue, 6,000 miles.
1989 PORSCHE 911 CARRERA SPORT COUPE. Red, 5,000 miles.
1989 PORSCHE 911 CARRERA SPORT TARGA. Black, 10,000 miles.
1988 PORSCHE 911 SSE CABRIOLET. Red, 9,000 miles.
1988 PORSCHE 911 CARRERA SPORT. Celebration model, 7,000 miles.
1987 PORSCHE 911 CARRERA SPORT TARGA. White, 30,000 miles.
1987 PORSCHE CARRERA SPORT COUPE. Red, 12,000 miles.
1987 PORSCHE 911 CARRERA SSE COUPE. Red, 10,000 miles.
1987 PORSCHE 911 CARRERA SSE COUPE. White, 22,000 miles.
1986 PORSCHE 911 CARRERA SPORT COUPE. White, 27,000 miles.
1984 (SERIES) PORSCHE 911 CARRERA COUPE. Red, 42,000 miles.
1983 PORSCHE 911 SC SPORT CABRIOLET. White, 59,000 miles.
1982 PORSCHE 911 SPORT TARGA. Moccha black, 52,000 miles.
1973 PORSCHE 911 CARRERA RS. Black.
1973 (SERIES) PORSCHE 911 RS. White.
1987 PORSCHE 928 S4 AUTO. Diamond blue, 29,000 miles.
1986 PORSCHE 928 S2 AUTO. Prussian blue, 39,000 miles.
1986 (SERIES) 928 S2 AUTO. Iris blue, 41,000 miles.
1985 PORSCHE 928 S2 AUTO. Prussian blue, 37,000 miles.
1964 BENTLEY S3. Blue/grey.
1956 BENTLEY S1 CONTINENTAL Park-Ward. Sable.
1936 BENTLEY 4¼ Pillarless Coupe. Gurney Nutting, navy, sunroof, very original, full history.
1976 LANCIA STRATOS. Red, 32,000 miles.
1975 LANCIA STRATOS. 1 owner, 20,000 miles.
1977 ASTON MARTIN V8. BRG, 25,000 miles.
1964 ASTON MARTIN DB5. Burgundy, good history.
1959 MERCEDES 190SL ROADSTER. Blue.
1984 BMW 635 CSi AUTO. Met. pale green, 66,000 miles.
1986 (SERIES) TVR 280i. White, 28,000 miles.

WE ARE DESPERATELY SEEKING MODELS OF FERRARIS, ASTON MARTINS, JAGUAR E-TYPES AND A.C.'s

393-395 Hendon Way London NW4 3LP. Telephone 01-202 8011/2 **EST 1952**



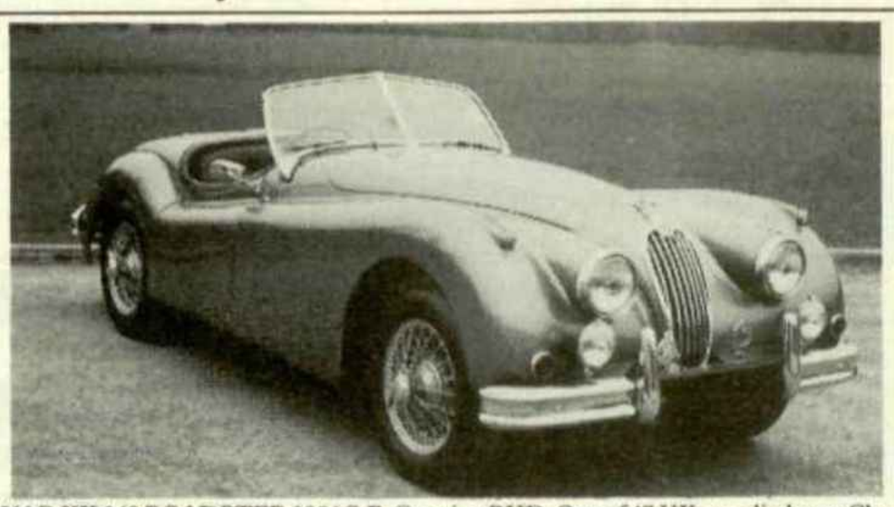
PLUS 4S

061-426 0333. Mobile: 0836 611938
After hours: 061-449 9575
Fax: 061-426 0149

For sporting cars of all ages



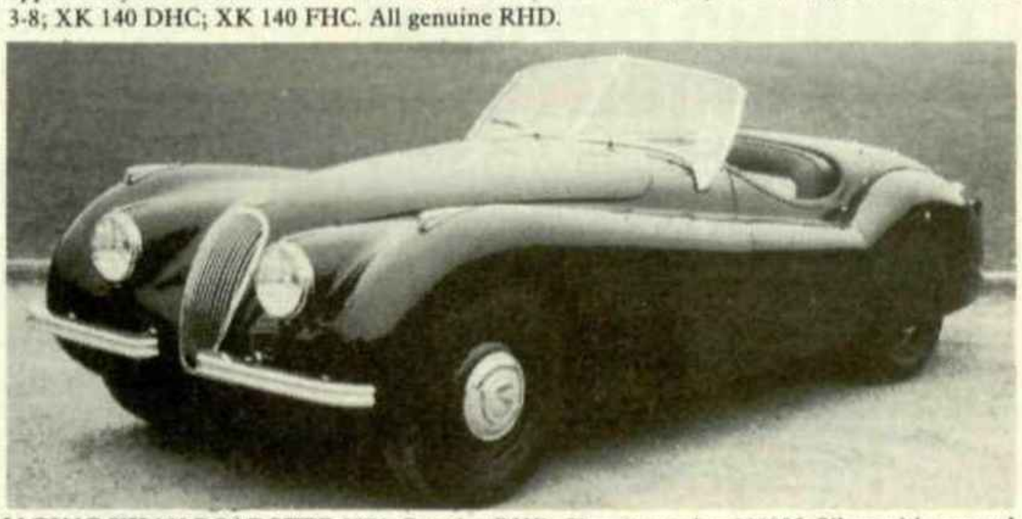
ALVIS SPEED 20. Choice of two cars. Both open 4 seat tourers by Cross & Ellis. One is a 1934 SB series, the other a 1935 SC series. (Above) Both in excellent condition. Please telephone for details.



JAGUAR XK 140 ROADSTER 1956 S.E. Genuine RHD. One of 47 UK supplied cars. Chassis no. S800069. Old English white with red leather upholstery. Excellent restored condition. An opportunity to own one of the most desirable XK's (Similar to above). Also available: XK 150 DHC 3-8; XK 140 DHC; XK 140 FHC. All genuine RHD.



JAGUAR E-TYPE SERIES I ROADSTER 1967. Genuine RHD. Midnight blue with black leather, chrome wire wheels. Superb original condition.



JAGUAR XK 120 ROADSTER 1951. Genuine RHD. Chassis number 660385. Silver with new red leather upholstery. Excellent restored condition. (Similar to above).

PLUS 4 MOTORS · 219 LONGHURST LANE · MELLOR · STOCKPORT SK6 5PN.
You can telephone us 9am-10pm 7 days each week. Do please telephone before visiting to ensure we shall be open.

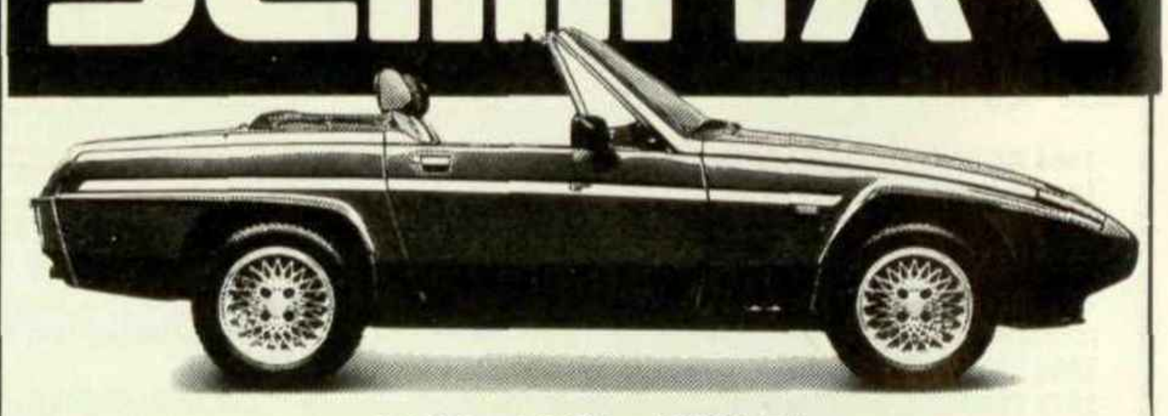
CLASSICS & SPORTSCAR CONSULTANTS LTD

CITROEN LIGHT 15. Slough built, right hand drive, superbly restored, cream with red interior, 1953.
AUSTIN 7 BOX SALOON. Structurally & mechanically excellent but paint & interior poor.
TRIUMPH TR3A. Genuine R.H.D., imported from Bermuda so very original and in excellent condition.
ASTON MARTIN DBS 6 AUTO. A good car requiring some cosmetics.
MORGAN 4/4 1937. Correct Climax engine, very good condition, twin spare wheels.
DAIMLER XJ6 COUPE. Squadron blue, correct factory alloys.
FERRARI 308 GTB FIBREGLASS. 1976, factory black with black hide, 32,000 miles, absolutely mint condition, full history, L.H.D.

For more details, please phone

0836-580588 or Fax 0494-432407

SCIMITAR



1400 · 1600 · 1800 Ti

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

RELIANT

BMW 2002 CENTRE

JAYMIC

0263 511710/512883
SPARES REPAIRS RESTORATION
Send £1 for catalogue
JAYMIC Ltd., Norwich Road
Cromer NR27 0HF

VINTAGE TYRE RANGE



Vintage, Veteran & Classic Tyres including the Firestone range... Quality, reliability, authentic tread patterns and realistic prices!

Lambrook Tyres

VINTAGE . CLASSIC . VETERAN
Farway, Colyton, Devon. PH (0404 87) 282

FERRARI NEWSLINE

If you are buying or selling, or just an enthusiast you must call

0839-500-827

• STATE OF THE MARKET • CURRENT PRICES
• INVESTMENT TIPS • REGULARLY UPDATED

Calls charged at 38p per minute peak. 25p per minute off-peak.

PORSCHE 911 CARRERA SPORT TARGA

1.8.87
27,300 miles, red, black pinstripe, full specification, FSH
£32,000
FORWARD TRUST LTD
LEICESTER 626721

WYKEHAMS LTD

Morgan



Alfa Romeo

6 KENDRICK PLACE · REECE MEWS
SOUTH KENSINGTON · LONDON SW7



LONDON'S LEADING OFFICIAL DISTRIBUTOR
Late Morgans always in stock

WANTED
Your Morgan — ring now for a staggering cash offer

Also Servicing & Repairs, Parts & Accessories

MORGAN

HIGH PERFORMANCE CAR SPECIALISTS

BMW M1

One of 450 built, finished in GP white with black leather, air conditioning, German spec, 19,000 miles only. Timewarp original condition.



Tel: 01-589 6894
Fax: 01-589 8886

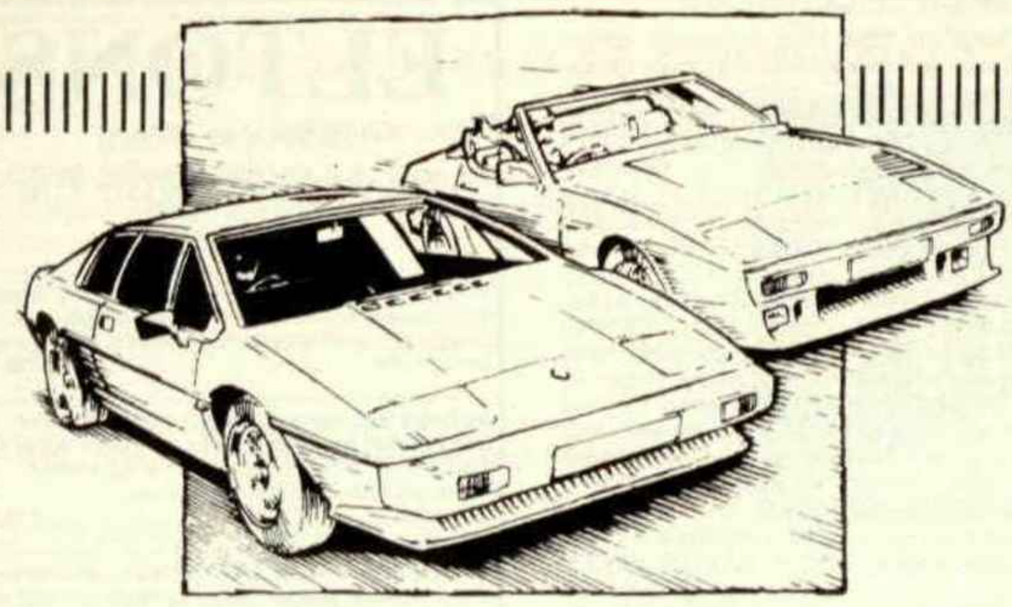


CENTRAL LONDON'S MOST CONVENIENTLY SITUATED OFFICIAL DISTRIBUTOR

With all models available ex stock and demonstrations by experts.

Try our lease purchase schemes.

Remember our local servicing and parts facility.



THE DRIVING AMBITION

If you want to own a car of exceptional quality, reliability and performance, then visit Christopher Neil.

We have the largest selection of Lotus cars in the world and are also main dealers for TVR sports cars.

And all this is backed by a 15 year reputation for absolute dedication, genuine customer care, professional advice and parts and servicing support.

LOTUS

1988 F ESPRIT TURBO (89 Mod). Med blue, cream hide, 3,000 miles £29,950
1988 E ESPRIT TURBO. Red, black hide, full spec, 19,000 miles £23,950
1987 D ESPRIT TURBO HC. White, red hide, full spec, 22,000 miles £21,650
1986 D ESPRIT TURBO. BRG, cream hide, full spec, 25,000 miles £19,950
1984 B ESPRIT TURBO. Glacier, blue hide, full spec, 42,000 miles £16,750
1982 Y ESPRIT TURBO. Red, sand hide, FHS £9,950
1988 F ESPRIT NA. Black, sand hide, "roof", 3,500 miles £24,950
1986 D ESPRIT S3. White, blue hide, 28,000 miles £16,950
1986 C ESPRIT S3. Black, gold hide, 12,000 miles £16,750
1984 B ESPRIT S3. Silver, blue hide, a/con, 42,000 miles £12,750
1989 F EXCEL SE. Blue, cream hide, 8,000 miles £20,950
1986 D EXCEL SE. Red, magnolia hide, 36,000 miles £13,750
1985 B EXCEL 111. Essex, cream hide, 28,000 miles £10,950
1984 B EXCEL 11. Silver, blue hide, 49,000 miles £9,950
1980 V ELITE 501. Red, black trim, 48,000 miles £4950
1971 J ELAN SPRINT DHC. Yellow/white, fully restored £19,950
1972 L ELAN +2S130. Lagoon blue, fully restored £11,950
1987 CATERHAM SPRINT. Red/alloy, 9,000 miles £10,750

NEW TVR MODELS IN STOCK OR TO ORDER FOR EARLY DELIVERY.

TVR

1989 G 400 SE. Mica blue, cream hide, 1,000 miles £25,750
1988 F 420 SE. Mica blue, grey hide, 8,000 miles £24,950
1987 E 390 SE. Oceanic blue, 1/2 grey hide, 18,000 miles £16,950
1987 E 390SE. Midnight blue, biscuit hide, 34,000 miles £16,500
1986 C 350 I. Silver, red hide, FSH, 49,000 miles £13,750
1985 C 350 I. Silver, red trim, TVR reg. no., 29,000 miles £13,500
1983 A 280 I DHC. Artic white, red trim, FSH, 39,000 miles £9,950
1989 G S2. Mica blue, grey hide, 1,000 miles £16,950
1987 E 'S'. Arabian blue, cream hide, 15,000 miles £12,950
1982 Y 200 COUPE. Black, biscuit trim, FSH £5,950

AUSTIN HEALEY

3000 MK III PHASE 2. British Racing Green, rust free, good mechanics £17,950
3000 MK I. Brown, virtually rust free, good mechaics £11,950
100/6. Red, good, rust free car £9,950

ALL CLASSIC LOTUS FULLY RESTORED TO ORDER

LOTUS ELAN CHOICE OF 10, LOTUS ELAN +2 CHOICE OF 6 FROM £3,000

This is just a sample from our stocks. Do please call us for a complete and up to date list as new cars are arriving daily. Leasing/lease purchase facilities are available at competitive rates. We are always keen buyers of Lotus and TVR.

TVR TVR TVR

CHRISTOPHER NEIL LTD

MIDDLEWICH ROAD · NORTHWICH
CHESHIRE · CW9 7BP · ENGLAND
TEL 0606 47914 · TELEX 665732

390 SE

1987 (E) S/1 Convertible, claret metallic, grey hide, PAS, 9,000 miles **£19,995**

350i's

1989 (F) S/2 Convertible, Mercury grey, magnolia hide, Wilton, 2,500 miles **£19,950**

1989 (F) S/2 Convertible, white, black hide, SEAC spoiler, 13,000 miles **£19,250**

1988 (F) S/2 Convertible, Nautical blue met, magnolia hide, 14,000 miles **£18,450**

1984 (B) S/1 Convertible, Henna red, peat trim, 40,000 miles **£11,500**

1984 (A) S/1 Convertible, metallic gold, peat trim, 22,000 miles **£10,950**

TVR "S"

1989 (G) 2.9 "S/2" Convertible, Claret met, slate hide, Wilton, 4,500 miles **£17,995**

1989 (G) 2.9 "S/2" Convertible, Midnight blue, magnolia half-hide, 200 miles **£17,250**

1989 (G) 2.9 "S/2" Convertible, Italian red, magnolia int, 5,500 miles **£16,450**

1988 (F) 2.9 "S/2" Convertible, Regal red, grey half-hide, 15,000 miles **£15,250**

1988 (E) TVR "S" Convertible, Italian red, black hide, black hood, 20,000 miles **£12,995**

280i's

1985 (B) S/1 Convertible, Tahiti blue, blue int., blue hood, 2 owners, 30,000 miles **£10,450**

1984 (A) S/2 Coupe Auto, Crystal green, green interior, Wilton, C/D/L alarm, 34,000 miles **£8,450**

1982 (X) S/2 Coupe, white, blue interior, auto, sunroof, coded wheels, 50,000 miles **£6,950**

PERFORMANCE ALL ROUND

The TVR Centre is the UK"s largest TVR dealership. We always keep an extensive range of new and used models, and we"ve got the largest stock of parts and accessories outside the TVR factory itself. In addition to routine servicing we can offer retrimming facilities, vandal damage repairs, engine/suspension modifications, crash repairs, collection/recovery service, hire car facilities, TVR regalia . . . in fact anything for your TVR!

Remember we only deal in TVR"s and collectively have over 40 years experience.

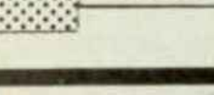
THE TVR CENTRE
Barnet Road, Arkley, Barnet, Herts
Telephone **01 440 6666** (sales)
01 449 4939 (service/parts)
0836 383240 (mobile buyer)

GILES COOPER LIMITED

1923 Bugatti Type 23 ..... **£82,000**
1928 Bugatti Type 44 ..... **£220,000**
1966 Westfield Eleven. **£9,995**
1971 Escort RS1600 Works Tarmac..... **£5,750**
1937 Austin 7 Van (chrome radiator) **£4,950**
1934 MG PA **£14,750**

Hampshire Sevens

THE BARN, THATCHED COTTAGE FARM, FILMORE LANE, PRIVETT, NR ALTON, HAMPSHIRE
TEL: 0730 88208
0730 65742 EVES
or MOBILE 0860 834070



FOR SALE — continued

FERRARI 308 GTB, Fibreglass, 1977, 19,000 miles, red, black interior, excellent car, private sale. To avoid time wasters please reply to Box 7258. (CC070387

1969 MGB Tartan red, new reshelled, sold black leather seats with red piping, w/wheels, o/d, new throughout £12,950. Tel: 08846 599.

1926 MODEL T FORD Roadster with Dickley. RHD fully restored and correct for year with original wire wheels. £15,250. Tel: (0386) 47471 or (0860) 291969 (Worcs). (30285

ROLLS ROYCE 20/25 1934 attractive 4-light saloon by Park-Ward; black/yellow, low mileage, very sound and original, £23,000. Tel: (0900) 827714 (Cumbria). (001477

ASTON MARTIN DB2/4 1953 2.6 Vantage, RHD. Chassis LML-520, engine VB6E/50/1256 (original). Beautiful, straight body, early works service history, blue-grey with blue trim, undergoing major service and inspection at Aston specialist February 1990. Ideal historic competition car — eligible for all major events. Guide price £40,000. Would part exchange for 1950s Jaguar XK or saloon, interesting pre-war car or Aston DB2, DB Mk3, or parts thereof. Others considered. Telephone Hovingham (065 382) 283, or write: Andrew Leeson, Low Farm, Butterwick, Malton, N. Yorks YO17 0PS. Viewing in London or Yorkshire. Trade. (231768

FOR SALE — continued

ASTON MARTIN DB6 1966 Automatic British Racing Green with black hide, concours condition for sale by AMOC member outright or P/exchange with DB4, 5 or 6. In any condition but with manual gearbox. Tel: (0932) 786819 (office) or 853085 (home). (2PF

1973 PORSCHE RSR, one of the 15 factory 'IROC' cars, serial #9114600035, correct engine #6840029, production #1040215, expert total restoration just completed, Gulf blue, third owner, first $350,000 secures. Shipping assistance. (813) 735-1008 Florida, USA. (CC21043

1928 BEAN 14 HP 4 cylinder complete and sound. Needs full restoration. Stored in barn in Australia for past 30 years. Fascinating, original documentation included with this rare and exceptionally well built car. £7,500. Tel: (0386) 47471 or (0860) 291969 (Worcs). (30285

MG SA SALOON, 1936, black, burgundy, professional chassis-up rebuild completed in 1987, elegant, rare sports saloon, £27,000. (0483) 222012. (CC067387

1923 BUICK R.H.D. four seater tourer. 4 cylinder OHV with full weather equipment and leather upholstery. A beautifully restored spacious example of this better quality American make. Spare engine and gearbox and rear axle available. £18,500. Tel: (0386) 47471 or (0860) 291969 (Worcs). (30285

ELTONS

(Spencer Elton)

Racing and Classic Car Specialists

1970 Jaguar E-Type Series II 4.2 Manual F.H.C. Signal red, black leather trim, fitted chrome wire wheels, radio cassette etc, recent total refurbishment, this must be the finest on offer **£39,995**

AC Cobra Mk2. 289 replica by 'GE'. Actual show and demonstration car. British Racing green, green leather trim, fitted 4.7 engine. Halibrand type wheels, full weather equipment, identical to the real thing, very impressive **£19,995**

Kougar Jaguar 2 Seater Sports. Burgundy/white leather trim, 4.2 running gear, very period motor car, stunning and exhilarating, totally mint **£16,995**

1985 (B) BMW 635 CSia Sports Coupe. Alpine white/black leather, one owner, fitted EH 4 sp auto pas, electric sunroof, radio cassette, abs, alloy wheels, etc, etc, super looking car **£15,995**

1970 (H) Jaguar E Type Series 2 2+2 Manual FHC Coupe. Black/light grey trim, 2 owners, 69,000 miles, fitted wire wheels, full length sunroof etc, needs tidying but totally original, drive away **£14,995**

Reynard 873 Class B Formula 3 Racing Car. Completely rebuilt 6 races from new, Demon Swindon Volkswagen engine (50 miles) etc etc, complete with spare wheels, etc, sorted set up and ready to race **£11,995**

1969 Triumph Bonneville T120R 650 Motorcycle. Totally rebuilt, mint condition, rapidly appreciating, end of an era **£3,995**

1969 H Norton Mercury 650cc Motorcycle. Metallic grey, this bike is in as new condition, appreciating rapidly, must be viewed **£3,995**

COMING SHORTLY — Rolls Royce Shadow II. Porcelain white/blue trim, 62,000 miles, colour coded, special plates, usual refinements, tremendous value **£19,995**

Urgently required Automobilia (ie) Paintings, Prints, Postcards, Toys etc etc

Part exchanges considered (especially racing cars); Finance arranged (Subject to Status); Fine motor cars urgently required; New cars supplied

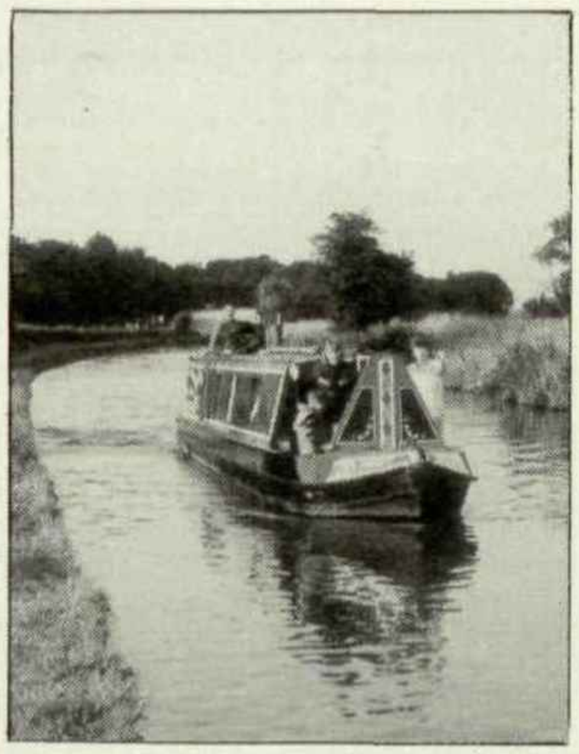
Urgently required British motor cycles

Tel: Trowbridge (0225) 764564
also Westbury (0373) 822682
Mobile (0860) 225288
View by appointment only

Genuine Mercedes Benz PARTS
for all
NON-CURRENT MODELS
in stock
NOW!

- Huge stocks
- Prompt Delivery
- Very Keen Prices

TRY US FIRST
Phone Kevan or Martin on
0742 753391



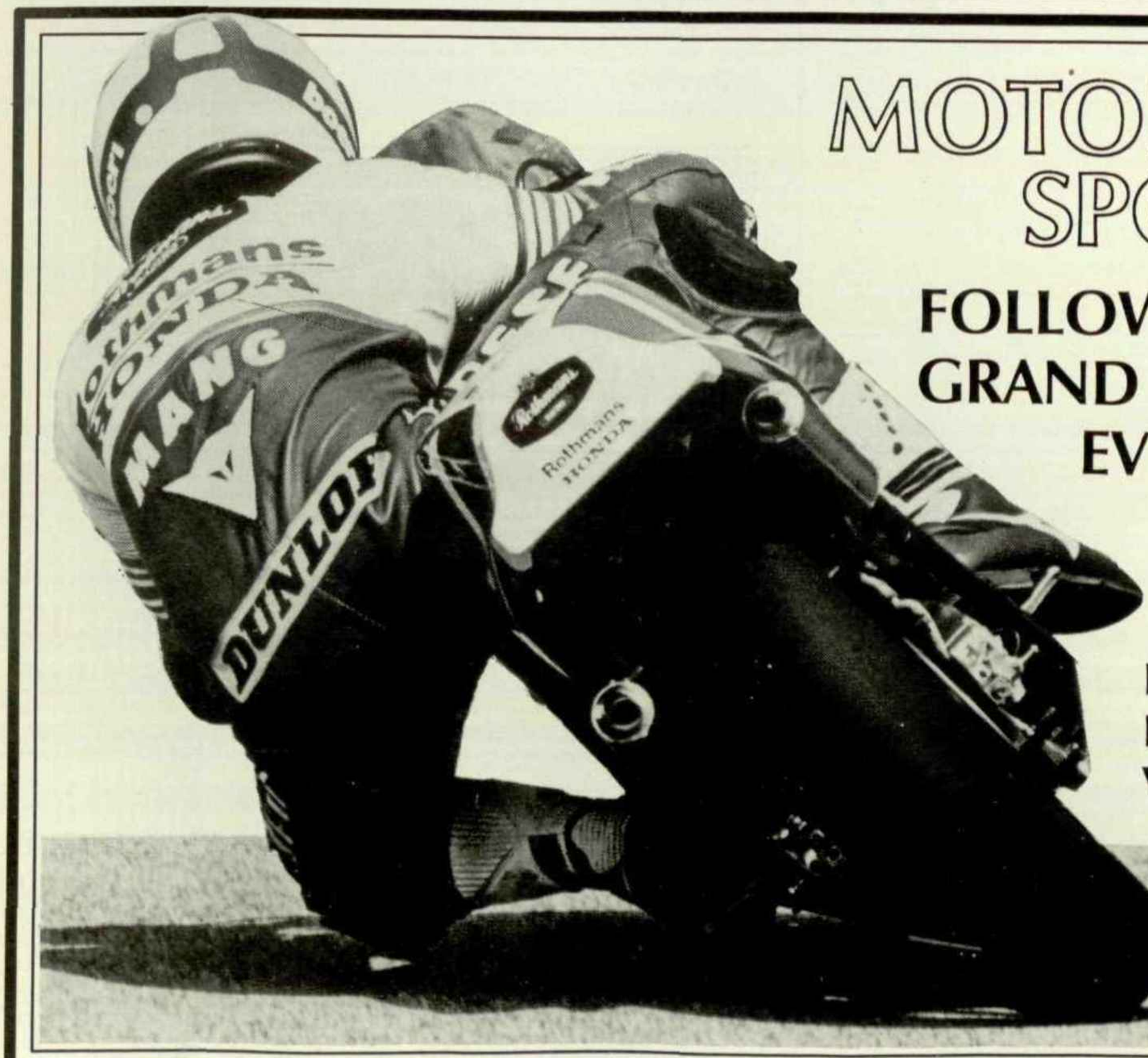
NEVER TRIED A CANAL HOLIDAY?

. . . you are missing a great deal!

- *Delightful travel* through beautiful remote countryside and bustling towns.
- *Freedom* to go where you like and stop where you want.
- *A choice* of 5 different week's cruises from our base including the famous Llangollen canal.
- *Comfortable traditionally styled and decorated boats* with showers, flush toilets, fridges, carpets, even central heating!
- *Driving is easy* — we teach you.

Free colour brochure from:

MIDDLEWICH NARROWBOATS
40, Canal Terrace,
Middlewich, Cheshire, CW10 9BD
Tel: 060 684 2460



MOTORCYCLE SPORT

FOLLOW THE 1990 GRAND PRIX SEASON EVERY MONTH

Plus

INDUSTRY NEWS
ROAD TESTS
VINTAGE REPORTS

AT YOUR NEWSAGENTS
£1.15

THE CHRISTOW CARRIAGE COMPANY LTD · OFFICIAL LOTUS DEALERS FOR THE SOUTH WEST

USED CAR LIST

LOTUS ESPRIT TURBO S.E. Charged cooled, 1989 (F), Calypso Red with full Sand hide. Air conditioning, sunroof, Alpine stereo ..... **.POA**

LOTUS ESPRIT TURBO 1989 (F). Calypso red, full sand leather, air conditioning, glass sunroof, stereo, one owner, 10,000 miles, supplied and serviced by us..... **£27,995**

LOTUS EXCEL S.E. 1989. Vulcan Grey metallic, full light grey hide, air conditioning, Kenwood stereo, 5,000 miles..... **£26,995**

LOTUS ESPRIT N.A. 1989 (G). Champagne Gold with full leather upholstery, sunroof, only 2,000 miles, considerable saving on new price..... **£26,995**

LOTUS EXCEL 1989 (G). Silver Frost with full blue leather interior, Clarion 950 stereo, one owner, 8,000 miles..... **£25,995**

CHRISTOW

CHRISTOW ROAD ▪ MARSH BARTON
EXETER EX2 8QT ▪ TEL (0392) 413607

LOTUS EXCEL SE 1989 (F). Calypso red with full magnolia leather, only 2,000 miles by lady owner, supplied by us, Lotus warranty..... **£23,995**

LOTUS ESPRIT TURBO 1986 (C). Mediterranean blue, grey half leather, air conditioning, glass sunroof, full service history, Lotus warranty..... **£16,995**

LOTUS CATERHAM SEVEN. First registered 1990. Fitted with fully reconditioned Lotus twin-cam engine. Red/aluminium body, long cockpit, roll-over bar, full weather equipment, Revolution alloys, delivery mileage only, warranty **£12,500**

CATERHAM SEVEN SUPER SPRINT 1700cc. First registered 1990. BRG/aluminium body, long cockpit, roll-over bar, full weather equipment, Compomotive alloys, delivery mileage only, warranty **£11,500**

The only official LOTUS dealer in the South West —
We sell and maintain only Lotus Cars

Contact us for New and Used Cars, service by factory-trained technicians and all parts and for earliest delivery of the new Lotus Elan

QUEENSBERRY SCIMITAR

NEW CARS

Middlesbride Scimitar GTE. Manuel, dark metallic red, fully equipped.
Scimitar SS1 1600. Red, alloy wheels.
Hyundai Sonata 2.0i. GLS.
And full range of other Hyundai models.

SCIMITAR SCIMITAR SS1

PRE-OWNED CARS

1978 Maserati Kyalami, unmarked metallic blue, 5-speed, **£39,000. 1968 Lotus Elan 2+2,** unmarked, big valve head, **£7,995. 1977 Scimitar GTE,** white, auto, excellent example, **£4,495. 1987 Ford Orion 1.6i Ghia, £6,995. 1968 Ginetta 915** (rebuilt engine) **£4,495. Sonata 2.0 GL** (Demonstrator), gold, **£9,995. 1988 (G) Sonata 2.4i GLS Auto,** 2,500 miles, finished in black, **£11,395.**

We also have a selection of Scimitar SE5/5As

WE OFFER A VAST RANGE OF SPARES FOR SCIMITARS AND HYUNDIA'S FIRST CLASS BODYWORK & MECHANICAL REPAIRS ON ALL MAKES OF CARS.
WANTED: SCIMITARS and SS15

QUEENSBERRY ROAD GARAGE
28-32 Queensberry Road, Kettering, Northants NN15 7HL.
Tel: 0536 513351 (24hr)

QUEENSBERRY HYUNDAI

PEAK VIDEO

Matlock (Town) Railway Station, Derbyshire
BRITAIN'S N° 1 TRANSPORT VIDEO SHOP
with the largest range of titles in VHS & Beta formats, and facilities to PREVIEW BEFORE YOU BUY.
At Matlock (Town) Railway Station, Derbyshire
Open 10.00am to 5.00pm every Saturday and Sunday

THIS MONTH'S PEAK SELECTION

MGB Experience. 55 mins **£14.99**
Porsche 911 Experience. 55 mins **£14.99**
E-Type Jaguar Experience. 55 mins **£14.99**
Formula 1 Review 1989. 175 mins **£29.90**
Bugatti Video. 120 mins **£59.00**
MG Film Library I. 56 mins **£19.95**
Austin Film Library I. 90 mins **£19.95**
Mini Video. 75 mins **£15.95**
Pirelli Classic Marathon 1989. 49 mins **£14.95**
Manx Classic Car Sports '89. 45 mins **£19.95**
Super Car — The Story of the Panther Solo. 52 mins **£14.95**
Jim Clark — The Legend. 60 mins **£9.99**
1989 Shell British Open Rally Championship. 120 mins **£9.99**
1989 Esso British Touring Car Championship. 120 mins **£9.99**
1989 Mille Miglia. 50 mins **£9.99**
Jaguar at Le Mans 1935 ..... **£19.55**
Oulton Park Greatest Hits Vol. 4. 40 minutes **£9.99**
Paris Dakar 89, Power and Glory. 73 mins **£29.90**
Henry Tolvonen — His Rally Days. 60 mins **£17.25**
The Year of the Sierra. Sierra's in '87, 50 mins **£14.95**
The Year of the Cortina. Cortina's in '64, 30 mins **£14.95**
Camel's Trophy '89. 60 mins **£24.95**
Genesis to Revelation. The 6R4 story, 35 mins **£14.95**

ALL TAPES SUBJECT TO AVAILABILITY. MAKE CHEQUES P.O.s PAYABLE TO PEAK VIDEO. ACCESS AND VISA ACCEPTED. Express Mailorder Service from: PEAK VIDEO, PO BOX 404, DRONFIELD, SHEFFIELD S18 5QA or TELEPHONE 0246 411562 (24 hours)

AUTOFARM

CARRERA RS

RST, RHD Choice of 2, one fully restored, white, full history, one black, full history
RST, LHD One owner, 47,000 miles, Bahia Red
RST, LHD Super original, orange
Call for full details and price

1988 (F) Clubsport Carrera LHD, 1,200 miles ..... **OFFERS**
1989 Carrera 4 Velvet red, 4,000 miles, fsh **£53,950**
1990 Carrera 2 Cabriolet Guards red, delivery miles... **POA**
1972 LHD 911 2.4S Coupé Blood orange, one owner, factory maintained, immaculate and original **£28,000**
1984 (B) 924 Guards red, 68,000 miles, fsh..... **£8,250**
1985 (C) 944 Guards red, 27,000 miles, fsh..... **£13,500**
RHD Carrera GT 1,250 miles only..... **POA**
2.7 RS Carrera Replica LHD, Class A production racer **£23,000**
1978 SC Sports Targa Black, fsh, prepared for the start up challenge. Ideal cheap road/race car **£15,500**
1985 (C) 924 White, 53,500 miles, turbo, alloys, fsh. **£9,450**

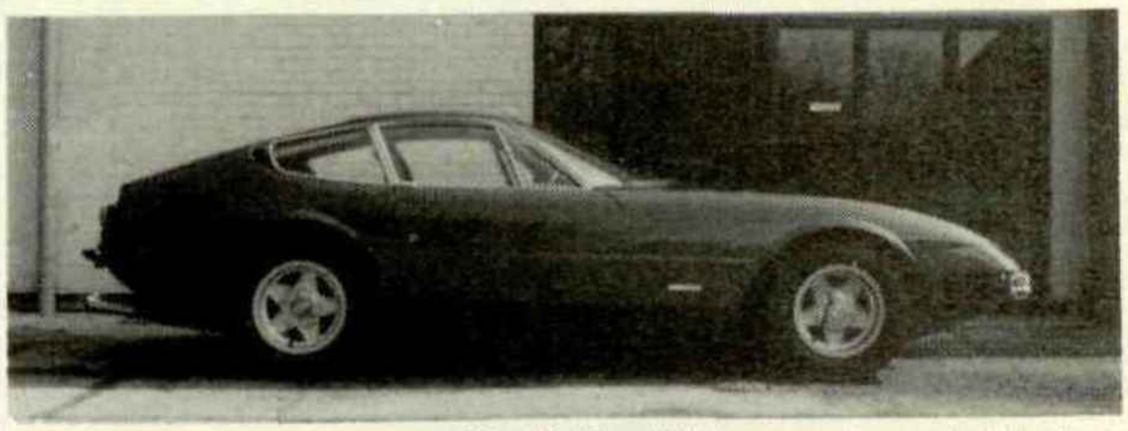
1972 De-Tomaso Pantera Red, only 11,000 km! ... **£27,500**

WANTED: All pre-1986 good condition Porsches

In our PARTS DEPARTMENT we specialise in mail order, and carry a huge range of Porsche parts, many at below Porsche prices. In addition, we have f/g body panels, exhausts, books etc. Please call in or phone for parts, advice or a chat! ***Direct parts line, 0442 891911.***

COW ROAST, LONDON RD (A41), Nr TRING, HERTS HP23 5RE, 0442 890911

DK ENGINEERING



FERRARI 365 GTB/4 Daytona. Metallic blue, RHD, extremely good original car. Lots of history.



JAGUAR XK 120 ROADSTER 1952. Left hand drive, red with black interior, special equipment model. Concours condition.
FERRARI 308 GTB QV 1983. 25,000 miles, right hand drive, red with tobacco trim, superb car, known history. Maintained by ourselves.
FIAT DINO SPYDER 1967. Red with tan interior, low mileage, rust-free. English duty paid.
MORGAN 4/4 COMPETITION 2 SEATER 1959. Yellow with black interior, right hand drive. Series four spec.

WANTED — Ferrari 400i manual

Unit D, 200 Rickmansworth Road, Watford, Herts WD1 7JS
Telephone Watford (0923) 55246 **Fax 0923 249966**

FOR SALE — continued

LAGONDA M45, 1935, T8 Sports/Tourer body, 3.3l rapid ratio. a beautiful and exciting driving *car, owned by myself for the last 15 years,* reluctant sale, £135,000. Tel. 0772 865709. (962086

MINI COOPER S, 1970, teal blue, black interior, 81,000km, RHD, Webasto s/roof, reclining seats, completely rebuilt, £7,950. Full spec & photos. Telephone 0799 25860 (Essex). (CC10139

SUNBEAM 1919 24hp side valve, all-weather Cabriolet, splendid Edwardian style, very original condition. Bruce Dowell, 045 822 3969. (000402

JENSEN INTERCEPTOR, 1971, MkII, metallic silver with Royal blue leather trim, warranted, 41,000 miles, one family owner, totally superb throughout, mechanically excellent, £22,500. 01-529 2158 (Trade). (228353

VINTAGE TOURER, *Sunbeam 20.9, 1929,* loved and enjoyed by previous owner for over 30 years, lovely car to drive and in good overall condition. Bruce Dowell, 045 822 3969 (Trade). (000402

LANDAULETTE, 1925 Sunbeam bodied 20/60, has been stored for many years and is in sound condition, needs cosmetic alteration. Bruce Dowell, 045 822 3969 (Trade). (CC000402

JAGUAR 3.8 MkII MANUAL, 1964, overdrive, new chrome wires, white with red leather, purchased new in Australia, just re-imported hence superb, sound condition, original RHD, £18,750. 01-529 2158 (Trade). (228353

SUNBEAM TWENTY SALOON, 1932, has undergone extensive mechanical restoration, attractive body with original trim, a very warn, *dry, comfortable car. Bruce Dowell, 045 822* 3969 (Trade). (CC000402

LOTUS ESPRIT TURBO, red, very low mileage, full history. A beautiful concours car, £23,995. Corsley Specialist Cars, (0373) 88739. (232783

ALFA ROMEO MONTREAL, 1974, rare original RHD, purchased new in Australia and used as exhibit for main Alfa dealer, just re-imported hence totally superb original condition, £29,950. 01-529 2158. (228353

PORSCHE 944 TURBO, 1986, stone grey, air conditioning, FSR, full service history, 270bhp, 33,000 miles, £23,995. Corsley Specialist Cars (0373) 88739. (232783

1922 SUNBEAM 24/60 Light Sports Tourer, total restoration nearing completion, finished in light grey with black trim. A very elegant, power*ful & unique but useable vintage touring car.* Bruce Dowell, 045 822 3969 (Trade). (000402

MORGAN 4/4, 1990, Connaught green, two-seater, aluminium body, chrome wire wheels, under 100 recorded miles, full specification, offers to 021 743 9373. (962144

JAGUAR 3.8 MkII, 1961, manual, overdrive, new chrome wires, silver grey with leather, 4 owners, warranted, 74,000 miles, major brake overhaul, bare metal re-spray on sound original coachwork, full tool kit, £24,950. 01-529 2158 (Trade). (228353

1903 DARRACQ 4-SEATER TONNEAU. Fully restored Brighton car with interesting history, registration No. IT7, complete with covered trailer, offers around £50,000. Telephone 0745 583141. (CC003402

BMW 3.0 *Si* SALOON, *51,000 miles, no rust,* metallic light blue, factory alloy wheels, beautiful appreciating classic, £4,500. 021 777 2011 day. (CC094401

1976 RED CORVETTE, 5.7 Auto, leather interior, factory spoiler, luggage rack, taxed and tested, new tyres, recent exhaust, re-spray, brakes, gearbox, totally superb, £8,650. Tel: Chute Standen (026470) 388. (CC34418

MINI COOPER 'S', 1970, Snowberry white, navy interior, restored bodily and mechanically, £7,750. Full spec and photos. Tel. 0799 25860 (Essex). (CC10561

WANTED

WANTED — Sports cars and Sports saloons, the very best prices paid for the right cars, cash or bankers draft. HP settled, will collect anywhere. Tony Gilbert Cars, Leamington Road, Ryton-on-Dunsmore, Nr Coventry, Warwickshire. Tel: (0203) 303062. (228171

ALVIS WANTED. Pre-war tourer or drophead preferred, but any model considered. Immediate decision and cash. Telephone (0582) 576036.

WANTED — MG TA, TB, TC, TD, TF, or any pre-1939 2 or 4 seater, any condition considered, very good prices paid for suitable example. Please telephone 0622 843445. (ACC

ROLLS ROYCE + BENTLEY, John Fletcher Brokerage for private clients wishing to buy or sell. No transaction — no fee. No charge for car making or sending you car particulars. Tel: 0684 73333 or Fax: 0684 72779. (221614

MG 1929 TO 1949 CAR, wreck or spares please, cash buyer. (0903) 813355. (960669

THE MYSTERY MORGAN BUYER tries hardest, travels furthest, pays most. Tel: 01-431 3120 or 0836-229800. (208892

LOTUS ELAN DROPHEAD or Lotus 7 Series, *two wanted, please help in my search.* (0695) 421405 (231031

WANTED! by private collector — 1930s to 1960 racing driver's helmets, overalls, gloves, goggles, high price paid for interesting personality items. Apply Box No. 7247. (ACC

BENTLEY 1928 4½, original car, stored 1941 to 1989, drives very well. Offers please to (0869) 40247. (CC90183

WANTED — continued

WANTED! USA PURCHASER requires any old or interesting Ferraris, Rolls-Royce and Bentley. *Age, condition and location unimportant!* Best payment! 01-385 1805. (954254

WANTED — BUGATTI 1920-1940, two-seated, open. Göran Möllberg Box 268, Karlstad, Sweden. (PF

WANTED — LESTER MG, would prefer complete car, but anything considered. No dealers. Reply to Box No. 7247. (962093

BOYD CARPENTER AUSTIN 7, registration EV----, original owner desperately wishes to purchase. Tel. 0342 832739 (Surrey). (CC33316

BENTLEY or ROLLS ROYCE wanted urgently. Any condition, age or model. Can collect, prompt personal service. Telephone daytime 01-761 1155 or evenings/weekends 0959 64879. (231272

AUTOGRAPHS WANTED. Racing drivers signatures 1900-1965, autograph books and signed photographs of drivers and cars. Exceptional prices given. Phone Jarrots: 023383 535. (958322

WANTED — MG TA, TB, TC, TD, TF, or any pre-1939 2 or 4 seater, any condition considered, very good prices paid for suitable example. Please telephone 0622 843445. (ACC

ROLLS ROYCE + BENTLEY, John Fletcher Brokerage for private clients wishing to buy or sell. No transaction — no fee. No charge for car making or sending you car particulars. Tel: 0684 73333 or Fax: 0684 72779. (221614

MG 1929 TO 1949 CAR, wreck or spares please, cash buyer. (0903) 813355. (960669

THE MYSTERY MORGAN BUYER tries hardest, travels furthest, pays most. Tel: 01-431 3120 or 0836-229800. (208892

FERRARI WANTED, WANTED, WANTED. Please telephone 0831 420522 or 01-506 1122. (960859

MG TC/TF WANTED PRIVATELY, previous owner 10 years ago would like another. Good runner preferred, would consider restoration project. 0423 863427. Genuine enthusiast. (961434

FERRARI WANTED, WANTED, by George Wise Motors, Ferrari specialists. Please phone 01-506 1122. (961355

LOTUS ELAN DROPHEAD or Lotus 7 Series, two wanted, please help in my search. (0695) 421405 (231031

MERCEDES 230, 250, 280 SLs, 220, 280, 300s, 3.5 SE Coupes/Convertibles, 300 SEL 6.3/6.9. Any interesting Mercedes, any year/condition, travel anywhere immediate cash settlements. Telephone anytime till late, 0831 201941 or 01-804 5963/01-804 8778. (961498

LAMBORGHINI MIURA WANTED, any condition by LOC member. (0932) 853085. (P/P

WANTED — MASERATI BORA or Ghibli by Maserati Owners' Club member. 0932 853085. (P/P

STANLEY STEAM CAR wanted, one requiring work considered, could offer 2 vintage vehicles in exchange or purchase for cash. 01-690 3993. Beckenham. (962065

LOTUS ELAN SERIES 3 fixed head wanted, consider any condition. Please help. (0695) 421405. (ACC

CAN YOU PLEASE HELP ME in my search for an Austin Healey 3000 Mk3 right hand drive model, prefer immaculate, though would consider anything. (0695) 421405. (ACC

WANTED — ASTON MARTIN DB4, 5 or 6, any condition considered, AMOC member. (0932) 853085. (P/P

MISCELLANEOUS

1/43 SCALE MODELS, kits, builts, diecasts, magazines, books, Ferrari sale brochures. John Marney 01-607 4020, 0923 676610. (962097

LE MANS 15-18 JUNE, budget coach travel from *London area. Details: S.A.E. 6 Ringmore* Drive, Guildford GU4 7DQ. (962090

OLD MOTORING LITERATURE bought and sold. New No. 80-page illustrated catalogue out now listing over 1200 rare books, mags, brochures, tin toys & ephemera. £2 UK, £3 overseas airmail. Les Wilson, Woodvine Cottage, 52 Manchester Road, Astley, Manchester M29 7EJ. Tel: (0942) 893632. (962087

RACE/TEST DRIVER, Mark Satchwell, International licence, available at short notice, anything considered, single seaters, sports cars saloons, historics. Tel. 0202 302322 (anytime). (962088

MOTOR SPORT, complete 1982-1988, excellent condition, offers. Telephone Stourbridge (0384) 278968 (West Midlands). (962091

WANTED BY PRIVATE COLLECTOR — Autographed motor racing photographs, top price paid for interesting material, no dealers please. Reply to: Box No. 7247. (962093

MOTOR SPORT, 1960-1987, not bound, offers. Tel. (Burnley) 0282 74575. (962095

MOTORING NEWS, October 1972 to November 1986, complete, all good condition, offers. Worcester 429095. (962096

ASTON MARTIN SALES LITERATURE wanted by collector, please send list of items for sale to: D. McGibbon, 20 Seagrove Avenue, Hayling Isle, Hants. (962094

E-TYPE NEWSLINE, market views and prices. Tel: 0836 405431. 25p/38p per minute. (P/F

COOPER BRISTOL 4-speed gearbox, £500. *Alan Brown, 0798 22107 SX.* (961798

MISCELLANEOUS — cont

'THE AERO', 1910, 30 copies, with covers and advertisement, Death of C.S. Rolls, etc. £4 each. 047-47-5493. (962093

WANTED ~ Motoring photographs by private collector from 1920 to 1970 (road, race or events). Please reply to: Box 7247. (ACC

EOIN YOUNG'S 81-page 1,422-item 1990 Rare Motoring Book Catalogue available at £5 (UK customers), $US10 (cash) overseas airmail. Special 88-page 1,198-item Motor & Racing Memorabilia Catalogue *of posters, photo*graphs, programmes, catalogues etc., £5 (UK customers), $US10 (cash) overseas airmail. 1990 £25 (UK) $US60 (overseas airmail) subscription **includes** both catalogues and regular updates. P.O. Box 3, East Horsley, Surrey, UK. Fax 04865-5257.

RUBBER AND UPHOLSTERY. The largest stock of motor trimmings in the UK. Window channels, door seals, wing pipings, weather strips, felts, carpets, headlinings, leather cloths. Send SAE for rubber and sponge moulding accessory chart. Edgware Motor Accessories, 94 High Street, Edgware, Middlesex. Tel: 01-952 4789. (PF

BADGES/BACK PATCHES, embroidered edge cloth made and despatched overnight for *urgent occasions. Samples and written details* on request. Fine quality products direct from the manufacturers, ideal for racewear, overalls, sportswear, uniforms. Your own design produced plus most recognised logos held on record. Hurst & Jones Ltd., Vastre Industrial Estate, Newtown, Powys SY16 1DZ. Fax: 0686 627586 or telephone 0686 624806. (961326

SALES BROCHURE. Manufacturers Workshop, parts list, handbooks, thousands in stock, lists available, state wants, SAE Motoring literature bought, top prices paid. John Cowley, Mill Lodge, Mill Lane, Birch, Colchester, Essex. Tel: 0206 331052. (948206

ERIC THOMPSON buys and sells rare motor and motorcycle books, magazines, annuals, handbooks, sales literature, manuals and *motoring miscellanea. Current booklist availa*ble U.K. £2.00, overseas £3.00. Hullhatch, Shamley Green, Guildford GU5 0TG. Tel: 0483 893694. (PF

MOTOR RACING BOOKS WANTED. Grand Prix titles, driver biographies, 'autocourse' annuals, many other titles wanted, large or small collections considered, will travel to view. Terry Wills, Marybrook Street, Berkeley, Gloucestershire. Tel: 0453 810524. (CC

MOTORING LITERATURE BOUGHT, sold, exchanged. Manuals, parts list, handbooks, brochures, magazines, new/secondhand books, huge stocks. Open Thursday, Friday, Saturday. Vintage Motorshop, 500 Bradford Road, Batley, West Yorkshire WF17 5JY. (0924) 470773. (954557

COVENTRY CLIMAX ENGINE, *as new, ex* unused fire pump, first £1,000 buys. Also larger Climax available. 061-366 5513. (961636

MOTOR SPORT 1969-1982, complete, v.g.c., miscellaneous 70s F1 programmes, offers. Northampton (0604) 412511. (961989

MISCELLANEOUS — cont

MOTOR SPORT 1978-1989 (less Jan '78), excellent condition. Box No. 7259. (962040

GARAGE CLEAROUT, 1987 Testarossa N/S door, plus 308 wheels, spoilers, badges & rear bumper for 208 GT4. Sensible offers for lot. (0425) 273682. Mobile 0860 274455. (961957

MOTOR SPORT 58-82, offers complete or separate. 0203 612978. (961955

DYFED: THREE BEDROOM bungalow standing in 1½ acres, integral double garage, stables, *50 × 25 workshop suitable vehicle restoration,* boat business etc., £140,000. 097-46-604. (961954

RR THE ELEGANCE CONTINUES, Bentley: 50 Years of the Marque. Wanted: Mascots of the World by Williams and motoring sales brochures wanted. (0276) 77201. Fax. (0276) 51612. (068337

ROLLS ROYCE OLYMPUS 301 aero-engine, brand new, still in makers' packing case, as used in Vulcan, today's price £1.5 million, accept £8000 o.n.o. Tel: 0753 21432. (CC069337

SCIMITAR SE6 4 new steel wheels, £75. Wolverhampton 0902 764718. (961882

MOTOR SPORT 1952-1987 inclusive, good condition, 20 missing, buyer collects, offers. *Fleet (0252) 616463.* (CC01250

GIRFFIN BOOKS offer rare and secondhand Aviation and Motoring books. S.A.E. please, stating which list required. Peter Jelley, 91 Cleveleys Road, Churchtown, Southport PR9 9SR. (961880

GRAND PRIX RACE PROGRAMMES, 26 UK 1967-79, £12; 42 foreign 1970-1982, £15. Motor Racing June 1968-February 1970, £10. 0524 701320/54984. (CC41418

GENUINE PIECES of original Aintree tarmac, as raced on by the greats at five GP's between 1955 and 1962. Available due to the resurfacing of part of the circuit. Tel: 061 773 6429 for details. (962145

EVENTS

AUTOJUMBLE, Queensway Hall, Dunstable, Sunday 6th May, 10am to 4pm, 150 stalls at £13, free parking for 500 cars, excellent access and facilities, information 0908 502272. (cc083481

DOUNE AUTOJUMBLE (indoor) Automart — 8th April 1990, Doune Motor Museum, Stirling, contact Reilly 248 Glasgow Road, Eaglesham, *Renfrenshire. Tel: 041 644 1509.* (061093

MOTORING & AERONAUTICAL Posters and Collector's Items, Auctions 24th April and 30th June, entries invited. Illustrated catalogues £3.50 (£6.00 overseas). Onslow's Auctioneers, Metrostore, Townmead Road, London SW6 2RZ. 01-793 0240. (961499

SITUATIONS VACANT

SKILLED ENGINE FITTER/ENGINEER, experienced with vintage engines, including the re-metalling of bearings etc. Good pay and conditions. Box No. 7354. (CC0391

CAR CLUBS

AUSTIN HEALEY CLUB — For owners and enthusiasts of all Healey, Austin Healey and Jensen Healey cars. National and centre maga*zines, technical advice, spares, own insurance* scheme. For further details write to Mrs. M.S. Marks. 171 Coldharbour Road, Bristol BS6 7SX. (PP

BENTLEY DRIVERS CLUB LIMITED. For all Bentleys from 1921 to date. 2,500 members worldwide, Club Headquarters with permanent staff, library, archives, car advice and valuations for all types of Bentley, insurance scheme, Club shop, quarterly glossy Review, bi-monthly Advertiser and monthly Notes. A wide range of social events, rallies and tours at home and overseas and our own Race Meeting at Silverstone. Details of membership from: Bill Port, Bentley Drivers Club Limited, 16 Chearsley Road, Long Crendon, Aylesbury, Bucks HP18 9AW. Tel: 0844 208233. (PP

THE BRITISH AUTOMOBILE RACING CLUB organises circuit racing, hill climbs and sprints, the Beaujolais Challenge in France and other social events, and has six active centres. For membership information contact: The British Automobile Racing Club, Thruxton Circuit, Andover, Hants SP11 8PN. Tel. 0264 772607/772696/772697. (958806

THE BMW DRIVERS CLUB is dedicated to helping owners who run their cars out of tax paid income (not as a perk on the firm) to save money. Ask for free sample magazine and facts pack. Tel: 0362 694459. Fax: 0362 695522.

JAGUAR CAR CLUB — the small friendly Club for sporting Jaguar owners. Secretary 23 Worcester Road, Malvern WR14 4QY. Tel: 0684 564939. (961956

MASERATI CLUB. *Founded 1971. Factory and* R.A.C. recognised. Quarterly magazine (best Club magazine winner) and newsletter. Regalia, accessories etc. Michael Miles, The Paddock, Abbotts Ann, Andover SP11 7NT (0264 710 312). (962066

FERRARI OWNERS' CLUB exists for owners and previous owners. The club concentrates on all motoring activities, sport, concours, tours and social. Membership brochure available from Ken Bradshaw, Secretary, 231 Station Road, Balsall Common. Tel. No. 0676 34862/ *32756. Fax 0676 34873.* (961108

MG CAR CLUB. 13 registers cover all models 1923 to date. All activities local, social to full race, RAC MSA affiliation, 12 centres cover the UK, 70 associated centres around the world, two insurance schemes solely dedicated to members. Award winning monthly magazine. Contact MG Car Club, PO Box 251, Abingdon, Oxon OX14 3FA. Telephone Abingdon (0235) 555552. (957924

MORGAN SPORTS CAR CLUB. Ownership not necessary, social and competitive events, centre throughout UK and overseas, spare parts for the older model, monthly magazine, sweatshirts, badges, umbrellas etc. SAE to: Mrs. C.L. Healey, 41 Cordwell Close (MS), Castle Donington, Derby DE7 2JL. P/P

COME AND JOIN the only RAC-affiliated club devoted to the restoration of historic rally cars and the organisation of historic rallies for classic cars in production before 1968. Annual sub is £15 offering details of all events home & overseas. Historic Rally Car Register, 38 Longield Road, St. Andrews, Bristol BS7 9AG. (958658

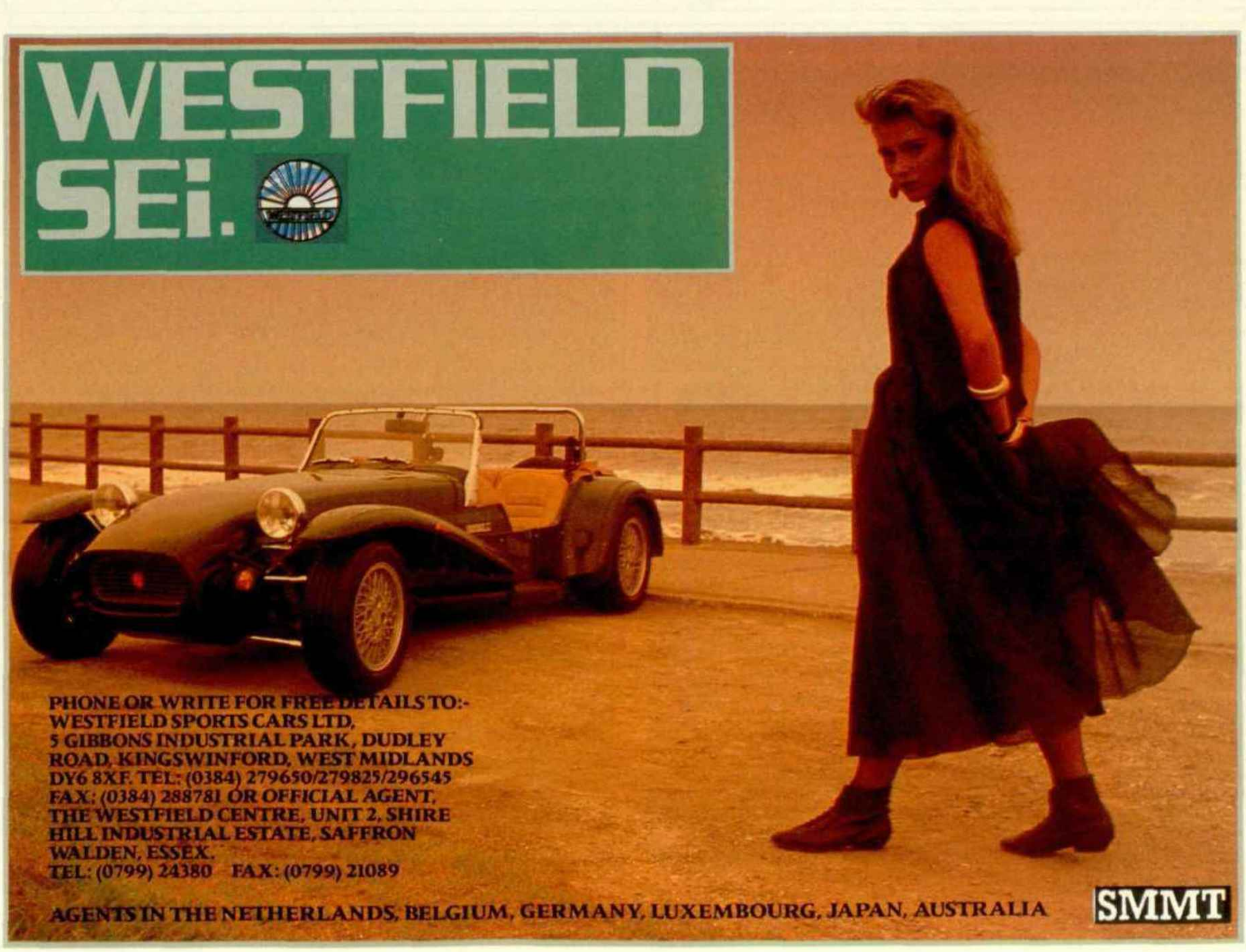
RELIANT SABRE AND SCIMITAR OWNERS CLUB. *The ONLY club for owners of Reliant* Sports Cars, from the earliest Reliant Sabre to the latest Scimitar SS1 and the Middlebridge Scimitar. Benefits include regular newsletters and colour magazine, full of news, views, technical advice and assistance. P.O. Box 67, Northampton NNZ 6EE. Tel. 0604 791148. (958967

SPITFIRE — GT6 — HERALD — VITESSE — The world's largest Triumph Club, over 13,000 members. Join us and receive the complete service to keep your Triumph on the road. We offer an all-in membership — UK £21.00, Europe £22.00, Worldwide £25.00 — credit cards welcome. Triumph Sports Six Club, 121 St. Mary's Road, Market Harborough, Leics LE16 7DT. Telephone 0858 34424. (958825

The Foundry 26 High Street **Bramley** **Bramley nr Guildford Surrey**

88 300CE, met., Hide, E.S.R., A.B.S., E. Seats, C. Disc, 9,000	**£29,995**	**88 911 SSE Cabriolet,** A. Cond., Cruise Control, Stereo, 6,000	**£54,995**
87 500SL, Hide, A. Cond., A.B.S., R. Seats, Alarm, (E), 10,000	**£42,995**	**87 911 SSE Coupe,** Black, Hide, Sport Seats, (E), 8,000	**£43,995**
89 420SL, Hide, A.B.S., R. Seats, Alloys, Cruise, (G), 100	**£49,995**	**87 911 SSE Coupe,** Red, Hide, Sport Seats, A. Cond., 10,000	**£41,995**
89 300SL, A.B.S, Alloys, Rear Seats, Electric Windows, (G) 240	**£44,995**	**89 911 SE Targa,** Hide, Sport Seats, T. Tint, C. Disc, 120	**£42,995**
89 300SL, Hide, A.B.S., Alloys, H.L.W.W., Cruise C., 4,000	**£39,995**	**87 911 SE Targa,** Hide, Sport Seats Piped Red, (E), 22,000	**£34,995**
88 300SL, *A.B.S., Alloys, Rear Seats, Electric W., Stereo, 5,000*	**£36,995**	**88 911 SE Coupe,** *Sport Seats, Air Conditioning, (F), 9,000*	**£38,995**
87 300SL, Air-Conditioning, A.B.S., Rear Seats, Alloys, 3,000	**£33,995**	**87 911 SE Coupe,** Sport Seats Piped White, 11,000	**£34,995**
89 500SE, met., Velour, A. Cond., A.B.S., E.S.R., E. Seats	**£32,995**	**90 944 Cabriolet,** (89 Reg), Hide Seats, Compact Disc, 700	**£35,995**
86 500SE, A. Cond., A.B.S., E.S.R., Alloys, C.C., (D), 19,000	**£25,995**	**89 944 Turbo,** Hide, Sport Seats, A. Cond., E.S.R., A.B.S, 6,000	**£34,995**
85 380SEL, met., Hide, A. Cond., A.B.S., E.W., (C), 12,000	**£21,995**	**88 944 Turbo,** A. Cond., E.S. Roof, A.B.S., Spt. Seats, (F), 2,000	**£29,995**
86 190E 2·3 16V, E.S.R., A.B.S., L.S.D., E.W., Stereo, (D), 7,000	**£21,995**	**90 944 S2,** (89 Reg), Air-Cond., Electric Sunroof, A.B.S., 800	**£33,995**
88 300TE, met., Velour, A. Cond., E. Seat, R.F. Seats, (F), 7,000	**£28,995**	**88 944 Auto,** Electric Sunroof, 215 Tyres, Front Fogs, 5,000	**£21,995**
88 300TE, met., E.S.R., A.B.S., R.F. Seats, Alloys, (F), 13,000	**£26,995**	**69 Ferrari 365 GTC,** 1 Registered Owner from New, 22,000	**£349,995**
88 250TD Diesel Estate, 5 Speed, Electric Sunroof, (F), 7,000	**£19,995**	**84 Ferrari 512i Boxer,** Red, Beige Hide, Air-Cond., 19,000	**£199,995**
89 959, 6 Speed, Hide, 4WD, A.B.S., A.C., Turbo, 400kms	**£599,995**	**88 Lamborghini Countach QV,** R.H.D., Air-Cond, (F), 4,000	**£169,995**
89 928S4 GT, 5 Speed, A. Cond., E.S.R., A.B.S., E.S., (G), 2,000	**£55,995**	**80 BMW M1,** L.H.D., White, 5 Speed, Air-Cond., 3,619km	**£159,995**
89 928S4, Hide, A. Cond., E. Sunroof, A.B.S., E. Seats, 5,000	**£49,995**	**89 BMW M3 Convertible,** Total Specification, 700	**£34,995**
88 928S4, Hide, A. Cond., E.S.R., A.B.S., E.S., Hi-Fi, 13,000	**£42,995**	**85 Audi Quattro Sport,** L.H.D., 4WD, Turbo, A.B.S., 19,000	**£129,995**
87 928S4, Hide, A. Cond., A.B.S., E. Sunroof, E. Seats, 15,000	**£39,995**	**76 911 Carrera 3 Sport Coupe,** E.S.R., Sport. Seats, 38,000	**£34,995**
88 3·3 Turbo Coupe, Full Hide, A. Cond., E. Sunroof, 7,000	**£54,995**	**89 Morgan +8,** met. Blue, Grey Hide, Sport Seats, (G), 150	**£29,995**
89 911 SSE Speedster, Red, Black Hide, (G), 600	**£64,995**	**87 Chevrolet Corvette Targa Top,** Full Specification, 8,000	**£22,995**
89 911 SSE Cabriolet, met., Hide Sport Seats, 900	**£57,995**	**81 MGB Roadster Limited Edition,** Unregistered, 86	**£19,995**

0483 898159 **EXCEPTIONAL LOW MILEAGE CARS PURCHASED** **0483 898159**





FERRARI

DAYTONA 365GTB-S/4 SPYDER

1971 LHD

Scaglietti conversion, 11,000km, red/ champagne, excellent condition

P.O.A.



LAMBORGHINI

COUNTACH ANNIVERSARY

1990 BRAND NEW

RHD — Black/black with white piping

P.O.A.

01-499 7963
01-493 9962



▲ **XJS Cabriolet 1984 V12.** Antelope metallic with doeskin. This is a specialist conversion retaining four seats. Fitted with sports alloy wheels and adjustable suspension £13,500

Ferrari 246 GT Replica, 1989. Red with magnolia leather, unique 2.9 litre V6 engine version, constructed from only new components. Car tax paid and currently with 'J' registration ..... £28,000 ▼



Ferrari 246 GT, 1971. Red with black interior, fully documented renovation, full service history, 64,812 miles, fitted Daytona wheels..... £110,000 ▲

Ferrari 308 GTB, 1978. Silver with navy leather, currently under full renovation, documented 35,344 miles with Graypaul history. Price will be dependent on customer's finished standards. ▼

pmd Prestige Motor Developments Ltd





For more information contact Peter Steeley on **0295 262290. Fax. 0295 271703**

NORTH BAR PLACE, BANBURY, OXON OX16 0TD



1965 Ferrari 275 GTS. Silver with black interior, full history from new, superb condition, RHD. (Similar to above photo).



1969 Ferrari 365 GTC. Dark red with black interior, 46,000 miles, mint condition. RHD with full history.



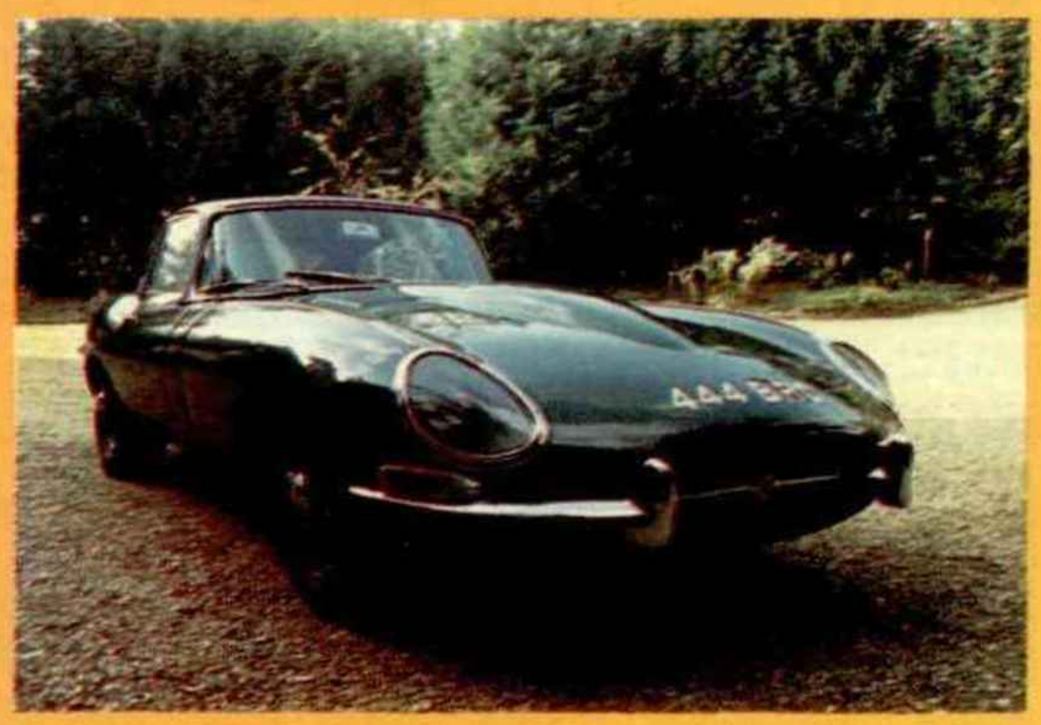
1967 MG CGT Sebring. Famous ex-works car with all alloy body, triple Webers, Minilite wheels. Fabulous competition history fully documented. This car and its twin sister were the last of the Abingdon works competition MGs in original as raced condition. Very rare.



1966 Ferrari 330 GT 2 + 2 MkII. Dark blue with light blue interior, 32,000 miles from new, Borrani wire wheels. Excellent condition, RHD.



1970 Aston Martin DBS 6 cyl Vantage. Manual, finished in Dubonnet with tan trim, chrome wire wheels, beautiful condition throughout, RHD.



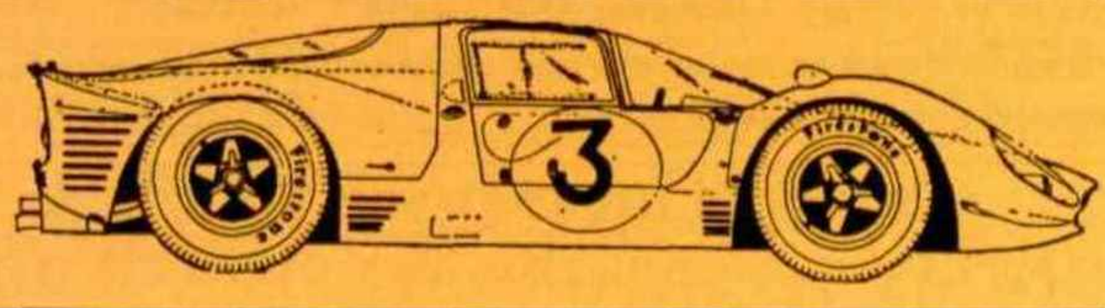
1963 Jaguar 3.8 E-Type. Opalescent dark green with sage green trim. Original RHD with full history. Superb condition.

MICHAEL FISHER LTD

0990 872755. Fax 0990 872029
Mobile 0860 244760

We are anxious to acquire cars similar to the type advertised

(Viewing by appointment, please)



OFFICIAL

LOTUS

ASTON MARTIN

89 F LOTUS ESPRIT TURBO SE. *Red Full Sand Leather. Pioneer Hi-Fi With Equaliser ..... 6,000 M* ***£39,995***

88 E LOTUS EXCEL SE *British Racing Green Metallic .....18,000 M* ***£17,995***

87 E LOTUS ESPRIT TURBO (NEW SHAPE) *Red With Magnolia. Sunroof. Radio Cassette. Air Conditioning 15,000 M* ***£24,995***

85 (CHERISHED NUMBER) NAYLOR 1700 TF. *Old English White With Black Hide. Lots Of Extras. .....13,000 M* ***£12,995***

BUSINESS USERS ONLY
MONTHLY PAYMENTS
LOTUS EXCEL SE
FROM £525.51
LOTUS ESPRIT
FROM £592.07
For All Your Lotus Requirements Ask For Sara Waite.

WE SPECIALIZE IN THE WORLD'S FASTEST CARS

JCT600
(Specialist Cars) Ltd.
STICKER LANE
BRADFORD
(0274) 668241
OPEN - Mon-Fri 9am 7pm. Sat 9am-5pm
SUNDAY (0484) 861483/654417
SERVICE & PARTS (0274) 588111

DISTRIBUTOR

FERRARI

LAGONDA

89 G FERRARI 328 GTS. *Red/Magnolia 700 Miles.*

89 F FERRARI TESTAROSSA. *Rosso Magnolia. Delivery Miles.*

88 E FERRARI 3.2 MONDIAL COUPE. *Rosso Corsa/Magnolia. Sunroof. ABS. One Owner. JCT Supplied.*

87 D FERRARI 328 GTB. *Rosso/Magnolia. FSH .....15,000 M*

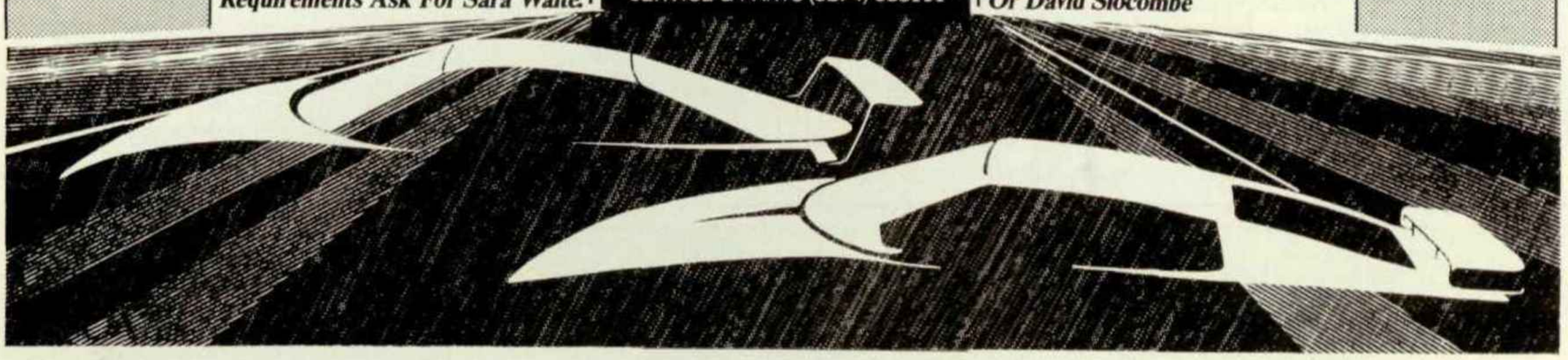
83 Y FERRARI 400i AUTO. *Celeste Blue/Dark Blue Hide. FSH .....33,000 M*

82 X FERRARI MONDIAL 8. *Red/Sabbia*

80 W FERRARI 308 GT4 . *Blue Chiaro With Magnolia & Blue Trim. FSH. Full Bare Metal Repaint by JCT in 89....36,000 M*

79 FERRARI 400 AUTO *Oro Chiaro/Chestnut Hide.*

For All Your Ferrari Requirements Ask For Paul Metcalfe Or David Slocombe

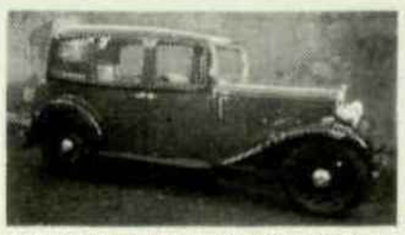


GUILDFORD SPORTS & CLASSIC CARS

Telephone: 0483-570242 or Mobile: 0860-517567



1959 MGA 1600 ROADSTER. Iris blue. Recent restoration to the highest standards. One of the best available. **£15,750**



1934 AUSTIN 12/4 ASCOT. One of the earliest of this model, still with the exposed radiator. Royal blue/black. **£6,950**



1980 MG MIDGET 1500. An immaculate 2-owner, low mileage car. One of the last of this model. Pageant blue, alloy wheels. **£4,850**



1964 SUNBEAM ALPINE IV. Pippin Red. 2 owners. Low mileage. Superbly maintained, beautiful original condition. **£6,950**



1935 MORRIS EIGHT 4-SEAT TOURER. (Pre-series). A very good example of this popular model, in red/black. **£6,950**



1981 MGB GT. One of the last, in pristine condition throughout. Low mileage. Alloys and sun roof. Finished in Pageant blue with black cloth trim. **£6,500**



1936 MORGAN 4/4. B.R.G. Well restored example of the early series. **£14,950**



1928 BEAN 14/45 TOURER. Recently rebuilt from the bare chassis to concours condition. A fine quality vintage tourer for the discerning enthusiast. **£26,950**



1973 MGB GT. Body and structure rebuilt, recently completed. Alloys and overdrive. Superb condition. Finished in Damask red. **£5,950**

1974 MGB GT V8. Total body/structural rebuild by leading specialist 2 years ago. Rovercraft engine, properly sorted suspension, sunroof, comprehensive history. Please telephone for full specification. Finished in black. **£10,500**

1974 TRIUMPH TR6. 2-owners. Full history. Superbly restored to the highest standards. **£11,750**

1977 MG MIDGET 1500. Black. Low mileage. Superb example. **£3,995**

1937 AUSTIN 12/4 TOURER. One of the very last built. Remarkably original throughout. Green/black. **P.O.A.**

1955 HILLMAN MINX CONVERTIBLE MK. VIII. Pale green. Excellent original example. **£4,950**

1949 TRIUMPH TIGER 100. Meticulously restored. One of several classic motor cycles currently available. **£3,650**

Our stock is changing constantly - please ring for details:

- Vintage, Sports & Classic Cars purchased for cash or sold on client's behalf
- Full service and restoration facilities
- Deal with the enthusiastic specialist with over 20 years experience
- Insurance valuations
- Friendly expert advice
- The leading specialist in the area



MGCC and MGOC member

FOR APPOINTMENT TO VIEW (MONDAY TO SATURDAY) PLEASE RING ROBIN LAWTON

GILBERTS
EALING

01-993 7383

From only

10% DEPOSIT

APR VARIABLE

FOR SECURED OR UNSECURED LOANS
WRITTEN QUOTATIONS ON REQUEST
LICENSED CREDIT BROKER
PART EXCHANGE TAKEN



PORSCHE SELECTION

911

1988 911 CARERRA SPORT, granite metallic/grey green leather, piped red, elect. sunroof & windows, top tint, elect. sport seats, remote alarm, central locking, pdm, cass. rack, coded r/cass, 12,000m., s/hist **£38,995**
1987 (E) 911 CARERRA SPORT, guards red/tan trim, electric sunroof and windows, top tint, electric sport seats, cass. rack, c/locking, pdm, f/r fogs, r/cass, 1 owner, 41,000m **£31,995**
1987 911 CARRERA SPORT TARGA, guards red/black leather, piped red, electric heated seats, electric windows, sonic remote alarm with central locking, top tint, pdm, front & rear fogs, r/cass., (cellular phone avail.), etc., 44,000m., s/hist **£29,995**
1986 (D) 911 CARRERA SPORT TARGA, black/beige trim, electric sport seats, tints, pdm., sonic remote alarm, front and rear fogs, r/cass., Cellphone avail., 30,000m., s/hist **£30,995**
1986 911 CARRERA SPORT, Iris blue metallic/2 tone blue and magnolia full leather, electric sunroof/windows, top tint, sonic remote alarm, colour coded alloys, electric sport seats, pdm., f&r fogs, r/c, 45,000m., s/hist **£27,995**
1985 911 CARRERA SPORT TARGA, meteor grey metallic/2 tone full leather in burgundy and pearl white, elec. seats and windows, central locking, pdm., front and rear fogs, removeable r/cass., with remote tuner, cherished reg. no., 48,000m., s/hist., stunning **£28,495**
1984 911 CARRERA SPORT TARGE, slate blue, metallic/blue trim, electric windows, pdm., front & rear fogs, r/cass., etc., 61,000m, s/hist **£24,995**
1984 911 CARRERA SPORT, glacier blue/dark blue trim, electric sunroof & windows, pdm., front & rear fogs, alarm, r/cass., 62,000m., s/hist **£23,995**

12 MONTHS UNLIMITED MILEAGE PARTS AND LABOUR WARRANTY

1989 911 convertible, pearlescent white with black leather, piped red, specially built for wealthy client with Turbo arches, skirts & spoilers, wide split rim alloys, 205/245 tyres, *elec. windows, pdm., fogs, top tint, r/cass.,* cherished No., stunning **£19,995**

928

1985 928 S2. White, gold metallic, dark brown leather piped beige, auto, pas, air cond., abs braking, elec. s/roof and windows, wide track elec. seats, cruise control, top tint, cass. holder, remote alarm and c/locking, pdm, HiFi pack, 44,000 miles, s/history **£21,995**
1984 (B) 928 S2. Silver blue metallic, marine blue leather, auto, PAS, air cond., ABS braking, elec. s/roof and windows, cruise control, cass. holder, remote alarm, c/locking, elec. seats, pdm, r/cass., 48,000 miles, s/history **£20,995**
1982 (Y) 928 S, zinc metallic/blue leather, auto, pas, elec. sunroof and windows, air cond., cruise control, central locking, elec. seats, f&r fogs, cass. holder, pdm, r/cass., 56,000 miles, s/hist. **£16,995**
1981 (X) 923 S, platinum/beige trim, auto, pas, air cond., elec. seats and windows, cruise control, central locking, f&r fogs, r/cass., 54,000 miles, s/hist **£15,495**

944

1988 (D) 944 Turbo, guards red/grey beige trim, air cond., electric sunroof & windows, pas, front & rear fogs, central locking, cass. holder, factory alarm, pdm, r/cass., 30,000 miles, s/hist.. **£21,495**
1987 mdt 944 S 16 valve. Alpine white/burgundy trim, electric sunroof and windows, pas, remote alarm, central locking, top tint, pdm, front fogs, r/cass., 31,000 miles, s/hist **£17,995**
1987 944 LUX, choice of 2, white or champagne, both electric sunroof and windows, pas, cass. holder, pdm, r/cass., etc, both 1 owner and under 25,000 miles, with s/hist ..... **from £17,495**
1988 944 LUX, choice of 3, manual and automatic, guards red, white and sapphire blue metallic, extras include electric sunroof and windows, pas, electric seats, front fogs, cass. holder, pdm, top tint, r/cass., s/hist, all low mileage cars ..... **from £15,495**
1988 944 LUX, choice of 4, various colours, 5-speed manual or automatic, pas, elec. windows, pdm, cass. holder, r/cass., r/cass., some with electric sunroof, 215 tyres, front fogs, remote alarm, central locking, lovely low mileage examples with s/hist ..... **from £13,995**
1984 944 LUX, choice of 3, white, guards red or dark blue, all 5-speed manual, and with alloys, sunroof, electric windows, pdm, cass. holder, r/cass., some with front fogs and alarm system, absolutely superb examples with s/hist ..... **from £11,495**

HIGHEST PRICES PAID FOR LOW MILEAGE SIMILAR CARS

924

1988 924 S, choice of two, guards red, all white, 5-speed, alloy wheels, elec. sunroof and windows, pas, cass. holder, pdm, r/cass., *12,000 and 14,000* miles, s/hist ..... **from £14,995**
1985 (C) 924 LUX, black/grey beige trim, alloy wheels, electric sunroof & windows, cass. holder, pdm, r/cass., 47,000 miles, s/hist **£9,995**

CLASSICS

1975 ALFA MONTREAL (r/h drive), rosso corsa/black trim, 5-speed, Campagnola alloys, elec. windows, r/cass., etc., 1 owner from new and only 41,000 miles, absolutely immaculate **£34,995**
1989 ALFA 2.0 SPYDER CLOVERLEAF (l/h drive), silver/grey trim, 5-speed, alloys, elec. tints, pdm, 1 owner, 14,000 kilometres, s/history, stunning **£14,495**
1984 ALFA ROMEO 2.0 SPYDER, (r/h drive), metallic black/tan trim and hood, 5-speed, electric windows, pdm, woodrim steering wheel and gear knob, r/case, 25,000 miles, s/hist **£10,995**
1950 MERCEDES 170 S CABRIOLET (l/h drive), burgundy/beige trim, 4-speed manual, whitewall tyres, hood cover bag, original German documents with previous owners from new **£34,995**
1973 DE TOMASO PANTERA GYS (l/h drive), racing red/black leather, 4 branch exhaust, Campagnols alloys, cherished Reg. No., 1 owner with s/hist., unbelievably quick, in pristine condition **£32,995**
1963 CORVETTE STINGRAY CONVERTIBLE (l/h drive), red/beige trim and hood, 4 on the floor manual, 327 V8 350 bhp engine, 4-barrel Holley, whitewall tyres, absolutely immaculate **£23,995**
1964 PORSCHE 356 C. Ball blue/grey interior, customised luggage trunk, 2 owners from new, only 57,000 miles with original handbook and radio (cherished Reg. No.) **£19,995**
1964 PORSCHE 356 C, left hand drive, blood orange/black upholstery, chrome wheels with high speed tyres, front stone guard cover, original radio and handbook, beautifully restored, s/hist **£16,995**
1971 JAGUAR E-type V12 2+2 (l/h drive), white/black leather, manual, pas, air cond., r/cass., only 47,000 miles, immaculate **£24,995**
1976 JENSEN GT, blue metallic, full white leather upholstery, 5-speed, alloy wheels, electric windows, r/cass., this car has undergone the most extensive ground up, nut & bolt rebuild, is in truly concours condition **£10,995**

Open Daily 9am-7pm
Open Sunday 10am-4pm

ALL CARS PRESENTED TO THE HIGHEST STANDARDS

108-114 GUNNERSBURY AVENUE EALING LONDON W5 (NORTH CIRCULAR ROAD)

TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR

TVR

The Chequered Flag
SPECIALIST CAR CENTRE

NEW TVR

TVR 400SE. Various vehicles available from stock ..... **LIST PRICE**
TVR S2 2.9i. Various vehicles available from stock ..... **LIST PRICE**

USED TVR 350i

89(F) TVR 350i. Crystal green with full green hide, PAS, Wilton carpets, 9,000m, 1 owner **£18,995**
89(F) TVR 350i. Rosso red with biscuit ½ hide, P.A.S., 1,000m, 1 owner **£19,695**
89(F) TVR 350i. Azure blue with magnolia ½ hide, P.A.S., 4,000m, 1 owner **£19,295**
88(E) TVR 350i. Rosso red with black ½ hide, P.A.S, 390SE bonnet, 15,000m **£16,995**
87(E) TVR 350i. Oceanic blue over silver with magnolia ½ hide, P.A.S., 16,000m **£16,495**
87(D) TVR 350i. Met. silver with full red hide, PAS, 20,000m **£14,995**
85(B) TVR 350i. Metallic dark blue with full grey hide, pull out Alpine stereo, 42,000m **£12,495**
84(B) TVR 350i. White with red velour trim, PAS, 49,000m **£10,995**

USED TVR S

89(G) TVR S2 2.9i. Metallic claret red with magnolia trim, mohair hood, electric windows, alloy wheels, 4,000m **£16,695**
89(G) TVR S2 2.9i. Rosso red with grey trim, mohair hood, electric windows, alloy wheels, 1,000m **£16,995**
89(F) TVR S 2.8i. Azure blue with magnolia trim, alloy wheels, 1 owner, 16,000m **£13,995**
88(E) TVR S 2.8i. Metallic black with grey ½ hide, alloy wheels, mohair hood, 17,000m **£12,995**
87(E) TVR S 2.8i. Caribbean blue with full magnolia hide, mohair hood, alloy wheels, 23,000m **£12,495**

PANTHER

89(G) KALLISTA 2.9i. Rosso red with cream hide, alloy wheels, S/S headlamp guards, + mesh grille, chrome running boards, 1,000m, 1 owner **£18,495**
88(F) KALLISTA 2.8L. Windsor blue with black cloth trim, chrome wire wheels, chrome mesh grille and headlight guards, S/S running boards, 13,000m **£14,495**
87(E) KALLISTA 2.8 Auto (Brooklands Ltd. Ed). White with full red hide, alloy wheels, S/S running boards, chrome headlight guards, boot rack, 10,000m **£13,495**
87(E) KALLISTA 2.8 Inj (Brooklands Ltd. Ed). Bright red with full grey hide piped red trim, chrome mesh grille, S/S running boards, alloy wheels, 14,000m **£12,995**
84(A) KALLISTA 2.8 Auto. BRG with black trim, alloy wheels, stainless steel running boards, mesh grille, + headlamp covers, 23,000m **£8,995**
84(A) KALLISTA 1.6L. Red with black cloth trim, alloy wheels, boot rack, S/S running boards, walnut dash, 32,000m **£7,995**

CONVERTIBLES

88(E) VW GOLF GTi Conv. White with white cloth trim, alloy wheels, 4 headlamp grille, trip computer, 9,000m **£10,695**
89(F) BMW 325i Conv. Dolphin grey with Anthracite sports trim, alloy wheels, electric windows, PAS, 9,000m **£21,995**
81(X) TRIUMPH TR8 (Factory built car). Midas with matching cloth trim and hood, alloy wheels, PAS, 39,000m **£13,995**
87(D) VW GOLF CLIPPER Conv. Sapphire blue metallic with blue Berber cloth trim, 27,000m **£7,995**
80(V) TRIUMPH TR8 (Canadian Spec). LHD, silver, alloy wheels, PAS. (Air pump removed) **£12,995**

SALOONS

89(F) RS TURBO. White with grey raven recaro trim, ABS, alloy wheels, heated front screen, electric windows + door mirrors, c/locking, 1 owner, 5,000m **£10,695**
89(G) PORSCHE 928 S4. Black with black hide, sunroof, ABS, a/con, alloys, electric windows, central locking, 1,000m, 1 owner **£55,995**
89(F) PEUGEOT 205 GTi 1.9. Cherry red with grey hide seats, alloy wheels, sunroof, electric windows, central locking, 12,000m **£9,295**
88(E) PORSCHE 944 LUX. Black with black cloth trim, alloy wheels, sunroof, PAS, electric windows + door mirrors, 1 owner, 19,000m **£19,995**
87(D) PEUGEOT 205 GTi 1.6. Graphite grey with grey cloth trim, sunroof, alloy wheels, electric windows, central locking, pull-out radio/cassette, 31,000m **£6,295**
86(C) PORSCHE 928 S2. Prussian blue with dark blue hide, a/con, ABS, alloy wheels, hi-fi pack **£26,995**
89(G) TOYOTA CELICA 2.0GT. Red, sunroof, a/con, PAS, c/locking, electric windows, delivery mileage **£16,750**
89(G) TOYOTA MR2. Metallic blue, sunroof, alloy wheels, c/locking, electric windows, delivery mileage **£12,950**
84 Model (A) PORSCHE 944. Puce gold, brown cloth trim, alloys, e/sunroof, e/windows & boot tailgate release, 34,000m **£12,295**
88(E) TOYOTA MR2. White with black cloth trim, sunroof, alloy wheels, electric windows, c/locking, 12,000m **£10,295**
87(E) BMW 320i. Cirrus blue, matching blue trim, sunroof, alloys, PAS, e/windows, c/locking, 24,000m **£9,995**
86(C) BMW 325i. Alpine white with Anthracite trim, sports bodykit and suspension, sunroof, alloys **£9,995**
87(D) VW GOLF GTI 16V. Jade green, black cloth trim, s/roof, alloy wheels, c/locking, e/windows, 25,000m **£8,495**
88(E) MG MAESTRO 2.0 EFI. Black with grey velour trim, alloy wheels, c/locking, 14,000m **£5,995**
87(D) RENAULT 5GT TURBO. Red with black cloth trim, alloy wheels, 18,000m **£5,995**

P/EX TO CLEAR

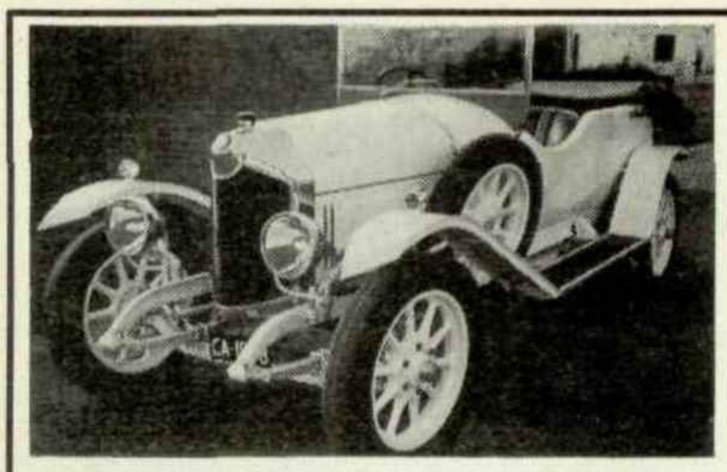
87(E) MG MONTEGO TURBO. Silver, grey cloth **£5,995**
87(D) ROVER 213S. Targa red, 46,000m **£4,495**
86(D) METRO MAYFAIR. Red, sunroof, 29,000m **£3,495**
87(D) MINI MAYFAIR. 12,000m **£2,995**

All makes of sports cars wanted for cash or sale or return. Specialist car finding service available . . . please telephone for details

LICENSED CREDIT BROKER | **12 OR 24 MONTH WARRANTIES AVAILABLE** | **SPECIALIST FINANCING AND INSURANCE**

CHISWICK HIGH ROAD, LONDON W4 — 01-995 0022

TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR TVR



1924 CROSSLEY TOURER

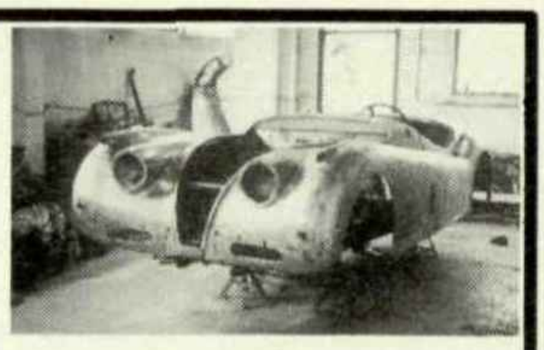
Just one of the many types of vintage, veteran and classic cars that we restore

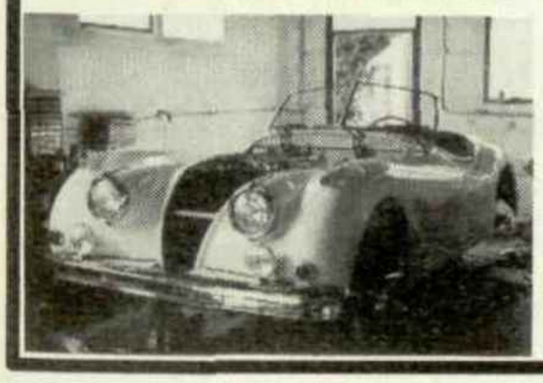
THE COOKE GROUP

West Avenue, Wigston, Leicester LE8 2FB
Tel: (0533) 881234. Fax: (0533) 881238
WANTED: ROLLS-ROYCE SILVER CLOUD I

Heritage Coach Works

SPECIALISTS IN JAGUAR XK AND AUSTIN HEALEY CLASSICS





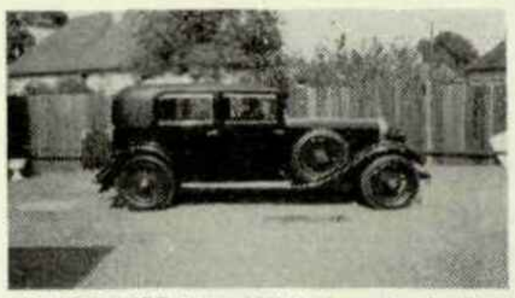
Full or Part restorations to meet your requirements by enthusiastic craftsmen at competitive rates.

For friendly and helpful advice, call 0252-376198
After hours 0344-779822

Balmoral Automobile Company Limited

ESTABLISHED 20 YEARS

CARS FOR ENJOYMENT & INVESTMENT



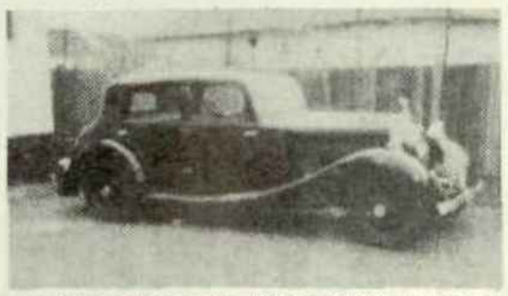
ROLLS ROYCE 1933 20/25, Limousine by Park Wood, good order, M.O.T. **£21,00**



ROLLS ROYCE 1950 SILVER WRAITH by Freestone & Webb. Silver, green interior, division. Recent service by ourselves, M.O.T. **£28,500**



ROLLS ROYCE 20/25 1936 SPORTS SALOON by James Young. Division, serviced, M.O.T. ... **£26,500**



ROLLS ROYCE 20HP 1926 SPORTS SALOON. Good..... **£19,500**



ROLLS ROYCE 1935 20/25 Limousine by H. J. Mulliner. Nice condition..... **£24,500**



1960 AUSTIN HEALEY 3000. Blue, wire wheels, overdrive, LHD, nice condition, M.O.T. **£12,850**

ALSO

AUSTIN HEALEY 100/6. Red/black, wire wheels, excellent condition.
***ALSO* — HEALEY 3000 III.** Details.
1959 MGA FIXED HEAD. Wire wheels, and **1958 MGA ROADSTER.** Please telephone.
BENTLEY S1 1957 SAND & SABLE, £14,500. ***ALSO* — BENTLEY S1 1956.** Black/silver, red interior, £13,500

MANY OTHER CARS AVAILABLE — PLEASE TELEPHONE FOR LATEST STOCK

CLASSIC & SPORTS CARS ROLLS ROYCE AND BENTLEYS WANTED — ANY CONDITION

Telephone: Daytime 01-761-1155, Eves/W Ends 0959-64879
Fax: 01-761-1156

VETERAN
Vintage
BEADED EDGE
CLASSIC
RACING
WHITEWALL

TYRES FOR ALL MAKES AND MODELS - PRICES FOR ALL POCKETS

LONDON
12 DALSTON GDNS., STANMORE, MIDDX HA7 1BY
FAX: 01-206 1588. TELEX: 922043
TEL: 01-206 0722

VINTAGE TYRE SUPPLIES LTD

MIDLANDS
RALPH WILDE
30 OFFCHURCH LANE, RADFORD SEMELE
LEAMINGTON SPA CV31 1TN
TEL: (0926) 426935

Access

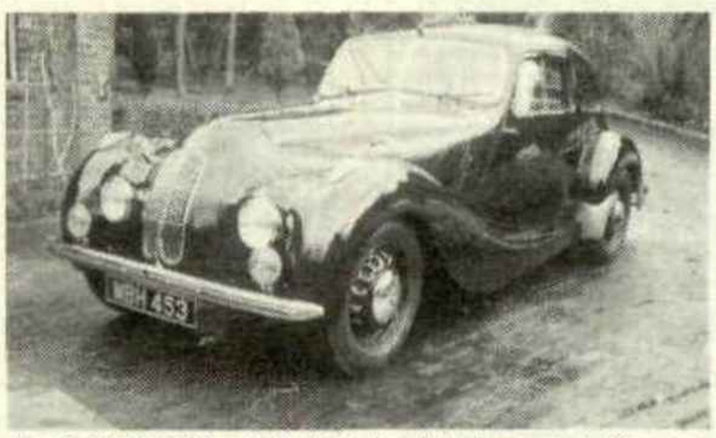
24 HOUR NATIONAL DELIVERY SERVICE OR ORDER FROM YOUR LOCAL TYRE DEALER · ORDER BY ACCESS OR VISA
TYRES FOR CARS AND MOTORCYCLES FROM 1898 TO TODAY · PLEASE ASK FOR PRICE LIST · EXPORTS WORLDWIDE

VISA

Derek James



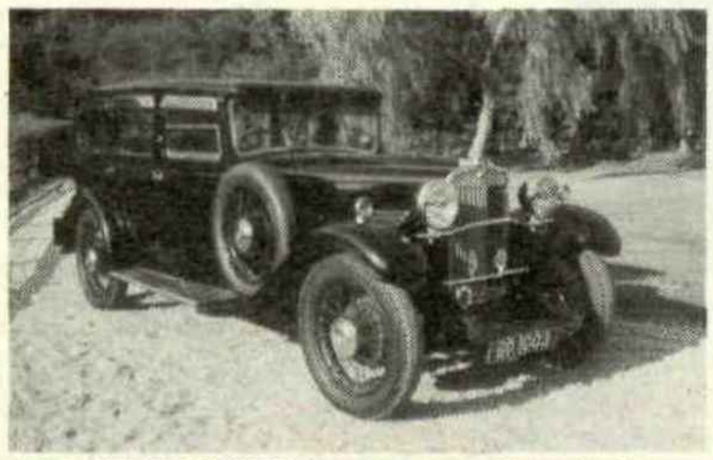
1935 CROSSLEY REGIS 4-door Sports Saloon. Beautiful two-tone green coachwork, fine original leather interior, large sunroof and tilt screen, recent engine and gearbox overhaul, excellent value **£14,950**



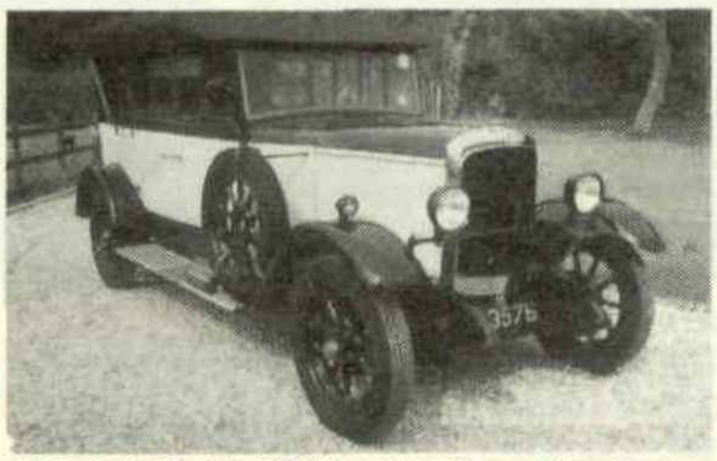
1949 BRISTOL 400. Finished in Imperial Maroon with light biscuit hide interior. This example has been the subject of extensive restoration and successfully completed the 1989 'Mille Miglia'. Epitome of post-war performance motoring ..... **POA**



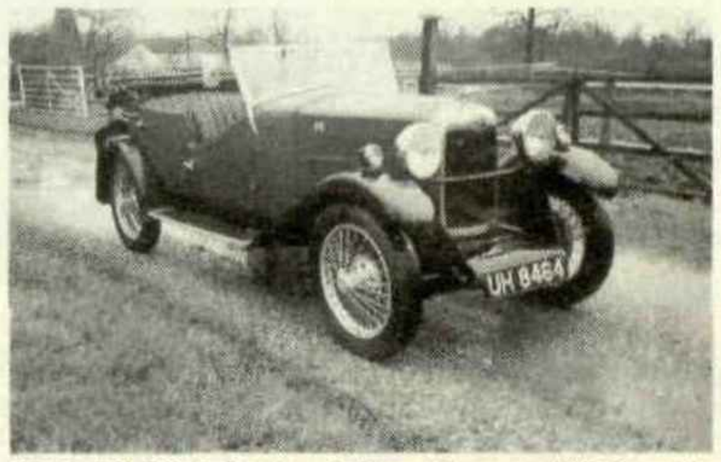
JENSEN INTERCEPTOR MkII. Stunning brilliant red coachwork with black Everflex roof, sumptuous black leather interior, highly polished alloy wheels, 47,000 miles **£24,950**



1932 STAR COMET. Large, roomy 6-seater luxury 30s motor car fitted with twin side mounts, black coachwork with hide interior. Ideal celebrity car **£19,950**



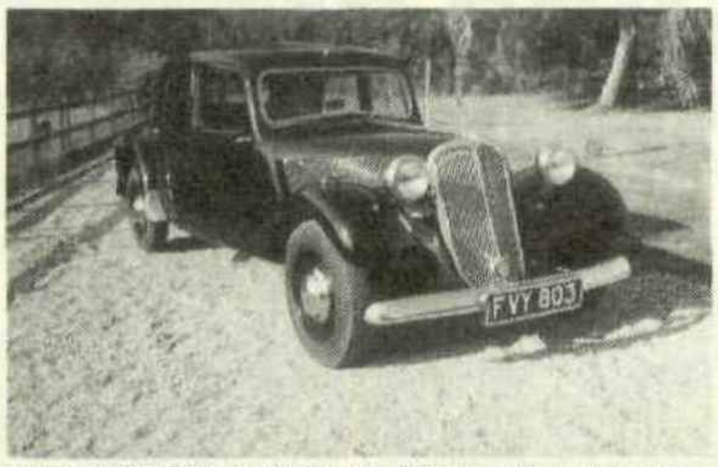
1928 HADFIELD BEAN 14/45 Open Five-Seater Tourer. Finished in Carriage brown over ivory with black wings, full weather equipment, side mounted spare, completely restored concours prize winner. The only survivor known in Europe **£28,950**



1930 RILEY 4-Seater 4-Door Tourer. B.R.G. with black wings, red leather interior, all recently restored to a high standard. Very affordable vintage family motoring at only **£16,950**



1936 MORGAN 4+4. B.R.G. with green trim, last owner many years. Very desirable and genuine sports car for the true enthusiast **£14,950**



1950 CITROEN LIGHT 15. Black with red leather interior, stored for many years, the recorded mileage of 46,000 is believed correct, recently re-furnished to a high standard **£12,950**



1956 JAGUAR MkVIIm Automatic. Battleship grey with red leather interior, 24,000 miles believed. Correct, nice original vehicle which drives like a dream **£22,950**

1959 MGA ROADSTER. Powder blue with Royal blue interior. Recently restored to a high standard, last owner 14 years. Good history **£15,950**
1936 FORD Y TYPE. 21,000 miles, black with brown leather interior, documents. Lovely original car **£6,950**
1928 DAIMLER SHOOTING BRAKE. Enormous, gorgeous car. Brass radiator and lights, superb Royal blue coachwork with black wings. Has to be seen to be believed, ideal celebrity work **£24,950**
1971 E-TYPE JAGUAR V12 2+2. Indigo blue with matching trim, manual, new chrome wire wheels and tyres, 42,000 miles believed correct. **£29,950**
1973 E-TYPE JAGUAR V12 ROADSTER. Original RHD, Old English white with red leather. New chrome wire wheels, history ..... **POA**
1960 AUSTIN HEALEY 3000. LHD, Ivory with burgundy side panels, W.W., O.D., very smart only **£16,950**
1954 JAGUAR XK120 ROADSTER. Unmarked silver coachwork with red interior **£44,500**
1966 E-TYPE JAGUAR F.H.C. Primrose yellow with black leather interior, RHD, chrome wire wheels, recent service history **£26,950**
1962 BENTLEY S2. Sand over sable, over £20,000 spent in recent years on restoration, lots of history and bills. Prestigious motor car **£24,950**
1970 ASTON MARTIN DBS 6 AUTOMATIC. Metallic bronze, tan leather interior, 45,000 miles, history, new chrome wire wheels, original condition **£38,950**
1937 DAIMLER STRAIGHT EIGHT. Black coachwork with Royal blue leather interior, history. Lovely old original car, comfortable family motoring **£18,950**

Please note our new phone numbers – but enthusiastic and caring service remains unchanged.

Viewing by appointment only

Telephone 9am-9pm – 7 days a week

SURREY 0252 702909 FAX 0252 702907

Melvyn Rutter Limited

Morgan

SALES, SERVICE, PARTS & WORLDWIDE MAIL ORDER

MORGANS FOR SALE

1987 4/4 4 seater, Connaught green/ black vinyl, 5,000 miles, wide body and 6J wires, stereo/cassette, stainless tack, superb.
1970 4/4 4 seater, white/brown leather, new chassis, just completed.
F4 Morgan 3 wheeler, Ford s/engine, dismantled for rebuild.
1986 4/4 2 seater, red, stainless exhaust, wood dash.

CARS FOR SALE

1970 TR6 damson/black trim, ground up restoration to show standard, 21 miles since.

WANTED

Concours cars. Road cars. Damaged/ dismantled cars. **All Morgans purchased outright or sell on brokerage** (no commission charged)

LARGEST PARTS STORES OUTSIDE MALVERN

Luggage racks - stainless or chrome
Fold down windscreen conversions
Aeroscreens and Wind deflectors
Stainless exhausts
Tailored dustsheets
Telescopic rear shock kits
Koni & Spax
Stainless threshold plates
Sliding rod mounted mirrors
Wire wheels - chrome & painted
Chrome on brass fittings
Moto-Lita steering wheels
Badge bars and inertia reel seat belts
Bonnet stay kits
Badges, Books and accessories
Steering and Suspension
Brakes, Cables and Cooling
Ali and steel body panels
Wooden dashboards
Wooden bodyframe parts
Clothes and Umbrellas
Stainless fastenings
Electrical components
Hoods, tonneau, interior trim
Over 4000 different parts available, ex stock. FAST DELIVERY.

NEW FOURTH EDITION CATALOGUE

36 pages packed full of Morgan goodies. Send £2 or US $8 (notes) for copy

INSTRUMENT RESTORATION

We are able to undertake a complete dashboard service. All makes catered for, including Rolls, Bentley, Jaguar, MG, Aston Martin, Morgan etc.

MORGANS WANTED URGENTLY

• Large service and repair facilities • Paintshop with low bake oven • Woodshop • Trim shop
Mechanical/Paint/Trim work on Aston Martin, Ferrari, Maserati, Porsche and Morgan of course.

MELVYN RUTTER LIMITED
The Morgan Garage, Little Hallingbury, Nr. Bishops Stortford, Herts. CM22 7RA
Tel: 0279 725725
Fax: 0279 726901

BEAULIEU CARS LIMITED

fine cars and engineering excellence



1930 ALFA ROMEO 6C 1750 3rd Tourismo Drophead Coupé by James Young of Bromley. Newly painted maroon/blacktwo tone. Perfect leather throughout. Walnut door cappings, superb mechanicals, rare model. An original concours car.....
1973 ALFA ROMEO 2000 Spyder Veloce. Newly painted silver, rust free, low mileage, new hood, excellent, mechanics.....**£12,200**
1952 MG TD 1250. Red, superb original car, MOT'd.....**£12,500**
1970 FERRARI DINO 246 GT. Rosso red, black leather, only 12,000 genuine miles from new. Absolutely mint, best available...**£125,000**

Main Suzuki Dealers

BEAULIEU CARS LTD
Beaulieu, Hampshire Tel: (0590) 612444

ASTON MARTIN

OFFICIAL PARTS & SERVICE AGENT
IAN MASON
ASTON MARTIN SERVICES

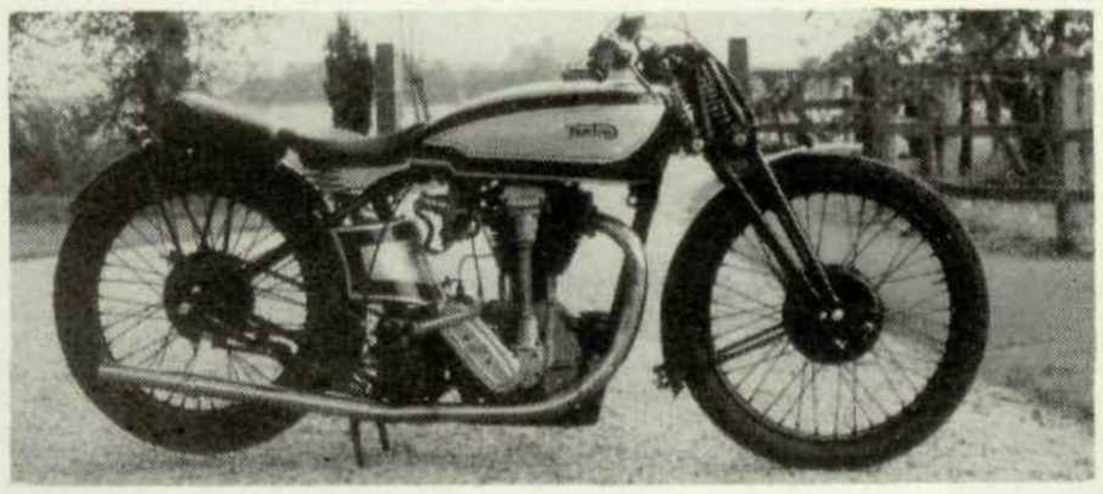
Conveniently located in the West End for all parts and service requirements, with our own in-house coachworks and computer assisted parts department with instant despatch *facilities.*

139a Freston Road, Bayswater, London W10
01-727 7678, 01-727 1944.

FRENCHAY GARAGE

COACHBUILDERS & RESTORERS

A complete in-house service. Vintage Alfa Romeo parts. Brakes and Clutches re-lined. Ash frames, complete bodies. Engines overhauled. Painting.
Frenchay Garage (Incorporating Vintage Frictions) Frenchay Common, Frenchay, Bristol, BS16 1NB
Tel: (0272) 567303
(0272) 603708



FERRARI 512 B.B.1978.
SUZUKI RG500 MK6. 1980, concours.
YAMAHA TRZB. About 1973, 350cc, ex-John Williams.
ROLLS-ROYCE CORNICHE Drophead, 1982, 51,000 miles.
ASTON MARTIN VANTAGE 1988, 2,800 miles, as new.
MANX NORTON 500cc. 1959, as new.

FERRARI'S AND INTERESTING RACING MOTOR BIKES WANTED FOR CASH

GERRY STONHILL (0865) 891056

MANOR CLASSICS

TEL: 0295 758355 BANBURY FAX: 0295 .758479

View by appointment please



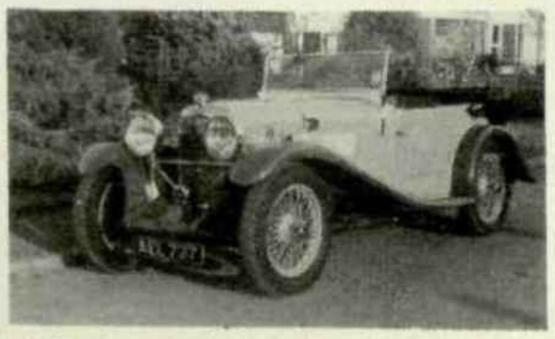
1939 Bentley 4¼ MX Continental Park Ward Sports Saloon. Lovely, original car. It has never been restored but has been well maintained..... **£39,500**



1967 Austin Healey 3000 MkIII. Superbly restored and finished in BRG and black interior. I have 2 others, one red and one white..... **£24,500**



1966 Lotus Elan S3 Drophead. Restored to pefection in red with new black interior and weather equipment, faultless..... **£19,950**



1934 Lagonda Rapier. Delightful 4 seater tourer by Abbot. Restored in Duo green and black leather, full weather equipment..... **£29,500**

1956 MGA 1500cc. 49,000 miles, white..... **£14,500**
1959 Triumph TR3A. Choice of 2, restored..... **from £14,500**
1954 Alvis TC 21/100 Grey Lady DHC. Superb and original..... **POA**
1977 Rolls Royce Silver Wraith II. 64,000 miles..... **£19,500**
1958 Standard 10. 12,500 miles..... **£2,500**
1961 AC Ace Bristol ..... **P.O.A.**
1964 Ford Cortina MkI 2-door..... **£1,850**

1929 ROLLS ROYCE 20HP Weyman 6 light saloon without division and not fabric, by Mulliner (B'ham). Last owner 11 years, taxed and tested. Only 18 were built and only a few survive in their original form..... **£23,500**

MOTOR BIKE

1958 AJS 7R 350cc racing motorcycle. This example has a racing history at amateur level and is perhaps one of the most original 7Rs to survive with no major modification from the original specification. It is in sound condition but has not seen recent use..... **£18,950**

1947 BENTLEY 2-DOOR FHC by Freestone & Webb. Body style has no running boards & it is not dissimilar to the Vesters et Neirink FHC that sold for £340,000. Very similar style. Stored for the last 8 years. Serious enquiries only please. (See Super Car Classics, March 90, page 25 for photo).
..... **£32,500**

1963 ASTON MARTIN DB4 SERIES 5. Engine No. 370/1207 SS. Fiesta red, black leather int., manual with o/d, 1st class condition, drives extremely well, very rare car as it has not got flared in headlights
..... **£64,950**

ROLLS/BENTLEY SPECIAL

This is a handbuilt Rolls/Bentley Le Mans Speed Six Special built from the original drawings and virtually indistinguishable from the real thing. Based on the 20/25 chassis, 4.9 SI engine built by Stan Brunt, Mk6 gearbox, 50 gallon Le Mans tank. 21" road wheels, correct radiator etc, full weather equipment. A small production run is envisaged but no more than 5. To be sold or a first came first served basis. This is the one other should be judged by.

1965 AUSTIN COOPER 'S' 970cc. Red, black roof, correct interior. First class condition both mechanically & bodily **£10,950**

1934 ROLLS ROYCE 20/25 PARK WARD SPECIAL TOURING SALOON. Chassis No. GNC 68 with twin side mounted spare wheels (actual car p244 of Daltons Coachwork on Rolls Royce). Can only be described as a baby Phantom Continental it has fitted suitcases & sunroof. Should not be missed by the serious Rolls Royce person **£49,750**

WANTED

Austin Healey 100/S. Must be genuine, prefer unrestored.
Rolls Royce PIII, attractive body shape.

FOR FURTHER DETAILS PLEASE TELEPHONE

Tel: (0404) 822324 or
Tel: (0836) 288465

SPORTS AND Classic CARS

Jaguar E-Type V12 F.H.C. 1973. Primrose yellow. Extremely original, only 58,000 miles. Excellent history..... **£27,500**
Porsche 356 SC 1964. White, totally restored making this example one of the very best available, *concours winner*..... **£22,000**
MG TD 1953. British Racing Green. Beautifully restored. Very attractive..... **£17,500**
Triumph TR8 1980. V8 3500cc engine, racing green, under 4,000 miles from new, stunning car-..... **£15,000**
Ford Model A Roadster 1930. 24hp, 3200cc engine, imported from S. Africa 1987, RHD, tax & MoT tested..... **£12,750**
Jaguar XJ 4.2 Coupe 1976. Midnight blue, leather trim, 65,000 miles. A superb example of this sought after model..... **£8,995**
Jaguar XJ12 Ser 1 SWB 1973. Signal red, an outstanding example of this rare model (believed under 300 built new)..... **£3,495**
MGB GT 1978. Glacier white, overdrive, Rostyle wheels, good sound car at only..... **£3,495**
Vanden Plas Princess 1973. Teal blue with Olive leather, only 21,500 miles. One lady owner from new..... **£3,495**
MG Midget 1972. Teal blue, round wheel arch model. A good example at modest price..... **£2,995**
Sunbeam Rapier 1972. Stylish fastback coupe, finished in blue, only 33,000 miles, 1 owner from new..... **£2,595**
New Reliant Scimitar 1400cc. Daytona yellow. Available for immediate delivery. List price.

FULL RANGE OF ALFA ROMEO MODELS AVAILABLE — PLEASE ENQUIRE
SECURE STORAGE FACILITIES AVAILABLE

SCIMITAR

AUTO SERVICE GARAGE

Service Since 1927

R.L.STEVENSON AVENUE
WESTBOURNE · BOURNEMOUTH
DORSET BH4 8ED
FAX: 0202 761048

0202·752790

The oldest Morgan dealer in the world

Morgan agents since 1926

Morgan and Lifes 62 years together

1926 — 19:

Lifes Motors Ltd.

Morgan wanted for cash, we will collect — payment by bank draft or cash



We usually have a good selection of quality Morgans

We are a Family Business situated on the West Coast between Liverpool and Preston and have been Morgan Agents at the same address since 1926 — We specialise in Morgan and we deal in Morgans only — no other franchise or used cars.
We have full service facilities with mechanics who have worked on Morgans for over twenty years — our charges are reasonable and we have a large stock of parts and accessories from leather helmets to walnut dashboards. Send for our accessory list.
We stock s/steel exhaust systems — bonnet locks.

All our used Morgans are carefully selected before purchase and are fully serviced with a long M.o.T. We give a warranty with all cars sold.

SERVICE AND PARTS (0704) 32975

WEST STREET, SOUTHPORT, LANCASHIRE. Tel: (0704) 31375

(24 hour Ansafone)

Morgan & Classic Cars

1986 Plus 4 'D'. Red alloy/black leather, d/handles, c/w/ wheels, l/rack, 2 owners, 35,000 miles.

1983 4/4 — 4 seater, Bugatti blue/black trim, b/strap, l/rack, badge bar, 9,600 miles.

1975 Plus 8 — 4-speed. Red/tan leather reclining seats, chrome bumpers, l/rack, d/handles, radio/cassette, private plate, 35,000 miles.

1985 Plus 8 — Red/black trim, d/handles, 15,000 miles.

1985 Plus 8 — Brunswick Green alloy/brown leather rec. seats, h/rests, roll bar, d/handles, radio/cassette, l/rack, 5,500 miles.

1949 Triumph Roadster 2000 — Black/red leather, fully restored in 1981. The vehicle has won many trophies during the last few years and is in first class condition.

1968 Triumph Vitesse Convertible — Green/black trim, new hood, recently repainted, one owner prior to purchase for private collection.

1969 Jaguar 'E' Type 4.2 Convertible — B.R. Green/black leather, c/w/wheels, Californian import, right hand drive.

1970 Vauxhall Victor Super — Green, totally original, full history, two owners, immaculate.

1970 MGB Roadster — B.R. Green, restored condition throughout, chrome bumper.

1974 TR6 — Red/black trim, mohair hood and tonneau, recent mechanical overhaul, good condition throughout.

1980 Jaguar XJS — Dec., 2-tone green. Byatt customised, air conditioning, radio/cassette, two owners, FSH, genuine 18,800 miles, private plate.

PACKER-DUNCAN

WATERLOO GARAGE, HAGLEY ROAD, OLDSWINFORD
STOURBRIDGE, WEST MIDLANDS. TELEPHONE (0384) 395186

BRANDS HATCH Morgans

BRANDS HATCH CIRCUIT, FAWKHAM, DARTFORD KENT. DA3 8NG

APPOINTED SERVICE AGENTS

TEL: (0474) 874147
FAX: (0474) 879727



LOOKING AHEAD TO SPRINGTIME SERVICING

As Factory appointed service agents we are fully equipped to service your Morgan.

SALES

Phone for details as Morgans *move fast*!
We are always looking for well cared for used Morgans.

PARTS & ACCESSORIES

We have stocks of parts and accessories for all models.
Mail order or collect. World wide service.

EASY TO FIND: Just off the A20, only 5 minutes from the M25 J3, M26, M20 and only 20 minutes from SE London

HEART OF ENGLAND Morgans

THE MIDLANDS MORGAN AGENTS
WE RETAIL TOP CONDITION, LOW MILEAGE & "SPECIAL INTEREST" MORGAN MOTOR CARS



40 Years seperate the 2 Morgans featured!
Both have been Totally Restored regardless of cost to an Exceptional Standard, and now For Sale:

The **TRIKE** is a 1935 "Family Twin". Very authentic but usable. Machless Watercooled 990cc V Twin. 3 speed. VSCC Eligible.
The **PLUS 8** is a 1976 "Early + 8". 4 speed. This car has a string of Top Flight Concours Awards to its credit & fully documented history. The standard of presentation is the highest possible!
Both vehicles represent the BEST examples of their type currently on offer anywhere!! A bold statement, but justifiable.

***N.B.* We move to NEW Purpose Built Premises at Hartlebury, Worcestershire from 1st April . . with a New Very Large Spares/Parts facility. Contact us or watch our adverts for the new Address & Numbers.**

Top Class, Low Mileage Morgans Required for Cash Purchase or Brokerage. Clients waiting for Top Cars!
Everything MORGAN! . . . PARTS, ACCESSORIES, BOOKS, VIDEOS, GIFTS, SERVICING & PERFORMANCE TUNING for ALL MORGAN models.
STAINLESS STEEL EXHAUST SYSTEMS, LUGGAGE RACKS, BADGE BARS.
Send SAE (or Fax) for our MORGAN ACCESSORIES LIST

"MORGAN BUYERS GUIDE" (Illustrated complete guide to all models) ..... **£13 incl postage**
NEW! . . . "21st Anniversary of the Plus 8" CAR BADGE ..... **£23 incl postage**

Talk to John Worrall or Mike Duncan at

HEART OF ENGLAND MORGANS, STATION GARAGE, MUCKLOW HILL, HALESOWEN, WEST MIDLANDS B63 3JP. 021 550 3111. FAX: 021 585 5743.
Open **MONDAY TO FRIDAY** 10am to 5pm

MACDONALD M RACING

(Established 1966)

NORTH EAST Morgan DISTRIBUTORS
AGENTS FOR SCIMITAR SPORTS CARS
SALES, REPAIRS, SERVICE, SPARES





1973 MORGAN +8 Supercharged. Fabulous racing car with loads of history. Dry sump, 4 H.A. LSD axle. Genuine Morgan chassis and body frame panelled in alloy. Removeable one-piece front. Rare opportunity to acquire a piece of Morgan history. This car is complete, ready to race and road legal.

ALSO

1981 MORGAN +8. Green, black leather, alloy bodywork, quadruple downdraught carbs, stainless competition exhausts, etc, etc.
1987 SCIMITAR SSI. 1800 turbo injection, red, leather upholstery.
1988 SCIMITAR SSI. 1800 turbo injection, red, alcantara etc.
1975 SCIMITAR GTE. Blue, sunroof, radio etc.
1935 AC DROPHEAD TOURER. *Green/black, triple carb etc.*
1935 MORRIS 12/4 SALOON. Red/black, sunroof, red leather etc.

WANTED

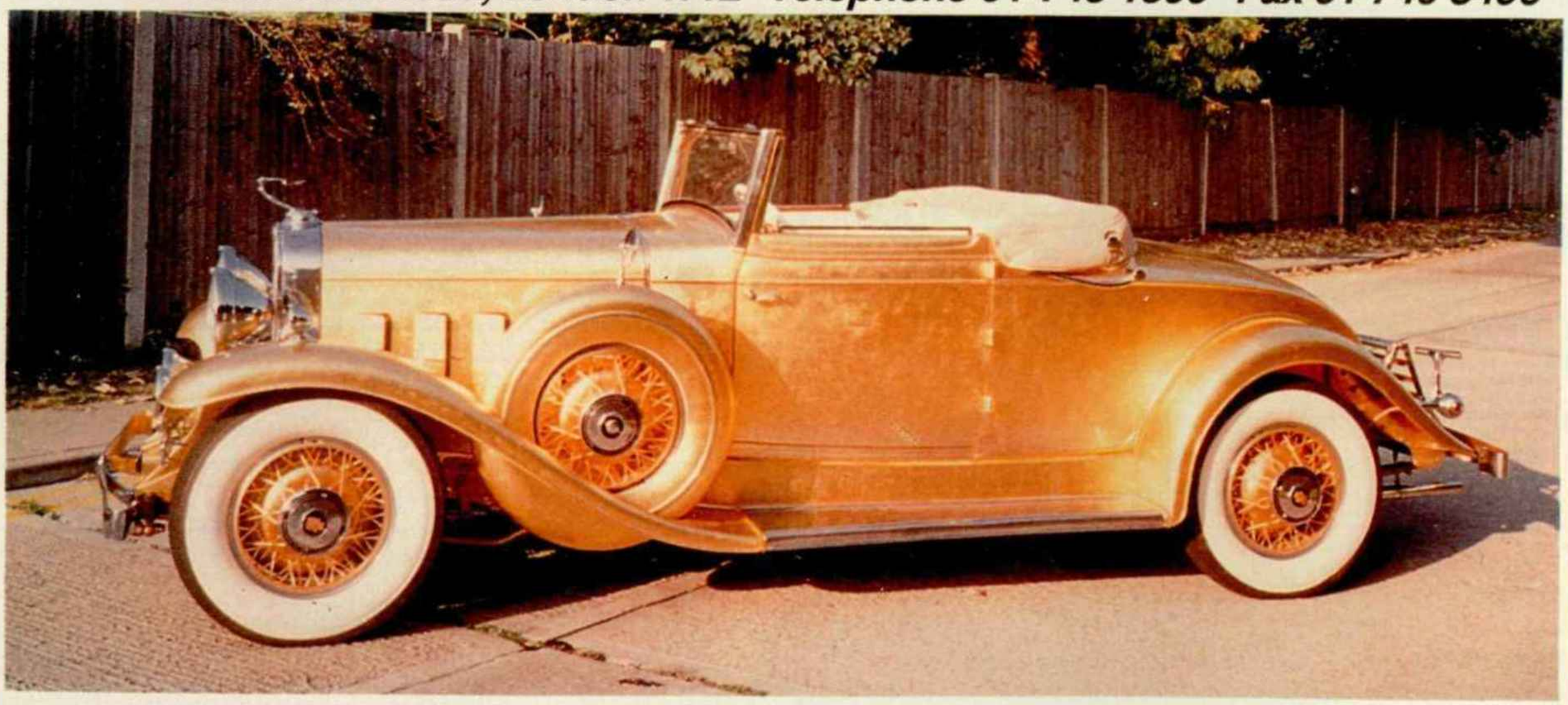
ALL MORGAN CARS — Especially 3 wheelers
ALL PRE-1940 CARS — Any type, any condition.
LAGONDA SPARES 1930-1940

I. and J. Macdonald Ltd.
MAIDEN LAW GARAGE, LANCHESTER, DURHAM DH7 0QR.
Tel: Office 0207 520916. Fax: 0207 529860

Straight EIGHT

for the Ultimate!

152-160 Goldhawk Road, London W12 Telephone 01-743 1599 Fax 01 740 8496



CADILLAC V8 FLEETWOOD ROADSTER. 1931, totally unique having been completely restored to the highest standard. Coachwork finished in pure 24ct. Gold Leaf! White hide interior, mink over-rugs, gold-plated dashboard etc., diamond studded hub-caps. 2-seater with Dickie seat, prize winner in two rallies last year. Fantastic investment potential.

OTHER VEHICLES IN STOCK:

Aston Martin V8 Auto 1989, 3,000 miles, met. blue
Zagato Volante 'G' reg. Automatic. Delivery mileage
DB5 1965. White, black hide, history
Bentley S3 Continental 4dr. Flying Spur, 1963, Masons black
Bentley T2 1981, one owner, FSH, many extras
Bentley S1 Continental James Young, 1 of 3
Bentley Turbo R 1986 (D), green, FSH
Bentley Mulsanne Efi, silver sand, 1987
Cadillac Sedan Deville 1960, superb black, grey int
Cadillac Eldorado Biarritz Convertible, 1958
Ford Thunderbird Tri-Power, 1963 Coupe, met. green
AC Cobra MkIV 'G' reg., delivery mileage
BMW 325i Touirng 'F' reg., 11,000kms, LHD, extras
BMW 735iSE 1985, black, beige hide, FSH
Citroen Traction Avante, white, LHD, superb
Jaguar E-Type 2+2 V12 1971, BRG, chrome wires
Jaguar 3.8S 1968, Auto, PAS, BRG, chrome wires
Jaguar 2.9 Sovereign, 'E' reg., Auto, graphite
Ferrari 365 Boxer 1976, 42,000 miles, FSH, blue chiaro
Delage D6 Limousine with division
Mercedes 190SL Roadster LHD, red, black int.
Mercedes 280 SL 1970, 5-speed
Mercedes 500 SEC, champagne, Brazil hide
Lamborghini Countach 25th Ann.
Rolls Royce Phantom II Sedanca
Rolls Royce Silver Cloud I, Chapron
Rolls Royce Silver Cloud III 4-dr Spur
Rolls Royce Corniche Convertible, LHD, 1983
Rolls Royce Spirit, 1981, LHD, white, blue hide
Rolls Royce Spirit, 1988 (F), Lagoon blue



MERCEDES BENZ 600 STATE LANDAULETTE 1974. 15,000kms, LHD, stunning Embassy black, black hide interior, specially ordered from Mercedes by the President of Gabon. Probably the lowest mileage example available in the world.

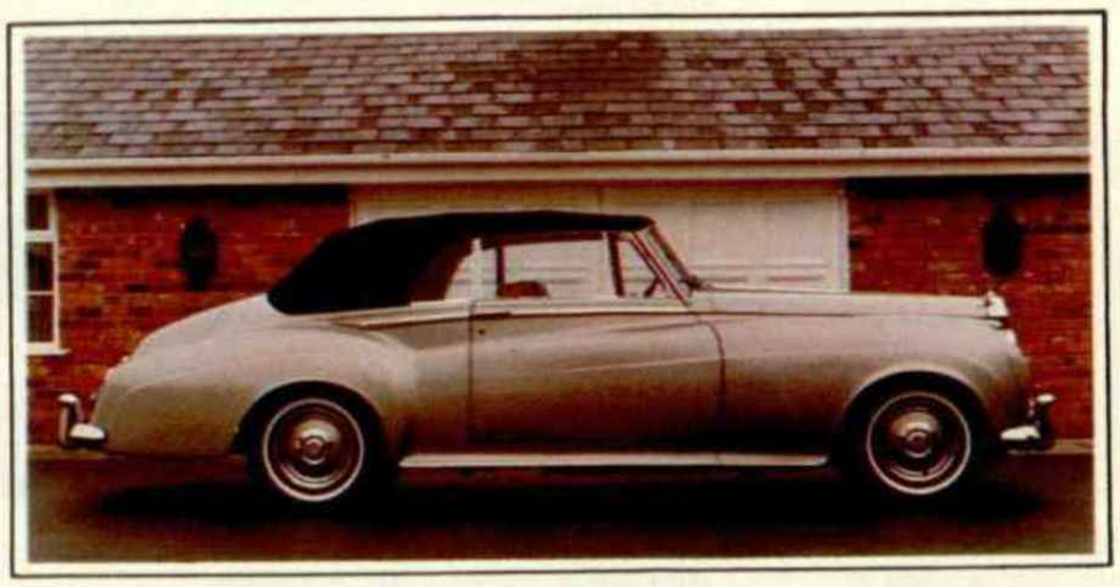


ASTON MARTIN VANTAGE VOLANTE. Actual Motor Show car and first production Vantage Volante. Chichester Blue with parchment hide interior, piped blue. Full history. A very important model for serious Aston collectors.

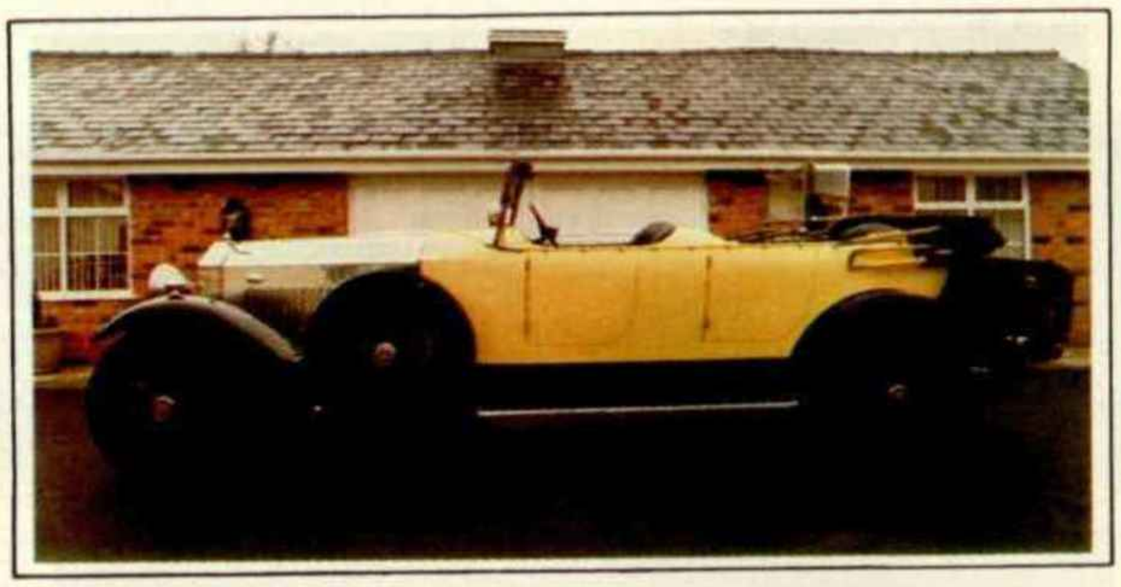
THE ABOVE IS A SELECTION OF OUR CURRENT STOCK — PLEASE PHONE FOR AN UP TO DATE LIST

WE URGENTLY REQUIRE VEHICLES OF THE TYPE WE SELL
BUYER WILL TRAVEL WORLDWIDE!

William Loughran



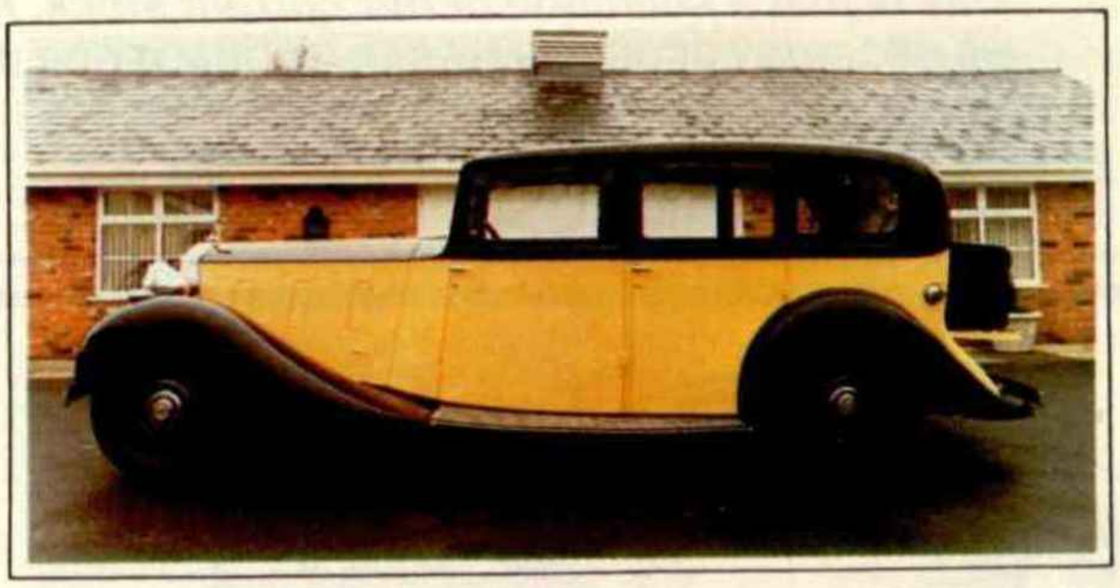
1961 ROLLS-ROYCE Silver Cloud II Convertible Original convertible totally refurbished to concours condition.



1930 ROLLS-ROYCE Phantom II Just had a complete mechanical overhaul. This car is in superb condition with documented history of engine rebuild by Coldwell Engineering.



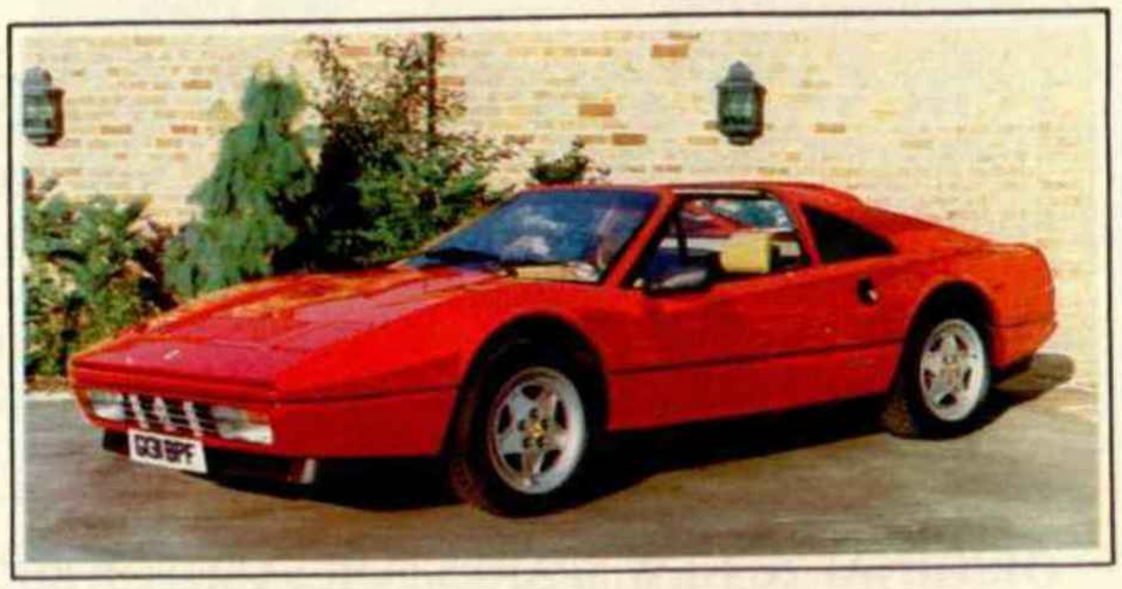
1964 JAGUAR 3.8 'E' Type lightweight replica with many interesting features.



1936 ROLLS-ROYCE Phantom III Magnificent Hooper bodied limousine in exceptional condition with good documented history.



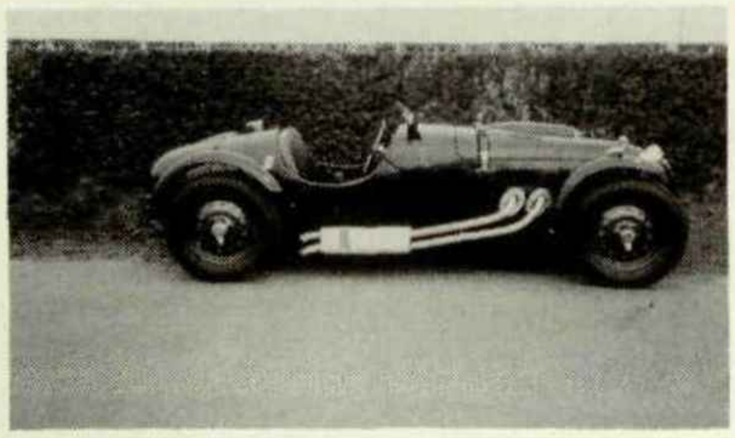
1988 PORSCHE 959 Comfort model Silver with burgundy hide, multi coloured silver inserts, 2,400 kms.



1985 FERRARI 288 GTO Black hide, air conditioning, electric windows, sports exhausts, supplied new by Maranello Concessionaires in this country, 13,000 kms.

Many more interesting cars available. Please ring for details.
We are always looking to buy interesting cars.

THE HAWTHORNES · GILL LANE · WALMER BRIDGE · PRESTON · PR4 5QN
TELEPHONES (0772) 613114/613213 · FAX (0772) 615104



1950 FRAZER NASH LE MANS REPLICA. Totally original. Racing history.



1957 AC ACE BRISTOL. 100D engine. Exceptional condition.



1952 JAGUAR XK120. FHC. Wire wheels. Special equipment model. LHD. Very good condition.



1932 DE SOTO SINGLE SEAT RACE CAR. Oval racer. Ex. Harrah Museum. Very fast. Concours condition



1953 ALFA 1900C PININFARINA COUPE SS. Similar to above picture but in need of total restoration.



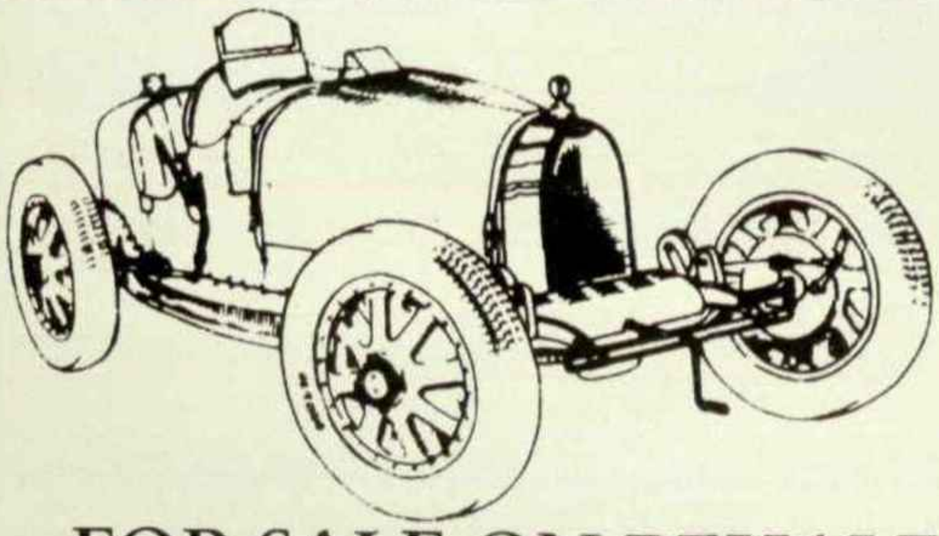
1935 BENTLEY 3½ DROPHEAD COUPE by HOOPER. Exceptional condition

This is just a selection of our current stock. Please telephone or write for up to date details

WE URGENTLY REQUIRE ANY CAR OF QUALITY OR IMPORTANCE SIMILAR TO THOSE WE NORMALLY SELL

BRIAN CLASSIC LTD

Tel: Bucklow Hill 0565 830423. Fax: 0565 830490



Tomkyns

BROKERS & SPECIALISTS IN BUGATTI & C6 AMILCAR

FOR SALE ON BEHALF OF OUR CLIENTS:–

BUGATTI TYPE 49 Tourer with beautiful but non-original body. Arriving U.K. February. In fine condition.
BUGATTI TYPE 23/13. Here soon.
BUGATTI TYPE 37 with history. Partially built but with non-original chassis frame.
AMILCAR C6 No.11059. engine No.90051. Having engine rebuild at present.
AMILCAR C6 No.6514. Believed ex-works car being totally rebuilt to full race specification for 1990 racing season.

ORIGINAL & NEW SPARES FOR SALE FOR BUGATTI & C6 AMILCAR ARE ALWAYS AVAILABLE.
Keenest purchasers of all Bugatti original spares

New Amilcar C6 Cylinder heads now available		**New Amilcar C6 Cylinder Blocks**	
unmachined castings	£1200.00	unmachined castings	£1420.00
fully machined	£2960.00	fully machined	£3890.00

Tomkyns Ltd., Upminster Common, Essex, RM14 1TP, England.
Telephone 04023 44766 / 73300 Fax 04023 43946

The Fruit Farm
Common Lane
Radlett
Herts WD7 8PW

STANLEY MANN

The Vintage Bentley Dealer

30 minutes from Central London, situated
2 miles from Exit 5 on M1 or 4 miles from M25

Telephone
0923 852505
0923 857816
Fax (0923) 853496
Open all week including Saturday and Sunday mornings



1929 Bentley Speed Six Vanden Plas Tourer

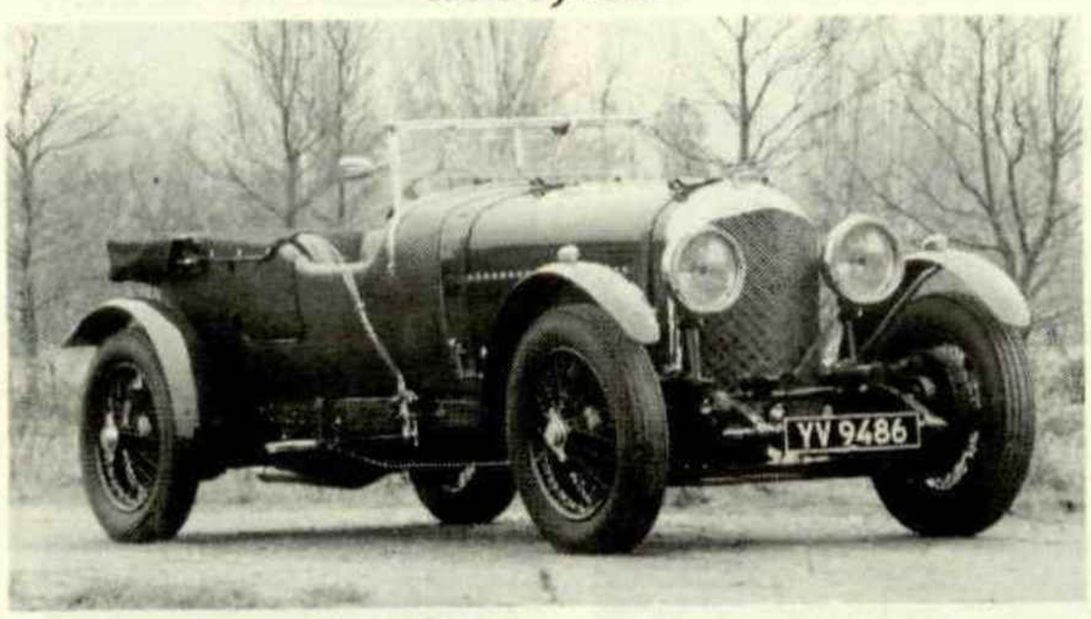
Chassis number	KF 2399
Engine number	LB 2327
Registration	UL 7151
Vanden Plas body number 1580	

This well-known early Speed Six was the factory demonstrator and was used by Bertie Kensington Moir, who was at various times Bentley team driver, team manager and service manager, as his personal transport and was up-dated as the Speed Six was developed for racing. It has, therefore, always been rather a special car and has such desirable features as the five gallon sump.

Vanden Plas created the most handsome 'dual' cowl tourer body with its bob-tail for Bentley's Speed Six but built only four and this is the only example to have survived intact on its original chassis.

This magnificent car is painted dark green with matching interior (its original colour scheme) and is in excellent condition throughout. It is without doubt one of the finest Speed Six Bentleys in existence.

£680,000



1928 Bentley 4½-litre Tourer

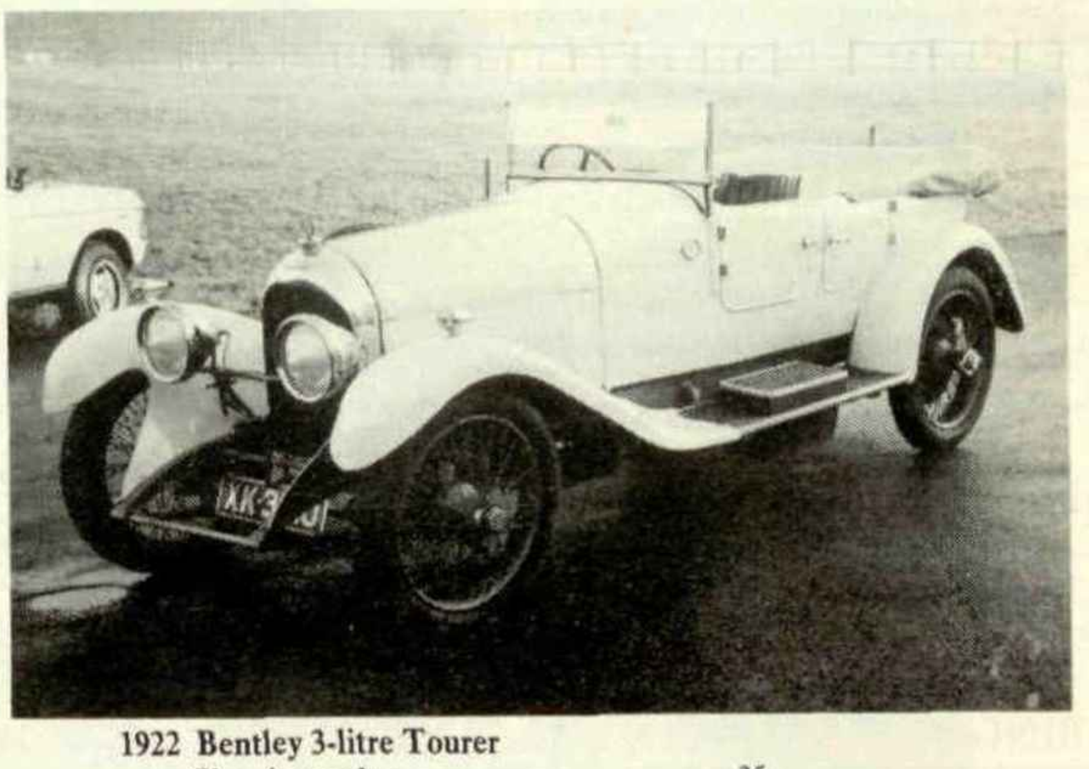
Chassis number	KM 3091
Engine number	XF 3514
Registration	YV 9486

This is a very good-looking example of the 4½-litre Bentley — the model generally considered to be the most versatile and practical of the cars made at Cricklewood. The appearance of its Vanden Plas tourer body is greatly enhanced by an extended bonnet which is a contemporary styling ploy intended to convince the public that the engine was unusually large! Another nice feature is that the car has retained its original vertical, three-pane windscreen and a complete set of correct instruments.

This car retains its original, and very desirable, close ratio D-type gearbox while the engine has been completely overhauled and will require to be run-in before the performance can be exploited.

The radiator and headlamps are stone guarded and cycle wings and a 'Le Mans' long range fuel tank are fitted to the car which is British Racing Green with matching fabric and interior trim.

£230,000



1922 Bentley 3-litre Tourer

Chassis number	35
Engine number	33
Registration	XK3010

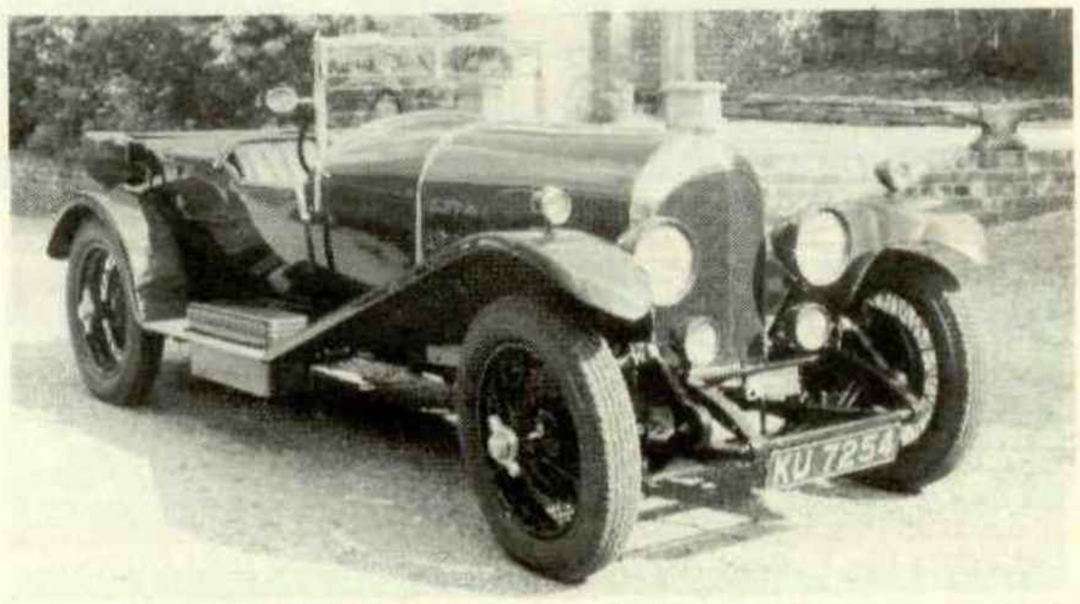
Although the 3-litre Bentley made its first public appearance at the Motor Show held at Olympia in 1919 the first car was not delivered until September 1921. This car, the thirty-fifth chassis, was delivered to a gentleman living in Reigate, Surrey, in January, 1922, and originally wore a four-seater coupe body by Wilton Carriage, a little known firm which only bodied five 3-litre Bentleys.

We know very little about the car's subsequent life until it was acquired in the late fifties by an enthusiast who was quick to appreciate that the car's chassis and mechanics were exceptionally original although, like most early Bentleys, the car had been converted to four wheel brakes and there was no trace of the original body.

In the course of a painstaking restoration the car was returned to two wheel braking and the owner was able to locate a handsome tourer body which came from another very early Bentley and is reputedly by Harrison.

This is a car with tremendous appeal to those who savour the thought of driving Bentley Motors first model as it was originally conceived — with its beaded edge tyres, unbraked front axle, A-type close ratio gearbox and Smith's Five Jet carburettor it is a light and lively performer.

£116,000



1925 Bentley 3-litre Red Label Speed Model

Chassis number	1104
Engine number	1140
Registration	KU 7254
Vanden Plas body number 1171	

This is an unusually original and very appealing 3-litre Speed Model which was delivered in the late summer of 1925 to a Mr. A. W. Briggs. Vanden Plas records show that the standard panelled body was originally painted green and was completed in August that year. It subsequently appears to have led a fairly sheltered life and it is still very much as it was when it left the factory.

The 3-litre Bentley was without doubt one of the finest high speed tourers of the twenties and such 'correct' examples in excellent condition are highly desirable today.

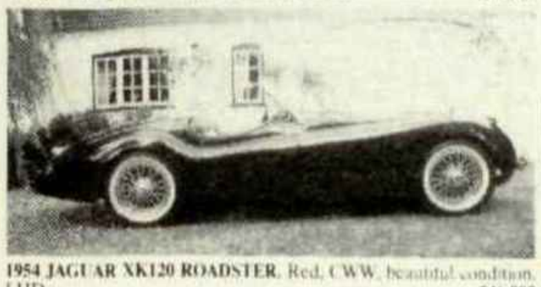
£150,000



1963 LANCIA FLAVIA 4 SEAT CONVERTIBLE by Vignale. Silver blue leather, totally restored, tailored car cover, etc. **£15,250**



1934 BENTLEY 3½ LITRE 3-POSITION DROPHEAD COUPE by Windover, black, red interior, totally restored. **£120,000**



1954 JAGUAR XK120 ROADSTER. Red, CWW, beautiful condition, LHD. **£46,000**
1959 JAGUAR XK150 'S' 3.4 FHC. RHD, blue, red interior, cww. **£53,000**
1956 VOLVO PV444. Choice of 2, green and black. **£4,750 & £4,500** respectively
1964 JAGUAR 3.4 MKII. MOD. Golden sand, red leather, cww, as new, restored by Southern Classics. **£39,500**
1968 DAIMLER 250 V8. 2 owners from new, 70,000 miles, full history, beige with tan leather. **£13,950**

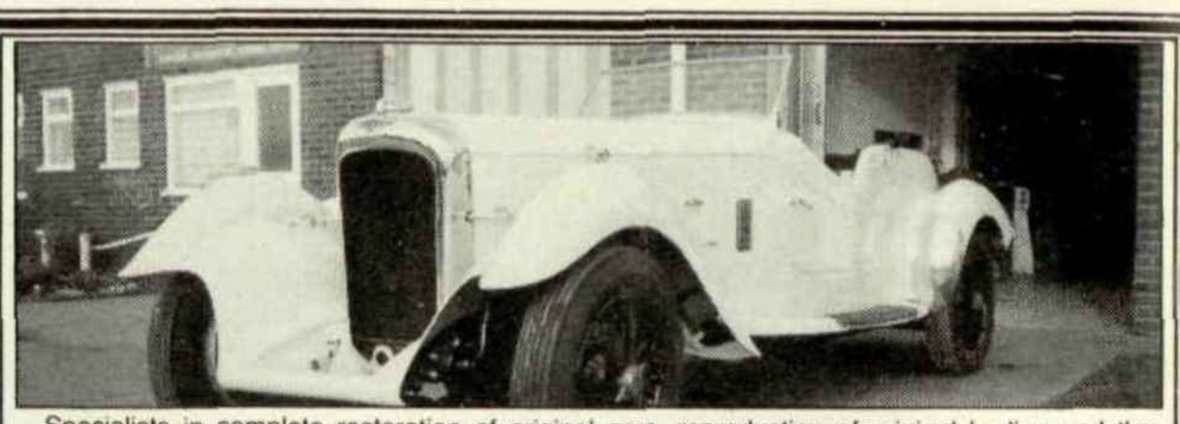


1974 GTD FORD GT40 REPLICA. Red, black hide, 302 cc in small block Ford, 5 speed ZF gearbox, Halibrand style wheels, Le Mans style filler caps etc, stunning and shattering (similar to above). **£36,000**
1988 MODEL HARLEY DAVIDSON SPORTSTER 883. Black, wire wheels, dual seat, 900 kms from new. **£4,250**
1976 DAIMLER XJ COUPE 4.2. Green, green leather. **£5,500**

EXPECTED SOON —

ALLARD K3 ROADSTER. Yellow, black hide, yellow piping, fitted brand new flat head Ford V8, comes complete with tuning kit, alloy fined heads etc. Quite remarkable.

MICHAEL HALLOWES. Telephone: Loxwood (0403) 752615 or Mobile (0836) 595632 or 01-607 5852



Specialists in complete restoration of original cars, reproduction of original bodies and the construction of special bodies. To complement these services we now offer in-house mechanical and trimming facilities.

Lagonda Rapide Replica with bodywork recently completed in our workshops. Currently being rebuilt, with a view for sale during the summer, a Wensum bodied Vauxhall 30/98.

Rod Jolley Coachbuilding

37 GORDLETON INDUSTRIAL PARK
SWAY ROAD, LYMINGTON, HANTS
Tel: (0590) 683702 Fax: (0590) 683634

MASERATI QUATTROPORTE

August 1986, Masons black, LHD, only 17,000 miles, top condition. PRIVATE SALE

£25,000

RING 01-355 1330

MASERATI

Bill McGrath

the exclusive marque specialists

Units 8 & 9 Claggy Lane Industrial Estate
Kimpton, Herts SG4 9 PZ
Tel: 0438 832161 Fax: 0438 833601

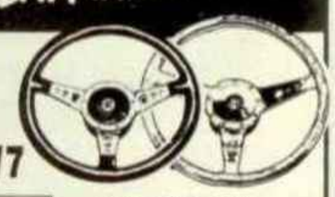
Tipo

Servicing
Restoration
Spares
All Models

For MOTO-LITA in London!

For the biggest stock of MotoLita wheels & bosses in the U.K. ring

01-794 7766/7



CHRIS MONTAGUE CARBURETTER CO.

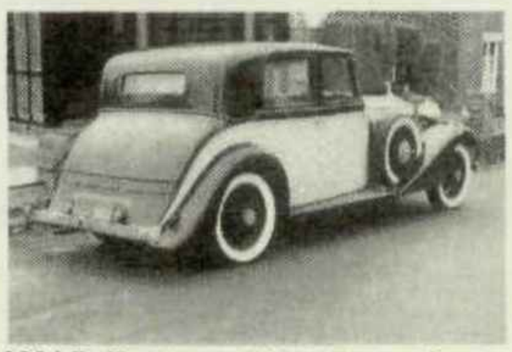
Chris Montague Carburetter Co.
380/2 Finchley Road
London NW2 2HP

DAVID BALDOCK

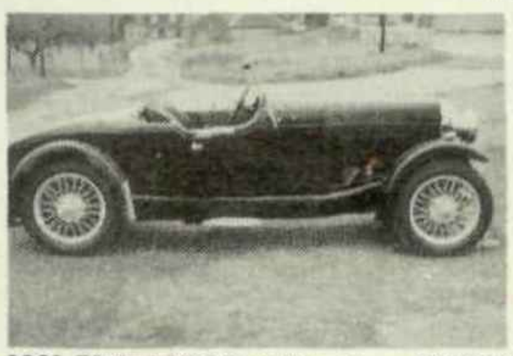
CHEQUERS GARAGE,
NORTH ROAD,
GOUDHURST,
KENT TN17 1AD



1934 Rolls Royce 20/25 with fire damage..... **£13,500**



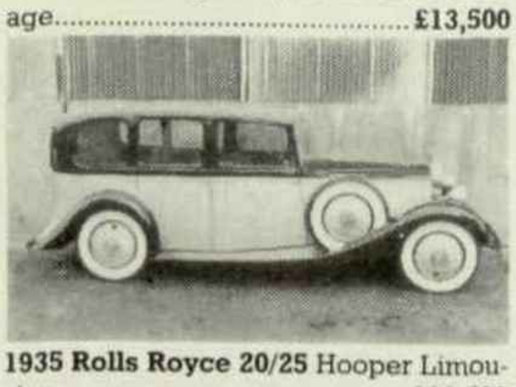
1934 Rolls Royce 20/25 Hooper Sports Saloon..... **£26,500**



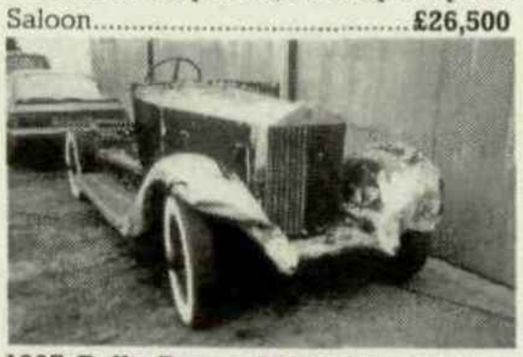
1931 Alvis 12/60 Beetleback..... **£34,500**



1902 Oldsmobile Curved Dash **£17,750**



1935 Rolls Royce 20/25 Hooper Limousine..... **£26,500**



1937 Rolls Royce 25/30 driving chassis **£9,250**



1910 Autocar Commercial..... **£4,000 + VAT**



1932 Rolls Royce 20/25 Parkward Saloon, dismantled engine **£13,500**



1934 Singer 9 Le Mans for restoration..... **£7,500**



1935 Bentley 3½ Saloon by Parkward..... **£24,500**



1956 Bentley S1 Saloon..... **£9,250**



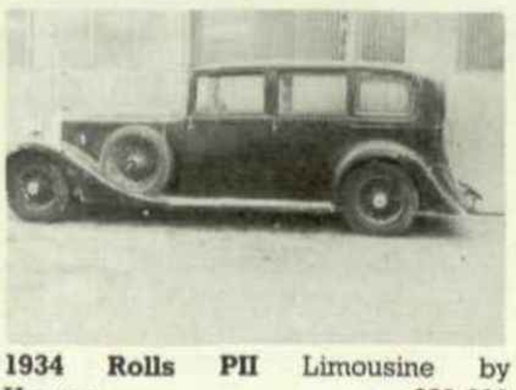
1948 Rolls Royce Silver Wraith Parkward Limousine..... **£12,500**



1933 Rolls Royce PII Limousine by Mann Egerton..... **£26,500**



1934 Rolls Royce 20/25 Landaulette by Thrupp and Maberly..... **£32,500**



1934 Rolls PII Limousine by Hooper..... **£21,000**



1934 Rolls Royce 20/25 Limousine by Thrupp and Maberley..... **£21,000**

Tel: GOUDHURST 0580 211326(D) or 0732 883282(E) Fax: 0580 211662

IVOR BLEANEY
Classic and Thoroughbred Cars

Established over 20 years



Very special Rolls Royce Camarge. This superb example has been the personal transport of Ivor Bleaney and was previously the property of Rolls Royce being the 1981 Motor Show car with full service history and low mileage £65,000

ALSO AVAILABLE

1923 ROLLS-ROYCE Silver Ghost Boat Tail Open Tourer.....£74,500
1967 ROLLS-ROYCE Corniche.....£32,500
1928 ROLLS-ROYCE 20 Doctors Coupé....£26,500
1986 V8 Supercharged Hot Rod.....£3,950
1982 FERRARI Mondial Spyder £49,500
1981 TRIUMPH TR8 Convertible £11,750
1974 TRIUMPH GT6 .....£7,950
1934 ALVIS SPEED 20 Open Tourer.....£49,950
1937 DAIMLER Straight 8 Saloon.....£24,750
1936 PACKARD V12 Speedster, Concours.....£195,000
JAGUAR XK 150 Drophead, mint.....£89,950
1924 ROLLS ROYCE Silver Ghost, Boat Tail Open Tourer.....£74,500
1933 ROLLS-ROYCE Phantom II Open Tourer, exquisite.....£84,500
1923 ROLL-ROYCE 20HP Open Tourer, Barker Style.....£49,950
1923 ROLLS ROYCE 20HP Doctors Coupé, Drophead with dicky £49,950
1962 ALFA GUILIA 1600 Spider.....£14,950
1924 DURANT Open Tourer.....£24,500
1981 AUBURN Glen Pray Speedster.....£24,500
1982 ALFA SPYDER. LHD £8,950
1967 ALFA SPYDER Boat tail, LHD £9,950
1933 LAGONDA M45 Open Tourer.....£145,000
1933 ROLLS-ROYCE 20/25 Sports Saloon-.....£28,950
1934 PEUGEOT 201B Saloon £8,950

Many other investment and exciting cars always in stock — cars similar to above urgently wanted

Phone us for a friendly and efficient personal service by enthusiasts that care that little bit more.
All the above are owned by us. Delivery free in mainland U.K.

IVOR BLEANEY · NEW FOREST · UK
Tel: (0794) 390895 Fax No: 0794 390 862

All correspondence to Ivor Bleaney, PO BOX 60, Salisbury SP5 2DH

VIEWING STRICTLY BY APPOINTMENT (anytime)

AMAZING AMERICANS



53/54 CORVETTE — rare 10T Series, white with red trim as all this series were. Totally restored, very collectable, very driveable. The only model Corvette you can bank! **PRICE £29,000**

1931 LINCOLN CONVERTIBLE — This is 'The' Lincoln, the ultimate model. This custom Le Baron body is in concours condition, and mechanically fit to go anywhere. Performs like a Bentley, silent as a ghost. Reliable as only an American can be. **PRICE £89,000**

1952 BUICK ROADMASTER 4 door hardtop, 13,000 miles since new. Experts say it looks 3,000 miles. Guaranteed a winner at any show, yet is original. Drives like a modern new luxury car. Colour chrome, chrome, pink and white and more chrome. **PRICE £25,000**

1977 CHEVROLET MONTE CARLO. Built for Andy Granatelli. This is the ultimate 'Q' car. A cert concours winner that your Grandmother could take shopping, and you could win at the Drag strip with. 557 cubic inch motor, beefed transmission, brake lock, plus all the luxury accessories. 6,000 miles on the speedo, looks and drives like brand new. Cost $100,000 to build. **PRICE NOW £25,000**

FOR APPOINTMENT TO VIEW CALL

NORRIS MILES, DUTTON UK LTD
0923-220370

WANTED

ASTON MARTIN
INTERNATIONAL OR LE MANS

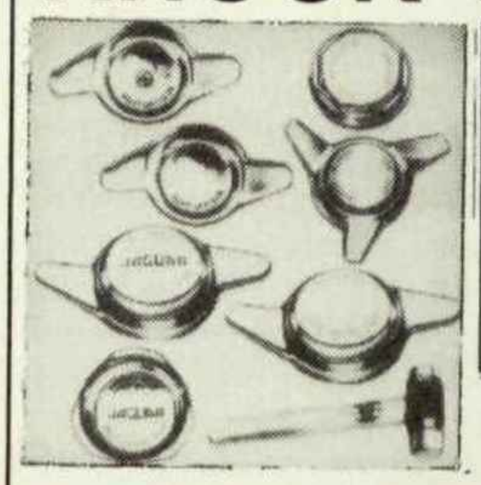
PREFER A MINT CAR BUT WOULD BE HAPPY WITH ONE REQUIRING RESTORATION

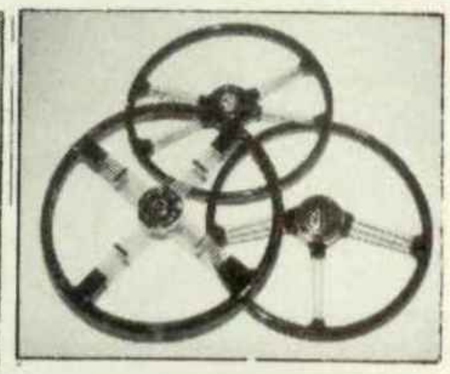
GOOD PRICE PAID FOR THE RIGHT CAR

TELEPHONE: 01-937 9769

KNOCK-OFFS

STEERING WHEELS





KNOCK OFFS

FOR ALL WIRE WHEELS BEST PRICES

STEERING WHEELS
MG TA/C/MMM, MGA, MGB Mk I
MG TD/F

KIMBLE ENGINEERING LTD
33 Highfield Road, Birmingham B28 0EV England
Tel: 021-777 2011. Telex 336993
FAX 021-777 4298

BARCLAYCARD VISA

ALVIS Eddie Quelch ALVIS

VINTAGE & CLASSIC CARS
SPECIALISING IN ALVIS'S OF ALL AGES



1946 MG TC. Beautifully restored car in red, original engine, only needs viewing.....**£16,950**



1934 ALVIS FIREFLY. Cross & Ellis 4 seater tourer. Fully restored with new red leather. A Speed 20 for half the price!.....**£32,000**



1954 ALVIS GREY LADY TC 21/100 DROPHEAD. The rare one with bonnet scoops and wire wheels. Beautiful car.....**£29,500**



1931 ALVIS 12/50 TJ. Wide two seater plus Dickey. Beautifully restored, new leather, original engine, first with.....**£18,500**

1928 ALVIS FWD. Supercharged short chassis 2-seater Le Mans. Easy restoration.....**£30,000**

1937 MG TA in red, body off restoration.....**£14,950**
1947 MG TC. BRG, very nice car.....**£14,000**
1952 MG TD. Red, original RHD, fully restored.....**£15,000**
1931 ALVIS 12/50 Cross & Ellis 4 seater tourer. Another original 12/50 and not expensive..**£26,500**

1963 ALVIS TD 21 SERIES II. FHC, 5 speed ZF gearbox, wire wheels, restored to as new..**£25,000**

1962 ALVIS TD 21 SERIES II Drophead, auto, wire wheels, beautifully restored.....**£35,000**

WANTED URGENTLY TD, TE, TF21 DROPHEAD

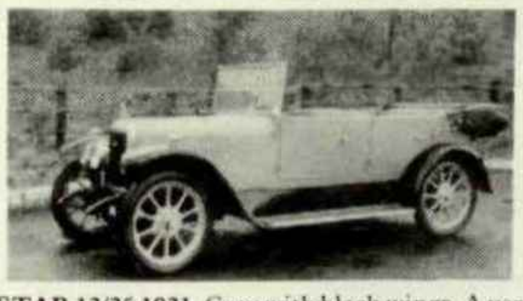
20 RINGWOOD ROAD, LUTON, BEDS LU2 7BG

Tel: 0582 576036 9am-9pm seven days

Viewing by appointment please

TOP PRICE PAID FOR ANY ALVIS

CARISMA CARS



STAR 12/25 1921. Grey with black wings. A very large impressive tourer.....**£14,950**



BSA TRICYCLE 1933. Blue Star, last owner 45 years, runs well.....**£4,750**



STANDARD FLYING 8 Tourer. Green, green interior, recently restored.....**£5,750**



MG TC 1947. Black, black interior, older restoration but still very nice.....**£15,500**

JAGUAR XK140 Roadster. Green, original interior, wire wheels, LHD.....**£35,000**
JAGUAR MARK II 3.8. Manual/overdrive, 1962, green, slight rust, LHD.....**£5,500**
JAGUAR V12 Roadster. Azure blue, automatic, CWW, mint, 50,000 miles.....**£65,000**
ASTON MARTIN DBSV8 1971. Auto, metallic blue, black interior, 56,000 miles.....**Offers £20,000**
AUSTIN SEVEN VAN 1935. Chrome rad, green, black wings, rebuilt.....**£5,750**
SINGER BANTAM 1938. Blue & grey, original interior, MoT.....**£3,950**
DAIMLER DB18 3 position DHC by Barker, 1950, excellent.....**£12,950**
DAIMLER DB18 SPORT SPECIAL 1951. Excellent body, interior needs work.....**£8,950**
MGA 1600 Mkl Roadster 1961. Red, steel wheels, completely restored, original UK car.....**£12,950**
MGA 1600 Mkl Roadster. Wire wheels, LHD, needs paint & trim.....**£4,950**
MGA 1600 Mk2 Roadster. Wire wheels, LHD, for restoration.....**£7,950**
MG TD Mark II 1952. Red, black trim, LHD.....**£7,950**
MG YT Tourer 1950. Red, very rare RHD, stored since 1960.....**£11,000**
MORRIS BULLNOSE 4-seat Tourer. Maroon & black, 1924.....**£11,000**
SUNBEAM 14/40 1924 4-seat tourer. Blue, black wings, restored.....**£18,950**
PORSCHE 356A 1959. RHD, red, red trim, superb.....**£13,500**
TRIUMPH TR3A 1961. Red, sound body, needs trim, LHD.....**£4,500**
DAIMLER V8 250 1967. Black, red interior, superb car.....**£8,950**
PORSCHE 356B SUPER 90. Red, black trim, RHD, 1961, superb.....**POA**

Telephone BYFLEET (09323) 53582 or Cobham (0932) 68077 eves
Fax (09323) 54571. Mobile 0860 242228
VIEWING BY APPOINTMENT PLEASE
PRE-WAR SPORTS CARS + TOURERS ALWAYS WANTED

LEFT HAND DRIVE CENTRE. MERCEDES. PORSCHE. BMW & FERRARI

TRANSEUROPEAN CARRIAGE CO. (LONDON)



1958 300 (Adenauer staff car). Black with magnolia, restored, left hand drive £29,950



NEW 1989 Ferrari Testarossa. Right hand drive, delivery models £189,000



NEW Lamborghini Countach. 25th anniversary model, left hand drive £189,000



1927 Chevrolet Capital Phaeton. Black with biscuit leather, black top full convertible, coachbuilt, restored, full weather tops, LHD £19,950

MERCEDES — POUNDS/STERLING

1089 560 SEL. Lapis blue, full extras, LHD £37,950
1983 500 SEC (Coupé). A.M.G. Full extras, LHD £18,950
1984 380 SEL (LWB). E/winds, e/sun, alloys, LHD £13,950
1981 380 SE. Red, air, sunroof, LHD £8,550
1981 280 SL Convertible. 2 tops, air, alloys, LHD £15,950
1980 280 SL Convertible. Met/blue, 2 tops, rear seats, LHD £13,950
1972 350 SLC (Sports). White, sun, alloys, LHD £5,950
1984 300 TD. White, automatic, LHD £7,950
1983 300 TD. Beige, sunroof, LHD £6,550
1981 300 D. Maroon, air, c/locks, LHD £4,950
1985 200 D (W124). Automatic, LHD £7,999
1983 200 D. White, sunroof, LHD £4,750
1983 240 D. Manual, sunroof, LHD £4,950
1985 190 D. White, sunroof, LHD £7,999
1988 190. Red, c/locking, LHD £9,550
1985 190. Silver, sunroof, lower suspension, alloys, LHD £8,450
1983 190. Blue, c/locking, sunroof, LHD £6,995
1985 190 E. Champagne, one owner, air, sunroof, LHD £8,950
1983 190 E. White, auto, ABS, sunroof, LHD £6,950
1986 230 E. Silver, e/sunroof, LHD £11,950
1983 230 E. White, automatic, sunroof, LHD £5,450
1985 500 SE. Silver, e/winds, sun, ABS, air, alloys, cruise, LHD £13,950
1982 300 (TDT) Diesel Estate Turbo. Automatic, LHD £7,950
1985 300 (TDT) Diesel Estate Turbo. Automatic, LHD £9,950
1987 230 TE. White, Estate, ABS, sunroof, LHD £12,950
1987 300 E. Graphite, air, auto, ABS, e/windows, alloys, LHD £14,950
1978 6.9 Litre 450 SEL. Black/magnolia leather, restored, LHD £19,950
2 NEW 200E. Latest model 1990 Production. Full extras, LHD £19,995
1986 200 (W124). Beige, 5 speed g/box, sunroof, air/cond, LHD £9,950
NEW 190 D (2.5). Beige, air, full extras, 5 speed, LHD £15,950
NEW 250 D. Artic white, air, full extras, LHD £16,950

BMW

1989 (AUG) 320i. Cabrio. (2 litre), Diamond black, LHD £12,950
1985 524 TD Turbo Diesel. Many extras, LHD £6,450
1984 628 (CSI). Green/beige leather, air, alloys, LHD £8,950
1982 735i. Silver blue, A.B.S., sunroof, alloys, LHD £3,950
1982 732i. Blue, sunroof, e/windows, LHD £3,850
1983 320i. Graphite, sunroof, c/locking, LHD £3,995
1983 320i. Silver, sunroof, c/locking, LHD £3,995
1986 318i. Silver, sunroof, c/locking, LHD £6,995
1987 324 D (Diesel). 4-door, sunroof, c/locking, LHD £7,995
1979 318 CABRIOLET. (Baur factory version), LHD £4,950
1986 320i. Black, auto, air, p/steering, alloys, sunroof, r/c, LHD £7,950

VARIOUS LEFT HAND DRIVE CARS

NEW Alfa Romeo Spider 2.0 Litre. Black, soft top, extras, LHD £12,950
1988 Jaguar XJ S (3.6) Sports. Direct from factory, LHD £21,950
1987 Jaguar XJ6 (3.6). New model, blue/beige leather, LHD £16,950
1986 Jaguar Van De Plas HE. Met/blue, full full extras, LHD £14,950
1989 Peugeot 309 GR. 5 door, air, LHD £5,995
1987 Peugeot 205 GTi. Anthracite, sunroof, LHD £5,995
1987 Peugeot 205 XL. White, 3 door, LHD £3,950
1985 Peugeot 505 GR (Estate). Air, LHD £5,850
1983 Peugeot 504 GR. 7 seater, familiar, air, LHD £3,950
1986 Audi 90 Gold Auto. Air, sunroof, LHD £4,995
1987 VW Golf 1.8 GL. 5 door, LHD £4,950
1987 VW Golf GLi (Cabriolet). White, colour coded, new hood, LHD £7,995
1983 VW Golf GLi (Cabriolet). Red, colour coded, alloys, LHD £4,950
1986 VW Golf GT. Anthracite, 1 owner, sunroof, s/history, LHD £5,950
1987 VW Golf (GT D) Turbo Diesel. 5 door, LHD £6,550
1985 VW Passat GL Estate Turbo Diesel. Sunroof, LHD £4,950
1981 VW Scirocco GL Automatic. LHD £1,750
1981 Volvo 245 GL Estate. White, air, LHD £3,950
1985 Volvo 240 Turbo Estate. M/black, LHD £5,950
1988 Renault 5 (Turbo). Full spoilers, LHD £6,450
1986 Renault 5 GTS. 5 speed, r/cassette, LHD £3,850

1988 Ford Sierra 2.3 D CL (Diesel Estate). Central locking, LHD £7,950
1988 Ford Scorpio 2.4i GL. Silver, full extras, LHD £7,995
1982 Ford Escort Ghia 1.6. Silver, 5-door, LHD £2,450
1982 Nissan Bluebird 2.0 GL Diesel (Estate). LHD £2,450
1988 Subaru DL (Estate). LHD £4,950
1984 Opel Corsa 3-door Hatchback, LHD £2,450
1983 Nissan Stanza 1.6 GL. 5 door, LHD £2,550
1983 Nissan Micra. 3 door, LHD £1,950
1985/6 Honda Prelude. Air, all extras, LHD £5,950
1985 Citroen 2CV. Blue, sunroof, LHD £1,950
Ambulance Mercedes. Factory version, white, LHD £2,950

4×4 FOUR WHEEL DRIVE CARS

1988 Range Rover Vogue. Air, direct from B/Leyland, LHD £11,950
1985 Nissan Petrol Safari (7-seater). Air, LHD £6,950
1983 Nissan Petrol. Air, alloys, LHD £3,950
1981 Nissan Petrol. Air, LHD £2,995
NEW Ford Transit Bus. 15 seater, LHD £10,950
NEW Ford Pick Up. LHD £7,550
1984 Mitsubishi Bus. 9/11 seater, L300. One owner, e/sunroof, LHD £6,950
1982 Suzuki 410 Hard Top Jeep. Many extras, LHD £2,995
1984 Mazda RX7 Sports. Met/black, air, sunroof, one owner, LHD £4,950
1989 Mitsubishi Shogun. White, air, 1 owner, LHD £9,950

PORSCHE

NEW 911 Turbo Cabriolet. Red, LHD £69,950
NEW 911 Turbo Coupé. Silver, LHD £59,950
NEW 911 Carrera Cabriolet. Blue, Special Edition, LHD £42,950
1987/88 911 Carrera Targa. White/white leather, Turbo body, LHD £32,950
1988 911 Carrera Targa. White, LHD £26,950
1985 911 Carrera Coupé. Met/blue, spoilers, LHD £22,950
1978 911 SC Coupé 3.0 Litre. Air, LHD £11,950
1977 911 Carrera Special Edition. Spoilers, LHD £19,950
1979 911 SC. 3 litre Turbo body, silver, LHD £15,950
1983 928 S. White, black leather, auto, LHD £13,950
1985 944 Automatic. E/sunroof, spoilers, air, LHD £12,950
1984 944. Red, air, spoilers, e/sunroof, LHD £8,950
1982 924. Graphite, alloys, LHD £4,950

FERRARI

1989 Ferrari 328 GTSi. Red, with magnolia, ABS, air, 1,700km £78,500
1988 NOV. Ferrari 328 GTSi. Red/magnolia, 13,000 km, ABS, air £75,500
1988 Ferrari Testarossa. Red with black, 6,000 klms, f/extras £149,000
CARS ARRIVING: NEW Lamborghini Countach. 25th Anniversary, red £199,000
NEW Lamborghini Countach. 25th Anniversary, grey £199,000
1989 Ferrari Testarossa. 0 klms, red/black £179,000

RIGHT HAND DRIVE VEHICLES

NEW Ferrari Testarossa. Red/magnolia, RHD £189,000
NEW Lamborghini. 25th anniversary, red, RHD £199,000
NEW Alfa Romeo Spider. Silver, black interior, RHD £16,950
1973 BMW 3.0 Litre CSA (Coupé). Automatic, restored, RHD £6,950
1989 VW Golf GTI (16 valve). White, one owner, RHD £9,950

SPECIAL VEHICLES

1927 Chevrolet Capital Phaeton. Black with biscuit leather, black top, full convertible, coachbuilt, restored, full weather tops, LHD £19,950
1958 Mercedes 300. (Adenauer staff car), black with magnolia leather, pillarless, fully restored, Wilton carpets, LHD £35,500
1978 Mercedes 450 SEL (6.9 Litre). Black, with magnolia leather, Wilton carpets, fully restored, black piping, LHD £19,950
1972 Lamborghnini Espada 2+2 V12. Anthracite, black leather, LHD £29,950
BMW MI. White, original throughout, the car of the year, LHD £140,000
Jaguar D Type. For Sale, price on application.
NEW Rolls Royce Corniche Convertible. Black, LHD £125,000
Ferrari Daytona Spider. Details on application.

Special Prices for Export/Car Traders Welcome Special Prices

53 Highgate Road, Carkers Lane, Kentish Town, London NW5 1TL. Tel: 01-485 1015/4134. Telex: 262795 TRANS. Fax: 01-267 6934
Open: Monday to Friday 9.00am-7.00pm. Saturday 9.00am-5.00pm. Sunday 2.00pm-4.00pm

CAVALLINO

Person to Person Ferrari People

1990 Testarossa Red/Magnolia. 100 miles	**£189,995**
1989 328 GTS Red/Tan. 140 miles	**£110,000**
1988 328 GTS Red/Magnolia. 18,000 miles. F.S.H.	**£82,995**
1987 328 GTS Red/Magnolia. 4,000 miles. F.S.H.	**£79,995**
1986 Mondial 3.2 Red/Magnolia. A/C. 27,000 miles. F.S.H.	**£58,995**
1985 308 QV GTS Red/Black. A/C. 38,000 miles. F.S.H.	**£66,995**
1983 308 QV GTS Red/Tan. A/C. 37,000 miles. F.S.H.	**£64,995**
1983 308 QV GTS Blue/Sabia. A/C. 32,000 miles. F.S.H.	**£67,995**
1983 Mondial QV Red/Tan. A/C. 25,000 miles. F.S.H.	**£49,995**
1983 Mondial QV Red/Tan. A/C. 33,000 miles. F.S.H.	**£46,995**
1981 308 GTB Black/Red. A/C. 40,000 miles. F.S.H.	**£56,995**
1979 400i Auto Slate Grey/Magnolia. 51,000 miles. F.S.H.	**£53,995**
1978 400i Manual Carb. Silver/Black. 39,000 miles. Very rare	**£67,995**
1978 308 GTS Carb. Blue/Blue. 32,000 miles	**£64,995**
1978 308 GTS Carb. Red/ Magnolia. 64,000 miles. P7's	**£59,995**
1978 308 GT4 Red/Black. 39,000 miles. A/C. History	**£44,995**
1978 308 GT4 Silver/Blue. 29,000 miles. A/C. History	**£44,995**
1975 308 GT4 Red./Blue. 50,000 miles. Concours entry car	**£49,995**
1973 246 GTS Red/Black. 50,000 miles. Body restored	**£139,995**
1973 246 GTS Red/Tan. 50,000 miles. 2yr restoration. The best	**£164,995**

Client has Sunseeker Rapallo 38 foot-only 250 hours use. Lying S. of France. Will swap for Ferrari

Selling? We will buy your Ferrari
Restoration? We have some slots available early 1990.

Phone Crispin Thomas

Weekdays 0373 88563
Weekends 0836 510510

Corsley Heath, Nr Warminster, Wilts. BA12 7PL

For full market report...Ferrari Newsline 0839 500827.
Calls charged at 38p per minute peak, 25p per minute off-peak.

CORSLEY SPECIALIST CARS

LIMITED

THE PORSCHE 924 TURBO PEOPLE

Now becoming accepted as a collectable car, very fast, great fun and worth looking after. If we have not got the car you require we will find it for you.

924 TURBO:

82 Light blue metallic, 63,000 miles, 928 wheels. Good history £9495
81 Graphite, 53,000 miles, FSR. Good history £7895

OTHER PORSCHES

86 944 Turbo. Stone grey, 33,000 miles, A/C, FSR £23,995
86 944 Turbo. Guards red, 30,000 miles, A/C, FSR £23,995
84 944. Black, 77,000 miles. Many extras £11,995
69 911E. 2.0. Tangerine. Total rebuild, a collector's piece £29,995

OTHER INTERESTING STOCK:

87 Lotus Esprit Turbo. Red, 5,400 miles, concours winner £23,995
85 Mercedes Benz 380SL. 34,000, smoke silver £26,995
79 Mercedes 450 SEL 6.9. FSH, engine rebuild £16,995
78 Ferrari 308 GT4. Silver, 30,000 miles. Good history £41,995
73 MGB Roadster. Red, 4 speed + o/d, 20,000 miles on recon. engine £4200
70 Mini Cooper 1275S. Red with black roof £5895
Porsche RSK Replica. *Silver, fabulous car* £21,995
Lotus Eleven Replica. Big valve twin-cam, excellent £13,750
Caterham Super Seven. Scholar 1780. Suitable for road or race £14,500

GOOD 924 TURBOS AND CARS SIMILAR TO THE ABOVE ALWAYS REQUIRED

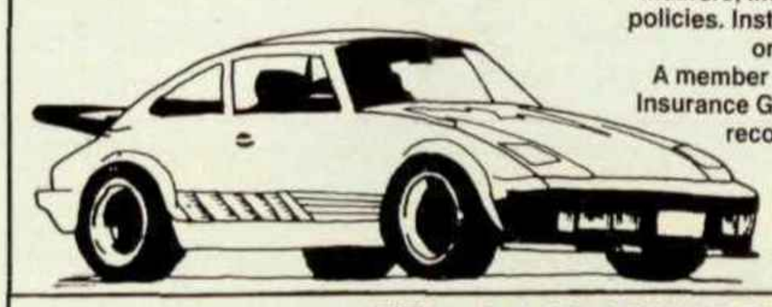
BOOKS AND MODELS ALSO AVAILABLE – CALL FOR DETAILS

Call NEIL JONES 0373 88739 or 0860 621098
CAVALLINO HOUSE, CORSLEY HEATH, WILTSHIRE
SELECTED CARS FOR SELECTIVE PEOPLE

Hyperformance

INSURANCE

A Specialist service for insuring Sports, Prestige and Classic Vehicles

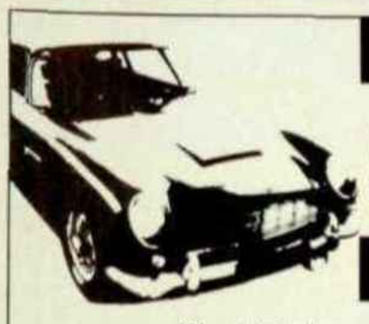


Young drivers, High risk quotations our speciality. Up to 40% introductory discount. 4 unique schemes with Lloyds and leading insurers, including agreed value policies. Instalment plant over 3, 6 or 8 months.
A member of the Allen & Allen Insurance Group, uninsured loss recovery service.

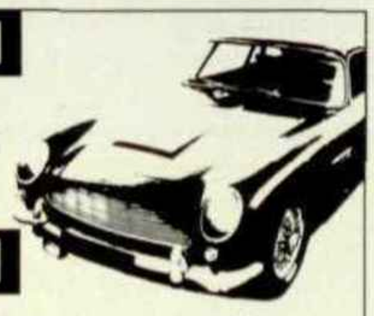
Hire Car facility offered with each quotation.

TEL: 01-891 5500 FAX: 01-744 1132

THE DREAM



Are you looking for that special car, the car of your dreams, and you can't find it anywhere?



THE SEARCH

Wouldn't it be nice if you could find a choice of your dream car, all in one place, with no need for long arduous days scanning the trade press?

Classic Car Search is compiling a computerised register of specialist dealers listing hundreds of classic, sports, American and interesting cars. Updated fortnightly, it's the most comprehensive source of 'dream cars' available.

THE ANSWER

For just £5.75 (inc. VAT) you will receive:

1. A dealer listing (easy to read in Geographical areas)
2. Full details of all cars of the type you want
3. If we don't have the car you want, it will be added to our fortnightly 'Cars Wanted' bulletin which is sent to all dealers.
4. Our enthusiasts' services list including details of spares suppliers, renovators, concessionary insurance, etc.

DEALER AND PRIVATE SALE ENQUIRIES WELCOMED, CALL 0628 29651

CLASSIC CAR SEARCH
PO Box 1117, Maidenhead,
Berkshire SL6 7RB

Classic

CAR SEARCH



CLASSIC CAR SEARCH, PO Box 1117, Maidenhead, Berkshire SL6 7RB.
Please send me further details and a registration form to:

Name: _____

Address: _____

_____

Vehicle Required: _____

I enclose a cheque/PO to the value of £_____ made payable to Classic Car Search, or alternatively charge my VISA, ACCESS account no: _____

Signature _____ Expiry Date _____

MS3/90



JAGUAR E TYPE V12 ROADSTER — USA spec. 800 miles approx., mint. **PRICE £79,000**
JAGUAR E TYPE V12 ROADSTER — White/black, complete with wire wheels. **PRICE £58,500**
JAGUAR E TYPE V12 ROADSTER — Primrose/black, auto, total restoration. **PRICE £58,000**
JAGUAR E TYPE V12 ROADSTER — 23,000 miles approx., red/black. **PRICE £58,500**
JAGUAR E TYPE V12 ROADSTER — Silver/red. **PRICE £58,500**
JAGUAR E TYPE V12 ROADSTER — Red/black. **PRICE £58,500**
JAGUAR E TYPE 4.2 ROADSTER — Series 1.5, Primrose, total rebuild, concours. **PRICE £58,500**
JAGUAR E TYPE V12 ROADSTER — Manual, red/tan. **PRICE £58,500**
JAGUAR E TYPE V12 ROADSTER — White/black, manual. **PRICE £58,500**
JAGUAR E TYPE V12 ROADSTER — Red/black. **PRICE £58,500**

PLUS MANY MORE

For appointment to view call

Norris Miles, Dutton UK Ltd
0923-220370

BAROUCHE CLASSICS

GINETTA

We are pleased to announce our appointment as distributors for the fabulous new Ginetta G32 and Classic G4 & G12 for the south east. Please telephone for a demonstration



1962, Lotus Elite S2 S/E

Lagoon Blue with black interior, ZF g/box, restored to exceptional condition.

OTHER CLASSIC SPORTS

1972 Alpine A110 1600S, one excellent original restored example available.
1972 Alpine A110 1600S. Ex-works car restored to original condition.
1967 Lotus 47. Black, one owner for the last 20-years.
1958 Lotus Eleven Series 2. Ex-Team Lotus car, winner of Sebring in 1958.
1960 Lotus 7 Series 1. Totally restored with polished alloy body and BMC power.
1973 Ferrari 246 GTS. Blue Chiarro with tan leather interior, 39,000 miles.
1962 A.S.A. 1000 Spyder. L/H/D. Totally restored to concours in Red with tan leather.
1963 Fiat Osca 1600 S. Twin cam cabriolet, Pinintarina body, H/S tops, 30,000 miles.
1970 Fiat Dino 246 Coupe. L/H/D. Black with red interior, excellent condition.
1963 Porsche 356 Carrera 2 GT. L/H/D. One of only six lightweights built.
1965 Renault R8 Gordini, Type 1134. L/H/D. Blue with Deltamics alloy wheels.
1966 Maserati Sebring Series II. R/H/D. Requires some work (offers).

SELLING YOUR CAR? PHONE US NOW, WE ARE VERY SERIOUS CASH BUYERS

Tel: 01-670 9218 or 0836 290175 Fax: 01-761 9433

We are located at **UNIT 1, 1-7 ERNEST AVENUE, LONDON SE27 0DQ**

THE ULTIMATE IN CLASSIC FERRARIS



FERRARI 275 GTB/2 SHORTNOSE — Red black interior, 1965, RHD, has had engine rebuild, rare 6 carb, model, beautiful car.
FERRARI 330 GTC — Silver black interior, 1967, 42,000 miles, RHD, a restored car, excellent example.
FERRARI 275 GTS — Red black interior, 1966, totally restored, very fast and extremely rare factory sprint pack, 6 carb, ex Chinetti car, 1 of only 4, RHD, 25,000 miles.
FERRARI 250 PF COUPE — Maroon black interior, very nice rare car, 1959, inside plug engine, LHD.
FERRARI 250 LUSSO — Silver black interior, 1964, 50,000 kms, absolutely mint condition, LHD.
FERRARI 288 GTO — Red black interior, 1985, LHD, 6,500 kms, near concourse condition.

***Wanted** – Interesting Ferraris – Contact John Collins*

TALACREST LTD

Classic Marque Holdings

Telephone: 0784 439797 0831 414960 0860 589703 0860 589855 FAX: 0784 72990

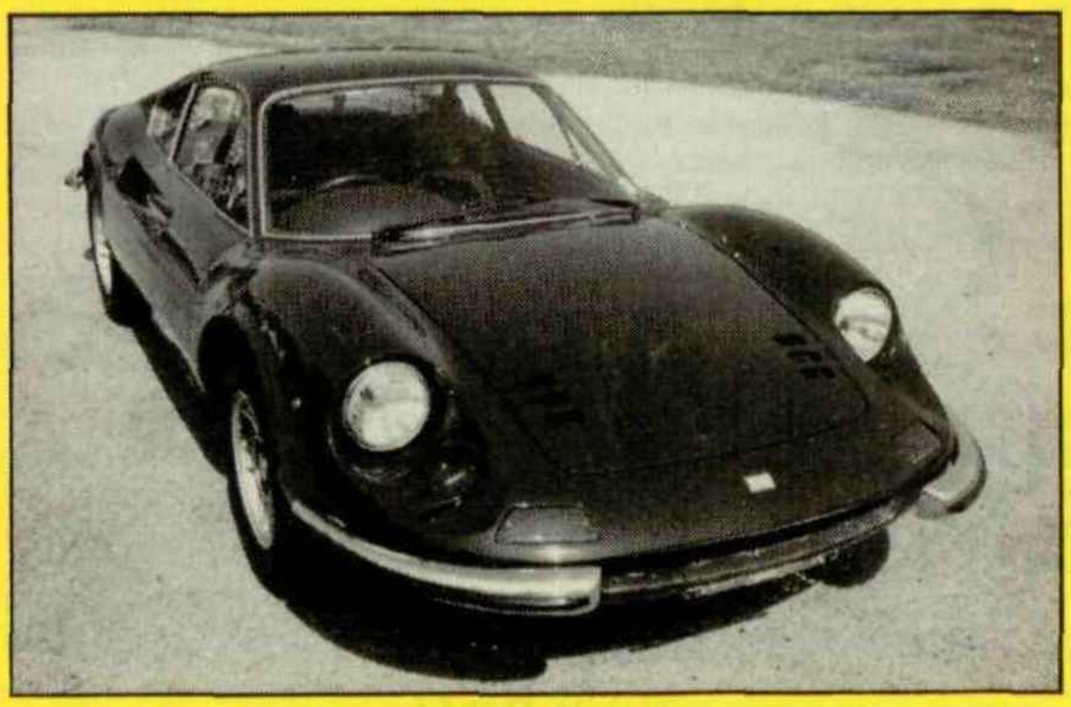
Kent High Performance Cars

Sales and Servicing of Ferrari and Maserati



Maserati Ghibli

MASERATI GHIBLI SS 4.9 COUPE 1973 (L). Burgundy red with black leather. European specification, LHD, 72,500 klms. Bare metal respray just completed and rechromed fittings. New exhaust, superb condition (similar to above) **£95,000**



FERRARI DINO 246 GT 1971 (J). Red with black leather trim and red carpets, 30,000 recorded miles. Stored since 1975 and currently undergoing a total body and mechanical restoration to the highest standard by ourselves. Available shortly (similar to above) **£115,000**

FERRARI TESTAROSSA 1987 (D). Red with magnolia leather and red carpets. 17,000 miles, FSH. Immaculate **£130,000**
FERRARI 308 GTB 1977 C.N. Carburettor model. Red with tan leather and beige carpets. Fitted with air conditioning, factory wide wheels, deep front spoiler, sports exhaust. 19,000 miles. Full service history. A magnificent example **£73,500**
FERRARI 308 GTS QV 1983 (Y). Red with tan leather and beige carpets. Fitted with air conditioning, TRX wheels and tyres, deep front spoiler, 34,000 miles, with full service history.....**£69,995**
FERRARI 308 GTS 1979 (T) Carburettor model. Red with black leather and black carpets. Fitted with air conditioning, deep front spoiler, factory wide wheels, 45,000 miles, full service history **£68,500**
FERRARI 308 GTS 1978 (T) Carburettor model. Red with beige leather trim and beige carpets. Fitted with air conditioning, factory wide wheels, deep front spoiler and sports exhaust. 50,000 miles with full service history, in pristine condition.....**£66,500**
FERRARI 308 GTS 1978 (T) Carburettor model. Red with magnolia leather and black carpets. Fitted with air conditioning, factory wide wheels, deep spoiler and sports exhaust. 53,000 miles, full service history. Superb condition **£67,500**
FERRARI 365 GT4 2+2 1975 (N). *Silver with navy blue leather. Air conditioning,* 59,000 miles with comprehensive history. Good condition throughout **£58,500**
FERRARI 308 GTSi 1982 (X). Red with beige leather and beige carpets, fitted with air conditioning, factory wide wheels, 68,000 miles, service history. Very smart **£47,995**
MASERATI Mexico 4.2 1964. Red with beige leather, LHD, 71,000klms, in very good condition throughout. New exhaust **£38,000**
MASERATI Merak SS 1983 (A). RHD, light metallic blue with blue leather, one of the last made, 28,000 miles, fitted with new clutch.....**£37,500**
MASERATI Indy 4.7 1972 (K). Red with cream leather, RHD, automatic, 48,000 miles.....**£32,500**
Available shortly — FIAT Dino Spyder.....**POA**

We also offer full workshop facilities giving competitive rates

KENT HIGH PERFORMANCE CARS LTD

UNIT 4, COLLINGWOOD INDUSTRIAL CENTRE, SUTTON VALENCE MAIDSTONE, KENT ME17 3LS

Telephone: MAIDSTONE (0622) 843926 (2 lines)

The Loxwood Motor Company

SPECIALISING IN THE CLASSIC MARQUES

FERRARI

1986 Testarossa. Red, tan hide, air conditioned, 8,900 miles **£139,995**
1985 Testarossa. Red, magnolia hide, air conditioned, personal plate, 9,300 miles **£134,995**
1986 Testarossa. Red, tan hide, air conditioned, 12,500 miles **£129,995**
1987 Mondial 3.2 Cabriolet. Red, magnolia hide, air conditioned, 28,800 miles **£74,995**
1989 328 GTS. Red, tan hide, air conditioned, catalized, Australian spec, 80 miles **£99,995**
1989 328 GTS. Red, magnolia hide, air conditioned, ABS, hide dash, aerofoil, 700 miles **£99,995**
1986 328 GTS. White, tan hide, air conditioned, rear aerofoil, 13,000 miles **£69,995**
1986 328 GTS. Metallic blue, tan hide, air conditioned, hide dash, 21,300 miles **£67,995**
1984 308 GTS QV. Red, black, air conditioned, 41,800 miles **£55,995**
1979 308 GTS. Red, black hide, red inserts, air conditioned, dispoiler, 16 inch, 45,600 miles **£57,995**
1982 308 GTS Injection, red, tan hide, air conditioned, LHD **£45,995**
1985 Mondial QV. Red, tan hide, air conditioned, electric sunroof, 12,200 miles **£49,995**
1983 Mondial QV. Red, tan hide, air conditioned, electric sunroof, 44,500 miles **£45,995**

CLASSIC FERRARI

1985 (B) 288 GTO. Red, black hide, air conditioned, e/windows, CD, Reg. No. B288 GTO, 10,000 miles ..... **£1 million**
1966 275 GTB12. Alloy Longnose, silver, blue hide, Borranis, 51,000 miles ....
1966 275 GTB12. Longnose, torque tube, six carburettor, black, black hide, 50,000 miles .....
1965 275 GTB12. Shortnose Borranis, undergoing total restoration .....
1973 365 GTB14. Daytona, dark red, beige hide, air conditioned, 7 & 9 inch wheels, 14,000 miles .....
1966 330 GTC. Red, black hide, air conditioned, 25,200 miles .....
1965 275 GTS. Red, black hide, Borranis, one of fourteen UK RHD, 61,000 miles .....
1964 250 Lusso. Silver, blue hide, original LHD .....
1960 250 PF Coupe. Red, black hide, disc brake outside plug, LHD .....
1973 246 GTS. Yellow, black hide, two owners, 9,000 miles **£185,000**
1973 246 GTS. black, red hide, totally restored, 25,000 miles **£175,000**
1964 330 GT 2+2 MkI. Metallic light blue, black hide, Borranis, 48,650 ..... **£99,995**
1973 246 GTS. Red, black hide **£145,000**

MASERATI

1979 Khamsin. Metallic beige, beige hide, air conditioned, 20,250 miles **£88,995**
1966 Mistral Coupe 4 Litre. Black, black hide, Boranni, LHD **£66,995**
1982 Kyalami 4.9. Metallic dark blue, beige hide, manual, RHD, 50,000 miles **£48,995**
1973 Indy America 4.7. Red, grey hide, manual, RHD, 40,000 miles .. **£37,995**
1982 Quattroporte. Metallic grey, tan hide, automatic, LHD, 40,000 kms **£27,995**
1972 Ghibli 4.9 Supersport. Black, tan hide, under restoration, manual, LHD.
1989 Spyder E. Black, grey hide, air cond., LSD, sports seats, 6,900 miles **34,995**

ASTON MARTIN

1966 DB6 MkII Vantage. Metallic Olive green, beige hide, manual, original, 28,000 miles **£195,000**
1968 DB5. Metallic Caribean blue, grey hide, manual, totally restored, 30,000 miles **£135,000**

LAMBORGHINI

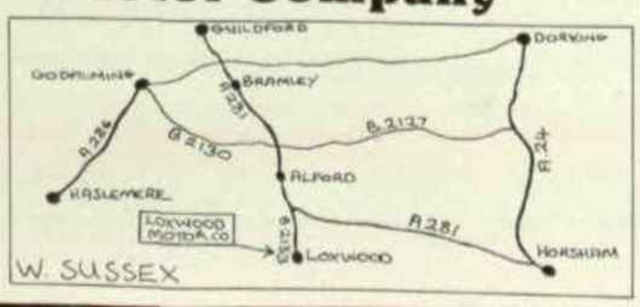
1971 Islero 'S'. Metallic light green, black hide, air conditioned, LHD .. **£195,000**
1974 Jarama 'S'. Metallic light blue, dark blue hide, one of six, RHD, 45,000 miles **£69,995**

JAGUAR

1974 E-Type V12 Roadster. Black, beige hide, chrome wire wheels, manual, h/top, 41,000 miles **£75,000**

The Loxwood Motor Company

Alfold Bars Loxwood,
nr. Billingshurst,
West Sussex RH14 0QS.
Telephone Simon Greenwood:
Offices 0403 753442.
Mobile 0836 763534.
Fax 0428 713708



Mill House Books



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

NEW AND RECENT BOOKS

JAGUAR DRIVER'S BOOK by James Ruppert. Foreword by Les Dawson. Serious and funny, a 160-page book tells you everything you could wish to know without getting bogged down in a serious history. Great gift **£9.95**
BMW DRIVER'S BOOK by James Ruppert. Foreward by Kenny Everett. 160 pages **£9.95**
VAUXHALL DRIVER'S BOOK by James Ruppert. Foreward by Harry Enfield. 160 pages **£9.95**
AYRTON SENNA: The Hard Edge of Genius by Christopher Hilton. 224 pages on the most controversial Grand Prix driver of *recent years. 100 b/w photos and 40 pages of colour* ... **£14.99**
LOTUS & CATERHAM SEVEN GOLD PORTFOLIO 1957-1989. 180 pages on articles, roadtests, etc, reprinted from motoring magazines **£10.95**
FORD GT40 GOLD PORTFOLIO 1964-1987 ..... **£10.95**
PANTERA GOLD PORTFOLIO 1970-1989 ..... **£10.95**
LANCIA STRATOS: World Champion Rally Car by Nigel Trow. 160-illustrations, including colour **£18.95**
FIA YEAR BOOK OF AUTOMOBILE SPORT 1990. The 'yellow book' of motor sport's international rules and regulations plus fixtures, circuits, etc. **£29.95**
RAC MOTOR SPORTS YEARBOOK 1990. 'Blue book' of British rules plus new A-Z directory **£12.50**
FANGIO: My Racing Life by Juan Manuel Fangio with Roberto Carozzo. Foreword by Stirling Moss. Was he the greatest ever? This is Fangio's own story, based on interviews with Argentine journalist Roberto Carozzo and the English translation has been edited by DSJ. 288 pages, 75 b/w illustrations **£20.00**
MERCEDES-BENZ W196: Last Of The Silver Arrows by Michael Riedner. The story of the conquering GP cars of the mid-50s. 326 fact-filled pages on the cars, the personalities and the races plus 262 b/w illustrations **£29.95**
BUGATTI by Hugh Conway with Maurice Sauzay. Full story of Bugatti — the racing, sports and touring cars, railcars, boats, aircraft, engines, horse-drawn vehicles etc. — with 800 b/w and 73 colour illustrations in 540 pages. Limited to 2000 copies, presented in superb slipcase with replica Bugatti chassis plate **£150.00**
ALFA ROMEO: The Legend Revived by David G. Styles. Detailed 360-page postwar history of Alfa Romeo from Dalton Watson. 602 b/w plus colour illustrations **£39.95**
BENTLEY: The Silent Sports Car 1931-1940 by Michael Ellman-Brown. Second volume in Dalton Watson Bentley history due January. 416 pages, packed with over 400 b/w illustrations plus colour **£39.95**
THE AUSTIN SEVEN SOURCE BOOK by Bryan Purves. The result of 10 years work, a 594-page tome cataloguing all 329 known A7 variants. 1500 illustrations **£75.00**
THE CAR RESTORER'S WORKSHOP COMPANION by Geoff Prunell. Guide to techniques and tools for vehicle restoration and repair. 160 pages **£9.95**
FERRARI: The Machines And The Man by Pete Lyons. 320 pages, 300 colour and 100 b/w illustrations, covering the legend that is Ferrari. Includes every significant engine and chassis, team drivers, etc. **£19.95**
DONALD HEALEY: My World Of Cars by Peter Garnier with Brian Healey. Foreword by Carroll Shelby. Partly autobiographical, the story of Donald Healey and his motor *cars. 224 pages, 200 photos* **£14.95**
CONNAUGHT: To Draw A Long Line by C. E. 'Johnny' Johnson. At last! A book on the British marque Connaught, who tried so valiantly in F1, F2 and sports car racing in the 1950s, written by the chief draughtsman. 260 pages, well-illustrated **£16.95**
GILLES VILLENEUVE: The Life Of The Legendary Racing Driver by Gerald Donaldson. Biography of the French-Canadian hero tragically killed in 1982. 352 pages **£14.95**

SALE BARGAINS

THE MILLE MIGLIA by Mike Lawrence. 191-page history from 1929 to 1957. Includes 80 b/w and 12 from-the-cockpit colour photos from Louis Klemantaski. Was £17.95 .. **£5.95**
LE MANS by Ian Ramsey. History of the 24-hour race up to 1986. 164 pages. Was £14.95 ..... **£5.95**
THE CARS OF BMC by Graham Robson. 304 pages of the makes which comprised the British Motor Corporation. 400 illustrations including 16 pages of colour. Book Club edition originally published at £24.95 ..... **£9.95**
ASTON MARTIN & LAGONDA by Chris Harvey. In Classic Cars series, superbly-illustrated 245-page history of marques covering postwar era. Ex-Book Club stock available at terrific saving. Was £15.95 ..... **£9.95**
THE RACING FIFTEEN-HUNDREDS: A History Of Voiturette Racing From 1931 To 1940 by David Venables. Amilcar, Bugatti, ERA, Maserati and Alfa Romeo. 200 pages. Was £24 ..... **£9.99**
ENGINEER TO WIN by Carroll Smith. Racing car materials and technology explained. 278 pages on how to build winners which won't break. Was £14.95 ..... **£7.50**
THE COMPLETE BOOK OF CONCOURS by Ken Hill. A practical guide to a popular hobby. 144 pages. Was £12.95 ..... **£2.99**

POST & PACKING DETAILS: Britain and Ireland – £2.00 for orders up to £40. FREE over £40. British customers should remit by cheque or PO or write or telephone using ACCESS/VISA/AMERICAN EXPRESS number. Irish customers should remit in £ sterling. **Overseas** – £3 for orders up to £25, £5 for orders £25-£50, 10% of value of books £50-£100, 5% over £100. Air mail rates on application. Overseas customers should remit by £ sterling bank draft, Eurocheque or international money order or write or telephone using VISA/AMERICAN EXPRESS/EUROCARD/MASTERCARD number. US $ cheques/drafts also accepted. **FAX:** Credit card orders also accepted by Fax on 020 584 551.

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

IT'S NOW AN INTERNATIONAL COVER-UP

SPECIALISED · CAR · COVERS

The cover-up has grown to an international level with agents throughout the World marketing our high quality products.

Specialised Car Covers manufacture individually hand tailored dustproof or waterproof covers in an extensive colour range with or without logos, each precision cut to fit any type of car like a second skin.

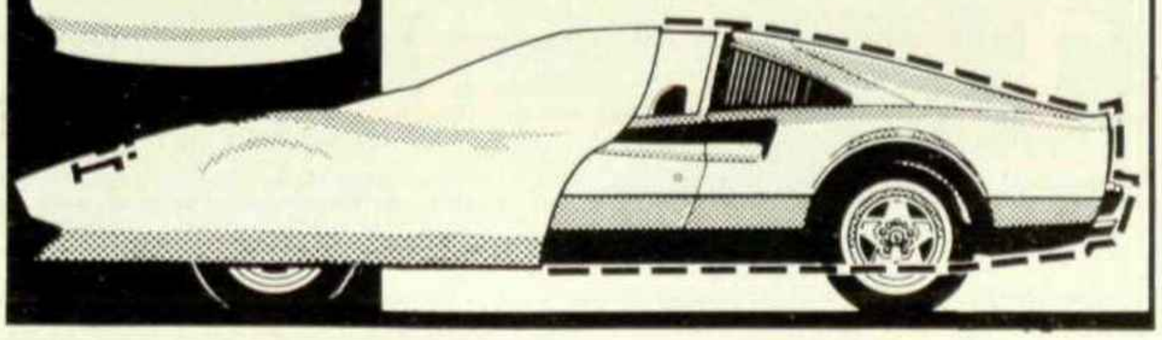
With a Specialised Car Cover your vehicle is kept in prime condition, and its value maintained. Beautifully contoured, a Specialised Car Cover could be your best investment at prices ranging from £100 to £180.

WORLDWIDE EXPORT SERVICE

For free colour brochure and details contact:
SPECIALISED CAR COVERS
Concours House, Main Street, Burley in Wharfedale
Yorkshire LS29 7JP ENGLAND
Tel: **0943 864646 (24hrs)** Mobile: **0836 377000**
Telex: **51449 CHACOM G for SCC** Fax: **0943 864365**

Official Suppliers to: Aston Martin Lagonda Ltd, Jaguar Cars Coventry Ltd, Maranello Concessionaires Ltd, and many more leading car manufacturers.

Ferrari



The Autodrome



ASTON MARTIN

DB2/4 MK II COUPE, 1957. Royal blue, grey hide, immaculate.
DB MK III DROPHEAD, 1959. Superb example of this rare car.
DB4, 1962. Californian sage, magnolia hide, excellent.
DB4 DROPHEAD. Blue, magnolia hide, stunning.
DB5, 1965. Kentucky blue, Aston Martin service history.
DB5, 1965. Sierra blue, navy hide, detailed engine bay.
DB5, 1964. Silver Birch, red hide, fully restored.
DB6 MK I MANUAL, 1968. Silver birch, two owner example.
DB6 MK I MANUAL, 1968. Celeste blue, Series II ZF original.
DB6 MK I MANUAL, 1966. Autumn gold, excellent investment.
DB6 MK I VOLANTE, 1967. Platinum silver, exceptional.
V8 MANUAL, 1974. Chichester blue, totally rebuilt engine.
V8 OSCAR INDIA, 1979. Imperial burgundy, 1 of 299 cars.
V8 OSCAR INDIA, 1979. Midnight blue, superb, 1 of 299.
V8 VANTAGE, 1978. Yeoman red, magnolia, valuable registration.
V8 VANTAGE, 1982. Storm red, factory up-rated to 1987 spec.
V8 VOLANTE AUTOMATIC, 1979. Tourmaline blue, magnolia.
V8 VOLANTE MANUAL, 1980. Rare, one owner example, FSH.
VOLANTE MANUAL, 1984. Chichester blue, immaculate.

FERRARI

246 GT DINO, 1973. Red, black hide, well maintained.
308 GT4, 1977. Red, blue hide, A/C, sound investment.
308 GTS, 1979. Red, black hide, US spec, bare metal repaint.
250 GT CALIFORNIA SPYDER REPLICA. Cobra V8, immaculate.

JAGUAR

XK120 ROADSTER, 1954. Old English white, racing special.
XK150 D.H.C., 1958. Carmen red, special equipment.
MK II 3.4 MANUAL, 1967. BRG, fully rebuilt engine.
E TYPE V12, 1972. Old English white, navy, immaculate.
E TYPE V12, 1972. Primrose yellow, well maintained.

PORSCHE

356 B COUPE. LHD, Jet black, red tex, original order.
356 C COUPE. *Original RHD, Powder blue, tan tax, rare.*
356 C COUPE. LHD, Jet black, tan tex, superb example.
356 C CABRIOLET. 1964, oak green, magnolia hide, pristine.
911 SPEEDSTER. RHD, Guards red, black leather interior.

OTHER GREAT MARQUES

AC ACE PROTOTYPE, 1956. Blue, white stripe, Offenhauser.
ALFA ROMEO SPYDER 2000 VOLOCE, 1972. Navy blue, burgundy.
ALFA ROMEO GTC, 1967. Red, black, fully restored.
BENTLEY S1 CONTINENTAL FASTBACK, 1956, excellent original condition.
BENTLEY T2, 1967. Burnham green, magnolia hide, history.
BRISTOL 412 CONVERTIBLE. White, black hide, cruise, A/C, excellent.
CITROEN SPECIAL MASERATI, 1971. Imperial burgundy, carb.
CITROEN SPECIAL MASERATI, 1973. Silver grey, injection.
FIAT 500 GAMINE CONVERTIBLE, 1971. Superb rare example.
FIAT 124 SPORT CONVERTIBLE, 1978, Rosso red, immense fun.
GTD 40, 1974. Red, black hide, V8, 5 ZF 400 gearbox.
JENSEN FF, 1968. Silver blue, sound example, rare RHD.
MASERATI GHIBLI SPYDER. Original documentation, superb.
MERCEDES 300 SE, 1967. Metallic beige, black hide.
MINI COOPER, 1969. Teal blue, white roof, 998cc, alloys.

ALL CARS IN STOCK AT TIME OF GOING TO PRESS
THIS IS NOT A BROKERAGE

We are Open from 9.30 a.m. until 7.00 p.m. every weekday and from 10.00 a.m. until 3.30 p.m. on Saturdays

WE ALSO OFFER SPECIALIST SERVICING, VEHICLE INSPECTIONS, PROMPT INTERNATIONAL SHIPPING AND TRANSPORTION, APPROVED VALUATIONS, SPECIALISTS INSURANCE AND STORAGE

TELEPHONE WITH YOUR REQUIREMENTS

We urgently require cars similar to the above. Immediate discrete settlement. Finders commission paid.

OMEGA PLACE, CALEDONIAN ROAD, N1 9DR
Tel: 01 833 2076 Fax: 01 833 5510

Last left off Caledonian Road after Keystone Crescent, 1 min. Kings Cross tube

CHARLES FRAZER
CLASSIC CARS

SUPPLIERS OF CAREFULLY SECLECTED INVESTMENT VEHICLES



JAGUAR

1967 E-Type. FHC, Carmen red, biscuit trim, CWW. A car solely prepared for concours competition purposes, with 17 awards including FIRST at the 1988 Benson and Hedges — A SHOWPIECE. NOT CHEAP. (Pictured above).
1957 3.4 Mkl. Manual/overdrive, Indigo black, biscuit trim. Again prepared for concours competition with great success at National level. Beautifully detailed engine bay and underside. Whole car breathtaking.

ASTON MARTIN

1964 DB5. Dubonet/black trim. Very sound car with history, excellent driver with room for improvement by enthusiast. Realistically priced.
1977 V8. Canterbury blue, magnolia trim, comprehensive documentation of rebuild (bills exceed £30,000) by previous loving owner. Under 40,000 miles (previous MoTs). This is a highly desirable car to own.

MASERATI

Despite the usual winter slow down, we are experiencing a high demand for this undervalued marque. Could this be the lead investment for the 1990s? Right-hand drive examples are very rare We currently stock 2 prime original UK supplied RHD cars.

1963 3500GT. Dark metallic blue/grey leather trim. Recent thorough mechanical rebuild by specialists leaves this in excellent order. Superleggra body construction makes for exciting performance. Approximately only 70 produced in RHD.
1964 Sebring Series I Maserati. Red/tan, total mechanical and body restoration just completed. New Borrani wires. A stunning example of this rare car.

AUSTIN HEALEY

1954 100/4 (BN1). Ice blue, blue trim. Original UK supplied RHD car. Subject of total restoration by Healey specialists, under 100 miles since completion. A 'punchy' value for money car.
1964 3000 MkIII Phase 2 (BJ8). Ice blue, blue trim. Needs repaint and carpets, but essentially a very sound car that will appeal to the enthusiast looking for a short term project. Excellent driver.

MG

1972 MGB Roadster. Tartan red, black trim, wire wheels, overdrive, nil mileage since *total* restoration by MGB specialists. Indistinguishable from a new car. Tremendous value.
1973 MGB GT V8. Glacier white, navy trim. Extensive restoration by MGB specialists (bills exceed £12,000), only 3000 miles since. Full length sun roof, chrome bumpers. The best available.



OTHER CLASSIC MARQUES

1936 Rolls Phantom III. Pretty sports body by "Hooper" with twin side mounts with many interesting features eg sliding roof, cocktail cabinets, picnic tables etc, etc. A powerful car in super condition. Rare, comfortable and handsome.
1959 Corvette Roadster. Red on white, red trim, the best of the marque, 4 speed manual, sharks tooth grille. Twin exhaust integral with bumpers, original radio. A stunning example in near concours condition. Watch these prices climb next spring (pictured above).

ALL CARS CAN BE SUPPLIED WITH WARRANTY

0622 – 681133
MAIDSTONE · KENT

VIEWING STRICTLY BY APPOINTMENT

SUPERB CLASSICS



DELAHAYE 235 CONVERTIBLE 1953 — French classic in unbelievable condition. **PRICE £125,000**

DELAHAYE FIXED HEAD COUPE 1962 — Older restoration usable classic. **PRICE £69,000**

JAGUAR XK120 D.H.C. 1954 — black/red leather, American concours restoration. **PRICE £49,000**

MERCEDES 170 CABRIOLET 1938 — Lovely three seater — some mechanical work to do. **PRICE £29,000**

PORSCHE 356S CABRIOLET 1964 — Most restoration work done. **PRICE £27,000**

FIAT DINO V6 COUPE 2.4 1972 — Manual Ferrari engine, immaculate. **PRICE £19,000**

FOR APPOINTMENT TO VIEW CALL

NORRIS MILES, DUTTON UK LTD
0923-220370

RODNEY BLOOR

JAGUAR V12 ROADSTER. Light blue/black hardtop. Very original, unmolested UK car.

M.G. T.A. Authentic car with all correct bits. Earlier restoration. Spare engine available.

M.G.A. Twin cam, fixed head, red, considerable history. Genuine UK car. All matching numbers. Restored to a very high standard.

MORGAN +8. 1983 (A). Factory supplied and serviced. Red, alloy body, leather. Fully documented.

JAGUAR 3.8 MkII. Manual, O/D, white, wires, RHD. Very original. Ex-South African.

LOTUS CORTINA MkI. Leaf spring. Nice body and mechanics, interior rough. Ex-South African.

LOTUS ELITE SII. Total ground up restoration including retrim. Chrome 60-spoke wheels. Red.

H.R.G. AERODYNAMIC 1500. Reputed 1 of only 15 remaining. Very original and in good condition throughout.

Tel: 0565 87 2143 (Cheshire). 0836 360700 (Mobile)
Fax: 061 926 8652

COMMERCE HO.,
WICKHAMBROOK,
NEWMARKET.
Tel: 0440 820291

RWBanks

Alfa Romeo Specialist

OFF THE M11/A45 AN HOUR FROM LONDON



1963 1600 SPIDER by Pininfarina. Dark grey lacquer with red interior & new mohair hood. Lovely rust-free car renovated 2 years ago. LHD. Really nice..... **£15,750**

1964 MASERATI 3500 GT by Touring. Mid metallic blue with black leather, full restoration by me just completed, engine rebuilt & now running on triple Webers. LHD. Superb **£39,000**



1960 2000 Touring Spider by Touring of Milan. Red with black interior. Full restoration by me just completed. New mohair hood & with hard top. LHD, superb value..... **£18,750**

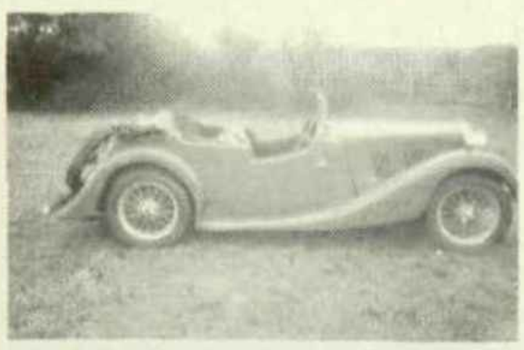
1969 ALFA 1750 SPIDER VELOCE. Recently restored RHD South African car. Red with black interior & new mohair hood..... **£15,950**

VISITOR'S BY APPOINTMENT ONLY PLEASE

DAVID HOWARD CARS

Specialists in Vintage & Thoroughbred Motors, Export & Shipping Arranged

RANVILLES FARM, ROMSEY, HAMPSHIRE.
Telephone: SOUTHAMPTON (0703) 814481



1937 MG VA 1½ LITRE FOUR SEATER TOURER. Finished in blue with matching leather. Very original, pleasant open motoring..... **£17,250**

1929 H.E. 16/55 SIX CYLINDER FOUR SEATER. A most attractive and rare example of the six cylinder from Herbert Engineering with very attractive fabric coachwork by the Caversham works..... **£39,500**

1935 RILEY 12/4 FALCON SALOON. Attractive and very usable example. Finished in blue/black with original leather..... **£8,750**

1938 MORRIS SERIES II TOURER. Black, red leather. Excellent..... **£7,250**

1939 SUNBEAM TALBOT 10 H.P. OPEN TOURER. Very smart. Finished in green. Good performance..... **£9,750**

1946 JAGUAR 3½ LITRE SPORTS SALOON. Well known car in J.D.C. events. Beautifully finished in correct sage green with matching original leather..... **£27,000**

1947 ALLARD K TYPE TWO SEATER SPORTS. Totally original and very fine example of this powerful post war marque..... **£27,500**

1950 LEA FRANCIS 2½ LITRE SPORTS. One of the most attractive cars built by the Coventry works. This one with the large engine has performance to match. Finished in pale green with tan trim..... **£14,000**

1959 ALFA ROMEO 2000 SPYDER BY TOURING OF MILAN. A beautiful and much undervalued sports car. White, LHD..... **£18,750**



1933 ROLLS ROYCE. Owner driver close coupled sports saloon by Hooper. Totally original and in superb condition. Last owner 20 years. Finished in black with original green leather, carpets, handbook and all tools. Quite outstanding..... **£35,000**

1959 AUSTIN HEALEY SPRITE. In first class condition and very pretty in pale blue..... **£7,950**

1976 DAIMLER 4.2 SOVEREIGN. In unmarked condition, having covered a guaranteed 62,000 miles from new. Registered 1 2 NOE (highly valued by those in the know)..... **£3,750**

1989 SCIMITAR by MIDDLEBRIDGE. This car is dark metallic red with black leather, is fitted with a 2.9 injection Ford engine, automatic transmission and has covered 2,500 miles from new. Full guarantee. Cost new £24,000, for sale at an unrepeatable..... **£18,950**

EXPECTED SHORTLY

1963 ALVIS TE 21 CONVERTIBLE, 5-speed manual.

1957 JAGUAR XK 150 ROADSTER. Genuine English R.H.D. car.

THE BARGAIN BARN CONTAINS

A **1931 LEA FRANCIS 12/40 FIXED HEAD COUPE** with a lot of character, needing minor restoration. There is also a complete **Lea Francis 12/40** radiator and grille, a **1938 Triumph Dolomite Waterfall** grille, a **1949 Ford Prefect** grille and a complete bonnet for a **Citroen Light 15**.

URGENTLY REQUIRED, VINTAGE SPORTS AND P.V.T. TOURERS

VIEWING BY APPOINTMENT TO AVOID DISAPPOINTMENT

TOWER GARAGE



1971 PORSCHE 911S, Olive, black trim, 14,200 miles.

1961 ASTON MARTIN DB4 GT. Dubonnet, black hide.

1972 ASTON MARTIN AM Vantage Automatic. Cornish gold, black hide. One of seventy produced.

1972 ASTON MARTIN DB6 MkII Manual. Blue, tan hide.

1964 ASTON MARTIN DB5. 'Vantage' engine, blue, new interior.

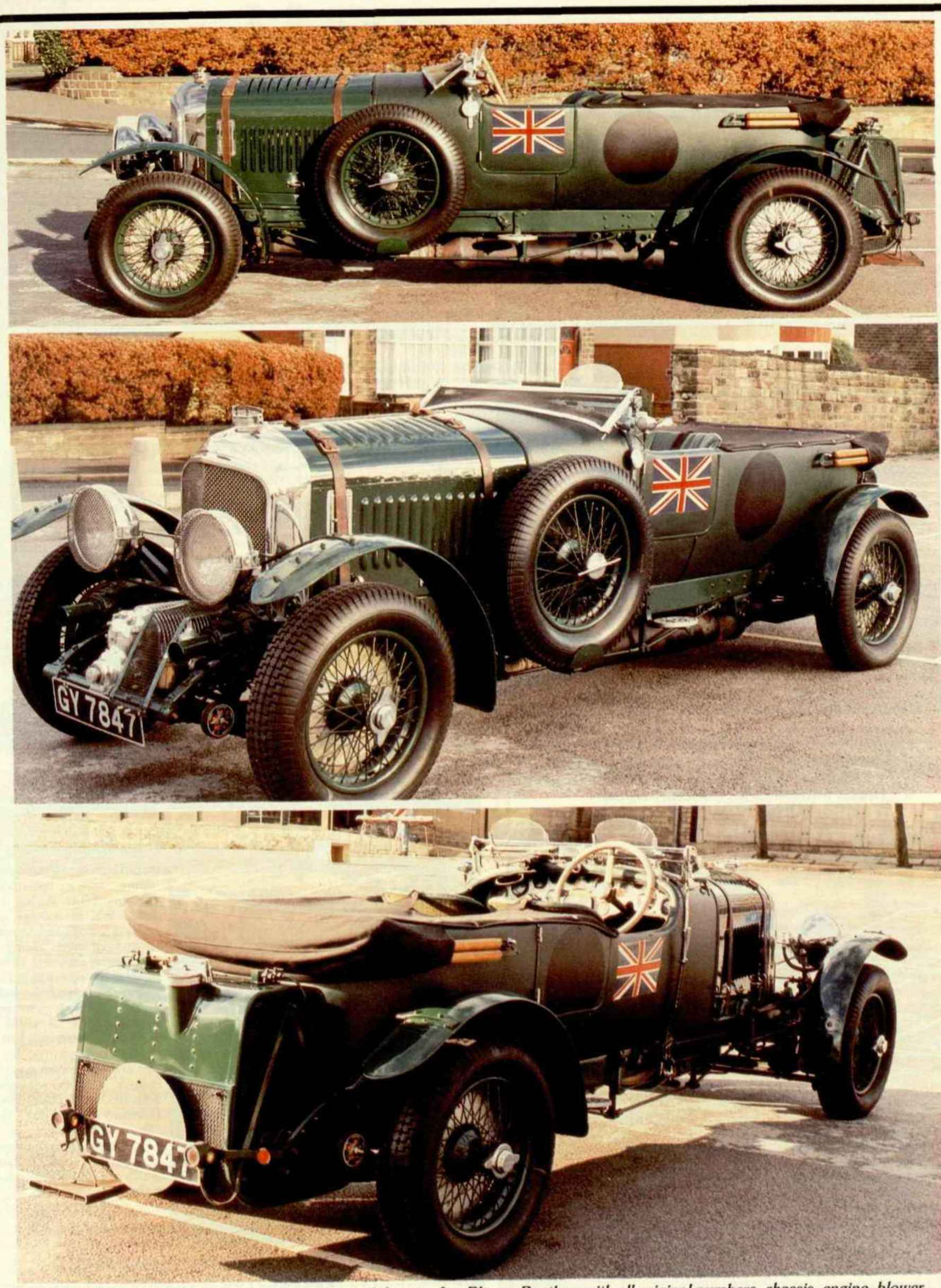
1985 FERRARI 308 GTS QV. Red, black hide, a/c, 16,300 miles.

1972 DE-TOMASO PANTERA. Red, black interior, LHD.

1967 FORD MUSTANG 390 GTA FASTBACK. Bullet shape, metallic grey, black interior, alloy wheels.

1927 BUICK STRAIGHT 6 OPEN TOURER. Dark green, black, total restoration just completed.

Oxford Road · Stokenchurch · Bucks · HP14 3SX
Fax: 01-890 2718. Telephone: Radnage (024 026) 3355.
Telex 24480



'One of the world's finest sports cars and one of the very few Blower Bentleys with all original numbers, chassis, engine, blower etc., as it left the factory.'

Stripped and rebuilt some years ago by one of the best Bentley engineers and used very little since. Correctly stored with regular checks by an expert and kept always in use and with regular M.O.T. A tight and powerful car to drive with faultless performance, utter reliability, and absolutely no vices. Low mileage from new, accident free, and with history. Reluctant sale by owner of almost 30 years who is retiring and contemplating spending much time abroad. Offers please to:

Mr. H. A. Booth, 126 Westbourne Rd., Marsh, Huddersfield, Yorkshire. HD1 4LF. Telephone: Huddersfield (0484) 535535

Classic Cars (LILLEY)

INVESTMENT CAR SPECIALISTS

Showroom: 046 276 8855 · After Hours: 0836 325367 · Fax: 046 276 320

FERRARI 512 BB Boxer Carburetor Model finished in Rosso Corsa with magnolia hide trim. Red carpets and Daytona seat inserts. Totally restored in our own workshop over the past ten months. Full service history and photographic album of restoration available.
FERRARI 328 GTS 1989 finished in Rosso Corsa with tan hide trim, all extras including radio/cassette, delivery mileage.
FERRARI 308 GTS 1980 finished in Silver with red hide trim. International Ferrari Owners Club 1989 winner, full service history and 16,000 miles.
FERRARI 246 GTS Dino finished in Light Azzur Blue metallic with tan hide trim, totally restored and concours winner, 25,300 miles from new.
FERRARI 246 GT Dino finished in Rosso Corsa with Magnolia hide trim, total ground up restoration and nearing completion to concours standards.
FERRARI 400 Injection Saloon finished in Blue Chiaro with Blue hide trim. Automatic transmission and 28,000 miles from new.
FERRARI 365 GT4 2+2 COUPE manual 1974 finished in Rosso Chiaro with tan hide trim, complete body restoration and re-trimmed, featured in Ferrari Owners Club magazine, 51,000 miles from new by two owners, full documented service history.

JAGUAR 'E' type V12 Roadster 1974. Finished in Azzur Blue with biscuit hide trim, full service history, 32,000 miles, in concours condition.
JAGUAR 'E'-type V12 Roadster. Finished in Signal red, tan hide trim. Totally restored and in concours condition.
JAGUAR 'E' type 3.8 ROADSTER finished in Old English White with red hide trim, chrome wire wheels, full service history, restored some 10 years previous, 32,100 miles from new.
JAGUAR XK150 S Roadster. Presently in process of total restoration in our own workshops, final specification to customers requirements.
JAGUAR XK 140 DROPHEAD COUPE currently in process of being restored to as new condition.

TRIUMPH TR5 finished in Signal Red with black trim, totally restored, body off chassis using 90% new parts, chrome wire wheels, burr walnut dashboard.
TRIUMPH TR6 currently in process of being restored to as new condition.

MERCEDES BENZ 280 SL Automatic finished in Gold with Black tex trim, two owners from new with fully documented service history, 71,000 miles. Totally restored 3 years ago by this company.

TRIUMPH Stag finished in Navy Blue with magnolia hide trim, completely rebuilt in 1988 to concours condition. Superb.

ROLLS-ROYCE CORNICHE CONVERTIBLE 1984 finished in Lagoon Blue with magnolia hide trim and blue hood, one owner from new, 40,900 miles and full service history.

AUSTIN HEALEY 3000 MKIII, currently in process of restoration in our own workshop to concours standards.

LOTUS Elan Sprint Drophead. Red over white with gold bumpers, with black trim, 39,000 miles from new. Big valve engine, two owners.

MORGAN 4+4 1600cc 1972 finished in Red with black hide trim, private number plate. Good investment vehicle.

MGA TWINCAM (Works Car) ROADSTER finished in Red with Red trim, completely restored to concours condition.

MGTF Finished in Ivory red trim, total body off restoration, recently completed, fitted chrome wire wheels.

Classic Cars (Lilley), Offley Garage, Great Offley, Nr. Luton SG5 3DG.

FULL RESTORATION AND WORKSHOP FACILITIES AVAILABLE

Finance available subject to status. Luton Airport 3 miles, Junction 10 M1. All vehicles available at time of going to press.

Stock constantly changing. Please call with your specific requirements

Chris Drake Collectors Cars Ltd

21 Brook Mews North, London W2 3BW
Tel: 01-262-6583, Fax: 01-723-1881

1949 BENTLEY



MARK VI DROPHEAD BY PARKWARD. Beautiful condition in two tones of grey, power hood and windows.

ALSO IN STOCK

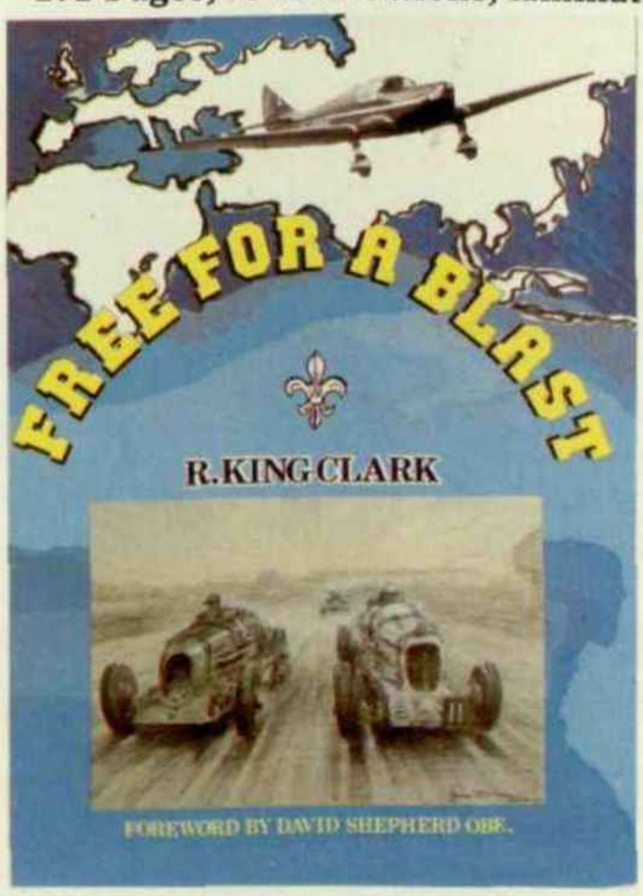
1934 MG Q TYPE 2 SEAT SPORTS RACING. Restored.
1934 MG K3 SINGLE SEATER. Original condition.
1935 TRIUMPH SOUTHERN CROSS 2 LITRE SPORTS. Restored.
1958 JAGUAR XK150 DHC 3.4 RHD. Restored.
1959 LOTUS ELITE CLIMAX. Fully restored.
1963 ASTON MARTIN DB4C SERIES V CONVERTIBLE. Mint.
1965 FERRARI 275 GTS LHD. Red, excellent condition.
1967 FERRARI 275 GTB/4 RHD. Alloy body, concours.
1972 FERRARI 365 GTB/4. Datona, RHD, imaculate.

From Grenville Publishing Co.

FREE FOR A BLAST

BY R. KING-CLARK

272 Pages, 95 illustrations, laminated paperback cover.



A fascinating account of a young man's inheritance enabling him, during the 1930's era, to indulge in:- touring Europe and America in exciting cars:- racing at Brooklands and other venues in his single-seater J4 M.G.:- and in particular, flying in his Miles Whitney Straight monoplane as far afield as Egypt, Singapore and Bali in the East Indies.
The central chapter gives an insight into his soldiering activities, which placed him in Palestine during the 1938 "Troubles".
This is a stylish, humourous and notably readable book which you should not miss, so order your copy now!

PRICE: £11.95. Postage and packing free.

Please send me.....copies of **FREE FOR A BLAST.**
Make your cheque/postal order payable to Grenville Publishing Co. Ltd.
P.O. Box 35, Standard House, Bonhill St., London EC2A 4DA.

Name.....

Address.....

.....

..... Post code .....

Hexagon BMW





Renovation Service

If you have an Aston Martin or Jaguar that you want restored to the highest possible standard, please call us, and we will be happy to help with your requirements.

1988 Aston Martin V8 Volante. Fuel injection, ice blue/dark hide. Automatic transmission. Virtually new. 2,800 miles. **£180,000**

1972 Aston Martin 'Ogle'. One of only two. Details on request.

1971 Aston Martin DB6 MkII. White/black hide. 5 speed. An outstanding original car — not a renovation. 74,000 miles. **£89,000**

1960 Aston Martin DB4 Series II. Peony red/black hide, previously owned by Concours judge, chrome wires, 5-speed ZF gearbox. **£79,000**

1956 Aston Martin DB2/4 MkII Drop-head. Silver/blue hide. **£130,000**

1954 Aston Martin DB2/4. Red/black hide. Chrome wire wheels. Cosmetic renovation recently completed. **£59,000**

Aston Martin DB4 Vantage. Original total history, magnificent, 1 owner, 36,000 miles. **P.O.A.**

Aston Martin DB6 MkII Volante. Auto, Dubonnet Rosso, black hide, 27,000 miles. **P.O.A.**

1976 BMW 3.0 Si. Anthracite/beige cloth. Factory sliding roof. This car is superb. 17,000 miles. **£12,995**

BMW M1. The only right hand drive one. Mint, 7,000 miles. **£165,000**

Ferrari Dino Spyder. Red/black hide, 41,000 miles. **£125,000**

1969 Jaguar E-Type Roadster. Primrose/black, chrome wire wheels **£48,500**

1967 Jaguar E-Type 1½ Roadster. Mid-blue/blue hide, total ground-up restoration. Recent second place JDC concours. Virtually as new. **£59,995**

1962 Jaguar 3.8 MkII. Recent cosmetic renovation with £8,000 of bills. Chrome wire wheels. **£22,995**

Jaguar 'D' Type Replica of long-nose 3.8 car. Correct torsion bar suspension. 16" wheels, Dunlop racing tyres. **POA**

1980 Mercedes 6.9. 20,000 miles with history. Surely the most exciting Mercedes ever! **POA**

1979 Mercedes 450SLC. Astral silver/brown velour. Air conditioning, electric roof, alloy wheels. 43,000 miles. **£18,995**

1989 Porsche Turbo 5-speed. Guards red/black with grey inserts, special soft leather. 1,800 miles **£79,995**

1989 Porsche Turbo Cabriolet 5-speed. Metallic dark blue/blue hide, 9,000 miles. **£89,995**

1987 Range Rover Overfinch. Green/grey leather, full length sunroof. This specification today — £54,000. **£27,995**

1957 Rolls Royce Cloud I. Black over silver sand/beige hide. One family ownership from new, PAS. Mint. 48,000 miles. **£45,000**

LEFTHAND DRIVE CARS

1979 Aston Martin V8 Volante Automatic. Smoke silver/tan hide, 7,000 miles only. **£119,000**

1988 'F' BMW M3 Evolution. Misano. One of 500 made — a sure classic of the future. Electric sunroof and air conditioning, 7,000 miles only. **£25,995**

1974 Citroen Maserati EFi. Leather. Air conditioning, mint, 14,000 miles. **£23,000**

1953 Jaguar XK120 S/E Roadster. Lefthand drive, wire wheels, twin-exhaust. Ground-up renovation also done in Germany, with pictures. **£55,000**

1950 Jaguar XK120 Roadster. Lefthand drive, 37,000 miles believed genuine. **£55,000**

1959 Mercedes 300SL Roadster. Red/black hide, disc brakes, mint. **POA**

Mercedes 190 SL. Solid car in need of some mechanical work. **£17,000**

1989 Porsche Turbo Cabriolet. Black, 5 speed, electric roof etc. Less than 1000 miles. **£75,000**

XK140 Roadster. M.C. red, black hide, full restoration just completed. **£70,000**

1989 MVS Venturi. Metallic blue, cost new today £40,000. **£22,995**

Please call Paul Michaels or Martin Woolf on 01-348-5151

Modena For FERRARI

Exclusively FERRARI

89	**(G) 328 GTS** Red, Magnolia, Air, ...	only	70 Miles
88	**(E) 328 GTS** Red, Tan, Air, ...		4,600 Miles
87	**(D) 328 GTS** Red, Magnolia, Air, ...		9,900 Miles
88	**(Cn) 328 GTB** Blue, Tan, Alarm, ...		12,300 Miles
83	**(Y) 308 GTB QV** Red, Tan, Air, ...		28,303 Miles
86	**(D) MONDIAL 3.2 Cab.** Red, Black, ...		20,050 Miles
82	**(U) 400i Auto** Blue, Magnolia, Air, Alarm ...		36,700 Miles
66	**275 GTB** Red, Black, Alloy Body, ...		40,480 Miles
66	**275 GTB** Red, Black Hide, L.H.D., ...		22,675 Miles
73	**365 GTB/4 DAYTONA** Red, Tan, ...		38,700 Miles
66	**330 GTC** Blue, Beige, Air, ...		81,000 Miles
82	**(U) 512 BBi** Blue, Blue, Air, Stereo, ...		25,000 Miles
72	**(Cn) 365 GTC4** Red, Tan, Air, ...		62,000 Miles
73	**246 GTS** Red, Black Hide, ...		30,500 Miles
61	**250 GTE** D/Blue, Magnolia, ...		49,000 Miles

This is a selection from our stock of over 50 Ferraris that can be viewed at our premises

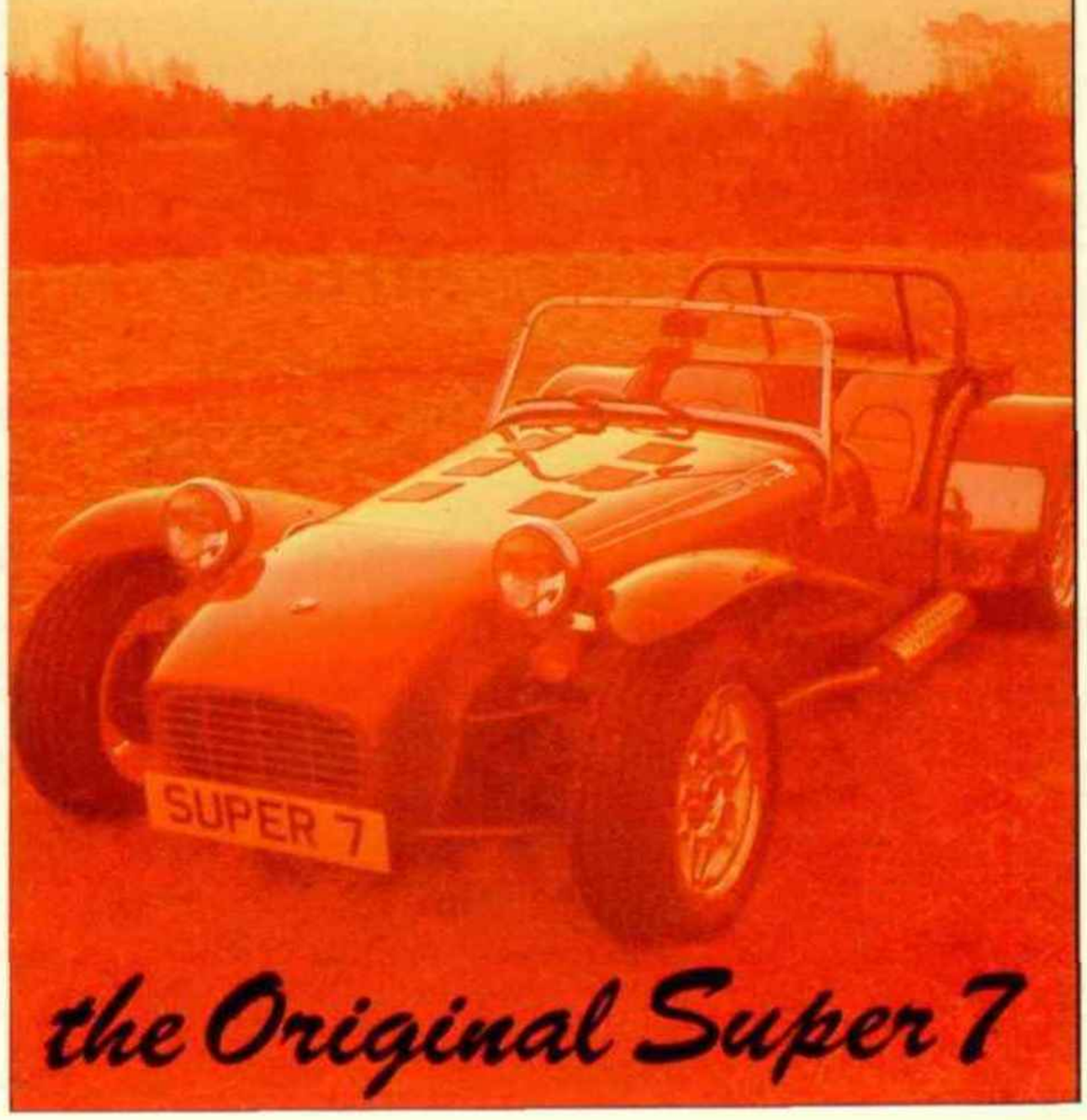
Open Monday to Saturday 9.00 a.m. - 6.00 p.m.
Sunday 10.00 a.m. - 1.00 p.m.
Out of Hours: (0836) 298440

Station Garage, East Horsley, Surrey.
Tel: 04865-4663 Fax: 04865-5316

CATERHAM CARS

SEVEN HOUSE, TOWNEND, CATERHAM CR3 5UG
Tel: 0883 46666 (sales),
0322 59122 (parts AND service)

NEW SUPER 7 5 speed De Dion from **£10,295** inc. VAT + CAR TAX.
Also kit form from **£5,055** + VAT to SMMT CODE OF PRACTICE
Send £3 (UK) £5 (Overseas) for colour pack
ALL LOTUS 7 AND EARLY LOTUS PURCHASED



the Original Super 7

HERITAGE MARQUES LTD

1964 ASTON MARTIN DB5. Dubonet Rosso, beige hide, complete nut & bolt rebuild, photographic record, chrome wire wheels. Absolutely superb condition ..... **£POA**

1972 JAGUAR E-TYPE 2+2 V12. BRG, biscuit hide, chrome wires, Webasto roof, complete nut & bolt restoration. One of the finest we have seen..... **£49,950**

1971 JAGUAR E-TYPE 2+2 V12. Silver, dark blue hide, very collectable. The first car off production line, chassis No.1 ..... **£POA**

1962 JAGUAR E-TYPE 3.8 FIXED HEAD COUPE. Red, black interior, chrome wire wheels, RHD, clean, solid, good car. Probably the best looking of all the E-Types **£24,950**

1965 AUSTIN HEALEY 3000 MKIII. RHD, rebuilt some years ago, genuine car, has a lovely Patina dash, metallic blue, red leather, chrome wire wheels, drives superbly. A fine investment for the future **£34,950**

1961 MGA FIXED HEAD COUPE 1600. Pale blue, dark blue trim, restored by previous owner to a high standard. Very useable classic..... **£12,750**

1961 PORSCHE 356B 1600. LHD, black, grey leather, chrome wheels. Exceptional car, very undervalued classic **£12,950**

1989 SHOGUN LWB TURBO. Intercooled, my own vehicle from new. Metallic blue, walnut, bull bar etc..... **£18,950**

BARGE – 16FT. PURPOSE-BUILT for entertaining. Completely open plane, CH, fridge, video, stereo system, hardly used. Ring for further details.

PLEASE RING CHRIS BAUER ON

06636 3511 Fax. 06636 5181

Mobile 0836 313006



LEITH MOTOR WORKS LTD.

At last, we're in the new giant economy size workshop, and even the machinist can now swing a cat. So for either preparation for MOT and a good long Summer, or for full restoration, talk to John Davidson.

At present he is starting an **XK 120 Dhc** club racer from the 60's, Rhd, all metal with a 3.8-carb engine, and finishing a **Riley Lincock.** Please phone.

We also have:

XK 140 f.h.c. English car, with restored body in primer. DVLC **£15,000**

Daimler Double Six Coupé, 1978, excellent **£16,500**

and my XJS HE, newly painted and very good at **£14,500**

We also have a **Turner-Climax, MG C** roadster, and a **Peerless GT.** Also a **Dodge** Transporter which will carry most cars, priced at **£2,750 + VAT**

Coming soon, **Alfa 2600 Spyder,** Rhd. Please phone

031 553 2874 (Office or Answerphone)

0836 661 997 (Mobile)

0570 480 690 (Fax)

0570 480 151 (Home)

ROYLE



1928 STAR ECLIPSE. This rare and original three litre touring car was completely restored by us for a customer and following two continental tours is offered for sale. These motor cars were highly regarded for their steadfast construction as well as their handsome appearance and it represents a practical, powerful and comfortable touring car. It is accompanied by a full photographic record of the restoration as it progressed from a rather tired but totally complete original motor car, and its subsequent transformation to a truly concourse automobile.



1936 LAGONDA LG 45 SPORTS TOURER. Usually these chassis were fitted with either saloon or drop head coupe coachwork by the factory. This is, however, one of the rare sports tourers of which only approximately twenty five were built. It has a fold flat windscreen and aero screens which are located in both door pockets. This very handsome and desirable car is in largely original condition and is one of the best driving LG 45's that we have either sold or restored.

1926 ALVIS 12/50 NARROW BODIED TOURER. Largely restored by us in 1985 and accompanied by a full photographic record, this must be one of the most handsome 12/50s **£38,000**

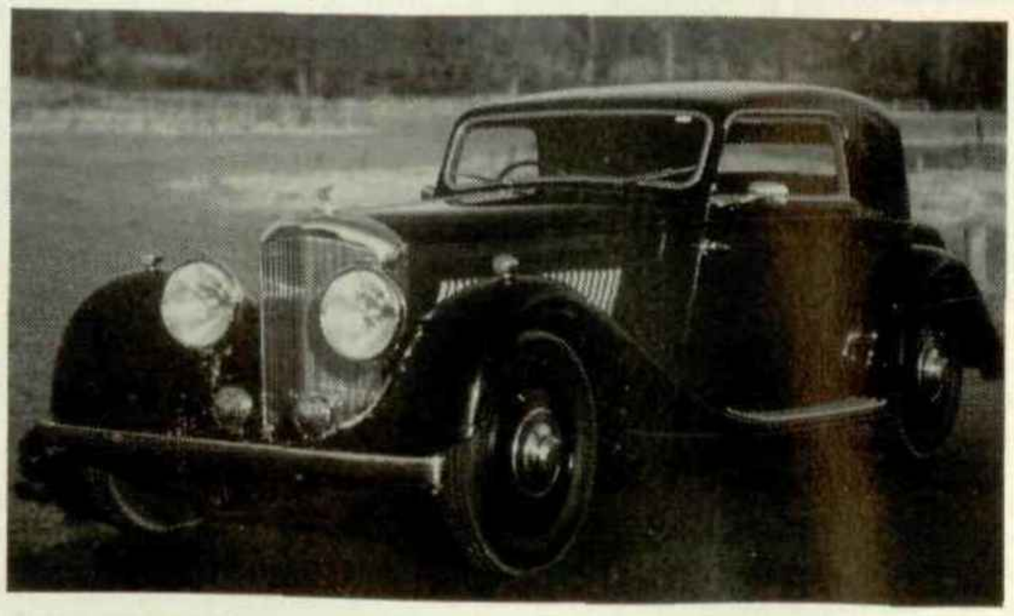
1924 ROLLS ROYCE 20/25 SPORTS SALOON BY PARK WARD. This four-light owner driver sports saloon is a genuine low mileage car. It is an unspoilt and original motor car and is complete with its own tools. The engine has been stripped, inspected and refurbished where necessary and the wiring has been renewed.

1930 HUMBER 16/50 SALMONS DROP HEAD COUPE. Attractive two door coachwork with Tickford hood. The restoration of this vehicle is well well advanced and requires some finishing. It is complete with its original registration and many, many spares. The job of finishing can be carried out without specialist equipment and will reward the new owner with a very handsome, close coupled, coachbuilt touring car **£16,750**

IF YOU ARE THINKING OF PARTING WITH A GOOD QUALITY PRE-WAR MOTOR CAR — DO CONTACT US

THE OLD SCHOOL, STAINDROP, DARLINGTON
Tel: Staindrop (0833) 60452/60630. Fax: 0833 60834

SUPERB CLASSICS



BENTLEY DERBY 1936

With body by Van Vooran. Total restoration has been undertaken on this magnificent Bentley.

PRICE £125,000

FOR APPOINTMENT TO VIEW CALL

NORRIS MILES, DUTTON UK LTD
0923-220370

NOSTALGIA

1990 AC COBRA 302 Mk4s

NOSTALGIA IS PROUD TO OFFER EXCLUSIVELY: 5 NEW RIGHT (OR LEFT) HAND DRIVE Mk4 AC COBRAS FROM MAY TO JULY 1990*

There are two choices of model: (a) 'STANDARD' (230 b.h.p.) with fuel injection or Holley carburettor, or **(b) ALL NEW 'STREET/COMPETITION' (340 b.h.p.)** with lightweight chassis/bodywork, revised suspension geometry, blue-printed engine, roll-over bar etc. **Both versions have:** Ford 5 litre V8 HO engine; 5-speed manual g/box; all aluminium body with stainless steel inner panelling; finest Connolly hide & Wilton carpeting & full weather equipment.

PERFORMANCE – 'Standard': 0-60/100 mph in 5.1/13.0 secs, 140+ mph. 'S-C': 0-60/100 mph in 4.6/10.8 secs, 150+ mph (Est).

All AC Cobras are handbuilt at the AC/Autokraft factory (near London-Heathrow Airport) using the original 1965 '427' factory jigs & wooden 'bucks' etc., and are probably the highest quality vehicles manufactured anywhere today. Their investment potential is also proven & guaranteed!



AS-NEW PRE-OWNED Mk4s FOR SALE (Factory serviced):

(i) **LEFT-HAND DRIVE — 62 miles:** U.S/European spec. & approved. Red with light tan & red trim. Some extras.

(ii) **RIGHT-HAND DRIVE — 100 miles:** UK Regd. Rolls Royce Royal blue with tan & blue trim. Some extras.

(iii) **RIGHT-HAND DRIVE — 1800 miles:** UK Regd. B.R.G. with twin white stripes & black trim. Every conceivable extra including hard/soft tops etc. 'State of the Art' spec. (Photo).

(iv) **RIGHT-HAND DRIVE — 3500 miles:** UK Regd. Jaguar dark blue with black & grey trim. Some extras.

STOP PRESS: ONE BRAND NEW LIGHTWEIGHT 'S-C' — IMMEDIATE DELIVERY: Right-hand drive, unregistered. Diamond white with blue stripes outlined in red, with black trim. Complete 340bhp spec., with all extras. Absolutely fabulous!

SIMPLY THE BEST SPORTSCARS IN THE WORLD!

**NOTE: NO FURTHER NEW COBRAS AVAILABLE UNTIL 1991*

1968 AC COBRA 427 MKIII TWIN-TURBO — REG. NO. COB1 — Ch. No. COB 6131

'COB 1' has been in my ownership for 17 years. It will not be replaced & its like will never be seen again, though my involvement with all AC Cobras will, of course, continue. Offers for outright purchase (including the Registration Number) or exchanges considered.

1958 AC ACE-FORD 2.6 — Right Hand Drive

I am delighted to offer again, after some 15 years with the same owner, this superb historic sportscar. Supplied new by Ken Rudd as Ace-Bristol Ch. No. BE433, it was entered in the 1958 & '59 Coupé des Alpes. During 1960/61 it was reconstructed to become one of the 37 newly-styled Ace-Fords, with 170 bhp Ruddspeed Stage 5 engine (Mays alloy head, triple Webers etc), C.R. g/box, 16" Borranis & so on. 3 owners & 45,000 miles only from new. Full, documented history with original log book etc. Past A.C.O.C. Race & 'Concours' winner, & still in extremely fine, useable condition — eligible for International Historic Retrospectives & Rallies etc.



AC COBRA 289 Mk2 — Right Hand Drive

Under 9,000 miles since total reconstruction by Autokraft. The result is one of the best Mk2's in the world, & with its 300 + bhp Mathwall blue-printed engine, it is also extremely rapid! British Racing green with black trim & full weather equipment, just serviced at the factory.

1972 AC 428 FRUA D.H.C.

Only 26 RHD examples built and this is the last of just 5 supplied with manual gearbox. Silver with black trim & chrome wires & some unique original features. 32,000 miles & three owners from new. Truly magnificent & the best example remaining, with 'concours' engine compartment etc.



COMING SHORTLY — 1949 EX-WORKS HEALEY SILVERSTONE 'ALPINE' — Ch. No. D1; 2nd overall '49 Alpine Rally (Healey/Appleyard), ex-Salvadori etc. Mille Miglia eligible. Splendid, original condition.



1950 EX-WORKS TEAM HWM-ALTA GRAND PRIX

Exactly 40 years ago (on May 14th), Stirling Moss achieved his first international successes in Grand Prix Racing in this, the only original surviving member of the remarkable 4-car works team, with a 7th at Mons. The following are just some of the other great achievements of this actual HWM (Ch. No. FB101), all in 1950.

Chichester Cup, Goodwood (Abecassis) — 7th
Swiss GP, Bremgarten (Abecassis) — 9th
Rome GP (Moss) — Lap Record
Rheims Coupe (Moss) — 3rd (behind Ascari)
Bari GP (Moss) — 3rd (behind Fangio)
Naples GP (Macklin) 2nd (beating Faglioli)
Freiburg Mountain Climb (Fischer) — 2nd
German GP (Macklin) — 6th
BRDC Int, Silverstone (Moss) — 6th
Goodwood Trophy (Abecassis) — 4th

Totally restored to absolute perfection in 1980, it still preserves superb originality and is a 'must' for the Mulberry Series & other International Historic events. It also converts to a road registered (currently taxed & MOT'd) 2 str. Historic Sports Racer in 10 minutes!

'THE GOAT' PUB, HERTFORD HEATH, MONTHLY MEETINGS FOR 'CLASSIC' CAR BUFFS — MARCH 4TH & APRIL 1st — NOON TILL 3pm

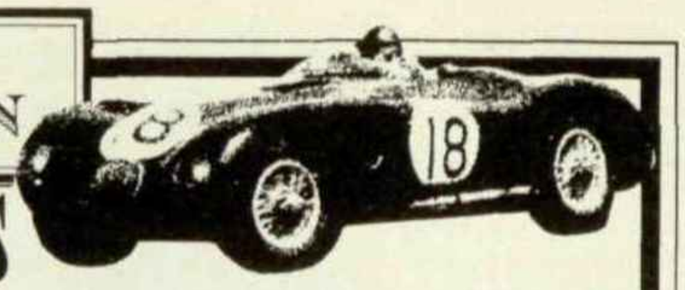
ROD LEACH'S 'NOSTALGIA' **Tel: 0992 500·007** 9am till 10pm, 7 days per week

Fax: 0992 55·88·91 **Or: 0860 321·981**

WRITE TO: BRIAR FORGE, VICARAGE CAUSEWAY, HERTFORD HEATH, HERTS SG13 7RT

PLEASE NOTE: VISITS STRICTLY BY APPOINTMENT ONLY!

DUNCAN HAMILTON & CO., LTD.



CLASSIC CARS

FERRARI DAYTONA SPYDER

CHASSIS NUMBER 15963



One of only seven genuine, right hand drive cars ever made. Metallic blue, only 15,000 miles, Borrani wires. For further details please contact ADRIAN HAMILTON, 0276 71010.

THE SQUARE · BAGSHOT · SURREY

Telephone (0276) 71010 Telex 858334 Fax (0276) 71270

BROOKLANDS CLASSIC INVESTMENTS

BAMFORD ROCHDALE *MICHAEL J BIRTWISTLE*

Tel: 0706 53439 Fax: 0706 43487

1963 ASTON MARTIN DB5. Original condition with one owner.
1965 ASTON MARTIN DB5. Very good original car with interesting racing history.
1973 FERRARI DINO 246 GTS. Total restoration by main Ferrari dealer two years ago.
1973 V12 E TYPE ROADSTER. Total concours re-build (100 miles since), chrome wires.
1975 TRIUMPH STAG. 31,000 miles, one owner, concours.
1953 AUSTIN HEALY 100/4. concours re-build.
1966 JENSEN CV8. 24,000 miles.
1968 TRIUMPH GT6 (Benson & Hedges winner).
1976 MGB ROADSTER. One owner, 26,000 miles.
1963 MERCEDES 190 SL. Red/mag, re-build last year.
1970 JAGUAR 4.2 E TYPE ROADSTER. Red/black.

EXPECTED SHORTLY
1969 FORD MUSTANG
1963 FACEL VEGA CONVERTIBLE
1969 TR5 (250 LHD)
2 × AUSTIN HEALY 3000 (LHD)

VIEWING CAN BE ARRANGED AT ANY TIME BY APPOINTMENT ONLY

Simon J. Robinson Classics

Sportscar Specialists & Craftsman Restoration

Simon J. Robinson (MGA) 1982 Ltd.
Ketton Garage, Durham Road, Coatham Mundeville, Darlington, County Durham, DL1 3LZ
Telephone (0325) 311232 Telex 94012897 SJR Fax (0325) 317952

MGA TO ORDER – BE IN A CLASS OF YOUR OWN WITH ONE OF SIMON ROBINSONS CLASSICS

We are recognised in being the elite MGA restorers. We can completely rebuild an MGA to order which will be carried out in stages. Pains taking to detail bringing it back to its former glory — better than new. Please enquire for further details or visit our works and see several vehicles being assembled.



1969 E TYPE ROADSTER S11 4.2. Silver with black interior, black hood, chrome wire wheels, manual gearbox.



1959 AUSTIN HEALEY FROG-EYE SPRITE. Yellow, black trim, std wheels, recently professionally restored.



1960 MGA ROADSTER 1600 MK1. Chariot red with black trim, black hood, chrome wire wheels, recently refurbished, this is a very nice MGA in excellent condition throughout.



1961 MGA ROADSTER 1600 MK1. Black with red trim, black hood, std wheels, original engine and gearbox, a beautiful rust free MGA that drives well.

Many more cars in stock. We are also looking for cars similar to those above. For any more information or if you would like to make an appointment please contact the above office.

MGA

923 JHN 1959 MGA FHC 1500, British Racing Green with black trim, wire wheels, chrome luggage rack, this MGA was professionally restored several years ago, local car with good history, superb condition. **£11,950**

1513 WJ 1959 MGA Roadster 1500, Chariot red, std wheels, all steel wings, engine runs, requires restoration work. **£5,850**

1956 MGA Roadster 1500, British Racing Green, being interior, chrome wire wheels, original engine & gearbox, sound, drives well. **£9,500**

JAGUAR

VHN 1967 E TYPE S1½ RHD, Gun Metal Grey with black interior, wire wheels, 51,000 miles, a much admired example, superb condition. **£25,000**

VHN 33F 1968 E TYPE FHC S11, white with black trim, wire wheels, 58,000 miles, a very sound and genuine coupe. **£22,950**

NYB 936E 1967 E TYPE 2+2 S1, Azure blue with tan interior, chrome wire wheels, 65,800 miles, a superb example, radio cassette. **£22,950**

HAMPSON

(Under 20 minutes from Manchester Airport)
(8 mins from Junction 18 M6)

CLASSIC & INVESTMENT CARS



TRIUMPH STAG. 1975, 56,000 miles, manual/ overdrive.



BMW Z1 SPORTS. Delivery miles only.



TRIUMPH TR4A IRS. 1965, last owner 10 years, excellent rebuilt car.



JAGUAR E-TYPE V12 ROADSTER. Manual, Total ground up rebuild, perfect (choice of several).



JAGUAR E-TYPE V12 2+2. Manual (choice of several).



ASTON MARTIN DB6 Mkl. Red, manual. Recently restored. (Similar to above).



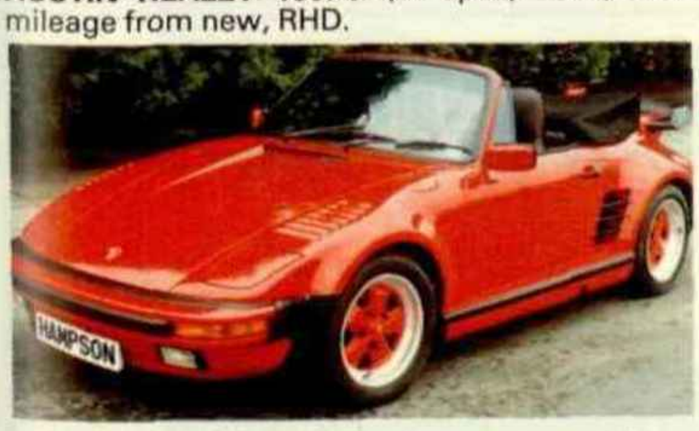
AUSTIN HEALEY 100/4. (M spec) 1955, low mileage from new, RHD.



FORD THUNDERBIRD. 1958, White, ex Texas car.



AC DROPHEAD. 1938, excellent restored car.



PORSCHE 911 Flat Nose Turbo Convertible. 1989, LHD, delivery miles (5-speed).



JAGUAR E-TYPE 4.2 ROADSTER. 1969. Manual. Genuine RHD car.



ROLLS-ROYCE SILVER SHADOW 2 DOOR. 1967.



JAGUAR XK140 ROADSTER. 1955, full ground up restoration, LHD.



MERCEDES 230 SL. 1964, excellent car, best available.



ASTON MARTIN DB6 MkII. Volante Automatic, 1970, outstanding.

AC Cobra MkII 289. Red/black, ready for road, or historic racing.
Alfa Romeo 2000 GTV. 1971, excellent restored car.
Aston Martin DB2/4. Green 1954
Aston Martin DB4 Vantage
Aston Martin DBS V8. Manual, 1973, 45,000 miles, one owner.
Aston Martin DB6 MkI Volante. 1967 low mileage, as new.
Aston Martin DBS6 Vantage. 5,000 miles only.
Aston Martin DB6 MkI. Automatic, Silver/black, 2 owners.
Austin Healey 100/6. 1958, genuine RHD, excellent condition.
Bentley Continental S3 Convertible. 1963, (Chinese eye).
Bentley S3 Standard Saloon. One owner from 6 months old.
Bentley 'R' Type. 1950. RHD, ex-Florida car.
Corvette Stingray 427. 1968, big block, manual, hard/ soft top
Daimler Dart SP 250 Sport. Red/black, outstanding car.
Daimler V8 250 Saloon. Manual/overdrive, 30,000 miles only.
Daimler Double Six SI Vanden Plas. Rare car, outstanding.
Ferrari Dino 246 GT. Red/black, 1972, excellent restored car.
Jaguar E-Type V12 Roadster Manual, ground up rebuild, concourse (choice of two)
Jaguar E Type 4.2 Series 1. Red. Restored
Jaguar E-Type V12 Roadster 1974 40,000 miles, ground up restoration, manual, wires, concourse.
Jaguar E-Type V12 Roadster Manual, 38,000 miles, fsh, (choice of two)
Jaguar XK 150 FHC 3.8 SE Undergoing full restoration
Jaguar E-Type V12 2+2 Ground up restoration, almost completed.
Jaguar E-Type V12 2+2 Automatic, excellent history.
Jaguar E-Type 2+2 4.2 Manual, 1967, 47,000 miles, fsh, 2 owners.
Jaguar E-Type 3.8 Roadster LHD, full concourse rebuild (choice of two)
Jaguar E-Type 4.2 Roadster SII, 1969 Full concourse rebuild.
Jaguar E-Type 4.2 Coupé. ex Texas car
Mercedes 600. 6 door, Maroon, 1967, Ex-Beatles
Mercedes 500 SL 1987, 5,000 miles
Monteverdi 375 SL Sports 5,000 miles from new, mint
MG J2 1938, fully restored.
MGB Roadster 1972, fully restored
Porsche 911 Turbo 1985, 34,000 miles, dark blue/ blue hide, as new.
Rolls Royce Silver Cloud I. 1956, RHD, ex-Florida, fitted air conditioning.
Rolls Royce Silver Cloud I 1956, outstanding
Rolls Royce Silver Shadow DHC 1967, fully restored
Sunbeam Tiger Mk1 1965, 16,000 miles, one owner 14 years, as new.
Triumph Stag. 1976, Red, auto

WANTED CARS IN TOP CONDITION

TEL: 0606 559054 0606 559116 0836 702737 FAX: 0606 86 1283

HAMPSON LTD. ROAD 4, WINSFORD INDUSTRIAL ESTATE, WINSFORD CW7 3QN

HAVAS PACKING & SHIPPING LTD.

The name with more than 25 years experience behind it.
The company who **Think Cars, Talk Cars** and **SHIP CARS.**
Shipment of personal effects and household removals, also our speciality.
Competitive rates and unbeatable service.

PO Box 31, East Grinstead RH19 4RF
Telephone: 0342 323155
(24 hour personal service)
Cables: HAVAS EASTGRINSTEAD
Telex: 957161 HAVAS G

ALVIS

WANTED WANTED
EDDIE QUELCH WILL PAY
TOP PRICE FOR ANY MODEL
PLEASE TELEPHONE
0582 576036

R. F. FUGGLE LTD. Established 1906

BRISTOL 410. One of three..... **£26,750**
MGC GT. 16,900 miles from new..... **£10,750**
SUNBEAM RAPIER MKIV. 18,000 miles..... **£6,150**
LANCIA FULVIA SEDAN. 56,000 miles..... **£5,450**

Bushey Heath, Herts. 01-950 1685

S&H MOTORSPORT

Rear of 14 Hallowell Road,
Northwood, Middx. HA6 1DW
Tel: (09274) 27012

SERVICE, REPAIR AND RESTORATION OF HIGH PERFORMANCE SPORTS AND RACING CARS

KONI

J. W. E. BANKS LTD

New sales and full reconditioning service.

Revalving of race dampers, rebuilds and calibration

Fast service at competitive prices

St. Guthlacs Lodge, Crowland,
Peterborough PE6 0JP

Tel: 0733 210316 **Fax: 0733 210920**

WANTED

DERBY BENTLEY
DROPHEAD COUPÈ

(PREFERABLY WITH 3 POSITION HOOD)

I AM PREPARED TO PAY A VERY HIGH FIGURE FOR A FULLY RESTORED, OR MINT ORIGINAL CAR, BUT WOULD CONSIDER A CAR REQUIRING RESTORATION

PLEASE RING 01-376 2926

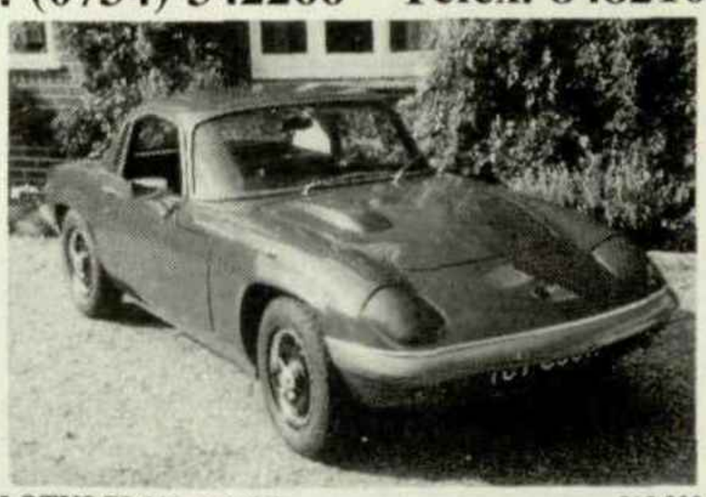
(NO DEALERS PLEASE)

ATLANTIC MOTOR CYCLES

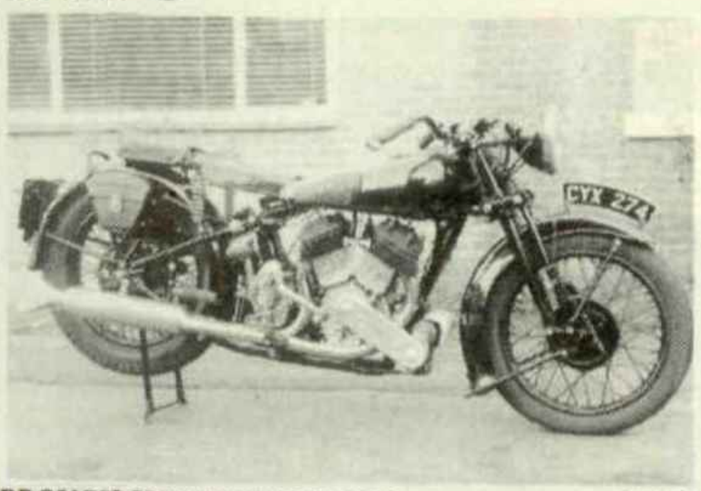
20 STATION ROAD, TWYFORD, BERKSHIRE RG10 9NT
Telephone: (0734) 342266 Telex: 848210 INFOS-G



VELOCETTE THRUXTON 1966..... **£10,000**



LOTUS ELAN 1970 SE..... **£12,000**



BROUGH SUPERIOR SS80 1936..... **£15,000**



MZ 200 1958 OHC. Famous bike..... **POA**



YAMAHA TZ 750 c1975. 4 cyl water cooled TS, very rare Japanese racer..... **£17,500**



PORSCHE 911 TOURER 1984. LHD..... **£35,000**

PART EXCHANGE WELCOME

Many more classic motorcycles in stock. Contact: JIM GLEAVE or PAUL LANGLEY for more details

The Original

CLASSIC AUTOMOBILES

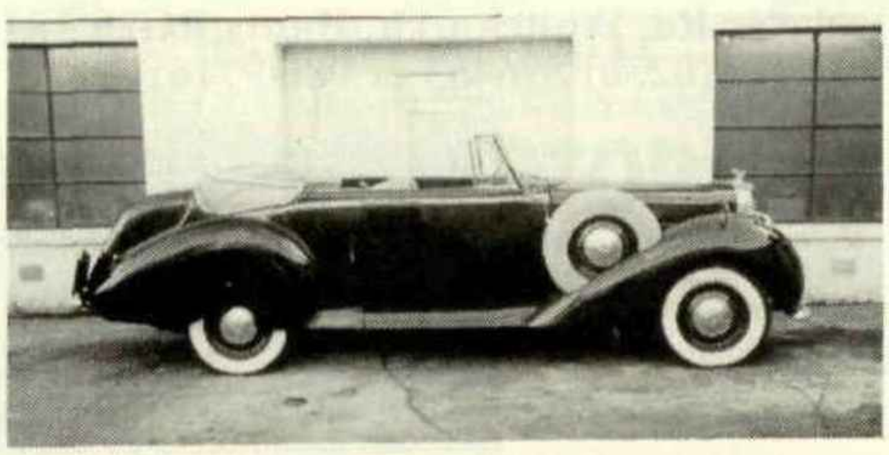
Classic Automobiles of London Ltd
Armoury Way, London SW18 1EZ. Telephone: 01-871 1357 Fax: 01-871 1979



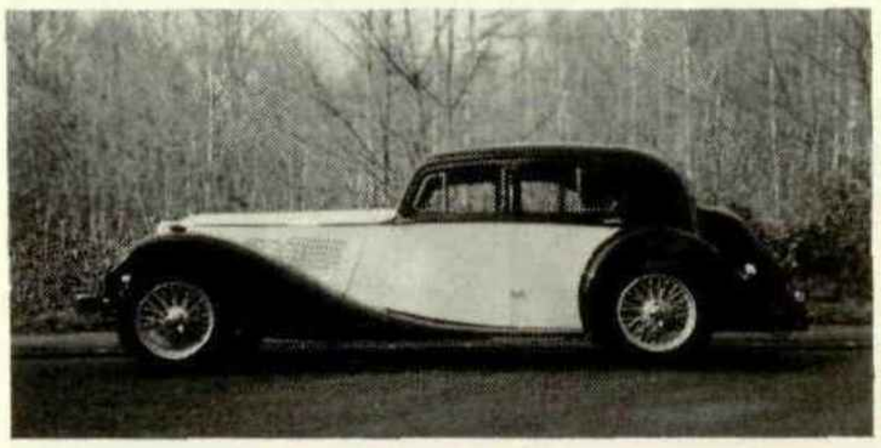
1980 FERRARI 308 GT4. Red with tan interior, in lovely condition throughout.



1956 BENTLEY SI CONTINENTAL 'FASTBACK' with coachwork by H.J. Mulliner finished in grey with magnolia leather, superb condition.



1952 BENTLEY MK VI CONVERTIBLE with very elegant coachwork by Park Ward, finished in dark blue with beige interior and twin side mounts.



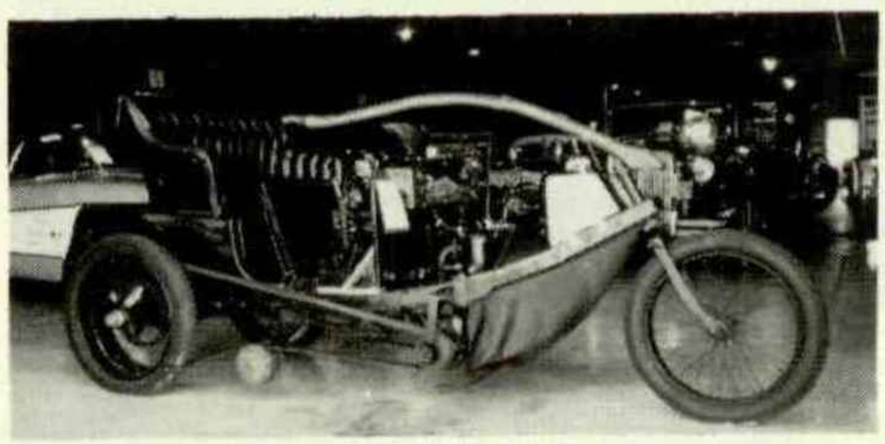
1938 MGSA SPORTS SALOON in burgundy over pale yellow, wonderful car.



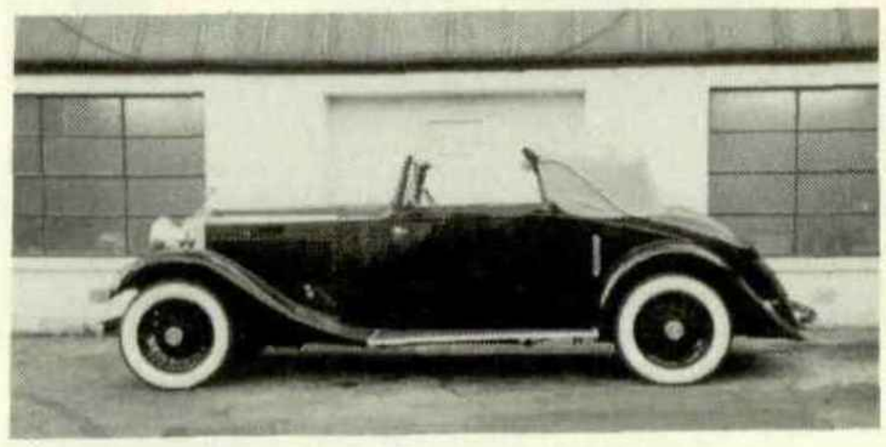
1977 ASTON MARTIN V8 in gold with black leather, LHD, this car is absolutely magnificent.



1953 SUNBEAM ALPINE 2 SEAT SPORTS with phenomenal history. The 'actual car' which broke the 'Flying Kilometre' record driven by Sheila van Damm.



1904 LA NEF 3 WHEEL SINGLE CYLINDER veteran with tiller steering, lovely restored condition.



1932 ROLLS ROYCE 20/25 DROPHEAD COUPE with handsome coachwork finished in black.

ALSO IN STOCK

1904 Delaugere-Clayette Open-Drive Landaulette
1929 Rolls Royce 20 HP Sports Saloon
1939 Bentley 4.25 MX Saloon
1932 Invicta Low Chassis 3 Litre DHC
1965 Jaguar E-Type 4.2 Series FHC
1938 Rolls Royce 25/30 Limousine
1926 Bentley 3 Litre
1949 Triumph Roadster 2000
1955 Ford Thunderbird
1987 Aston Martin V8 Volante Vantage
1908 Lorraine Dietrich Town Car
1934 Rolls Royce 20/25 Limousine
1954 Bentley R Type
1936 Alvis Silver Crested Eagle DH with Dickey
1949 MGTC
1964 Rolls Royce Silver Cloud III
1958 Chevrolet Corvette Roadster
1967 Aston Martin V8 Vantage
1964 Ferrari 330 GT Mk2
1976 Rolls Royce Phantom VI
1929 Standard Avon 2-seat Sport
1957 Rolls Royce Silver Cloud I
1960 Bentley S2 Continental
1964 Aston Martin DB5
1957 Jaguar XK140 Roadster
1935 Rolls Royce 20/25 Sedanca de Ville
1929 Ford Model A De-Luxe 2 Seat Tourer
1955 Austin Healey 100/4
1933 Lagonda 16/80 Tourer
1969 Jaguar 240

Telephone: 01-871 1357

Other excellent cars available, please telephone.
Overseas enquiries welcomed. Shipping arranged promptly.

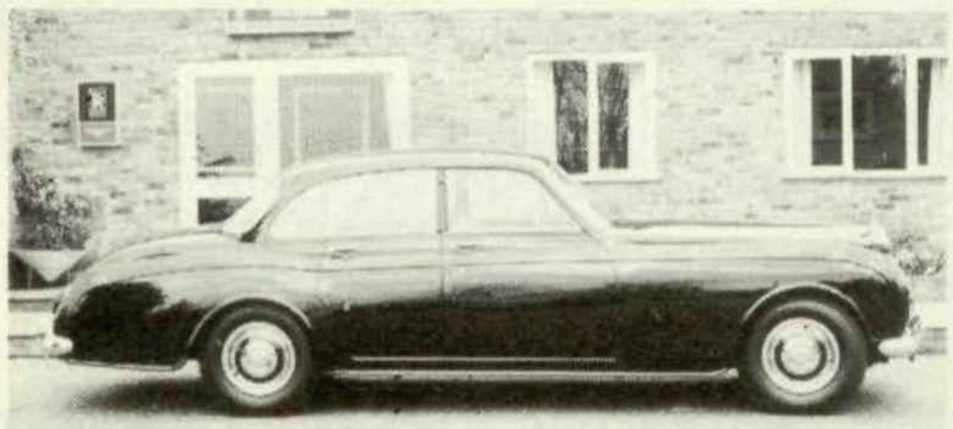
WE ALSO BUY GOOD CONDITION INTERESTING CARS

P&A Wood

AUTHORISED SERVICE DEALER

ROLLS ROYCE

GREAT EASTON, DUNMOW, ESSEX CM6 2HD (0371) 84-848 FAX (0371) 84-810



ROLLS-ROYCE SILVER CLOUD III 1965. Continental by James Young. Brewster green with tan upholstery. 118,000 miles.



BENTLEY 4¼ LITRE 1936. Owen Sedanca Coupé by Gurney Nutting. Finished in two-tone green. Brown leather upholstery with white piping. A superb example.

SALES — SERVICE — REPAIRS — COMPLETE RESTORATIONS
and a comprehensive range of spare parts

THOROUGHBRED COVERS

Manufacturing Vehicle Covers since 1979

Protect your cherished paintwork with our high quality covers individually crafted to your order. **100% cotton**

NEW — outdoor use, water repellent, breathable synthetic covers from £120. **De-Luxe** cream or navy brushed cotton dust covers from £64. Also **Tailored Covers** in any of the materials. Please ring for details.

SEMI-TAILORED DUST COVERS in standard cotton — engineer designed with elasticated ends

For sportscars up to 13'2" long	£44.75
For sportscars up to 15'4" long	£49.75
For sportscars up to 17'0" long	£54.75
For saloons up to 15'4" long	£54.75
For saloons up to 15'4" long	£54.75
For saloons up to 17'1" long	£64.75

REGULAR DUST COVERS with tie-on corner tapes in standard cotton. 15' - 9.8 **£19.95.** 17' - 9.8 **£23.95.** 20' - 11.6 **£31.75.** 24' - 13.5 **£44.95.**

STORAGE BAG £5 P&P £4.00 per cover. **Our prices include VAT.** Please specify car model. Free initials if requested. Payment with order please to:

THOROUGHBRED COVERS
349 Kirkstall Road, Leeds LS4 2HD
Telephone (0532) 795079 or (0532) 610695 evenings Sundays
Fax (0532) 310835

BARCLAYCARD VISA

FRENCHAY GARAGE

COACHBUILDERS & RESTORERS

A complete in-house service. Vintage Alfa Romeo parts. Brakes and Clutches re-lined. Ash frames, complete bodies. Engines overhauled. Painting.

Frenchay Garage (Incorporating Vintage Frictions) Frenchay Common, Frenchay, Bristol, BS16 1NB

Tel: (0272) 567303
(0272) 603708

JAGUAR V12 E-TYPE ROADSTER

"BLACK COMMEMORATIVE EDITION"

One of only 49 ever produced. Only covered 24,000 miles since 1975. Totally original throughout.

Private Sale POA

0778 440341

PIONEER AUTOMOBILES

Andover Rd, Whitchurch, Hants RG28 7RL
Tel (0256) 896483 or 0860 716170

1968 DAIMLER V8 250, manual/overdrive, power steering, detailed restoration, recon eng, gearbox etc **£13,950**



1953 CITROEN. Light fifteen, total restoration **£13,950**
1954 SUNBEAM 90 saloon, overdrive, sunroof, sound and smart **£5,950**
1954 BENTLEY R type automatic, drives beautifully, being tidied .....
1956 HILLMAN MINX CONVERTIBLE, 3 pos. hood, 48,000 miles, concours **£5,750**
1978 RENAULT ALPINE V6, stunning performance, less than 30,000 miles £10,750

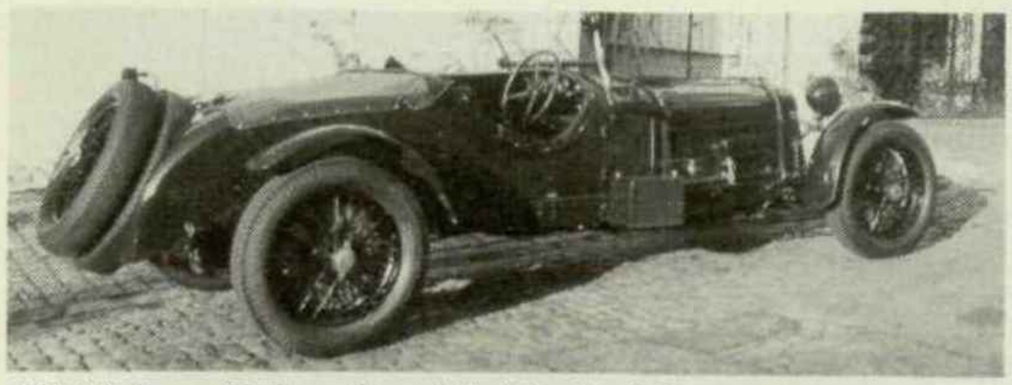
ILLUSTRATED STOCK LIST AVAILABLE — CARS WANTED — PART EXCHANGE SUFFERED

01-584 7472 **FAX: 01 589 9042** **01-584 7332**

DAN MARGULIES (VINTAGE CARS) LTD

12 QUEEN'S GATE PLACE MEWS, LONDON SW7 5BQ

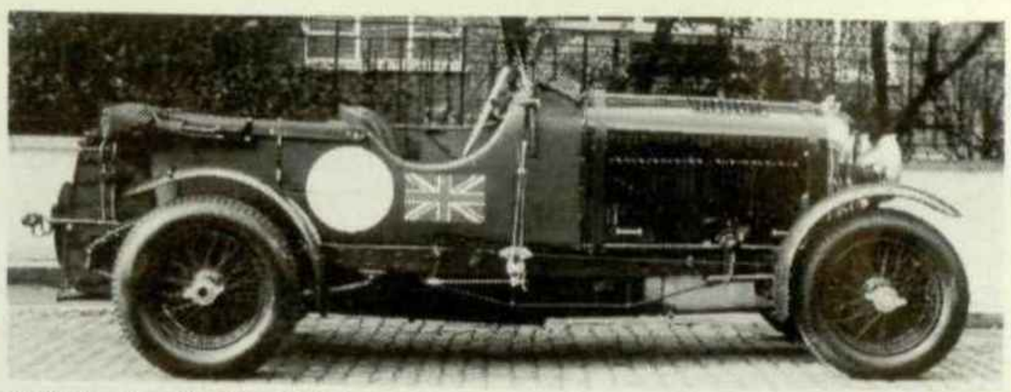
ESTABLISHED 1957



1932 Alfa Romeo 8C. Supercharged "Le Mans" style 2/4 seater.



1928 Alfa Romeo 6C. 1½ litre Sports 2 seater.



1930 Bentley 4½ Litre "Birkin" Blower Replica.



1957 Lancia Aurelia B20 Series 6 Coupé.

1923/29 Bentley 3 Litre 9'9" chassis, 4½ litre engine, no body. Phone for details.

1935 Frazer Nash Shelbey.

1958 Alfa Romeo Sprint Veloce Coupé.

1927/29 Bugatti Type 37/44. Well known Hill Climb and Sprint car.
1956 Ferrari 250 GT Coupé.
1963 Lancia Flaminia 3C. 2.8 litre coupé by Touring.

HIGHEST PRICES PAID FOR ALL VINTAGE AND CLASSIC CARS

LAGONDA

TOP PRICES PAID FOR ANY

VINTAGE LAGONDA

Telephone Roger Firth

061 303 9127

TIM WALKER
(RESTORATIONS)

Restoration and repairs undertaken on veteran, vintage, P.V.T. and classic cars.

Also wing and panel making. Also turning, milling etc for "one offs".

Car collection service available.

Aylesbury (0296) 77596 workshop
and **748419 eves/w'ends**

PAUL BEC

CLASSIC and VINTAGE

The widest choice at highly competitive prices

UPHOLSTERY MATERIALS TRIMS, PIPINGS
(cloths, hooding, carpet, door trim etc.)

RUBBER & SPONGE MOULDINGS & WINDOW CHANNELS

ACCESSORIES & NUMBER PLATES

COACHFITTINGS & ELECTRICAL ITEMS

All you need for vehicle restoration — fully listed in our catalogue, £1 UK, £2 Europe, £3 (or equivalent bills) elsewhere, post paid.

PROMPT MAIL ORDER DESPATCHES — CALLERS WELCOME during office hours

Credit Card Orders Accepted
VINTAGE SUPPLIES (MS)
Folgate Road
North Walsham, Norfolk NR28 0AJ
Tel: North Walsham (0692) 406343

REES BROS.
VINTAGE & CLASSIC

EST 1921

69 Gordon Road
Aldershot, Hants.
GU11 1NG

Tel: (0252) 23038

Open: Mon-Fri (Fri late till 7pm), Sat by appointment



RESTORATION & SERVICING

- For Pre- & Post-War Classic cars
- All aspects of car restoration and care

CARS FOR SALE

1947 RILEY RMA for restoration, with spares £1,200
1966 AUSTIN HEALEY SPRITE. For completion £600
1973 TRIUMPH TR6. Sound condition. French blue £6,250
1937 MORRIS 12/4. Excellent condition £4,750
1953 DAIMLER CONQUEST. Excellent condition, black £5,000

WANTED — TR'S & MG's PURCHASED FOR CASH — ANY CONDITION

Enthusiastic craftsmanship at very competitive cost

ADVICE & ESTIMATES FREE & WITHOUT OBLIGATION

Classic Automobiles
P.J. FISCHER

Tele Fax: 01-785 6926

Specialist in low mileage, classic Rolls Royce & Bentley cars.



1958 S.1 Bentley Cont. P.W. Drophead Coupé finished in Sand over Sable.

ALSO IN STOCK THE FOLLOWING LOW MILEAGE CARS

1961 S.2 HJM Coupe Concours. **1965 Phantom 5** James Young PV22. **1971 Corniche** Convertible. **1978 Corniche** Convertible LHD. **1957 S.1** Flying Spur. **1959 S.1** Flying Spur. **1959 S.1** Flying Spur LHD. **1961 Flying Spur** S.2 — choice 3 cars. **1964 S.3** Flying Spur — choice 3 cars. **1957 S.1** P. Ward Coupe. **1960 Cloud 2** Regal Red. **1964 Cloud 3** — choice 3 cars. **1974 Corniche** DHC. **1964 Phantom 5** P. Ward. **1956 S.1** P. Ward Coupe LHD. **1954 Silver Dawn** LHD. **1958 S.1 Bentley** Continental 4 light — choice of colour. **1978 Corniche** Drophead LHD. **1965 S.3** Continental James Young. **1971 Corniche** Convertible Tudor Grey with black top and light grey interior (39,000 miles only). **1956 S.1** P. Ward Coupe LHD.

WE URGENTLY REQUIRE GOOD LOW MILEAGE CARS OF THE TYPE WE SELL

Established 1975 Sales — Service — Restoration

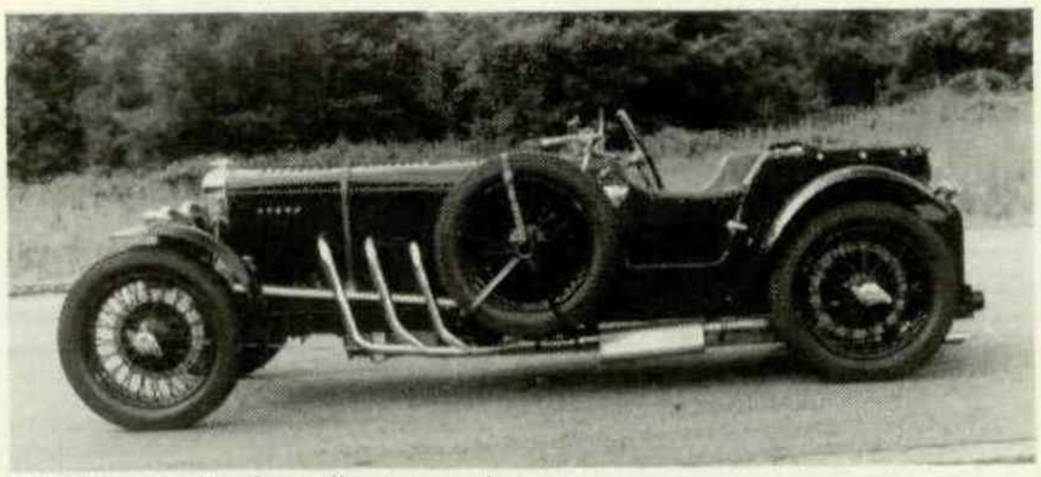
Please telephone or send SAE for free stockist

NORTHUMBERLAND GARAGE Tel: 01-785 6633

Dyers Lane (408 Upper Richmond Rd), Putney, London SW15

(Between Putney Swimming Pool and Roehampton Lane)

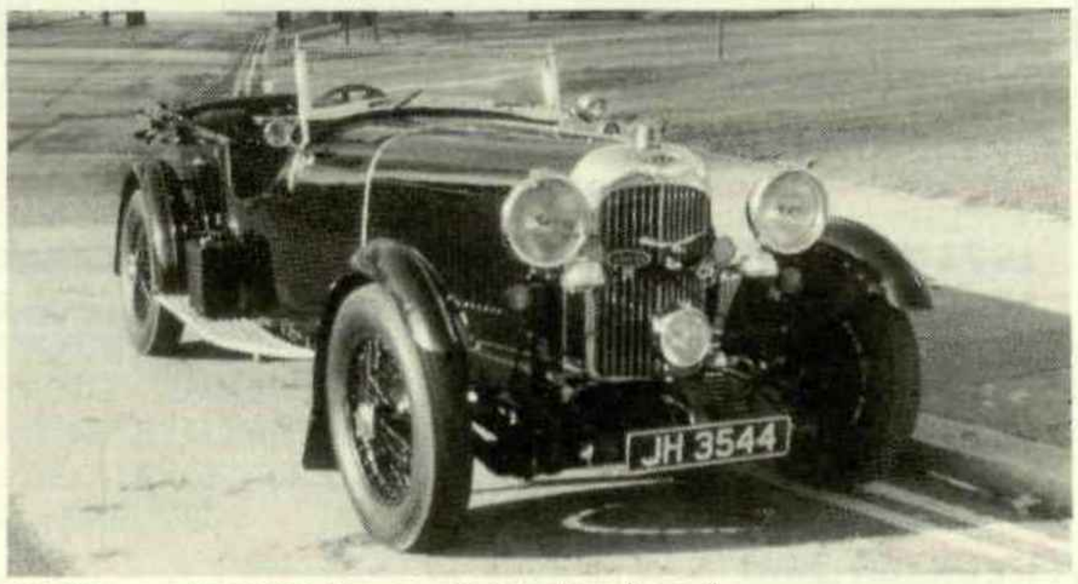
C.A.R. HOWARD
INTERNATIONAL LTD
Fine Motor Cars — An Investment in Pleasure



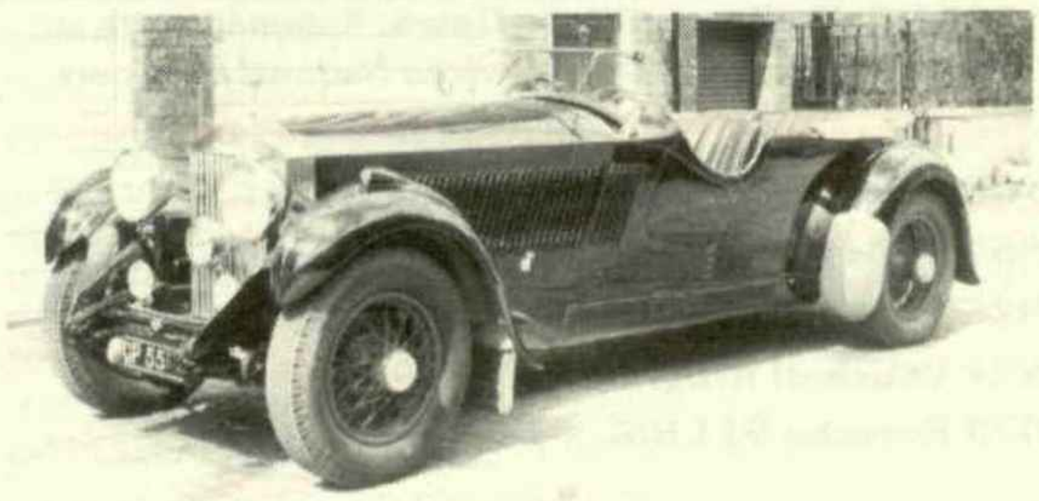
1934 Frazer Nash. Fully restored.



1953 Jaguar XK120 FHC. No rust, good mechanics.



1932 Lagonda 16/80 Tourer. Original and good.



1931 Rolls-Royce Sports Tourer. Superb.

We have 25 other interesting Vintage Motor Cars available at prices from £25,000 to £1,500,000

14/16 Queens Gate Place Mews, London SW7 5BQ Telephone: 01-584 4701/7926 Fax: 01-584 6553



STORAGE AND PARKING OF FINE CARS



If you own an unusual car, doubtless you understand the need for professional parking and storage from time to time. There is one company specialising in the storage and garaging of fine cars who offer the best and most comprehensive service.
Which explains why the company is bigger than the rest of its competitors combined; has the most convenient garages; and has the most flexible attitude to your needs, and remember, our rates are very competitive.

Cabriolet Cars (London) Ltd,

Milton House, 2 Fernshaw Road, London, SW10 0TF. 01-352 8565
Telex: 937069 Hooper G. Fax: 01-352 7945
'WE MAKE MOTORING MORE FUN'

ASHTON KEYNES
VINTAGE RESTORATIONS LIMITED

Coachbuilders award 1979

Ashton Keynes, Swindon, Wiltshire

Coach builders and restorers of vintage and classic cars. Rolls-Royce, Bentley etc. Ash frames, panel work, wings, repainting, coach finishing, upholstery, electrical work, chassis + mechanical rebuilds

Inc. South Cerney Engineering Ltd

Engine re-conditioning + specialist machining

Tel: Cirencester (0285 861) 288

MALCOLM C. ELDER

Office: Chipping Norton (0608) 677238
Home: Steeple Aston (0869) 40606

UNIT 5, ENSTONE AIRFIELD, ENSTONE, OXFORDSHIRE, OX7 4NP

Part exchanges considered. Callers preferably by appointment. Enquiries welcome.





1920 **PEUGEOT** 163 Sport tandem (Photo) £12,950
1925 **REO** Speed Wagon charabanc £25,000
1926 **FORD** model T 4-seat tourer £15,000
1928 **SINGER** Junior 4-seat tourer £10,500
1929 **AMILCAR** GS 2 + 2 sports £18,250
1929 **RENAULT** KZ3 4/5 seat tourer £13,500
1929 **MORRIS** Oxford Empire tourer (Photo) £18,000
1929 **MORRIS** Oxford Empire saloon £15,250
1934 **ALVIS** Crested Eagle limousine £26,000
1936 ALVIS Silver Eagle C&E tourer £42,500
1937 **M.G.** TA sports 2-seater £16,500

1954 **CITROEN** light 15 big boot £7,950
1958 **AUSTIN** A95 Westminster £1,700
1964 **CORVETTE** Sting Ray coupe £20,000
1964 **MORRIS** Minor 1000 convertible £4,250
1969 **ROVER** P6 series I 3500 ..... £3,500
1969 **MERCEDES BENZ** 280SL £21,000
1971 **R.R.** Corniche convertible £38,500
1972 **M.G.** B roadster (W/w & O/d) £8,750
1986 **KENNEDY** Squire 2-seat sports £13,950

NEW TYRES STOCKED for older vehicles

CARS SOLD ON CONSIGNMENT Please enquire

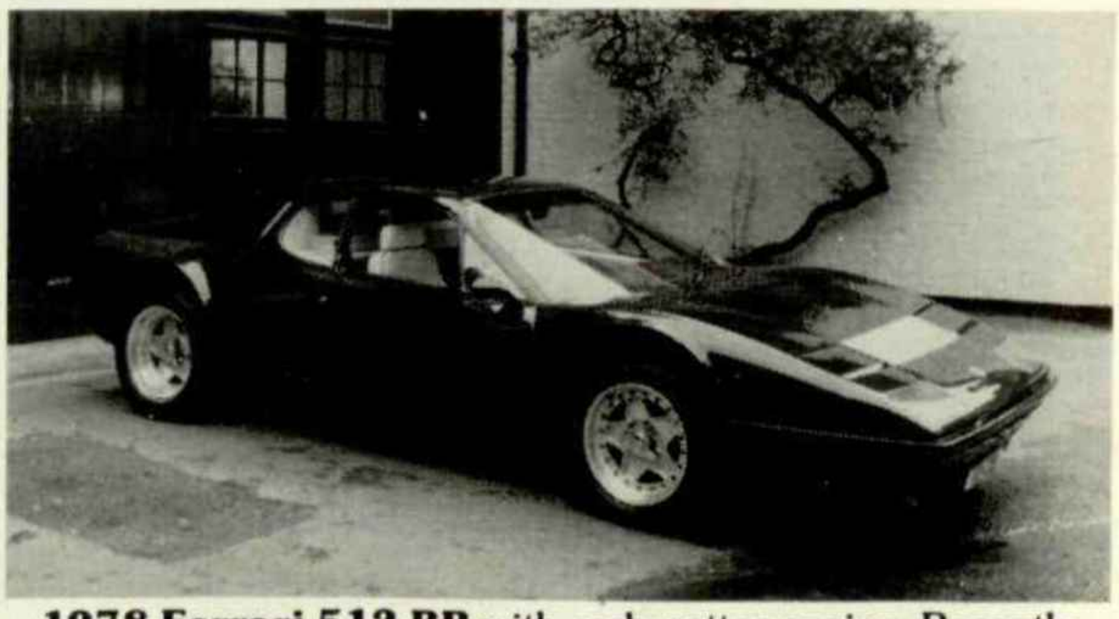
WANTED: Nice examples of interesting cars and motorcycles, vintage, PVT or classic

THRUPP & MABERLY LTD.

PURVEYORS OF FINE MOTOR CARS



1954 Rolls Royce Silver Dawn. Automatic with air conditioning. The 1985 American National Concours winner.



1978 Ferrari 512 BB with carburettor engine. Recently refinished in red with beige interior. Also fitted with 16" Compomotive split rim wheels.

1958 Mercedes-Benz 300 SL Roadster.
1959 Rolls Royce SC1 Convertible by H.J. Mulliner.
1925 Bugatti Type 35 GP.
1924 Vauxhall Kington Tourer.
1973 Porsche 911 RS.

1971 Aston Martin Ogle.
1935 Rolls Royce Phantom II continental sports saloon by Barker.
1954 Cadillac El Dorado Bairitz.
1952 Jaguar XK120 Roadster.
1953 Mercedes-Benz 220 'A'.

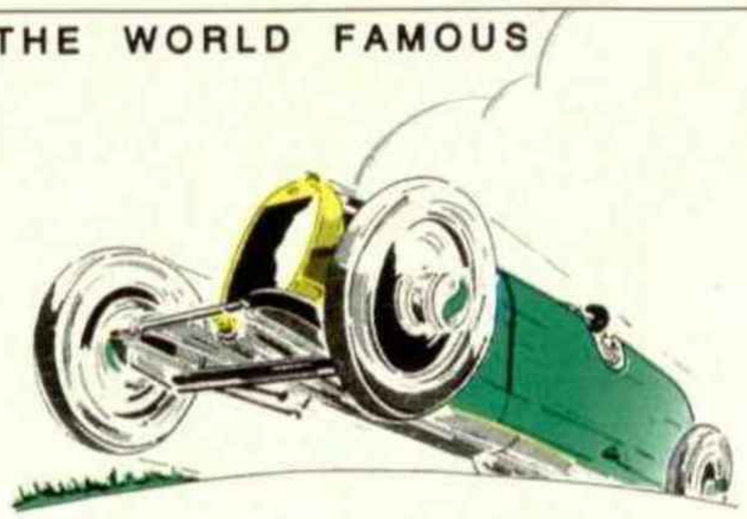
Viewing strictly by appointment

3-13A HARRIET WALK, BELGRAVIA, LONDON SW1X 9JQ

TEL. 01-235 8016/7 **FAX. 01 235-8042** **MOBILE 0836-725473**

Printed by Tee & Whiten (the Lincoln's Inn Press Ltd.) for the Publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.

THE WORLD FAMOUS



LONDON'S
MOST
APPROACHABLE
DEALERS
PHONE FOR
DIRECTIONS

Paradise GARAGE

SCOUT LANE
OLD TOWN
CLAPHAM
LONDON SW4 0LA
TELEPHONE 01-720 0054
TELEX: 267689 PARADI G
Fax. 01 720 4394



1935 BENTLEY 3.5 LITRE TOURER BY VANDEN PLAS. Built to a design by Oxborrow and Fuller and in superb driving condition.

1938 DELAGE D6-70 3-POSITION DROPHEAD COUPE. A most interesting car in excellent restored condition.



1934 LAGONDA M45. An original open tourer in excellent order with good history.

A SELECTION OF OTHER VEHICLES IN STOCK

1955 AC ACE. Outstanding original example.
1959 ASTON MARTIN DB2/4 SALOON.
1959 ASTON MARTIN DB2/4 MkIII DROPHEAD.
1965 ASTON MARTIN DB4 SALOON.
1966 ASTON MARTIN DB6 SHORT CHASSIS VOLANTE.
1954 BENTLEY R TYPE SALOON.
1949 BENTLEY MkVI 2-SEAT ROADSTER by MALLALIEU. The best looking Mallalieu!
1960 BENTLEY SII CONTINENTAL 2-DOOR FIXED HEAD COUPE by MULLINER. 1967 JAGUAR 340 Manual.
1969 JAGUAR 4.2 ROADSTER, fully restored.
1955 LAGONDA 3-LITRE 3 POSITION DROPHEAD by TICKFORD.
1959 ROLLS ROYCE SILVER CLOUD I SALOON, excellent low mileage condition.
1960 AJS 350cc Model 8, excellent original condition.
1983 LAVERDA RGS 1000 CORSA. 24,700 miles, black, mint.

We would be pleased to hear of any cars for sale similar to the above. Telephone 01-720 0054

Hours of business 10.00am to 6.30pm weekdays and 10.00am to 4.00pm Saturdays. Closed Sundays and Bank holiday weekends. Please phone for an appointment outside these hours.

OPEN FROM
9.30 TO 6.00 WEEKDAYS
10.00 TO 4.00 SATURDAYS
Established 1919

COYS OF KENSINGTON

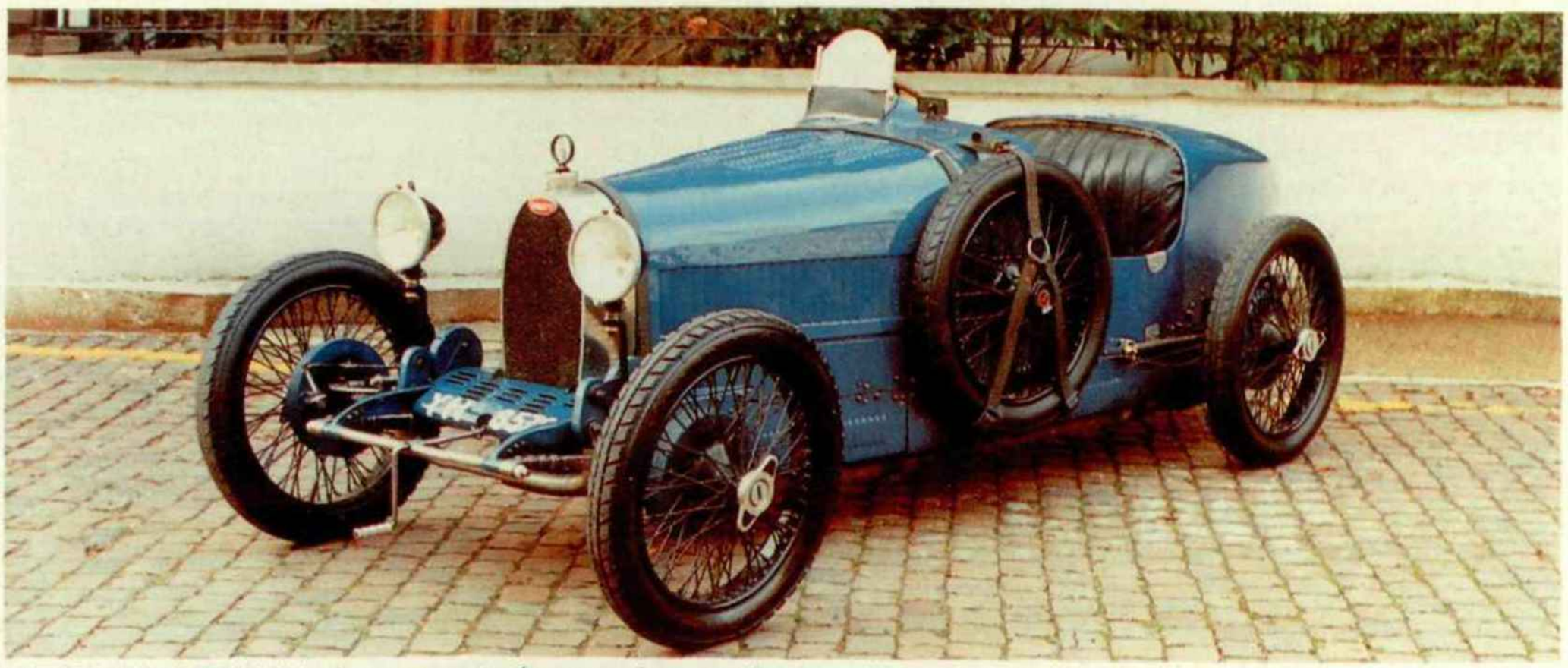
"WE WILL TRAVEL
ANYWHERE IN THE WORLD
TO OBTAIN A CLASSIC
MOTOR CAR"



1935 LAGONDA M45 RAPIDE. A magnificent 4½ litre short chassis example which has been subject to a comprehensive chassis-up restoration.



1963 AC ACE BRISTOL. A desirable late production disc brake car believed to have been factory supplied as new with a 289 Cobra body and hard top.



1928 BUGATTI TYPE 35A. A rare opportunity to purchase a well restored Bugatti with a fine history and provenance.

1934 Bentley 3½ DHC by Windovers
1937 Lagonda LG 45 Rapide Tourer
1913 Austro Daimler 20/30 Open Tourer
1935 Lagonda Open Tourer M45
1930 Alfa Romeo 6C 1750 Roadster by Zagato
1933 MG K3 Single Seater GP car
1933 MG Supercharged K3 Replica
1924 Aston Martin 16 Valve
1949 Healey Silverstone

CARS IN STOCK

1964 Aston Martin DB5 Convertible
1934 Aston Martin 1½ Litre Ulster
1957 BMW 507 Roadster
Austin Healey 3000 choice of two
1962 AC Bristol
1966 Aston Martin DB6 Volante
1937 Bentley 4½ Sedanca by Gurney Nutting

1923 Rolls Royce 20 HP DHC by Barker, Indian Shooting car
1929 Bugatti Type 35A
1930 Rolls Royce Phantom II Continental by Barker
1949 Fiat 1500 Convertible
1928 Bentley 4½ Thrupp & Maberly Open Tourer
1939 MG TB
1935 Lagonda M45 Rapide
1959 Costin bodied Lister-Jaguar
1937 Jaguar SS 100 2½ litre

Please write or telephone for our illustrated stocklist. Also available the 1989/90 Coys Car Value Guide.
For further information please telephone 01-823 7624

COYS OF KENSINGTON, 2-4 QUEEN'S GATE MEWS, LONDON SW7 5QJ
TELEX 928015 COYKEN G. TELEPHONE 01 584 7444 FAX 01 584 2733