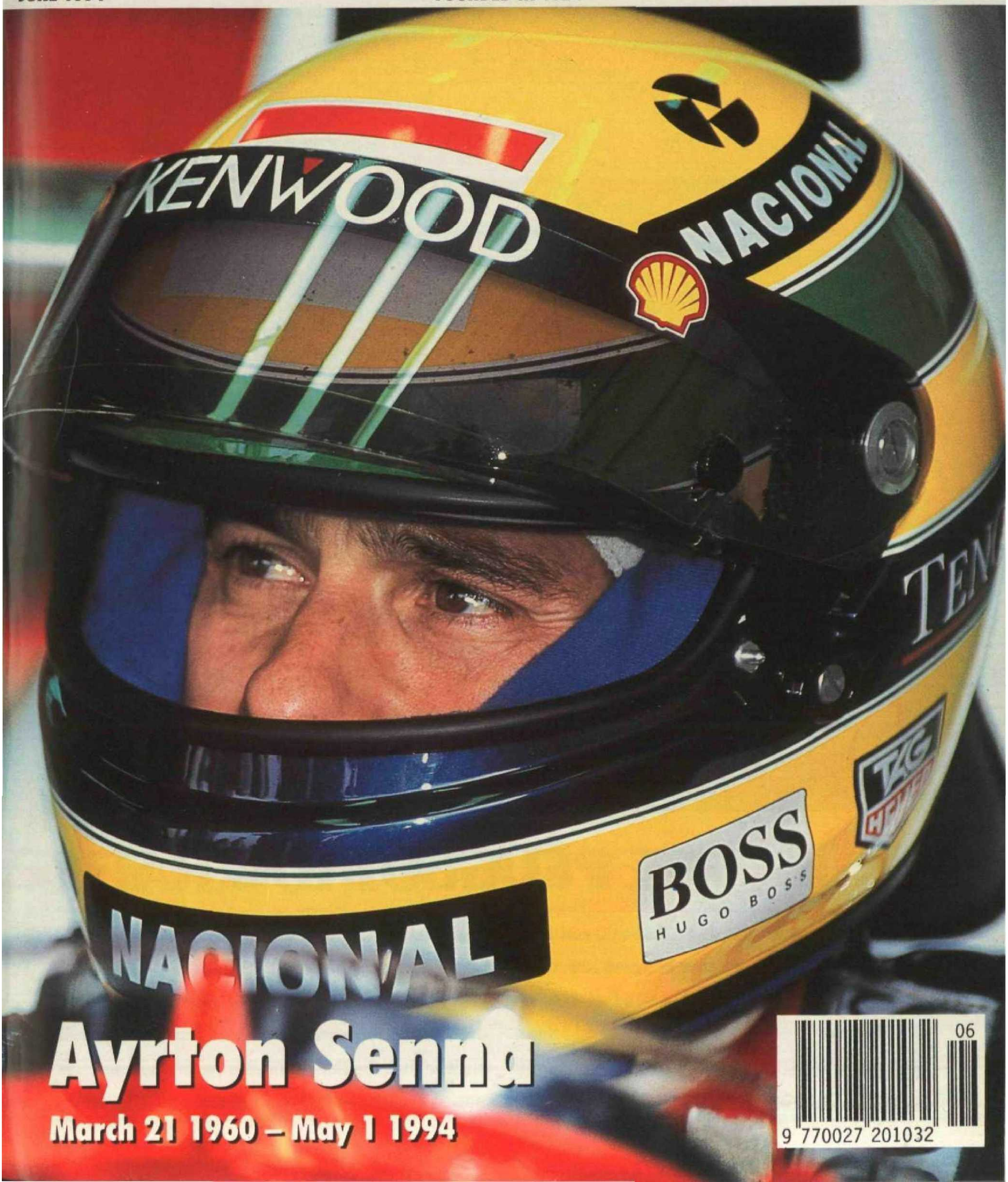
70th ANNIVERSARY ISSUE

MOTOR SPORT

JUNE 1994 FOUNDED IN 1924 £1.80



Ayrton Senna

March 21 1960 – May 1 1994

9 770027 201032 06

THE PEUGEOT 106 RALLYE.

Whether or not you don a helmet, you have to take your hat off to the new Peugeot 106 Rallye.

A car that's as good in the mud as it is on the motorway.

Around town, the 106 Rallye makes light work of heavy traffic and offers a level of comfort that you'd never expect in a car built to race.

With strengthened front suspension mounting points and beefy anti-roll bars front and rear, it's clear that the Rallye will live up to its name.

The inside track on its performance is 0-60 mph

THE PEUGEOT 106 RALLYE. LEAVE IT ALL BEHIND.

SOFT TOP OR HARD TOP?

in just 10 seconds, with a new 1.3 litre engine producing 100 bhp at 7200 rpm.

If there were prizes for style, the Rallye would win hands down. With extended wheel arches, front and rear spoilers and a choice of red, white or black paintwork, we've left our rivals with a mountain to climb.

The Rallye is surely the most exciting car on or off the road today. Anyone who says otherwise must be soft up top.

Call 0500 500 106 for further details, or visit your Peugeot dealer.

PEUGEOT

CONTENTS

530 DIARY
The month at a glance.

532 PACIFIC GP
TI Circuit Aida features on the World Championship schedule for the first time.

542 SAN MARINO GP
Motor racing's most desperate weekend for 34 years.



548 MONACO GP
Michael Schumacher takes his fourth straight win, but the week-end is marred by another serious accident.

558 DELIRIUM TREMENS
Reflections on a cataclysmic month for Formula One.

562 AYRTON SENNA
An appreciation.



569 ROLAND RATZENBERGER



570 RALLY REVIEW
Didier Auriol rediscovers the art of winning.

578 PREVIEW
Le Mans 24 Hours.

580 EUROPEAN F3000
The unstoppable M Lagorce.

584 PAUL RADISICH COLUMN
Ford's works driver reflects on his first win of the season.

586 POSTCARD FROM AMERICA
Mario Andretti talks about his final year of IndyCar competition.



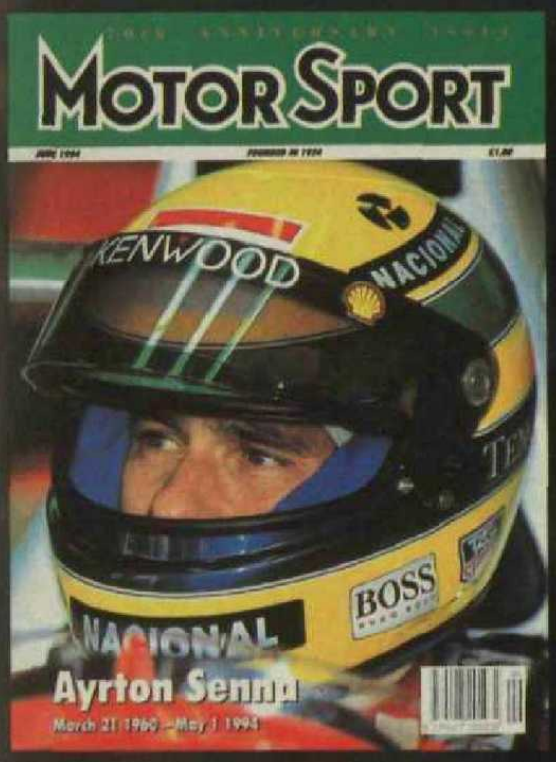
590 ROAD TEST
The Porsche 968S.



594 NEW CARS
Toyota Celica GT.



70TH ANNIVE



We pay tribute this month to Ayrton Senna. See page 562.

MOTOR SPORT

INCORPORATING *SPEED* AND THE *BROOKLANDS GAZETTE*
Standard House, Bonhill Street, London EC2A 4DA
Telephone: 071 628 4741 Fax: 071 638 8497 Telex: 888602 MONEWS G
Volume LXX JUNE 1994 Number 6

© Teesdale Publishing Company Limited

Founder Editor: William Boddy

Executive Editor: David Tremayne Editor: Simon Arron
Deputy Editor: Gordon Cruickshank Pictures: LAT Photographic

MOTOR SPORT SUBSCRIPTIONS: SURFACE MAIL: Home £21.00; Overseas £25.00 AIR MAIL: Eire and Europe £26.00; Australasia £46.00; Elsewhere (except USA) £43.00 Annual rates include postage. Subject to increases of postal rates and cover price. Net amounts 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 (908) 665-7811. Fax: (908) 665-7814

Next issue out July 1

597 MOTOR SPORT AT 70



Our celebration of the past 70 years starts here . . .

598 IT HAPPENED IN 1924

The story of Tommy Milton and Jimmy Murphy.

604 THE GREATEST?

Who have been the finest drivers of the past 70 years? MOTOR SPORT presents a selection for discussion. . .

610 THE PAST IN PICTURES

618 BROOKLANDS

Past and present.

624 BUGATTI

The last of our supplementary articles considers the Type 35 and the modern day EB110.



629 THE HOLLAND COLLECTION

Extraordinary automotive art.



633 VETERAN TO CLASSIC

644 REVIEWS

646 READERS' LETTERS

COMPETITION

Win a ticket to the British Grand Prix courtesy of Goodyear. See page 547.

RSARY ISSUE



The month in MOTOR SPORT

APRIL

14: Mercedes-Benz confirms that it will supply engines, via Ilmor, to Penske for the Indianapolis 500.

16: Successful Formula Ford racer Roger Eccleston dies after a lengthy illness. Eccleston was particularly well-known for his exploits with a Crossle 25F in the Midlands and the North-West.

17: Michael Schumacher takes a second straight F1 win in the Pacific GP at TI. Pole-winner Ayrton Senna retires in a first corner accident. Ferrari is accused of having run a traction control device during a practice session; the Italians prefer to call it an engine modulation system. The FIA subsequently bans such systems; Ferrari escapes retribution. Meanwhile, rumours are rife that the relationship between Williams and Renault is becoming strained.

17: Al Unser Jnr wins the Long Beach IndyCar race; Steve Robertson wins the supporting FIL event.

17: The Brands Hatch BTCC meeting is a two-parter: Gabriele Tarquini (above) wins both.

17: Kenneth Hansen wins the opening round of the European Rallycross series in Austria.

17: Terry Labonte takes NASCAR honours at North Wilkesboro. Elsewhere in the USA, Ferrari's 333SP wins its maiden IMSA race, in Jay Cochran's hands at Road Atlanta. In Europe, Jean-Philippe Belloc wins Lédenon's French F3 round, while Stefano Modena (Alfa) and Emanuele Pirro (Audi) share ITCC victories at Vallelunga.

20: Derek Bell is signed to share a Gulf Porsche K8 in the Le Mans 24 Hours. He will partner Robin Donovan and Jürgen Lässig.

21: As the row about BTCC wings continues, Ford tests its Mondeo with an unsubtle boot spoiler at Snetterton (right).

24: Oliver Gavin's apparently crumbling F3000 aspirations are rescued by a late deal with Omegaland. Allan McNish, however, won't be running at the start of the season, as Middlebridge has been unable to get ready in time.

24: Brands Hatch stages Britain's first F3 double-header. Jan Magnussen and Vincent Radermecker (below) take a win apiece. There is talk of an F3 'Money Race' at Donington in the summer.

24: Malcolm Wilson and Stephen Finlay head a Ford 1-2 on the Pirelli International rally. Bruno Arntsen's Astra wins the F2 class.

24: Dennis Biggerstaff completes a successful weekend, adding victory at Mondello Park to his British Rallycross Championship success at Nutts Corner the previous day.

24: Anthony Reid (Vauxhall) triumphs in the opening two rounds of the Japanese Touring Car Championship at Autopolis. Alessandro Nannini (Alfa) and Kurt Thiim (Mercedes) are the DTM winners at Hockenheim. Alexander Wurz wins both supporting F3 rounds. In the Italian F3 series, Giancarlo Fisichella scores a similar double at Varano. Further east, Michael Krumm moves into the Japanese F3 series lead after winning at Tsukuba.

24: Rusty Wallace wins the Martinsville NASCAR round. Ernie Irvan is second, and heads the points table.



25: Jordan signs up Andrea de Cesaris for the next two Grands Prix; JJ Lehto is pronounced fit to return to racing.

25: News breaks of plans for a new airfield circuit in the north of Scotland, close to Peterhead.

25: Ford says that Franco Cunico will replace the injured François Delecour on the Tour of Corsica.

26: Rallying is preparing for the eventual ban on four-wheel drive. It could be outlawed from the World Championship by 1998, and from the European Championship as early as 1996.

27: A meeting takes place at the Luton HQ of the Venson Group, in a bid to resuscitate the British F2 Championship, the start of which has now been further delayed.



MATTERS OF MOMENT

Muted celebrations

This month we are proud to recognise the 70th anniversary of MOTOR SPORT, first published in 1924 as *The Brooklands Gazette*.

Such celebrations have not been our primary concern, however, given the cataclysmic events of the past few weeks: the deaths of two Formula One drivers, one of whom was amongst *the* outstanding motor sporting figures of the past 70 years; a third seriously injured; spectators hurt by flying debris; mechanics flattened by a loose wheel in the Imola pit lane . . . It is hardly surprising that the world of motor racing, and Formula One in particular, has been the focus of so much public attention of late.

Truly, the sport has been awakened from complacency borne of an excellent safety record in the recent past: prior to Roland Ratzenberger's accident on April 30, nobody had perished in an F1 car since Elio de Angelis died testing his Brabham at Paul Ricard in 1986, and there hadn't been a fatality during a GP weekend since 1982. Then, suddenly, within the space of 24 hours, motor racing is thrown into turmoil by the losses of Ratzenberger and Ayrton Senna.

Small wonder that the FIA has responded with radical proposals for a new breed of F1 racer, intended to combine the inherent chassis strength of the current generation with increased protection for drivers' heads but reduced power and downforce. That the teams should have reacted with haste to produce counter-proposals is no less predictable.

We feel sure that a compromise will be reached, but it needs to be achieved quickly, and with dignity. Now is not the time for political in-fighting. Now is the time for everybody – governors, teams and drivers, who have already voted to assist with safety recommendations via the reformed GPDA – to unite with a single objective: it may never be possible to eliminate totally all of the risks which are inherent to our sport, but the lessons of the past few weeks are proof enough that there is scope to reduce them considerably. **S A**

Please note that next month's MOTOR SPORT, which includes a free British Grand Prix preview supplement, published in association with Goodyear, will be on sale from July 1.

30: Formula One racing suffers its first fatality at a race meeting since the 1982 Canadian GP. During final qualifying for the San Marino GP at Imola, Roland Ratzenberger's Simtek (below) flies off the circuit at the Villeneuve kink. The popular Austrian suffers massive head and neck injuries, and is pronounced dead a few minutes after his arrival at a Bologna hospital. It comes as a massive shock to a Formula One paddock that had heaved a sigh of relief when Rubens Barrichello escaped with superficial injuries from a huge accident at the Variante Bassa the previous day.



MAY

1: The Formula One world, still numbed by the death of Roland Ratzenberger, is further traumatised by Ayrton Senna's fatal accident early in the San Marino Grand Prix. Leading the race shortly after the safety car (introduced after a startline accident which sprayed spectators with debris, injuring several) had pulled off, Senna's Williams (shown above right) fails to negotiate Tamburello and slams into the concrete retaining wall. An autopsy later discloses that Brazil's thrice world champion died as a consequence of shrapnel from his disintegrating suspension piercing his crash



helmet and inflicting head wounds. Michael Schumacher takes a joyless victory; Brazil declares three days of official mourning. To complete motor racing's black weekend, four mechanics are hurt (thankfully without serious consequences) when Michele Alboreto's Minardi sheds a wheel in the pit lane.

1: Dale Earnhardt wins the Talladega 500.

1: Laurent Aïello (Peugeot) wins the French touring car round at Magny-Cours. Frank Biela does likewise for Audi in Germany's new two-litre equivalent, at Avus.

1: The Venturi of Michel Ferté/Michel Neugarten wins the BPRO GT event at Dijon.

2: Despite FIA instructions to reduce the height of its rear wing, Alfa Romeo takes a fourth straight BTCC win at Snetterton. The 155's front splitter continues to cause controversy, however. Gabriele Tarquini stretches his championship lead even further.

2: Franck Lagorce wins the opening round of the European F3000 series at Silverstone. David Coulthard and Gil de Ferran chase the Frenchman all the way. Jan Magnussen wins the twin F3 races which head the support programme.

3: Malcolm Wilson will deputise for François Delecour on the Acropolis Rally. The Cumbrian had also impressed Ford when he tried a BTCC Mondeo in the week leading up to the Snetterton round.

3: Pacific's truck catches fire on its way back from Imola; the cars are salvaged, and the team says it will be in Monaco.

4: Brazil comes to a standstill as Ayrton Senna's funeral takes place in São Paolo.

4: An emergency meeting at the FIA produces measures designed to slow speeds in the pit lane at future F1 races. Regulation changes will have to wait a few days longer.

6: Roland Ratzenberger's funeral takes place near Salzburg.

8: Jan Magnussen takes yet another F3 victory, at Brands Hatch. He leads the championship by over 60 points.

8: Didier Auriol wins the Tour of Corsica, his first WRC success in over a year.

8: There is a healthy turnout for the Le Mans test weekend; Lionel Robert's Courage is fastest; the Dauer 962, a thinly disguised Group C car, is fastest 'GT'.

8: Wings continue to sprout in the ITCC. BMW

introduces its interpretation of the touring car rules, at Magione, but Emanuele Pirro (Audi) wins both races. In the DTM, where wings are part of everyday life, Klaus Ludwig (Mercedes) and Nicola Larini (Alfa) take a victory apiece. Alessandro Nannini remains clear series leader, despite spinning.

8: Marco Apicella's Dome wins the third round of the Japanese F3000 series, at Mine. The Italian now leads the series, from Andrew Gilbert-Scott and Ross Cheever. Gilbert-Scott finishes second on this occasion.

8: Kenneth Hansen takes his Citroën ZX to another ERC win, in Portugal.

9: Tetsu Ikuzawa, formerly a successful racer in his own right, announces his intention to set up an F1 team by 1995.

9: Williams says it will run only one car in Monaco; Simtek will do likewise.

9: Kelvin Burt has a brief run in a Jordan 194; the team stresses that Rubens Barrichello will be fit for Monaco, however.

9: The RACMSA decides to revive the Tourist Trophy; it will be presented to the winner of the FIA Touring Car Cup race at Donington in October.

9: World Championship rallying could face a radical new points-scoring system. It is possible that manufacturers will *have* to enter five cars per event, and that all will be eligible for points. Elsewhere, twice world champion Carlos Sainz is outspoken about the proposal to ban four-wheel drive; F2-spec rally cars would, he suggests, diminish the sport's appeal.

11: F3000 racer Paolo delle Piane escapes with concussion after a frightening testing accident at Pembrey. His Reynard loses all four corners, its gearbox and has its steering rack and column pulled away after hitting the end of the pit lane guardrail.

12: Formula One's hopes of a quiet weekend in Monte-Carlo are shattered when Karl Wendlinger crashes heavily at the chicane during the first free practice session. The unconscious Austrian is transferred to hospital in Nice, where he remains in a medically-controlled coma throughout the weekend. Sauber withdraws from the event as a result. Doctors begin to ease Karl out of the coma a few days later.

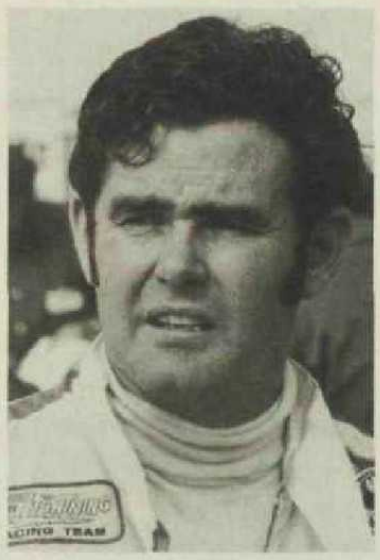
13: F1 drivers opt to reform the GPDA, and will consult the FIA on safety issues henceforth.

13: Bypassing the Concorde Agreement, Max Mosley announces that the FIA is implementing F1 rule changes with immediate effect. Rear diffusers and wings must be revised by the Spanish GP; Mosley predicts a reduction in downforce of around 15 per cent. Beyond that, improved lateral protection must be in place by the Canadian GP. Minimum weight limits are to be increased by 25 kg accordingly. In a bid to curb power outputs (the FIA has a long-term aim of around 600 bhp), standard pump fuel is to be mandatory. Step-bottom chassis, originally due to be introduced next year, will be in use by the German GP in July. Further reductions in downforce are then planned for 1995. Following Mosley's bombshell, team principals meet to formulate counter-proposals . . .





Karl Wendlinger (left): serious accident in Monaco. Below left, Al Unser Jnr bagged pole position at Indianapolis while his father (below) announced his intention to retire. Bottom, Ligier has been bought by Flavio Briatore (inset).





13: Paul Tracy spends the night in hospital after a big accident during practice at Indianapolis. He is running at the track again two days later . . .

14: Benetton's Flavio Briatore finally confirms that his team has bought Ligier. There is immediate speculation that Benetton test driver Jos Verstappen will replace Eric Bernard for the balance of the season.

14: Giancarlo Fisichella wins the Monaco Formula Three Grand Prix.

14: Al Unser Jnr grabs pole position for the Indy 500. Lyn St James is an impressive sixth, one place ahead of Nigel Mansell.

14: Pete Doughty/Jerry Freeman win the Manx National Rally.

15: Michael Schumacher has an untroubled run to victory in the Monaco GP. Martin Brundle is a jubilant second for McLaren; Jean Alesi finishes fifth on his return after injury. It is a relief to everyone that the race is completed without major incident.

15: Alfa is finally beaten in the BTCC. Gabriele Tarquini wins race one at Silverstone, but MOTOR SPORT columnist Paul Radisich gives Ford its first success of the season in race two. In the JTCC, Tom Kristensen (Toyota) and Steve Soper (BMW) take a win each at Sugo.

15: Ernie Irvan dominates the Sears Point NASCAR race.

16: Toyota and Subaru make it quite clear that they are totally opposed to banning 4wd from World Championship rallying.

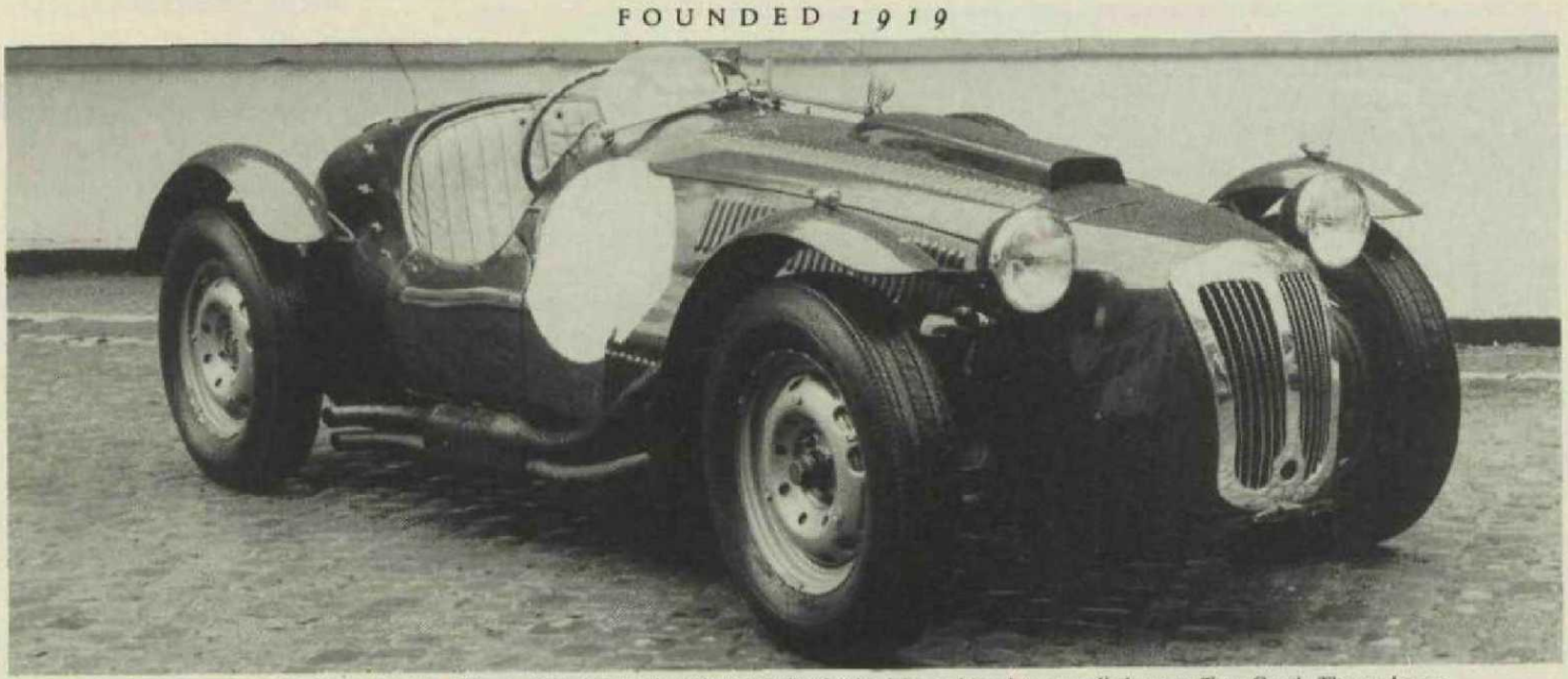
17: Al Unser Snr announces that he is to retire from race driving.

OPEN FROM
9.30 TO 6.00 WEEKDAYS
10.00 TO 4.00 SATURDAYS

COYS
OF KENSINGTON

FOUNDED *1919*

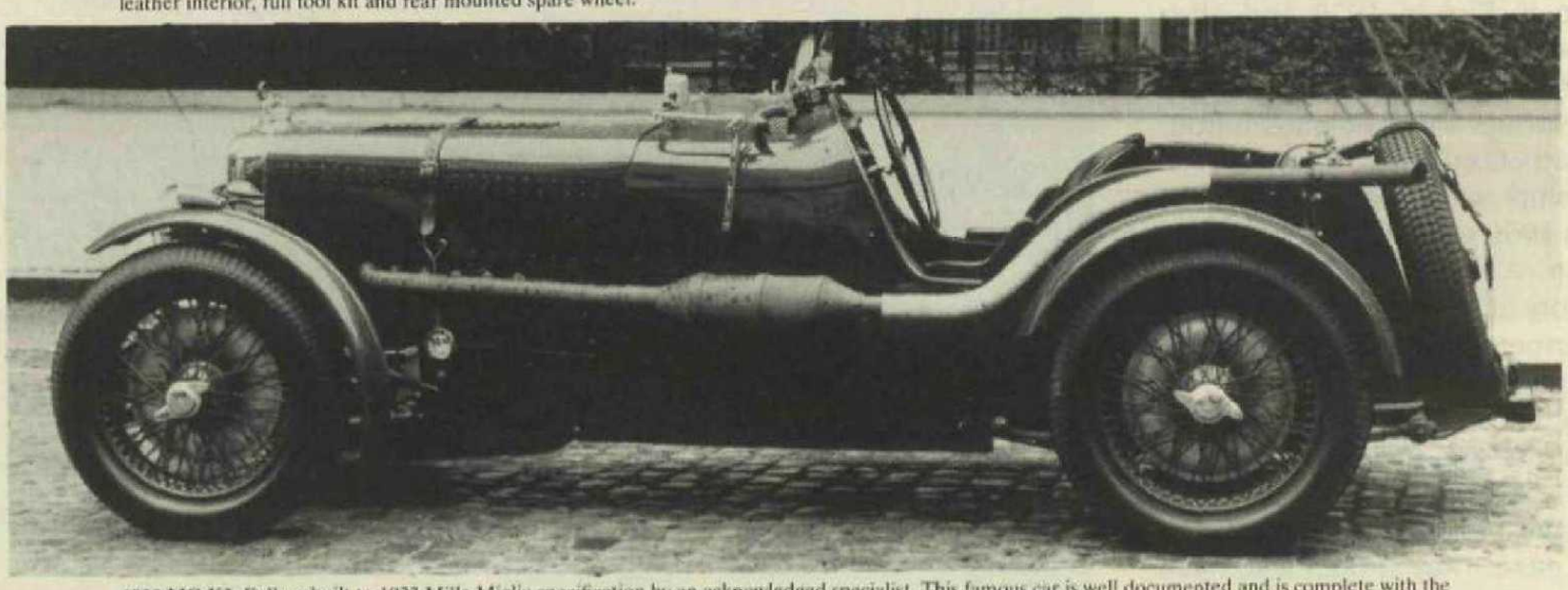
"WE WILL TRAVEL
ANYWHERE IN THE WORLD
TO OBTAIN A CLASSIC
MOTOR CAR"



1952 Fraser-Nash Le Mans Mark II. This car, RPJ 1, is the first Mark II built of only eight made and was supplied new to Tony Crook. The car has an extensive racing history including the Grand Prix de Monte Carlo and the 1952 INternational Trophy at Silverstone and is extremely well known. Offered in magnificent condition and fully race ready.



1934 Rolls-Royce 20/25 FHC by H J Mulliner. A very attractive pre-war sporting Rolls-Royce with unusual fixed head coachwork. The car is in very good overall condition and has been owned for many years by true enthusiasts with the benefits therein. Handsomely finished in turdor grey with a burgundy leather interior, full tool kit and rear mounted spare wheel.



1933 MG K3. Fully rebuilt to 1933 Mille Miglia specification by an acknowledged specialist. This famous car is well documented and is complete with the correct sump, magneto, pre-selector gear box and full instrumentation, amongst many original components. Finished in Brooklands green with black leather interior.

CARS IN STOCK

1930 Aston Martin 1½ Litre International 2/4 seat tourer
1955 Aston Martin DB3 S
1937 Attenborough Special
1937 Bentley 4¼ Litre Tourer by Vanden Plas
1955 Bentley S1 Continental DHC by Park Ward
1954 Bentley R Type Continental Fastback by HJ Mulliner
1947 Bentley MkVI 2 door coupe by Park Ward
1886 Benz Velo 3 Wheeler Replica
1934 Bugatti Type 51 Grand Prix
1931 Cadillac Phaeton
1929 Cord L29 Convertible
1949 Delahaye 135
1962 Ferrari 250 GT SWB Berlinetta
1964 Ferrari 275 GTB/2 6C, Right Hand Drive
1972 Ferrari 246 GTS Right Hand Drive
1954 Fiat Topolino
1934 Fraser-Nash "Chain Gang" TT Rep.
1952 Fraser-Nash LM MkII
1934 Invicta 4½ Litre S Type Drophead Coupe by Salmons
1938 Jaguar SS100 2½ Litre
1973 Jaguar E-Type V12 Roadster
1950 Jaguar XK120 Roadster (14,000 miles)
1958 Jaguar XK150 DHC 3.4 Right Hand Drive
1938 Lagonda LG45 Rapide
1954 Mercedes-Benz 300SL Gullwing
1963 Mercedes-Benz 300SL Roadster
1952 MG TD
1933 MG K3
1953 MG Arnolt
1930 Riley Brooklands
1912 Rolls-Royce Silver Ghost Roi des Belges
1964 Rolls-Royce Silver Cloud III Drophead Coupe by Mulliner
1953 Siata Tipo Sport
1930 Talbot 90 "PL2" Ex Le Mans/Brooklands Team Car
1954 Talbot-Lago Gran Sport T26

Please contact Coys Sales Department for further information on cars for sale.

COYS OF KENSINGTON, 2-4 QUEEN'S GATE MEWS, LONDON SW7 5QJ
TELEX 938015 COYKEN G. TELEPHONE 071-584 7444. FAX 071-584 2733

OBITUARY

Duncan Hamilton



We were sorry to learn of the recent death of Duncan Hamilton, one of those men who merited the description 'larger than life'. He was one who not only went out to meet it, but who embraced it warmly at every opportunity. When people trot out the old cliché 'they don't make them like that any more', it is the Hamiltons of the world for whom the expression was originally coined.

Times have changed, and Hamilton was fortunate to be at his most active in racing in one of the sport's greatest eras.

He was born in Eire in 1920 and after racing at Brooklands in Austin Sevens worked through an R-Type MG and a Type 35B Bugatti in sprints and hillclimbs before racing a Maserati 6C in 1948.

His relationship with the Le Mans 24 Hours began in 1950 when he was offered a works drive in a Nash-Healey on the strength of victory at Silverstone in a Healey Silverstone. Partnered by Tony Rolt he finished fourth that year, and they were sixth in 1951, when Whitehead and Walker won the race for Jaguar in the new C-type. That model would later become synonymous with Hamilton and Rolt, when they won the 1953 race with ease. They should also have won the 1954 race which was run in a downpour, their works D-type finishing only two miles behind the winning Ferrari, upon which more than the regulation number of mechanics had worked. In the dramatic closing stages, Hamilton's brio in a deluge saw him more than halve the Gonzalez/Trintignant car's lead, but when the track dried the Argentinian was able to pull away again.

Hamilton had his own C-type and later a D, and achieved a string of good results, but after a fall-out with Lofty England he transferred to share a Ferrari with Fon de Portago for 1956, though to little avail. He reverted to his private Jaguars in 1957.

In the 1958 Le Mans he suffered nasty injuries after shunting the 3-litre D-type, and with increasing worries about accidents to his close friends he elected to retire from active driving in 1959, although he remained close to the historic side of the sport until his death.

Duncan Hamilton was always better known for his sportscar activities, but he was an enthusiastic campaigner of a Lago Talbot in the early '50s. The final of the 1951 International Trophy race at Silverstone was run in monsoon conditions, and Hamilton drove brilliantly to finish second behind Reg Parnell and ahead of all the established aces. In the end Parnell's Thinwall Special won by 21s, but Hamilton hung on to finish second, 49s ahead of Fangio's Alfa. Financial shortages eventually obliged him to leave the Talbot in a Belgian cellar once too often rather than ship it home after continental races. When he returned on one occasion to pick it up from its unusual garage, he found that the new owner of the house had unwittingly had her cellar filled with coal, burying the car . . .

We extend our sympathy to his family and many friends. The sport has lost one of its most colourful exponents. **DJT**

Duncan Hamilton during his competition days. He won at Le Mans in 1953, and came close to repeating the result a year later.

JUNE FIXTURES

Date	*Venue*	*Event*	*Type*
May 28-Jun 1	**Athens, Greece**	**Acropolis Rally**	**INT**
Jun 3/5	Perth	Scottish Rally	INT
Jun 4	Silverstone	F2, F2000, ProSport 3000	N
Jun 4	Oulton Park	F3, GTs, Rovers, Minis	N
Jun 4	Snetterton	750MC formulae	R
Jun 4/5	Knockhill	VWs, F/First, Fords	R
Jun 4/5	Nürburgring, Germany	Nürburgring 24 Hours	INT
Jun 4/5	Brands Hatch	HSCC	R
Jun 4/5	Lydden Hill	Classic FF1600, Jaguars	R
Jun 4/5	Mondello Park	MGCC	R
Jun 5	Milwaukee, USA	IndyCar, FIL	INT
Jun 5	Dover Downs, USA	NASCAR	N
Jun 5	Mallory Park	CSCC, HTCC, FF2000	R
Jun 5	Snetterton	MGs, Alfas	R
Jun 11	Oulton Park	F2, FF1600, Ferraris	N
Jun 11	Silverstone	VSCC	R
Jun 11/12	**Donington**	**TOCA, HTCC**	**N**
Jun 11/12	Brands Hatch	Rovers, F2000, FF1600	R
Jun 12	**Montreal**	**Canadian Grand Prix**	**INT**
Jun 12	Pocono, USA	NASCAR	N
Jun 12	Detroit, USA	IndyCar, FIL	INT
Jun 12	Cadwell Park	750MC formulae	R
Jun 12	Silverstone	AMOC	R
Jun 18	Cadwell Park	750MC formulae	R
Jun 18/19	**Le Mans, France**	**Le Mans 24 Hours**	**INT**
Jun 18/19	Mondello Park	2CV 24 Hours	R
Jun 19	Brooklyn, USA	NASCAR	N
Jun 19	Mallory Park	F/First, Classic FF1600	R
Jun 19	Cadwell Park	FF2000, Westfields, HTCC	R
Jun 19	Pembrey	Porsche 924s, Alfas, XRs, FF1600	R
Jun 19	Llandrindod Wells	Kerridge National Rally	N
Jun 25	Kirkistown	FOL, GTs, FF1600	R
Jun 25	Mansfield	Dukeries Rally	N
Jun 25/26	**Brands Hatch**	**TOCA, HTCC**	**N**
Jun 25/26	Donington	F3, Rovers, TVRs, Clubmans	N
Jun 26	Portland, USA	IndyCar, FIL	INT
Jun 26	Watkins Glen, USA	IMSA	INT
Jun 26	Mondello Park	FOL, FF1600, GTs	R
Jun 26	Thruxton	Porsches, Ferraris, Replicars	R
Jun 26	Knockhill	MGs, FF1600, Triumph TRs	R
Jun 26	Lydden Hill	FF1600, Modified saloons	R
Jun 26	Pembrey	VSCC	N
Jun 29-Jul 3	**Cordoba, Argentina**	**Rally of Argentina**	**INT**

TOCA meetings feature the British Touring Car Championship, National Formula Ford, Renault Clios, Formula Vauxhall, Formula Vauxhall Junior, Formula Renault, Ford Fiestas

A *classic* SALE



1934 Bentley 3½ litre Drophead Coupé with coachwork by James Young. To be sold at Althorp on 11th June.

Entries are now invited for our forthcoming sales:

11th June at Althorp, Northants
Rolls-Royce and Bentley Cars, Automobilia and Related Material

18th July in London
Important Historic and Classic Motor Cars, Motorcycles, Automobilia and Motoring Art

5th September in London
Veteran, Vintage & Classic Motor Vehicles, Automobilia and Motoring Art

17th October at the Royal Air Force Museum, Hendon
Veteran, Vintage & Classic Motor Vehicles, Automobilia and Motoring Art
including Horsedrawn, Military, Steam and Commercial Vehicles

Catalogues will be available. To order please call (0234) 841043.
For further information on buying or selling cars at Sotheby's
or for confidential valuations please call
Malcolm Barber, Stewart Skilbeck, Peter Blond, Toby Wilson
on (071) 408 5268 or Michael Worthington-Williams on (0559) 370928.

OUR JULY SALE WILL INCLUDE MOTORCYCLES

34-35 New Bond Street London W1A 2AA.

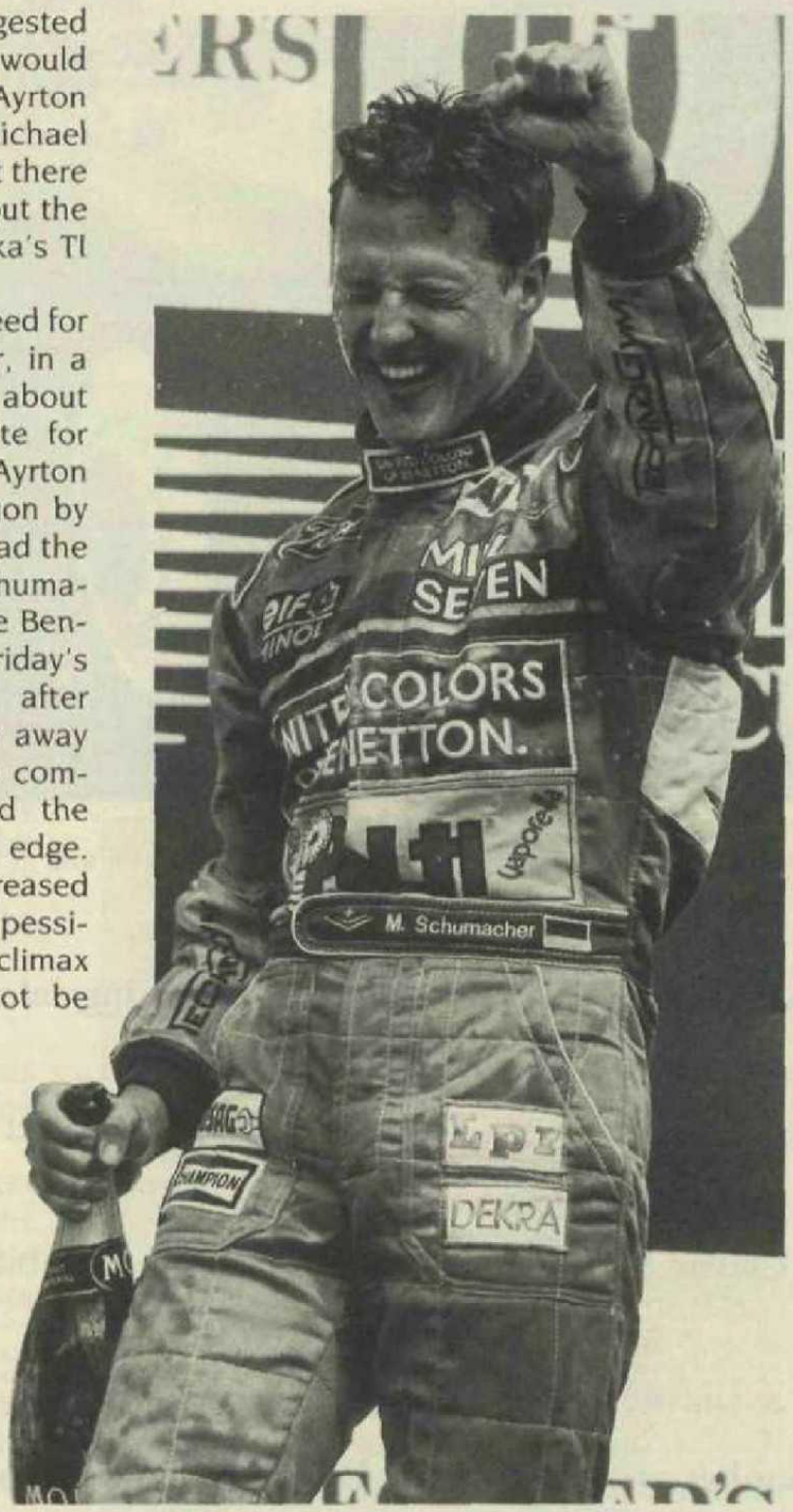
SOTHEBY'S
FOUNDED 1744

Benetton at the do

Schumacher wins again and extends his unexpected championship lead

Had such a scenario been suggested at the beginning of the year it would have seemed laughable: Ayrton Senna 20 points down on arch-rival Michael Schumacher with two races gone. But there was nothing laughable for Senna about the F1 circus's first visit to Hajime Tanaka's TI Circuit Aida.

The Brazilian worked very hard indeed for the 64th pole position of his career, in a Williams-Renault that had no qualms about demonstrating its continuing distaste for slow-speed corners. Indeed, though Ayrton finally scraped to the premier position by two tenths of a second, one always had the suspicion that we never really saw Schumacher extract the best from the nimble Benetton. They traded times during Friday's free practice and qualifying, but after Schumacher had taken fastest time away from the Brazilian, only to have the compliment returned, Michael changed the set-up of his car and lost its crisp edge. When the ambient temperature increased on Saturday (firmly giving the lie to pessimistic forecasts of snow!) the anti-climax was complete. The times could not be improved.



As anticipated, the Senna/Schumacher battle has already electrified this year's World Championship, in the way that Senna v Prost used to in their McLaren days. On the one hand we have the massively experienced Brazilian star, with his lightning speed and aggression and emotional baggage; on the other the cool, equally fast German who has nothing to lose.

At the start of the 83-lap encounter it seemed for 10s as if the race had the markings of a great encounter, when Schumacher boiled off the line on the inside track and grabbed the lead as Senna got too much wheelspin. Going down to the first right-hander (imaginatively called First Corner) the Benetton was on the inside and Senna, having realised that the outer line was taking him nowhere, dived back even tighter to the inside in the hope of finding a gap. When he realised that there wasn't one he had to back off a little more than he might otherwise have done, and suddenly there was the nose of Mika Hakkinen's McLaren rubbing against his diffusor. Maybe the Williams was already a little light on its back end; maybe Hakkinen really was taken my surprise. The result was that the red and white car gently pitched the blue and white one into a spin into the gravel bed on the outside, where moments later it was clobbered hard enough by an unsighted Nicola Larini (standing in for the injured Jean Alesi at Ferrari) to whip off the Williams' front right wheel.

Senna was out on the spot, Larini too. Later, when Hakkinen went to proffer the hand of apology, Senna refused to shake it and instead offered a mouthful of profanity that left his former McLaren team-mate in little doubt that he had just mentally been crossed off Senna's Christmas card list. How fragile are F1 alliances. . .

At the time Hakkinen had dodged round the rotating Williams, and though Schumacher was by then already four seconds up the road in a lead that he would never surrender, the spectacle of a McLaren running in second place in a Grand Prix indicated that things are returning to normality in Woking after the Brazilian GP debacle. In fact, things looked quite promising for McLaren for some time, for after qualifying sixth to Hakkinen's fourth, team-mate Martin Brundle was steaming along quite nicely in sixth place. The throttle problems of Interlagos were well behind them, and after a few dizzy days following his assault by Verstappen's Benetton, Brundle was feeling right back on form.

Hakkinen never challenged Schumacher, but Damon Hill certainly challenged the Finn. Until they went into the Revolver Corner on lap four. This is a left-hander which immediately follows the Hair Pin Corner where most of the overtaking gets done at TI, and whose camber drops away alarmingly on the exit. In qualifying on Saturday afternoon it had, surprisingly, caught out both Williams pilots, albeit without damage to their mounts. Now, after sitting round the outside of Hakkinen through Hair Pin, Hill tried to go down the inside at Revolver. Hakkinen artfully just kept closing his line, forcing Damon further up the kerb until, inevitably, he spun.

"The trouble with Mika is that he'll shake your hand on the grid, but as soon as he's got his helmet on he becomes a demon," said Hill, but there was less heat in his voice than there had been in Senna's.

If that incident gave Hakkinen a breather as Hill slumped temporarily to ninth, McLaren's pleasure was to be short-lived. When he made his first pit stop on lap 18 Hakkinen felt the hydraulic system's pressure dropping, and a lap later he headed straight back in to retire after a promising run.

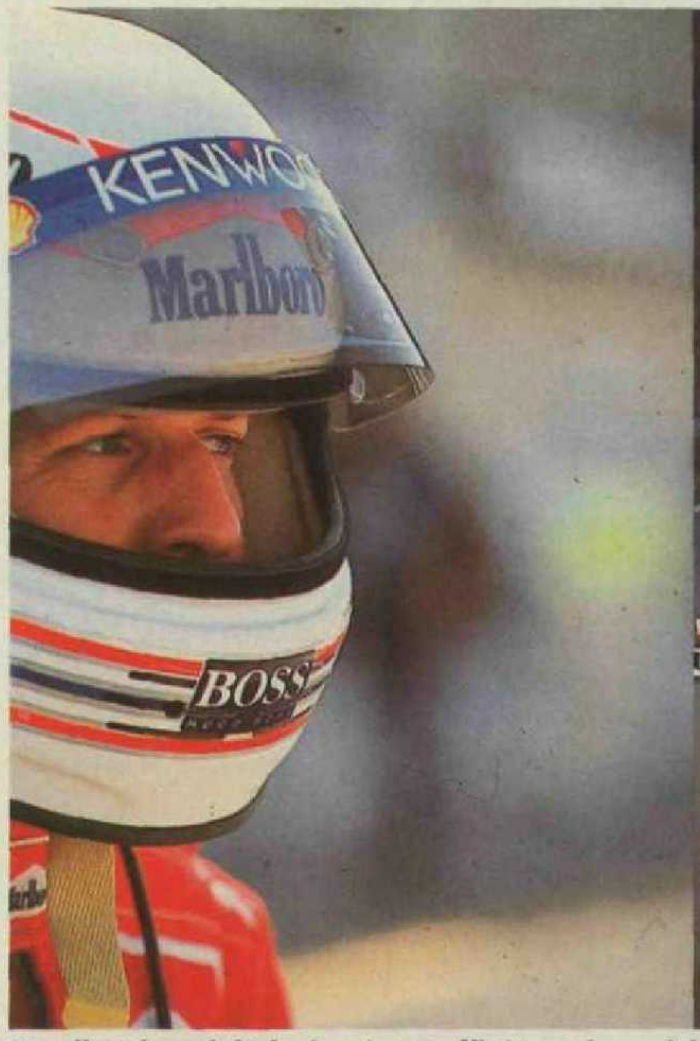
Meanwhile, Gerhard Berger was into something equally promising with the Ferrari 412T1 as he assumed second place. By this point it was perfectly obvious that only driver error or mechanical problem was going to prevent a Benetton triumph, but there was plenty going on further down the field. Behind Berger, Rubens Barrichello was again demonstrating how artful Brian Hart has been in developing his V10 engine on a shoestring budget, and embarrassingly the Jordan was quite clearly more fleet of foot down what pass for straights at the circuit than was Brundle's Peugeot-powered McLaren. In the corners Martin would push as hard as he could (the Briton had been optimistic that there might be as many as three potential overtaking sites), only to be left for dead in a straight line. Indeed, at one stage he had trouble getting by Roland Ratzenberger (in his first GP for Simtek) and Pedro Lamy's multi-lapped Lotus Mugen-Honda. Eventually Martin would resort to what is fast becoming the best passing place in F1: the pits, a superior second stop taking him ahead of the Jordan at last on lap 62.

uble

A little further back, Christian Fittipaldi was into a strong drive for Footwork that would eradicate memories of transmission unreliability in Brazil and reap the team's first points of the year, chased by the impressive newcomer Heinz-Harald Frentzen in the Sauber-Mercedes, Jos Verstappen in the second Benetton, and Fittipaldi's team-mate Gianni Morbidelli. When

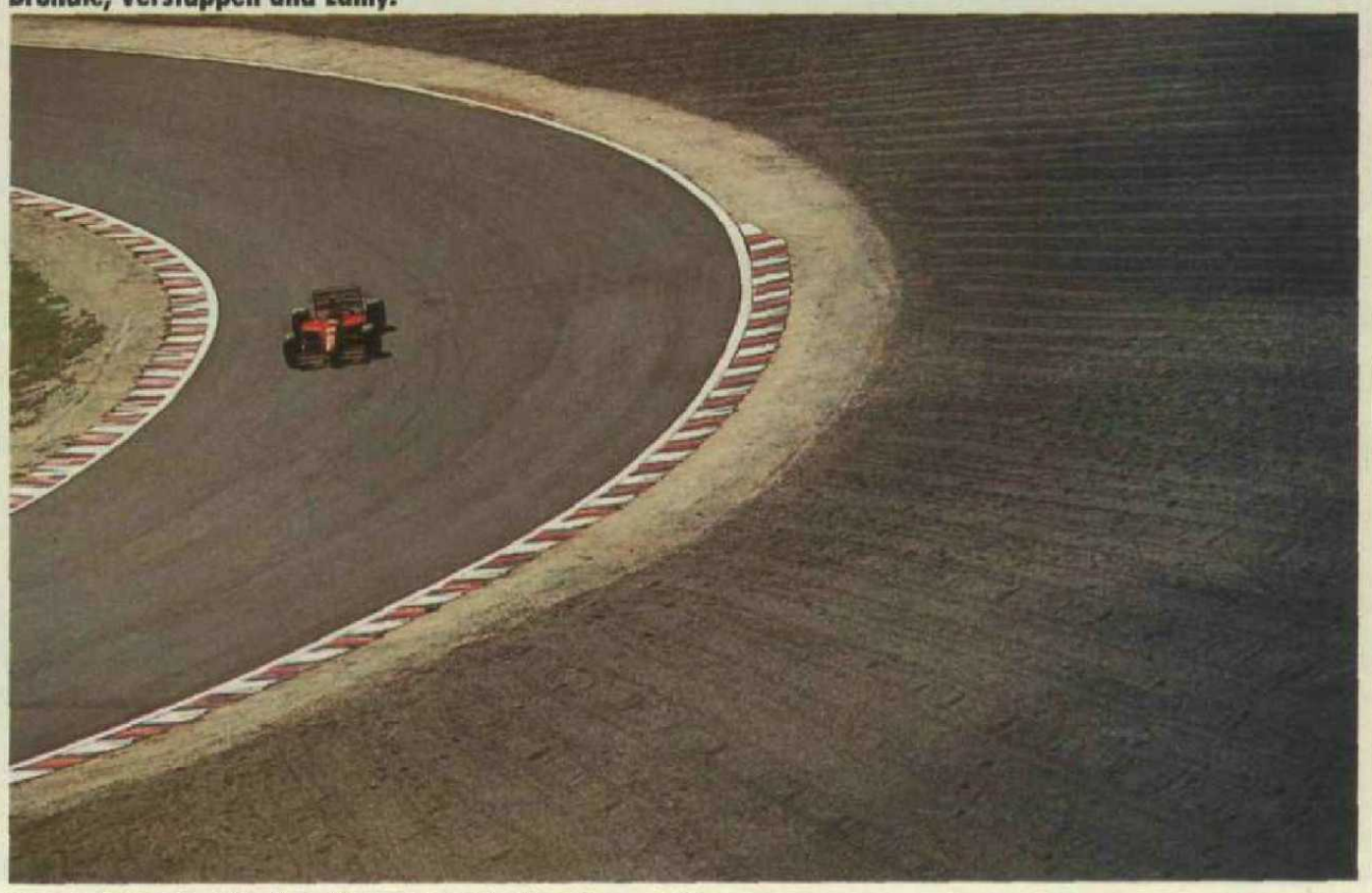


Crunch time for Senna and Larini at the start (above). Neither continued.





Brundle (above left) had no joy; traffic jam (above right) – Comas, Fittipaldi, Schumacher, Ratzenberger, Brundle, Verstappen and Lamy.



Berger (above) picked up his best result since Japan '92.

FORMULA 1 WORLD CHAMPIONSHIP

STARTING GRID

2 SENNA
Williams FW16
1m 10.218s (1)
1m 19.304s (2)

0 HILL
Williams FW16
1m 10.771s (1)
1m 12.048s (2)

28 BERGER
Ferrari 412 T1
1m 11.744s (1)
1m 12.184s (2)

27 LARINI
Ferrari 412 T1
1m 12.372s (1)
5m 32.428s (2)

9 FITTIPALDI
Footwork FA15
1m 12.444s (2)
1m 13.169s (1)

30 FRENTZEN
Sauber C13
1m 12.686s (1)
1m 12.797s (2)

10 MORBIDELLI
Footwork FA15
1m 12.866s (1)
1m 13.090s (2)

24 ALBORETO
Minardi M193B
1m 13.016s (2)
1m 13.342s (1)

23 MARTINI
Minardi M193B
1m 13.529s (1)
1m 13.756s (2)

29 WENDLINGER
Sauber C13
1m 13.855s (1)
1m 14.163s (2)

19 BERETTA
Larrousse LH94
1m 14.101s (1)
1m 14.271s (2)

12 HERBERT
Lotus 107C
1m 14.424s (2)
1m 14.538s (1)

31 BRABHAM
Simtek S941
1m 14.748s (2)
1m 14.946s (1)

5 SCHUMACHER
Benetton B194
1m 10.440s (1)
No time (2)

7 HAKKINEN
McLaren MP4/9
1m 11.683s (1)
Did not run (2)

8 BRUNDLE
McLaren MP4/9
1m 12.351s (1)
Did not run (2)

14 BARRICHELLO
Jordan 194
1m 12.409s (1)
1m 13.172s (2)

6 VERSTAPPEN
Benetton B194
1m 12.554s (1)
1m 12.681s (2)

4 BLUNDELL
Tyrrell 022
1m 12.751s (2)
1m 13.013s (1)

3 KATAYAMA
Tyrrell 022
1m 13.013s (1)
1m 13.411s (2)

20 COMAS
Larrousse LH94
1m 13.111s (1)
1m 13.550s (2)

25 BERNARD
Ligier JS39B
1m 13.613s (1)
1m 14.204s (2)

15 SUZUKI
Jordan 194
1m 13.932s (2)
1m 14.036s (1)

26 PANIS
Ligier JS39B
1m 14.106s (1)
1m 14.667s (2)

11 LAMY
Lotus 107C
1m 14.657s (1)
1m 15.146s (2)

32 RATZENBERGER
Simtek S941
1m 16.356s (2)
No time (1)

Did not qualify:

GACHOT (Pacific PR01) 1m 16.927s/1m 18.571s
BELMONDO (Pacific PR01) 1m 18.671s/1m 18.571s

he rejoined after his spun Hill rudely elbowed by Morbidelli, and within xx laps had carved his way back to third place ahead of this batch. He was, he had the grace to admit, relieved to have had the Renault V10's power advantage on the straights.

Damon's efforts to pass Berger entertained for a while, until he too resorted to pit lane strategy to regain second place by lap 31, but he was then staggered to find himself making next to no impression on Schumacher. Still, six points are better than none, and just as he was reasoning this the six he had turned into none when his FW16 rolled suddenly to a halt on lap 50 with transmission failure.

This put Berger back into second place until his last fuel stop, whereupon Barrichello had a glorious six laps in that position until he, too, stopped. The young Brazilian really has his act together now in F1, as indeed does the Sasol Jordan team which is clearly back on target after its hiatus years since 1991. But it all nearly got away from them in that stop when the engine stalled.

"I wanted to cry when I realised I wasn't going to the podium after all," confessed Barrichello, but whatever prayers he offered were answered on lap 68 when Brundle's tenancy of third place ended in the McLaren garage. A paper bag had lodged in the left-hand sidepod and overheated the Peugeot V10, and a bold drive was over.

Throughout the event Michele Alboreto and Karl Wendlinger had fought tooth and nail for Minardi and Sauber respectively, the Italian losing out in his stops with an awkward right rear wheel fixing. As Schumacher led Berger, Barrichello, Fittipaldi, Morbidelli and Frentzen on lap 69, Wendlinger and Alboreto were still hard at it for seventh place. Out of Revolver on lap 70 Michele got a mite closer to Karl. At Piper, the next left-hander named after Historic racer David, the Minardi driver tried a late dive down the inside of the Sauber. As Wendlinger closed the door late the inevitable happened and they touched, both spinning into the gravel bed and retirement. That same lap Morbidelli's engine blew up and he spun off on his own oil, so as Frentzen moved up to fifth place in Fittipaldi's wake, Erik Comas came up to sixth. The Frenchman had got involved in the first corner melee, spinning Mark Blundell's innocent Tyrrell out of the race when he struck it, but four pit stops later he was to take the last championship point. The overweight Lotus 107Cs, which had struggled throughout qualifying, were at least reliable for seventh and eighth places, and after delays associated with the first corner drama the Ligiers wound up ninth and 10th. This time there were pickings again only for Simtek of the new teams. This time Nick Wirth qualified both his cars, but after David Brabham ended the opening lap in 18th place from 25th on the grid, a blown engine sidelined him after only one more lap. Thus Roland Ratzenberger was left to fly the flag, bringing his S941 home as the final finisher. For Pacific TI Circuit Aida was but a nightmare, with damaged engines preventing wither Bertrand Gachot or Paul Belmondo from qualifying. Nor was it a good race for Tyrrell after its Brazilian promise; with Blundell suffering from Comas' error, it had to rely on Katayama alone. The Japanese driver pushed hard against Alboreto and the latter's Minardi team-mate Pierluigi Martini for a long time, in and around 12th place, until his Yamaha engine broke. Martini retired when a brake problem sent him off the road, while Eddie Irvine's stand-in at Jordan, Aguri Suzuki, had a lacklustre meeting that ended with steering failure.

Where Interlagos had, apparently, seen all teams behaving themselves on the technical front, all hell broke loose in the paddock on Sunday morning when Ferrari was accused of cheating by running a form of traction control in Saturday's free practice session. The team vehemently denied that it had been told by FIA Technical Delegate Charlie Whiting not to run an 'engine modulation system' that effectively acted as a variable rev limiter for each gear, but the



Mika Hakkinen (main shot) and Damon Hill (leading Rubens Barrichello, inset left) both held second place for a time, but neither reached the end. Heinz-Harald Frentzen

FIA was equally adamant that the team had been advised that it did not meet with the regulations. Other teams were incensed, one owner pointing out that the technical regulations had been modified to suit Ferrari in the first place! In the days that followed, the FIA clarified the situation: engine modulation systems were banned, but no action was taken against Ferrari.

None of this bothered Schumacher. After the race the Benetton mechanics grabbed hold of his unfortunate teammate Verstappen, tied him up with tank tape and daubed him for spinning out of fifth place (which would have been fourth) when he pushed too hard on a brand new set of tyres on lap 55, and Michael watched with his familiar smile. With Senna gone he had never had to extend himself, but even without any spur he had never put a wheel wrong as he scooped up his fourth GP success. Indeed, he'd spent the final 20 laps sitting a little distance behind Berger's Ferrari, which he could have lapped with ease had it really mattered. Such was his superiority, however, that he could dictate his own pace on an afternoon when Ford's Zetec-R engine eclipsed even the legendary DFV by winning not just its first race, but its second too. Small wonder that Ayrton Senna, 20 points down, was not a happy man. D J T

PACIFIC GRAND PRIX, TI Circuit Aida, April 17
83 laps of 2.301-mile circuit (190.983 miles)

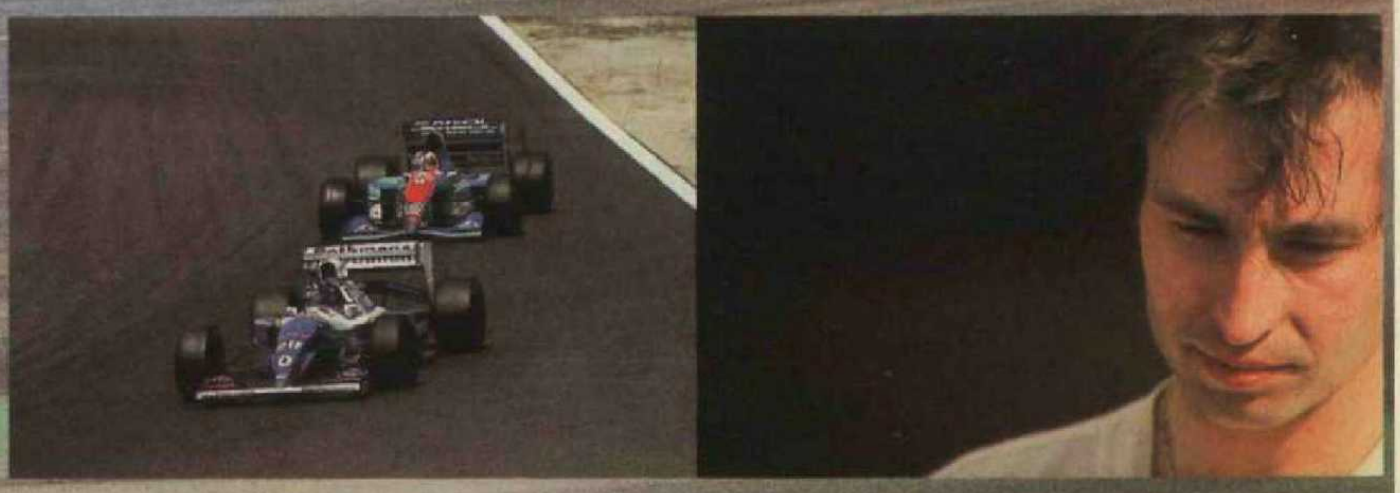
Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Michael Schumacher	D	Benetton B194-Ford Zetec-R V8	1h 46m 01.693s	1m 14.023s	10
2	Gerhard Berger	A	Ferrari 412 T1-Ferrari V12	1h 47m 16.993s	1m 15.931s	24
3	Rubens Barrichello	BR	Jordan 194-Hart V10	82 laps	1m 16.061s	64
4	Christian Fittipaldi	BR	Footwork FA15-Ford HB V8	82 laps	1m 15.884s	26
5	Heinz-Harald Frentzen	D	Sauber C13-Mercedes V10	82 laps	1m 16.239s	51
6	Erik Comas	F	Larrousse LH94-Ford HB V8	80 laps	1m 16.120s	3
7	Johnny Herbert	GB	Lotus 107C-Mugen Honda V10	80 laps	1m 17.775s	29
8	Pedro Lamy	P	Lotus 107C-Mugen Honda V10	79 laps	1m 18.527s	12
9	Olivier Panis	F	Ligier JS39B-Renault V10	78 laps	1m 16.795s	2
10	Eric Bernard	F	Ligier JS39B-Renault V10	78 laps	1m 17.390s	45
11	Roland Ratzenberger	A	Simtek S941-Ford HB V8	78 laps	1m 19.248s	9
12	Gianni Morbidelli	I	Footwork FA15-Ford HB V8	69 laps – engine	1m 16.304s	32
13	Karl Wendlinger	A	Sauber C13-Mercedes V10	69 laps – accident	1m 16.651s	27
14	Michele Alboreto	I	Minardi M193B-Ford HB V8	69 laps – accident	1m 15.994s	44
15	Martin Brundle	GB	McLaren MP4/9-Peugeot V10	67 laps – overheating	1m 14.684s	54
16	Pier-Luigi Martini	I	Minardi M193B-Ford HB V8	63 laps – spin	1m 16.639s	56
17	Jos Verstappen	NL	Benetton B194-Ford HB V8	54 laps – spin	1m 15.257s	49
18	Damon Hill	GB	Williams FW16-Renault V10	49 laps – transmission	1m 14.348s	45
19	Aguri Suzuki	J	Jordan 194-Hart V10	44 laps – spin	1m 17.015s	32
20	Ukyo Katayama	J	Tyrrell 022-Yamaha V10	42 laps – engine	1m 16.482s	40
21	Mika Hakkinen	SF	McLaren MP4/9-Peugeot V10	19 laps – transmission	1m 14.697s	8
22	Olivier Beretta	MC	Larrousse LH94-Ford HB V8	14 laps – engine	1m 17.880s	9
23	David Brabham	AUS	Simtek S941-Ford HB V8	2 laps – engine	1m 19.401s	2
24	Ayrton Senna	BR	Williams FW16-Renault V10	0 laps – accident	no time	-
25	Mark Blundell	GB	Tyrrell 022-Yamaha V10	0 laps – accident	no time	-
26	Nicola Larini	I	Ferrari 412 T1-Ferrari V12	0 laps – accident	no time	-

Winner's Average Speed: 108.059 mph Conditions: warm, cloudy with sunny spells
Fastest Lap: Michael Schumacher, 1m 14.023s on lap 10, 111.849 mph

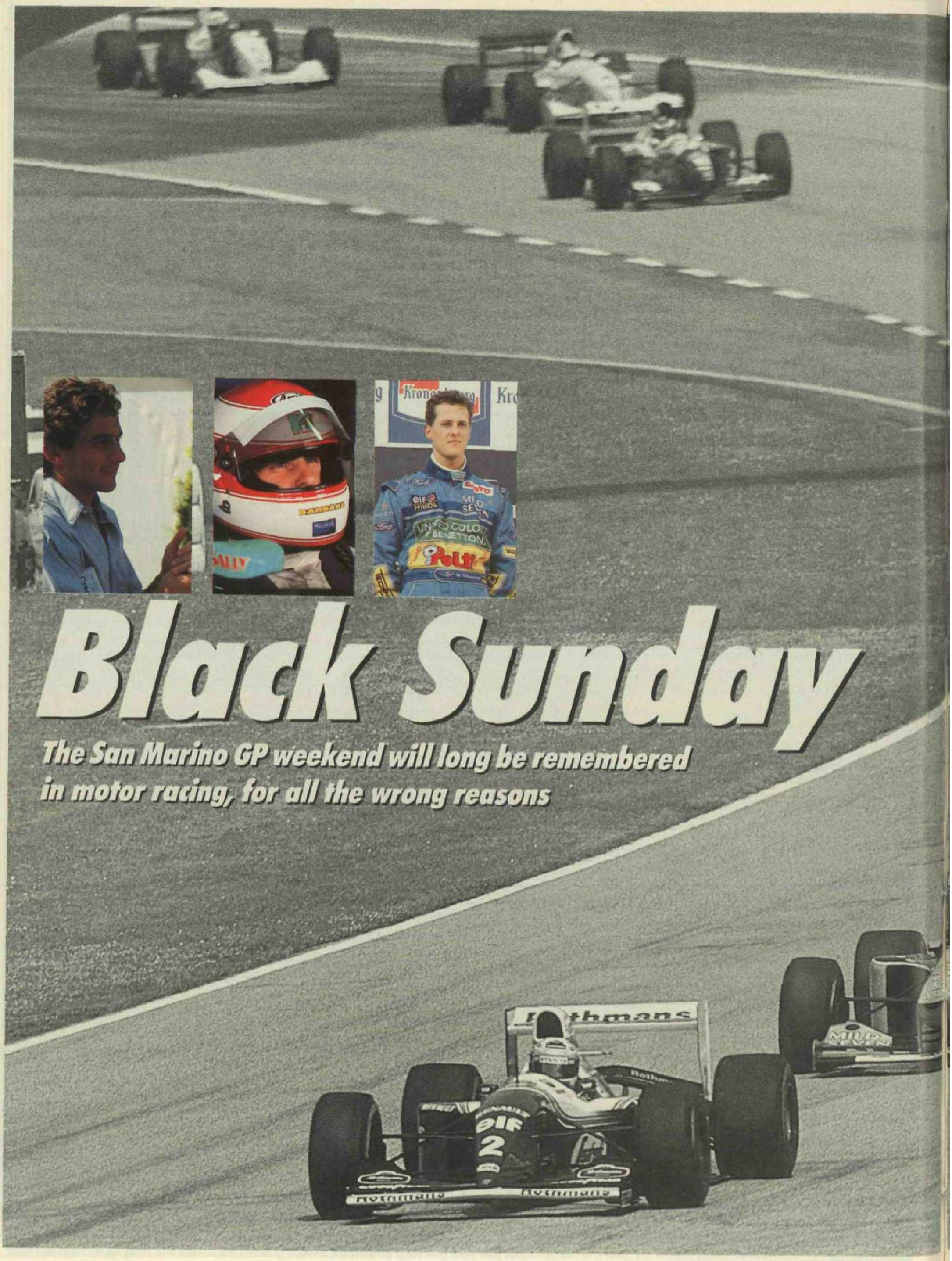
Championship positions – drivers: 1 Schumacher 20; 2 Barrichello 7; 3 Hill and Berger 6; 5 Alesi 4; 6 Fittipaldi 3; 7 Katayama and Frentzen 2; 9 Wendlinger and Comas 1.

Constructors: 1 Benetton Ford 20; 2 Ferrari 10; 3 Jordan Hart 7; 4 Williams Renault 6; 5 Sauber Mercedes-Benz and Arrows Ford 3; 7 Tyrrell Yamaha 2; 8 Larrousse Ford 1.

© FIA

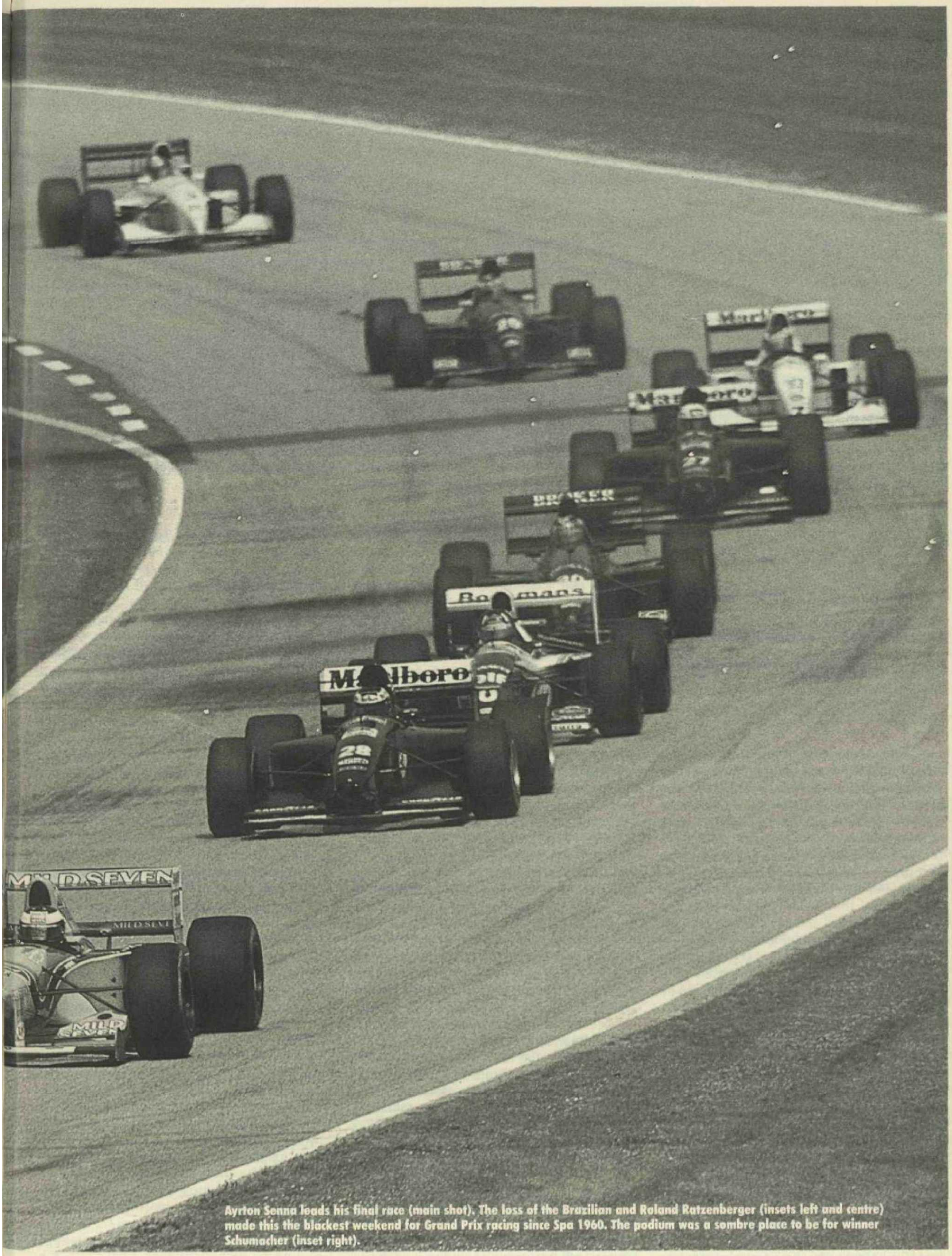


(inset right) took his first ever F1 points.



Black Sunday

The San Marino GP weekend will long be remembered in motor racing, for all the wrong reasons



Ayrton Senna leads his final race (main shot). The loss of the Brazilian and Roland Ratzenberger (insets left and centre) made this the blackest weekend for Grand Prix racing since Spa 1960. The podium was a sombre place to be for winner Schumacher (inset right).

The death of Ayrton Senna, following so closely on that of Roland Ratzenberger in qualifying the previous day, stunned the Formula One fraternity in Imola, in precisely the way that Jim Clark's at Hockenheim in 1968 did. At the end of the most traumatic weekend in Grand Prix racing's history since Spa in 1960, shattered teams packed away their equipment, still barely able to comprehend the enormity of the tragedies that had befallen them on a weekend that had initially promised so much.

In the end it mattered not that Michael Schumacher had extended his World Championship score, nor that he, Benetton and Ford had achieved the hat-trick. Not that Nicola Larini had opened his championship points score at last with a fine second place. Nor that third was the gripping subject of a race-long duel between Mika Hakkinen, Karl Wendlinger, Ukyo Katayama and a recovering Damon Hill, who had been brushed out of third place in a brief clash with Schumacher on the opening lap.

Truly, this was a nightmare weekend matched only by the aforementioned events at Spa, 34 years ago, and Indianapolis in 1973.

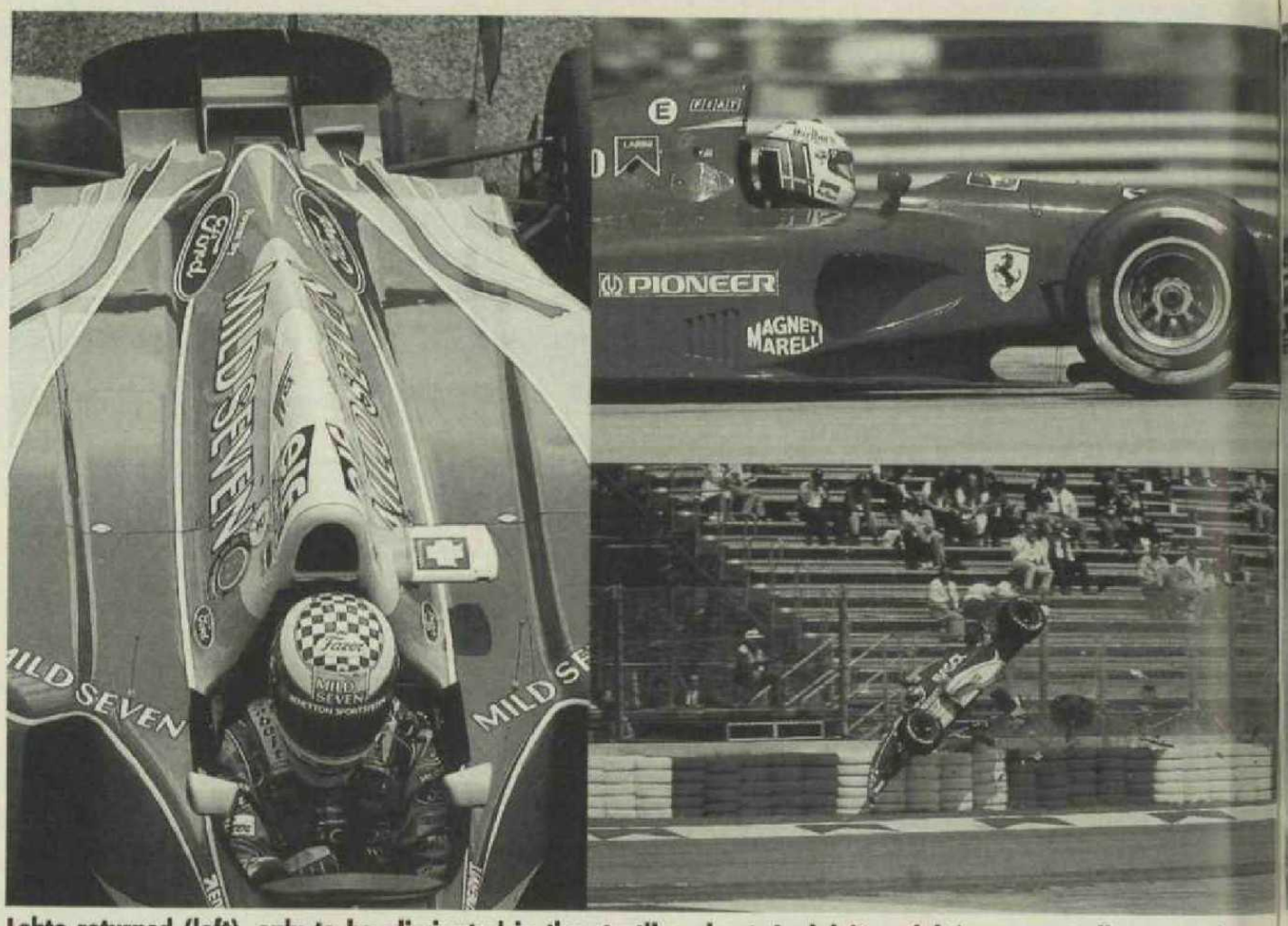
After Ratzenberger's fatal accident and

"In the end it mattered not that Michael Schumacher had extended his World Championship score"

the incident involving Rubens Barrichello during qualifying, the tension hanging over the Imola circuit was almost tangible at the start of the race, and within moments of Senna snatching the initiative from Schumacher, and as Berger wreathed his rear wheels in smoke like a drag racer, the first deadly move unfolded. Lehto had stalled his Benetton and sat helpless on the grid. Prayers that no one would strike him went unanswered, and as we all tried to put images of Didier Pironi and Riccardo Paletti from our minds, car after car made phenomenal avoidances. None more so than Frentzen, whose reactions saved him as he jinked round the stricken B194. Others followed, but when Lamy arrived he was completely unsighted.

"As we left the grid the car I was behind – de Cesaris, I think it was – suddenly dived to the right," said Pedro. "I saw a space to the left and went for it. That's when I suddenly saw JJ and hit him. I had no chance to avoid him, because up until that point I hadn't been able to see that there was a stationary car on the grid at all."

Mercifully the Lotus struck the Benetton's left rear wheel with its right front, rather than hitting it directly from behind the way Paletti's Osella had Pironi's Ferrari at Montreal in 1982. The impact nevertheless exploded the Enstone car's gearbox and broke the Lotus' engine, but as the latter shed its right-hand wheels and the Benetton its left rear, it absorbed some of the energy. The 107C slithered along the grass on the left-hand side of the track before then spinning back across the circuit, and Gachot just managed to avoid him.



Lehto returned (left), only to be eliminated in the startline shunt. Larini (top right) was a sterling second. Barrichello's escape (bottom right) was miraculous.

We feared the worst, particularly bearing in mind JJ's recent neck injury, but the Finn was OK bar a badly bruised right arm. "What happened to me was nothing," he said, thinking of the events of the previous day. But JJ had dined with his friend Ratzenberger only days before in Monaco, and had travelled down with him to this race. His comeback was indeed a harrowing affair.

Lamy, meanwhile, had climbed swiftly from his Lotus, himself unhurt, and went to apologise to JJ, as if any blame could be attached to either. But the greater hurt awaited him when he would learn the news of Senna, his great friend and mentor.

There was worse to come even from this incident. Wheels from the Lotus had been thrown over the debris fencing and into the crowd. One spectator had a miraculous escape as he ran and one wheel and tyre landed just behind him. Three others, and a policeman, received what were thankfully minor injuries.

Incredibly, the race was not stopped. As the safety car controlled Senna, Schumacher, Berger, Hill, Frentzen, Hakkinen, Larini, Wendlinger, Katayama, Brundle, Morbidelli, Blundell, Martini, Fittipaldi, Herbert, Panis, Comas, Bernard, de Cesaris, Beretta, Brabham, Gachot and Alboreto (who had had trouble firing up his engine and had started from the pit lane), track workers frantically tried to clear the rubbish and sweep the track.

After four laps the safety car's lights were turned off. By the end of lap five the field was cleared to race again and as they went into lap six Senna and Schumacher were instantly at it, leaving Berger, who in turn was well ahead of Hill (who admitted he'd botched his start) and Frentzen. But as they went through Tamburello at the start of lap seven everything went terribly wrong. Senna's Williams simply didn't make the corner, but instead appeared to veer quite sharply to the right in a manner as frightening as Gerhard Berger's 1989 accident. But this time the angle was more acute, and the point of contact was further round the bend. Just as Gerhard did, Ayrton struck the concrete wall, but this was an even more severe impact, which threw his Williams down the track, where it came to rest. It seemed surprisingly intact, but the sight of Ayrton slumped in the cockpit told its own horrible tale.

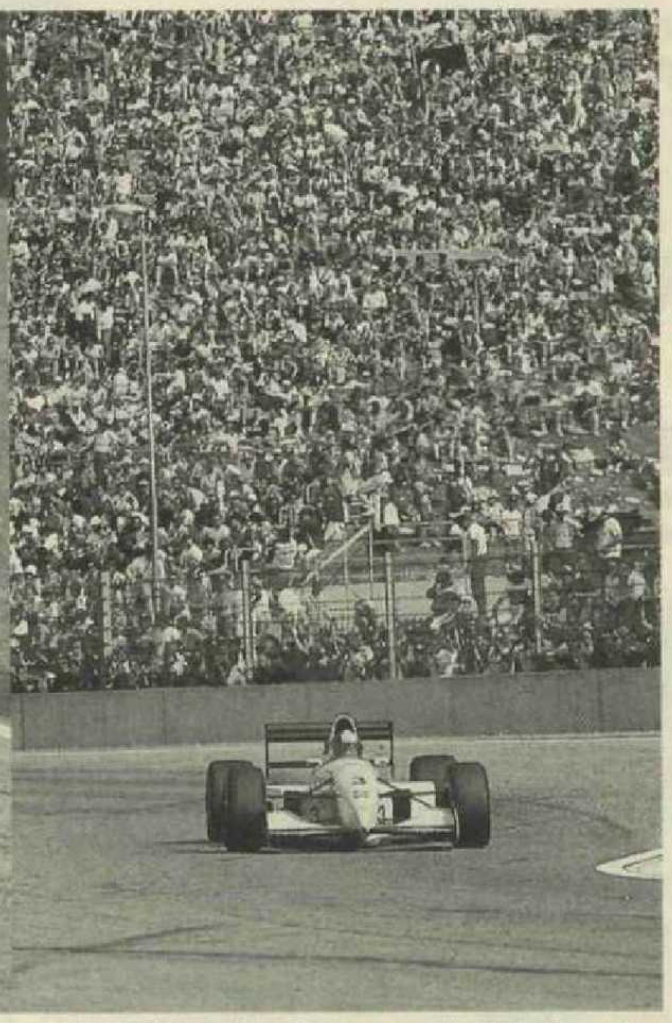
This time the race *was* stopped, and as Schumacher drew up to a halt on the start/finish line, the others were stopped before the last corner. Everyone feared the worst.

After a lengthy delay, around 45 minutes, came the news, not of Senna's condition, but that the race would restart at 2.55. There would not yet be an end to this terrible weekend, though many would have been content to leave this dreadful place there and then.

Everyone, drivers and spectators alike, was terribly nervous, and we watched in horror as the midfield bunched together. Morbidelli seemed a little premature on getaway, and Brundle in particular was rudely elbowed aside as the Italian moved off. Whatever some other drivers might feel, their anger, fear and frustration were not going to be exhibited as caution.

This time Berger boiled to the fore, but since the race times would be aggregated there was no real need for Schumacher to apply immediate pressure. Nevertheless,





Berger led at the restart (left). Schumacher and Hill – shortly to collide (by common consent, though the German was unaware of it) – follow. Katayama (right) had another good run, finishing fifth.

the idea of Hill trying to nose by at Tosa was anathema to him, and he defended his place. Somehow Damon's front wing was damaged and he would stop at the end of the lap for replacement. Thereafter his awful afternoon would be concentrated on a steely run to sixth.

"Damon and I were very close, but I didn't feel his car touch mine. I just saw that something had broken on his car after we had been running closely together. Maybe he touched the kerb on the inside, but I really don't think that we touched," said Schumacher.

The evidence suggested that Damon touched *somebody*, because it was the right-hand wing endplate that was damaged. Later Hakkinen would sheepishly put his hand up, but whether this was to say 'Mea culpa,' or 'Not me this time,' was not clear. Most blamed Schumacher.

Oblivious to Senna's accident, the tifosi cheered heartily at the sight of Berger in the lead and Nicola Larini's presence in fourth place, for as events would reveal this was an Imola where the more vocal supporters of the red cars appeared to care little that they were in an arena of great tragedy.

Schumacher followed Berger for eight new laps before he actually passed him on the road exiting Tosa, but then he pitted for fuel and it was not until lap 19 that he officially gained the lead. By then Gerhard had gone.

"I was quicker than Gerhard at the end of the straight, but he made it very difficult for me," said Michael. "It was certainly an interesting part of the race. There was nothing unfair about it, and I knew I had an advantage over him, from the first part, of 3.6s. I knew I would be making an early pit stop, so I wasn't taking any risks in trying to pass. Instead I was waiting for him to make a mistake, and when that came I used it to overtake. After my stop he was in front again . . ."

But not for long. After pitting on the 10th new lap it is said that Gerhard had sensed something awry with his left rear wheel, and within two laps he was back in the pits to retire. Nothing amiss could be found, Ferrari said, and in the circumstances the team advised him not to continue. Another school of thought said that the Austrian could finally bear no more after the accidents to two of his friends. Whatever the truth of the matter, Gerhard conducted himself with bravery and dignity all weekend, and of all the drivers racing knows just how it feels to step over the fine safety line at Imola.

In the refuelling stops Hakkinen had taken the lead of a Grand Prix for the first time, from laps 10 to 13, before he too came in, and then it was Larini's turn to star until Schumacher repassed him on lap 19. Thereafter Michael's work was effectively done. All he had to do was bring the Benetton to the finish, and this he duly did. But it was a triumph that brought him nothing, despite his rather unseemly smiles on the rostrum. "There is no satisfaction at all for me," he said. "This win certainly should make me satisfied, but for me too many things happened this weekend to let me feel that."

Behind him, Larini established himself in a second place that Hakkinen could not challenge, opting to stop just once for fuel and driving extremely well, but the Finn's third was far from secure even once things had settled down after all the stops. Wendlinger had been a factor ever since the second start had seen him take fourth place ahead of Katayama, Martini, Fittipaldi, Morbidelli, Herbert, Blundell, Brundle, de Cesaris, Panis, Brabham, Bernard, Beretta, Frentzen, Gachot, Alboreto and the delayed Hill.

"I'm very pleased with my fourth place," said Karl, after a tough race, "but there's no reason for a party. I'm just very relieved that this sad weekend is over now. I tried several times to pass Hakkinen, then 12 laps from the end the exhaust broke. Fortunately the engine didn't lose too much power."

The battle was finally resolved in Mika's favour when that exhaust cracked, and the Finn raced home to his second podium finish and the first (and the first points) for Peugeot.

"I have to admit I was pleased," said Mika. "It was good fun; I pushed very hard all the way, but unfortunately it wasn't enough to get a better position. Lack of straightline speed has been our problem all weekend, and starting from eighth I knew it would be hard to pass people. But at the end of the day it was OK."

Katayama and Fittipaldi had at one stage been right with these two as the race drew to its conclusion, but as they lapped Herbert and Blundell the two pairs got separated. Katayama had been there or thereabouts all race, like Christian sitting as high as third during the first fuel stops, and Tyrrell's strategy of opting for two sets of hard Goodyear Bs and then a set of softer Cs proved just right. Arrows should have taken points here, but Christian's promise (he'd lapped quicker in the morning warm-up than in qualifying) evaporated as his brakes began to fade. With three laps left a hardening brake pedal finally seemed to have negligible effect on his ability to slow the car and he went straight on into the gravel. This blow came 14 laps after Morbidelli had vacated seventh place when his overheating Ford HB finally seized.

Hill's determined and brave charge (don't forget, he had no real idea all through the race *why* Senna's car had gone off) brought



Andrea de Cesaris: back for two races.

him to within less than 20s of Katayama by the finish, but by then there had been the final drama. Exiting the pits on the 49th lap Alboreto's Minardi lost its right rear wheel as it passed by the Benetton, Ferrari and Lotus pits, and several personnel were injured as it ran amok. This was the point when the race should finally have been called, but by some crass judgment the brutal contest was allowed to drag on to the bitter end.

Martini and Herbert both slipped away after their initial high placings, the former having a half spin at Tosa on lap 27 when squeezed a little by Brundle and then later going off their for good on lap 38, while Blundell's chances were damned by a loss of power from his Yamaha V10 after 20 laps, and then a clout from Frentzen which punctured his left rear Goodyear. Thus it was Frentzen who came through for seventh after another strong drive that almost made up for the problem he had when he stalled his engine on the formation lap of the restart. "All my race," he admitted, "I had to think of my friend Roland . . . " Brundle too drove in torment for much of the time, confessing afterwards that he really had very little idea what to say in the aftermath. Senna had always been one of the competitors he most admired, and with whom he felt a strong affinity. Martin lost a little time with his first tyre stop, when the earthing lead took a while to disconnect, then a lot more on his second with what appeared to be a clutch problem.

Comas didn't restart, having earlier pitted with severe vibrations and then for some extraordinary reason being allowed back on to the track when the first race had been red flagged. He arrived at the scene of Senna's accident going very quickly, but just managed to stop, and while there were no red lights on the overhead gantry by the start/finish line, nor at the end of the pit lane, it defies belief that the team could not have known of Ayrton's accident. Team-mate Beretta blew up, and Gachot succumbed to fading oil pressure in the Pacific after running as high as 17th. The final straw came when Katayama's Tyrrell momentarily caught fire in *parc fermé*, by the medical centre.

And so drew to a close an appalling weekend, arguably the worst in the sport's history. Immediately afterwards began the calls for safety revisions, regulation changes and Heaven knows what, from knowledgeable and ignorant alike, as insiders tried to step back and assess the terrible events. In this black hour what were needed most were cool heads and wise counsel. Unpalatable though it may be, we began to appreciate that there is little fundamentally wrong with the sport that we love, and that the 1994 San Marino GP was simply, terribly, the weekend when the luck that has combined with intensive design and development to progress motor racing safety so dramatically, finally ran out. **D J T**

STARTING GRID

FIA FORMULA 1 WORLD CHAMPIONSHIP

2 SENNA
Williams FW16
1m 21.548s (1)
Did not run (2)

28 BERGER
Ferrari 412 T1
1m 22.113s (1)
1m 22.226s (2)

6 LEHTO
Benetton B194
1m 22.717s (1)
1m 24.029s (2)

30 FRENTZEN
Sauber C13
1m 23.119s (1)
Did not run (2)

3 KATAYAMA
Tyrrell 022
1m 23.322s (2)
1m 24.000s (1)

10 MORBIDELLI
Footwork FA15
1m 23.663s (1)
1m 24.682s (2)

8 BRUNDLE
McLaren MP4/9
1m 23.858s (2)
1m 24.443s (1)

24 ALBORETO
Minardi M193B
1m 24.276s (1)
1m 24.780s (2)

25 BERNARD
Ligier JS39B
1m 24.678s (1)
1m 40.411s (2)

26 PANIS
Ligier JS39B
1m 24.996s (1)
1m 25.160s (2)

15 DE CESARIS
Jordan 194
1m 25.234s (1)
1m 27.179s (2)

19 BERETTA
Larrousse LH94
1m 25.991s (2)
1m 27.179s (1)

34 GACHOT
Pacific PR01
1m 27.143s (2)
1m 27.732s (1)

5 SCHUMACHER
Benetton B194
1m 21.885s (2)
1m 22.015s (1)

0 HILL
Williams FW16
1m 22.168s (2)
1m 23.199s (1)

27 LARINI
Ferrari 412 T1
1m 22.841s (1)
1m 23.006s (2)

7 HAKKINEN
McLaren MP4/9
1m 23.140s (2)
1m 23.611s (1)

29 WENDLINGER
Sauber C13
1m 23.347s (2)
1m 23.788s (1)

4 BLUNDELL
Tyrrell 022
1m 23.703s (1)
1m 23.831s (2)

23 MARTINI
Minardi M193B
1m 24.078s (1)
1m 24.423s (2)

9 FITTIPALDI
Footwork FA15
1m 24.472s (2)
1m 24.655s (1)

20 COMAS
Larrousse LH94
1m 24.852s (2)
1m 26.295s (1)

12 HERBERT
Lotus 107C
1m 25.114s (1)
1m 25.141s (2)

11 LAMY
Lotus 107C
1m 25.295s (2)
1m 26.453s (1)

31 BRABHAM
Simtek S941
1m 26.817s (2)
1m 27.607s (1)

Did not qualify:

BELMONDO (Pacific PR01) 1m 28.361s/1m 27.881s

Rubens Barrichello (Jordan 194) was forced to withdraw after an accident in first qualifying.

Roland Ratzenberger (Simtek S941) suffered a fatal accident in second qualifying.

SAN MARINO GRAND PRIX, Imola, May 1
58 laps of 3.132-mile circuit (181.656 miles)

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Michael Schumacher	D	Benetton B194-Ford Zetec-R V8	1h 28m 28.642s	1m 24.438s	43
2	Nicola Larini	I	Ferrari 412 T1-Ferrari V12	1h 29m 23.584s	1m 25.825s	18
3	Mika Hakkinen	SF	McLaren MP4/9-Peugeot V10	1h 29m 39.321s	1m 25.737s	18
4	Karl Wendlinger	A	Sauber C13-Mercedes V10	1h 29m 42.300s	1m 25.727s	54
5	Ukyo Katayama	J	Tyrrell 022-Yamaha V10	57 laps	1m 26.176s	11
6	Damon Hill	GB	Williams FW16-Renault V10	57 laps	1m 24.335s	10
7	Heinz-Harald Frentzen	D	Sauber C13-Mercedes V10	57 laps	1m 25.307s	41
8	Martin Brundle	GB	McLaren MP4/9-Peugeot V10	57 laps	1m 25.774s	54
9	Mark Blundell	GB	Tyrrell 022-Yamaha V10	56 laps	1m 26.259s	25
10	Johnny Herbert	GB	Lotus 107C-Mugen Honda V10	56 laps	1m 28.032s	10
11	Olivier Panis	F	Ligier JS39B-Renault V10	56 laps	1m 27.908s	16
12	Eric Bernard	F	Ligier JS39B-Renault V10	55 laps	1m 28.091s	23
13	Christian Fittipaldi	BR	Footwork FA15-Ford HB V8	54 laps - spin	1m 25.954s	11
14	Andrea de Cesaris	I	Jordan 194-Hart V10	49 laps - spin	1m 27.627s	38
15	Michele Alboreto	I	Minardi M193B-Ford HB V8	44 laps - accident in pits	1m 27.995s	21
16	Gianni Morbidelli	I	Footwork FA15-Ford HB V8	40 laps - engine	1m 25.652s	12
17	Pier-Luigi Martini	I	Minardi M193B-Ford HB V8	37 laps - spin	1m 27.221s	21
18	David Brabham	AUS	Simtek S941-Ford HB V8	27 laps - puncture	1m 28.613s	10
19	Bertrand Gachot	B	Pacific PR01-Ilmor V10	23 laps - oil pressure	1m 29.094s	12
20	Olivier Beretta	MC	Larrousse LH94-Ford HB V8	17 laps - engine	1m 28.891s	10
21	Gerhard Berger	A	Ferrari 412 T1-Ferrari V12	16 laps - wheel problem	1m 25.040s	11
22	Ayrton Senna	BR	Williams FW16-Renault V10	5 laps - fatal accident	1m 44.068s	1
23	Erik Comas	F	Larrousse LH94-Ford HB V8	5 laps - vibration	1m 58.505s	1
24	JJ Lehto	SF	Benetton B194-Ford Zetec-R	0 laps - startline accident	no time	-
25	Pedro Lamy	P	Lotus 107C-Mugen Honda V10	0 laps - startline accident	No time	-

Winner's Average Speed: 123.188 mph Conditions: warm, sunny
Fastest Lap: Damon Hill, 1m 24.335s on lap 10, 133.658 mph

Championship positions - drivers: 1 Schumacher 30; 2 Barrichello and Hill 7; 4 Berger and Larini 6; 6 Alesi 4; 7 Hakkinen, Katayama and Wendlinger 4; 10 Fittipaldi 3; 11 Frentzen 2; 12 Comas 1.

Constructors: 1 Benetton Ford 30; 2 Ferrari 16; 3 Jordan Hart and Williams Renault 7; 5 Sauber Mercedes-Benz 6; 6 McLaren Peugeot and Tyrrell Yamaha 4; 8 Footwork Ford 3; 9 Larrousse Ford 1.

© FIA

WIN A DAY OUT FOR 3 AT THE BRITISH GP WITH FULL CORPORATE HOSPITALITY

GOODYEAR

COMPETITION

WIN A FABULOUS DAY OUT AT THE BRITISH GRAND PRIX FOR THREE ADULTS WITH FULL HOSPITALITY!

THIS IS THE STUNNING 1st PRIZE FOR ONE LUCKY PERSON

★ ENTRY TICKETS WITH CENTRE TRANSFERS FOR THREE
★ THE USE OF THE MOTORING NEWS/MOTOR SPORT HOSPITALITY SUITE
★ LUNCH WITH REFRESHMENTS AVAILABLE ALL DAY
★ PATIO OVERLOOKING THE START/FINISH STRAIGHT

PLUS 275 RUNNER-UP PRIZES



- **25 "GOODYEAR #1 IN RACING" JACKETS TO BE WON AS THE RUNNER-UP PRIZES.** New design straight from the States, currently unavailable in the UK.

- **50 "GOODYEAR #1 IN RACING" CAPS TO BE WON AS THE SECOND RUNNER-UP PRIZE**



- **PLUS!**
  100 COPIES OF THE "300 GOODYEAR GRAND PRIX VICTORIES" LIMITED EDITION GIANT POSTER
  1070mm × 820mm



LAYOUT ONLY

- **PLUS!**
  100 COPIES OF THE LIMITED EDITION "300 GRAND PRIX VICTORIES" BOOK containing superb editorial & photographic material covering the last 30 years of Goodyear's involvement in F1. This 96-page book highlights 15 of the 300 victories and gives the top six results from each of the races. A must for all F1 fans.

THE QUESTIONS

1. Which tyre company supplies all Formula One teams?
2. What make of engine does Williams use in 1994?
3. How many F1 GPs did Damon Hill win in 1993?
4. How many F1 GPs did Graham Hill win?
5. Name the current Indy Car champion.

HOW TO ENTER

All entries must be on post cards and with us by June 7th. The winner of the three GP tickets with the superb hospitality from Motoring News/Motor Sport will be contacted by phone by June 15th. The runners-up prizes will be divided as follows: First 25 correct answers receive the Goodyear jackets. The following 50 win the caps. The following 100 receive the "300 GP Victories" book. The final 100 will be the lucky owners of the "300 GP Victories" posters. Finally, good luck! Send your postcard with address and daytime telephone number to: Goodyear 300 Wins Competition, c/o Motor Sport Magazine, PO Box 35, Standard House, Bonhill Street, London EC2A 4DA.



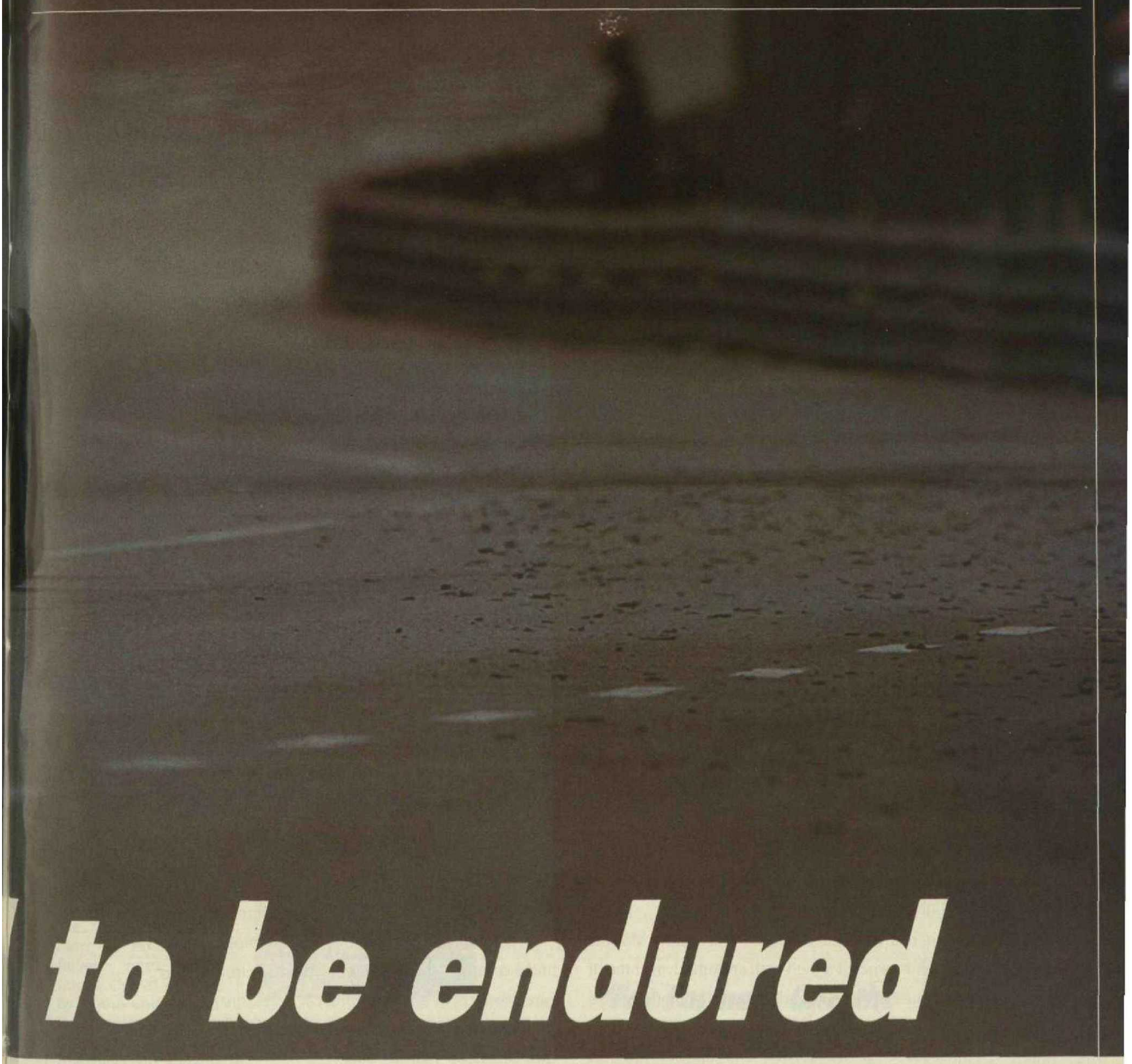
A weekend

Michael Schumacher, Benetton and Ford continued their domination in Monte-Carlo, but for everyone else the weekend couldn't finish soon enough

A statistic that may have escaped your notice: in the last seven Grands Prix, a Ford V8 engine has won every time.

A year ago you would not have put a dollar on that in the casino at the Café de Paris in Monaco. Now it barely raises a murmur (least of all from Ford itself). How quickly times change in Formula One. . .

Michael Schumacher's total domination of qualifying and each of the 78 race laps of



to be endured

the Monaco GP served to underline the perfection of the Schumacher/Benetton/Ford package at present. The German was in utterly confident mood throughout to secure the first pole position of his F1 career, and the first for his nation since Wolfgang von Trips lined his Ferrari 156 up in that position at Monza for the fateful Italian GP in 1961.

He stamped his authority right from the start on Thursday, even after switching to team-mate JJ Lehto's B194 in the morning when his own car broke its engine, and he merely watched calmly on Saturday afternoon when Mika Hakkinen wound his McLaren Peugeot up in his own inimitable style to come within eight-hundredths of a second of his pole time.

What happened next was telling. Hakkinen had used 11 of his 12 allotted laps and was therefore through for the day. The Ferraris weren't going to be fast enough, even though a hard-pushing Gerhard Berger had just dipped into the 1m 19s. Nobody else looked likely to do anything dramatic, especially as Martin Brundle in the other McLaren, second fastest in impressive style on Thursday, was having differential problems which had killed his MP4/9's balance.

Schumacher thus did not really have to



There's never been a dull Aston Martin

We're about to reveal our small, but significant, contribution to the glittering history of one of the most illustrious names in British motoring.

For nearly three decades, new Aston Martins have left Newport Pagnell with an Autoglym shine. If that comes as a surprise, then here's something else that may intrigue you.

Because of its service and special projects expertise, the Customer Service Division at Newport Pagnell attracts even not-so-new Aston Martins from all over the World. After receiving anything from a little tender loving care to a full restoration, they always leave with the added protection of Autoglym as a shining reminder of a classic tradition.

If you'd like to follow this fine example, you'll find a complete range of Autoglym's easy to use, car care products at all discerning car accessory shops.

Of course, you may not be fortunate enough to own an Aston Martin, but that's no reason why you should ever be seen driving a dull car.



BY APPOINTMENT TO
H.M. QUEEN ELIZABETH THE QUEEN MOTHER
SUPPLIER OF CAR CARE PRODUCTS
AUTOGLYM, LETCHWORTH, ENGLAND

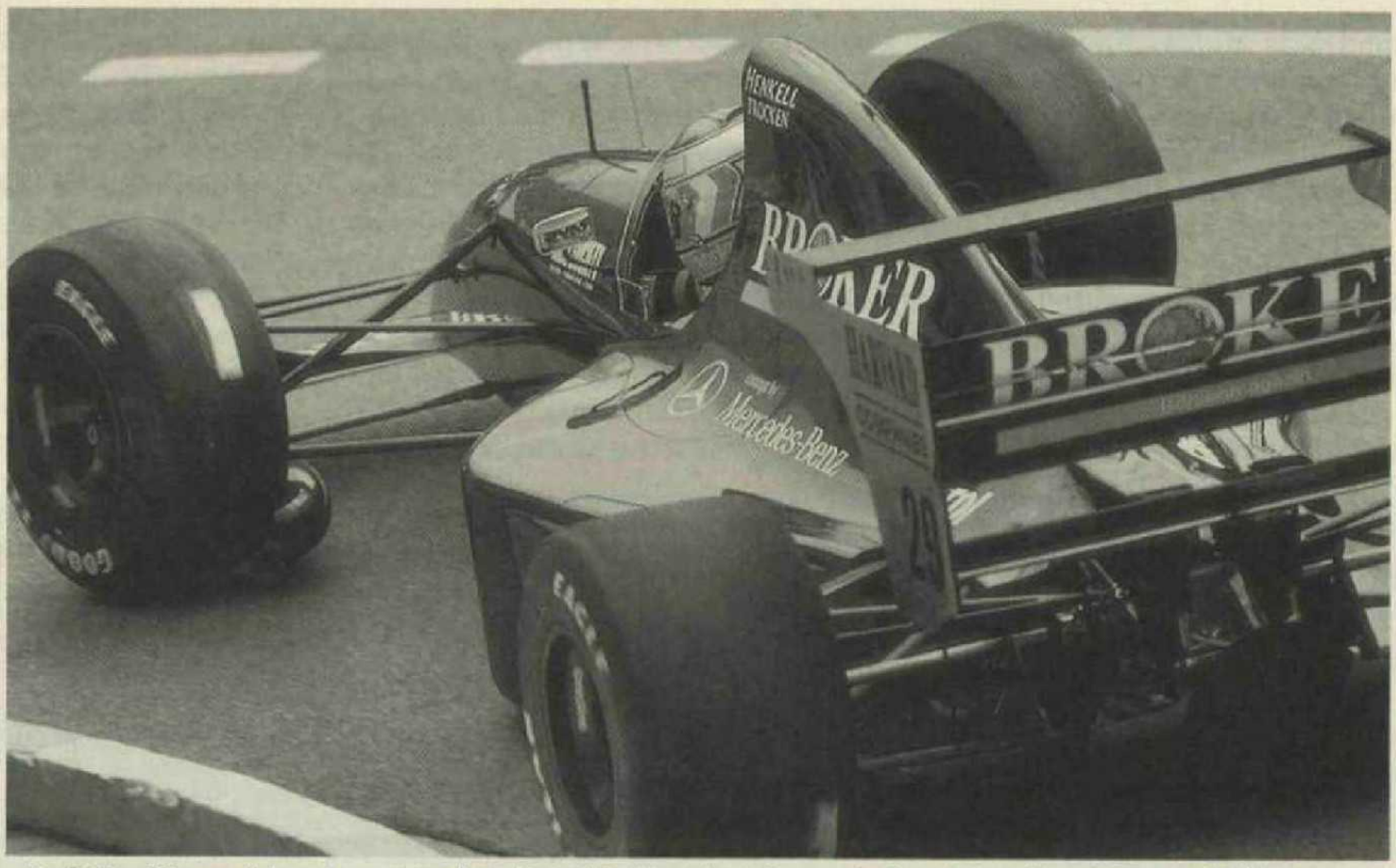
BY APPOINTMENT TO
H.R.H. THE PRINCE OF WALES
SUPPLIER OF CAR CARE PRODUCTS
AUTOGLYM, LETCHWORTH, ENGLAND

AUTO GLYM

Auto Express THE ONLY 5 STAR RATING AWARDED BY AUTO EXPRESS IN RECENT TEST.

AUTOGLYM, WORKS ROAD, LETCHWORTH, HERTS SG6 1LU. TEL: 0462 677766 FAX: 0462 677712

OVERSEAS DISTRIBUTORS: **AUSTRALIA** Bodyline International 02 938 1888 • **BELGIUM** Phillippe Dejan 056 31 12 89 • **BRUNEI** Hock Hung Hing Auto Co 02 222287 • **CANADA** Autoglym Canada Ltd 604 264 9200
CYPRUS AGP Trading Block '92 657827 • **DENMARK** Topspares A/S 45 42451455 • **FINLAND** Autokem Oy 931 3774026 • **GERMANY** H & M Autoteile 0212 653700 • **HOLLAND** Handelmij H.M.S b.v. 03494 56566
N IRELAND Hamron Agencies 0232 681516 • **S IRELAND** Jay Agencies 01 8407626 • **ITALY** Sherwood s.n.c. 0332 440601 • **MALTA** A.W Said & Co Ltd 441796 • **MAURITIUS** Allied Motors Co Ltd 242 8150
NORWAY Krefting & Co AS 47 67532890 • **FAR EAST/SINGAPORE** Sinamex Marketing Pte Ltd 2257922 • **MALAYSIA** Syarikat Kit Loong Sdn Bhd 7927322 • **THAILAND** Kas Glym International Co Ltd 253 2287
HONG KONG Dah Chong Hong Ltd 565 1410 • **INDONESIA** Pte Sugiron Citra Teknologi 021 4208499 • **SAUDI ARABIA** Swayeh Co Ltd 4027663 • **SPAIN** Autobrillante S.A. 91 6762762 • **SWEDEN** IFC Willco Kemi AB 042205820
TAIWAN Ho Jeh Enterprise Co Ltd 02 8752640 • **USA** Autoglym America Corporation 801 277-4596



Karl Wendlinger (above) sustained serious injuries when he crashed on Thursday. Sauber withdrew as a consequence, so Heinz-Harald Frentzen (below) sat out the rest of the weekend.

venture out, but he did. He'd set his quick time using only four laps, and now there was no threat. But he still beat his own time on his first flying run, and then he simply staggered everyone by wiping another six tenths off that, to take pole by nearly a second.

Ayrton Senna was naturally uppermost in many minds that weekend, and Schumacher's style was so reminiscent of the Brazilian's. The Benetton was tractable, smooth and quick, and its driver was aggressive, totally committed and at the very peak of his confidence.

It was quite a poignant moment, and so was the way that the drivers lined up on the grid before the start, to honour the fallen heroes of Imola. Out of respect to Senna and Roland Ratzenberger the front row of the grid had been left vacant, and each man had his national flag painted on the road surface. The drivers observed a minute's silence before climbing into their cars. Such was their depth of feeling that even Niki Lauda's famous Parmalat cap was removed.

As he did everything else in Monaco, Schumacher owned the start, and as he surged purposefully forward the problems hit those behind. The lights were red for but a fleeting second, and as Schumacher hit the throttle on the green Damon Hill also got a great start. Hakkinen was second on the road, sweeping to his right in Schumacher's wake as Hill came down the left. Then Hakkinen moved back to the left a little, thanks to the ridiculous hour-glass shape of the track at Ste Devote. The McLaren's left rear wheel hit the Williams' right front; the McLaren spun across the Williams' bows before departing backwards up the escape road to instant retirement. The Williams crept as far as Casino Square before Hill pulled off on the slope down to Mirabeau, his steering broken.

Each blamed the other, and neither was amused, but it was just one of those things.

Hakkinen would probably never have got close enough to challenge Schumacher, but you never know. McLaren at least still had Brundle in the pack. For Williams it was another disaster.



"For Formula One the race itself, thankfully, was safe, but nobody was forgetting Wendlinger's plight"

The team came to Monaco with only one car, desperately missing Senna both emotionally and practically. It spent all of qualifying seeking answer to the FW16's detestation of bumps, on a circuit where they are legion. It's been a long time since we saw a Williams looking quite such a clunker on a race track. Eventually Hill got things better to his liking and slapped in fourth fastest time, but this looked like a team in awful trouble.

Ferrari, by contrast, showed promise. Berger was third on the grid but second as they went up to Massenet on that first lap, while Alesi had returned to qualify a frustrated fifth and was third now, heading the impressive Christian Fittipaldi and Brundle.

Footwork had been in confused state on Thursday, but both Fittipaldi and Gianni Morbidelli came on strong on Saturday to qualify sixth and seventh. As the Brazilian pushed hard after the Ferraris, however, Morbidelli was clambering from his FA15 as it lay crumpled against the barriers just prior to Ste Devote. He and Martini, who had qualified a brilliant ninth for Minardi, had touched on the right-hand side as Hakkinen and Hill got together further ahead on the left. Maybe Piero tapped the Footwork from behind, perhaps Gianni cut in too sharply on the Minardi. Whatever, the two Latins were not best pleased with one another, although their cars looked fondly into each other's front wings all race as they lay parked nose to nose.

None of this was ever going to be of any real concern to Schumacher, and by the end of that lap he had a huge lead – 3.7s – which he proceeded to extend majestically in precisely the sort of style that Senna demonstrated so often in Monaco. Quite clearly, nobody was going to get close.

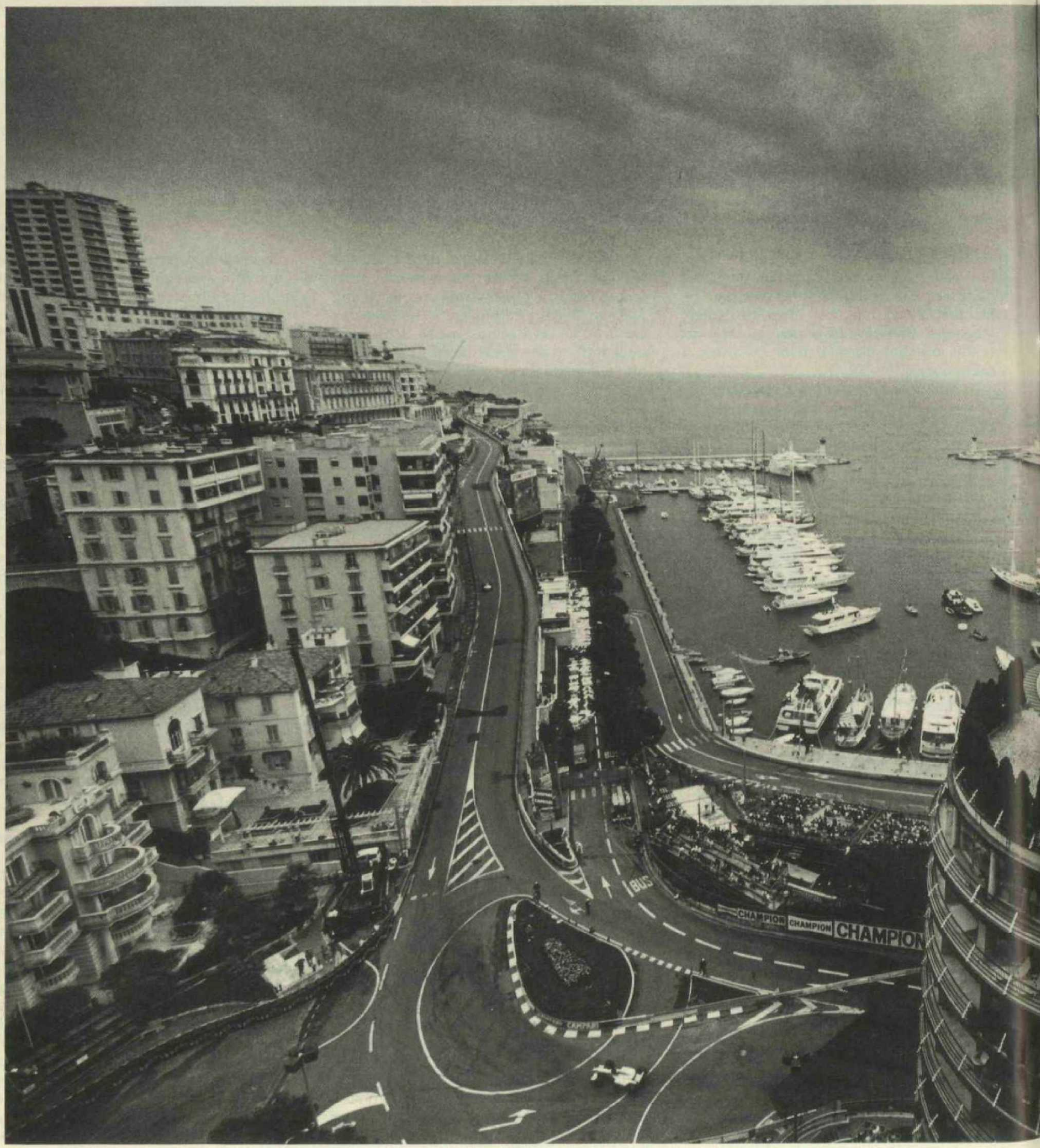
Berger had second apparently wrapped up in the early going as Alesi dropped away in third, to become the target of Fittipaldi. The Brazilian was driving beautifully and at one stage was right with Jean, before dropping back to within a couple of seconds as his engine began to overheat and his tyres started going off. In his wake Brundle had made the most of the first corner mêlée to

push up to fifth, and was running well. Blundell was looking good in sixth, while Katayama had Alboreto, Comas and de Cesaris behind him and Herbert headed a tight gaggle comprising Barrichello, Beretta, Lehto, Panis and Bernard. Brabham led Lamy, Gachot and Belmondo. Already the field was looking a trifle thin, not helped by the withdrawal of the Saubers after Karl Wendlinger's unhappy accident on Thursday at the chicane (see *Diary*).

De Cesaris demoted Comas on lap seven, but already it had become apparent that this was not going to be a scintillating event. Most of the real overtaking would be done in the pits. All of the teams had agreed on who would stop on what lap, rather than drawing a ballot as initially suggested by the FIA, and everyone had agreed to an 50mph speed limit there after the dramas of Imola. Lamy was fined for transgressing in qualifying, but nobody misbehaved in the race. Most likely, the arrangement will be permanent.

Brundle was going to be the first one in, on lap 21, and that would prove a clever bit of thinking by Ron Dennis and his team. Schumacher and Berger came in on lap 24. Alesi, however, was planning only one stop and went right through to lap 34, the same as Fittipaldi, who was still pressing the red car from a distance.

It was therefore not until half distance that this rather dull race began to take on a real pattern. By then Schumacher was still comfortably in the lead, but Berger was back to second and Brundle was up to third and



looking strong after that great stop. Alesi had recovered in fourth place, still just ahead of Fittipaldi, and Blundell was beginning to work his way back towards his sixth place after his own stop, de Cesaris and Alboreto having gone by when he was in the pits.

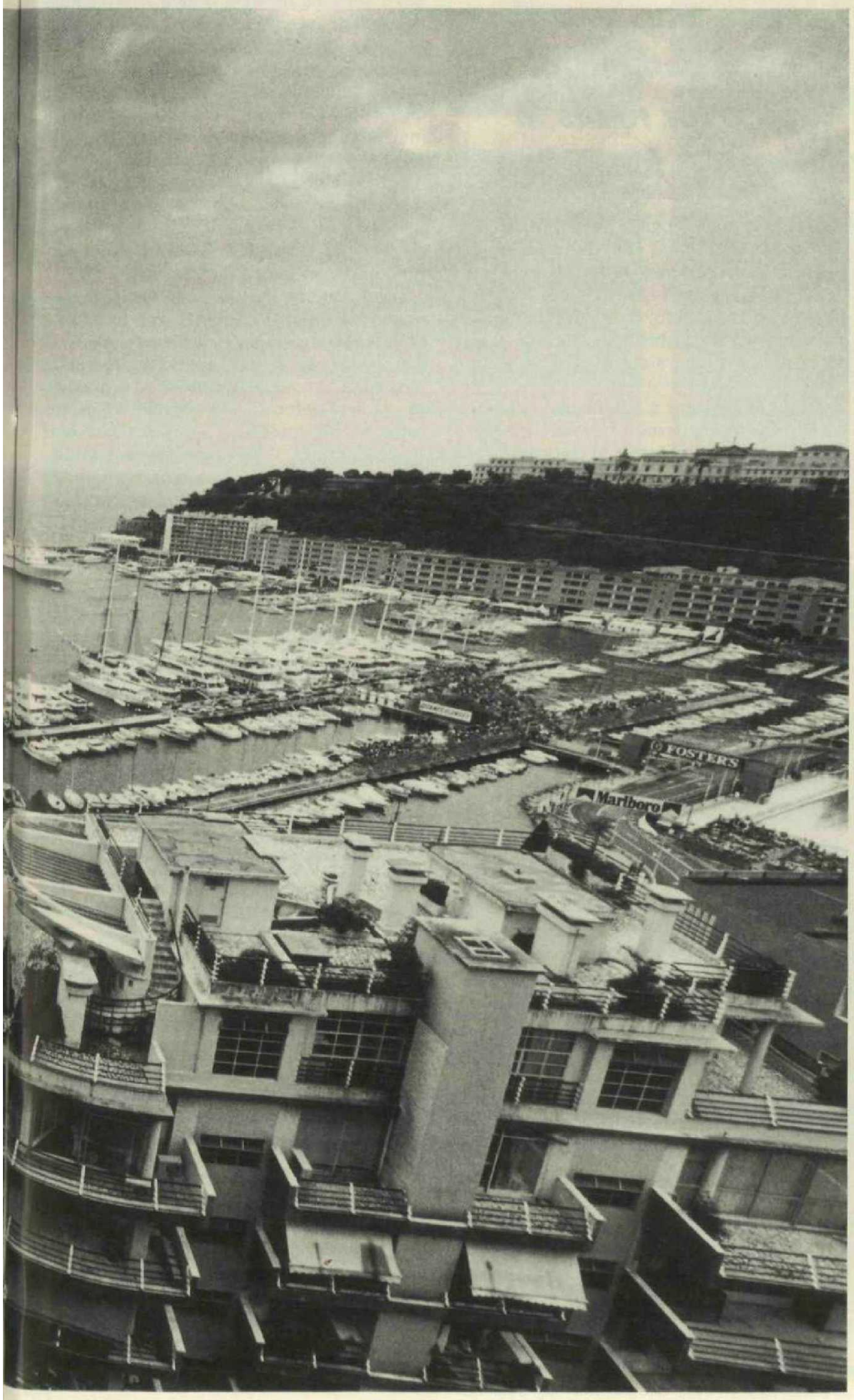
The interest really centred on whether Brundle could do anything about Berger, who was 13.2s ahead on lap 36. Bit by bit Martin was able to edge the gap down. The Briton had described Saturday as the most disappointing day of his life as he fell from the front row, but now he was driving with great confidence. The gap was down to less than nine seconds when Fate stepped in to help even more on lap 42.

Blundell had been driving well in the Tyrrell Yamaha and had duly regained sixth place when Alboreto and de Cesaris made their singleton stops. But on lap 42 engine failure brought him to an untimely halt as he went into Ste Devote, the corner that had twice claimed him in qualifying when he'd missed his braking. "We had a very good opportunity to score more points today, and the car was going really well. I don't know what happened with the engine, but the rear wheels locked up and I slid off." Disappointed was his middle name.

Katayama, meanwhile, had dropped back from seventh with a gearbox oil leak, and he had been running 13th on lap 39 whe the transmission packed up. A promising day for Tyrrell was over.

For Brundle, however, things were about to get better still. When Schumacher hit Blundell's oil swath at Ste Devote he was almost caught out, just catching a slide that took him perilously close to disaster. "That was a big moment for me and I nearly went into the barrier," he admitted. "But it was all I had to complain about."

Berger was not so fortunate. "I saw the yellow flag," he admitted, "but I didn't see the oil flag until I was already on the brakes and the car was spinning."



"When Schumacher hit Blundell's oil swath at Ste Devote he was almost caught out"

The Ferrari slithered into the escape road before rejoining, and Brundle was now right on Gerhard's tail. The Austrian kept Martin at bay until Casino Square, where the Briton pulled confidently alongside, on the *outside*, going into Mirabeau to take second place. It was a very neat move, and while it wasn't one that Gerhard would have permitted without a fight a month ago, neither was it the sort that Brundle's confidence level would have permitted him to try back in Brazil. Bit by bit he began to leave the Ferrari behind as Berger tired of its oversteer and a pneumatic valve problem caused it to start overheating.

Schumacher was another matter, but you never knew what could happen, and Brundle pushed as hard as he could in a McLaren Peugeot whose temperatures were looking much better than they did at the start of the season after a lot of further development work. It was without question one of his finest F1 drives.

He lost second to Berger when he stopped again for fuel and tyres on lap 46, but when the Ferrari made its second stop five laps later the status quo was restored. Eight laps later still the level of Brundle's confidence was further highlighted when he went calmly diving down the inside of a gentlemanly Alboreto going into the chicane, having come from a long way back.

At this stage he was beginning to make some inroads into Schumacher's lead. From 37s on lap 57 it had shrunk to 25.2s by the 66th, the McLaren lapping regularly in the

1m 22s, Schumacher around 1m 26s. But then Michael gave indication that all was under control with a 1m 22.715s on his 67th lap, and just to show what he was capable of if necessary, he produced in a 1m 21.244s three laps later.

Alesi also had problems, and was clearly struggling to catch, let alone pass, de Cesaris after Andrea had hauled himself into fourth place during the stops. Furthermore, Alesi had entered into an argument with Brabham's Simtek at Loews and then, more damagingly, at the chicane, on lap 49. The Ferrari needed a second stop after all, for a new nose.

De Cesaris had also profited from the sad retirement of Fittipaldi who was set for a high finish until his Footwork stuck in sixth gear on lap 48. That indeed was a poor reward for an extremely mature performance.

Rubens Barrichello had opted for a completely different set-up to de Cesaris on his Jordan, and as a result lacked straightline speed and was stuck in his group until his Hart engine cut out at his pit stop due to an electrical fault. Steadily, other elements of that initial Comas, Herbert, Barrichello, Beretta, Lehto, Panis dogfight began to break up. Comas had a long stop due to a faulty clutch, Herbert retired when his gearbox began changing itself down, and with Barrichello expiring Lehto came through to a gratifying seventh ahead of Beretta, who drove his best race since arriving in F1 in Brazil

"Imagine having a really bad headache and driving over the sort of potholes that pass for roads in London... for 77 laps"

For JJ Monaco was a confidence-sapping event. He was shattered when Schumacher immediately proved faster in the same car after borrowing the Finn's on Thursday morning, and he came close to non-starting due to the pains in his neck. Imagine having a really bad headache and then driving over the sort of potholes that pass for roads in London, then imagine having to do that for 77 laps, and you get the picture. Like Alesi, whose injured neck was also painful, he did well to finish at all.

This wasn't a classic Monaco GP by any account, but for Brundle it was "the best day of my F1 career," and a strong representation to Ron Dennis who earlier this year told him that if he wanted a regular McLaren seat, he had to earn it. On Sunday's showing he went a long way towards doing that, even if Ron reportedly described McLaren's finishing position as 'best of the losers'.

For Schumacher it was another step closer to what is beginning to look like an inevitable championship crown, and the most satisfying of his four wins this year.

"This has been closer than the previous three this season and it was more difficult because you have to be careful on every single lap," he beamed. "That's what makes this victory so special."

For Formula One the race itself, thankfully, was safe, but nobody was forgetting Wendlinger's plight. It was also a watershed, a public platform for Max Mosley to announce his intended proposals for radical reform, and for the teams to respond. But most of all, it was a weekend to be endured. A weekend when Formula One got on with the show without its king, and Michael Schumacher staked his claim as heir apparent. **D J T**

STARTING GRID

7 HAKKINEN
McLaren MP4/9
1m 19.488s (2)
1m 21.881s (1)

0 HILL
Williams FW16
1m 20.079s (2)
1m 22.605s (1)

9 FITTIPALDI
Footwork FA15
1m 21.053s (2)
1m 23.588s (1)

8 BRUNDLE
McLaren MP4/9
1m 21.222s (2)
1m 21.580s (1)

4 BLUNDELL
Tyrrell 022
1m 21.614s (2)
1m 23.522s (1)

24 ALBORETO
Minardi M193B
1m 21.793s (2)
1m 25.421s (1)

15 DE CESARIS
Jordan 194
1m 22.265s (2)
1m 24.519s (1)

12 HERBERT
Lotus 107C
1m 22.375s (2)
1m 24.103s (1)

19 BERETTA
Larrousse LH94
1m 23.025s (2)
1m 24.126s (1)

26 PANIS
Ligier JS39B
1m 24.131s (2)
1m 25.115s (1)

31 BRABHAM
Simtek S941
1m 24.656s (2)
1m 26.690s (1)

33 BELMONDO
Pacific PR01
1m 29.984s (1)
8m 36.897s (2)

5 SCHUMACHER
Benetton B194
1m 18.560s (2)
1m 20.230s (1)

28 BERGER
Ferrari 412 T1
1m 19.958s (2)
1m 22.038s (1)

27 ALESI
Ferrari 412 T1
1m 20.452s (2)
1m 22.521s (1)

10 MORBIDELLI
Footwork FA15
1m 21.189s (2)
1m 23.580s (1)

23 MARTINI
Minardi M193B
1m 21.288s (2)
1m 23.162s (1)

3 KATAYAMA
Tyrrell 022
1m 21.731s (2)
1m 24.488s (1)

20 COMAS
Larrousse LH94
1m 22.211s (2)
1m 23.514s (1)

14 BARRICHELLO
Jordan 194
1m 22.359s (2)
1m 24.731s (1)

6 LEHTO
Benetton B194
1m 22.679s (2)
1m 23.885s (1)

11 LAMY
Lotus 107C
1m 23.858s (2)
1m 25.859s (1)

25 BERNARD
Ligier JS39B
1m 24.377s (2)
1m 27.694s (1)

34 GACHOT
Pacific PR01
1m 26.082s (2)
1m 48.173s (1)

Sauber withdrew Heinz-Harald Frentzen after Karl Wendlinger's accident in free practice.

The front row was left vacant as a mark of respect to Ayrton Senna and Roland Ratzenberger. Schumacher and Hakkinen thus started from row two.

MONACO GRAND PRIX, Monte-Carlo, May 15
78 laps of 2.068-mile circuit (161.304 miles)

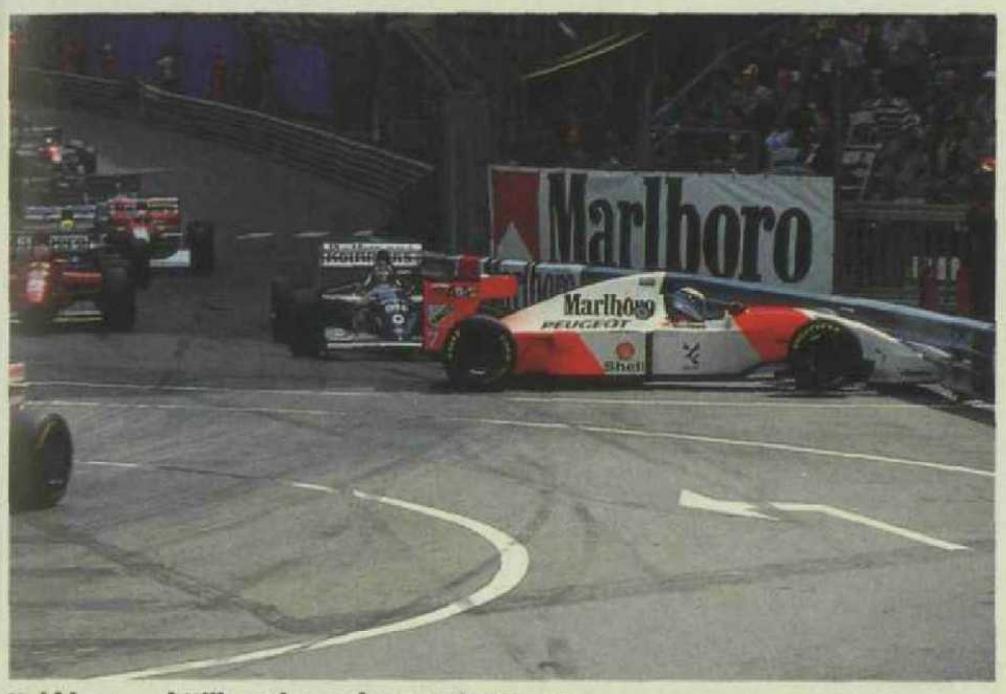
Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Michael Schumacher	D	Benetton B194-Ford Zetec-R V8	1h 49m 55.372s	1m 21.076s	35
2	Martin Brundle	GB	McLaren MP4/9-Peugeot V10	1h 50m 32.650s	1m 21.998s	29
3	Gerhard Berger	A	Ferrari 412 T1-Ferrari V12	1h 51m 12.198s	1m 22.246s	16
4	Andrea de Cesaris	I	Jordan 194-Hart V10	77 laps	1m 23.976s	70
5	Jean Alesi	F	Ferrari 412 T1-Ferrari V12	77 laps	1m 23.420s	64
6	Michele Alboreto	I	Minardi M193B-Ford HB V8	77 laps	1m 23.998s	26
7	JJ Lehto	SF	Benetton B194-Ford Zetec-R V8	77 laps	1m 23.737s	75
8	Olivier Beretta	MC	Larrousse LH94-Ford HB V8	76 laps	1m 25.169s	24
9	Olivier Panis	F	Ligier JS39B-Renault V10	76 laps	1m 25.563s	67
10	Erik Comas	F	Larrousse LH94-Ford HB V8	75 laps	1m 24.060s	46
11	Pedro Lamy	P	Lotus 107C-Mugen Honda V10	73 laps	1m 26.339s	42
12	Johnny Herbert	GB	Lotus 107C-Mugen Honda V10	56 laps – gearbox	1m 25.479s	43
13	Paul Belmondo	F	Pacific PR01-Ilmor V10	53 laps – cramp	1m 30.048s	33
14	Bertrand Gachot	B	Pacific PR01-Ilmor V10	49 laps – gearbox	1m 27.711s	21
15	Christian Fittipaldi	BR	Footwork FA15-Ford HB V8	47 laps – gearbox	1m 23.765s	14
16	David Brabham	AUS	Simtek S941-Ford HB V8	45 laps – accident	1m 25.844s	18
17	Mark Blundell	GB	Tyrrell 022-Yamaha V10	40 laps – engine	1m 23.940s	37
18	Ukyo Katayama	J	Tyrrell 022-Yamaha V10	38 laps – gearbox	1m 24.498s	9
19	Eric Bernard	F	Ligier JS39B-Renault V10	34 laps – spin	1m 25.904s	14
20	Rubens Barrichello	BR	Jordan 194-Hart V10	27 laps – electrics	1m 25.240s	18
21	Damon Hill	GB	Williams FW16-Renault V10	0 laps – accident	no time	–
22	Mika Hakkinen	SF	McLaren MP4/9-Peugeot V10	0 laps – accident	no time	–
23	Gianni Morbidelli	I	Footwork FA15-Ford HB V8	0 laps – accident	no time	–
24	Pier-Luigi Martini	I	Minardi M193B-Ford HB V8	0 laps – accident	no time	–

Winner's Average Speed: 88.044 mph Conditions: warm, sunny
Fastest Lap: Michael Schumacher, 1m 21.076s on lap 35, 91.824 mph

Championship positions – drivers: 1 Schumacher 40; 2 Berger 10; 3 Barrichello and Hill 7; 5 Alesi, Larini and Brundle 6; 8 Hakkinen, Katayama and Wendlinger 4; 11 de Cesaris and Fittipaldi 3; 13 Frentzen 2; 14 Comas and Alboreto 1.

Constructors: 1 Benetton Ford 40; 2 Ferrari 22; 3 Jordan Hart and McLaren Peugeot 10; 5 Williams Renault 7; 6 Sauber Mercedes-Benz 6; 7 Tyrrell Yamaha 4; 8 Footwork Ford 3; 9 Larrousse Ford and Minardi Ford 1.

© FIA



Hakkinen and Hill get into a knot at Ste Devote. . .



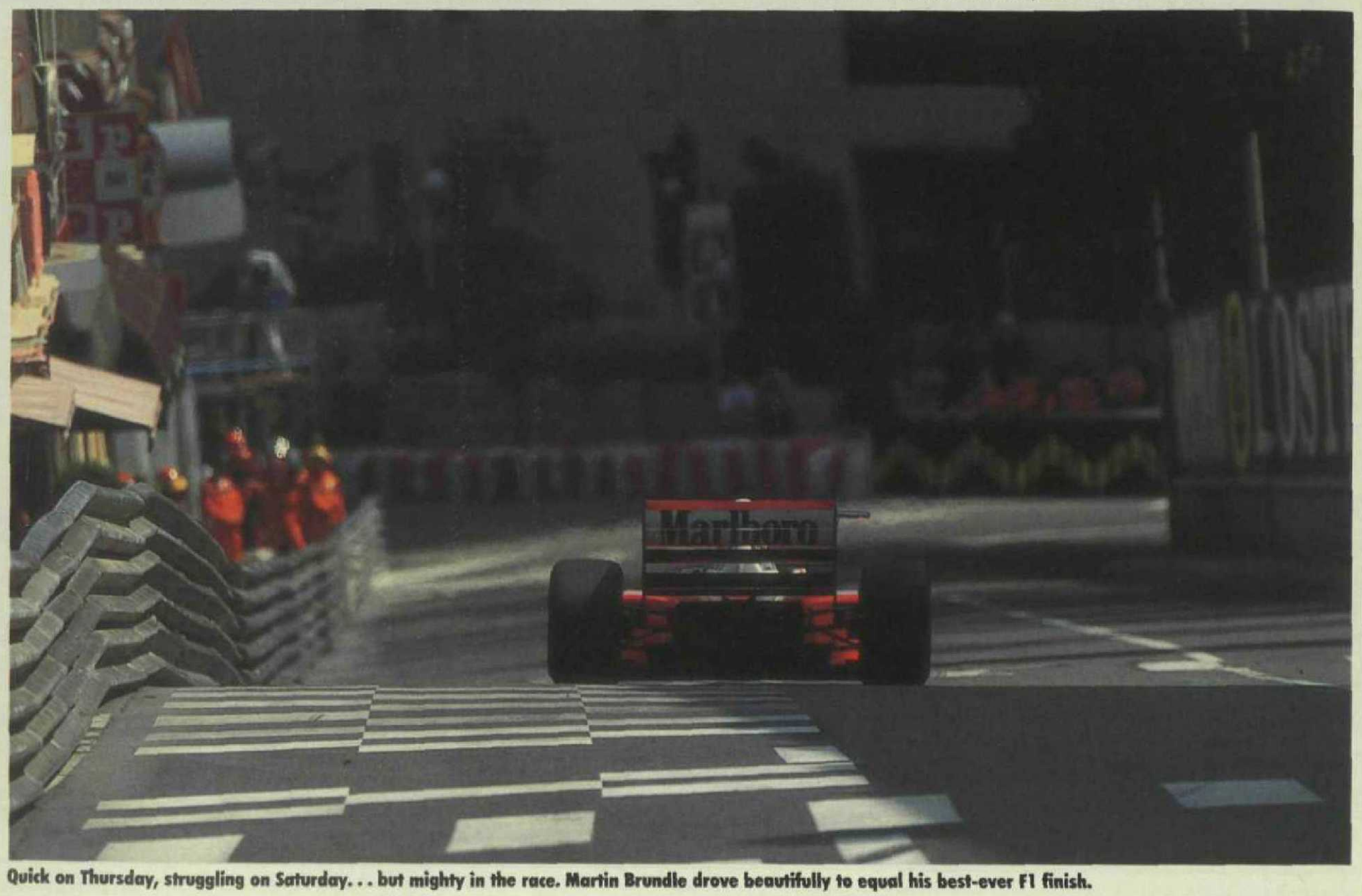
. . .though Damon did try to continue, albeit in vain.



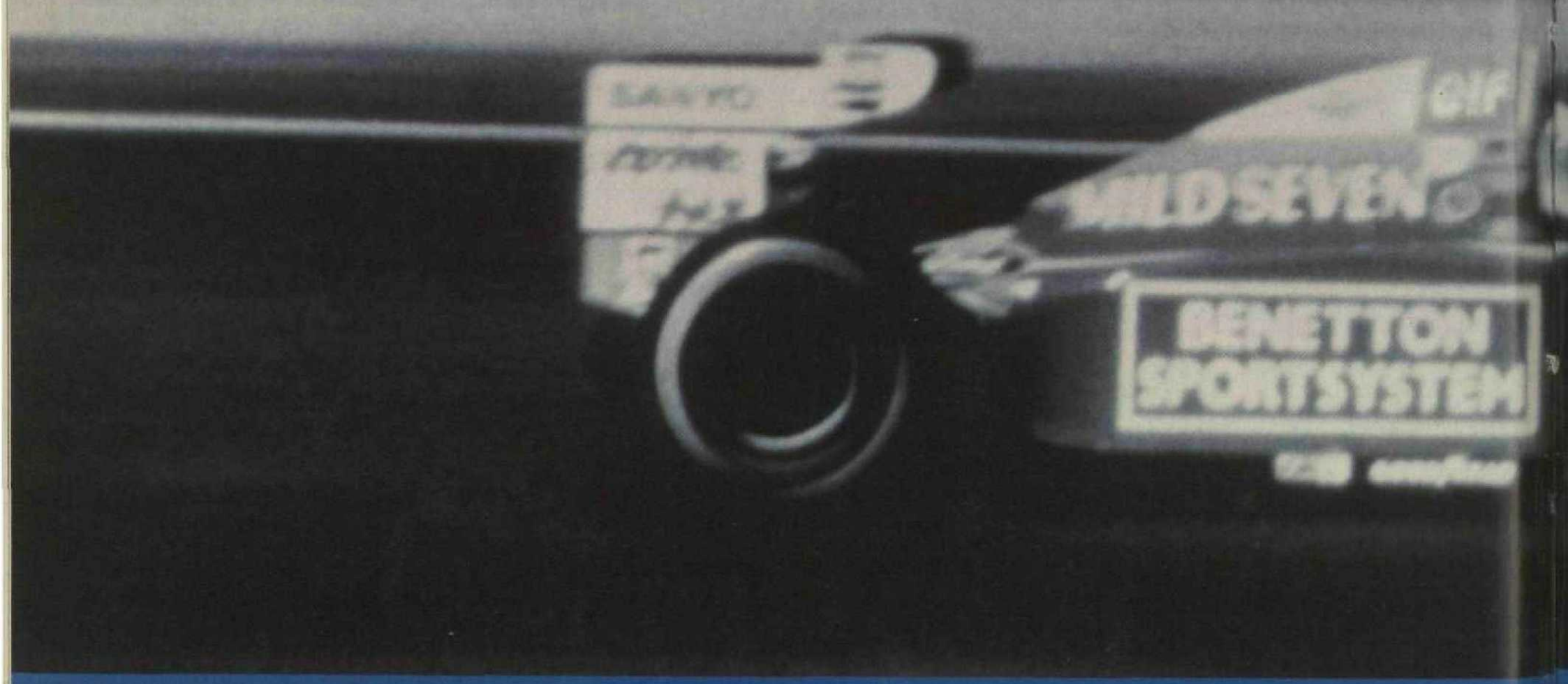
Andrea de Cesaris, shadowed by Herbert, finished fourth for Jordan.



Michele Alboreto collected Minardi's first point of the season.



Quick on Thursday, struggling on Saturday. . . but mighty in the race. Martin Brundle drove beautifully to equal his best-ever F1 finish.

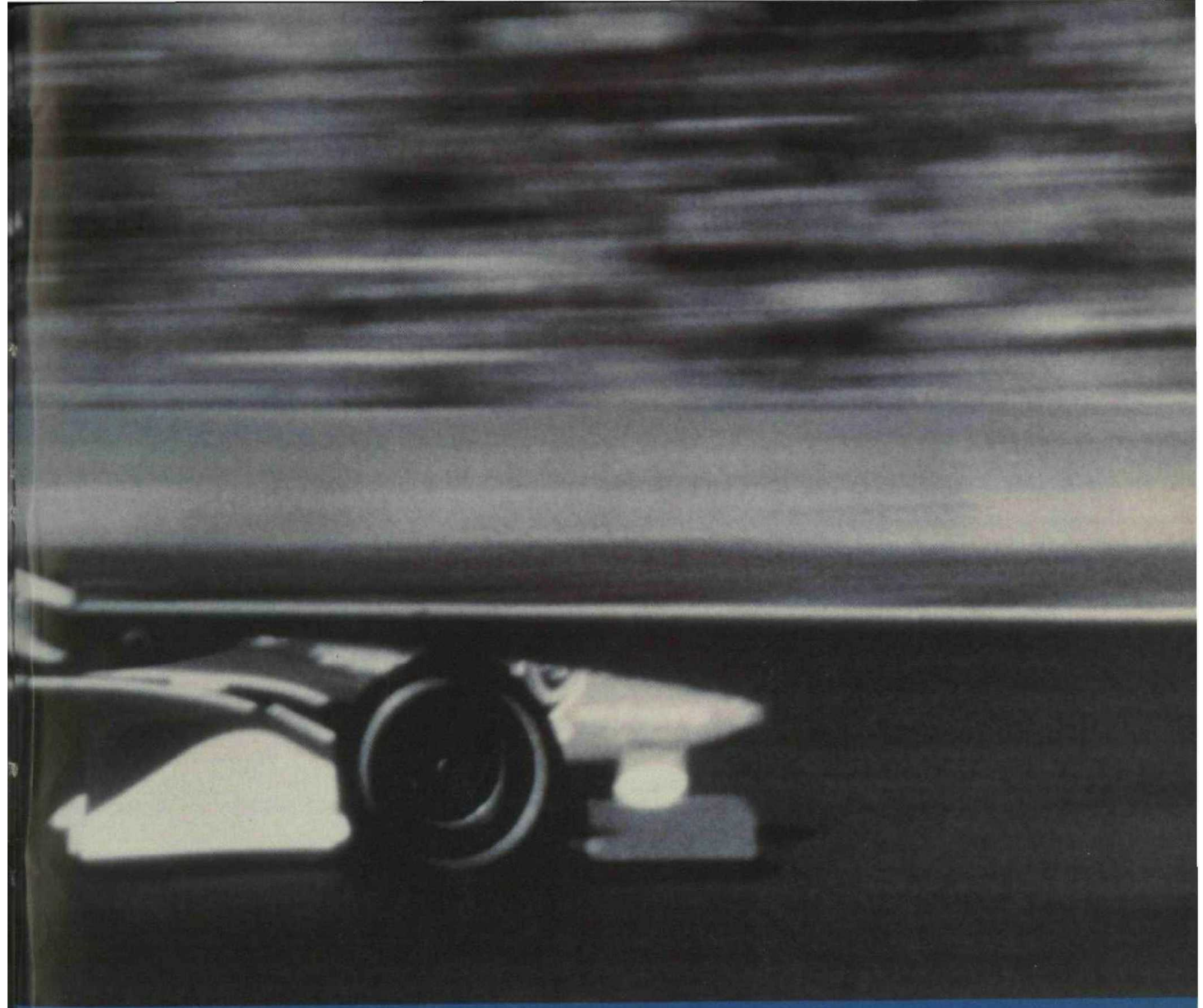


Why do we look so dashing in Benetton? It's down to the bright sparks

WE LOO

a complete range of fuels for the open road. So next time, fill up

N BEN



who developed Elf Racing Fuels. Now they've come up with Ultimate,

K GOOD

at an Elf Service Station. It could be the fillip your car needs.

ET TO N

FAMOUS FOR FUELS elf



.All images,

I first went to Monaco in 1982. I'd been to a host of non-championship British F1 races since the late Sixties, but this was to be my first Grand Prix. I couldn't wait to see Gilles Villeneuve in action through the streets of the Principality. He'd won the year before in the awful 126C1 Ferrari, and now he had a halfway decent chassis in the C2.

And then came Zolder.

I still went to Monaco, but it was not what I had expected it would be. How could it be? The anticipation had evaporated. Instead, I watched the morose faces of my friends, who had known and loved Gilles, and I felt for them. I watched everyone that weekend, how drained and down they all were as they struggled to get on with life, desperately wishing a wretched weekend to be over.

It was déja vu in Monaco this year. The utter desolation of an F1 fraternity once again shattered yet united by grief. Once more, as when Jim Clark died, motor racing is a sport without a king.

You do a lot of walking in Monaco. And on every street another image would spring to mind.

Was Senna's eagerness to shake hands properly with Prost on the morning of the race a sign that he was reaching out for the comfort of friendship at a time when his emotions were in turmoil? Ever since he left McLaren everything had seemed to go wrong. The speed of the Schumacher, Benetton and Ford Zetec-R package had rewritten the status quo in Brazil where Ayrton had spun in ragged edge pursuit. And then TI Circuit Aida had underlined that the ground so suddenly lost to Benetton would not easily be won back. There came that first corner biff from Hakkinen and then at Imola, where Renault power should have told, there was Schumacher and that damned Benetton, again within striking distance.

"I believe that the challenge is to learn and to improve yourself," said Senna in February, upon joining Williams. "Having won three championships it becomes more and more difficult to motivate yourself. Therefore this change in my career is like moving home – getting to know your neighbours, making new friends. It is a great change and a good way to motivate myself further at the level that Formula One requires from you.

" 'The way to look at it is to say that those who hold their life so cheaply are the ones to sacrifice.' Very touching"

"Normally I think a natural tendency for a driver, as long as he is able to do his job with the team and continue learning, is to feel that you are driving as well as ever, if not better, in order to keep your motivation up. And I think that is the case for me almost every year of my career since 1984 – always just a little bit better, not necessarily faster, but more consistent, more accurate, less susceptible to mistakes."

At times we were moved to question his absolute motivation in 1993, and there was just a smidgeon of doubt about what had gone into the preceding few races when Mika Hakkinen bounced into the spotlight at Estoril and really got him going again. He walked the last two races. His last two victories. His last helpings of championship points.

He was optimistic about 1994, felt his fires had been well and truly relit. "1994 should follow that pattern too, except maybe a little bit more motivation with the change so big, and the feeling that I can learn a lot more now because it's going back to a passive car. It's a different way of setting up and driving in a way so you have to learn a bit more than during 1993. So right now I am more motivated."

He spoke too, on pushing himself right to the limit. "I hope I don't have to. Nobody wants to expose themselves to unnecessary risks, but if necessary I will do it." And he gave a now chilling answer to a question about refuelling increasing risk. "Certainly the risks are high. How much greater they will be remains to be seen..."

Well, we have been reminded of how great the risk can be, and the national media has had a field day. Since Imola much has been written about the point of sport, at a time when not only were Ayrton and Roland killed violently, but when boxer Bradley Stone perished, along with flat jockey Steve Wood, and when jump jockey

.images

Declan Murphy (now mercifully recovering) suffered serious head injuries. Then came Karl Wendlinger's accident in Monaco qualifying.

We've heard all the talk of banning motorsport – or boxing or horse racing – but to do that is simply and unforgivably to deny everything in which our fallen heroes believed. And in its own way to betray the strengths and qualities which so attracted us to them in the first place.

There's been a lot of provocative twaddle, too. In the *Evening Standard* Nigella Lawson suggested: 'Everyone is, as hardened smokers often remind us, entitled to go to hell in their own way. Who are we to complain if people like Ayrton Senna and Roland Ratzenberger are happy to sacrifice themselves? Of course we feel like complaining; life is precious, too precious to be wasted in the name of sport. But perhaps the way to look at it is to say that those who hold their life so cheaply are the very ones to sacrifice.' Very touching.

Bruce McLaren once said: "Doing anything well is so worthwhile that dying trying to do it better cannot be foolhardy." We prefer that more enlightened view, and echo the view of the *Standard's* Michael Herd who suggested that courage can be the key to life.

Ms Lawson's unusual dogma is matched only by the mind-numbing ramblings of Jeremy Clarkson in *The Sunday Times'* Style & Travel supplement. Since Clarkson on this occasion exhibits precious little style, it is to be hoped he will instead be prevailed upon to travel, preferably a very long way. Some carefully manufactured 'stars' believe that endless posturing endows their leaden prose with the charisma of Hemingway, and some prefer to slag off a subject from the comfortable distance of an armchair. Such ill-informed, half-cock pseudo-philosophising is an insult to the memories of people many admired, and symptomatic, I'm afraid, of what passes for humour in some circles today. The only amusing thing I can immediately recall about Mr Clarkson of late is his own effort behind the wheel in a 'Celebrity' support race at the British Grand Prix in 1992.

How much more refreshing to see *Autocar & Motor's* Steve Cropley summarising thus cries to change everything in the sport that Ayrton and Roland loved: 'Neither man would have wanted his demise to damage its fabric.'

Is sport a danger to life? Life itself is the most hazardous pursuit any of us undertakes, with but one ultimate conclusion. The right to risk it, and perhaps to seal the manner in which one leaves it, is surely the greatest of the freedoms God has granted us.

"Doing anything well is so worthwhile that dying trying to do it better cannot be foolhardy"

Bruce McLaren



Sport is always the choice of the participant. Nobody held a shotgun to either Senna or Ratzenberger's heads. They took part because they had a deep love for what they were doing, and because the doing of it heightened their lives. They knew the risk, calculated it, and accepted it with the blitheness of all of who share the belief that it will never happen to us.

Those of us who admire (though not necessarily like) these men who operate on a very high wire for which there can never be an ultimate safety met, draw great inspiration from their deeds, and sometimes we find in them guides to the way we run our own lives. Those who are prepared to push beyond the limits of normal beings provide a fascinating insight to the human spirit, for those enlightened enough to see it.

There will always be cries to slow the cars in the aftermath of an accident, but as ever we must do so with care and consideration if we do so at all. To simply slow them down is again to deny everything that drivers of the calibre of Ayrton Senna held dear. He once summarised his life with utter succinctness when he said: "My desire is to go faster and faster all the time."

His tragedy is that he was mellowing as an individual. Adriane Galisteu had exerted her mesmeric influence upon him, helped to show him that there was indeed life beyond the cockpit and the steering wheel. Perhaps with that handshake at Imola he was indicating a willingness to embrace more of the non-racing side of life. Unknown to most, he had pumped an awful lot of money into setting up a charity for under-privileged children in Brazil.

Fatalities, rightly, are far less acceptable than they used to be in the sport's harder days. What we have to accept is that those who take up that challenge must be given as much chance of doing so without having to pay the ultimate price for risk. By what other means can we define progress?

It is a very fine line that we draw between emasculation of what gives a sport its edge and the presentation of unnecessary risk.

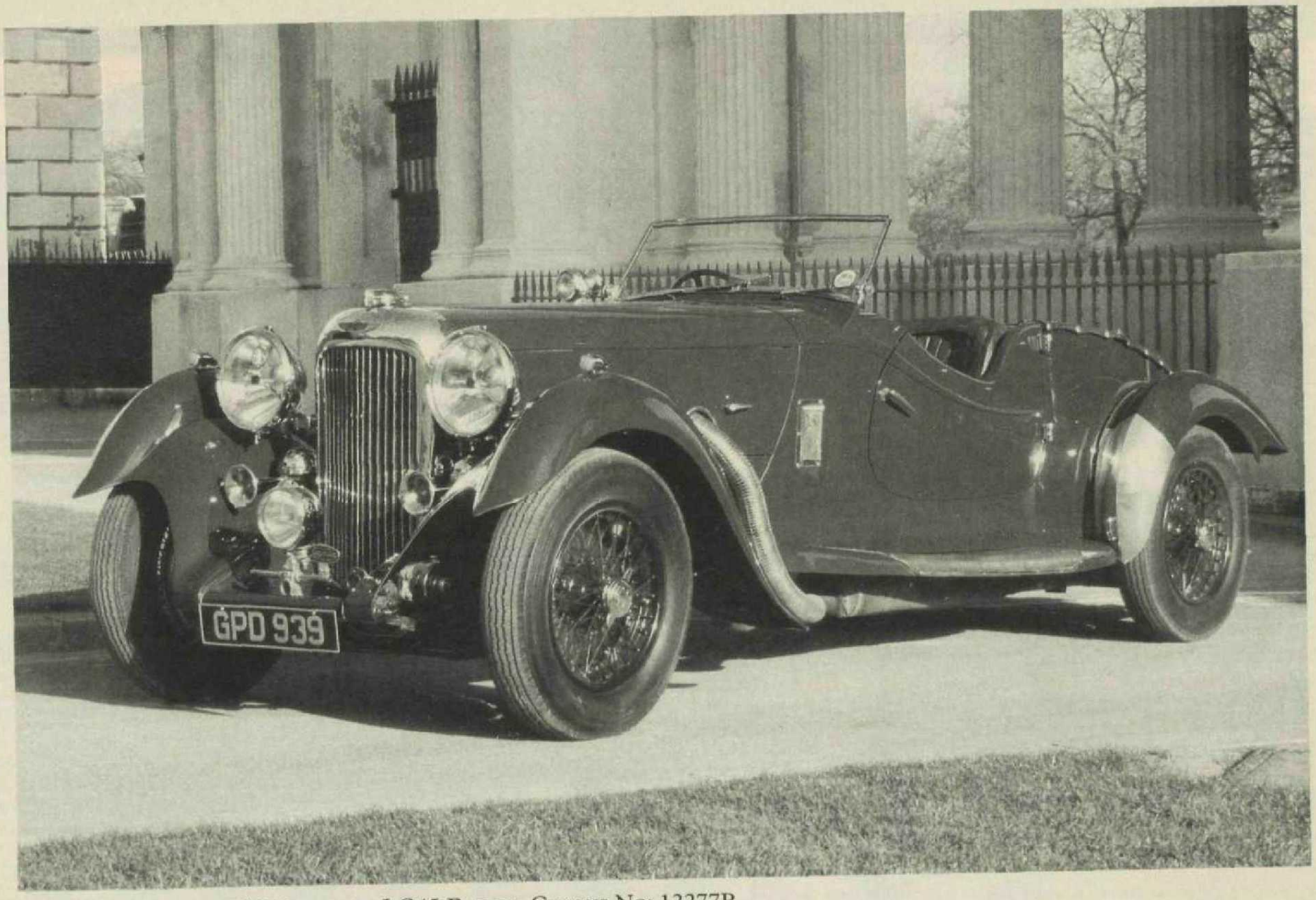
Images, images. In 1991 Ayrton Senna gave a now poignant counterpoint to his critics, when he described the situation in which he believed he existed. "If you are ahead most of the time, if you are on pole position more than anybody by far, if you lead races more than anybody by far, you are always focussed. You are always the focus of attention – by the tv cameras and by consequence the world, and by the stewards, the teams, the spectators and so on – and any single mistake that you make and anything wrong that goes with your car or anything wrong that goes where you are, is well noted. We have to do what we believe is right – not what other people would like or expect you to do, because they are competition. They are not on your side. Therefore you have to aim for what your mind tells you, what your heart tells you, and whether you get it right most of the time but sometimes wrong, you have to be prepared to pay the price. And people must be prepared to see that and accept it because motor racing is dangerous by definition.

"Motor racing is exciting, motor racing is a sport that brings people to the limit – man and machine – and it must be seen as that. And people that are on the limit and equipment that works on the limit are bound to go wrong from time to time and that must be taken into consideration to be part of the deal."

That is as apposite an epitaph as one can think of for a man of such majestic and occasionally ruthless power behind the wheel.

Perhaps now, too late, those words will provide further insight into the intensely complex character of a man, for all his faults, whose ability we admired and respected immensely.

As somebody said, the man has gone, but the myth has just been born. **DJT**



1938 Lagonda LG45 Rapide, Chassis No: 12277R

London 15th June

Following The Unrivalled Success Of Coys' Spring Auctions, The Season Continues With An Important International Sale Of Historic Collectors Cars At The Royal Horticultural Halls, Westminster, London SW1, On 15th June.

Already Included In This Auction Is The 1938 Lagonda LG45 Rapide Pictured Above, The Finest And Last Of The 25 Original Examples Produced. Specially Commissioned For High Speed Continental Touring, This Famous Car Boasts A Host Of Unique Original Features And Has Been With Its Present Owner, The Past Chairman Of The Lagonda Club, For Over 33 Years. To This Day It Has Covered A Mere 45,000 Miles From New.

Entries Are Now Invited For This Major Sale. For Further Information And Professional Advice Please Contact Coys' Auction Department.

COYS

OF

KENSINGTON

—

FOUNDED *1919*

Coys Of Kensington,
2-4 Queens Gate Mews, London SW7 5QJ.
Tele. 071-584 7444 Fax. 071-584 2733.

The Man in the Yellow Helmet

Ayrton Senna was the most committed man I ever met. The sheer depth of his approach to his profession was something few ordinary people could truly understand. We speak of breathing, eating and sleeping a subject; well, Ayrton did just that. Nothing else mattered so much to him in the world. He even subjugated his first marriage, and for a long time thereafter avoided serious relationships, just to pursue the on-track excellence that he so often displayed and which was so vital to him. His need for it was like a religion. And the commitment he brought to achieving it was fearsome and, at times, frightening.

Writing these words, I keep recalling times when his passion would bring tears welling into those deep brown eyes, which could sparkle with warmth at you, or rake you so coldly and disdainfully that you felt touched by an Arctic wind.

In Adelaide in 1989, when he pleaded for the media's help to battle the FISA ogre Balestre, the tears were there. "You leave a lot of things behind you when you follow a passion," he said. "Anyone who prevents an athlete from going to the highest place strikes a major blow to his mind and motivation. In that situation everything goes against you in your heart."

It was an uncomfortable feeling to watch a man so plainly exposing his feelings, and not even his detractors drew any satisfaction from seeing him so vulnerable.

At Jerez in 1990 he was literally spellbinding as he spoke of why he visited Martin Donnelly as he lay crumpled on the race track, and how he then went out and lapped faster than ever.

Later that year in Adelaide I asked him why he had done that. Had he deliberately ventured to the edge of the pit and looked over to learn something, to prove something to himself? I have always believed that he literally went out determined to rape Jerez, to take it by force and to humiliate it, almost as if to teach it that no mere circuit could suppress a man's desire to conquer it, nor try to take his life in his attempt.

There was a long, long pause, and again his eyes grew damp. Finally, his voice was just a croaky whisper that you had to strain to hear. "For myself," he said. "I did it because anything like that can happen to any of us. I didn't see anything and I didn't know how bad it was. I knew it was something bad, but people just go crazy and say all kinds of stupid things. I wanted to go to see for myself.

"Afterwards I didn't know how fast I could go. Or how slow."

There was another long pause, and I asked him if he felt he had to be brave to do that. His mind was totally focussed on the grim events of that afternoon, and by now his eyes were swimming.

"As a racing driver there are some things you have to go through, to cope with. Sometimes they are not human, yet you go through it and do them just because of the feelings that you get by driving, that you don't get in another profession. Some of the things are not pleasant, but in order to have some of the nice things, you have to face them."

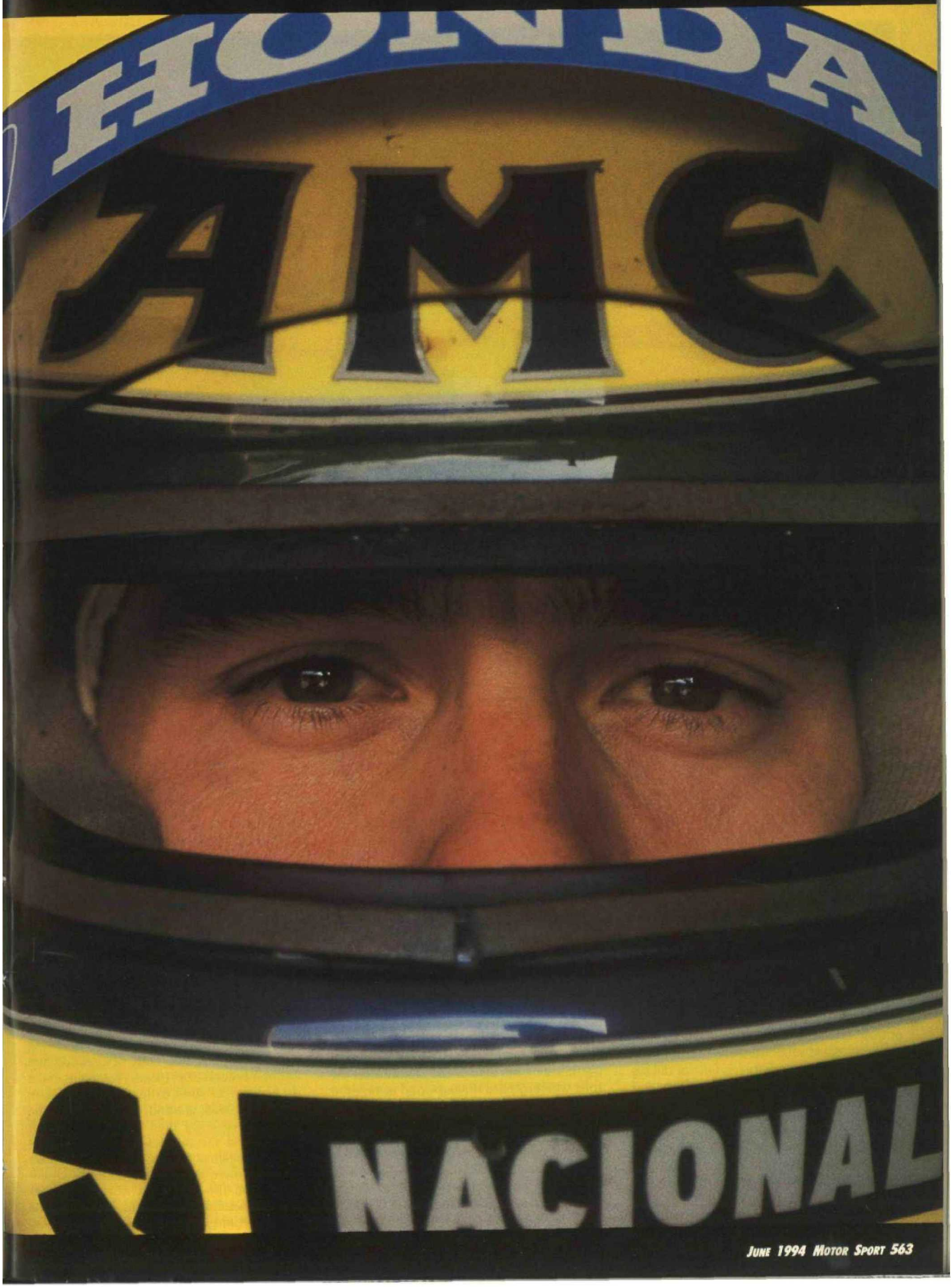
Whatever personal test he put himself through that day in Spain, he came through it with honour.

The unenlightened may say a driver should never perform in such a condition, but what Senna did that day was abnormally brave. It was Neville Duke breaking the Sound Barrier at Farnborough in 1952, to keep the crowd from panicking immediately after his friend John Derry had plunged to his death when the experimental De Havilland DH110 had broken up. It was Jimmy Carruthers standing on the gas in his Eagle for 10 miles at 195mph at Indianapolis in 1973 the day his friend Art Pollard perished.

It was pure, cold anger and courage combined to produce an almost supernatural performance. I never admired Ayrton more than I did that day.

The trouble was, there were two Ayrton Sennas. The one, and sadly I never did more than scratch its surface or peek within its shadows, was an intense, funny, loyal and warm character. But the other could be a monster, the bully of the track. The intimidator.

I met him in 1982 when he came into Formula Three and walked away with the non-championship race at Thruxton on his first run for Dickie Bennetts. But when his championship campaign got under way the


HONDA
NACIONAL

following year I illustrated my report with a photo of him spinning. Both caption and text explained that this was the sole mistake he made all weekend, the rest was appositely complimentary. Ayrton didn't like that. A little note went in his mental card index. As race followed race, there was nothing one could write but how brilliant he was; it was clear from the outset that he was destined for greatness, and after we'd done the usual cautious bit about waiting for everyone else to reveal their natural pace after the first few races, it was clear that only Martin Brundle had the ghost of a chance of staying with him. The trouble was that Ayrton often felt that the British press was against him even then, not because he was paranoid, but because he was a shy, unworldly kid who was learning about life in a tough environment. As it happened, he was wrong, but he was the sort of person who could not really take criticism. Either you were with him all the way, or you weren't. For or against. If you were critical, he became suspicious of your motives. The trust began to break down.

"He was one of those rare individuals: a man so clearly marked for greatness that a World Championship was inevitable"

In the middle of 1983 I interviewed him at Silverstone for our British GP meeting build-up. We stood by his modest silver AlfaSud and he struck me then as a vulnerable character who would cloak that inner sensitivity with a hard outer shell. When things got tough on the personal front he would retreat into that shell, and over the years and as he became ever more successful, it became more and more impervious.

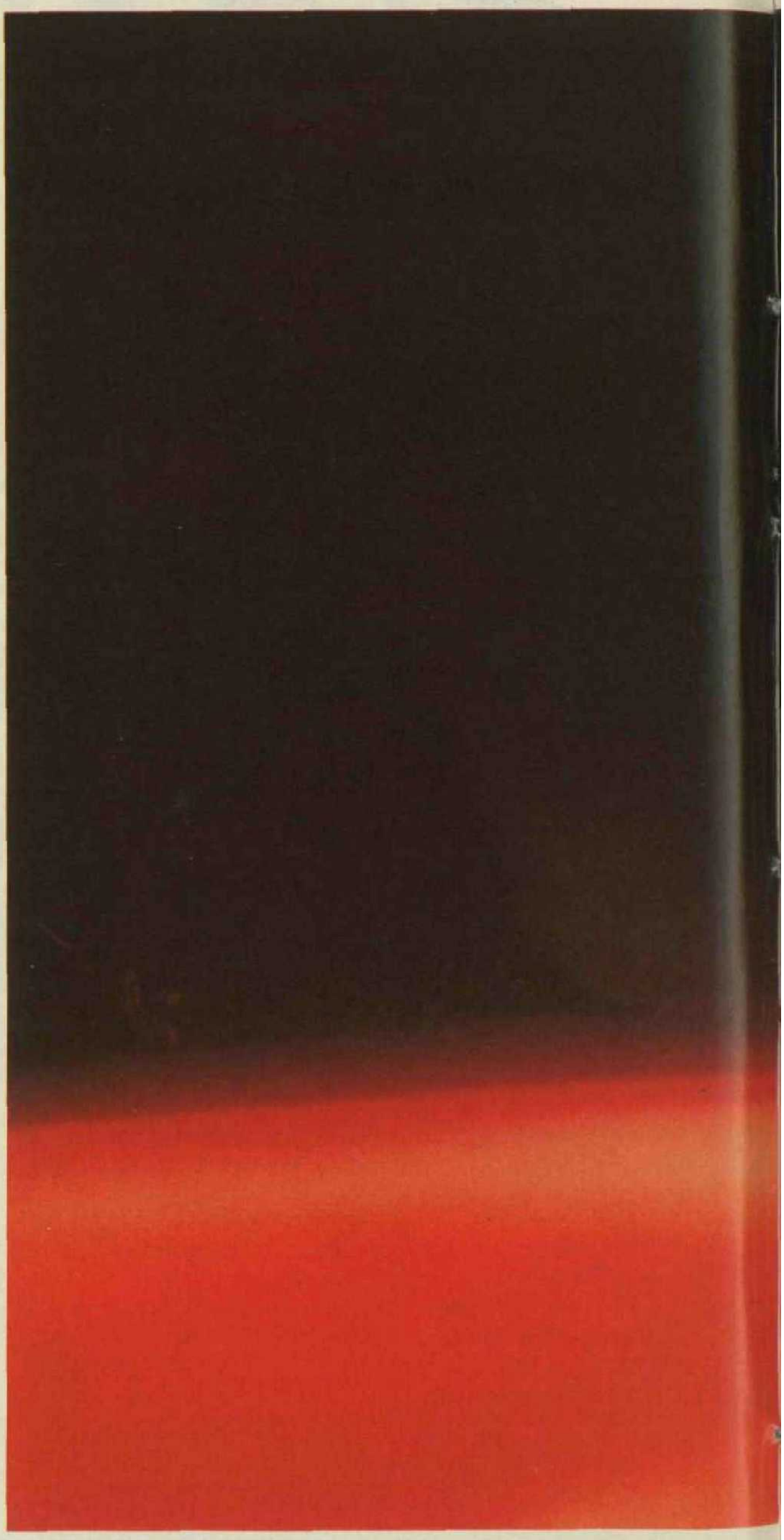
Though we had our spats, I liked this first Senna immensely. It was impossible not to. Time spent in his company was never wasted, was always interesting. He had that way of considering every word, not because he was unfamiliar with the English language (God knows, he was so fluent he could use all sorts of complicated expressions), but because he wanted to get his thoughts across precisely. You began to understand what he must be like at debriefs. By legend, his went on for hours at McLaren.

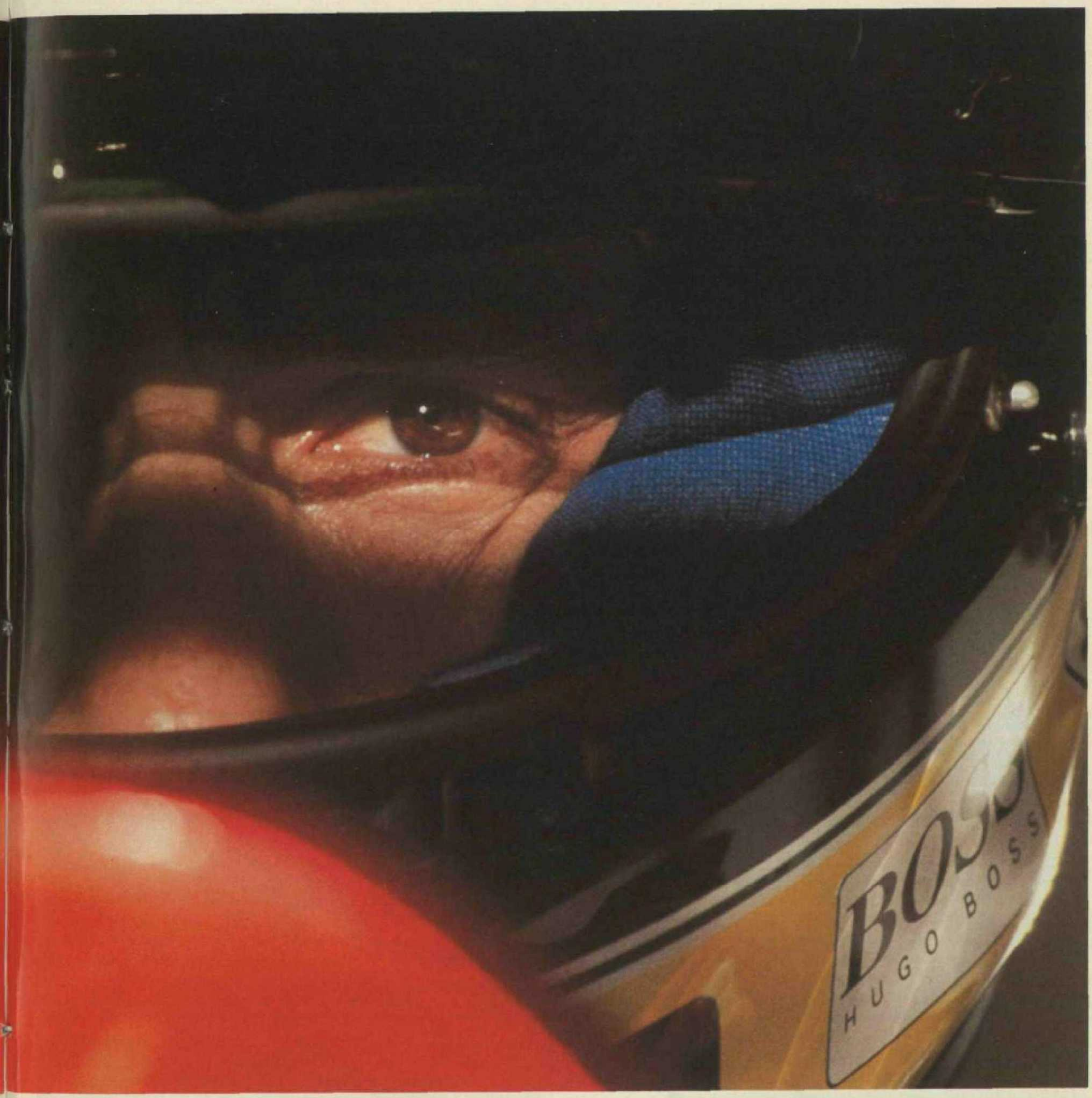
The second Senna I didn't like, the arrogant character who could completely blank from his emotions people that he didn't like or trust. But if I'm honest his was the forceful style one would subconsciously adopt whenever racing karts or whatever. I'm not talking about speed, but about aggression and stealing a rival's track space. Mentally you would want to be Prost, all smoothness and grace; actually you were a very pale (virtually transparent) Senna, of course lacking his skill, but intimidatory, fire breathing... Hypocritical maybe, but true. That's the way it was.

But I was always saddened that a man who was so clearly possessed of an awesome talent should resort to such tactics. Tuggers might, yes, as a means of trying to hide their basic inadequacies, but he really didn't need to, and that was the awful thing. He will be remembered as a wonderful driver, a man whose sheer artistry at the wheel could be a joy to watch, but also as the one who set the tone whereby hard driving – and at times, it has to be said, dirty driving – has become an acceptable part of motor racing.

At Estoril in 1988 he had demonstrated the dark side of his character by deliberately swerving at Prost as they raced wheel to wheel down the pit straight at 190mph. Afterwards Prost told him: "If you want the World Championship badly enough to die for it, you are welcome."

Time and again Senna's blend of impetuosity and self-righteousness led him into trouble. He railed against exclusion from victory the 1989 Japanese Grand Prix after that famous collision with Prost, accusing the sport's governing body of cheating him out of a second title. He was forced to make an apology of sorts to Jean-Marie Balestre before he was granted a licence for the following year. By then Prost had left for Ferrari, and the two fought for the championship again at Suzuka. There, in the move that prompted many to question his equilibrium and the depths to which his sheer competitive intensity would drive him, he smashed into the back of Prost's Ferrari





when the Frenchman beat him to the first corner. With both retiring on the spot, he clinched his second championship at Prost's expense.

Two weeks later when I showed him a series of photographs of the incident, and asked him why he had apparently driven Prost off the road, he refused pointblank to accept the damning evidence in front of us, denying even the physical positions of the cars despite what the photographer had recorded.

A year later, in an extraordinary, expletive-peppered outburst following victory in the Japanese Grand Prix which had clinched his third World Championship, he finally admitted what we all knew: that he *had* deliberately driven Prost off the track, that it had been tit for tat for what he had seen as Prost's role in his 1989 downfall.

Born of wealthy parents in Sao Paulo in 1960, Ayrton Senna da Silva began racing karts when he was four, with the encouragement of his father Milton. Such was his progress through the motorsport ranks that he was one of those rare individuals: a man so clearly marked for greatness that a World Championship was inevitable.

When he arrived in Britain in 1981 he raced with the colourful Denis Rushen. "He was so quiet," Rushen recalled, "that he was always the guy you found standing shyly in the kitchen at parties."

He remained thus for many years, although it was only a short time before his English improved to the point where he no longer could be duped into greeting fresh acquaintances with earthy Anglo-Saxon that the team had coached him in. . .

Such was that extraordinary level of commitment that he brought to his motor racing, that clashes with fellow rivals and the media were inevitable. He had a towering self-belief that sometimes bordered on zealotry. The first manifestation of that came at Cadwell Park in 1983. He'd won nine consecutive F3 races, but crashed heavily in practice for this 10th round. But even while his car was out of control, he kept his foot hard on the power. He would




Segafredo
Segafredo
19


Marlboro
Segafredo



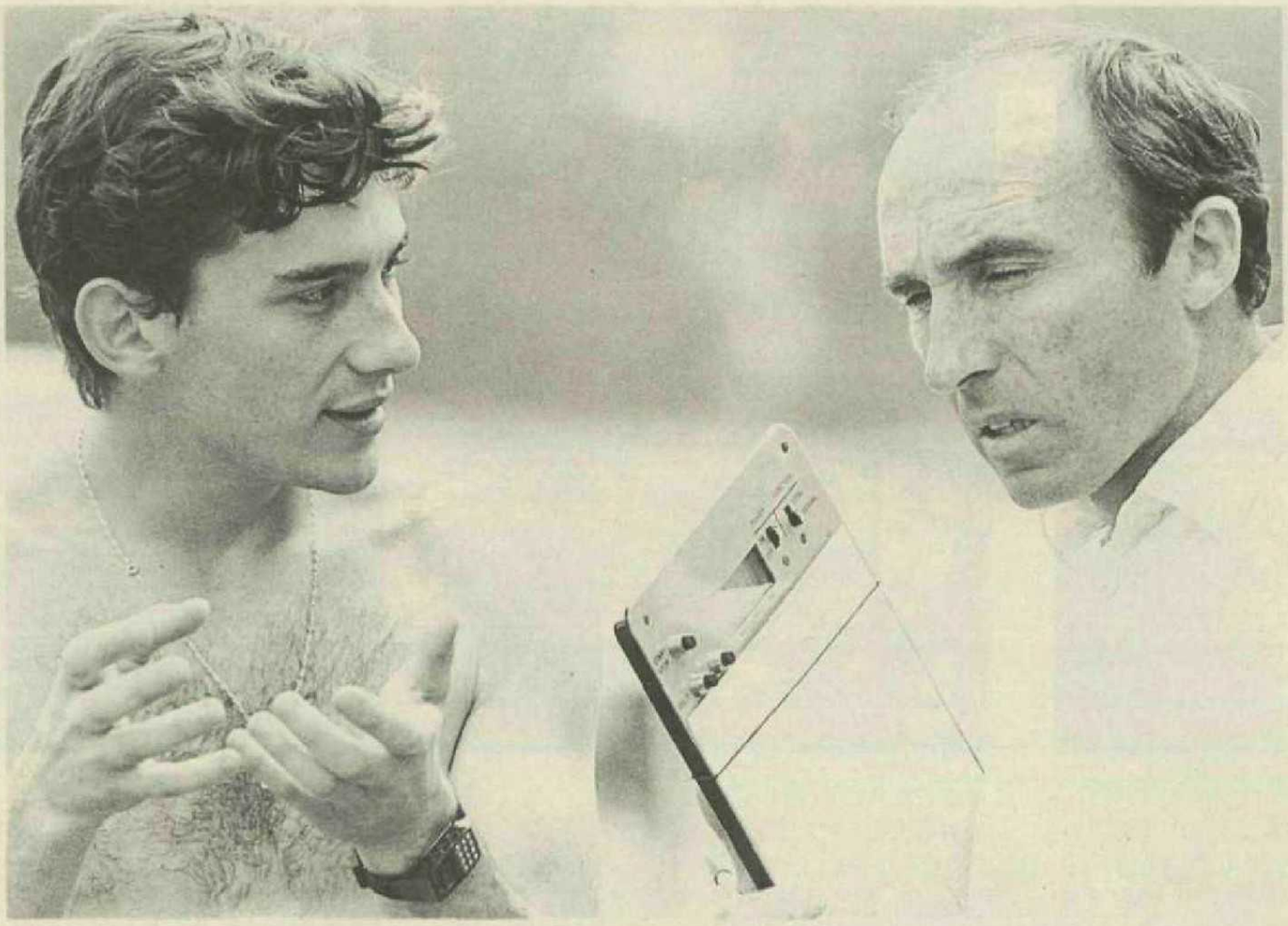



BMW
OLYMPUS
NACIONAL




Marlboro
NACIONAL


KENWOOD
8



never surrender anything without a fight.

He won the championship that year and immediately sprang into Formula One with the Toleman team for 1984. He scored his first World Championship point in only his second Grand Prix, when despite heat exhaustion he brought his car home sixth in South Africa. Two races later he would have won Monaco in the wet if there had been any justice in the world.

Later that year came the more signs of the other side of his nature, when he left the team in acrimonious circumstances to join Lotus. Alex Hawkridge was the manager of Toleman, and once the news of Senna's impending defection had been revealed, he suspended him from the Italian Grand Prix before the end of their relationship. Senna was stunned. "I did it," Hawkridge revealed, "because it was important to teach him that for every negative action you perform in life there is a penalty." It was a lesson that Senna never forgot, even if he never came to approve of any sanction against himself.

With Lotus he won his first Grand Prix, in Portugal in 1985, but by 1987 he had lost patience as he covetously eyed Alain Prost's situation at McLaren. Their partnership there in 1988 would eventually make all other sporting feuds look like kindergarten kids scrapping over Lego blocks, but by the end of that season the first World Championship had been delivered, in true Senna style. He stalled his car at the start of the Japanese Grand Prix at Suzuka, before storming home to win on a track rendered greasy by rain. On the way he beat Prost soundly. The rest, of course, we know.

Without question Ayrton Senna was an extraordinary individual. The kinder Senna was the sort of man who would give up his seat to usher an old lady down the stairs while once waiting for an appointment with Professor Syd Watkins, that great character who admired him so much and for whom we all felt so much as he ultimately had to administer to him at the Tamburello corner which claimed his life.

In his homeland Senna was lionised, and he made significant charitable donations which he never remotely attempted to publicise. He loved children, too. "They are the honest ones," he once said.

"The kinder Senna was the sort of man who would give up his seat to usher an old lady down the stairs"

If he didn't like you, you knew it; in 1986 he was at war with the British press after preventing Derek Warwick from joining him at Lotus. Over the years that animosity mellowed, but often the feeling he nurtured that his trust had been betrayed caused flare-ups. He was roundly condemned last year for striking rival Eddie Irvine – again, almost inevitably, at Suzuka – and the cold war began again.

But whatever some of his failings may have been, he was a man with whom you always knew where you stood, and though his tactics on the track were frequently and deliberately intimidatory, he was without question one of the greatest racing drivers the world has ever known. To see Senna on a quick lap was to be awed by majesty.

On Friday afternoon he took pole position for the race in which he died, to increase his record to 65. With a commanding success in his last race for the McLaren team in 1993 he had taken his total of Grand Prix victories to 41, second only to arch-rival Prost. It still seems utterly inconceivable that more will not follow.

When Jim Clark died at Hockenheim in 1968 his passing stunned the motor racing world. Chris Amon, one of the few men with the talent to challenge the brilliant Scot, summarised every other driver's feelings when he said: "We were all left feeling totally exposed, vulnerable. We all felt, 'If it can happen to Jimmy, what chance have we got?'" Jackie Stewart said that his death was to motor racing what the atomic bomb had been to the world.

The cruel events of the Imola weekend have set the sport back 30 years in terms of the public's perception of its safety, and have plunged it back into such nightmares. Ayrton Senna's death during the San Marino Grand Prix has had precisely the same effect as Jimmy's. People are genuinely frightened for the same reasons, for Ayrton had always exuded such an air of mastery and total invincibility, and been able to command the best equipment, that we had always expected him to defy the sort of odds that took Gilles Villeneuve, who so often had to drive beyond the limit to make his cars competitive.

Cruelly, it is as if Ayrton's career ended when he left McLaren, for 1994 had already been a nightmare before he went to Italy. Some will say he was rattled by the progress Schumacher and Benetton had made, that













he was pushing just that bit too far. But that was precisely his make up. Push, push, push. Never give up. "I am not designed to finish second or third," he once said. "I am designed to win."

He never gave an under par performance in his life, and would never do anything less than reach out for a new ultimate. That was why he set that record of 65 poles, which may never be challenged. Why he took those 41 Grand Prix triumphs. Why he was out front, pushing, when he died.

Alain Prost was the only man in Formula One who could truly match him at times on all levels, not just sheer speed but smoothness, car control and the depth of technical feedback and analysis. All he lacked was Ayrton's sheer aggression. Of course they had their differences, many of them laced with bitterness, but Prost was in tears as he commentated for the French TF1 network on the afternoon of Sunday May 1.

Senna had the mind of a computer and the emotions of a Latin. He was still the yardstick by which all other racers were judged. More than that, he was the yardstick by which they judged themselves. To the real stars, matching or even beating Senna was the greatest possible triumph. An endorsement of one's own greatness. Few could ever achieve that, let alone aspire to it. Prost could. Mansell could. Berger, Schumacher and Alesi could. At times. But more often than not he had a race won before it had started. To lesser lights, finishing second to him was as good as a victory.

When he and Frank Williams finally consummated their long-running romance for 1994, he spoke of the need for a fresh challenge, and at Imola he was determined to redress the points imbalance between himself and Schumacher that had made the season so exciting after the first two races. His outstanding ability to relate to his engineers precisely what his machinery was doing at any given point on a circuit, on any given lap, has passed into Grand Prix legend, and he was making progress.

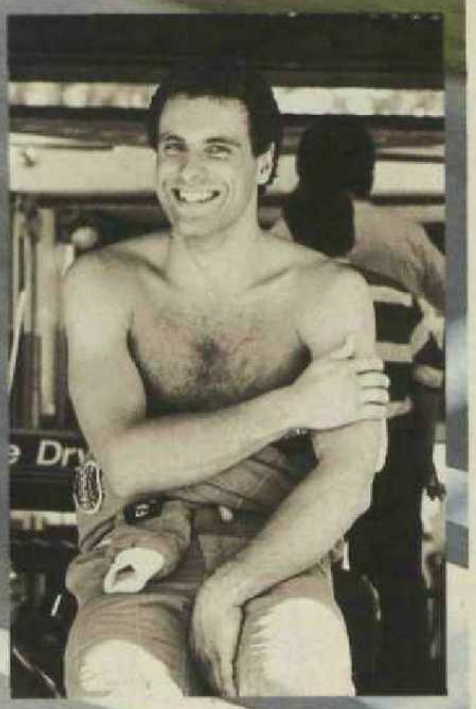
At Suzuka last year we all went to a small gathering where Honda was giving out books to commemorate its Grand Prix involvement. We asked several of the guys there to sign them. This was pre-Irvine, but at times our relationship had again been uneasy in 1993. I proffered my book and smiled, and said: "You don't have to if you don't want to." He smiled back, relaxed, carefree, forgiving. "Time," he said as his left hand went to work, "is the big thing." How little we knew.

Perhaps we never really knew him at all, perhaps we knew parts of him too well. I'm just grateful that we were acquainted, and that in my dotage I will be able to tell my grandchildren with pride and misty eyes, "Yes, I saw Senna race."

A flawed genius he undoubtedly was, but at Imola, just as in 1968 and again in 1982, motor racing lost one of the greatest kings it will ever know. To many – especially those with whom he worked – Ayrton Senna will always be *the* greatest. **DJT**



A gentle racer



Roland Ratzenberger typified the spirit that takes men to the highest echelon of motorsport.

He was born in Salzburg in 1962 and began to establish his unusual name in the cut and thrust of Formula Ford 21 years later. By 1985 he had won the Austrian, German and European Championships, and upon his arrival in Britain he already seemed a familiar character thanks to the screen antics of TV-AM's Roland Rat. Indeed, when I first heard of him we thought it was a humorist cashing in on the name. Whenever we pulled his leg about it he would simply laugh and take it all in good stead. Typically resourceful, Roland actually cajoled some sponsorship from that company on the strength of the 'link'!

Back in 1987, when he graduated to F3 with Dick Bennetts and West Surrey Racing, my then three year-old son immediately insisted, with a child's innocence, on dubbing him Roland Ratzenberger-and-chips-and-beans to his face. Roland thought it was hysterical and quickly became a small boy's hero. He was that sort of man, gentle, always unfailingly polite, tall, good-looking and with a ready smile. He would always far rather look for the best in people, offering his opinion in that slow, sing-song voice of his.

His dedication took him to victory in the prestigious Formula Ford Festival at Brands Hatch in 1986, and after his two seasons of Formula Three he faced the familiar dilemma of what to do next. He opted for Japan, first in saloon cars but later in Formula 3000 and sportscars. In 1990 he triumphed in the Fuji 1000kms race, and he then followed victory at the Suzuka 1000kms in 1991 with third place in the Daytona 24 Hours classic a year later.



Roland Ratzenberger's greatest success came in the 1986 Formula Ford Festival, in which he narrowly defeated Philippe Favre (left). His F1 graduation with Simtek (above) followed a long exile in Japan.

All the time, however, his sights were set on Formula One. In 1991 he tested IndyCar champion Michael Andretti's Lola and lapped within a tenth of a second of the American star, but plans to move into Formula One with Eddie Jordan's emergent team went awry at the last minute when his sponsor pulled out. Undeterred, he went back to Japan and continued his impressive progress in Formula 3000 before suddenly becoming a contender for the drive this year with Simtek that eventually took him to Imola.

When I walked into the Imola paddock on Thursday afternoon a hand grabbed my arm and I heard a friendly greeting. As we talked about his Grand Prix debut at TI Circuit Aida his eyes sparkled, but he was hard on himself and said he thought he should have done better than 11th place. He would always rather have run than walked. I'm glad now that we had that final chance to talk.

"Roland had an infectious sense of humour and was a racer who worked for everything that he achieved in motor racing, right from the time when he was his own mechanic in Formula Ford," said Johnny Herbert, who like so many other drivers had formed a strong friendship with him during their racing days in Japan. Representatives of the Simtek team paid their own tribute. "With many sacrifices along the way Roland worked his way up to Formula One. He was a true all-rounder whose brave driving style and delightful character will be sadly missed by so many around the world."

We worried that our tribute to Roland might be overshadowed by what was necessary to do justice to Ayrton Senna, but after deliberation we elected to do the things the way that we have. What is written counts more than the number of words.

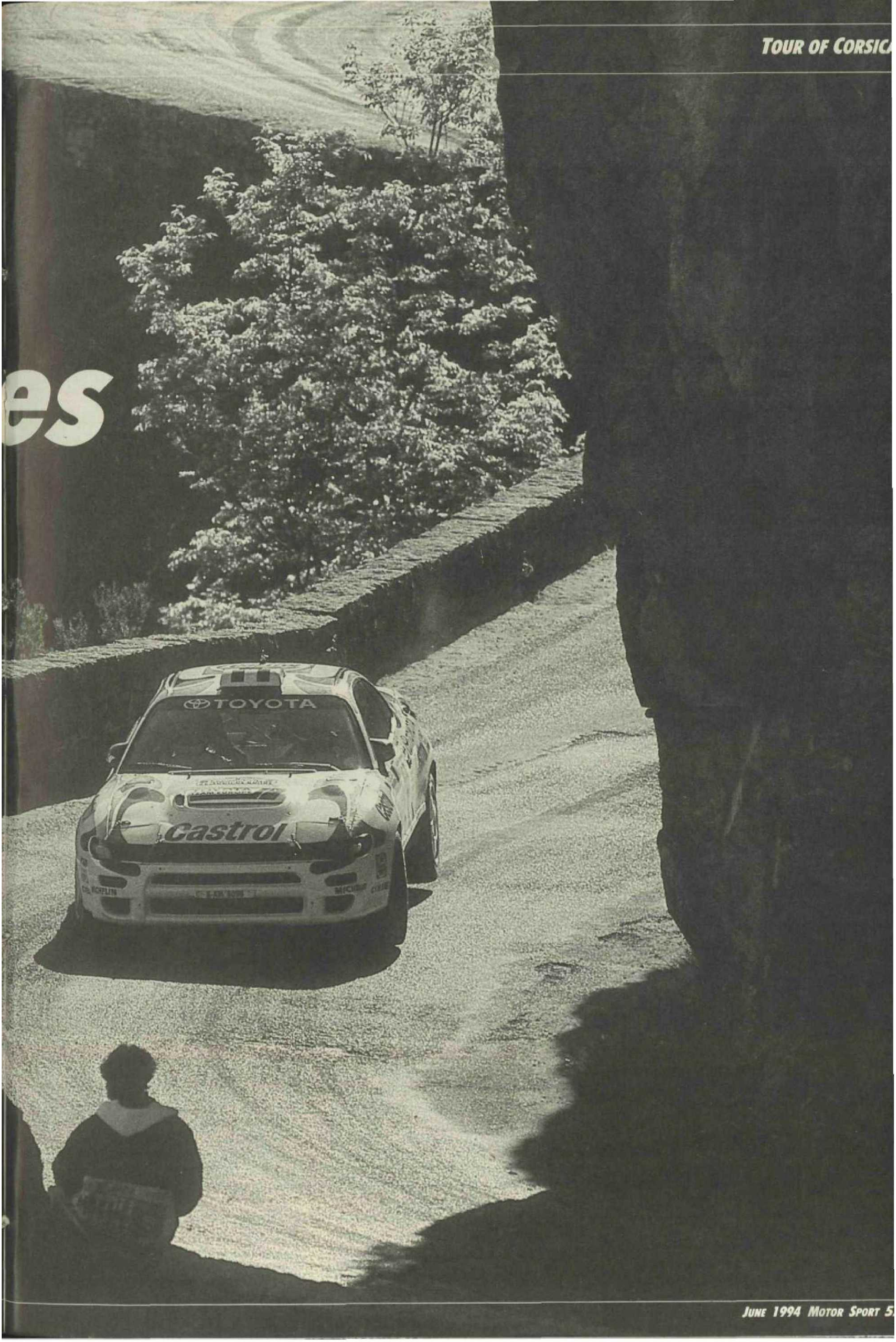
It was impossible not to feel a great affection for an instantly friendly man who possessed genuine charm and dignity. I never saw him angry, nor ever heard him bad-mouth another driver. Roland Ratzenberger was on the threshold of achieving his lifelong dream, and was proud to describe his most memorable experience as his first test in an F1 car, at Imola earlier this year. As we think of him, and offer condolences to his family, the shattered Simtek personnel and his many, many friends, we say farewell to that rarest of F1 characters: a hard racer who nevertheless had not a single enemy within the Grand Prix paddock.

DJT

Intense purpos

Prior to Corsica, Didier Auriol hadn't won a WRC event since Monte-Carlo last year. Despite intense pressure, he finally put that to rights . . .

es



The Tour of Corsica used to be regarded as a kind of hybrid of the Targa Florio and the Alpine Rally, perhaps even leaning a little towards the Mille Miglia. It was pretty much a road race, with time controls placed here and there only so that it would fall within the definition of a rally rather than that of a race. It even attracted one-off prototypes, such as the purpose-built, open-topped Fulvia called the Lancia F & M Special. The initials, dubbed 'Foot and Mouth' by some wags, stood for Fiorio and Munari since it was the joint brainchild of Lancia's team manager and leading driver of the time.

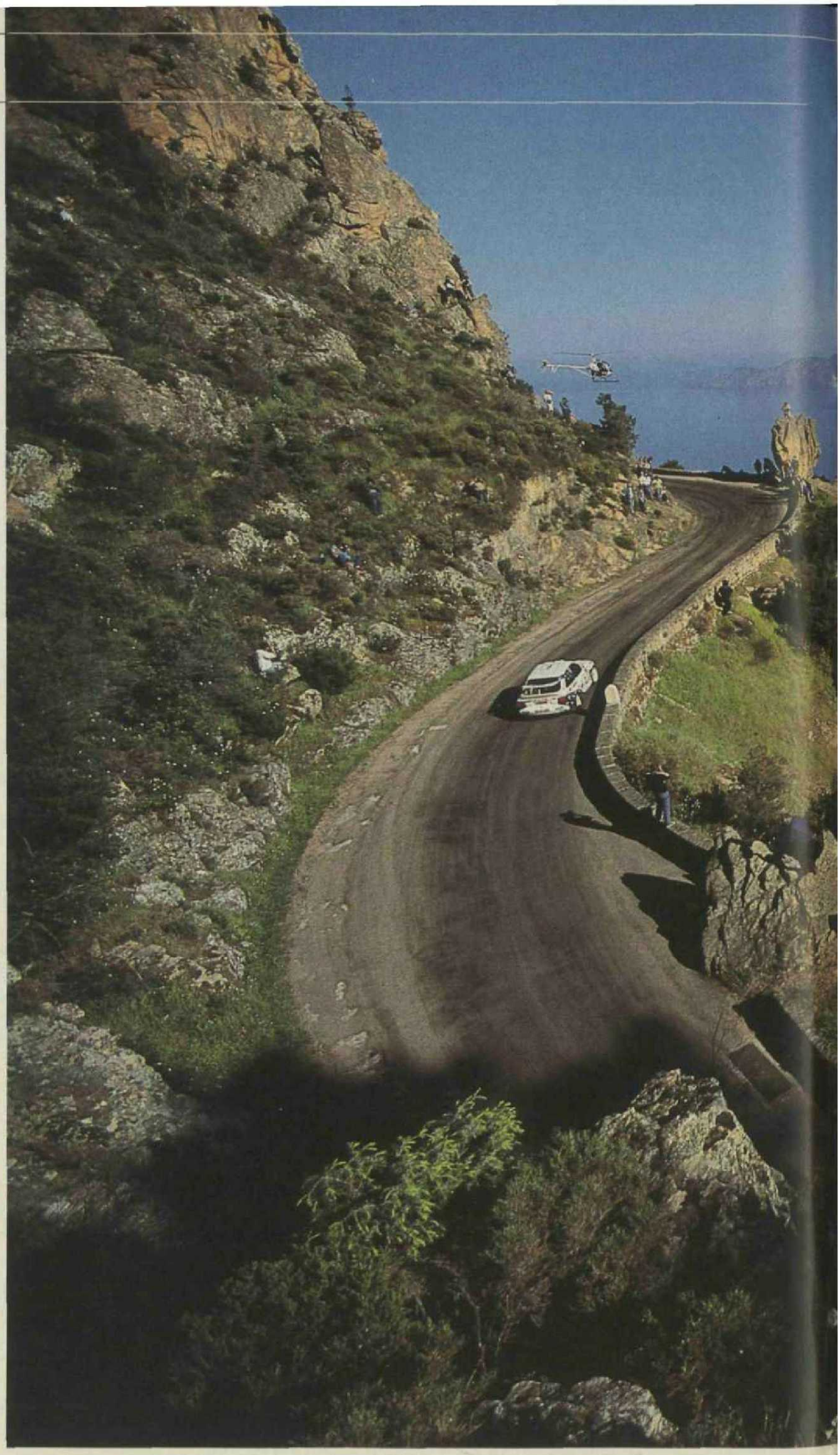
When the Alpine Rally succumbed to pressure against road closures in the height of the tourist season, and against the perils of full-blown practice on open public roads for weeks in advance, the island of Corsica became the only piece of French territory on which it was possible to organise such an event.

Corsica's main tourist areas are around the coast, whereas the meat of the rally is found in the mountainous areas inland: through these mountains, over some of the most tortuous tarmac roads which can be found anywhere, usually lined with trees and often covered by fallen leaves, mud and even tree branches, the rally used to run at breakneck speed even on open road sections, and it was quite often the case that a routine stop for fuel or a quick tyre change led to the loss of a minute or two.

Only the special stages were officially closed, though it was generally the case that the police prevented traffic movement over most of the roads used by the rally. There were even those fiendish ploys called *selectifs*, copied from the Alpine Rally and sometimes even used by British road events, over which timing was to the nearest second and targets were near impossible. When special stages were embodied in those selectives, ensuring that competitors had to stop twice, at start and at finish, for timing, the targets became *quite* impossible to achieve.

Over the years, speeds necessary on open public roads have been reduced and the rally has been made to conform with the standard pattern that competition is only required on closed-road special stages. However, this year the road timing was somewhat tighter than it was last year, although nothing like it was, say, 20 years ago. Only 14 of the 43 finishers incurred road penalties, whereas in its heyday the Tour of Corsica would have penalised everyone at most time controls.

Tarmac surfaces seem to have a different quality wherever you go. In Corsica, the roads through the mountains are extremely abrasive, and when you consider the stresses of braking, cornering and accelerating, one after the other constantly, the demands made of tyres and brake components are considerable. For that reason, tyre tread compounds are harder than they are for other tarmac events so that they last the distance of a special stage without approaching the point of total efficiency loss, and brakes are made as beefy as possible so that they can cope with heavy use without overheating.



The days when tyres were made to last have long gone. Nowadays, those used by works teams need survive for just one special stage, unless servicing restrictions require that they last for two. This year, 'no service' areas were fewer on the Tour of Corsica, probably because in 1993 there were cases of dry stages followed by wet, with such areas between, and many competitors complained that this situation gave rise to needless danger on the second of the two. Is this a case of pandering to the prima donnas? We have always felt, and still do, that crews should drive according to conditions and to the equipment they have available. If they exceed either of those limits, for whatever reason, they can blame neither the rules nor the conditions, only themselves.

It can be very wet and blustery in Corsica at the beginning of May. Indeed, there has been snow and ice on the mountain tops, even at that time of the year, not just in November when the event used to be held. But this year it lived up to its reputation as the Island of Beauty and the weather was warm and sunny. That was great for many people, but for those who dealt with tyre



Miki Biasion was best Ford driver, in fifth place. Inset, Carlos Sainz pressed hard, but ultimately to no avail.

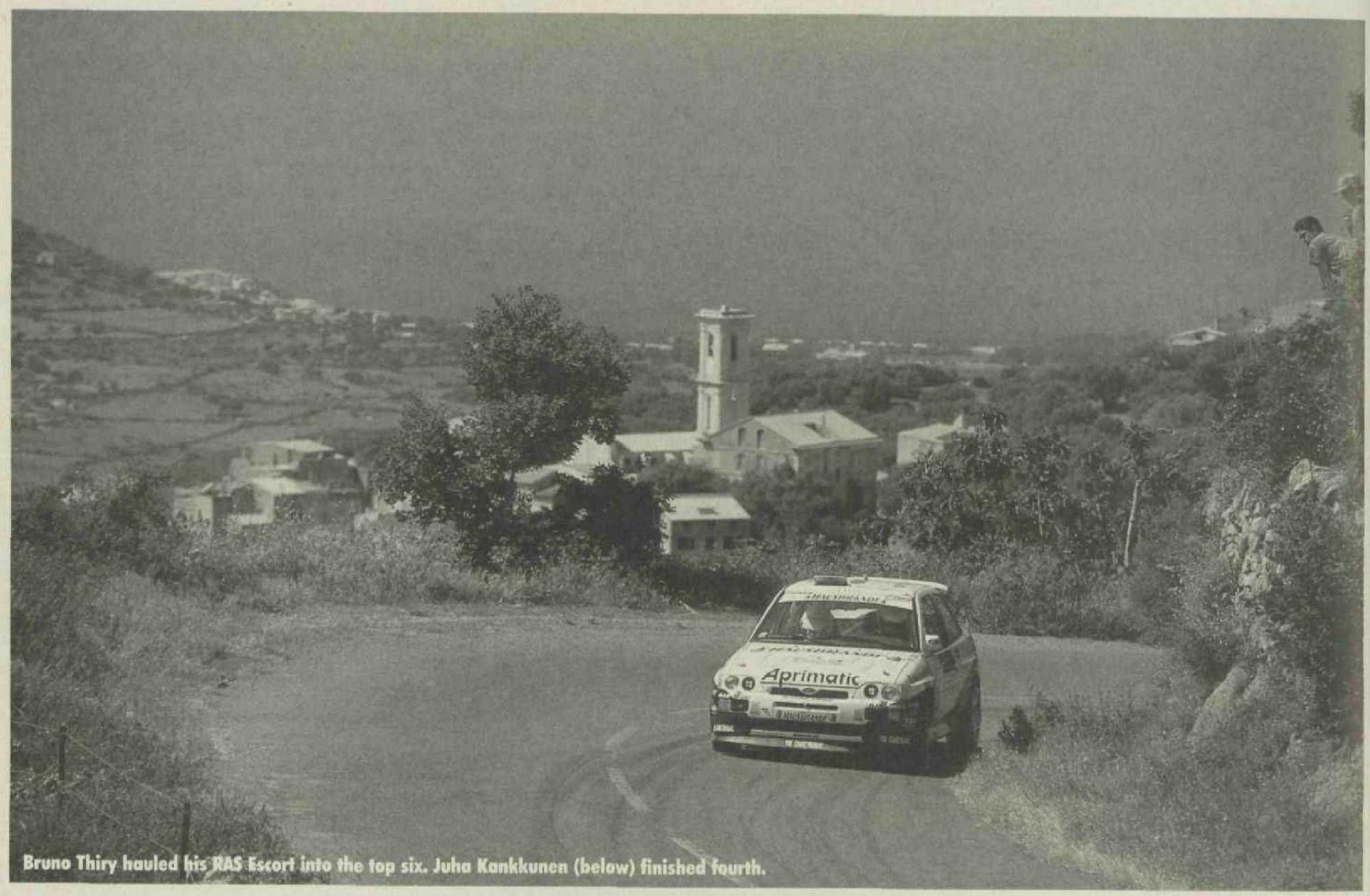
selection and logistics it was a headache due to the high temperatures (and consequent high wear rates) attained by the tyres on special stages. Nevertheless, there were very few people indeed who complained about the conditions.

Competitors either love the Tour of Corsica or they hate it. There are not many in-betweens. Generally, southern Europeans, particularly the French, enjoy it, and many of them excel on it, whilst those from Nordic countries, preferring dirt roads, are far less enthusiastic. Indeed, Markku Alén has the distinction of being the only Nordic driver ever to have won the rally, which he did both in 1983 and 1984.

This year's event developed into a fierce personal tussle between two southern Europeans: Frenchman Didier Auriol in a Toyota and Spaniard Carlos Sainz in a Subaru. It was very close indeed, although Auriol seemed to have the edge during the first two days. It was not until the last day, when Auriol had a transmission problem, that Sainz began gaining time at such a rate that he seemed to be about to snatch victory from the Frenchman's grasp. But not all rally results are based on human endeavour in the field, and when Sainz was delayed by a breakage, his advance was halted and Auriol clung to his lead, even extended it, and eventually won by 61 seconds.

Having forsaken several years ago the practice of alternating, year by year, between Ajaccio in the south-west and Bastia in the north-east as a choice of rally headquarters, this year's base was, as customary, in Ajaccio. The event spanned three days, divided by two full night stops, the first at Bastia and the second at Calvi on the west coast. Total distance was 754 miles, of which the 23 special stages made up 358.

The works teams of Toyota, Ford and Subaru all went, as did Renault's team of four two-wheel-drive Clio Williamses, three of



Bruno Thiry hauled his RAS Escort into the top six. Juha Kankkunen (below) finished fourth.

which were entered by Team Diac.

When François Delecour broke a leg and an ankle in a road accident some weeks ago, it left Ford without its main tarmac exponent for the Tour of Corsica. This must have upset the Boreham people considerably, although they do not admit it, for Delecour gave them victory in Corsica in 1993 and his absence put the team at a distinct disadvantage. Delecour is recovering rapidly, but he is expected to be out of action for a further four months.

The Ford side in Corsica was nevertheless made up to three cars, with two Escort Cosworths from the works team for Italians Massimo Biasion/Tiziano Siviero and Franco Cunico/Stefano Evangelisti, and a third entered by RAS for Belgians Bruno Thiry/Stéphane Prevot.

Thiry's car, backed by Giesse, was fitted with Ford's new sequential gearchange system which each of the team drivers had tried during testing. Biasion and Cunico had opted out of using it during the rally itself on the grounds that they were not sufficiently accustomed to it and would very likely, in the heat of the moment, try to move the gear lever in gate fashion rather than just forwards or backwards. Thiry, on the other hand, chose to use the sequential method and, when the rally was over, was most enthusiastic about its advantages. It is very likely that Malcolm Wilson, who will drive a works Escort in the Acropolis Rally, will use the sequential system, but Biasion may still choose the conventional option.

The sequential system relates to the selection method, not the gearbox itself,



and provides for just two movements of the gear lever – forwards to change down and rearwards to change up – no matter which gears are being changed. The system rules out changing directly, for instance, from fourth to second or from fifth to third, because one can only go up or down in single gear steps, but it does eliminate the chances of missing a gear.

Toyota Team Europe took two Celicas to Corsica for Juha Kankkunen/Nicky Grist and Didier Auriol/Bernard Occelli, the pair being joined to make up a three-car team by Andrea Aghini/Sauro Farnocchia in their Grifone car from Italy. Like the Fords, the Toyotas were using Michelin tyres.

Subaru, like Ford, had plenty of time to prepare for Corsica, for neither team had been to the Safari. The cars in Kenya had been entered from Japan, not Prodrive. Two Impreza 555s were sent to Corsica, each with improved brakes and centre differential. They were driven by Carlos Sainz/Luis Moya and Colin McRae/Derek Ringer, both using Pirelli tyres.

The only other works team of note in Corsica was Renault, still fiercely campaigning the Clio Williams on selected events, and doing so very successfully. There were four on this occasion, driven by Jean Ragnotti/Gilles Thimonier, Alain Oreille/Jean-Marc Andrié, Philippe Bugalski/Thierry Renaud and Serge Jordan/Jack Boyère. Claude Balesi and Jean-Paul Cirindini drove a similar car, entered privately.

Team Ralliart was not there from the UK, but the German Mitsubishi team sent two of the latest Lancers for Isolde Holderied/Tina Thorner and Jorge Recalde/Martin Christie. There was also a gaggle of Group N Ford Escort Cosworths driven by Mohammed bin Sulayem/Ronan Morgan, Carlos Menem Jnr/Victor Zucchini, Jesus Puras/Carlos del Barrio and Jean-Marie Santoni/Marcel Cesarini. Giovanni Manfrinato/Claudio Cordotta non-started their Escort.

In fine weather, the first car left the ramp in Ajaccio's city centre at 9.00 on the Thursday morning, heading first southwards in a loop through Porte Vecchio before turning northwards through the mountains to Bastia. Fastest on the first stage was Auriol and it so happened that he held this lead to the end, although it was a very close thing on the last of the three days. By the time the rally reached the short stop at Porto Vecchio, Auriol held a seven-second lead over Sainz. McRae was another four seconds behind, Thiry another three, whilst Aghini and Kankkunen followed closely afterwards. The two works Fords of Cunico and Biasion were seventh and eighth, both having experienced braking problems.

On the first stage after Porto Vecchio, Subaru suffered a huge setback when

McRae clipped a roadside rock with his Impreza and punctured a tyre. Instead of stopping to change the wheel, or even slowing down to minimise the risk of further damage, the Scots pair continued at unabated speed and it was not long before the inevitable happened. The car went off the road and broke its steering. McRae managed to get it to the end of the stage and on to his service point, but there was no time for the necessary repairs and half of the Subaru team was out.

Cunico was slowed later in the day by a fault in the braking system, whilst Thiry was slowed by his ATS tyres, although he readily admitted that this was entirely his fault. Unused to the puncture-resistance of these foam-filled Michelins, he instinctively slowed whenever he saw rubble in the road thrown up by cars ahead. Later, he overcame this natural trait and forced himself into keeping his foot down. He expressed his liking of the sequential gearchange and said that he had got used to it very quickly indeed.

"It was a go-for-a-win situation, just the sort of thing which brightens rallying"

At Bastia, Auriol's lead over Sainz was up to 35s, whilst Aghini was another 26s behind, closely followed by Kankkunen. Cunico, Thiry and Biasion came next, followed by the private Escort of Patrick Bernardini/Rocky Demedardi and the two Renault Clios of Ragnotti and Jordan.

The next day, after the night stop at Bastia, Sainz made best time on the first stage, whilst Bernardini was late starting SS9 and lost seventh place to Ragnotti. On the next stage, Auriol had an off which allowed Sainz to make best time again, and it seemed that the Spaniard was pushing very hard indeed, hoping to ruffle Auriol into making another time-consuming mistake. The Frenchman was lucky not to hole his radiator on this occasion.

On this same stage Cunico's good run came to an end when he hit a low wall when approaching a downhill hairpin and was unable to continue. Alas, there had been spectators foolishly standing on this wall and three of them had to be taken to hospital.

During the day, the rally looped first to the south and then returned to Bastia for a three-minute stop before heading westwards towards Calvi. Throughout the day, Sainz kept up the pressure on Auriol, but when the rally got to the second overnight stop at Calvi, a town of much military presence, he had only managed to whittle the Frenchman's lead down by two seconds to 33. Aghini was another 61s behind and Kankkunen another 36. Biasion and Thiry followed, ahead of Ragnotti who had managed to get ahead of Bernardini's Escort Cosworth.

On the final day, Sainz kept up the pressure, even though his was the only Subaru left in the event. He was certainly not driving just to finish; he was making an all-out attack, either to beat Auriol on merit or to rattle him sufficiently to cause him to make a mistake. There were no team orders, it seems, to hold him back to make sure of that second place. It was a go-for-a-win situation, just the sort of thing which brightens rallying.

After best times on the first three stages of that last day, Sainz had narrowed the gap by no less than 23 seconds, and one wondered whether Auriol had lost his form, whether his car was giving trouble or whether it was just a case of Sainz having taken the bit well between his teeth. We learned afterwards that Auriol was having trouble with his transmission, although its exact nature never became clear. There was a suggestion that the problem was oil penetrating the clutch housing, although this is really the effect of a problem, not the cause.

Our feeling, which was never confirmed by Toyota, was that the gearbox casing had sprung a leak, either from a crack or from a faulty joint, this allowing oil to enter the clutch housing. The consequent slip was contained as much as possible, but there was no opportunity to change the gearbox (forbidden by regulations anyway) and the Frenchmen had to make do with constant fettling. We saw no evidence of Vim canisters or Coca-Cola bottles which would have been put to immediate and effective use had this situation arisen in Safaris of old, but no doubt the Toyota mechanics used both abrasives and detergents to keep the clutch slip to a minimum.

After the short stop at Cargese, Sainz was again fastest, this time beating Auriol by a single second and narrowing the gap to just nine, but that was as far as his advance went. On the very next stage, the surviving Subaru had its front anti-roll bar break just five miles into the 27-mile test and Sainz had to fight against severe understeer all the way to the end. The condition worsened as he progressed and eventually one of the front tyres succumbed to the increased friction and heat. It blew suddenly, but fortunately there was only a mile or two of the stage left and Sainz managed to get to his service point without losing too much time.

It transpired that a small titanium blade had broken, possibly due to a faulty weld or possibly due to impact damage. In any case, Sainz lost a chunk of time to Auriol, whose lead then jumped to 53s. The broken part was replaced, after which Sainz again made best time on the next stage. But the charge had by then become futile. It was too late in the day to expect to gain nearly a minute on the rally leader in just the two stages remaining, and both Auriol and Sainz visibly eased off.

It had been a very close fight indeed, the tension towards the end becoming so evident that you could almost cut it with a knife. Whether the same situation would have arisen had both Auriol's Toyota and Sainz' Subaru been trouble-free is a matter for speculation, but mechanical reliability is (or was) as much a part of rallying as driving skill and crew rallymanship, a fact which will become more evident next year when greater servicing restrictions will be introduced, and not before time.

Auriol finished the rally a minute and one second ahead of Sainz, getting ahead of Kankkunen by two points in the World Championship. Toyota stays ahead in the makes' series, followed by Subaru and Ford. Jesus Puras (Escort Cosworth) from Spain headed the Group N contingent in 12th place overall. Mohammed bin Sulayem's similar car, which had been second in class, slipped back to eighth (21st overall) after a last-minute suspension failure.

German girl Isolde Holderied took the ladies' prize by finishing 16th in her Mitsubishi Lancer, just 12s ahead of her teammate Recalde.

Next round of the World Championship is Greece's Acropolis Rally at the beginning of June, an event as different from the Tour of Corsica as the Safari is from the Arctic Rally. **G P**

Tour of Corsica — May 4-7 1994

1	Didier Auriol / Bernard Occelli (F)	Toyota Celica T-4wd, GpA	5h 57m 46s
2	Carlos Sainz / Luis Moya (E)	Subaru Impreza 555, GpA	5h 58m 47s
3	Andrea Aghini / Sauro Farnocchia (I)	Toyota Celica T-4wd, GpA	5h 59m 57s
4	Juha Kankkunen (SF) / Nicky Grist (GB)	Toyota Celica T-4wd, GpA	6h 00m 29s
5	Massimo Biasion / Tiziano Siviero (I)	Ford Escort RS Cosworth, GpA	6h 02m 33s
6	Bruno Thiry / Stéphane Prevot (B)	Ford Escort RS Cosworth, GpA	6h 02m 45s
7	Patrick Bernardini / Rocky Demedardi (F)	Ford Escort RS Cosworth, GpA	6h 13m 33s
8	Jean Ragnotti / Gilles Thimonier (F)	Renault Clio Williams, GpA	6h 17m 30s
9	Serge Jordan / Jack Boyère (F)	Renault Clio Williams, GpA	6h 20m 47s
10	Marco Massarotto / Jean-Pierre Gordon (F)	BMW M3, GpA	6h 25m 06s

World Rally Championship positions after four rounds

Drivers – 1. Auriol 47 pts; 2. Kankkunen 45; 3. Sainz 37; 4. Biasion 30; 5. François Delecour and Ian Duncan 20; 7. Kenjiro Shinozuka 15; 8. Thiry and Aghini 12; 10. Patrick Njiru 10 etc.

Manufacturers – 1. Toyota 77; 2. Subaru 58; 3. Ford 44; 4. Mitsubishi 10; 5. Renault 4; 6. Skoda 2.

What every GTi wants

'The new Golf GTi 16v is refinement personified in a hot hatch and thoroughly enjoyable with it.'

What Car?, we must buy you lunch sometime.

'The Golf's combination of chassis refinement, adjustability and security on the limit put it firmly ahead of its rivals.'

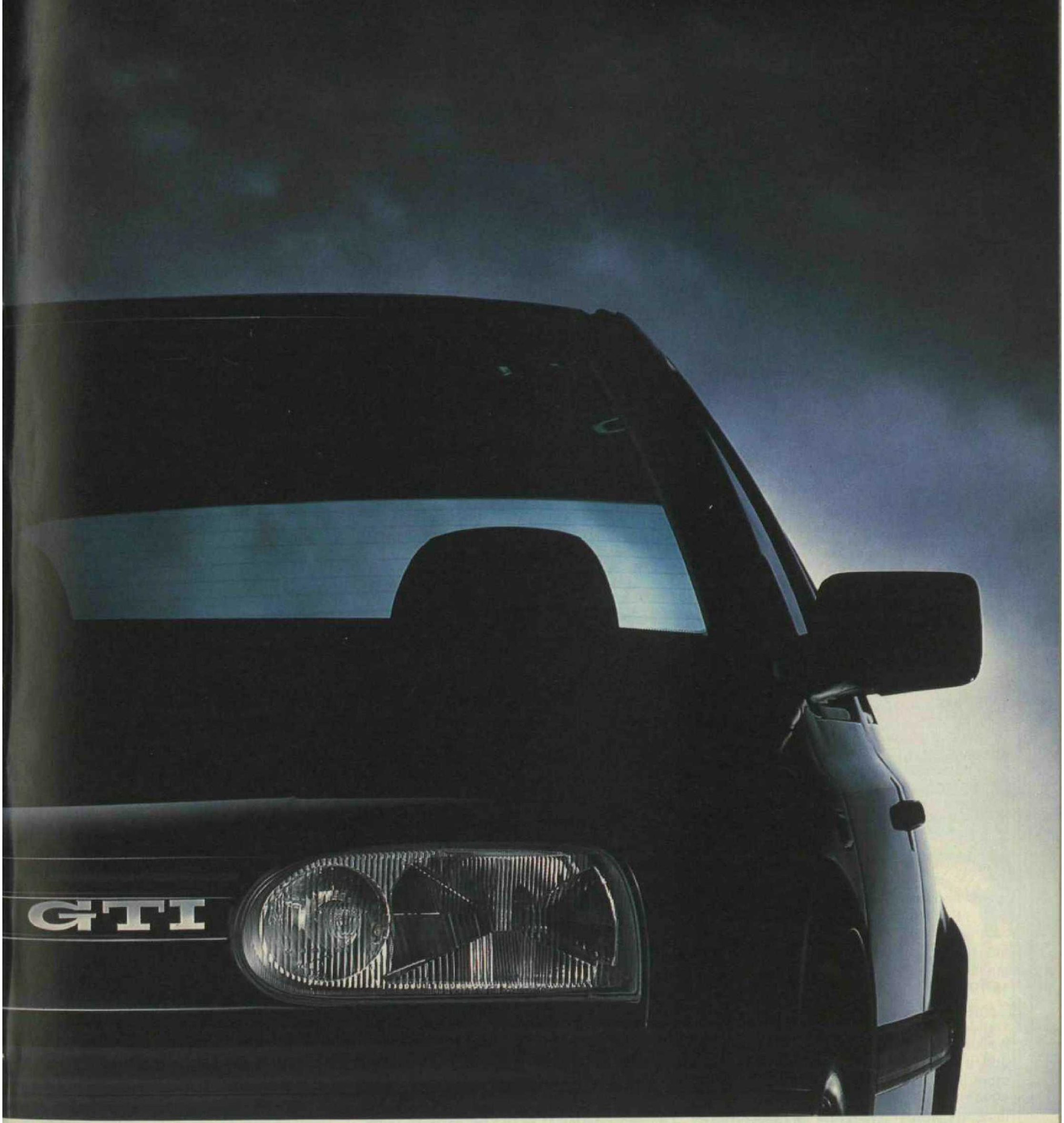
Autocar & Motor, name the restaurant of your choice.

Clearly, our efforts haven't been in vain.

We set out to produce an even more civilised GTi. But not so civilised it wasn't downright exhilarating to drive.

Hence our 16v's more powerful engine: 2 litres developing 150 bhp and torquier

FOR A BROCHURE AND DETAILS OF YOUR



to be when it grows up.

with it. Of course, with this extra power comes extra responsibility.

Which is why we've stiffened the suspension. And insisted on ABS brakes and traction control as standard.

But then, white knuckles and frayed nerve ends have never been part of the Volkswagen ethos.

Our priorities are of a more refined nature.

Refined ride. Refined handling. Refined comfort. Refined build. And on top of that, refined finish.

Other GTi's take note. Growing up is one thing. Looking younger than your years is something else.

The new Golf 16v.

NEAREST DEALER, RING 0800 333666.



Lotus to blossom?

Chamberlain will run a brace of Esprits once again. Inset, Derek Bell's final Le Mans? He shares this Kremer Porsche.

Thousands of Britons will cross the English Channel in June to celebrate the 50th anniversary of D-Day. How many of their descendants, though, will make the longer journey to Le Mans on June 18/19 to see fresh legends in the making?

Jaguar's army is looking for a new standard-bearer. The entente between Tom Walkinshaw and Jaguar is all but finished, and if the Scotsman ever went back it's more likely to be with Aston Martin. Not in 1994, though, and not until (in Walkinshaw's words) "there are changes in the management there."

A post-script to the verbal brawl between TWR and the ACO is that Jaguar has kept the Grand Touring category trophy for 1993, despite a claim by the ACO that the British entrant did not properly pursue the appeal against disqualification.

As the ACO's top brass well knows, the Jaguar XJ220C was perfectly legal at all times and should never have been 'disqualified' after the first practice session, and there the matter rests: Jaguar 2, Porsche 1, ACO nil.

British hopes are firmly pinned this year on the two Lotus Sport/Chamberlain Engineering Esprit Turbo S300s and on the lone Harrier-Ford, which also runs under Chamberlain's banner. If your tastes are Italian, cheer for the de Tomaso Pantera run by the West London company, ADA Engineering, and for Robin Smith's Ferrari 348.

It's not a car, but a driver that the Brits will be supporting this year. Derek Bell, MBE, is going back for what he calls "positively the last time" in an attempt to win the classic event for the sixth time in his career, driving a Gulf sponsored Kremer Porsche K8 with Robin Donovan and Jürgen Lässig.

Surprisingly, Bell doesn't have a burning ambition to equal Jacky Ickx's record, though beating it would be another thing. "All the time I drove with Jacky, I could never beat his record," Bell concedes. "He is the finest co-driver I ever had, and it would be nice to equal his record.

"I don't suppose, though, that there will be another chance to drive a potential winner, and I think this is the last time . . . though I never like to say 'never again'. Right now I have set my sights on winning the race, and that's all I'm thinking about."

Five times a Le Mans winner, three times a Daytona winner, twice a sports car world champion, Bell has had a fabulous career.

Now 52, he is also one of motor racing's best ambassadors, albeit fêted more in Europe and America than in his country of birth.

Two years ago Bell fulfilled one of his ambitions, sharing the ADA Porsche 962C with son Justin. This year Justin competes again as a rival to Derek, sharing the Stealth Engineering Porsche with Tiff Needell.

Stealth Engineering is run by Ian Saunders, chief mechanic with Richard Lloyd's Porsche team in its heyday, and more recently with TWR Jaguar. Saunders, in fact, is also preparing the Kremer Porsche K8, since the Kremer brothers are running three Honda NSXs in the GT2 class and can't be seen to be too close to the K8.

The Automobile Club de l'Ouest has spent the best part of a year tinkering with equivalencies, trying to balance the performances of Le Mans Prototypes, GT Prototypes, GT1s and GT2s, Group C 1990 models, IMSA GTSs and everything between, making it well-nigh impossible to predict a winner.

Bell's Gulf Kremer Porsche K8, for instance, weighs 800 kg; the power of the Porsche three-litre, twin-turbo engine is restricted to 500 horsepower but the fuel tank capacity is restricted to 80 litres and it runs on 14-inch wide rear rims.

Should it beat the 'works' Porsches, which are based on Jochen Dauer's road-legal 962C? Hans Stuck, another of Bell's legendary co-drivers, will start the race in

such a Porsche which will weigh 1000 kg. Its engine, though, will develop the full 650 bhp, and the tank will hold 120 litres.

Bell turned down an offer to drive with Stuck. "I've always liked the open cars," he says. "My best race at Le Mans was in 1981, with the Jules 936, a lovely car, and that's how I'd like to end my career."

An open car, Bell might have observed, inevitably suffers in aerodynamics, and it's clear that Ing Norbert Singer, Porsche's Le Mans guru, has given much thought to the positioning of the company's effort in 1994. Hurley Haywood, Mauro Baldi and Yannick Dalmas are confirmed, so far, for the Porsche works team.

The Japanese-entered Toyotas, 1990 specification turbo models, finished fifth and sixth last year . . . and now, the quartet of 3.5-litre, V10-engined Peugeots and Toyota that led them home are languishing in museums.

Bob Wollek has decided to take Nisso Team Trust's money and race with George Fouche and Steven Andskar, all well and good until you find that the old Group C turbos, appearing at Le Mans for the last time, must weigh 950 kg, have their engines restricted to 550 bhp, and tank capacities limited to 80 litres.

That should last them all of 40 minutes, indicating a possible 35 stops, while Hans Stuck will make a dozen fewer if he has a perfect race.

On the basis of form, though, you'd have to back Clayton Cunningham's Nissan team running in the IMSA GTS category. Front-engined the 300ZX may be, but the twin-turbo engine, limited to 650 bhp, is much like the one that took Geoffrey Brabham to four consecutive IMSA GTP titles.

The cars are a little crude by today's hi-tech standards, but they have the two outstanding virtues of being devastatingly quick and extremely reliable!

The Nissans won the Daytona and Sebring classics earlier this year, and in the past eight years the Daytona result has, more often than not, been a good indicator of form for Le Mans.

Expect to see Daytona winner Steve Millen in the 'American' entry, with Johnny O'Connell, and Europeans Eric van de Poele, Michael Bartels and Ivan Capelli in the second car.

Note that there is now a *complete* ban on spectators invading the track before all competitors reach parc fermé. The FIA has threatened the ACO with the loss of its international permit if the track is invaded at 16.00 on Sunday, and in view of the relationship between the two bodies this must be taken seriously. **M L C**

Ticket information

Admission to the general enclosures is fractionally cheaper this year at 310 francs, around £38, and for that you can walk the entire circuit as many times as you like during the race.

If you would be happy to restrict your viewing to the Mulsanne and Arnage corners the all-in cost would be 180 francs (£22), or 130 francs on practice days. ACO members get a useful discount, and many regular visitors take advantage of this by joining.

The pre-event pitwalk ticket costs 2600 francs, an off-putting £317, though you could probably get through the cordon if you take a mini skirted girlfriend, preferably on roller skates . . .

The Pitwalk ticket does include admission, a grandstand seat facing the pits and a place in the 'welcome' enclosure, so it has a quantifiable value of 750 francs. Expensive, even so.

Grandstand seats facing the pits cost between 180 and 470 francs – that's £57 in the Jaguar stand, for instance – camping costs between 170 and 300 francs, parking 90 (unreserved) and 160 (reserved).

To book, or for further information, call the ACO on 010 33 4340 2424 (fax: 010 33 4340 2415).

Timetable

Scrutineering takes place at the Place des Jacobins, by the Cathedral, on Monday June 13 from 15.00-18.00 and on Tuesday from 9.00-17.00. Admission is free.

Qualifying takes place on Wednesday evening, from 19.00-00.30 with an hour's break in the middle, and Thursday, from 19.00-00.00, again with an hour's break.

The race starts at 16.00 on June 18.

LE MANS...
ALL PRICES INCLUDE HOSPITALITY

...ALL SYSTEMS ARE GO!

NATIONWIDE DEPARTURES
From **£79**
Luxury coach travel from over 50 towns ranging from Edinburgh to Exeter

CHARTERED AIRCRAFT
From **£339**
Direct Flights between Luton and Le Mans Airfield. – Includes transfers to circuit and hospitality

TAKE YOUR OWN CAR
From **£64**
Complete Self-Drive Packages featuring Ferry, Hotel or Camping, Circuit Parking and Hospitality

LONG WEEKENDS
From **£145**
Extend your trip with 1-3 nights in Paris or La Ferte Bernard

The ACO have received a massive entry for this year's 24 Hour classic so a full grid is guaranteed. All 'MRI' clients will enjoy free admittance to our exclusive Hospitality Area situated right beside the track. Facilities include:

★ Restaurant & bar ★ Garden ★ Pre-race reception ★ ★ Celebrity race updates ★ TV monitors ★ Private Toilets ★

The ever popular Perry McCarthy will again take up residence in the MRI marquee and will be joined by competing drivers for interviews and questions from the floor. All our packages, whether by air, coach or self-drive, include hospitality as described. We are also able to offer a full range of race tickets, Mulsanne Corner excursions and quality catering at modest supplements.

MOTOR RACING INTERNATIONAL

Send now for your FREE brochure which features all the major Grand Prix and IndyCar races. Complete the coupon or telephone quoting ref MS5

0304 612424

Please send me your Motor Racing Brochure MS5

Name _____

Address _____

_____ Postcode _____

Send to: Motor Racing International
15 Market Street, Sandwich
Kent CT13 9DA

ABTA CAA AITO

Follow my leader



Formula 3000 cars are exciting in themselves, certainly, but the opening round of the FIA European Championship, Silverstone's International Trophy, proved once again that the cars' inherent speed isn't sufficient to guarantee a spectacle.

Talking a few days before the event, Gil de Ferran, one of several pre-season championship favourites, explained that the modern F3000 car is great to drive, if all one is looking for is a kick in the pants. "But they need to be made more *raceable*," he stressed, "and that could be achieved by reducing downforce. People talk about carbon brakes removing the spectacle. Sure, they help the cars stop so quickly, but the most relevant thing they could do would be to take away some downforce. Believe me, that would open up braking distances. I haven't been in a situation when I could follow someone and exchange places with them every lap since I was in Formula Ford."

The race itself supported his viewpoint. The top three were covered by less than two-tenths of a second in qualifying, and there was little to choose between them in the heat of battle, but their order at the end of the first lap remained unchanged. Silverstone's admirable effort to promote the meeting had seen the crowd increase from approximately 970 paying spectators, in 1993, to 12,500, but the feature event was to be little more than a high-speed procession.

Franck Lagorce produced a blitzkrieg qualifying lap to snaffle pole from de Ferran by 0.02s. The Frenchman reached Copse first as Gil fumbled for gears, and that was that. Although he too made something of a lazy start by his customarily Santa Pod standards, David Coulthard did enough to split the pair on the opening lap and the podium positions were settled.

Echoing de Ferran's pre-race sentiments, Coulthard explained that there really wasn't much he could have done about Lagorce. "In these cars, even if you're a couple of tenths faster than the guy ahead, it's very difficult to overtake," he explained.

Basically, if you get too close to the car in front, you lose the aerodynamic efficiency that is vital to the car's stability through the following corner. Unless you are substantially faster than the car ahead, or its driver makes a mistake, you're stuck.

In such circumstances, given three drivers of similar pace, the inevitable consequence is a frustrating stalemate.

That said, the result was interesting in some respects.

Lagorce might have won the final two races of 1993, but he'd been driving for DAMS, unquestionably the most successful team in the formula's history. His winter switch to Apomatox looked, on paper, to be the rough equivalent of a move from Real Madrid to Halifax Town. At Silverstone, the confident Frenchman proved that he'd known what he was doing. Apomatox looked in control all weekend, and the team's joy, at the end of a desperate weekend for the sport, was tangible. Indeed, debutant Emmanuel Clérico was on course to bring its sister car into the points until his engine blew. Team principal Dominique Delestre's smile stretched most of the way from his pit garage to Copse. Apomatox and DAMS had debuted together at Silverstone in 1989, since when their fortunes have taken a sharply divergent course: DAMS has won 15 races and two championships, while Apomatox has had to make do with a few scraps, highlighted by a pole position and a couple of second places at the tail end of last year.

Silverstone offered few clues about past records. While Apomatox savoured its triumph, DAMS loitered in midfield after fifth-placed qualifier 'Jules' Boullion had made a complete porridge of his start. "A weekend to forget," was his succinct summary. His main problem was that which afflicted the leading runners: overtaking, or rather the difficulty thereof. Once he'd worked his way clear of a midfield knot, Boullion set second fastest lap of the race, which was enough only to haul him onto the tail of the next cluster of cars . . . back in eighth place.

Coulthard and de Ferran know the value of scoring points in a series of only nine races, and were thus partially satisfied, though both knew that this was a race they could have won. Of the two, Coulthard ws the more upbeat, having only concluded his deal with Vortex Motorsport in the final moments of the close-season.

Notwithstanding Apomatox's emergence from the shadows, the pace of the top three was to be expected. So, too, was the level of performance of Vincenzo Sospiri, who overcame 'flu to finish fourth in his first race for the new Super Nova team.

What *wasn't* anticipated was the extraordinary performance of Forti Corse. The team is a proven winner, of course, but drivers Hideki Noda and Pedro Diniz's collective past form has been modest.

At Silverstone, both looked quick and tidy. They qualified fourth (Noda) and sixth, and the end result was a fifth place for the Japanese, his team-mate having dropped out whilst running directly behind him. "For the first time in my F3000 career," explained Hideki, "I can just concentrate on my driving. The team knows what it is doing, and that does wonders for your confidence."

That much was abundantly clear.

Best of the debutants would have been the aforementioned Clérico, but his fractured engine allowed de Ferran's teammate Didier Cottaz to collect the final point, the French F3 champion having done well to recover from time lost after missing the entire first qualifying session. In some respects, though, he was fortunate that no long-term damage was done when a cam belt jumped a tooth.

After the Reynard monopoly in 1993, Lola

was back in the fray once again, though there was little sign of the promise that the T94/50 had shown during testing in Barcelona. Jordi Gene (Nordic), Oliver Gavin (Omegaland) and Marc Goossens (Nordic) qualified in midfield, the first pair eventually finishing ninth and 10th while the latter spun off. Nordic chief Derek Mower remains convinced that the car has huge potential. It just remains to be released . . .

Post-race checks by the Huntingdon manufacturer unearthed a specific problem common to a supplied component on all three cars, which renewed hopes that the car would be closer to the ultimate pace in the forthcoming, rapid-fire trio of events in Pau (which took place while this issue of MOTOR SPORT was being printed), Barcelona and Vallelunga.

Gavin's performance was cause for genuine encouragement. The British F3 runner-up only received his car a couple of days before the event, and had done no more than five shakedown laps at Pembrey. Even then, he was stuck in fourth gear . . . In the race, he suffered cramp in his right foot and spent much of the afternoon scraping away the skin from his left hand against the side of the tub. All in all, it was as accomplished a debut as it was fraught.

There was disappointment for Mythos. Fabrizio de Simone and Massimiliano Papis qualified respectably in cars on which the paint was barely dry, but the former stalled at the start of both the final parade lap and at the green light itself. Having crashed heavily in the warm-up, Papis eventually salvaged seventh place in a car repaired (in time-honoured fashion, with lashings of tank-tape) on the grid.

Papis's rush, coupled to late pre-race dramas for Coulthard and de Ferran (who required clutch and starter motor repairs respectively) meant that there was actually more going on in the 10 minutes leading up to the event than there would be in the 38 laps which followed . . . Rulemakers please take note.

S A









Top: winner Lagorce before the off. Above left: Hideki Noda – quantum leap. Above: debutant Oliver Gavin leads Guillaume Gomez. Left: Pedro Diniz has recruited René Arnoux as a counsellor. Main shot: Gil de Ferran – advocate of reduced downforce. Opposite page: Coulthard, Lagorce and de Ferran – in a league of their own.



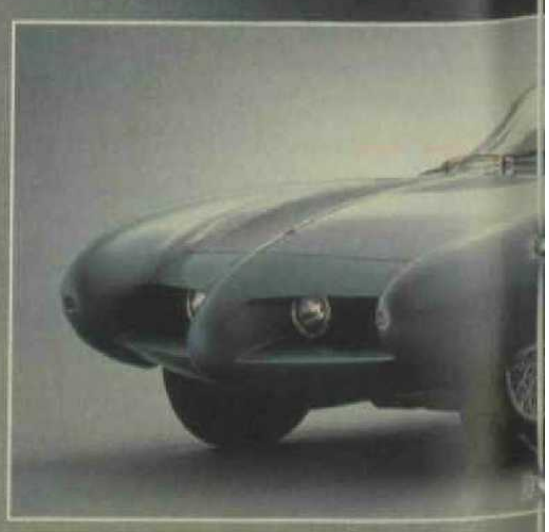
Important Auction and Sales Exhibition of S

COYS INTERNATIONA

30th July 1994



B.A.T. 5



FURTHER ENTRIES
are now invited for this, the most important sale of 1994.

Please contact Coys Auction Department for further information.

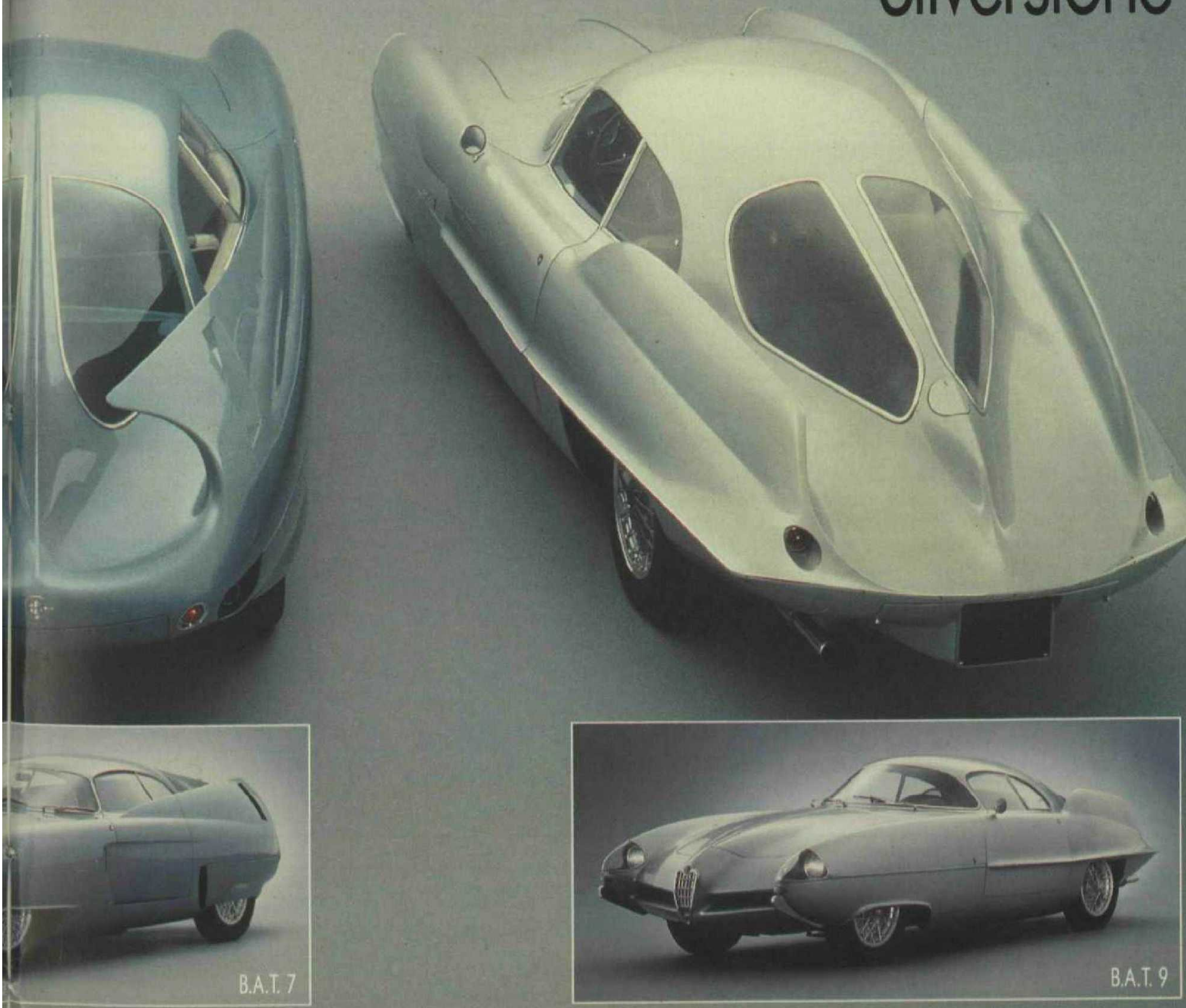
ENTERED

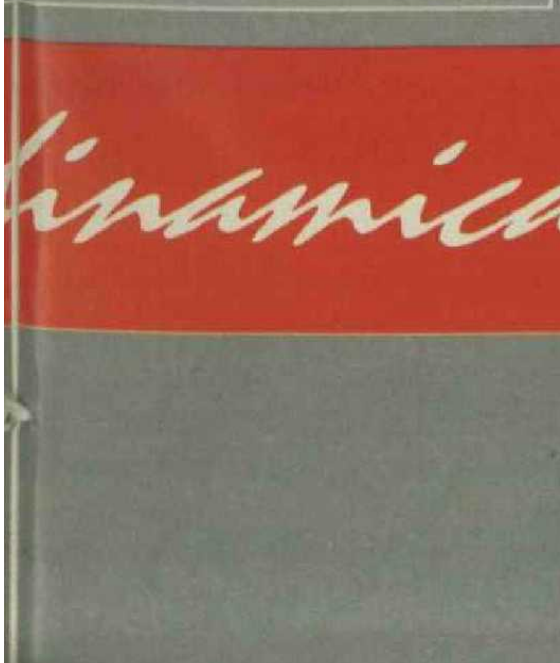
Berlinetta Aero

Sports, Sports-Racing and Grand Prix Cars

L HISTORIC FESTIVAL

Silverstone





B.A.T. 7



B.A.T. 9

Dinamica Tecnica

THE B.A.T. CARS

COYS

OF

KENSINGTON

—

FOUNDED *1919*

Coys of Kensington,
2-4 Queens Gate Mews, London SW7 5QJ.
Tel: 071·584 7444, Fax: 071·584 2733

Sixth sense

After watching Alfa Romeo rack up five straight wins, Paul Radisich finally broke Italy's winning streak at Silverstone . . .

Well, now I know what it feels like to lead an Alfa Romeo!

We've had problems with the Mondeo this year. We were struggling to get temperature into the tyres quickly which was making it difficult to qualify, because to get the best out of the tyres is to push them hard when they're new; you don't get many chances at your fastest lap in the BTCC as you're only allowed six slicks. We were also struggling for traction and the car was a little bit insensitive over the kerbs, which threw me off quite a lot. But at Snetterton the car felt much better and I now believe we're on the Alfas' pace – if not a little bit quicker. There has been a lot of controversy over their wings and splitters, but we've got to forget about that stuff and get on with it because I know we now have the car to give them a run for their money.

I qualified on the front row at Snetterton and Gabriele Tarquini was on the third, but the first time I looked in my mirrors he was right there. He'd had a little luck in this respect – the station wagon didn't start, Andy (Rouse) retired on the first lap when his Mondeo lapsed on to five cylinders and Alain Menu's Renault also retired on the first lap – so he didn't have to fight off anybody to get through.

Then he took my rear bumper off when he gave me a little tap at the Esses. This unsettled my car for a lap, and that was the lap he was able to get up alongside exiting Coram. I was unable to keep the car in tight; I went in at my normal speed but the car went into an oversteer, and by the time I got myself out of this he was halfway alongside me and there wasn't anything I could do.

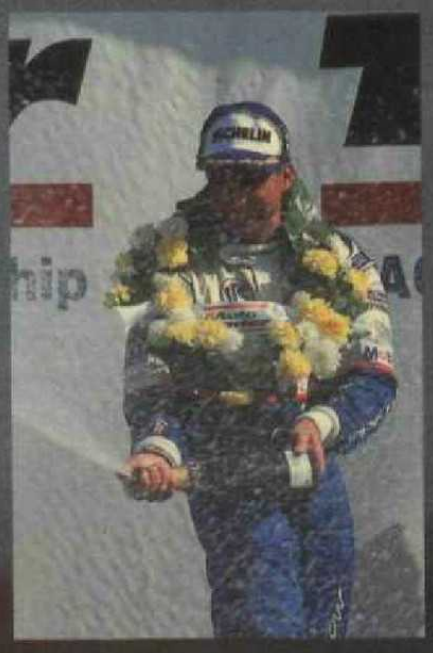
I was able to sort out the handling – I altered the roll bars – but this took a few laps, by which time he'd got a bit of gap. I started slowly working on him and he made a couple of mistakes, which allowed me to close within a second by the finish. It was a reasonable result for me, but there's only one position I'm really interested in . . .

I get wrapped up in my own little world during the race weekends, so I've not really taken much notice of the paddock wrangling about the wings and stuff. It would be nice if everybody kept within the spirit of the regulations, but there's always somebody that comes along and makes changes, extending the regulations within the law. You've got to hand it to Alfa Romeo, they've done their homework. The whole point of the championship was not to go down the route of homologation specials, but now that somebody has, and has got away with it, if we have to go down that route I'm sure we will. Let's face it, we're all out there to win.

In an effort to keep within the spirit of the two-litre regulations I took the rear spoiler off my Ford Escort Cosworth! On the road it doesn't make any difference except that it stops me getting tickets! Seriously, the organisers have got rid of the Alfa's big rear wing, which is good, but it's the front splitter that's more important on a front-wheel drive car, and they are still discussing if they can run with that or not. This is the set-up they had at Monza last year, so they are used to running like this.

When we ran that 'over the top' wing and splitter at Snetterton recently, even though it was a bit of a rush job, it generated a considerable amount of downforce. We didn't have time to dial it into the car, and, in fact, we had too much downforce. You don't need a helluva lot, because you're only looking for a tenth or so. For sure, Alfa's wings do help them, but it doesn't provide them with half a second's advantage – they have a good overall package.









That winning feeling (left); Alfa Romeo's Gabriele Tarquini (above centre) still holds a considerable series lead, however. The Volvo estate (above right) ran well at Snetterton.

As does Volvo. If people thought it would take Volvo and TWR half a season to be on the pace, they were wrong. As far as I'm concerned, I've been looking out for them all the time. I never underestimate anybody, especially Tom Walkinshaw because he's proved to be competitive at anything he takes on. However, I was a little bit surprised to see Rickard Rydell qualify third at Snetterton. I followed one of the Volvos in practice and it was very quick in a straightline, but I was very surprised by its handling. In contrast, I followed one at Thruxton at the start of the year and it was hopping and skipping all over the place, but now the car looks reasonably good in the corners, especially the fast ones. They have made a huge leap.

Renault also has a good package if the Lagunas' tyres can be kept together during the race, and Vauxhall's John Cleland is there and thereabouts. He got the car just right for Thruxton to finish second, but it was not so good at Snetterton, and he got mixed up in a dice and finished up in the Armco.

I haven't seen the TV coverage of this race, but I've been told it looked pretty hectic. The racing is so close that there's always going to be a certain amount of contact, but I don't know where you draw the line. When you get incidents like between me and Simoni at Thruxton, where you turn in on your normal line and get hit in the back, it's always going to be a touchy point. But, from what I've seen so far, the organisers have been very fair about it. After each meeting this year I've been involved in the post-race discussions about incidents that have not been my fault. I think everybody's doing their best to stay out of trouble, but when accidents occur I think it's good that all the available video footage is looked at, and that the drivers are asked to give their explanations. Maybe some of the incidents are a little petty and sometimes every angle on the video gives a different answer, but I think it's beginning to work. I think it's starting to play a little bit on everybody's mind; Simoni chased me hard at Snetterton, but after two incidents together in three races, I think he had learned his lesson. Hopefully, this will make for better and closer racing. I know Steve Soper has said that we should just be allowed to race, and in some respects he's probably right, but there's got to be a balance.

I want to win this championship, but I want to win fairly and squarely, and I still can. Sure, Tarquini made a dream start to the season with five straight wins, but there are still lots of races to go and my win in round six, at Silverstone, broke Alfa Romeo's string of successes.

In the first race at Silverstone, I have to say I was a little lucky to finish second. I'd dropped back to fourth place, behind the two Renaults, and had worked my way back up to second when Matthew Neal had a big accident at Becketts. His car rolled and I picked up some debris, which punctured a tyre and sent me off the track further round the lap. Effectively I was a retirement, but they brought out the red flag and took the result at the end of the previous lap, so I kept my place.

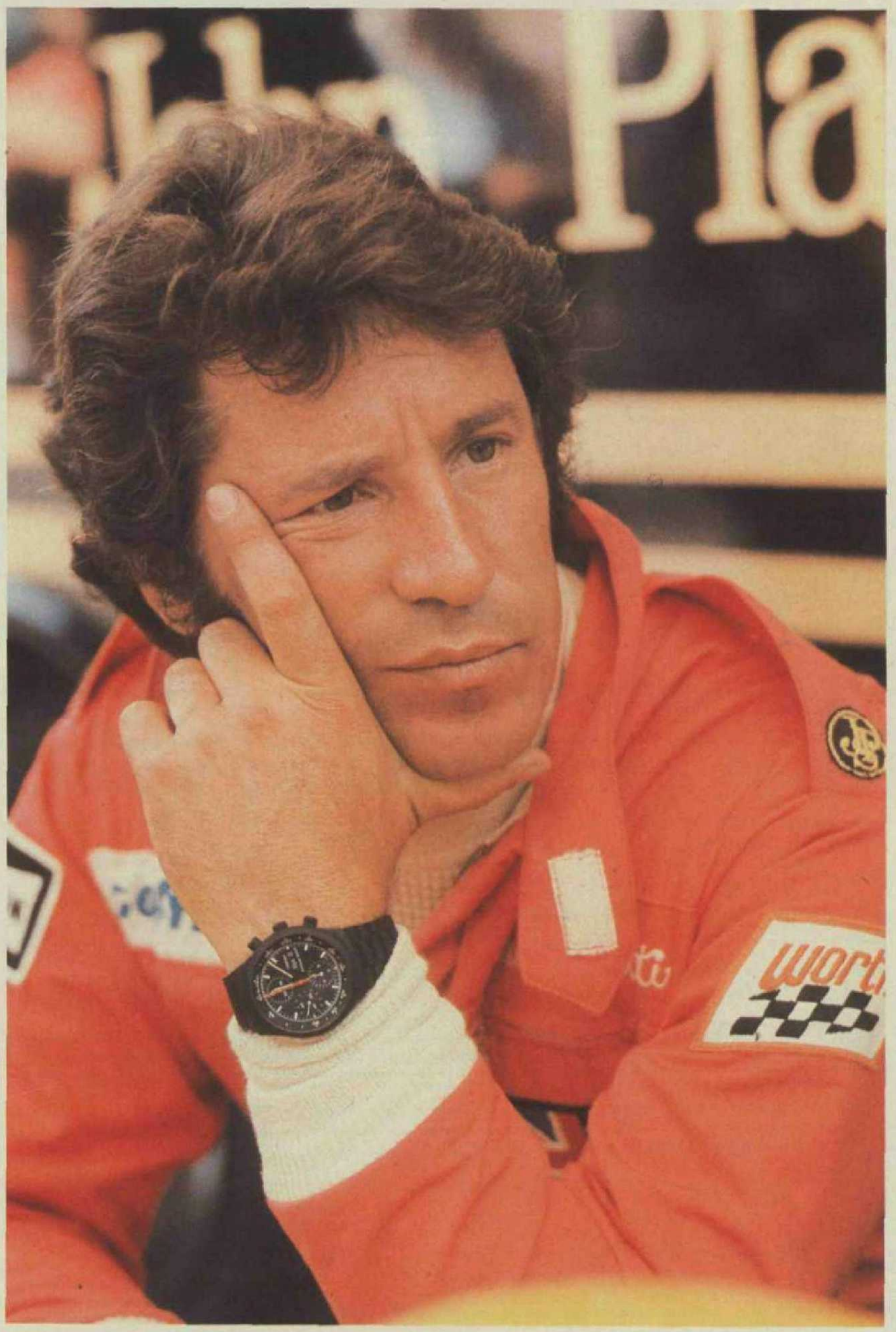
That also gave me the inside front row grid position for the second race, and I knew I had to make a good start to keep Tarquini back. I did, and I managed to open a cushion on the first lap as Gabriele became involved with Andy Rouse and Alain Menu behind. During the opening lap, Tarquini was tipped into a half-spin and Kieth O'dor couldn't avoid running into him. It was the first time this year that Gabriele has been under real pressure, and that's the sort of thing that can happen when you're in that situation.

The race was restarted, and I got away well again. I was under heavy pressure from Alain Menu's Renault. The car started to get a bit understeery after a few laps, though I guess he was in the same situation, and we managed to hold on.

The first win of the year always seems to be the hardest to achieve. Now that I've got this one under my belt, I hope a few more will come my way.

We've still got some work to do, though. The car's good, but there's always scope for making it even better. As I said before, it's still possible to win the title, and we'll be working flat out to do just that. **PR**

Hometown hero



In this The Age of the Celebrity, Mario Andretti is that rarest of public figures: a bona fide hero. For he is more than the 1978 world champion, a four time national champion and the only driver to win the Indianapolis 500, the Daytona 500 and an F1 race, not to mention the oldest to win an IndyCar race (nor that his exploits have been chronicled by MOTOR SPORT for nearly half its 70 years): he's also basically the same guy who built and raced a Hudson Hornet on the dirt tracks of Pennsylvania with his twin brother Aldo in the 1950s. And as retirement finally looms, it is that Everyman quality, even more than his countless records, which has endeared Mario Andretti to the fans, the press and his fellow racers the world over.

After all, Mario could own houses and vacation retreats from St Moritz to Malibu but instead chose to remain in humble Nazareth, Pennsylvania. He's the sort of man whose idea of a vacation is an hour's drive north to the family compound in the Poconos, who eats lunch regularly at a local diner with his longtime friend Dr Ed Krupa; a quietly religious man who relaxes by playing video poker at the Holy Name parish social club; a compulsive tinkerer you might run into at the local hardware store on an off-weekend.

(As they were introduced to the fans prior to the start of last year's Laguna Seca IndyCar finale, each driver was presented with a set of power tools. One observer noted that Mario was probably the only one who would ever use his . . . well, maybe Al Unser Jnr too.)

"It all comes down to maintaining your focus on what's really important," says Mario. "I like to keep it simple. When I'm in these surroundings with my family I'm comfortable. I don't need a palace in Honolulu or Malibu. I want my solid foundations, and if that makes me a stick in the mud, well, I'm a happy stick in the mud.

"My focus has been on my family and I've prospered because of it. I truly enjoy my relationship with my kids. We really enjoy our time together and that says a lot in a world where so much can be disruptive to the family."

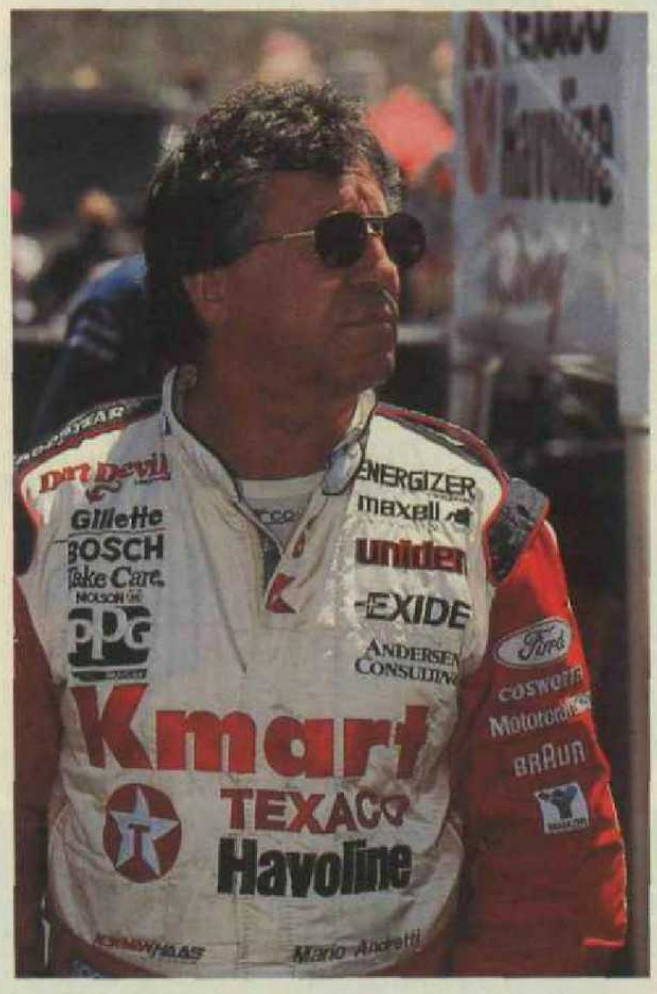
That homebody-ness is part and parcel of what may be *the* most amazing accomplishment of Mario's career: keeping his marriage to Dee Ann together over 33 years while raising three children amidst the pressures, travel and temptations of being one the world's top racing drivers for parts of four decades.

"If I looked at things from a purely practical side I'd have spent another 30 per cent of my life on the road," says Mario. "But would I have been comfortable? No. I've found it best to come back to base whenever I can. Even in the days when we raced in Argentina and Brazil back to back, I'd come home and go snowmobiling or whatever for a day or two; it helped me refocus, get comfortable and then go back and be ready for the next race.

"I need those breaks. I've been criticised for doing it but how can you criticise me when I need that to function at my peak? My way's helped me last in the business, because I've never lost sight of what's important; it's helped me resist lots of temptations but believe me, I've been paid back many times over."

While he savours his private life these days, Mario admits he was utterly consumed by racing in his younger days (including his 30s and 40s). But somewhere along the line he changed. Still competitive as hell, as ready to put a wheel under another driver as ever, Mario became a little more willing to stop and smell the methanol along the way.

Those close to the family say the deaths of Dee Ann's mother and father in 1988 had a telling impact on Mario; others suggest the birth of his first grandchild (Michael and Sandy's son Marco) in 1987 sent Mario an undeniable message.



Whatever the reason, the searingly intense Mario Andretti of years gone was replaced by a new Mario Andretti, one more relaxed at the track, prone to making jokes at his own expense and enjoying his emerging role as racing's elder statesman.

"When I was younger, from 20 on, I was like a machine," says Mario. "The guys who inspired me – Foyt, Gurney – were really versatile; they drove anything and everything, stock cars, Formula One, sports cars, midgets . . . you name it. So as far as I was concerned I had to be driving come hell or high water. If I had a race in Terre Haute on Sunday, I just had to find somewhere else to race Friday and Saturday. If there was a hole in my schedule, I filled it.

"As time went on, though, I began to focus more on my priorities. I started to burn out over about a five year period when I was doing a full F1 schedule, IndyCar races on the 'off-weekends' and IROC as well. It got to the point where I'd think 'Oh Christ, not another race.' I mean my life went by like a hurricane. I don't remember my 30s – or even much about my 40s for that matter. And I started thinking if I'm going to stay in this business any longer I've got to enjoy it more.

"Because of that, I decided to quit trying to do everything and focus on IndyCars. And I've gotten a lot more relaxed at the track. It also enabled me to recapture a little more of what's important in life besides driving a race car, yet at the same time it made me more motivated because I was able to recharge during the lulls."

By that stage, Andretti had already accomplished more than most drivers achieve in a dozen lifetimes. He'd raced – and won – in virtually every form of racing, from midgets to champ dirt cars, stock cars, Formula One, F5000, sports cars and, of course, IndyCars. In an age of specialisation, Mario's record for versatility will never be matched. At the same time, it's also safe to say he might have given AJ Foyt a run for his money as the most prolific IndyCar winner in history if he hadn't devoted seven seasons to Formula One in the prime of his career.

"No regrets whatsoever," says Mario. "When I wasn't winning in IndyCars, I was winning elsewhere, be it Formula 5000 or Formula One. Who knows, if I'd concentrated on IndyCars I might not have won any more races than I have! The chances are I might have padded my record a little but I'd have had to give up a lot on the other side that I'm proud of. I mean, I wouldn't trade my wins in Formula One, stock cars and sports cars for 50 IndyCar wins."

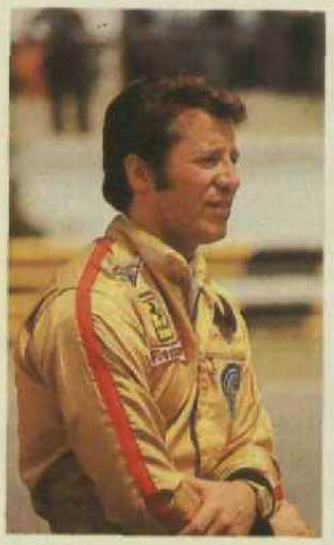
Even more amazing than the fact that he's been competitive for nearly 40 years, is the fact that Mario has been injury-free but for a separated shoulder in 1985 and foot injuries at Indianapolis in 1992 (leaving him with what he calls "a chicane" in a couple of toes); this during an era when so many of his friends and rivals lost their lives – and when Aldo suffered head injuries on two occasions and Jeff was badly hurt at that same 1992 Indianapolis 500.

"I think about it all the time," says Mario. "I know just how much I have to be thankful for (because) I know how many brilliant careers have been cut short. I don't know why I've had such good fortune, but I'm a believer and I pray with thanks for my good fortune.

"I think of poor Jeff and how he paid his dues so quickly and here I am . . .I believe there's a reason for all things, but mostly you just can't explain why things are the way they are."

Unencumbered by the physical and emotional baggage of injuries, propelled by his unparalleled passion for driving a race car, Mario kept pushing the envelope into the 1980s and into the '90s. But while he was competitive, Mario went winless after a superb victory at Cleveland in mid-1988. What's more, his team-mate was IndyCar racing's dominant driver: his son Michael.

"People have been asking me about retirement for years," he says. "It was a fair question, really, once I hit 40, but to tell you the truth, I never gave it any thought: I'd dismiss the thought as quickly as I was asked the question. But when I reached 50 I started to ask myself 'Do these people know



Below, with Beltoise and Ickx at Kyalami in 1969 and on his way to a maiden GP win at the same venue two years later, aboard his Ferrari 312B.





Bottom, leading Regazzoni and Peterson in the 1972 Sebring 12 Hours. Mario won, sharing with Ickx.



World champion: Andretti and the Lotus 79, Monza 1978.





something I don't?'

"With Michael on the team it was different. I'd spent my whole life on top of the world and here was reality knocking . . . But I still felt like I could win every race and that kept me going the past four or five years. Lately though, it was a case of thinking I *want* to win but there have been times I've gone into races and felt I *couldn't*.

"Some might be afraid to talk about that, but I'm not. My brain was saying 'yes', my body 'no'. What used to be second nature became a case of second guessing myself, and now I envy those guys who it's still natural for. I can accept that. I've had my time.

"I started thinking about (retirement) a little in 1992, then last year I really gave it some thought. The fact is that while I won Phoenix, I should have won more races.

"I could just call it quits, but damn it I wanted just one more go at it. I suppose you could say I'm a gambler, but it's a fairly calculated gamble on my part. The important thing is I got more and more comforta-

ble with my decision as the season began. I feel quite comfortable racing against the new crop, if you will, and I feel more and more justified than ever about my decision. I have no second thoughts. I feel good, stronger than I might have felt a few years ago and certainly the best I've felt in the past couple of years."

And so this is to be Mario's final year in IndyCars.

"I want to leave my options open," he says. "I've had some conversations with Porsche about driving at Le Mans next year and my response was 'Talk to me next year.' I'd definitely be interested in something like that if it were a factory effort and maybe I could team up with Michael or Jeff or John. I don't see myself working for somebody, something where I'm punching a time clock everyday, but at the same time I could see myself joining a team as an owner or co-owner.

As for the past, where do you begin?

"Because of my upbringing, what motivated me to begin my career had to do with Formula One," says Mario. "That was my dream, when I didn't know anything else than to drive a Ferrari. So to have my first Formula One win in a Ferrari . . . what a blessing; what a wonderful thing that was. You just can't imagine what that did for my psychological well-being. Then to win at Monza (the 1977 Italian GP) where I saw my first professional automobile race, again you just can't put a value on what that meant to me.

"And to see your kids go from toddlers to the starting grid with you, then run one-two and share so many precious moments, from a personal side they have no equal in satisfaction. Sometimes I have to pinch myself when I realise that we did it over and over, not just one lucky shot. What a prize. When I look back on those memories, none of the negatives of the sport make any impact.

"When I think back I tend to think of races where I was up against it. The Daytona 500, for example. Ford didn't want me to win that race, they wanted Fred Lorenzen. I was not in any way an expert at stock cars; it was a case of sheer desire more than anything else. I'm not sure I could drive that hard today. Afterwards, one of the mechanics told me he'd seen a touch of Fireball Roberts in me. What a thing to say.

"Then there was Sebring (1970). I took over from (Nino) Vaccarella and (Ignazio) Giunti and drove like a man possessed to get what I wanted. Races like that are good to think about over a glass of wine . . . "

It's not just the races won, but the team owners he drove for that boggles the mind. Al Dean and Andy Granatelli; Roger Penske and Enzo Ferrari; Carl Haas ("Carl and I have had our ups and downs, but I've found a home at Newman/Haas) and Colin Chapman ("I think he liked my style, because we were both sort of hell bent for leather.")

And the drivers he raced against. Has anyone ever run wheel to wheel with such a staggering array of greats, near greats and wannabes as Mario Andretti? Who among them would does he most respect?

"I respect so many, I hesitate to talk about that for fear I'll leave some out," says Mario. "For sure on this side of the Atlantic, the Unsers, Mears and Foyt come to mind, but they're not the only ones. Rodger Ward, Parnelli (Jones). If Parnelli hadn't retired early I think he'd have been one of the greatest drivers of all time. In Formula One there was Jackie Stewart, Niki Lauda; steady racers you could really trust. Then there's Dan Gurney, I admired him so much. Jack Brabham. There are so many.

"How could I forget I drove against Phil Hill? It was Sebring in 1967 and he was in the Chaparral. We were really going at it. He was pressing me and I was pressing him right back and I was debating whether I should keep going at that pace when I looked in the mirror and saw his engine blow up on the Warehouse Straight. I thought 'Thank God.'

"Other guys – Denny Hulme, Don Branson, Jud Larson, Ronnie Peterson, Bruce McLaren, Peter Revson, Jochen Rindt. I could go on and on and on . . . "

Yes, and we wish you could "go on and on and on." But like Mario himself, the racing world must finally face the bittersweet reality that it's time he called it quits. Like Mario, we too must accept the fact that the body can't quite perform at the level all of us have so long taken for granted – willing though the mind may still be. Like Mario, it's time for us to count more than 30 years of blessings and move on. **D P**

Returning to Ferrari to deputise for the injured Pironi, Mario put his 126C2 on pole at Monza in '82. He finished third.



Below, the Parnelli F1 venture was short-lived. Bottom, Andretti in the '90s – a fixture at Newman/Haas.

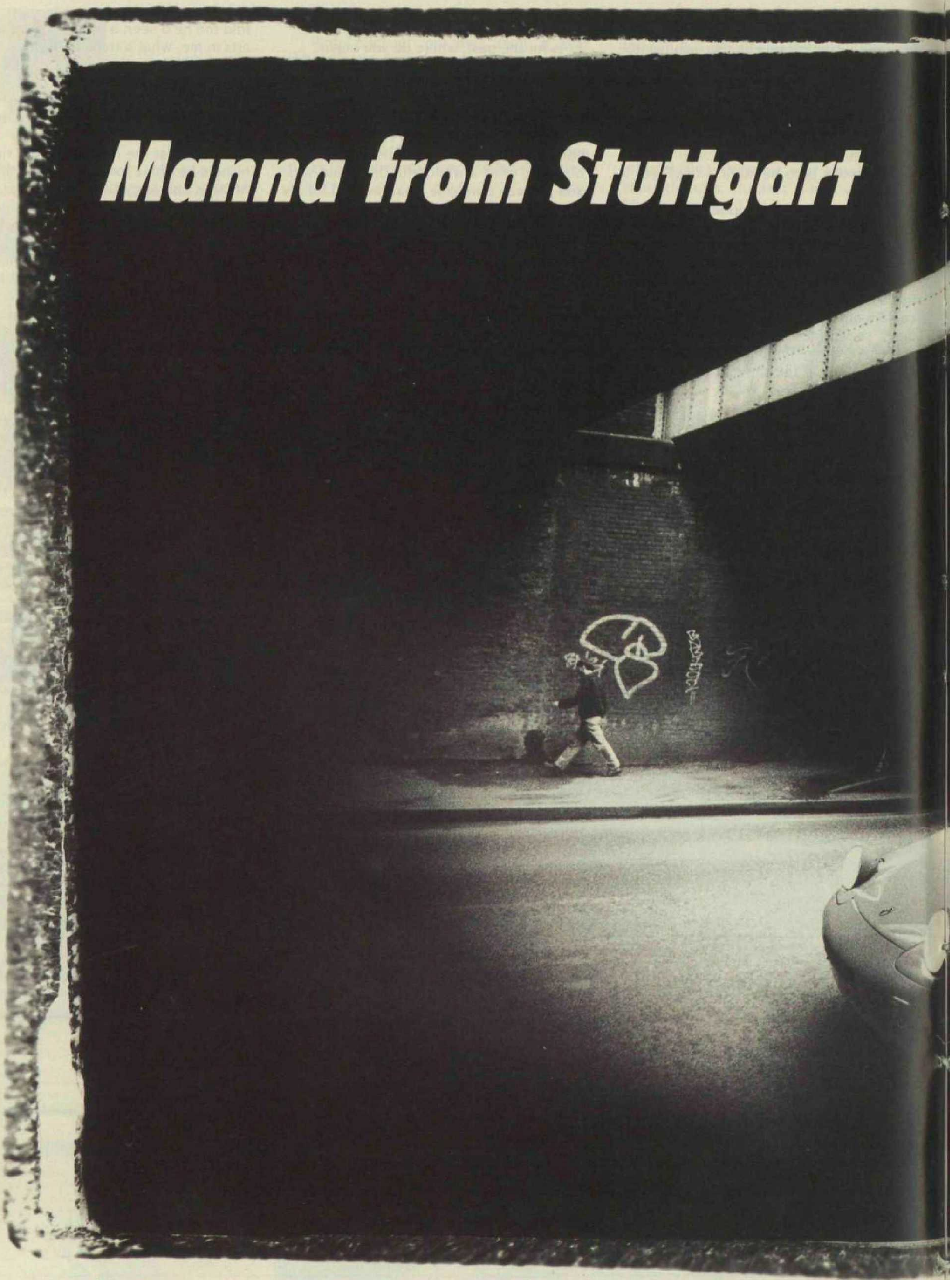




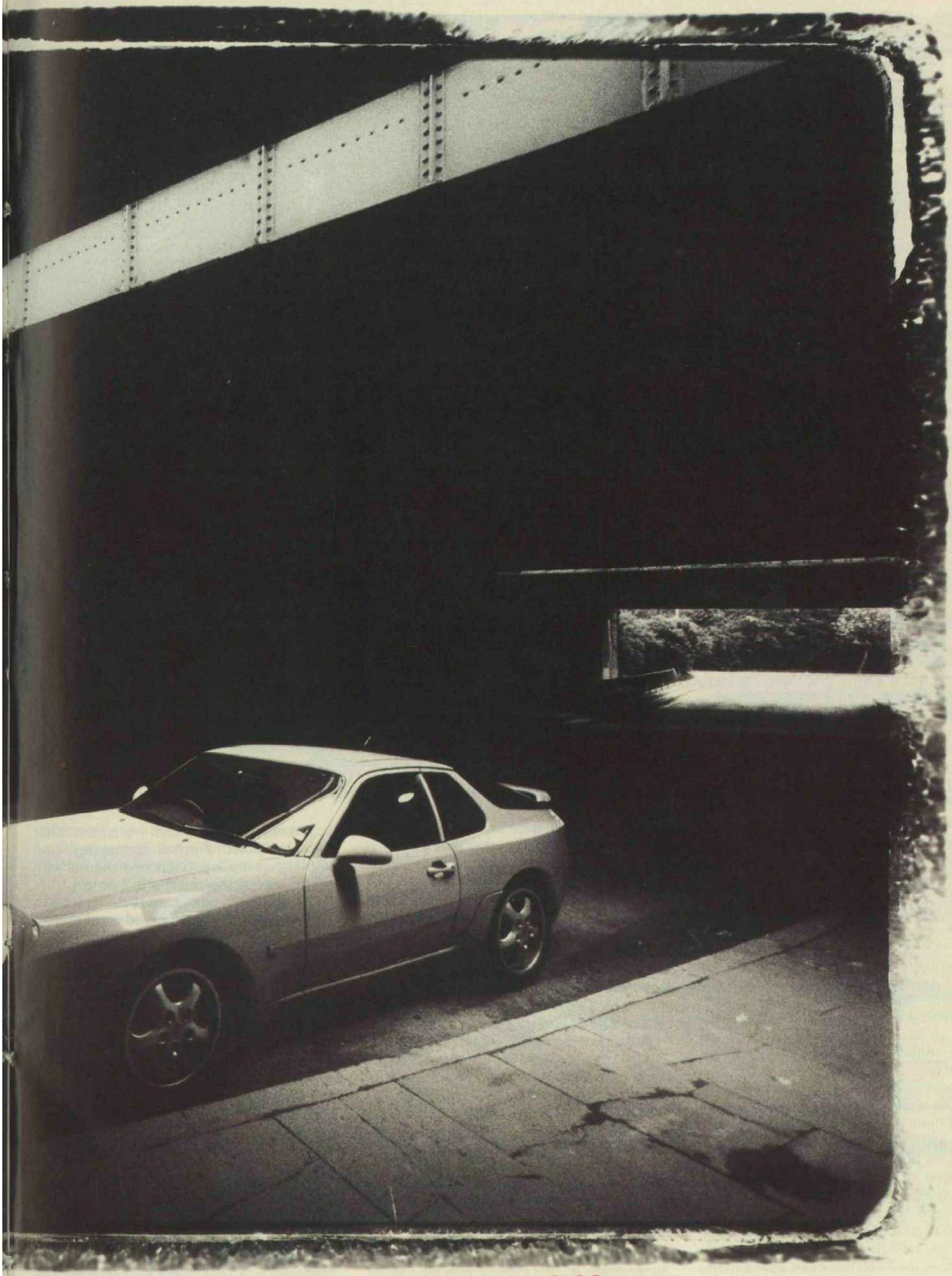
With Peterson and Lauda on the podium, Zandvoort 1978.



Manna from Stuttgart



Porsche 968 sales are up. On this evidence, it's not hard to see why



the model has recovered from its 1992 doldrums







968 retains elements of 944 styling (above left), while frontal treatment (below), notably the headlamps, is redolent of the 928.

Cabin (above) is nicely finished; seats offer decent support. Instrumentation (above right) is neat and tidy; the same can not be said for the switchgear.



From small acorns, so the saying goes, do oak trees grow. Perhaps total sales of around 500 units per annum is more of a potted plant than an oak tree in this context, but Porsche is rightly encouraged by the dramatically improved sales performance of its 968. In 1992's depressed market, after all, when 'luxury' cars were selling as fast as Fabergé eggs, only 150 or so found buyers . . .

The apparently immortal 911 might still be Porsche's strongest asset in the showroom, but the 968 at least now holds its own, and Porsche GB will admit that it was pleasantly surprised by last year's results, which show that the UK is actually one of the most buoyant markets for the model.

The introduction of the minimalist Club Sport (at £29,975) may have aided the 968's recovery, but it seems that there are some Porsche customers who simply *can't* live without certain common-or-garden modern-day comforts.

Hence, for the benefit of those aghast at the concept of manually-operated windows, there is now the 968 Sport. Since its introduction in January, this £32,995 coupé has *just* outsold the Club Sport, although the two of them are proving to be comfortably more popular than the 'standard' (ie most opulent) 968 (£37,495) and its cabriolet sibling (£40,695).

Visible differences between the 968S and the CS are nil, save for the absence of colour coordinated wheels on the former. The adornments are mainly time-saving: electric windows, mirrors and tailgate release, plus central locking. The only other differences are the inclusion of vestigial rear seats, an electric sunroof and an alarm system. (Although the roof only rises by an inch or two, it does allow you to increase headroom if you try to cram an adult in the rear. This is presumably more accident than design, but it's handy nonetheless.)

It is perhaps hard to believe that the car-buying public can be so fastidious as to be swayed by such trifles. To my mind, the well-developed, three-litre, four-cylinder engine and a taut, lively chassis are of somewhat greater import than whether the thing has electric windows, but Porsche insists that the 968S has been added to the range to satisfy customer demand, and the aforementioned rate of sales suggests that they have probably now found the right balance between pace and comfort.

Opt for one of these rather than a CS, and it will cost you £3020 and 30kg . . .

In the past, I have to admit that I found the 968's fore-runner, the 944, a touch characterless. In its turbocharged guise, it was fast, certainly, and efficient in the extreme, but its potency was offset by a degree of blandness. Early experience of the 968 cabriolet left much the same impression (MOTOR SPORT, March 1993): superlative engineering without soul.

But...

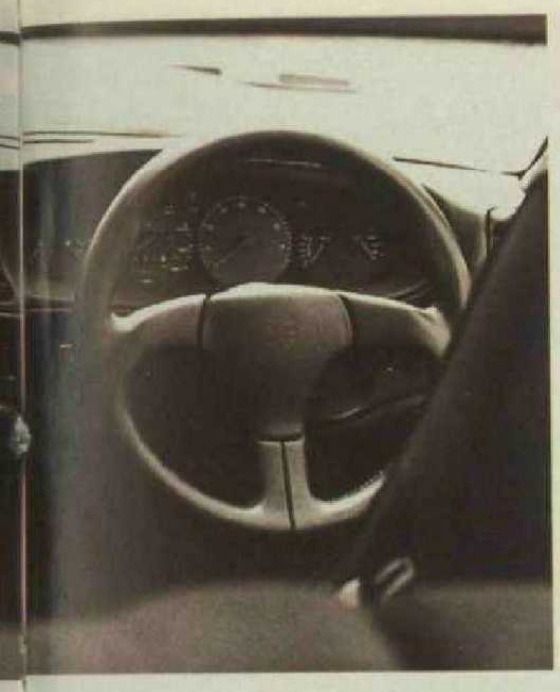
Like the CS, the 968S redresses all that.

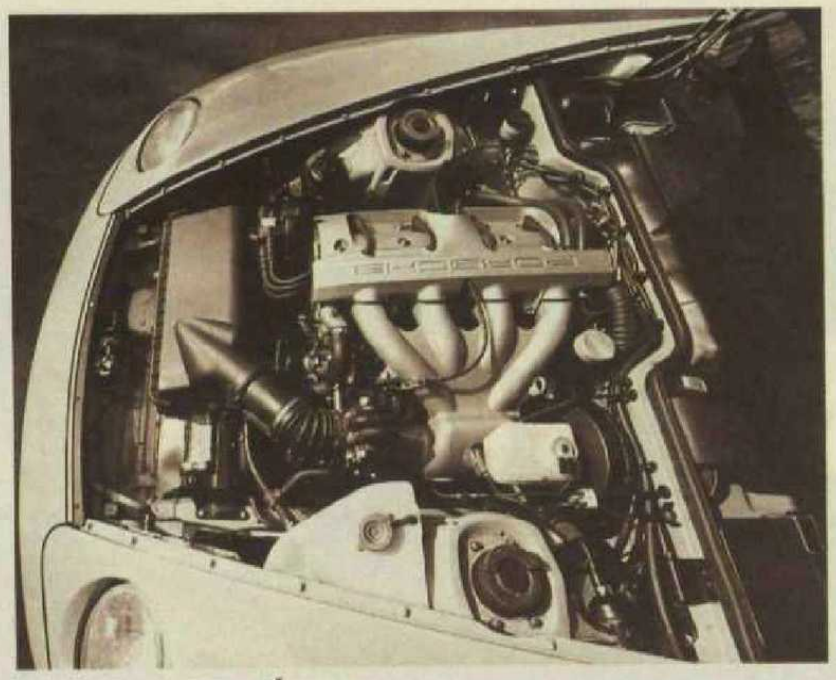
This is a chassis with real communication skills: a PR officer in a Porsche suit. The suspension is firmer than that on the 968 *ordinaire* and the S sits a little lower. It has been uprated without diminishing ride comfort (leastways, not seriously), and there is the option of what Porsche calls a 'sport chassis', featuring further uprated springs and dampers and larger ventilated discs. Available for both S and CS models, it costs £1525, but we haven't had an opportunity to evaluate it. (It's one of only two listed options; the other is an air bag.)

Besides, the 968S should be plenty crisp enough for most tastes as it is. It is supremely well balanced, no matter what the conditions. Turn in is precise, and although it is easy to unsettle the tail with brutal use of the throttle in the wet, it is surprising just how hard you *can* push before the rear tyres do anything other than stick and go.

It's flexible, too. The six-speed gearbox (with firm, positive change) facilitates access to 225 lb ft of torque (delivered at 4100 rpm), and there is plenty of zest from tickover upwards. If you really want to attack a tight corner, second might be the optimum choice; if you are in a less feisty mood, third or even fourth will probably do. The 968S picks up strongly, without complaint. For a four-cylinder, it is incredibly smooth, a process aided by Porsche's now-familiar counter-rotating balancer shafts, and even taking its 2990 cc capacity into account, its yield of 240 bhp (at 6200 rpm) is impressive.

Curiously, Porsche quotes the same performance data for *all* 968s: a top speed of 157 mph and the ability to reach 60 mph from rest in a touch over six seconds. Any fractional accelerative advantages that the Sport models might possess are irrelevant in the real world. The nimble chassis and





It may only have four cylinders (above right), but 968S has 240 bhp and ample torque. It is extraordinarily smooth, too.



willing engine are not; *that* is the point.

Driver satisfaction is further enhanced by communicative steering. Some wheel rims just feel so 'right', and this is one such. The fact that it is such a mine of information on the move is a bonus.

Brakes – ventilated discs are fitted all round – are powerful and fade-free. And the ABS? You wouldn't know it was there.

So, it's a pretty well perfect car then?

Dynamically, certainly, there is little to fault. Ergonomically, Porsche has often been a shade off-beam. Although instrumentation is a model of organisation and clarity, the switchgear has been scattered liberally around the cabin: the major controls are within operating distance, if erratically sited, but the hazard lights, for instance, are within safe reach only of the front-seat passenger. The clock, too, is positioned at such an angle as to be barely readable from the driving seat. Also, we wouldn't expect *any* car to have the sticking seat-belt reel that we encountered, be it a Kia Pride or a Bentley Continental.

The driving position itself is comfortable, although it's easy to bang one's left leg on the transmission tunnel, and the seats are more supportive than they look.

Quite what the point of the rear seats is remains a mystery. No adult would tolerate a long trip in the back, and there is insufficient platform even to hold a child's seat securely. The best thing you can do is to fold them forward to increase carrying capacity.

But forget practicalities. That's not what you buy a Porsche for. Any Porsche. Personally, I think it would be best if they abandoned any pretence that this was a two-plus-two. To all intents and purposes, it isn't.

It has, however, a presence borne of an attractive profile (a tasty development of the departed 944, with a few elements of the 928 thrown in) and that simply fabulous chassis.

The electric blue paintwork of the test car was less convincing: as one observer aptly put it, it suggested that the owner had pots of money, but absolutely no taste . . .

Verdict

In fact, it is only Porsche's perceived image which might fool the unwary into thinking that a 968S owner was stacked with cash. Sure, in the overall scheme of things it may be way beyond the means of most, but compare like with like and its sub-£33,000 price tag appears positively reasonable. The Nissan 300ZX, soon to be withdrawn from the UK market, is a little more expensive. Mitsubishi's 3000GT and Honda's NSX are way more costly. True, they aren't quite fishing for the same clients, but if it's heritage you're after, where do you shop? (Further food for thought: the Club Sport is roughly the same price as a Marcos Mantara and cheaper than a Subaru SVX.)

In that light, the 968S is an even more reasonable package. It may lack the outright telepathy of a 911, but it really doesn't fall a long way short.

And it is cheaper by the not inconsiderable margin of £21,000.

On this evidence, it's no surprise that the 968 should have recovered so strongly from the harrowing events of two years ago.

It's a triumph for niche marketing, and for an engineering policy which assumes that *homo sapiens* is still a responsible species.

No frills. No unnecessary electronic gizmos. Just straightforward driving pleasure. Amen for that. **S A**

ENGINE

Location	longitudinally front-mounted
Cylinders	four, in-line
Bore × stroke	104 × 88 mm
Capacity	2990 cc
Compression ratio	11.0:1
Valve gear	dohc, four valves per cylinder
Power	240 bhp/6200 rpm
Torque	225 lb ft/4100 rpm
Fuel	unleaded, 98 RON

TRANSMISSION

Type	six-speed manual, rear-wheel drive

SUSPENSION

Front	independent via light alloy wishbones, MacPherson struts, anti-roll bar
Rear	transverse torsion bars, light alloy semi-trailing arms, anti-roll bar
Wheels, f/r	light alloy, 7.5J / 9J × 17
Tyres, f/r	225/45 / 255/40 ZR17

BRAKES

Front/rear	ventilated discs all round, ABS

STEERING

Type	rack and pinion, power assisted
Turning circle	10.75m

DIMENSIONS

Wheelbase	2400 mm
Front/rear track	1457 / 1455 mm
Overall length	4320 mm
Overall width	1735 mm
Overall height	1255 mm
Kerb weight	1350 kg
Fuel tank	16.3 gallons

PERFORMANCE

0-62 mph	6.2s
Maximum speed	157 mph

Figures supplied by Porsche GB

FUEL CONSUMPTION

Average for test	27.2 mpg
Government figures:	
Urban	19.1
56 mph	39.2
75 mph	32.1

LIST PRICE £32,995

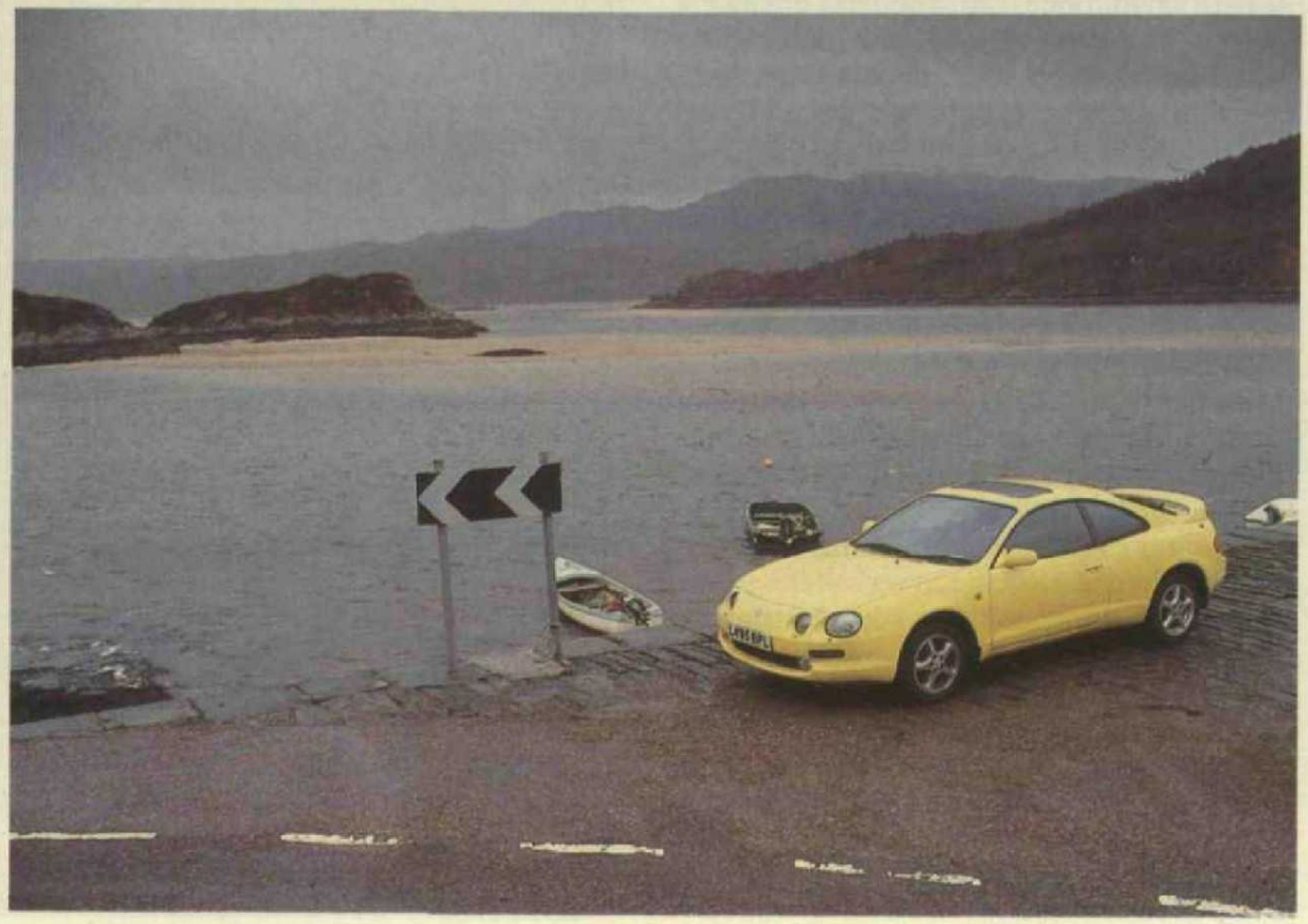
Soul seeker

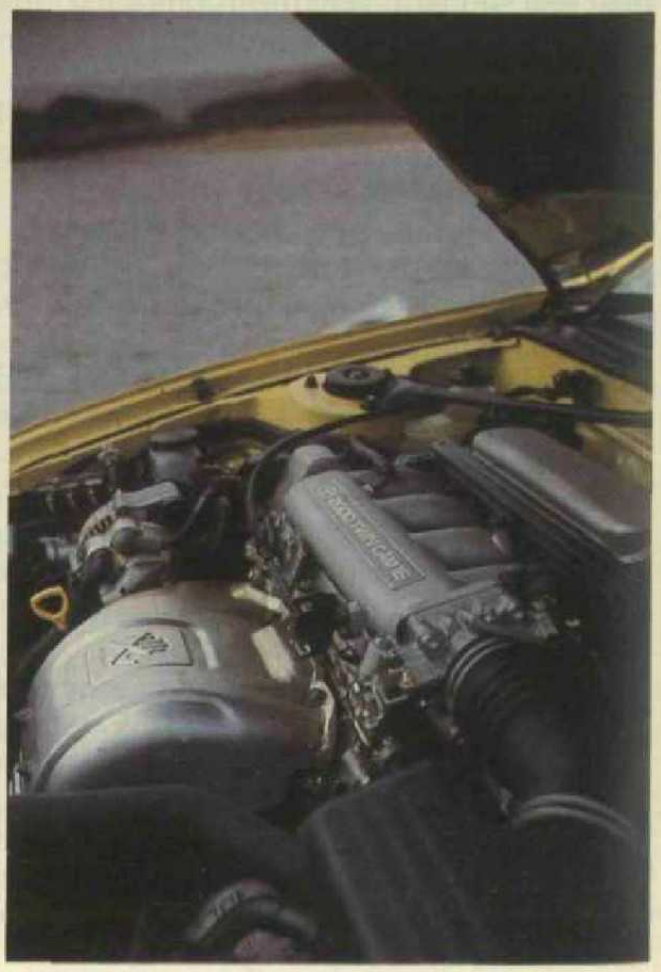
Hot on the heels of Toyota's overstated Supra comes the rather more subtle, but equally desirable, sixth generation Celica GT.

The controversial predecessor's bulbous form has evolved into a sleeker, more accessible shape which looks simultaneously modern and, strangely, retro. Pop-up headlamps are replaced by more conventional units, which gives the front-end a distinctive 'face', while the raised 'hip' aft of the B-pillar is reminiscent of the MkIII Cortina or Vauxhall Viva HC.

Not only is its styling easier on the eye, but the Celica is now 10 per cent lighter and 20 per cent stiffer. Available in GT guise only (until the introduction of the GT-4 in the summer), the Celica continues in the front-wheel-drive coupé mould established by previous models, though it is slightly longer, wider and taller. This accounts for more leg and head room, and with the larger glass area, the Celica's interior no longer has the rather claustrophobic nature of its immediate forebear.

Virtually the whole car has been modified (if not entirely redesigned), and it comes as no surprise to find that the familiar 2.0-litre, twin cam, 16-valve engine has had a power hike, from 154 to 173 bhp as a result of a higher compression ratio and reworked valves and ports. Torque is unchanged, at 137 lb ft, but the delivery curve is flatter,







which improves flexibility. New sub-frames and modified suspension and brakes (vented at the front, with ABS) allow greater cornering and stopping potential, though the refined ride quality, which is supple without being soggy, is retained.

Toyota's smooth 3S GE four-cylinder engine ticks over at little more than a whisper and seldom intrudes. Wind noise and tyre roar levels are acceptable, too.

In fact you need to take the Celica by the scruff and show it some 'real' roads before there is any real evidence of sporting manners. At a modest pace, the 'hunt-free' engine characteristics, the featherweight steering and the almost switch-like gearshift make driving effortless.

It never becomes hard work, even when pressing on along tricky roads. Sadly, most effort is mental – gaining confidence (trying to ascertain exactly what those front 205/55R15 Michelin Pilots are doing) by decoding the secrets of the incommunicative, speed-related steering. It is sad that ever more so-called sporty cars are going down the lifeless steering path; all the moreso in that the Celica has a genuinely nimble chassis that could really be exploited if it offered more feedback.

That said, the steering has been improved. The chassis turns-in sharply and understeers gently if really pushed. It will tighten its line or hang out its tail under various degrees of lift-off, but it is never hysterical, and torque-steer has virtually been eliminated.

The Celica was unfazed by the bumps and yumps of demanding, river-strewn Scottish roads, nearly all of which were negotiated in torrential rain. The spinning of an inside front wheel or pattering from the ABS were only occasional protestations. As a result of this relentless display of foul weather (even by UK standards), it was hard to ascertain how much grip would ultimately be available, but it felt good in the conditions.

Cabin ambiance is ideal for long-distance work. The driving position is suitably adaptable and the tilt steering column is a bonus. The instruments are now as clear, near as dammit, as Europe's best, and minor controls have been simplified and tidied up.

Mercifully, the Celica is devoid of unnecessary equipment, but it doesn't lack for much. Air conditioning is the only option. It's an environment far removed from Japanese cars of old; the dashboard plastic, for instance, actually exudes a hint of quality.

There's no doubt that the Celica can cut it with the best coupés on the market. It has the speed – 0-60mph in 7.9s and a maximum of 139 mph. It looks distinctive, handles competently and stops well. While it is enjoyable to a degree, it's no thriller. Nor is it cheap, at £20,xxx, though Toyota should certainly sell its quota.

One can't help wondering why, with such an important car, the Japanese couldn't have added a splash more soul? **R R B**

Solid brass 'Quick Release' battery clamps



- **A quick flip of the cam lever releases clamp.**
- **Adjusts to fit all batteries.**
- **No more fiddling with spanners.**
- **Fully world patented.**

Supplied in pairs these hand finished, highly polished, solid brass battery clamps enable swift and convenient removal of your battery leads, **especially whilst racing or in an emergency!**

Racing cut-off switch



DISCARNECT



Deter thieves & joyriders and prevent battery drain & electrical fires with either of these two fused battery isolation switches

Remove the on/off key from either device to completely eliminate battery drain and electrical fires. Both devices are supplied with a 16 amp fuse link. If the fuse is inserted power is maintained to all electrical circuits (clocks, alarm systems, radio, central locking etc.) **except the starter motor which requires 150 amps to operate.** If an attempt is made to hotwire the car with the on/off key removed the fuse will blow and your car will not start until the on/off key is inserted.

The **DISCARNECT** vehicle immobiliser is manufactured by us and features precision heavy duty brass and alloy construction. It fits in minutes directly to the terminal of all battery types including Ford 'square posts'.

The **RACING SWITCH**, the original from Merit, unlike numerous inferior imitations features self cleaning contacts. Suitable for your competition, classic or everyday car, it wires direct to your car battery and can be hidden out of view to deter all but the professional thief. Mounting bolts are included.

Both devices are supplied with comprehensive, step by step fitting instructions, lifetime guarantees and full 'no quibble' refunds.

Please send a letter if you do not wish to cut your magazine

Tel: (071) 351 9333 for enquiries and credit card orders. Send cheques made payable to: Richbrook International Ltd, Dept 6MS, 2 Munro Terrace, 112 Cheyne Walk, London SW10 0DL.

Name.....

Address.....

.....

County.....Postcode.....

Please tick relevant boxes:

DISCARNECT.....1 for £9.95☐
.....2 for £15.95☐
Spare on/off key (in case of loss).....£2☐
1 bag of 5 spare fuses.....50p☐
RACING SWITCH.....1 for £9.95☐
.....2 for £15.95☐
Spare on/off key (in case of loss).....£2☐
1 bag of 5 spare fuses.....50p☐
1 Discarnect & 1 Racing Switch.....£15.95☐

BRASS CLAMPS.....1 pair £8.95 ☐
.....2 pairs £14.95 ☐
TOTAL AMOUNT.....£_____
Method of payment
I enclose a cheque (address on back) ☐
Please debit my credit card ☐ My card number is
☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐
Card expiry date ☐☐☐☐

All prices include P&P. Please allow 7 days for delivery.

·MOSS·

& THE·ASTON·MARTIN·DBR1



winning the World Sports Car Championship
at Goodwood in 1959

PRINT SIZE - 12⅛" x 9¼"

VILLENEUVE

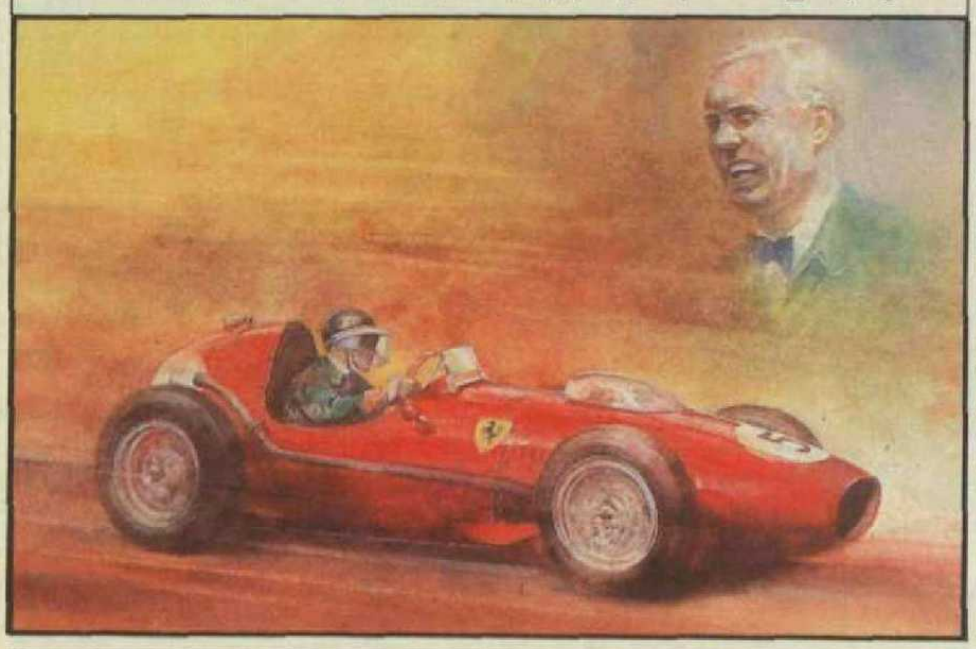
& THE·FERRARI·126



PRINT SIZE - 10½" x 11⅜"

HAWTHORN

& THE·FERRARI·246



PRINT SIZE - 16¼" x 11⅜"

FANGIO

& MASERATI·250F



WINNING THE 1957 GERMAN GRAND PRIX

PRINT SIZE - 16½" X 11⅜"

CLARK

& LOTUS·49



PRINT SIZE - 16¼" x 11⅜"

ANNIVERSARY

OFFER

TO CELEBRATE MOTOR SPORT'S 70TH.ANNIVERSARY,THESE FIVE FINE ART PRINTS TAKEN FROM THE EVOCATIVE ORIGINAL PAINTINGS BY JEREMY MALLARD, ARE AVAILABLE TO ALL MOTOR SPORT READERS FOR £10 LESS THAN THEIR NORMAL PRICE. THE FANGIO,CLARK & HAWTHORN EDITIONS(LIMITED TO 250) WILL COST £35 EACH INSTEAD OF £45,AND THE MOSS AND VILLENEUVE EDITIONS(LIMITED TO 450) WILL COST £22 EACH INSTEAD OF £32. JUST RING OUR NUMBER BELOW,OR WRITE TO US MENTIONING THIS ADVERTISEMENT,TO TAKE ADVANTAGE OF THIS OFFER.THESE PRINTS ARE PAINSTAKINGLY PRODUCED ON MATT,WATERCOLOUR TEXTURED PAPER AND EMBOSSED WITH THE LIMITED EDITION STAMP BEFORE BEING INDIVIDUALLY SIGNED AND NUMBERED BY THE ARTIST. THE PRICE INCLUDES POST & PACKING. WE NOW HAVE DETAILS OF OUR OTHER PRINTS IN THIS COLLECTORS' SERIES,INCLUDING THE 'C'TYPE AND LIGHTWEIGHT 'E'TYPE JAGUARS AND THE FAMOUS 'OLD No.1' AND BLUE TRAIN BENTLEYS, PHONE WITH ORDERS OR ENQUIRIES AT ANYTIME,INCLUDING EVENINGS & WEEKENDS.

5 Station Road. Stottesdon. Nr. Kidderminster. Worcs., DY14 8TT

·PEN & THINK· PUBLISHING·CO

Access · VISA · · MasterCard

Telephone: 074·632·697 ·

1924

MOTORSPORT

70TH

ANNIVERSARY

ISSUE

1994

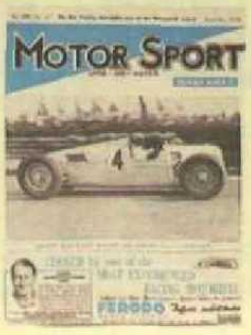
One-eyed Tommy



September 1924 brought an end to the life of one of America's greatest racing drivers, and via posthumous reconciliation with another concluded a tangled tale of greatness, America's first Grand Prix victory, successes in the Indianapolis 500, and a feud concerning the Land Speed Record. The story of Tommy Milton and Jimmy Murphy is one of friendship gone awry and ultimate tragedy . . .

Jimmy Murphy (above) benefited from the largesse of Tommy Milton (opposite page), but their association was to become a bitter one.

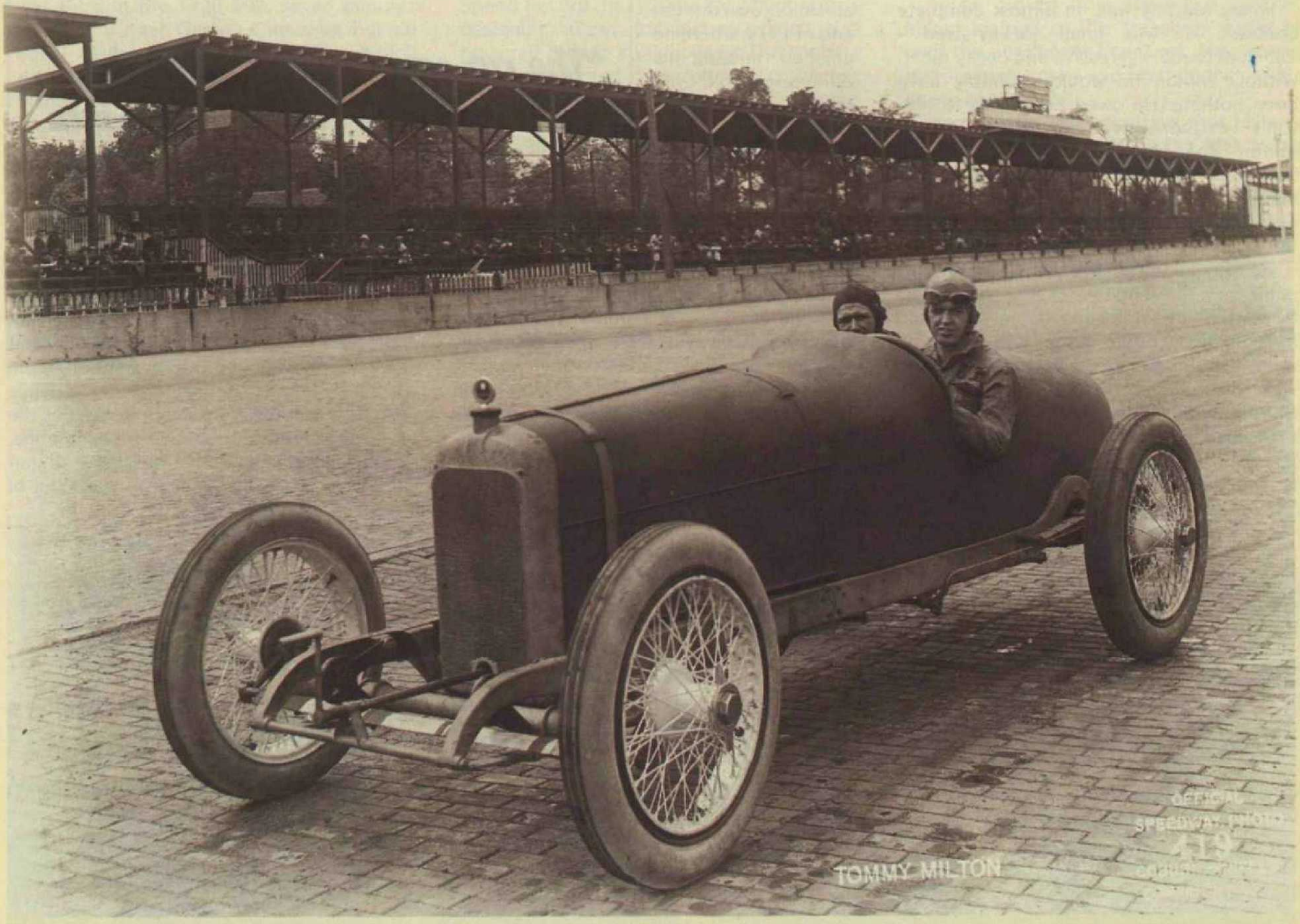








and Gentle Jimmy



They started out as friends. Indeed, Jimmy Murphy was Tommy Milton's protégé. But as proof that there is nothing new under the racing sun, they fell out in a manner that predated the late Ayrton Senna and Alain Prost by nearly 65 years. An argument – more of a misunderstanding, it would transpire – that arose from running the Duesenberg Land Speed Record car was to fracture their alliance and set them against each other until the day that Jimmy Murphy perished on the boards of Syracuse.

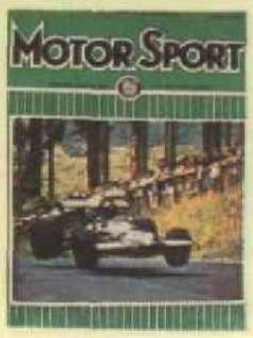
They could not have been more different personalities. Tommy Milton was born blind in his left eye and had around two-thirds use of the right. He is uncannily resembled today by the singer Suggs from the band *Madness*. His optical shortfall endowed him with a permanent scowl, which perhaps had an adverse influence on the image he presented to his public. He would pass his medical tests by memorising the eye charts of the day.

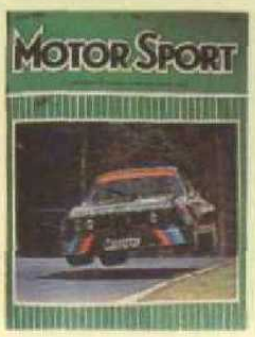
He was in truth an urbane gentleman, modest, shy and rather introverted, but with a notoriously quick temper. In the cockpit he was smart, a ruthless leadfoot with a brilliance for race tactics. His style was daring and resourceful.

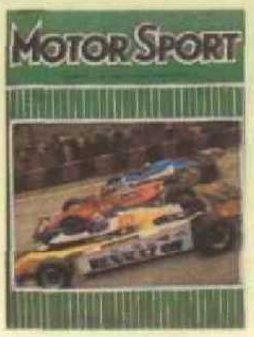
Rather unfairly, perhaps because of that scowl, he was regarded as aloof, whereas he was really an extremely kind individual. Jimmy Murphy, Bob McDonogh and Ralph Hepburn all had cause to be grateful to him when he adopted them as protégés. For all his sharp temper he was a generous player. Among other things, he was the man who first suggested that the pace car at Indy should be a special award to the winner.

Wilbur Shaw described him as: "A gentleman at all times, a supermechanic and a terrific competitor who drove with his head as well as his hands and feet."

His firm grasp of mechanics was unusual for the period. It was he who decided to opt for transverse leaf springs for his Leach Special, for example, and that innovative concept is still in use today on some sprint cars. Milton took a long time to sort them properly and to set his car up, but when he and Murphy duelled for the 1923 Indianapolis 500, his superior chassis work saw him pull away and cruise to his second win.









On April 4 1924 he took his Miller 183 to Muroc Dry Lake and achieved a staggering 151.26mph under AAA observation, nearly as fast as he'd gone in the twin-engined Duesenberg when it set the land speed record four years earlier. Then he took a Miller 122 to 141mph. These were incredible speeds for such small capacities.

Jimmy Murphy was an almost complete contrast. He was small, jockey-sized – 145 lb of crude, aggressive and cocky racer. Without Milton he would probably have been nothing. He owed everything to Milton's extraordinary generosity. Where Milton was born to wealth the early-orphaned Murphy knew privation in childhood, and as a bi-product of his upbringing he was notoriously close with a dollar.

He only raced for five years and literally came from the shadows (of other drivers) as he started out a riding mechanic. He should have made his debut in that role at Corona in 1916, riding with Omar Taft, but Taft's car was disqualified. Bitterly disappointed, Murphy was stooging around when Eddie O'Donnell offered him a ride as his own mechanic had been sidelined. They won. He stayed with O'Donnell, and over the next three years he also ran with Milton and Eddie Rickenbacker. As often as possible he told Milton of his burning desire to *drive*. He once trailed 3000 miles and raced in five cities in eight days, to earn $35. That would change.

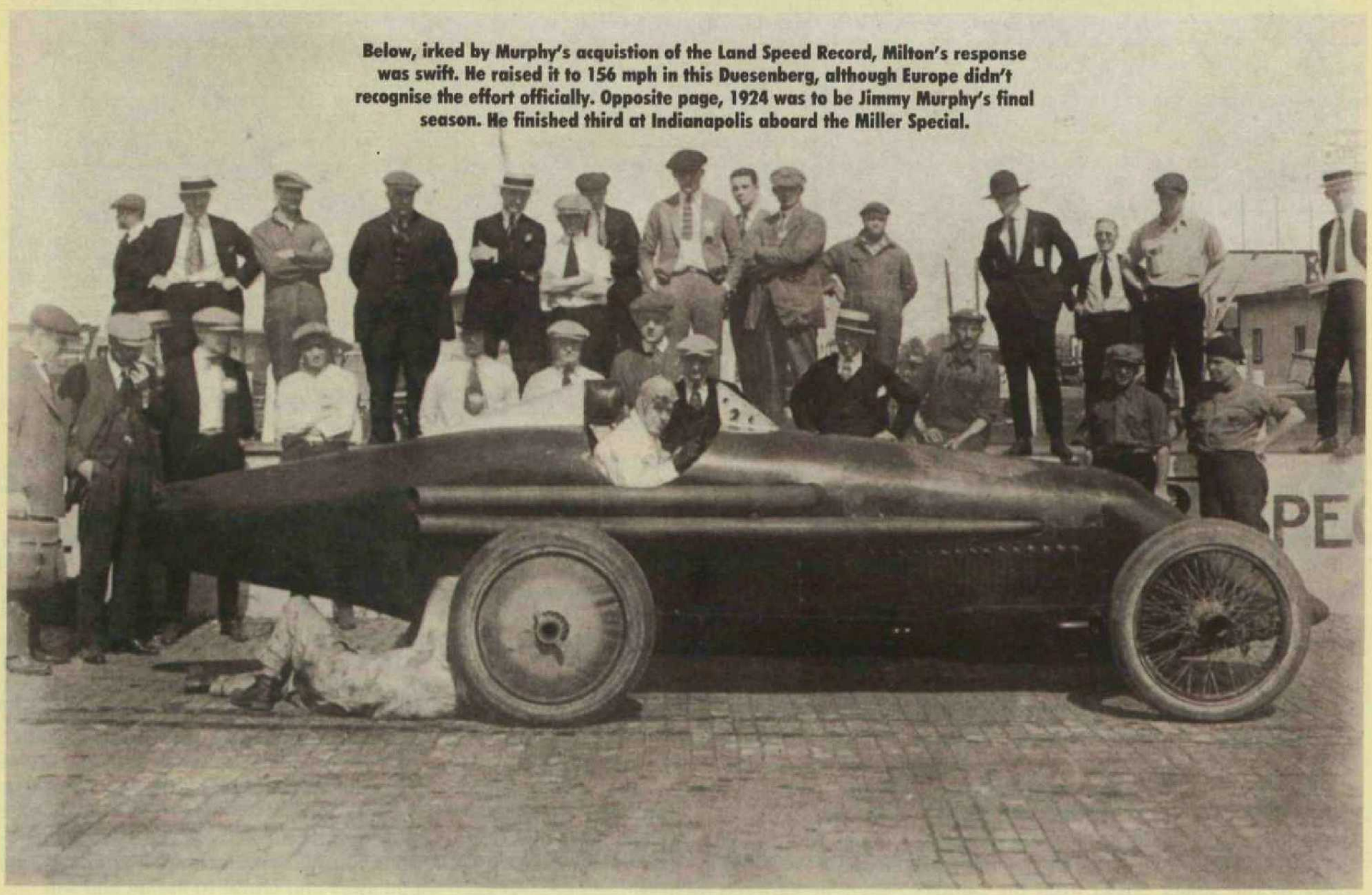
In the end he badgered Fred Duesenberg into letting him drive at Uniontown at the end of 1919, where he crashed, injuring his riding mechanic Lyall Jolls. Duesenberg said there and then that he would only ever be a mechanic.

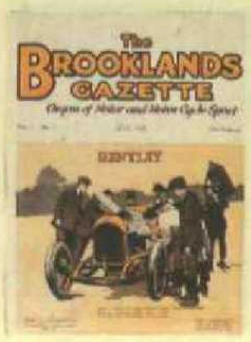
Murphy got his second chance purely because Milton had taken pity on him and gave Duesenberg, for whom *he* was a star driver, an ultimatum. 'Let the kid race, or I quit.' This time, at Beverly Speedway in 1920 when O'Donnell hurt his arm and couldn't race, Murphy stunned everyone by taking pole position and then dominating the 250-mile race as he conquered established names such as 'Smiling' Ralph Mulford, Joe Boyer, Cliff Durant and another driver that Milton detested, Ralph de Palma. He kept driving after that, and was only narrowly beaten to the 1920 national title. Appropriately enough, Milton took that crown.

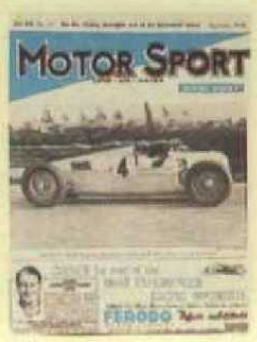
The legend of Jimmy Murphy really took off in 1921 when he scored his famous victory for Duesenberg in the French Grand Prix, despite a practice crash which had left him with a cracked rib. The Americans entered late but thrashed the might of Europe. So incensed were the French that they openly snubbed the Duesenberg team at the official prize-giving. After a while manager George Robertson, winner of the 1908 Vanderbilt Cup race on a Locomobile, quietly stood up at the post-race dinner and, with great dignity, led his team out of

"The car caught fire during the run, but Milton calmly drove into the sea to extinguish the flames"

Below, irked by Murphy's acquistion of the Land Speed Record, Milton's response was swift. He raised it to 156 mph in this Duesenberg, although Europe didn't recognise the effort officially. Opposite page, 1924 was to be Jimmy Murphy's final season. He finished third at Indianapolis aboard the Miller Special.











the room. Subsequently they dined on ham and eggs in a local cafe!

Murphy used the same chassis, equipped with a Miller engine, to take the pole at Indy the following year, and his ensuing victory effectively launched Harry Miller's fabulous reputation at the Brickyard. Milton had the pole in 1923, Murphy again in '24. Milton was third in the 1920 500, seven minutes adrift of winner Gaston Chevrolet but an equal distance ahead of Murphy, which doubtless afforded him a measure of satisfaction. He won the 1921 race, and triumphed again in 1923 with Howdy Wilcox driving brief relief. That year Murphy finished third in the Italian GP at Monza in a Miller.

Like Milton, Murphy was a technical driver. He was wary at first but then became a champion of front-wheel drive, and Harry Miller's first fwd car was intended for him. It was ready to be shown to the press a month after his death. Either Riley Brett or Miller himself are generally accredited with coming up with the concept for the boards, but they and Murphy kicked it around with Miller's right-hand man Leo Goossens.

His successes made Murphy tremendously popular. He was lionised like Lindbergh would be, appeared in Hollywood movies and had a foxtrot named after him. His public called him Gentle Jimmy.

Milton was probably the one man in racing who actually disliked Murphy, but then he probably knew him best and certainly had good reason. . . Their feud had its roots in Milton's desire to break the Land Speed Record. In 1920 he set about largely designing a car for himself which was powered by two straight-eight Duesenberg engines mounted on a common crankcase to form a V16. That year, however, he burned his left leg very badly when his engine blew just before the finish at Uniontown, where he had looked set to win. Part of the time he spent recuperating was invested in the 'Double Duesie'. It was while he was recovering that he also bullied Fred Duesenberg into letting Murphy have that second chance at racing.

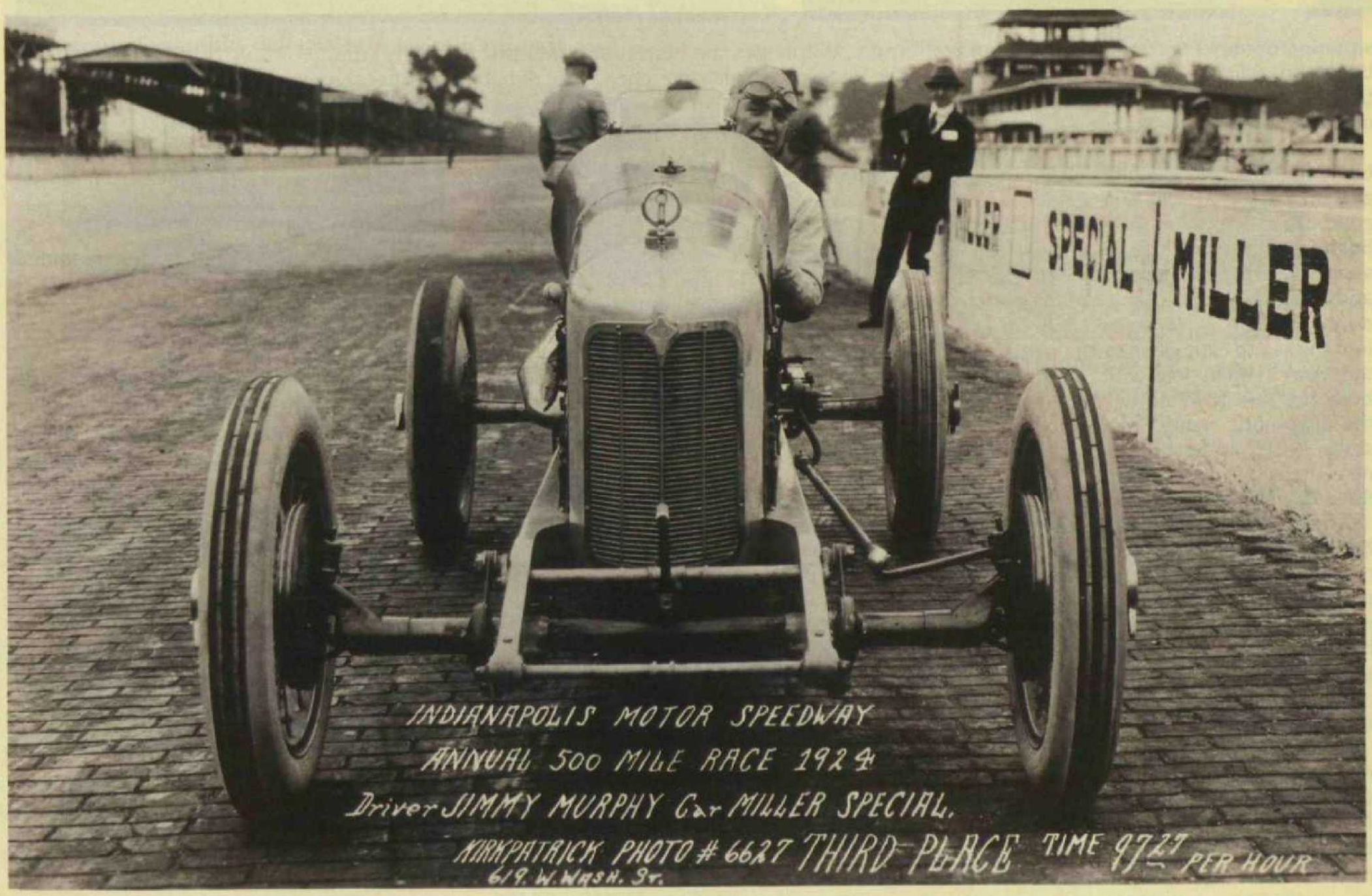
Murphy duly got to race and started winning, but to help him make ends meet Milton offered him the chance to work on the Double Duesie. When the car was finally ready racing commitments had taken Milton to Havana, so Murphy and Fred Duesenberg accompanied it to Daytona, where Murphy was scheduled to shake it down. But the testing went so well that Duesenberg actively encouraged Murphy to try for the record. That presented an ironic twist, given that it was Fred who was so opposed to giving Murphy his initial chance, and then so dead set against another, until Milton, who had paid for the Duesie, made his ultimatum. . .

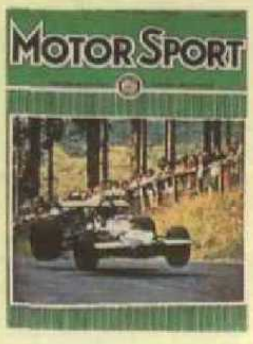
As he arrived from Havana a shocked Milton learned of the 'treachery' when he read the newspaper headlines. His protégé had stolen his car – and his thunder – with a speed of 152mph.

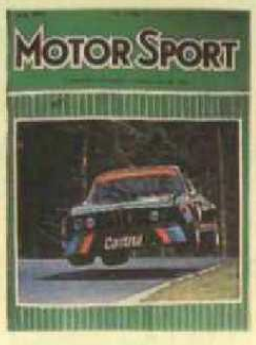
It's not hard to sympathise with Milton's feelings. He had conceived the idea in the first place, sunk a lot of his own money into the project, and was paying Murphy's salary. And he'd also gone way out on a limb to get him his big chance in the first place. . .

"I don't think the world ever looked so black," he said. "I could have killed him."

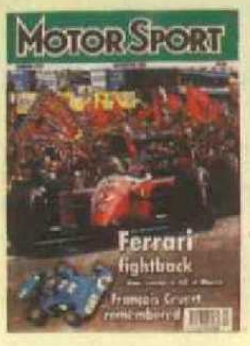
Perhaps sensing that this might be the case, Murphy made himself scarce when Milton went straight to Daytona Beach to sort things out. He then immediately tried to better Murphy's time, but to his chagrin the car had already ingested Daytona's fine sand and the salt in the atmosphere, and refused to perform properly. To make the















Contrasting backgrounds: Milton (left) enjoyed a comfortable upbringing; despite a ferocious reputation, he was regarded as a gent. Murphy (below) was the epitome of a rags-to-riches racer.

situation doubly frustrating, press reports began to ridicule his efforts, suggesting that Murphy had the surer touch. Milton, unsurprisingly, was outraged.

Not a man to surrender without fighting back, he built a makeshift tent and stripped the engines down. During the work his good eye was irritated by a sliver of metal, but he shrugged off the pain and eventually succeeded in upping the mark to 156. To add to his trouble the car caught fire briefly during the run, but Milton calmly drove it into the sea to extinguish the flames. Sadly, the AAA's affiliation with fellow timing body the AIACR would not be effected by the diplomatic Henry Segrave for another seven years, so Europe refused to recognise the effort as an official Land Speed Record.

After the incident Milton and Murphy barely spoke with one another, but even on the tracks their duels were clean and sporting. Milton had a measure of consolation when he won the national championship back-to-back in 1920 and 1921, the first man ever to do so. Murphy won it in 1922 and '24, having been edged out of a third title in 1923 by Eddie Hearn.

Despite everything Milton was deemed dour and quick tempered by the public. Certainly, he came out worse from the feud. Jimmy Murphy – Gentle Jimmy – was the public's darling, but events suggest that this scenario was at variance with the truth. Milton was the honest star, Murphy the rags to riches scratcher who didn't mind how he got to the chequered flag first and who stole Milton's glory at Daytona. Fred Duesenberg was certainly an accomplice in that act of treachery, but without question Murphy must have known what he was doing. Yet something within him could not prevent him from betraying the open-handed generosity and encouragement his mentor had so freely bestowed upon him.

On September 15 1924 Murphy was driving the narrow-frame Miller 122 on the horse track dirt at Syracuse, but while challenging 'Cowboy' Phil Schafer for the lead late in the race he slid on oil and crashed. It wasn't a big accident; indeed, he'd walked away from something similar there only the previous week. But by a twist of Fate, this time a splinter from the shattered fence pierced his heart, and he died instantly.

Ironically he hadn't wanted to attend as he disliked the dirt. As usual, with the superstition of the day, he had also tried to refuse return rail tickets but was for once prevailed upon to accept them against his better judgment. As Jochen Rindt would be 46 years later, he would be crowned the posthumous champion.

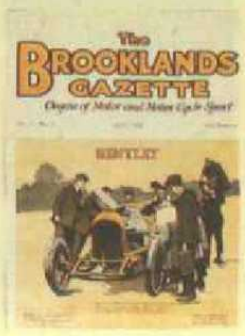
His funeral was more like that of a movie star. The train carrying his body back to the west coast was besieged by mourners at every stop.

After the tragedy Milton's enthusiasm for racing waned. He turned down the chance to buy the Indianapolis Motor Speedway, but acted as Chief Steward for a while at the 500.

Behind them, Gentle Jimmy and One-Eyed Tommy left a glittering legacy. Milton was national champion in 1920/21, Murphy in 1922 and '24. Of the drivers who started more than 10 races, Murphy's winning percentage of 36 was bettered only by the mercurial Frank Lockhart on 36.3. Milton headed the top 20 for miles driven with 10,988.3; Murphy was seventh on 7238.5. Of the top 20 laps run Milton was again top with 8547; Murphy was sixth with 5851. Milton raced the most with 85 starts; Murphy was seventh with 50. They also featured highly in the money stakes, Milton winning the most with $134,185 between 1916 and 1926 and Murphy listing third on $123,170 between 1919 and 1924. Adjusted to 1990 rates, the figures read $954,941 and $857,871 respectively. . .

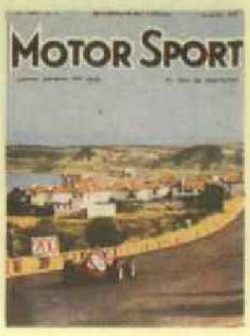
Milton was shattered by Murphy's death, and in private wept for him. He then sought permission to accompany his body on the train taking it from New York state to California. He paid for all the funeral expenses, and wept again as Murphy's body was lowered into the grave. Finally, in death, in the year that MOTOR SPORT was founded as the *Brooklands Gazette*, their feud had ended.

DJT









Maranello Sales Limited

Tower Garage, The By Pass (A30), Egham, Surrey TW20 0AX
Telephone 0784 436431 Fax 0784 436510



ASTON MARTIN DB4GT ZAGATO SANCTION II. One of Four built 1991, Chassis No. 0197 is the last unused example, delivery mileage mileage only. Serious enquiries at £499,950 invited.



PORSCHE 3.3 TURBO 1991 J.
Cobalt Blue, Grey Leather piped Blue, CD, two owners, 19,500 miles, £49,950



FERRARI 365 GT4 BB 1975. Blue Dino Met. Beige Leather Interior, Sports Exhaust, Fully Documented rebuild 1986, 20,800 miles, £52,250



FERRARI 512 BB 1979 V. All Rosso, Magnolia, Black inserts, Gold Alloys, 13,700 miles (BB512 plate extra), £69,950



FERRARI 308 GTS 1984 B. Rosso, Magnolia Hide, Red inserts, Maranello rebuild, 28,300 miles, £34,950



FERRARI TESTAROSSA 1990.
Rosso Corsa with Crema Leather Interior, Stereo, 450 miles, £74,950



FERRARI 512 TR 1992 K. Rosso Corsa with Nero Leather Interior, Stereo, 6,800 miles only, £97,950

OTHER VEHICLES IN STOCK:

1988 E 328 GTS. Argento Red Hide, A/con, rear spoiler, Stereo, 6,550 miles, £44,500

1989 G 328 GTS. Rosso Creme Hide, ABS, A/con, rear spoiler, 4,230 miles, £49,350

1992 J 348 TB. Rosso Nero Hide, Stereo, 8,800 miles, £54,500

1991 J 348 TS. Rosso Crema Hide, Stereo, 15,100 miles, £54,500

1991 J TESTAROSSA. Rosso Crema Hide, 1,100 miles, £74,950

1993 L BMW 530i AUTO TOURING. Laser Blue, Met. Silver Cloth, 13,000 miles, £28,950

1993 DODGE VIPER. Rosso, Black Leather, 1,500 miles, £49,950

1993 L ALFA ROMEO 164 SUPER. Met. Beige with Black Leather, A/con, 13,500 miles, £21,950

1994 ASTON MARTIN VIRAGE AUTO. White, Magnolia Leather, Delivery mileage, £89,950

An Inchcape Company

Were these the greatest?

This selection – which is by no means intended to be definitive – is our assessment of 20 of the greatest racing drivers of the past eight decades



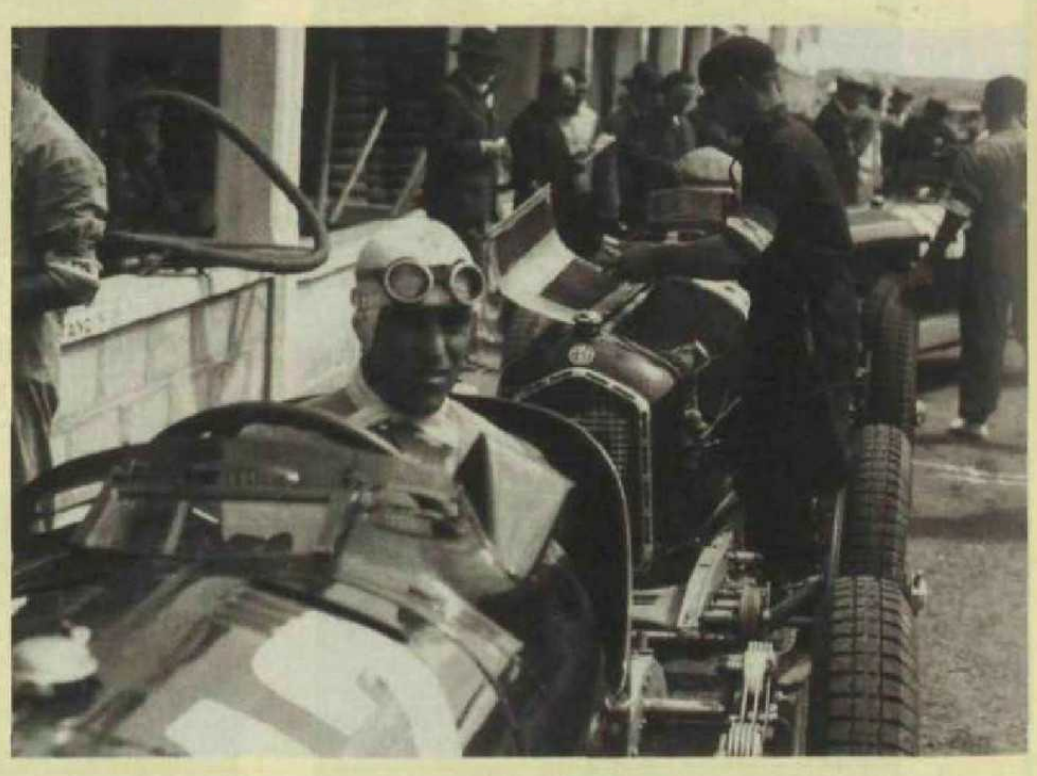
PIETRO BORDINO

Segrave described him as the finest road race driver in the world, and in the FIAT Grand Prix cars of the early '20s The Mad Mullah had few equals. He was fiery and aggressive, and liked to fight it out from the front rather than adopting the wait-and-see tactics of the majority of his rivals who placed greater premium on reliability. He was the Ayrton Senna of the decade, as the greats of American racing discovered when he ventured west to challenge them at their own game. And as Robert Benoist found when Bordino returned for another try in Europe in 1927, aged 38, you underrated him at your peril.



SIR HENRY SEGRAVE

Tall, debonair and charismatic, Eton-educated Henry O'Neil de Hane Segrave was one of the greatest all-rounders of any era. He was quick in anything, had good feedback at a time when it was not fashionable, and could master any situation. He was the first Briton to win an international event since SF Edge and our first Grand Prix victor, at Tours in the Sunbeam in 1923. He was the first man to 200 mph, with the 1000 hp Sunbeam at Daytona in 1927. And he was instantly quick in speedboats. He was the first man to reach 100mph on water, just prior to his death in Miss England II on Windermere in 1930. He was probably Europe's first great racing superstar.



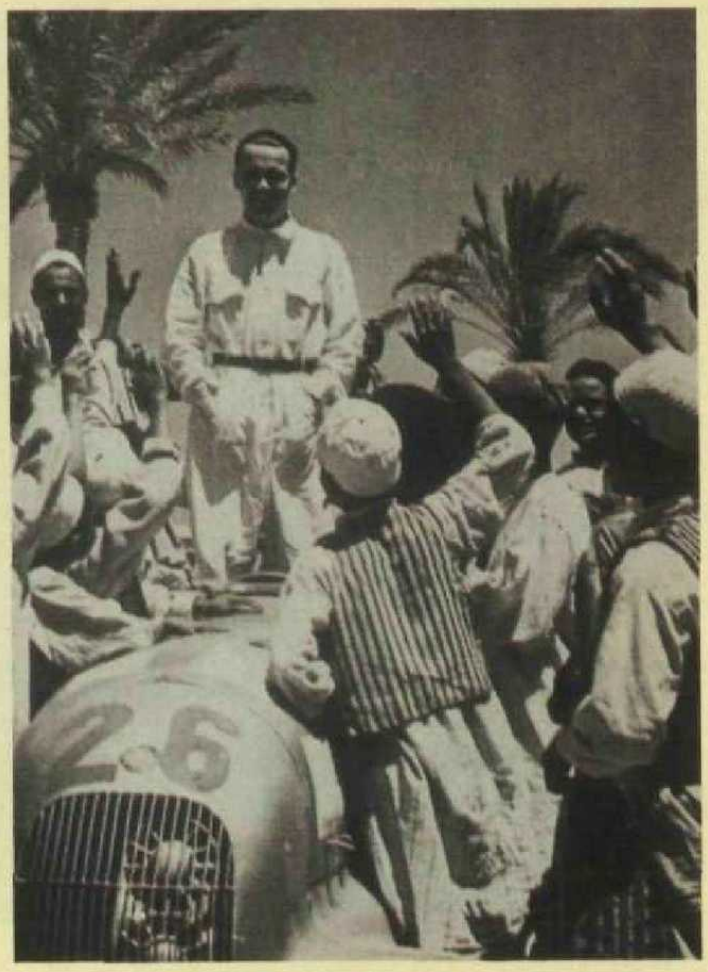
TAZIO NUVOLARI

Nuvolari! Even the name had a magic ring to it, and even today Italians go misty eyed when they recall the exploits of the Flying Mantuan, the man who could charm ridiculous performances from uncompetitive equipment, and a man whose bravery, speed and terrifying commitment dragged success from the jaws of defeat time and again. His daring and his utter disdain for unfavourable odds made him a national icon and established for him a reputation as a fiery, feisty and fearless demon for whom hero worship must have been invented. He was reckless, wild, at times almost diabolical, and his driving possessed a superhuman quality that has assured him a permanent place in the legend of motorsport.



ACHILLE VARZI

Was there ever a more flawed genius than Achille Varzi? On his day the Milanese driver was one of the few who could hold a candle to the mercurial Nuvolari, though unlike Prost and Senna they resisted the temptation to be teamed together in all but their early years. Outwardly dour, he cloaked a sharp sense of humour with an unsmiling expression, but his perception and ability to judge helped Fangio to establish his career. Varzi was quick tempered, and fell into the clutch of morphine addiction at the height of his powers, but came back to win with Alfa Romeo before his death at Berne in practice for the European Grand Prix in 1948.



RUDOLF CARACCIOLA

Few drivers have ever aspired to the heights of this great German superstar of the '30s. Driving for Mercedes-Benz, Caracciola epitomised the racing driver of the mid-war years, blending speed with a devastating style that set him apart from his rivals and made him the yardstick by which they were judged. His skill in wet weather was the stuff of fabulous legend and earned him the title *Der Regenmeister*. In all things that he did, Caracciola sought perfection, and just like Clark and Prost in later eras, he never seemed to be in a hurry, even on his fastest laps. He was kind to his equipment, possessed of fantastic consistency, and had the uncanny knack of knowing just how to get the best out of the top class machinery at his disposal.



BERND ROSEMEYER

The Schumacher of his day, Rosemeyer burst on to the scene in 1935, and sped like a meteor across the Grand Prix sky before his death on the Frankfurt-Darmstadt *autobahn* while chasing records for Auto Union in January 1938. A successful motorcycle racer, he stunned the world in only his second race by catching and passing Caracciola at Avus, and though the Mercedes driver overtook him right at the finish, a die was cast. Not even Nuvolari could tame the wayward rear-engined Auto Unions the way that Rosemeyer could. The German was brilliant in any conditions, and possessed that most vital of all skills: an absolute refusal to give up.



JEAN-PIERRE WIMILLE

How many today remember this rather aloof Parisian, who was so often champion of France before World War II? Yet for many years Fangio rated him as the best driver he had seen. Wimille could win in anything, and drive in all conditions and on all types of circuits. Like Caracciola, he possessed that ability to make everything seem so easy, never appearing rushed or ragged. As Moss would later, he clung to his nation's products as long as he could during the '30s, but when he joined Alfa Romeo he eventually enjoyed the rewards he merited. But how much more success would he have achieved, had the war not stolen his best years?



JUAN-MANUEL FANGIO

Even today Fangio (picture second left, between Ascari, Farina and Villoresi) is revered the world over as the absolute epitome of the world champion racing driver. To see those blue eyes flash and that wide grin break out across a face that seems to have changed so little since he first came to race in Europe in 1948, is to witness the effect of true charisma. And those who saw Fangio race have little doubt of his innate genius. Such was his manner that, as Clark would be, he was universally admired by his peers, and always the yardstick to beat. In the cockpit he had the killer's instinct; out of it he was quiet and reserved. No matter what the machinery he could coax it and goad it at the same time. His pragmatism is evidenced by his penchant for switching teams without remorse, and by his desire to win races at the slowest speed, but when it mattered Fangio could match any of the young lions for sheer pace.



ALBERTO ASCARI

If he ever felt overshadowed by the pre-war efforts of his illustrious father Antonio, Alberto Ascari hid it well, for by the time of his death in the cataclysmic year of 1955 the chubby Italian had far outstripped paternal achievements. Even today, nobody has gone a year without losing a Grand Prix, as Ascari and Ferrari did from mid '52 to mid '53. In a car Ascari was fast, unflappable and beautiful to watch, driving with an economical style that always got the best from the machinery. There was little of the Latin about him in or out of the car. Instead he was a calm, cerebral racer, who was always at his very best out front, dominating a Grand Prix, yet curiously one who was also an utter slave to intense superstition.



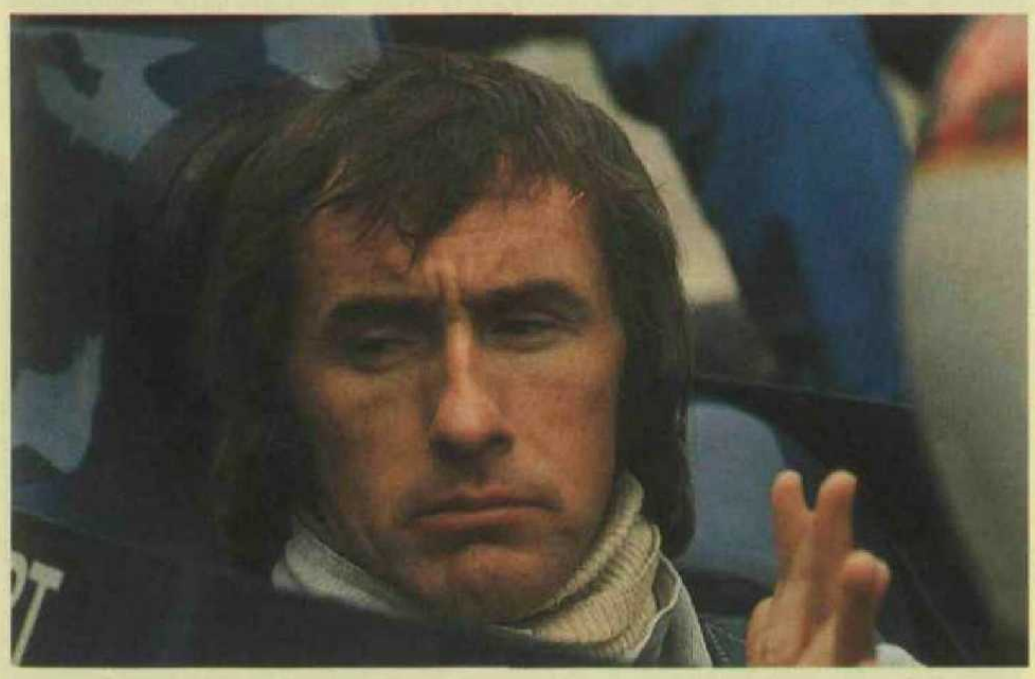
STIRLING MOSS

Not even Fangio or Clark were as versatile as Stirling Crauford Moss. Look at the great Briton's career, and you see the victories in big Jaguar saloons, XK120s and 500 Coopers, as well as the Maserati, Mercedes, Vanwall, Cooper and Lotus GP triumphs. Throw in his brilliance in the Mercedes 300SLRs, and the 1955 Mille Miglia in particular, and you have an all-rounder unmatched even today. Moss was once described as the man who could make the impossible possible, and like the other true greats he had that obstinate refusal to be beaten and the talent to make sure in any case that it didn't happen often. What more might he have achieved had he not so often tried to drive only British cars, or had he given himself a little longer to recover after his Goodwood accident?



JIM CLARK

Somehow, races just seemed to surrender to the quiet Scot who for most of his days preferred to go back to his farm in Duns rather than indulge in the life of a motor racing hero. In the '60s, finishing second to Clark was like a victory to the majority of his rivals. He very rarely made mistakes, he was so easy on his equipment, and he was at his best out front, like Ascari. He was shy, but beneath his quiet exterior lurked a racer's instinct. For all that he was a complete gentleman on and off the track. He was a driver whose ability endowed him with so much extra time over and above the purely mechanical aspects of driving the car, that he could assess precisely what it was doing, and what was going on around him. And he was totally versatile. No matter what the equipment, be it F1 Lotus, Indianapolis Lotus, NASCAR stocker or ERA, Jim Clark would master it within laps.



JACKIE STEWART

The easiest mistake to make about John Young Stewart is to forget that he was *quick*. Perhaps he did not quite have Jochen Rindt's outright pace, but he was very little slower, and complemented that speed with a canny brain that could take in a race, and an ability to elucidate his car's behaviour in minute detail. His safety crusades made him unpopular in many quarters, but he stuck to his guns and smacked his critics in the eye by racing with total commitment even at the circuits that he disliked, such as Spa and the Nürburging. Throw in a more rounded personality than Clark's, and an ambassadorial manner, and you have another true great.



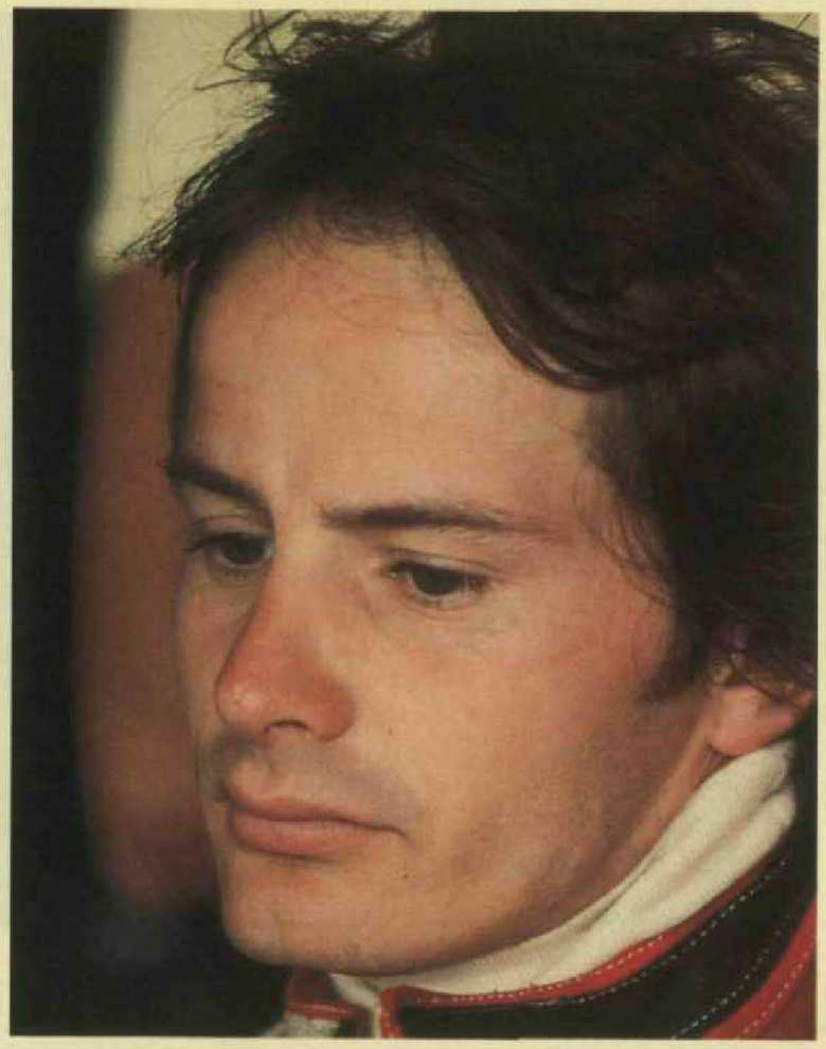
NIKI LAUDA

Few racing drivers have ever possessed quite the level of pragmatism that is packed into Lauda. It didn't bother him that people laughed initially at his efforts in F2 and F1; vanity was never part of his make-up. Instead he had a cool, clear view of where he wanted to be, and combined that with a razor mind and superb understanding of vehicle dynamics to produce the results. In his heyday he was the pacesetter who donned Stewart's mantle; in later years his cunning and resilience won the day in his 1984 battle with Prost for championship honours. And his comeback from the Nürburging accident in 1976 – and subsequent withdrawal from Fuji – were each in their way the acts of an incredibly brave man.



RONNIE PETERSON

Much of his time was spent in substandard machinery, and it was not until he joined Lotus in 1973 that he finally got his hands on a Grand Prix-winning car. But few doubt that the tall, blonde Swede had everything it took to become a world champion of the '70s. Ronnie was blindingly fast and endearingly uncomplicated. Not for him the hours of debating car set-up; he just wanted to get in and drive in a ragged four-wheel drift, to defy the laws of physics. In his time he was the fastest man in Grand Prix racing, and also the most loyal, frequently staying behind Mario Andretti in 1978 because he was the Prodigal Son who had agreed to obey Colin Chapman. Like Villeneuve, we never saw him at his best, with the right equipment and the freedom to race as he wanted.



GILLES VILLENEUVE

The unenlightened see Villeneuve as little more than an uncouth headbanger who had one too many accidents. 'Too fast; too rough; too crude,' you hear them say. But did he ever have the right equipment? Most times the Ferraris he drove were awful old buckets. When he was learning with the T3 in '78 he was smoothness epitomised. With the T4 he could have won the title in '79, had he elected not to obey team orders at Monza. But as well as being fast Villeneuve had Raymond Sommer's belief that the way you played the game was as important as winning it. Nuvolari and Rosemeyer rolled into one, we never saw the best of him. Imagine what he would have done with Jones' Williams . . .



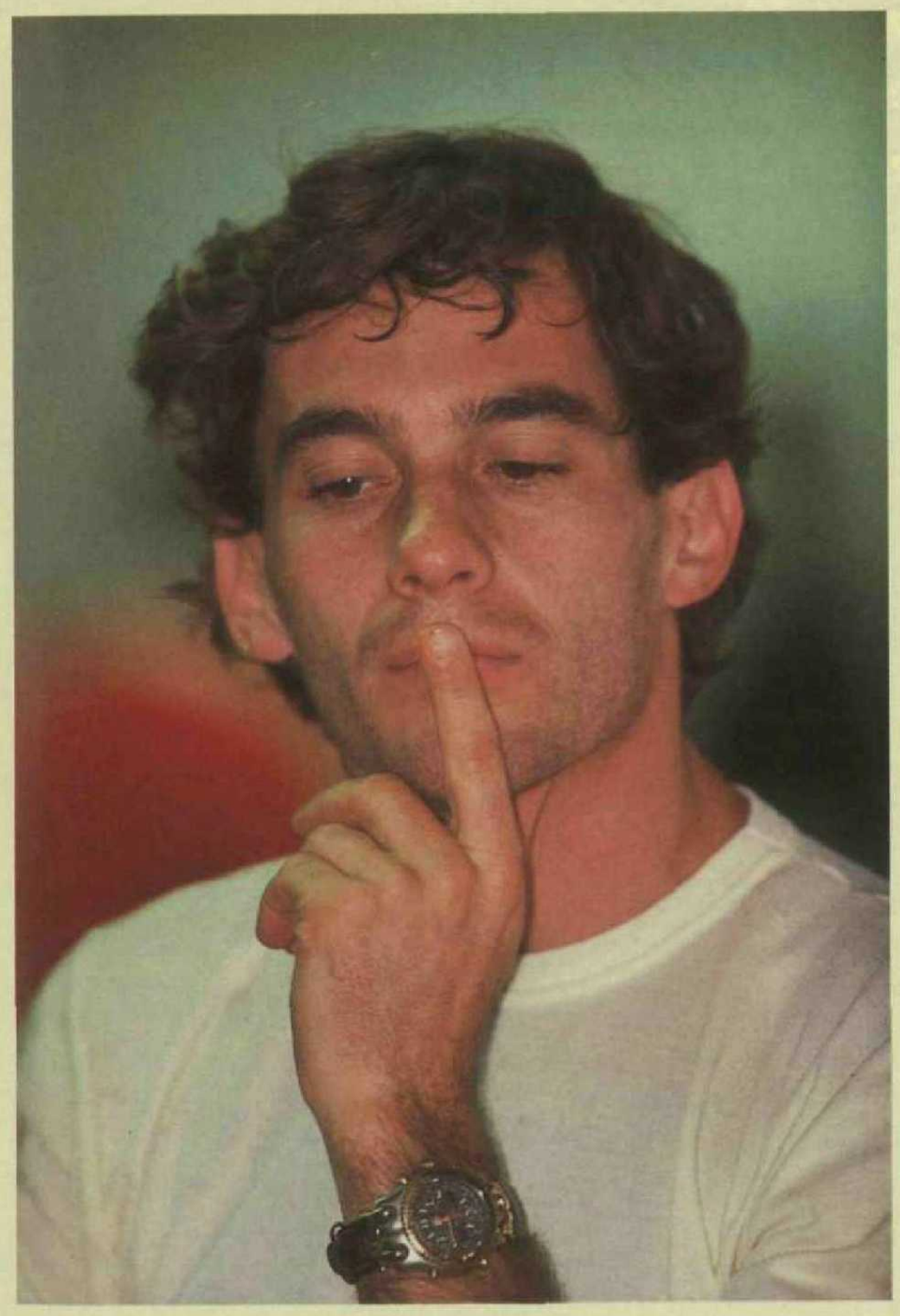
MARIO ANDRETTI

Nobody will ever achieve what Mario Andretti has. Championships in his adopted America, the F1 World Championship in 1978, victories in sportscars and sprintcars . . . At 53 he is still a winner, and is the only driver ever to triumph over four complete decades. At times his Italian ancestry is evident in some reckless moves, but Andretti has always been a racer of the old school, a man brought up in the world of dirt when sprintcar drivers could usually count their life expectancy without running out of fingers on one hand. A survivor and a born competitor, racing is his life and he has paid it his dues many times over. No other driver racing today can tie together the era of Clark, Hill, Gurney and Surtees, with Prost, Senna, Schumacher and Mansell.



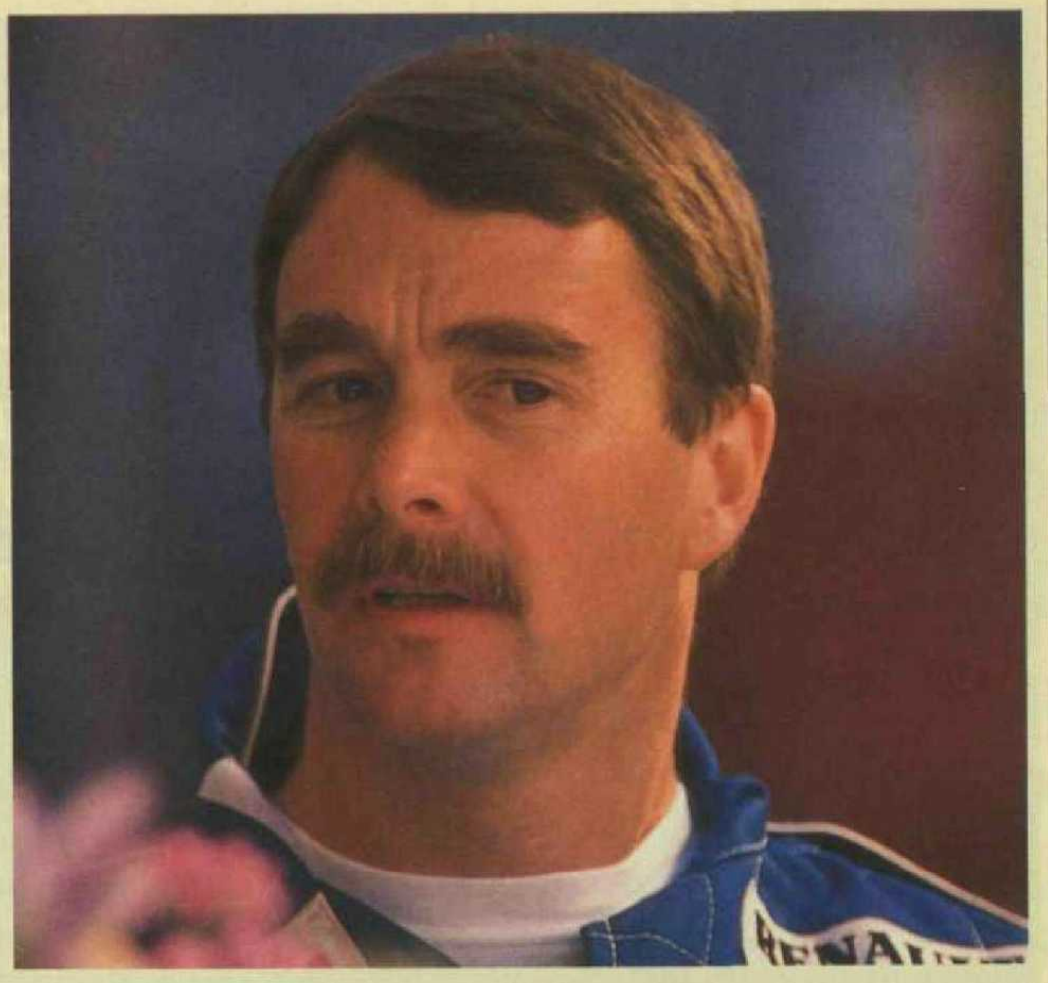
ALAIN PROST

The thing that people so often overlook about Alain Prost is his sheer speed, for more often than not in his latter years he chose to use it only sparingly. When he came into F1 he was like any other young charger who always had to be first; as he matured he took fewer chances, unless the situation absolutely demanded it. Who can ever forget those epic opening laps at Suzuka in 1989 when he demolished even Senna? Prost's greatest ability, though, his feedback apart, was to judge a race, and to have the innate self-confidence to control himself until it was time to attack. And as Frank Williams once marvelled, very often the only way to judge when he was on his fastest lap was to consult the stopwatch. He was so good that he made it seem as if anyone could do it. Until they tried for themselves . . .



AYRTON SENNA

In the immediate aftermath of his death at Imola it is impossible to take in completely that Senna is gone, let alone to place him in his true perspective. Yet without doubt, like Fangio, Moss and Clark before him, he was the greatest driver of his era. And quite possibly he was the greatest thinking driver of all time, for there was barely a moment when he was not using that razor-edged mind to complement his fantastic speed in the never-ceasing quest for the faster lap. In a car he was ruthless; outside it he could be shy or arrogant. Unquestionably he was the most committed racer of his time, a perfectionist who was hard on everyone around him, but whose demands could be justified because he always asked the most of himself.



NIGEL MANSELL

His critics say that he had a car advantage when he won his World Championship in 1992, but without question Nigel Mansell paid his dues over the years leading up to that bitter-sweet triumph for Williams Renault. Twice he had the cup dashed from his lips, in 1986 and 1987, yet each time he came back stronger than ever. His blend of blinding speed, abnormal bravery, raw aggression and uncanny car control is curiously mismatched with a self-doubting personality out of the car, but if anyone ever had any doubt about the man's ultimate ability he surely dispelled it with his stunning transition to IndyCar racing. He could mix it with Prost and Senna at their greatest, and that speaks volumes.



MICHAEL SCHUMACHER

Arguably it is too soon to cast Michael Schumacher on to the stage with all the aforementioned greats, but at the tender age of 24 the German from Kerpen has already demonstrated such cool ability, not only behind the wheel but off-track too, that we include him on the basis that he will be the greatest driver of the mid-to-late '90s. Since graduating to F1 in 1991 with Jordan, and then switching so controversially to Benetton, he has barely put a foot wrong. Without question he is the heir apparent to the mantles of Prost and Senna.

DJT

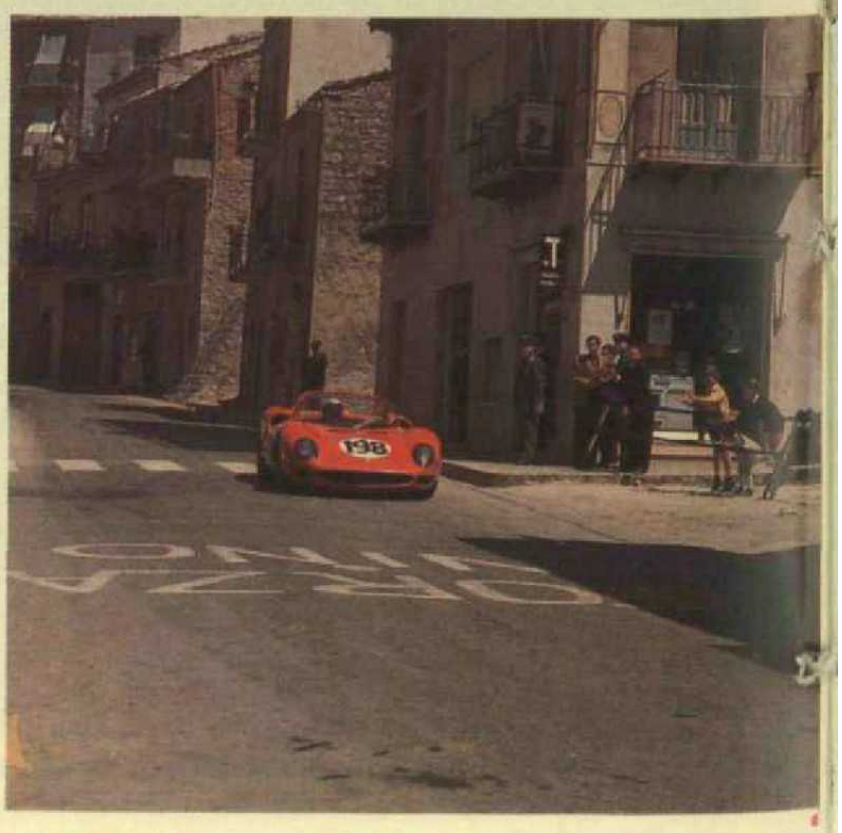
Snapshots

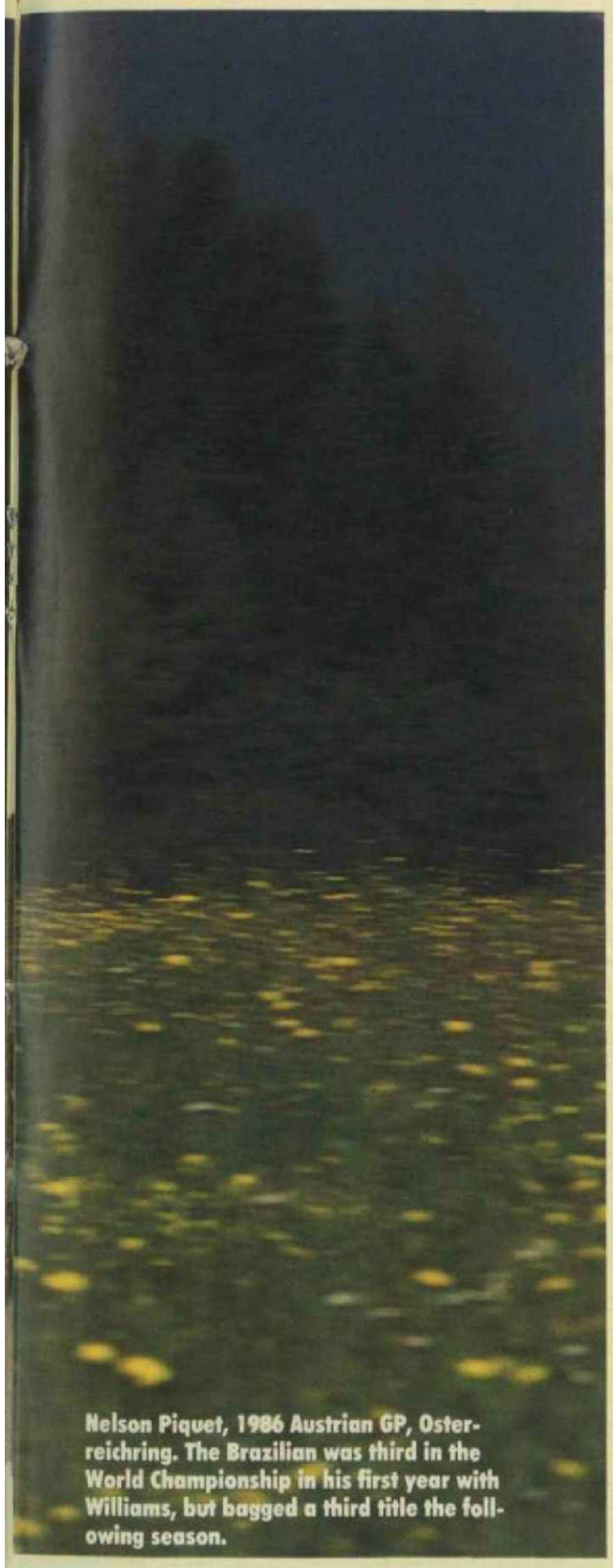
To illustrate even a small percentage of the personalities, cars and events that have captured the imagination in the past 70 years would require a tome the size of a generous encyclopedia. Here, therefore, we present a modest selection from the archives of LAT Photographic . . .





Posthumous champion: Jochen Rindt never knew the fruits of his five GP victories in 1970.





Nelson Piquet, 1986 Austrian GP, Osterreichring. The Brazilian was third in the World Championship in his first year with Williams, but bagged a third title the following season.



Britain's first world champion: Mike Hawthorn, Monaco 1958.



His greatest race? Juan-Manuel Fangio (Maserati 250F) at the Nürburgring in 1957, scoring the last of his 24 Grand Prix victories.

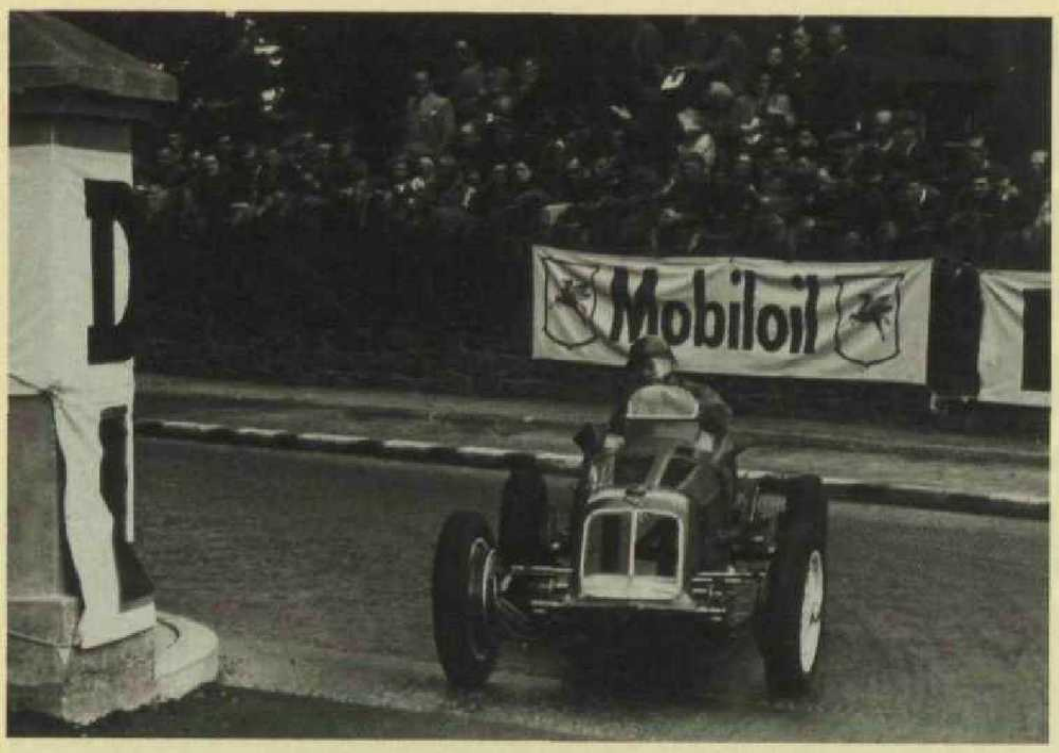


Emerson Fittipaldi, the Nürburgring 1974, on his way to a second World Championship. Two decades later, the Brazilian is still a leading light in the United States.

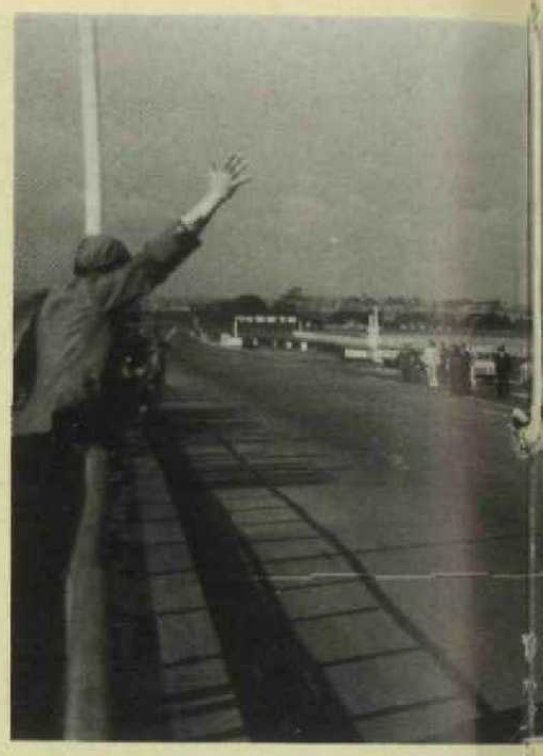


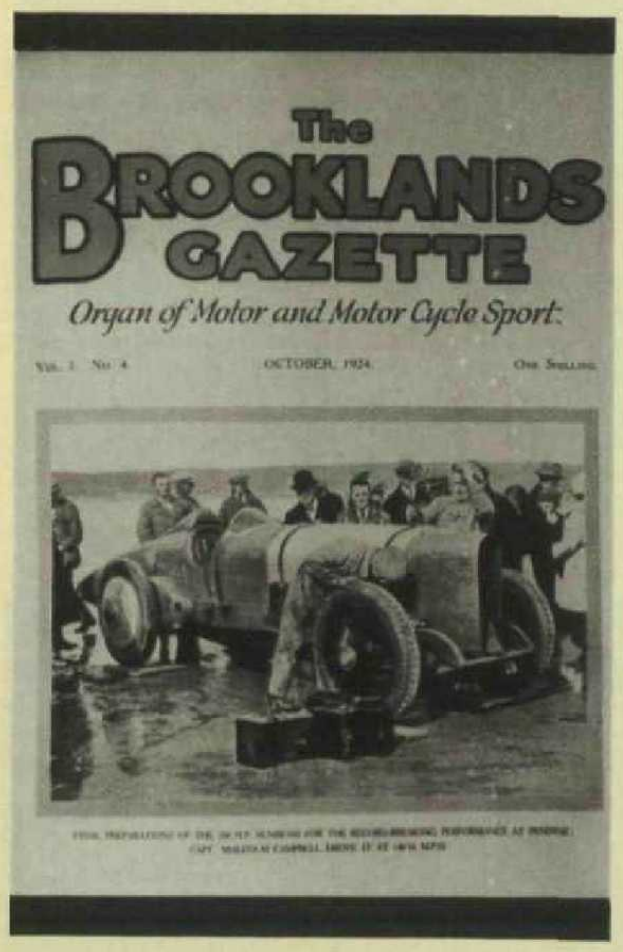
The Targa Fiorio continues today as a retro event, but the last 'proper' Targa was in 1973. This is the winning Ferrari 275 P2 of Lorenzo Bandini/Nino Vaccarella on the 1965 event.

Elio de Angelis beats Keke Rosberg by 0.05s at the Osterreichring in 1982, to register the first of his two GP victories.



Right: Stirling Moss, Vanwall, Aintree 1957: the first GP victory for a British driver in a British car.




The BROOKLANDS GAZETTE

Organ of Motor and Motor Cycle Sport:

Vol. 1 No. 4 OCTOBER, 1924. One Shilling.

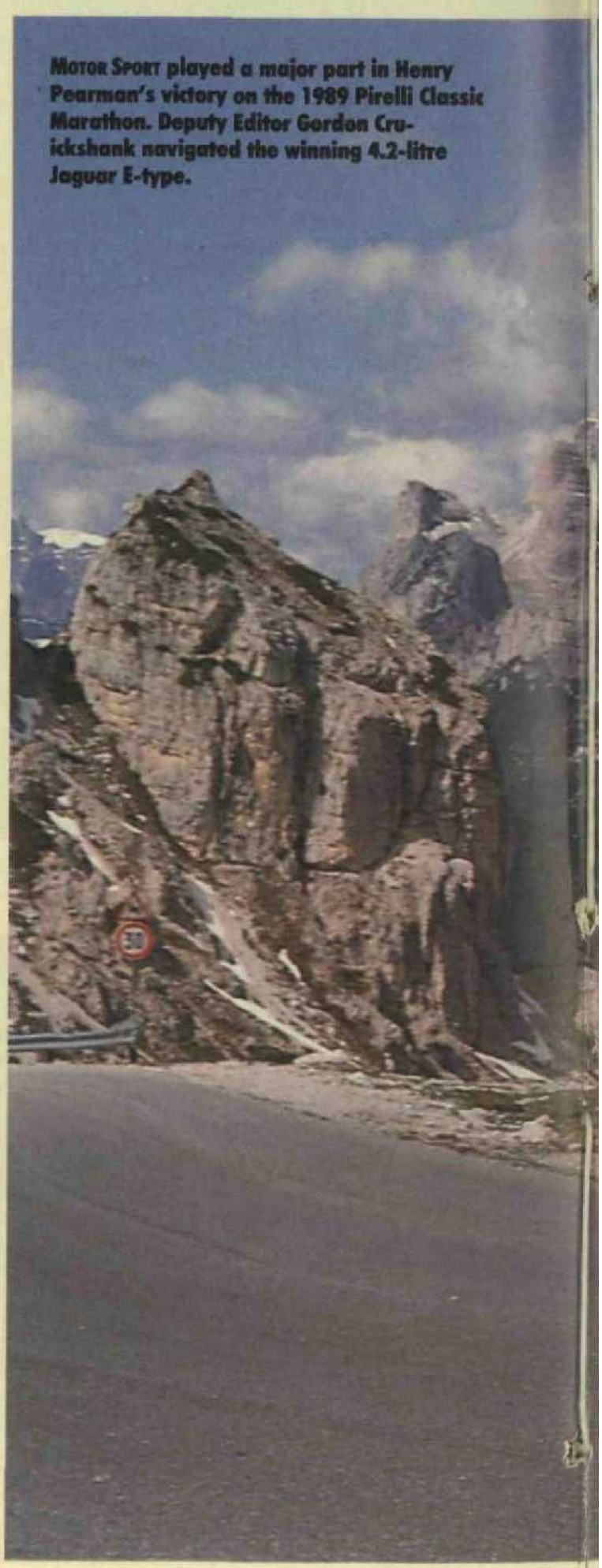
Road racing in the Isle of Man: Bob Gerard's ERA in 1949 (above).

Left: the way we were: Capt Malcolm Campbell, as he then was, made front-page news in the autumn of 1924.

Below: a famous victory, in which MOTOR SPORT played a significant role. Former GP reporter Denis Jenkinson partnered Stirling Moss in this works Mercedes 300 SLR on the 1955 Mille Miglia.

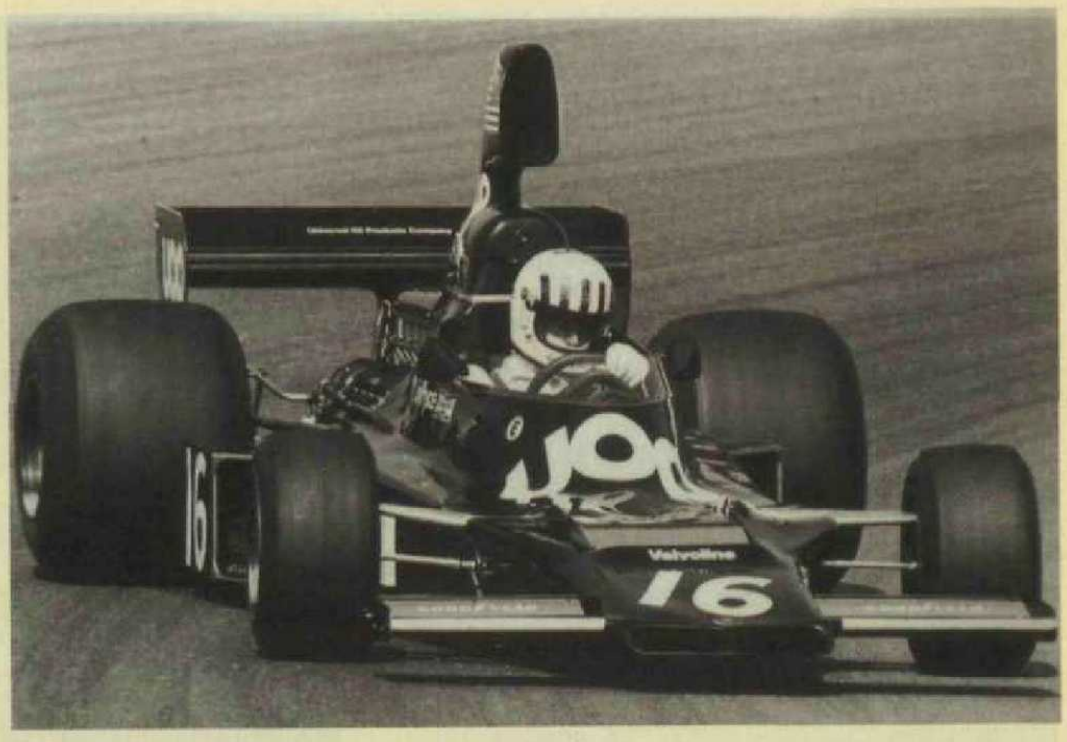


MOTOR SPORT played a major part in Henry Pearman's victory on the 1989 Pirelli Classic Marathon. Deputy Editor Gordon Cruickshank navigated the winning 4.2-litre Jaguar E-type.





Talent unfulfilled: Tom Pryce's Shadow DN5 in 1975 (right). The Welshman lost his life at Kyalami in 1977, having won only one non-championship F1 event, Brands Hatch's Race of Champions in '75.



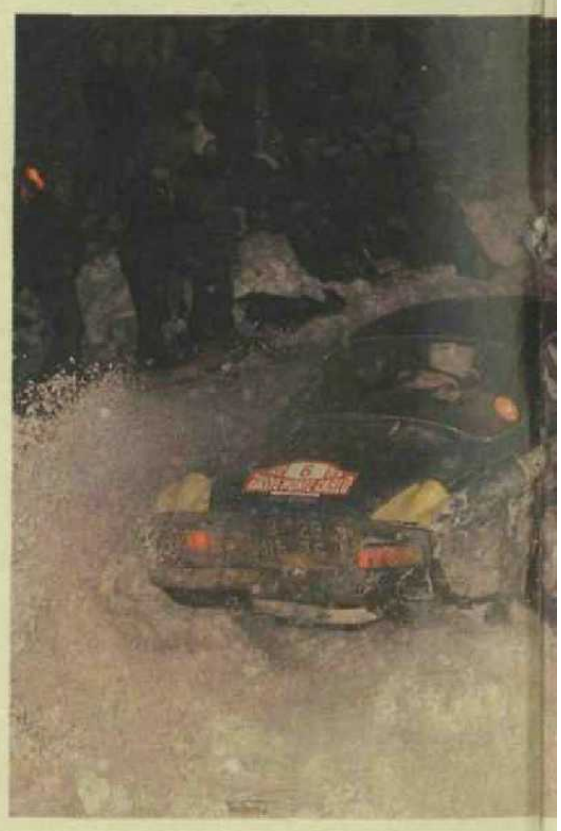


Right: Henri Toivonen and Juha Piironen: Lancia 037 Rallye, 1000 Lakes, 1984.





Left, a triumph for tenacity over chassis balance: Gilles Villeneuve's ungainly Ferrari 126 held off a congested pursuit in the 1981 Spanish GP at Jarama. Only 1.24s separated the French-Canadian from Elio de Angelis's fifth-placed Lotus at the end. Jacques Laffite, John Watson and Carlos Reutemann filled what little space there was in-between.



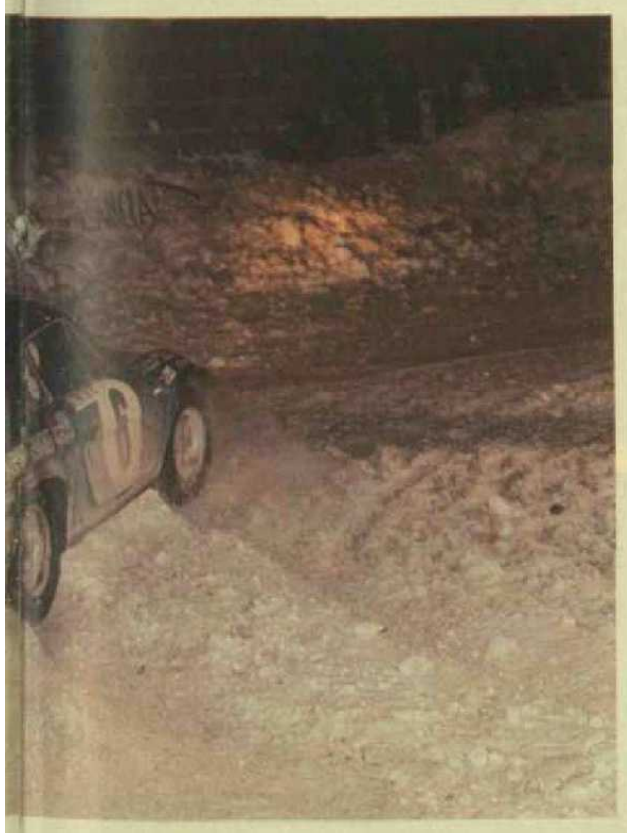


Rally classic : the Alpine-Renault A110 of Andruet/Pagani on the 1972 Monte (above).

Start of the 1967 British GP, Silverstone.

Paddy Hopkirk and Jack Scott head for sixth place, Monte-Carlo Rally 1963.





Stefan Bellof, November 20 1957-September 1 1985.

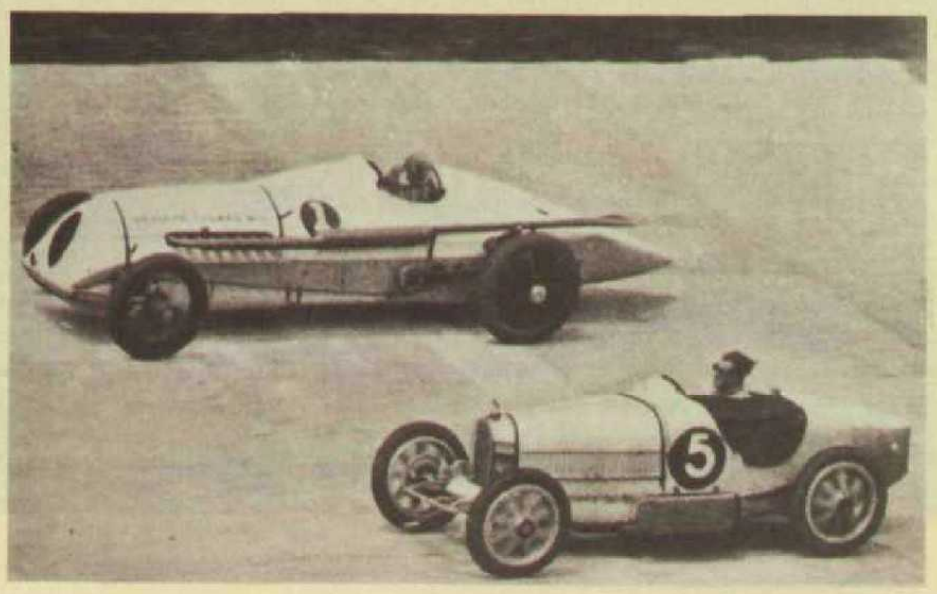




Stirling Moss, winner Tony Brooks, Harry Schell, Mike Hawthorn, Peter Collins and Wolfgang von Trips lead the pack at the start of the 1958 German GP. Collins's fatal accident during the race was to be a major factor in close friend Hawthorn's decision to retire at the end of the year . . .

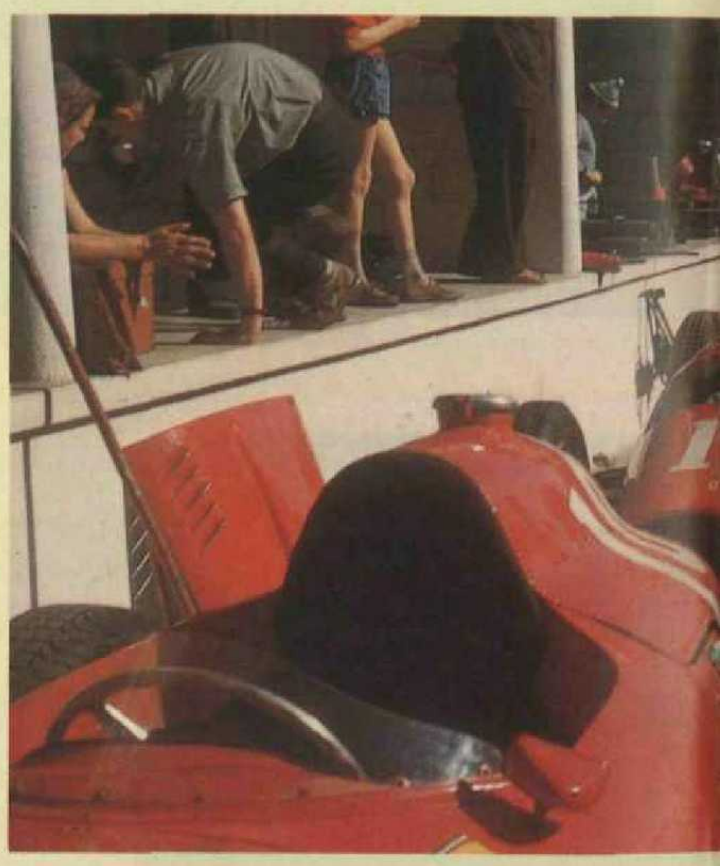






Above, the start of the 1935 Monaco GP: from the left, the front row comprises winner Luigi Fagioli, Manfred von Brauchitsch and Rudolf Caracciola.

Right: Parry Thomas sweeps past's Kidston's Bugatti to take the lead, and eventual victory, in the Founders' Cup race, Brooklands 1925.





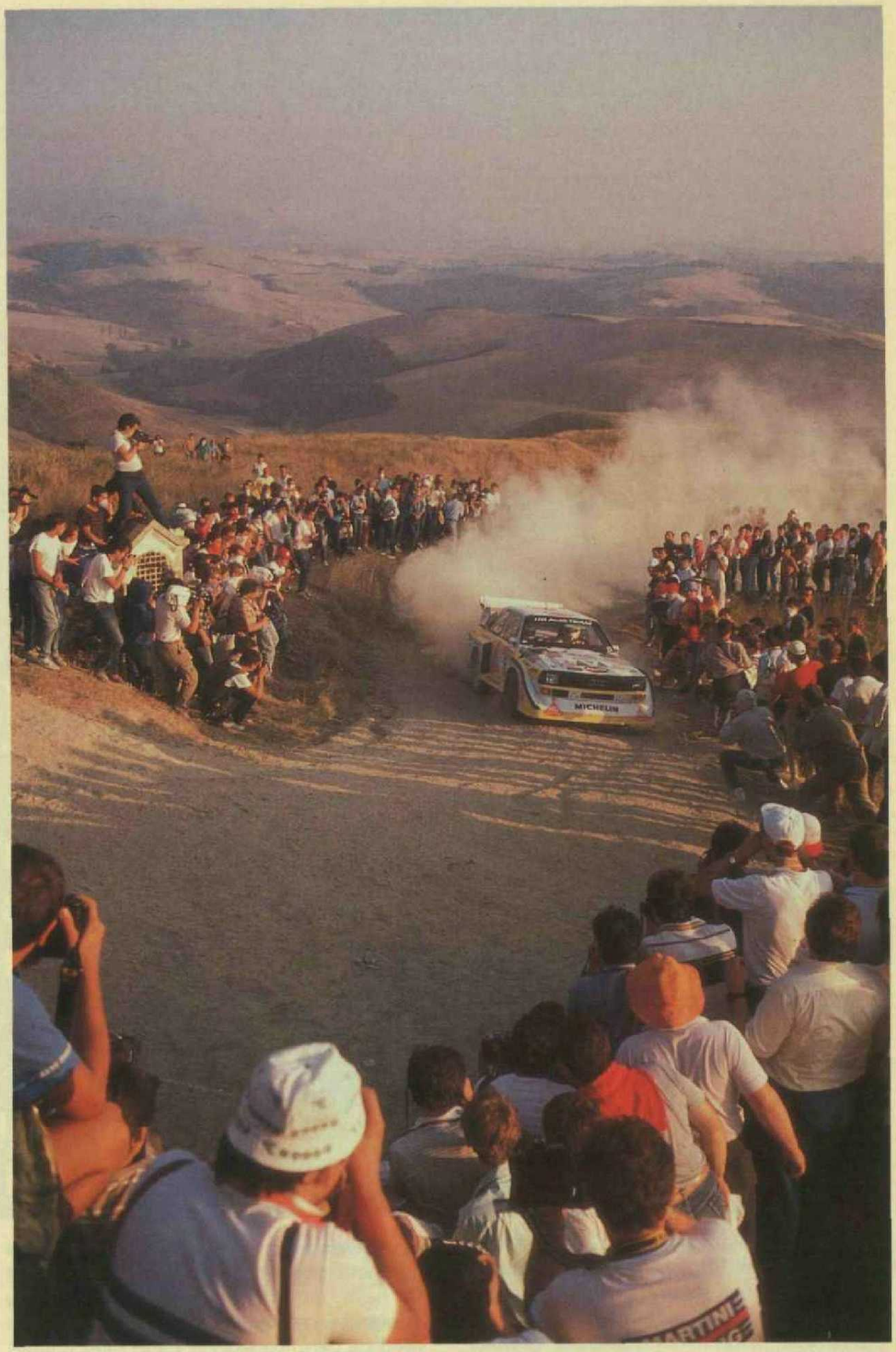
Spot the winner (left): the French respond to Renault's victory, courtesy of Jean-Pierre Jaussaud/Didier Pironi, in the 1978 Le Mans 24 Hours.

Walter Röhrl/Christian Geistdörfer: winners of the 1985 San Remo Rally for Audi.



Above: Ferrari pits, Rouen 1957.

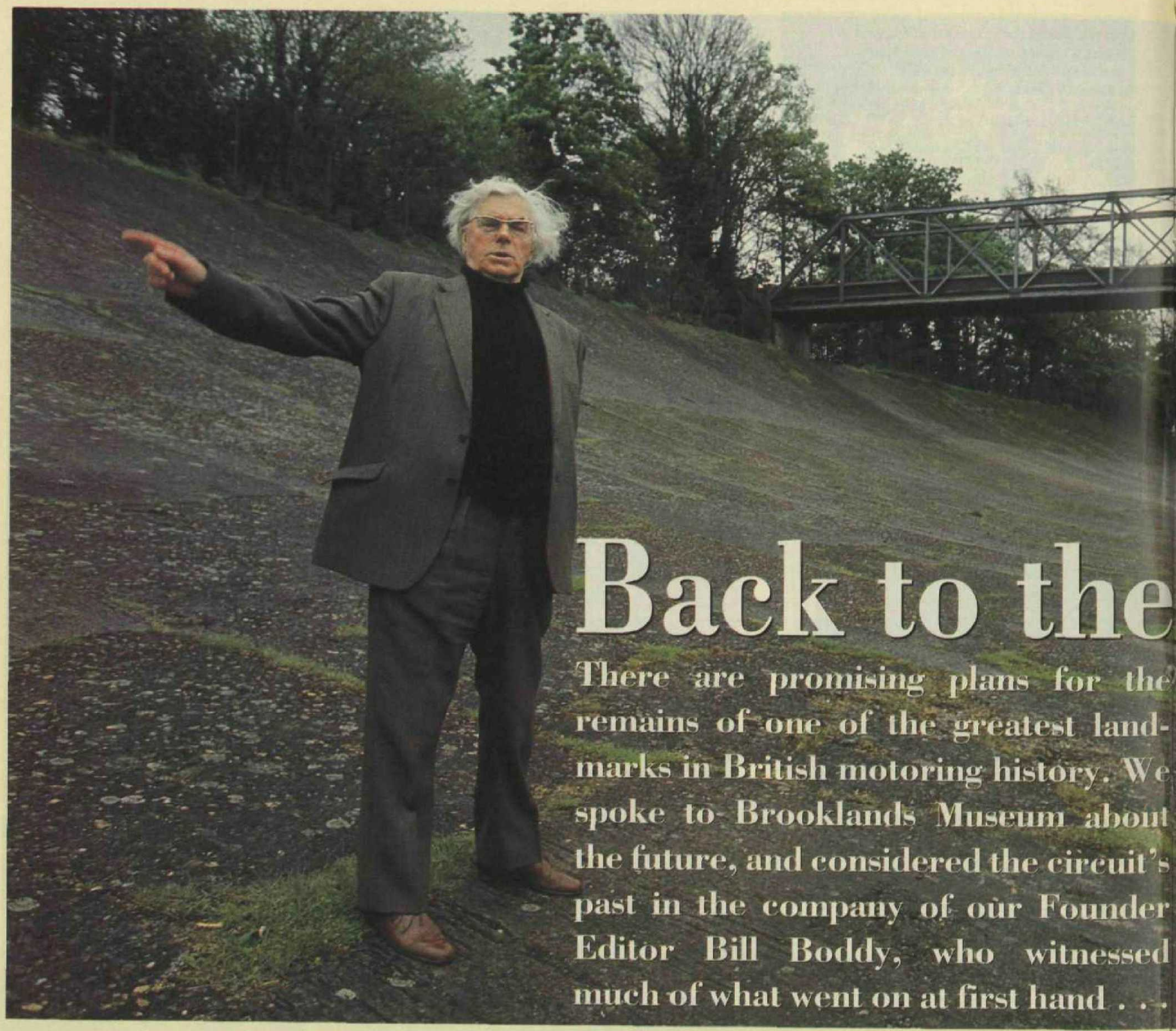
Left: Juhas Kankkunen and Piironen, Safari Rally winners, 1992.



The changing face of touring car racing: the Lotus Cortinas of Peter Arundell and Jim Clark at Silverstone, 1964 (below); the Mondeo of Paul Radisich, Thruxton 1994 (below right).







Back to the

There are promising plans for the remains of one of the greatest landmarks in British motoring history. We spoke to Brooklands Museum about the future, and considered the circuit's past in the company of our Founder Editor Bill Boddy, who witnessed much of what went on at first hand . . .

Imagine just for a moment. You arrive at a midweek British Touring Car Championship test session at, for argument's sake, Brands Hatch. Ignoring the public car parks, you thread your company Cavalier straight into the paddock, heading for the pit lane entrance, where a man stands by the gate. Rather than blocking your way, he leans into the car, smiles, accepts your £10 note and waves you out onto the circuit, where Paul Radisich and Gabriele Tarquini are trading fastest lap times, around the 46.5s mark . . .

An absurd notion, of course.

Nowadays, possession of a racing car is no guarantee that you'll be allowed to test at a registered circuit. No, you need a competition licence, and for that you need to have met certain requirements at a specialist racing school, not to mention medical certificates.

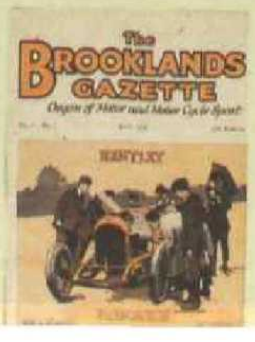
But it wasn't always thus . . .

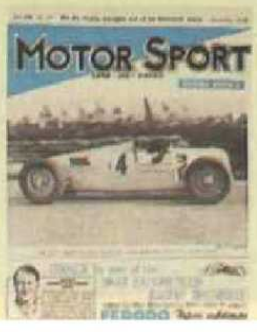
Bill Boddy fell in love with Brooklands as a teenager. He'd learned all about the circuit, built by HF Locke King in 1907, through the pages of *The Autocar*, and he paid his first visit in 1926, more by accident than design.

"I walked there – from south London! I was with a friend, the son of Jack Hobbs, the test cricketer. We'd got as far as Esher, and I saw a little signpost for Brooklands. I said that we *had* to carry on. It was only another eight miles . . . It was dusk by the time we got there, but nobody stopped us so we walked in and watched the last aeroplane land. Then we checked and found that we just had enough money between us to buy a couple of third class train tickets to Clapham Junction to get back."

It was possible to do rather more than walk in, too.

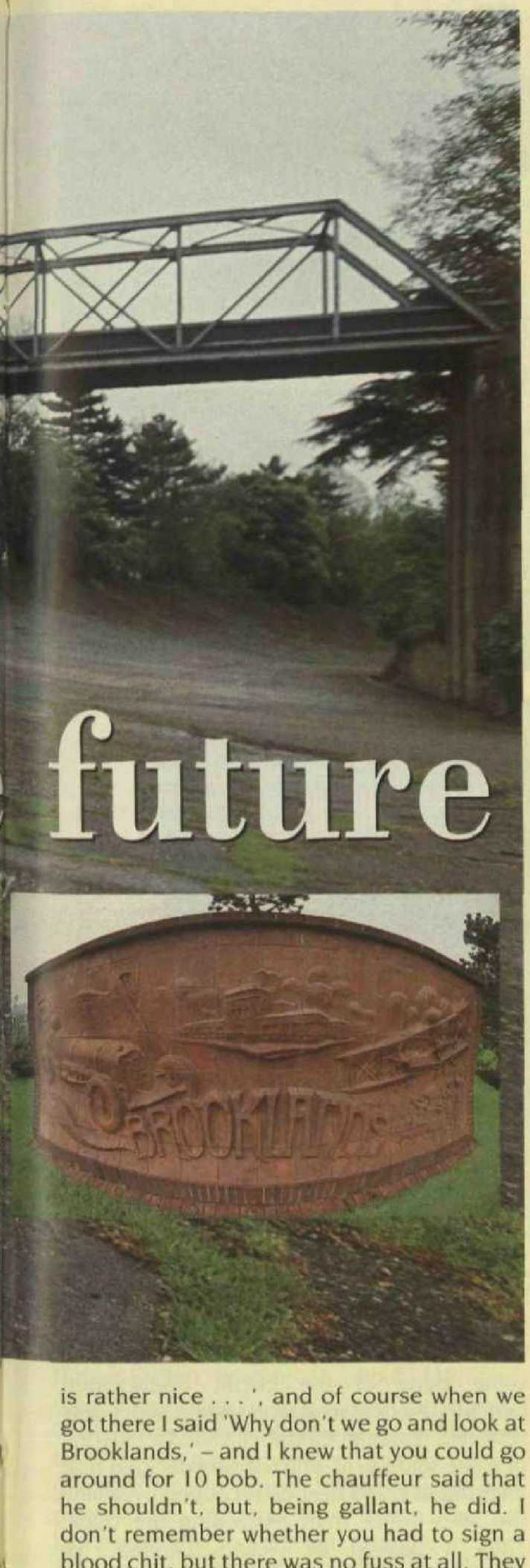
"You know, anyone could take a car round for 10 bob. Well, my mother was always quite keen to please me and she hired a car one day, an Armstrong Siddeley 14 landaulette, complete with chauffeur, and asked me where I thought we ought to go. 'Well mother,' I said, 'I think Weybridge











is rather nice . . . ', and of course when we got there I said 'Why don't we go and look at Brooklands,' – and I knew that you could go around for 10 bob. The chauffeur said that he shouldn't, but, being gallant, he did. I don't remember whether you had to sign a blood chit, but there was no fuss at all. They just said 'Look, go in that direction and if you break down there are bays. Try to get the car into one of those. Whatever you do, don't turn back . . . But this was an official practice session! So young Boddy was there with his box brownie camera, and when we got a puncture after about 500 yards I got out and started taking pictures of racing cars. They didn't even check to see if there was anybody under age in the car. You just went out."

As Bill discovered later, when an acquaintance was blasting around on a Cotton-Blackburne motorcycle at six in the evening, oblivious to all around him, the officials were more prone to agitation if they were unable to lock up at the prescribed time of half-past five . . .

His first visit to a race meeting came in 1927, aged 14. "I remember very clearly seeing a Thomas Special at my first meeting. I never saw Parry Thomas race – he died in March that year at Pendine – but there was a Thomas Special being driven by Purdy. He was racing against a Vauxhall driven by Cobb. It was a 100-mile race, and they had this terrific ding-dong until the Thomas broke a back spring. The Vauxhall won, and that was the first *exciting* thing I recall. After that, I came down every time that I could.

"It was always open, that's the thing. You could test road cars there. I used to go down during the week, just to see what was going on. I'd nip back to my digs up the Kingston bypass and then return again in the afternoon. I once even went down on Boxing Day when someone asked me if I'd like to test his Palmer Special. It was pouring down. I went down in my Austin 7. I saw one figure, waiting around, to refuel any aeroplanes that gents might want to fly home in, but nobody else . . .

"The first car I went round in would have been a road test car of some sort, a Frazer Nash or perhaps an MG. I used to do the figures for MOTOR SPORT there. I did the standing starts with a friend, and they had the braking distances, kilometre and mile posts to use as references. But the parameters were different then; 0-50 in 10 seconds was terrific. In fact it was probably 10-50, as we used to do rolling starts to save the clutch.

"Generally, there was a marvellous atmosphere, something going on all the time. People testing cars, people tuning cars, motorcyclists running around. It was really something of a gentlemen's estate, where you just happened to have motor racing as well. What more could you want? In the '20s there were dances on Sundays, although no races (a sharp contrast to modern practice), but it was open the rest of the time."

Bill's relationship with the circuit was cemented further whilst he was still working as a freelance writer, in the mid 1930s. "One week, I saw an article in *The Autocar*, written by a racing driver called Gordon Brettell. He was complaining about Brooklands, saying it's out of date, you can't see properly, they charge too much, the food's no good. Actually, he was about 80 per cent right, but I thought if I was clever I could write a counter-article, saying 'Brooklands is alright'. The next week, the gateman at Brooklands stopped me when I turned up, and said that the clerk of the course wanted to see me in his office. He'd been reading *The Autocar* and he wanted to find out who WB was. He said that what I'd written was just the shot in the arm Brooklands needed. He asked me what sort of pass I was wearing, and when I said a 'day pass' he said 'You don't want that. You want one of these' – a season pass. He said if I ever wanted to bring friends in or to take a car on the track, I was free to do so. I didn't like to tell him that my Austin 7 wouldn't do more than 45 mph . . ."

Once a fixture at Brooklands meetings, he became acquainted with the idiosyncrasies of many names since lionised by the sport. He much regrets that he never saw Parry Thomas compete, "though it was clear that he was one of the best, always full of advice for beginners. Segrave wasn't terribly approachable, nor Campbell, while Cobb was a little reserved. Not unfriendly, just shy."

Other less well known individuals, such as Mr Ebblewhite, the starter and handicapper, were none the less charismatic. "He



Now and then: WB in front of the Brooklands banking (left), May 1994. Above, Sir Malcolm Campbell thunders around the same section of the circuit during a demonstration run in Bluebird, Easter Monday 1935.



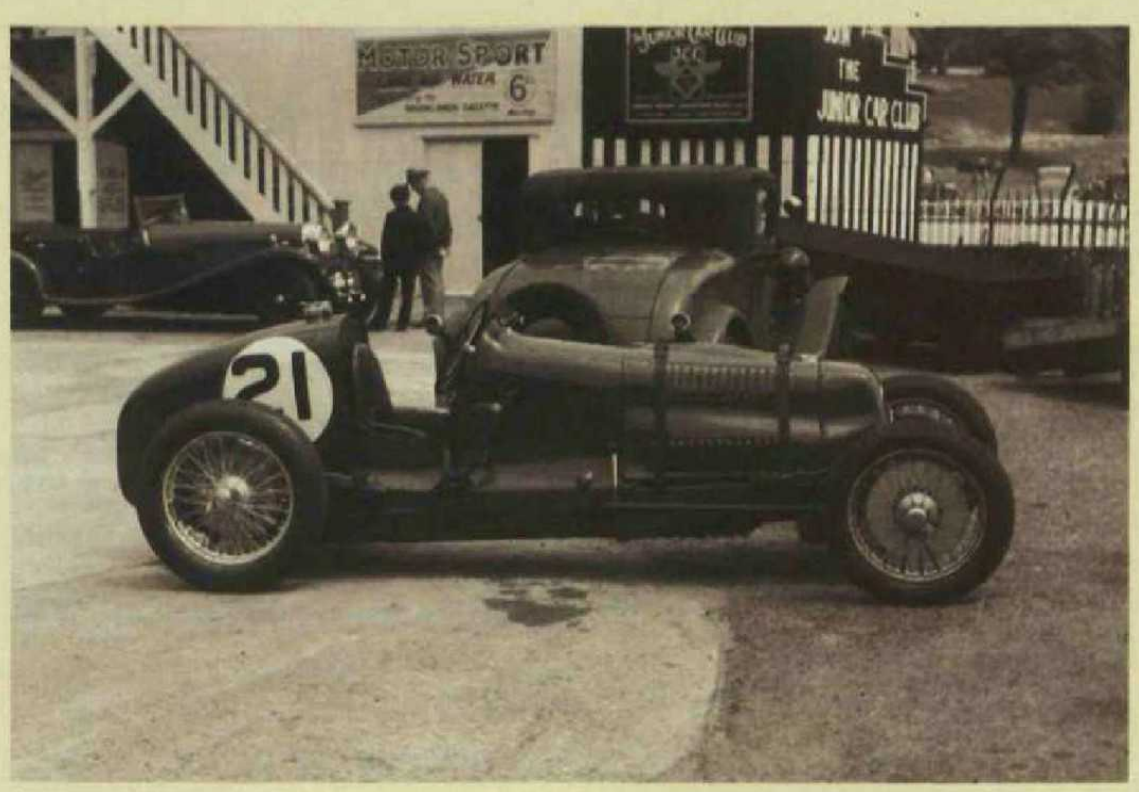
was just about the busiest man there. He had a big tray of stopwatches, and he'd go down to the startline and stand in front of the cars and flag them off. Then he'd have to get in his old Morris and move to the other side of the track to get into the judges' box. Because he'd done the timing himself he knew that the limit car wouldn't arrive for another five seconds, or whatever. People used to ask him not to cross the track, but there he'd be, driving over as something came thundering down off the banking. He was a very clever mathematician, very meticulous and always present. He never seemed to miss a meeting. And without handicaps there wouldn't have been any racing because there weren't enough cars to fill any one class."

And then there was Middlesbrough's Freddie Dixon, an intuitive engineer and skilful racer, but not from the same mould as the majority of Brooklands' aristocratic regulars.

"He had a two-litre Riley and he was lapping at about 130 mph, so he had to go pretty high up the banking. Cobb was the



"There he'd be, driving over as something came thundering down the banking . . . "



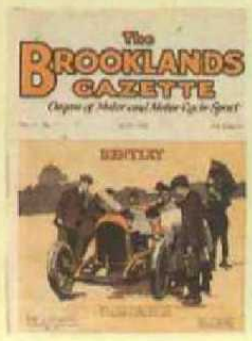
gentleman driver, well respected, and on one occasion he came up behind Freddie, who wouldn't move over. Afterwards he said he'd have won that race, had Dixon not got in the way. So Dixon was called before the stewards who were all rather trembly old men in suits. They said to him, 'Mr Dixon, explain yourself. Mr Cobb wasn't able to get past your Riley.' 'Well,' he said, 'it's a very fast car.' Then he looked out of the window and said 'The car's still down there, there's still some juice in the tank. My man will push-start you. Which of you gents is going to show me how to do it?' He was never accepted after that. One time, as his Riley had no handbrake, he asked if he could have his mechanic there with a chock so that he wouldn't stall the engine and could thus get away with the others. Their response was that 'If Mr Dixon's asked for a chock, it shall not be allowed.' If it had been anybody else, they'd doubtless have said that it was perfectly alright.

"Earl Howe was a fearsome sort of chap, but he'd wander round the paddock saying 'good morning' to everyone, and you'd get Dixon lying under his car, working on it, and Howe would walk over and say 'Morning, Dixon, how's the car going?' and Freddie would bark back from underneath 'Don't you bloody well interrupt me!'

"After the Dixon/Cobb incident they decided to paint lines on the track at the Fork, to keep the slower cars away from the edge. In the programme it said that 'the following cars will keep to the left, and the others to the right'. If someone was going too fast and strayed across the line, and somebody saw it, then they'd be disqualified. But there were never any real controversies, nothing like these judicial enquiries that you see nowadays."

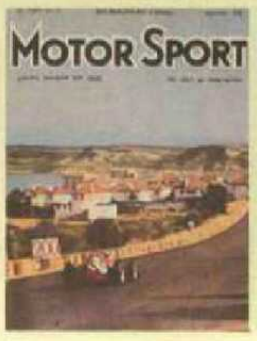
The end effectively came with the advent of World War II. Hangars were built to enable Vickers and Hawker to construct aircraft, and some parts of the circuit disappeared beneath the new structures. When peace was restored, Malcolm Campbell called a meeting of shareholders, at which it was decided that investment could best be recouped by selling the site, rather than renovating the track. Thus it passed to Vickers Limited, for £330,000.

"I was terribly sad when it closed, although I suppose that it wouldn't have survived in the long run because cars would have become too fast for the circuit. John Cobb used to say that going around fast was a bit like seeing how far you could hang out of a high window without actually falling. But people forget how much enjoyment was had here. Motorcycle



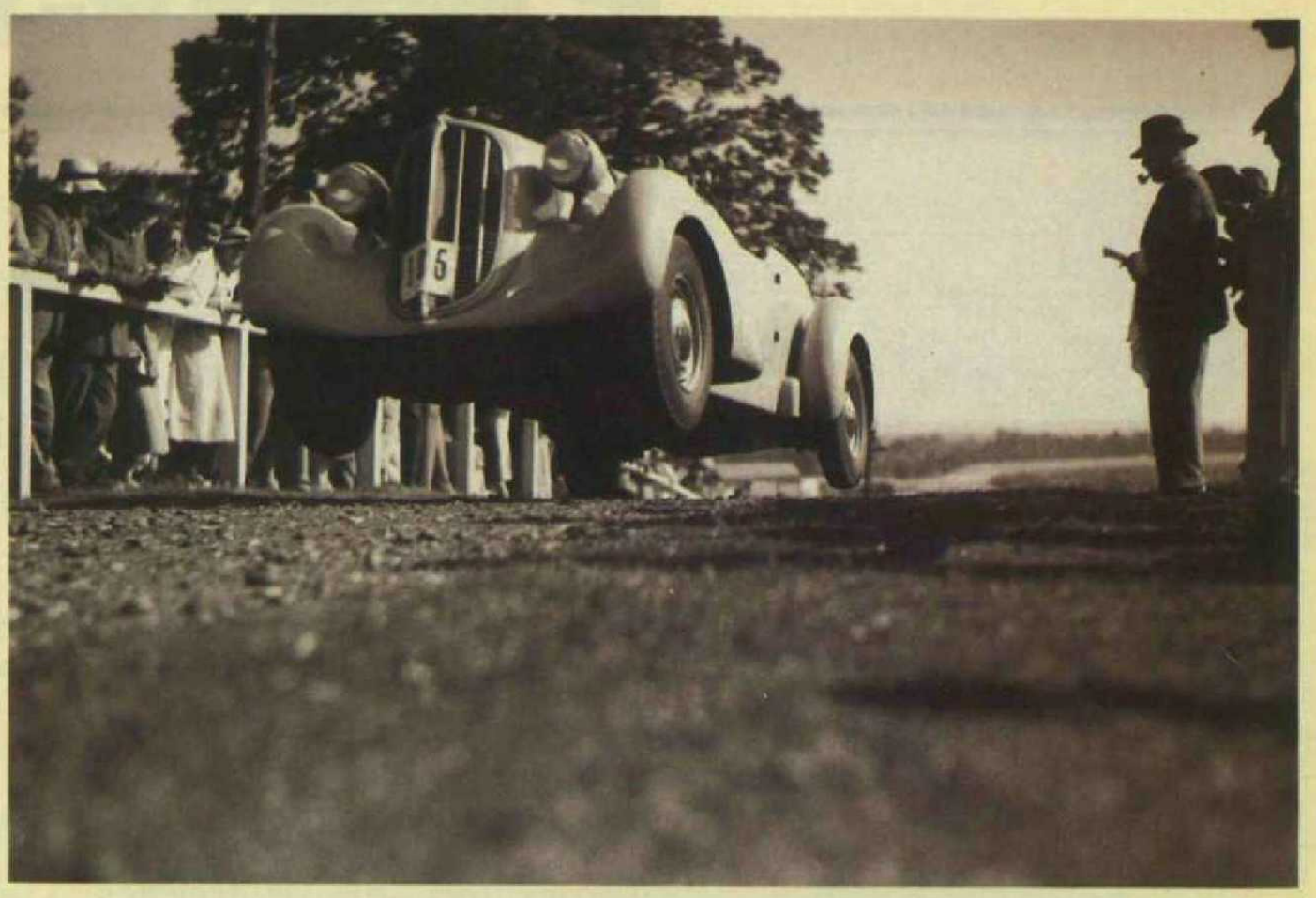














Opposite page: the Napier-Railton of John Cobb/Oliver Bertram heads for victory in the 1937 Brooklands 500 (top); the paddock, with Frazer Nash single seater to the fore, in 1935 (below). The MOTOR SPORT sign on the back of the grandstand is over the door leading to the magazine's own on-site office. This page: the ERA shed (adjacent to the restored BP fuel pagoda, top) is next for restoration; WB in front of the clubhouse (above), with museum entrance to the right; a Hudson Century crests the top of the test hill at the JCC's high-speed trial in 1935 (above right); legendary starter AV Ebblewhite flags the field away (right), Easter 1935.

and cycle racing, car racing, the aerodrome . . . I really enjoyed the 500-mile races. They were at the end of the year, around Motor Show time. You'd have Cobb in the Napier-Railton lapping at about 135, and there'd be Austin 7s lapping at 102. Poor old Cobb had virtually no brakes at all, and he had to plan his passing pretty carefully as he threaded his way across the banking. He was pretty brave. At one time there were no barriers at the top, though they put a few sleepers up after Dunfee's Bentley went over. Only 11 drivers and two passengers were killed in all the time the circuit was in operation, quite a good record considering how many high-speed miles were covered between 1907 and 1939."

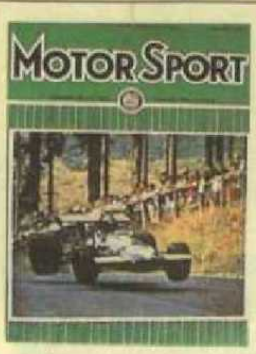
Despite the intrusion of an industrial estate and supermarkets on parts of the old site, a surprising amount remains. And most of what's there is protected by preservation orders.

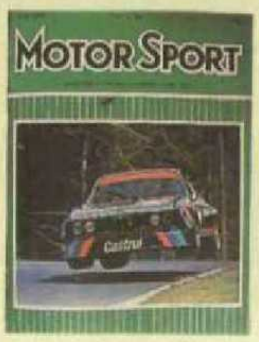
Brooklands Museum is in the middle of an ambitious restoration programme which has seen the annual number of visitors rise from 8000 to 75,000 since 1991, quite remarkable given that the national average increase in attendances for museums is only around four per cent.

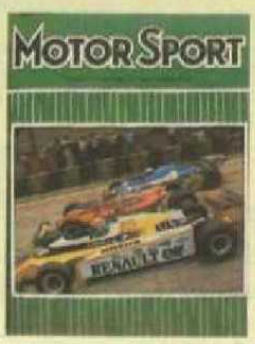
The museum's director, Morag Barton, already has half an eye on centenary celebrations, in 2007, but there are plenty of shorter-term development projects. "We started with the Malcolm Campbell shed, but we realise that we still need to improve it and introduce interactive displays. The next big project is the ERA shed, where the RAC will sponsor displays for a speed record exhibition. If we're to continue development, we need to raise funds. We don't get grants from local or national government, so we have set up Brooklands Limited to market our shop, catering and conferencing facilities. In the autumn, we'll also be launching a mail order catalogue.

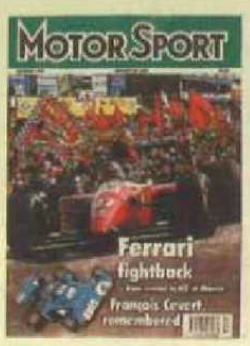
"Displays will change. We want to make sure that there's always something new, so that there's an incentive for visitors to return. People seem happy to come and monitor developments as they happen. We've got a 30-acre site, with 25 buildings and features. We'd like to install a motoring art gallery, and to restore the restaurant buildings as a possible social venue for motor clubs. Our objective is to restore as much as possible to the way it was in the 1920s and 1930s, but we want to be a *living* museum." **SA**

Visitors to Brooklands Museum, Brooklands Road, Weybridge, Surrey can obtain a discounted admission rate of £4 upon presentation of a copy of this month's MOTOR SPORT.









First... for the

Great Double Victory

The classical race for the

Targa and Coppa Florio

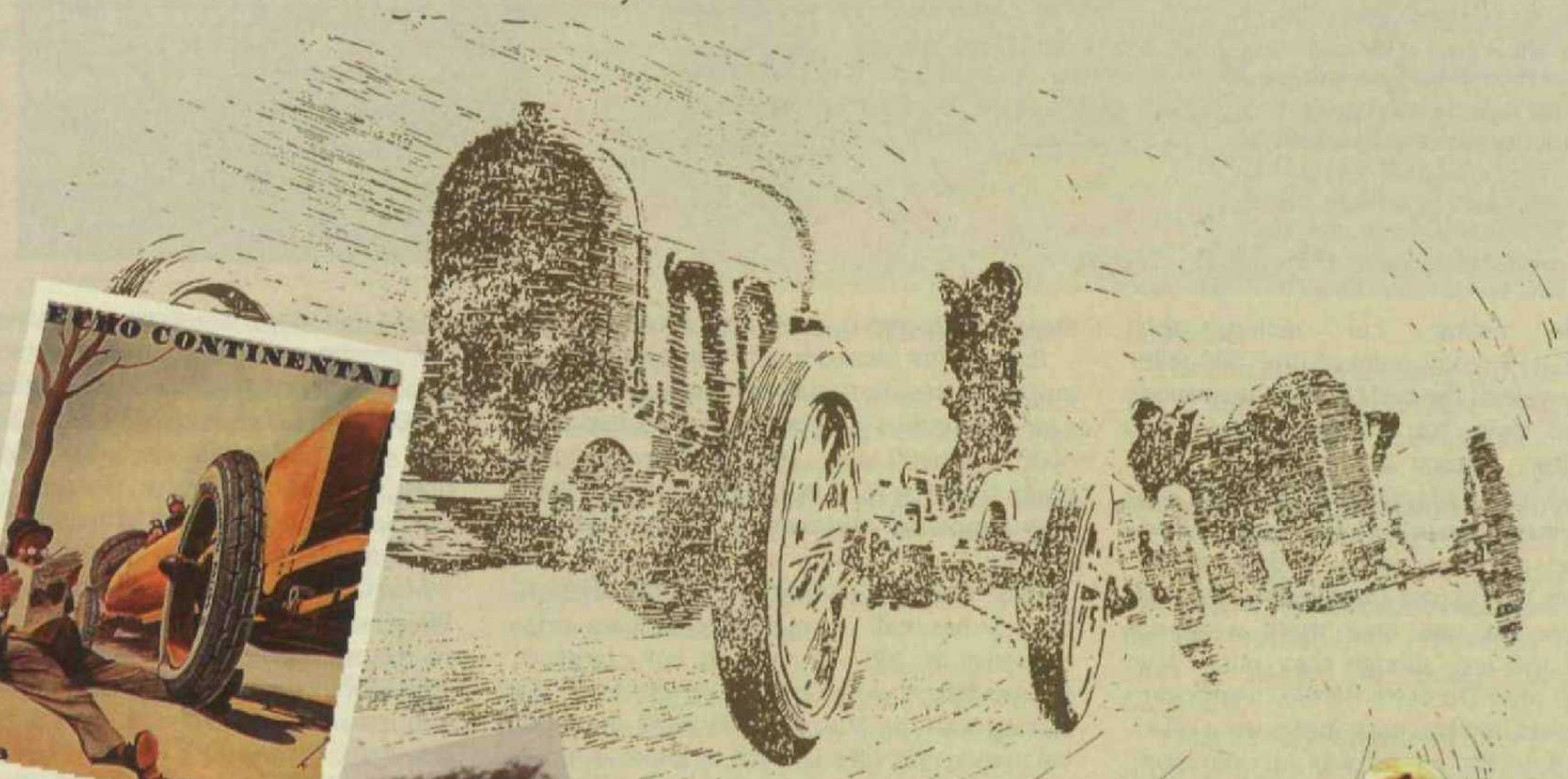
was won by

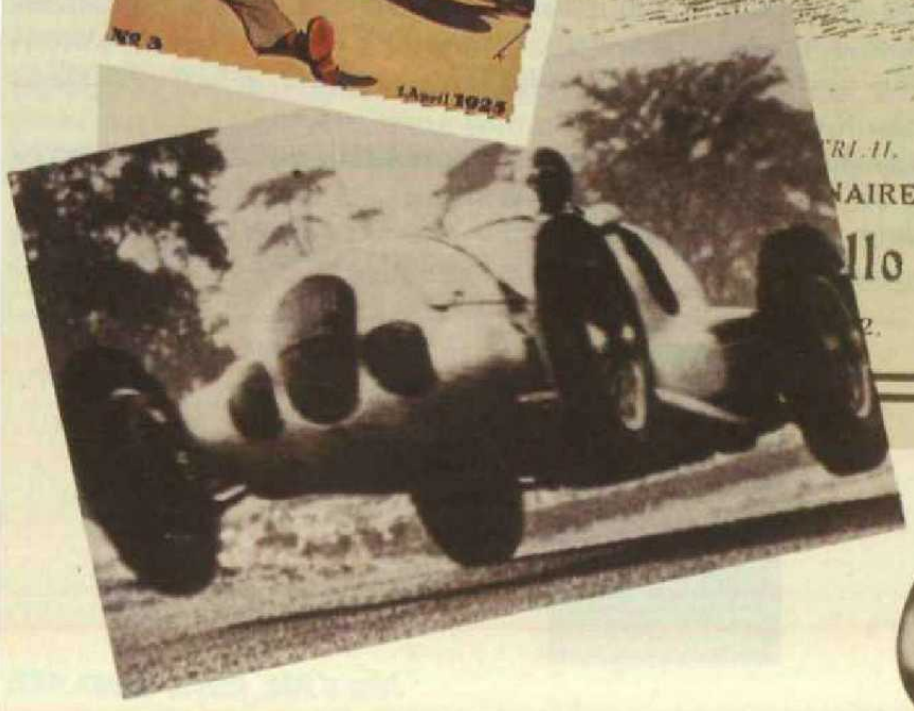
Werner on his Mercedes Car

in the remarkable time of 8 hours 17 mins. 13 secs., for the 5 circuits of 3,358 miles with over 7,500 curves on

Continental Cords

Comment unnecessary.





TRIAL OFFER.

NAIRE FOR GREAT BRITAIN AND IRELAND:

llo Lane, Chiswick, LONDON, W.4

Telegrams: Poppecordo, Chisk, London.



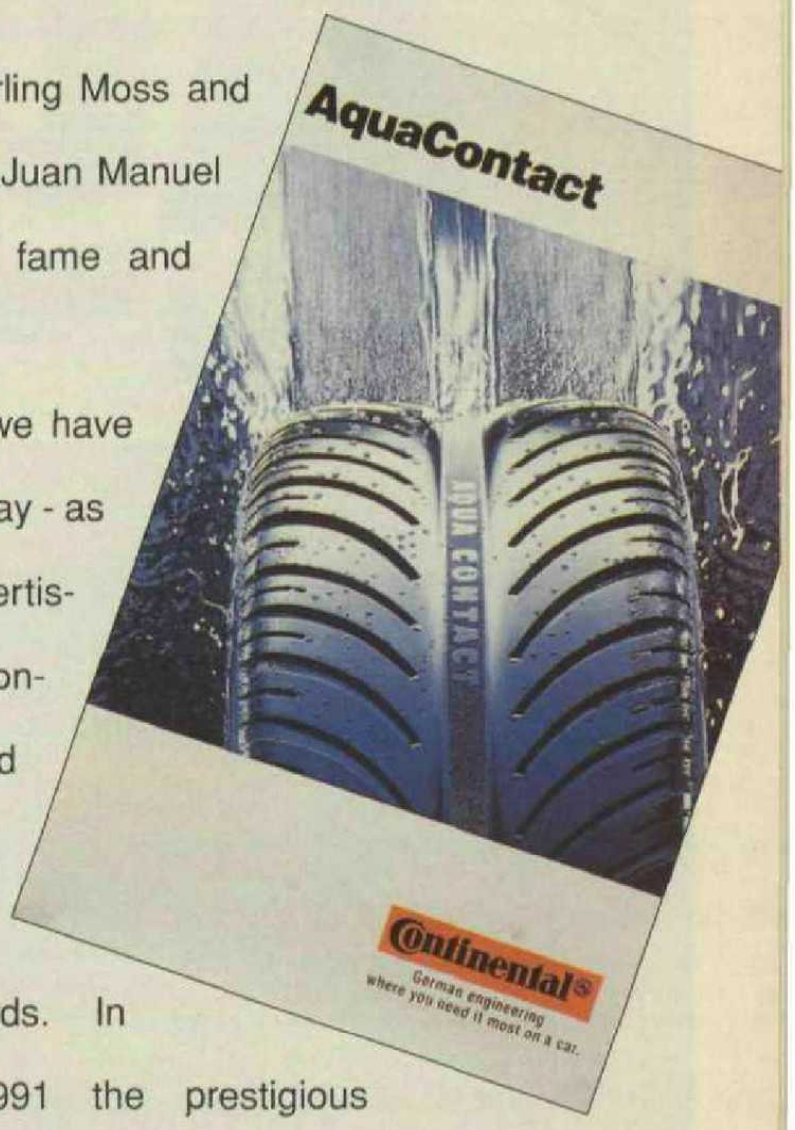
last 70 years

1924 and Continental's 'Great Double Victory' advertisement celebrating a famous win on Continental Cords appeared in the very first edition of Motor Sport. It was to be the first of many. Right from the beginning, from the time when Continental became the first company to develop a car tyre with a tread pattern, Continental has been driven by the desire to be in pole position. The last 70 years have been no exception.

In 1936 a young German driver named Bernd Rosemeyer drove through heavy fog to take his Dr Porsche designed Type C Auto Union 16 cylinder 6006cc engine to victory at the Nurburgring. He did it delivering a massive 520bhp through Continental Tyres. It was a golden age. Between the years 1935 and 1940 Continental Tyres fitted to Mercedes and Auto-Union cars won four consecutive wins in the German Grand Prix, had four successes in the North African Tripoli Race and took the flag three times in Italy. There were numerous other speed records and drivers like Carraciola, Stuck and Rosemeyer went on to international fame.

In the fifties the story was the same. Following close collaboration with Daimler-Benz and Porsche, Continental continued to lead the way winning the French, British, Dutch and Italian Grand Prix. Drivers like Karl Kling, Stirling Moss and the legendary Juan Manuel Fangio found fame and fortune.

Today, we have come a long way - as has our advertising. But we continue to regard innovation and winning as key words. In November 1991 the prestigious Autocar and Motor Technical Innovation of the Year Award went, for the first time, not to a car but to a tyre - our new AquaContact. It is a tyre that rates among the world's elite in high performance tyres in the dry but, in the wet, it leaves the others in a spin.





The last 70 years have seen many changes and Motor Sport has been there to report them. Continental would like to be the first to congratulate everyone involved.

Continental®

German engineering
where you need it most on a car

FOR MORE INFORMATION ON CONTINENTAL TYRES RING 0895 435339

Age shall not wither . . .





A tale of two Bugattis, 70 years apart

Listening to arch-enthusiast John Thomson discussing his Bugatti, you can pick up traces of our accompanying road impressions of the EB110. "It's a marvellous road car," he says, "and very tractable."

This, though, is a Bugatti from the days when it was still possible to pick up a copy of *The Brooklands Gazette* at the news stand: a Type 35.

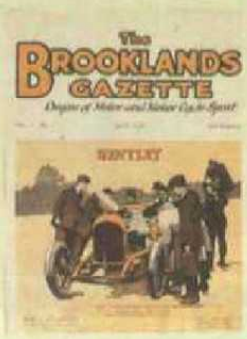
He acquired it (for £875 . . .) whilst living in Australia in the 1950s, and it is believed to be one of the most original surviving specimens. "When I bought it there were a few twiddly bits missing which didn't prevent it running, but I've managed to acquire them both in Australia and over here. Apart from the paintwork, it's 100 per cent original. I've fitted Bugatti parts, or parts made by the club. When I bought it, even the paint on the chassis under the fuel tank was original. It's got lots of bits on it that are quite often missing from other cars."

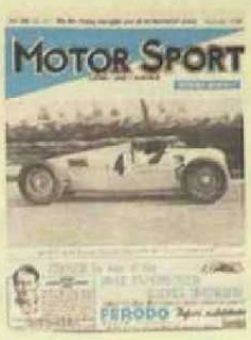
It started life as part of the works Bugatti team, Jules Goux taking it to fifth place in the 1925 Grand Prix de l'ACF (French GP) at Montlhéry. Its immediate history thereafter is a little uncertain. It was displayed in Bugatti's Paris showroom at the end of that season, but there is no further record of its whereabouts until it was re-registered in Paris on May 16 1929. It moved around northern France for a few years before finally acquiring its current registration, in Paris once again, in 1934.

Its competition history is largely confined to 1925, although it has been used in races and hillclimbs by more recent owners.

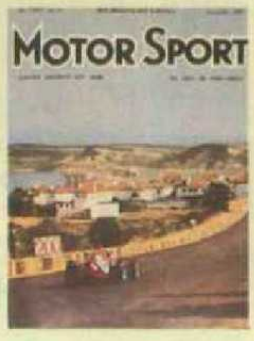
The car was discovered in the back of a working garage in the Paris suburb of Neuilly-sur-Seine in 1951, and exported to Australia by a Bugatti fancier who was responsible for transferring several examples of the marque to the Antipodes. It finally passed on to Thomson in 1959. "I knew about the car. It had a bit of competition history in Australia, then it started to get a funny tummy in 1955, and it was left in a garage with other Bugattis. It hadn't been running. Fortunately, the owner knew enough not to run them when they start to making the odd noise. It wasn't scrap or anything, but it was a used racing car. There were a few holes drilled here and there but it was 99 per cent complete. It took me about seven years to sort it out, and I finally got it running about October 1965."

When Thomson moved to England, the T35 was confined in storage until 1972. "Since it arrived here, I've used it quite a lot really. Without an odometer it's very hard to say exactly how much. In 21 years I've probably done about 10,000 miles, probably 500-600 per year. I used to do the odd circuit race and Prescott hillclimbs: you











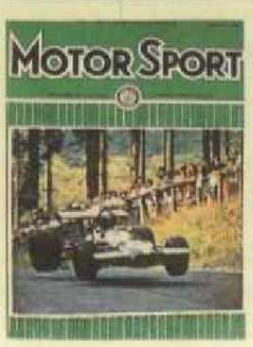
need a long pocket for that, though, and school fees have got the better of me! Now I just use it as often as I can for the fun of it.

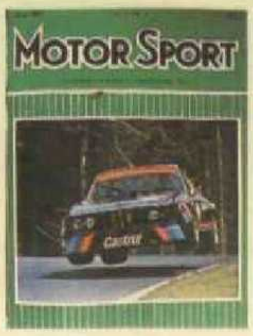
"The nice thing about a T35 is that it's *so* tractable, particularly the unblown model. Mine is two litres, with a roller bearing crankshaft. They aren't a lot of trouble, especially if they're screwed together properly, which I hope mine is. They're very lively, responsive and nervous. They don't like trolling along with a trailing throttle, even though it's not a very wild cam. I suppose being a racing car it runs better if you've got your foot down, though it will throttle down in traffic.

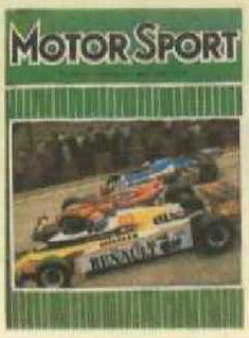
"It's got the wonderful Bugatti GP gearchange, impossible to beat. It's just so quick. It's obviously a non-synchro 'box, but it works just as fast as you can drag the lever through. And there's a wonderful multi-plate clutch, wet, which sits in a bath of oil and paraffin and which if adjusted properly never, ever slips. Until it's worn out, of course. It's wonderful, except off the mark when it's cold. Then it can be quite difficult.

"The steering of course is very light, very precise: one turn lock to lock, just like a kart. People say that the earlier unblown cars were a bit better balanced than the blown cars, because they were lighter and had the radiator further back. They handled better, but they weren't as quick, of course – 30 per cent down on horsepower. The brakes are marvellous if they're properly maintained and adjusted. Very powerful, very sure.

"There isn't a lot of work to do. They're very strong. The races were much longer in those days and the roads were appalling. Even though the Bugatti is quite lightly constructed it's designed very well and the stressed parts always seem to be strong enough. In practice, nothing ever breaks. Maintenance mainly















consists of giving it a tighten up after a good few weeks of fa t use. With a roller bearing car the most prudent thing to keep an eye on is the oil filter, which is a pretty good barometer of a big end cage going. Change the oil frequently, every few hundred miles, and warm it up gently. Don't give it more than 2000 revs until it's fully warmed up. The clutch requires a small squirt from a syringe every 100 miles or so.

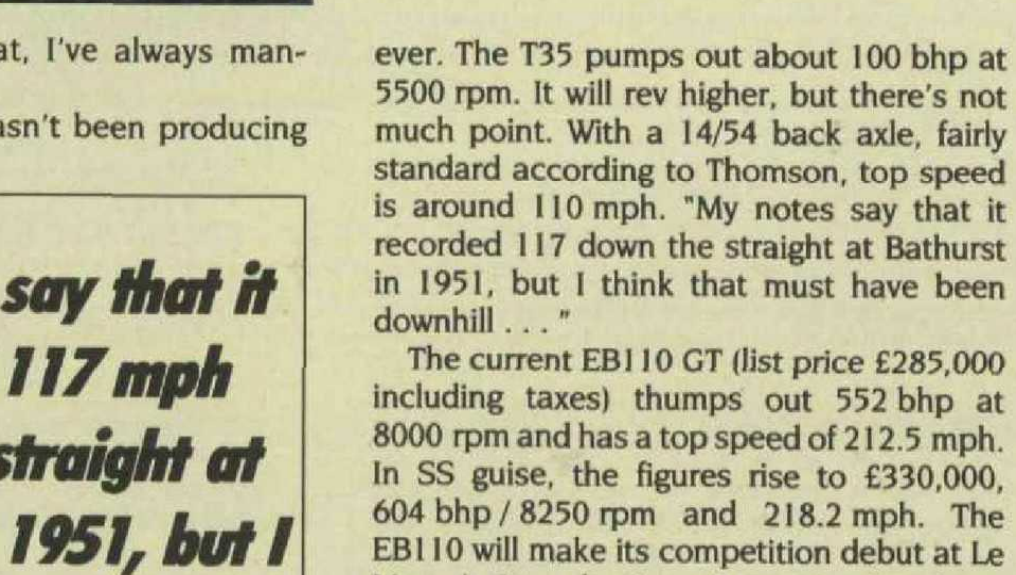
"I shouldn't say this, but it's actually got to be so reliable that I'm almost at the stage where I leave the tools behind, because I feel I no longer need them, though obviously I wouldn't. It's actually only stranded me twice. It broke a propshaft keyway in the middle of France in 1981. It wasn't a Bugatti fault, but an engineer's. Then in 1983 it broke a halfshaft about 200 yards from home. Apparently it had been cracked for years. Subsequent inspection suggested that the hub had been bashed against a wall or something in a race. It had been a little bit out of true, and fretting away for a while. Apart from that, I've always managed to get home."

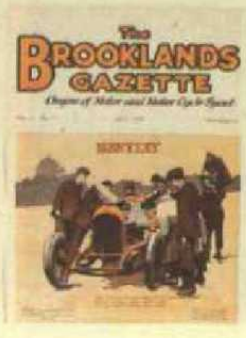
Although Bugatti hasn't been producing cars continuously since the 1920s, the marque's reputation for desirability survives. The goalposts have moved somewhat, however. The T35 pumps out about 100 bhp at 5500 rpm. It will rev higher, but there's not much point. With a 14/54 back axle, fairly standard according to Thomson, top speed is around 110 mph. "My notes say that it recorded 117 down the straight at Bathurst in 1951, but I think that must have been downhill . . . "

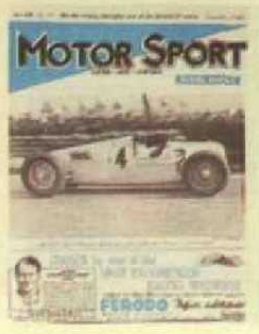
"My notes say that it recorded 117 mph down the straight at Bathurst in 1951, but I think that must have been downhill. . ."

The current EB110 GT (list price £285,000 including taxes) thumps out 552 bhp at 8000 rpm and has a top speed of 212.5 mph. In SS guise, the figures rise to £330,000, 604 bhp / 8250 rpm and 218.2 mph. The EB110 will make its competition debut at Le Mans in June, having set encouraging times during the recent test weekend. The marque thus returns to the scene of its last notable motor racing achievement (Wimille and Veyron won at the Sarthe in 1939), and its French importer, which is preparing the car for Eric Hélary, Jean-Pierre Malcher and Alain Cudini, has already grumbled about having to detune it to meet the 600 bhp class power ceiling . . . **SA**

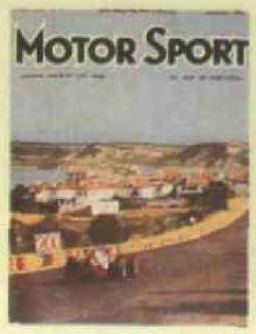












Small, and almost perfectly formed



The thing that strikes you about the EB110 on first appearance is just how small it is. A super-short supercar. It's been likened to some sort of exotic Lancia integrale — function determining form in a similar way. Given the density of mechanical componentry within the carbon fibre tub, it is difficult to envisage how it could possibly all fit in. There's a 3.5-litre quad turbo V12 nestling behind the passenger compartment, and it puts its 552 bhp through to all four wheels via a six-speed gearbox and an assortment of diffs.

It's an unconventional sort of supercar in all sorts of ways. Snick the catch that brings the driver's door up vertically, climb inside and the view is not the usual claustrophobic nightmare. Yes, you're still aware that you're sitting pretty low and that there is more width than is comfortable, but you can see out of the thing, there's plenty of headroom and the dash layout appears quite normal. Likewise the clutch and gearshift don't require the peculiar balance of delicacy and Herculean strength demanded by many of this ilk. The lever just slicks its way round the gate as if this were a BMW 3-Series.

The engine, for all its awesome power,

On the road in the EB110 GT, flaunter of supercar conventions

EB
BUGATTI

THE EB 110GT & EB 110SS

NOW AVAILABLE IN THE UNITED KINGDOM
FOR FURTHER DETAILS TELEPHONE 071 409 1880 / 0374 239 007







doesn't stir with the sort of growls, rumbles, barks and screams that are the stuff of Italian legend. Instead it's got a smooth whirr which just increases in pitch as the revs rise, accompanied by the swish of the turbos. Those turbos — despite their tiny size — have some lag which spoils response a little, apparently something to do with their incompatability to the exhaust catalysts and which the factory is working hard to eradicate.

Because of the lag, and quite a tall first gear, the performance doesn't feel quite as mindblowing as expected when the first tentative getaway is attempted. Give it some serious throttle next time though, get that V12 deep into its power band, and yes, then the acceleration is truly spectacular, the car pouncing savagely forward with no drama, no loss of traction. Bugatti claims a 0-62 mph time of 3.46 secs and a maximum of 212 mph . . .

Back off again though, forget the towering performance for an instant, and the EB110 returns to being a most untypical example of the genre. The ride is downright comfortable, like a quality saloon's, swallowing surface imperfections with ease whilst still giving exemplary body control at higher speeds. There is also a general lack of road noise, something for which the carbon fibre tub takes much of the credit. Cruising at 120 mph down the *autostrada*, in relative silence, with a comfortable ride in a comfortable seat, with good visibility, it becomes quite a feasible notion that this car could be used for fast cross-continent trips in much the same way as a BMW 7-Series. Always assuming you have your luggage sent ahead.

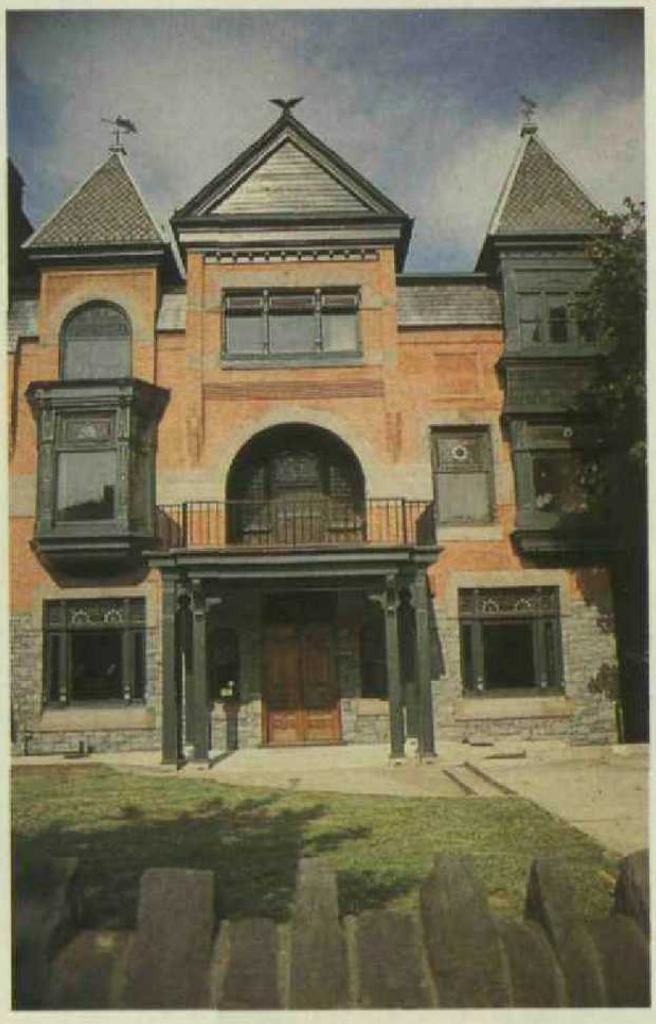
The four-wheel-drive system is set up with a 73 per cent rearward bias and so the handling can be entertaining, or frightening, depending on the circumstances. With a short wheelbase, playing powerslides in low speed corners requires the driver to get the steering correction on quickly. In higher speed corners the balance is actually very forgiving, with a gradual build up of shallow understeer, readily adjustable with gentle throttle modulation.

The EB110 is a very surprising supercar. Staggeringly effective, it can produce the sort of numbers that leave most of this exclusive club breathless. But it does it with very little of the fuss that many find so much part of the appeal. Instead it excels in areas where no such car has ever excelled. **C T W**

Three EB110s have been sold in Britain since the model became available in January.

MOTOR SPORT 70 1924 – 1994

Hidden treasures



We visit the Raymond E Holland Automotive Art Collection, home of some extraordinary riches, leastways for the time being . . .

It's hard to think of many reasons to visit Allentown, a small town in rural Pennsylvania, USA, but when a senior US collector and the editor of one of the most prestigious American car magazines both offered to make arrangements for me to visit a private collection there, I was intrigued. What I found made their glowing descriptions sound hollow; in a 19th century house just opposite the prison is surely the finest assembly of automotive art and automobilia in the world – the Raymond E Holland collection.

Holland made his fortune in the beauty business – he has 200 salons in six US states – and like many successful men began to gather cars. But in 1982 he started to concentrate on automobilia, and by 1987, with the help of John J Zolomij, curator of the collection, he had amassed some 4000 items – the finest, the rarest, the most important items in every field from ephemera to pure art. For rival collectors in the '80s it must have been like meeting the Schlumpf brothers at every turn. They bought only pre-WWII objects, focussing on the infancy and adolescence, as it were, of the car; the result is a comprehensive picture showing that as the machine itself matured, so did the vision of it, from naïvety, through realism, and on to stylisation.

In an age when the motor car was a novelty, its image not only added glamour to advertising, but also inspired artists, particularly sculptors, in a way in which it no longer does. Today racing and nostalgia seem to be the only subjects which are tempting, or perhaps profitable enough, for the artist; car stylists appear to be the only people excited about the future of the everyday motor car. It is perhaps difficult for us to remember that these images from before and after the First World War have only become nostalgic, typical of their period, quaint, as we look back on them now; they were always romantic, but it was once the romance of freedom, progress and achievements to come.

To display this material, Holland bought and restored a 24-roomed mansion of what we would call High Victorian style. Elaborate architraves, chandeliers and lavish overmantels sound a distracting background to an art collection, but not so; the polished floors and lack of furniture allow the artifacts their own space, and the impact is terrific. Also, it remains a private assemblage, and visits are by arrangement, so this grand stage-setting was almost empty as John Zolomij showed us around. Only two other visitors arrived in the hours I was there.

Perhaps the most stunning room is the first you reach, a large, high, softly-lit chamber; in it are some of the sculptures, and what you see is so fine that it is hard to concentrate on any single one. They range from naïve 19th century beginnings, through Edwardian romanticism and '20s stylisation, on to streamlined minimalism from the late '30s. Ahead are weighty showroom bronzes of the stork sculpted by the Frenchman Bazin to epitomise Hispano-Suiza, and of Charles Sykes's Spirit of Ecstasy; expressionist sculptures of French touring cars in brass and onyx; 'Bolide', a famous chromed automotive abstract by Hungarian Futurist Gustave Miklos. On carved mahogany shelves opposite are intricate brass models of steam omnibuses and Italian miniatures in silver filigree; elsewhere, a speeding Bugatti in marble (Jules Goux in a plume of dust at San Sebastian in 1926, by Eduoard Diosi), and an astonishingly fine ceramic representation of Gabriel's Mors and Louis Renault's racer in the

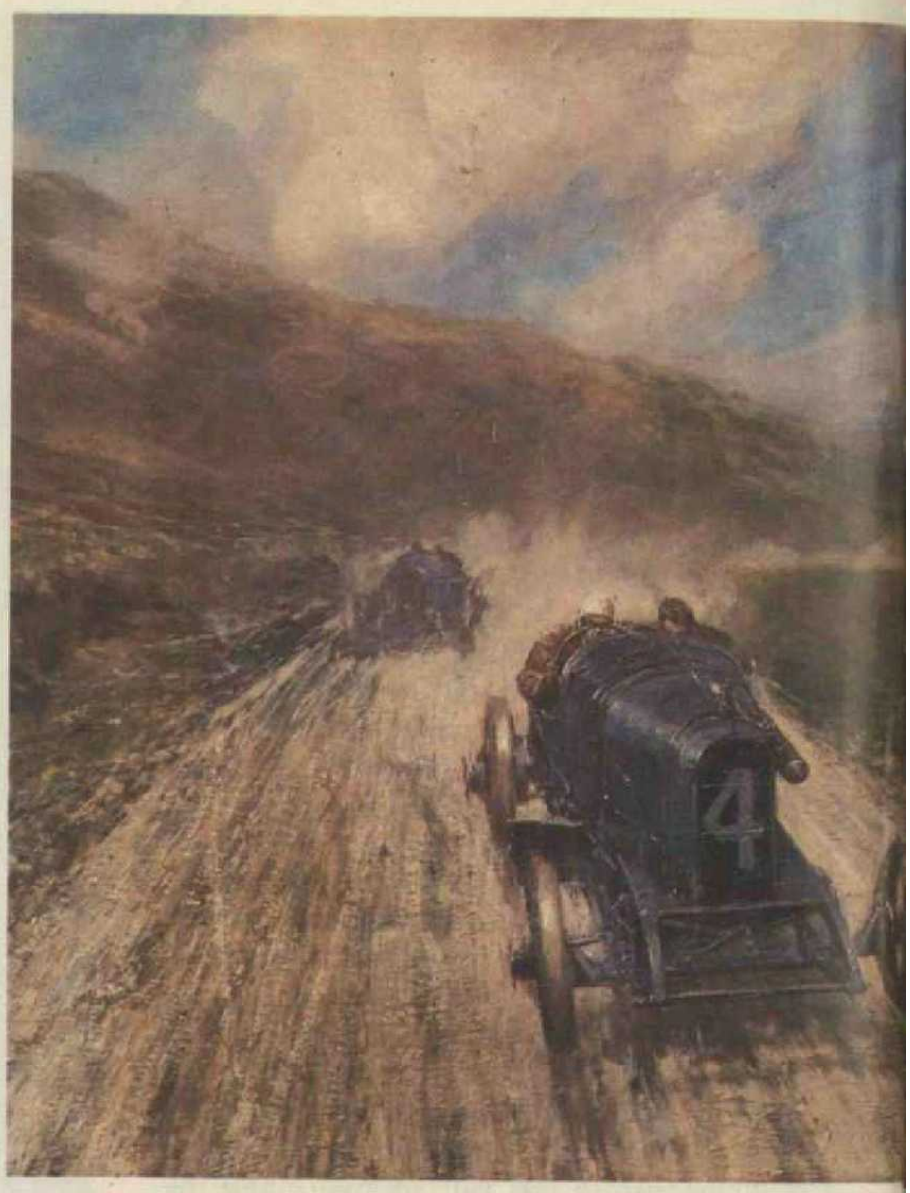




The Victorian House, home of the astonishing Holland collection – but for how long. A sumptuous background for the premier objects; only one-third of the total is on display.



Charles Maillard's Coupe de l'Atlas of 1914: it was never awarded.



F Gordon Crosby's depiction of K Lee Guinness (Sunbeam) in the 1914 IoM TT, one of several in the collection.

deathly 1903 Paris-Madrid race, detailed down to the radiator tubing and the clearly recognisable faces.

Amongst the show-stoppers, Charles Maillard's *Coupe de l'Atlas* is a glorious trophy for a race which never was, an adventure across the Atlas mountains. Standing two feet high, a marble lion and lioness crouch on rocks watching a bronze racing car career past below them; plaques depicting transport across Africa decorate the plinth. Massive and self-confident, it was never awarded; the race was prevented by the First World War.

On the walls and in display cases are medallions to commemorate Austrian trials and French endurance races, exhibitions, industrialists, and the death of Marcel Renault, as well as a plaque commissioned by the Automobile Club de France in 1893 and awarded to Charles Jeantaud for technical innovations. This bears the first known example of the winged wheel, soon to become a popular artistic symbol of powered travel, and widely visible amongst the sculptures and awards in this collection. There is also a personal touch from Holland here: he has commissioned a silversmith to create a three-dimensional realisation of a photo of his childhood, a shot of the family in front of their run-down caravan. It's all there in model form, down to the junk lying in the mud; a cogent reminder of his change in circumstances.

Race trophies abound, too: the shield won by Ralph Mulford for his controversial second place in the first ever Indianapolis 500 in 1911, a magnificent 28in-high sculpture by the Crown Jeweller of Austria for the 1912 Austrian Alpine Trial, bronzes for Prince Henry Tour winners, two examples of the Coppa Florio which predated the Targa, showing a rather tough angel driving an Edwardian racer; Targa Florio plaques from 1924 (Borzino) and 1926 (Costantini); a delicate hollow clock-rim awarded after the inaugural *24 Heures du Mans* in 1923, a Gordon Crosby bronze commissioned by friends for Sammy Davis after his crash in 1930; Vanderbilt Cups, the inaugural Los Angeles MotorDrome Trophy collected in 1910 by Ray Harroun; cups, sculptures and plaques from all over Europe and America, and often still in their presentation cases of mahogany and morocco leather.

Through an elaborate doorway are shelves of smaller objects, everyday items with a motoring flavour from the 19th century to the '30s, whether keepsakes, presents, or promotional gee-gaws. There are cigarette boxes showing bustled ladies in Benzes, match-safes with *fin-de-siècle* sirens experiencing their first run in the new horseless carriages; paperweights in every conceivable material; pipe-holders, pin-cushions and pocket-knives; fans, flasks and photo-frames; lighters, calendars, an opium box . . . There can surely be no artifact which has not been decorated with a car of some sort, at some time, and scarcely one subject which has not been garnered by Zolomij and Holland in their relatively short but extremely thorough hunt. Did I mention the weather-vanes, or the complete, intricate five-foot-long model of a Model T production line?

In a further room, I began to realise how little I really knew of the breadth of automobilia – and I hadn't been upstairs yet. I was completely unaware of the wealth of early painted ceramics depicting automobiles, yet here were souvenir egg-cups from the 1896 Paris-Marseilles-Paris race, Art Nouveau vases shaped as cars, and frankly ghastly but important china replicas of the Gordon Bennett Trophy, Rococo in style, with cherubs and the Goddess of Speed





***Der Wanderpreis*, awarded to finishers in the Prince Henry Trials around 1908, depicts the Prince's Mercedes tourer.**

cavorting in a garlanded Panhard *vis-à-vis*. Vases, plates, condiments, ashtrays, candy-boxes, beer-steins, dinner services, spittoons, umbrella stands, shaving mugs . . . the range is astonishing, and the quality, as of almost everything in the collection, top-rank. There is not a chip or a scar visible, despite some of these fragile ceramics being nine or 10 decades old – and there are multiple examples of many items stored in the warehouse should the worst happen . . . Vulnerable sets seem still to possess their rarest elements; the Doulton 'Motorists' dinner-service (1903-13), for example, still boasts spittoon and biscuit-jar as well as cups and plates, while amongst a dozen or so of the popular Sadler Art Deco car-teapots are several of the rare matching caravan sugar bowls.

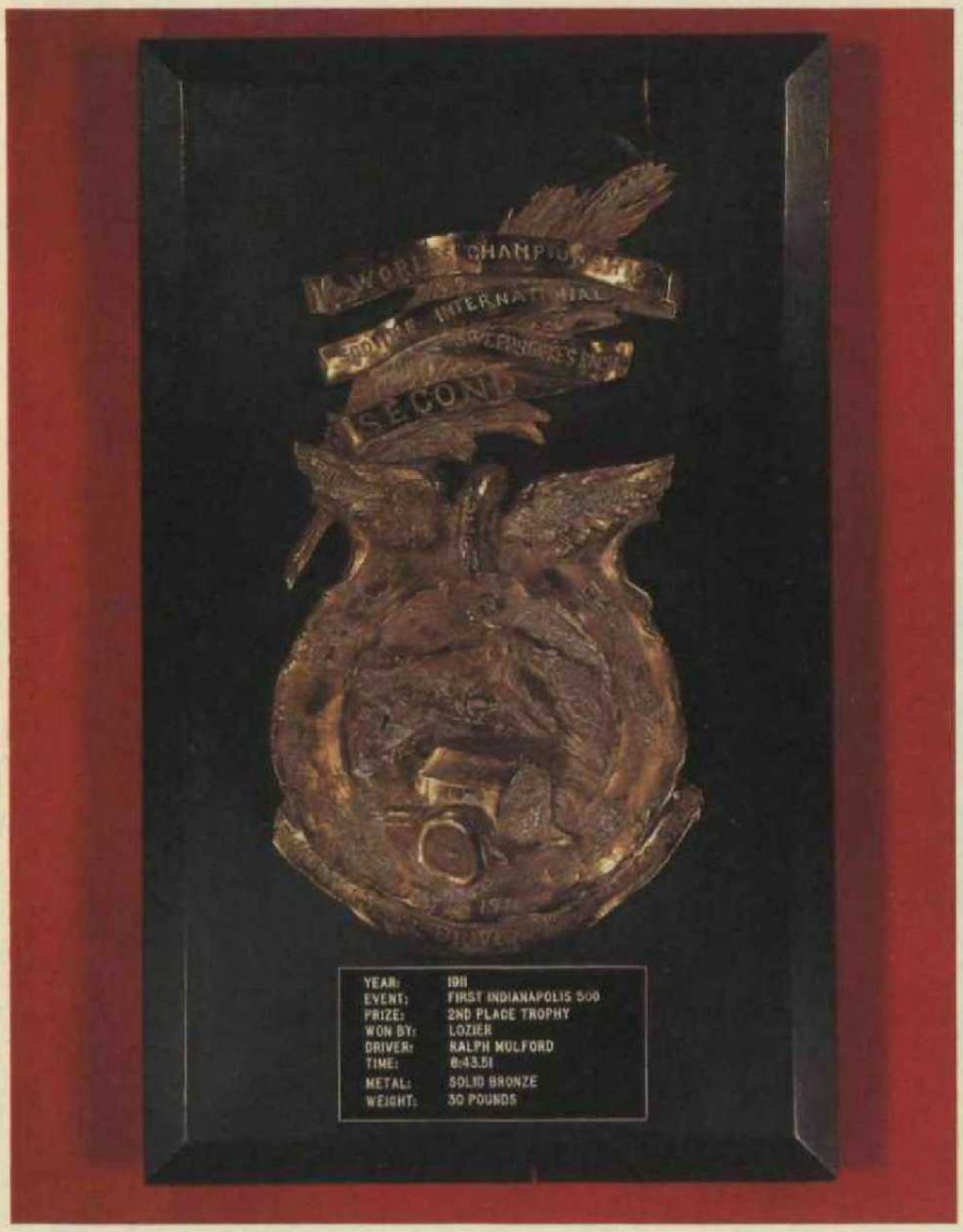
Still on the ground floor is another room devoted to paintings, mainly rather grand, and hung against glowing wood panelling. Only a small proportion of the two-dimensional works can ever be displayed at one time, so I am referring here to the lavish collection catalogue as much as to the notes of my visit. Thus if you are lucky enough to get there, you may not see a particular item; but you will certainly see something spectacular.

A prize piece is *The First American Race*, a gouache, *circa* 1895, of primitive vehicles on a trotting track – and there are six entries! As well as the first known European depiction of a car in a street, *La Promenade en Torpedo* of 1896, there's a wide selection of early American car paintings, often done as magazine illustrations, sometimes romantic, sometimes satirical, of whom the *doyen* must be JC Leyendecker; his almost photographically detailed style spanned the Boer and Korean wars. Continental prints embrace cartoons of bolting horses, indignant policemen and perspiring puncture-menders; grim depictions of death and mayhem in those dust-ridden early French races, saucy Belgian drawings involving actresses and automobiles, an 1898 print by Toulouse-Lautrec of his cousin at the wheel; vibrant Edwardian lithographs by Montaut, Gamy and Vavaleseur, original artwork for continental and British magazines, sketches by the great American artist Peter Helck, and the finished works too (some of the very few post-WW2 items in the collection).

You can revel in race depictions by F Gordon Crosby and Bryan de Grineau, dramatic gouaches by Roger Soubie for Bugatti's memorable adverts, a Geo Ham original drawing for a French GP poster, the framed cover of the music for *Get Out and Get Under* (1917), fly-bills, and pre-1900 posters for De Dion Bouton and La Parisienne motor-cars and for glass bottles of *essence*. As well as the purely artistic, there are lithographs and original artworks for the best advertisements of the best periods – romantic Art Nouveau water-colours, and the bold, confident graphics of the '20s; not reproductions, but originals, and usually in excellent condition.

Nor is it all glamourising the automobile: a reproving litho – *Killing Pace* – of a champagne-quaffing couple in a death's-head car, warns of drink-driving as early as 1903, while a remarkable prophetic image is Emile Guillemin's 1903 engraving depicting an endless stream of cars filling a road, three and four abreast, their swirling clouds of fumes and smoke almost obscuring the sun – this at a time when few had seen a car, let alone imagined what we know now.

At this early period, as the first naïve renditions give way to increasing accuracy, the artistic element begins to diverge from the commercial, and the collection includes a significant example: dated 1901 and signed only CL, it is an oil of Jarrott racing his Panhard from Paris to Berlin. Blurred



Amongst many trophies is this one from the first Indianapolis 500, described as the "World Championship".



These china replicas of the ACF's original silver Gordon Bennett Trophy were awarded to owners, drivers and mechanics in the races circa 1904.

and distorted, it shows the leaning oval wheels which the rolling shutters of contemporary cameras produced; surely an early example of the feedback of photography into art.

In the upstairs rooms, sculptures, artworks and miniatures mingle in looser groupings: two feet of solid silver formed into Campbell's 1929 Bluebird, a Bluebird Trophy from Sydenham MC to G P Harvey-Noble, a casting of a Touring-bodied 2900B Alfa Romeo; table lamps; enamel signs; Edwardian prams in the shape of automobiles. An aeronautical note creeps in too, with a huge Michelin flying trophy and biplanes and dirigibles fashioned in copper and brass.

In this torrent of cataloguing, I haven't yet mentioned the glass-ware – crystal decanters, Tiffany lampshades, a stained-glass window from 1904 – or the textiles: printed silks, lap rugs, even Aubusson tapestries commissioned by the Marquis De Dion; nor yet the fabulous selection of toys. Magnificent Gordon Bennett Cup racers in German tinplate line up alongside clockwork raceways and matched sets of 19th-century 'transition' toys, where the same carriage body has been converted by the factory to an automobile; wind-up cast-iron buckboards from as early as 1895; the very first electric slot-racing set – 1915, by Lionel; wonderful '20s tin garages with pumps and hoists; wooden assembly kits; jigsaw puzzles, biscuit-boxes, candy moulds; it goes on and on. And, in the last room you come to, the pedal cars! Chain-drive Panhards; miniature coupés with roof, doors and folding screen; a coachbuilt Packard with full electrics; and the most sensational, outrageous six-foot long '30s sportster (could it be a Delahaye?) with enclosed wheels in streamlined Figoni and Falaschi style.

As you walk down again through rooms you have already visited, you inevitably see treasures you missed before, and you risk starting all over again. It's hard not to be overwhelmed by the breadth, and the superlative quality of everything here; yet 'only' 1500 items are on show – there is twice as much again in storage.

And yes, unlikely as it may seem among this pantheon of the finest, most stimulating assembly of motoring art I ever expect to see, I did come away with one object uppermost in my mind, the one I'll grab first if someone distracts the staff long enough: a 1907 bronze bust of Camille Jenatzy, the Red Devil. German sculptor Rudolf Stocker has shown us not only the great driver's head and shoulders, but also his forearms and tensed knuckles grappling with a huge steering wheel, of which only two-thirds is seen. There is nothing else to depict car or setting, merely these straining arms and a portion of wheel-rim below Jenatzy's muffled face with its bristling moustache, and yet the effort and discomfort of racing those monstrous early machines is palpable.

Theft is not the only option, however. Holland's interests have moved on, and he is assembling another collection (subject confidential so far). For this he wants the Victorian house emptied, and the entire automotive collection is for sale. The asking price is $3.5m. It adds a piquant touch to your visit to think that this astonishing display may not be kept together for much longer. **G C**

The Raymond E Holland Collection is at 111 North Fourth Street, Allentown, Pa, USA. The catalogue, a splendid hardback reference work by Zolomij and published by Automobile Quarterly, effectively charts the whole development of automotive art and costs $99.95 from the same address.



Snow business

In contrast to the weather pundits' prophesies, the VSCC's traditional April season-opener at Silverstone saw most of the meeting run in dry conditions, predominantly blue skies being broken only by snow flurries as the '50s Sports Cars took to the circuit!

Richard Pilkington was hopeful of repeating last year's success in the Fox & Nicholl Trophy with the Totnes Motor Museum's 1938 Talbot, but he disappeared from second place after one lap when a drive coupling sheared. That left Albert Sparrowhawk (Alvis) with the early lead from Bob Gilbert's Bentley. Arriving late on the grid, Rodney Felton was forced to start his Alfa Monza from the back – but by the end of lap one he was up to 10th, and four laps later had demoted Sparrowhawk to second. The earlier Sparrowhawk Alvis, driven by David Heimann, displaced Gilbert to take third after half-distance and closed up to challenge for second, but a spirited defence by Sparrowhawk managed to retain the place to the finish. Gilbert finished comfortably ahead of John Guyatt (Talbot) and Derek Green in Simon Bull's Invicta.

Rod Jolley's Cooper T51 was the only rear-engined representative to make the grid for the Peter Collins Trophy and, with Ludovic Lindsay's 250F Maserati non-starting, met with no opposition. The front-engined race was initially led by Amschel Rothschild's Dutch GP-winning BRM P25 from Rick Hall (Cedric Brierley Connaught C-Type) and 1993 MOTOR SPORT Brooklands Memorial Trophy winner Philip Walker, who was making an impressive debut in his ex-Halford/Mayman Lotus 16. Hall and Walker became embroiled in a close scrap which outpaced the BRM, the pair swapping places as Walker grew in confidence with his new mount. However, Hall's experience told when it mattered, and he took second place by just over a second.

The Sam Clutton Scratch Race for the Itala & Lanchester Trophies proved to be a relatively easy target for Tim Llewellyn's Bentley, which won the scratch race unchallenged, while Mac Hulbert (Alvis Silver Eagle Special) and Alex Boswell (Bequet Delage) became locked in a fierce battle for second, from which Hulbert eventually pulled away. All the same, Boswell collected the name trophies. Long the preserve of the Bugatti marque, this year the Itala Trophy failed to muster a single representative to uphold Molsheim honour.

Fastest in practice for the Christie's Patrick Lindsay Trophy was last year's winner, Martin Stretton, in Simon Bull's ex-Furmanik Maserati 4CM. A poor start saw him languishing in third place at the end of the opening lap as Rodney Felton led the field in his P3 Alfa Romeo, closely pursued by Peter Hannen – making a rare VSCC appearance in Dan Margulies' 4CL. Approaching the complex on lap two, Stretton was past Hannen and he subsequently accounted for the leader into Brooklands. One lap later Hannen had followed through to take up pursuit of the new leader. Unable to make any impression, Peter held station before dropping back, safe in second place. Duncan Ricketts, forsaking his usual ERA R1B for Bill Morris' ERA R12B, Hanuman II, passed Felton shortly before the latter retired, and finished third.

As the grid assembled for the '50s Sports Car Race, snow began to fall, reducing visibility and soaking the track. Gary Pearson, having a one-off outing in the family Lister-Jaguar as Paul Vestey's D-Type was unready, exhibited great control to lead the opening laps, from a charging Robert Brooks (Jaguar D-Type) until the auctioneer spun at Brooklands on lap four, dropped him to third behind the canny Frank Sytner (Bamford D-Type). Frank's visibility was impaired and he was also pre-occupied in keeping Ron Gammons (Devlin) and John Harper (Jaguar D-Type) at bay. By half-distance, Sytner had worked the Jaguar to the front and, briefly, Brooks had moved back onto the tail of the leading duo only to lose it terminally at Copse two laps later. Harper had an indifferent time on an old set of rubber but still managed to take third from Tony Bianchi, who controlled the Farrellac Allard impressively, and Baron Otto Reedtz-Thott, one of the stars of last year's Goodwood Festival, who was making his VSCC debut in a Lotus 11.

In the five-lap scratch races, wins went to David Robinson (Riley) and Tim Rides (Riley) while Tony Moy comfortably beat the handicapper to take the first five-lap handicap with his three-litre Bentley. The final handicap provided one of the best races of the day and proved to be a Caroline Brothers benefit with David heading Gary in an impressive team performance, the pair scything through the slower runners to take the lead with a lap to spare and finishing less than a second apart. In the 30-minute high speed trial, 18 drivers were classified with the Rileys of Terry Watson and Tye Pountney both logging 19 laps and Watson taking fastest lap.

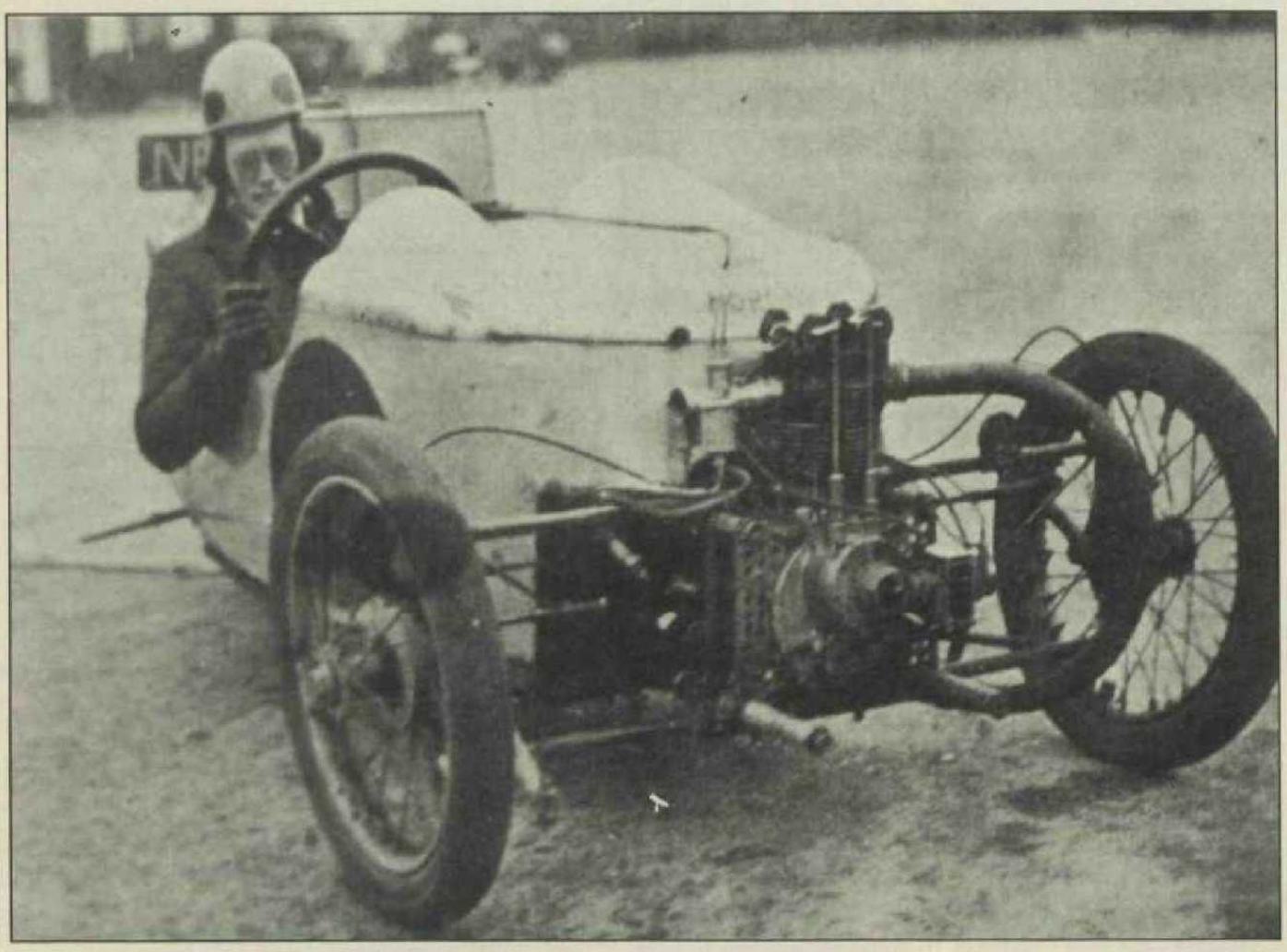
ASDC





Top, David Freeman's Aston Spa Special leads David Caroline's Morgan Super Aero in the final handicap. Above left, Simon Draper's Aston DBR1. Above right, Donald Day leads Robin Lodge, Paul Burdell and Douglas Jamieson in the Peter Collins Trophy.

Mistaken identity



What follows concerns a little-known facet of Brooklands' history. I admit that it is gruesome. I had, indeed, some reservations about exposing it, having made a rule not to include pictures of fatal accidents in books and articles. However, in this case the information included has some remarkable twists. It serves, too, to set straight one aspect of the old track's history. It is generally believed that only two motorcycle riders were killed in the whole long run of racing and testing on the famous motor course, from 1907 to 1939.

Brooklands had a very good record in this respect, especially remembering that it was open on weekdays as well as raced over at weekends, and that ordinary drivers and riders were permitted to drive on it when it was not in use for racing or record-breaking. In all those hundreds of thousands of high-speed miles on the banked course at Weybridge, only 11 car drivers lost their lives, and but two motorcycle riders, as I thought — until now. But there was a third . . .

It happened during a rather sad period for Brooklands. In the closing days of July and the beginning of August 1926 the low accident record was blemished. On the Saturday prior to the August Bank Holiday Monday race meeting, as recounted in my *Aero-Engined Racing Cars* book, the young girl passenger in the Sunbeam-Rapier was killed when that ancient motor car dived off the Byfleet banking, into the ditch. A few days before that Eric Fernihough had gone for records with his single-cylinder 494cc ohv Morgan-JAP three-wheeler (pictured above), his fiancée Miss Butler riding with him and taking turns at the wheel. They successfully set records of from four to six hours in Class I, after which the back tyre burst, the Morgan overturned and both occupants were flung out, fortunately without serious injury. (Incidentally, I have often wondered, with 'hot' vee-twin power units now none too plentiful, why no-one has made a replica of this single-cylinder Morgan.)

Then came another fatality. On July 20 1926 practice was in progress. Among those using the track was GL Parkes, who lived at Norbury, a fitter by trade. He had ridden a big vee-twin Zenith motorcycle at the opening BMCRC Meeting that year and again at the next meeting of this club, and had then rigged it up as a sidecar outfit for the 200 Mile race in June. He was clearly an enthusiast but he did not have any luck with the Zenith, on which his fastest solo lap was at 96.15 mph. He then decided he needed something more potent. The answer was to acquire a Brough Superior and get the great Ted Baragwanath of Camden Town, that expert tuner of big twins, to make it perform. It was this fast motorcycle that Parkes was trying out on that fatal Tuesday. After he had done some earlier laps he took it out again, with Baragwanath timing it. He was riding the machine, which Baragwanath said was good for 115 mph but had not exceeded 105 that season, and had just lapped at 102, when it went over the top of the Members' banking. Remarkably, it flew over the tall trees and the spiked railings beyond, to land on the entrance road below, a drop of some 40 to 50 feet, according to evidence at the inquest. The Brough apparently hit the road 53 yards from the pay booth. At the time a Mr Edmund Pears of Fulham was at this booth, talking to the gate-keeper. With a roar a motorcycle came at them from behind, striking the car, the running-board of which was damaged, and lacerating one of the attendant's feet. The machine ploughed on and the rider seems to have fallen from it a yard away.

The well-known rider Dougal Marchant, who had won a three-lap race at the previous BMCRC Meeting on his 348cc overhead-camshaft Chater-Llea, was also practising, I imagine on the same machine, which he was to ride eight days later in a successful record attempt. He estimated he was about 12s behind the Brough when it flew over the banking top, but was too far away to see this happen. He completed his lap, rode into the paddock, and was told of the accident about two minutes later. (This implies prompt action on someone's part, because the crash was out of sight of the paddock, and although Baragwanath would have become uneasy when Parkes did not reappear from behind the Members' Hill, it would have taken him some little time before he could have informed the officials and some more minutes, one might have thought, before the news was passed around . . . Even if there was a telephone in the pay booth and the injured gate official, or the motorist, used it, the time of the alarm being given seems commendably short).

Anyway, a doctor was called and both men were removed to Weybridge Cottage Hospital. It was now that the most remarkable case of mistaken identity occurred. The injured rider was thought to be Marchant. But it was, according to him, not until 15.45 – some two hours after the accident had happened – that he was told of this and that his wife had been called to the hospital to identify him! Although the Brough was so badly damaged that it could not immediately be examined for a mechanical failure, it seems rather odd, as Marchant was riding a 350 and Parkes a big-twin, that this awful error arose. The Marchants lived locally, and Dougal set off at once to the hospital. He arrived after his wife had been by the bedside of the man she was told was her husband, before the mistake was resolved, after examination of the deceased teeth and clothing. Dougal Marchant arrived just as this discovery had been made. But worse was to follow! He was told that a telegram had been sent to his mother in Kingston, whether by his wife or track officials I do not know.

Marchant's reaction was to get there before the telegram with its bad tidings arrived, and he and his wife set off in their car — I wonder what it was? — and averaged, according to Marchant, 54 mph for the 8¾ miles. "I had to ignore the signals to stop which were being constantly given to me by policemen *en route*," he said! He failed to intercept the telegram by a minute or so, although it had been sent 20 minutes before they had started out from Weybridge. So, a terrible ordeal for Mrs Marchant and for his mother . . . But the Chater-Lea rider praised the hospital authorities and the police; so perhaps the latter took no further action over his rapid dash from Weybridge to Kingston, where they were to operate speed-traps on race-days . . . (It needs the mind of a Sherlock Holmes to co-relate the

times of all the happenings reported at the inquest; but simple arithmetic may show why Marchant quoted such an exact speed for his run to his mother's house, which must surely have been done in a sports car?)

At the inquest Fred Rance, the well-liked BARC superintendant, said he had seen Parkes in the paddock that morning but not the accident. But he found that the Brough's tyre-marks showed that it was running straight about 11 ft from the top of the banking before it went over the top. A strong SW wind was thought to have caused the swerve, perhaps coupled to the rider's unfamiliarity with the handling of the Brough Superior and the increased power Baragwanath had obtained from its JAP engine. Herbert Parkes, a 'bus driver, said his brother was 28, well acquainted with motorcycles and was fit, although an accident near Croydon earlier in the year had caused concussion that had involved some three weeks in hospital. The coroner's verdict was accidental death. Parkes should have ridden his Brough in the approaching 200 mile 1000cc solo race, which was won by CT Ashby's 980cc Zenith-JAP, at 85.06 mph. To conclude, I tell this sad story to correct the historical misconception that only two riders were killed at Brooklands. Even Charles Mortimer, in his marvellous book *Brooklands: Behind The Scenes* (Foulis, 1980) is not sure about this.

To the names of Arthur Moorhouse, whose 994cc Indian hit a telegraph pole and caught fire during a 1912 one-hour race (the machine is said to have been buried beneath that pole, on the inside of the track) and BL Hieatt (who used to fly down from Reading in his old DH Moth), who, when riding a Rex-Acme for WS Worters, and was leading a 1930 200 Mile sidecar race in heavy rain, rode into the fence when coming off the Byfleet banking (memorial in Reading Cemetery) must be added that of GL Parkes. My thanks to the *Surrey Herald* archivist and to Dr Joe Bayley for help with the above. **W B**

OBITUARY

Cecil Bendall

Cecil Bendall has died after a very brief illness, ending a full and largely happy life with older motor cars. Very much a Veteran CC man, Cecil began to appear at this club's events in an Edwardian 12/16 hp Sunbeam. This established his true and very knowledgeable interest in the hobby-aspect of running and competing with such cars, as relaxation from the business in old vehicles and spares he ran from Hertfordshire — which brought him into contact with the most unusual makes and models — I had hoped one day to engage Cecil in conversation about those he remembered, but now it is too late . . .

For many years he was known for his rally appearances with his impressive 40/50 hp Rolls-Royce landaulette 'Stripes', named after the finish of its lofty coachwork. But he was also a frequent and enthusiastic trials driver with his 30/98 Vauxhall, in VSCC and other events and he was associated with a formidable Prince Henry Austro-Daimler. In 1968 his daughter Pauline took part in her first VCC rally in an Oldsmobile, which she followed with a Hupmobile. Meanwhile, her father, with John Mitchell, managed the real and dummy veterans for the film *Those Magnificent Men* . . . And Bendall served the VCC so well, first as its Tyre Secretary — and without suitable tyres where would be older cars be? — afterwards being elected on to the Events Committee and then on to the Executive Committee. He then become its President from 1977 to 1979. In recent times he continued to serve this august and expanding club well, as its librarian. In so many ways Cecil will be missed. Never flustered, calmly enjoying the events he competed in, knowing so much about so many of the older cars, his experience of them and his length of acquaintance with them bordered on the unique. In their sad loss, we sympathise deeply wiht Mrs Bendall and her daughter, as will all Cecil's friends. There is an enormous number of them, many of whom he helped with their cars, along the years. **W B**

Talbots

Mr AR 'Peter' Warrilow, whose father was on the staff of *The Electrician* before the First World War, in which capacity he went as observer on the Dumfries-London Run undertaken by an Arrol-Johnston electric car (see elsewhere), was with Warwick Wright and Rootes and became a great advocate of the Roesch Talbots.

His first was a 10/23 hp four-seater bought for £9. It gave untroubled service for nearly two years, running like a sewing-machine, and only a chipped tooth on the crown wheel caused Mr Warrilow to part with it. He sold it for £9. In his days at Warwick Wright Mr Warrilow ran a Talbot 95 with the close-coupled four-door saloon body. He remembers it as virtually a 75 with a detuned 105 engine, which made it a really fast car for those days. But the Talbot 65 was not to be despised — it is remembered as not particularly quick, although able to cruise at 60-65 mph almost indefinitely. It also had plenty of room inside with admirable adjustable front seats and was good looking, too.

The lovely lines of the short chassis Talbot 105 endowed with a saloon body designed for Noel Rees of Fox & Nicholl, Talbot agents with premises just off the Kingston bypass, are remembered. While working for Warwick Wright, Mr Warrilow sold the special 1936 Show model long-wheelbase 3½-litre Talbot with its superb limousine body and ambulance double-reduction back-axle. Its price had been reduced to £695 after it had served as a factory demonstrator. In part-exchange came a Safety Stutz which Warwick Wright had supplied to the client in the late '20s. A magnificent motor-car, which went to the trade for £35.

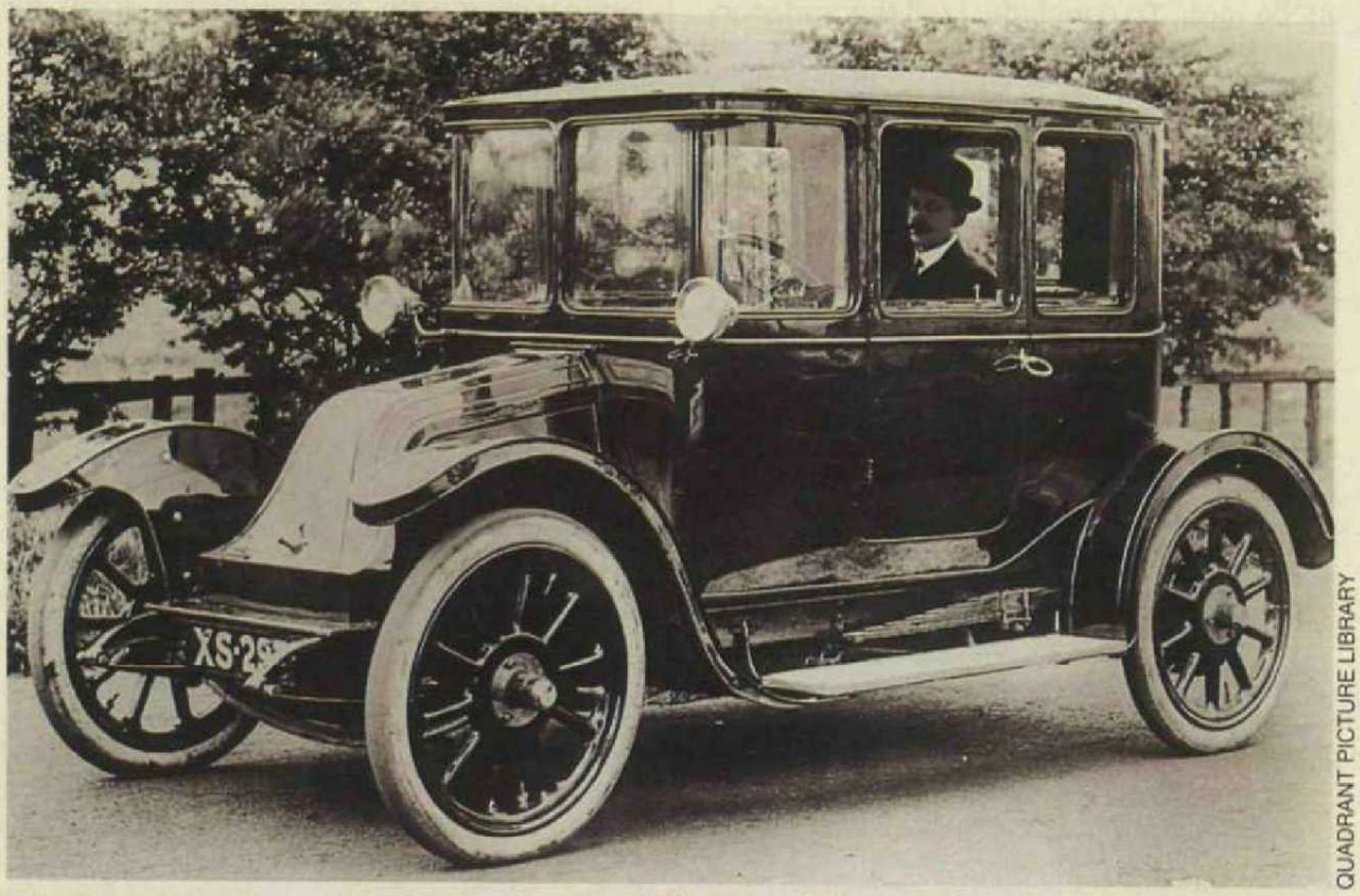
While he was Rootes' General Sales Manager Peter Warrilow ran a 1933 Talbot 90, the very last short-chassis 90 to be built at Barlby Road (AGN 898). It had a Darracq-built light four-door saloon body and its owner fitted it with 105 wheels, raising the overall gear ratios. He also gave it extra lamps and horns. On his way to Devon (where he now lives) in 1939, with his sister, this enabled the Talbot to show 95 mph on its speedometer over Salisbury Plain. Then war broke out and it was sold to the trade for £45, just before Peter joined-up, later to be demobbed as a Lt Colonel. His admiration for the Georges Roesch Talbots is as strong as ever. He rode with Tony Ward in his special-bodied 105 at the 1992 Brooklands Reunion, when the Test Hill ascent troubled them not at all, and he has made reacquaintance with the Warwick Wright demonstrator 3½-litre Talbot (CGP 128) with open body by WW, whose plate still adorns the dashboard of this beautifully-restored car, which Mr Warrilow drove many times and regards as better than any 4¼-litre Bentley. **W B**





This 3½-litre Talbot (left) is an ex-Warwick Wright demonstrator. Above, a Talbot 95 – really a 75 with a detuned 105 engine.

Electric



QUADRANT PICTURE LIBRARY

accomplishment

The urge to build and improve electric cars is breaking out again, under environmental pressures. If the government continues the present new war on drivers, speed may soon be regarded as so criminal that pootling along at milk-float pace until the batteries give out will be avidly encouraged by politicians. Somehow, I cannot see myself ever commuting in an electric vehicle.

However, to mark this fresh ripple of interest in such things, I am about to recall an effort, made in 1913, to show something of the capabilities of the electric car as it was at that time. In this I am indebted to Mr Peter Warrilow, whose father, then on the staff of *The Electrician*, acted as observer of the accomplishment in question and wrote a report on it. The demonstration he observed was that of driving an Arrol-Johnston electric-car (pictured) from Dumfries to London as quickly as was reasonably possible. The start was from Dumfries because that is where Arrol-Johnston, who had built the car for a Mr Monnet on behalf of Edison, had its factory. It finished in London in order that this Edison could take part in a rally of electric vehicles at Kingston, which was to be held in conjunction with a meeting of the Incorporated Municipal Electrical Association at which papers were to be read about electric vehicles by three experts.

Expected at this gathering were this Arrol-Johnston coupé, three Edison-Andersons (coupé, roadster and 10 cwt van), an Edison limousine, a two-ton Edison-Lansden van, an Edison-Walker delivery van used by Harrod's, Liberty's Anderson van, a Silvertown one-ton van, an fwd Fram five-ton van, an Edison travelling crane, Kriéger and Electromobile coupés and two Torpedo three-wheeled trucks — which shows the state of the "art" 81 years ago.

I have no idea why the American Edison folk choose Arrol-Johnston to make them a car, unless it was their respect for Scottish engineers. For those who understand "elec-trickery", the chassis was designed by A-J's Mr EW Lewis and was powered by a 900 lb battery made by the Edison Storage Battery Co. It was in two sections, one of 36 cells under the coal-scuttle bonnet, as used on the Arrol-Johnston petrol cars, the other of 24 cells under the seats, each of 1.2 volts/150 amps. The motor, rated at a nominal 3.3 hp at 1000 rpm, drove through a 6:1 gear, more suited to a town car than a long-distance one, as it restricted speed to about 18 mph. Palmer tyres were used and gave no trouble. The car's weight was 27 cwt, or 30 cwt with two passengers. Edison's Mr Watson was responsible for the charging arrangements during the run and Mr Lewis watched over A-J's interests. A Mr ME Fox drove throughout, with Mr Warrilow observing.

The superiority of the new Edison accumulators, for which Mr Monnot had secured the rights for most of Europe, with Mr Watson his London manager, gave confidence in the demonstration, and young Mr Fox was one of their engineers. The slow speed of the A-J decided Fox to move the Monday morning start from 5.00 to 3.00; one hopes that his technical journalist passenger did not object! Indeed, preparations had started at the gruesome hour of 2.30. Although this was on June 9 1913, the weather was against them, a gale-force wind blowing after passing Carlisle, with sleet and hail. They fell four hours behind the set schedule, after 12½ hours on the road and 8½ recharging and boosting the battery, including manoeuvring in and out of the works at which this could be done. Shap Fell had been climbed at 5 mph, successfully, but this, the heavy roads and the lack of wipers for the high plate-glass windscreen in heavy rain held the Edison Electric back; it came into Manchester, where it had been expected at 7.45, at 11.45. They had been at it for over 21 hours, making charging stops at Carlisle, Penrith, Kendal, Lancaster and Preston.

To hell with the schedule! On the Tuesday the two men left at 7.00 instead of at the intended 3.00, after charging at Manchester Corporation's Pologon sub-station. The hope was to arrive in London by late that night. But the 1-in-15 Kidsgrove Bank reduced the Edison to a crawl, although it was considered a fine feat for an electric car to ascend it at all, as the battery was in need of a boost at the Burslem Electricity Works, reached only after completing the climb. Further stops for battery-boosting were made at Stafford, Walsall and Birmingham, where it was done very expeditiously and two cars provided to escort the Edison out of the town. In Coventry no charging was needed but a pause was made to show the vehicle to local press men.

Inspite of this, Rugby was reached from Birmingham in three hours. Here BTH was very helpful. However, perhaps the strain on the driver and observer was beginning to show, because they did not leave for two hours, so that when the Edison got to Northampton 2¼ hours later the Electric Light & Power Co had been waiting some time to complete their 'pit-stop'. That took until 16.15. Thereafter it was just a case of obtaining boosts at Bedford and Luton. They left the latter at 22.30, after the stop had lasted 2½ hours, and the final 30 miles into London brought the Edison to the offices of *The Electrician* by about 1 o'clock on the Wednesday.

Mr Warrilow reported that in the 382 miles, including an extra five going into and out of the charging stations, 13 recharging stops had been made. Some of these were free of cost. At others, the charge was one penny (1d) per Kilowatt/hour. Maximum charging was 125 amps for one hour, followed by 90 amps for half-an-hour. The five-speed controller, although asked to break current at up to 150 amps, showed no arcing or excessive sparking. The battery, motor and back-axle were hand-warm during the run. A little oil was added after 340 miles and two gallons of distilled water were needed. It seems as if the chassis had been hastily prepared because the overhead-worm of the final-drive had not been subjected to the full grinding-in process — and any unwanted drag is a disadvantage where every amp counts!

But the run was successful, the Edison having averaged a running-time 12.3 mph. But with anything from 30 minutes to 2½ hours needed for recharging, would many petrol-car owners, including those owning 15.9 hp Arrol-Johnstons, have wanted to change them for an Edison? I think not, and I cannot see myself ever going electric. **W B**

Colerne speed trials



April 23 was a memorable day at Colerne, where the VSCC assembled all manner of interesting devices, for demos and timed kilometre runs. From conventional bicycles to penny-farthings, fast motorcycles, aero-engined giants, vintage and historic cars . . . the paddock was so interesting that without the timed runs, which featured a speed trap at the end of the runway course, the visit would *still* have been well worthwhile. It was all action and interest.

The aero-engined cars included Collings' class-winning Mercedes-Maybach, repainted and with four-seater body, looking very Chitty-like and doing 'the ton' through the trap, the Merlin R-R Phantom which MOTOR SPORT wrote up last year, Robin Baker's V12 Hispano-powered hybrid-Delage (hampered a bit by the anticipated slip from its flywheel epicyclic-gear), a superbly finished Griffon-engined monster, Babs (which made innumerable semi-inflammatory runs up-and-down, towed by a Range Rover) and the Bentley-Napier which was actually competing (24.83s/126 mph). Mark Walker had the Parker-GN, with 6.1-litre Cirrus aero-engine, on which others have toiled for years, going well using an Amal-per-cylinder and ducted air-cooling, and achieving 102 mph through the trap on his only run. There was even a race for five propeller-driven cars, best show by the ABC flat twin-engined Leyat which Roger Smith had just got going four days beforehand – after 10 years of toil. He starts it with an external pull-handle, and steers it with a centre-pivot rear axle, the bark from its stub exhausts rivalling that of Babs. Acceleration builds up slowly, the prop taking time to bite the air. (I hastily photographed a feeding crow, fearful that, if it took off in the wrong direction, it might never escape the cased-in prop . . .)





Seen at Colerne: Babs (top) was one of several aero-engined cars present. Another was Mike Walker's latest such acquisition, a Cirrus-powered Parker-GN (above left). There were five propeller-driven cars in attendance, including Roger Smith's Leyat (above right).

The RAC does not let even accredited cameramen beyond the start at Colerne, so no pictures of the paired runs. Never mind, the paddock was the place to be! However, I had better summarise the results:

FTD: PN Walker (Lotus 16), 22.88s, new course record (114 mph); **Colerne Trophy (fastest vintage car):** D Lake (Amilcar-Riley), 27.0s, vintage record (120 mph). **Best lady:** Mrs Whenman (Rapier), 29.56s (109 mph). **Other class winners:** S Roberts (Frazer Nash); J Coombs (Alfa Romeo) – vintage Sir J Briscoe (20/98); P Whenman (Rapier), 29.56s – vintage C Delaney (Lea-Francis); R Burrell (Bentley-Royce V12) – vintage E Goldsmith (Bentley); M Dowley (MG) – vintage F Hernandez (A7); C Dean (4.7 Bugatti) – vintage J Hulbert (Alvis); **Edwardians:** R Collings (Mercedes-Maybach), 33.44s. **Aero-engined cars:** F Morley (Bentley-Napier), 24.83s (126 mph). **Sports-racing cars:** C Rides (HWM-Jaguar), 27.29s (125 mph).

Other quick cars through the trap were: F Giles (FN-GN), 120 mph; D Baldock (Alta), 141 mph; C Dean (Bugatti), 145 mph; G Still (FN-GN), 121 mph; D Day (ERA R14B), 132 mph; P Body (Douglas m/c), 118 mph. **W B**



A rather jolly lawsuit

With the current surge in aero-engined motor cars and the attention being paid to them — a book, an invitation to the VSCC Jubilee Shelsley hillclimb, flat-out timing of them at Colerne, and their pending visit to the Nürburgring — I am reminded of the lawsuit over whether Chitty-Bang-Bang II should, or should not, be sold outside Britain. It was a case with some amusing moments, and what follows is how I, a feeble witness, remember it. The word-passages are not *verbatim*, became the depositions of the trial are unobtainable. They are as I recall them over 20 years on; I apologise if anyone is offended by my recollections or finds them to depart too widely from what actually took place in Lincoln's Inn as judge, barristers and witnesses discussed a rather famous old car . . .

Briefly, the owner of "Chitty" had shown little interest in it for some time, to the extent of allowing Peter Harris Mayes to remove it and restore it to a respectable running condition. Then, to meet the cost of this, he decided to sell the old car. The owner was persuaded to resist this, the value placed on such possessions having, even then, reached a high point. I have an idea that Mr Hollis, the farmer who had bought Chitty II, was reluctant to do this and said he couldn't afford the legal costs. Lord Montagu then offered to meet these, with the laudable intention of making sure that the only surviving Count Zborowski Chitty remained in the country where it had been assembled in 1921, albeit of German components. So the case was on . . .

I was asked to appear for Hollis, who was represented by Mr Owen Stable QC, as it was thought that it might help if I said how astonished I would be if, having lent a car to a friend, he sold it instead of returning it to me. (It didn't work out very well. After saying my piece I seemed to offend the barrister for Mr Harris Mayes, Mr Bernard Finlay QC, when, asked what value I placed on cars I had so loaned, I named a sum to the nearest three-farthings. "We can ignore the farthings," I remember him saying, crossly.) The case had opened with the luckless defending barrister having to inform the judge that he appeared for Mr Harris Mayes in a case concerning a motor car known as "Chitty-Chitty-Bang-Bang".

"Could you repeat that?" asked his Lordship (I wondered whether he knew the alleged origin of the name).

For some reason it was thought necessary to decide whether or not the aged giant had been registered for use on the road, presumably to see who was named as the last owner in the Log Book. For this purpose a dear and very old gentleman, who had in the 1920s been a clerk in the office of Canterbury County Borough Council where motor tax was paid, had been subpoenaed to appear. He had come all the way from Kent and was allowed to sit. Yes, he told the court, he well remembered dealing with the taxation of Chitty-Bang-Bang, for the following reason. When recording details, he had to enter the cubic capacity of a car's engine. For this a ledger was provided, but there were only four squares for recording cc. So it was necessary to obtain permission from his superior before putting one digit of Chitty's engine-size outside the box. (18,882 cc, you see)! "Thank you," said the Judge, "you may now stand down."

The defending barrister had to show that his client, Harris Mayes, had spent much money on Chitty and felt he had a right to sell it. To this end Harris Mayes was to tell the judge, Mr Justice Wrangham, how he had set the car running again, even driving it from Deal to Alexandra Palace for a TV appearance. "I think I remember it," murmured the judge. Alas, it had transpired by this time that the ancient monster's road-tax was a thing of the past. "Did you say you *drove* it? asked his Lordship.

"Yes, my Lord."

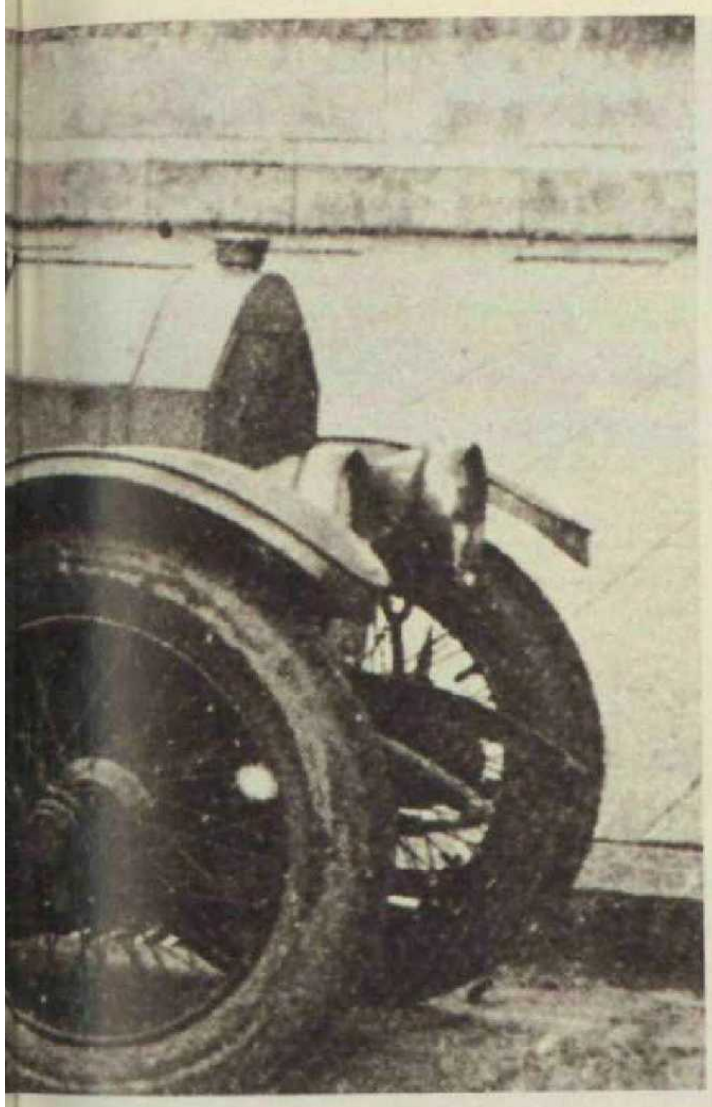
"But it wasn't licensed!"

"I used trade number plates," explained Harris Mayes.

A pause.

"I hope, Mr Harris Mayes, that you are not perjuring yourself. You told this court yesterday that you were a wholesale butcher. I wasn't aware that butchers had the right to use trade number plates on their cars!" Most of those present must have borrowed such plates at some time or other, so while smiling inwardly, we shuddered in our shoes . . .

Much time was wasted while law tomes were found for the Judge. "Ah," he said, "here we are." He read from these books that trade numbers were for the use "of coachbuilders taking a customer's chassis to their works for its bodywork, for the motor trade when delivering new cars and so forth." No mention of *butchers*! His Lordship described how even he received a reminder when the tax on his Bentley became due and how he had to pay it, and display a licence disc on the car's windscreen. (As this was in 1970, it was presumably a Crewe Bentley). It was a sticky patch, which must have increased Lord Montagu's costs, but the defence barrister pressed on. Determined to show how Harris Mayes had improved Chitty, he had found a witness who had seen it on proud display at the local garage. The opposing barrister rose. "And on what date was that?" The witness, revelling in being such a source of attention, told in much detail that he remembered the date clearly, because it was the year in which he had gone to an expensive hotel in Switzerland to ski, had broken his leg and had received attention in an expensive nursing home. "Things like that make you remember clearly the year in



Chitty II with Gordon "Goldfish" Little in the driver's seat and Bunty Scott-Moncrieff alongside. This picture headed Kent Karslake's first *Veteran Types* article for MOTOR SPORT in 1930.

which they happened," he explained. The barrister had handed to him a local newspaper, asking "Is that the car in the garage window?"

"That's it, as I told you," said the verbose witness. He was asked to read out the date on the paper. It was a year different from the one he had quoted . . .

They tried to trick me in the same way, by showing me a long piece in this paper about Chitty II and asking if it was the only article I had written about the car. "Yes," I replied. "Would you look at *this* copy of MOTOR SPORT. Isn't that *another* article on the same motor car?

He showed me one line or so, describing how Harris Mayes had driven Chitty at the Brighton Speed Trials. A good try, which I was able to parry. After which His Lordship said "If that is all, we can let Mr Boddy go and get on with running his motor paper . . . "

At one stage the presiding judge had shown surprise that Hollis, having admitted that he had two small boys, had never taken them to see the car in many years. It also transpired that Mr Hollis had not insured Chitty. Cross-examined on the article I wrote after Harris Mayes had kindly given me a run in Chitty II, T&Ts having by then rebuilt its gearbox, I was forced to agree that this was probably a costly repair, done as it had been by a top Brooklands engineering firm.

In fact, the case collapsed on the fourth day, when counsel for Mr Hollis told the judge that he had abandoned his action. Mr Hollis was then ordered to pay £250 costs. Had he won the case, Lord Montagu had an option to buy Chitty II, which in 1946, when it had a broken driveshaft, was valued at £1000 (Mr Hollis had paid £300 for it in 1930), for £4000. In fact, it was sold to America for £16,500, and Harris Mayes then concentrated on a 1925 Lincoln.

Otherwise, it was a rather jolly lawsuit.

The good news is that after many years in the States this exciting car has returned to England, on loan to the National Motor Museum at Beaulieu. If you want to see it, I understand it may remain there for some time, and it will temporarily be on display (for three months) at the Brooklands Museum. **W B**

Cars in books



Few people who enjoyed them will have forgotten the marvellous cartoons which Giles has contributed to the *Daily Express* for some 50 years. But it may be as much of a surprise to learn that he was actively associated with motor racing as it was to discover that Gavin Maxwell, although known to have used a GP Maserati on the road, used to race his Derby Bentley, and ran it in a BDC Firle hillclimb (as disclosed in this column last April).

All is revealed in *Giles – A Life in Cartoons* by Peter Tory (Headline Book Publishing plc, 1992). In this authorised biography of Carl Giles, the subject is shown as a lover of good cars, one who raced his Jaguar XK120 at Silverstone in 1952. Apparently, when the book was written, the XK was gathering dust in his garage. But before you put in a bid, you should know that he refused to sell when a farmer offered him £250,000 for it.

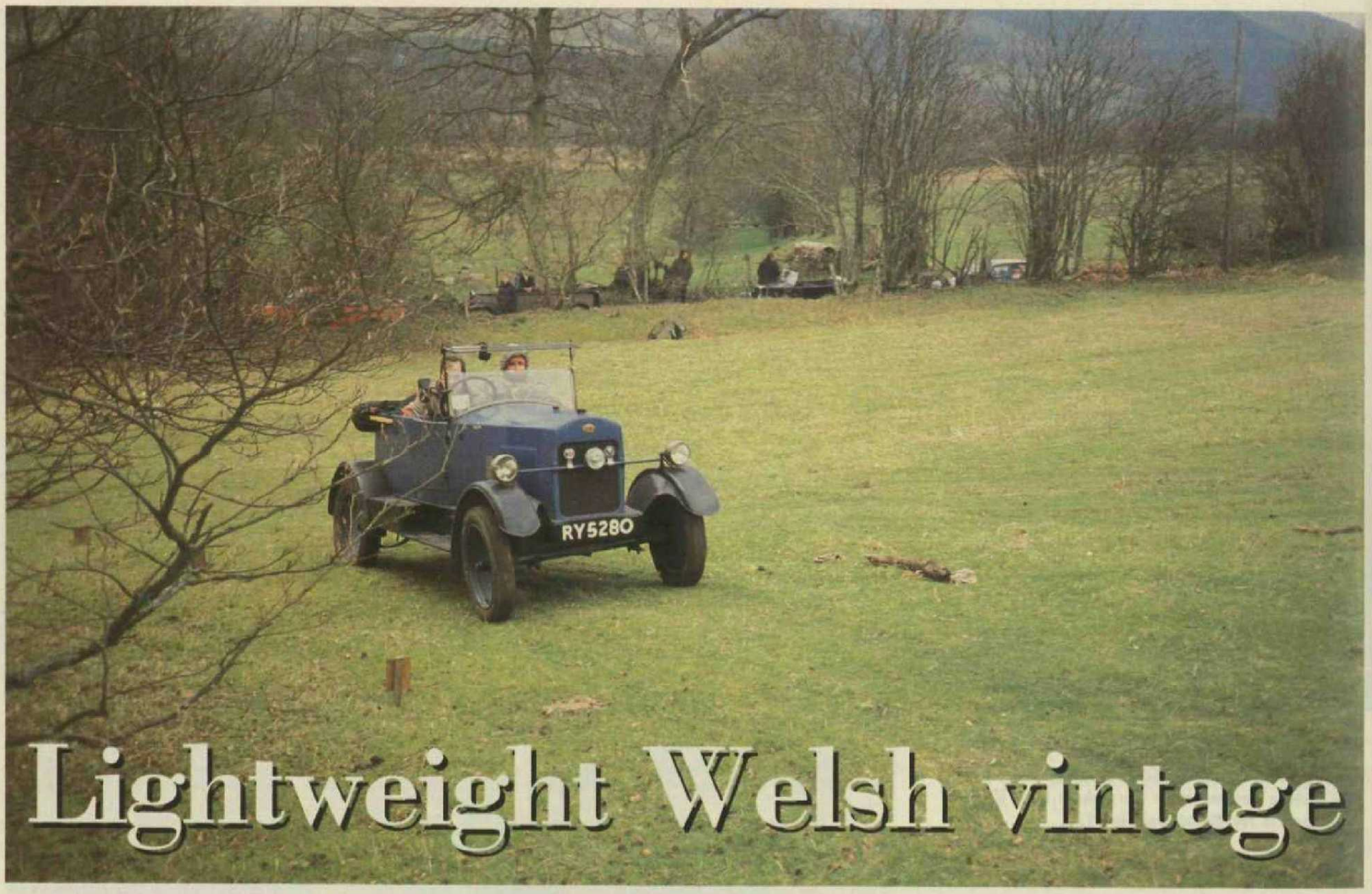
Giles knew Stirling Moss, who is pictured with the cartoonist and the well-known Maserati 250F. Giles's cars number not only the Jaguar but a Bentley Mulsanne Turbo and a Range Rover. As he also had a Nicholson 38 yacht and lives in a beautiful Sussex farmhouse, drawing cartoons can be assumed to be profitable. The book's many enjoyable pages include the famous 'Grandma' series.

Incidentally, Giles had a bad accident when his P&M Panther 600 motorcycle ran head first into a lorry. Then 18, he suffered numerous injuries, including a fractured skull.

Tory recalls the dramatic story of how a zeppelin came down. While being marched down an English country road in 1916, its crew was apprehended by an English constable, to whom the German commander refused to surrender, as he regarded the policeman as someone of inferior rank. But this zeppelin, the L33, came down at Wisborough, not Cockfosters as Tory suggests.

If you want to enjoy again these period Giles pieces, all 192 pages of them, the ISBN is 0-7472-0678-3. My grateful thanks to the reader who drew it to my attention.

Another reader, Graham Skillen, has brought to my notice the interesting fact that in Fiona MacCarthy's biography of Eric Gill, the artist whose statue of Prospero and Ariel graces the the portals of Broadcasting House (see page 395 of April's issue) and who was well-known as a non-motorist, it is said that he designed nevertheless the bodywork for the BSA three-wheeler. Apparently this is endorsed by David Kindersley, the sculptor and engraver. Skillen points out that this work seems to have dated from around 1931, after production of these cars (with their handsome long bodies to accommodate the FWD, but little foot room) had started, with bodies by Carbodies and Avon. However, BSA made its own bodies from late in 1932, as shown in the accompanying photograph, so perhaps Gill was asked to evolve some design improvements for these later BSAs? **W B**



Lightweight Welsh vintage

The Light Car & Edwardian Section of the VSCC held another of its traditional two-day Welsh events on April 16/17, based at the Abernant Lake Hotel, Llanwrtyd Wells. Saturday afternoon was devoted to the usual driving-tests in the hotel grounds, but punctuated this time by a road run and tests elsewhere — I heard the one-in-four Devil's Staircase mentioned. Sunday wass devoted to the trial, using 10 varied hills found by Seymour Price. Entries were down a little, and there were some shared cars, but it was none the less enjoyable for that. The runners were further decimated by the absence of David Roscoe's Overland and Ian Rendall's Stutz Bearcat, Edwardianism being confined to the two two-cylinder Rileys and Mike Bullett's endearing tandem-seater Bedelia cyclecar.

Tradition was again upheld when the first test, involving circling, reversing and avoiding markers, was set up in the same place as in previous years, with a chill wind for good measure. Even Luscott-Evans' experience of Trojans did not prevent him needing two reverses at the encircling bit, with a bollard-hit to boot. Lea's Chummy A7 also had to to-and-fro, as did Liz Fynn in her magneto-engined Chummy, and Tedder's Riley had arguments with the bollards. Hancock was ensconced out of the cruel wind in his wire-wheeled 9/20 Humber coupé, and the second of the Edwardian Rileys stopped better than its fellow, which, after much reversing in mid-test, overshot the stop-line with back axle juddering in protest. Jenny Johns managed to lock a back wheel of her



Colin Piercy's Trojan tackles a grassy ascent (top). A gaggle of vehicles awaits the off.

9/20 Humber when applying its contracting rear-wheel brakes and Rosoman's similar, albeit four-seater, Humber was seen to have similar brakes and a bone hanging from its radiator cap, the purpose of which was obscure. The Talbot-Simmins seemed healthy and Dr Gray had his JAP/A7 going well.

David Marsh and labrador went extremley well, as usual, in their A7 top-hat saloon and Alex Thorpe drove his A7 Chummy with splendid determination. Roger Thorne tried hard in his Swift Ten but was hampered by its poor steering lock. Rouse's Singer Junior also seemed to lack lock, and past-president James Crocker's 12/35 Clynotook its time, appearing, like so many of us, to be about to expire from the cold. Hutchings' A7 Chummy stalled in mid-go but a marshal ran out and wound it up, only for the same thing to happen at the stop-line — I noted that it was equipped with fog-lamps, presumably in case more stalls caused its journey home to be completed after dark.

Back to Rosoman's Humber. He had a good try but his motor was too long for this kind of frolic; I expect he wished for his A7, perhaps like the one Simon Price drove very

quickly with, as Magnus Magnusson might say, no passes. It took him to a Second Class Award, but then broke its crankshaft.

The Sunday sections were mostly too dry, but the fearsome gradient at Caefagu sorted them out. The long grassland uphill of Dolyfan had proved easy although the beaded-edge tyres of Paul Barker's Fiat 501 wouldn't grip. Here the somewhat improbable 7/5 hp Citroën conducted by Georgian Kynsham made a perfect ascent, although running more noisily than those which wealthy Parisian gentleman used to buy as presents for their mistresses. Suzanne Hirst's Morris Minor took it slowly; Charlotte Peacop's Minor went well at the bumpy section at Llwynbarried and had an ET registration to help its upward departure. That evening the lightcarists were regaled after dinner by a fine and fondly applauded talk on his experience at Rolls-Royce by David Roscoe, who had been racing his 4.3 Alvis at Silverstone on the previous snowy Saturday. The menu included a Peacop quiz and the next morning the Bedelia was to be seen in the hotel foyer, with manager sitting happily therein. The LC & E Section was fully up to form!

Spectators' cars included two fine Sunbeams and an unusual-looking 20 hp Austin towing a mono-wheel trailer which was halfway round the world from New Zealand. Edward Riddle had brought his Anzani Frazer Nash. And as the sun was shining again, in expected VSCC form for Sunday's trial. The Bell at Llanyre was full of happy finishers. **W B**

Results – Llwynbarried Trophy: P Gledhill (A7); **Kaye Hutchings Trophy:** A Thorpe (A7); **Best Edwardian:** A Teeder (1911 Riley); **First-Class Awards:** R Hutchings (A7), C Piercy (Trojan), Gledhill, Suzanne Hirst (Morris Minor), W Urry (Riley). **Second-Class Awards:** P Colledge (A7), Sue Livesey (A7), P Livesey (A7). **Third-Class Awards:** Veronica Newson (A7), R Thorpe (Swift).

V-to-C Miscellany

The International Rally of the Daimler & Lanchester CC is to be staged at Doune Motor Museum in Perthshire on June 12, with supporting events from June 6-13. This well established club continues to publish its professional magazine *The Driving Member*; looking at a picture of a 1927 Daimler 35/120 at the Dutch Rally reminded me of just how dignified these cars looked, more so, I think, than any other 'Dowager's car' of the period. Incidentally, in a mileage of 1053, the 35/120 gave 12.7 mpg while a 1925 R1-6/30 hp Daimler returned 13.4 over 861 miles. The magazine is full of interesting articles and good pictures. In one month this club enrolled 26 new members, their cars ranging from a 1921 Lancaster 40 Gill & Son limousine to several MkIII Sovereigns. Usual sections and a spares scheme operate and the membership secretary is John Ridley, The Manor House, Trewyn, Abergavenny, Gwent N17 7PG.

In a recent issue of *Saga Magazine* broadcaster and crime-writer Ludovic Kennedy wrote of his motoring memories, recalling that at an early age he rode in the family Clyno (TM 5125), a two-seater with dickey, into which he suggests four were crammed within and two more in the outside accomodation. He wondered whether it is still about, which no doubt the Clyno Register would know. This Clyno took two days on the journey up the A1 to Edinburgh (presumably from London) and boiled when climbing Rest-and-Be-Thankful on the way to catch the ferry to Islay. Ludovic Kennedy's first car was a £25 Austin 7, a contrast to an uncle's Humber Super Snipe with glass division between chauffeur and passengers. After the war he had a Railton which is described as having Hudson bodywork but a Ford V8 engine, which is either a lapse of memory or the car was a re-engined hybrid.

The 12,000 strong VMCC has too full a programme for us to list all its 1994 fixtures, but its Founders Day Rally at Stanford Hall on July 24 is to feature overhead-camshaft motorcycles. Founder CE 'Titch' Allen is very much in command and the club's HQ at Burton-on-Trent is named after him. He was presented recently by the VMCC's Chiltern Section with a splendid 8 in long scale-model of the Brough Superior with which Bert Le Vack broke records at Brooklands and Arpajon in 1924. Made by Bert White, the model has working forks and control levers. The VMCC magazine *The Vintage Motor Cycle*, edited by Dr DG Styles, is full of interesting articles, the April issue including items on riding flat-tank machines, the first chain-drive BMW and memories of the delightful 1924 vee-twin Raleigh Model-12. Club information from Mrs Ann Davy (0283-540557).

Last month, in *Boddy Language*, I wrote of the great and ugly changes that are being inflicted on the approaches to my nearest county town. They are changing a place where you can still see petrol pumps of which the hoses swing out over the pavement, as in vintage times, and a 1911 BSA tourer in a showroom window . . . I also referrewd to club magazines which have retained their original format over the years. To those mentioned should be added to the Bugatti OC's *Bugantics* edited now by Mrs Pat Preston. The front cover, size and format have remained unchanged since the first printed issue in 1931. And for some considerable time the VCC's *Veteran Car* has continued unchanged, edited today by Mrs Elizabeth Bennett. Much the same applies to the ever-welcome *Chain Gang Gazette* of the Frazer Nash Section of the VSCC and the Brooklands Society *Gazette*, edited respectively by Mike and Kay Sythes and Rupert Prior. And the Vintage Austin Register has an excellent printed quartetly magazine.

Reverting to last month's piece about the racing of the Conan Doyle brothers, there was some doubt as to the type of Bugatti one of them raced. I gave it as a Type 39, which is how it was described in contemporary reports. However, it was also called a twin-cam Bugatti and the only 1½-litre of that kind was the Type 51A, with supercharger, as Mr PB Merritt, who had a T39 single-cam Bugatti of his own and who, incidentally, has been reading MOTOR SPORT for over 45 years, points out. This set me off on some more research, which shows that Adrian's car was, in fact, a 1936 51A, with, according to the late Hugh Conway, engine no 150 in chassis 51160.

Having commented on ruination of the countryside being detrimental to the profitable business known as tourism, I was interested to read in *The Klaxon*, magazine of the Preston & District VCC, that in the opinion of a contributor a once familiar part of Lancashire has been "opencast" and landscaped out of all recognition, "in a perverse sense losing all its identity and character we once knew and perhaps loved". Reading on, I became even more interested when it became clear that these views were prompted by an expedition to try to locate hills used by the Lancashire AC for a two-day trial in 1938 open to the Riley MC and four other clubs, one of which, at Adlington, now close to the M61, was known as Paddy's Rise, used also for a speed hillclimb where, in 1939, Capt GET Eyston started the competitors. FTD was set by Guy Warburton, driving his Allard. What is more, the writer has located the sites of what were, it seems, nine of the sections, including Paddy's Rise. He is anxious to obtain a photograph of the Boatmans Arms, Aberdeen, as it was in the 1920s, another aspect of nostalgia.

The National Motor Museum at Beaulieu has been lent a 1902 Arrol-Johnson dog-cart by Mrs Duncan McCulloch, in memory of her late father who used it for many years. The Michael Sedgwick Memorial Run will take place on June 26 and the 750 MC's National Austin 7 Rally in the Museum's grounds on July 3.

We hear that another 30/98 Vauxhall, not heard of for many years, has surfaced here.

The VMCC Festival of 1000 Bikes will feature at Brands Hatch on August 13/14; readers who like two-wheelers should contact P Buller, 16 Newmarket Green, Eltham, London, SE9 5ER. Elsewhere, the Riley RM Club's Welsh Weekend is now at Closglas Farm, Carmarthen, on June 11/12. **W B**

VCC SE Spring Rally



To open its season, as it were, the South-East Section of the Veteran CC held its Spring Rally on April 10, organised by GD Smith (who, with his wife, ran a London-built 1910 18.8 hp Straker Squire two-seater). The previous day's wintery weather (snow had afflicted the VSCC's opening race-meeting at Silverstone) kept some intending entries away, perhaps, but there was an impressive turn-out, with lunch at The Verzons near Ledbury. Before that, a pleasant route had been covered from Worcester, after a visit to a well-known collection of old vehicles (and radiators). The roads hereabouts, in a rough triangle around Malvern, Upton-upon-Severn and Ledbury, are very pleasant, as those who motor thereon will discover. Delightful, in the sunshine on the day of the rally.

Many of the runners were Edwardians, one of the most interesting being RRA Brown's TT-type 24/30 hp TT Replica SAVA with bulbous tailed two-seater body and a very healthy outside exhaust pipe. I do not recall seing a SAVA since I was given a run in one from The Phoenix before the war — a bolster-tank example of these rare cars, in which the exhaust valves live above the inlet valves. Another rarity was the 1911 Brasier 'Fifi', found in a derelict condition and given a tourer body in the early '60s. This sported Lynx-Paris headlamps and 'King of the Road' scuttle-mounted side lamps. Unusual-looking but effective was the Franklin, with transverse air-cooled (of course!) engine behind its frontal grille. A 1910 Daimler two-seater and a 1913 40/50 hp Rolls-Royce contributed a dignified touch to the car park and there was a typical and proper veteran, in the form of the Panhard-Levassor tonneau answering to the name of 'Henrietta'. There was also a C-registration twin-cylinder Renault two-seater with wicker umbrella-basket and folding-seat over its boot. An impressive 1906 Talbot showed off its Lucas 'King of the Road' Duplex headlamps, fine snake-horn and the curly ironwork of its luggage rack. An All-days, which looked as if it had worked hard all its days, had eight sparking plugs, but not eight cylinders . . . A newly-acquired and covetable big Buick tourer, with the customary exposed push-rod overhead valves and wheels with detachable rims, completed the antique turn-out.

An almost equally smart and spotless number of vintage cars joined in, such as a hooded and fully-side-curtained 12/24 hp Citroën, a T44 Bugatti drophead coupé, a fine open Roesch Talbot, a very nice Silver Eagle Alvis saloon, a smaller Rolls-Royce than the 1913 example, a 'Chain-Gang' Frazer Nash and the three-litre Lagonda, another open car, in which Mark Garfitt arrived. One felt that the veteran season had begun . . . **W B**



Two views of the rare SAVA (top and above); note the bulbous tail.



There were interesting vehicles in the non-competing segment, including this Bentley.

Australian Alpine

The VSCC of Australia has its own Alpine Rally, won outright this year by a Lancia Kappa, from a Delage and a Lancia Lambda. The PVT class went to an L-type MG, from a Derby Bentley and a Sunbeam. There were 53 starters and only eight non-finishers, including a Singer Le Mans and an Alfa Romeo with blown gaskets and a Diatto with sheared crown-wheel bolts.

FTD in the Eddington Sprint was set by Roy Williams's Sabrina, from a Ford Special. Incidentally, Down Under they allocate the number 13 at events and a ladies' class is to be revived at the forthcoming Rob Roy hill-climb. **W B**

TVR



Gilles Cooper LIMITED

Driven Spirit

The TVR Centre

Barnet Road, Arkley,
Barnet, Herts EN5 3LJ

Call us now on

081 440 6666

The UK's largest TVR dealership

The TVR Centre

ST IVES
WEB DIVISION

wish

MOTOR SPORT

every

SUCCESS

on their

70th ANNIVERSARY

continuing a solid partnership in print

071 928 8844

SHELSLEY WALSH
"the oldest racing track in the world"

Vintage Sports Car Club
Diamond Jubilee Weekend 2 & 3 July

SATURDAY 2nd JULY EVENT

Racing & Sports Cars Bugatti, Alfa Romeo,
Frazer Nash, Riley and 10 ERA's.



SUNDAY 3rd JULY EVENT

Powerful road-going Sports cars, Edwardians,
Aero-engined cars and a class of Shelsley Specials.

**Auction of Cars & Automobilia by
Holloway's of Banbury 6pm Saturday**

Follow the RAC signs - 10 miles NW of Worcester
PRACTICE - 10am
COMPETITION - 2pm **EACH FABULOUS DAY**



GOODWOOD FESTIVAL OF SPEED

CELEBRATING 100 YEARS OF MOTOR RACING
18-19th June 1994

DON'T MISS the excitement, the power and the glory of Britain's most popular historic MOTOR SPORT EVENT

PRICES: Saturday £8 Sunday £10 Weekend £15 (Children under 12 free)

BOOK NOW on 0243-774107

The ideal Gift for FATHER'S DAY

Moving Images, 108/110 The Custard Factory, Gibb Street, Digbeth, Birmingham B9 4AA.



Artist John Pittaway is another to have been captivated by the romance of the Campbell legend, and via his company Moving Images offers a range of fine art colour prints.

One captures Donald Campbell achieving his 403.1 mph Land Speed Record with Bluebird CN7 at Lake Eyre in 1964; another the final run with the K7 hydroplane on Coniston Water in January 1967 (pictured).

Other examples of Pittaway's excellent work include Parry Thomas with Babs and Sir Malcolm Campbell with the 350 hp Sunbeam that launched his record breaking career in 1924. Details of prices are available from Moving Images at the address above, or on 021 624 9777 ('phone) or 9700 (fax). **D J T**

MG Road Cars – volume one: Four Cylinder OHC, 1929-1936, by Malcolm Green. Magna Press, £24.95.

MG enthusiasts who are avid to have all there is about these cars should welcome a new series of books by Malcolm Green, Librarian of the Triple-M Register. This is no ordinary work, because the author has had the assistance of Bob Jones on engine building, Barry Linger, who specialises in producing gears, Mike Allison, the Register Chairman and author of that standard MG reference work *The Magic of the Marque* and other members. These include racing exponent Barry Foster, who contributes a chapter about interchangeability of components.

So this is another useful book for those overhauling, rebuilding or simply maintaining their MGs. Don't be put off by the fictional introduction! This is serious coverage of all the ohc MGs, from M-type to P, of which Green has dug out some very good pictures together with reproductions of nostalgic advertisements. What is more, other pictures and drawings help those working on these cars, even the ohc Wolseleys, and Bayne-Powell has a long section on how to care for coachbuilt bodywork. Electrics, paintwork and MG literature are dealt with and seven Service Information Sheets included. The dust-jacket painting by Graham Turner is also rather nice. **W B**

Fifty Years Ahead of the News, by John E Sattler. Motor Books, £14.95.

Public relations is a big time thing in the modern world, and this reflects the origin of the profession, defending its integrity and covering a lifetime of practical experience.

For many years Sattler publicised the Ford Motor Company, so there are many stories about Henry Ford II and this powerful organisation. Selling the ill-timed Ford Edsel makes interesting reading — the author recalls how it was undermined by jokes about its 'horse-collar' grille, by Bob Hope, Johnny Carson, Milton Bearle and others. The lavish expenditure and apartments of the Ford Company are touched on (although you have to read Walter Hayes for the full Henry Ford II story). It is also surprising to learn of Ford generosity, such as a first Christmas bonus of 2400 dollars for Sattler, and of employees retiring as millionaires. Incidentally, his 1903 Ford was used for PR purposes and a gold and silver replica of the two-cylinder Model A runabout was commissioned for Ford's 75th anniversary. The book contains 44 pictures and the author, born in 1919, figures in 35 of these — but he *is* a PR man . . ! Model-Ts of 1909 and 1913, the VW-like 1934 Ford Futuristic, 1947 Sportsman's convertible, the Lincoln Futura Dream Car, the 1957 Retractable Hardtop — Ford's first — and the full-size replica of Linburgh's Spirit of St Louis monoplane also feature. No Ford buff should be without this book, and one also learns much about PR for Walt Disney, Julie Andews, Sammy Davis Jnr, Eleanor Roosevelt, Irving Berlin, Princess Grace of Monaco, Sophie Tucker, King Juan Carlos, Ed Sullivan, Babe Ruth, Muhammed Ali and Betty Grable! **W B**

● MRP has a new book in its *Enthusiast's Companion* series which describes the popular Land Rover Discovery, from evolution of Britain's fastest-selling 4x4 leisure vehicle to purchasing a used one. It's written by James Taylor, who includes his test impressions of the Tdi and petrol-engined versions. Discovery owners will find this an interesting and useful 112-page, 100-picture volume, at £12.95.

● *The Works Escorts* by Graham Robson, published by GT Foulis & Co, has gone into a revised third edition, with a new colour section of every type since 1968. Packed with information about the competition Fords, by a well-qualified author, this comprehensive 344-page volume costs £19.99.

● LTC Rolt's *Landscape with Machnes, Canals and Figures*, reviewed last month, is now also available in paperback, for £8.99, published by Alan Sutton. **W B**



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 £3.00 p&p for orders up to £50 — and it's FREE over £50 (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.

1994 SALE BARGAINS

BUGATTI MAGNUM (Conway & Sauzay). Full story of Bugatti – the racing, sports and touring cars, railcars, boats, aircraft engines, horsedrawn vehicles, etc. 540 large pages with 800 b/w and 73 colour illustrations. Presented in slipcase with imitation Bugatti chassis plate. Was £150 ..... **£79.95**
815: THE GENESIS OF FERRARI by Franco Varisco. 96-page story of the cars built by Enzo Ferrari for the 1940 Mille Miglia. Was £39.95 ..... **£12.99**
ASTON MARTIN: The Postwar Competition Cars. (Pritchard). From DB2 to AMR1 via DB3S, DBR1, etc, a fascinating 200-page story with 190 photos. Was £21.95 ..... **£9.99**
SUNBEAM RACING CARS 1910 TO 1930. (Heal). Over 450 b/w photos illustrated this superb 384-page book. Last few of special leatherbound edition, limited to 100, signed by author. Was £250 ..... **£99.50**
ERA: A Concise History. (Barker). 71-page history of ERA racing cars. Was £15.95 ..... **£7.95**
ENZO FERRARI: The Man And The Machine. (Yates). 526-page paperback. Was £6.99 ..... **£2.99**
GRAND PRIX REQUIEM: A Celebration of Motor Racing. Greats Who Paid Speed's Ultimate Price. (Court). Last year's best seller. 344 pages. Was £20 ..... **£9.99**
THE AUSTIN SEVEN SOURCE BOOK (Purves). 544 pages on every A7 built. Was £75 ..... **£39.95**
BENTLEY SPECIALS & SPECIAL BENTLEYS (Roberts). 440 pages on works-built special factory cars and Bentley Specials worldwide. Was £75 ..... **£29.95**
LAGONDA: An Illustrated History 1900-1950. (Seaton). 318 pages. Was £35 ..... **£19.95**

NEW BOOKS

BRM — THE SAGA OF BRITISH RACING MOTORS, Vol. 1: The Front-Engined Cars (Nye with Rudd). At last! Silver edition of this long-awaited tome is available. 432 pages, 527 illustrations.
Diamond edition: Numbered 1-100, leatherbound, signed by the authors and David Owen. Slip-cased. Due May, two left **£250.00**
Gold edition: Numbered 101-300, luxury binding, slip-cased. Due May, few left **£100.00**
Silver edition: Numbered 301-2000, standard edition, just a few remaining **£59.95**
BUGATTI: Le Grand de Rob Roy. 160-page book featuring art paintings of racing Bugattis **£49.95**
DAMON HILL: From Zero To Hero (Henry) **£9.99**
WILLIAMS RENAULT FORMULA 1 MOTOR RACING BOOK (Chimitz & Granet). 64 pages **£9.99**
THE ANATOMY & DEVELOPMENT OF THE INDY RACE CAR (Sakkis). 160 pages **£17.95**
ALL ARMS AND ELBOWS (Innes Ireland) **£19.95**
FORMULA 5000 1972–1981 ..... **£40.00**
TASMAN FORMULA 1964–70 & FORMULA 5000 1968–71 (Sheldon & Rabagliati). Fact book **£40.00**
THE MILLER DYNASTY: A Technical History Of The Work Of Harry A. Miller. His Associates And His Successors (Dees). Revised and expanded second edition now available. 560 large pages, over 800 photos **£99.50**
WHEN NUVOLARI RACED ... (Moretti). Official Nuvolari Centenary book, translated from original Italian. 272 pages. 271 period photos **£75.00**
PORSCHE HIGH-PERFORMANCE DRIVING HANDBOOK (Vic Elford). 160 pages, 200 b/w photos **£15.95**
COMPLETELY MORGAN: Four-Wheelers 1936-1968 (Hill). 224 pages, 200 photos **£35.00**
ORIGINAL SPRITE & MIDGET (Horler) **£19.95**
LAND ROVER DISCOVERY: The Enthusiast's Companion (Taylor) **£12.95**
THE ENTHUSIAST'S GUIDE TO VINTAGE SPECIALS. (Bateman). A study of over 80 outstanding specials from the inter-war period – aero-engined track cars and lightweight hillclimb and sprint cars. 192 pages, 94 photos. Recommended **£24.99**
AUSTIN SEVEN SPECIALS. (Williams). Second edition **£12.99**
GUINNESS GRAND PRIX WHO'S WHO. (Small) **£14.99**
A-Z OF WORKS RALLY CARS. (Robson) **£19.95**
AYRTON SENNA: The Second Coming. (Hilton) **£9.99**
MG ROAD CARS Vol 1: Four-Cylinder OHC Cars 1929-1938. (Green) **£24.95**
FERRARI 312 PB. (Huet). 112 pages **£40.00**
ALBI ET SES GRANDS PRIX 1928–1960: Une Histoire d'Hommes. (Pelissier). French text **£79.95**
FERRARISSIMA 20. Latest edition **£37.95**
TUNING ROVER V8 ENGINES. (Hardcastle) **£14.99**
JAMES HUNT: Portrait of a Champion. (Hilton). 176-page story of the British World Champion **£9.99**
FERRARI 512 S & M. (Huet). 110 large pages **£40.00**
A RECORD OF GRAND PRIX & VOITURETTE RACING Vol 4: 1937–1949 (Sheldon, de la Gorce & Rabagliati). Latest in statistical series giving results, grids, entries, short reports, etc. 344 pages **£48.00**
Vols 1, 2, 3, 5, 6 and 7 (each) **£48.00**
THE QUEST FOR SPEED: Modern Racing Car Design & Technology (Henry). 224 pages **£17.99**
THE AUTOCOURSE HISTORY OF THE GRAND PRIX CAR 1945-1965 (Nye). 272 large pages **£40.00**
GERHARD BERGER: The Human Face Of Formula 1 (Hilton). 224-page biography **£16.99**
IT WAS FUN: 50 Years Of High Performance (Tony Rudd). A fascinating story by former BRM engineer **£19.99**
ROB WALKER by Michael Cooper-Evans, 272-page biography of the famous racing personality **£40.00**

POST & PACKING DETAILS: Britain and Northern Ireland – £3.00 for orders up to £50. FREE over £50. British customers should remit by cheque or PO or write or telephone using ACCESS/VISA/AMERICAN EXPRESS number. **Overseas incl. Republic of Ireland**– £4 for orders up to £25, 15% of value of books £25-£100, 10% 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

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.

Automobile Year 1993/94	£29.95
Indianapolis 500 Yearbook 1993	£16.95
Indycar Men & Machines (CART) 1993-94	£21.95
British Specialist Cars: postwar low-volume production and kit cars	£24.95
British Sports Cars in America 1946-81	£29.95
A-Z of Cars of the 1970s (Paper)	£9.95
A-Z of Cars 1945-70 (Paper)	£9.95
A-Z of Cars of the 1930s (Paper)	£9.95
A-Z of Works Rally Cars	£19.95
Cars of the 40s & 50s: British & Imports	£9.99
The Enthusiasts Guide to Vintage Specials	£24.99
Colour and Noise * 40 Years of the Macau Grand Prix	£24.95
The Modern Formula 1 Race Car	£22.95
Grand Prix: Fascination Formula 1 (Bargain)	£19.95
Chaparral	£24.95
James Hunt * Portrait of a Champion	£9.99
1950 * The Races	£59.95
Aero-Engined Racing Cars at Brooklands	£20.00
Carrera Panamericana	£38.95
Mille Miglia 1993	£45.00
Cunningham: Life & Times of B. S. Cunningham	£29.95
Nuffield * A Biography	£18.99
Gerhard Berger	£16.99
Tazio Nuvolari	£99.50
Alf Francis * Racing Mechanic 1948-58	£25.00
Rob Walker	£40.00
Record of GP & Voiturette Racing * 1937-49V4	£45.00
Winning: A Race Drivers Handbook	£15.95
Classic Motoring from Punch	£12.99
Grand Prix Suisse (German/French) Mainly pictorial – rave reviews in Europe	£150.00
The Legends of Motorsport (Ltd Ed)	£110.00
365 Racing Days 1992	£39.95
1993 Le Mans 24 Hours	£25.95
E.R.A. * A Concise History	£15.95
Mascots Automobiles	£59.95
Fiat & Abarth Tricks	£22.95
Illustrated Abarth Buyers Guide	£12.95
Abarth 1950-1971 Gold	£11.95
Abarth Catalogue Raisonne 1949-1986	£59.95
AC Cobra * The Complete Story	£19.95
Shelby Cobra 1962-1969 Gold	£11.95
Cobras & Replicas 1962-1989 Gold	£11.95
Alvis Gold 1919-67	£11.95
Alvis: The Post War Cars	£19.95
Illustrated Alfa Romeo Buyer's Guide	£12.95
Alfa Romeo Spider 1955-86	£14.95
Alfa Romeo * The Legend Revived	£39.95
Alfa Romeo Guilietta 1954-1965 Gold	£11.95
Alfa Romeo Guilia GT (English Ed)	£12.95
Alfa Romeo Guilia History and Restoration	£19.95
Alfa Romeo Spider 1966-1991 Gold	£11.95
Alfa Romeo Guilia Coupe GT & GTA	£22.50
Alfa Romeo Modello 8C 2300	£45.00
Alfa Romeo Guilia Coupes 1963-76 Gold	£11.95
Alfa Romeo Spiders 1910-1992	£29.95
Alfa Romeo Giuila Spiders and Coupes	£19.95
Alfa Romeo Biulietta Spider	£6.95
Alfa Romeo Disco Volante	£24.95
Alfa Romeo Downunder * The Early Years	£14.95
Alfa Romeo Downunder from Sud to 164	£14.95
Alfa Romeo Spider	£5.95
Alfa Romeo Alfetta 1972-1987 Gold	£11.95
Alfa Romeo Alfetta GTV6 1980-1986 Gold	£8.95
Alfa Romeo 6C 2500 (Italian)	£89.95
La Mia Alfa	£34.95
Alfa Romeo Giulietta Spider (Italian)	£15.95
The Aston Martin & Lagonda Coll. Guide 6 cyl. DB Models	£13.99
Aston Martin & Lagonda Vol 2 Collectors Guide from 1970	£13.99
Aston Martin : The Post War Road Cars	£24.95
Original Aston Martin DB4/5/6	£17.95
Aston Martin DB4, DB5 & DB6 * The Complete Story	£19.95
Austin * The Counties Years	£6.95
Austin Healey 1953-72	£14.95
Austin Healey 100 & 100/6 1952-59 Gold	£11.95
Austin Healey 3000 1959-67 Gold	£11.95
Orginal Austin-Healey 100, 100/6 & 3000	£17.95
The Sprites and Midgets Coll. Guide	£13.99
BMW M-Series * The Complete Story	£19.95
BMW 3-Series Collectors Guide	£13.99
BMW 316-318-320 1975-1990 Gold	£11.95
BMW 320-323-325 1977-1990 Gold	£11.95
BMW 5-Series 1981-1987 Gold	£11.95
BMW 2002 1968-1976 Gold	£11.95
BMW M Series Performance 1976-1993	£9.95
BMW Classics (Osprey Colour)	£10.99
Isetta 1953-1964	£8.95
Bentley The Silent Sports Car 1931-41	£39.95
Bentley * The Vintage Years 1919-31 (Reprint)	£39.95
Bentley Factory Cars 1919-31	£40.00
Bristol * An Illustrated History	£40.00
Bristol Cars 1946-1985 Gold	£11.95
BRM The Saga of British Racing Motors	
Vol.1 1945-1960 – Standard Edition	£59.95
Quarter Bound Limited Edition of 200	£100.00
Full Bound Limited Edition of 100	£250.00
Both signed and in slip one	
Bugatti Type 57 * The Last French Bugatti	£50.00
Bugatti Mein Leben ... by Elizabeth Junek	£32.95
Bugatti: La Gloire by Franco Zagari	£99.50
Bugatti * Elegance auf Radern	£31.95
'Black Bess' an Edwardian Bugatti	£29.95
Bugatti Royale * Le Reve Magnifique	£39.95
Bugatti * Le regard de Rob Roy (Paintings)	£49.95
Bugatti International No.6	£16.95
Citroen 2CV 1948-86	£14.95
Citroen 2CV 1946-1988 Gold	£11.95
Citroen Traction Avante 1934-57 Gold	£11.95
Citroen SM & Masterpieces Series	£34.95
Citroen 2CV: The Family Album	£12.99
L'Album de la Traction (Reprint)	£29.95
L'Album da la DS (Reprint)	£29.95
La Traction	£24.95
Traction Avante * Le Grand Livre	£59.95
La DS – (Objet de Cults)	£24.95
Citroen DS & ID 1955-1975 Gold	£11.95
Cunningham Automobiles 1951-1955	£8.95
Daimler Digest * DB18/Conquest 1945/57	£9.95
Daimler SP250/V8250 Saloon 1959-69 Gold	£11.95
Daimler & Lanchester Illustrated History	£19.95
De Loran 1977-1993	£8.95
Illustrated Ferrari Buyers Guide	£12.95
Ferrari GTO * The Classic Experience	£15.99
R & T on Ferrari 1984-1988	£8.95
Ferrari Ecurie Garage Francorchamp	£39.95
Automodelli Ferrari 1946-1992	£79.95
Ferrari by Vignale	£39.95
Ferrari: Early Berlinettas & Comp. Coupes	£16.95
Ferrari: Early Spyders & Comp. Roadsters	£16.95
Ferrari – On the Road (New Edition)	£39.95
Ferrari 512 S&M Vol 1	£40.00
Ferrarissima 20	£37.95
Ferrari F1 Annual 1993	£39.95
Ferrari au Mans	£29.95
Fiat-Pininfarina 124 & 2000 Spyder 1968-85	£8.95
Fiat-Bertone X 1/9 1973-1988	£8.95
Fiat X 1/9 Collectors Guide	£13.99
Fiat & Lancia Twin-cams	£19.95
Fiat & Abarth 124 Spider & Coupe	£25.00
Fiat 500 (Italian)	£15.95
Fiat & Abarth 500 & 600	£19.99
Fiat Dino (Italian)	£15.95
Ford GT40 1964-1987 Gold	£11.95
The Model T Ford * From Here to Obscurity	£34.95
Model A * Henry's Lady	£30.95
Front-Drive Escorts * Sporting Fords CG	£13.99
Ginetta G4	£17.95
The Humber Story 1868-1932	£14.95
The Classic Jaguar Saloons Coll. Guide	£13.99
Jaguar Sports, Racing & Works Competition Cars to 1953	£29.99
Jaguar Sports, Racing & Works Competition Cars from 1954	£39.95
Jaguar XJ6 Series II 1973-1979	£8.95
Jaguar Mk 2 1959-1969	£8.95
Jaguar Mk II 1955-69	£14.95
Illustrated Jaguar Buyer's Guide	£12.95
Jaguar E-Type Collector's Guide	£13.99
E Type End of an Era	£15.95
Original Jaguar XK The Restorers Guide	£17.95
Jaguar XJS Gold 1970-1988	£11.95
Jaguar XK120/140/150 1948-1960 Gold	£11.95
Jaguar XK * Le Grand Livre	£59.95
Jaguar E Type 1961-1971 Gold	£11.95
Mk2 Jaguar Restoration	£12.95
Original Jaguar E-Type Restorers Guide	£17.95
Jaguar E-Type – The Complete Story	£19.95
Jaguar XKE 1961-75	£14.95
E-Type Jaguar Restoration (PC)	£12.95
Jaguar & SS 1931-1951 Gold	£11.95
Jaguar Mk VII * VIII * IX * X * 420G '50-70 Gold	£11.95
Jaguar XJ12, XJ 5.3, V12 1972-1990 Gold	£11.95
Jaguar Saloons by Chris Harvey	£18.50
Jaguar V12 'E' Type Guide to Authenticity	£29.95
Jaguar XJ6 Series III 1979-1986	£8.95
Jaguar E-Type Six-Cylinder Restoration	£18.99
Jaguar XJ * The Complete Companion	£17.95
Jaguar XJ Series * The Complete Story	£19.95
PC on XK Jaguar Restoration	£8.95
Jaguar * Specials, Modified & Hybrids	£39.95
Jaguar XJ220 (Ltd Edition)	£80.00
Jensen Interceptor Gold 1966-1986	£11.95
Jensen Healey 1972-1975	£8.95
Jensen Interceptor * The Complete Story	£19.95
Lagonda 1919-1964 Gold	£11.95
Lagonda Heritage (Osprey Colour)	£10.99
Lamborghini Countach * The Complete Story	£19.95
La Lancia – 2nd Ed	£49.95
Lancia Beta Collectors Guide	£13.99
Lancia Fulvia 1963-76 Gold	£11.95
Lola T70	£40.00
Great Book of the Lancia Fulvia & HF	£49.95
Lancia Beta 1972-84 Gold	£11.95
Illustrated Lotus Buyer's Guide	£12.95
Lotus * The Elite, Elan and Europa	£15.95
The Lotus Elan and Europa Coll. Guide	£13.99
The Original Lotus Elan 1962-1973	£16.95
Lotus Elan Gold 1962-1974	£11.95
Lotus & Caterham Sevens 1957-1989 Gold	£11.95
Lotus Elite & Eclat 1974-1982	£8.95
Lotus Elan * The Complete Story	£19.95
The Lotus Elite (Original)	£17.50
Lotus Esprit * S1 to Turbo SE	£24.95
Lotus Europa 1966-1975 Gold	£11.95
Lotus Esprit * The Complete Story	£19.95
Lotus Elan * New Elan	£25.00
PC on Lotus Including Elan Restoration	£7.95
Lotus since the 70's Vol 1 Coll Guide Elite, Eclat, Excel, Elan	£13.99
Lotus since the 70's Vol 2 Coll Guide Esprit, Etna + V8 engines	£13.99
The Lotus & Caterham Seven CG (Reprint	£13.99
Colin Chapman Lotus Engineering	£19.95
Lotus Sports Racers 1953-1965 Gold	£11.95
Lotus Elan SE 1989-1992	£8.95
Marcos Cars 1960-1988	£8.95
Miata (Mazda) MX-5 Guide	£10.95
MG 1929-1939 Gold	£11.95
MG Midget 1961-1980	£8.95
MG Midget & Sprite * Prep/Rest/Maint	£19.99
Practical Classics on Midget/Sprite Rest	£7.95
Sprites & Midgets * The Complete Story	£19.95
Illustrated MG Buyer's Guide	£12.95
Practical Classics on MGB Restoration	£8.95
MGB Uprating & Bodyshell Rebuild (PC)	£10.95
MGB * The Complete Story	£19.95
Original MG T Series * Restorers Guide	£17.95
MGA & Twin-Cam 1955-1962 Gold	£11.95
Original MGA	£19.95
MGB, MGC * V8 1962-1980 Gold	£11.95
MGB * The Complete Story	£19.95
Restoring MGB's-Prep, Rest & Maintenance	£19.99
MGB, MGC & MGB GT V8 * Choice Purchase & Performance	£8.95
MG T Series Restoration Guide Std. Ed	£15.95
MG Midget 1961-1979 Gold	£11.95
The Mercedes Benz Since 1946 V1 * 1946-62	£13.99
The Mercedes Benz Since 1945 V2 * The 60's	£13.99
The Mercedes Benz Since 1945 V3 * The 70's	£13.99
Mercedes 190 & 300 SL 1954-63	£8.95
Mercedes 230/250/280 SL 1963-1971	£8.95
Illustrated Mercedes-Benz Buyer's Guide	£12.95
Mercedes Benz 190 SL 1955-63	£14.95
Mercedes Benz SL & SLCS 1971-1981 Gold	£11.95
Mercedes SL Series * The Complete Story	£19.95
Mercedes Benz S Class	£24.95
Mercedes S and 600 1965-1972	£8.95
Mercedes S Class 1972-1979	£8.95
Miller	£22.95
Illustrated Morgan Buyer's Guide	£12.95
Morgan – The Last Survivor	£18.50
Morgan Cars 1968-1989 Gold	£11.95
Morgan Restoration & Buying (PC)	£10.95
Morgan Plus 4 & Four 4 1936-67 Gold	£11.95
Original Morgan 4/4, Plus 4 and Plus 0	£19.95
Mini Cooper 1961-1971 Gold	£11.95
Original Mini Cooper + Cooper S	£19.95
Original Morris Minor	£19.95
Trek * Morris Minor Desert Tragedy	£14.99
Monte Carlo: The Mini Legend	£11.95
How to Modify your Mini.	£10.95
Mini * Rest/Preparation/Maintenance	£19.99
Panther 1972-1990 Gold	£11.95
Porsche 911 Performance Handbook	£16.95
Porsche 911 Guide to Purchase/DIY Rest	£16.95
The 911 & 912 * A Restorer's Guide	£17.95
The 356 Porsche – A Restorer's Guide	£17.95
Porsche 911 Carrera 1973/1977	£8.95
Porsche 911 Turbo 1975-1984	£8.95
Illustrated Porsche Buyers Guide	£12.95
Porsche 911 – In All It's Forms	£18.50
The 914 & 914/6 Restorer's Guide	£17.95
Porsche 911 1963-86	£14.95
Porsche 911 – The Complete Story	£19.95
Porsche 928 1977-1989	£8.95
Porsche 924 Gold 1975-88	£11.95
Porsche 356 1948-65	£14.95
Porsche 356 Performance Handbook	£12.95
Porsche 356 & 550	£27.50
Porsche: 4-Cylinder 4-Cam Sports & Racing Cars	£16.95
Porsche Legends (the Epic Cars)	£24.95
Porsche 356 by Conradt (English Edition)	£49.95
Porsche 956/962 Colour History	£110.00
Porsche 924 * 928 * 944 * 968	£15.99
Porsche Sport '93	£29.95
PC on Reliant Scimitar Restoration	£7.95
Reliant Scimitar 1964-1982	£8.95
Riley 1½ * 2½ Litre Gold	£11.95
Riley Sports Cars 1926-1938	£15.95
Sporting Rileys – The Forgotten Champions	£24.95
Riley RM Series	£29.95
Riley 1924-1939 Gold	£11.95
Rolls-Royce and Bentley Experimental Cars	£28.00
The Rolls-Royce Twenty	£45.00
The Rolls-Royce & Bentley Standard Production Models 1945-1965 V1 Collector's Guide	£13.99
The Rolls-Royce & Bentley Coachbuilt Models 1945-1985 V2 Collector's Guide	£13.99
The Rolls-Royce & Bentley Shadow, Corniche and Camarge 1965-85 V3 Coll. Guide	£13.99
Illus. Rolls-Royce & Bentley Buyer's Guide	£12.95
Rolls-Royce Silver Cloud 1955-65 Gold	£11.95
Rolls-Royce Silver Shadow 1965-1980 Gold	£11.95
Know Your Land Rover	£8.95
Land Rover Series One 1948-1958	£8.95
Rover P6 Anthology 1963-77 (2000/2200)	£9.95
Rover 3 & 3.5 litre 1958-1973 Gold	£11.95
Rover P6B Anthology 1968-77 (3500/35000)	£9.95
Rover P6 1963 to 1977	£19.95
Rover Anthology 1934-49 (P1-P3)	£9.00
Rover * The First Ninety Years	£19.95
Land Rover I, II, III & V8 (C.P.P.)	£8.95
Land Rover Discovery: Enthusiast's Companion	£12.95
Range Rover Collectors Guide New Ed	£13.99
Range Rover 1970-1986	£8.95
R & T on Saab 1972-1992	£8.95
Pre-war Standard Cars * 1903-1940	£10.95
The All-British Standard Motor Co Ltd	£19.99
Sunbeam Tiger & Alpine Gold 1959-1967	£11.95
The Terraplane (and Railton)	£10.00
Tiger * The Making of A Sports Car	£14.95
PC on Triumph Stag Restoration	£12.95
Triumph Stag 1970-1977 (CPP)	£8.95
Triumph TR7 & TR8 1975-82 Gold	£11.95
Practical Classics on Spitfire Restorations	£6.95
Triumph TR2-TR8 1953-81	£14.95
Triumph Herald 1959-1971	£8.95
Triumph Vitesse 1962-1971	£8.95
Triumph TR4 * 5 * 6	£9.95
Triumph/Herald Vitesse Restoration (PC)	£12.95
Triumph TRs * The Complete Story	£19.95
Comp. Guide to Triumph Herald & Vitesse	£13.95
PC on Triumph Herald Restoration	£12.95
Triumph Spitfire & GT6 Col. Guide (Sept.)	£13.99
Triumph Spitfire 1963-1980 Gold	£11.95
Original Triumph TR (TR2 to 6)	£19.95
Triumph TR6 1969-1976 Gold	£11.95
Advertising Triumph Sports Cars 1947-1981	£9.95*
Advertising Triumph Saloon Cars 1947-1981	£9.95*
The Works Triumphs	£19.99
Triumph Stag: The Complete History Limited Edition of 200 Copies (NOv)	£17.95 £35.00
TVR Gold 1959-1988	£11.95
The TVRs Vol 1: Grantura to Taimar	£13.99
The TVRs Vol 2: Tasmin to Chimaera	£13.99
VW Beetle 1935-1967 Gold	£11.95
VW Beetle 1968-1991 Gold	£11.95
Volvo 1800 1960-1973 Gold	£11.95
Volvo Amazon 120 1956 1970 Gold	£11.95
Zagato : 70 Racing Years	£34.95
Bosch Automotive Handbook	£15.50
Chassis Engineering	£12.95
Panel Craft (Incl. Ford Cortina Mk 1 Body)	£14.95
Metal Fabricators Handbook (New Ed.)	£12.95
Car Suspension and Handling	£29.95
Sports Car and Competition Driving	£14.99
Saloon Car Race Preparation	£14.99
Handling & Roadholding	£14.95
Competition Car Controls	£19.95
Competition Car Suspension	£19.99
Racing & Sports Car Chassis Design	£14.95
Race Car Engineering & Mechanics	£19.95
Tune to Win	£17.95
Engineer to Win	£13.95
Prepare to Win	£17.95
Build to Win	£12.95
Carroll Smith's Nuts, Bolts & Fasteners	£16.95
How to Modify your Mini	£10.95
Mini * Rest/Preparation/Maintenance	£19.99
Classic Car Restoration Guide	£16.99
PC on Classic Auto Electrics	£7.95
PC on Classic Trim	£10.95
Automotive Supercharging & Turbocharging	£14.99
Engine Detailing	£11.95
The Doctor's Guide to Optimizing your Ignition	£17.95
Engine Blueprinting	£12.95
HT. Build & Modify Cylinder Heads, Camshafts & Valve Trains	£15.95
How to Tune & Modify Bosch Fuel Injection	£16.95
Weber Carburetors (Up-to-Date)	£12.95
Weber Tech Manual	£9.95
Data Power * Using Race Car Data	£19.95
Fuel Injection * Inst/Port/Tuning/Mods	£15.95
Complete Brake Systems	£23.95
How to Design & Build Your Automotive Workshop	£13.95
Automotive Upholstery Handbook	£14.95
Rally Co-Driving	£17.50
Pirelli World Rallng 16 1993-94	£19.95
Scalextric (New Edition)	£15.99

VIDEOS

FORD GT 40 REUNION WATKINS GLEN	£14.99
THE MINI VIDEO	£16.30
PRESCOTT SPEED HILLCLIMB 1938-88	£14.99
THE MGB EXPERIENCE	£14.99
THE PORSCHE 911 EXPERIENCE	£14.99
THE E-TYPE JAGUAR EXPERIENCE	£14.99
THE MORGAN EXPERIENCE	£14.99
MONTE CARLO RALLY 1956	£14.99
MOUNTAIN LEGEND-TARGA FLORIO 1965	£25.50
JIM CLARK – LEGEND	£10.99
THE HISTORY OF LEMANS	£10.99
LE MANS 1960/61	£14.99
CLASSIC RALLYING 1960/62	£14.99
CLASSIC RALLYING 1958/59	£14.99
CLASSIC RALLYING 1956/58	£14.99
THE MINI COOPER	£14.99
FORMULA ONE 1956	£17.99
TRIBUTE TO STIRLING MOSS	£17.99
MOSS THE MASTER	£17.99
JAGUAR MK2 * BUILDING A LEGEND	£15.50
THE POWER AND THE GLORY * A CENTURY OF MOTOR RACING (BBC 380 mins)	£19.99
FERRARI * THE MAN, THE MACHINES	£10.99
FERRARI 365GTB/4 'DAYTONA'	£19.95
MOSS THE FIRST 10 YEARS/LE MANS 1957	£17.99
ROVER 2000 * ROVER FILM LIB.1	£14.99
THE BENTLEY BOYS (75)	£35.50
MONACO GP 1955 AND RHEIMS GP 1957	£17.99
1993 MONTE CARLO CLASSIC CHALLENGE	£14.99
BRM COLLECTION VOL.1 1950-52, V16's	£17.99
BRM COLLECTION VOL.2 1953-55	£17.99
MINI GOES RACING	£14.99
LA CARRERA PANAMERICANA 1990	£14.99
THE JAGUAR E-TYPE ARCHIVE	£14.99
THE JAGUAR V12 ARCHIVE	£14.99
MINI – THE LEGEND	£12.99
MOTORSPORT 1950 AND 1953	£10.99
24 HEURES DU MANS 1993	£10.99
AUSTIN-HEALEY RECORD RUNS	£14.99
SIR HENRY BIRKIN MEMORIAL RALLY	£12.99
FIA 1993 F1 REVIEW	£12.99
DRIVE TO SURVIVE (PARIS-DAKAR 1987-1989)	£10.99
RALLY CHAMPIONS OF THE 80'S	£10.99
NIGEL MANSELL INDIANAPOLIS 500	£12.99
NIGEL MANSELL'S INTRODUCTION TO INDYCAR	£12.99
MANSELL & NEWMAN HASS 1993	£12.99
RAC (NETWORK Q) RALLY 1993	£10.99
1993 HILLCLIMB CHAMPIONSHIP	£12.99
PREPARING A SINGLE SEATER FOR MOTOR-SPORT	£10.99
NEW & RECENT TITLES	
POLICE STOP! Real Police Film!	£10.99
DRIVING MISS DAISY (FF)	£8.99
PINK CADILLAC (FF)	£10.99
THE SOLID GOLD CADILLAC (FF)	£9.99
CARRY ON CABBY/NURSE (FF)	£9.99
1993 CHARRINGTONS HIST. RAC RALLY	£10.99
MONTE CARLO OR BUST (FF)	£10.99
AROUND THE WORLD IN 80 DAYS (FF)	£6.99
SPORTING ROVERS '93	£12.99
IN CAR MANX RALLY 1993	£12.99
WORLD RALLY REVIEW 1993	£12.99
TAXI DRIVER (FF)	£10.99
1993 AUTOTRADER TOURING CAR CHAMP	£10.99
FAST & FURIOUS * Stewart's World of Speed	£10.99
INDYCAR 1993 OFFICIAL REVIEW	£12.99
MINI MAGIC	£10.99
TOP GEAR'S SUPER CARS	£10.99
THE SAGA OF F1 VOL 1: The Legendary Cars	£10.99
THE SAGA OF F1 VOL 2: The Legendary Cars	£10.99
THE SAGA OF F1 VOL 3: The Specialists & Manufacturers	£10.99

FF = FEATURE FILM

*ALL PAL * And many more. Send for list*

NEW & RECENT BOOKS

Licence Plates of the USA 1903 to Date	£24.95
The 1945-59 VW Beetle Authenticity Guide	£15.95
Indy Car 1994 Media Guide	£15.95
High Performance (Drag Racing 1950-1990)	£30.00
GO! The Bettenhausen Story	£16.95
F1. Reg. Fact Book: Tasman 1964-70/F5000 1968-71	£40
F1. Reg. Fact Book: F5000 1972-81	£40.00
Austin Seven Specials	£12.99
Delahaye (French)	£7.95
Simca (French)	£7.95
Guiness Complete Grand Prix Who's Who	£14.99
MG Road Cars – 4 Cylinder OHC 1929-1936	£24.95
Electronic Ignition * Instal/Tuning/Mod	£15.95
The Miller Dynasty	£99.50
Porsche 356 1953-1965 Gold	£11.95
Porsche 944 1981-1991 Gold	£11.95
Land Rover Discovery 1989-1994	£8.95
Porsche High-Performance Driving H'book	£15.95
Illustrated Mazda Buyer's Guide	£12.95
Strength Training for P'formance Driving	£11.95
Iso and Bizzarrini 1962-1974 Gold	£11.95
Mini Moke 1964-1994 Gold	£11.95
Mazda MX5/Miata Enthusiasts W'shop Manual	£20.00
Guide to Motorsport Circuits of the World	£12.95

WORKSHOP MANUALS

Don't be confused by some of the advertising you see – those are almost certainly not the manufacturer's manuals. In most cases we can supply the REAL thing which has ALL the answers: although more expensive, with current charges around £20 per hour the cost is soon recovered. Ask us if we can supply your manual, enclosing stamped addressed envelope

Allow 28 days for delivery or ask for special delivery terms.

Prices may be subject to alterations without notice

New 1994 catalogue in stock now

PRICES MAY BE SUBJECT TO ALTERATIONS WITHOUT NOTICE

MOTOR BOOKS MS 33 ST MARTIN'S COURT LONDON WC2N 4AL ● TEL: 071-836 5376 6728 ● 24 HOUR ANSAPHONE ON 071-836 5376 ● FAX 071-497 2539

Open 6 DAYS A WEEK 9.30am to 5.30pm. Sat 10.30am to 5.30pm. Closed 1pm-2pm Saturday. Open late night Thursday 7.30pm.

Postal terms: INLAND. 10% of order value, min. £1.50, max. £3.00, over £50 post free. OVERSEAS, 15% up to £150, 10% over £150, min. £5.00 ● Personal shoppers welcome at our shops

Payment by cheque. All Credit Cards plus Expiry Date & Debit Cards. Plus Issue No. & Expiry Date or Stirling Draft

Credit Card orders: must include expiry date. We reserve the right to charge additional postage for split deliveries. Fax acknowledgements to orders £1 worldwide.

MOST OF THE ABOVE TITLES ARE ALSO AVAILABLE FROM:

8 The Roundway, Headington, Oxford OX3 8DH.
Tel: 0865 66215. Fax: 0865 63555
Mon–Sat 9.15–5.30

241 Holdenhurst Road, Bournemouth BH8 8DA.
Tel: 0202 396469. Fax: 0202 391572
Mon–Sat 9.30–5.30

10 Theatre Square, Swindon SN1 1QN.
Tel: 0793 523170. Fax: 0793432070
Mon–Sat 9.30–5.30

After Imola . . .

Sir,
Following the recent death of Ayrton Senna, at Imola, FIA President Max Mosley made the following comment during a radio interview: "During the last 12 accident-free years (he meant death-free years, God knows there have been accidents), active suspension has only been with us for the last two." I seem to recall that Mansell drove a Lotus 93, with active suspension, in the Brazil and USA Grands Prix, in 1983! And surely Lotus won the Detroit Grand Prix in 1986 using active ride suspension?

On Wednesday May 4, the BBC transmitted a tribute to Senna. Part of an FIA press conference was shown where Mosley stated that: " . . . Senna's car hit the wall at the wrong angle!" I would like to know just what angle Senna *should* have hit the wall at, while moving at that speed? I would have thought that there was no "safe angle".

I found the answer to this statement on page 495 of MOTOR SPORT, May 1986, where he stated in an interview: "It does not matter very much from the point of motor racing as a whole if a driver gets hurt." Having lost employers, friends, and heroes to this sport, I thought that it mattered a great deal. Try telling that to the people of Brazil.

All first year students at law school are taught, "Never have a conscience." It appears that Mr Mosley has learnt this lesson well. The BBC is not blameless, either. Having praised Senna and called him a friend, the Corporation could not resist replaying the accident time and again.

MGC Potter,
Aylesbury.

Sir,
I am still at school, and never knew Ayrton Senna. I have only ever been able to watch his inspiring driving on TV. This was, however, more than enough to capture his dynamic presence.

For someone I had never met, Ayrton's death was still both a huge shock and a dreadful loss, which left those who admired and respected him reeling at the catastrophic accident at Imola on Sunday May 1. I find it hard to express the feelings and thoughts that are going through my head now, and those which I experienced on the day of his death.

Ayrton Senna, in his own personal way, enticed many to watch and rewatch the races in which he took part. His style of driving was such that whenever he was racing you knew it was going to be exciting to watch. Of that there was never any doubt.

There will be a huge void, which may never disappear totally. Ayrton was not only a hero in his native Brazil, but a hero for many people of all ages all over the world.

I, like thousands of others everywhere in the world, will miss Ayrton Senna. His talent and skill really did set him aside from other drivers. As someone wrote on a bouquet of flowers placed at the Williams headquarters, the team will find a replacement, but Formula 1 never will.

Kiera Lang,
London.

Sir,
In the wake of the worst weekend in Formula 1 Grand Prix racing history there has been much speculation as to the events and circumstances which led to the two fatalities.

The decision this season by FIA, the sport's governing body, to ban the so-called driver aids seems to be no more than purely circumstantial. Electronic aids such as active suspension and traction control were only effectively introduced over the past two seasons. Prior to this there had been 10 years of Formula 1 racing without a fatality.

Motor racing is by definition a dangerous sport and the risks involved in Formula 1 are well documented. There has always been associated with the sport a catalogue of racing accidents and crashes. There always will be. The reasons therefore for the reduced number of deaths over the past 15 years have not been due to a reduction in the incidence of accidents themselves, but due to other factors such as the improved safety cell incorporated into the monocoque chassis and, possibly most important of all, the introduction of sand trap run-off areas.

There have been huge advances made in the design of the cars themselves and in particular in the monocoque chassis. The carbon fibre now used is extremely strong and has the ability of withstanding and even absorbing impact better than any metal alloy. It is rare for this chassis to disintegrate on impact, the only exception Martin Donnelly's horrific accident at Jerez in 1990. There would appear to be little more that can be done to improve the safety of the driver's cockpit.

The second significant improvement concerns not the cars but the circuits on which they are raced, in particular sand traps which are designed to bring an out-of-control vehicle to a halt before any impact with the surroundings can occur. These sand traps have been most effective; potentially, the worst injuries arise when a racing car collides at speed with a barrier.

The inquiry into Ayrton Senna's death may reveal why his Williams-Renault seemingly left the circuit inexplicably at Tamburello, although it would be untrue to say that this led to his death. Granted it was a contributing factor to the circumstances, but the fatal injuries were caused by the impact suffered when the car hit the concrete wall at such speed. Had there been a sand trap run-off area on the outside of the corner then the outcome may have been quite different. Then again, hindsight is an exact science and there was unfortunately no run-off area.

Imola is undeniably a circuit of historical significance; and that's where it should remain. Modern Formula 1 racing cars have become too fast for the circuit in its existing format.

Without the introduction of safety legislation enforced by the FIA, the circuit should be excluded from the 1995 F1 calendar. F1 needs a rough equivalent of soccer's Taylor Report – aimed at the venues rather than the vehicles.

The money that is poured into research and development is often justified by the fact that the technology eventually filters down to the production of normal family cars. This can be illustrated by the advances made in chassis and suspension development and, most recently, traction control, which is now beginning to be fitted to mass produced cars. It seems ironic that the latest safety feature to be fitted to the mass market, the air bag, has bypassed Formula 1. Maybe the sport of Formula 1 can still learn from the lowly manufacturers such as Vauxhall; such a device might well have prevented one, if not both, of the deaths witnessed in San Marino.

Ayrton Senna was without doubt one of the finest Formula 1 drivers ever. Although his death was tragic and premature, it has served as an untimely reminder of risks involved in motor racing. It would be even more tragic if no lessons were learnt from this.

JM Dodgeon,
Oldham,
Lancs.

Sir,
It is only right that our sport should be paying its respects to the late Ayrton Senna at this time.

Amidst all the tributes, I just hope that poor Roland Ratzenberger's career won't be completely overlooked. He may not have been a world champion, but he was still a highly gifted driver, not to mention a gentleman.

He will be missed.

Geoff Turner,
Swanley,
Kent.

This is just a small selection of the vast number of letters we received in the wake of the San Marino GP.

THE ENCYCLOPAEDIA OF BROOKLANDS











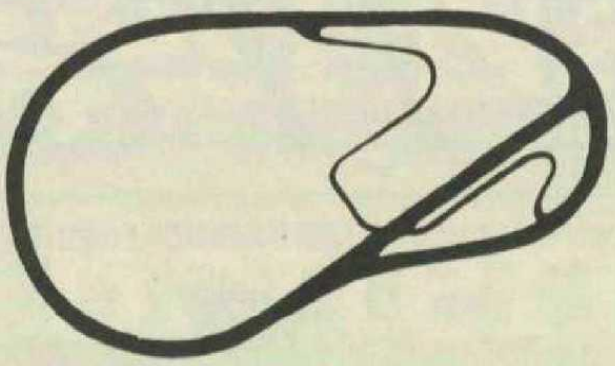


The History

of

BROOKLANDS

Motor Course



1906-1940

THE HISTORY OF BROOKLANDS MOTOR COURSE by William Boddy

362 pages together with period black & white photographs. The complete encyclopaedia about one of Britain's most famous circuits. "In the days when men were men, which reflected on their will to win." Your chance to acquire this informative book.













ONLY £20 inc. POST & PACKING
Add £3 OVERSEAS

PLEASE SEND ME 'THE HISTORY OF BROOKLANDS MOTOR COURSE'

I would like to pay by ACCESS AMEX BARCLAYCARD Expiry Date:

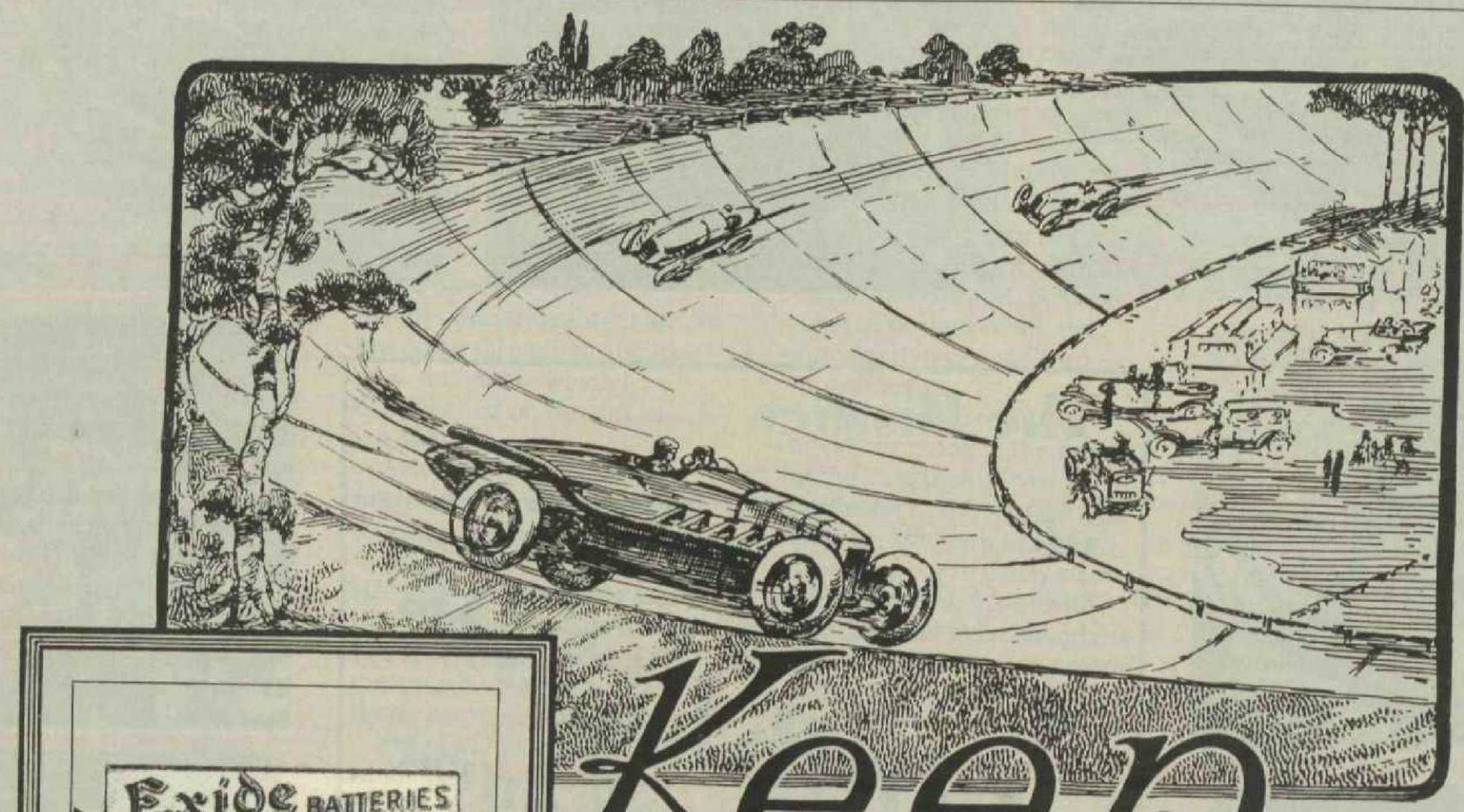
☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐

I enclose cheque/postal order made payable to GRENVILLE PUBLISHING

Send to: Grenville Publishing, Standard House, Bonhill St., London, EC2A 4DA. Telephone orders: 071-628 4741. Fax: 071-638 8497.

NAME ..... ADDRESS .....

..... POST CODE.....





EXIDE SERVICE STATION AT BROOKLANDS.

Keep Track

of Brooklands results and note how frequently

Exide

The Long-Life Battery
is used for ignition by the winners.

Many prominent racing men use Exide Batteries exclusively on the track. To assist them the Service Station illustrated, carrying stocks of ready charged batteries in various sizes, was established.

Exide Battery Service is at the disposal of all motorists throughout the world. In the United Kingdom over 400 Stations exist—in practically every town, to assist the motorist to get the most out of his battery. There is an Exide Battery for every car, obtainable from all Dealers, Garages and Exide Service Agents.



LOOK FOR THIS SIGN.

400 Agents in Great Britain and Ireland.

THE Exide ELECTRICAL STORAGE COMPANY LIMITED.

CLIFTON JUNCTION, Nr. Manchester.
LONDON: 219/229, Shaftesbury Avenue.
BIRMINGHAM: 57/58, Dale End.
MANCHESTER: 1, Bridge Street.

USE Exide BATTERIES FOR HOUSE LIGHTING.

EXIDE

Britain's
Biggest Name
in Batteries

Exide Batteries, Chequers Lane, Dagenham, Essex RM9 6PX Tel: 081 592 4560 Fax: 081 593 7955

Best Wishes to
MOTOR SPORT
on your 70th Anniversary from
Willis Corroon London Ltd
071 4888 111

CLEALES LTD
Congratulate
MOTOR SPORT
on their 70th Anniversary
0799 523203

CONGRATULATIONS
to the 'Green Book'. The *other* motorsport bible.
From all at the Historic Sports Car Club
0249 758175

WELL DONE
MOTOR SPORT
on your 70th
NATIONAL BREAKDOWN
Freephone 0800 800600

THE VINTAGE SPORTS-CAR CLUB
70 laps without misfiring and still the best mag going!

DUNLOP
OUR REPUTATION RESTS ON YEARS OF MOTORSPORT TOO. CONGRATULATIONS.
SP Tyres UK Ltd. Fort Dunlop, B'ham B24 9QT
Tel: 021 384 4444 Fax: 021 306 3815

CONGRATULATIONS. WE'VE ONLY GOT 68 YRS IN THE CAN.
PENRITE

Congratulations on your 70th Birthday
SIMPSON RACE PRODUCTS
0327 858516

Congratulations from
metex
AUTOCOVERS
manufacturers of indoor cotton dust covers
0254 704625/703893

MOTORBOOKS
The oldest established motoring bookshop
Congratulates
MOTOR SPORT the oldest established monthly motoring magazine
All the best wishes on its 70th Anniversary and long may it continue

Motoring News
staff congratulate their colleagues of MOTOR SPORT on 70 excellent years

Wishing you many more years.
Congratulations from
MOTORCYCLE SPORT

YOKOHAMA
congratulate
Motor Sport
Keep going on Road & Track

All at
LAT Photographic
congratulate their colleagues in MOTOR SPORT
Here's to another 70!

Congratulations on 70 successful years from
AIRTRACK
Together we're going places
0895 810810

THE ASTON MARTIN OWNERS CLUB
congratulate MOTOR SPORT on their 70th anniversary.
Tel: 0353 777353

SEYMOUR
DISTRIBUTORS *to*
MOTOR SPORT
Congratulations on 70 years
Tel: 081-679 1899

Congratulations to
MOTOR SPORT
on 70 years from The Team at
Kwik-Fit /// Fleet
Tel: 0727 840206

Congratulations from
Bill Lodge at YSL COACHWORKS
By appointment
Tel: 0206 866189

Tyrrell
wish MOTOR SPORT a Happy Anniversary.
Well done.

THE ALVIS REGISTER
The Club for the Vintage Alvis enthusiast
Congratulations to
MOTOR SPORT
– AND A SALUTE TO BILL BODDY, A STAUNCH ALVIS MAN!

AW BUILDERS
congratulate
MOTOR SPORT
on their 70th Anniversary
Tel: 071-476 1215
General Builders

Congratulations from
THE BUGATTI OWNERS CLUB
Try Hill Climbing yourself at the Preston Hillclimb Drivers School — an ideal gift
Tel. 0242 673136

Congratulations from one original to another
CATERHAM SUPER 7
CATERHAM CARS 1959-1994
35 years of servicing the Marque
Tel: 0883 346666

THE Spirit OF BROOKLANDS

Royal Patron HRH Prince Michael of Kent

Congratulations from

BROOKLANDS MUSEUM

0932 857381

Beaulieu

THE NATIONAL MOTOR MUSEUM, BEAULIEU wishes

MOTOR SPORT

many Happy Returns for its 70th Birthday

BRDC

Congratulations from British Racing Drivers' Club

Congratulations & Thanks for Travelling with us

Qudos Travel

0234 240984

ABTA Q2040

Beaulieu

LORD MONTAGUE wishes

MOTOR SPORT

a Happy 70th Birthday and looks forward to many more.

From

Jock & Staff

at

Standard Repro Communications

Wishing you another 70 years

Well done on reaching 70 years — Here's to many more from Roger Smith & Staff at

BARN GARAGE SPARES

Tel: 0255 830999

for all Rover & Mercedes spares

Congratulations from Tom Wheatcroft and

DONINGTON

The Heart of British Motor Sport

Tel: 0332 812919

LOTUS

Congratulations

MOTOR SPORT

Now you're really motoring!

Congratulations to

MOTOR SPORT

on your Anniversary from

Monarch Graphics

Typesetters of Motor Sport, Motoring News and other specialist titles

071-256 8324

---

70 years of

Well done from

Miles 33

SUPPLIERS OF EDITORIAL SYSTEMS

New Technology with Tried & Trusted Publications

TEL: 0344 861133

MOTOR SPORT

goggles
Historic Racing Pictures

offers

New Prints by Nicholas Watts

Limited Edition Prints personally signed by legends

VILLORESI and CHINETTI



"The Italian Job" signed by Villoresi
Villoresi leading Ascari in the 1948 British Grand Prix which took place at Silverstone for the first time. Both driving Maserati 4C LT/8C



"Spirit of Le Mans" signed by Chinetti.
Luigi Chinetti winning the 1934 race in an Alfa Romeo 8C 02300



"Mille Miglia 1951" signed by Villoresi — Villoresi and co-driver Cassari are shown in atrocious weather conditions on their way to victory in their Ferrari 340 America.

PRICE OF EACH PRINT £95.00

(Please add £5 per order for postage & packaging)
(**£12** Europe & America, **£20** Australia & Japan)

ORDER NOW FROM

GOGGLES HISTORIC RACING PICTURES
3 Crester Drive, Werrington, Peterborough PE4 6AD TEL: 0733 324400
Colour Brochures available on request.

Woodcote Sports Cars

CATERHAM/LOTUS 7 SPECIALIST



1989 4 Speed 1700. Painted BRG
1990 4 Speed 1600. Twin Cam, BRG/alloy
1988 4 Speed 1600. Twin Cam, Blue
1992 4 Speed 1600 Sprint. Painted BRG
1991 4 Speed 1700. Red/alloy

WANTED — ANY 7

7 KITS BUILT TO YOUR SPEC

Tel or fax: (081) 669 7386
Mobile (0831) 240733

A DREAM FULFILLED for £35,000!



BENETTON F1 B188 – 1988/9
(Nannini/Herbert) Show Car

CHANCE OF A LIFETIME!

An F1 show car at an affordable price

- Unlimited potential for hire, promotions, showrooms, reception areas – or just to polish on Sundays!
- Go on, make that dream come true – can be seen E. Herts
- Serious enquiries Fax only **0707–661188**
  Phone: 0279 843023 (evenings)
- From overseas: **Fax: 44–707 661188**
  Phone: 44–279 843023



Ferrari 308 GTS

1980 V, carb. model, red/black leather interior, air con, Campagnolo wheels, front spoiler, spot lamps, 2 owners (current owner Ferrari O.C. member). 27,000 miles. F.S.H. Superb condition.

£27,500

TEL: 081 540 9991 days



Somerset Village garage and detached stone cottage in good order near Taunton. Range of outbuildings, 2 ramps, secure yard, ample parking, walled garden, stream, ½ acre plus. Closw M5, A303.

£165,000

TEL: 0823 672396

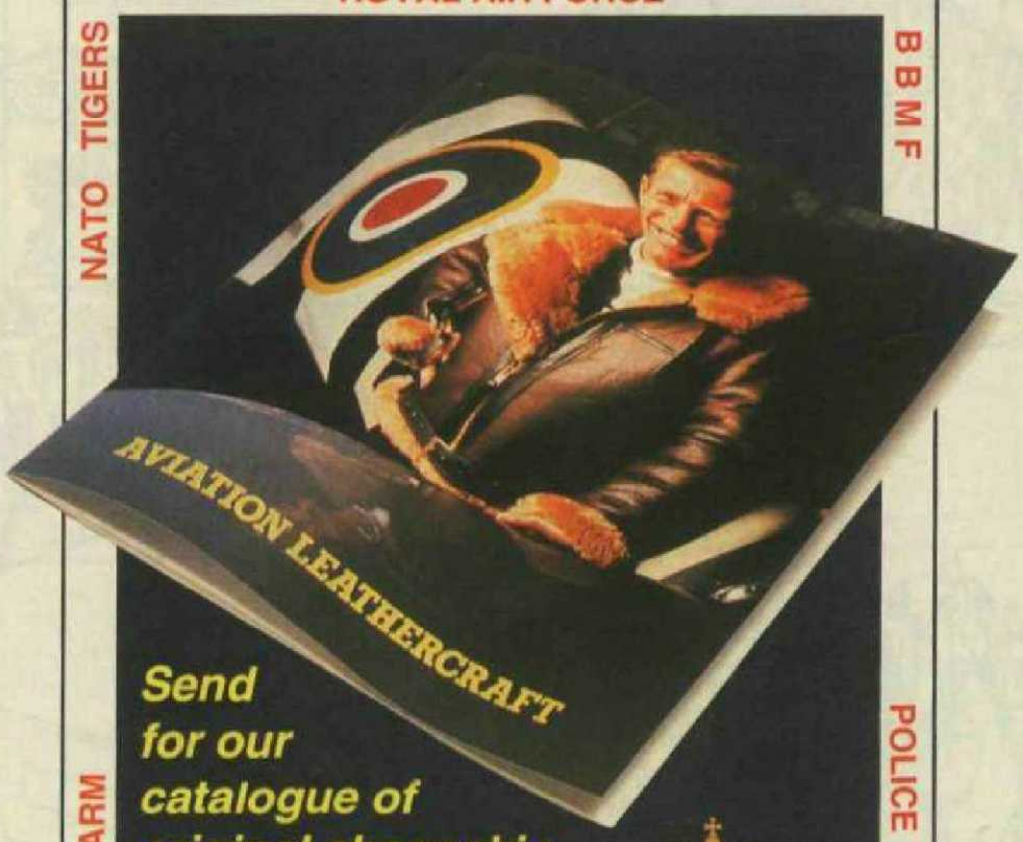
24 hour answerphone, all calls answered.

–PP29771

ROYAL AIR FORCE

NATO TIGERS

BBMF



FLEET AIR ARM

POLICE AIR SUPPORT

Send for our catalogue of original sheepskin and leather flying jackets.

AVIATION LEATHERCRAFT
Thruxton Airport
Nr. Andover.
Hants SP11 8PW.
TEL: 0264 77 2811
FAX: 0264 77 3102
Callers welcome Mon-Fri.

Designers and Manufacturers of flight clothing to Her Majesty's forces

Access BARCLAYCARD MasterCard VISA

THE RED ARROWS

CLASSIFIED CONTENTS

PAGE 654 — **CLASSIFIEDS**

RUF PORSCHE FLAT NOSE 374 BHP £39,950



PAGE 655

PAGE 667/670 — **ASTON MARTIN SPECIALISTS**



FOR SALE FERRARI DINO 246 SPIDER 1973
Rare Daytona seats

PAGE 682



PAGE 687



1938 LAGONDA V12 SPORTS SALOON

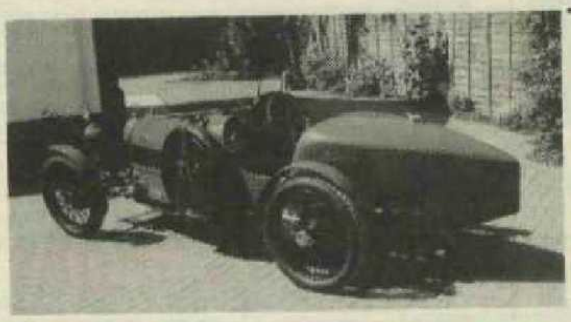


1952 +4 Morgan
Rare and famous



Austin Severn 1936
Nippy

PAGE 673



1927 BUGATTI TYPE 35A
Authentic car, correct numbers

PAGE 694



PAGE 675

JAGUAR E-TYPE For Sale



PAGE 680 — **For Sale – MGA ROADSTER MkII 1961**



FOR SALE
THE PETERSON
4½ Litre Supercharged Four Seater Tourer

PAGE 695 — **BRISTOL 406**
White, race, care of destinction





PAGE 696 — **FOR SALE BENTLEY SJ**
Continental Flying Spur by H.J. Mulliner

CLASSIFIED

TELEPHONE: 071 628 4741
FAX: 071 638 8497



ADVERTISEMENT RATES:
40p per word (inc. VAT,
Box No. add £4 extra).

MOTOR SPORT,
STANDARD HOUSE,
BONHILL ST., LONDON,
EC2A 4DA

DAVID BALDOCK

CHEQUERS GARAGE,
NORTH ROAD, GOUDHURST,
KENT TN17 1AD



1955 BENTLEY "R" Type Automatic. **£10,750**



1950 BENTLEY Mk 6. Good example. New MoT, some history. **£7,000**



1950 BENTLEY Mk 6. **£4,650**



1938 ROLLS ROYCE WRAITH SEDANCA. by Thrupp & Maberley. **£24,500**



1962 JAGUAR 3.4. Manual overdrive. **£6,950**



1933 STANDARD. Requires restoration. **£1,350**



1933 ROLLS ROYCE 20/25. Good mechanically. **£7,750**



1965 BENTLEY STII
Mulliner Park Ward Continental. **£29,500**



1953 CITROEN 11BL. **£2,350**

Any car considered in exchange ancient or modern

Tel: Goudhurst
0580 211326/212200 (D)
or 0732 883282 (E)
Fax: 0580 211662

CARS FOR SALE



1923 VAUXHALL 6 CYLINDER PICK-UP TRUCK, interesting vehicle, lots spent, needs minor finishing or make superb tourer, £3,500. Tel: 0622 843445 (T).

MORGAN 4/4 2 SEATER. 1973. Green, excellent condition, long MoT £8,750. 0858 880733. (CC022665

V12 SPECIAL. 5.3 Litre Daimler. Mechanics purpose built chassis. Aluminium body, vintage looks. Black over red, beige leather, full hood and tonneau £7,250 ono. Photo. Full details, Fax post (0872) 863937 (Cornwall).

CARS FOR SALE. Morgan 4/4 2 seater. 1973. Excellent condition, Green £8,750. Tel: 0858 880733 PP

PORSCHE 928 S2. 1985. FSH, in beautiful condition with S2 spec, including ABS, 4 speed automatic/clutchless manual transmission, electric roof, seats, windows, etc. Silver with dark grey leather and cloth trim. £6,950. Tel: 0932 853085 (Surrey).

PORSCHE 2.4 911S. 1973 L.H.D. Orig. Roman Purple. 190 bhp, 140 mph. Superb orig. low mileage example £9,250. Tel Beaulieu Cars. 0590 612689/612444.

DIFFICULTY SELLING YOUR CLASSIC CAR? We have genuine buyers searching for both original/unrestored projects, and refurbished pre/post war classics. 071-413 9555/(02062) 63377(H) (CC055800

CARS FOR SALE



VAUXHALL 30/98 E-TYPE. Very original early car with correct numbers. Unique, handsome original tourer body. Full Archer running gear rebuild. Well sorted fast and reliable. J. Day see below.



FRAZER NASH T.T. REPLICA Meadows. 1935. Historic car with pre-war Brooklands, Shelsley, Irish competition history. Original lightweight two seater, rouded tail. Fully rebuilt mechanically, competition crank, rods etc. As seen most hillclimbs this year and last. Both cars taxed and tested (also Australian) Limited P.X. Funds required for project. John Day, Longbridge, Milton Street, East Sussex BN26 5RH. 0323 870987. 0323 725634 (W).

DISCOVER BRITAIN'S HIDDEN WORLD!

. . . a delightful new world of leisurely travel through beautiful, remote countryside such as you never thought possible on this crowde island. Experience a canal holiday in our comfortable, fully equipped boats & you will be hooked! Children & pets welcome + full tuition included.

Brochure from MIDDLEWICH NARROWBOATS
40 CANAL TERRACE, MIDDLEWICH, CHES CW10 9BD.

TEL 0606 832460 FAX 737912



RORY STOKES · MARITIME GARAGE

BATH ROAD, LYMINGTON, HANTS.
TEL. 0590 671888. FAX. 0590 676863



1967
ASTON MARTIN DB6 COUPÉ

Two owners from new and only 29,000 miles. Manual with power steering. Red with lovely original black leather. Its rare to find an Aston in such wonderful and original condition.

£38,500

OUR STOCK INCLUDES

1954 A.C. Ace Bristol Ken Rudd Racing. Arriving.
1959 Austin Healey 3000 Mk1 Ex South Africa £14,500
1935 Bentley 3½ litre saloon. Park Ward £19,500
1938 Rolls Royce Wraith Mulliner "High Vision"
1935 Lagonda M35R tourer. £35,000
1938 Riley TT Sprite type special. £16,500
1956 MGA 1500 Roadster, red £8,750
1964 MGB Roadster Historic Rally spec. £9,950
1975 MGB Roadster. Damask Red. Restored £5,950
1978 MGB Roadster black, C.W.W. Restored £6,950

PLEASE PHONE FOR AN APPOINTMENT

PAGE & MOY LTD

INTERNATIONAL MOTOR RACING TOURS 1994

Send for your free copy of our brochure now!
Tel: 0533 524444

Le Mans
24 Hours
18/19 June 94

Ring us for last minute availability on tours, for tickets or for accommodation.

Tours start at just £59*

Magny Cours
3 July 94

Tours by coach for 1,2 or 3 nights, or take your own car and stay in Bourges.

Prices start at just £59*

Silverstone
10 July 94

A great day out! Travel by coach or helicopter and spend the day in our superb hospitality facility.

Hockenheim
31 July 94

Tours by air and coach with hotels in Bad Durkheim or Heidelberg.

Coach tours start at just £69*

To make a provisional booking call

(0533) 524344

or send for your free copy of our brochure now.

Page & Moy Ltd
136-140 London Road
Leicester
LE2 1EN

ABTA 47026

HM91/01/843

LEFT HAND DRIVE CENTRE. MERCEDES. PORSCHE. BMW & FERRARI

TRANSEUROPEAN CARRIAGE CO. (LONDON)



1990 PORSCHE 911 TURBO 3.3. LHD, silver, black leather, a/c £32,950



PORSCHE "RUF" FLATNOSE 374 BHP. Burgundy, manual, rare £39,950



1991 JAGUAR SOVEREIGN. Automatic, gunmetal, grey leather, air conditioning, full extras £17,950



1982 ROLLS ROYCE SPIRIT. Auti, Ivory, brown velour, every extra, air conditioning £24,950



1991 LOTUS ELAN SE. Man, red, convertible, turbo, A/C, e/w, c/l £19,950



1965 CORVETTE STINGRAY. Man. red convertible, V8 engine alloys £14,950

MERCEDES

1990 560 SE. Auto, blue/black leather, a/c, full extras	£28,950
1989 560 SE. Auto, Sm/silver, Brazil leather, a/c, loaded, exp	£24,500
1988 500 SEL. Auto, Anthracite, grey leather, a/c, loaded, exp	£23,900
1991 500 SE. Auto, blue, tan leather, a/c, loaded, exp	£24,550
1986 420 SE. Auto, blue/black, black leather, a/c, loaded, exp	£16,950
1979 280. Coupe. Man, silver, air conditioning, tints, r/c, c/l	£4,950
1968 230 E. Coupe. Man, blue/black, grey leather, a/c, loaded	£19,950
1990 300. Coupe. Man, blue/black, black leather, a/c, loaded	£22,950
1981 230. Coupe. Auto, white, green leather, a/c, loaded	£4,950
1986 300 E. Auto, Primrose, sunroof, c.lock, tinted glass	£7,550
1987 230 E. Auto, blue/black, rear headrests, ABS, e-sunroof	£8,750
1986 230 E. Man, met blue, tints, alloys, c.lock, r/c pad	£7,950
1991 230 E. Man, blue, sunroof, e/w ABS tints, r/c c/l	£12,950
1985 200. Auto, blue, tints, rearblind, c/lock, r/c	£7,950
1985 200 W123. Man, white, e-sunroof, tints, c/lock, pas	£4,950
1991 190 E. 1.8 man, blue, ABS tints, R/C, pas, 2 mirrors	£10,950
1988 190 E 2.0. Man, red, alloys, alarm, sunroof, tints, r/c	£8,950
87 190 E (2.6). Man, blue/black, e/w, ABS, c/locking, r/c, pas	£8,950

BMW

1989 520i. Auto, silver blue, tinted glass, pas, c.locking, r/c	£8,950
1984 732i. Man, met. gold, velour interior, sunroof, alloys	£3,250
1991 325i. Man, silver, air-conditioned, e/w, LSD, alloys	£13,950
1989 316i. Man, white, 2 door saloon, tinted glass, r/c	£6,950

VARIOUS CARS

1991 VOLKSWAGEN G60/CORRADO. Man, met black, leather, a/c, ABS e/w, r/c, esr	£10,950
1989 MAZDA 323 GLX. Auto, grey, radio, 5 door hatch	£4,650
1989 ALFA ROMEO 33 (1.7 IE). Bronze, 5-door,-5 speed, r/c	£3,950
1990 MAZDA 1990 MX5. Soft top, red. airconditioned, air bag, r/c	£8,950
1991 RENAULT CLIO 1.4. Man, bronze, 5 door, airconditioning, e/w, c/l	£6,250
1988 RENAULT R 5 TURBO. Man, red, e/windows, tinted glass alloys	£2,850
1988 FIAT UNO TURBO. Man, blue, alloy wheels, 3 door hatchback	£2,250
1988 ROVER STERLING. Auto, grey, leather, a/c, e/w, c/l alloys	£5,950
1991 PEUGEOT 309 1.6. Man, white, 5-dr hatchback, f/extras	£5,450

PORSCHE

1990 911 TURBO. Man, silver, 3.3, black leather, a/c, f/extras	£32,950
1989 FLATNOSE RUF. M/burgundy, 374bhp, 'RUF conversion' 3.4cc	£39,950
1976 911. Targa, man, green, alloys, radio/cassette alarm	£9,950
1984 928 S. Auto, white, black leather, a/c, f/extras	£10,950

DIESELS (SALOON ESTATES 4×4 VEHICLES)

1991 MERCEDES 190D. Man, blue, ABS, e/windows, tints, c.locking	£11,450
1984 MERCEDES 240D. Man, green, sunroof, tinted glass, r/c	£3,950
1981 AUDI 100 GLD. Man, met blue, air conditioning, tints, r/c	£1,950
1987 BMW 524TD. Man, blue, turbo diesel, sunroof, alloys	£4,950
1989 MITSUBISHI SHOGUN. Man, white, turbo diesel, lwb, 7 seat loaded	£9,950
MITSUBISHI 88 SHOGUN. Man, white, turbo diesel, lwb, 7 seat loaded	£9,950

ELITE AND CLASSIC CARS

1991 JAGUAR SOVEREIGN. Auto, gunmetal, grey leather, full extras, a/c	£17,950
1991 JAGUAR XJS 5.3. Auto, black, grey leather, full extras, A/C	£23,950
1982 ROLLS ROYCE SPIRIT. Auto, ivory, brown velour, every extra, A/C	£24,950
1964 MERCEDES 230 SL. Man, green, convertible, h/soft tops	£12,950
1972 ALFA SPIDER. Man, red, convertible restored	£6,950
1991 LOTUS ELAN SE. Man, red, convertible turbo, A/C, e/w, c/l	£19,950

4 WHEEL DRIVE SALOONS, JEEPS, PICK-UP VANS etc

1987 AUDI QUATTRO. Man, black, 2.2 turbo, full extras, A/C, C.D	£9,950
1992 SUZUKI VITARA. Man, black, 3 door, swb, A/C, pas, alarm, e/w	£9,950
1992 SUZUKI VITARA. Man, green, 5 door estate, JLX Model, r/c	£9,950
1989 SUZUKI SAMURAI. Man. Turquoise, soft top wide wheels, r/c	£4,950
1990 ISUZU MIDI BUS. Man, blue, diesel, 7 seater, r/c	£6,250
1990 ISUZU TROOPER. Man. black, SWB, limited edition, A/C, r/c	£13,950
1988 GMC TOURER. Auto, blue, 9 seater Dayvan, A/C, r/c alloys	£8,950
1981 DODGE RAM. Auto, bronze, fully customised, A/C, fridge	£6,950
1986 RANGE ROVER VOGUE. Man, silver, air conditioning, r/c, e/w, c/l	£6,450
1992 DISCOVERY 3.5 DOOR. Auto, green, 7 seats, A/C, e/w, alloys, b/bars	£17,950
1986 MITSUBISHI SPACEWAGON. M, white, 7 seater, pas, r/c tinted glass	£5,950
1990 MITSUBISHI SHOGUN. Auto. blue, LWB, V6, 3.0 air conditioning	£13,950

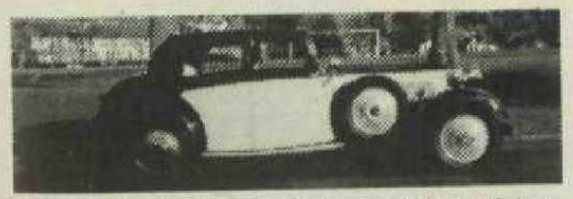
CARS ARRIVING SHORTLY

1992 FERRARI 348 TS. Man, red, tan leather, 6,000 kms f/extras	£55,000
1992 MERCEDES 500 SL. Black, black leather convertible	£46,500

ALL VEHICLES OFFERED FOR SALE ARE U.K. TAXED PAID WITH U.K. PLATES. WE URGENTLY NEED LEFT HAND DRIVE VEHICLES. DELIVERY IN EUROPE ARRANGED. SHIPPING TO ANY DESTINATION ARRANGED. AA/RAC INSPECTIONS WELCOME PRIOR TO PURCHASE. TELEPHONE: 071-485 1015. FAX: 071-267 6934 (OPEN 6 DAYS, 8.30 AM — 7.00 PM. SUNDAY AFTERNOONS BETWEEN 2.00 – 4.00 PM.) TRANSEUROPEAN CARRIAGE COMPANY, 53 HIGHGATE ROAD, CARKERS LANE, KENTISH TOWN, LONDON, NW5 1TL. BY KENTISH TOWN TUBE STATION.

BALMORAL AUTOMOBILE COMPANY LTD

ESTABLISHED OVER 20 YEARS *20 Minutes from Central London*



ROLLS ROYCE 1934 20/25. By W. Arnold Sports Saloon. recent service exhaust, MoT, very sporty car. Twin side mounts £19,650



ROLLS ROYCE 1937 25/30 SPORTS SALOON. By Thrupp & Maberley. Black/cream side's recent works MoT. Interesting history £17,950



ROLLS ROYCE 1934 20/25 SPORTS SALOON. By Hooper. Maroon, black wings. Nice looking car, recent works MoT £19,250



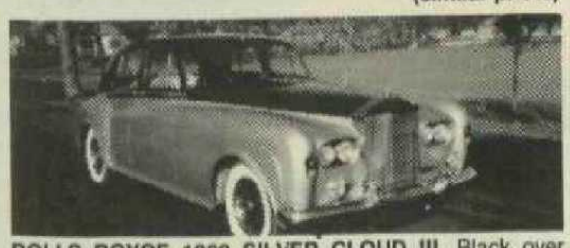
ROLLS ROYCE 1961 SILVER CLOUD II. Black over Silver, Grey interior, recent service, MoT ..... £13,500 **(similar photo)**



ROLLS ROYCE 1958 SILVER CLOUD I. Sand over Sable, beige interior, excellent condition, just serviced, overhauled gearbox, MoT, history, tools etc £18,950



ROLLS ROYCE 1964 SILVER CLOUD III. Sand over garnet beige interior, recent service MoT £19,750



ROLLS ROYCE 1963 SILVER CLOUD III. Black over silver, grey interior, MoT £18,450



ROLLS ROYCE 1964 SILVER CLOUD III. Black over silver, red interior. New tyres etc, MoT £19,450



BENTLEY S3 1963 SHELL. Tudor blue interior, new exhaust, tyres. Nice condition £10,950

WANTED — ROLLS ROYCE & BENTLEYS — ANY CONDITION OR AGE/PARTS PURCHASED

CASH SETTLEMENT

TELEPHONE FOR LATEST STOCK AND APPOINTMENT TO VIEW

OPEN WEEKDAYS ONLY

Daytime 081-761-1155

Fax: 081-761-1156

Eves/W Ends 0959-564879

ALSO

PRE WAR ROLLS ROYCE 20/30 HOOPER SPORTS SALOON. Grey, grey interior, nice original condition £29,500

ROLLS ROYCE 1964 SILVER CLOUD III. Silver, blue interior £17,850

JAGUAR 1973 E-Type. 2 + 2, Black, beige interior, MoT, very nice £13,950

"THE ALFA MEN"

BROOKSIDE

ALL AT BROOKSIDE CONGRATULATE

MOTOR SPORT

ON THEIR 70TH ANNIVERSARY

BROOKSIDE — ASSOCIATED WITH ALFA-ROMEO FOR 35 YEARS

55 High Street, Wrestlingworth, Sandy, Beds SG19 2EN
Telephone: 0767 631217

E. B. SPARES

(Italian Connection)

Britain's oldest importer of Alfa Romeo parts (25 years). Giulia 105 series and Spider range, 1300cc, 1600cc, 1750cc and 2000cc, mechanical, body and tuning parts. Also Alfetta GTV, GTV-6 and 75 range. Worldwide despatch of parts, next day delivery in the UK.

25th Anniversary 1969-1994

E.B. SPARES
31 Link Road, Westbury Trading Estate,
Westbury, Wiltshire BA13 4JB.
TEL: 0373 823856 FAX: 0373 858327

ALFA ROMEO SPECIALIST ALFA ROMEO SPECIALIST

MP RACING LIMITED

Alfa Romeo Specialists

- Worldwide delivery of parts for all mjodels, old and new
- Servicing/repairs
- Bodywork
- Tuning
- Suspension settings
- Special exhaust manifolds
- Large stock of Koni shock absorbers for any model of car
- We specialise in racing preparation and spare parts for GTA GTAM, TZ and SZ

Unit C, Davis Rd, Chessington,
Surrey, KT9 1TT

Tel: 081 974 1749 Fax: 081 974 1765

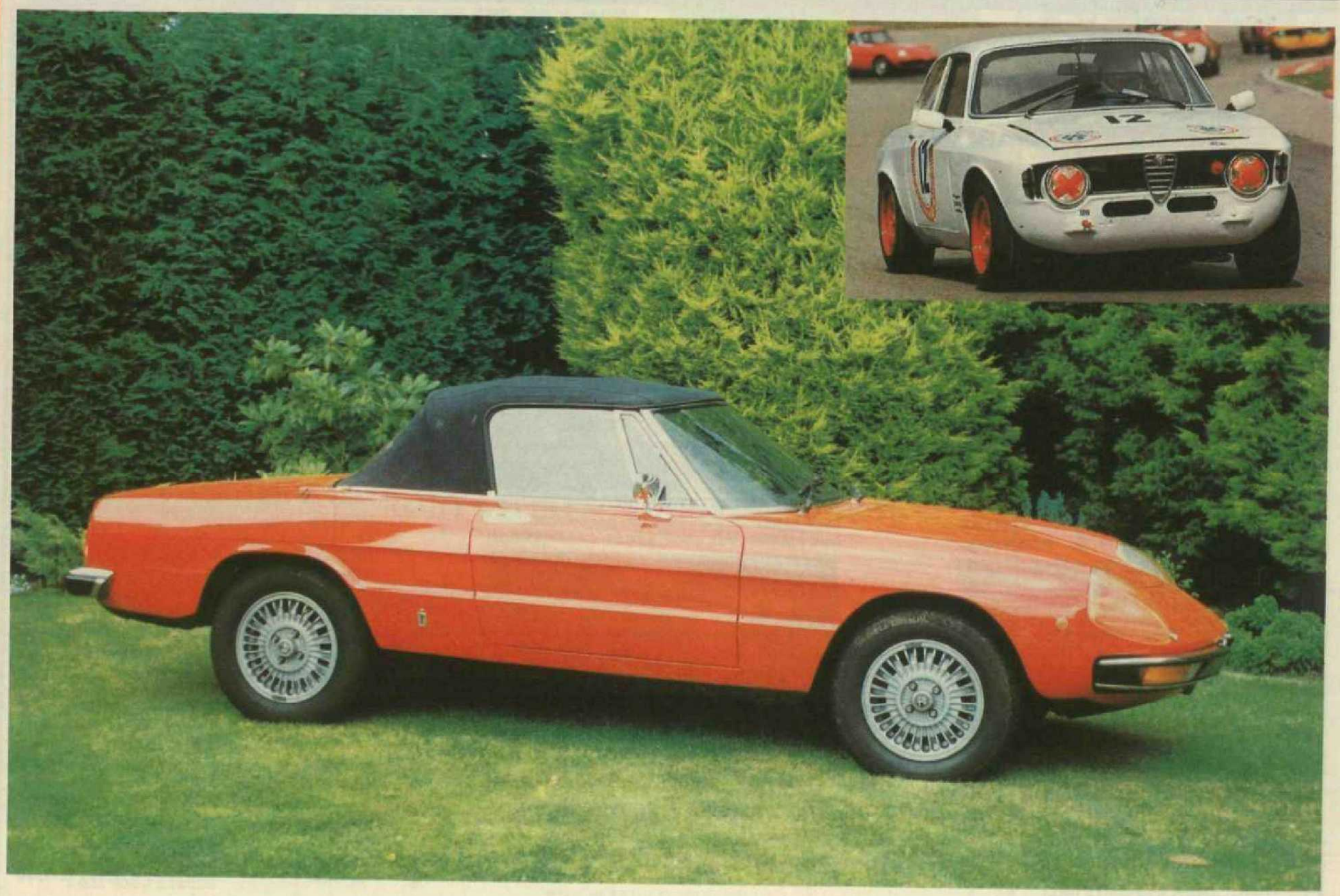
ALFA ROMEO SPECIALIST ALFA ROMEO SPECIALIST



1965 ALFA ROMEO GIULIA SS1600

Racing red, black interior, good history and LHD.
For further details, please phone

0959 533534 Home
or 0831 875805 Mobile



"THE ALFA MEN"

"THE ALFA MEN"



Rossi Engineering



RESTORATIONS, REPAIRS, ENGINE BUILDING, WELDING
TRIMMING AT FAVOURABLE RATES
CONCOURS PREPARATION
RACE PREPARATION INCLUDING TRACK TESTING AND SETTING UP

SPECIALISING IN CLASSIC ALFA ROMEOS
ITALIAN EXOTICS, ASTON MARTINS AND JAGUAR E-TYPES

Our overheads are small so our rates are reasonable. Our limited space ensures that once your car enters our workshop, it is worked on until finished. Collection and delivery arranged.

TEL: ROBERTO GIORDANELLI OR COLIN EARL
0932 786819. SUNBURY ON THAMES.

BEAULIEU CARS LIMITED
fine cars and engineering excellence

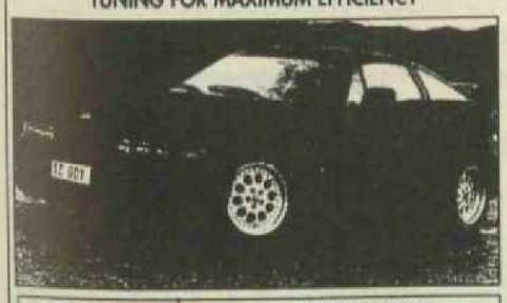




We specialise in the restoration of **Alfa Romeos**
Prewar & Postwar. Currently working on a 1932 1750 Gran Sport Zagato with another one to follow in July. If you have an Alfa requirement give us a call.

BEAULIEU CARS LTD
Beaulieu, Hampshire. Tel: (0590) 61268 9/612444

AUTODELTA SERVICES
TUNING FOR MAXIMUM EFFICIENCY



STANDARD MODEL	UPRATED ENGINE				
	3500cc	3300cc	3000cc	2100cc	1830cc
SZ -164-75 (3.0 V6)	●	●			
155-75-GTV (2.5 V6)		●	●		
155 T/S Spider (2.0)				●	
33 (1.7 8V & 16 V)					●

ALFA ROMEO
PERFORMANCE SPECIALISTS

We specialise in improving the performance of modern and classic Alfa Romeos with our range of FORZA PERFORMANCE products which include:

Grooved or cross-drilled brake discs
Lowered, progressive spring kits
Upgraded injection chips
Sport chrome exhaust manifolds
Upgraded antiroll bar kits
Larger capacity engine conversions
FROM A ROUTINE SERVICE TO FULL RACE PREPARATION

Unit 10. Ealing Car Repair Centre, 253A Ealing Road, Alperton, Wembley, Middx. HA01ET
TEL: 081-991 5046 FAX: 081-991 9959 MOBILE: 0836 664049

ALFA ROMEO

Do you own an Alfa Romeo Motor Car?

AUTO MEO

We stock parts for the following
ALFA ROMEO



ALFA SUD - ALFA 33 - ALFA SPRINT
- GTV 6 - GTV 2.0 - GIULIETTA -
ALL 75 MODELS - SPIDERS -
BERTONE COUPE - ARNA -
CHERRY EUROPE - GUILIA SALOON



We also repair and tune all models twin carburettors a speciality.
Our comprehensive servicing is available on all models.
We are also agents for the following:
Ansa Exhaust systems Agip Sint 2000 Engine Oils Tarox Brake Parts
N.G.K. Spark Plugs Goodridge Brake Hoses Agip Synthetic Gear Oils
All makes hydraulic brake and clutch cylinders, Spax and Koni Shockabsorbers

Contact – Les Dufty
Telephone: 0272 695771 Fax: 0272 691474 Mobile Telephone: 0860 669534

VINTAGE ALFA ROMEO PARTS VINTAGE ALFA ROMEO PARTS VINTAGE ALFA ROMEO PARTS VINTAGE ALFA ROMEO PARTS

FRENCHAY GARAGE *COACHBUILDERS & RETORERS*

A complete in-house service. Vintage Alfa Romeo parts. Brakes and Clutches relined. Complete bodies and rewiring. Engines overhauled. Painting.
Frenchay Garage (Incorporating Vintage Frictions) Frenchay Common, Frenchay, Bristol BS16 1NB.

TEL: (0272) 567303/(0272) 603708

VINTAGE ALFA ROMEO PARTS VINTAGE ALFA ROMEO PARTS VINTAGE ALFA ROMEO PARTS VINTAGE ALFA ROMEO PARTS

"THE ALFA MEN"

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 & SON

Telephone & Fax: (0869) 40999
Homes: (0869) 40606 (Malcolm) 246809 (Mark)

THE MOTOR SHED, MIDDLE ASTON, NR.BICESTER, OXFORDSHIRE, OX6 3PX

Part exchanges considered. Callers preferably by appointment. Enquiries welcome.



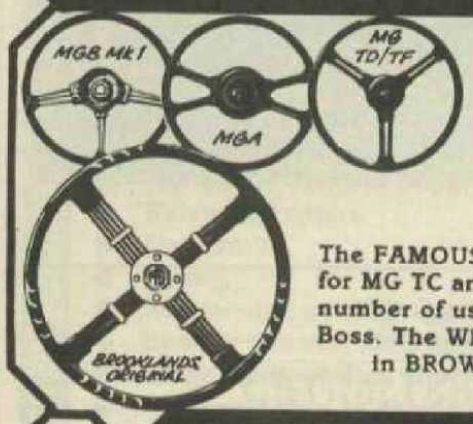


1924 **JOWETT** 7/17 2-seat tourer with dickey	£9,999
1925 **REO** Speedwagon charabanc (photo)	£19,950
1926 **MORRIS** Cowley 2-seat tourer with dickey	£9,750
1926 **RILEY** 11.9 standard 4-seat tourer	£13,250
1926 **ALVIS 12/50TE** drophead coupé with dickey	POA
1926 **CHEVROLET** Superior K 4-seat tourer. LHD	£8,500
1927 **LEA FRANCIS** LF5 6 cyl, dohc, 4/5 seat tourer	£22,500
1928 **LEA FRANCIS** 12/40 running chassis kit	£9,000
1929 **ALVIS** Silver Eagle 4-seat narrow tourer	£35,000
1930 **AUSTIN** 16/6 "Open Road Tourer"	£16,750
1930 **LANCIA** Dilamoda drophead coupé	£38,000
1931 **ALVIS** 12/50 2/3-seat drophead with dickey	£19,999
1934 **LAGONDA** Rapier 2 + 2-seat Abbott tourer	£33,000
1936 **MORRIS** 10 saloon for restoration	£1,250
1937 **ALVIS** Silver Crest 4-light Holbrook saloon	£8,950
1937 **AUSTIN** 12/4 Low Loader landaulet taxi	£24,500
1938 **FIAT** 508C Balilla pillarless Cabriolet	£8,750
1939 **B.M.W.** 326 2-litre saloon	£9,500
1947 **ARMSTRONG SIDDELEY** Hurricane drophead	£17,000
1948 **CITROEN** light 15 small boot saloon	£7,250
1959 **CADILLAC** Fleetwood 4-door sedan. LHD	£15,000
1961 **LANDROVER** Series II s.w.b.	£1,750
1964 **A.E.C.** Regent 5 double deck 'bus	£2,500
1966 **SUNBEAM** Alpine GT MkV. (One owner)	£4,250
1971 **VOLKSWAGEN** 1600 fastback. (15,000 mls)	£3,950
1974 **M.G.** Midget (Chrome bumper, round arches)	£2,750
1978 **B.M.W.** 630CS. LHd. (57,000 mls) (photo)	£4,500

NEW TYRES STOCKED – V.T.S. AGENTS — **MOST MAKES & SIZES**
CARS SOLD ON CONSIGNMENT — **PLEASE ENQUIRE**

WANTED: Nice examples of interesting cars & motorcycles, vintage, PVT or classic

STEERING WHEELS



ALL Made in England from the ORIGINAL BLUE MEL TOOLING

CENTRE BOSSES are also available for these Wheels

The FAMOUS 'BROOKLANDS' WHEEL for MG TC and PRE-WAR MODELS adapts to a large number of uses. Using a sandwich plate Chrome/Ali Boss. The Wheels are BLACK but we have a selection in BROWN and possibly CREAM at a later date.

KIMBLE ENGINEERING LTD
33 Highfield Road · Hall Green · Birmingham B28 0EV
England Tel: 021-777 2011 Fax: 021-777 4298

SPECIALIST CAR STORAGE COMPANY

TigaStor

Offers a high security, comprehensive storage service.

We are a long established and extremely flexible organisation. We aim to make life easy for anybody who is living or working overseas, or who simply has no space for their car. Our rates are amongst the most competitive. Convenient for Heathrow, Silverstone or London.

DE-HUMIDIFIED STORAGE AVAILABLE
Tel: 0296 681211 Fax: 0296 681837
Details from: *TigaStor,* Neales Farm, Cublington, Leighton Buzzard, Beds LU7 0LE (Callers strictly by appointment only).

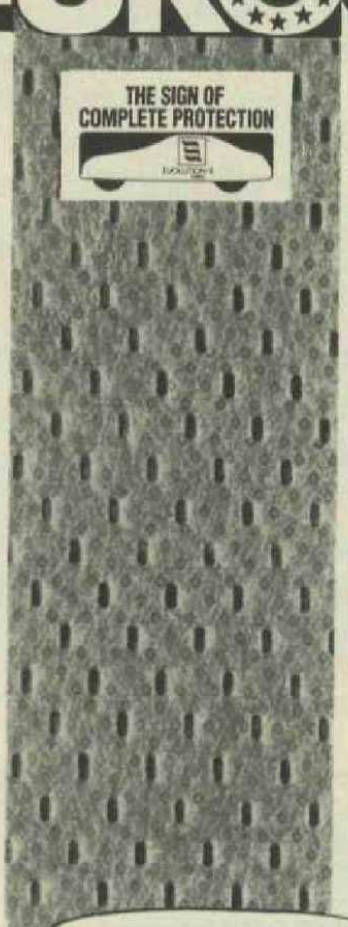
VINTAGE TYRE RANGE



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

EUROCOVERS



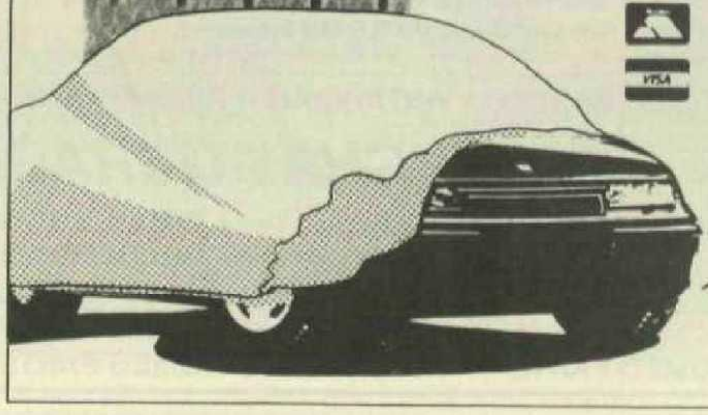
ALL WEATHER PROTECTION CAR COVERS

Evolution 4 Fabric by Kimberly-Clark. Tough, durable and breathable. Semi-tailored, elasticated back & front. Manufactured in the U.K. Available in 3 colours: blue, grey & sand.
COVERS AVAILABLE FROM **£99**
Inclusive of VAT & Delivery

100% COTTON COVER

High quality, Semi-tailored. COVERS AVAILABLE FROM **£50**
Inclusive of VAT & Delivery

For further information and FREE CAR CARE GUIDE please contact:
Eurocovers, Overdale, Old Pool Bank, Pool-in-Wharfedale, Leeds LS21 1EJ.
Tel: (0943) 864828
Fax: (0943) 864365





free guide

THE ESSENTIAL CAR STORAGE COMPANY



1983 - 1993. Over 10 years of innovation
P.O. Box 374, Newport Pagnell, Buckinghamshire. MK16 8AA
Telephone:(0234) 391 206. Facsimile:(0234) 391 672.

FOR SALE

AUSTIN 7 2-SEATER Open Tourer, boat backed, £6,500 o.n.o. Telephone 071-588 3825. (PP029430

LANCIA AURELIA B24S CONVERTIBLE, 1957, completely restored, original car. Silver grey, red leather, superb in all respects, £34,000. British Columbia, Canada. Telephone (604) 926 3338. Fax (604) 926 1234. (PP821173

MGA ROADSTER 1960. Left hand drive. 1600cc Chariot Red with Black Trim. wire wheels, superb coachwork, detailed engine bay. New chrome only £9,500. P/ex considered 081-529 2158 Trade. (228353

AC428 FASTBACK 1972. 61,000 miles. Superb restored coachwork. Full MoT, reluctant sale. £30,000. P/ex considered 081-529 2158. Trade. (220353

BENTLEY S3 CONTINENTAL. James Young 4-door 1963. Tax/MoT. Recent top end overhaul battery. Tyres & brake overhaul. £22,000. 061-485 2093. (pp624083

V8 MGB GT. 1973 under 40,000 miles. Immaculate white, chrome bumpers, Webasto sunroof, enthusiast owners, cherished car last 7 years. Carefully garaged £7,950. (0252) 723387 evenings. (pp014621

BENTLEY. 1930 8L original VDP saloon. 1929 Speed Six VDP/LeMans style. 1928 4½L original Harrison tourer. 1929 4½ LeMans style. 1923 3L VDP style. ALSO 1923 30/98 OE Vauxhall original car. 1921 5.6L Spijker original tourer. All cars have been subject to major restoration. For further details ROD WARRINER – AUSTRALIA/ Tel 057 841653 Fax 057 842091. (CC



JAGUAR E-TYPE ROADSTER, 1970, left hand drive, ex-Denis Jenkinson, featured in many books, magazines, fully restored, OIRO £30,000. Telephone 071-628 4741 office hours.

JAGUAR E-TYPE ROADSTER Series II, RHD, Red, Black leather, chrome wire wheels, lovely condition, please ring for details. Tel: 0932 853085.



1965 SERIES I 4.2 E-TYPE JAGUAR ROADSTER, original U.K. RHD, one owner 15 years, stored last 4, 65,000 miles, blue/blue, genuine unrestored car with hard top, exchange considered, £22,500 (firm). Tel: 0622 843445 (T).

SUNBEAM T.I. Talbot competition and other modifications for the ultimate road performance. One owner, 29,300 miles. Stored since 1987, £1,500. Burnley 0282 456558.

AUSTIN HEALEY SPRITE, 1970, Red, hard and soft tops, wire wheels, rebuilt and uprated 1275cc engine, one lady owner 12 years, new MoT, superb condition, £3,750. Tel: 0932 786819 days/071-485 3703 eves.

FOR SALE



1937 MORRIS '8' 4 SEATER TOURER, complete, original, running, but needs restoration, £2,950, exchange considered. Tel: 0622 843445 (T).

MG MIDGET, 1970, 1275cc, beautiful condition, chrome bumpers etc., £2,750 o.n.o. Please phone for details, 0932 853085.

ROLLS ROYCE WRAITH II, peacock blue with blue everflex roof, claret velour interior, only 40,000 miles, superb condition, whitewall tyres, last owner 10 years, £17,995. Graham Schultz (0628) 22264.



1937 RILEY LYNX 4 DR 4 SEAT TOURER, superb, original Riley, exchange considered, £17,750. Tel: 0622 843445 (T).

FOR SALE:

1924 BULLNOSE COWLEY 4-SEATER TOURER, blue, restored car, taxed & tested, ready for the road, bargain **£15,000**

1926 BULLNOSE LITTLE OXFORD 4-SEATER TOURER, blue, fully restored with very pretty original Australian coachworm, very sweet motor **£16,000**

1924 BULLNOSE COWLEY SPORT, boat-shaped body, wheel discs, reg. no. BB8405. Good all-round condition **£10,500**

FULL AND COMPLETE BACK-UP SERVICE GIVEN FOR ABOVE THREE VEHICLES

Also: **1967 MORRIS 1000 CONVERTIBLE,** blue, original car in very sound condition, 12 months MOT... **£2,250**

THE COOKE GROUP

West Avenue, Wigston, Leicester, LE8 2FB
Tel: 0533 881234. Fax: 0533 881238

MGC ROADSTER, 1968, hard and soft tops, last owner 14 years, beautiful car, £9,950. Telephone (0794) 390895 (T).

PORSCHE 911 TURBO 3.3 LITRE, 1990, silver, black leather, air conditioning, left hand drive, £32,950. Telephone 071-485 1015 (T).

MORGAN +4, 4-seater, 1986, beautiful 1 owner car, aluminium body and wings, in Connaught Green with stone leather interior and green piping, wings-off repaint two years ago, many extras, £14,250. Telephone 0772 719588.

WESTFIELD 7 SE. 1993, 3,000 miles. 1680cc 5-speed 100bhp at wheels, dark blue chrome with matching trim and weather gear, all new parts, £5,250 ono. Tel 0873 852206 (Gwent). (009800●

MK II JAGUAR 3.8 MANUAL. 1962, blue, wire wheels, MoT, exchange/sell, value £7,000. Tel 071 613 2002. (980390

MORGAN 4/4 2 SEATER

1600cc. 1st registered August 1992.
641 miles only. High specification – phone for full details.

£19,950

Sorensons – 0553 692000
After hours – Patrick Sneezum 0366 385798

FOR SALE

TOYOTA COROLLA GT. 1984 (B) Metallic Blue. 14" alloys, Bilstein, Janspeed, mint. £1,750 ono. Telk 061 437 0935. (16116

INNOCENTI MINI COOPER 1300. T&T £900. P/ex either way for transit or trailer (wanted) 0788 577429. (034280

BYA 315 'S'. Ex Dave Harris Chevette. HSR works Blydestein 2.3 twin cam. Very high specification, priced to sell (0246) 239317. (081836

D-TYPE JAGUAR REPLICA. Straight six engine British Racing Green. Taxed, nine mounths old £6,800. 0435 864913. (980425

GINETTA G 15 1380 ALFA ENGINE. Standard bodywork, good condition MoT £1,450 ono. Tel: 0425 403205. (980429



IF YOU ARE THINKING OF BUYING A CLASSIC CAR OR PRE WAR AUTOMOBILE, then there is only one venue to be at on the weekend of 18th & 19th June. Sandown Park International Collectors Car Fair, with over 500 cars already entered, for further details (0225) 460644 or fax (0225) 420199.

RS1600i 1983 (A). Black, 54,000 miles, FSH, 11 months MoT. Remote alarm, wired into central locking and electric windows. Immaculate condition £3,200 ono. Lowestoft 0502 512398, 0860 185014. (016680●

FIAT STRADA 130 TC Abarth, 1987. Vgc, engine & body, tax & year's MoT. £2,600. 0403 270742 eves. (16496●

RS2000 MK 2 78. White, no sunroof, one owner, new engine, MoT, needs tidying, must be seen £1,450 days. 0737 761837 eves/weekends 0825 760244. (PC16063●

WESTFIELD SE 1988. 1700 X/F, twin 40's epoxy chassis, alloys, hood, tonneau, RAC bar. Needs some TLC, thus £3,000. 0628 810705 Bucks

MOSS KIT CAR. Morgan lookalike. Part built, 1600 x/f, virtually all parts to complete. Loads spent so far. Bargain £2,750. 0628 810705 Bucks. (093039

MUSTANG FASTBACK ROLLING CHASSIS. 1966, fully prepared circuit racer, requires bodywork for historics £2,950. Also Hi-Po race engine, with spares £3,000. 0384 832858. (016442●

RAY F375. Many awards F.T.D. Lotus FT wets, gears, bodywork 0237 473573. Ready to climb £8,000 ono. Ready to win. 02374 73573 (016930

WESTFIELD SE COSWORTH. 5-speed BRG. Built April '93 to very high standard. 1,000 miles, no nervous drivers please. This car kicks arse. For full info. telephone David. 021 455 9190. (06049

FOR SALE

LOTUS 51 FORMULA FORD. Complete car including engine & Mk 6 Hewland. New bodywork, dismantled, easy restoration £7,250. (0344) 424802.

MGA TWINCAM ROADSTER. Original export model. RHD, black, totally rustfree. £14,950. (0344) 424802.

CATERHAM 7 HPC. J reg. 1,800 miles only, red, aluminium, competition exhaust, tonneau, head restraints, 4 point harnesses in superb condition. £17,750. 0865 863258.

TOYOTA COROLLA Converted for road use after (3) Tarmac Rallies 2-litre big valve T/C, LSD etc. 1980 good condition £850 ono. (0603) 714989. (81003

AUSTIN HEALEY SPRITE RACING CAR. Suitable for circuit racing, sprinting, hillclimb etc. Offers. Tel 0602 284623. (012727●



AUSTIN HEALEY 100. 1954, R/H/D/. Red/black leather interior. Total restoration to original specification £19,500. Tel 0723 363390 day, 0723 351035 eves.

Morgan *Agents in Scotland*

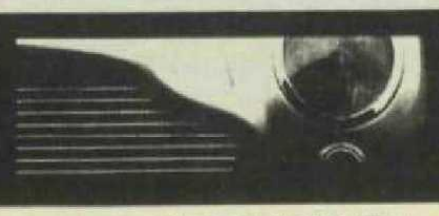
THOMSON & POTTER LTD
MORGAN
★ SALES ★ SERVICE ★ PARTS & RESTORATION
HIGH STREET, BURRELTON,
BLAIRGOWRIE,
PERTHSHIRE PH13 9NX
TEL: 08287–247 248

VAUXHALL 30/98 E-TYPE. Very original early car with correct numbers. Unique, handsome original tourer body. Full Archer running gear rebuild. Well sorted fast and reliable. J. Day see below.

FRAZER NASH T.T. REPLICA Meadows. 1935. Historic car with pre-war Brooklands, Shelsley, Irish competition history. Original lightweight two seater, rouded tail. Fully rebuilt mechanically, competition crank, rods etc. As seen most hillclimbs this year and last. Both cars taxed and tested (also Australian) Limited P.X. Funds required for project. John Day, Longbridge, Milton Street, East Sussex BN26 5RH. 0323 870987. 0323 725634 (W).

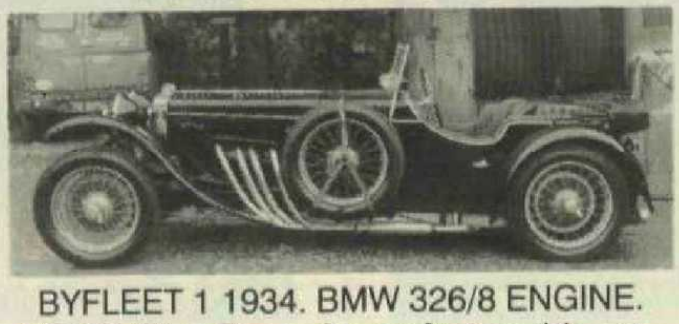
1923 VAUXHALL 6 CYLINDER PICK-UP TRUCK, interesting vehicle, lots spent, needs minor finishing or make superb tourer, £3,500. Tel: 0622 843445 (T).

GOODWOOD GREEN
classics



071 720 3437 **071 978 1220 Fax**

FRAZER NASH



BYFLEET 1 1934. BMW 326/8 ENGINE.
VSCC, Blue Form. A very fast usable car.

COLLECTOR OFFERS FOR SALE THE FOLLOWING CARS

1978 FERRARI 308 GTS (Carb), Rosso red, magnolia hide, wide wheels, deep front spoiler, recent exhaust and major service, exceptional **£29,500**

1962 JAGUAR E-TYPE ROADSTER 3.8, British Racing green, matching interior, black mohair hood, full rebuild 1988 at a cost of £35,000, superb **£32,000**

1957 BENTLEY SI SALOON, shell grey, light blue leather interior, over rugs, perfect well maintained gentleman's car **£14,500**

1973 TRIUMPH TR6 150 BHP, Saraha yellow, black trim and hood, used summer months only **£10,500**

1971 LAMBORGHINI ESPADA, Champagne metallic, beige hide, air conditioning, regularly serviced, history since 1975, perfect **£19,000**

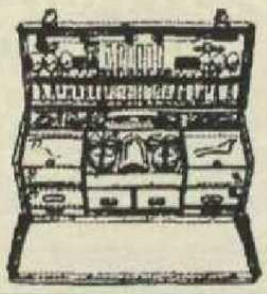
1963 JAGUAR MKII 3.8 MANUAL OVERDRIVE, Carmine red, black leather interior, chrome wire wheels, totally restored to perfection, little use since **£24,000**

All cars can be veiwed in writing:

BOX 7378 *(based near Stanwell Moor, 5 mins. Heathrow)*

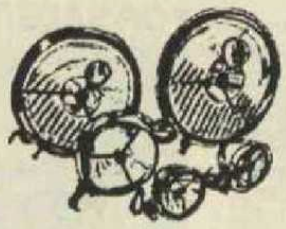
Dealers in specialised quality mascots, picnic sets, lamps and accessories for high quality cars of the thirties.

Finesse Fine Art





9 Coniston Crescent,
Weymouth,
Dorset. DT3 5HA.
Tel. 0305 770463 Fax 0305 761459
Pager 0941 111300







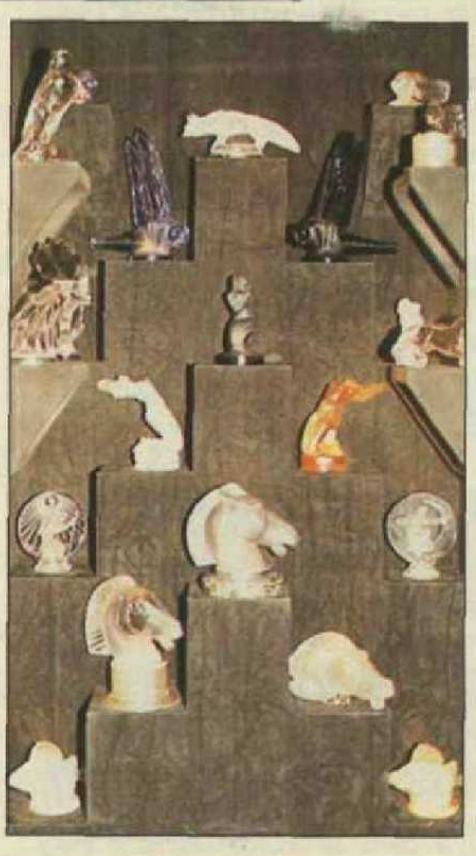
June 1994.

This month we are very keen to buy highest quality motoring pre-war mascots, bronzes, silverware and early motoring collectables. We have unlimited funding available for right items, and will pay in cash without fuss or bother and collect anywhere in the world. We have a few selected mascots, bronzes and very fine picnic sets available now.

Callers strictly by appointment only. Looking forward to meeting old and new clients in the months ahead.

Happy motoring!

Tony Wraight and Bill Flint.























GRAND PRIX LEGENDS - 1906 ~ 1966
LIMITED EDITION PRINTS

The pictorial history of the first 60 years of Grand Prix motor racing.



The collection consists of a total of 24 prints, broken down into 6 sets each comprising of 4 matching prints. The fine detail and colour of the paintings - by **George Murray** of London - just has to be seen to be believed! The paintings are based on detailed research carried out by the Motor Racing historian - Mike Evans. The overall size of each mounted print is 13" x 11". They are being released over a twelve month period at the rate of 2 per month. Each print is double mounted and heat sealed. One may purchase an individual print, a set of 4 or the complete collection. The paintings portray such legendary names as CARACCIOLA, NUVOLARI, FANGIO, MOSS and CLARK, and depict all the great cars from the 1906 Renault to the 1966 Brabham. The edition will be limited to just 850 of each painting. Each print will be accompanied by fully descriptive notes written by Mike Evans. **Those subscribing to the complete set**, and paying by Direct Debit, will be guaranteed the same number on each print and **A REDUCTION of 20% on the normal price of £12.50** per mounted print. Special antique style storage boxes have been designed to take the complete collection of 24 prints, (Cost £12). Ready made frames are also available to enable you to change your *on wall* presentation. (Cost £10).

The initial response from racing enthusiasts indicates that the edition is likely to be oversubscribed.

The prints are also available from our Ramsbury showroom and from our stand which will be at various events throughout the year.

For further details please contact: **RAMSBURY FINE ART**, Ramsbury, Wilts SN8 2QX Tel: 0672 20119 Fax/Shop: 0672 20796

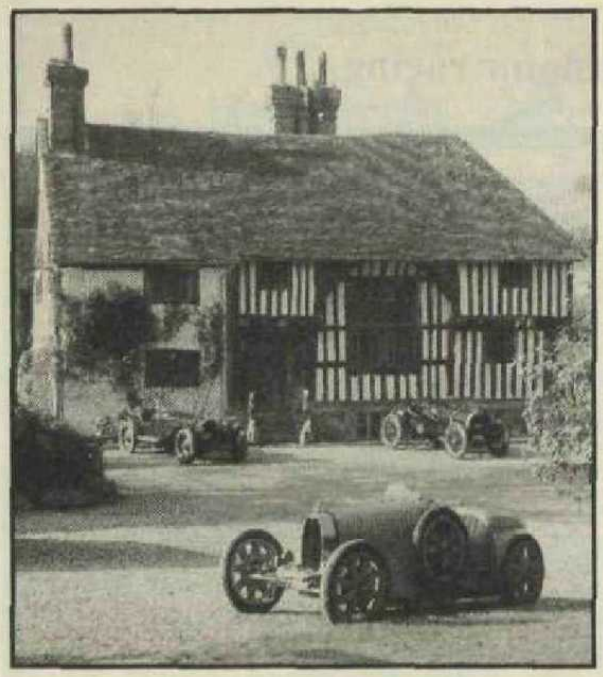


1953 Jaguar C-Type, Chassis No. 025

Beautifully restored by Hall & Fowler, a very genuine & original Jaguar C-Type with a good competition history & ready for immediate use. Offered at a very realistic price. For further details please contact Adrian Hamilton.

DUNCAN HAMILTON & CO., LTD.

PO Box 222, Hook, Basingstoke, Hampshire, RG27 9YZ. Tel: 0256 765000. Fax: 0256 766000



We Cleave All

Foulkes – Halbard of Filching

Established since 1955

CONGRATULATIONS to WILLIAM BODDY & MOTOR SPORT on 70 years of enjoyable reading

Visit the Campbell Circuit at Filching Manor.

Race your friends.

450 Metre track on Englands most Southern Raceway

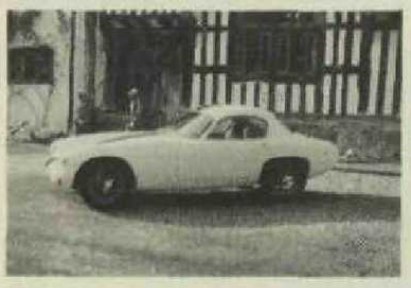
Don't Forget A Visit To The Museum. 100+ Cars on Display 1893-1993. 50 Historic Cars Always For Sale



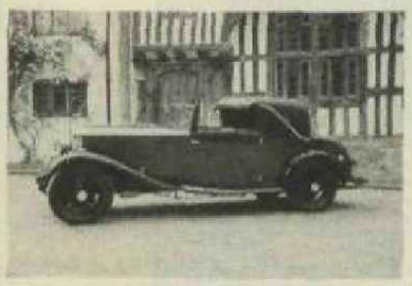
View of race track taken from a 1935 Tiger Moth at 1,000 feet



1928 AUSTIN 12/4 GOLFERS ROADSTER. Nice original 2-seater with dickey ..... **£Offers**



1959 LOTUS ELITE. FIA registered, known history, road or race, fully restored, ready to go ..... **£Offers**
Part Exchange WHY?



1934 ROLLS ROYCE 20/25 SEDANCA. Nice original car in good order. Fresh in stock ..... **£60,000 or offers**



Shown above part of our Museum

Rare LANCIA ZAGATO FULVIA SPORT 1.3. Low mileage, rusty example needing love and attention ..... **£Offers**

FILCHING MANOR MOTOR MUSEUM AND KART TRACK

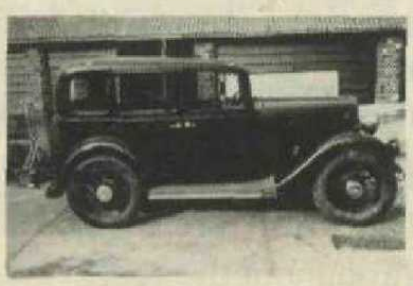
450 metres of fresh air fun. That's how best to describe Filching Manor's purpose built kart racing track. Suitable for corporate or clubs events as well as *just for laps*. 100 cars are on show at Filching ranging from 1893 to 1990. Many famous racing cars with interesting histories and, of course, the London to Brighton run veterans. Not forgetting Sir Malcolm Campbell's K3 record breaking Blue Bird hydroplane and many more interesting automobilia exhibits. For further details please don't hesitate to call either Paul or Karl Foulkes-Halbard on (0323) 487124.

WHY NOT MAKE A GIFT OF TICKETS FOR RACING AT FILCHING, £5. £10. £15. £20. £25

CAR SALES SEVEN DAYS A WEEK. OVER FIFTY CARS IN STOCK. INTERESTING VETERAN, VINTAGE AND POVT CARS ALWAYS WANTED & PART-EXCHANGES CONSIDERED

Please be sure to phone for an appointment to view.

Tel: Eastbourne (0323) 487838, 487933 or 487124
Mobile 0836 609296.
Fax No: 0323 486331.



1935 HILLMAN MINX 10HP. Excellent history, good condition **£4,350**



1930 LANCHESTER 30HP STRAIGHT 8 GUNBOAT TOURER. 5-litre, mag*nificent, fully restored, unique* ..... **£Offers**



1922 S.C.A.T. (Societa Ceirano Automobili Torini) rare 4-seater open tourer with Weyman type Lizard skin covered tourer body. Very exotic *and the only one I have been privi*leged to handle in my 35 years of historic car involvement. Italy's answer to the 3-litre Bentley. Fast car, same model used in Targa Florio ..... **£Offers**



1913 PEUGEOT LION 4-SEAT TOURER. This is a unique car with V4 of 1.8 litre. Make a sensible offer for this beauty.

WANTED

DAIMLER LIGHT STRAIGHT EIGHT TYPE. E3½/4 1936-9. Parts or complete car. Any condition, anywhere. Mr Richards 0539 723257. (PP980152

WANTED FERRARI 365/400 GT. Aston Martin V8 Vantage, Maserati Bi-turbo Spider or earlier cars of the Marque. (0932) 853085

COOPER 'S' MK 1. 1275cc. In restored condition wanted by enthusiast. Please help in my search. 0695 421 405

WANTED
ROLLS ROYCE'S &
BENTLEY'S URGENTLY
081-761 1155

WANTED — USA purchaser requires any old or interesting: Ferraris, Rolls-Royce & Bentley. Age, condition and location unimportant! Best payment!. Tel: 071-385 1805. (968293

TRIUMPH TR3a, any condition, left or right hand drive. Tel: Gordon Scott on 0268 727256 office hrs. (979258

UNIPOWER GT by enthusiast, will travel anywhere. Please help. Tel: 0695 421405. (231031

CATERHAM 7 DE-DION 1989/90 model, please help me in my search. Tel: 0695 421405. (231031

WANTED PRE-WAR SPORTS CAR OR TOURER. Any open car considered, instant cash decision. Tel: 0525 280225 or 0836 225582. (978982

WANTED: BUGATTI RACER, in unrepaired condition. Göran Möllberg Gylleniusgata, 29 654 60 Karlstad, Sweden.

TRIUMPH SPITFIRE & DERBY BENTLEY. The former pre 1970. Any sound condition. The latter complete, semi-derelict upwards. Cheap Saffron Walden 522330 (979457

CATERHAM 1700 SUPER SPRINT. De Dion wanted by enthusiast. Please help in my search 0695 421405

THE MYSTERY MORGAN BUYER. Tries hardest, travels furthest, pays most. Tel: 081 200 9404, mobile 0836 229800. (208892

PLEASE HELP. I desperately need parts to complete rebuild of Mk1 Ford Zephyr Convertible, window winder control, and any other original parts. Contact David on 021 784 3459. **WANTED: ASTONS, JAGUARS, JENSENS, BENTELYS,** any age, condition, restoration projects, especially. Tel: 0291 624300, fax 0291 625928.

WANTED AM V8 VANTAGE, Mercedes 450SL, MG Roadster, Porsche 928, please ring with details. Tel: 0932 853085.

LOTUS EUROPA TWIN CAM SPECIAL wanted by enthusiast. Prefer excellent original or restored car. 0695 421 405 (231031

PORSCHE 928 OR MG 'C' ROADSTER. Please ring with details. 0932 853085.

WANTED

WANTED PAGODA SL'S and 190. Shining examples required. Will travel for right car. Tel: Autodrome 071-235 666/0956 285 084.
WANTED: E TYPE SI, II, III FHC & RDSTRS, XK's, MKII's, D TYPE. Shining examples required. Will travel for right car. Tel: Autodrome 071-235 6666/0956 285 084.

LARGE SINGLE CYLINDER Edwardian engine. Please phone 0763 848408 anytime. (PP979966
BENTLEY 1974–1976. Preferably one owner, immaculate condition, service history, private purchaser. (0332) 767460 evenings. (PP979964

MG ROADSTAR wanted urgently. Tel: 0932 853085.
RILEY RM DROPHEAD COUPE. Any condition considered, preferably reasonably sound, left hand drive helpful. Saffron Walden 522330. (PP980051

CATERHAM 7s WANTED. Road or race models — all cars considered. Contact Nigel Mansell Sports Cars, Blandford, Dorset. Telephone 0258 451211.

PRE/POST WAR MG. Condition immaterial, Terry Bone (MG's) 0825 722359. (977841

MISCELLANEOUS

ROLLS ROYCE AND BENTLEY SPARES FOR SALE. Shadow interior seats, trim complete wood work, rear axle, petrol tank, grill, bonnet, boot, bumpers, road wheels etc.

SILVER CLOUD AND S TYPE. Rolling Chassis Silver Cloud III. Missing doors, boot, interior grill, bonnet, front wings, engine, gearbox. £1,450. Complete interior in beige Silver Cloud I, II, grill, boot, bonnet doors, road wheels, steering wheels, radiators, picnic table pair of front wings, fibre glass, Cloud I½ exhaust systems rear lights, bumpers, oil filters. Various electrical fittings. New rear lights, complete cylinder head and carburettors for Cloud I. —(

PRE WAR ROLLS ROYCE SPARES. Various bottom ends, blocks, cylinder heads, wheel covers, wheels, carburettors, exhaust manifold, wheel spanner, clutches brake linings etc. Please telephone for details on the above. Pair of 20 Horse Power wheels. Rolls Royce spares purchased any quantity. Tel: 081 761 1155 Fax: 081 761 1156. Balmoral Automobile Company Limited —(PF

MORGAN WOODWORK – handcraftec bodyframes, individual parts or complete frames, speak to the Morgan Specialists. Harpers Restoration. Phone 0923 260299. Fax 0923 264813. (ACC

MORGAN STAINLESS STEEL EXHAUSTS. – Harpers are the UK's leading stockists for the highest quality stainless steel exhausts. Standard or High performance systems available. Phone 0923 260299 Fax 0923 264813. (Acc

MORGAN BOOKS & VIDEOS. We have a complete stock of all Morgan books & videos available at present. Phone or fax for list. Phone 0923 260299. Fax 0923 264813. (Acc

JAGUAR, DAIMLER SPARES. Free price lists, most models. David Manners, tel 021 544 4040/ Fax 021 544 5558. (231542

VEHICLES FOR RESTORATION, including Bentley, Daimler, Humber, Commercials, etc etc, registration numbers, spares. Please telephone: 0544 267386. (CC

CLUBS

BENTLEY DRIVERS CLUB LIMITED. For all Bentleys from 1921 to date. 2,800 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 Chearlsey Road, Long Crendon, Aylesbury, Bucks HP18 9AW. Tel: 0844 208233. (967475
BMW DRIVERS CLUB INTERNATIONAL. Make new friends, have fun, save £££££'s. Send for free information pack today — the best BMW club for the owner driver enthusiast. No registration fee! UK HQ: Bavaria House, PO Box 8, Dereham, Norfolk, England NR19 1TF. Tel: 0362 694459. Fax: 695522. (965977
CLUB LOTUS for all Lotus owners and enthusiasts, was established in 1956, is the largest worldwide club and covers all models. Full details of all the benefits of membership with magazine from: Club Lotus, PO Box 8, Dereham, Norfolk NR19 1TF. Telephone 0362 694459. (965975
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. (966473
ROLLS-ROYCE ENTHUSIASTS', The Hunt House, Pavlerspury, Northants NN12 7NA, covers all R-R 1904-present day, Bentleys from 1933. 6,500 members, superb permanent HQ, bi-monthly 72-page magazine, monthly 50-page advertiser, technical seminars, 35 sections, special insurance, 100,000 original works histories held, technical services, spares, monthly events. (966040
VAUXHALL OPEL DRIVERS CLUB. Join Britain's biggest club for Vauxhall & Opel enthusiasts, special sections for owners of Mantas, Monzas, Senators and Royales. Free sample magazine & details on request. Griffen House, PO Box 8, Dereham, Norfolk NR19 1TF. Tel: 0362 694459. Fax: 695522. (965984
VINTAGE SPORTS-CAR CLUB Limited. Vintage and post-vintage thoroughbred cars, post-war front-engined single-seater grand prix cars. Insurance valuations, technical advice, library, monthly Newsletter and quarterly Bulletin. Frazer Nash, Alfa Romeo, Delage and Light Car & Edwardian Sections. Five race meetings, three hillclimbs, three sprints, six trials, one night rally and three driving tests. Apply to the Club Secretary for membership details: 121 Russell Road, Newbury, Berks RG14 5JX. (965978

The Autodrome

A HAND PICKED SELECTION

ASTON MARTIN



LAGONDA: '85, burgundy, magnolia, FSH, 3TV dash, immaculate **£19,850.**

DB5 SUPERLEGGERA SALOON: '64, 92,000 mls. RHD, radio, new carpets. **£36,850.**

DB6 Mk II: 5 spd, superb. **£39,850.**

DB6 MkII: '71, Kingfisher blue, tan, auto, Webasto, PAS, CWW. **£28,950.**

FERRARI

246 GTS DINO: '73, Rosso, Restored RHD, excellent. **£39,850.**

MONDIAL QV: '84, red, mag, FSH, superb condition, fully loaded, no expense spared, ex company car. **£12,850.**

308 GT4: '80 Rosso, black leather, excellent late example. **£14,850.**

WANTED: 308 GTB, GTS, 328 GTS, 400i. Serious purchasers waiting. Best price paid.



JAGUAR



150S 3.4 ROADSTER: '59, BRG, tan, ex-concours winner, LHD, immaculate. **£35,850.**

XK 120 DROPHEAD COUPE: '54, Midnight Blue, original LHD, fully restored, interior, roof, engine,tyres, Suffolk & Turley total retrim. **£32,850.**

E-TYPE SERIES I ROADSTER. Red, black, full restoration. **£20,850.**

MERCEDES

190SL: '59, white, rare factory S&H top with steel sunroof, excellent mechanics. **£15,850.**

190SL SPORTS CONVERTIBLE: '61 blue grey, 30,000 mls, original green log book, H&S tops, RHD. **£9,995**
280SL: Blue, blue interior, atuo, RHD, H/S tops, rear seat option, excellent. **£19,850.**
280SL: '70, fully professionally restored, Mercedes garage history, black leather, H&S tops, show condition. **£18,850**

300SE CABRIOLET: '65, Ivory, 1 owner, LHD. **£22,850**

300 SE COUPE: '67, gold met, black, concourse. **£16,850.**

500SEL: Gold, 65,000 mls, 2 owners, chauffeured, excellent condition. **£6,500.**



PORSCHE



356 PRE A COUPE: LHD, silver, red/leather, bent screen, matching numbers, totally restored. **£15,850.**

356 NOTCHBACK B: '61, maroon, black, rare, LHD. **£9,850.**

345C CABRIO: '64, LHD, sky blue, red, factory hard top. **£17,950**

WANTED: 356 Pre A/B/C, Cabriolet, Speedster, Coupe, Buyers for all models. Any condition of interest.

WE REQUIRE IMMEDIATELY EXAMPLES OF THE ABOVE. BUYERS: LOOKING FOR THE BEST DEAL, THINK IT'S NOT OUT THERE? WE'LL FIND IT. CALL SALES NOW 071 235 6666

FOR NEW COMPLETE STOCK LIST DIAL 0336 411 481 + PUSH START AFTER TONE

CONSIGNMENT SALES ● SHIPPING ● EXPORT ● INSURANCE ● STORAGE

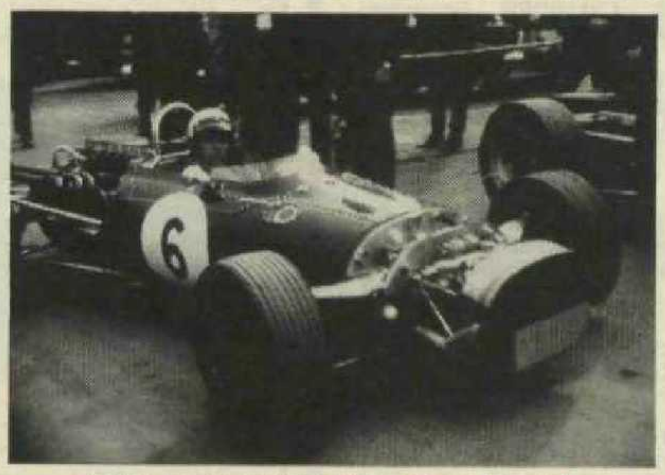
TEL: 071–235 6666 FAX: 071–235 8042
0850 929222 24 HRS: 0836 76 36 36

ATLANTIC ART

HOLME COTTAGE, CHURCH LANE, RUSCOMBE,
BERKSHIRE RG10 9UA
Tel: (0734) 340096 · Fax: (0734) 320175



BRUCE MCLAREN COOPER F1



RITCHE GINTHER EAGLE BRANDS '67



GRAHAM HILL



FERRARI'S SCRUTINEERING BAY BRANDS '66



J. RINDT COOPER MASERATI BRANDS



GRAHAM HILL GRID GOODWOOD 1964

SUPERB UNIQUE B&W AND COLOUR PHOTOGRAPHS
VARIOUS SIZES — SAE FOR FULL LIST

MOTORING COLLECTORS ITEMS



JOHN KNOWLES sells and buys rare, out of print and secondhand motoring books and related items. Catalogue £2.00 UK (£3.00 overseas). John Knowles, Brickkiln Farm, Hingham Road, Great Ellingham, Norfolk, NR17 1JE. Tel: 0953 452257. (pp980313

BOUND MOTOR SPORT 1952/64 complete, but unbound 1965-1972, offers. Tel: 0795 890219.

BENTLEY DRIVERS CLUB REVIEWS. 1 to 190 (June 1946 to November 1993) 16 volumes in official B.D.C. binders. Tel: 0872 863937 (Cornwall). C/C

MOTOR SPORT 1950 TO 1972, some missing, prefer to sell complete, offers. Tel: 0460 62563 (Chard). (CC018646

CAR SALES BROCHURES. Thousands available, 1950-1994. 'Autocar' magazines collection. Telephone 0628 663980. (PP980326

IAN HALL'S new list of second hand books now available. Racing, marque histories, brochures, race programmes, Riley Records & Road & Track. Please send large SAE. Ian Hall, Green's Farmhouse, Great Coxwell nr Faringdon, Oxon SN7 7NG. (pp980367

MEGALIST MOTORING. Buy and sell books, brochures, magazines, photos, programmes, prints, poster, models, autographs, records, art memorabilia from scrap books to whole libraries. Commission sales arranged. I personally collect racing. Details from 75 Lincoln Close, Litchfield, Staffordshire. Tel 05432 54719. (pp980384

COLLECTOR SEEKS good copy Motor Sport July 1949. Offers by fax (33) 72410130 (France).

WANTED: 1920s ON 30's. Isetta Fraschini, Hipano Suiza, Lago Talbot, Delhaye etc. for restoration. 0763 848408. (980434

GENUINE AUTOGRAPHED PICTURE CARDS, Mansell, Patrese, a must for any collector, offers. Tel: 081 347 8060. (98003

LOTUS PAPER 1948-1960 wanted by collector, documents, photographs, sales literature, or whatever. Box No. 7377. (CC011883

VOLUME 1 MOTORS OF TODAY. Rutter Pub Virtue. 1929. 0860 917034. (PP98016S

OLD MOTORING LITERATURE bought & sold, books, brochures, magazines, race programmes always wanted. Les Wilson 'Beech House' 21, Heath Lane, Croft, Warrington WA3 7DH. Tel (0925) 765094 Fax (0925) 766213

AUTOCOURSE. And books about Nuvolari wanted. Good price paid. 0904 706463. (PP980320

WANTED: 1960S–70S RACING SUITS helmets, wood rimmed steering wheels. Les Leston, Speedwell Products 0527 893780 (CC48198

SEARCH YOUR ATTIC! Wanted by private purchaser to complete collection. MOTOR SPORT 1924/5/6/7/9, 30, 31/32/33/34/35. Loose or bound, must be in excellent condition with covers. Box 7379.

VINTAGE, VETERAN, HISTORIC: Vehicle research and histories. Consultancy, documentation, tracing, verification etc. Registration and Licensing specialist: 'Original' lapsed numbers revived etc. T. C. Sargeant. Telephone (0580) 211303/211376. (979335

WANTED MOTORING BROCHURES. Marque histories, racing biographies, annuals, photographs WHY? Ample funds for single items to complete libraries. Milligan 0925 826891. (977028

VARIOUS MOTORING MAGAZINES FOR SALE, 1934 to present day, MOTOR SPORT, V&V, Classic Car, Old Motor etc. Tel: 0202 693045 (Bournemouth). (CC011012

EOIN YOUNG'S 1994 CATALOGUE of Rare Motoring Books & Memorobilia. 94-pages 2,225 items. UK £5. Overseas airmail $10 (cash). 1994 subscription (UK £35, overseas $80) includes this catalogue and 1994 updates. Visa/Mastercard, Motormedia, PO Box 3, East Horsley, Surrey KT24 5RL. Fax 0483 285257. Horsley Surrey KT 24 5RL. Fax 0483 285257. (CC072124

ERIC THOMPSON. Buys and sells rare motor and motorcycle books, magazines, annuals, handbooks, sales literature, manuals and motoring miscellaneous. Current booklist available. UK £2.00. Overseas £3.00. Hullhatch, Shamley Green, Guildford GU5 0TG. Tel 0483 893694. (975410



F1 DRIVER PORTRAITS



Limited Editions by Simon Taylor A.G.M.A.

Inc. Alesi, Mansell, Prost, Schumacher & Senna

TEL: 0494 436947

or send SAE to **Simon Taylor Illustrations,**
PO Box 482, High Wycombe, Bucks HP13 6XH

DINKY, CORGI, MATCHBOX. Superb selection of mint/boxed models for sale, obsolete issues only, dateline 1967. S.A.E. 1st class only. M. Bowen, 6 Western Road, Newhaven, Sussex BN9 9JS. (P/P979929

TYRRELL 1988/1990 NOSES, wings, end plates, wheels etc. in period livery 0954 211047/211987.

MOTORING BOOKS. If you collect you deserve my free list. large selection. Racing, biographies etc. Cheap and expensive. Tel: Evenings 0453 810524

MOTOR RACING PHOTOGRAPHS. Superb, original photographs taken 1969-1974. Formula One, Historic, SAE for list. D&S Classic Sportscars, Warwick Road, Stratford-on-Avon, Warks., CV37 0PZ. Tel: 0789 731739. (979474

GRIFFIN BOOKS offer rare and second hand motoring and aviation books. SAE please stating which list required to Peter Jelly, 91 Cleveleys Road, Churchtown, Southport PR9 9SR. (CC07401

MOTORING BOOKS WANTED. Specially titles relating to all aspect of Motor Sport. Biographies, circuits, marques, year books etc. Cash paid for suitable items. Collection arranged. W.H.Y. 0423 884137 (Nth Yorks) CC07371

MOTOR RACING BOOKS. Catalogue detailing a fine selection of rare and secondhand Motor-Sport titles now available. Export's a speciality. Free book search service. Similar items purchased. Catalogue £2 (Overseas £3). B.I. Newbould, 62 Crossways Drive, Harrogate, North Yorkshire HG2 7DH. CC

WANTED: 1/20th Scale models in metal such as Revival or similar. Box. No. 7376. (PP979930

JOHN KNOWLES sells and buys rare, out of print and secondhand motoring books and related items. catalogue £2.00 UK (£3.00 overseas). John Knowles, Brickkiln Farm, Hingham Road, Great Ellingham, Norfolk NR17 1JE. Telephone (0953) 452257. (PP979945.

MOTOR RACING HISTORIAN

SPECIALISES IN RACE PROGRAMMES 1900-1994 WORLDWIDE

Also seeking Autographs, Photos, Posters, foreign books and magazines, racing memorabilia.

Mike Crittenden, 270 Miles Lane, Appley Bridge, Nr. Wigan, Lancashire WN6 8EB.
Telephone 0257 255975

COLLECTOR'S ITEMS



EOIN YOUNG'S 1994 CATALOGUE of Rare Motoring Books & Memorabilia. 94-pages, 2,225 items, UK £5, Overseas airmail $10 (cash). 1994 subscription (UK £35, overseas $80) includes this catalogue and 1994 updates. Visa/Mastercard. Motormedia, PO Box 3, East Horsley, Surrey KT24 5RL. Fax: 0483 285257. (CC072124

COLLECTORS 1/43RD SCALE MODEL. Racing drivers, pitcrews and accessories, lists from Pitstop Models, 62 Dickens Avenue, Corsham, Wiltshire, SN13 0AQ. (PP979980

HUGE LITERATURE COLLECTION. Our new stocklist detailing 2000+ items is our best ever, with 100 pre-war items and much desirable 1950/60/70's literature: Aston DB1, DB2 and MkIII, Bristol 400-412, Healey 100/6 and Frogeye, Connaught Facel, Daytona, Frazer Nash, XK120 and XK140, Jenson, Miura, Paramount, Pegaso etc.
The Magazines: Motor Sport odd copies from Vol 1, 2, 3, 4 and 1932 to date and most other titles. **REGISTER NOW TO GET 15% OFF our regular stand prices with our Mail Order List due out June 1st.** Motorpost, 5 Shadwell Park Court, Leeds LS17 8TS, Tel: 0532 668505, Fax: 0532 442909.

BRITAIN'S BEST FOR BROCHURES books, magazines, manuals and trivia. Visitors welcome. Postal serviced. We buy, sell, swap, help. Pooks Motoring Bookshop, Rothley, Leicester LE7 7PJ. Phone 0533 376222. Fax 0533 376491.

KEVIN LAWLER, MOTORSPORT ARTIST, commissions welcome, oils on canvas. Tel: 0282 844510. (PP979763

MOTORING LITERATURE SALE AND WANTED. Mainly books. David Ellnor, Flat 11, Grange Court, Grange Road, Bowden. WA143EU, Cheshire. Tel: 061 928 2944 after 7pm. (977323

MOTOR RACING BOOKS

Catalogue detailing a fine selection of rare & secondhand motor sport titles now available. Export a speciality. Free booksearch service. Similar items purchased. Catalogue £2 (Overseas £3).

B.I. Newbould,
62 Crossways Drive, Harrogate,
North Yorkshire HG2 7DH.
TEL: 0423 884137

—PP29005

ROBIN PEAKE

QUARTERLY CATALOGUE OF MOTORING AND MOTORCYCLING LITERATURE

Summer issue published on the 1st June 1994. Please send £1 stamps for a copy, all existing customers will receive theirs free as usual. Free Motoring book search and 'Wants' list are welcome. Literature purchased in all areas.

Robin Peake, 26 Balmoral Avenue, SPALDING, Lincolnshire PE11 2RN. TEL/FAX 0775 724050.

FREE BOOKSEARCH SERVICE — RARE OUT OF PRINT & ELUSIVE BOOKS — JOIN OUR MAILING LIST!

COLLECTORS CARBOOKS

Motoring and Motor Racing Books, Magazines, Prints, Programmes, Posters, Presspacks, Brochures, Photographs, Autographs and a selection of Racing Memorabilia

OPEN
THURSDAY 10.00am – 7.00pm
FRI. AND SAT. 10.00am – 6.00pm

167 WATLING STREET, RADLETT, HERTS WD7 7NQ
TEL: 0923 857870 (7 days 24 hours)
FAX: 0923 853428

SEE US AT SANDOWN
18th & 19th JUNE

GOOD PRICES PAID FOR YOUR BOOKS

BINDING SERVICE OF MOTOR SPORT

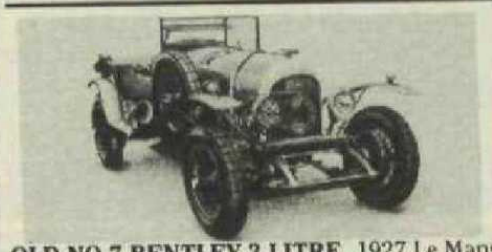
We offer a professional binding service for Motor Sport. The volumes are hand sewn and bound full black or dark green buckram. Lettered on the spine in gold with the title, volume number and year.

The cost of this service is £20.00 per volume plus £5.50 p&p, £7.50 for overseas. A 10% discount will be given on 5 volumes or more. Customers wishing to save the postage can deliver and collect their volumes during office hours.

Send your copies to

PRESS BINDERS LTD
Unit 8 Newington Industrial Estate,
Crampton Street, London SE17 3AZ.
Tel: 071 703 4733 FAX: 071 252 6816

CLASSIC BENTLEY ART PRINTS



OLD NO.7 BENTLEY 3 LITRE. 1927 Le Mans winner. By Philip Lemon. Limited Edition. Full colour print (500 copies). Signed by artist and the driver. 'Sammy' S.C.H. Davis. Overall print size 17" x 23". **Price: £47 (UK).**



BENTLEY RACING BLUE TRAIN. By T Cuneo. Depicting the 1930 race from Cannes to Calais. Colour plate 20" x 31", plus legend at base overall 27" x 31". **Price: £18.45** including P&P (UK).

ORDERS. Overseas add £4.50 Airmail P&P.
ORDERS To: Postal address. Alternatively order by 24 hour ANSAPHONE service on (0342) 301030. Barclaycard/Visa/Access/Mastercard accepted.
SATISFACTION GUARANTEED.

THE NEWCOMERS GALLERY
(Mail order Ltd)
22 Portland Road, East Grinstead, West Sussex RH19 4EA.
Telephone: (0342) 301030 Fax: (0342) 318119

ANDREW CURRIE

AUTOMOTIVE LITERATURE
WANTED: MOTORING BROCHURES AND CATALOGUES
PRESS PHOTOS
VISIT OUR STANDS
ENFIELD PAGEANT SHOW
28th, 29th & 30th MAY
SANDOWN INTERNATIONAL COLLECTORS CAR FAIR 18th/19th JUNE
BROMLEY MOTORING PAGEANT 26th JUNE
WANTED
'MOTOR SPORT BROOKLANDS GAZETTE' 1924-1945
WRITE/FAX/PHONE
1 Kemp Court, Connaught Park, Bagshot, Surrey GU19 5QG, England
Tel: 0276 477201 Fax: 0276 451612 Tel. Int: 44 276 477201 Fax. Int: 44 276 451612

CHATER'S MOTORING BOOKSELLERS

8 SOUTH STREET, ISLEWORTH, MIDDLESEX TW7 7BG
TEL: 081–568 9750 (24 HOUR ANSWER PHONE)
FAX: 081–569 8273
SHOP OPEN: MON-SAT 9.00–5.30

Europe's number 1 choice for new and out-of-print motoring books.

BEST PRICES PAID for motoring books, race programmes and pre 1975 magazines. Callers welcome. Not only do we sell we also BUY books.

International Mail-Order and Book Search services are available.



F1 REAR RACETYRE COFFEE TABLES **£49.50 p&p £12**
Certificate + £10



F1 CLOCK TABLES SLICK OR WET
£69.00 p&p £15



F1 WALL CLOCK 12" x 9"
£15 p&p £3

WE CARRY A GOOD SELECTION OF EXCLUSIVE TEAM CLOTHES. THIS IS ACTUAL PIT CREW UNIFORM. RING FOR A LIST OR DETAILS.

GPT FORMULA 1

PO BOX 2712
HARLOW, ESSEX
CM20 2AH. ENGLAND
Tel: 0279 843999
Fax: 0279 842072
PHONE TO ORDER





BENETTON PIT CREW SHIRTS 1992/3 (M-LARGE) **£45 p&p £3**



BENETTON F1 SCHUMACHER WING END PLATES 1992 **£145 p&p £5**



BENETTON FRONT WING ENDS
GANCIA 1989 £35 p&p £8
REPORTER 1990 £45 p&p £8
CAMEL 1992/3 £85 p&p £8



'SENNA' 12" FIGURE
Bronze finish OR '94 colours
£49 p&p £5

POSTCARD SALE

goggles

£10

(£15 overseas)
Post & Packaging included

This superb collection features contemporary photographs of Grand Prix cars and drivers from 1950 to 1989

OFFERS

The entire 'Grand Prix' Collection of Eighty Postcards at the specially reduced price of

USUALLY RETAILS AT £40
ORDER NOW FROM GOGGLES

Archive 2000 Gallery, 3 Crester Drive, Werrington, Peterborough, PE4 6AD, England

Credit Card Hotline 0733 324400

THE HISTORY OF BROOKLANDS

Motor Course by Willam Boddy



The Victorious Rileys after the 1935 British Empire Trophy Race



Earl Howe

The History of Brooklands

by William Boddy

362 pages together with period black and white illustrations. A complete encyclopaedia about Britain's most famous circuit, in the days when men were men, which reflected in their will to win.

Your chance to acquire this informative book.

Special offer to Motor Sport readers just **£20.00** including post and packing.

Send to: Grenville Publishing, Standard House, Bonhill St., London, EC2A 4DA

Please send me . . . copie(s) of The History of Brooklands @ £20.00 (inc P&P). I enclose a cheque/PO for . . . . made payable to Grenville Publishing or debit my Access/Visa/American Express/Diners Club Account.

Number ..... Expiry Date .....

Name .....

Address .....

.....

MOTOR SPORT

SELF BINDER

To hold your issues of MOTOR SPORT neatly in one volume.

Black Leatherette with Motor Sport logo embossed in gold on the spine. Designed to hold your 12 issues, which are retained in the binder by means of metal rods.

Price £6.50 (incl p&p) UK & Overseas

Please make cheques payable to Motor Sport and send your remittance to:

Standard House, Bonhill Street, London EC2A 4DA
Tel: 071-628 4741

ASTON MARTIN V8

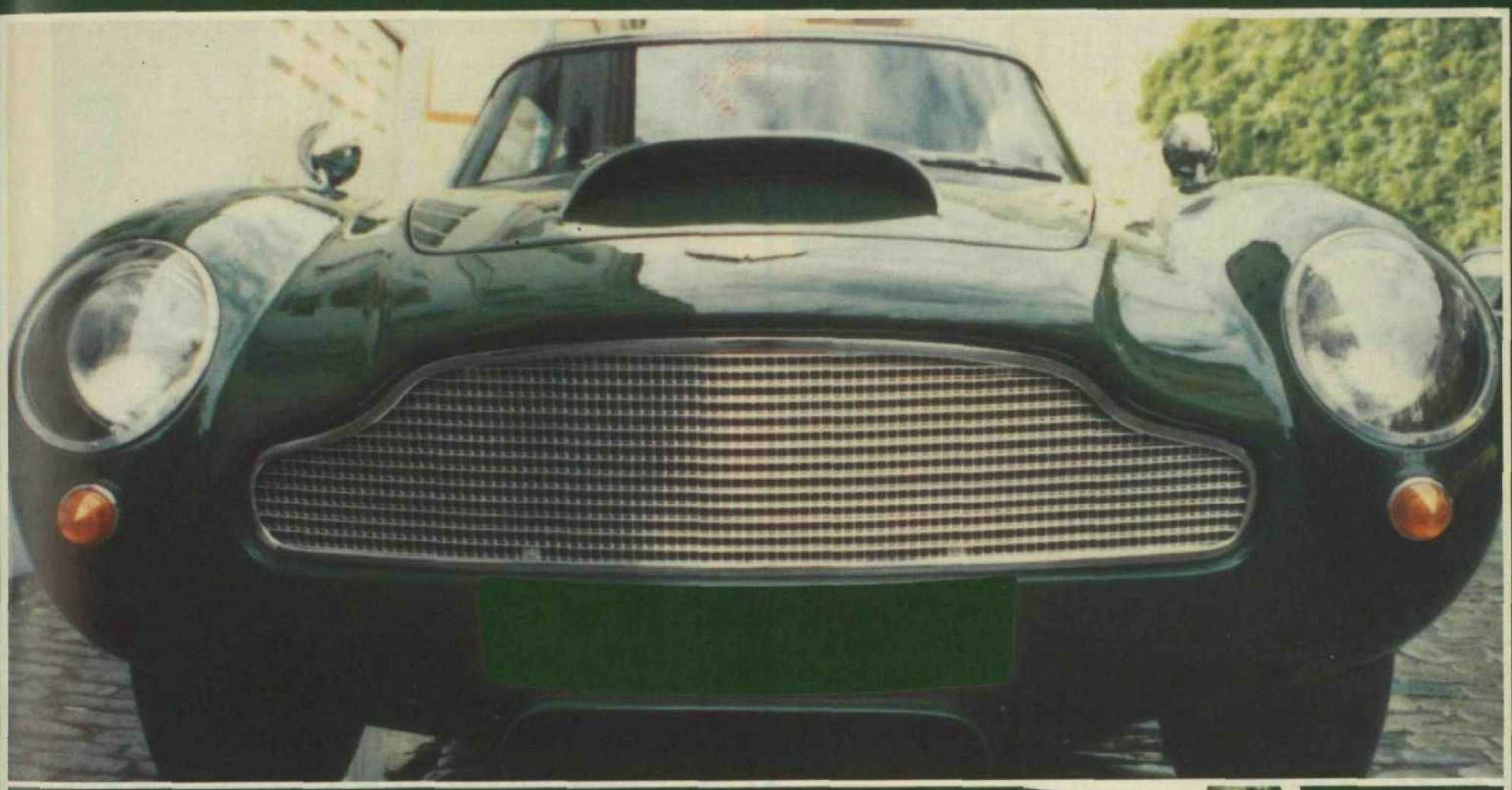
(1977) — RARE MANUAL

Red with black interior. Recent 2-year restoration – full chassis, suspension and engine rebuild (£25,000 spent). Good condition, genuine 65,000 miles.

£22,000

Call **0962 771428** (evenings)
or leave message anytime

THOROUGHLY ASTON MARTIN



GOODWOOD GREEN • *classics*

SOLEY ASTON MARTIN CARS

Considering buying an Aston Martin? Call us first for advice.

We can also inspect a car on your behalf. Full Workshop facilities available.

63 QUEENS CIRCUS LONDON SW8 4NA

TEL: 071 720 3437 FAX: 071 978 1220

Sales and restoration of Aston Martin

Desmond J. Smail

36 EAST STREET, OLNEY, BUCKS MK46 4AP
Tel: 0234 713083 Mobile: 0836 725598 Fax: 0234 240104

ASTON MARTIN CARS FOR SALE

SELECTION OF CHASSIS. DB4, DB5, DB6, DBMK3 from	£4,000
LAGONDA RAPIDE 1961. Manual. Goodwood Green with Parchment. One of 7. Ex. cond	£28,500
DB MK III 1958. Green with Beige. Good condition	£29,950
DB4 SERIES 2 1960. Manual. Caribbean Pearl with Blue. 61,000 miles	£29,950
DB4 SERIES 3 1961. Manual. Red with White. Very original car	£15,950
DB4 SERIES 3 1961. Manual. Snow Shadow Grey with Burgundy. Fully restored	£55,000
DB4 SERIES 5 1962. Californian Sage with Red. Excellent original condition	£39,500
DB5 1965. Manual. White with Blue. Very original car	
DB5 1965. Manual. Blue with Red. Good useable car, with history	£36,500
DB6 1966. Manual. Green with Black. Good condition with history	£32,000
DB6 1967. LHD. Manual. Oxford Blue with Parchment. V.G.C.	£42,500
DB6 1967. Auto. Silver with Black. 40,000 miles. 3 owners. Power Steering	£26,500
DB6 1968. Auto. White with Green. 26,000 miles warranted	£36,000
DB6 1968. Auto. Blue with Red. With some history	£22,500
DB6 MK2 VOLANTE 1970. Man. Dubonnet Rosso with Black. Excellent orig con.	£125,000
DB6 MK2 VANTAGE SPEC 1970. Man. Dubonnet Rosso with Black. Air con. Good condition	£39,950
AMV8 FI 1973. Auto. Aztec Gold with Black. 49,500 miles. New sills etc	£15,950
AMV8 1979. Auto. Tourmaline Blue with Parchment. With history	£26,500
AMV8 1980. Auto. Jubilee Silver with Tan	£28,500
AMV8 VANTAGE 1980. Manual. Black with Magnolia. 2 owners. History. X Pack	£24,500
AMV8 VANTAGE 1983. Manual. Suffolk Red with Magnolia. With history	£35,000
AMV8. 1984. Auto. York Red with Magnolia. Good condition with history	£35,500
AMV8 1987. Auto. Silver with Grey. Good condition with F.S.H.	£42,000
AM VIRAGE 1990. Auto. Green with Parchment. 1700 miles. As new	£76,500
AM VIRAGE 1991. Auto. Cumberland Grey with Mushroom. 20,000 miles	£69,500

OTHER CLASSICS

TR6 PI. Fully rebuilt. 95% new. Red with Magnolia hide	£16,500
JAGUAR E TYPE 1973 V12 ROADSTER. Manual. *Original RHD.* Red with Tan	£28,950
JAGUAR E TYPE ROADSTER. 1970. Manual. White with Black, 59,000 miles	£28,000
BMW 3.0 CSL 1973. Silver with Black. (Lightweight)	£13,500
MERCEDES 450SL 1980. Auto. White with Black Leather. 69,000 miles	£13,500
PORSCHE CARRERA SPORT 1988. Guards Red with Black	£17,500

"HAVE YOUR ASTON RESTORED BY THE CRAFTSMEN WHO BUILT IT"

FULL SALES SERVICE, RESTORATION, RETRIM AND PARTS FACILITY FOR THE U.K. AND OVERSEAS OWNER.

COLLECTION AND DELIVERY SERVICE AVAILABLE

5 MINS FROM JUNCTION 14 M1 (NEWPORT PAGNELL)

STORAGE FACILITIES AVAILABLE. CARS PURCHASED OR SOLD ON COMMISSION

RUNNYMEDE MOTOR COMPANY

Telephone (0753) 644599
Facsimile (0753) 646909



1955 ASTON MARTIN DB 2/4 Mkl. This car has just undergone a full restoration by Aston Martin experts. It is now finished in its original bright red and has new black leather upholstery and dark red carpets. The chassis has been completely repainted and the body has had a back to aluminium repaint. The engine has been completely stripped and balanced and was reassembled by Peter Austen Smith in Olney. It also has the benefit of new brakes, road springs, shock absorbers, wiring loom, exhaust etc. It is available with both black stove enamel wheels and new chrome wires. Further details on request.

SENSIBLE OFFERS PLEASE

OTHER INTERESTING CLASSICS IN STOCK

1954 Aston Martin DB2/4 Mk1 racing car	£29,950
1963 Aston Martin DB4 Series V, restoration from	£20,000
1973 Ferrari 365 2+2, excellent	£25,000
1979 Maserati Merak, fast and interesting	£15,750
1970 Jaguar Series II 4.2 2+2, lovely	£12,950

We are situated approximately 12 miles to the West of Heathrow airport. Please telephone for directions

THOROUGHLY

CLASSIC & VINTAGE RESTORATION

PANELRAMA

SPECIALISTS IN ASTON MARTIN



Aston Martin DB4 S3

Snowshadow Grey/Red trim.
This car has had full restoration.

OIRO £55,000

STATION ROAD, OFF LONDON ROAD, ROADE,
NORTHAMPTON NN7 2NL, ENGLAND.
TEL: 0604 863558. FAX: 0604 863889. MOBILE: 0831 456197



Aston Spares

NEW, SERVICE EXCHANGE, SECONDHAND

Aston Martin DB4/5/6 Parts Specialists

GASKET SETS ~ WATER PUMP KITS ~ WATER HOSE SETS
ENGINE ~ SUSPENSION ~ TRANSMISSION
STARTER MOTORS ~ ALTERNATORS ~ DYNAMOS
PROPSHAFTS ~ CHASSIS PARTS

CONTACT: **JONATHAN WARDLE**
WITH YOUR REQUIREMENTS

TEL: **0782 550308** FAX: **0782 550027** MOBILE: **0850 835572**

EXPORT ENQUIRIES WELCOME

GOLDSMITH & YOUNG LTD

ASTON MARTIN SPECIALISTS

Unit 2C, Quarryfield Ind. Est., Mere, Wilts BA12 6LA
Telephone: 0747 860715 Fax: 0747 861109

THE FOLLOWING CARS ARE OFFERED FOR SALE

ASTON MARTIN

1966 DB6 MANUAL VANTAGE. White with black interior **£27,750**
1966 DB6 MANUAL VANTAGE. Green with beige interior, handling kit, 4.2 Cosworth conversion & crank ignition fitting. Concours restoration by us - for the specialist & enthusiast **£45,000**
1965 DB5 AMOC CLASS C RACING CAR. Details on request ..... **£POA**
1969 DBS MANUAL VANTAGE. Brown with tan interior, much work done recently **£15,500**
1978 AMV8 AUTO. Brown with tan interior, 60,000 miles. Looked after by us since 1988 ..... **£18,000**
1978 AMV8 AUTO. Green with magnolia interior **£18,500**
1980 OSCAR INDIA V8. Blue with blue interior, bills for over 30K. Restored by is in 1990 ..... **£33,500**
1962 LAGONDA RAPIDE. Rare manual car. Complete but needs restoration **£11,500**

OTHER CARS

1956 JAGUAR XK140 DHC, RHD. Green with tan interior, completing major restoration **£38,500**

Please ring for further details



World Wide Distributors of Aston Martin & Lagonda Parts

The Specialists

ASTON SERVICE DORSET

Richard Forshaw Capt Ivan Forshaw Roger Forshaw FCA

FACTORY APPOINTED PARTS AND SERVICE AGENTS

A COMPREHENSIVE PARTS SERVICE FOR ALL MODELS
EX-ASTON MARTIN FACTORY MECHANICS

73 Ringwood Road, Longham, Wimborne, Dorset
Tel: Bournemouth (0202) 574727 Fax: (0202) 593080

THE SOLE MANUFACTURERS AND DISTRIBUTORS OF PARTS
exclusive to all Aston Martin and Lagonda cars built 1948 to 1965



ASTON MARTIN



G.T.C. Heritage Cars

35 Rothersthorpe Crescent, Far Cotton
Northampton NN4 9JD

ASTON MARTIN **Ferrari**

With a wealth of knowledge and over 20 years experience we can offer the discerning owner bespoke restoration of your classic car tailored to your own requirements. Covering all aspects of restoration and services we are able to carry out whatever job is required, however large or small, to the highest standards and at a reasonable cost to the owner. Having restored more than a hundred cars including many prototypes and important examples, we have had as just three examples class wins in AMOC concours events here in the UK with DB4/101/R and two major class wins with DP199/1 & DB4GT/201 "The Bertone Jet" both at Monteray in 1989, no matter how difficult the restoration or how incomplete the car may be we have the expertise to carry out the job precisely. In addition we are able to source and supply many of the parts that are now obsolete which are needed to give any restoration the final touch and if you wish to sell or purchase a specific car then we are able to assist in the sale or location and acquisition for a modest commission at the utmost discretion, please telephone the number below to discuss your specific requirements.

Specialist Services Restoration and Sales of Classic Cars

Telephone or Fax: 0604 700 717

BYRON GARAGES INTERNATIONAL



ASTON MARTIN DB4 SERIES III, Dubonnet, chrome wire wheels, rare overdrive gearbox, 4 year ground up restoration just completed by accredited Aston Martin specialist, unrepeatable **£45,000**
ASTON MARTIN DB5, Old English Pewter with tan leather interior, recent major engine rebuild in excellent condition **£34,750**
ASTON MARTIN DB5, Silver with black leather. Current MoT but requires attention **£19,950**
ASTON MARTIN V8 SERIES III, Manual, Bright Red with black leather, Vantage body spec., B.B.S. wheels, S spec engine. £33,000 recent expenditure, A.M.O.C., competition history, Cherish Reg Number, looks awesome **£23,950**
ASTON MARTIN V8 SERIES III, S spec., Metallic green, Fawn leather, auto, low mileage, same owner for last 12 years, exceptionally cared for and maintained **£16,950**
ASTON MARTIN V8 SERIES III, (1976). Superb paint finish in Bright Red with Magnolia leather int, auto, excellent value for money at **£13,750**
ASTON MARTIN V8 OSCAR INDIA, Pale Blue Metallic with magnolia leather, walnut dash, auto, extensive body and mechanical rebuild. Recently carried out by A.M.L. and accredited A.M. Specialist. Looks fantastic **£23,950**
ASTON MARTIN DB6 Mk 1, Silver, with blue leather, chrome wire wheels in very good condition **£19,950**
ASTON MARTIN DB4 GT, R.H.D., Silver Grey, Black leather, full restoration just completing ..... **£P.O.A.**

VIEWING BY APPOINTMENT, PLEASE CONTACT PHILIP JONES

TEL: 0836 555666
0737 244567
FAX: 0737 226224

70 GROVE ROAD,
SUTTON, SURREY
SM1 1BT, UK

ASTON MARTIN



Full service facilities for your Aston Martin from DB4 to Virage

J.R. Etheridge Ltd
125 High Rd, Bushey Heath,
Herts WD2 1JA
Tel: 081 950 4842



André Bloom
THOROUGHBREDS

O.F.I.





Buying a previously owned Aston Martin can be as risky as crossing a

MINEFIELD!

Only a fool would attempt it alone...and we know what happens to his money! Talk to us about your requirements - we are confident we can save you from unnecessary grief and expense in the long run. You can only blame yourself now, if you don't.

OUR MINESWEEP PORTFOLIO:-

1962 DB4GT Special Lightweight. The Most Desirable.
1962 DB4 S4. 25,000 miles from new. Concours originality.
1965 DB5. A nut & bolt rebuild. Superb.
1970 DB6 MKII 5 Speed. Choice of two concours examples.
1972 V8Fi 5 Speed. Cherished possession of previous keeper.
1973 V8 5 Speed. Low mileage restored example.
1977 V8 5 Speed. Very low mileage. Very original. Mint condition.
1977 V8 Vantage 5 Speed. Actual Motorshow car. Well preserved.
1979 V8 Oscar Auto. Recent major expenditure throughout. Very sound.
1980 V8 Volante, 5 Speed. Vantage engine. Breathtakingly quick.
1986 V8 Volante. Very low mileage. Stunning example in Red.
1987 V8 Vantage Zagato 5 Speed. 1,500 miles. Concours winner.
1988 V8 Vantage Volante 5 Speed. Low mileage. Beautiful.
1988 V8 Vantage Volante PRINCE OF WALES 5 Speed. Green.
1990 V8 Vantage 5 Speed. Delivery miles. Mint and boxed. Green.



SALES: TELE ☎ (UK AREA CODE 0543) **480120** FACSIMILE

THOROUGHLY ASTON MARTIN



FOUR ASHES GARAGE

Aston Martin Specialists, Sales, Services & Repairs

Birmingham Road, Stratford-On-Avon 0789 266851

DB2 to V8 and Race Preparation of Feltham Cars

Aston Martin DB6 Mkl. Manual, Vantage with cool air..... .....**£29,000**

Aston Martin DB3 MkIII Saloon. Left hand drive, totally rebuilt engine, exceptional car.....**£32,000**

Aston Martin DB2/4 MkIII FHC. Superb condition. A rare car with unique early history.....**£45,000**

ASTON ENGINEERING



SALES — SERVICE — RESTORATION

EXTENSIVE FACTORY PARTS STOCK WITH EXPORT AND DESPATCH FACILITIES

FURTHER SPECIALIST AND PERFORMANCE PARTS FULL

WORKSHOP FACILITIES INCLUDING ALLOY, FABRICATION, ENGINE BUILDING & PERFORMANCE CONVERSIONS.

H.B.E. HANDLING KITS

LONSDALE PLACE, ROWDITCH, DERBY DE3 3LP

TEL: 0332 371566 FAX: 0332 384600



The Aston Workshop

TEL: 0207 233 525 - FAX: 0207 232 202

CLASSIC ASTON MARTIN SPECIALISTS

ASTON WORKSHOP RESTORATION SERVICES

The Aston Workshop offer the full range of restoration facilities for the discerning Aston Martin owner, from routine service and maintenance to complete restorations.
Total body and chassis rebuilds. Interior trimming. Engine rebuilds inc. uprated spec. Repaints to the highest standard. Suspension rebuilds.
This wealth of experience and numerous satisfied customers are testament to our commitment to the marque.

FREE INSPECTION ON OUR PREMISES

ASTON WORKSHOP PARTS DEPARTMENT

We supply all parts that are currently available and hold limited stocks of rare used parts. We are also able to offer a bespoke manufacturing service for normally unobtainable items. If you are having a problem finding parts for your Aston Martin, may we quote to supply or manufacture.
The Aston Workshop is not merely a localised parts supplier, our ever increasing international client list has led us to develop very efficient full worldwide export facilities.
The parts department endeavours to find and supply the parts you require at competitive rates. Surplus Aston Martin parts purchased.

DB6 illustrated parts catalogue and price list – The Aston Workshop's comprehensive guide to ordering, £15.00 plus postage.

PARTS RANGE INCLUDES:

Rubber Components: Full range of body rubber seals and trims. Illustrated list supplied on request.
Suspension Components: Include rubber bushes and gaiters, radius arms and bolts, shock absorbers, road springs.
Engine Components: Include pistons, rings, bearings, valves, guides and seats. From DB2 to V8 including 4.2L and unleaded.
Stainless Steel Exhaust Systems and Manifolds. Guaranteed for life. Heavy gauge, retains that unique Aston sound. V8 Big Bore systems and manifolds.
Monte Carlo Suspension Kit: DB4/5/6. Our specially designed kit, consisting of four up-rated road springs and a heavier anti roll bar with rigid mountings. Increases stability at high speeds and cuts down body roll dramatically.
Weber Carb. Conversion Kit: Includes carbs, manifolds, linkages and airbox – all you need to convert to Vantage specifications.
Body and Chassis Repair Panels: We have the largest range, including louvred inner wing panels, bulkhead and pedal closure panels.
Steering Wheels: **DB4/5/6.** Wood-rimmed steering wheels. Authentic replica hand-crafted to original specifications.
Tool Kits: DB4/5/6. Heavy duty roll complete with O/E specification tools.
F.A.O. DB5/6/S Owners! Original hydraulic jack as supplied with car (made from original tooling). A must for the discerning owner and concours.

GOSLING HILL, RED ROW, BEAMISH, Co. DURHAM, DH9 0RW

HENDON WAY MOTORS

AC		
1990 Cobra MkIV 302.	Green, Lightweight	Del miles 340bhp
1964 Cobra MkII 289.	Red	42,000m
1967 Cobra MkIII 427	RHD, black	10,000m
1989 Cobra MkIV 302.	Blue	1,000m
FERRARI		
1962 250 SWB Competition	Red	Concours
1990 F40 (catalytic)	Red	600m
1990 F40 (no cat)	Red	1,500m
1993 348 TS	Red	4,000m
1989 348 GTS	Red	8,000m
1972 Daytona	Giallo Fly	32,000m
1971 Daytona Plexi	Red	39,000m
1971 365 GTC 4	Red	39,000m
1965 275 GTB Long Nose 6 Carb	Red	47,000m
1983 Boxer 512 BB INJ	Red	24,000m
1981 Boxer 512 BB	Red	22,000m
1979 Boxer 512 BB	Red	41,000m
1978 Boxer 512 BB	Red	15,000m
1974 Boxer 365 GTB4	Red	15,000m
1991 Mondial Coupe Tb	Red	8,000m
1990 Mondial Convertible	Red	28,000m
1985 Mondial Convertible	Blue	37,000m
1981 400 Auto	Blue	46,000m
1981 308 GTB	Red including personal no.100 GTB	23,000m
1980 308 GTS	Red	26,000m
1980 308 GTS	Red	28,000m
1978 308 GTB	Red	55,000m
1975 308 GT4	Blue	56,000m
1973 Dino 246 GTS	Red	17,000m
1973 Dino 246 GT	Sable	23,000m
1973 Dino 246 GT	Red	28,000m
1973 Dino 246 GT	Red	49,000m
1972 Dino 246 GT	Red	46,000m
1966 330 GT 2+2 MkII.	RHD, blue	37,000m
One of only 29 manufactured.		
1989 Testarossa	Red	8,000m
1985 Testarossa	Red	12,000m
LAMBORGHINI		
1993 DIABLO	Red	500m
JAGUAR		
1974 E-Type V12 Roadster	5 speed, Met Green, Country Classics, Concours	2,000m
1973 E-Type V12 Roadster	Silver	54,000m
1969 E-Type 4.2 Roadster	Red	64,000
1968 E-Type 4.2 Roadster	White	45,000m
1964 E-Type 3.8 FHC	Blue, Concours	400m
1961 E-Type 3.8 Roadster	Flat floor, Silver, Concours	200m
PORSCHE		
1994 968 Coupe Clubsport	Black	1,000m
1991 911 Turbo Coupe	Red	21,000m
1989 911 Turbo Coupe	Blue	36,000m
1989 911 Turbo Targa	Black	28,000m
1993 911 Carrera 2 Cabriolet tip	Amazon	7,000m
1991 911 Carrera 4 Cabriolet	Graphite	20,000m
1992 911 Carrera 2 Coupe	Red	15,000m
1990 911 Carrera 2 Targa	White	29,000m
1990 911 Carrera 2 Coupe	Red	28,000m
1990 911 Carrera SSE Targa	Black	40,000m
1989 911 Carrera SE Coupe	Blue	21,000m
1989 911 Carrera SSE Cabriolet	Red	28,000m
1989 911 Carrera SE Cabriolet	White	29,000m
1989 911 Carrera SE Cabriolet	White	40,000m
1989 911 Carrera SE Targa	Blue	56,000m
1987 911 Carrera SE Coupe	White	29,000m
1987 911 Carrera SE Cabriolet	Red	55,000m
1986 911 Carrera SE Coupe	White	58,000m
1986 911 Carrera SSE Cabriolet	Silver	41,000m
1973 911 Carrera RS	Black, LHD	
1973 911 Carrera RS	White, LHD	
1967 911 S Concours	Red, SWB, LHD	
1993 928 GTS	Blue	8,000m
1991 928 S4 Auto	Blue	35,000m
1989 928 S4 GT	Black	39,000m
1988 928 S4 Auto	Blue	79,000m
1986 928 S2 Auto	Graphite	69,000m
OTHER MARQUES		
1936 Bentley 4¼ Pillarless Coupe	Gurney Nutting, navy, sunroof, very original, full history	90,000m
1969 Mercedes 280SL	Metallic blue	89,999m

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

Triple Championship Winners of Maranello Challenge Cup

393-395 Hendon Way London NW4 3LP.
Telephone 081-202 8011/2 FAX 081 202 8013

EST 1952

FAX 081-449 3208 Mobile 0831-299795

MIKE K. BERRY (LONDON)
ROLLS ROYCE & BENTLEY SPECIALIST — RESTORATIONS AND REPAIRS — 55 LEICESTER RD BARNET HERTS
Vintage & Classic Car Specialists

SALES 081-449 2954 (evening) 081-445 1869

URGENTLY WANTED

ROLLS ROYCE and BENTLEY CARS

(All Models)

ALSO CLASSIC and VINTAGE SPORTS CARS and PRE-1960 BRITISH MOTORCYCLES

Low on stock. Distance no object.
Cash funds available.
Part Exchanges welcome.

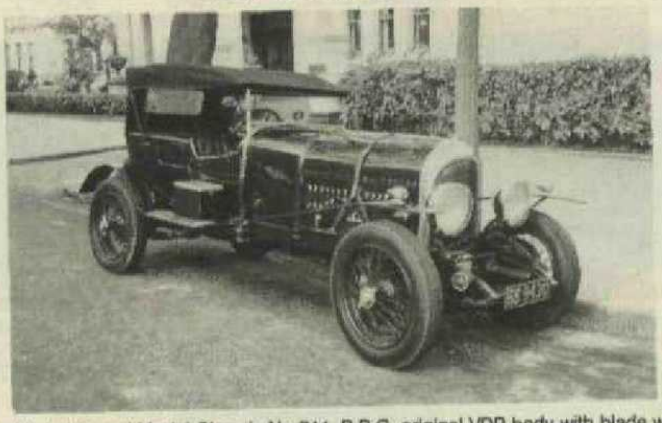
Chris Drake Collectors Cars Ltd

JAGUAR



1950 XK120 Roadster RHD in Old English. White/black interior and hood. Excellent restored condition. MoT.
£30,000

BENTLEY



1924 3-litre Red Label Speed Model Chassis No 744. B.R.G. original VDP body with blade wings. Twin SU slopers & mags. MoT & tax.
£65,000

Also in Stock

1946 TC MG. Cream/Red Interior, Concours condition.
1952 Ferrari 250mm V12, Sports Racing Ex Harry Schell, FIA papers.
1955 Maserati A6GCS 2 litre, Sports Racing, FIA papers.
1957 Cooper Climax F1 2 litre, F.P.F. engine, FIA papers.
1959 Aston Martin DB2/4 MkII, Full restoration.
1959 MGA Twin Cam Roadster. BRG excellent restored condition.
1962 AC Aceca Ford 2.6 litre, LHD, BRG.
1964 Ferrari 4 Litre GTO V12, dry sump, 375 bhp, mint condition.
1967 Jaguar 4.2 'E' Type Roadster, White/black, 1½ series.
1972 Ferrari Daytona, RHD, Red/tan, very low mileage.

22 Queen's Gate Place Mews, London SW7 5BQ
Tel: 071-581 3666. Fax: 071-581 2326

ATLANTIC MOTOR CYCLES

ESTABLISHED 1978

20 STATION ROAD, TWYFORD, BERKSHIRE RG10 9NT. Telephone: (0734) 342266 Fax: (0734) 320175

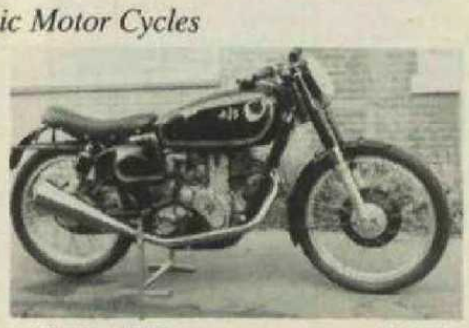
Specialists in Classic Motor Cycles



MV 750S c1974 ..... **£16,500**



MV 125 OHC. Very rare, c1953 ..... **£16,000**



AJS 7R. 1948..... **£13,500**



NORTON INTER. 1937 race bike **£12,000**



AJS K10R 500cc OHC, 1929.... **£9,950**



NSU 250 Sport Max. c1955 ..... **£POA**



BSA 550cc. c1916..... **£5,750**



BSA 350 Goldstar Racer. 55 .... **£4,500**



TRIUMPH T100. 1959 ..... **£4,500**



LAVERDA MONJUIEH. c1980 ..... **£3,950**



HONDA CBX. c1981 ..... **£3,950**



HONDA CB77 305cc. c1965 ..... **£395**

ALWAYS OVER 50 BIKES IN STOCK

Capital & General

Vintage & Classic Cars



1964 LIGHTWEIGHT E TYPE. Ex Phil Scragg competition car. Ecurie Ecosse Blue. Total chassis up restoration. Extensive competition history. Suitable road/race **£52,500**



1963 AUSTIN HEALEY 3000. Full competition spec. Alloy body 200 bhp Tulip Box etc. Red/white works colours. Very well known car. FIA papers **£25,000**



1938 ALVIS 12/70 SPECIAL. Short chassis. Coachwork by Rod Jolley. Competitive road/racing car. Vintage Sports Car Club Blue Form **£13,950**



1967 AUSTIN HEALEY 3000. Mk III Colorado Red. C.W.W. Chatham prepared. Triple Webers, 200 bhp, side exhaust, O/D etc. Ultimate road specification **£19,500**

1966 JAGUAR E TYPE S1 FHC. Dark Blue, tan interior. Immaculate condition throughout **£20,500**

1963 JAGUAR E TYPE 3.8 ROADSTER. Gunmetal grey. Excellent example. Fully restored **£27,500**

1962 DAIMLER SP250. B Spec. Expected shortly.

1968 LOTUS ELAN S3 FHC. Well known, fully prepared road/race car **£12,750**

CATERHAM 7. 1558cc twin cam, dry sump, big valve, long cockpit, bucket seats, very high spec. Sensible offers.

1948 BENTLEY MKVI. Choice of 2. Suitable for weddings/hire etc.

1970 LOTUS EUROPA S2. Guards red, black interior, full engine rebuild. Very good useable car **£4,750**

Tel: 0260 223456 Fax: 0260 223469

The Capital & General Omnibus Co., Cheshire.

QUEENSBERRY SCIMITAR

THE NEW SCIMITAR SABRE 'K' SERIES 1.4/1.8

Main Dealers Since 1976

New Scimitar Sabre K Series & 1.8 Turbo. Phone for test drive and information.

New Scimitar Sabre in Silver, grey leather ..... **List Price**

1976 SE6 GTE. Restored, Blue Micra, Parchment/Blue interior. Reconditioned engine etc **£10,000**

1978 MASERATI KYALAMI. Unmarked dark Metallic Blue, leather interior, RHD..... **£19,995**

1981 GTC. Blue, Black velour, low mileage, vgc..... **£11,495**

1990 SCIMITAR SSTI. Red, black leather, electric windows, mirrors, low mileage, service history, must be seen **£7,500**

1991 FORD ESCORT LX. 1.3 3-door, blue, FSH, low mileage..... **£4,995**

1992 SCIMITAR SABRE TI. Red, black leather, electric windows, mirrors, airbag, only 1,350 miles, must be seen **£10,500**

Queensberry Road Garage

28/32 Queensberry Road, Kettering, Northants.

TEL: (0536) 513351 (24 hrs)

MURRAY SCOTT-NELSON

RESTORATION • PARTS • SERVICE • CAR SALES



3000 Mk III Ph 2. R/H/D, fully restored, fitted side vents and knock on alloy wheels. Black. **£23,950**

A/H 3000, bodyshell, mint, ex California, Mk III Ph 2 ..... **£4,950**

100/6 U.K. R/H/D. Restoration project... **£3,950**

3000 Mk I L/H/D. Structurally sound..... **£5,950**

3000 Mk IIA BJ7 L/H/D for restoration ... **£6,950**

3000 Mk IIA BJ7 R/H/D, W/W, O/D **£12,750**

3000 Mk I L/H/D, W/W, O/D, superb original, California car. Healey Ice Blue over White..... **£15,950**

We Collect and Deliver Anywhere!

REBUILT MG AND AUSTIN HEALEY'S TO ORDER P.O.A.

TEL (0723) 361227 FAX (0723) 500370

Beaconsfield Street (off Seamer Road), Scarborough, North Yorkshire

JOHN FLETCHER
PO BOX 5, TEWKESBURY GL20 7HN

Rolls-Royce & Bentley Broker PART OF LIST
Price excl fee

40379	3036	R-R&Bentley misc spares	Chassis GAR 3	550 guide
40333	1982	R-R Silver Spirit	revised suspension	£15,000 guide
40365	1979	R-R Silver Shadow w/w	75th anniversary	£11,800 guide
40309	1954	R-R Silver Dawn	low miles 2 owners	£25,000 guide
30303	1965	R-R Silver Cloud 3 Conti	Good sound useable	£25,000 guide
30622	1964	R-R Silver Cloud 3	F.S.H., all accounts	£21,000 guide
31164	1962	R-R Silver Cloud 2	Sedanca de Ville	£30,000 guide
00316	1956	R-R Silver Cloud 1	Sound stored for yrs	£7,000 firm
00531	1957	R-R Silver Cloud 1	1 owner since 1971	£13,000 guide
30672	1958	R-R Silver Cloud 1	renovation by R-R	£18,000 guide
21223	1976	R-R Corniche v.good	motor show car	£15,000 guide
31174	1974	R-R Corniche	Most attractive	£25,000 guide
30842	1929	R-R 40/50 h.p. Phantom 2	48,500 miles only	£29,000 guide
40320	1938	R-R 25/30 4 door Saloon	Good sound 25/30	£25,000 guide
30306	1935	R-R 20/25 h.p. Owner/Driver	prev 30yr ownership	£22,000 guide
31018	1936	R-R 20/25 h.p. Owner/Driver	In the 2nd ownership	£27,500 guide
30815	1934	R-R 20/25 h.p. Limousine	new cylinder head	£18,000 guide
30808	1935	R-R 20/25 h.p. Limousine	award winner 1989/90	£25,000 guide
31206	1933	R-R 20/25 h.p. 2 door	original bodywork	£29,000 guide
30929	1932	R-R 20/25 h.p.	62,000 miles	£27,000 guide
40334	1933	R-R 20/25 h.p.	SedancaDeVilleThrupp&Maberly	Same ownership 40yrs 20,000 guide
31178	1934	R-R 20/25 h.p.	Sedanca de Ville	bereavement sale £12,500 guide
31155	1935	R-R 20/25 h.p.	Landaulette	Fully restored £32,000 guide
40364	1928	R-R 20 h.p.	Doctor's Coupe by Barker	original, overhauled £40,000 guide
30823	1978	'B' T2 full doc. hist.	4 door (excellent order)	Harvey Bailey susp. £14,000 guide
30843	1971	'B' T1 12 yr ownership	4 door Sports Saloon v.g.c	well cared for £6,750 guide
31226	1972	'B' T1	4 door Sports Saloon	renovated, very good £8,500 guide
00647	1963	'B' S3 (Superb)	4 dr Sports Saloon	sale due ill health £20,000 guide
30614	1964	'B' S3	4 door Sports Saloon	from private museum £12,000 guide
30514	1960	'B' S2 with F.S.H.	4 dr Spts Sal. good & sound	very good history £6,950 guide
01120	1953	'B' R type Manual	Sports Saloon S/S (renovated)	most attractive £16,000 guide
30715	1954	'B' R type Automatic	Sports Saloon Standard Steel	2,500 ml ago eng. job £14,000 guide
30652	1949	'B' Mk6 very sound & orig.	Sports Saloon Standard Steel	unused, very many yrs £7,000 firm
30301	1952	'B' Mk6	Big boot twin exhaust 4.5	in daily use £5,650 guide
31118	1976	'B' Corniche series 1.5	2 door Fixed Head Coupe	3 owners & outstanding £30,000 firm
30201	1938	'B' 4.25 litre (Derby	MRoverdrive Spts.Sal.ParkWard	rare, good and sound £25,000 guide
30919	1934	'B' 3.5 litre (Derby)	2 dr DHC by Martin & King	owner(2prior)30years £45,000 guide
30421	1936	'B' 3.5 litre (Derby)	4 dr Sports Saloon Park Ward	very good value £22,000 guide

Properties of Private Clients *Sellers* no fee *Buyers* fee only paid, if purchase made. Details and video photos.

tel 0684 73333 *fax* 0684 72779

CLASSIC & SPORTSCAR CONSULTANTS LTD. & NICKY PAUL-BARRON



Morris Cowley 1931. A fine 2 seater tourer with dickey **£9,750**



Morris Minor Tourer 1934. Last owner 18 years. Red. Super car **£5,950**



Rover 10/25 Tourer 1928. Charming vintage four seat tourer with brass fittings..... **£8,950**



Austin Seven Tourer. Full 4 seat tourer type AH. Rare and well restored..... **£6,250**



Austin Seven Nippy 1936. Choice of 2 excellent cars priced from..... **£5,950**



Austin Seven Top Hat. 1928 Type RK with ally body screen peak & l/box vents. Superb **£5,750**



Jowett Long Four 1934. Twin cylinder four door saloon in good condition..... **£2,995**



MGC GT Automatic 1969. Totally restored in 1986. Very good condition **£4,750**

WANTED

We are generous and courteous buyers of similar cars.
All the cars have a long M.O.T. & are ready to go.

Telephone: Fred Jenns (0494) 434414 Fax: (0494) 432407
Nicky Paul-Barron (0442) 833613

MANOR CLASSICS

TEL: 0295 758355 Banbury FAX: 0295 758479



1963 MGB ROADSTER. O/drive, h/top, w/wheels, last owner 30 years, superb early car, must be seen **£9,750**



1952/50 MORGAN +4 4 Str. Rare & famous Plus 4 built to 1959 spec. FIA papers for Historic Race or Rally. Superbly prepared..... **£15,500**



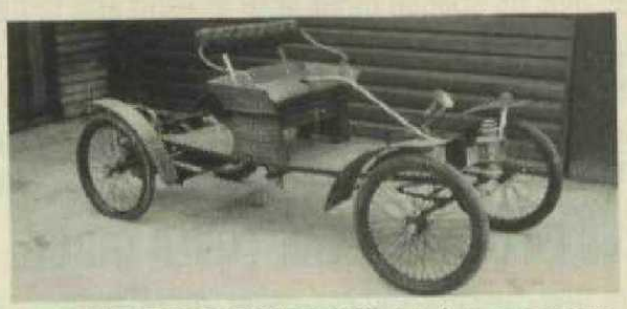
1967 ASTON MARTIN DB6. Auto. Lovely restored example in silver with Webasto roof & chrome w/ wheels **£24,950**



1962 JAGUAR MkII 3.8. M.O.D. well known black Historic Rally Car. BHP engine, FIA papers. Ready to go... **£14,950**



1968 JAGUAR E SERIES III FHC. Correct English car, all matching numbers, beautifully restored, sensibly priced..... **£15,750**



1904 ORIENT BUCKBOARD. VCC dated, many successful Brighton Runs. Fast but simple **£12,750**



1972 JENSEN INTERCEPTOR III. Excellent history & huge recent bills, lovely car for immediate use **£7,750**

1958 JAGUAR XK150S ROADSTER. Fully restored **£45,000**
1964 RILEY 1.5. Rally prep., v. fast & immaculate **£4,950**
1952 JOWETT JAVELIN. V. original, stored 8 yrs **£2,850**
1962 BRISTOL 407. Factory restored **£11,950**
1949 BENTLEY MkVI. Low mileage & good history **£11,950**
1961 AC GREYHOUND. Bristol 100D2. The best..... **£18,750**
1973 VDP PRINCESS. 1300 Auto, 30,000 miles **£3,950**
1983 JAGUAR XJ12 HE. Silver, 81,000 miles..... **£2,950**
1954 VAUXHALL VELOX. 6 cyl., unrestored **£2,950**
1952 SUNBEAM TALBOT 90. Recent refurbishment **£2,850**
1958 AUSTIN A95 WESTMINSTER with rally prep **£2,850**



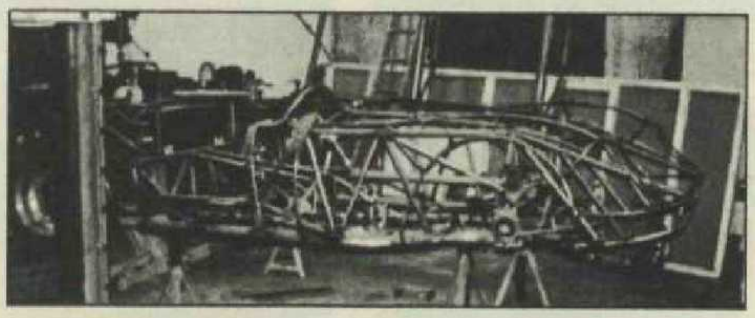
1974 BMW 3.0 CSA COUPE. Good original example, exc. mechanics, new MOT, front wings need little attention..... **£2,650**

PLEASE VIEW BY APPOINTMENT. WE ARE 4 MILES FROM J11 M40

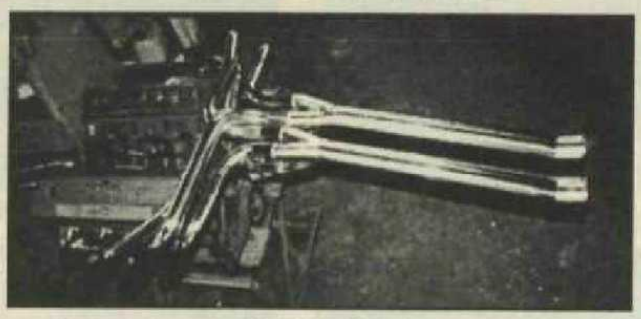
Hayward & Scott

STAINLESS STEEL

EXHAUSTS AND FABRICATIONS



One-off chassis



GT40

UNIT 11, NOBEL SQUARE,
BURNT MILLS INDUSTRIAL ESTATE
BASILDON SS13 1LS
TEL: (0268) 727256 FAX: (0268) 590772

ACCOMMODATION

SILVERSTONE GRAND PRIX accommodation available in luxury farmhouse, three miles from track. Sleeps seven comfortably, £35 bed & breakfast, minimum two nights. Telephone 0327 811210. (PP003503

NEAR SILVERSTONE. To let, small detached period stone cottage with generous garage/ workshop £475. PCM including gardener. 0295 670715.

PROPERTY

EQUIPPED RESTORATION WORKSHOP, office and storage plus 5 bedroom house on approx ¾ acre. Cambs. Box No. 7381. (CC

FOR SALE. Well maintained 3 bed bungalow in pleasant Hertfordshire location (10 mins M25). ⅓ acre plot with large garages for 3 cars. plus considerable off road parking. Suit car enthusiast/restorer. £120,000 freehold. Tel 0438 714666.

TERRY BONE

MGs tel: 0825 722359 fax: 0825 722288 MGs
Mount Place, North Chailey, Lewes,
East Sussex BN8 4DJ



1937 MG TA in drive away condition, resprayed body, wheels etc **£10,750**



1947 MG TC with exclusive one off body made in India.....**£11,750**



1933 (6 cylinder) MG L2, Magna for total restoration, no engine **£14,750**



1933 MG J2, for total restoration, swept wing model with new body and V2 engine..... **£6,850**

(cars and spares from 1929 to 1949)

A NEW WAY TO KEEP THE BODY BEAUTIFUL.

Using a new Covercraft® Technalon®2 car cover can help your car's beauty last longer. It's the new way to keep acid rain, air pollution, ultraviolet rays, grime and grit from having an ugly affect on your car's body.

Only a Covercraft Technalon 2 car cover is made from Kimberly-Clark's new Evolution® 4 fabric. This unique fabric is four-layers thick to protect against nicks and scratches. Its special inner layer is extra soft to pamper delicate paints and waxes. Evolution 4 fabric is breathable so condensation and heat can escape instead of becoming trapped under the cover and creating the potential for interior and exterior damage.

FREE CAR-CARE & CAR-COVER GUIDE.

For free car-care and car-cover information and an Evolution 4 fabric sample, contact: Covercraft of Europe, 60 Maltings Place, Bagleys Lane, London SW6 2BT. Tel: 071-736-3214, FAX: 071-384-2384.

COVERCRAFT® OF EUROPE



THE NEW SIGN OF COMPLETE PROTECTION.

EVOLUTION®4 FABRIC

The Evolution 4 fabric logo is a trademark and Evolution is a registered trademark of Kimberly-Clark Corporation. Covercraft and Technalon 2 are registered trademarks of Covercraft Industries, Inc. © 1993 KCC. All rights reserved.

MICHAEL FISHER

Tel. 0344 872755 Fax. 0344 872029 Mobile 0860 244760



1973 FERRARI 365 GTB/4. Converted in Italy to Spyder. Finished in red with Magnolia trim. The car comes complete with specially made offset Borrani wire wheels and is in excellent condition throughout. RHD with FSH and books.

ALSO IN STOCK

1990 FERRARI 348 TB. Finished in red with black trim, left hand drive, 37,000km from new British registered.

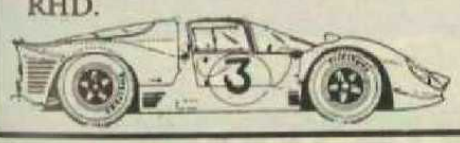
1967 FERRARI 275 GTB/4. Red/magnolia trim, superb condition throughout. RHD with full history..

1956 JAGUAR D TYPE. XKD 544 BRG with suede green trim. Short nose production car. Excellent condition throughout. Comes with current FIA papers.

1934 MG Q TYPE REPLICA. Black/tan trim. Pre selector box. Marshall supercharger. Superb condition RHD.

1947 BUICK 4 DOOR SALOON. Black/wine trim. Rough body but good mechanics. Original RHD cherished number.

1989 BMW ALPINA B10. White/black leather, 59,000 miles with fsh RHD.



Viewing by appointment please

Kent High Performance Cars

Celebrating 10 years of Ferrari Service



SALES NEW SHOWROOMS NOW OPEN

We always have available a range of used Ferraris and can normally find particular models to order. We are happy to discuss values, so whether buying or selling call the enthusiasts. Some of the vehicles currently available include:

Ferrari 512 BB, 1978 "Box" Number Red over Black with Magnolia trim, only 19,000 miles, in excellent and original condition **£57,500**

Ferrari Dino 246 GTS, 1973, Red with Tan leather trim, 40,000 miles, FSH, superb example **£43,500**

Ferrari Dino 246 GT, 1973, Red with Black leather trim, 54,000 miles, rebuilt over the years **£34,995**

Ferrari 308 GTB, 1977 'R', fibreglass model, Red with Black leather trim, only 15,000 miles. A unique example **£32,500**

Ferrari 308 GTS, 1980, in Red with Magnolia leather, 50,000 miles, D.F.S. Sports ex. A/C **£28,995**

SERVICE AND RESTORATION

Our dedicated team of enthusiasts are able to offer the highest quality workmanship on a friendly and personal basis and at surprisingly low rates.

All aspects are carried out "in house" and as well as routine maintenance our other services include:– Collection and delivery

Engine and gearbox rebuilds · Retrimming to original specifications · Connollising — as it should be done! · Wheel refurbishment · Air conditioning recharging and maintenance · Paintwork and bodywork

· Plus much, much more— just call to find out.

Call Roger Collingwood for further details

UNIT 1, TARGET BUSINESS CENTRE, BIRCHOLT ROAD, PARKWOOD INDUSTRIAL ESTATE, MAIDSTONE, KENT ME15 9YY
Telephone: (0622) 663308 Mobile: 0831 324224 Fax: (0622) 663512

HENRY PEARMAN

THE E-TYPE SPECIALISTS

'EAGLE' E-TYPES



1989 PIRELLI MARATHON WINNERS — *SEE ARTICLE IN THIS ISSUE*

S1½ 4.2 ROADSTER. Red/black, totally restored '92.. **£39,500**

S3 V12 ROADSTER. S3 V12 ROADSTER. Blue/red, manual, fully restored **£34,950**

S1 4.2 ROADSTER. Opalescent maroon/beige, immaculate..... **£31,500**

S3 V12 ROADSTER. White/black, manual, excellent .. **£28,750**

S1 4.2 ROADSTER. BRG/silver, competition/road, very useable..... **£27,500**

S1 4.2 ROADSTER. LHD. Opalescent blue/navy, very good **£24,500**

S1 4.2 ROADSTER. LHD. Opalescent maroon/black .. **£22,750**

S1 4.2 ROADSTER. Original RHD, green, log book, rerstoration project..... **£16,950**

S1 3.8 COUPE. White/black, £20,000 spent on works..... **£16,500**

S3 V12 COUPE. White/black, manual, chrome wheels **£14,750**

S2 4.2 COUPE. Regency red/black, good history **£11,500**

S1 4.2 COUPE. Red, matching no's, UK car, needs work..... **£8,950**

S1 4.2 COUPE SPECIAL! V12. Massive wheels, etc., superb potential **£6,750**

ALSO AVAILABLE

XK 120 ROADSTER. Cream, chassis up restoration ... **£27,500**

FERRARI 308 GTB. Red/tan, absolutely stunning..... **£24,500**

ASTON MARTIN DB4. Silver/red, excellent, restored car **£23,500**

ROLLS ROYCE SHADOW II. 34,000 miles, last owner since '82 ..... **£15,950**

MG TF. Cream/green, 62,000 miles, stunning example..... **£14,950**

MK II 3.4. Warwick grey/red, all synchro box, wires **£12,950**

KOUGAR. Cream/blue, 4.2 litre, excellent summer fun! **£9,750**

SEE US AT SANDOWN
18th & 19th JUNE

E-TYPES SINCE 1982

BUYING, SERVICING & RESTORING

EAST SUSSEX (0825) 830966

9 a.m. – 9 p.m.

NEWS FROM THE COMPLETE AUTOMOBILIST . . .

Easy to use FUEL TANK SEALANT – one tin enough for 15 gallon tank **£22.91**

Simple BATTERY MASTER SWITCH to deter that car thief..... **£9.95**

"ANTIQUE GOGGLES" – We have recently purchased a quantity of Brand-New pre-First World War motoring goggles, complete with spare coloured plastic lenses. SUPERB! **£43.50**

"GOGGLES" – type as worn by Nuvolari, oval nickle plated rims with rubber backing, superb c/w spare colour plastic lenses **£67.00**

Our well known leather/chamois MOTORING HELMETS are now available in a range of different colours **£39.72**

Prices include postage and VAT

Just a few of the hundreds of items available from stock. CATALOGUE £1.00 in U.K. £2.00 in Europe and £3.00 elsewhere.

HAPPY MOTORING!

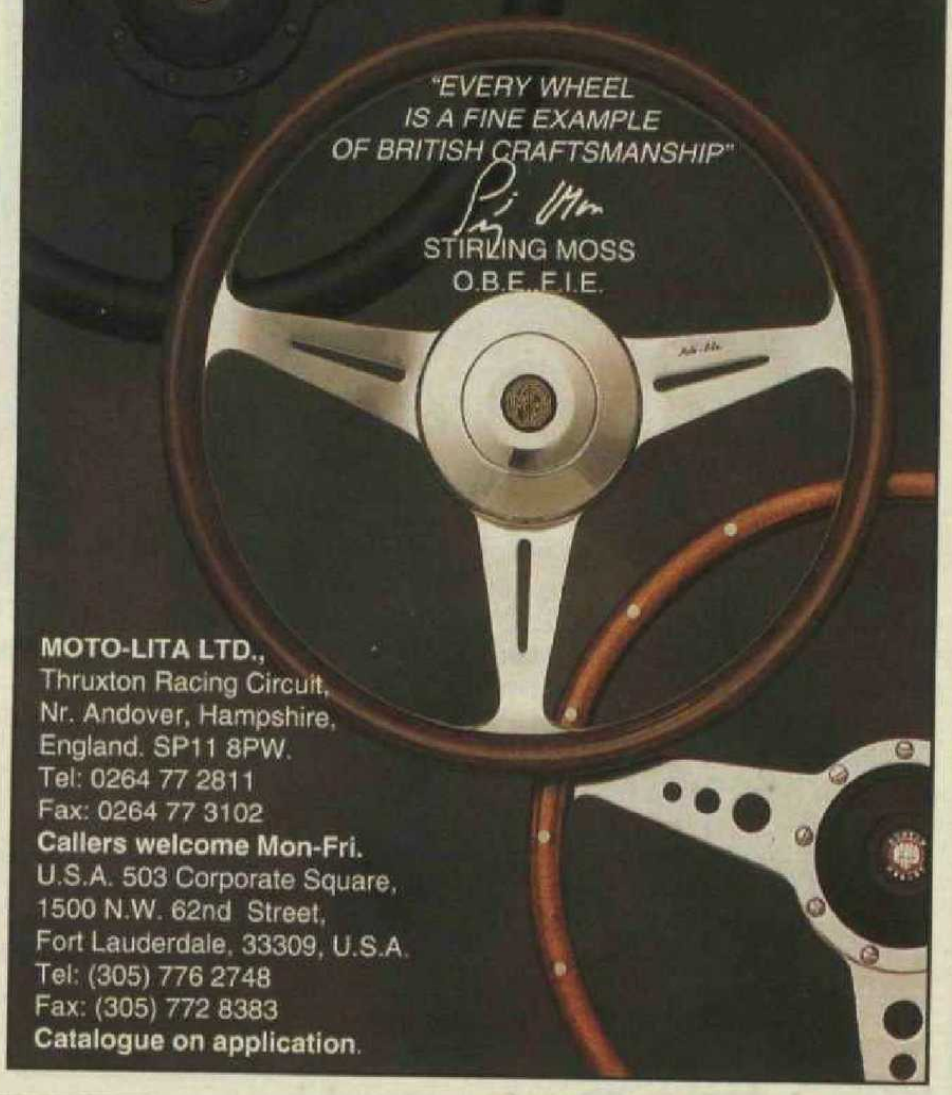
See us at Silverstone Coy's International Festival 24th/25th July

The Complete Automobilist, Dept. M, 35 MAIN STREET, BASTON, PETERBOROUGH PE6 9NX, ENGLAND

PHONE 0778 560312 OR FAX 0778 560738

Moto-Lita

THE ORIGINAL HANDCRAFTED® BRITISH STEERING WHEEL



MOTO-LITA LTD.,
Thruxton Racing Circuit,
Nr. Andover, Hampshire,
England. SP11 8PW.
Tel: 0264 77 2811
Fax: 0264 77 3102
Callers welcome Mon-Fri.
U.S.A. 503 Corporate Square,
1500 N.W. 62nd Street,
Fort Lauderdale, 33309, U.S.A.
Tel: (305) 776 2748
Fax: (305) 772 8383
Catalogue on application.

Melvyn Rutter Limited — Morgan & Classic Cars

Est. 1976

Craftmanship at its best!

- **MORGANS FOR SALE** – always a selection available.
- **LARGEST PARTS STORES OUTSIDE MALVERN** – choose from over 6,000 different items, available ex stock. Fast delivery.
- **FIFTH EDITION CATALOGUE** – 38 pages packed full of Morgan goodies. Send £2 or US$8 (notes) for a copy.
- **SCORPION/RUTTER STAINLESS MORGAN EXHAUSTS** – worldwide distributors for these systems, made in finest 304 stainless.
- **COACH-TRIMMING** – full service, seats, door and trim panels, carpets, hoods/tonneaux etc.
- **ASH WOOD FRAMES** – new/repairs.
- **PAINTING** – traditional coach painting or oven spraying.
- **ALLOY WINGS** – 4/4, +4, +8.
- **DAMAGED & BASKET CASE MORGANS – wanted.**

VISA MasterCard

The Morgan Garage, Little Hallingbury, Nr. Bishops Stortford, Herts CM22 7RA
Telephone: 0279 725725 Fax: 0279 726901

ROYLE

0833 660452 / 660630

Long established, wealth of experience, professional approach, whole or part restorations, originality a priority, quality foremost.

Please ring for our colour brochure which illustrates our comprehensive services.

RESTORATION



CONSERVATION

FREEPOST, DARLINGTON, CO. DURHAM DL2 3BU

INSTRUMENTS



Europe's leading company established in 1967 specialising purely in the restoration and manufacture of classic and vintage vehicle instruments & dashboard fittings.

We can supply original or replica instruments for a wide variety of applications, including chronometric & magnetic speedometers and revolution counters; together with pressure, temperature, ammeter and boost gauges for MG; Bentley; Bugatti, Maserati; Riley; Singer; Jaguar, etc.

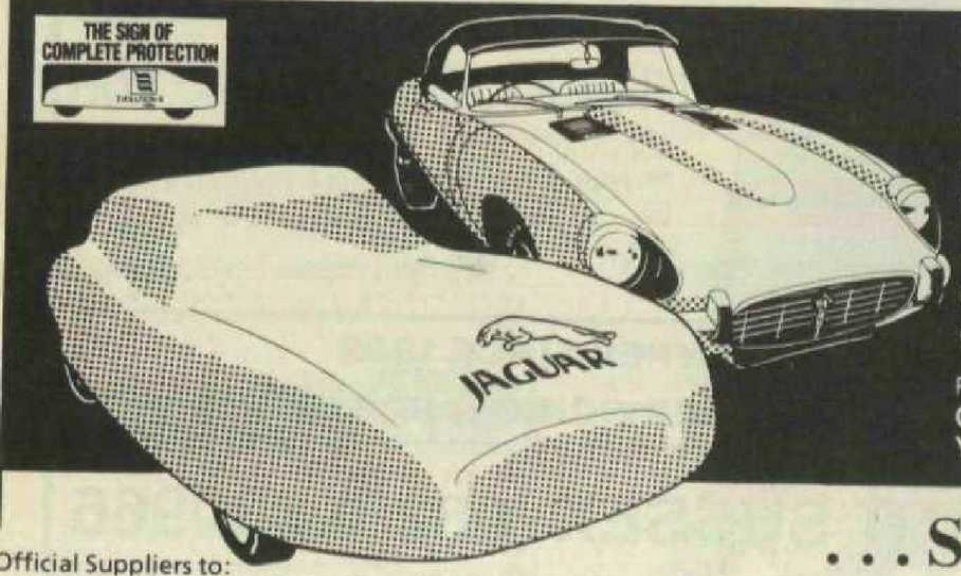
We provide a full restoration service on all instruments and dashboard fittings, including dial printing, plating, calibration etc. Special service for capillary temperature gauges using fittings to correct original 'Smith' and 'British Jaeger' patterns. Send for our leaflet V(MS) stating make & model.

Vintage Restorations

The Old Bakery, Windmill Street, Tunbridge Wells, Kent TN2 4UU
Telephone: (0892) 525899. Facsimile: 525499

WHO COVERS THE WORLDS FINEST MOTOR CARS?..

THE SIGN OF COMPLETE PROTECTION



- Beware of cheap imitations. Only 'Specialised Car Covers' tailor covers to fit all makes of car, each cut to its own individual pattern.
- Extensive colour range available with or without logos.
- Manufactured in the U.K. from the finest breathable sateen cotton.
- Also available Evolution 4 Fabric by Kimberly-Clark water resistant breathable covers or exclusive Nylon Coated Waterproof covers for outdoor use or transportation.
- Prices (including storage bag) from £100 - £180.
- Delivery: 14-21 days.
- IF YOU CHERISH IT – INVEST IN THE BEST

For free colour brochure contact: **SPECIALISED CAR COVERS,**
Concours House, Main Street, Burley in Wharfedale,
Yorkshire LS29 7JP Tel: 0943 864646 (24 hrs) Fax: 0943 864365

SPECIALISED CAR COVERS — SCC

WORLDWIDE EXPORT SERVICE

VISA

...SPECIALISED CAR COVERS

Official Suppliers to:
ASTON MARTIN LAGONDA LTD · PORSCHE CARS (GT. BRITAIN) LTD · PORTMAN LAMBORGHINI · JAGUAR CARS · MASERATI LTD · TVR ENGINEERING LTD
JAGUAR SPORT LTD · NISSAN (UK) LTD · ROVER CARS LTD · LOTUS CARS LTD AND MANY OTHER LEADING MANUFACTURERS



'51 ALLARD J2
CH J2059
Correct, original and rare. Eligible for Mille Miglia and other historic events. Dark green/red in concours condition throughout.



'62 ASTON MARTIN DB4
Rebuilt engine, full history; original.



'30 LAGONDA
with factory full history

LOW CHASSIS, 2 litre fitted T6 body in '33 – totally restored.

Nigel Dawes Ltd.
Birtsmorton Court Nr. Malvern
Worcestershire England.



Birstmorton
Tel: (0684833) 424 or 525
Fax: (0684833) 837

FOR SALE

1965 AC COBRA 427
GHIA "WILLMENT"

CHASSIS # 3055



Totally unique 427 Cobra with Fiat 8v Ghia body, built on to a new chassis by John Willment in 1965. Finished in red with black interior, this car has stunning looks and shattering performance.

£80,000 ono

For details:
071-240-5529 Office or 0831-875805 anytime

JUAN MANUEL FANGIO



SIGNATURE SERIES is proud to announce a new 1:43rd scale LIMITED EDITION model *hand-signed* by **5 Times World Champion** Juan Manuel Fangio. ONLY 50 examples of this superb model will be built, each one NUMBERED and mounted on a base. The model chosen to represent Fangio's amazing achievement is the 1956 **FERRARI D50.** Each superb hand-built model comes with miniature Fangio figure, a trophy and assorted pit equipment. (Please note: each plaque is individually signed; these are not photo-etched or printed signatures!)

The price for this ultra-exclusive hand-built model is only £245 inc. insured postage. Payment by cheque, VISA or Mastercard from . . .

Ultimate Models, 121 Alexandra Ave., Luton, Beds., LU3 1HZ,
Telephone/Fax: 0582 451850

P.S. Our Stirling Moss Ferrari SWB is now totally sold out but we have just a few of our Paul Frere 1960 Le Mans winning Ferrari 250 TRs, and our 1953 Jaguar C Types signed by Hamilton and Rolt left.

Forza288



Ferrari 308 GTS. 1979. Red with black, 33,000 miles, unique car in original condition. Ferrari transfers still on wheels. Deep front spoiler, air conditioning, wide wheels, s/exhaust. All bills and service books in Ferrari leather folder **£29,995**

Ferrari 308 GT4. 1980. One of the last built. 44,000 mil[e] **SOLD** [a] history, wide wheels, sports exhaust, air conditioning, stereo. Finished in blue chi[a] [lia] and blue interior **£17,995**

Ferrari 308 GTB Fibreglass. 1977. Red, with black hide. Red carpets, deep front spoiler, wide wheels, sports exhaust. Personal plate, detailed service history plus all MOT's & bills in Ferrari leather wallet..... **£28,995**

Ferrari Dino 246 GTS. Red with black interior. Original dash top covering and interior, 58,000 miles. Perspex light covers, recent service at main agents plus a documentated service history. Immaculate usable car..... **£39,995**

Ferrari 365 GT4 2+2 (400 shape). Agento silver [w] **SOLD** [3]3,000 miles, documentated service history..... **£18,995**

Ferrari 348 TS. 1991, 18,000 miles, 2 owner [c] **SOLD** . Recent cam-belt service, FSH..... **£44,995**

***Arriving shortly:* 206 LHD, 365 2+2 1969.**

Viewing strictly by appointment. I buy and sell *only* Ferrari's, but I will take any car in part-exchange. Please speak to me, David Miller, if you wish to dispose of your Ferrari.

For service and restoration – Rardley Motors.

Tel: (0425) 273682. Fax: (0425) 270293
Mobile: (0860) 274455

HARPERS

TEL: (0923) 260299
FAX: (0923) 264813

RESTORATION, SALES & SPARES



MORGANS FOR SALE

MORGAN + 8 1970. (BUY 772H) Rosso Red with black interior, Moss gearbox, rebuilt on new chassis, stainless steel fitting throughout, stainless steel exhaust **£13,950**

MORGAN 4/4 2 STR 1988. (E101 HCF) Indigo Blue with stone leather, piped in blue, + 4 body style, chrome wire wheels, luggage rack, stainless steel exhaust, new weather equipment in stone everflex **£12,950**

MORGAN 4/4 4 STR 1984. (B927 GAB). Gunmetal with red leather interior, w/w, aluminium body & wings, 12,000 miles, luggage rack, door handles, spotlights, radio/stereo **£12,950**

MORGAN 4/4 4 STR 1974. (SBM 205N) Two tone Brown/Cream, stone leather interior, wooden dashboard, woodrim steering wheel, 25,000 miles only, disc wheels **£8,950**

MORGAN 3 WHEELER 1934 SUPER SPORTS. Green, JAP LTOWZ engine, 3 speeder, totally rebuilt **£15,750**

MORGANS URGENTLY WANTED

HARPERS ARE THE MORGAN SPECIALISTS

- **Restoration** — chassis replacement to king pins & bushes
- **Re-painting** — wings-off/wings-on — 2 pack or cellulose
- **Servicing/MOT** — collection & delivery arranged
- **Stainless steel exhausts** — we are the UK's leading stockist

ESSEX LANE — HUNTON BRIDGE — NR. WATFORD — HERTS

WYKEHAMS

LONDON AGENTS FOR MORGAN SPORTS CARS



STOCK LIST

1992 Morgan 4/4 2 Seater Injection Catalyst. Connaught Green with stone hide, matching hood and tonneau, alluminium body, luggage carrier etc., 8,000 miles **£18,995**

1992 TVR Griffith 250 BHP. Mica Blue with grey full leather, split rim OZ wheels, remote alarm, sorted suspension, Wilton carpet, 16,000 miles **£23,950**

1965 Aston Martin DB5 Convertible. Manual gearbox, Lagoon Blue metallic with black leather, ground up restoration by Mill Lang Eng ... **POA**

1988 (F) Audi Quattro Turbo Coupe. Panther Black metallic with full black leather, Torsen diff model with higher output engine **£8,950**

SELF DRIVE HIRE MORGANS AVAILABLE

6 KENDRICK PLACE, REECE MEWS,
SOUTH KENSINGTON, LONDON SW7 3HF

Tel: 071-589 6894/8309 Fax: 071 589 8886

LIBRA MOTIVE

LONDON Morgan AGENTS



USED MORGANS URGENTLY WANTED
Cash or commission – we come to you
MORGAN SPARES
Delivered worldwide, competitive prices. Fantastic stocks
MORGAN COMPETITION
Parts & preparation including engine, brakes & suspension
+8 PERFORMANCE STAINLESS EXHAUST SYTEMS – Still £995 + VAT

MORGANS FOR SALE INCLUDE:

+8 3.9 PI CAT 1994 Rolls Royce Velvet Green	£POA
+8 3.9 PI 1991 Rosso Red. Superb condition 7300 miles	£24,995
+8 3.5 1977 Silver. Superb, genuine 4600 miles	£15,495
+8 3.5 1982 Indigo Blue, alloy, 2 owners 32,000 miles	£15,495
+4 2str 1986 Connaught Green, wires 21,000 miles	£14,495
4/4 2str 1991 Rosso Red, excewllent cond. 22,000 miles	£16,495
4/4 2str 1984 Rosso Red, wires, only 12,000 miles	£13,495
4/4 4str 1988 Royal Ivory, all alloy, wires 17,600 mls	£15,995
VERY RARE CAR 1961 +4 2str Coupe TR4 engine. Old English White. Complete rebuild 1980. Excellent condition	£17,995

THE FAMOUS "ROB 8R" RACING +8 Twice championship winner and in perfect condition, to build a replica would cost double the price and it would still be only a replica!

PHONE FOR DETAILS

JUST SOME OF OUR EXTENSIVE COLLECTION, PHONE OR FAX FOR COMPLETE STOCK LIST

2 – 10 CARLISLE ROAD, COLINDALE, LONDON NW9 0HN
TEL: 081 – 205 4488 FAX: 081 – 205 2233

HEART OF ENGLAND Morgans

THE MIDLANDS MORGAN AGENTS

WE SELL NEW & USED MORGAN MOTOR CARS
WORLD WIDE MAIL ORDER SPARES & ACCESSORIES.
SERVICING. PERFORMANCE TUNING. REPAIR & RESTORATION.



We currently offer FOR SALE:

A Choice of 2 1970s 4/4 2 seaters which have been totally rebuilt to an excellent standard . . . from £15,500 to £21,000.
A Choice of 3 PLUS 8s ranging from a recently restored 1980 to an ultra low mileage '89. From £18,000 to £23,000.

Of interest to those seeking their first Morgan would be:

'ORIGINAL MORGAN' By John Worrall. Fully Illustrated in Colour and recognised as the definitive Book on the Marque. Signed Copies available (UK) £22 incl. postage. (O/Seas) £24 (Credit cards accepted)

WE ARE THE LEADING MANUFACTURERS & SUPPLIERS OF STAINLESS STEEL COMPONENTS TO THE 'MORGAN WORLD': Including: Exhaust systems, Luggage carriers, Badge bars, Grills . . . in fact anything normally supplied in Chrome; We make in polished STAINLESS! DETAILED CATALOGUE £2 Worldwide

HEART OF ENGLAND MORGANS, 250 IKON ESTATE, DROITWICH RD., HARTLEBURY, WORCS. DY10 4EU.
Tel: (Sales) 0299 250141. (Service) 0299 250025. (Fax) 0299 250012.
OPEN MONDAY TO FRIDAY 10am to 5pm

Morgan & Classic Cars

1934 Morgan Family Four. Three-wheeler. Royal Blue/Grey leather. Matchless twin watercooled engine. Fully restored **£9,750**

1982 4/4 2 Seater. Red/Black trim, wire wheels, door handles, s/s/exhaust, luggage rack, 10,000 miles **£12,450**

1985 4/4 2 Seater. Royal Ivory/Black trim, door handles, bonnet strap, walnut dashboard, spotlights, luggage rack, 6,500 miles **£15,950**

1990 (Oct.) 4/4 2 Seater. Indigo Blue/Grey leather, wire wheels, walnut dashboard, spotlights, one owner **£17,450**

1984 4/4 4 Seater. Connaught Green Alloy/Red leather, wire wheels, door handles, luggage rack, Plus 8 spotlights, radio cassette, one owner **£11,750**

1985 Plus 4 2 Seater. Rosso Red Alloy/Stone leather reclining seats, wire wheels, door handles, luggage rack, one owner, 6,000 miles **£16,950**

1977 Plus 8. Red Alloy/Black leather, reclining seats, roll bar, door handles, luggage rack, 35,000 miles **£14,750**

1933 Ford Model B 4-door Saloon. Black/Green leather **£11,950**

1960 Alvis TD 21 Auto. Dark Red/Beige leather **£8,500**

1951 MG TD. Maroon & Cream/Maroon leather. Total rebuild **£14,500**

1953 MG TD Series II. Ivory/Beige leather **£14,950**

1974 MG B GT. Met Green/Tan trim, chrome bumper **£5,250**

1981 MG B GT. Limited Edition. Pewter, full Webasto roof **£5,895**

1971 MG B Roadster. 'K' Reg. White/Black trim, w/wheels **£6,995**

1978 MG B Roadster. Black/Black leather, c/w/wheels **£5,250**

1969 Triumph TR6. Maroon/Black trim, hard/soft tops **£7,950**

1974 Triumph TR6. Dark Blue/Blue trim, good condition **£9,250**

1974 Triumph Stag. Manual. Red/Black trim, hard/soft tops **£6,450**

1989 Evante 140TC. B.R. Met. Green/Beige leather **£12,950**

MORGANS ALWAYS WANTED - NO FUSS - IMMEDIATE DECISION



Packer Duncan
Waterloo Garage Hagley Road Oldswinford
Stourbridge DY8 2JB. Tel: 0384 395186 / 390582

BLACK PHEY LTD

MORGAN SPECIALISTS



Restorations, Repairs, Ash Frames, Wooden Parts; in fact anything MORGAN.

(We manufacture FRONT WING SHIELDS in A.B.S. to stop paint starring from stones. **£50.88 pair inc. p&p and VAT)**

CONSULT THE ENTHUSIAST:

Contact:



Vic Champness
Black Phey Ltd, Raleigh Cottage,
The Street, Takeley, Nr Bishop's Stortford,
Herts CM22 6QS. Tel: 0279 870698

Straight Six

London showrooms
Gemini House, High Street
Edgware, Middlesex
Tel: 081-951 0188
Fax: 081-951 0821

FERRARI 512 BBI 1982



13,900 miles from new. In Racing red with beige interior, simply stunning. This car looks like new. Carefully stored while not in use. The special registration number CAR512 showing the model type goes with the car. Excellent value at **£75,000**

Lifes Motors Ltd.

The oldest Morgan agent in the world

Morgan agents since 1926

Morgan and Lifes 68 years together

1926–1994

WEST STREET, SOUTHPORT PR8 1QN Telephone: (0704) 531375 Fax: (0704) 531126

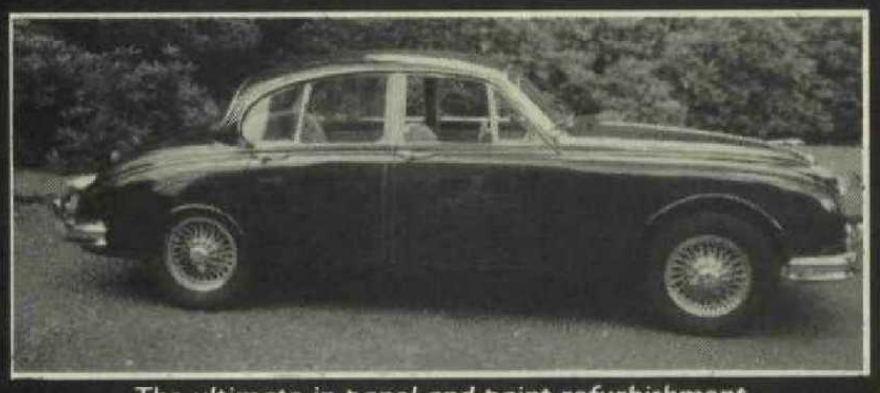
WE ALWAYS HAVE A LARGE STOCK OF WELL PREPARED MORGANS

PLEASE PHONE FOR DETAILS OF CARS FOR SALE. OUR STOCK IS CHANGING ALL THE TIME. DO YOU HAVE A MORGAN FOR SALE?



WE WILL BUY YOUR MORGAN FOR CASH OR SELL IT FOR YOU ON A COMMISSION BASIS. PLEASE PHONE DAVE RANDALL FOR DETAILS

SOUTHERN CLASSICS



The ultimate in panel and paint refurbishment
All mechanical & electrical work undertaken
Accident repairs catered for *All work guaranteed*
All classic Jaguars bought & sold.

Tel: 0932 567671 **Fax: 0932 564482**



1929 Austin Heavy 12/4 Clifton Tourer £15,950



1924 Morris Cowley Bullnose. 2 seater + dickey.. £12,950

1902 Jamieson Double Chain Drive £22,950	1928 Austin Heavy 12/4 Saloon £15,950
1923 Talbot 12/30 6 cylinder 2 seater & dickey £13,950	1928 Vauxhall 20/60 Saloon £17,950
1924 Humber 15.9 Landaulette	1929 Austin 16/6 Saloon £14,950
1925 Morris Cowley Bullnose 4 seater tourer £13,950	1929 Austin 12/4 Fabric Saloon £11,950
1926 Lea Francis 2 seater & dickey £12,950	1935 Morris 18 Saloon £7,950

Free delivery mainland UK.

Vintage Austin Specialists

Similar Cars Wanted For Cash

Smallbone & Son

116/118, Raddlebarn Road, Selly Oak, Birmingham B29 6HQ.
Day Tel: 021 472 7139. Ev. Tel: 021 472 1473. Fax: 021 471 2013

Oakford
Tiverton
Devon EX16 9HD
Tel/Fax: 03985 360

RWBanks

Alfa Romeo Specialist

Quintessentially Alfa since 1976



1969 ALFA ROMEO 1750 GTV Mark 1. Red/black, mint, 33,000 mile car in superb AROC Concours winning condition..**£10,950**



1978 2000 SPIDER VELOCE. Red/black, wonderful 15,300 mile car in original unrestored condition.....**£11,750**

1976 2000 SPIDER. Blue, nicely restored bodily & mechanically '92/'93 & with new mohair hood **£8,750**

1971 1750 GTV Mk2. Grey/red, 57,000 miles, last owner for 20 years, lovely original car recently repainted **£8,950**

1967 1600 SPIDER DUETTO LHD. White, 38,000 miles, 2 owners, in superb rust-free restored condition **£10,950**

BY APPOINTMENT ONLY PLEASE

HISTORIC RACE AND RALLY PREPARATION

We offer all aspects of competition preparation to exacting standards, including manufacture of one-off and special parts to give the edge you may be seeking.

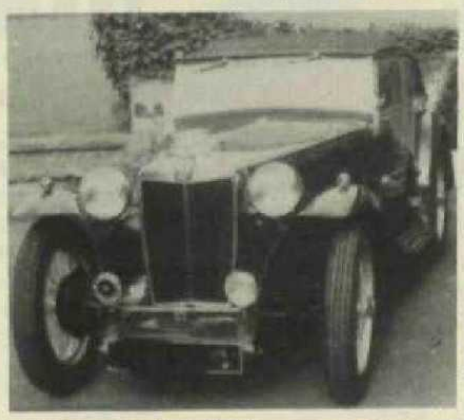
Our rates are competitive, and we have many years of experience in motorsport development to call upon.

For further information please contact Mike Sweeney on

TEL: 0293 511305 or FAX: 0293 511306

MICAN RACE ENGINEERING
(a division of Southern Healey)
5 METANA HOUSE, PRIESTLY WAY, CRAWLEY,
SUSSEX RH10 2NT

PRIVATE COLLECTION



MG TA 1938, truly superb, red coachwork, lots of chrome, near concourse, taxed & MOT. **£14,950**

MORRIS 1000 Pickup, total restoration, photo record, rear finished in varnished wood, very eye catching. **£1,950**

AUSTIN 7, SWB, sunshine roof, just undergone major restoration 1931. **£4,950**

LOTUS Elan 1991, superb in BRG, ½ leather, low mileage, special equipment model **£18,500**

VW GOLF GTi 8v, 1991, PAS, air conditioning, full VAG history, special wheels, 5 doors, sunshine roof, full leather etc., etc. Immaculate, wife's car, low mileage. **£6,950**

Tel: 0787 210513 near Colchester

OCTAGON CARS LTD.

CHART SUTTON, KENT ME17 3RX, ENGLAND

Tel: Maidstone (0622) 843445
Fax: (0622) 843393

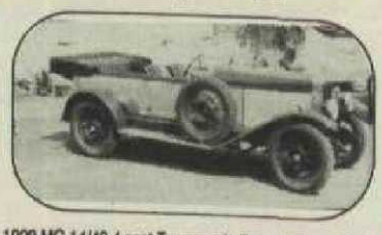
MG & Classic Car Specialist



1961 MGA 1600 Mk 2. Original R.H.D. rot free, ex South Africa. 1800cc engine - £10,950



1952 MG TD. Outstanding original U.K. R.H.D. One owner 20 years - £11,950



1928 MG 14/40 4 seat Tourer, rebuilt regardless of cost, Red/Silver/Black leather trim, canvas hood, screens etc. - £19,950



1939 MG TB 2 seater Sports, outstanding original specification, Red/Red, Reg No. '1939 MG - £20,000



1934 Wolseley Hornet 'Daytona' 2 seater, 14 h.p. cross-flow O.H.C. 6, extensive restoraion, needs finishing - £12,000 firm



1954 MG TF. R.H.D., beautifully restored - £14,750



1949 MG TC chassis up rebuild. O.E.W./Red leater, beige hood/screens etc. - £18,500

PART EXCHANGE WELCOME

1955 MG TF 1500 LHD £14,750
1954 MG TF 1250 LHD £14,750
1950 MG TD Green/Beige £11,950
1937 Morris '8' Estate £4,250

OTHER MG's AVAILABLE

We also have a large quantity of MG T-series parts reconditioned, new and used, including engines, chassis, instruments, chromework, headlights etc. etc. Please send your list of requirements with S.A.E.

VIEW BY APPOINTMENT ONLY PLEASE

STAR★CHIP in LONDON!

The modern way to power-tune your engine safely.



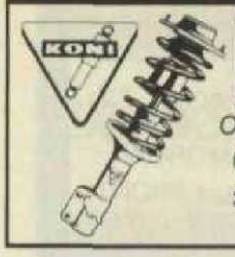
- ★ *Eliminates flat spots and hesitation*
- ★ *Improves driveability*
- ★ *Crisper throttle response*
- ★ *Gives greater mid-range vitality*
- ★ *Easily reversible*

From £79.95 + VAT

TURBO UPGRADES, TOO! ***Phone today.***

CHRIS MONTAGUE CARBURETTER CO.
CHRIS MONTAGUE CARB. CO.
380 FINCHLEY ROAD,
LONDON NW2 2HP
071-794 7766

For KONI in LONDON!



CHRIS MONTAGUE CARBURETTER CO.
Official Koni Distributor
071-794 7766
380 Finchley Road,
London NW2 2HP

IAN MASON

OFFICIAL PARTS AND SERVICE AGENTS

ASTON MARTIN

139A FRESTON ROAD,
NORTH KENSINGTON, LONDON W10
071-727 7678 071-727 1944

SEMI-TAILORED DUSTCOVERS
Standard Cotton, Engineer Designed, with elasticated ends.
Sports, Saloon, Estate, or Fastback shaped, & right length and width for your car.
£44.75 UP TO 15 Feet LONG
£49.95 UP TO 17 Feet LONG

REGULAR DUSTCOVERS
With tie-on corner tapes
In white cotton - from £15.95

STORAGE BAGS £5.00 • P&P - Per Cover £5.00
• ALL OUR PRICES INCLUDE VAT •

OUTDOOR COVERS FROM £112
Engineer Designed, with elasticated ends & sewn-in rope eyes
Evolution 4 Fabric. (™KCC) Blue or Grey, breathable, water repellent, non-scratch, durable

SOFT-BRUSHED DUST COVERS
Engineer Designed, with elasticated ends.
Blue, Cream, Grey or Red Cotton
FROM £32.00 TO £108.00

Thoroughbred Covers Ltd

ACCESS VISA

Manufacturing Vehicle Covers since 1979
PAYMENT WITH ORDER PLEASE (SPECIFY CAR MODEL) TO

Thoroughbred Covers Ltd.
349 Kirkstall Road, Leeds LS4 2HD United Kingdom.
Tel: (0532) 795079 - Office, (0532) 610695 Evenings/Weekend
Fax: (0532) 310835 - *Overseas Orders Welcomed*

For MOTO-LITA in LONDON!

For the biggest stock of MotoLita wheels & bosses in the UK, ring
071-794 7766



CHRIS MONTAGUE CARBURETTER CO.
Chris Montague Carburetter Co., 380 Finchley Road, London NW2 2HP.

TIM WALKER (RESTORATIONS)

Buckinghamshire, 15 minutes J9 M40.

We restore, service and repair Vintage, P.V.T., Classic and Cherished Cars.

Car Transport — Surveys

If you think we can help, please phone:

Workshop 0296 770596
Home 0296 748419
24 Hr Answerphone
0869 247100

WITTER TOWBARS

TRUST WITTER

- First choice for safety-conscious drivers with over 3 million towbars supplied.
- Safety tested to B.S. and I.S.O. standards.

See Yellow Pages for your nearest specialist fitter or stockist.

WITTER TOWBARS, CHESTER CH1 3LL
Telephone: 0244 341166

YOU CAN TELEPHONE YOUR CLASSIFIED ADVERTISEMENTS ON

071 628 4741



MIKE ABBAS

ROCKY MOUNT HOUSE, MILL LANE, AUGHTON, ORMSKIRK
L39 7HJ ENGLAND. TEL: 0695 421405 FAX: 0695 424 135

Ginetta G4 1965 Cosworth 1500cc, dry sump, hard and soft tops, superb, metallic blue, fully restored to perfection, road car use only, never used on race track **£15,500**
Lotus Europa JPS Twin Cam Special, 5 speed, 1974, black/gold, 43,000 miles, oatmeal interior, suspension and brakes, just overhauled **£13,500**
Ginetta G15s 1972, red, 1040cc, Carter preparedengine, race or road ready, positively the best **£8,500**
TVR Griffith 1967 V8, original, totally mint, not modified **£22,500**
Ginetta G4 Kit, the very last kit manufactured by Ginetta Car Company, all components except engine and gearbox **£10,000**
Lotus Cortina Mk1 1966, engine fully rebuilt, road car use only, never used on race track **£10,000**
Cooper 'S' Mk1 Mini 1275cc, totally restored, expected in stock very soon, please enquire.

I would like to purchase the following cars: Caterham 7 De Dion Model, Lotus 23B Replica, Lotus Europa, *Mini Cooper 'S' Mk1 or any* interesting car.

— Specialist in Sporting Cars —

Geoff Forty

SPECIALIST DEALER IN DEVON

1970 ROLLS ROYCE SILVER SHADOW in metallic dark blue, good detailed history file, value **£8,950**
1968 BENTLEY TI. Dark blue with grey leather interior, detailed history, ex-Lords car, superb condition **£9,950**
1965 LOTUS CORTINA MKI. white, green flash, correct car restored many years ago by known expert, *BRM engine,* very quick and special ..... **POA**
1972 UVA M6 GT (McLaren M6GT look-a-like) in pure white, looks as new, a real one would cost £200,000. Bargain **£19,950**
1975 MGB GT JUBILEE EDITION. Full history, sunroof, alloy wheels, good collectable driving car **£3,495**
NUMBER PLATE FOR SALE 4907 PJ. **OFFERS**
1985 (C) ASTON MARTIN V8 VOLANTE in Salisbury blue metallic with dark blue hood, beige leather interior, blue carpets with lambswool rugs, CD player, B.B.S. wheels, 47,000 miles. Superb **£52,500**
1975 (P) MGB GT V8 in blaze with black interior, manual gearbox with overdrive, radio/cassette. Factory fitted extras from new are the front spoiler and the full length sunroof. This V8 has had a restoration with a photographic record of all the work carried out. Stunning looking car at a very reasonable price **£6,999**

THE PETERSON 4½ LITRE SUPERCHARGED FOUR SEATER SPORTS TOURER

One of the most desirable and sought after motor cars in the world is the Blower Bentley 4½ litre. The ultimate in terms of looks and enjoyment, the supercharged car has always been the epitome of the full-blooded British sports car with its suggestion of sheer power, induced by its superb lines and balance, an image it has never lost.

Although the genuine Bentley 4½ Litre Supercharged car is only available to a few, we are able to offer you a rare opportunity to own, possibly the best replicas in the world. Manufactured by Bob Petersen Engineering, based on a genuine 1930's 20/25 chassis fitted with the Postwar 6 cylinder Bentley engine and an overdrive gearbox, these cars (part of a small production run) offer driving excitement, sporting performance and quality engineering at the fraction of the cost of a genuine Bentley Blower team car.

Price £79,000 plus VAT

1966 AUSTIN HEALEY 3000 MkIII SERIES 2 in light metallic blue over cream with blue leather interior, rebuilt Nigel Dawes 88/89, engine, gearbox, o/drive rebuilt by John Chatham 1990 with the engine being modified (polished head, different cam etc close to 200bhp) 5½" chrome wheels, stainless steel exhaust system, a great looking car **£19,995**
1935 ROLLS ROYCE 20/25 ALL WEATHER TOURER BY JAMES YOUNG (actual car in Those Elegant Rolls Royce by Dalton, page 256, Chassis No. GLJ8). Restored by Barry Simpson at a tremendous cost and not used since. In cream with black leather. Rarely does a genuine tourer of this quality come on to the open market **£62,500**

Many other similar cars in stock

Tel: (0404) 822324
or (0860) 553904
Fax: (0404) 822994

PHONE (0322) 669081
FAX (0322) 662490
VIEWING BY APPOINTMENT ONLY

Peter Jarvis

GILDENHILL PLACE,
GILDENHILL ROAD,
SWANLEY, KENT BR8 7PD
ENGLAND

Est: 1971
MOBILE (0836) 250222
SHIPPING TO ALL PARTS OF THE WORLD



Rolls Royce Silver Shadow Series Two 1981. Right hand drive. Finished in brilliant white with brown hide interior, piped in white. Every possible extra including headrests (front & rear)..... **£12,750**

Rolls Royce Silver Shadow 1976. Left hand drive finished in walnut metallic with gold pinstripe and magnolia hide interior, white side tyres, every possible extra including air cond..... **£16,750**

Rolls Royce Silver Shadow Series Two 1977. Left hand drive finished in metallic walnut with cream hide interior fitted with every possible extra including air cond., whiteside tyres..... **£18,750**

Rolls Royce Silver Shadow 1977. Left hand drive finished in metallic walnut with cream hide interior, lambswool overugs throughout, whiteside tyres, every possible extra, air cond..... **£16,500**



Rolls Royce Corniche Convertible 1980 Model. Left hand drive finished in unmarked brilliant white coachwork with black hide interior piped in white with black lambswool overugs fitted throughout, power operated convertible top, air cond., whiteside tyres. A sound investment for the future .. **£38,500**



Rolls Royce Silver Spirit 1982. Left hand drive finished in light ocean blue over dark ocean blue, mushroom interior, piped in blue. Every possible extra including air conditioning, matching lambswool overrugs..... **£24,500**

MERCEDES

Mercedes Benz 250 1980 Limousine 8-Seater. Embassy black, automatic, PAS, electric windows, occasional seats..... **£4,950**

FERRARI

Ferrari Testarossa 1987. Finished in Rosso red with cream hide interior, 22,000 miles, service record..... **£46,500**



Rolls Royce Silver Cloud III Continental 1965 Chinese Eye. One of only 79 built, Regal red, beige hide interior, 89,000 miles from new, very famous tycoon owner, electric windows, auto power, lambswool overugs, whitewall tyres ..... **£POA**

DAIMLER



Daimler Limousine 1982-3 Model. Left hand drive finished in dark blue coachwork with superb interior cocktail bar to rear, cut glass decanteau set, TV, lambswool overugs to rear, power steering, auto trans, power glass divider, occasional seats **£15,750**
Daimler Limousine 1989. Left hand drive, ex-Mayoroyal car, finished in dark blue coachwork with velour interior, cocktail bar to rear, TV, cut glass decanteau set, curtains to rear, lambswool overugs, power windows, power glass divider, air cond., power steering, auto trans..... **£28,500**
Daimler Limousine 1989. Left hand drive, unmarked Embassey black with superb interior, cocktail bar, TV, cut glass set, curtains to rear, lambswool overugs, occasional seats, glass divider, auto trans, power steering..... **£28,500**
Daimler Limousine 1982. Left hand drive finished in two-tone metallic blue with super interior, cocktail bar to rear, cut glass decanteau set, TV, curtains to rear, lambswool overugs, power steering, auto trans, air cond **£14,750**
Daimler Limousine 1976. Finished in porcelain white with excellent interior, glass divider, occasional seats to rear, lambswool overugs, cocktail bar, TV, cut glass set, power steering, auto trans... **£5,750**
Daimler Limousine 1988. Left hand drive finished in two-tone metallic blue with matching interior, air cond., cocktail bar, cut glass set, TV, occasional seats, curtains to rear, lambswool overugs, power steering, auto trans..... **£25,500**



Jaguar XJS Convertible Sports 1988-89. Left hand drive finished in unmarked glacier white with doe skin interior with brown power convertible top, power steering, auto trans, air conditioning, power seats, computer dash, headrests, cruise control, stereo cassette, lambswool overugs..... **£19,750**

Classic Autos



CHASSIS XKC 008 MONACO GRAND PRIX 1984 SPORTS CAR SUPPORT RACE

JAGUAR XK120 C-TYPE CHASSIS NO. XKC 008

ONE OWNER FOR PAST 24 YEARS. FULL FIA PAPERS. ONLY C-TYPE WITH OVERDRIVE FITTED FOR MILLE MIGLIA 1953. COMPETITIVELY USED IN SPORTS CAR RACES AND LONG DISTANCE RALLIES IN GREAT BRITAIN AND EUROPE. A VERY WELL KNOWN CAR.

FOR SALE: XK120 ROADSTER SILHOUETTE ALUMINIUM BODY (NEW) – A C ACE ALUMINIUM BODY (NEW) – C-TYPE BONNET (CAR NOW FITTED WITH ORIGINAL) – FERRARI MONDIAL BODY (PARTLY ORIGINAL).

WE SPECIALISE IN XK120 ROADSTER, C-TYPES, D-TYPES, ALSO A C ACES. BODY PANELS MANUFACTURED IN-HOUSE. MECHANICAL AND SERVICE WORK UNDERTAKEN

PLEASE CONTACT AUBREY FINBURGH
10 HIGH STREET, KINGS LANGLEY, HERTFORDSHIRE
TEL: (09232) 62994

M25 JUNC. 21 – HEATHROW AIRPORT 20 MINS.

HURRICANE COMBAT

by K.W. Mackenzie
D.F.C., A.F.C., A.E.
The nine lives of a fighter pilot



The 53rd anniversary of the Battle of Britain is the time to remember that important part of our history through the memoirs of a fighter pilot, that will grip you throughout with its unvarnished sincerity.

Available direct from Grenville Publishing Co. Ltd.

£11.50
plus £1.00 p&p

Please send me ..... copies of HURRICANE COMBAT
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 .....

William Loughran

93 **A M** Virage Shooting Brake, Auto, very rare, 10,000 miles **£129,950**
93 **A M** Virage Volante Auto, Silver, Black hide, Factory Warranty **£119,950**
92 **A M** Virage Auto, Lichfield Black, Mushroom hide, 1 owner, 6,000m **£84,950**
89 **ASTON MARTIN** Zagato Coupe, Red, Delivery Miles **£149,950**
89 **A M** Zagato Volante, del. mls. Last Zagato built, Famous Owner **£124,950**
87 **A M** Vantage, Manual, Suffolk Red, Mag hide p. Red, 15,000m. FSH (E) **£64,950**
63 **ASTON MARTIN** DB4 Convertible, Concours Reg. No. 1 RYD ..... **P.O.A.**
93 **MERCEDES** 600SL, Red, Cream hide, 6,000m, 1 owner **£72,950**
92 **MERCEDES** 300SL, White, Black hide, R. Seat, 8 holes G. Spec, 19,000m **£45,950**
90 **MERCEDES** 500SL, Pearl Blue, Cream hide, 8 h. Alls. R. Seat, 12,000m, FSH ... **£51,950**
91 **MERCEDES** 300SL, White, R. Seat, 8 holes, CD, 8,000 miles (J) **£43,950**
93 **MERCEDES** 300SE, Anthracite, Cream Cloth, 8 holes, CD, 3,000m (L) **£39,950**
91 **MERCEDES** 300CE 24V, White, Blue Cloth, 9,000m. FSH **£29,950**
24 **MERCEDES** 24/100 Harrington bodied Roadster Supercharged Re-build ..... **P.O.A.**
New and Unreg. ISUZU Trooper Citation LWB Turbo Diesel, Met. Blue, Del. mls .. **£24,950**
New and Unreg. ISUZU Trooper Citation SWB Petrol Auto, Met. Blue, Del. mls **£21,950**



64 ROLLS-ROYCE Silver Cloud III Garnet over Alpine Grey, Beige hide, 50,000 miles, superb ..... **P.O.A.**

89 **FERRARI** 328 GTS B. Red, Mag. hide, 6,000m, ABS, FSH **£44,950**
73 **FERRARI** Daytona Spyder Conversion, LHD, Black, Well doc. history **£129,950**
73 **FERRARI** 365 GTB4 Daytona, Blue Chiaro, Tan hide, G. Hist. 19,000m **£119,950**
72 **FERRARI** 365 GTC4, LHD, Silver, Good history, 30,000m **£59,950**
New and Unreg. PORSCHE Carrera RSL, Polar Silver, Del. mls **£56,950**
New and Unreg. PORSCHE Carrera RSL, White, Del. miles **£56,950**
93 **PORSCHE** 928 GTS Manual, Slate Grey, full sp., grey hd, 3,000m (L) **£59,950**
91 **PORSCHE** 911 Turbo, Midnight Blue, Grey hide, 27,000m. FSH **£49,950**
88 **PORSCHE** 959, Graphite, Triple Silver hide, 2,000m. Full history ..... **P.O.A.**
92 **BENTLEY** Turbo R, Mid Blue, Silverstone hide p. blue, 9,000m. FSH **£77,950**
92 **BENTLEY** Turbo R, Vermillion, Mag. hide p. Red, 18,000m **£74,950**
64 **AC COBRA** 289 MkII, Good History, 33,000m. Two Owners **£94,950**
90 **JAGUAR** D Type Re-Creation by Wingfield, Long Nose, Dry Sump **£59,950**
74 **JAGUAR** V12 E Type Roadster, Red, Auto B&H Concours, 25,000 miles, superb **P.O.A.**
59 **JAGUAR** XK150 Roadster, Left hand drive, Concours condition **£42,950**
91 **ALFA ROMEO** Zagato SZ Coupe, Red, 1,100 miles **£31,950**

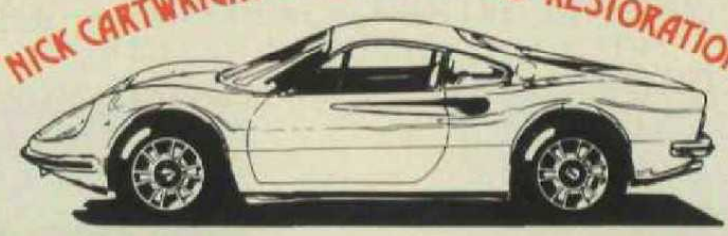


64 AC COBRA 289 MkII, 33,000 miles, virtually one owner. Good history **£94,950**

IN ADDITION TO THIS LIST OF FINE VEHICLES WE HAVE MANY OTHER EXAMPLES IN STOCK AND CAN BE RELIED UPON TO LOCATE THE VEHICLE SPECIFIC TO YOUR REQUIREMENTS. WE ARE ALWAYS KEEN PURCHASERS OF INTERESTING VEHICLES EITHER OUTRIGHT OR IN PART EXCHANGE.

THE HAWTHORNES, GILL LANE, WALMER BRIDGE, PRESTON PR4 5QN. TEL: (0772) 613114 FAX: (0772) 615104

NICK CARTWRIGHT SPECIALIST CARS-RESTORATIONS





275 GTS (84). Red/Black, 40,000 miles, concours winner . **£130,000**
FERRARI 246 GT (73). Blue Sucro/Blue Daytona seats, 2 owners, ground up restoration just completed, detailed suspension and engine bay. The best ..... **POA**
FERRARI 246 GT (72). Blue Chiaro/Tan Daytona seats, 34,000 miles, 2 owners, a fully detailed restoration has just bee carried out in our workshop **£50,000**
FERRARI 246 GT (72). Red/Black, 42,000 miles. We have carried out a full body restoration and have rebuilt the engine and gearbox **£45,000**
FERRARI 246 GT (73). Red/Tan leather, fully restored by ourselves 3 years ago **£42,500**
FERRARI 328 GTS ABS (89 G). Red/Magnolia, 2,100 miles, as new, FSH **£48,950**



FERRARI 328 GTS ABS (89). 328 No. Red/Magnolia, 38,000 miles, leatherdash, CD, 3 owners, FFH. Stunning . . . looks and drives like a 10,000 mile car **£39,950**
TESTAROSSA (89). Red/Magnolia, 7,000 miles, 2 owners . **£59,950**
FERRARI 308 GTS (83). Red/Ivory, 19,000 miles, deep spoiler, major service and detailing just carried out **£33,950**
FERRARI 308 GT4 (78). Giallo/Tan, 26,000 miles, 3 owners with FSH, wide wheels. Exceptional original car **£22,500**
FERRARI 365 GTB/4 2 + 2 (74). Azzuro Blue/Cream, 40,000 miles, 2 owners, the previous owner having owned since 10 months old, FSH. Stunning example **£26,500**
PORSCHE 911 SUPER SPORT TARGA (86). Minerva Blue/Blue sports seats, 34,000 miles, FPH, unmarked **£19,950**
246 GT (73). Red/black 53,000 miles. Present owner for 12 years, nice, original car **£35,000**

DESPERATELY REQUIRED — Testarossa, 348, 328, 308, 246, ESPECIALLY 246's for restoration

TELEPHONE: 0629 56999 / 583287 or 0836 621520

GRAHAM SCHULTZ CORDWALLIS GROUP

Paint & Body Approved Specialist

Established 20 Years

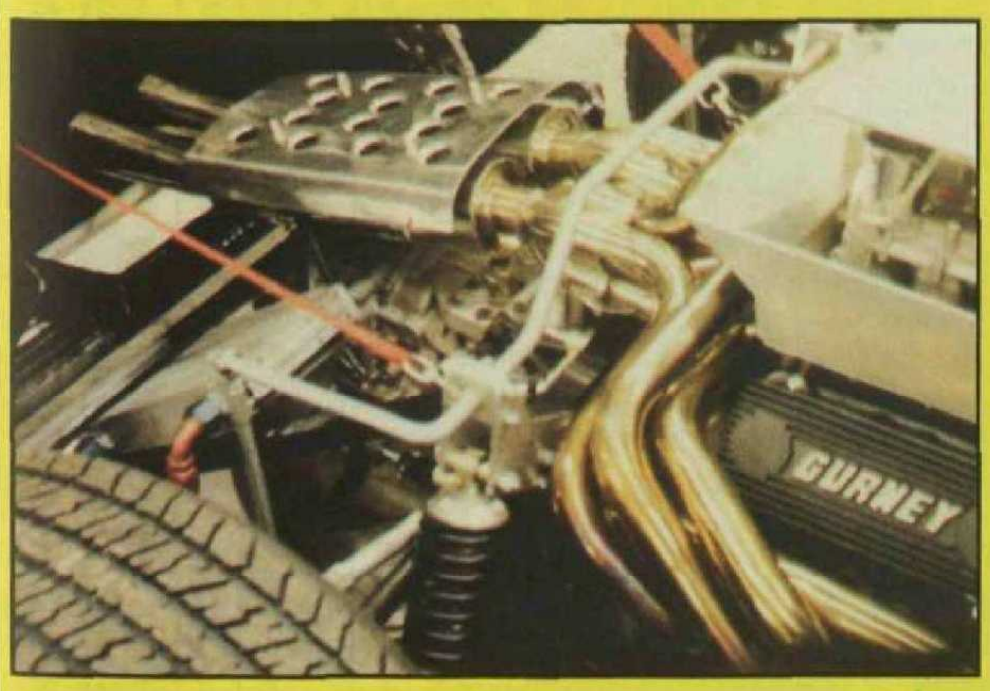
- Complete restorations.
- Full body painting using low bake oven and infra red heating.
- Wing and body panels fabricated in aluminium or steel.

Working in conjunction with
KERRY ADAMS ADAMS McCALL ENGINEERING
offer a unique service to owners of Classic,
Super Car and Historic Cars

- Servicing.
- Free Pre-Event Inspection Service for customers.
- Most important! All worked carried out by enthusiasts.
- Full mechanical overhauls and rebuilds.



AC COBRA. Complete rebuild to customers specification *(NOT FOR SALE).*



Shown above **FORD GT40.** Gurney Weslake engine, rebuilt to original specification. We can undertake any road or competition engine rebuild.



SAFIR GT40 MKIV. Complete with Mathwall engine ZF gearbox. All the usual GT40 Safir details with some extra original GT40 aspects. Unique opportunity. **£135,000**

To find out more about our comprehensive services contact GRAHAM SCHULTZ

Tel: 0628 22264 Mobile: 0860 333760 or Fax: 0628 770446

MAIDENHEAD, BERKSHIRE

NOSTALGIA

ONE SCORE YEARS AND ONE *bows to* THREE SCORE YEARS AND TEN!

As you are all aware, MOTOR SPORT celebrates its 70th birthday with this issue, and I would like to add my own congratulations to one of our National Institutions, still uniquely spottable on newsagents' shelves amid the vast and ever-growing plethora of motoring magazine overkill. I started reading W.B., D.S.J. et al early in 1964 (but always from back to front, of course!), and in June 1973, the first of my regular ½-page ads. appeared. This, then, is also 'Nostalgia's' birthday, but its 21st – not 70th! To mark the 'Coming of Age', I have decided to offer my own two personal cars which have given me (and hopefully some of you) so much pleasure over the years; they are, I assure you, genuinely for sale!



1967 AC COBRA '427' TWIN-TURBO – 'COB 1'. The most famous Cobra in the world. 750 b.h.p. but totally docile! 2,900 miles from new. Registration number included.
1967 FORD GT MkIV 'LE MANS' (7 litres) – Ch. J12. The fastest (216 mph), costliest (£1m. in 1967!) and most desirable Ford of all. This is the last of the 8 honeycomb chassis 'J' cars (1967 'Le Mans' winners) in existence. J12 is UK Registered, road licensed and so used! ***See both cars at the Sandown Park Collector's Show June 18th/19th***

THE TWO CARS SHOWN ABOVE ARE THE 'ULTIMATES' OF THEIR RESPECTIVE MARQUES. THEY WILL BE SOLD TO THE FIRST ACCEPTABLE OFFERS, EITHER INDIVIDUALLY OR AS A PAIR.

— ALSO FOR SALE —

1954 BENTLEY 'R' TYPE CONTINENTAL 4.9 – unique alloy coachwork by Franay; superb! 1960 JAGUAR XK 150 S/E F.H.C. certainly amongst the best in the U.K. AND – SEVERAL AC COBRAS

SINCE 1973 'NOSTALGIA' HAS SPECIALISED IN ALL HISTORIC & CLASSIC SPORTS/SPORTS-RACING/GT CARS, PRE & POST-WAR, & PARTICULARLY AC COBRAS

ROD LEACH'S 'NOSTALGIA' — Tel: 0992 500·007 — 9am till 10pm, 7 days a week — Fax: 0992 55·88·91 — Mobile: 0860 321·981
WRITE TO: BRIAR FORGE, VICARAGE CAUSEWAY, HERTFORD HEATH, HERTFORDSHIRE, SG13 7RT
ALL CARS LISTED MAY BE SEEN AT 'NOSTALGIA'S' PREMISES IN HERTFORD (20 miles from London) AT ANY TIME, BY APPOINTMENT

Phone/Fax
0935 813737
Home: 0258
861414

Derek James

Appointments
to view
9am — 9pm
7 days a week

Showroom at Sherborne
Dorset



1958 **ROLLS-ROYCE SILVER CLOUD I.** Fashionably finished in black over honey gold. The combination shows the elegance of the coachwork with light tan interior. P.A.S. It is believed the car has travelled less than 52,000 miles from new, and is the finest Cloud I I have owned..... **£21,950**



1938 LAGONDA V12 SPORTS SALOON. Finished in midnight blue with parchment hide interior. Recent bare metal re-spray & complete interior re-trim. Superb appearance & extremely practical motoring as professionally fitted with 4½ litre Perkins diesel engine. The best of both worlds, without the worry of the expense of the V12 unit. The car performs outstandingly well. Sensibly priced **£18,950**



1961 ROLLS-ROYCE SILVER CLOUD II. Gleaming shell over Tudor coachwork with sumptuous red leather interior. Letters & history support recorded mileage of 22,000. This must surely be the finest Cloud II available. With air conditioning and electric windows. Will enhance any collection..... **£26,950**



1933 AUSTIN TEN FOUR. Finished in Regal Red with black wings & W/W. Sunshine roof. Chrome rad. Ready to rally..... **£5,950**



1937 ROVER TEN SPORTS SALOON. Superb black coachwork with gold coach line. Fine original brown leather interior. Tilt screen. Sun roof. Wire wheels. Quality 30's car for only **£8,950**



1934 ALVIS CRESTED EAGLE. Very rare coachwork by Charlesworth. Black with Imperial Maroon side panels, fine brown leather interior. Recently restored to show condition by enthusiast owner. Used for rallies, weddings etc..... **£16,950**



1949 TRIUMPH ROADSTER (BERGERAC). Superbly restored in black coachwork with natural hide interior. Simply stunning. **£18,950**



1968 MARCOS 1600 G.T. SPORTS COUPE. Surely one of the nicest original 1600s available. Finished in racing red with black trim. She has undergone an extensive re-build in the late 80's, bills available **£6,950**



1934 VAUXHALL CONVERTIBLE. 4 door Wingham, rare, Ivory coachwork with black wings and running boards. Superb brown leather interior. Quality lined hood (all recently restored). Ideal family picnics & weddings. Very good value **£12,950**



1927 SUNBEAM 16.9 h.p. TOURER. A superb car finished in red with black wings, black leather interior. Rear Auster screen and full weather equipment. Same ownership for many years, maintained to examplary standard. Rallied & campaigned. Lots of history & bills **£26,950**



1952 ARMSTRONG SIDDELEY WHITLEY 4 LIGHT SALOON. Beautiful black coachwork with gold coach line & fine original dark blue leather interior. Sun-roof. This car has obviously been enthusiast owned & comes with much history & a believed genuine mileage of only 60,000 ..... **£P.O.A.**



1925 FIAT 4 SEATER TOURER. Royal blue, black wings, beige leather interior. Very impressive vintage car in show condition **£12,950**



1966 ALVIS T.E. 21 F.H.C. Golded Sand with magnificent magnolia hide interior, new carpets & head-lining. Sun roof, P.A.S. Very rare & desirable gentle-persons carriage with history. 5 speed gearbox..... **£12,950**

1927 RALEIGH MOTOR BIKE 250cc earlier restoration. Black with red coach lining, taxed, M.o.T. Rides well. Bargain **£2,750**



1980 ROLLS-ROYCE SHADOW II. Caribbean blue with superb blue/grey piped leather interior. Average mileage of 7,000 per year with full service history. Amazing value **£12,950**

ALL VEHICLES HAVE LONG MoT's, ARE TAXED, SERVICED AND READY TO DRIVE AWAY. SIMILAR CARS PURCHASED. PART EXCHANGE BRAVELY BORNE

MIKE R. BERRY (LONDON)

ROLLS ROYCE & BENTLEY SPECIALIST

RESTORATIONS AND REPAIRS

55, LEICESTER RD., BARNET, HERTS

FAX
081-449 3208
Mobile
0831-882777

SALES
081-449 2954
(evening)
081-445 1869



1954 Rolls Royce Silver Dawn, standard long boot Sports Saloon with automatic transmission, sunshine roof etc, coachwork finished in shell and Tudor grey with contrasting plum hide trim. A nice all round example of this compact series.



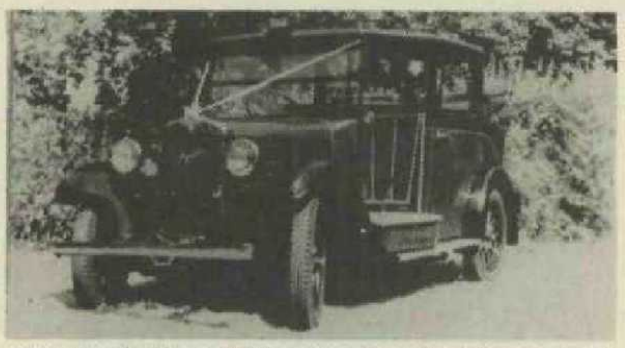
1934 Rolls Royce 20/25, a most Bentley like, long wing close coupled Sports Saloon with Rakish 4 door Freestone and Webb coachwork. Twin spares, sunshine roof, etc. Finished in Ebony black and recently retrimmed in dark green hide. An elegantly proportioned "Miniature Phantom" in fine all round condition.



1953 Daimler Conquest "Century" Compact, 4 door Sports Salon, finished in silver grey with plum hide trim. Recorded 41,000 miles, a super original car in excellent all round condition.



1963 Morris Minor 1000, 4 door Saloon with only 38,000 miles recorded. Absolutely standard and as clean as a whistle, finished in smoke grey with blue and grey interior.



1937 Austin Heavy 12 London Type Low Loader Taxicab. Ex-London General specification with Strachan Landaulet coachwork. Museum stored many years, extremely sound and original, just repainted in blue over black.



1982 MGB Open Roadster, one of the LE series. A meticulously maintained example with detailed history and only 52,000 recorded miles. Extras include wire wheels, overdrive, roll bar, radio cassette and detachable Bermuda hard-top. Priced for today's market.

CLASSIC, VINTAGE CARS AND MOTORCYCLES URGENTLY WANTED. SALES AND SERVICE: 55, Leicester Road, New Barnet, Herts.

Congratulations to Motor Sport on 70 years of accurate and enjoyable reading from

BRISTOL CARS

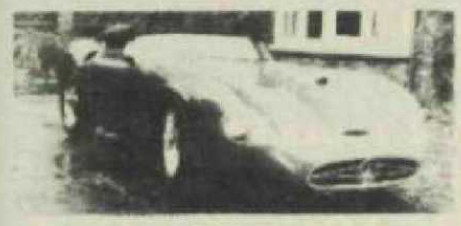
Luxury car manufacturers for 48 years

★ New high tech 1994 Blenheim on view
★ Used factory checked classic & modern Bristols
★ Buy direct
★ Bristols of all ages are returned to us from all over the world for renovation at our Bristol factory – we have all drawings, jigs, tools and original supervisory staff

COACHWORK, PAINTWORK, TO BRISTOL STANDARDS, ON ANY MAKE

Head office & showrooms
368/370 Kensington High Street
London W14 8NL
071-603 5556

Service, spares & factory reception
Bristol Cars Services, Baltic Centre, Great West Road, Brentford, London TW8 9BT
081-568 8998



Maserati 300S sports-racing



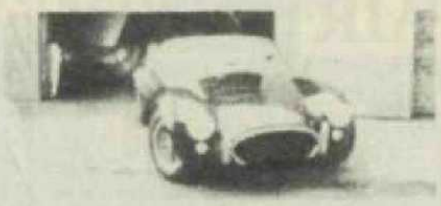
Porsche 906 sports-racing



Ford GT 40



Aston Martin DB4 GT Zagato



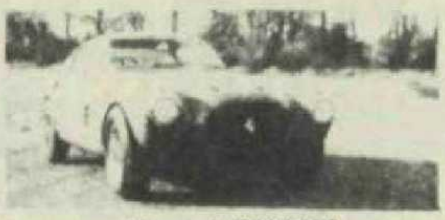
AC Cobra 7 ltr



HWM



1952 Allard J2X



Ferrari 250MM



£1,500 1928 Humber 3 ltr. Tourer (Unrestored)

JAGUAR FACTORY COMPETITION E TYPE. 2 FERRARI 250 GTE's £895 & £650



£3,695: Lamborghini Miura. Very low mileage LHD



£2,895: De Tomaso Pantera (1971) LHD



£6,850: 1972 Ferrari Daytona V low mileage

Congratulations Motor Sport on 70 years of ever interesting reading. For nostalgic readers here is our contribution to your advertising section of twenty years ago! (Motor Sport April 1977). The prices have probably changed a little but that's inflation for you!

Seriously though, we're still selling cars of outstanding quality and interest.

Current stock includes: Aston Martin DB3S, Bentley Speed Six, Bentley 4¼ VDP tourer, Ferrari Daytona, Rolls Royce 20/25 J. Gurney Nutting Owen Sedanca, A.C. Ace – Bristol, Rolls Royce Silver Cloud II, Aston Martin V8, Jaguar XK140 FHC etc.

Please note: it is our policy that all of the cars in our advertisements are owned by us. We are not agents, brokers, go betweens, fax list sender or dabblers. Needless to say, we are also serious cash purchasers of similar cars.

BRIAN CLASSIC LTD.
Tel: 0565 830423.
Fax: 0565 830490

Congratulations to Motor Sport on their 70th Anniversary

FRANK DALE & STEPSONS

Best of their breeds

This list is a selection from our stock of more than 40 fine Rolls-Royce and Bentley and other sporting motor cars.



1935 Rolls-Royce 20/25 3-position Drop Head Coupe (similar to above)

1925 Bentley 3 Litre VDP Type Tourer (red label). British Racing Green with dark green leather. SUPERB.

1933 Rolls-Royce Phantom II Continental Saloon by Thrupp & Maberly. Pillar box red with black wings with black leather. MAGNIFICENT.

1954 Bentley 'R' Type Drop Head Coupe by Park Ward. Dark chocolate and cream. OUTSTANDING.

1954 Bentley 'R' Type Continental Fastback by H. J. Mulliner. Burgundy with pale tan leather. THE BEST.

1935 Rolls-Royce 20/25 3 position Drop Head Coupe by H. J. Mulliner. Burgundy over black with dark red leather. BEAUTIFUL.

1989 Bentley Mulsanne S. Cobalt blue with parchment leather. 46,000 miles. £39,500.

1983 Rolls-Royce Corniche II Convertible. Painted in tudor red with magnolia leather piped in red with cream top. 71,000 miles. With history. £39,950.

1979 Bentley T2 Saloon. Brewster green with beige leather. £14,500.

1970 Bentley T type Saloon. Astrakhan with tan leather. £10,000.

1964 Rolls-Royce Silver Cloud III Saloon. Velvet green over shell grey. Green leather. £29,750.

1960 Bentley S2 Continental Convertible by Mulliner Park Ward. LEFT HAND DRIVE. Dark metallic blue with magnolia leather and black top. £80,000.

To join our new mailing list just come in or call us. Mon-Fri 9am-6pm Sat 9am-1pm

120-124 KING STREET, HAMMERSMITH, LONDON W6 0RH TEL: 081-748 0821 FAX: 081-563 0359
GERMAN OFFICE: HANS SCHEDE, DUSSELDORF TEL: 49-211 404202 FAX: 49-211 407764
FRENCH OFFICE: CHRISTIAN TEISSIER, BORDEAUX TEL: 33 53 40 3000 FAX: 33 53 40 2420
JAPANESE ENQUIRIES: HIDE ICHIHASHI (LONDON) TEL: 071-937 7432 FAX: 071-937 4828



The

SANDOWN PARK

INTERNATIONAL

COLLECTORS' CAR FAIR

SANDOWN EXHIBITION HALLS
AND PARK, ESHER,
Nr. KINGSTON-ON-THAMES, SURREY.

**SATURDAY 18th JUNE &
SUNDAY 19th JUNE 1994**

'THE MOST EXCITING SHOW IN EUROPE'

750 CLASSIC CARS FOR SALE

INCLUDING HISTORIC RALLY CARS ALSO CLASSIC MOTOR CYCLES

SPECIAL GUESTS INCLUDE JOHN COOPER, PADDY HOPKIRK AND ROY SALVADORI

DISPLAYS OF COOPER CARS, SUPERCARS THROUGH THE AGES and CARS OF THE CONNOISSEURS

• Giant Autojumble • Major Motor Book and Literature Fair • Motoring Art and Toys

Onslow's Auction of Motoring Collectables

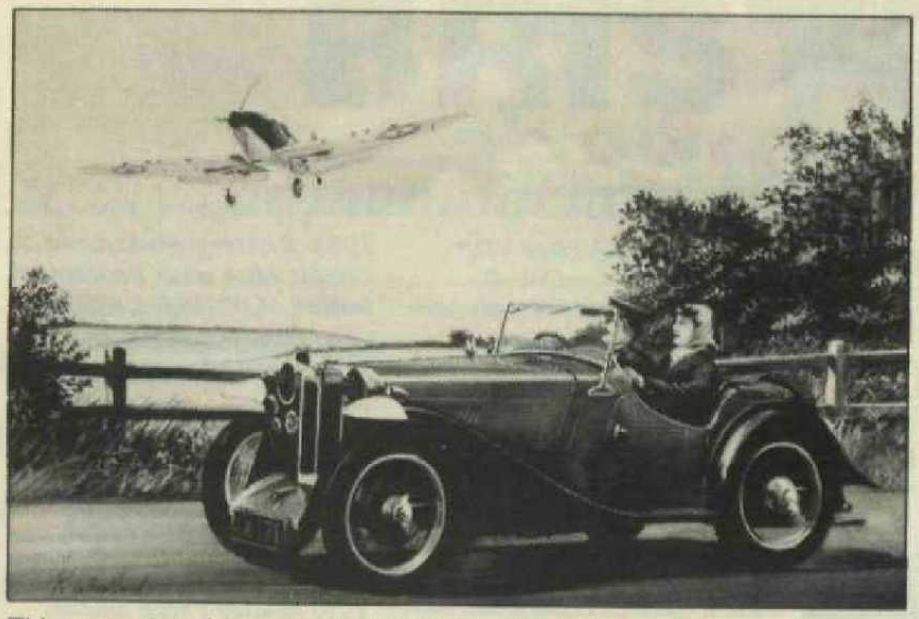
ALSO • SALES PARADES • DRIVING TESTS • FREE SLOT RACING • GO KARTING
• RADIO CONTROLLED MODEL CARS • FREE CRÈCHE • FREE PARKING

ADMISSION: ADULTS £5, SENIOR CITIZENS & CHILDREN (8-15) £2.50,
CHILDREN UNDER 8 FREE. For further information telephone 0225 460644.

GIVE FATHER A TREAT ON FATHERS DAY... BRING HIM TO SANDOWN

Spirit of the 40's

by Richard Wheatland



This evocative picture of a young Spitfire pilot taking a few hours' leave in his 1934 MG PA is now available as a high quality 17-in X 22-in monochrome print limited to 500 copies signed and numbered by the artist.
All proceeds donated to BEN — Motor and Allied Trades Benevolent Fund (Registered Charity No 297877)

Price: £4.95 each + £1.50 P&P (UK), £3.50 P&P (Overseas)

To: MG Print, BENTRADE Ltd, Lynwood, Sunninghill, Ascot, Berkshire SL5 0AJ, UK. Tel: 0344 20191 MS

Please send _____ prints @ £4.95 + P&P. Remittance of £ _____ enclosed. (Cheques, IMOs payable to BENTRADE LTD please)

NAME _____

ADDRESS _____

_____

_____ POSTCODE _____

☐ Tick box for a copy of our Motoring Card & Gift Brochure or call 0344 872043 (24-HOUR HOTLINE)

H&H

CLASSIC AUCTIONS

Providing the buyer and seller alike with an excellent service is what we do best. Quality entries, low commission rates, a picturesque central location, comprehensive catalogues and a nationwide collection and delivery service all serve to make an H&H Classic Auction a cut above the rest. Don't just take our word for it though – come and find out for yourself, or contact us now if you would like details of future H&H events.

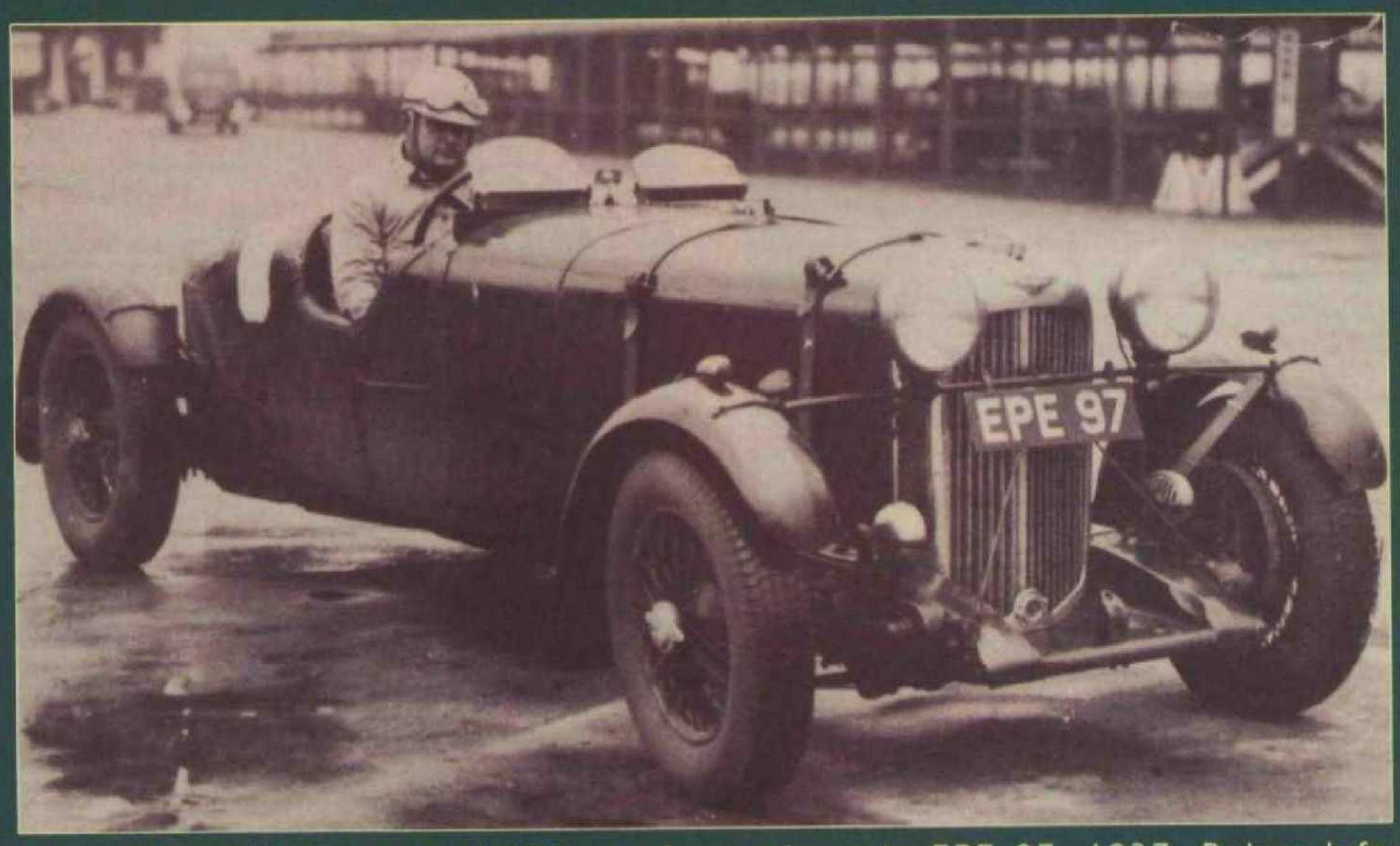
THURSDAY JULY 28th
THURSDAY SEPT 15th
THURSDAY NOV 17th
at the Pavillion Gardens, Buxton

CAN YOU AFFORD NOT TO BE THERE?

MARK HAMILTON 061 747 0561 SIMON HOPE 0925 860471
FACSIMILE 061 747 2839

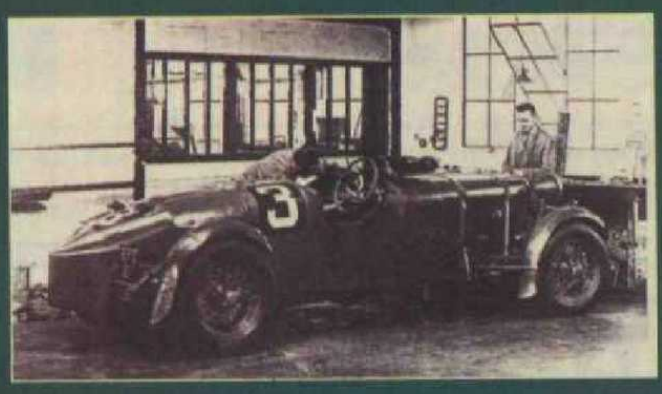
PHONE FOR YOUR CATALOGUE NOW – VISA/ACCESS ACCEPTED
PLEASE CALL US FOR ENTRY FORMS, DETAILS & ADVICE

The Most Famous in the World?



Above: Alan Hess covered 104mph for an hour in EPE 97, 1937. Below left: Starting the TT at Ards. Below right: Preparing for the 1937 Le Mans assault.





It probably is...

Ex-Le Mans Lagonda LG45R 'EPE 97', 1936

Built and originally owned by Fox and Nicholl. Competed with success at French GP, 1936; RAC TT, 1936; BRDC 500-miles, 1936 (finishing 3rd at 113.02 mph); Le Mans 24-hours, 1937; RAC TT, 1937; Goodwood 9-hours, 1952; Winner VSCC Pomeroy Trophy 1959. Very famous, extremely original and well-documented car that reliably competed in the Mille Miglia retrospective in 1988 and 1990 and on the Klausen Hillclimb in 1993.



Offered for sale in excellent and race-ready order having run beautifully at VSCC Silverstone this April. One of the most important English automobiles.

Serious offers are invited. For details, please contact Terry Cohn. Fax (0) 252-79 3855; Phone (0) 252-79 4885

Porters in Kensington



1949 Healey Silverstone D Series. A beautifully presented car finished in guards red with a black leather interior. There is also the distinction of much period competition history including the 1951 Ards Tourist Trophy, ideal for the Mille Miglia retrospective or high speed continental touring.



1953 Cooper Bristol Mk II. The ex-Horace Gould car now offered for sale in fully race prepared condition with full FiA papers and VSCC blue form. Finished in British racing green with white noseband. Arguably the best and most competitive Mk II available.

ALSO IN STOCK

BENTLEY
1928 4½ litre VDP style four seat tourer
1935 3½ litre four seat Vanden Plas open tourer
1936 4¼ litre two door four seat drophead coupe by Vanden Plas
1962 S2 Continental 4 door Flying Spur



Open Mon-Fri 9-6, Sat 10-1

COMPETITION CARS
1936 Austin Seven supercharged works replica, single seater. VSCC accepted
1949 Connaught L2 Sports racer. Freshly restored
1949 Healey Silverstone, Ards T.T. History
1953 Cooper Bristol Mk II
1958 Gemini Mk II Formula Junior single seater
1961 De Sanctis Formula Junior single seater
1959 Triumph TR3A period rally car
1956 Lotus XI Series 1 FWE Climax powered sports racer
1959 Lotus 7 Series 1 sports two seater
1931/6 Alvis 3½ litre single seater. VSCC and HSCC approved
1952 Rotherham 500 JAP powered single seater
1930 M.G. Midget 'C' type replica
1926 Chevrolet Frontenac 2½ litre single seat racer, VSCC accepted

A LARGE SELECTION OF OTHER FINE CARS AVAILABLE.

If you own and wish to sell any vehicles comparable with those above please contact Martin Chisholm, discreet sales undertaken on a commission basis.

11-14 Atherstone Mews, South Kensington, London SW7 5BX **Tel: 071 584 7458 Fax: 071 225 3762**

PRE-WAR ASTONS

Andy Bell

Judy Hogg

No. 53, Stilebrook Road, Yardley Rd. Ind. Est., Olney, MK46 5EA

ECURIE BERTELLI
Pre-war Aston Martins

SERVICE, RESTORATION, RACE AND RALLY PREPARATION

ECURIE BERTELLI

THE SPECIALIST IN ALL

PRE-WAR ASTON MARTINS

Tel: 0234 240024 Fax: 0234 240054

CONGRATULATIONS to **MOTOR SPORT** *MAGAZINE on a great achievement*

HIGH SECURITY CAR STORAGE

AutoStore

To facilitate ownership of any car not in daily use,
- living, working or holidaying abroad
- restoration projects or investments
- vintage, classic or modern

The AutoStore offers a **secure** and **discreet** service.

- **De-humidified, High Security Storage**
- **Customised Maintenance / Exercise Programmes**
- **Specialised Professional Care and Restoration**
- **Worldwide Collection, Delivery and Shipment**
- **Most Competitive Storage and Insurance Rates**

Collection and delivery with expert 'in-store' attention ensure a worry-free absence and an immaculate car on your return.

Full Brochure and Tarrif from :

The AutoStore

PO BOX 833, SAWSTON, CAMBRIDGE, CB2 4UE

Tel. : (0223) 872879 Telex : 317210 Fax. : (0223) 872983

GREGOR FISKEN

Specialist Dealer in Fine Historic Automobiles



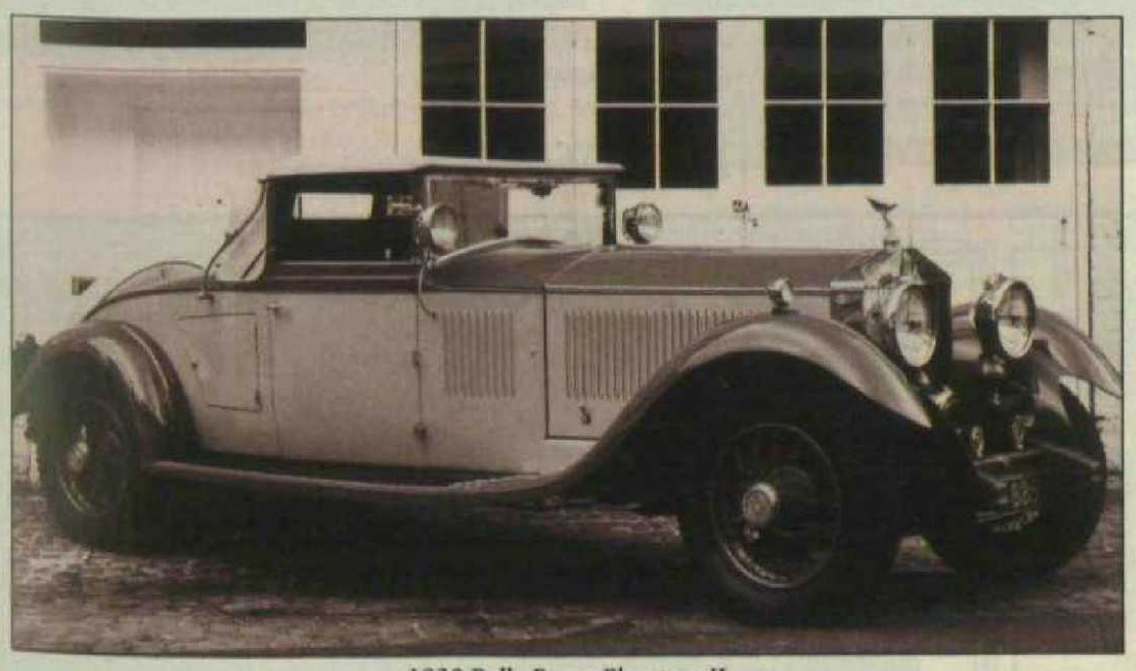
1929 Bentley 4½ Litre Supercharged

The famous Ex 'Rusty' Russ-Turner Blower Bentley 'UU 44'. Recently the subject of a comprehensive rebuild to the highest standards. A rear opportunity for the serious collector to acquire a unique piece of Bentley racing heritage.



1937 Lagonda LG 45

A fine performing Fox and Nicol type Le Mans Replica. Finished in Guards Red with burgundy hide upholstery and complete with full weather equipment.



1930 Rolls-Royce Phantom II

An original Continental specification Roadster by the Carlton Carriage Company. Comprehensively restored to the most exacting standards regardless of cost. Subtly finished in Shell over Dove Grey and complete with all period fittings, bills and documentation.

CARS IN STOCK

●

1950 Alfa Romeo 6C 2500 SS Villa d'Estes
1960 Aston Martin DB4 Coupe
1966 Aston Martin DB6 Short Chassis Volante
1925 Bentley 3 Litre Speed Model
1929 Bentley 4½ Litre Supercharged
Ex Russ-Turner Brooklands Two Seater
1931 Bentley 4½ Litre Supercharged
All matching number Le Mans Replica
1936 Bentley 4¼ Litre Special
Two Seater
1937 Bentley 4¼ Litre
Sports Saloon by Park Ward
1939 Bentley 4¼ Litre MX
3 position DHC by H.J.Mulliner
1950 Bentley MkVI Special
1933 Bugatti Type 49
Close Coupled Coupe by James Young
1952 Cooper Bristol Mk I
1967 Ferrari 330 GT Mk II
1972 Ferrari 365 GTC/4
1973 Ferrari 246 GTS Spyder
1951 Jaguar XK 120 DHC
1937 Lagonda LG45 Rapide Tourer
1937 Lagonda LG45
Fox & Nicol Type Le Mans Tourer
1962 Maserati 3500 gTI Vignale Spyder
1929 Riley 9 Special
1923 Rolls-Royce Silver Ghost
Playboy Roadster
1930 Rolls-Royce Phantom II
Continental Roadster by Carlton
1934 Roll-Royce 20/25 Owen Sedanca
by Gurney Nutting

●

Situated in a Kensington Mews, internationally famous for old cars, we are proud to offer a varied selection of historic automobiles.

Our prices are keenly competitive in todays market and we are always interested in buying, part exchanging or selling on clients' behalf cars similar to the above.

Please write, phone or fax with your requirements.

14 Queens Gate Place Mews London SW7 5BQ
Telephone 071 584 3503 Fax 071 584 7403

071-584 7472 FAX: 071 589 9042 071-584 7332

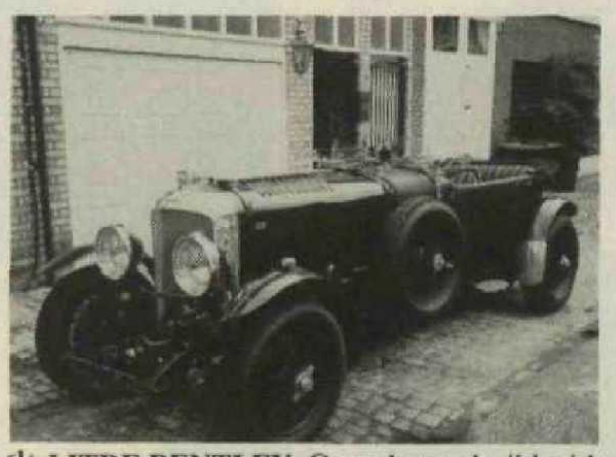
DAN MARGULIES (VINTAGE CARS) LTD

12 QUEEN'S GATE PLACE MEWS, LONDON SW7 5BQ

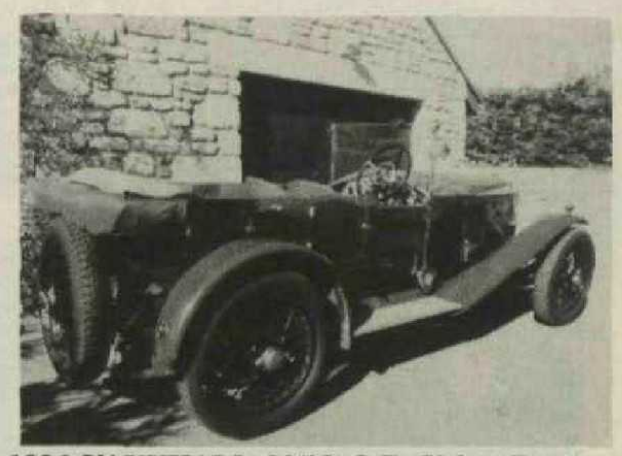
ESTABLISHED 1957



1927 BUGATTI TYPE 35A. Authentic car with correct numbers. Recent complete rebuild.



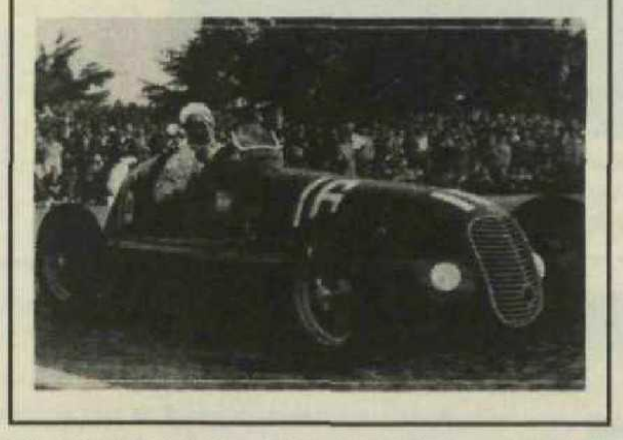
6½ LITRE BENTLEY. Complete rebuild with Le Mans style coachwork.



1926 VAUXHALL 30/98 O.E. Velox Tourer. Fine original example.



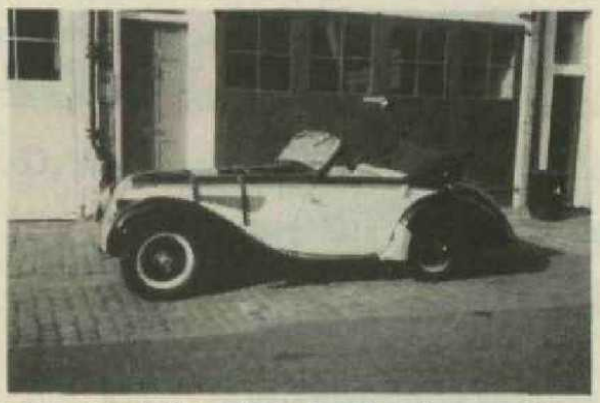
1932 INVICTA 'S' TYPE 4½ LITRE. Well known car in fine condition.



1938 MASERATI 4CM. Modified to full 4CL specification, continuous history. Potential race winner.



1937 ROLLS ROYCE 25/30 LIMOUSINE. By Vincent of Reading. 46,000 miles. Razor edged Coachwork.



1938 BMW 328 DHC. By Weinberger. Complete restoration by T.T. Workshop.



1960 FACEL VEGA HK 500 COUPE. Right hand drive. Manual gearbox. Complete restoration.



1972 FERRARI GTC/4. R.H.D. Exceptional example.

Any vintage and classic car taken in part exchange.

FOR SALE:

1924 BULLNOSE COWLEY 4-SEATER TOURER, blue, restored car, taxed & tested, ready for the road, bargain **£15,000**

1926 BULLNOSE LITTLE OXFORD 4-SEATER TOURER, blue, fully restored with very pretty original Australian coachworm, very sweet motor **£16,000**

1924 BULLNOSE COWLEY SPORT, boat-shaped body, wheel discs, reg. no. BB8405. Good all-round condition **£10,500**

FULL AND COMPLETE BACK-UP SERVICE GIVEN FOR ABOVE THREE VEHICLES

Also: **1967 MORRIS 1000 CONVERTIBLE,** blue, original car in very sound condition, 12 months MOT **£2,250**

THE COOKE GROUP

West Avenue, Wigston, Leicester, LE8 2FB
Tel: 0533 881234. Fax: 0533 881238

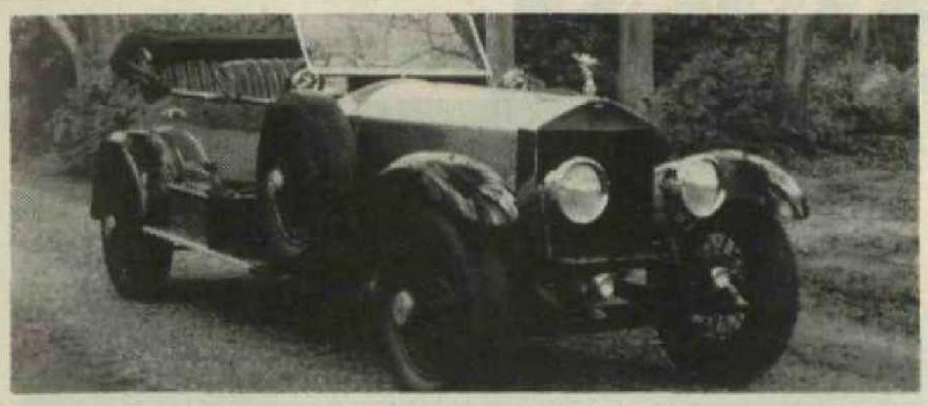


Rod Jolley Coachbuilding

Our specialist knowledge and experience in classic and vintage restoration is second to none.

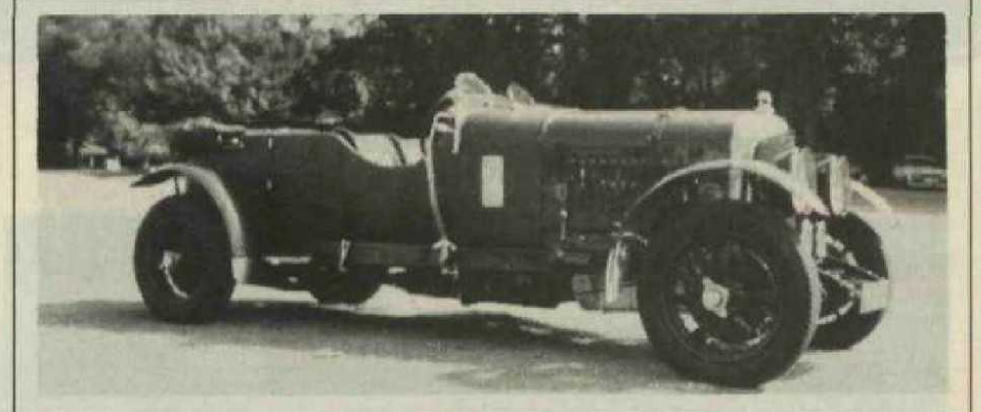
37 GORDLETON INDUSTRIAL PARK
SWAY ROAD, LYMINGTON, HANTS
Tel: (0590) 683702 Fax: (0590) 683634

ENTHUSIASTS WHO CARE THAT LITTLE BIT MORE



1922 ROLLS ROYCE SILVER GHOST open tourer. This absolutely stunning car with polished aluminium coachwork, black wings and red leather interior, is in beautiful original condition throughout and ready for extensive touring.

£79,500



1928 BENTLEY 4½-LITRE VDP TOURER. Totally rebuilt engine and mechanics. Well-known within the B.D.C. Magnificent and a must at

£139,950



1974 BRISTOL 411 SERIES 4. A nice sound, reliable car but needs a respray, hence

£7,950



1975 ROLLS ROYCE SILVER SHADOW I.
A lovely alround example with service history, not to be missed

£7,950



1960 BRISTOL 406. One family owner from new, with reg. no. 406. A beautiful example.

£9,950

IVOR BLEANEY *of the New Forest*

Phone us for a friendly and efficient personal service

Tel: (0794) 390895
Fax: (0794) 390862
New Forest U.K.

All correspondence to
Ivor Bleaney, P.O. Box 60,
Salisbury SP5 2DH

Viewing strictly by appointment (anytime).
One hour from London.



1968 MGC ROADSTER. Hard & soft tops, last owner for fourteen years, a truly beautiful example.

£9,950



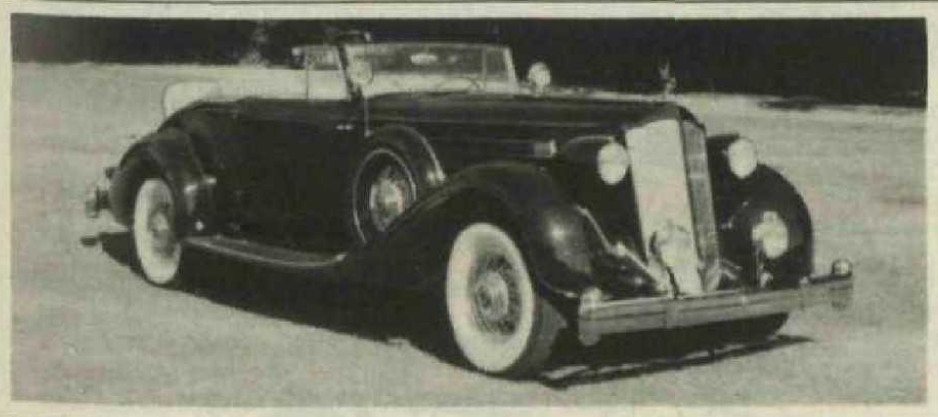
1964 SILVER CLOUD III CONVERTIBLE. BY GREBER Superb open top motoring in a true classic.

£39,950



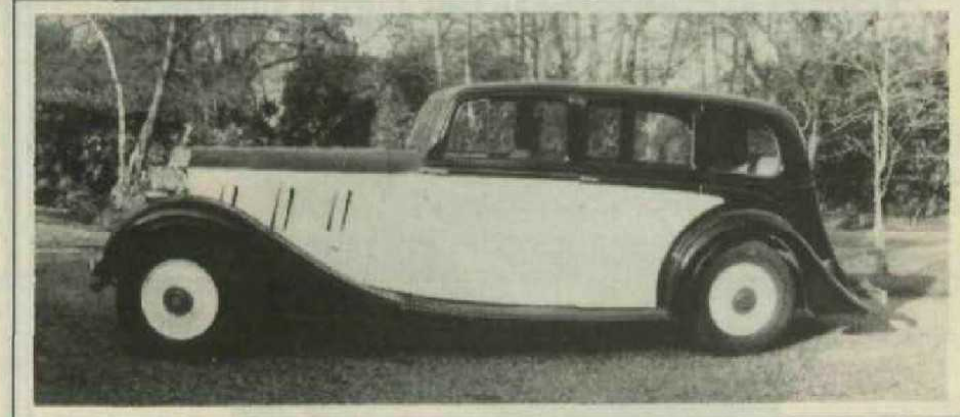
CHOICE OF TWO. BENTLEY T TYPE 1966 & 1969.
One red, one white. Both sound & reliable. Excellent value at

£5,950 each



1937 PACKARD V12 SPEEDSTER.
Probably the best on offer

£165,000



1937 ROLLS-ROYCE PHANTOM III. LIMOUSINE BY H.J. MULLINER.
Lots of history, lovely car

£27,500

ESTABLISHED FOR OVER QUARTER OF A CENTURY

★ SEE US AT SANDOWN PARK 18th/19th JUNE ★

Classic Automobiles
P.J. FISCHER

Tele Fax: 081-785 6926

Specialist in low mileage, classic Rolls Royce & Bentley cars. Sales and Service.



1959 S1 HJM Cont. Flying-Spur 4-light choice of 10 S1 Continentals.

ALSO IN STOCK THE FOLLOWING LOW MILEAGE CARS

1937 4.1/4 Derby VDP Drophead Coupé - **1952** R'Cont. Lightweight Manual - **1954** R'Type Auto, LHD, PAS - **1954** R'Type Standard Steel Saloon - **1958** S1 Bentley Standard w.PAS - **1959** S1 Cont. P. Ward Convertible - **1959** S1 J.Y. Cont. - **1958** S1 Flying Spur - **1959** S1 Flying Spur 4-light - **1960-2** S2 Flying Spurs (selection) - **1961** S2 Flying-Spur LHD - **1960** S2 Coupe LHD - **1964** S3 Flying-Spur (selection) - **1964** S3 Convertible LHD - **1964** S3 James Young Cont. - **1964** SCIII Flying-Spur RR 4-Light LHD - **1964** SCIII James Young Cont. - **1965** SCIII Standard - **1964** S3 Bentley Standard (selection) - **1980** S. Shadow II, 39,000 miles - **1980** Corniche Convertible, 15,200 miles in Caribb. blue with dark blue hood/interior.

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: 081-785 6633

Dyers Lane (408 Upper Richmond Rd), Putney, London SW15

(Between Putney Swimming Pool and Roehampton Lane)

P&A Wood

OFFICIAL ROLLS-ROYCE & BENTLEY DISTRIBUTORS

GREAT EASTON, DUNMOW ESSEX CM6 2HD

(0371) 870848 FAX (0371) 870810



BENTLEY S3 CONTINENTAL 1964 4-DOOR SALOON BY JAMES YOUNG. Carribean Blue with Beige interior. Winner of the R-R.E.C. National Concours in 1991.



ROLLS-ROYCE SILVER WRAITH 1953 TOURING LIMOUSINE BY H.J. MULLINER. Black with Tan upholstery. An excellent example of this most elegant car.

SALES – SERVICE – REPAIRS – COMPLETE RESTORATIONS

and a comprehensive range of spare parts

STANLEY MANN

0923 852505



Vintage Bentley 4½ Litre RC Series. Very, very rare. Totally original. Excellent driving car.



1929 Bentley 4½ Litre Le Mans. Restoration just completed. Mint condition. Ready to drive away.



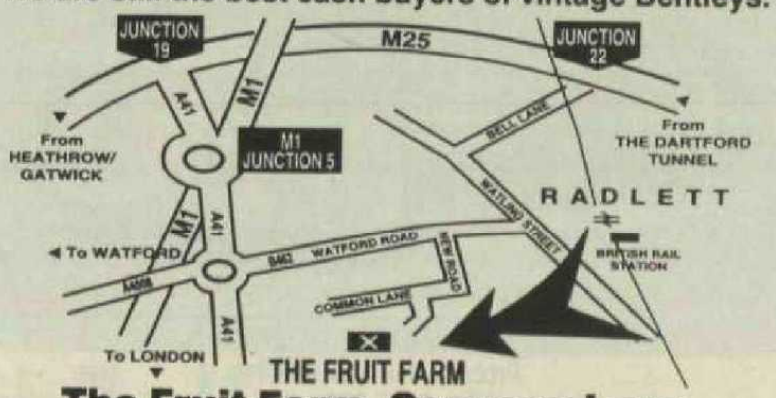
1928 Bentley 4½ Litre Open Tourer by Gill. A simple masterpiece of vintage design coachwork. Light and sporty with lots of luggage space.



1930 Bentley Speed Six. Very sporty full four seater tourer with long range petrol tank. Thunderous fun in the grand manner.

Other Bentleys in stock.

We are still the best cash buyers of vintage Bentleys.



The Fruit Farm, Common Lane, Radlett, Herts WD7 8PW

Tel: (0923) 852505 Fax: (0923) 853496

Open from 9.00am to 6.00pm Weekdays

9.00am to 1.00pm Sundays — Closed Saturdays

Printed by Tee & Whiten (the Lincoln's Inn Press Ltd.) for the Publishers: Teesdale Publishing Company Ltd., Standard House, Bonhill Street, London, EC2A 4DA.

Paradise

GARAGE



1924 W.O. BENTLEY 3 LITRE SPEED MODEL by VANDEN PLAS. Extremely well sorted. Excellent history.



1933 ASTON MARTIN 1½ LE MANS. Full Ecurie Bertelli restoration.



1971 ASTON MARTIN DB6 MK2 VANTAGE SALOON. 29,500 miles from new. Superb.

Other cars in stock

1960 AC ACE BRISTOL. A good original example mildly tuned for racing and exciting road use.
1932 ASTON MARTIN LE MANS. Reputedly the fastest pre-war Aston in existence. Extensive racing history. Ready to race. Blue bodywork.
1960 ASTON MARTIN DB4 ZAGATO REPLICA.
1961 ASTON MARTIN DB4 GT. Totally restored.
1961 ASTON MARTIN DB4 SERIES III SALOON. Pacific blue with grey hide. Excellent restoration. Benson & Hedges class winner.
1967 ASTON MARTIN DB6 SALOON. Fiesta red with black hide. 5 speed manual. 29,000 miles.
1967 ASTON MARTIN DB6 VOLANTE LHD. Rare left hand drive example. Very fine restored order.
1968 ASTON MARTIN DB6 VANTAGE SALOON. Fiesta red with black leather. 5-speed manual.
1970 ASTON MARTIN DB6 VANTAGE VOLANTE. One ofthe very best examples.

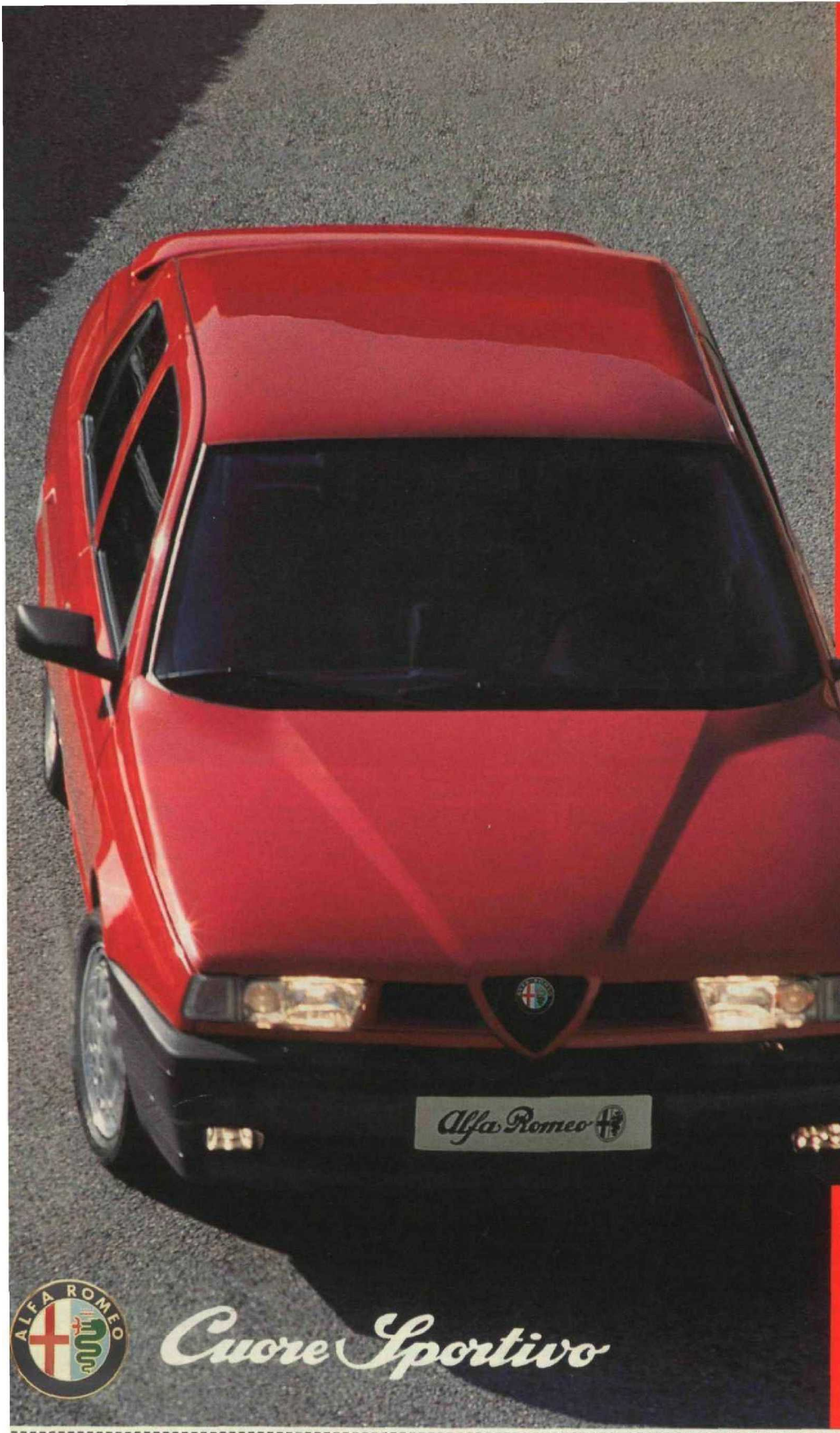
1939 BENTLEY 4¼ LITRE 2 DOOR TOURER by MULLINER. Absolutely the best driving Derby we have ever known.
1954 BENTLEY R TYPE SALOON. Black with tan hide. Superb original example.
1954 BENTLEY R TYPE CONTINENTAL by MULLINER. Very rare central gear change. We also have a '55 4.9 fully restored.
1955 BENTLEY R TYPE CONTINENTAL by MULLINER. Fully restored Series E 4.9 manual.
1960 BENTLEY S1 CONTINENTAL 'FASTBACK' by MULLINER.
1985 BENTLEY TURBO R. Balmoral green with green hide.
1959 FERRARI 410 SUPERAMERICA SERIES III.
1938 JAGUAR SS100 2½ LITRE. White with black hide.
1952 JAGUAR XK120 FIXED HEAD COUPE. Silver with red hide.
1952 JAGUAR XK120 ROADSTER. Opalescent blue with dark blue bucket. Spats. Recent full restoration to the highest standard.

1958 JAGUAR XK150 3.4 DROPHEAD COUPE. BRG with green trim.
1938 LAGONDA V12 DROPHEAD COUPE. Superbly well restored.
1937 MG TA. Maroon with red hide. Well restored.
1956 MGA ROADSTER. Red with red hide. Good useable car.
1952 NASH HEALEY. Superbly restored.
1910 PANHARD ET LEVASSOR. In outstanding original condition. Original paint!
1923 ROLLS ROYCE SILVER GHOST SHOOTING BRAKE by BARKER. Original coachwork supplied to Edward, Prince of Wales.
1932 ROLLS ROYCE PHANTOM II CONTINENTAL 2 SEAT DROPHEAD COUPE by CARLTON. Extensive history, fitted with overdrive. First class touring car.
1954 TRIUMPH TR2. Powder blue with beige hide. Fully restored.
Ferrari 400 Engine, no. F101 C001 00070.

Consignment sales undertaken

Telephone 071-720-0054. Fax 071-720-4394
Hours of business 9.30am to 6.00pm weekdays and 11.00am to 3.00pm Saturdays. Closed Sundays and Bank holiday weekends. Please phone for an appointment outside these hours.

Scout Lane, Old Town, Clapham, London SW4 0LA.



ALFA ROMEO 155 SILVERSTONE

PERSONAL STATEMENT

To commemorate the entry of the Alfa Romeo 155 into the British Touring Car Championship we've introduced our special edition "Silverstone".

With the 155 price range starting at a tax efficient £13,575 it's easier than you thought to drive a thoroughbred sports saloon, boasting one of the most evocative names in motoring.

Equally impressive are our Contract Hire rates which deliver the same unbeatable performance as our race bred engines.

While the wealth of standard equipment, which now includes ABS outmanoeuvres April's new tax measures with the legendary poise of an Alfa Romeo.

The Alfa Romeo 155. Your own personal statement.

BTCC
INTO THE BRITISH TOURING CAR CHAMPIONSHIP

Prices and details correct at time of going to press. On the road charges £469 inc VAT. For further details, fill in the coupon and send it to FREEPOST, Alfa Romeo Information Service, PO Box 1094, Slough, Berks SL16DH., or for more information telephone 0800 718 000

NAME _____ ADDRESS _____

POSTCODE _____ TELEPHONE NO. _____ PRESENT CAR _____ YEAR _____

155 MS 6/1