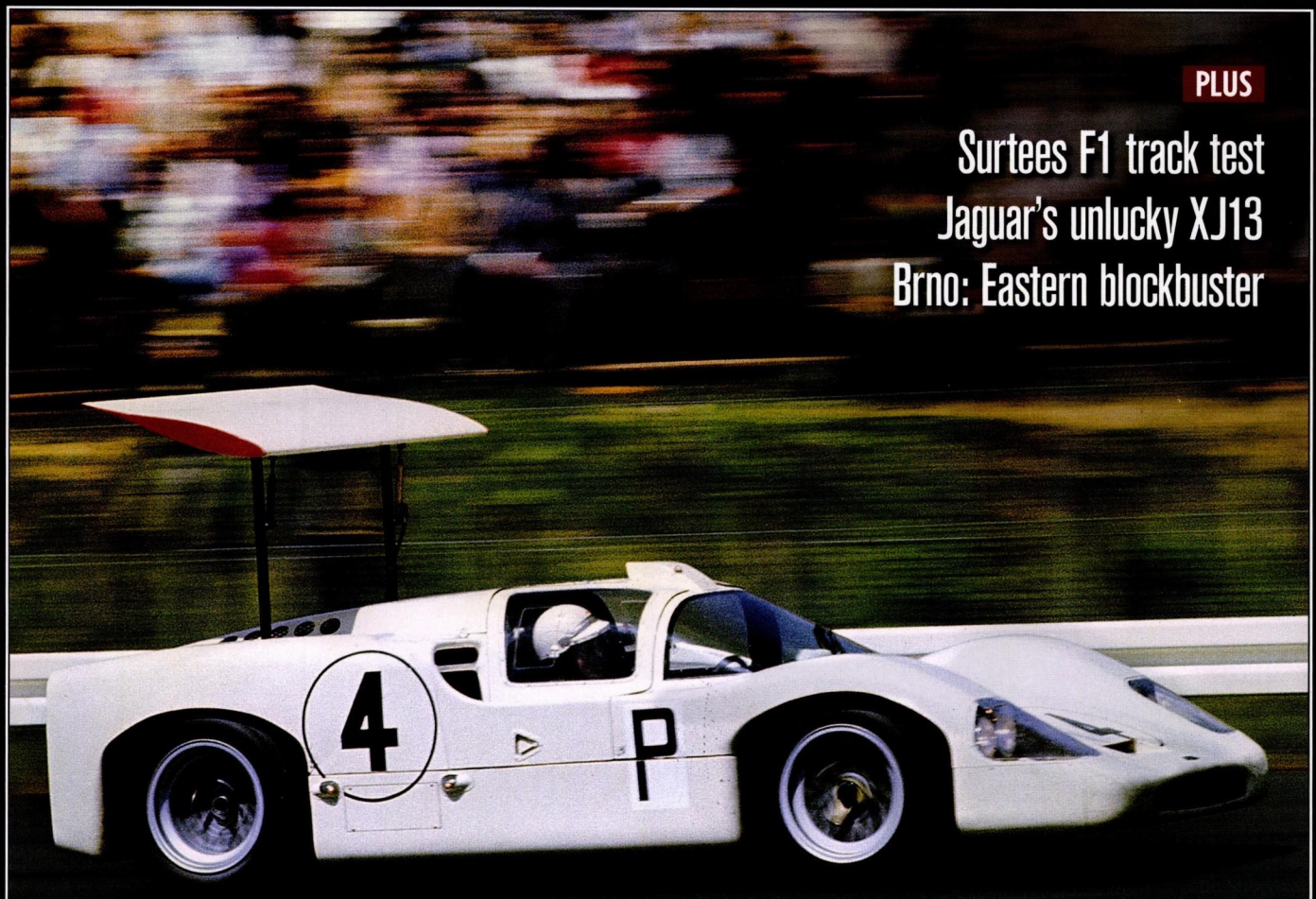
November 2003 • £4.25 • Founded in 1924

MOTORSPORT



PLUS

Surtees F1 track test

Jaguar's unlucky XJ13

Brno: Eastern blockbuster

MORE TRICKS THAN LOTUS?

Chaparral's high-tech legacy – wings, ground effect, semi-auto

1000s of CLASSICS FOR SALE

9 770027 201148 11

TRUE GREATS

Coys Traditional Christmas Auction

of

British & Continental Sports and Touring Cars,
Engineered Toys & Models, Steam, Formula 1 & Racing Automobilia and Victorian Cycles



Jaguar XK120 JWK 651
Sold by Coys at The Jaguar Legend for a world record price

With the other huge Coys successes such as Autosport 2003, Chiswick House 2003, the sale of The Montabaur Collection and the introduction of our market-leading Collectors Department, we conclude another excellent year of international auctions with 'True Greats' our traditional and hugely popular Christmas sale.

ENTRIES ARE INVITED

FOR THIS SUCCESSFUL ANNUAL SALE

December 4th 2003

Royal Horticultural Halls, Westminster, London

COYS LONDON
Motor Car Department
Anthony Godin, Robin Hanauer,
Edward Bridger-Stille, Rupert Hamilton-Walker
auctions@coys.co.uk

Collectors Department
Peter Card, Oliver Strebel-Ritter
collectors@coys.co.uk

2-4 Queens Gate Mews, London SW7 5QJ
T 020 7584 7444 F 020 7584 2733

COYS EUROPE
Michael Haag
Elisabethstr. 4, D-68165 Mannheim Germany
Tel: +49/(0) 621 412004 Fax: +49/(0) 621 415551
europe.auctions@coys.co.uk

COYS ITALIA
Duncan Abbott
Via XX Settembre 68, Firenze 50129 Italy
Tel: +39 348 916 7507
coys.italia@coys.co.uk

COYS
Founded 1919
LONDON

www.coys.co.uk

CONTENTS

SEVENTY-NINTH YEAR OF PUBLICATION

Motor Sport incorporating
Speed and The Brooklands Gazette

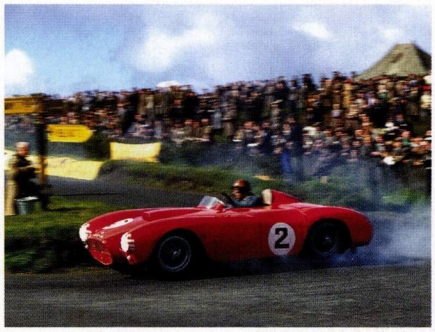


Roadrunner *Jim Hall brought a fresh angle to sportscar racing with his striking Chaparrals. Page 37*



Armco curtain *Racing in the streets didn't stop with WWII. We explore the bright lights of Brno. Page 62*

Editorial	...	4
Letters from Readers	...	5
You Were There	...	9
In the Hot Seat: Dan Gurney	...	12
Matters of Moment	...	16
Events of Note	...	20
Around the Tracks	...	22
Modern Times/*Simon Taylor*	...	28
My Only Grand Prix: Dieter Quester	...	31
Legends/*Nigel Roebuck*	...	32
Subscriptions	...	34
Chaparral Special	...	37
Jim Hall Interview/*Paul Fearnley*	...	38
The First Chaparral/*Preston Lerner*	...	44
Chaparral 2/*Preston Lerner*	...	46
Chaparral 2D & 2F/*Preston Lerner*	...	48
Marc Surer/*Tim Scott*	...	50
15 Minutes of Fame: Protos/*Paul Fearnley*		56
Photo Feature/*Martyn Wainwright*	...	58
Track Test: Brno/*Gary Watkins*	...	62
X-Ray Spec: Jaguar XJ13/*Keith Howard*	...	69
Shelsley Walsh/*Bill Boddy*	...	72
Rover SD1/*John Davenport*	...	78
Surtees TS9B Track Test/*Paul Fearnley*	...	86
Book Reviews	...	94
Bill Boddy	...	96
Parting Shot	...	102



Attic album *In the '50s no-one published racing in colour, so these shots have lain unseen since. Page 58*



Small beginnings *Shelsley Walsh is only two years shy of a centenary. Bill Boddy digs into its past. Page 72*



Dave Friedman, Malcolm Griffiths/LAT,www.motorsport54.co.uk, Peter Spinney/LAT

John of all trades *The Editor falls for one of the nicest of the 'Cosworth kit cars', created by bike and car champ, constructor and team manager John Surtees. Page 86*

CONTACTS – TEL: +44 (0)20 8267 5258 FAX: +44 (0)20 8267 5222 E-MAIL: MOTORSPORT@HAYNET.COM

MOTOR SPORT

SOMERSET HOUSE, SOMERSET ROAD, TEDDINGTON, MIDDLESEX, TW11 8RT, UNITED KINGDOM

EDITORIAL DEPARTMENT
Telephone 020 8267 5258
Fax 020 8267 5222

ADVERTISING DEPARTMENT
Telephone 020 8267 5251
Fax 020 8267 5360

EDITOR Paul Fearnley
FOUNDER EDITOR Bill Boddy, MBE
DEPUTY EDITOR Gordon Cruickshank
MANAGING EDITOR Tim Scott
ART EDITOR Faye Morrison
PICTURE EDITOR Ian Marshall
NEWS EDITOR Paul Lawrence
GRAND PRIX EDITOR Simon Taylor

SPECIAL CONTRIBUTORS
Nigel Roebuck, Adam Cooper, John Davenport, Alan Henry, Keith Howard, Mark Hughes, Andrew Frankel, Gary Watkins

PICTURE LIBRARY
LAT Photographic – 020 8251 3000

GROUP ADVERTISING MANAGER Russell Whitehouse
ADVERTISING MANAGER Richard Rowe
ASSISTANT ADVERTISING MANAGER Claire Barrett
DISPLAY SALES EXECUTIVE Hugo Mabbott
SALES EXECUTIVES Charles New, Rania Makboul

PRODUCTION MANAGER Ben Payne
PRODUCTION CONTROLLER Agnelo Vaz
PRODUCTION EXECUTIVE Jemma Cullen
SUBSCRIPTIONS EXECUTIVE Chris Heyes
SYNDICATION MANAGER Simon Fox
PUBLISHING MANAGER Richard Storrs
ASSOCIATE PUBLISHER Guy Nicholls

PUBLISHING DIRECTOR Jo Biggs
DESIGN DIRECTOR Paul Harpin
SALES DIRECTOR Derek Redfern
MANAGING DIRECTOR Peter Foubister
JOINT CHAIRMEN Simon Daukes, Tony Schulp

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

EDITORIAL DIRECTOR Mel Nichols
CHAIRMAN Eric Verdon-Roe

SUBSCRIPTION RATES – 12 issues
UK £49.40; Europe & Eire £55.99; Airmail: Middle East, Africa, India £82.99; Rest of the world £95.45. Postage is free. Payment may be made by VISA, Mastercard or Amex to: Motor Sport Subscriptions, Motor Sport, Haymarket Magazines Ltd, PO Box 568, Haywards Heath, RH16 3XQ. Tel 08456 777819. Fax 08456 775555

USA (airfreight) per annum $72. Second-class postage paid at Berkeley Heights, NJ, and additional mailing offices. USPS 698570
POSTMASTER: Send address corrections to EWA, 205 Highway 22 East, Green Brook, NJ 08812. Telephone 732 424 7811. Fax 732 424 7814

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

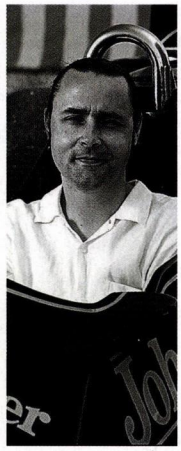
DISTRIBUTION
UK Frontline Ltd, Park House, 117 Park Road, Peterborough, Cambridgeshire PE1 2TR. Telephone 01733 555161

COLOUR ORIGINATION Colour Systems Limited.
PRINTING St Ives plc

We take every care when compiling the contents of this magazine but can assume no responsibility for any effects arising therefrom. Manuscripts submitted entirely at owners' risk. Advertisements are accepted by us in good faith as correct at the time of going to press. No part of this publication may be reproduced in any form without the written permission of the Publisher. Copyright © 2003 Haymarket Magazines Limited, all rights reserved

SUBSCRIPTION HOTLINE
08456 777819

editorial



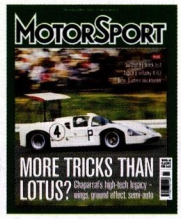
MOTOR RACING 'THREADS' FASCINATE ME. FOR INSTANCE, MOST RESEARCH SEEMS to lead to Len Terry at the moment. Over the past couple of years I've written articles about Dan Gurney's F1 Eagle, the 1965 Indy 500-winning Lotus (for a Ford magazine) and the BRM P126 – all of which stemmed from Len's red-hot drawing board. He tends to crop in unexpected places, too: Alpine's first streamlined Le Mans racer, the Eifelland – and the original Surtees (p86). The man behind Terrier and Leda – to name but a few – is one of those names that pulls together many aspects of Britain's rise to motorsporting prominence.

Of course, drivers do this, too. Recent track tests of BRM P126, Ford F3L and Porsche 908/3 all led back to Richard Attwood. And I'm not talking about the models involved, I am talking about the actual chassis. He raced them all.

Austria, in contrast, has not played such a key role as Britain – Attwood's 908 was run by Porsche Salzburg! – but it, too, has its Len Terrys. For years now tin-top legend Dieter Quester has been hinting at retirement. He still is. He crops up four times in this issue: Surer (p54), Brno (p62), Parting Shot (p102) and My Only Grand Prix (p31). Yes, he made it as far as F1, finishing ninth in the 1974 Austrian GP in a... Surtees TS16.

'There have been plenty of spats in racing, but there are lots of heart-warming tales, too'

Which brings us right back to the team that 'Big John' built – albeit via Chaparral (p37). His ill-starred 1969 Can-Am season with Jim Hall's men was one of the things that tipped him finally into constructor-dom – that and a difficult and disappointing F1 season with BRM at the wheel of its P138 and P139, direct descendants of Terry's P126.



Alexis Collier

Chaparral 2F at 1967 Nürburgring 1000Km

Then there are the little connections you rarely hear about. For instance, when the UK arm of the Pedrazzani brothers' Novamotor concern hit hard times, kindly 'Doc' Ehrlich – an engineer who matched Hall for innovation – found a rent-free corner of his workshop for it. There have been plenty of spats in motor racing – that's the nature of competitive sport – but there are lots of heart-warming tales, too. Sadly, 'Doc' and Gianni Pedrazzani are no longer with us (page 19), but theirs are threads that we must unravel soon.

Paul Fearnley
Editor

Letters from Readers

Write to: MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middx, TW11 8RT, Great Britain.

E-Mail (please include address): motorsport@haynet.com

The Editor reserves the right to edit all letters

CHAMPAGNE MOMENT IN TIME

SIR,

I have been fortunate to visit Goodwood and Reims recently, and I am sure that I'm not the only person to have been struck by the contrasting fortunes of these famous tracks.

The buildings at Reims have deteriorated slightly since Andrew Frankel's visit for MOTOR SPORT in 1998, but are still essentially sound. The Shell sign atop the large grandstand has collapsed, the Total signs on the pits have disappeared and much of the area in front of the stands is overgrown – but otherwise things seem much the same.

There's much enthusiasm for historic racing in France – Pau and Angoulême spring to mind – and I find it hard to believe that the same passion for the sport's history cannot be regenerated in the Champagne region. It would be fantastic to restore these buildings and bring the place back to life. There is an ongoing debate about the fate of the buildings, and one option is their demolition to make way for houses. Time is running out.

The famous corners of the circuit, like Thillois, have the inevitable modern junction improvements, and the N31 is a dual-carriageway, but it would still be physically possible to occasionally use these roads for motorsport. Are there others interested in exploring these possibilities?

I AM, YOURS ETC,

PAUL LEEK, BENENDEN, KENT

A Reims Revival, now you're talking. Can we get the Mayor of Reims over to Goodwood? – Ed.

STAR LETTER

in association with smartnav

LEAVING FEW LOOPHOLES

SIR,

The late Tony Rudd came to see me many years ago when I was at the Ministry of Transport to discuss legislation on occupant safety related to the GRP construction of the second-generation Lotus Elite.

Business over, we adjourned to the local pub for an interesting lunch where I teased out many interesting tales of his earlier days. One I recall involved him flying an RAF Canberra; he got a red flare from the control tower – meaning 'don't land'. One wheel had not come down and, even worse, he couldn't get the other one back up. Flying around to use up fuel he did an outside loop to get the wheel back in its well. Having accomplished this he belly-flopped gently onto the wet grass, consequently arriving at the edge of the airfield still possessed of considerable velocity. He sailed through a hedge and across a busy road. He still chuckled at the memory of that bus driver's face!

Subsequently, having discovered a mutual interest in Norfolk Broads sailing, he sent me several pages of handwritten foolscap detailing all his favourite stretches of water and their pubs and restaurants. This information stood me in good stead for many years.

Truly, a character and a gentleman.

I AM, YOURS ETC,

KEITH MARTIN, MILTON KEYNES

Our Star Letter wins **Smartnav**, the advanced satellite navigation system combining the latest mapping with Trafficmaster's unique live traffic information. The prize includes installation, connection fee and four years' subscription worth £1000. Next month we're giving away another **Smartnav** system, so get your letters in now. For more information call 0800 240 5000 or www.smartnav.com



LAT

Tony Rudd – a character who was just as thorough with his hobbies as with motor racing – and flying

VISITING HOURS

SIR,

It's good to know that MOTOR SPORT is still around and still cares. Your September article on the great Denny Hulme was terrific.

I don't quite remember where or when I met Denny and, truth be told, I didn't know him all that well. And yet...

I was banged up bad in 1973 because of an accident I'd suffered during the saloon support race at the British Grand Prix. I was rushed to Northampton General hospital, but I wasn't rushed out – I was looking at a long stay.

A few weeks later, at around midday, Denny strolls into the ward. "Hi Brode," he said. I was amazed to see him standing there.

I asked him if he had been testing at Silverstone. He hadn't. He said that he had a free day and he thought he'd come and see me. Denny lived in Surrey! That's a long ride.

We spent a fantastic two hours talking about racing. He told me of the accident in qualifying at Indianapolis that your article referred to, of how the drugs he was given while he was recovering from his burned hands caused him to hallucinate: huge spiders and all kinds of creatures were at the end of his bed! He said it was terrifying.

When he got out and went testing, one finger kept bleeding. That was how the doctors discovered that the bone was sticking out!

Denny went through all that suffering because he knew how badly the McLaren team was hurting after the death of Bruce. Now that's a man we should never forget.

I AM, YOURS ETC,

DAVE BRODIE, VIA E-MAIL



Peter Tempest

Saloon ace Brodie welcomed his visit from The Bear

BANKING ON THE NET

SIR,

With reference to WB's item on the Montlhéry petition there is an easier way to register, for those with internet access. All you have to do is log on to www.motorlegend.com/montlhery and fill in a few details.

I can well recall howling around the banking in the Dulon Porsche just inches behind David Piper's 4.5-litre V12 Ferrari – the sound was certainly impressive from where I was sitting! So let's do what we can to save Montlhéry and ensure that others may enjoy such experiences for many years to come.

I AM, YOURS ETC,

KEITH MARTIN, MILTON KEYNES

* * * *

RONNIE REVELLING

SIR,

I marshalled at Woodcote during the 1973 British Grand Prix at Silverstone, and I recall us driving home after practice still shaking our heads in awe at Ronnie Peterson's attack.

It had been a very sunny afternoon and 'Super Swede' seemed otherworldly as his Lotus 72 floated through in a perfect drift at, I would guess, 150 mph. And, as the next day would prove, there was no run-off comfort zone should you get it wrong.

Race-day was remarkable for a few reasons. Firstly that Scheckter-induced pile-up on lap one, in which, amazingly, only Andrea de Adamich was injured – I think John Surtees felt more badly hurt! (I gave Scheckter's rear wing back to McLaren's Phil Kerr). Secondly, you could usually depend on the Formula Three boys to provide the shunts at a big meeting, but on this day they were the only guys to keep their noses clean. The saloons were blighted by a dreadful accident between the Daves, Matthews and Brodie. Even the historics did something wrong!

I do not have photos from that day, but I have some wonderful pitlane photos of early 1980s GPs.

I AM, YOURS ETC,

STEPHEN ARCHER, GREAT MISSENDEN, BUCKS

The search for photographs of Ronnie sliding his JPS through Woodcote continues. So, a year's free subscription goes to the first person to provide us with one – Ed.

* * * *

DRIVEN SPARE

SIR,

I was pleased to read Paul Fearnley's article on Classic Formula Ford in October's issue. I was also delighted to see how highly he rated the Crosslé 25F.

He mentioned that Merlyn spares are still available; I should like to point out that the Crosslé Car Co can offer a full range of spares, too, for virtually all of our Formula Ford, Formula Two and sports-car designs. These are still manufactured in the original factory from the original jigs.

This class of racing really does offer tremendous value for money.

I AM, YOURS ETC,

ARNIE BLACK, CROSSLÉ CAR COMPANY LTD, BELFAST

GAUGING GOODWOOD

SIR,

Last month you published an interesting editorial regarding the Goodwood Revival meeting. Yours was a question that needed asking...

My tweed jacket, flat 'at, elderly tie and I made the long trip from New Zealand to Goodwood in 2001 and '02. Both trips were absolute magic, and I'm hoping to get back there again before too long.

I agree about the need to keep the programme fresh. But I don't think that pre-WWII fields or Edwardians are the answer. Surely that would defeat the purpose of the superb job Lord March's team has done in recreating the look and feel of a certain period of time.

The off-circuit atmosphere of both years was just wonderful, and is an inseparable part of the attraction, but it *does* need careful thought each time to avoid it seeming too circus-like.

I have some suggestions. Firstly, I love motorcycles, but why do they get two races? Could one be for period sidecars, or different capacity classes? Or why not have two saloon races divided up by engine size or date? And perhaps two Formula Junior races for different periods. Also, the mix of drivers is great, but could more 'names' from the 1970s and '80s be persuaded to take part?

In the end, it's a weekend worth travelling around the world for, and I don't think its formula needs much done to it.

I AM, YOURS ETC,

MARK HOLMAN, WELLINGTON, NEW ZEALAND

* * * *

FRINGE ACTIVITIES

SIR,

Thank you for the interesting article by Gordon Cruickshank on the brief life of the Scirocco team in the October issue. All too often fringe marques are overlooked and their backgrounds never revealed.

I would, however, like to raise a couple of queries on the subject. Firstly, Tony Settember has always been referred to as Hugh Powell's 'guardian'. Is there any truth in this?

Also, the chassis of the Scirocco was said to have been based on the Emeryson Mk2 reworked by Hugh Aiden-Jones. Does this answer the outstanding question as to who designed it?

Finally, how revealing it is to compare the attitude of the Scirocco with Dan Gurney's Brabham in the photo taken at the British GP (page 80). The Brabham is cornering flat and low; the Scirocco is up on its front suspension and looking a real handful.



Scirocco – a team on the fringe, a car on the edge



Maintaining the pace - Tambay and Pesca's Cobra

I AM, YOURS ETC,

MARK WHITELOCK, WADHURST, EAST SUSSEX

* * * *

THEN AS NOW

SIR,

Your recent comparison of Goodwood lap times then and now made fascinating reading. But what it did not mention was the pace drivers used to maintain throughout long races.

In the 1963 TT, Graham Hill and Mike Parkes finished just 0.4 sec apart in their GTOs after 130 laps of driving solo. Their average lap time, including incidents and pitstops, was 1min 30.8sec! Graham put his Ferrari on pole with a 1min 27sec.

I do not recall Pirro or Tambay beating that in the 2002 TT Celebration race, despite driving a considerably developed lightweight E-type and AC Cobra respectively.

I AM, YOURS ETC,

DOUG ELLIS, HORLEY, SURREY

In 2002, the average lap time for the winning Cobra of Tambay and Henri Pescarolo, including a pitstop, was 1min 32sec – over 40 laps. Tambay's fastest lap was 1min 28.716sec; his pole was 1min 28.023sec – Ed.

* * * *

THANK YOU AND GOODBYE

SIR,

After reading your *Matters of Moment* story in the August issue, my first reaction to Mercedes' plans for Brooklands was one of disappointment at the very simple design of its proposed test track: it reminded me of a Scalextric layout.

Surely it would be possible to add some more challenging stretches in the manner of Indianapolis and Rockingham. It is to be hoped that Mercedes will seek advice from appropriate quarters once the outline approval has been given.

One other matter: from where do your correspondents get the unwieldy and unbelievably pompous ending that appears on their letters? This is 2003, you know!

NICHOLAS MILTON, WELLINGTON, SOMERSET

They get it from us. But you're right – no more. As you can see – Ed.

Continental Notes

JENKS ON MEXICO '64

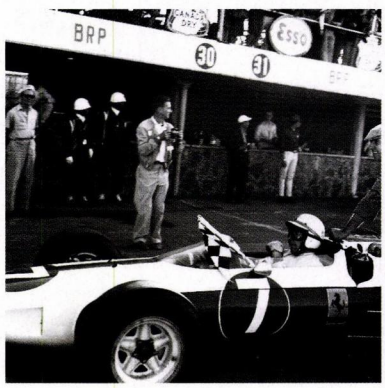
I HAVE NEVER BEEN A GREAT ENTHUSIAST OF THE DRIVERS' world championship's system of points-chasing for many reasons, and in the past it has been shown to give the championship to the wrong man, or to the right man by reason of luck. This year's win by John Surtees is a typical example, for with one lap to go in the Mexican Grand Prix he had no chance at all of being world champion and then, suddenly, two things happened which gave him the title.

'Clark had the race and the title, by points or merit, in the bag'

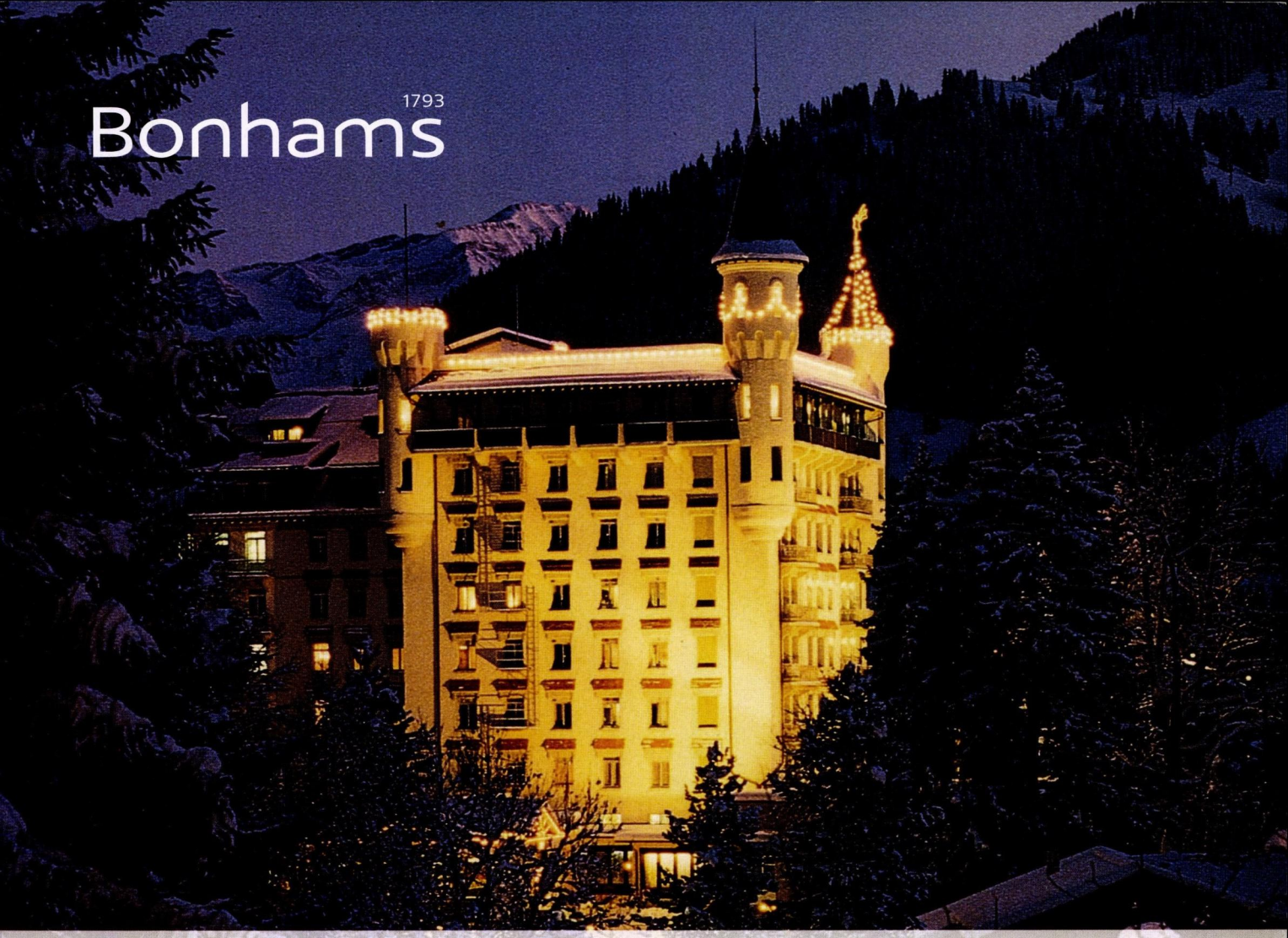
Jim Clark had the race and the championship, by points or merit, in the bag and then his engine went bang and he was out of the race. Bandini had let Surtees overtake into second position, and thus gain sufficient points to be acclaimed world champion. I said that Clark was on his way to being champion by points or merit, for had he won the race it would have been his fourth major victory this season which should've made him champion, points or no points. Only by the present system is it possible for someone to win races and not be champion.

I do not begrudge Surtees his championship. In fact, it is the best thing that could have happened, for it also brought the manufacturers' title to Ferrari, and there is no more worthy grand prix constructor, for he really designs and builds his own cars, using very few proprietary parts.

If Dan Gurney can be champion for 1965, either by winning races like Clark did in '63, or by having other people not winning them, like Surtees, then everything will be nice and tidy. – **Yours DSJ**



Bonhams 1793



Historic Ferrari Motor Cars, Related Automobilia and Wristwatches at Gstaad

19 December 2003

Gstaad Sale

Combine the world's most charismatic marque with the smartest hotel in Europe, add the wildly beautiful mountains of the Alps in December and you have the setting for Bonhams annual Gstaad sale.

A chance for serious collectors and enthusiasts to relax in an exquisite location surrounded by tempting opportunities to acquire some of the finest examples of the Prancing Horse's road and racing cars, not to mention sporting watches.

This uniquely heady atmosphere in the run up to Christmas draws established collectors and new buyers from almost every corner of the world.

If you are considering the sale of a special Ferrari, then there is no better time or place to sell.

If you would like to know more please call Simon Kidston or Benoît Gilles on +41 (0) 22 300 3160 or email simon.kidston@bonhams.com or benoit.gilles@bonhams.com

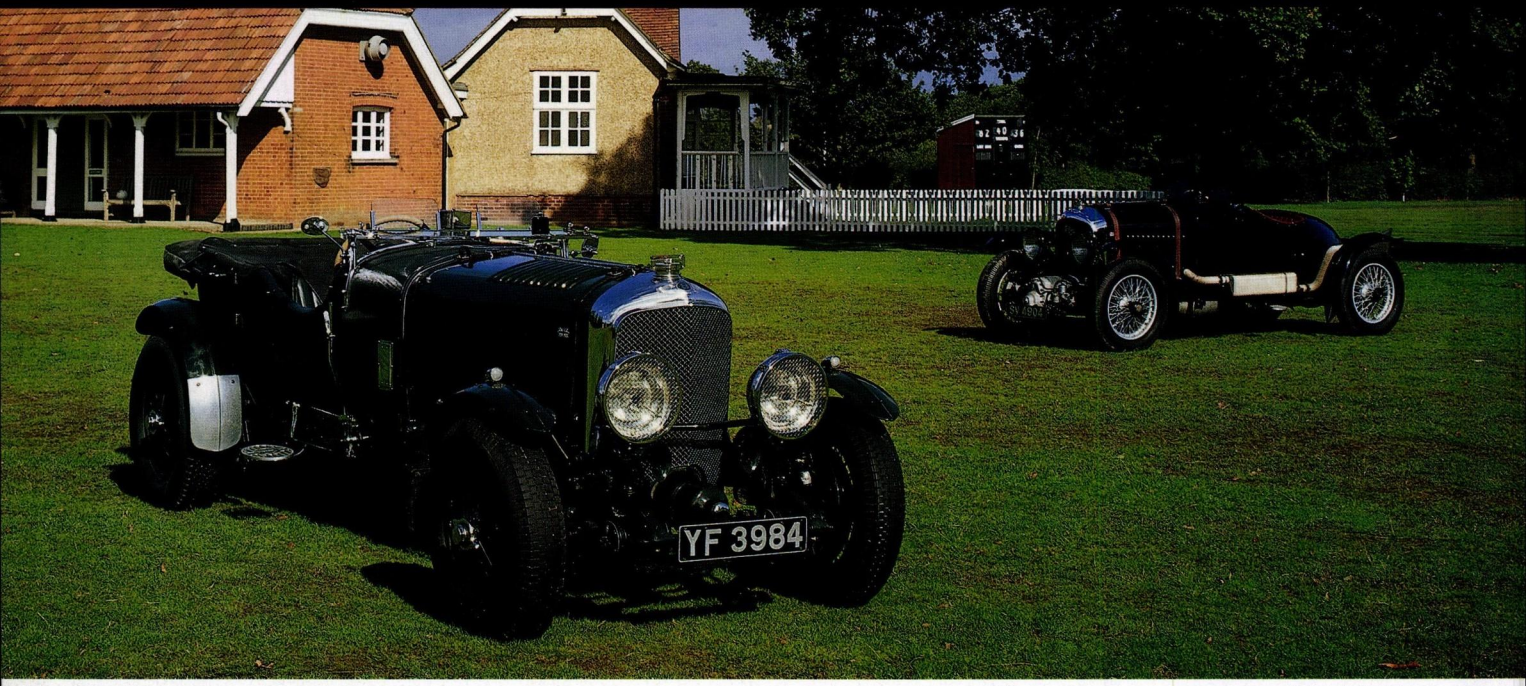
PALACE HOTEL
GSTAAD

Europe
10 Rue Blavignac
1227 Carouge-Geneva
Switzerland
+41 (0) 22 300 3160
+41 (0) 22 300 3035 fax

UK
10 Salem Road
London
W2 4DL
+44 (0) 20 7313 3176
+44 (0) 20 7313 3170 fax

USA
220 San Bruno Avenue
San Francisco
California 94103
+1 (415) 861 7500
+1 (415) 861 8951 fax

Simply pick up the phone for competitive Classic Car Insurance



Cars supplied by Stanley Mann Racing

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

BENEFITS INCLUDE:
The most competitive and comprehensive policy

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

TYPICAL PREMIUMS FOR MILEAGE UP TO 5,000 p.a.			
1926	Bentley	£150,000	£268.00
1969	Triumph TR6	£9,500	£133.00
1967	Ferrari 330GT	£30,000	£264.00

Ring now for an immediate quote 01277 206911

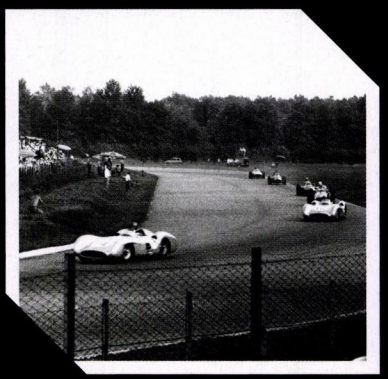
RH Specialist Car Division, Freepost, Library House, New Road, Brentwood, Essex, CM14 4ZP

A member of the Coyle Hamilton Group of Companies

SPECIALIST CAR DIVISION

YOU WERE THERE...

OUR SECOND SHOWCASE OF READERS' PHOTOGRAPHS TAKES US FROM AINTREE AND BRANDS TO DUNDROD AND MONZA VIA THREE LENSMEN

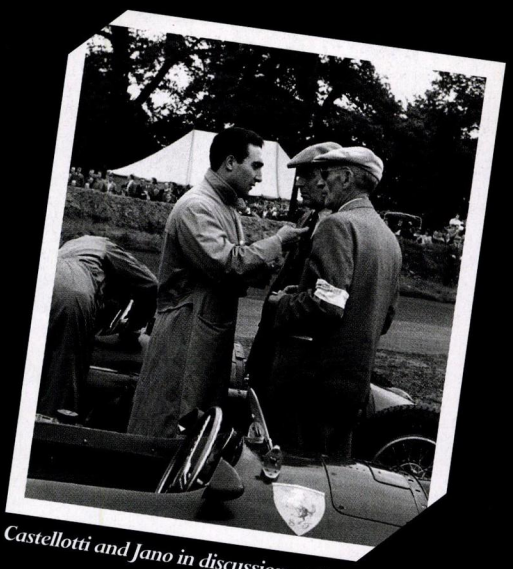


Kling's Merc leads lap one of 1954 Italian GP

MICHAEL PITTS OF CHIPPENHAM SENT US 21 IMAGES covering the period 1952-58. He caught the racing bug at Goodwood, but soon widened his motorsport horizons – including a trip to Monza for the 1954 Italian Grand Prix.

He took his faithful Agfa – "with which I was delighted" – everywhere with him, and although he never possessed an official photographer's pass, such was the proximity of the on-track action in those days, a grandstand seat was exactly that.

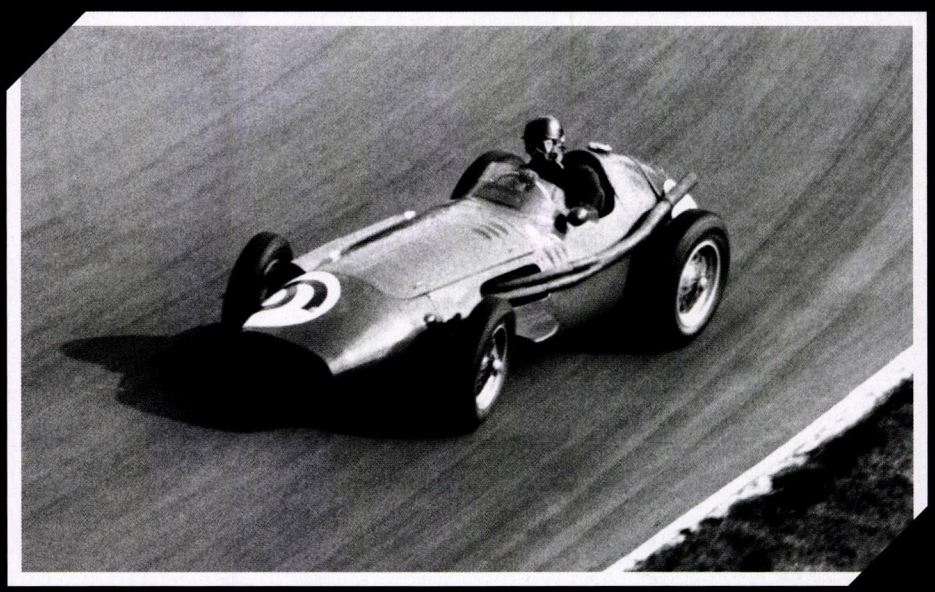
However, if that was insufficient, the "odd trespass" wasn't out of the question!



Castellotti and Jano in discussion at Oulton in 1955



Archie S-B and Connaught's Rodney Clarke



Grandstands overlooking Tatts at Aintree gave a fine view. Fangio slides Schell's Maserati 250F in practice



Tweaking a fuel -injected Norton 500 motor



Ivor 'The Driver' Bueb gets all tweaked up at Brands Hatch

WE NEED YOUR PHOTOS

Do you have photographs from races or rallies gone by tucked away in a drawer at home? If the answer is yes, and you feel you have some interesting anecdotes to go with them, we'd love to hear from you (see postal address on page 4). We suggest that where possible you keep hold of the negatives and send prints to us – and we, of course, undertake to look after your treasured items and return them safely after use.

YOU WERE THERE...

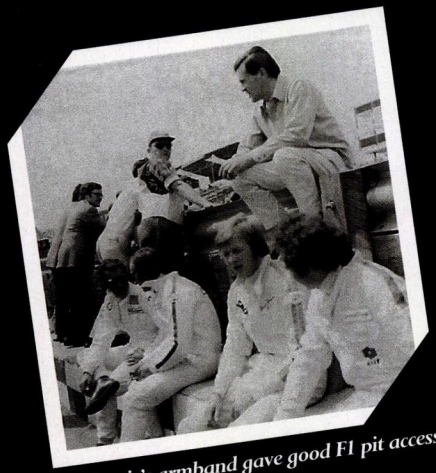
GLYN JONES WAS ONE OF THOSE LUCKY MOTORSPORT FANS WHO MANAGED TO find a way to become involved full-time in his passion. As an 18-year-old marshal at Silverstone in 1968 he met Martin Birrane (now boss of Lola Cars), thereby beginning a 17-year spell of helping to run his cars.

At first it was the ex-Roy Pierpoint Ford Falcon, but Birrane's Crowne Racing team grew and, with Glyn by now team manager, won the European 2-litre sportscar title with Chris Craft in 1973. "I had a wonderful time with Martin, he gave me opportunities I never dreamed of," says Glyn. "He nurtured me from a green mechanic into a professional team manager, and we remain friends today."

When the saloons were a support race to F1, Glyn's mechanic's pass gave him the chance to sneak along the pitlane and take close-ups of the superstars of the day, such as this group of F1 hotshots (left); Andretti, Chris Amon, Ronnie Peterson, Mike Beuttler and Jean-Pierre Beltoise.

"This is my favourite picture – the antidote to today's smoked-glass motorhomes. Such a scene is inconceivable in today's F1."

Glyn also remained a keen race spectator. "I'd be out somewhere nearly every weekend. But I don't have that many photos – I sometimes wish I'd put my camera in my tool box more often, but I'd be so busy, you forget these things."



Mechanic's armband gave good F1 pit access



Martin Birrane presses on in the Crowne Ford Falcon at a wet Copse in 1969



Pierpoint's Falcon gained some ballast with a shunt at Crystal Palace in 1967

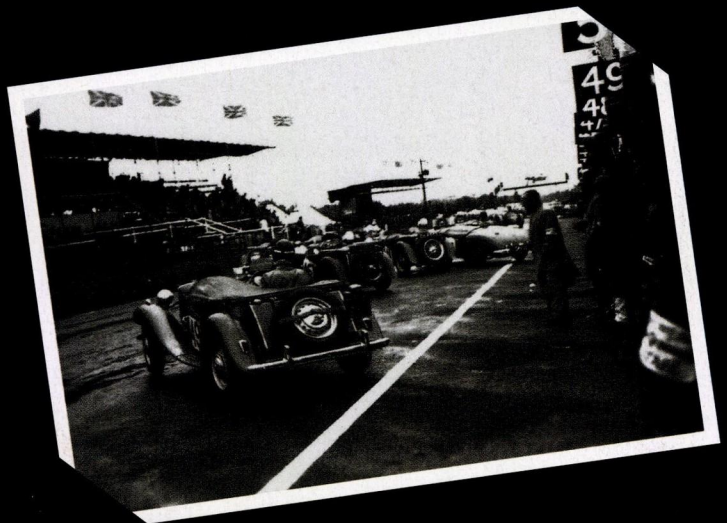
TOMMY CLAPHAM ATTENDED THE 1950 TOURIST TROPHY AT DUNDROD – partly as a 21st birthday treat, and partly as an official hanger-on of the works MG team.

"At that time I was friendly with Ted Lund, who was a works MG driver," explains Tommy. "Also in the MG team for that race was George Phillips, the well-known Autosport photographer, and Dick Jacobs. John Thornley was the team manager.

"A friend and I were there for practice and the race. The weather was foul and there were some less-than-jovial faces in the pits. It poured down and everyone was soaked. In fact, George Phillips borrowed some dry clothes from us to travel home in!

"We travelled back by boat that night through a heavy Irish Sea storm. Never again will I go to Ireland by boat!"

Still, at least Tommy had got to see the drive that put Stirling Moss on the international map, using Tommy' Wisdom's Jaguar XK120 to score the first of his seven TT victories.

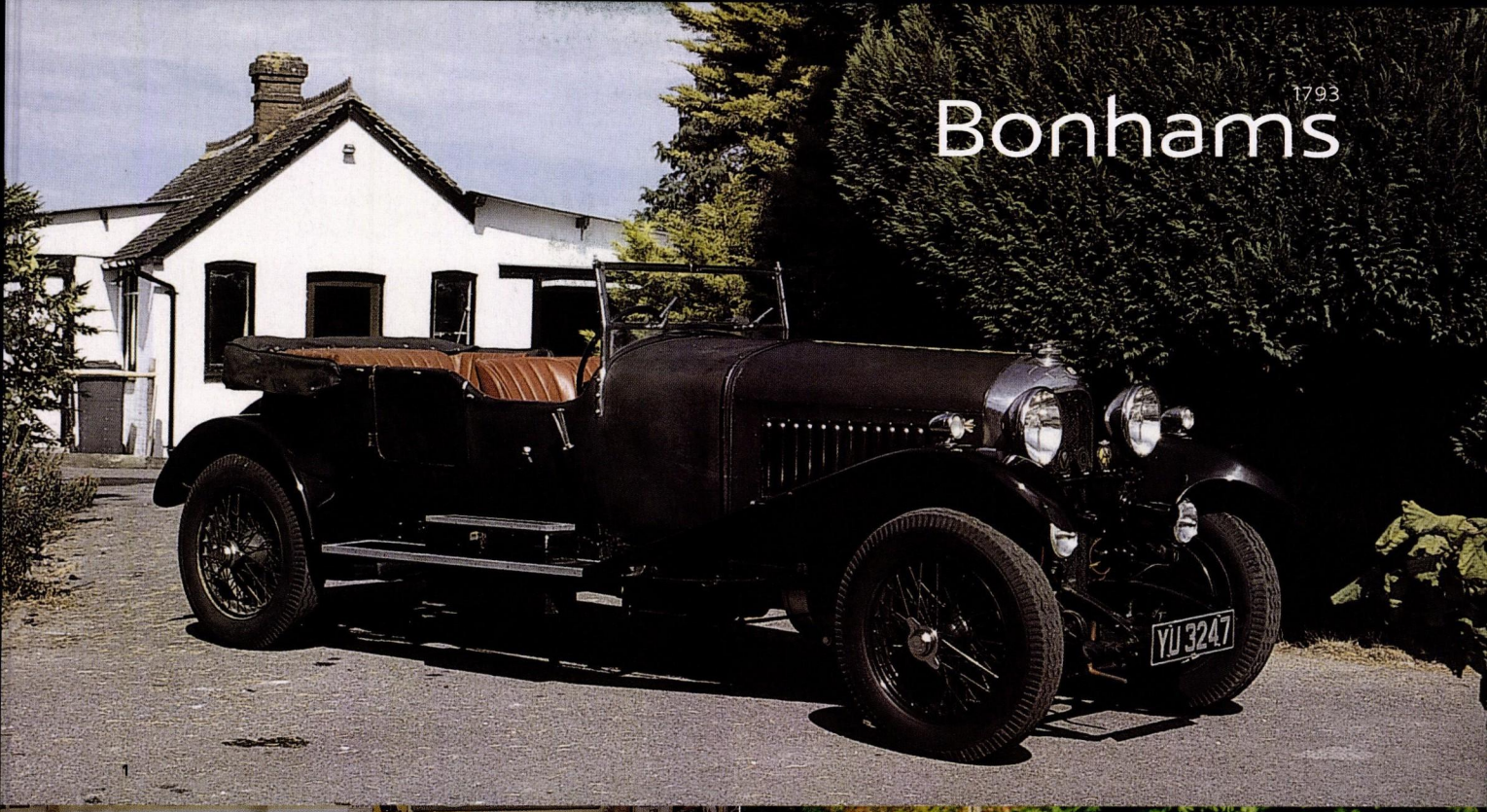




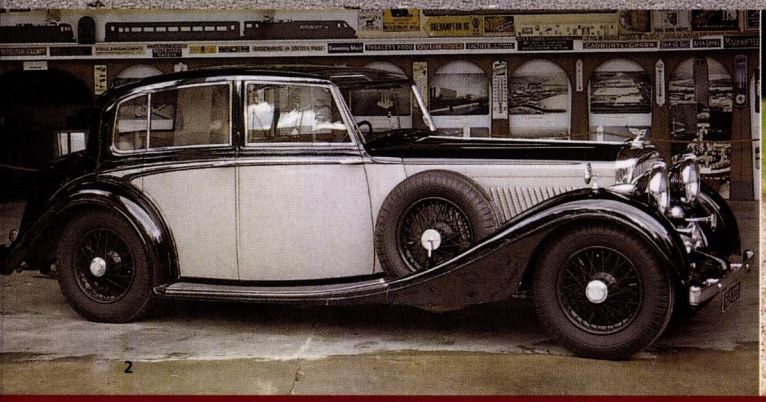
Above: Reg Parnell was fourth in the first of three factory Aston DB2s. Left: Dick Jacobs' TD gets under way; he would finish as the top MG

1793

Bonhams



1



2



3

Olympia London

1 December 2003

Entries include:

1. 1927 Bentley 4 1/2-litre Tourer Coachwork by Van den Plas
An early example sporting attractive long wing touring coachwork by Van den Plas. A three owner car which has been cherished in the current ownership for almost fifty years.

2. 1939 Bentley 4 1/4-litre Overdrive High Vision Saloon by H J Mulliner
Originally supplied to the vendor's father on 22nd April 1939, chassis B148 MR carries attractive coachwork by H J Mulliner and offers a rare opportunity to acquire an example of this handsome model.

3. 1934/95 Bugatti 2.3-litre supercharged Bugatti Type 55 Roadster
Chassis no. BC92 is a post-production example completed in 1995 using original and newly manufactured components. A superb and faithful facsimile of the original.

For further information and to enter a vehicle for sale please contact the Motor Car Department on 020 7313 3176, 020 7313 3170 fax or Stewart Skilbeck (North of England) on 01757 638 894 tel/fax email cars@bonhams.com

www.bonhams.com

UK
10 Salem Road
London
W2 4DL
+44 (0) 20 7313 3176
+44 (0) 20 7313 3170 fax

Europe
10 Rue Blavignac
1227 Carouge-Geneva
Switzerland
+41 (0) 22 300 3160
+41 (0) 22 300 3035 fax

USA
220 San Bruno Avenue
San Francisco
California 94103
+1 (415) 861 7500
+1 (415) 861 8951 fax

Australia
7 Anderson Street
Double Bay,
Sydney 2028, NSW
+61 (02) 9327 7311
+61 (02) 9327 2917 fax

Dan Gurney was the clean-cut boy of American racing – yet he 'stole' towels from hotel rooms, liked drag racer Mickey Thompson's Indycar and put Jaguar's nose out of joint with a brash 'Yank tank'...

What caused you and Mike Parkes to come to a dead stop in the 1967 Le Mans 24 Hours?
Ross Ainscow, Anglesey

It was not a plan, it was a spur of the moment decision on my account. Mike was very good at racecraft and he knew very well that ours was the only Ford remaining in the race. He knew, too, that his best chance of winning for Ferrari was to get me back into racing driver mode rather than endurance driver mode: he was pestering me like a mosquito. So I thought that if I pulled over and stopped to let him by the problem would disappear and I could continue with my own race. I did just that, over on the right after Arnage. But he stopped, too, and we sat there for maybe 10-15sec until he got embarrassed and drove past. I set off at the same pace that I thought we could win the race. Four laps later, I repassed him and never saw him again.

You won a lot of races at Riverside, which of these was your best?
Hayley Griffiths, Lancaster

It was a challenging circuit that didn't give up its secrets too easily. But I was pretty good at unravelling circuits and had a good feel for its required set-up. I won five NASCAR races there, but on occasion that was too easy because I drove for such good teams: the Wood Brothers were like Ferrari now, they seemed to have everything covered, which is a great feeling for a driver. So perhaps my best win there was the 1967 Rex Mays 300 USAC race. I picked up a flat tyre near the end, and when I emerged from the pits I was 42sec behind with 20 laps to go. All bets were off and I just went for it. The car held together and I retook the lead. I was elated. And so was my sponsor Ozzie Olson, who'd pitched a big tent and brought a load of guests along. It was one of the first PR 'occasions' at a race that I can remember. We had a great party.



Impala impertinence: Jaguar 'squeezed out' Gurney's 1961 Chevy


Gurney (48) won Riverside's Rex Mays 300 from pole in 1968, too

Were Jaguar Cars behind the 'homologation difficulties' that forced your Chevy Impala out of the 1961 British saloon car scene?
David Fox, Harleysville, Pennsylvania

Yeah, it was Lofty England. I don't blame him, it's a part of racing. I'd given the Jags a big fright at the International Trophy meet, and he was protecting his patch. They never explained the discrepancies that prevented me from using the Chevy again, but I never really looked into it. Why fight City Hall?

Did you consider standing for President, and what was the story of that famous sticker?
Christopher Watts, Ipswich

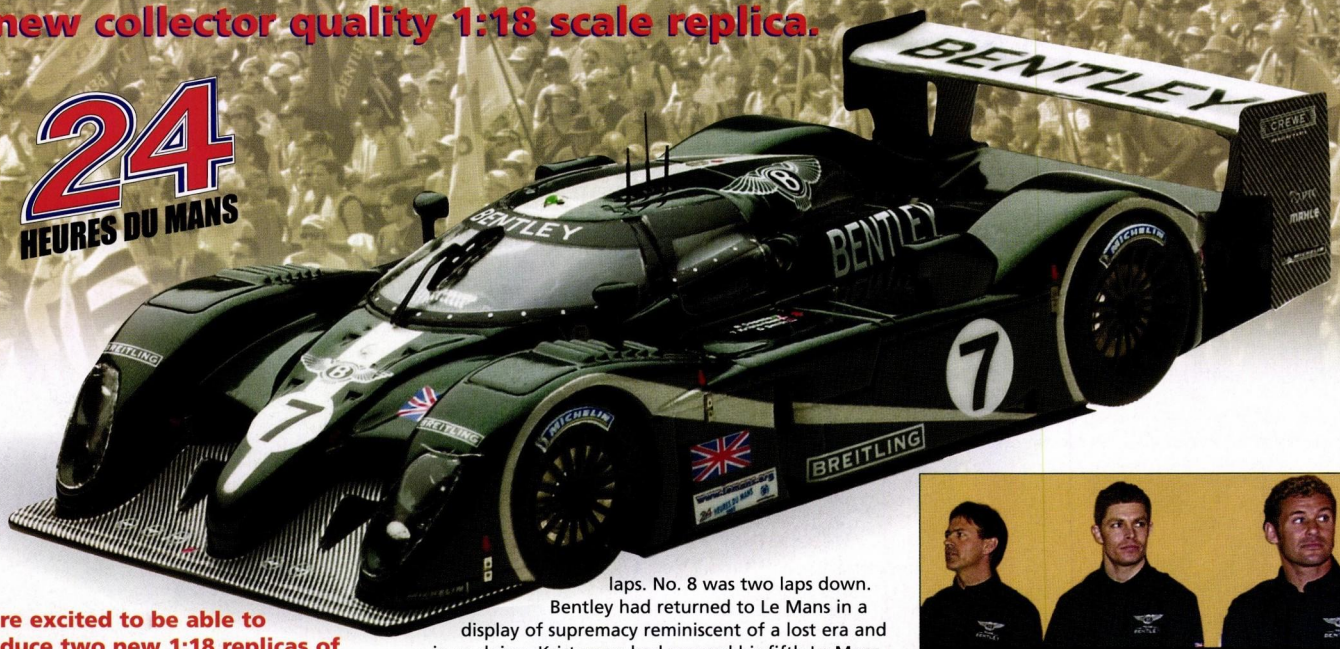
David E Davis of *Car & Driver* thought of it. I said he had to be kidding, but he said that they could have some fun with it. It was 1964, an election year, but I had no political aspirations. I heard I got quite a few votes! ➳



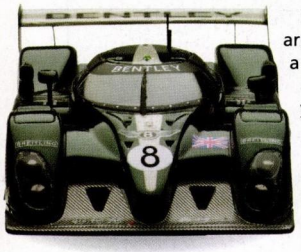
all LAT

The Le Mans winning Bentley Speed 8

- a new collector quality 1:18 scale replica.



We are excited to be able to introduce two new 1:18 replicas of the Bentleys which dominated Le Mans this year. And even more so, to announce that we will be offering the winning car signed by its three drivers.



In 2001, Bentley arrived at Le Mans with a three year plan.

2003 was the last year of the programme and on June 14, the two cars lined up on the grid with the number 7 car on pole, having been put there by legendary Le Mans exponent Tom Kristensen.

Everybody knew that the Bentleys had pace but would they prove reliable? In the event, neither of the cars experienced a major mechanical problem.

Ultimately, however, the finishing order was decided in the pits. The No.7, Capello, Kristensen and Smith car had a near-perfect run. The No.8, Herbert, Brabham and Blundell car suffered a series of minor glitches.

The No.7 car crossed the line having completed 377 laps. No. 8 was two laps down.

Bentley had returned to Le Mans in a display of supremacy reminiscent of a lost era and in so doing, Kristensen had secured his fifth Le Mans victory and his fourth in succession.

All in all, quite a weekend!

The 1:18 replicas

Diecast in metal and measuring some 10" in length, Auto Art are reproducing both the No.7 and No.8 cars from this year's race.

Auto Art is renowned for the detail and quality of both its classic and racing replicas and this new release will not be a let down.

But in a break with tradition, this replica will not feature opening doors and lift off body panels. As detailed as any car the company has ever produced, it is designed to be displayed and not necessarily to be played with!

The No.7 car (AA80353) and the No. 8 car (AA80354) both cost **£39.99.**

The winning car signed by the drivers

Bentley's return to Le Mans was an historic achievement and both cars will be highly sought after by collectors.

But we are particularly pleased to have secured the agreement of all three drivers of the winning car: Capello, Kristensen and Smith to sign just 500 examples of this Bentley replica, exclusively for Grand Prix Legends.

Exclusive edition signed by all three drivers.

The cars are due to be delivered to Grand Prix Legends in October and as soon as we have them we will be making arrangements to have all three drivers sign the cars for us.

The cost of the signed version (AA80353S) is just **£89.99.** Place your order today.

How to order

The easiest way to order your Bentley car is to phone the Orderline on **08700 40 1234.** The lines are open until 8.00pm weekdays (5.00pm on Saturday).

Alternatively, you can fax the order form to us on **08700 13 2468** or send it to us at the address below.

You can pay by cheque, Postal Order, credit card or Switch. And, of course, you will be protected by our 14 day, no-quibble, money-back, and lowest price, guarantees.

GRAND PRIX LEGENDS

PRIORITY ORDERLINE 08700 40 1234

PLEASE COMPLETE THE COUPON IN BLOCK CAPITALS AND SEND IT TO GPL, PO BOX 127, CRANLEIGH, SURREY GU6 8BG OR FAX US ON 08700 13 2468.

Please send me ____(qty) **#7 car (s) @ £39.99** **2003 1:18 Le Mans Bentley EXP 8 (AA80353).**	
Please send me ____(qty) **#8 car(s) @ £39.99** **2003 1:18 Le Mans Bentley EXP 8 (AA80354).**	
Please send me ____(qty) **Signed #7 car(s) @ £89.99** **2003 signed 1:18 Le Mans Bentley EXP 8 (AA80353S).**	
Sub Total	£
P&P *(see table)*	£
Total	£

☐ I will pay by Credit Card ☐ I enclose a Cheque/PO, payable to **'Grand Prix Legends'.**

We accept: Visa, Mastercard, Switch and Solo.
(We cannot accept solo and electron cards)

E-mail:

POSTAGE & PACKAGING COSTS

TOTAL COST OF ORDER	UK	EC*	REST OF WORLD
£19-£49.99	£5.00	£10.00	£15.00
£50.00-£99.99	£7.50	£15.00	£25.00
£100.00-£150.00	£10.00	£20.00	£30.00
OVER £150.00	£12.50	£30.00	£40.00

* Please note EC covers European Union Members only & should include Channel Islands.

Card No: ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐

Exp end: ☐☐ ☐☐

Switch/Solo Issue No: ☐☐ Signature: _____

Mr/Mrs/Ms: _____

Address: _____

_____

Post Code: ☐☐☐☐ ☐☐☐ Country: _____

Tel. (day): _____ **MSBL11**

www.grandprixlegends.com

Please allow 28 days for delivery. We may allow other companies to send you details of products. Please let us know if you do not wish to receive these. Grand Prix Legends is a trading name of Lylebarn Ltd. Reg. no. 3016917. For standard terms and conditions call 08700 40 1234

What gave you the idea for the Gurney Flap?
Clarrie Mitchell, Melbourne, Australia
We'd had three exasperating days testing at a very hot Phoenix with Bobby Unser. I was sitting dejected in some shade when Bobby said: 'Doggone it, you're supposed to be able to come up with innovative ideas. Can't you do anything?' That was the trigger. I'd long been fiddling with rear spoilers on sportscars, and was aware of their importance. I wondered if putting a spoiler on a wing would make a difference. We had one made in about 20min and riveted to the trailing edge. Bobby went out... and set exactly the same time! But when he came in he said that the rear was stuck down so tight that the car now had chronic understeer. We knew we were onto something big. I even tried to get a patent for it, but a Hungarian immigrant in England had beaten me to it in 1937.

What gave you the most satisfaction at Spa in 1967: winning as a driver or as a constructor?
Will Davies, Edinburgh
I can't separate them: what I had done was unique for an American. But I was just as happy for the team, who'd put their hearts and souls into it. It was a special occasion.

What was it like driving for McLaren in the immediate aftermath of Bruce's death?
John Hawkins, Dorset
I enjoyed the Can-Am part of it, but I had some communication difficulties with Teddy Mayer in F1. I was doing it because I thought so much of Bruce. The team was in disarray, and I was happy to help. Of course, I would rather not have had the opportunity.

Didn't you crash a Ferrari in one of your early tests – and did you think you'd blown it?
James Floyd, Vancouver, British Columbia
Yes. And yes. It was 1959. I'd been waiting almost an entire day at Monza to get my chance. My friend Jean Behra had just set a new lap record when the team said, 'Okay, it's your turn'. I did 10 laps before they called me in. At which point they asked me to assess some different-size front tyres. I thought I was being careful, but when I reached my normal braking point at Parabolica the front brakes locked. I unlocked them, but that got me in even deeper, whereupon they locked again. I backed it in and hit a grassy bank. I wasn't thrown clear, but there were grass stains on my overalls right down to my hips! I really thought that was my F1 chance gone. But three weeks later I had my first F1 drive. To my amazement, I had equalled Jean's time in those first 10 laps.

Why did you leave Ferrari for BRM in 1960?
Sven Krenz, Bonn, Germany
That was my fabulous judgement! The pay at Ferrari was meagre; BRM paid me twice as much just for signing with them. I was naive and thought that every team built cars as rugged as Ferrari did.

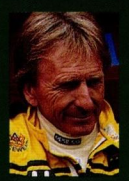
How come you missed out on dirt ovals?
Gordon Spelling, Boston, Massachusetts
I loved driving on dirt. I used to do a lot of it on my local roads when I was young. I think I could have been competitive, but the way you started out in that form of racing was at the wheel of a Midget car. I sat in one, and simply did not fit. I tried racing cars that were too small for me – and suffered a couple of shunts because of it...

Did 'Swede' Savage's early death in 1973 rob the sport of a major talent?
Nigel Killpack, Zurich, Switzerland
I thought he had a lot of what it took. He was charismatic and attracted a lot of support. I didn't doubt the sincerity of his supporters, but I doubted the wisdom of putting him under so much pressure. Some journalists wrote something along the lines of him becoming F1 champion in 1973 or '75. The press was genuinely excited by his talent, but I objected to the hype. As history unfolded, Swede had a big wreck at Ontario and was in a coma for some time. He came back but, in my opinion, never was quite the same. I think the expectation from his well-meaning supporters may have played a part in what eventually happened at Indy.

You competed in one of Mickey Thompson's infamous Indycars in 1962 – was it any good?
Dan Rogers, Sevenoaks
It was excellent. I qualified it ninth after a day and a half in it – and that was my first-ever qualifying on an oval of any kind. The problem was that it didn't have an engine capable of completing the job. Mickey was a drag racer, and they like to strip their engines after each quarter-mile. That was how they approached Indy, too. They saw that they had to build more endurance into their engines.

There's a photo of you wearing a face mask that has 'laundry' written across it...
Sarah Marsh, Southport
Those were the days before full-face helmets. I sometimes covered my face with the first thing that came to hand: a rag, a cloth – a towel from the hotel! I don't remember that particular item, though. M

NEXT VICTIM...



Derek Bell

Post, fax or email your questions to: Somerset House, Somerset Road, Teddington, Middx, TW11 8RT
00 44 (0)20 8267 5222
motorsport@haynet.com

COMING UP: Mario Andretti & Chris Amon

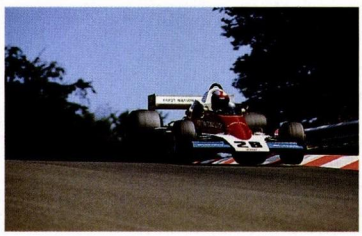
NEXT MONTH

20 GREATEST SPORTSCAR DRIVERS



alt: LAT

ICKX OR BELL – OR MOSS, JO OR PEDRO? WE RATE THE 'MARATHON' MEN



JOHN WATSON

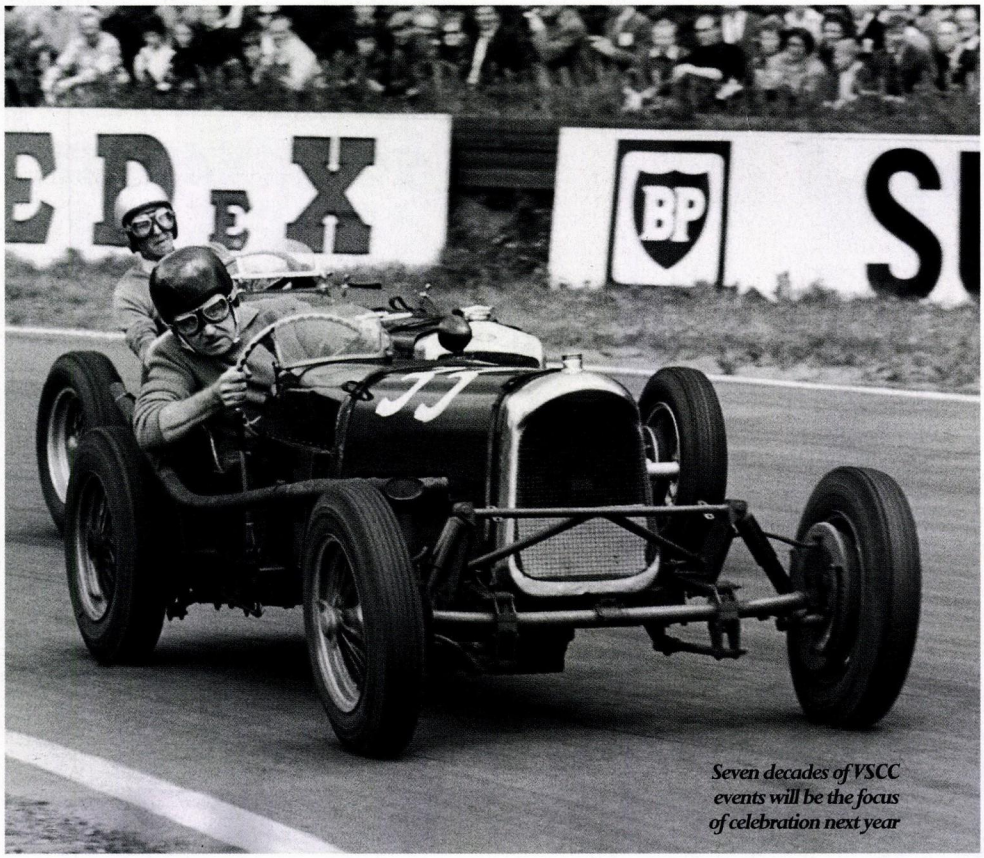
plus

Formula Two's glory days
Britain's only 'mountain' hillclimb
The Safari's greatest photographs

ISSUE OUT ON NOV 21

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



Seven decades of VSCC events will be the focus of celebration next year

all: LAT

ONWARDS AND UPWARDS

HILLCLIMBS WILL PLAY AN INCREASINGLY significant role in the 2004 VSCC schedule, with events planned at five of the top venues in Britain.

The Prescott weekend, which drew record crowds in 2003, will be held on the weekend of August 7/8, while the one-day Shelsley Walsh event is planned for July 4.

With Wiscombe Park in May, Harewood in August and Loton Park booked for late September, following the successful experiment there this year, the VSCC is planning its biggest ever season of hillclimbing.



Bill Allsopp

The VSCC returns to Loton in '04

VSCC PREPARES FOR 70TH BIRTHDAY

THE VINTAGE SPORTS CAR CLUB WILL mark its 70th anniversary in 2004 with a season-long programme of special events.

The club's main event will be the two-day Donington Park race meeting, which is moving to a new date in September. A central feature of this could be an all-ERA race to coincide with celebrations of the marque's 70th anniversary. The club is gauging support for the idea from owners of the evocative voiturettes to replicate the Golden Jubilee race held at Silverstone in 1984.

The seasons's major hillclimbs at Prescott, Shelsley Walsh and Loton Park will be joined by a return to Wiscombe Park, and a race meeting at the Anglesey race circuit in late September is being discussed.

The other major focus of the celebrations will be a week of events at the Great Yorkshire Showground in Harrogate, topped by a return to the Harewood hillclimb course.



Bill Allsopp

An all-ERA race will be a huge draw

The VSCC was formed in 1934 by a group of enthusiasts and now has a growing membership of 7500 world-wide. "Clearly, to have survived so long with its membership still increasing, the club has had to change with the times," said Gillian Carr, the club's press officer. "But nevertheless its core business and values remain unchanged.

"The club intends to mark the 70th anniversary year with a nominated anniversary event each month. Next season looks set to be one of the busiest and most exciting years in recent memory."

BACK TO BASICS AT THE TRACK

THE VSCC'S 70TH ANNIVERSARY SEASON will be kicked off in the manner that the club started out – with a driving test. Appropriately enough, the venue for the January 11 date will be Brooklands.

This will be followed by the Pomeroy Trophy at Silverstone in late February, and a new addition in March – a mid-week track day at Donington Park, before the Silverstone Spring Start race meeting on April 17.

Other race meetings will be held at Cadwell Park (June) and Mallory Park (July) before the major Donington weekend on September 11/12. This will include the Ferrari Festival and demonstration runs by current F1 cars.



FOREST 'RAC' RALLY TO HONOUR ROGER CLARK

THE CLASSIC ERA OF THE RAC RALLY will be re-created in November 2004 with a three-day forest rally aimed at crews of historic, post-historic and classic cars. Pre-75 rally cars are expected to make up a large element of the entry for the Roger Albert Clark Rally, named in honour of the British ace who won the event in 1972 and 1976.

Unveiled in October after more than a year of planning, the 2004 RAC Rally will be based at the Don Valley Stadium in Sheffield, and includes forest stages in Cumbria, Yorkshire, Scotland and the Kielder complex, and will have two overnight halts in Carlisle.

The event, which will be run on November 20-24, is expected to attract crews from all over Europe in the 180-car field. Modern two-wheel drive cars will also be allowed to enter.

Heading the organising team is former works Ford driver John Taylor. "This really is the sort of event that the sport has been waiting for," he said. "Whilst taking its cue from recent history, this venture is all about revitalising the future of British rallying."



Clark won RAC in '72 and '76 (top)

WALLACE BACK IN JAGUAR

FORMER LE MANS WINNER ANDY Wallace returned to the wheel of a Jaguar sports-prototype for the Group C race at Monza in October.

Driving alongside Justin Law in an IMSA XJR10 (below), Wallace took a dominant victory in the 80-minute event in torrential rain. However, an engine fire sidelined the car from the half-hour sprint race the next day .

Lorenzo Prandina's Rondeau M382, winner of the 1982 Monza 1000Km, failed to make a racing return after hitting technical problems in practice.



Gabriele Tosi

ARRIVE AND DRIVE AN ALPINE

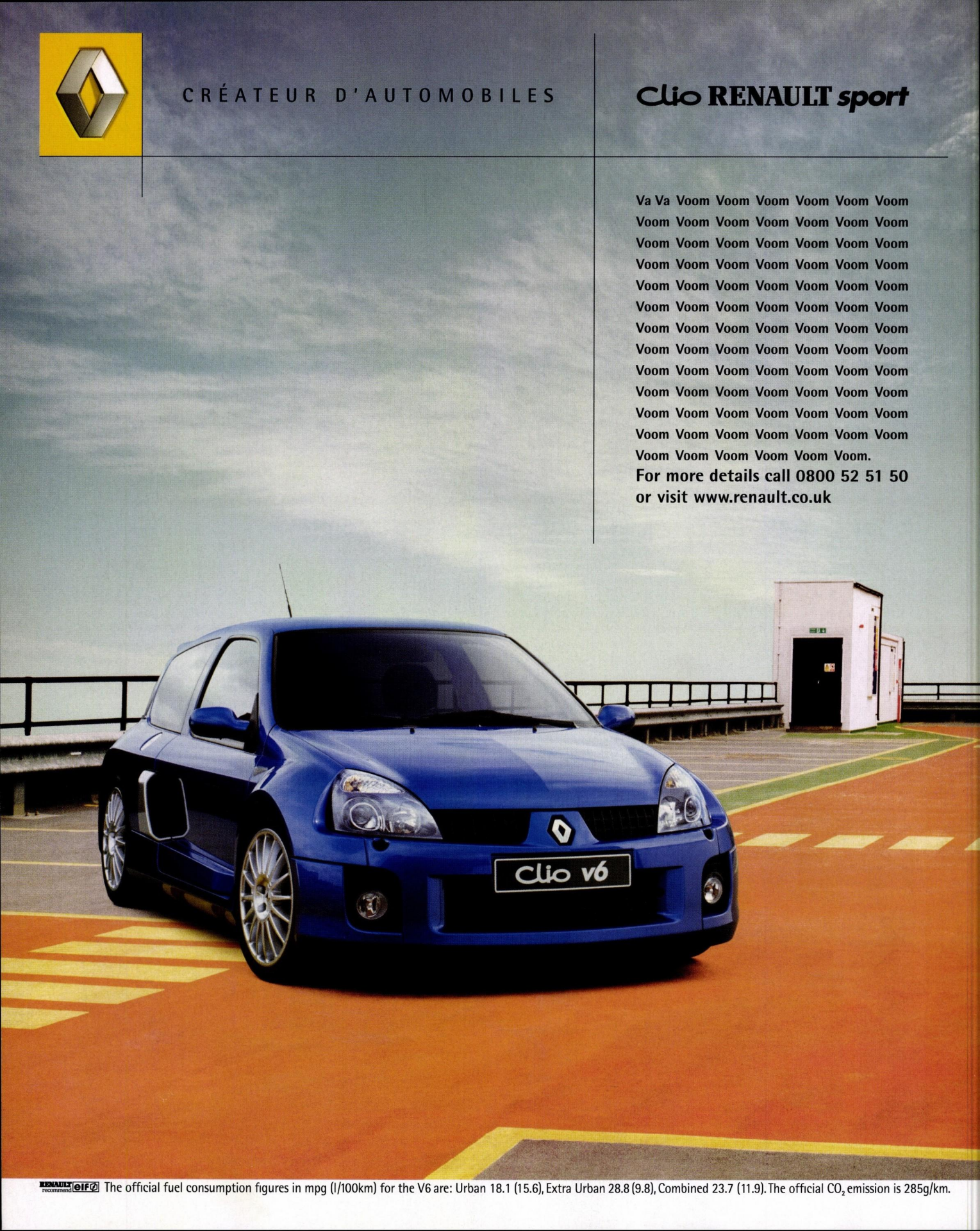
FORMER GRAND PRIX DRIVER ERIC COMAS has branched into the historic arena. For a flat fee, Comas Historic Racing will enter you in a major historic rally in one of its Alpine-Renaults and take care of every detail. The 'turn up and drive' package covers everything from car prep and mechanics down to luggage transfers, on events such as the Tour Auto and Monte Carlo Historique. And soon they'll offer a Lancia Stratos!

THEN AS NOW





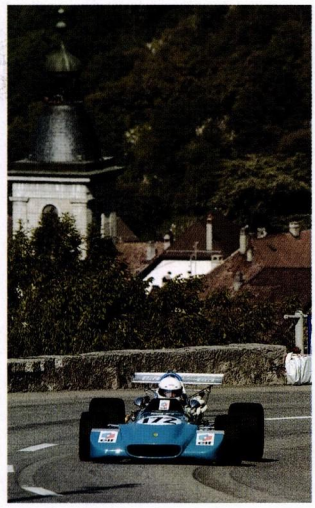
Cat tins: patriotically-liveried Jaguar saloons are back in the news. Nineteen years on from the TWR Jaguar XJS winning the ETC (left), F1 driver Justin Wilson this month tested the new SCV8 Supercar racer based on Jag's X-type model in preparation for the new series next year

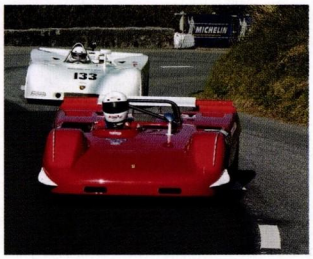

CRÉATEUR D'AUTOMOBILES
Clio RENAULT sport
Va Va Voom Voom Voom Voom Voom Voom
Voom Voom Voom Voom Voom Voom Voom
Voom Voom Voom Voom Voom Voom Voom
Voom Voom Voom Voom Voom Voom Voom
Voom Voom Voom Voom Voom Voom Voom
Voom Voom Voom Voom Voom Voom Voom
Voom Voom Voom Voom Voom Voom Voom
Voom Voom Voom Voom Voom Voom Voom
Voom Voom Voom Voom Voom Voom Voom
Voom Voom Voom Voom Voom Voom Voom
Voom Voom Voom Voom Voom Voom Voom
Voom Voom Voom Voom Voom Voom Voom
Voom Voom Voom Voom Voom Voom.
For more details call 0800 52 51 50
or visit www.renault.co.uk
Clio V6
RENAULT recommend elf
The official fuel consumption figures in mpg (l/100km) for the V6 are: Urban 18.1 (15.6), Extra Urban 28.8 (9.8), Combined 23.7 (11.9). The official CO_2 emission is 285g/km.



Marc Surer powers his Ensign up the scenic hillclimb. Tecno F2 (right) and Ferrari 212E (bottom) evoked past triumphs

Ed Heuvink; Mario Luni





SURER TOPS PACKED MOUNTAIN 'GRAND PRIX'

THE THIRD RUNNING OF THE OLLON-VILLARS HILLCLIMB retro attracted a magnificent entry of over 200 cars and bikes headed by an Ensign N180 Formula 1 car, which was reunited with former grand prix driver Marc Surer.

Although not a competitive event, a field of more than 120 cars tackled the 8km hill as the venue celebrated its 50th anniversary.

First used in 1953, the so-called Swiss Mountain Grand Prix meeting was a round of the European hillclimb championship. In 1971, François Cevert set the record at 3min 47.04sec in his Tecno Formula Two car. That just eclipsed the previous mark set in 1969 by Peter Schetty's Ferrari 212E, which took part this year with David Franklin at its wheel – and ran up the hill in tandem with Siggi Brunn's Porsche 908/3.

A strong field of pre-war cars included the ERAs of Jöst Wildbolz and Martin Morris, and a big contingent from the TOPS Club, headed by the Alfa Romeo 8C of Trisha Pilkington. Historic racer Urs Eberhardt switched from his Lotus 27 to a 1964 Norton 750cc motorbike for the event.

reports in brief

DESPITE ENDING THE SPA RACE with a hand injury after a tangle with the Lotus 69 of Sandy Watson, Peter Shaw clinched the Formula Atlantic class of the International Historic F2 Trophy. His Brabham outscored the Merlyn of John Dunham in the class for pre-72 cars.

* * *

BOBBY RAHAL'S PORSCHE 917 IS UP for sale via Gregor Fisken's company. Chassis 021 was raced at Le Mans by Gijs van Lennep and David Piper, before being raced in Interserie. Rahal had it returned to race trim to contest the Le Mans Classic event.

* * *

THE SALE OF THE FOUR TRACKS owned by Brands Hatch Circuits Ltd should be completed in November. A short-list of bidders expressing interest in the Brands Hatch/Oulton Park/Snetterton/Cadwell Park package has been drawn up. It is thought that it comprises parties that intend to keep racing as their prime function.

* * *

SIR STIRLING MOSS HAS ACCEPTED the role of Patron of the Shelsley Trust, formed to guarantee the future of the famous venue in Worcestershire. "I am pleased to accept the position. Shelsley Walsh must be preserved for future generations," he said. The 'Save Shelsley' fund has now gone through the £250,000 mark.

obituaries

Dr Josef Ehrlich

THIS TALENTED AND INNOVATIVE ENGINEER – IN racing and industry circles for both bikes and cars – passed away last month. He is best remembered in motorsport for his Formula Three and Formula Atlantic designs.

Having fled Austria before WWII, Ehrlich gained an enviable reputation via his bike engines. In 1948, he built a three-cylinder, and later a two stroke that swept the board. Mike Hailwood raced for the Ehrlich Motor Cycle team that was third in the 1961 world series.

Moving his attention to four wheels, Ehrlich entered F3 cars for a number of drivers, including Jody Scheckter during the 1971 season. He also constructed Formula Atlantic cars and made components for Jack Brabham's F1 team.

He was back with the bikes by the 1980s, EMCs taking four Junior TTs and setting the first 110mph lap for a 250cc machine.

His final legacy was the 'variable motion' e3 engine which is able to alter its capacity and compression ratio while running.

Gianni Pedrazzani

THE HEAD OF THE FAMOUS NOVAMOTOR TUNING company has died.

For almost two decades the Novara-based firm that Gianni set up with his brother dominated the engine-tuning market in Formula Three, most notably when the twin-cam Toyota unit set new standards once the category moved up to a 2-litre limit in the mid-1970s.

Pedrazzani's wares were victorious the world over as his operation somehow kept pace with demand.



Piquet used Novamotors in 1978 F3

LAT



Ursula Hoffman/TGP

Ensign man Whatley will aim for back-to-back TGP titles

FOUR-WAY SHOOT-OUT FOR TGP TITLE

FOUR DRIVERS WILL GO INTO THE FINAL ROUND OF the FIA Cup for Thoroughbred Grand Prix Cars at Estoril still in with a chance of the overall title. With a 33-car entry at the Portuguese track, it should be a fine conclusion to the TGP season.

The race, a headline feature of the Historic Festival over the weekend of 25/26 October, is the eighth and final round of the year.

Currently, Fredy Kumschick has 52 points, two more than British racers Mike Whatley and Mike Wrigley, while Joaquin Folch has 46. Any one of this quartet could claim the overall honours.

Kumschick's Williams FW07C faces difficult opposition in Class C, and with an extra point for pole, Folch's customary qualifying pace could be a significant factor. Defending champion Whatley is likely to dominate Class B in his Ensign N175, while Wrigley's Tyrrell 012 is the prime force in Class D.

However, Kumschick knows that a victory will guarantee him the title that he lost to Whatley at the final race of 2002.

TGP newcomers for Estoril include John Delane in Tyrrell 001 and F2 regular Peter Wunsch in the ex-Carlos Reutemann Brabham BT37.

THE SAFARI IS DEAD, LONG LIVE THE SAFARI

AN INTERNATIONAL FIELD WILL TACKLE THE 2003 EAST African Safari Rally over 10 days in December.

This historic event for cars produced before the end of 1971 will celebrate the 50th anniversary of the original Coronation Safari.

The event starts from Mombasa on December 10, and finishes at Diani Beach on December 19.

Event director Mike Kirkland hopes that the Kenya Airways-backed rally will boost the country's tourist industry as it takes in some of its most beautiful landscapes. The local economy has been hit by the Safari's loss of its slot on the world rally championship calendar at the end of last year.

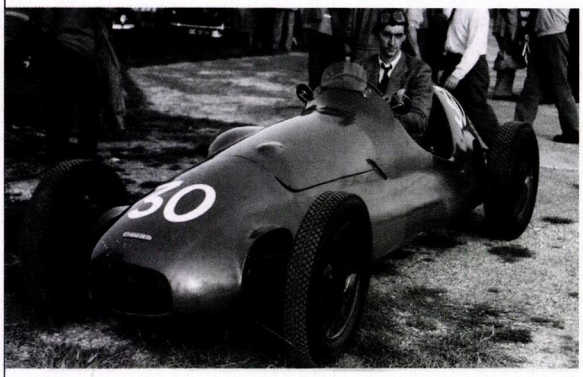
More than 50 entries, spanning 16 countries, will be headed by the Porsche 911 of Björn Waldegård. Towards the tail of the field will be husband and wife crew Richard and Liz Pugh, from Cheltenham, who've bought a (£500!) 1967 Volvo 122S to enter.



McKlein

Rallying is returning to Kenya again, Sixties-style

MYSTERY CAR COMPETITION

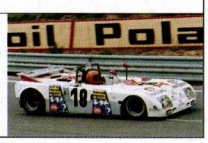


both: LAT

A YEAR'S FREE SUBSCRIPTION WILL GO TO the clued-up reader who recognises this obscure machine. We're guessing that there will be more than one of you with the requisite info – and so the more gen you can give us, the more likely you are to win. Of course, we might feel generous and dish out a few free subs.

Please send your entry to:
MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middlesex TW11 8RT, UK.
Fax: 00 44 (0)20 8267 5222
E-mail: motorsport@haynet.com

Last Month: The ACE Ford-Cosworth PB2 that tried in vain to qualify for the 1973 and '74 Le Mans 24 Hours. It also DNS-ed in those years' Le Mans four-hour races; this is '74 (right).
Winner: 'Flavio Enricco Gastro' of Rye. He didn't get it right (no-one did), but we liked his idea that it's a shot of him contesting the 1979 Antarctic 1000Km in his Gastro Enteritis 'sucker car'!



WHAT'S ON WHERE?

OCTOBER

18 WALES (GB)
Mid-Wales forests will host Bulldog Rally, final round of Armajaro MSA British Historic Rally series.
Tel: 01594 810821

18/19 NURBURGRING (D)
International Supersports Cup wraps up in Germany.

24-26 ESTORIL (P)
TGP, HGPCA and Lurani Trophy FJuniors make up season's final historic meeting. Tel: 01621 892814

NOVEMBER

7-9 SOUTH WALES (GB)
British round of world rally series should be deciding event of 2003 championship.

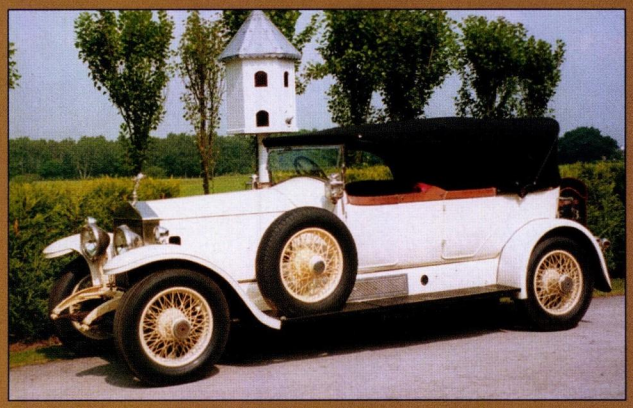
14-16 CENTRAL ENGLAND (GB)
Rally of the Tests is a recreation of RAC rallies from pre-special stage era. It starts in Cheltenham and finishes at Blackpool, via overnight halts in Buxton and Harrogate. Tel: 01633 263366

CLASSIC H&H AUCTIONS

Achieving more - Charging less!

10th ANNIVERSARY SALE

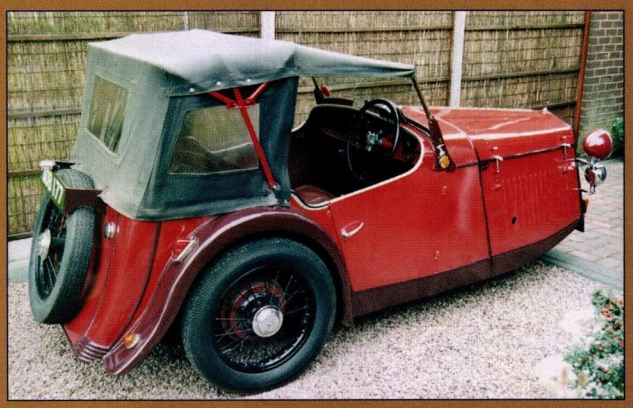
Buxton 9th & 10th December



1927 Rolls-Royce Phantom I Open Tourer
Rebuilt in the early 1990s as a four seat open tourer



1926 Rolls-Royce Phantom I Open Tourer
Present owner over 14 years & in lovely order



1934 Raleigh Safety Seven Open Tourer
Same family ownership since 1946 & very rare



1937 Riley 12/4 Lynx Sprite 4 Seat Open Tourer
Rebuilt in the 1990s & spent many years in the Totnes Museum

Additional entries in this 80 plus car sale already include:

1971 Ford Mustang 302 Convertible	1930 Morris Oxford 4 Door Saloon	1939 Rolls-Royce 25/30 Saloon
1985 Mercedes-Benz 280CE Coupé	1971 Porsche 911 'T' Coupé	1972/91 Teal Type 35 Replica

www.classic-auctions.com

H&H Classic Auctions Ltd Whitegate Farm, Hatton Lane, Hatton, Cheshire WA4 4BZ Tel. 01925 730630 Fax. 01925 730830 info@classic-auctions.co.uk

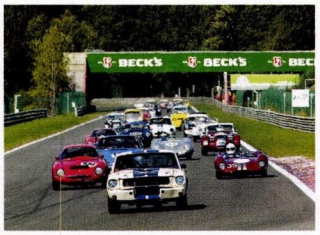
HISTORIC SIX HOURS: SPA-FRANCORCHAMPS

WEEKEND OF ENDURANCE DRAWS PACKED FIELDS TO SPA



Charlie Woodling

Lamps flare in the dusk as the winning GT40 ticks off yet another lap in the final stages of the Spa endurance classic



Jacques Leblon

Gentlemen Drivers, start your race...



Richard Hampson

Urs Eberhardt shared Lurani Trophy

THE EVENT SURROUNDING THE HISTORIC Six Hours at Spa is now one of the busiest classic race meetings of the season. The 2003 edition was no different, with hundreds of entries across the packed three-day programme.

The headline event, running into the darkness of Saturday evening, turned into a Ford GT40 contest as the car of Aaron Hsu and sometime TGP front-runner Christian Gläsel emerged with a clear lap over the similar car of Allen Lloyd and Gerry Wainwright. Defending winners Jon Minshaw/Jason Minshaw/Martin Stretton were forced out with gearbox failure in Jon's Jaguar E-type.

Behind the third-placed Porsche 911 of Jean-Paul Bertrand, a true giant-killing effort from the Merlyn Mk4/6 of Gareth Burnett/James Wood was rewarded with a fine fourth overall.

Another endurance affair was the two-hour Gentlemen Drivers race which provided victory for prolific Scottish racer Irvine Laidlaw, who had James Diffey partnering in his Porsche 904/6. Nick Whale and Ian Guest, owners of the original 'CUT 7' E-type, claimed a fighting runners-up slot.

A combined one-hour Gentlemen Drivers sports-prototype and Gp4 counter went to Jonathan Baker and Carlos Barbot (Lola T70), while the hour-long FIA Touring Car race fell to the thundering Mustang of John Young and Alec Hammond.

Lloyd and Urs Eberhardt shared Lurani Trophy Formula Junior spoils in their Lotus 27s, as young Edwin Jowsey (Lotus 22) and Mike Hibberd (Lotus 27) offered opposition.

Jowsey then jumped into his father's Brabham BT28 to see off Ian Jones (Lotus 59/69) in the first of two HSCC-inspired Historic Racing Car events. In the second race, Keith Norman fired his Palliser WDB3 to victory.

The concluding round of the BRDC Historic Sports Car Championship produced a race win and a championship title for John Harper and his Cooper Monaco, but Philip Walker (Lotus 15) pressed him all the way.

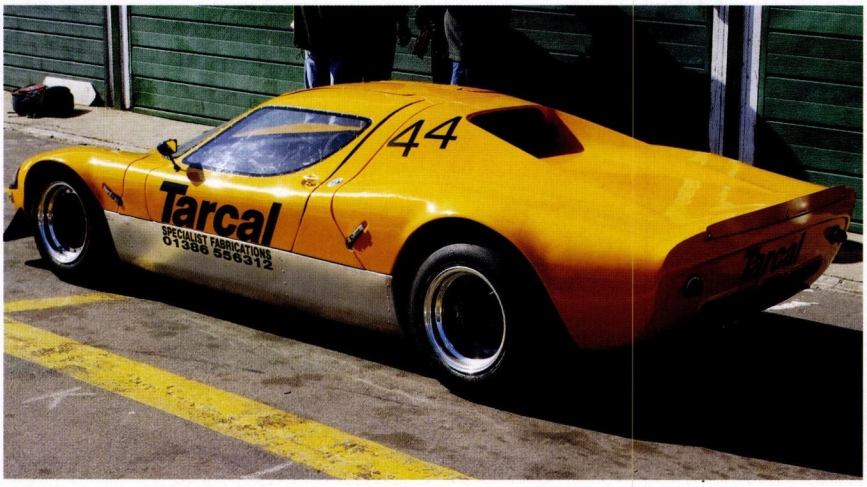
Frenchman Philip Harper took a double win in the Historic F2 races.

OFF *the* BLOCKS

THOUGH BEST KNOWN FOR FORMULA FORD chassis, the Dulon marque also ventured into sportscars, and its 1969 GT coupé has just returned to the track after 30 years away.

Badged as LD6 and thought to be unique, the car was raced sparingly in club events by Fred Lyons, and has lived in a series of garages since 1974. Four years ago, Andy Reeves acquired the car and it has been completely rebuilt by Tarcal Fabrications. "It was a basket case," says Tarcal's John Tartlee.

Bill Longley, one of Dulon's founders, was present to see the car's successful shakedown race at Mallory Park in October, and Reeves now plans to tackle Group 4 events across Europe. Its steel chassis is clothed in a neat fibreglass body, and with a 1600cc Lotus twin-cam amidships it should be a competitive class runner in the Gp4 series.



David Busfield

In association with Richardson Hosken
Ring 01277 206911 for an immediate quote

MOUNT STUART MOTORSPORT CLASSIC

CLANS GATHER FOR ISLAND CLASSIC

THE RETURN OF F1 CARS TO SCOTTISH SOIL WAS THE highlight of the Mount Stuart Motorsport Classic. Test drivers Takuma Sato for BAR-Honda and Olivier Beretta for BMW-Williams thrilled a crowd of 10,000 at the event run in the grounds of Mount Stuart house on the Isle of Bute.

By blasting around the course set up in the grounds of the ancestral home of Johnny Dumfries, the BAR and Williams became the first contemporary F1 cars to run in Scotland since Jackie Stewart drove a Tyrrell at Ingliston in 1978.

Both drivers played to the enthusiastic crowd, power-sliding through the hairpin in front of the main house and providing a fantastic spectacle as they threaded along the ribbon of slippery Tarmac.

Supported by MOTOR SPORT, the Three Nations Rallysprint provided the core of the competitive action and resulted in a win for the home team against squads from Ireland and England. In what was possibly his final competitive drive for the Mitsubishi team, Alister McRae thrilled the fans by setting the overall pace in an Evo WRC02.

However, a fierce challenge from Irish veteran Denis Biggerstaff in his Metro 6R4 kept McRae on his toes, and only 4sec split them on total times. Last year's winner Gary Adam fell foul of the damp conditions on his first run and spun his Subaru Impreza, an incident which cost him any chance of challenging McRae.

The British arm of the ever-growing 'Slowly Sideways' movement brought a glorious array of Group B rally cars out for some entertaining demo runs, while the final round of the Scottish MINI Cooper Challenge Cup was won by seasoned racer Alistair McKever.

Away from the competitive action, the Renault Heritage display was a big draw. It included the 1978 Le Mans-winning Alpine A442B and the replica of the historic Type K racer which won the 1902 Paris-Vienna race, and which was demonstrated on this occasion by Renault F1 test driver Allan McNish.



Barrie Baxter gets a twitch on in his Maserati 4CM



Allan McNish atop the century-old Renault racer

all: MPA



Gothic background for Group B action as John Hanlon floors his ex-Hannu Mikkola Audi Quattro A2

INSIDE LINE

NICK WHALE



Jim Hoolgrave

WITH HISTORIC RALLY AND RACE CARS ON HAND, HE HAS THE BEST OF BOTH WORLDS

What events have you done this season?
Two rounds of the British Historic Rally Championship, one forest and one Tarmac, five races in the E-type, including Goodwood, and I shared a Lotus Cortina with Chris Sanders in the FIA Historic series. I'm very privileged to have such a choice of cars.

What's the history of the E-type?
Dick Protheroe had three E-types, all registered as CUT 7. This was his first car, which was built as a race car by the factory. Ian Guest and I jointly own it. It has a standard steel shell and was chassis number 4, so it's one of the earliest racing E-types.

What's your connection with Damon Hill?
We own Audi and BMW dealerships together. I'm still working on him to race one of the cars and I haven't given up yet! To race with him would be very special.

What comes next?
I'll finish the year doing the Killarney Historic Rally in December in the Porsche. I'll probably get blown away by Dessie Nutt, but everyone says you've got to do the event once! I hope to do several rallies again next year and we're going to do the Historic Le Mans in the E-type.

Do you prefer racing or rallying?
I love rallying more than anything else. This year I did the Robin Hood Stages on gravel and the Manx on Tarmac with the Porsche; I'll try some of the other BHRC rounds next year. It took a while to get back into the swing of it on the Manx, but we were setting good times towards the end of the rally.

In association with Richardson Hosken
Ring 01277 206911 for an immediate quote

Club News

RYAN DELANE, SON OF TYRRELL F1 racer John, made his European race debut in the FORCE event at Le Mans. Ryan bagged a brace of F2 class wins in his father's Lotus 69.

* * *

HISTORIC RALLYSPORT HAS JUST completed the build of four fresh MkI Ford Escorts for use on the Safari Retro Rally in December. Mark Solloway's operation will tend cars for Simon Glover, Ray Bellm and Anthony Ward on the African rally. Solloway will also co-drive for Ward on the event.

* * *

AFTER WINNING THE OULTON PARK Gold Cup race in Martin O'Connell's hands, the Lotus 59/69 of Sandy Watson was badly damaged three weeks later at Spa. With its owner aboard, the car flicked into a series of rolls after a clash of wheels in the meeting's Historic F2 contest.

* * *

THE FORCE EVENT AT LE MANS took 3-litre F1 cars back to the Bugatti circuit, the scene of the 1967 French Grand Prix. Jo Siffert finished fourth in that race and the FORCE award in his memory was won by Andrew Wareing for a stirring charge from the back of the grid in his Williams FW06.

* * *

SIX MONTHS AFTER HIS LOTUS Cortina was destroyed in a fire on a road section of the Astra Stages, Bob Bean returned to the British historic rally series with a replacement car on the Trackrod Rally. The new Lotus Cortina has been built up around a spare shell, and it claimed third in class on the Yorkshire event.

* * *

HAVING WON THE FIA HISTORIC Touring Car race at Spa alongside John Young in a Ford Mustang, Alec Hammond was out of luck when he reverted to his Chevrolet Camaro for the Heritage GT final at Oulton Park six days later. A spin into the tyre wall at Old Hall put the car out of the opening race.

VSCC: LOTON PARK

HULBERT ENDS YEAR ON A HIGH WITH R4D RECORD

MAC HULBERT AND HIS ERA R4D claimed their third major hillclimb scalp of the VSCC year when its season was wrapped up at Loton Park in late September.

Hulbert guided the ex-Raymond Mays car up the Shropshire hill to stop the clocks in 62.26sec and claim fastest time of the meeting, adding to similar successes at Shelsley Walsh and Harewood. He also claimed a new class record for the hill, as James Baxter again mounteda spirited challenge in his single-seater Frazer Nash.

Baxter's best of 63.42sec earned him the fastest pre-war car award as well as a class victory, but Hulbert remained tantalisingly out of reach. Prescott victor Bruce Spollon was 2sec adrift in ERA R8C.

Mark Walker's bravado aboard his 1908 Panhard grand prix monster brought a 77.40sec climb and a new Edwardian record. William Mahany also set a new class standard in his HRG Le Mans.

Best of the vintage cars was the Morgan Super Aero of Iain Stewart, with an attacking 65.51sec.

Another notable performer was Michael Fitzmaurice, who hustled his Austin 7 special to the top in 69.34sec to pip Tim Metcalfe's Eccles Rapier Special in the 1100cc racing class.



all Bill Allsopp

Walker and Panhard hit a new 'low'



Andy Johnson's Monza won its class



Grass flies as Mac Hulbert adds yet another accolade to R4D's lengthy list: a new class record and fastest time of the day

CIRCUIT DES REMPARTS: ANGOULEME

STOW AWAY IN FRONT OF BUGATTI HORDES



Andrew Thomas

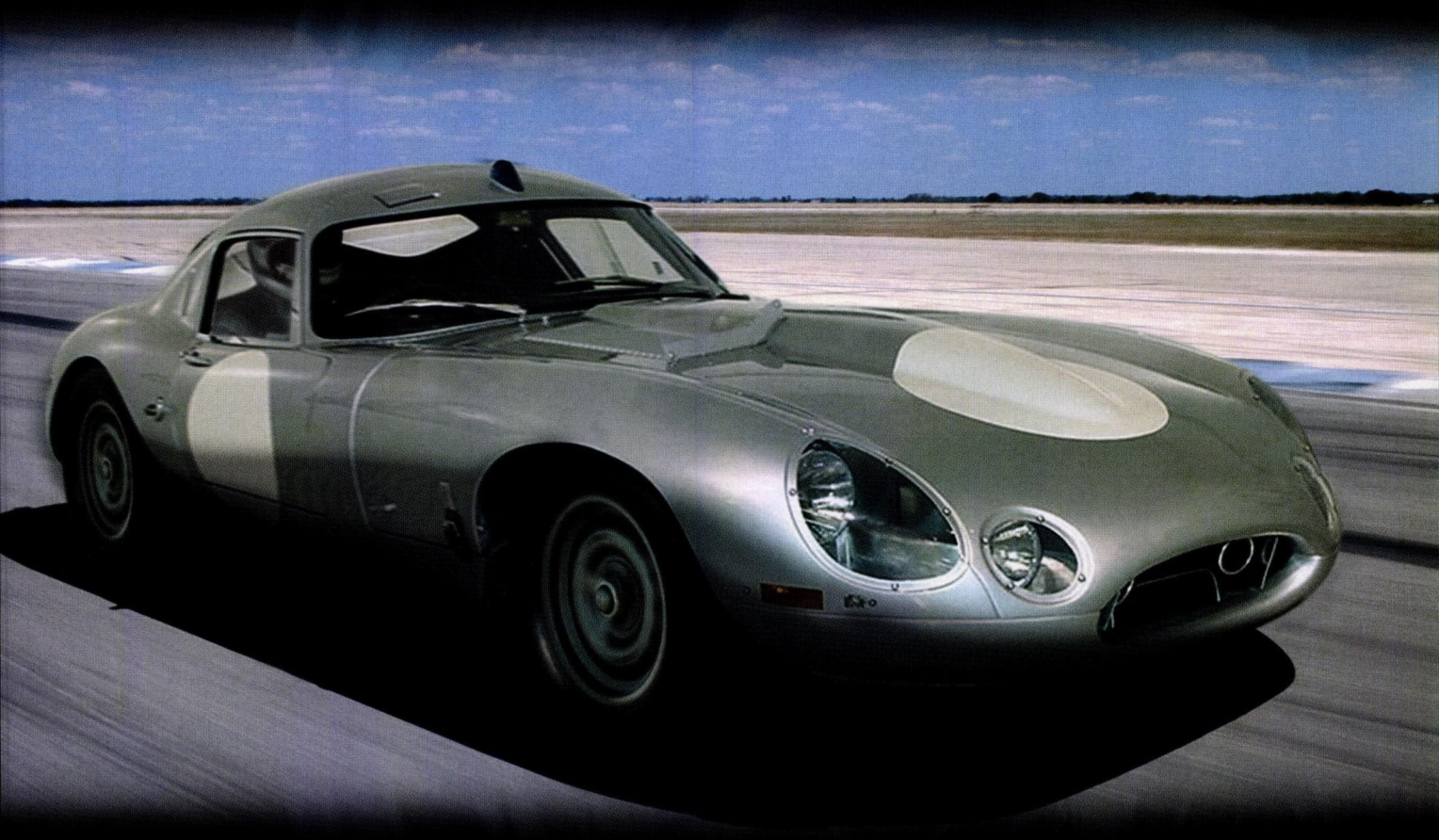
The Bugatti race honours went to Briton Jeff Stow

BRITISH RACERS JEFF STOW AND NICK FAURE WERE TWO OF THE stars of the Circuit des Remparts meeting at Angoulême. While Stow raced his T35B to victory in the all-Bugatti race, Faure mastered the circuit on his first visit to win the FIA GT/GTS contest in his Lotus Elan.

The narrow and demanding track around the famous walled city again delivered a fabulous atmosphere. A superb grid of 18 grand prix Bugattis assembled for the racing centrepiece, with Stow driving superbly to win convincingly.

Faure, meanwhile, took control of the GT/GTS race from pole position, despite only seeing the circuit for the first time in qualifying. "It's more unforgiving than Monaco," said Faure, who has already pledged to defend his victory in next year's event.

For Road, Rally or Race



Whether it is the pleasure of a country lane, the satisfaction of a twisting mountain pass or the ultimate thrill of circuit racing, the limited edition Lynx Lightweight E-type provides the perfect combination.

Entirely hand-built at Lynx to an exacting specification, this bespoke example of engineering excellence provides its discerning owner with the unique experience of the competition E-type.

For the opportunity to own this newly completed Lightweight E-type, please contact John Mayston-Taylor at Lynx.

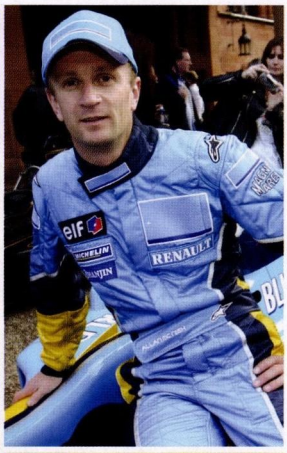
Lynx

35 YEARS OF DESIGN INNOVATION AND ENGINEERING EXCELLENCE

LYNX MOTORS INTERNATIONAL LIMITED 68 Castleham Road St Leonards on Sea East Sussex TN38 9NU England
44 (0)1424 851277 44 (0)1424 853771 e-type@lynxmotors.com lynxmotors.com

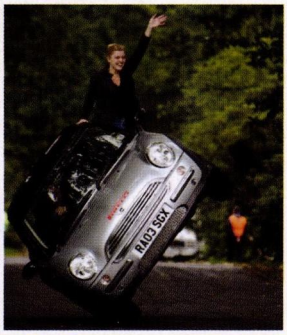












Thank you

The organisers of this year's Mount Stuart Motorsport Classic would like to thank: Alister McRae, Arnold Clark, BMW WilliamsF1, Dick Skipworth, Haymarket Publishing, Honda (UK), Jim Moodie, Lucky Strike B.A.R Honda, Mitsubishi, Murray Walker, Olivier Beretta, Radio Clyde, Renault UK, Robbie Head, Russ Swift, the Scottish MINI Cooper Challenge, Slowly Sideways, Takuma Sato plus all the other participants and contributors who made the 2003 Mount Stuart Motorsport Classic such a rip-roaring success. Roll on 2004...











MOUNT STUART
MOTORSPORT CLASSIC

www.mountstuartclassic.com
events@mountstuart.com

...FOR THE LATEST ON 2004

FD02987MSV1

In association with Richardson Hosken
Ring 01277 206911 for an immediate quote

FORCE: LE MANS BUGATTI

WILLIAMS AND FIEDLER SHARE THE SPOILS

THE FORCE SEASON WRAPPED UP AT the Le Mans Bugatti circuit with wins for Peter Williams (March 761) and Klaus Fiedler (Tyrrell 007).

Williams was denied a shot at a double win when a lack of power that developed towards the end of the opening race could not be cured for Sunday's event. Fiedler, meanwhile, led the opening race only to run out of fuel on the final lap.

One of the weekend's stars was Andrew Wareing in his Williams FW06. Having taken pole position, he had to start the first race from the pit lane after battery failure. He fought through to fourth, then chased Fiedler home in the second race.

F5000 victories went to Ian Giles (Eagle) and Edwin Jowsey (Lola T400), after Giles went off on Sunday.



Thierry Lesparre

Graham Willcox's M14A won the FORCE pre-'71 class in race one, but had to cede to Nick Rini's BRM P160 in part two

HGPCA: ZANDVOORT

JOLLEY RACING WEATHER

ROD JOLLEY REVELLED IN THE SLIPPERY conditions at Zandvoort, sliding his Cooper T45/51 to a clear win in a modestly supported HGPCA race at the Dutch venue. His charging style overcame the T53 of Don Thallon.

Although Thallon's pace in the dry with his Tasman car was enough to claim pole, Jolley was peerless when Sunday's race ran on a damp track. He shot ahead from the start and was able to fend off Thallon to take the victory by just over 4sec after more than 30min of racing.

Into third came Mark Griffiths after a fine performance in his Lotus 18. Unable to match the pace of the two Coopers, he still finished well clear of the 18/21 of Eric Staes. Wrapping up the top six were the Coopers of Bill Kirkpatrick and Martin Eyre.

The severe noise restrictions kept the field down to 16, covering everything from the 1926 Amilcar of Paul Grant to the front-running Coopers. The race's only non-starter was Rainer Ott, whose ERA AJM1 has suffered a gearbox failed.



both: Ignatius de Bakker

Damp surface allowed Jolley to shine



Thallon (left) & Griffiths with victor

TGP: MAGNY-COURS



Erich Jauch

Kumschick's win prolongs title fight

THREE MEN IN THE SAME BOAT

THE PENULTIMATE ROUND OF THE TGP season set up a tense finale between Fredy Kumschick in his Williams FW07C, Mike Wrigley (Tyrrell 012) and the defending champion Mike Whatley (Ensign N175).

They face the late-October Estoril finale split by a point after Kumschick romped to a victory at Magny-Cours. More class success for Wrigley and Whatley kept them in the frame.

Joacquin Folch and Richard Eyre (both FW08s) made it an all-Williams podium once Hubertus Bahlsen had retired his Arrows on the third lap.

reports in brief

DAVID AND ANDREW STOKES claimed victory in the penultimate round of the Armajaro MSA British Historic Rally Championship. Their Ford Escort Mk1 overcame a loss of gears late in the day to win the Trackrod Historic Cup in the Yorkshire forests. However, Richard Gower and Mark Crisp would have won in their similar car had they not collected road penalties for booking in early at a time control. Steve Perez and Jonty Bolsover (Porsche 911) moved closer to the overall title by dominating the historic category.

* * *

STUART HALL (CHEVROLET CAMARO) and Ronnie Farmer/Jay Shepherd (Aston Martin DB7) shared the race wins as the Heritage GT season finished at Oulton Park. On a dry track, Hall romped clear as his main challenger Boysie Thurtle suffered back axle failure in his Aston Martin V8. When Hall missed the later race in worsening conditions, the DB7 won from the DB4 of Lawrence Coppock/Phil Bennett.

* * *

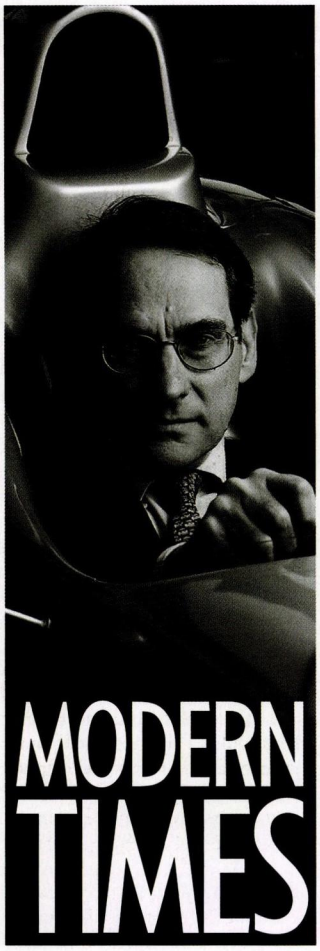
JUSTIN LAW AND ANDY WALLACE romped to victory in the Don Law-entered Jaguar XJR10 in the 80-minute GpC race at Monza. They finished more than a lap clear of the Kremer Porsche 962 of Ralf Kelleners and Jim Mullen. A rash of non-starters and then non-finishers in the opening race reduced the second race to just nine cars, and the Law Jaguar was an early retirement. That left the way clear for Paul Whight and David Leslie to win in an Aston Martin AMR1 in the half-hour race.



Gabriele Tosi

Leslie's winning reunion with AMR1

SIMON TAYLOR



MODERN TIMES



DPPI

The first wet GP for months saw Schumacher, Ferrari – and Bridgestone – resume station up at the sharp end

THE FINE SUMMER ENJOYED BY MUCH of the Northern Hemisphere this year duly had its effect on agriculture, commerce, horticulture – and Formula One. Every single European race in the world championship was run in rainless conditions, in a season when Bridgestone's wet-weather tyres were expected to be superior, but Michelin's dry-weather rubber was generally better. Ferrari, of course, is the only front-running team contracted to the Japanese tyre company, with the rest of the Top Four on Michelin.

When the circus came to Italy for the final European race it was looking like the closest fight for the drivers' title for many years. Just two points covered Ferrari's Michael Schumacher, Williams' Juan Pablo Montoya and McLaren's Kimi Raikkonen. The only wet race of the season had been the Brazilian pantomime five months earlier, when both Schumacher and Montoya crashed and Raikkonen was declared the winner – until the timekeepers unscrambled their screens, and realised that Giancarlo Fisichella's Bridgestone-shod Jordan had passed the slithering McLaren just before the race was stopped.

It was dry at Monza, but still tyres played their part in Schumacher's start-to-finish victory. After its humiliation in Hungary, when Schumacher was lapped by Fernando Alonso's winning Renault, Ferrari protested to the FIA that, even if the Michelin fronts were within the 270mm maximum contact width rule when fresh, they wore to an illegal width during use. This smacked of post-Hungary desperation by Maranello, and did Jean Todt, Ross Brawn & Co little credit, for Michelin rubber had followed the same profile since Imola 2001; Ferrari's Bridgestones are deliberately narrower in any case, in search of reduced frontal area. However, the FIA responded by "re-interpreting" the tyre width rule, and decreed that widths would now be measured after rather than before the race. Ferrari also refused to rule out an attempt to invoke Article 179b of the Sporting Code, which allows retrospective examination of earlier results. This would clearly make a mockery of the entire 2003 championship, and move F1 once again from the track to the courtroom, which has never done it any good in the past.

As it was, Michelin met the challenge by designing and producing, within days, a narrower front tyre in time for Monza. Schumacher beat Montoya to pole by 0.05sec, and in the race, after shutting out a brave lunge from the Columbian on the first lap, he was able to move serenely out of reach. There was talk that Williams experienced a loss of grip, not because of the narrower tyres *per se* but because

there hadn't been enough time to optimise set-up on the new rubber.

Europe done with, the circus went to Indy: and at last, to Bridgestone's and Schumacher's delight, it rained. Montoya, in a disastrous race which included a collision with Rubens Barrichello, a drive-through penalty and being on the wrong tyres at the wrong time, was only able to salvage sixth, which ended his championship hopes. Raikkonen was simply superb all weekend with the carefully revised MP17D McLaren: he took pole, and surely would have won had it stayed dry. As it was, he led the race from the start and stayed ahead when it drizzled, for dry Michelins cope with light rain better than dry Bridgestones. When it got properly wet he struggled for grip, but he still climbed brilliantly back to second.

Once full wets became essential, all sorts of Bridgestone-shod cars and drivers whom we don't usually see running near the front began to shine. Chief among these was Jenson Button, who put on a superb display for BAR and led the race for 14 laps. He was in a strong second behind Schumacher and looked set for his first podium – until BAR's perennial unreliability struck again. Heinz-Harald Frentzen briefly led, ran second and finished on the podium, with Sauber team-mate Nick Heidfeld fifth, which at a stroke lifted the team from ninth to fifth in the constructors' championship.

Of course, rubber – and rain – have played a major role in racing's drama since the sport began. In his autobiography *Le Mie Gioie Terribile*, Enzo Ferrari described playing the tyre game in the 1934 Mille Miglia, when Achille Varzi, in a Scuderia Ferrari-entered Alfa, was running a distant second to Nuvolari's rival works Alfa. On the return leg Enzo himself was at the Imola refuelling stop, and telephoned ahead to learn that rain was sweeping down from Brescia. His version of the story was that he'd had a set of tyres experimentally hand-cut with deeper grooves for better wet-weather grip, and when Varzi arrived, in still dry conditions, Ferrari told the mechanics to fit them. Varzi protested, and time was wasted while they argued, but the tyres were fitted, and as Achille accelerated away it began to rain. Disinterested researchers have since pointed out that all the Scuderia runners that year were using the new Pirelli Pneugrippa tyres, with their cross-cut tread, while Tazio was on less effective Dunlops. In any case, Varzi made up enough time on Nuvolari through the rain to win by almost 9min.

Rain has frequently allowed a skilful driver with good rubber to rise head and shoulders above the rest. Stirling Moss' final championship grand prix win came at the Nürburgring in 1961, after he tried Dunlop's new softer D12 rain tyres in practice. He found they gave excellent grip, but on a dry track they wore rapidly. Needing something special to beat the Ferraris with his old Rob Walker Lotus, Stirling gambled on rain. Against Dunlop's advice, he started on the D12s (having first got Alf Francis to paint tyre black over the identifying Green Spots on the sidewalls). But it stubbornly remained dry, and the Ferraris began to close as Stirling's tyres wore out: then in the closing stages the rain came at last, and the Lotus pulled away to win.

At Zandvoort in 1968 Jackie Stewart had the choice of Dunlop's full wet tyre or its all-purpose cover cut with extra drainage channels. As the race started in almost dry conditions, he chose the latter for his Tyrrell-run Matra-DFV; Jean-Pierre Beltoise, in the V12 Matra, went for full wets. As it turned out Jean-Pierre was right. The heavens opened, and he was soon second and catching Stewart. But a big spin into the dunes jammed his throttle slides and JPB needed a pit-stop to sort that out. As the conditions got worse the little Frenchman came storming back, unlapped himself on Stewart and set fastest lap, but Jackie, in an exhibition of smooth control, was still over 90sec ahead at the flag. Six weeks later in heavy rain and thick fog at the Nürburgring there was no doubt about tyre choice; Stewart used Dunlop's full wet to win by over 4min.

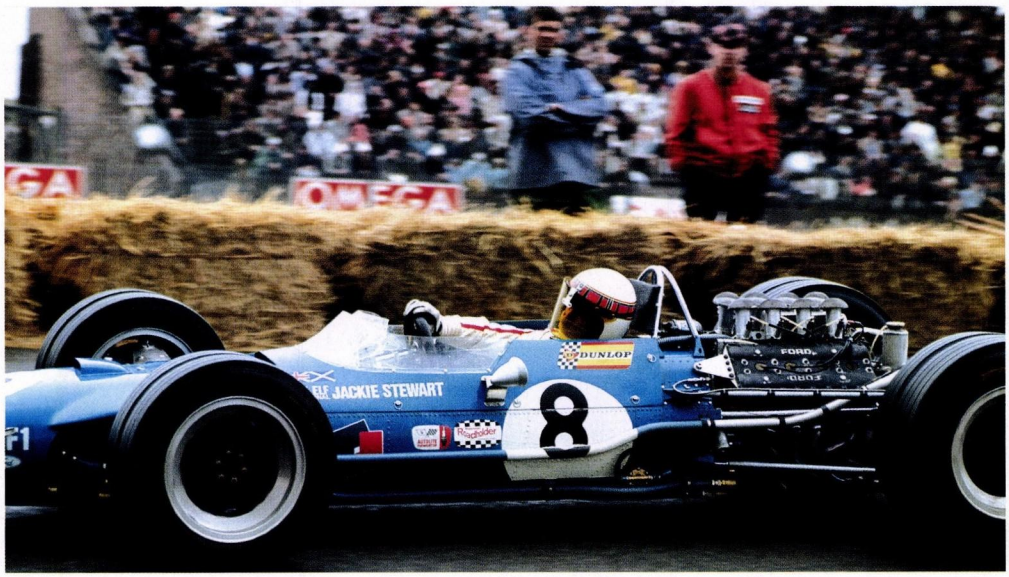
But in the other wet race that year, the French Grand Prix at Rouen, he was soundly beaten. This one started damp and became torrentially wet, and Jacky Ickx's Ferrari went non-stop on what were dry tyres – Firestone YB10s – with circumferential grooves cut into them. He led from start to finish, except when an early spin dropped him to third; he was back in the lead a lap later. Stewart was lapped.

If in 2003 the relative strengths and weaknesses of the two tyre suppliers' products have been clear-cut, this may all change in '04, for both Michelin and Bridgestone will continue developing and experimenting through the winter. But given Michelin's current superiority under most conditions, the four teams, apart from Ferrari, who run Bridgestones – Jordan, Sauber, BAR and Minardi – are all clamouring to switch to Michelin for next season. The French company already spends untold millions supplying Williams, McLaren, Renault, Jaguar and Toyota, and has no wish to add to its load. However, an FIA rule says that either tyre company must supply up to 60 per cent of the field "if required". So Michelin can be forced to take on one more – BAR is the most likely. Meanwhile Bridgestone will, more than ever, develop tyres purely to suit Ferrari's wishes.

Tyre wars have long been thought to be good for F1, a key part of the technological battle. But there is a strong argument that F1 would be healthier as a control-tyre formula. It would level one part of a very bumpy playing field, removing an artificial factor that the teams cannot control, and reducing costs by rendering massive competitive development and testing unnecessary. On the other hand Goodyear, during its long years as the single supplier to F1, complained that it got little marketing spin-off from its huge spend. You need someone to beat for success to say something.

If Bridgestone ends up supplying just Ferrari and a few minnows, and Ferrari have a bad year or two, the Japanese giant may well decide to take its tyres elsewhere. Michelin would find itself in an unwanted monopoly: and if it subsequently decided to pull out, F1 would have a problem.

No surprise, then, that the FIA is very keen for both to continue. Apart from anything else, it maintains one more element of unpredictability – and, as this year's much improved season has shown, we can never have too much of that. M



LAT

Dunlops – albeit not quite the right ones – helped Jackie Stewart score his first GP win for Ken Tyrrell, the 1968 Dutch

'Relive a golden age of grand prix racing at the Grand Prix de Monaco Historique 2004'



What the trip includes...

Friday 14 May
Fly from London Heathrow or London Gatwick Airport to Nice on scheduled flights of British Airways or British Midland. On arrival you will be met and taken to your chosen hotel in Monaco or Beaulieu where accommodation is reserved for you for three nights.

Saturday 15 May
A full programme of practice sessions begins mid-morning. There's a break for lunch and the events then continue until the late afternoon. A grandstand ticket is included so you can come and go as you please and watch as many events as you wish.

Sunday 16 May
The garden terrace of the Hotel de Paris is reserved for you today. Racing again starts mid-morning and you will be able to watch from the terrace which overlooks the track on the bend before Casino Square. Tea, coffee and soft drinks will be available in the morning followed by a sumptuous buffet lunch with wine and afterwards you can watch the final events of the weekend from the terrace.

Monday 17 May
Free until your return transfer to Nice Airport for your flight to London.

Terms & Conditions

Call Page & Moy on 08700 106 393 (ref H00288) for a copy of the full brochure and for further details of the itinerary and prices. Alternatively, you can e-mail gprix@page-moy.co.uk.

This offer is available worldwide without flights from London.

The Fourth Grand Prix de Monaco Historique is set to be the highlight of the historic racing year. This fantastic event, a spectacular recreation of the golden ages of motor racing, has firmly established itself as the glittering jewel of classic and vintage car competition, showcasing unrepeatable grids of the best historic machinery. Run through the streets of the famous principality, the world's premier location, it is staged only every two years to guarantee exclusivity, keeping racers and spectators alike hungry for more. The 2004 Historique promises seven races over two days of 10 laps each, from pre-1934 two-seater GP cars to exciting Formula 1 cars right up to the pre-ground effects era. Expect to see ERAs and Alfas, the cream of '50 sports cars, and Tyrrells battling with Surtees and Williams

Witness this sensational event for yourself, thanks to a superb package put together by Classic & Sports Car, Motor Sport and Page & Moy.

CLASSIC & SPORTS CAR | MOTOR SPORT | PAGE & MOY



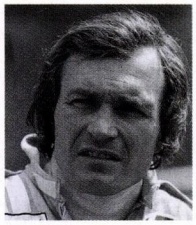


all: LAT

Quester's TS16 got the better of Ashley's Trojan

MY ONLY GRAND PRIX

1974 AUSTRIAN *at* OSTERREICHRING *by* DIETER QUESTER



You were 35 when your Formula One chance came up. Had you tried to break into grand prix racing before then?
I'd never raced a single-seater until 1969, when I combined some Formula Two races for BMW with winning my second European touring car title for them. I then finished third in the European F2 series in a March in '71, but went back to touring cars. I did have talks with Max Mosley about a drive with March in F1 for '72, but Niki Lauda got the seat. My problem was that I had a lot of opportunities with BMW, and they were now moving up to the Gp 5 world championship. And they paid me. For F1, I needed to organise a lot of sponsorship money.

Where did the Surtees deal come from?
Mike Hailwood had broken his leg and Jochen Mass went to McLaren, leaving a space at Surtees. My deal was all put together by Mike Earle, who'd been my team manager in F2, with backing from an Austrian cigarette brand, Memphis.

Did your knowledge of your home circuit prove to be an advantage?
I'd raced sportscars there, but driving a track that fast in an F1 car was a very different proposition. I'd had no testing at all, so it was a really new experience.

You qualified last for the race, but were the only Surtees to make the cut. Neither Derek Bell or Jean-Pierre Jabouille made it in. Was that satisfying?
I was pretty pleased. But I was also quickly learning about the ways of F1. I'd been promised there would only be two cars, but when I arrived Surtees had three. I thought it'd be fine, but soon realised it was a real mess – not enough spares or tyres, etc.

In the event you had a quiet race and rose up to finish ninth...
Finishing was my target, I was not experienced enough to expect better. I wasn't too nervous before the start because I thought back to my F2 days racing against all these F1 stars: Fittipaldi, Peterson, Regazzoni. I thought, "Okay, you know these guys, and they pretty well cook with the same water as you – just stay cool". I had a good fight with Graham Hill's Embassy Lola, and then also with Ian Ashley's Trojan. But I learnt that F1 is all about what car you have and the Surtees wasn't great. John was a good guy, but lacked money.

Why did you not carry on and do more races?
After Austria I shook hands with John on a deal to do the Italian, US and Canadian GPs. But I'd been taken aback by the ways of F1 – and in a TV interview the next day I said that John seemed "a tricky man". I didn't mean it in a bad way – just that's how they survived in F1. Word got back to John, so he said: "If you think that, it's better you don't drive for me." So he took my friend and fellow Austrian Helmuth Koinigg instead, who was then killed at the Glen. It was an odd feeling – and I was very sad.

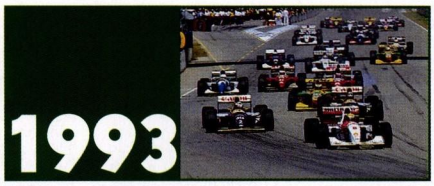
Did you come close to an F1 drive again?
No. Maybe I should have tried harder, but I was happy with what I had at BMW. I won two more ETC titles and four Spa 24 Hours. I think that's okay.

My hero BY SIR STIRLING MOSS

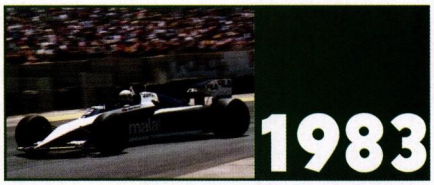


"I did have a motorsport hero when I was a kid – Prince Bira – but only because I had read his books. I suppose hero is not quite the right word; I thought he'd had a great life and that he'd gone about his racing very nicely – dapper and stylish. I raced against him after the war and he was still very stylish; I liked his competitive privateer approach. The problem I had with heroes was the war: it started when I was nine or 10, which is when you pick heroes and, by the time it finished, I wanted to go racing myself. I have more heroes now than I had then. For actual out-and-out driving Fangio, in my mind, is the greatest of all time, although I think Senna was of a similar ability."

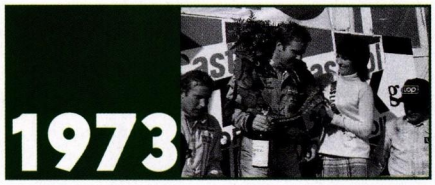
THIS MONTH IN



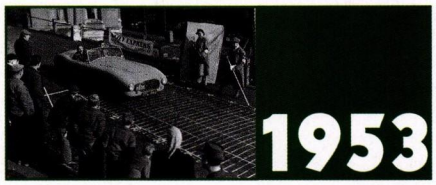
Ayrton Senna signs off his six-year spell at McLaren with victories at Suzuka and Adelaide (above). Franco Cunico scores a shock win in San Remo in his Escort, while Ford also wins Super Touring World Cup with Paul Radisich. Innes Ireland dies



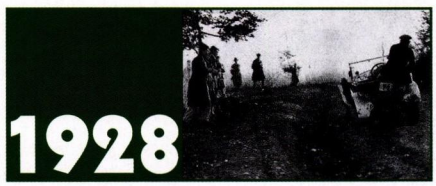
It's a perfect day for Brabham in South Africa as Riccardo Patrese's BT52B wins (above), and third place for Nelson Piquet steals the crown away from Renault's Alain Prost. Joest's Bob Wollek secures the European Sportscar title with a win at Mugello



Mark Donohue continues to dominate Can-Am with victories at Laguna Seca (above) and Riverside in Penske's Porsche 917/30. At Kyalami, Reinhold Joest's Porsche 908/3 wins the Nine Hours from the Mirage of Derek Bell and guest James Hunt



Britons Ian and Pat Appleyard win the first European Touring Championship by finishing second on the Lisbon Rally in their Jaguar XK120. In the UK, Cliff Davis gives the new AC Ace (above) its competition debut on the tough MCC Rally



The MCC High Speed Trial rounds off the year at Brooklands with over 70 entries; Brian Lewis completes the most laps in his grand prix Bugatti. Oxford, led by C Winslow-Taylor's 'Nash (above), triumphs over Cambridge in the Inter-Varsity Trial



LEGENDS



ADELAIDE 1986

THE RESULT AT INDIANAPOLIS MEANT that we were denied a three-way title showdown. That's a shame, because the last time this occurred, at Adelaide 17 years ago, when Nigel Mansell, Nelson Piquet and Alain Prost were the protagonists, remains the most dramatic Formula One race I have ever seen.

It was pouring down as we arrived in Australia. Prost looked gloomily at the skies. "I really hope," he said, "that we get a normal, dry race, because in the rain anything can happen." Then he brightened. "It's a long way down here, isn't it? I must say I'm glad to be here with some chance of winning the title, even if it is a small chance."

That chance remained primarily because Alain had driven a stupendous race in Mexico two weeks earlier. Over the season his McLaren-TAG had been simply outpowered by the Williams-Hondas of Mansell and Piquet and, as a rule, was hard-pressed to keep up. He remained in contention because his racecraft and guile were matchless, and because he made fewer mistakes than anyone else.

"Alain drove a really fantastic race in Mexico," said Ron Dennis. "He had quite a few problems and really had to fight to overcome them. Even in normal circumstances, he had a lot less power than the Williams-Hondas, but this time he was down a cylinder for half the race; he didn't dare to make a second tyre stop for fear of stalling. So he had to make two sets of tyres last the whole race, whereas Mansell needed three and Piquet four. Alain finished second, ahead of both of them."

In that era of turbocharged engines, Prost's other surpassing skill was juggling speed and fuel consumption. Each car was restricted to 195 litres of fuel, and if a driver got it absolutely right, he ran out of gas moments after taking the flag. It took a lot of will to keep your boost down, hold yourself in check, while some of your less disciplined rivals charged away. Not for nothing was Prost known as 'The Professor', however. He may have hated the rules as much as anyone, but whatever it took to win, Alain would adapt.

Still, his title hopes looked thin. Back then, a driver's score was calculated on his best 11 results from the 16 races, and both Prost and Mansell had already needed to drop points. The net situation was that Nigel had 70 points, Alain 64 and Nelson 63 – but if either Mansell or Prost should take further points in Adelaide, they would have to shed their lowest score once more, whereas Piquet, having scored in only 10, would not. Any of the three could become champion, but Nigel was the heavy favourite;

both: Sutton



Mansell led Senna and Prost initially, knowing that third was enough. But bad luck would famously intervene (below right)

third place would do it, whatever happened to his rivals.

Given his power deficit, Prost knew he would not be a contender in qualifying and concentrated, as always, on a perfect set-up for race day. The fight for pole position was between the two Williams, and ultimately Mansell settled the issue, with Piquet second, Ayrton Senna's Lotus-Renault third and Prost fourth. For Nigel, the first hurdle was cleared, but the tension around him was palpable. "To be honest," his wife Rosanne said, "I don't really care what happens. I just want it to be over."

The first lap was as dramatic as anyone could remember, with Mansell leading away, then being passed by Senna and Piquet. Nelson then outbraked Ayrton and the race had its third leader in the space of two miles!

The man on the move in the early stages, though, was Keke Rosberg, who had qualified his McLaren only seventh, but was up to third by the end of the opening lap, and into the lead by lap seven. Prost, after starting in typically conservative fashion, moved past Senna and Mansell into third place.

Patrick Head remembers the day: "It's nice to see drivers' characters come through in their driving. With Prost, we'd be way ahead of him at first, and think, 'Where the hell's Alain?' Then you'd see that he was sixth, fifth, fourth, third, and you'd think, 'Ooooh, Christ!' That was very much him – that inexorable quality."

By lap 23, with Rosberg leading easily, Prost passed Piquet for second place, after which Nelson immediately spun. He got on his way again but was now back in fourth place. For McLaren, everything was looking good, for if it came to it, Keke would undoubtedly let Alain through.

Mansell, though, continued to run third, right where he needed to be, and on lap 32 his title prospects vaulted further, for Prost punctured his right-front tyre. Tyre changes were not an automatic feature of grand prix races in the mid-1980s, and none of the front runners had been planning to stop. Thus, as Prost slowly made his way to the pits, he seemed to be out of the championship battle. After a 17sec stop, he rejoined, now fourth, a long way back. Immediately, a whole series of record laps began.

Goodyear technicians examined the tyres discarded by Prost and said that the wear rate was less than expected. All being well, they concluded, no-one would need to make a stop. Patrick Head grimaces at the memory: "Problem was, we had quite a big power advantage – and therefore we were also able to run more downforce than anyone else. Honda couldn't tell us how much power we had, because they didn't know themselves! Their dyno only registered up to 1000 horsepower – which they were reaching at 9300rpm. We were revving them to 13,500 or so! I've no doubts that it was because we were able to run so much downforce that we encountered tyre problems."

At this stage, though, Williams had no cause for worry. For close to 30 laps there was virtual stalemate at the front of the field, Rosberg still leading convincingly from Piquet, Mansell and a charging Prost. Then, on lap 63, with 19 to the flag, Rosberg suddenly heard unwelcome noises from the back of his McLaren and abruptly parked the car, convinced that the engine had run its bearings. In fact, it was no such thing. What Rosberg had heard was a delaminating tyre flapping against bodywork. His right-rear Goodyear was in tatters.

As Rosberg retired, Prost, running at the limit, passed Mansell for second place, but still Nigel had the four points he needed. "In fact," said Head, "at that stage he could have stopped for tyres and still got the title, because there was no-one close behind him. I told a Goodyear engineer that we had the time to do that, but he said that we should have no problem."

A lap later the whole thing was settled. Mansell, flat out down the Decquetteville Straight, and lapping Philippe Alliot's Ligier, suddenly had his left-rear tyre disintegrate. From around 190mph he somehow fought the bucking Williams to a halt in the escape road. It was beyond cruel.

"At no time did we consider we were taking any sort of gamble," Head remembered. "After all, we were in a position where we had to play things safe and conservatively. Goodyear gave us no reason to consider changing tyres, and it wasn't a wear problem – the bits of tyre that were recovered indicated that the carcass had failed by fatigue."

Now it was simply Piquet against Prost, each needing the nine points for victory to take them past Mansell's total. It was a matter of winner takes all, and Prost, still with the hammer down, was only 2sec behind.

The duel never materialised, however. "After Nigel's tyre had failed, we were between a rock and a hard place with regard to Nelson," said Head. "If we'd left him out there and he'd made it, we'd have looked like heroes. But if he'd had an accident and hurt himself, we'd have looked idiots. There was no choice to be made: we called him in and changed his tyres."

Piquet stopped at the end of lap 65 and was in second place when he went back out. "It was the right decision, to stop," he said afterwards. "I knew I was maybe losing the championship, but I didn't care; I was alive."

Now it was Nelson's turn to apply the pressure, but he made little impression on Prost until the last four laps, when Alain dramatically cut his pace. "From the halfway point my fuel computer read-out had been telling me I was five litres the wrong side," said Prost. I just had to hope that, for once, the computer was wrong..."

For once, it was. He crossed the line 4sec to the good, pulled up in front of the stands and jumped for joy.

Jackie Stewart best summed up the day: "These days, you don't often see a guy win a grand prix in a slower car, do you? But this guy's won the world championship in one." M



FREE MODEL WHEN YOU SUBSCRIBE

FREE WORTH £39.99

1:18 SCALE JAGUAR D-TYPE SHORT NOSE MODEL



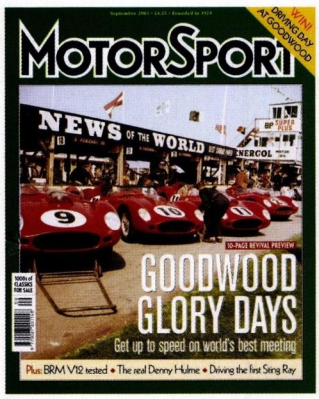
APPROX SIZE OF MODEL: 22CM

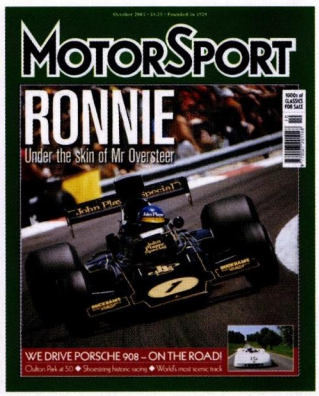
CALL 08456 777819 NOW

TO MOTOR SPORT

PLUS

- Save 20% on the shop price – saving over £10 on a year's subscription
- Only £10.10 every three issues
- Pay by convenient Direct Debit instalments
- Never miss an issue
- Get every copy delivered to your door
- Exclusive offers and competitions only available to subscribers





THE BEST HISTORIC RACING MAGAZINE

PLEASE HAVE YOUR BANK DETAILS READY AND QUOTE MSS3A

SUBSCRIPTION ORDER FORM

☐ *Yes I would like to start my subscription to* MOTOR SPORT
☐ *Yes I would like to renew my subscription to* MOTOR SPORT

☐ *Please send me my* **FREE** *D-Type model*

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

Title *Initial* *Surname*

Address

Postcode *Tel No*

e-mail

Instruction to your bank or building society to pay by Direct Debit

DIRECT Debit
Originators ID No 850699

To the manager: Bank name

Address

Postcode

Name of account holder(s)

Bank Sort Code ☐☐☐☐☐☐

Account No ☐☐☐☐☐☐☐☐

Reference Number (Office use only)

Please pay ***Haymarket Publishing Services Limited*** *Direct Debits from the account detailed on this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Haymarket Publishing Services Ltd and, if so, details will be passed electronically to my bank/building society.*

Signature *Date*

TERMS & CONDITIONS

This offer is open to UK subscribers and is a direct debit offer only. Please allow six weeks for receipt of your first issue and book. Offer closes November 30th 2003. Gift subject to availability. Details of the Direct Debit Guarantee will be sent upon request.

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

MSS3A

Please send this form to:

MOTOR SPORT,
SEA14727
HAYWARDS HEATH
RH16 3BR

For special USA and Canada rates please call 1800 800 3921 or e-mail: ewa@ewacars.com

Overseas rates available by calling +44 8456 777819

CLASSIC AND HISTORIC

www.classic-car-auction.co.uk

Classic & Historic Automobile Division

Monday 1st December
BCA Blackbushe

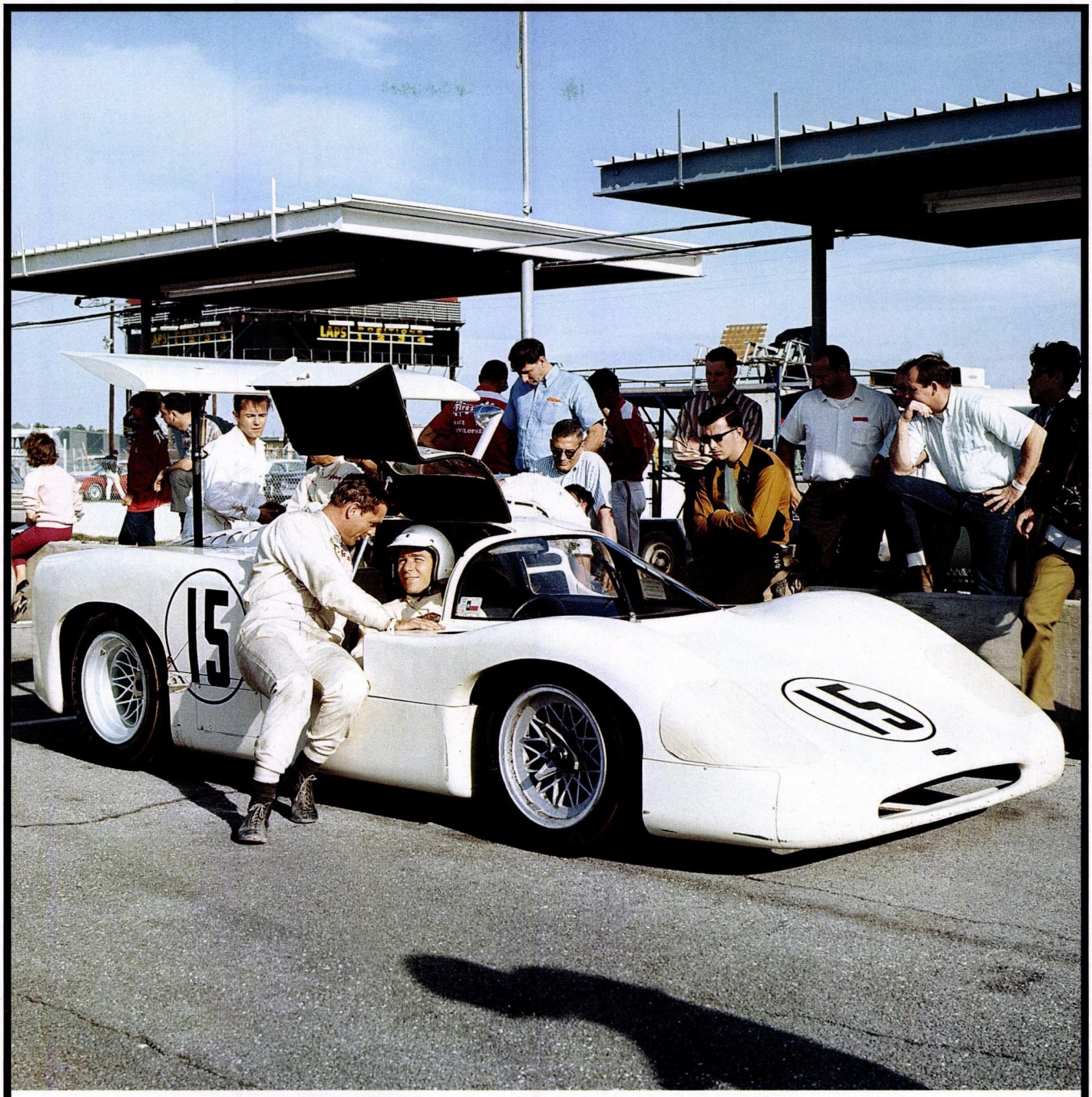
Quality entries of Vintage and Collectors' Motor Vehicles are now invited for this sale

For further information or to discuss suitable consignments please contact
Robin Lawton or **Peter Bourne** on **(01252) 877317**
or **e-mail bcahistoric@bca-group.com**

Entry to sale and viewing by printed catalogue only.
Priced £15 – admits two.
To pre-order a catalogue please telephone
Sue Carter on **(01252) 743329**



British Car Auctions



THE WHITE STUFF

AS AMERICA STROVE TO LAND A MAN ON THE MOON, IN A CORNER OF TEXAS JIM HALL'S CHAPARRAL WAS PUSHING BACK THE BOUNDARIES OF MOTOR RACING WITH SEVERAL GIANT LEAPS OF ITS OWN

'Jim Hall, it's safe to say, was ahead of the techno game. His was a 10-gallon talent. Only Chapman and Murray come close in the innovation stakes'

AMERICA HAS TENDED TO LAG BEHIND EUROPE ON THE DESIGN SIDE OF THE SPORT. BUT THERE IS AN EXCEPTIONAL EXCEPTION TO THIS: JIM HALL. HE TELLS PAUL FEARNLEY ABOUT HIS HI-TECH CHAPARRALS

Jim Hall is tall for a racing driver – for that's what he was to begin with. He would be taller still but for a knock-kneed stance decreed by injuries sustained in a fiery flip at Stardust Raceway, Las Vegas, scene of the final round of the 1968 Can-Am dust-up. But he's a commanding presence – even without his familiar cowboy hat. Er... he's left it on the driving seat of his remarkable, innovative, beautiful Can-Am 2E. And, er... could I possibly go fetch it for him? You betcha. Could I fetch Colin Chapman's corduroy cap, Enzo's shades, James Hunt's 'Sex, the breakfast of champions' T-shirt, Mike Hawthorn's bow tie...

I hold it gingerly and give the Ford centrepiece in front of Goodwood House a wide berth in case its sprinklers, which replicate the driving Le Mans rain of 1966, squirt into life again; I'm guessing there's not much call for Scotchguard in Midland, Texas.

Genius and titfer reunited, into the next hour or so is crammed drawling, enthralling chat of F1 drives, decisions to build his own sportscars, yawning aerodynamic supremacy – wings, then ground effect – "rudimentary" on-board data acquisition, clutchless semi-auto gearboxes, total left-foot braking, composite monocoques, side radiators, intensive tyre tests at an exclusive test track – and all before 1971. Jim Hall, it's safe to say, was ahead of the techno game. His was a 10-gallon talent. Only Chapman and Murray come close in the innovation stakes of the modern era. And some say that even *they* don't even come close...

"Gee, that's a biggie – and it's up to others to say it," grins Hall. "Colin was my idol as I came up through the sport. He was original and intelligent. I was a customer of his first and then, when I came over to Europe in 1963 to drive [a Lotus 24-BRM] for the British Racing Partnership, I 'competed' against him. I was taken by the fact that he was very closed-mouth. My guys sometimes didn't know how to help me with the car and I went over to talk to Colin a couple of times – and he wouldn't tell me anything. Absolutely nothing. I thought that was interesting, because I wasn't on the same plane as him and Jimmy [Clark]."

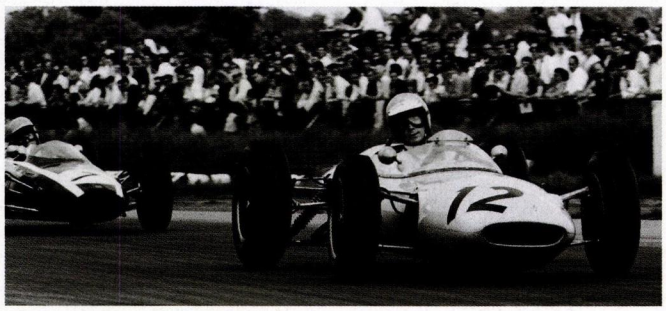
Hall the designer could keep a secret, too – much was made of his cloak-and-dagger relationship with General Motors. It existed, of course, but GM got as much out of it as Hall did and, like Chapman with Lotus, his team was sacrosanct. When it came to the racing, Hall made all the decisions. And like Chapman, he was always looking for the Next Big Thing. He regularly found it, too. GM was more than happy to go along for the ride.

"Colin and I were fortunate to be involved when the sport could be affected by small teams. The teams today are so huge... but we were taking big enough bites to have an impact.

"We definitely got a jump on the competition in the aerodynamics arena in about 1964. I had built a car [the first edition of Chaparral 2] that had bad lift characteristics and I wanted to cure that during the winter of '63-64. I managed to do it. Then I thought, 'Well, if I can eliminate lift, why can't I continue right on through zero and go negative? Why don't I push down on this thing and see if I can increase the traction?' And by golly, I was able to do that, too.

"Then I began to balance the car for high-speed oversteer, because a rear-drive car, if you get it balanced at low speed, if it's neutral in aero, typically goes into oversteer the faster you go. And as I dealt with this problem, the lap times dropped significantly. There was no wind tunnel involved, it was seat of the pants – and some rudimentary instrumentation: we had cables leading to graphs with pencils so that I could plot the ride height. I'd calibrate the car by putting lead in it so I knew how many pounds were needed to reduce the ride height by the same amount.

"We started measuring drag in about 1965. That's when the movable flaps came in: let's get rid of the drag on the straights but keep the downforce in the corners. When we did ➳



Hall's BRP Lotus finished sixth in the 1963 British GP. It leads Maggs' Cooper



Ludvigsen Library, LAT



That big wing changed motorsport forever. And Hall styled most of the cars, too

that, we put so much downforce on the car that we mashed it onto its bump rubbers and into the ground. We were faster still but the ride was pretty bad. That's where the hub-mounted wing came from. It's a pretty logical development: if we are upsetting the chassis why not get those loads off the chassis and put them on the wheels? Gosh, that made for a nice car: the spring rates were reasonable, the ride rate was good – yet you still had the downforce. It was sad that the regs went away from that. But they did – and we did the 'sucker car' [the 2J of 1970] as a reaction to that…"

Hang on, hang on! Phew. It might be all pretty logical for you, mate…

Okay, pray continue.

"Initially, I got a young boy's drawing in the mail that showed a car with a fan right in the top of it; he talked about it being a suction fan. That was always in the back of my mind, but when we began thinking about it properly we realised that if you put skirts around the car it wasn't going to take a very big fan to do the job. We finally ended up with articulated skirts that kept a fairly narrow gap all the time. It wasn't a perfect seal – we didn't think that the scrutineers would allow that – but even so, we could reproduce the weight of the car quite easily, and that made it capable of cornering at virtually 2g. It was fantastic.

"But at the end of 1970 there was a terrible outcry from the rest of the Can-Am competitors – and the FIA 'bandits' – about our car. They simply told us that we could not run it in 1971 – this after they had banned hub-mounted wings for '70. We had been premature in going to the racetrack with 2J, but when you think you have something that will put you ahead of the field, you are in a big hurry to get out there before any info leaks out. We made a decision to go ahead and do it, learn about the car this year, and win with it the next…"

Like Chapman, Hall was constantly pushing the envelope; like Chapman, he caused rule-makers headaches and, like they did with Chapman, they sometimes refused to rubber stamp his innovations. Chapman never gave up the fight – and worked himself into an early grave; Hall backed away, before returning in a different guise: a team boss running another constructor's cars.

"It took me a while to make the transition forced upon me by my shunt. I did quite a bit of testing for the 1969 season, taking my leg brace off to do so; I wasn't really ready, but I didn't have any other way of doing it: that was the system. I drove Camaros in the 1970 Trans-Am, but it was a mistake; I started too early after my accident, and in a car I didn't have any experience in.

"I think it helps you to design if you can drive quickly – Colin was pretty handy behind the wheel. I know that it helped me a good deal: I could get instant feedback and I didn't have to rely on a report from somebody else. That made a difference in the speed of the loop."

He really missed it when he could no longer pull this stunt off. Plus he felt let down by the sport…

"It wasn't just in Can-Am, it happened in the international arena, too. We went to Europe in 1966 and did selected sportscar races – and did quite well. I thought it was something we should stay in, therefore, and so we built 2F for '67. It was the quickest car in the field – but it just wasn't reliable. It was the first time we had put a big-block Chevy in front of the transmission for endurance racing and it just couldn't take it. It took us until the end of the season to fix it. And then they said that we couldn't run the big-block any more.

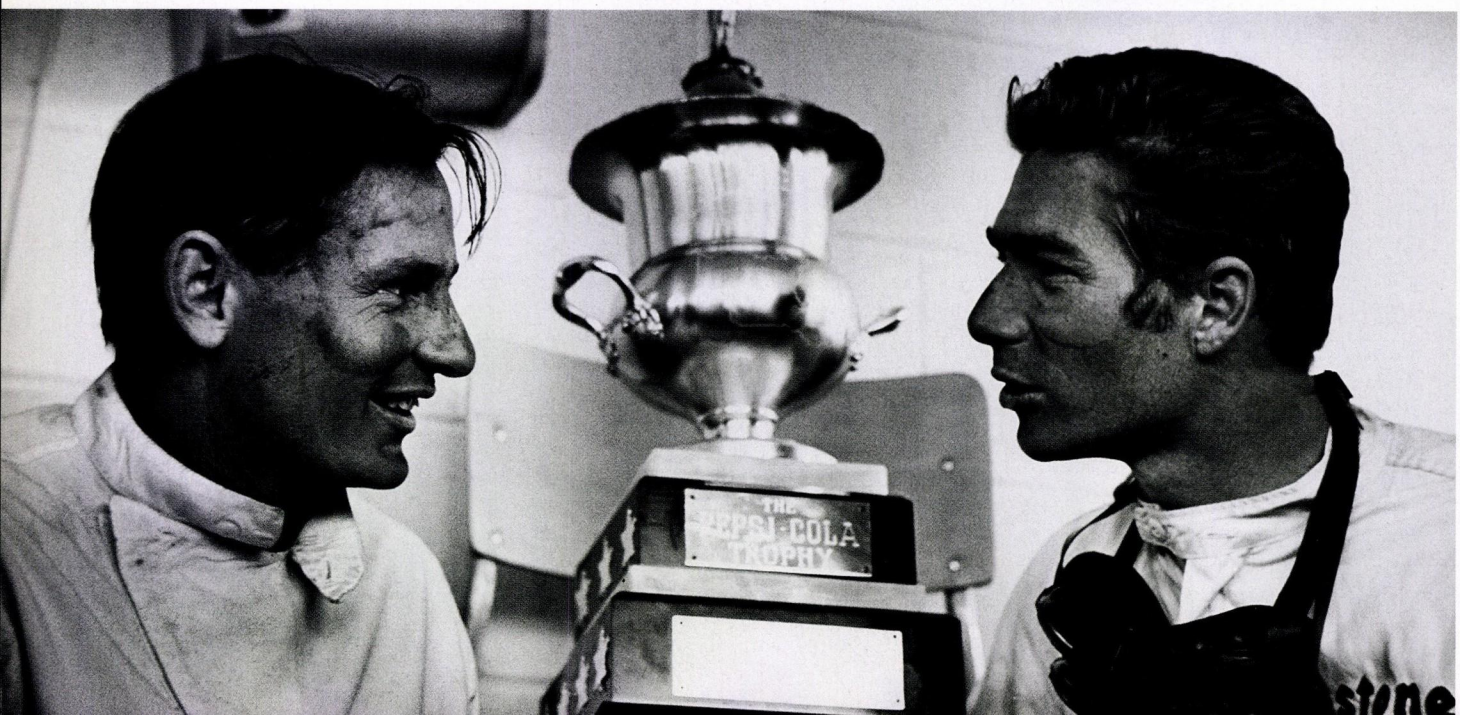
"The big wing, the aluminium big-block, the fan car – everything we had done for the last five years was history. I remember thinking that they didn't want me in this sport very bad. When I went back in, I no longer had the capability of building cars, so I used Eric Broadley's Lolas. We were very successful, and it was fun – but it wasn't quite the same."

But then the sport wasn't the same – he and Chapman had seen to that. They'd changed it irreversibly by coupling their need for speed with fertile, imaginative engineering minds capable of forward-thinking lateral leaps.

"I started out as a driver in the late 1950s. But I started building cars in '62 because we had about half a dozen good sportscar races in the US towards the end of the year. They paid pretty well, but the Europeans would come over with their latest cars and just smoke us. They were always a jump ahead, and I decided that the only way for me to compete with them was to have equipment as good as theirs.

"In the meantime, I got recognised in 1962 because I drove in two Formula One races and finished well in one of them. Ken Gregory [BRP's team manager] asked me if wanted to drive F1. ➳

"Okay Bruce, you take the wins and I'll take the technical plaudits." However, on this occasion, at Watkins Glen in 1965, it was the Texan who took the victory



Dave Friedman, Ludvigsen Library

TRAX
MOTORSPORTS MARKETING

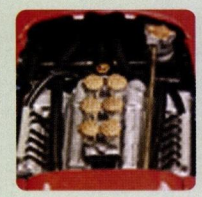
"REVIVAL" ITALY

Unit 29 Westbury Close, Townsend Ind. Estate
Houghton Regis, Dunstable, Bedfordshire, LU5 5BL
Email: enquiries@trax-models.co.uk
www.trax-models.co.uk
Tel/Fax: 01582 477877

ENJOY A PIECE OF MOTOR RACING HISTORY WITH THESE CHARMING 1/20 SCALE MODELS FROM REVIVAL OF BOLOGNA ITALY

You can either enjoy the challenge of building your own Revival model adding as much detail as you want to, or purchase the model fully built. Kits come together with ready painted body, steel wired wheels, decal sheets, original pattern tread tyres and are assembled using screws and joints thereby reducing the use of glue.

Exclusive to TRAX Motorsports Marketing, the Revival 1/20 scale Collection illustrates the highest levels of quality and detail with only one new model cast every two to three years. Faithfully reproduced detail, each model includes fully working rack and pinion steering, spoked wire wheels with original pattern tread rubber tyres and extremely detailed interior and dashboard instrumentation. A hinged panel gives access to the perfectly detailed engine including oil pump, distributor, exhaust tube, superchargers and spark plugs to name just a few of the many details. We will, of course, provide a full back up service for all customers.







02101 - Ferrari Dino 246 #4 *(pictured left)*,
Rheims 1958, M.Hawthorn
KIT £94.99 Built £194.99

03101 - Ferrari Dino 246 #20, *(not pictured)*
Argentina 1958, L.Musso
(with perspex trumpet cover detail)
KIT £94.99 Built £194.99



81101 - Fiat F2 130HP 1907
KIT £92.99 Built £192.99



77101 - Mercedes Benz W154 M163 1939
KIT £97.99 Built £197.99



75104 - Alfa Romeo P3 Ruote Gemellate 1932-35
KIT £93.99 Built £193.99



86101 - Alfa 159 Alfetta J.M.Fangio 1951
KIT £87.99 Built £187.99



78102 - Auto Union C Ruote Gemellate 1937
KIT £108.99 Built £208.99



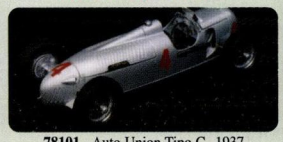
75103 - Alfa Romeo P3 Targa Florio 1932-35
KIT £88.99 Built £188.99



75102 - Alfa P3 Scuderia Ferrari 1932-35
KIT £77.99 Built £177.99



85101 - Ferrari 500 L4 Alberto Ascari 1953
KIT £85.99 Built £185.99



78101 - Auto Union Tipo C 1937
KIT £102.99 Built £202.99



93101 - Ferrari D50 Juan Manuel Fangio 1956
KIT £94.99 Built £194.99



99101 - Auto Union Rekordwagen B.Rosemeyer 1938
KIT £124.99 Built £224.99



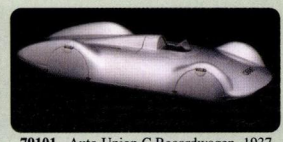
89101 - Ferrari 500 L4 Alberto Ascari 1952
KIT £85.99 Built £185.99



80102 - Bugatti 35 Targa Florio 1924-26
KIT £101.99 Built £201.99



75101 - Alfa Romeo P3 Nuvolari 1932-35
KIT £77.99 Built £177.99



79101 - Auto Union C Recordwagen 1937
KIT £112.99 Built £212.99



92101 - Ferrari 625 L4 Froillan Gonzalez 1954
KIT £94.99 Built £194.99



75105 - Alfa Romeo K.Evans - Brooklands
KIT £89.99 Built £189.99



90101 - Ferrari 156 - 1961
KIT £89.99 Built £189.99



79102- Auto Union C Stromlinienwagen 1937
KIT £115.99 Built £215.99



88101 - Maserati 250F Juan Manuel Fangio 1957
KIT £88.99 Built £188.99

You can beat the imposed price increase on 21st November 2003 by Reserve Ordering now.
Even if the kit or build is released after the date, TRAX Motorsports Marketing will honour the prices printed here.

Note: The majority of kits and builds are in stock now, however the 156 and 250F are due November 2003, and the Bugatti/Fiat are due with us early next year.
Please Reserve Order, as they will be available on a strictly first come, first served basis.

Model/Ref No.	Description	Qty	Total

SWITCH, DELTA, VISA, ACCESS, MASTERCARD, AMERICAN EXPRESS - PLEASE PLACE YOUR CREDIT CARD NUMBER BELOW

ISSUE NO: VALID FROM / / EXPIRY DATE / /

SIGNATURE .....

NAME .....

ADDRESS .....

..... POSTCODE .....

TELEPHONE .....

CHEQUES & POSTAL ORDERS PAYABLE TO TRAX MOTORSPORTS MARKETING

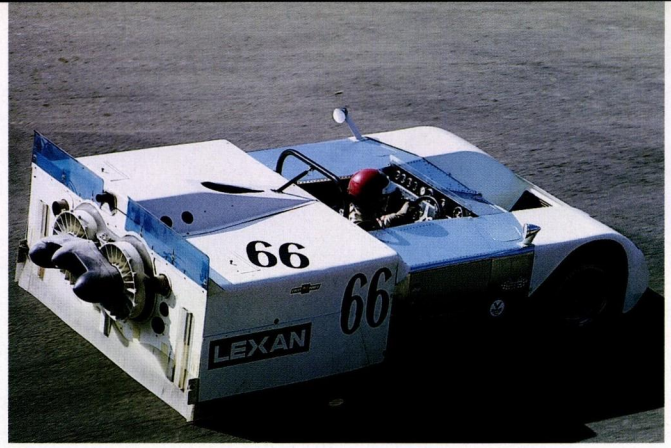
Order Date / /

Order Cost £ p

Postage (see below) £ p

ORDER TOTAL £ p

POSTAGE CHARGES (UK) Orders from £1.00 - £30.00 = £2.50 Orders from £30.01 - £50.00 = £3.50 Orders from £50.01 - £100.00 = £5.00 Orders from £100.01 - £150.00 = £7.50
Orders from £150.01 - £200.00 = £10.00 Orders over £200.00 = FREE OF CHARGE **OVERSEAS POSTAGE:** Europe (inc. Eire) x2 UK Postage, Rest of the World x3 UK Postage
Please allow 60 days delivery if Built or 28 days delivery for kits. Goods are subject to availability. 1/20 is approx: 25cm Codes and Models could change. These are collectors items unsuitable for children.



Never give a sucker an even break: outrageous 2J was banned by 'grey suits'

What else is on your mind when you want to be a driver? I wanted to be world champion. I decided to come over *and* continue the development of our sportscar.

"The big problem I had in Europe was that it seemed to rain at almost every race weekend. Maybe five per cent of the races I'd run up to then had been in the rain... My performances were not so good. Because I'd not been as successful as I had hoped, I decided to push forward with my own designs rather than try to find another F1 ride. I've got an engineering degree, but until this point I'd always driven cars designed by other people. It took me a little while to figure out that I could possibly improve them – and then improve on them.

"I had my own thoughts, of course, but we also tried to cherry-pick ideas. For instance, we didn't stay completely within the racing community; we went to the aerospace industry for our chassis structure. North American was building the Atlas missile at that time; the Convair was at Forth Worth. Both were using fibreglass epoxy structures. I met a young fellow who had been involved in the design of jet engine fairings, but he wanted to get into the boat business. So I helped get him involved in that – and we worked together on the design of Chaparral 2. I thought we did a helluva a good job: he knew the structures end of it and stress calculations and I knew where I wanted to place things. That chassis was successful for five years.

"The car was very light and the best tyres you could get in those days were Dunlops which had about 5in of tread. When you pushed your foot down you would just light them up no matter what gear you were in. Hey, we have too much transmission here. We got a transaxle, turned it upside down and put a little torque-converter in it. After I had started testing it, I was lucky enough to run into a GM transmission engineer who thought it was a great idea; he helped us design Chaparral's so-called auto box. It was just a set of gears and a torque converter; in fact, a single-speed was adequate for those early Dunlops. But by the time 1964 rolled around, we had started working on wider and wider tyres.

"I got a deal with Firestone: it would supply us with tyres and we would test them on our skidpan. That was an unusual feature for a team, but I always liked using it because you could pretty much zero everything out, make sure that the car was balanced and that its slow-speed understeer was not too significant. It gave you a good baseline without risk or taking too much out of the car.

"Firestone sent tyres to be put on 6in rims, but we'd already decided that we needed to go wider to stiffen up the sidewalls, so we built some modular wheels with a variable rim width. We'd run those tyres on 6in, then 7in, then 8in, and it was always better on the widest rim. Firestone realised they had to make a wider tyre. And we'd put that on an 8in, a 9in, a 10in... In 18 months we went from 5in to 12in – hence the need for two-speed and then three-speed converters.

"It was like a normal 'box except you didn't have a clutch. You could upshift by coming off the throttle a bit to release the dog clutches. Coming down, all you had to do was bump the lever into neutral, raise the revs to the right speed and stick it in the next gear. We were totally left-foot braking. I thought of it more in a sense of car control, of being able to place the car exactly where I wanted to be for the exit. Real late braking probably came into being at that time, too. Before that, people used to brake in a straight line and make max-radius corners. In a car with a big engine, that's not the quickest way; if you can make the turn a bit early and start accelerating earlier you exit the corner faster and carry that extra speed all the way down the straight. We also used our left foot to adjust the angle of the rear wing via a pedal, balancing downforce against traction."

There was one balance, however, that Chaparral did not always strike: head-turning innovation versus race-winning reliability. Can-Am's iconic team won just one victory in that series.

"Hap Sharp used to say that you win races in obsolete racing cars. He preferred to drive the more proven models, whereas I took the experimental ones. I was happy to do that because I reckoned the experimental car was usually faster. But I also knew that maybe it wasn't as reliable. We always *thought* we were going to win, but I think we were out there on the edge, where reliability was not as good. I wanted to win, for sure, and we were always up at the front – on pole or the front row and leading races – and that's where I wanted to be. But the fact we didn't win that much didn't seem to matter."

At which point the Hall/Chapman comparison grinds to a sudden halt. M

Ludvigsen Library; Dave Friedman

Has there ever been a more dramatic sight than a flat-out Chaparral? This is 1968, Hall's last full season as a driver. Chaparral had two more seasons to run



Win a brand new
Porsche Boxster S

£20

www.grandTicket.com



see website for terms and conditions

www.grandTicket.com



Sebring '62: Chaparral 1 mixes it with front-engined opposition but was no match for mid-engined cars

Pete Lyons; Ludvigsen Library

THE FIRST ROADRUNNER

BEFORE HE WAS A CONSTRUCTOR, JIM HALL WAS A CUSTOMER. PRESTON LERNER DESCRIBES THE HOT-ROD ORIGINS OF THE CAR WHICH BROUGHT A NEW NAME TO THE TRACK AND A NEW DESIGNER TO THE SPORT

DESPITE ITS NAME, CHAPARRAL 1 WASN'T THE FIRST Chaparral but the last in a long and storied line of front-engined, big-bore West Coast specials.

The futuristic Chaparral 2 and derivatives C through J were conceived and created in the Texas laboratory of Jim Hall, the premier road-racing mad scientist of the 1960s. Chaparral 1, on the other hand, was the work of Dick Troutman and Tom Barnes, Southern California hot-rodders who'd made their bones building Indy roadsters and midgets for Frank Kurtis.

The year was 1960. Hall was an accomplished driver who'd flogged a cobbled-together Formula One car up to fourth place in the US Grand Prix at Riverside before being slowed by gearbox trouble. The Caltech grad was smart enough to realise that he'd never beat factory teams with customer cars, but lacked the expertise and wherewithal to build a sports-racer of his own. So he decided to hire somebody to do the job for him.

Troutman and Barnes had gone road racing several years earlier with a flawless home-built machine – the Troutman-Barnes Special, naturally – that epitomised the West Coast ethic: the hot-rodder's anything-that-works spirit coupled with aircraft-spec craftsmanship and a large lump of Detroit iron. Later, they were two of the principal builders of the all-conquering Scarab sports-racer commissioned by Lance Reventlow in 1958.

By 1961, it was clear that the mid-engined configuration was the way to go. But there wasn't a transaxle stout enough to handle the power of the small-block Chevy that Hall planned to use. So Troutman and Barnes crafted a more compact, more advanced version of the Scarab – the Scarab 2.0, if you will – with the engine pushed back to improve weight distribution, and disc brakes and other modern components to upgrade performance.

Troutman and Barnes planned to build cars – originally called the Riverside – for anybody who was willing to buy them. Hall took delivery of the first one in the summer of 1961, with Harry Heuer, a Midwestern brewery magnate who was already running one of the original Scarabs, getting the second chassis shortly thereafter. A total of five cars were built.

Hall renamed the car after the Texas bird also known as the Roadrunner. The Chaparral was fast, exceeding 180mph during testing at Riverside, but its handling left something to be desired.

"The Chaparral went like hell, but it was always trying to kill you," Heuer recalls. "It didn't stop all that well, and it didn't handle all that well, except sideways. But it just went like gangbusters. It was a roller skate with a rocket on it."

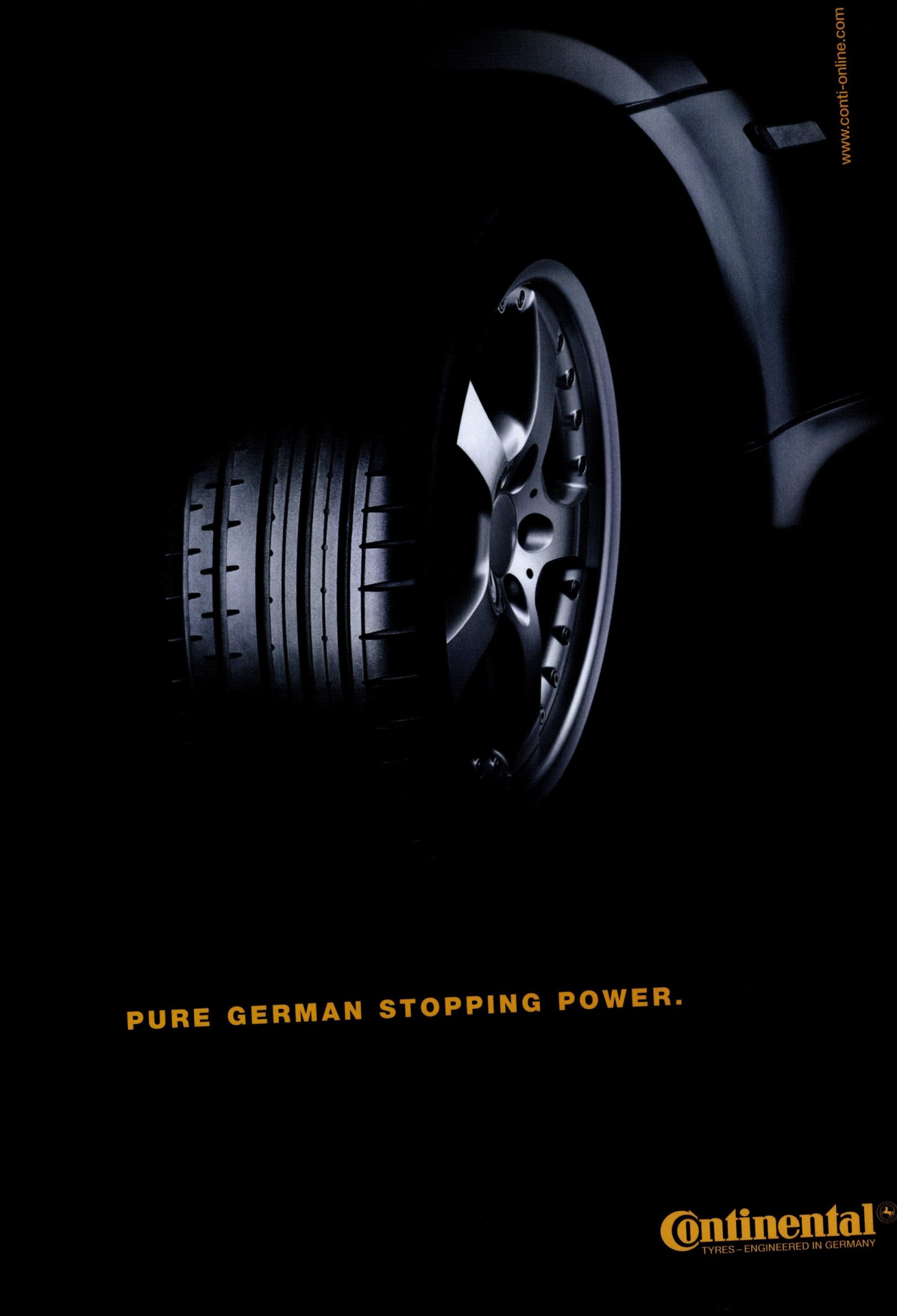
Hall chuckles at Heuer's description, but he insists that development of his Chaparral turned it into a predictable and fast car. Still, even though it could outrun the Scarab – or any other front-engined sports-racer – the Chaparral couldn't keep up with the top mid-engined competition. As a result, despite winning numerous amateur events in the hands of Hall and Heuer, it came up short in the big pro races at Riverside and Laguna Seca as well as international competitions at Sebring, Mosport and Nassau.

But if Chaparral 1 failed on the racetrack, it did succeed in pointing Hall in a fruitful new direction. "Up until then," he recalls, "I took things as they were and just manipulated the controls. I really hadn't applied any of my mechanical engineering background before. I just assumed that Colin Chapman and Enzo Ferrari knew how to build race cars and I didn't, and that was that."

In 1963, Jim Hall – and the rest of the world – would learn otherwise. M



Careful development by Jim Hall (aboard) sorted original car's handling vices


www.conti-online.com
PURE GERMAN STOPPING POWER.
Continental
TYRES – ENGINEERED IN GERMANY

FLYING ON THE GROUN

RACING CARS NORMALLY PROGRESS BY EVOLUTION. BUT JIM HALL TOOK THE 'BLUE SKY' APPROACH I NEW CAR. PRESTON LERNER EXPLAINS HOW COMPOSITES AND AERO EXPERTISE CREATED THE CHAP

SOME CARS BELONG IN THE MOTORSPORT HALL OF Fame because they were technological marvels. Others are enshrined because they won so many races. Only a handful score top marks in both categories. Chaparral 2 was one of the few.

Jim Hall's flightless fibreglass bird broke new ground with its monocoque chassis, composite construction, clutchless transmission and, most importantly of all, cutting-edge aerodynamics. Chaparral 2 also destroyed the competition, winning well over half of its races, including a memorably rainy Sebring 12 Hours. Oh, and the tubs were the foundation – literally – of the Chaparrals that went on to win two world sports-car championship races.

But the most remarkable thing about the car was that it was the first to be designed and built by Hall himself. Or maybe, ironically enough, that is exactly why it was so successful. As Hall himself explains: "I was young enough that I was willing to go ahead and do what I thought was best. It's only when you get older and you make a few mistakes that you become afraid to take those sort of chances."

Chaparral 2 was a counterpoint to the not-quite-fast-enough Chaparral 1. For his new car, Hall decided on the mid-engine configuration already proven by Cooper and Lotus. But for the chassis he sought inspiration not in the race-shops of Great Britain but in the American aerospace industry.

Hall and fellow West Texas oil man and hotshoe Hap Sharp found just what – and who – they were looking for at the General Dynamics plant in Fort Worth, where the world's first all-bonded aeroplane had been built. GD's composite materials group on the B-58 programme was headed by an enterprising structural engineer named Andy Green, who moonlighted building reinforced fibreglass yachts. Green had never designed a car before. Hall considered this a plus rather than a minus. "We don't want anybody with any preconceived notions," Hall told him.

Green went ahead and unleashed a revolution. Not only did he fashion a monocoque – standard aviation practice – but he built it out of fibreglass-reinforced plastic and established the general layout that's still used to this day. Suspension, by contrast, was standard fare, and the engine was the ubiquitous small-block Chevy, rated at 415bhp when the car made its debut, and more like 475 by the time it retired.

Hall drove the bare chassis on the test track – Rattlesnake Raceway – he'd built in Midland. This private facility was often used by General Motors' R&D engineers to test high-performance gear. And so it came to pass that a GM concept car provided the general shape of Chaparral 2's original body. This turned out to be a blessing in disguise.

"There was so much front-end lift that the car went straight at 130mph no matter how much you turned the wheel," Hall recalls. "But the car had been good before we put the body on it. So we realised that the problem was aerodyn

Hall, a graduate of the prestigious Institute of Technology, created his ow develop the aerodynamics. When C arrived at the big pro race at the end season, it sported a front end resembli plough. It qualified on pole.

But Hall wasn't satisfied. During the he went after the Holy Grail of aeroc eliminating front-end lift. He reverted to nose and cleverly channelled airflow t radiator. "But the car didn't handle like he says. "It was nice at low speed, but a faster, it developed more and more scratched my head over that for a while light bulb finally came on. When I star downforce onto the back of the car, th dropped dramatically."

Hall wasn't the first person to rec advantages of downforce, but he unc potential better than his rivals and he more ruthlessly than anybody for yea He started with a small tail spoiler, know flap in Chaparral parlance, that got pr bigger. "By the middle of '65," he recall putting so much downforce on the car slow down the straightaways. We wer ing the fastest laps, but a car like the Lola blow past us on the straights and then in the corners."

Enter the adjustable flap – a spoiler th

With aero tweaks giving downforce at both ends, Chaparral dominated the USRRC in 1964. This is Watkins Glen, with Hall (66) heading for ano



Pete Lyons

Striking form of Chaparral 2 derived from 'clean sheet' approach: fibreglass tub designed by aerospace engineer, dramatic shape influenced by GM concept car

moved by the driver, using a pedal, from a high-drag to a low-drag setting for different parts of a circuit. This worked so spectacularly that Hall decided that bigger must be better. The 2E Can-Am car opened the 1966 season with a giant wing, and racing would never be the same again.

Another unique aspect of Chaparral 2 was its clutchless drivetrain. "That was Hap's idea," Hall says. "He said, 'We can spin the tyres in any gear. So why do we need a transmission?'" With GM's help, Hall modified a Corvair gearbox for racing. Although the system was usually described as an automatic, it was actually a torque-converter that permitted clutchless shifting between gears.

Because there was no clutch pedal, Chaparral drivers braked with their left foot. "I always thought this was an advantage," Hall says. The brakes, though, got a real workout. To keep them cool, Hall came up with another innovation – cast aluminum-alloy spoked wheels that still look contemporary.

In 1964, driven by Hall, Sharp and Roger Penske, Chaparral 2 won seven of the 16 races it contested, dominated the US Road Racing Championship and swept the year-end professional races at Laguna Seca and Nassau.



Not everything Chaparral did was cutting edge!

Ludvigsen Library, Pete Lyons

The 1965 season was even better: the car won no fewer than 15 of 21 races, humbling the competition in both USRRC and international competition. The high point was Sebring, where race promoter Alec Ullmann allowed the lightweight Chaparrals to compete even though they didn't meet with FIA specifications. They were so fast that Hall parked his car for several minutes during a torrential downpour that left spare tyres floating through the pits. Even so, Hall and Sharp crushed the factory Fords.

By the end of 1965, Hall had built a new car, the 2C, with a smaller aluminum monocoque and more sophisticated bodywork. But the thermoplastic bathtubs underpinning Chaparral 2 lived on. One became the 2D, which won at the Nürburgring in '66. Another was transformed into the 2F, which won the BOAC 500 at Brands Hatch in '67.

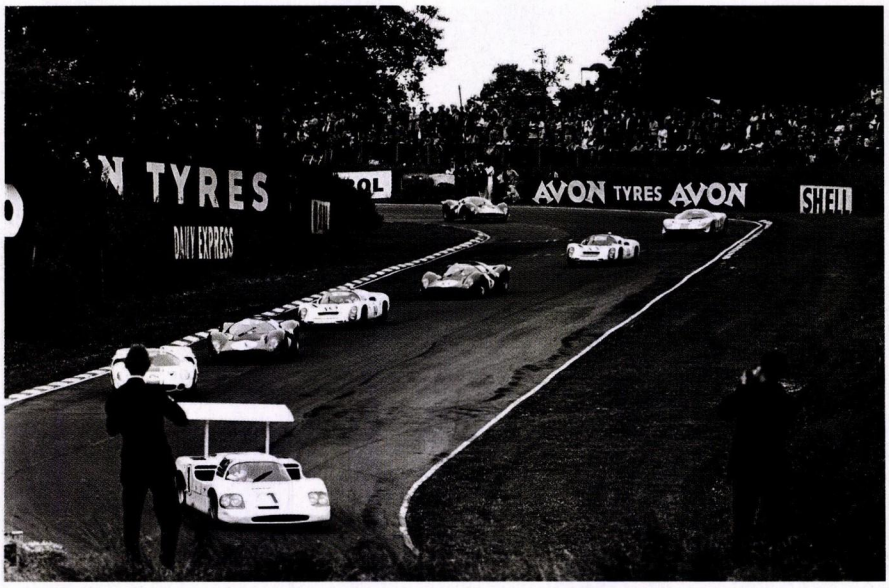
Still more exotic Chaparrals would follow – Hall says the 2E was his personal fave – but Chaparral 2 was the first of his fantastic flock and the best of the breed. M



In Chaparral's first-ever European outing, 2D beat some top-quality opposition to win the Nürburgring 1000Km

MILESTONES & MILLSTONES

CHAPARRAL WON ITS FIRST AND LAST EUROPEAN RACES, BUT IN BETWEEN SUFFERED A CATALOGUE OF FAILURES. PHIL HILL, WHO SCORED BOTH WINS, TELLS PRESTON LERNER WHAT WENT WRONG – AND RIGHT



LAT/Ludvigsen Library

Finally perfected, 2F won at Brands in its last race. Here Spence leads Hulme, Scarfiotti, G Hill and Stewart



2D led on its debut, at Daytona, before retiring



Bull in a china shop: 2F was entered in Targa of '67

TALK ABOUT GOING OUT IN STYLE! NOT ONLY DID PHIL Hill win the last professional race he entered – the BOAC 500 at Brands Hatch in 1967 – but as a going-away present for boss Jim Hall, he also gave the Chaparral 2F its one and only victory.

"We should have won a lot more races that season, considering how fast the car was," Hill recalls. "At Brands Hatch, we had an unexpected flat tyre, and we won the race anyway! We beat a Ferrari driven by Jackie Stewart and Chris Amon. I still like to rub Jackie's nose in it."

Hill, of course, is best-known for his exploits in Ferraris. But he spent his last two years driving for Chaparral. In fact, he gave the marque its only Can-Am victory. But he also did double-duty in endurance racing so that the team could benefit from the skills he'd honed while winning Le Mans three times.

To compete in the 1966 world sportscar championship, Chaparral 2 – the original Jim Hall design – was transformed into a shark-like coupé dubbed the 2D. Naturally, the engine came from General Motors, which supplied *sub rosa* technical support for the programme as well as a 5.4-litre small-block Chevrolet V8 rated at 420bhp.

In many respects, Hill says, the 2D was similar to the Ford GT40s and MkIIs he'd driven the previous year – "big cars with big engines", as he puts it. The principal difference was the Chaparral's semi-automatic transmission.

Hill had no trouble getting to grips with left-foot braking. During his first race in the 2D, at Daytona, he and co-driver Jo Bonnier qualified second and led before being slowed by a variety of teething problems and finally sunk by an upright failure. There were two Chaparrals the next month at Sebring, but both of them broke early. Three starts, three DNFs. What were the chances of a lone 2D surviving 1000 kilometres at the Nürburgring?

Pretty good, as it turned out. Now sporting a distinctive snorkel over the cockpit to ram cold air into the engine, the Chaparral was leading when rain started falling. An agonisingly long pitstop to change tyres squandered most of a 4min cushion. And the worst was yet to come. "When I turned on the windshield wipers," Hill says, "they immediately slipped off the attachment and started wiping the damn hood instead of the windshield."

Then the rain stopped, and things got *really* bad. Mud from the track slopped onto the windshield, blinding Hill. "I knew I had to do something," he says. "But I couldn't risk shutting off the engine because the batteries were so small that I was afraid I wouldn't be able to get it restarted. And I could not stop the car because crunching it into gear when the engine was running was a definite no-no."

So just after the Foxhole, on the slowest part of the circuit, Hill downshifted into first gear, slowed to a crawl, unlatched the gullwing door and levered himself out of the seat to reach outside the car and wipe off a small patch of windshield. Then he went on his merry way – but not before he was spotted by a camera, leading to a TV report that the Chaparral had broken and Hill was climbing out of the car.

"Someone wrote in a story recently that when I stopped in the pits at the end of that lap, the crew was packing up to leave," Hill says. "That's not true. I didn't stop in the pits. I had no reason to. But they *were* packing up when I tore past."

The Chaparral went on to score its first win on foreign soil. But Le Mans was a disaster, so the 2D was shelved and work began its successor.

Like the 2D, the 2F was built around the tub of the original Chaparral 2. Yet, with its hip-hugging radiators and slabsided shape, it looked like something from a different century. The most obvious – and arresting – addition was the giant wing, which hung over the rear deck like a levitating coffee table. Additional downforce was generated by cleverly routing air through the nose.

Oh, and there was one other big change – literally. The small-block was replaced with an aluminium version of the 7-litre big-block Chevy V8 then being raced in NASCAR. Even without exotic tweaks, the engine produced 525bhp. It proved to be more than the transaxle could handle. "We kept losing seals in the gearbox," Hill recalls. "I still don't understand why GM couldn't come up with a quick fix for it."

The 1967 season was a study in epic frustration. During its first seven races, the 2F recorded 10 consecutive DNFs (there were two-car entries at three races). The team was snake-bitten from the start. At Daytona, a Chaparral was leading the works Fords and Ferraris when Hill made a rare mistake.

"Mike Spence came in and said everything was fine," Hill says. "So I went out, and I wasn't even going very fast when the car started to slide on the marbles that had built up where the road course rejoins the banking. I didn't even try to shut it off. I figured there was no way I could slide all the way into the wall. But I did. I have never felt as bad as I did after that. Jim wasn't too happy either."

And that was a *high* point for much of the season. Consider this litany of woe. Sebring: fastest lap and a gearbox failure. Monza: pole and a driveshaft failure. Spa: fastest lap and a gearbox failure. Nürburgring: pole, fastest lap and a gearbox failure. Le Mans: yet another gearbox failure. Oh, and in between all these breakdowns, a flat tyre knocked Hill and Hap Sharp out of the Targa Florio.

But everything finally came right at Brands Hatch at the end of July. Despite being slowed by driveshaft problems, Spence qualified on the front row next to a Lola T70. Then he and Hill ran away from the factory Ferraris. Hill never raced professionally again. Thanks to a new 3-litre formula for 1968, neither did the 2F. But it showed the way for the next generation of prototypes.

"It was amazing at the Nürburgring," Hill says. "Instead of flying like a ski jump, it would come right back down to the ground.

"The car was an overt, ambitious and successful attempt to deal with new principles such as aerodynamic performance. Without question, it was a real milestone." M

MARC OF RESPECT

IN A CAREER KNOCKED BACK BY TWO BIG SHUNTS – AND FINISHED OFF BY A THIRD – MARC SURER EARNED MORE PRAISE THAN POINTS. TIM SCOTT TELLS A STORY OF FORTITUDE, MISFORTUNE AND MISSED CHANCES

IN THE CALM AFTER THE STORM OF A GRAND PRIX, MARC SURER sat still for a moment in his hire car. And then just drove. Out of the paddock compound, through the city outskirts, heading towards a vast wilderness.

"I just followed signs to Alice Springs," he says. "I felt so much frustration. I thought: 'I simply can't stand this any more. How can I have so much bad luck?'"

This spontaneous trip to the outback marked a seminal moment in his career. He had been superb all weekend around the streets of Adelaide for the 1985 Formula One season finale. He had outqualified Brabham team-mate Nelson Piquet for the first time and was headed for a sure-fire second place in the race when a part costing less than a bar of Swiss chocolate broke on his BMW engine. Another failure. Another result prised from his grasp.

After six seasons in F1, this was both the zenith and nadir of his career at the highest level. Brabham was the first front-running team he'd been with. And yet it had come to nought. Sure, he would return to the safe haven of Arrows for 1986, but after staring blankly at that to-the-horizon highway, his mindset would be different.

"That evening after Adelaide, I just knew that something in F1 was against me," he says. "Okay, so Arrows had me back. But I'd given up thinking I'd succeed in F1. I now knew what a good car felt like, how powerful a factory engine could be. I sat in the Arrows and knew we'd never be at the front."

This dejection was a turning point in the psyche of a man whose whole career had been carved out by a rare depth of determination, a refusal to bow to unrelenting misfortune. As fate would have it, though, his second stint at Arrows would last but five races before a horrific crash in a rally car left him with severe injuries. Twice before he'd made a comeback after being hospitalised, but this time not even his levels of resilience could will a return to an F1 cockpit.

Cool, deliberate, Surer's desire to race had been unwavering from a young age – but his path was always fraught with difficulty. With parents opposed to his karting ambitions, he left his Basle home aged 19 to fend for himself. Acting as a mechanic for a karting team, his driving ability was noticed one day and, in his first full season, he became the 1972 Swiss champion.

Car racing was a tougher nut to crack, but after running his own Formula Vee on a shoestring for two seasons, he outpaced Keke Rosberg in a test with German Formula Three team KWS. He paid for the drive in kind, preparing the squad's three Marches while living in a Transit van outside the workshops.

"After qualifying I would change into my boiler suit and rebuild the gearboxes," he laughs. Second in the German series was enough to give him that crucial break.

BMW Motorsport's supremo Jochen Neerpasch had come up with the novel concept of having a junior team for 1977. Along with Eddie Cheever and Manfred Winkelhock, Surer was picked to race Group 5 BMWs in Germany, beginning a lifelong association with the famous Munich marque.

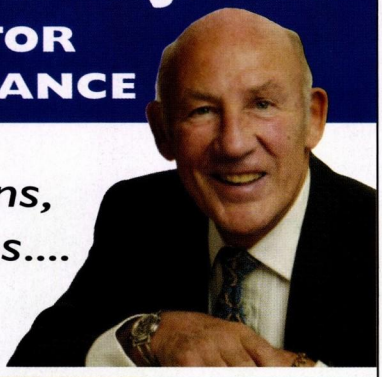
The next year Neerpasch promoted »›





Rainer Schlegelmilch

FOOTMAN JAMES
MOTOR INSURANCE



Decisions, Decisions....



"If you're fortunate enough to own more than one classic car, Footman James offer a unique multi-vehicle policy with a premium based on their total mileage.

They know you can't drive all your cars at once so it hardly makes sense to pay on the road cover for those stationary in the garage.

One policy, one premium *no matter how many* classic cars you cherish - makes sense doesn't it.

I insure my cars through Footman James and I recommend strongly that you do too."

Sir Stirling Moss O.B.E.

Contact the Enthusiast's Insurance Broker - Quoting 'SM2'

FOOTMAN JAMES
0845 458 6746

www.footmanjames.co.uk
enquiries@footmanjames.co.uk
Cradley Heath, West Midlands, B64 6PU.

The Market Leader

Member of General Insurance Standards Council.
Telephone calls may be monitored or recorded for training purposes.

An open•direct Company

69256_VS

MOTORING CHATERS
1957 — 2003

8 South Street, Isleworth, Middx TW7 7DH.
Phone: 020-8568 9750 Fax: 020-8569 8273
www. chaters.co.uk

BOOKSELLERS

★ RECOMMENDED... ● NEW RELEASE... ❑ FORTHCOMING...

FOR THE LATEST AND COMPLETE INFO ON THE ENTIRE RANGE OF CHATER'S MOTORING TITLES, CHECKOUT OUR ONLINE SHOP! **www.chaters.co.uk**

BARGAINS! BARGAINS! BARGAINS!
BUT REMEMBER, HURRY WHILST STOCKS LAST!

THE LEGENDARY 2.3 ALFA ROMEO 8C2300. BY SIMON MOORE. SAVE OVER £90.00! ORIGINAL PRICE £290.00 ..... NOW £199.50
ALBERTO ASCARI/FERRARI'S FIRST DOUBLE CHAMPION. £25.00 ..... NOW £11.99
AUTOCOURSE CART OFFICIAL YEARBOOK 2002-2003. £30.00 ..... NOW £14.99
COLIN CHAPMAN: WAYWARD GENIUS. NEW STOCKS FOUND! £19.99 ..... NOW £9.99
FERRARI 156 SHARKNOSE. £25.00 ..... NOW £12.99
FIFTY YEARS OF FERRARI: A GRAND PRIX & SPORTS CAR RACING HISTORY. £24.99 ..... NOW £12.99
GILLES VILLENEUVE: LIFE OF THE LEGENDARY RACING DRIVER. PAPERBACK REPRINT £9.99 ..... NOW £4.99
GURNEY'S EAGLES. STORY OF AAR RACING CARS. £19.99 ..... NOW £9.99
JAMES HUNT: THE BIOGRAPHY. PAPERBACK REPRINT. £9.99 ..... NOW £4.99
LOLA THE ILLUSTRATED HISTORY 1957-1977. £35.00 ..... NOW £17.99
LOLA: ALL THE SPORTS RACING & SINGLE-SEATER RACING CARS 1978-1997. £35.00 ..... NOW £14.99
LOLA T70: REVISED & ENLARGED 3RD EDITION. £40.00 ..... NOW £19.99
LOTUS 25 & 33. £20.00 ..... NOW £9.99
MICHAEL SCHUMACHER: THE GREATEST OF ALL? £19.99 ..... NOW £9.99
MOTOR RACING AT GOODWOOD: AN ILLUSTRATED HISTORY. £19.99 ..... NOW £9.99
MOTORSPORT ART OF MICHAEL TURNER SECOND EDITION. £35.00 ..... NOW £14.99
RIVALS. Lancia D50 & Mercedes-Benz W196. Copies signed by Chris Nixon available. £39.95 ..... NOW £19.99
ROBERT FELLOWES COLLECTION: GRANDS PRIX 1934-1939. £39.95 ..... NOW £19.99
SHOOTING STAR. THE LIFE OF RICHARD SEAMAN. ..... NOW £19.99

MARQUE A-Z

● ALFA ROMEO DUETTO G.Madaro. The complete history and evolution including special and sporting versions, plus short buyers & restoration guide. 96pp 116 b/w & col.illus. Paperback £19.99
❑ ALVIS THREE-LITRE IN DETAIL:TA21 TO TF21 1950-57. D.Culshaw. Highly detailed book featuring history, engine, coachbuilders, changes and other important aspects. 176pp, 140 b/w & 75 col.illus. DUE OCTOBER £35.00
❑ ASTON MARTIN: EVER THE THOROUGHBRED. R.Edwards. Updated 2nd edition of the popular title in the Haynes Classic Makes series. 160pp, 160 mainly col.illus. £19.99
● AUDI TT THE COMPLETE STORY. J.Ruppert. The full history of the TT roadster and coupe, in all of their guises. 158pp, b/w illus. with 8 page colour section £19.95
❑ BENTLEY MOTORS: ON THE ROAD. Reproduction, by Dalton Watson books, of all 133 issues of Bentley Motors high quality *On The Road* magazine. Extensively illustrated and featuring many interesting facts and features. 476pp, approx. 700 illus £99.00
BENTLEY: A LEGEND REBORN. G.Robson. Forthcoming title in Haynes Classic Makes series featuring models since 1921 plus this years Le Mans winner and the new 190 mph Continental GT. 160pp, 150 col.illus. DUE NOVEMBER £19.99
★ BENTLEY FIFTY YEARS OF THE MARQUE. Long awaited third edition of the Johnnie Green classic, revised by three leading experts. NOW AVAILABLE £55.00
★ W.O.BENTLEY: THE MAN BEHIND THE MARQUE. M.Bobbitt. A fresh and revealing account of his life, passion for cars & motorcycles, motorsport successes and the rise and fall of his company. 256pp, 40 illus £25.00
● LE PETIT BUGATTISTE ILLUSTRE. F.Chevallier. Unusual and affectionate tribute to Bugatti by the author's colour paintings, depicting a variety of models in real imaginary situations. 60pp, approx, 100 illus. English/French text £27.99
❑ FERRARI TESTA ROSSA V-12. The highly sought after Joel Finn classic by Osprey publishing, is due back as a reprint in paperback by MBI. 256pp, 150 illus. DUE DECEMBER £19.99
★ STANDARD CATALOG OF FERRARI 1947-2003. M.Covello. Features complete manufacturer's production data, engine info, chassis details & tech specs. 222pp, 200+ col.illus. Paperback. £16.99
★ FORD AU MANS. Fully illustrated history featuring the various Fords, which participated at Le Mans over the years such as GT40, Cobra, Mustang, Capri and others. 192pp, approx. 500 b/w & col.illus. French text £39.99
GINETTA: THE ILLUSTRATED HISTORY. J.Rose. New edition in paperback scheduled for publication sometime in October £19.99
❑ HISTORY OF THE GINETTA G4. T.Pyman. New paperback edition due October £19.99
❑ JAGUAR ALL THE CARS. N.Thorley. Colour & detailed data on all the postwar models from MK V saloon to latest X & S Types. 224pp, 300 col.illus. DUE SEPTEMBER £19.99
★ LANCIA STRATOS: THIRTY YEARS LATER. A.Curami. A detailed look at the rally bred supercar including design & development, motorsport history & driver profiles. 192pp, 300 illus £29.99

NEW FROM COTERIE PRESS...
LOTUS TYPE 72: The History of an F1 Icon
By Michael Oliver
The complete and compelling story of one of the most striking and successful F1 cars ever, including chassis histories and race records for the 9 cars built. Large format publication with 240 pages packed with over 450 mainly colour photographs.
£39.95
PLUS: LOTUS TYPE 72 SPECIAL EDITION Limited to only 250 numbered copies signed by the author and presented in a deluxe slip-case. Price. . . .£75.00

PUBLISHERS EDITION.
Only 50 numbered leather bound copies, signed by the author and Emerson Fittipaldi. **Price £250**

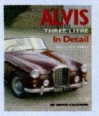
★ MASERATI: THE GRAND PRIX, SPORTS AND GT CARS MODEL-BY-MODEL, 1926-2003. Long awaited title by Maurizio Tabucchi now available £49.99
● YOUR EXPERT GUIDE TO MGB &MGB GT PROBLEMS AND HOW TO FIX THEM. R.Williams. First title in the new *AUTO DOC* series from Veloce publishing. 176pp, col.illus £19.99
❑ COMPLETE PORSCHE: A MODEL-BY-MODEL HISTORY OF THE GERMAN SPORTS CAR. B.Laban. full colour history and reference guide to all models from 1948 to date. 160pp, 350 mainly col.illus. DUE NOVEMBER £16.99
❑ FROM R TO GT3R: THE RACING 911 & 930. J.Starkey. Totally revised and expanded illustrated history following on from *R To RSR*. Appendix features chassis histories of all the Rs, RSs, RSRs 934s & 935s. 70pp, 300 b/w & col.illus. DUE NOVEMBER £50.00
★ PORSCHE 956/962: THE ENDURING CHAMPIONS. P.MORGAN. Full story of the all-conquering Group C cars of the 1980's, which dominated Le-Mans for an unbroken 5 years. 192pp, 200 illus..... £30.00

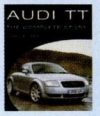
PORSCHE: EXCELLENCE WAS EXPECTED.
The updated and vastly expanded edition of Karl Ludvigsen's epic masterwork. 29 chapters have been added to the original 32, which also have been revised, plus numerous new illustrations. Such is the enormity of the work that it has been split into 3 volumes..... £159.99

● REBEL WITHOUT APPLAUSE THE RELIANT COMPANY. VOLUME 1: FROM INCEPTION TO ZENITH. D.Lockton. The first definitive history starting at the company's insecure inception in the 1930's as a cycle-car type manufacturer. 256pp, b/w illus £39.99
❑ KIDNAP OF THE FLYING LADY: HOW GERMANY CAPTURED BOTH ROLLS-ROYCE & BENTLEY. R.Feast. The extraordinary story of the break-up of the world's most prestigious car company. 224pp, 50 col. illus. DUE NOVEMBER £20.00
❑ STANGUELLINI. L.Orsini. The complete story of the Fiat dealer turned racecar manufacturer who primarily known for it's Formula Junior cars, also produced a variety of other cars. 352pp, 500 illus. DUE NOVEMBER £49.99
● HOW TO IMPROVE TRIUMPH TR2-4A: SPEEDPRO SERIES. R.Williams. Detailed practical advice on enhancing performance, handling and appearance. 160pp, all col.illus £19.99

DVDs and VIDEOS

● GOODWOOD FESTIVAL OF SPEED 1993-2003 (180 MINS). The best of the first 10 years highlighted on this DVD twin pack £39.99
★ GOODWOOD FESTIVAL OF SPEED 2003 DVD (90 MINS) £19.99
★ GOODWOOD FESTIVAL OF SPEED 2003 VIDEO (90 MINS) £14.99
★ LE MANS - STEVE McQUEEN. Available at long last on DVD in UK format the much-talked about motion picture. All that we're waiting for now is Frankenheimer's "Grand Prix"! £15.99
★ THE ITALIAN JOB. NOW AVAILABLE ON DVD WITH EXTRA FEATURES £15.99





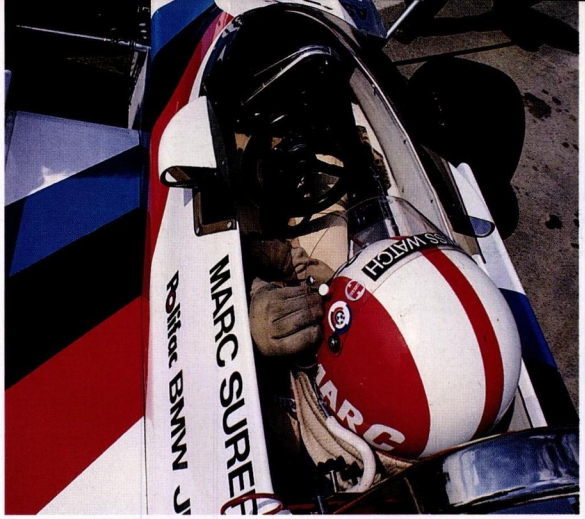


MOTORSPORT

BRM: THE SAGA OF BRITISH MOTORS
VOLUME 2 -SPACEFRAME CARS 1960 TO 1965
DOUG NYE WITH TONY RUDD.
This volume is already out of print and Chaters only have a limited supply of the standard edition, which is priced at £70.00. Order now if you don't wish to miss out!
BRM VOLUME1
Limited run reprint of the 'Silver' standard edition unnumbered
Available now £70.00

★ ADAC 1000KM RENNEN: NURBURGRING LANGSTRECKEN-WM 1953-1991. Jorg-Thomas Fodisch & Michael Behrndt. Extensively illustrated with black & white and colour period photographs. 272pp, German text £29.99
❑ AYRTON SENNA: BEYOND PERFECTION. P.Menard. All new biography featuring interviews with those closely involved with Senna, including numerous photos. 160pp, 210 mainly col.illus. £16.99
● CHICANE. R.Price. A novel of power struggles, intrigue, and not to mention sex, set in the world of Formula One. 258pp. Paperback £9.99
● CHOICE OF CHAMPIONS: DAVID SUTTON. The biography of the World Rally Championship-winning Team Manager, whose career spanned for over 35 years. 230pp £18.00
❑ COMPLETE BOOK OF FORMULA ONE: ALL THE CARS AND DRIVERS SINCE 1950. M.Hughes. Long awaited encyclopedia describing and illustrating every car and driver since the beginning of F1. 444pp, 350 illus. DUE DECEMBER £34.99
● DAKAR: THE CHALLENGE OF THE DESERT. Experience the world's greatest motorsport event with Dot & Jim Jones. 128pp, all colour photos. Paperback £19.99
❑ FORD RACING CENTURY: A PHOTOGRAPHIC HISTORY OF FORD'S FACTORY RACING PROGRAM. L.Edsall. Highly illustrative review which includes the 1901 10-lap race in which Henry Ford defeated Alexander Winton. 500pp, 250b/w & 150 col.illus. DUE NOV £35.00
★ FORMULA 1 IN CAMERA 1970-79. Beautifully illustrated deeply nostalgic book with photographs by Rainer Schlegelmilch and words by Paul Parker. 240pp, 300 col.illus £30.00
● FORMULA ONE MADE IN BRITAIN: THE BRITISH INFLUENCE IN FORMULA ONE. C.Couldwell. Fascinating insight into what it is that makes the industry tick, and what tempts the world's players to come to Britain. 246pp, 14 b/w illus £16.99
● FORZA AMON! A BIOGRAPHY OF CHRIS AMON. The ever-popular Eoin Young tells the incredible story of the New Zealand sheep farmer's son who many regard as the greatest driver never to win a Grand Prix. 288pp, 32 illus. Pages. £17.99
❑ GREAT ENCYCLOPEDIA OF FORMULA 1: 2004 EDITION. P.Menard. Update to the already previously massive 2 volume set featuring 904 pages & 1200+ col.illus. DUE NOVEMBER £60.00
● HAWKEYE: THE RAPID & OUTRAGEOUS LIFE OF AUSTRALIAN RACING DRIVER PAUL HAWKINS. I.McLeod. Life story of the driver whose successful and varied career, notably in endurance and sports car racing, was tragically halted at Oulton Park 1969. 176pp, 40 illus £15.99
❑ JIM CLARK: RACING LEGEND. E.Dymock. 288pp,250 illus. DUE NOV £24.99
● 2003 LE MANS 24 HOURS OFFICIAL YEARBOOK. Molty & Teissedre. Colourful review of Bentley's victorious year £35.00
● LE MANS 1960-1969. ARCHIVES D'UN PASSIONNE. M.Bolle. French text photo album £29.99
● LE MANS POCKET HISTORY. D.Blumlein. Essential reading for all Le Mans fans with fascinating facts for every race run so far. 90pp, 15 b/w & 8 col.illus. Paperback £9.99
❑ THE MARZOTTO SAGA. C.De Agostini. The story of four brothers from a noble Italian family who participated in epic races of the 40's & 50's such as the Millie Maglia, Tour of Sicily, Monaco GP and many others. 168pp, 400 illus. DUE NOVEMBER £29.99
❑ MEMORIES OF AYRTON SENNA. Marking the 10th anniversary of Senna's death, Chris Hilton calls upon the memories of those who knew him closely. 160pp, 150 col.illus. DUE OCTOBER... ..... £19.99
★ NUVOLARI. C.Hilton. Fascinating all new biography marking the 50th anniversary of the legendary driver's death. 256pp, b/w illus £25.00
★ PETER COLTRIN: RACING IN COLOUR 1954-1959. Large format publication featuring the stunning photography of Peter Coltrin in glorious colour. COPIES SIGNED BY THE AUTHOR CHRIS NIXON AVAILABLE £89.99
● NUVOLARI: THE LEGEND LIVES AGAIN. C De Agostini. 168pp, 200 illus. £29.99
● PIERS COURAGE: LAST OF THE GENTLEMAN RACERS. An important addition to the field of driver biographies, written with the co-operation of the Piers Courage family. £30.00
★ RACING THE SILVER ARROWS. Mercedes-Benz versus Auto Union 1934-1939. Back by popular demand, Chris Nixon's fascinating account of the two motoring giants epic GP battles during one of the most volatile periods in World history SIGNED COPIES AVAILABLE £39.99
★ RONNIE PETERSON: FORMULA ONE SUPER SWEDE. Author John Tipler traces every fascinating stage of Ronnie's career from the early days of Karting to the tragedy at Monza in 1978 F1. This large format book from Coterie press also features many memorable images and numerous tributes. 240pp, 300 illus. £34.95
★ RONNIE PETERSON LIMITED EDITION. Limited to only 250 numbered copies each presented in a slipcase designed in the style of Ronnie's helmet, and signed by the author ... £75.00
● SCHUMACHER: The Official Story of the Formula One Icon. For the first time ever Michael Schumacher tells his own personal story of life both on the track and off it with his family. £18.99
❑ SIR JACKE STEWART: A RESTLESS LIFE. T.Collings. Biography chronicling Stewart's racing career and his numerous activities and achievements after retiring from motorsport. 304pp, 8 pages illus. DUE NOVEMBER £20.00
❑ STIRLING MOSS: THE CHAMPION WITHOUT A CROWN. P.Menard. All new biography containing interviews with friends & relatives and with Moss himself. Includes racing career statistics. 160pp, 10 b/w & 200 col.illus. DUE SEPTEMBER/OCTOBER ..£16.99
★ SPORTSCAR HEAVEN: ASTON MARTIN DBR1 V FERRARI TESTA ROSSA. The spectacular Manufacturer's Championship Racing battles during 1957-1959. COPIES SIGNED BY CHRIS NIXON AVAILABLE £49.99
● WHEEL PATTER: MEMOIRS OF IRISH MOTOR SPORT. 2003 reprint of Dudley Colley's autobiography by his son Tony Colley. As well as a fascinating insight into the early days of racing at Phoenix Park and Cork the book also features 46 photos and a number of amusing sketches £21.95

CALLERS: OPEN MONDAY-FRIDAY 9.30AM - 5.30PM. SATURDAY 10.00AM - 5.00PM. AMPLE STREET PARKING.
MAIL ORDER: UK MAINLAND: Customers please add £4.00 to orders up to £59.99. £60.00+ POST FREE!
N.IRELAND, CHANNEL ISLES & OTHER OFF-SHORE ISLES: please contact us direct to confirm postage rates
Overseas customers: Add £5.00 (minimum charge) on orders up to £25.00; add 15% on orders between £25.00 & £150.00; add 10% on orders over £150
(These are surface mail rates, airmail charged at cost) Cheques and POs payable to CHATERS. Overseas cheques must be in sterling and drawn on a London bank. Credit Cards: Visa, Mastercard, Amex, Switch. Please quote Dept MS when ordering.
SPECIALISTS OF CURRENT AND OUT-OF-PRINT MOTORING LITERATURE



all: LAT



Above: Favourite for the F2 title, he won it in 1979 – after a struggle
Right: First Kyalami crash, first broken ankles, first career hiccough





Above: Battling Warwick for third at Monaco in 1983. They collided
Left: Scoring Ensign's best result and only F1 fastest lap, at Rio, 1981

all the juniors into BMW's works Formula Two teams, Surer going with March Engineering. He had to play second fiddle to team leader and champion Bruno Giacomelli that year, but 1979 was his turn.

He duly won the title – but only just. March's curious-looking first stab at a ground-effect car, the 792, proved problematic at the start of the year, its new side-mounted rubber skirts producing far more downforce than the damping could cope with. Surer did not score in the first three rounds, and sneaked to the title with just two wins.

"It was such a terrible season," says Surer. "I was expected to *cruise* to the title, yet the 792 was not as quick as the old car. To stop it porpoising we eventually increased the spring rates four-fold!"

He managed to get a drive with Ensign for the final three grands prix of the year, successfully qualifying at Watkins Glen. Once within the F1 fold, Surer's efforts, like so many others', were hamstrung over the next five years by less-than-competitive equipment. And fortune refused to shine on him right from the start.

When he joined the ATS team for 1980, he hauled the old D3 onto the grid for the first three races, while team-mate Jan Lammers failed to qualify. Then, as soon as he got his hands on the new D4 at Kyalami, disaster struck. His brakes failed in qualifying and Surer ploughed straight on at Clubhouse, badly breaking his ankles. In his absence, Lammers became the talk of downtown when he qualified the D4 fourth at Long Beach, and then shone elsewhere. On Surer's return, ATS only ran one car, so he had no-one to match himself against.

"That killed my career," says Surer. "My ankles were in pieces. But worse for me was what Lammers did at Long Beach. I should've been in the car when it was good; later in the season, when I returned, others had made up ground and the ATS wasn't special anymore."

But Surer pushed on. Ensign boss Mo Nunn hired him for 1981, but with both scratching around for funds the race-by-race deal died midseason, just after Marc had dragged the N180-B into the points at Monaco. A quick switch to Theodore proved disastrous as the team opted for unproven Avon tyres. The year had, however, provided what Surer considers his F1 day in the sun, down in Rio de Janeiro. The Ensign was really hooked up for that race, and he finished fourth and set fastest lap, the best result in the team's history. "That FL was the highlight of my career. It showed that I could do it."

It appeared that his big chance had arrived in 1982, when Jackie Oliver signed him to lead the Arrows team. Coming on the back of a good year that had launched Riccardo Patrese into the top echelons, the omens were good. But the Kyalami jinx returned. A mechanical failure in pre-season testing propelled him off at Leeukop and he broke his ankles for a second time. Out for four months, that key element to career-building, momentum, had dissipated again.

Surer's three years at Arrows were characterised by an endless search for sponsorship and Cosworth power swamped by the ever-increasing turbo brigade. The early part of 1983 proved fruitful as the turbos suffered unreliability; he scored points in three of the first four races, while at Monaco he was third until a collision with Derek Warwick. But from there on it was a struggle. He soundly outpaced all his team-mates, though, until the arrival of the highly rated Thierry Boutsen midway through '83; they proved evenly matched.

Oliver rated his man: "Marc was a quiet guy, a real team player who rarely made mistakes and always tried hard, despite the fact our cars weren't particularly good. Both Thierry and Gerhard Berger went on to greater things than Marc, winning grands prix, but Marc was entirely comparable to them; he was just unlucky."

Berger was the favoured son of Neerpasch's replacement at ➤➤





Rainer Schlegelmilch, LAT

Above: Victory in 1985 Spa 24 Hours – with Quester and Ravaglia
Left: On this way to eighth place for Brabham in 1985 French GP





Above: Surer struck up a close relationship with Manfred Winkelhock…
Right: …and they won the 1985 Monza 1000Km for Kremer Racing

BMW, Dieter Stappert, and so the Austrian was eased into Surer's seat at Arrows for 1985. Marc fell back on his other racing activities.

From the outset, he had remained one of the few F1 drivers who regularly raced on his weekends off – be it in BMW's M1 endurance racer or 635i touring car, as well as Ford's ill-fated GpC programme. "I just loved driving," he says. "I was always ready to race if asked."

So, for 1985, he signed up full-time to drive Kremer Racing's new Porsche 962C with his old mate Winkelhock. The duo won at Monza (Surer insists they would have triumphed even if that tree hadn't fallen down), but tragedy followed at Mosport in August when the German was killed during the race.

"We were close, spending time together away from the tracks," sighs Surer. "Seeing this happen to my friend, knowing it could have been me: it was a worse experience than any of my own accidents."

Stunned though he was, this was also the time that Surer entered his finest period of F1. He had received an unexpected call in June from Brabham boss Bernie Ecclestone, after Frenchman François Hesnault had found the BT54 a bit too much. Finally, after all his struggles, Surer had been given his chance to drive for a leading F1 team, its two world titles in the last four years still a fresh memory. Just his luck, then, that this was the year in which Brabham had begun its irreparable decline. Ecclestone had decided to use Pirellis, and they were struggling to cope with the 1300bhp that the four-pot BMW was pouring through them, especially in cool conditions. Hesnault's nervousness seemed justified…

"You could hardly control the car on bumps on a *straight*, it was wild," recalls Surer. "And I was used to being careful; Nelson would just turn up the boost and blow the engine. He didn't care. I wanted to finish races."

That proved difficult – the thing just kept breaking. But there was a point scored in Britain and Austria, and a fourth at Monza, by which time the Pirellis were improving. Piquet *and* Surer now became real factors at the front. But it wasn't to be for Marc: a certain second place went up in smoke at Brands; he qualified fifth at Kyalami, but retired. And then came the Adelaide gut-wrencher.

Surer returned to Arrows for '86, but another project excited him more – rallying a brand-new GpB Ford RS200. Over the past two seasons he had come to relish his increasingly numerous rally outings, using a Renault 5 Maxi on Swiss and German events.

"I fell in love with rallying," he says. "The feeling of sliding a car, the challenge of open roads, all of which are new to you. Maybe I had become bored with F1; the same circuits all the time."

On the Hessen Rally in June, Surer slid wide on a 140mph corner and his RS200 hit a tree. The car broke in half, an inferno sweeping the wreckage, killing his trapped co-driver Michel Wyder. Surer himself suffered serious burns and 12 broken bones, including his ankles, legs and pelvis. Just before passing out, he had managed to roll clear of his burning seat. He was in a coma for three weeks, and was only discharged from hospital six months later. His racing was over.

His passion for the sport remained, however, and at the end of the 1980s he joined BMW to oversee its DTM drivers, before becoming the marque's motorsport director in the Super Touring era. But the confines of his office job, keeping him from his beloved horses in Spain, were too much. He now stays in contact with F1 by commentating on German television.

"I had some bad experiences but I still love the sport, and I think the drivers are under far more pressure today than we ever were. The fascination is that you still don't know what will happen next." M

www.racethedream.com

www.racethedream.com gives the chance for collectors of F1 art, Formula One fans or indeed any one with a passion for the sport, a chance to win, own and race race high performance cars that you could only previously dream about.

buy these prints

- Limited Edition, high quality art prints only, visit www.racethedream.com for more details
- Buy the Red Baron print and enter the Prize Draw Competition to win a Ferrari 360 Modena
- Buy the young gun print and enter the Prize Draw Competition to win a Mercedes SL55 AMG
- Buy the Scotland the brave print and enter the Prize Draw Competition to win a Lamborghini Gallardo



Print: The Red Baron
Cost: £130
size: 28"x18" (Artist: William Wallace)



Print: The Young Gun
Cost: £130
Size: 28"x18" (Artist William Wallace)



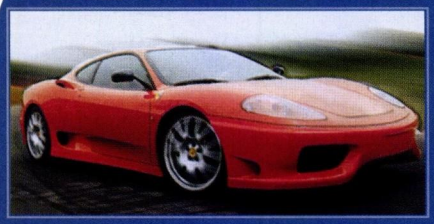
Print: Scotland The Brave
Cost: £130
Size: 28"x18" (Artist: William Wallace)

"the prints on offer as seen above are taken from hand drawn paintings and are the finest quality artwork we have commissioned, each one an ideal gift or present."
Executive Producer, **www.racethedream.com**

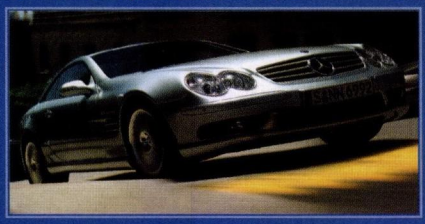
buy now online, visit www.racethedream.com

and win these cars

Winners shall receive £1000 towards insurance plus a day at an advanced driver training course at a track of their choice, so you can learn to drive and race your prize to the max.
Plus the first 20 people to enter will be put into a seperate prize draw where 3 lucky winners will be selected at random and win 3 tickets to a Formula 1 Grand Prix event of their choice anywhere in the world.



Ferrari 360 Modena
400 BHP
185mph / 0-60 4.2sec



Mercedes SL 55 AMG
500 BHP
200mph / 0-60 4.7sec



Lamborghini Gallardo
493 BHP
192mph / 0-60 4.2sec

each print prize draw competition is limited to 1000 entries

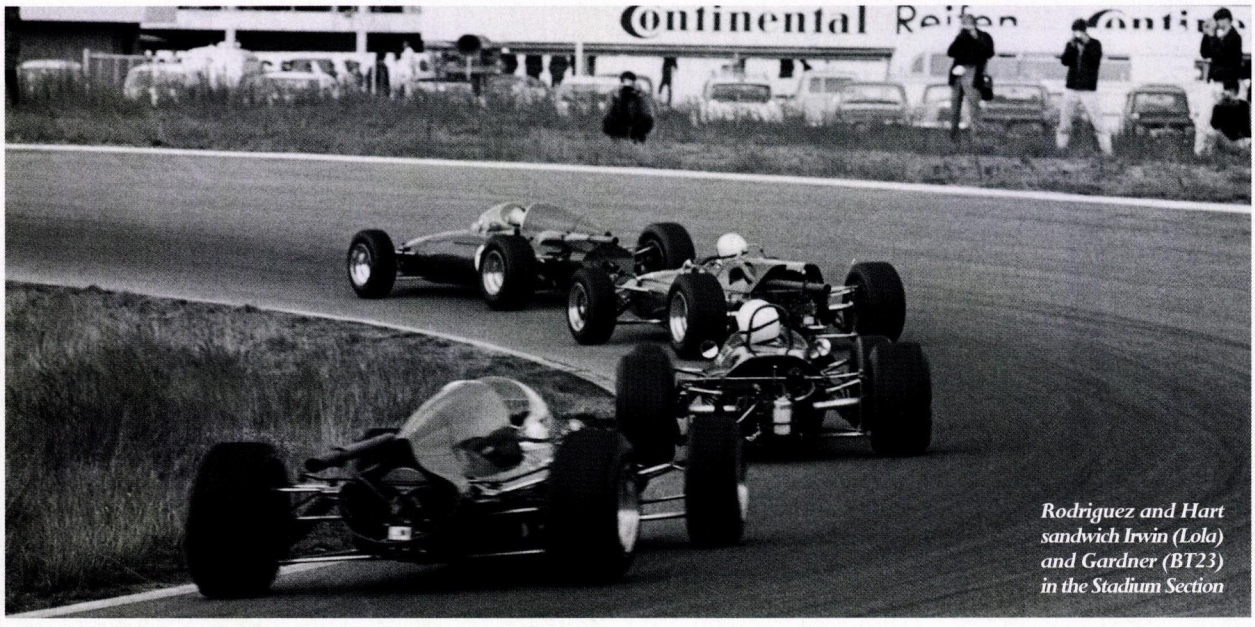
non internet users pay below

payment

Tick		QTY	PRICE	TOTAL
☐	Buy the Red Baron Print & win a Ferrari 360 Modena		£130/print	
☐	Buy the Young Gun Print and win a Mercedes SL55 AMG		£130/print	
☐	Buy the Scotland The Brave Print and win a Lamborghini Gallardo		£130/print	

NAME:
ADDRESS:
POSTCODE:

PAYMENT: Please underline your credit card below; **Issue Number** for Switch credit cards only:
Please debit my Visa/Delta/Mastercard/Switch/American Express account with the sum of
My card number is: Valid From Expiry Date
Issue Number
Alternativley, I enclose a cheque/PO value made payable to **FI Productions Ltd**
Please send your order to: **FI PRODUCTIONS LTD, PO BOX 35182, LONDON, SE5 8YH.**
Please allow 21 days for delivery. You will be entered into the prize draw once your payment has been varified. Go online and make a purchase and you will be able to enter instantly. This payment form is designed for those who may not have access to the Internet.
email:



LAT

Rodriguez and Hart sandwich Irwin (Lola) and Gardner (BT23) in the Stadium Section

PLY IN THE OINTMENT

FRANK COSTIN RECKONED THE F2 FIELD COULDN'T SEE THE WOOD FOR THE TREES. HIS CAR WAS DEFINITELY NOT A CHIP OFF THE OLD BLOCK, BRIAN HART TELLS PAUL FEARNLEY

HAD 'JOE 90' FOCUSED HIS HI-TECH SPECS ON MOTORSPORT, chances are he would have driven the futuristic Protos F2 car of 1967. Designed by Frank Costin, a man with a sixth sense for aerodynamics, it looked like no other racer before or since – and was made of wood!

With Costin marooned in north Wales – deep in a world of his own – it was engineer/driver Brian Hart who did the networking and legwork that made this vision a reality. "I knew Frank via his brother Mike, whom I was working with at Cosworth," he explains. "Frank was a fascinating chap and spoke with such enthusiasm: he was adamant that he could build an F2 car that was way ahead of its time."

Hart was swept along by the project, clocking over 40,000 miles in three months as he commuted between London and Wales: "We were making everything apart from the engine [a Cosworth FVA] and gearbox; there was no template like there was on a privateer Brabham."

There was another reason for the long slog: Costin's refusal to compromise. He had chosen marineply because it gave him a free hand when it came to the car's shape. The end result was the most slippery racer of its era: elliptical in cross-section (there wasn't a flat panel to be seen), inboard suspension, swept-back front wishbones, faired-in engine and perspex cockpit canopy.

"It was incredibly fast in a straight line [a useful asset in those slipstreaming days], but it had shortcomings," says Hart. "The engine was carried in a metal subframe, and where this affixed to the wooden tub was a weak point. And because the car had a rounded shape, the side fuel tanks were carried quite high, giving a bad CoG. It was heavy, too – about 25kg more than the rest – and when this was coupled with an [initial] lack of anti-roll bars [Costin had yet to be convinced of their necessity], it was a bit of a handful in the corners. One of our biggest failings was our inability to engineer the car once the season had started: money was tight and we had no baseline from which to work."

With the prototype finally finished, the other cars were built at Ron Harris' Maidenhead workshop. Like Hart, this former works Lotus F2 boss had been swayed by Costin's vision of the future. But the project was late and it wasn't until the end of the May that both cars were ready for Hart and Eric Offenstadt.

Races at Hockenheim (two) and Reims followed: ideal Protos territory. Offenstadt qualified on pole in the Rhein-Pokalrennen, and Hart was in the lead group when he lost fuel pressure: "I thought I could win. The car was capable of 180mph and I was cruising. I could pick up five or six places in a lap." He was also plotting a last-lap victory push at Reims, when the swirlpot cracked.

Now it was back to Hockenheim for the Deutschland Trophy. This was to be decided by two heats – one of 15 laps, the other 30 – and Hart was joined by Pedro Rodriguez. The Mexican was racing the car rebuilt after Offenstadt's crash at Reims, and Brian was a little miffed that it was fitted with some of the new bits that he had been recommending all along.

Pedro led the first heat until he spun in the Stadium Section – it was still a handful – and this let Frank Gardner through to win in a Brabham BT23. Hart was a distant fourth. In the main race, though, he was in the thick of things, and it boiled down to a last-lap scramble between him, Gardner and Jacky Ickx in Ken Tyrrell's Matra. As they entered the Stadium Section, Brian appeared in 'pole position', but his more wieldy opposition shuffled him down to third by the finish line, just over 1sec behind the victorious Ickx. He had, however, finished second on aggregate to Gardner.

Races at Jarama, Zandvoort and the Nürburgring proved more problematic, but the team was hopeful of success at Enna in late August: the track was ultra-quick, and Hart had won there in 1964 in a Harris-run Lotus… But Rodriguez broke his foot in a huge shunt (the car stood up well) – and Harris dropped a bombshell.

"Ron called us into his hotel room," says Hart, "and not only did he say that there wouldn't be a next year, he also said that he wouldn't be able to pay off Frank for the remainder of this year." Hart's eighth at Enna was the programme's denouement. "I don't think we would have won in our second year, but we would have been closer to the front; I think Frank could see that some compromises were needed. But we never got the chance.

"But what a project. I've got a soft spot for that car." M

tool marque®

TOOLS, TOOL STORAGE AND COMPRESSORS

suppliers of prestigious American products

INTERNATIONAL CLASSIC motor show 2003
8 9 NOVEMBER @ THE NEC BIRMINGHAM

8-9th November 2003

AUTOSPORT International
INCORPORATING THE RACING CAR SHOW

8-11th January 2004

special "exhibition offers" on many products

WATERLOO TOOL STORAGE

introducing CAMPBELL HAUSFELD
BUILT TO LAST

WITTE WERKZEUGE

KD Tools

ALLEN

ARMSTRONG INDUSTRIAL HAND TOOLS

ORDER NOW

Metric and imperial sizes available

Lifetime warranty on all hand tools

Manufacturers warranty on all other products

Same day dispatch

Long term credit facilities available

Most major credit cards accepted

Visit our website to view the complete range

www.toolmarque.com

01922 720 561
01922 720 461

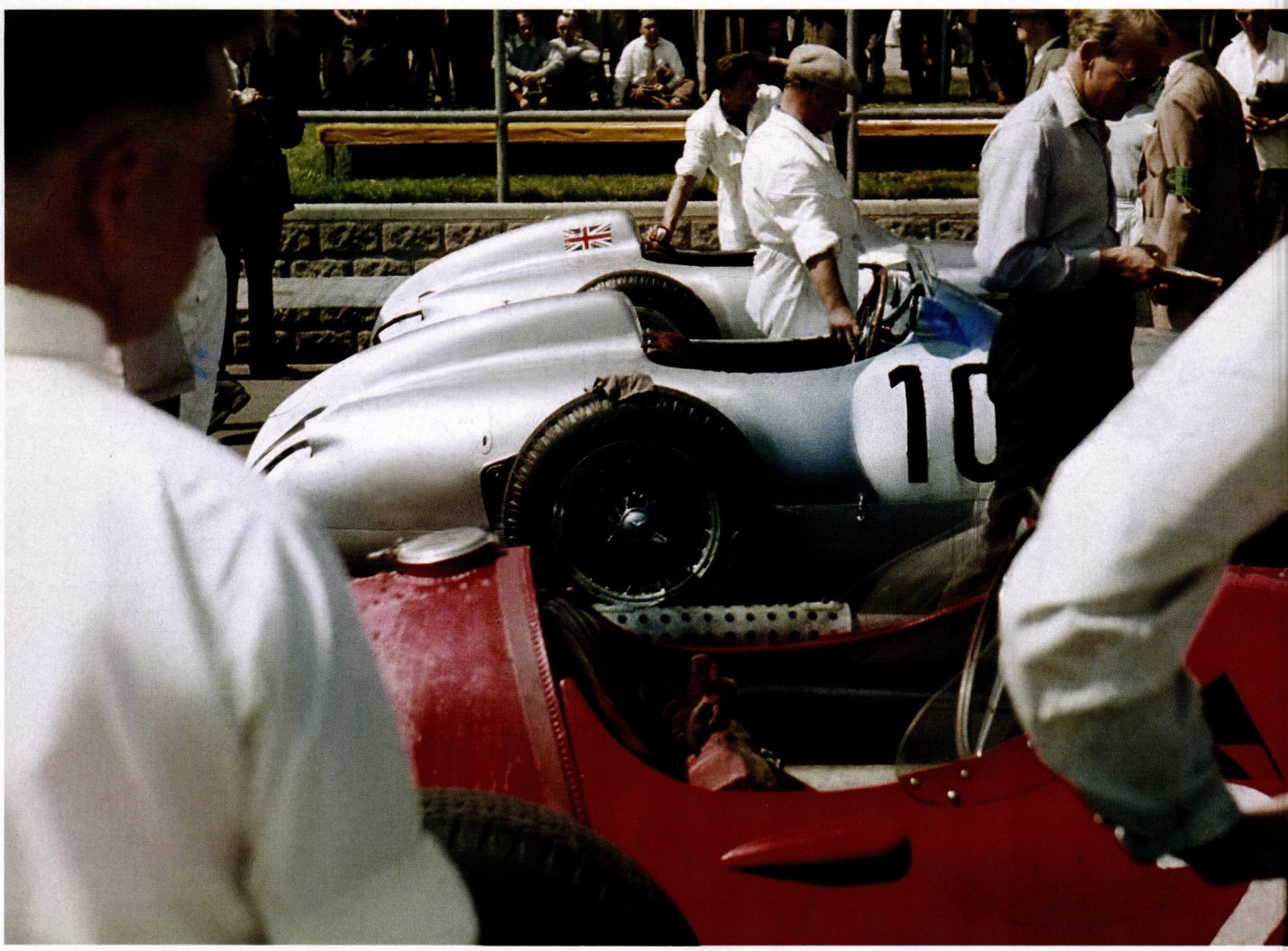
Toolmarque is a registered company of **Power Utilities Limited.**
Terms and conditions apply

STOP SWATCH

MARTYN WAINWRIGHT WAS THE OFFICIAL MOTORSPORT PHOTOGRAPHER FOR 'IRISH MOTORING LIFE' IN THE LATE FIFTIES. BUT AS WELL AS REGULATION BLACK-AND-WHITES FOR THE MAGAZINE, HE FIRED OFF SOME COLOUR IMAGES FOR HIS OWN AMUSEMENT WITH HIS TRUSTY M3 LEICA. MARRIAGE AND FAMILY FOLLOWED, AND THE PHOTOS MOULDERED IN HIS LOFT – BUT A LITTLE RECENT TLC HAS BROUGHT THEM BACK TO LIFE

photography by www.motorsport54.co.uk

▼ *The front row – the Mercedes W196s of Stirling Moss (on pole) and Juan Fangio, and the Maserati 250F of Jean Behra – awaits the start of the 1955 British Grand Prix at Aintree. "I like the framing of this photograph," says Wainwright. "I like the fact that you can see the Union Jack on Stirling's car. What struck me on that day was how immaculate the Mercedes mechanics' overalls were; it's as if they didn't expect to get dirty. Their cars dominated the race, finishing 1-2-3-4, but afterwards I saw a couple of them covered in oil. When I asked what had happened they explained that they had been helping the Ferrari team!"*

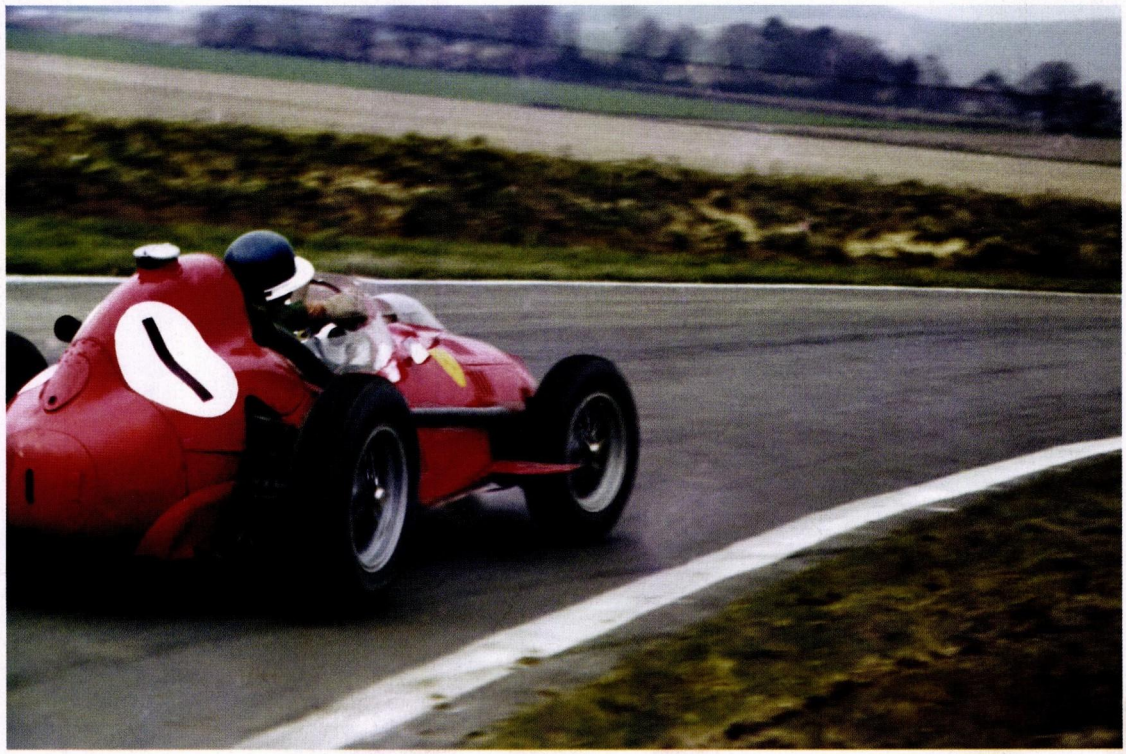


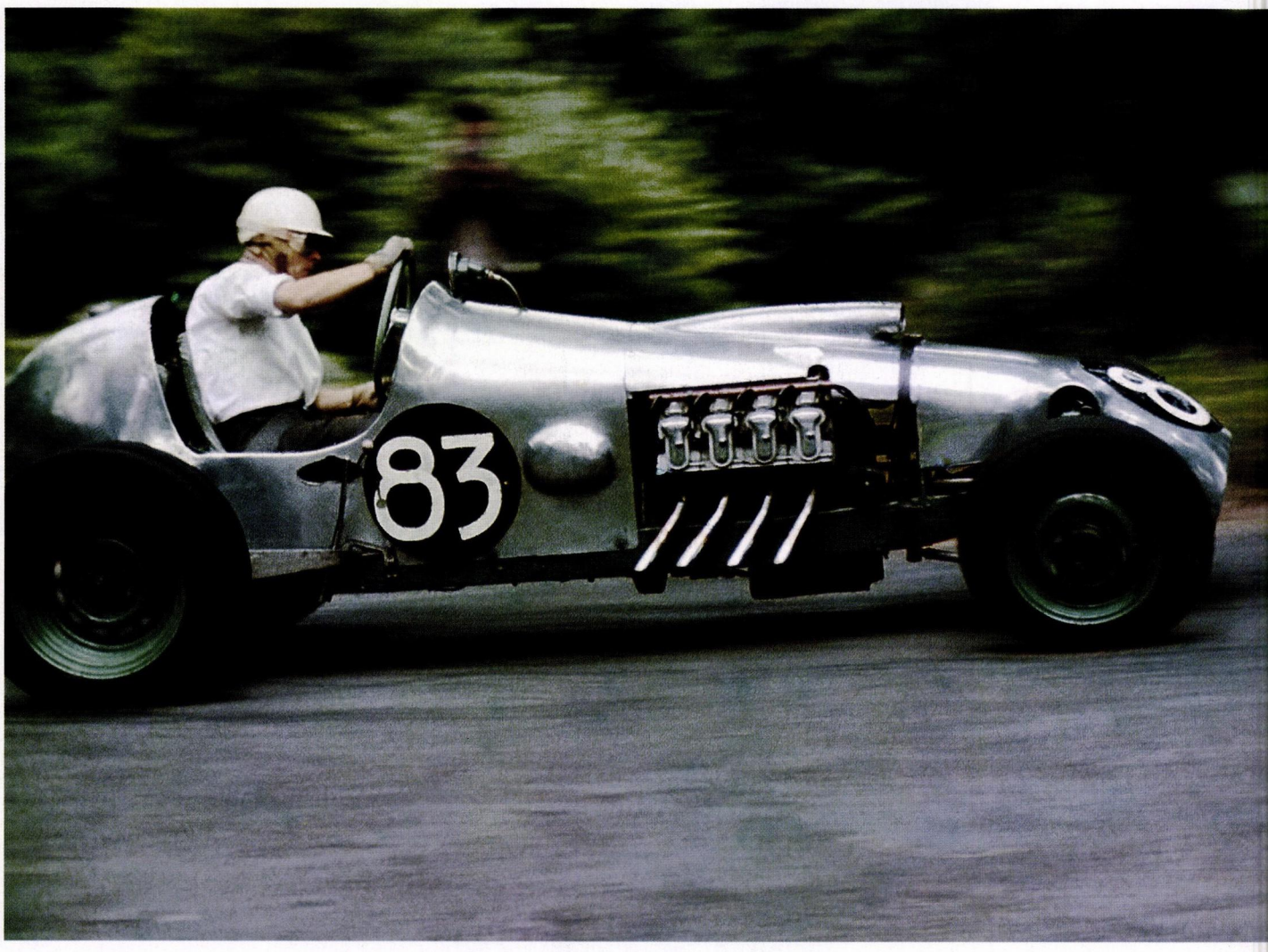


▲ *The Jaguar C-type of Belgium's Jacques Swaters and Roger Laurent rounds Wheeler's Corner on its way to 16th place in the 1954 Tourist Trophy at Dundrod. "I'm basically stood on the road to take this picture. It was the slowest point of the circuit and I tended to take my colour pictures here because I only had 100ASA film, which couldn't cope with fast-moving cars. Dundrod was a fearsome circuit, but the event was quite quaint in many ways. The crowd looked a bit dowdy – everybody seemed to be wearing browns and greens and flat caps – but it was stoic: everybody stood there like rocks for the entire distance. They had a real appreciation of the sport and the atmosphere was good"*



▼ *Mike Hawthorn hurtles his Ferrari 246 Dino to victory in the 1958 Glover Trophy at Goodwood. "This is taken from the inside of Fordwater, and my guess is that Mike is doing 120mph or so. I didn't really think about the dangers of standing so close. I had some close shaves, but it didn't stop me doing it. In fact, I was always amazed that we didn't distract the drivers, but Stirling Moss told me recently that he could wave at us without it breaking his concentration – we were just part of the scenery. I used to try to get different angles with my colour stuff, and I seemed to be quite proficient at panning shots; I was pretty good at clay pigeon shooting, and perhaps that helped me in this respect"*







▲ *Doug Wilcocks ascends Shelsley Walsh in August 1955. This photo was taken at the hill's Golden Jubilee meeting, when Wilcocks shared his Steyr-Allard with CP Tooley. The latter set the faster time (39.15sec), but had to give best in the unlimited racing car class to the Jaguar-engined LGS of Frank le Gallais. "I was stood on the entry to The Esses nearly all day: you were close to the cars and the light was nice. It was a lovely sunny day and this car's aluminium bodywork has a real glint to it. The best thing about this photograph is that it's pin-sharp. I've had it blown up really big for a recent exhibition at a gallery and it still looked sharp. It's a great car, too, with a real sense of drama"*

◀ *Another photograph from the Shelsley Walsh Golden Jubilee: Bartlett and Woods strut their stuff in a three-wheeled Morgan Special. "This is not as sharp as the Steyr-Allard photograph, but it has certainly caught a moment; I had no idea that I had got this legs akimbo stance until I developed the photograph. It still makes me smile. I love Shelsley Walsh. It reminds me of being at a cricket match, in that you can go for a pint about halfway through and return without worrying that you might have missed too much; you don't have to concentrate too hard. Of course, it's sadly under threat now, and I hope to raise some money in order to help save it with the sale of these photographs"*



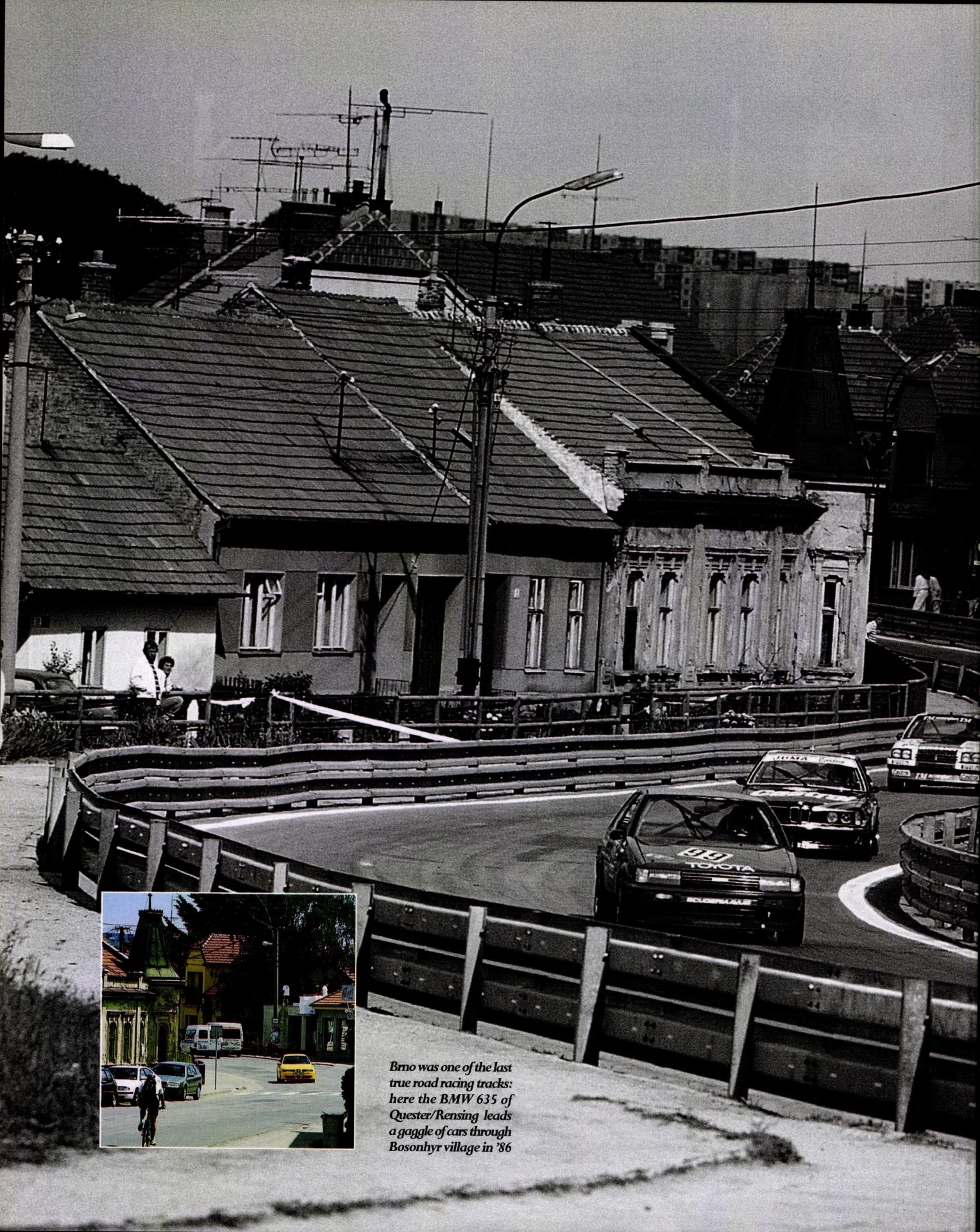


▲ *Spectators and competitors arrive at the 1955 Easter Monday Meeting at Goodwood: a C-type (perhaps that of Robin Carnegie, destined to dice with Bob Berry's XK120 in the five-lap sports-car race) and a Ford 100E (with Continental kit) arrive as an Aston DB2/4 exits. "I'm not exactly sure why I took this photograph, but I'm glad I did: it illustrates what a brilliant job Lord March and his team have done in recreating the atmosphere of those meetings. According to the reports, there was a record 50,000 crowd, but it all looks very leisurely and relaxed – just one policeman. And don't you just love the fact that someone has driven his C-type and his wife – or girlfriend – to the meeting?"*

▼ *Lisdoonvarna in County Clare is the matchmaking (that is to say weddings) capital of Ireland. But it also hosted a hillclimb. This is the Baird-Griffin of Belfast publishing heir Bobby Baird, a failed F1 car based on a pre-war Maserati 4CLT tweaked by Dennis Griffin. "I have this listed as June 1955, but the spectators seem to be dressed for winter. And look at the mechanic in the cockpit – he's smoking! They ran that car on dope, didn't they? Think of the potential explosion. It's a very wild part of Ireland, let me tell you, and the event mirrored that. I remember one car going up the hill that looked as if its driver had just dragged it out of his farmyard – it was absolutely covered in mud"*



THESE IMAGES – AND SOME 200 more – are now available for purchase at www.motorsport54.co.uk Martyn's email address is info@motorsport54.co.uk and his fax number is 01258 837400.



Brno was one of the last true road racing tracks: here the BMW 635 of Quester/Rensing leads a gaggle of cars through Bosonhyr village in '86

BRNO

FAST AND DANGEROUS, THE FINAL VERSION OF THE CZECH CIRCUIT WAS AN EYE-OPENER IN MANY WAYS FOR THE TIN-TOP STARS OF THE EIGHTIES, AS GARY WATKINS DISCOVERS

photography by Malcolm Griffiths/LAT

EVERY MOTORSPORT-MAD SCHOOLBOY HAS DONE IT. OR AT LEAST THOUGHT ABOUT it. Fetched up a map and drawn out a road circuit on his favourite set of country lanes. The end result is probably nearly always the same – lots of fast corners, at least one long straight and some serious changes in elevation. And perhaps there's a hairpin thrown in for good measure.

Take a trip around the largely unchanged roads that made up the Brno circuit to the west of the city of the same name, and you'll be left wondering if the track was the invention of an imaginative child. It was the same for those pitching up for the first time in Czechoslovakia for the European Touring Car fixture in the 1980s. The final incarnation of the track, all 6.79 miles of it, was unlike anything they'd seen before.

"Sure, we had the Nürburgring-Nordschleife, but that was a race circuit," says Steve Soper, who made his Brno debut in a TWR Rover in 1984. "But here we had a stretch of main road, a kind of dual carriageway, a section on back roads and a twisty bit through a village, all joined together. And it was fast."

Very fast, in fact. By the time the ETC arrived at the circuit for the last time, the Rover Vitesses, BMW 635s and Ford Sierra XR4Tis – the forerunner of the RS500 Cosworth – were lapping at more than 110mph. Soper can lay claim to the fastest-ever lap around Brno. In 1986, he needed a fraction over three and a half minutes to complete the six and a half miles and plonk his Eggenberger Ford firmly on pole position at an average speed of 115.339mph. Compare that with the 98.373mph pole mark set at Spa that same year.

Not only was Brno fast, it was positively dangerous. Even in its final year, 1986, it was not lined by Armco along its entire length. "In some places," remembers Pierre Dieudonne, twice a winner of the Czech ETC fixture, "there was the road and then there was a ditch."

A culture shock. No term better sums up this east European jaunt in the 1980s, at least for those, like Soper, who'd never raced on the original Spa or the full Clermont-Ferrand. Yet it wasn't just the nature of the circuit that made Brno ➳



LAT

Sixties pits remain in dilapidated form – and are still the scene of tyre changes

seem like another world. The Iron Curtain had yet to fall and Czechoslovakia was still a communist state. Brno *was* another world.

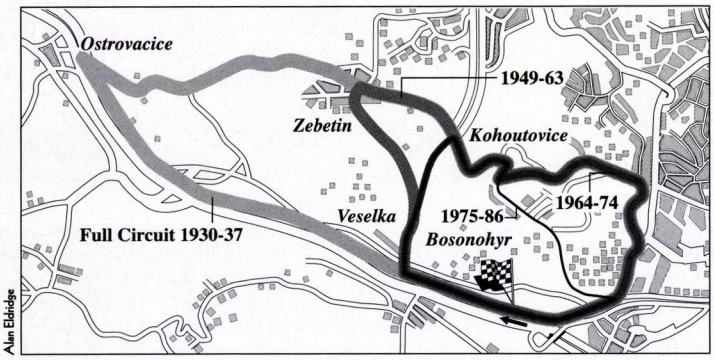
Dieudonne remembers a sense of misery. Not surprising, perhaps, given that his first trip to Brno in 1976 came only eight years after the oppression of the Prague Spring. "The Czechs have always been a very cultured people," he says, "but they looked so unhappy."

They were also very poor and starved of western consumer goods. Levi jeans, ladies underwear and race paraphernalia – stickers, caps or T-shirts – were more valuable currencies than the krona. "If you got stopped by the police for any reason, it wasn't money they wanted," recalls Soper. "You gave them T-shirts or anything else to do with the race and they were happy."

Dieudonne remembers an incident, in the mid-1970s, when capitalist consumer durables almost certainly saved him from an uncomfortable night in a Czech jail.

"After the race I was driving to Vienna to catch a plane back to England because I was racing Formula Three on the Monday," explains the Belgian. "I had a problem with my paperwork at the border and it looked like we weren't going to make the flight. Then Dieter Quester arrived. At that time he was sponsored by Matchbox. He opened his boot, gave each of the officials a model car, and five minutes later we left."

Racing at Brno predates communism, however. The initial version of the track, first used in 1930, was an 18-mile affair that stretched further west away from the centre of city and looped around the site of the future Automotodrom Brno, the permanent track which replaced the road course in 1987.



Alan Eldridge

With time and each of Brno's four variations, the track became reduced in length

The first version of the Masarykring, named after then-president Thomas Masaryk, hosted the Czech Grand Prix no fewer than eight times. Louis Chiron notched up a hat-trick here in 1931-34 prior to the arrival of the state-funded German factory teams from Auto Union and Mercedes. Hans Stuck Snr, Bernd Rosemeyer and Rudolf Caracciola won the final three GPs, after which a more permanent presence of German hardware in Czechoslovakia brought the first chapter in the history of racing in Brno to an end.

After the war, racing briefly resumed on a track reversed in direction and reduced in length by more than half. Peter Whitehead won the revived event in his Ferrari 125 but, after one 'GP' attended only by local entries, car racing disappeared from this 11-mile incarnation of the Masarykring for more than a dozen years.

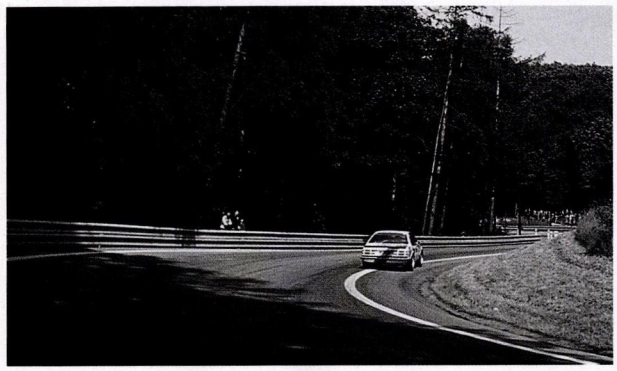
Top motorcycle events continued to visit and a drive by the Czech authorities to attract a world championship event led to a return of four-wheeled racing in 1962. A Formula Junior race supported the bike event that year, after which the circuit was shortened again when the Fédération Internationale de Motocyclisme demanded that a homogenous surface should be laid over the whole lap.

It was on this 8.66-mile circuit, dispensing with a loop towards the village of Zebetin, that the ETC became a regular fixture. The tin-top series made its maiden visit to Brno in 1968 and, apart from a two-year break in 1973-74, visited Czechoslovakia every season until the new purpose-built venue was completed.

That two-year hiatus came as a result of the death of Alfa Romeo driver Luigi Rinaldi and a marshal in qualifying for the 1972 race. The Italian lost control of his 1300 GTA in the final moments of the session and aquaplaned into the unprotected pitlane. The governing body of motorsport, the Commission Sportive International (CSI), withdrew Brno's track licence. By the time the event returned ➠



Flowing Farina esses, named after the Italian's tragic accident, wind uphill through the trees and took the cars back towards the suburbs of Brno



LAT



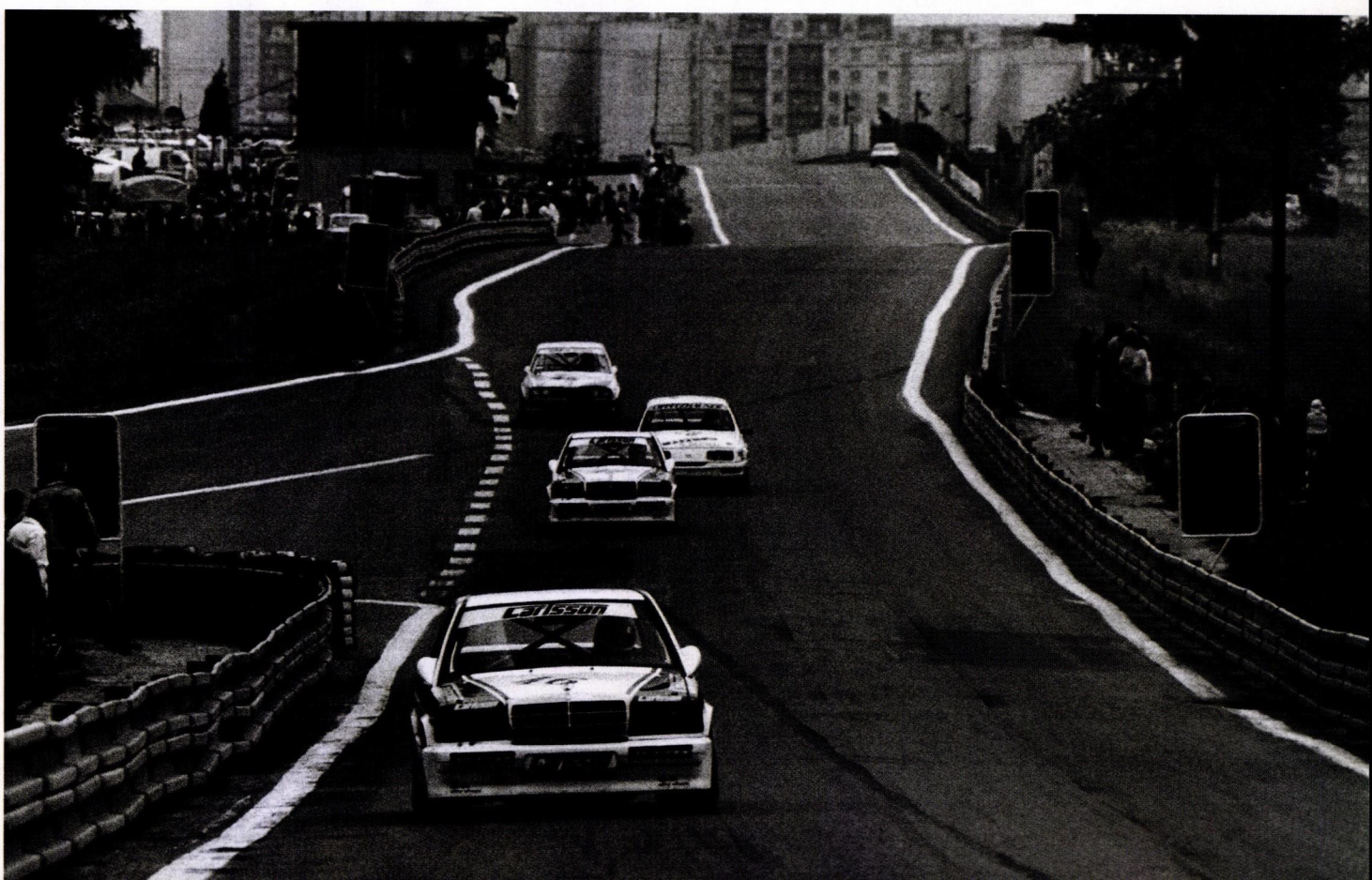
Foliage has softened the ugly outlook of Kohoutovice satellite town since racing's last appearance, when the works RAS Volvo took victory in '86



Sutton



Above: Now advertising hoarding obscures control tower above pits on the start-finish straight. Below: Carlsson Merc 190s lead into Bosonhyr



LAT



Factory BMW emerges up from Farina esses to Kohoutovice, with communist backdrop of prefab flats which are unchanged today

Bryn Williams





LAT

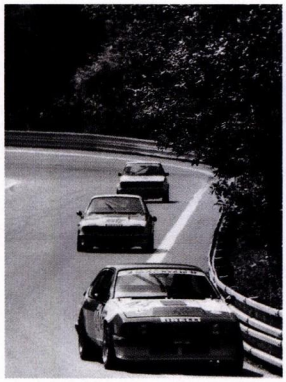
Tom Walkinshaw's winning Jaguar XJS negotiates final hairpin in 1983; painted white line is now only reminder that a great lap finished here



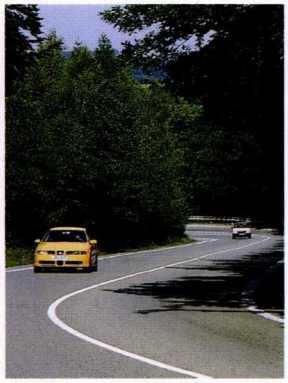
BEHIND THE CURTAIN

QUIZ STEVE SOPER ON WHICH BRNO MEMORY HAS STUCK IN HIS MIND MOST VIVIDLY OVER the 16 years since the demise of the Masarykring, and you'd expect him to say that 1986 pole position. In fact, he comes up with a poignant moment that reveals more about 1980s Czechoslovakia than a glorious throwback of a racetrack.

"It was 1984 and Marc Duez said to me, 'Watch this'. He walked to the back of the truck and threw 100 stickers into the air. It was Friday afternoon and there only seemed to be a handful of spectators around but, before they landed, scores of people had appeared and were fighting over them as though they were £50 notes. And they weren't kids; these were grown men. Marc, always the practical joker, thought it was funny, but it left a lasting impression on me. I thought it was very sad. Strange how little things like that stick in your mind."



Bryn Williams



Bursting summer foliage leaning over barrier was a feature of Brno event

to the international calendar in 1975, the road making up the main straight had been widened, a pitwall had been installed and, most significantly, the track had been shortened for one last time.

A new link road from Kohoutovice bypassed the track's sweep into Brno's western suburbs and took the cars down to the start-finish straight, where the pits built in the 1960s remain in a state of majestic decay. You can even have your car tended here; below the modest control tower is a branch of the Czech equivalent to Kwik-Fit.

The undulating main straight leads into the village of Bosonohyr. Here the road narrows as it flicks left, right and left again, before curving away from the houses and shops. It's difficult to imagine turbo-popping Sierras and Volvo 240s blasting between buildings that appear to have changed little since racing here moved to its new home up the hill. At the entry to Bosonohyr the road appears less than two cars wide, yet Brno veterans estimate that they hit over 130mph at this point.

"I remember being taken through the village in a Sherpa van on my first year there," recalls Soper. "We went through at 45mph with the tyres squealing, only to be told that it wasn't far off being flat. For us in the Rover it was a fair lift, though the BMW 635s seemed to go through on full throttle. We were arriving a fair bit quicker, but they had the better chassis."

After a mile of more or less straight road beyond Bosonohyr the track turns sharp right up a side road at the crossroads on which the hamlet of Veselka is built. "A big brake and a real overtaking spot," says Dieudonnne. "It wasn't straightforward because of the camber of the road, especially if there were slower cars around." The only recompense was that if you got it wrong you could continue up the road that now leads towards the Automotodrom.

Learning Brno wasn't so much about finding the correct line as locating the bumps. "There were so many places," explains Soper, "where the natural way around the corner wasn't the quickest. Some of the bumps were so big that if you hit them you were likely to have a bloody big accident."

From Veselka the track winds uphill, curving gently right and left between fields and unforgiving ditches that remained unprotected in the '80s. "It was flat all the way to the top," says Dieudonne, whose ETC career included a stint driving TWR Jaguars. "We must have been hitting about 180mph in the XJS or the Sierra."

The 1949-63 track sweeps off to the left two-thirds of the way up, before the last version turns back on itself via a piece of purpose-built race track. This banked, downhill righthander was named after a German bike rider who met his death near this spot in 1956. The corner that bore Hans Baltisberger's name was one of the few at Brno to be given a label.

Power uphill through the next section and it could still be 1986. We are in the Czech Republic – as this half of the country is now called – in late May, only a week or two before Brno's traditional June date. The leafy trees and the shadows they cast give these roads a familiar look to any fan of the ETC. What's more, the Armco remains, a good job given that an old quarry lies beyond the rusting structure.

These sweeps were known as the Farina S, after the late, great Dr Giuseppe, who was lucky to avoid injury when he crashed here in the 1949 GP. Two spectators, however, weren't so fortunate and succumbed to injuries sustained when the future Formula One World Champion left the road.

At the top of the hill is Kohoutovice, an ugly satellite of Brno dominated by the austere tower blocks that provided the backdrop to many a photograph of the ETC action. Here begins what for many was the most challenging – and frightening – section of the old Brno. A right-hander, now blocked off and bypassed by a new section of road, leads onto a wide-open stretch of what Soper describes as dual carriageway. On this the cars powered left, then right as they dipped steeply downhill past yet more blocks of flats. "It was incredibly quick, but thankfully lined by barriers," says the Briton. "If you got it wrong here you'd rattle down the Armco all the way to the bottom."

At the foot of the hill is a sharp left followed immediately by a hairpin right at the beginning of the start-finish straight. "It was all about getting through the left-hander as quickly as possible," adds Soper, "and then scrabble around the hairpin as best you could."

That's the Brno lap, circa 1975-86. There was nothing subtle about a rough triangle of roads that had little place on the international calendar at a time when even the Nordschleife had disappeared from the ETC.

"Get a lap right around Brno, even 60 or 70 per cent right, and it was a special experience," says Soper. "It was that kind of track. You'd come into the pits and your heartbeat would be sky high. You'd pretend to be all cool, of course, but the old heart would be banging about inside your chest. Brno was a place that truly grabbed your attention." M

INTERNATIONAL
HISTORIC
MOTORSPORT

The new indoor winter event for historic motorsport organisers, preparers, enthusiasts, competitors and supporting businesses, in both the UK and Europe.









20-22 February 2004

AIM

The event's main aim is to bring the race/rally event, championship and series organisers in UK and Europe, together with the principal car preparation and restoration experts and the active supporting historic trade. The heart of the show will be the interaction between organisers, preparers and the historic competitors and enthusiasts attending the event. The show will cover all historic disciplines and will display cars dating from 1925-1990, currently in use for Historic Motorsport.

stoneleigh-park

EXHIBITION AND CONFERENCE CENTRE. COVENTRY

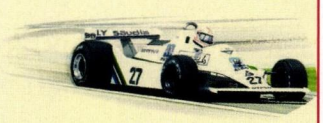
FEATURES AND EVENTS AT THE SHOW

- Main Halls: 300 stands, plus 50 event/series organisers and 150 competition cars
- Special Displays of important Historic Race/Rally Cars
- H & H Classic Auctions, sale of cars & memorabilia
- Business Briefing and Workshops on key topics
- Historic Motorsport Awards Charity Dinner
- Outside rally car demonstration area
- Private competition vehicle sales
- Training and education area
- Motorsport Memorabilia









For all enquiries contact the organisers:

Heritage Motorsport Services Limited

Simmonds - Downington - Lechlade - Gloucs - GL7 3DL

Tel: 01367 250001 & 250006 Fax: 01367 250008

Email: info@heritage-motorsport.com www. heritage-motorsport.com

PARTNERS AND SUPPORTERS

Celebrating the Achievements of Historic Motorsport

X-RAY SPEC

JAGUAR XJ13

STARVED OF SUPPORT, XJ13'S POTENTIAL STAYED HIDDEN FOR YEARS. KEITH HOWARD TALKS WITH THE MAN WHO TESTED IT AGAINST ITS MAIN RIVAL, AND STILL RATES IT

AS MANY HAVE DISCOVERED, RECAPTURING PAST glories in motorsport is no cakewalk. The relentless pace of technological progress is such that that just a few years off the treadmill can put you hopelessly behind the game.

One marque to have pulled it off is Jaguar. Its golden era at Le Mans lasted from 1951 to '57 and comprised a remarkable five wins, including those by the blue cars of Ecurie Ecosse. The works team withdrew at the end of 1956 and didn't return to La Sarthe until '84, in the lead-up to its emotional win in 1988, emphatic 1-2 finish in '90 and oh-so-near 2-3-4 of the following year. But the fairytale story of Jaguar at Le Mans might well have had another chapter during the 1960s when the XJ13 – Malcolm Sayer's last design for Jaguar, and by common consent one of the most beautiful racing cars ever built – was developed in secret for a possible return.

In the event, XJ13 never turned a wheel in competition. Although a 'new GT prototype' was mooted for 1963 or '64, Bill Heynes did not issue a specification for it until 1965 and the only example that Jaguar built didn't run until '66. In fact the car only ran then in direct contravention of Sir William Lyons' edict, a transgression for which Jaguar's test driver Norman Dewis – his official title was Chief Development Test Engineer – famously received a dressing down from the Old Man.

The XJ13 project might well have ended after that surreptitious outing at MIRA, under a dust cover in some corner of a Coventry workshop. But Dewis's enthusiasm for the car was such that Lyons permitted its development to continue, although at weekends only. In a prequel to what would happen two decades later with the XJ220, the project advanced only because of the out-of-hours enthusiasm of the Jaguar personnel who believed in it.

Ultimately it was wasted effort and emotion. A final decision was made not to return to Le Mans and the XJ13 project was laid to rest for keeps. When the car broke cover in 1971 to appear in a film promoting Jaguar's new road-going V12, a mechanical failure caused it to crash heavily. Although Norman Dewis escaped serious injury, the car was badly damaged and there must have been those in Jaguar who questioned whether this cul-de-sac in its racing history was worth restoring. But restored it was and it now forms a prized exhibit in the Jaguar Daimler Heritage Trust Museum. In 2001 an anonymous Japanese collector offered £7m for it but was rebuffed; reportedly it is insured for a similar sum.

Setting the car's rarity and beauty to one side, a body of dispassionate opinion holds that the XJ13's fate was exactly what it should have been. That the car might have been competitive had it raced in 1965 or before, but not by the time it was ready to run in '67. That, not to mince words, it was no GT40 beater.

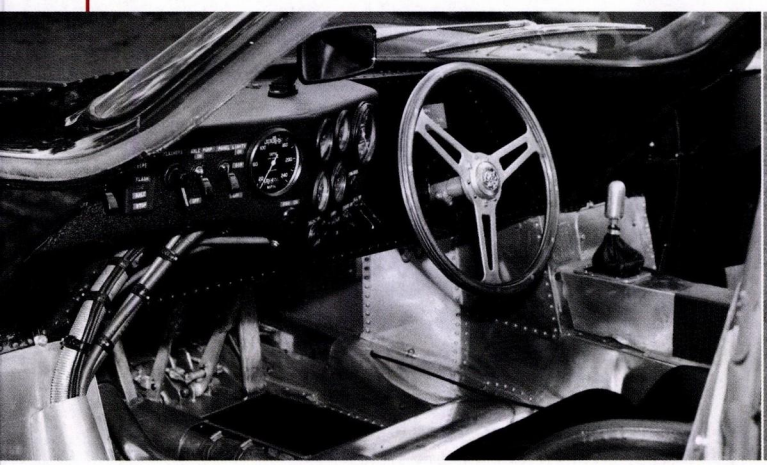
But Dewis – who still drives the car on demonstration runs – reckons otherwise, and is in a unique position to judge. Because not only did he do the development driving for the XJ13, he also had the opportunity to compare it back-to-back with a GT40 at MIRA in 1966, at the beginning of the XJ13's year-long leisure-time development programme. He was in no doubt which was the better car. Despite Jaguar's car being almost totally undeveloped, he reckons it was clearly the better of the two.

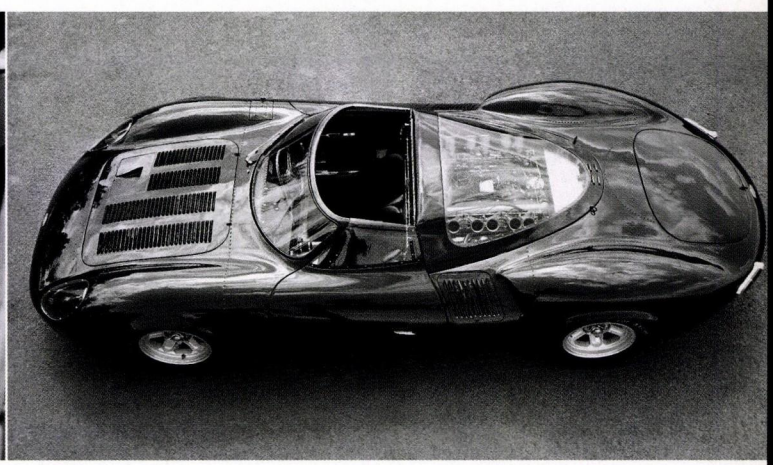
"We were way ahead of the GT40 in many respects, in the performance values alone. The XJ13 was faster accelerating and possibly we'd have seen a higher maximum speed down Mulsanne Straight. We were looking at 200mph-plus. I took it to Bruntingthorpe aerodrome and pulled about 195mph – it was very stable at those speeds, superb. Had we gone to Le Mans I'm sure we would have put up a damn good show."

If he's right, then the XJ13 doesn't deserve to be remembered as a half-hearted effort that delivered too little, too late so much as a car that could, with appropriate support from the bean-counters, have spearheaded a triumphant Coventry return to endurance racing. ➳

both: LAT

Left: XJ13's no-nonsense cockpit is clearly a racing car, not a concept vehicle. Riveted aluminium monococque proved its strength in crash. Right: Sensuous shape echoes D-type, and demonstrates Malcolm Sayer's ability to blend aerodynamic excellence with outright beauty

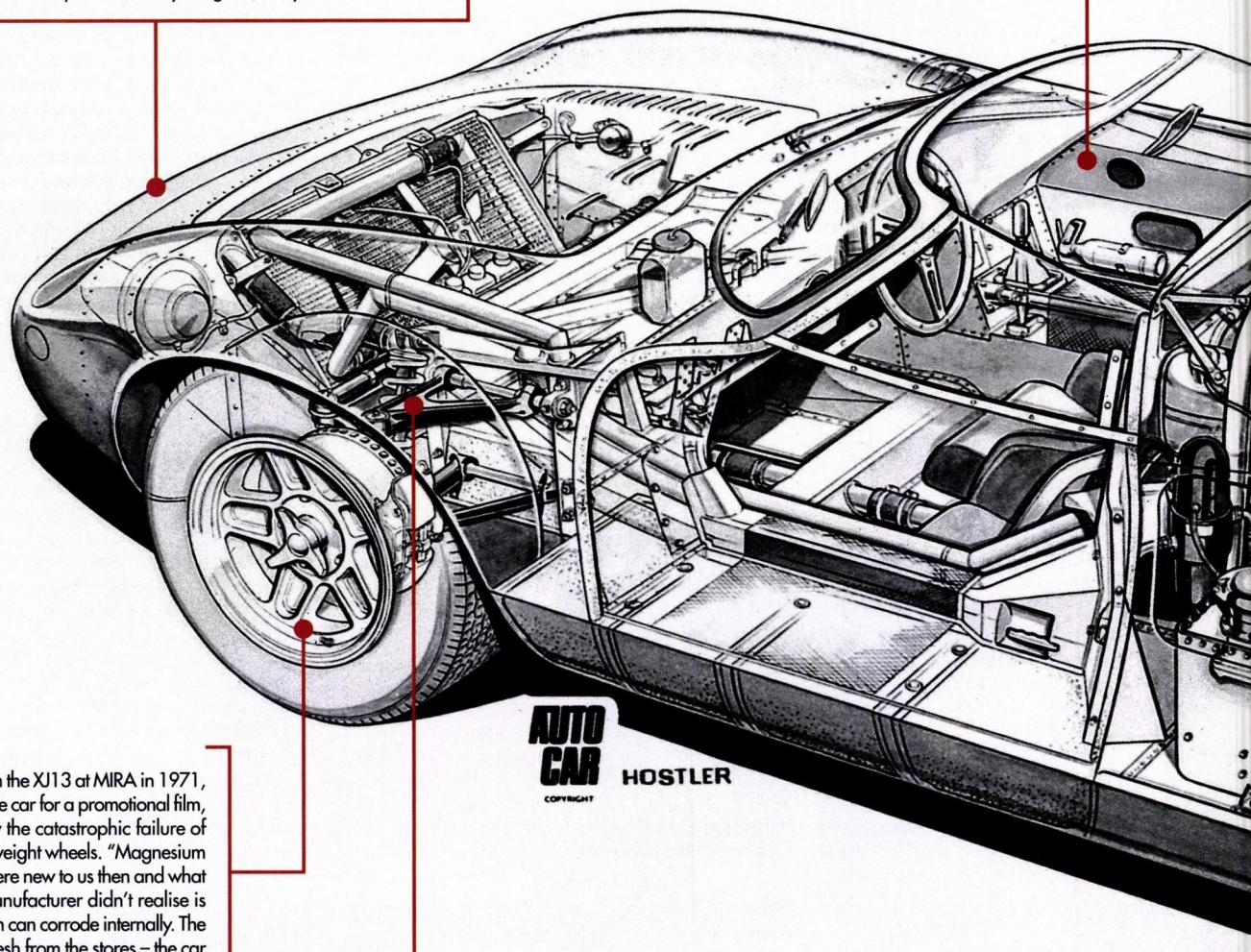




X-RAY SPEC: JAGUAR XJ13

XJ13's aerodynamics were excellent. Dewis: "I still class Malcolm Sayer as one of the best aerodynamicists we've ever had in this country. Apart from doing wind tunnel work with him at Farnborough, I learnt a lot wool-tuft testing the cars with him. We used to stop in Nuneaton to buy a big skein of wool and a roll of Sellotape. When we got to MIRA we'd cut the wool into 4in lengths and stick it all over the car under Malcolm's guidance. He would then be driven in another car alongside, in front of and behind to watch the tufts, and photographs were taken too. Also I would record everything I could see from the cockpit. We did this on all the cars. XJ13 was pretty much spot-on straight from the box – it had a very low drag coefficient. But then his shapes were always so good, every time."

If the MIRA crash taught Jaguar anything other than metallurgical lessons about magnesium, it was that the XJ13's all-aluminium monocoque formed a tough safety cell in an impact. Although the car rolled end over end and barrel-rolled, the unbelted Dewis escaped without serious injury. "I'd already had a roll-over with a C-type. That was worse because I was pinned underneath that, and couldn't move. I was thinking, any second now there will be a loud 'woof' and that'll be the end of Dewis. The XJ13 crash was a bigger mishap but I was all right tucked in under the scuttle. I just switched off and got down there. The outside of the car looked like it had been in a crusher."

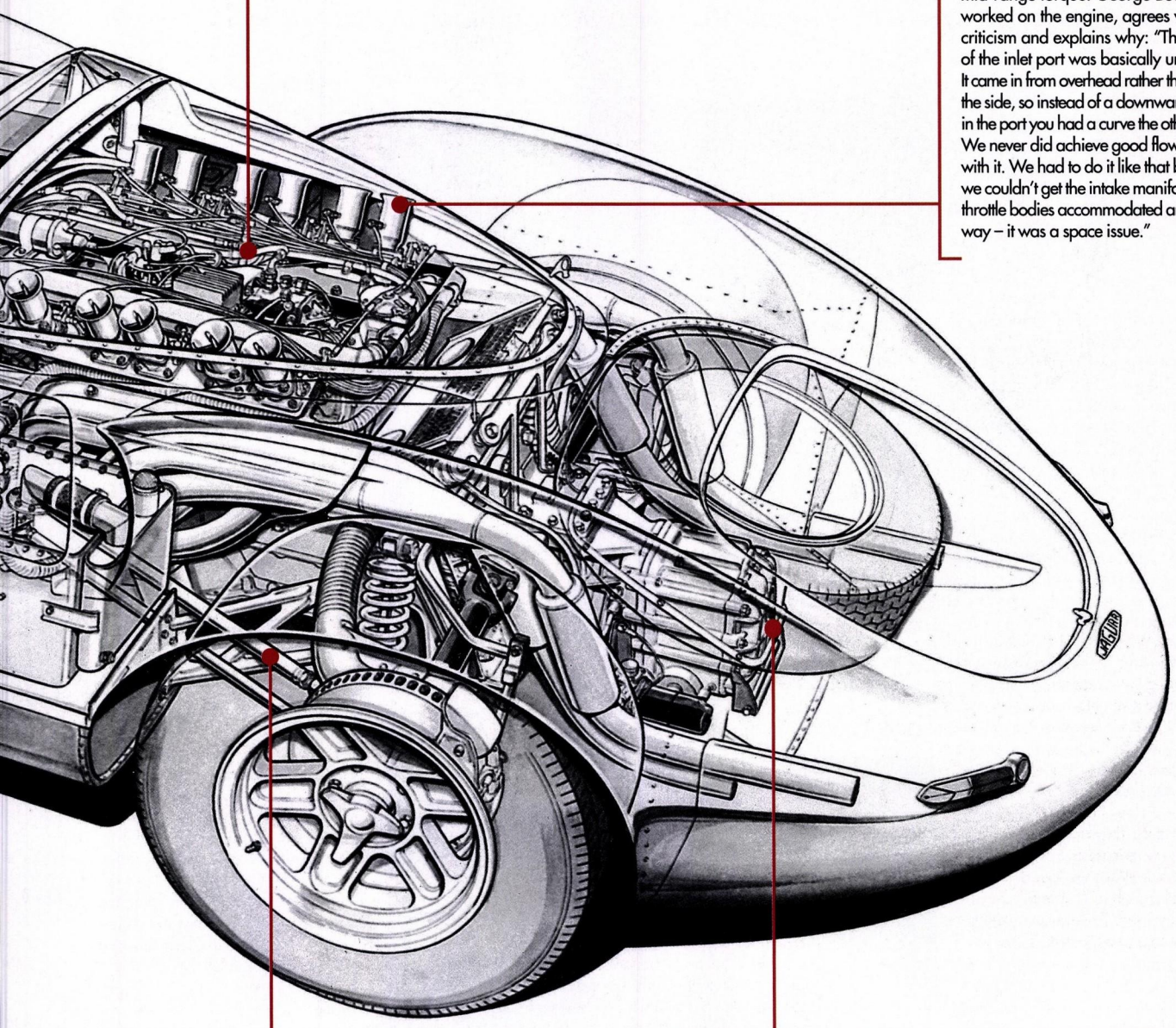


Dewis's crash in the XJ13 at MIRA in 1971, while driving the car for a promotional film, was caused by the catastrophic failure of one of its lightweight wheels. "Magnesium alloy wheels were new to us then and what we and the manufacturer didn't realise is that magnesium can corrode internally. The wheels were fresh from the stores – the car had been on the others so long that I'd said to fit new ones. They looked perfect but even while they were in storage the corrosion was taking hold. When we found the broken pieces of the wheel and took them to the laboratory it was like black coal dust inside. It was a lesson we learnt the hard way."

As soon as the first prototype of any new Jaguar was built, Dewis took it over until its suspension dynamics were signed off as satisfactory. "I always started carefully, never went straight out and drove a car quickly. The first thing was to go on the 108ft radius steering pad at MIRA. You're only doing 35mph or so round that but you quickly find out the bad habits of a car, its breakaway behaviour. If you spin it there, there's no damage done. Whereas if you do that out on the circuit you're likely to bend the car and set back the whole programme. Then I'd take the car around the bottom of the banking, where you can get to 100-110mph and find out what the high-speed handling is like. Again it's pretty safe because you've a lot of space. The XJ13 had very rapid oversteer originally – the rear end broke away extremely quickly. But we'd sorted that by the end of our year's development and had a nice-handling car."

Codenamed XJ6 (until appropriated by the marketing department, XJ had always stood for eXperimental Jaguar), the 60-degree quad-cam 24-valve V12 had a bore and stroke of 87x70mm to give a swept volume of just under five litres. Compression ratio was 10.4 to 1. Eight units were made, the first of which was originally fitted to XJ13 but later replaced with XJ6/7, the engine still in the car today. The principal difference between them was that XJ6/1 had chain drive to the cams whereas XJ6/7 had gear drive. There were also small (and largely ineffectual) changes to /7's port angles and it had a 12-cylinder Lucas Opus ignition system rather than the twin six-cylinder units fitted previously. Peak power output was around 500bhp at 7600rpm with 378lb ft peak torque developed at 6250rpm.

Wally Hassan, who moved across to Jaguar from Coventry-Climax in 1966 to develop the V12 for road use, expressed disappointment in his autobiography that the racing version developed only about 100bhp per litre (he was used to achieving 130bhp per litre at Climax) and had poor low- and mid-range torque. George Buck, who worked on the engine, agrees with the criticism and explains why: "The angle of the inlet port was basically unsound. It came in from overhead rather than from the side, so instead of a downward curve in the port you had a curve the other way. We never did achieve good flow figures with it. We had to do it like that because we couldn't get the intake manifolds and throttle bodies accommodated any other way – it was a space issue."



Suspension was what we now regard as classic Jaguar – double wishbone from a bolt-on subframe at the front and twin lateral links at the rear, plus long radius arms. The fixed-length driveshafts formed the upper lateral links, just as in the E-type.

The five-speed transaxle was supplied by ZF. Including 41 gallons of fuel and allowing for a trim driver, the XJ13 weighed 2724lb (1235kg) distributed 44 percent front, 56 percent rear. Overall height was 39in, undercutting the GT40, and the centre of gravity height mid-laden was 15.06in.

AS OLD AS THE HILLS

SHELSLEY WALSH LED THE WAY FOR SPEED HILLCLIMBS IN BRITAIN. BILL BODDY EMPHASISES WHY THIS HISTORIC VENUE MUST NOT GO THE WAY OF BROOKLANDS

SHELSLEY WALSH, THE FAMOUS SPEED hillclimb course near Worcester, dates back to 1905. The pioneer of such courses in this country opened when other clubs were holding their speed events illegally on public-road hills. The Bugatti OC's 880-yard Prescott hill is excellent in every way, with a picnic atmosphere, but it was not ready until 1938.

Shelsley's lease runs out next March, and the Midland Automobile Club needs to find £1.4 million to purchase and save it. The demise of such a long-established and active speed event is unthinkable, another British sporting heritage lost forever.

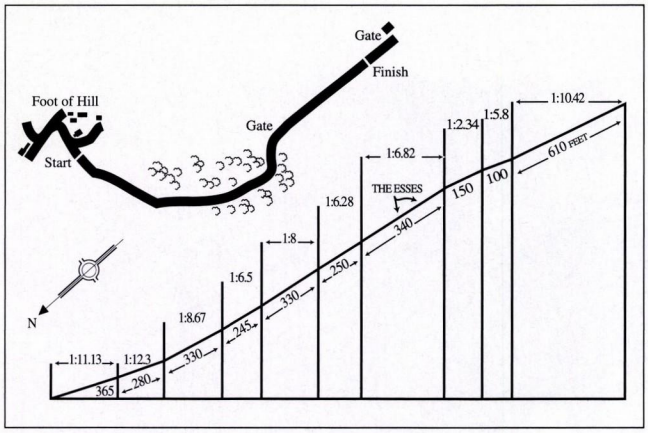
The Midland AC is itself one of the oldest of such organisations. Founded in January 1902 in the Grand Hotel in Birmingham, with influential personalities on its Committee, namely Vernon Pugh, J D Siddeley, J Holden, A Bird, J Chatwin, A J W Millership, Herbert Austin and Frank Lanchester, the last-named its first Secretary, it could not fail to grow to greatness.

At the time, it too was organising hill-climbing competitions on suitable stretches of public roads, at Gorcott and Sunrising (look at the MAC badge) on the main Stratford-Banbury highway. But it was with the MAC's acquisition of Shelsley Walsh, the winding road on the estate of Mr Taylor and later Sir Francis Winnington, with the acquiescence of his Court House tenants, the Kirby brothers, that it was able to have its speed hillclimbs untroubled by police interference or public objection.

The first such event took place on August 12, 1905, when Hugh Locke King was still contemplating a motor track in his Weybridge grounds and the first French Grand Prix had yet to be held. So Shelsley Walsh predates Brooklands, which was not up and running until 1907 and where racing ceased forever in '39.



The first-ever meeting: H R Pope's Itala raises the dust atop the hill in 1905



"A really stiff hill," said The Autocar of Mr Taylor's vertiginous private drive



Bystanders ignore flying stones to watch Zborowski's GP Aston Martin in 1922

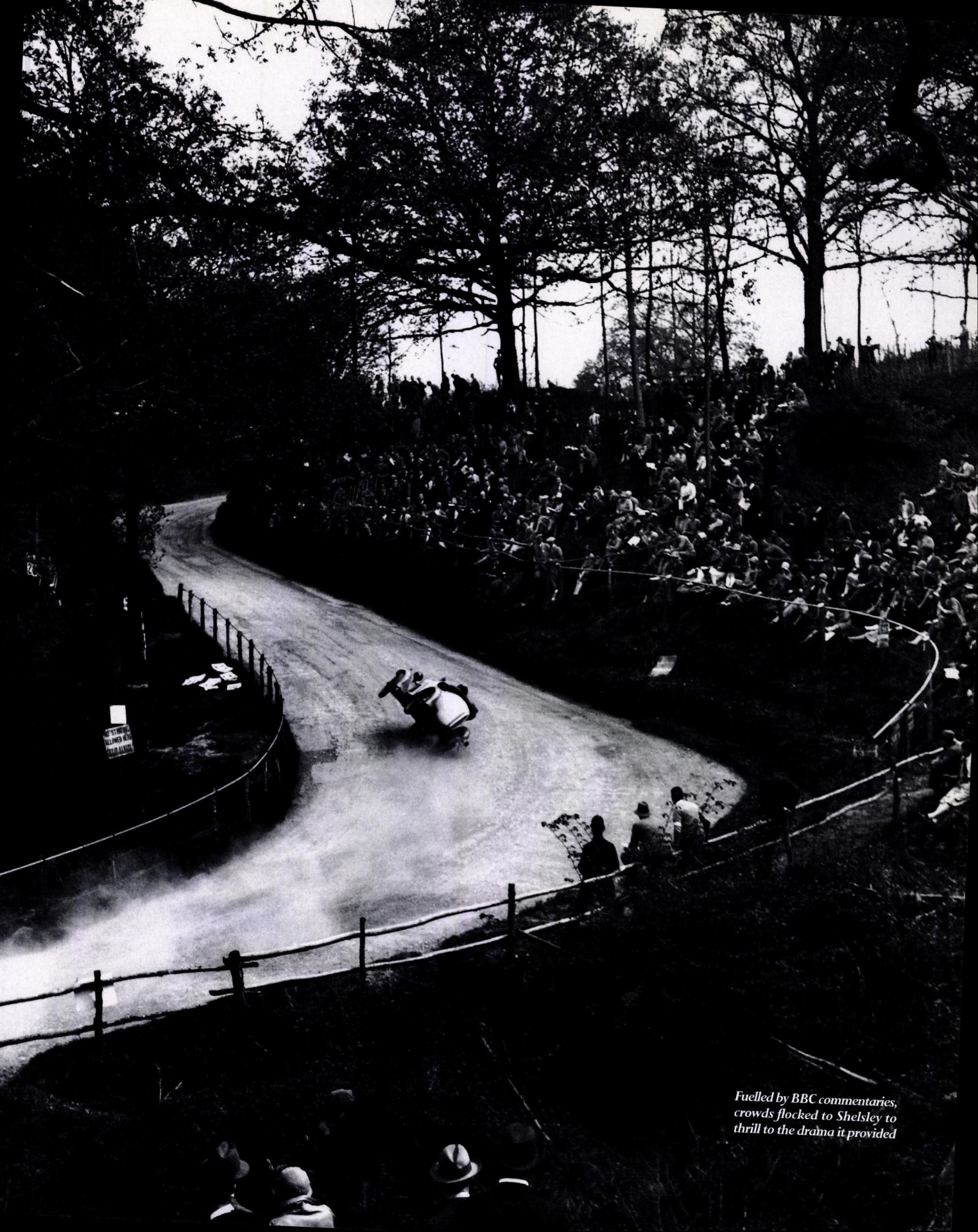
The rough track the MAC had access to needed to be improved for its new purpose. It was converted into a 992-yard timed section, incorporating the still extant Kennel bend (named after the abode of the hunt hounds), the Crossing curve, and the S-bend further up the course.

Spectators were admitted, at first for free, and warned not to impede competing cars by four policemen ringing bells. A very loud ship's bell at the Esses told the starter that the course was clear and another car could be put on the start by the Dutch barn. It was rung three times if the road was blocked, five times when it was cleared. No times were issued, except to those officials at the startline tent, but it was possible for keen onlookers to listen for the start and finish bells and do their own timing. The course was of rolled gravel, rising at 1-in-6.5 for some distance by the Crossing, which defeated four cars at the opening meeting.

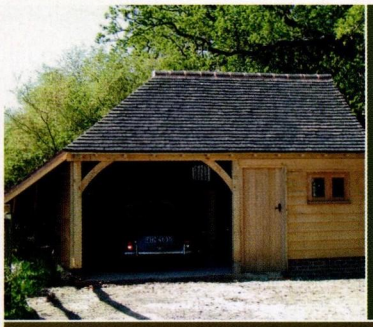
At the initial 1905 meeting 41 cars completed the ascents. The fastest was Instone's big Daimler (77.6sec), beating two other Daimlers. (His son was much later to drive the GN 'Martyr' and 'Djinn' and become a president of the MAC.) But a weight/speed formula was in force for those early meetings, making the winner G Patterson's 6hp De Dion Bouton. Cars had to be weighed at Martley weighbridge about three miles away. (Is it still there?) It was rumoured that some competitors had water ballast with a tap in the tank so that when they arrived at the hill their cars were lighter than when on the weighbridge, the giveaway a trail of water along the route! A full load of passengers was allowed, however, and the formula-class persisted until 1929.

The Bennett Cadillac, in the news again recently, took 229sec. Four failed to reach the top. Famous ➤

LAT



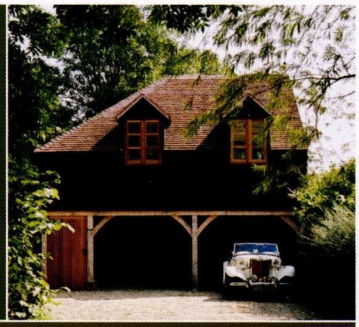
Fuelled by BBC commentaries, crowds flocked to Shelsley to thrill to the drama it provided



PRIME OAK

TURNING IDEAS INTO REALITY

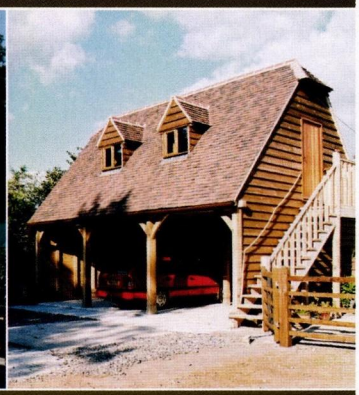
English Oak framing, using traditional mortice & tenon pegged joints



• Garages • Garden Rooms • Conservatories • Home Offices • Barn Houses • Barns • Stables • Gazebos







Tel: 01384 296611 Ref. No. P07 MS

www.primeoak.co.uk or
e-mail: info@primeoak.co.uk

COME HOME TO TRADITIONAL OAK









Garden rooms • Courtyard complexes • Garages • Swimming pool enclosures
Barns • Home offices • Homes • Gazebo's

90293_V4

At English Heritage Buildings our aim is to design a unique addition to your home that meets your individual needs.

Using only the finest oak and employing hand finished traditional carpentry and jointing techniques we create award winning buildings that are both practical and beautiful.



So, whether you need a home for your vintage sports car, 4x4 or just somewhere to house your gardening equipment an English Heritage Building is a beautiful way to enhance your home.

To see our full range of garages and other oak frame buildings call the number below.

Call: 08707 777 178
for a brochure.

ENGLISH HERITAGE BUILDINGS

www.ehbp.com

MS0311

drivers such as the great Charles Jarrott (De Dietrich) and Louis Coatalen (Humber) competed.

In 1906, FTD was set by a White steam car (80.6sec) and the slowest was a little Wolseley which took over 10 *minutes*, driven by Luff Smith, who came with me in the 1930s on MCC trials. The outright winner (that formula again) was a De Dion (289.6sec). In '07, the course now longer by 24ft to make it 1000 yards, Hutton's Berliet took the record to 67.2sec. It was broken again at the second meeting in '07 by Tryon's Napier (65.4sec), and then the big Daimlers scored best times from '09-11, H C Holder's getting down to 62.2sec in the last year.

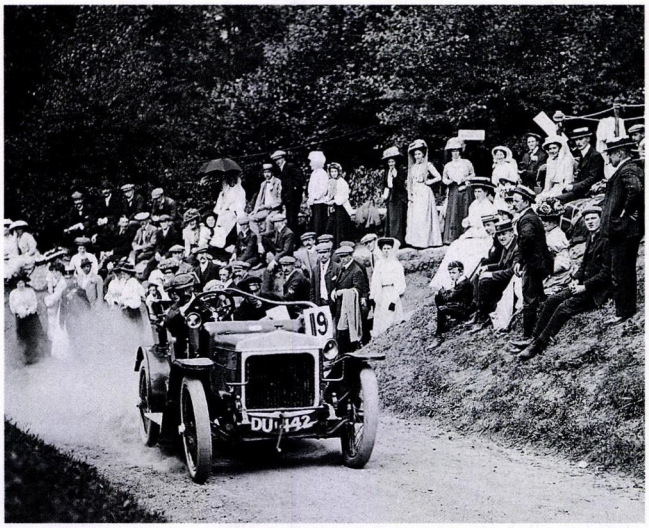
J Higginson, who was the Autovac man, appeared in 1912 with a 68hp La Buire, making best time in 68.8sec. Determined to get the course record, he persuaded Laurence Pomeroy, the Vauxhall designer, to produce a special car, which did the trick very nicely in 1913 (a remarkable 55.2sec). This was to sire the E-type 30/98.

War stopped the June 1914 climbs, but Shelsley opened again in '20, the entry fee 20 guineas per car (take note, if you think today's fees are too high). A thunderstorm left the car park in the field opposite the lodge entrance so muddy that spectators' cars got bogged down and it was 10.30pm before a tractor rescued the last one. Before the rain became too torrential C A Bird clocked best time (58.6sec) in a Sunbeam.

I know how muddy it could get. Even in the 1930s the path up to the seats overlooking the Esses was difficult to climb. I once asked the taciturn-looking but friendly Leslie Wilson, in charge of things so wonderfully from 1921 to '58, several hours before the ascents would begin, if instead I could walk up the course to the Press tent. I received a firm "No". This tent soon became full of people quite unconnected with reporting the climbs.

In 1921, the weather was good, dust rising from the road, and Bird put the record to 52.2sec with an Indianapolis Sunbeam.

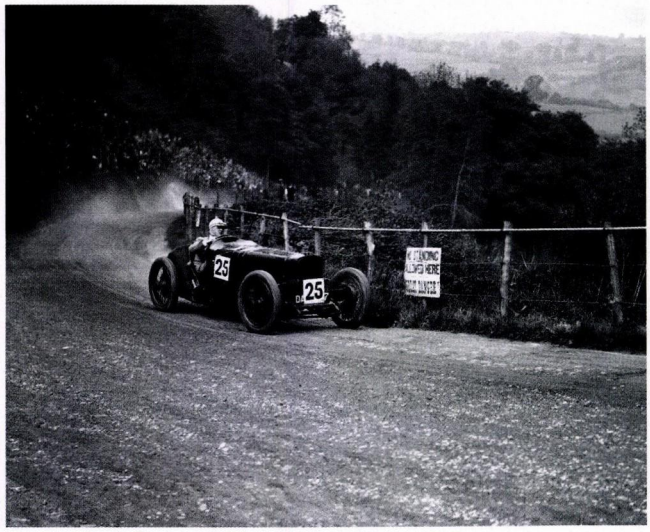
Shelsley Walsh was by now a very popular event, especially with those Midlanders living so far away from Brooklands. It was to gain even more support in 1925 after public-road speed events became illegal. By '27 the Orchard Paddock at Shelsley was tarred, Brooklands-type car shelters erected and a return road provided. Soon the BBC was broadcasting



H C Holder (Daimler) corrects "a tremendous side-slip" to make FTD in 1909



Electrical timing improved accuracy to a hundredth of a second after 1932



all: LAT

Sunbeam raised the game in 1925, when Segrave piloted its GP car, in a suit

commentaries from the hill, which I first listened to in the 1930s, before going there myself for MOTOR SPORT. I found it profoundly exciting.

At every meeting, two a year, a fine variety of cars competed, important road-racing ones, the inimitable 'Shelsley Specials' such as the Avon-JAP, the shattering Bolster Specials (John stood his on its head at one climb), Spider, Wasp, GNAT, the twin-engined 4WD Fuzzi and the Martyr, and others more sophisticated, cars designed professionally or by skilled amateurs for the purpose, and vintage cars. There were occasionally unexpected ones to add more variety – the single-seater Brooklands Lanchester Forty, Whales' very slender Calthorpe, Ellison's enormous Renault 45, etc – all had to have a go up the very famous hill.

Park was quickest in 1922 with a TT Vauxhall, and in '23 Raymond Mays tied with it driving his fast, much smaller Bugatti. At the July '24 climbs Cyril Paul provided a surprise by breaking the '21 record with a Scottish Racing Beardmore (50.5sec).

True professionalism arrived in 1925 with a 2-litre GP Sunbeam, complete with bulb horn and mechanics from Wolverhampton for Segrave, who drove impeccably on a wet course (53.8sec), crash helmet above smart lounge suit.

A 30/98 Vauxhall had the advantage of a dry surface in July 1926 (56.6sec), and that September the inimitable Basil Davenport, in his now legendary GN Spider, had a run of best times and four record ascents up to May '29, his best of 46.2sec bettering the Beardmore time by 4.3sec. Who will ever forget the sight of this apparently crude, deliberately scruffy, air-cooled, twin-cylinder slim cyclecar being so bravely and cleverly driven, to outclass larger celebrated cars and their drivers? Only Mays in the massive Vauxhall-Villiers, of twice the engine size and supercharged, managed to do this, in September 1929 – by just six-tenths of a second.

In 1928, Prime Minister Stanley Baldwin and his daughter attended, following the precedent set in '02 by PM Arthur Balfour, who had come to the ACGBI Dashwood hillclimb on Lord Montagu's Daimler.

Then, a most interesting interlude. The European Hillclimbing Championship embraced Shelsley Walsh, so the redoubtable uphill champion Hans von Stuck came there in July ➳

1930 to gain points. He arrived in a smart Austro-Daimler and stayed at the Swan Hotel in Tenbury Wells. He competed in another Austro-Daimler, a neat 3.5-litre with very large brake drums, which he drove so cleanly that his new record of 42.8sec surprised most of us. A wonderful day, for Rudi Caracciola was there as well and won the sportscar class with a 38/250 SSK Mercedes-Benz in 46.4sec. But Davenport and 'Spider' were fast enough to have broken the hill record had Stuck not been there!

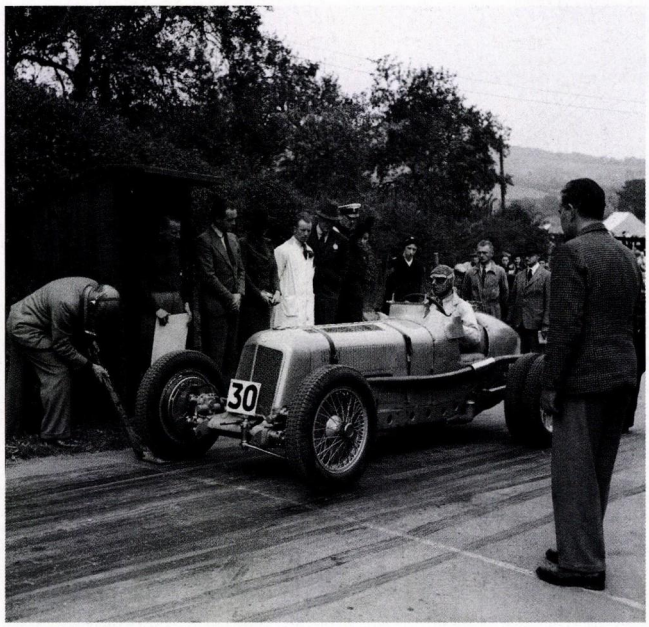
In 1931, Lord Howe, in the '29 TT-winning 38/250S Mercedes-Benz, clocked 46.8sec to win the sportscar class, and 46.2sec in '34.

The A-D's record stood until the second 1933 meeting, against the might of the Vauxhall-Villiers, Earl Howe's Bugatti and Dick Nash's very hot Frazer Nash Special. Then the talented American Whitney Straight in his 2.5-litre Maserati got it down to 41.2sec, and then with his 3-litre *monoposto* Maserati to 40.0sec in '34.

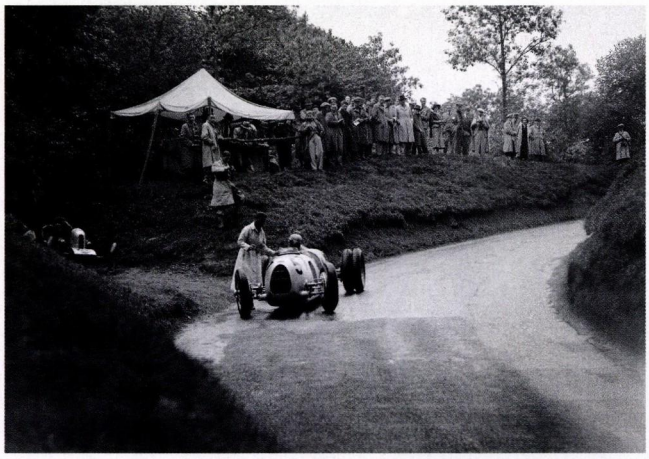
Next came the ERA period. Mays may have been unsuccessful in going from English Racing Automobiles to British Racing Motors, but in the 1930s his cars were notable contenders in racing and sprints. Driving the 2-litre ERA R3A in 1935, he took the record to 39.6sec. Using the 1.5-litre ERA R4C in June '37 and then the 1.7-litre and 2-litre R4D, he was beaten only by A F P Fane (38.7sec) in the single-seater Frazer Nash in September '37. After the war Mays achieved seven best times from '46 to '48, and again in '50, but in '49 Joe Fry went quicker in his amazing Freikaiserwagen, by 0.2sec.

Shelsley was by now firmly established as the greatest of our speed hillclimbs. There had been another thrill when in 1936 champion driver Stuck drove a short-chassis, 5.3-litre, twin-rear-wheeled Auto Union, the first to be seen in Great Britain. Alas, rain ruined a truly sensational effort, but he won his class in 45.2sec – "rather a short course", he commented – but Mays, in the dry, got ERA R4D up in 41.6sec.

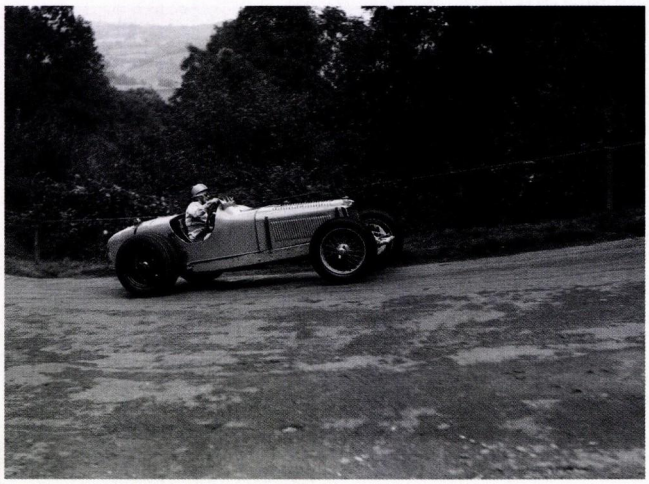
It was said of Nuvolari that at Monaco he once removed a banner at a corner with his offside front wheel, and Mays used to get just as close to the Kennel bend. I remember the excitement as he came to the start, not liking to be held long, placing the ERA to his liking, letting in the clutch at 4000rpm, the engine blasting to 6000rpm as the car shot away to finish its climb at something like 90mph.



Raymond Mays, the ace at Shelsley for many years, prepares to launch R4D



Mountain champion Hans Stuck descends in first Auto Union seen in the UK



Kaye Petre about to break the Ladies Record in her Riley, September 1935

all LAT

COURSE RECORDS – 1905-14		
1905	E M C Instone (Daimler)	77.6sec
1907	J E Hutton (Berliet)	67.2sec
1908	H C Tryon (Napier)	65.4sec
1911	H C Holder (Daimler)	62.2sec
1913	J Higginson (Vauxhall)	55.2sec

In 1937, two Naçional Pescaras arrived from Spain in Chevrolet vans, having got lost near Oxford, for Tort and Zanelli to do their runs in the Hillclimb Championship. Other continental drivers who drove at Shelsley Walsh included Jean Bugatti, who crashed the 4WD Bugatti in practice, Count Lurani, Count Premoli, Robert Kohlrausch, Hans Berg and Walter Bäumer.

Indeed, so rich was the entry that I cannot mention all who excelled at the now-famous hill. The post-war course record holders include Fry's Freikaiserwagen, Ken Wharton in Coopers and ERA, Tony Marsh and David Boshier-Jones (both Coopers). Then there was the battle between Boshier-Jones' Lotus 22 and Marsh's BRM, until new purpose-built downforce specials slashed times dramatically, down to the present record by Graeme Wight Jnr of 24.56sec in a Gould.

By 1932, the flag start had been changed to lights, allowing a driver to leave in his own time, and electrical timing to one-hundredth of a second was installed. Motorcycles, both solo and sidecar, competed, with George Brown, on his powerful 998cc HRD, outstripping the cars in '49 with a motorcycle record of 39.13sec, not bettered by a car until Wharton's 36.62sec in '51. George created as much excitement as Mays, as he tested with a foot the best place on which to make his getaway.

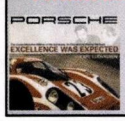
From the early 1920s, the ladies had also been at it, and in later years those who won cups included Mrs Wisdom (Frazer Nash), Miss Skinner, Mrs Bolster (Morris Special), Miss Sedgwick (Frazer Nash), Doreen Evans (MG), Miss Allan (Frazer Nash), Dorothy Stanley Turner (Alta) and the aviator Amy Johnson in her FN-BMW.

Quite clearly Shelsley Walsh is a National Heritage sports venue, and every means must be used to save it from ending up as Brooklands so sadly did after 1939. The Chairman of the Shelsley Walsh Trust is Peter Davis, Shelsley Walsh, Worcester WR6 6RP (tel: 01886 812922). M

MOTOR BOOKS

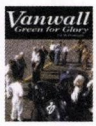
LONDON 33 St Martin's Court, London WC2N 4AN
Tel+44 (0)20 7836 5376 Fax+44 (0)20 7497 2539
OXFORD 8 The Roundway, Headington, Oxford OX3 8DH
Tel +44 (0)1865 766215 Fax +44 (0)1865 763555
Freephone Orderline 0800 0267890
WEBSITE www.motorbooks.co.uk

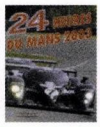
BRM: Saga Of British Racing Motors
Vol.1 Front-Engined Cars 1945-1960
Vol.2 Spaceframe Cars 1959-1965
By Doug Nye with Tony Rudd - £70 each

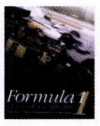


Porsche: Excellence Was Expected
By Karl Ludvigsen
£159.99
The Comprehensive History of the Company, its Cars and its Racing Heritage
Three volume set

YEARBOOKS (Available Nov-Dec)
Autocourse 2003-04.....£35.00
Automobile Year 2003-2004 (No.51).....£35.00
F1 2003: Behind the scenes.....£23.00
Pirelli World Rallying 26.....£19.95
Rallycourse 2003-04.....Jan'04£30.00







MOTORSPORT
500cc Racing Car.....£3.50
Brooklands (Bill Boddy).....£65.00
Bugatti: A Racing History.....£35.00
Chicane (Novel by Ronnie Price).....£9.99
Cosworth: Search For Power (5th Ed.).....£25.00
Coventry-Climax Racing Engines.....£15.99
Daytona 24 Hours: Definitive history.....£69.99
Cavallino Rampante.....£19.99
Ferrari Phenomenon: The inside story of how Maranello mastered F1.....£19.99
Formula 1 in Camera 1970-1979.....£30.00
Formula One Made in Britain.....£18.99
Formula One Paddock Side: Behind the Scenes of a Grand Prix.....£16.99
Formula 1 Technical Analysis 2002.....£30.00
Great Encyclopedia of Formula 1: 1950-2003 (New Ed.).....60.00
Inside the mind of the GP driver (pb).....£9.99
International Motor Racing Guide.....£35.99
Le Mans 24 Hours 2003 Yearbook.....£30.00
Lotus 72 - Formula 1 Icon.....£39.95
Lotus 78 and 79 - The Ground Effect Cars..£19.99
Maserati Grand Prix, Sports & GT Cars 1926-2003.....£49.99
Maserati - A Racing History.....£35.00
Maserati 250F.....£19.95
Mercedes-Benz Grand Prix 1934-1939 (Monkhouse, German text).....£27.99
Motor Racing At Goodwood in the 60s.....£9.99
Race Legends of the Fabulous Fifties.....£35.00
Vanwall: Green for Glory.....£19.95

BOOKS BY CHRIS NIXON
Peter Coltrin: Racing In Colour 1954-59 (Signed Copies Available).....£89.99
Mon Ami Mate.....£59.99
Rosemeyer!.....£24.99
Rivals: Lancia D50+Mercedes W196.....£19.99
Racing The Silver Arrows.....£39.99
Robert Fellowes Collection.....£39.99
Shooting Star (Richard Seaman).....£19.99
Sportscar Heaven: DBR1 Vs. Testarossa.....£49.99







BIOGRAPHIES & MEMOIRS
Bernie's Game.....£17.99
Dick & George.....£135.00
Forza Amon!: Biography of Chris Amon £17.99
Hawkeye: Rapid & outrageous life of Australian Driver Paul Hawlins.....£15.99
Jackie Stewart: A restless life.....£20.00
Jean-Pierre Wimille.....£39.50
Jim Clark - Racing Legend.....£24.99
Juan Manuel Fangio: The Life Behind the Legend (Gerald Donaldson).....£20.00
Ken Tyrrell: Authorised Biography.....£18.99
Marzotto Saga.....£29.99
Memories of Ayrton Senna.....£19.99
Murray Walker Autobiography (Paperback). £6.99
Nuvolari (Christopher Hilton).....£25.00
Nuvolari: The Legend Lives Again.....£29.99
Piers Courage.....£30.00
Ronnie Peterson: Formula1Super Swede £34.50
Ronnie Peterson (Limited Edition).....£75.00

MARQUES & GENERAL INTEREST
Alfa Romeo Giulia Coupe GT & GA.....£29.99
Bentley: A Legend Reborn.....£19.99
Bentley Motors: On the Road.....£69.00
Blower Bentley.....£65.00
WO Bentley: Man Behind The Marque.....£25.00
Bugatti 57 (2nd Edition).....£35.00
Petit Bugattiste Illustre.....£27.99
Classic Twin-Cam Engine.....£29.95
Cooper Cars.....£30.00
All Ferrari Engine.....£35.00
Ford GT40 Production & Racing History....£45.00
GT40: An Individual History And Race Record (Ronnie Spain).....£40.00
Ginetta: The Illustrated History.....£19.99
History of the Ginetta G4.....£19.99
From Passion To Perfection: Story of French Streamlined Styling 1930-39.....£69.99
Lancia Stratos.....£29.99
Driving Ambition: Official inside story of the McLaren F1 (Reprint).....£60.00
From R to GT3R: The Racing Porsche 911 & 930.....£50.00
Porsche 956/962: Enduring Champions.....£30.00
Porsche 956-962: Legendary Race Winners. £59.99
Stanguellini.....£49.95

SALE BOOKS & PRICE REDUCTIONS
Archivio Maserati.....£150.00
Bugatti Type 40.....£19.95
Bugatti Type 46 & 50.....£14.95
Colin Chapman: Wayward Genius.....£9.99
Ferrari 156 Sharknose.....£12.99
Goodwood - Illustrated History.....£9.99
Into The Red.....£9.99
Legendary Alfa 2.3.....£199.50

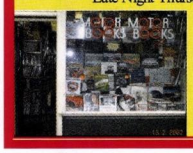
GOODWOOD FESTIVAL OF SPEED 2003
DVD £19.99 Video £14.99

Lola T70.....£15.99
Lola Illus. History 1957-1977.....£17.99
Lola Illus. History 1978-1997.....£12.99
Lotus 25 & 33.....£9.99
Stirling Moss - Biography (HB).....£12.99
More Price Reductions On Our Website!

DVD TITLES
50 Years Of Ferrari.....£19.99
Champions: Clark, Fangio, Hill, Hunt, Moss, Stewart.....each£16.99
In Car 956.....£16.99
Formula 1 Legends.....£19.99
Goodwood Festival Of Speed: Best of the First Ten Years (2 Disc Set).....£39.99
Jackie Stewart: The Flying Scot.....£14.99
Le Mans - Steve McQueen Film.....£15.99
Le Mans 2003.....£14.99
Motorfilms Quarterly Vol's 1-7.....each£19.99
Rendezvous (9min.).....£14.99
Secret Life of Formula 1.....£19.99

Please visit our website for a full listing of our Books, Video's DVDs & Manuals!
WE ALSO STOCK OUT OF PRINT BOOKS!

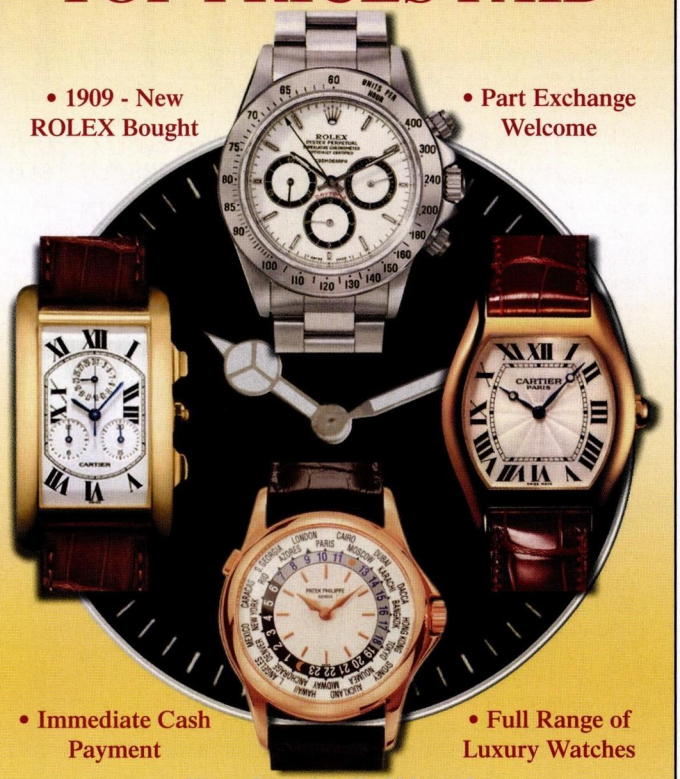
SHOP OPENING HOURS: LONDON — Monday To Friday 09:30-18:00, Saturday 10:30-17:30, Late Night Thursday Until 19:00 **OXFORD**—Monday To Saturday 09:15-17:30
Website Shop Open 24 Hours—www.motorbooks.co.uk



Mail Order Postage & Packing
UK Orders: Add £4.00, orders over £60 Post Free
Single Video Or DVD Title £1.50
Overseas: Minimum £5.00, Add 15% for orders up to £150, Add 10% for orders over £150 (Surface mail rates)
Air Mail/Express Delivery Charged at cost. All prices subject to change.

WE BUY
ROLEX
PATEK & CARTIER
"TOP PRICES PAID"

• 1909 - New ROLEX Bought
• Part Exchange Welcome

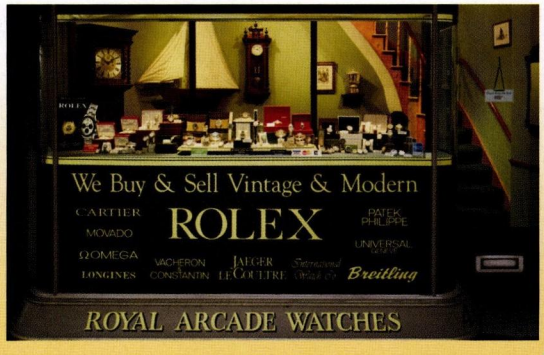


• Immediate Cash Payment
• Full Range of Luxury Watches

Buying? Selling?
We Guarantee You the Best Value for Money
Rolex • Cartier • Patek Philippe • Breguet • Audemars
Franck Muller • Breitling • IWC • Jaeger • Omega
Please phone for offer or visit our shop

ROYAL ARCADE WATCHES
OPEN Mon - Sat 10:30 - 5:30

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



AMERICAN EXPRESS VISA **020 7495 4882** MasterCard SWITCH

BITES AS GOOD AS IT BARKS

IT WAS NOT AN OBVIOUS CHOICE, BUT THE BIG 3500 PUT ROVER ON THE TIN-TOP MAP. BRITISH LEYLAND'S THEN MOTORSPORT BOSS, JOHN DAVENPORT, RETRACES ITS STEPS

To its designers, David Bache and Spen King, it was known as Specialist Division Number One: SD1 for short. It was known to the journalists who voted it Car of the Year in 1976 as the Rover 3500. Comedians called it the 'Bionic Dog'. But at the end of the 1970s, it was the best thing BL Motorsport had with which to go racing. Seven seasons later, after two moral championship victories, a near miss and a pile of good results, the case was proved – but it wasn't easy to get going.

The situation within British Leyland was dire towards the end of 1979. Michael Edwardes had started reorganising the company and, as part of that, the BL Motorsport operation, based on the MG site at Abingdon, was assigned to the Austin-Morris Division.

This was strange, for at the time all bar one of our programmes were with Rover Triumph models and engines. The Unipart Formula Three programme took the biggest chunk of the budget, but it was Richard Longman's 1275 Mini that brought home the bacon in 1979, winning the British saloon car title for the second year in a row. However, its prospects of a hat-trick were not bright. Rule changes would adversely affect the Mini's competitiveness, and meanwhile Dolomite Sprint production had ceased.

We needed something new – and there was not a lot of choice. The Rover 3500 seemed the best option in light of its close relationship to the rally-proven TR7 V8: same engine, gearbox and axle. But the upper limit for the British Saloon Car Championship had been set at three litres in 1975, when the RAC took over from the BRSCC. This had the express purpose of keeping out American cars. The championship, though, had evolved into four 'one-make' classes, with the top one comprising wall-to-wall Ford Capris. At a meeting of the manufacturers and the RAC in '79, I was able to persuade them to up it to 3.5 litres. We were in. Just.

The Rover's actual capacity was 3542cc, so it became necessary to homologate the car at 3495cc using the permitted manufacturers' tolerance in an unexpected way.

With the TR7 V8 rally programme ongoing for 1980, we needed someone to build and race the Rover. Our F3 team was run by Bracey-Price (John Bracey and David Price), and it was my job to tell them that this had been shelved, and to ask if they might like to develop a saloon car. I'm not sure that they did want to, but the deal was done halfway through '79 and work on a prototype began at their Twickenham base. 'Project Lassie' was born.

At this stage, there was no identified programme or money. As late as August 1979, the '80 budget still only had the Rover racing programme as a possibility. I began to sound like Gordon Brown on the Euro: the car had to be competitive, the rules had to be in our favour, and the car had to be homologated.

We needed drivers, too. Triplex and Esso had been sponsoring Dolomite Sprints driven by Gerry Marshall and Rex Greenslade, and Triplex had just done a major deal to provide windscreens for the Rover 3500 production line. Greenslade, sports editor of *The Motor*, suggested that the Triplex/Esso/*Motor* package might sit quite nicely on the new Rover programme. He was right. They jumped at the chance. So the question of money was partly solved. As to drivers, we got Rex as part of the deal and I spoke with a 25-year-old Capri driver who was rapidly making his name in Group 1 racing: Jeff Allam.

I met Jeff in the Thruxton paddock in September. He was having a torrid time – blown engine in practice followed by an awful start thanks to an inoperative clutch. But he put it all right with a great drive through to second behind Gordon Spice. Thankfully, we had agreed terms before the race.

The testing, much of it done by talented Kiwi Brett Riley, built up and inevitably the story leaked that Rover was going racing. If only my bosses had felt the same way. A modest £100k budget had been identified, and Edwardes had won the support of 75 per cent of the workforce for the BL Recovery Plan. The dismissal of Derek Robinson ('Red Robbo') in November and the subsequent furore in 1980 was the backdrop against which we strove to go racing.

"We needed something new – and there was not a lot of choice. The Rover was the best option"

It was only to be expected that management would be apprehensive about a new motorsport programme. So it was not until the first week of March 1980 that the world was told officially that David Price Racing would be running two works Rover 3500s in the British Saloon Car Championship for Jeff and Rex. Showing how late this was, the previous week it had been announced that a privateer would also be running two Rovers, for Brian Muir and Andy Rouse. ➤



LAT



When Goliath beat David: Greenslade dives through Paddock at Brands 1980 on a day when team-mate Allam scored Rover's first win

DAMP THE CLASSIC & SPORTS CAR KILLER



Damp destroys expensive and cherished cars – causing rust and rotting timber and upholstery. The cost effective way to beat it is NOT with heat but with dehumidification – the Calorex way. Easily installed and fully automatic.

From British manufacturers with the benefit of 25 years experience.

email: sales@calorex.com
website: www.calorex.com

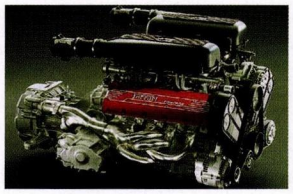
calorex DEHUMIDIFIERS

THE CAUSEWAY MALDON ESSEX CM9 5PU TEL: 01621 856611 FAX: 01621 850871

joe macari
performance cars ltd

Service

- Repairs, servicing and maintenance available for all performance & prestige cars
- Specialising in Ferrari, classic and new
- Parts & accessories
- Top level technicians with uncompromising standards

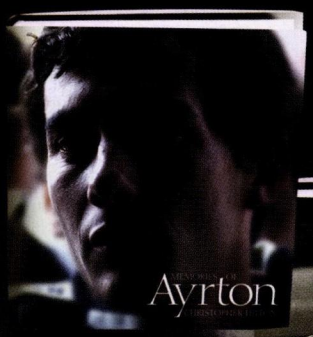




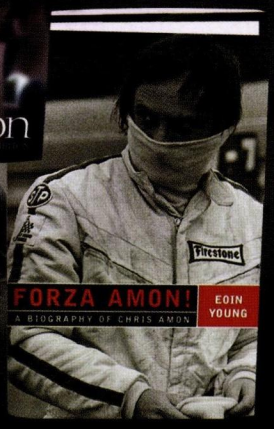
- MOT
- Sports Exhaust
  Valet service & paint & interior treatment
- Bodywork & alloy wheel refurbishment
- Trimming & connollising
- BOOKING NOW !!

62 Kimber Road, London SW18 4PP Tel: 0208 877 0157
www.joemacari.com
126-128 Wandsworth High Street, London SW18 4UP
Tel: 0208 870 9007

Racing Greats Remembered



Memories of Ayrton
Christopher Hilton
£19.99
Hardback
ISBN: 1 84425 005 9



Forza Amon!
A biography of Chris Amon
Eoin Young
£17.99
Hardback
ISBN: 1 84425 016 4

Available from all good bookshops
or ORDER DIRECT on Tel: 01963 442030

Haynes Publishing, Sparkford, Yeovil, Somerset BA22 7JJ
Tel: 01963 442030 Fax: 01963 440001
Email: sales@haynes.co.uk www.haynes.co.uk

ASHTON KEYNES VINTAGE RESTORATIONS LTD.

Tel: 0044 (0)1285 861288
Fax: 0044 (0)1285 860604
Email: kbowley@akvr.com
www.akvr.com

We undertake complete or part restoration of Veteran, Vintage and Classic cars. Over 30 years experience in coach-building, panel manufacture, electrical, painting, coach trimming, and mechanical work, all to the highest standards. Anything from a Bebe Peugeot to a Bugatti Royale, or even a Bucciali TAV12. Thorough research and years of experience. Past winners of numerous top awards.

Together with our associate company,

SOUTH CERNEY ENGINEERING LTD.

Tel: 0044 (0)1285 860295
Fax: 0044 (0)1285 860604
Email: southcerney.engineering@virgin.net

who undertake while metalling, line boring, cylinder head reconditioning, valve inserts for green petrol, crank-shaft grinding, cylinder boring and other ancillary specialist machining, we can complete restorations all under one roof at our premises in Ashton Keynes.

www.vintagecarrestorations.com

100634



Spice (8) leads Allam, eventual winner Lovett (19), Dougall (5) and Rouse (9) at the start of the Brands GP support race in 1982

The debut was to be at Mallory Park; Muir and Rouse turned up in Capris. It was cold and damp but there was a record crowd thanks to the presence of Stirling Moss at the wheel of an Audi 80 GLE. We qualified modestly, but our real problem was a major tyre shortage. Dunlop had arrived with seven slicks – for two cars! You didn't need to be Einstein... Highly irresponsible people in fast cars were sent to scour Fort Dunlop for at least one more. As it was, Jeff blew up leaving the line, and Rex survived chunking tyres and dodgy carburation.

The engine was a problem. Its twin SUs were not ideal, being very susceptible to float level variations. It was not until a rule change later in the year that we could drop on a four-barrel Carter and get good performance every time. Don Moore, in collaboration with our workshop, started doing the engines, but it wasn't long before Swindon Race Engines got involved. It was a problematic job: a V8 is not known to self-destruct in a minor way.

There was a change afoot in our tyre supplier as well. Dave Price persuaded us to try some Goodyear Formula One fronts on the car. It worked, and we used them from mid-season. Results were coming gradually: Rex took a second at Silverstone in April, and Jeff provided the first win in the British GP support race at Brands Hatch.

It was drizzling at the start, and Goodyear had no wets. But we had Michelin intermediates from the TR7 rally programme and fitted them to both cars. Sure enough, it rained even harder and Jeff led from Druids on the first lap to the flag. Winning the most prestigious race in the calendar was just what we needed. We were not so successful in the other racers, although top-five finishes were a regular occurrence. Rex and Jeff finished fourth and fifth overall in class at the end of the season.

But that was not quite the end of the story. Before he had secured the F1 world championship, I had persuaded Alan Jones to drive a Rover at the SMMT Trophy Race at Donington in October. It turned out to be a rerun of Brands Hatch. The rain was not so heavy but it did bring out the Michelin inters. The Rovers burst from the second and third rows to lead through Redgate. Alan and Jeff were never headed.



Patrick privateer car tested at MIRA windtunnel

We all knew that we had to get more out of the chassis for the following season, and it was Dave Price who got Tom Walkinshaw involved. Before you could say knife, Tom was not just driving the car and making some alterations, he was also actively seeking to run the cars. It would be nice to say that we had plenty of money in the budget. But we had just closed Special Tuning, devised cuts of 40 percent and made 17 people redundant. Our programme looked as if it would be cut to one car, and we ➳

could save more by getting TWR to do both the engines and the chassis.

The whole thing was further complicated by the tyre situation. With our two big victories in '80 having been scored on Michelin, the French firm was keen to support us for the whole season. Tom, however, had just set up DART to handle the Dunlop racing tyre franchise. He was keen to run a second car – on Dunlops – and was prepared to provide the funds to do it. It was the first time that I had found a 'buy one, get one free' deal being offered in motorsport. It was irresistible.



Using Dunlop slicks, the 3500 struggled in first year

Triplex was now gone and both cars fronted up with *Daily Express* and Esso. Peter Lovett, who had distinguished himself by finishing second in class at the last three races of 1980 with a TWR Mazda, was drafted in to drive the Dunlop-shod car. By mid-season, Peter was winning and, not long after we moved Jeff onto Dunlops, he started winning too. The final race of the season saw them finish 1-2, which is how they finished in the championship, Peter ahead of Jeff. Sadly, the points system that had given Longman past victories in the Mini denied them the overall title, but at least they had trounced the Capris.

The tyre question raised its head again in 1982. Our success brought a bid from Avon. Looking back, we should not have been tempted, but it was prepared to help us close the financial gap left after the costs of a single-car programme had been weighed against the funds from Sanyo and Esso. In the event, TWR came with its two for the price of one offer again, but this time with a paying driver, Frank Sytner.

Everything went well from the start. Jeff won the opening round at Silverstone with Avon slicks on a drying track and, to everyone's surprise, the second round at Mallory, too. Then things started to go backwards. As the weather improved, we could not get the Avon crossplies to perform.

And Frank was not happy. His experience with single-seaters had not prepared him for the less-than-delicate feel of a 1200kg saloon car. By the fourth race at Thruxton, Tom took the car out in practice himself to show that it could do the times, but in the race Frank withdrew before the end saying that it was undriveable. Lovett came back for the rest of the season and Dunlops went under both cars. Both drivers found their winning streak and Jeff finished the year with four poles, four outright wins and fourth overall in the points, winning his class ahead of all the Capris.

For 1983, the regulations would change completely and Group A would take over. Already in '82 TWR was developing the Rover Vitesse to replace the 3500 for the new category, but sadly some seeds sown then would sour its future success. Still, in those three seasons the 3500, however unlikely it looked at the start, had laid the foundations for another five years of Rover tin-top success. M



At the '82 season finale Lovett got in among the Capris to win the race; Allam took the class title



TARGA FLORIO

The Targa Florio was one of the greatest road races in motor racing history – pitching the sport's leading stars and iconic marques against each other on Sicily's open roads. The 2004 MOTORSPORT calendar reflects the atmosphere and challenges of the event in 13 stunning images, selected from the amazing LAT Archive, whose nine million images date from the earliest days of the sport. Printed on art paper, the superb 594x420mm photographs are ideal for framing. The print run is strictly limited so do not miss out.

CREDIT CARD HOTLINE 08456 777819
OR FAX 08456 775555

(All major credit cards accepted) First come, first served.

ORDER FORM

Please send me _____ calendars at £23.50 each (inc.UK p&p) Air mail £30.00

Mr/Mrs/Ms _____ Initials _____ Surname _____

Address _____

_____ Postcode _____ Daytime Tel No. _____

PAYMENT METHOD (Please choose one option)

☐ 1. I enclose a cheque/postal order for £_____ payable to **Haymarket Publishing Ltd.**

☐ 2. Please debit my credit card £ _____

☐Visa ☐Mastercard ☐Amex ☐Switch ☐Diners ☐Connect ☐Delta

Card No. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Valid from ☐☐☐☐ **Expiry date** ☐☐☐☐ **Issue No. (Switch only)** ☐☐

Signature _____ **Date** _____

☐ Please tick here if you do not wish to receive information from carefully selected companies

Send this coupon (a photocopy is acceptable) with your details to:
Motor Sport
P O Box 568
Haywards Heath
RH16 3XQ
UK
Calendars Despatched beginning of December. **MOT04**

READER OFFER

Hilton

MOTORSPORT

STAY IN STYLE AT A HILTON HOTEL WHEN YOU VISIT THE INTERNATIONAL CLASSIC MOTOR SHOW AT THE NEC.

MOTORSPORT READERS CAN ALSO WIN THE WEEKEND STAY FOR FREE*

7TH-9TH NOVEMBER 2003

STAY AT THE HILTON BIRMINGHAM METROPOLE AND ENJOY DINNER WITH STIRLING MOSS:

Choose from a one night package on Friday or Saturday or two nights staying Friday and Saturday. The Saturday evening and two night packages both feature an exclusive private dinner with Sir Stirling Moss and TV presenter Jerry Thurston. After a private dinner with wine, you will get the opportunity to ask the experts any questions you may have.

The Hilton Birmingham Metropole is based at the NEC and is a 5 minute walk from the halls. The hotel has extensive parking and a LivingWell Health Club with swimming pool, sauna, spa and steam room plus beauty facilities.



Type of package	What is included	Price per person
One night		
Friday only	Friday bed & breakfast plus show ticket the following day	£62
Saturday only	Saturday bed & breakfast plus private celebrity dinner and show ticket for the following day	£84
Two nights		
Friday & Saturday	Friday & Saturday bed & breakfast plus private celebrity dinner on Sat and 2 day show ticket	£140

Alternatively Choose From Three Nearby Hilton Hotels: You can stay at the nearby Hilton Bromsgrove (M42, J1/M5, J4), Hilton Coventry (M6, J2) or Hilton Warwick (M40, J15). Each hotel has extensive parking, excellent restaurants and free exercise facilities with an indoor heated swimming pool and sauna. Each package includes breakfast and show ticket for the following day.

Your Hotel Choice	One Night Package (Fri or Sat)	Weekend Package (Fri & Sat)
Hilton Bromsgrove, Hilton Coventry and Hilton Warwick	£48 each	£90 each
With Restaurant Dinner	£63 each	£120 each

TALES FROM THE TRACKS

Join motorsport legend, Sir Stirling Moss, plus TV Presenter, Jerry Thurston, for a private dinner with wine and an evening of chat. Saturday 8th November at the Hilton Birmingham Metropole.

CALL HILTON SPECIAL EVENTS ON 08705 201 201

(LINES OPEN 8AM-10.30PM ON WEEKDAYS, 9AM-9PM AT THE WEEKEND)

To enter the prize draw to win your weekend stay for free, you must quote "Motorsport" when booking.
The draw will be made 10 days before the event and the winner will be notified by post.

IMPORTANT: Prices are based on two people sharing a twin/double. There is a single occupancy supplement of £15 each night. A deposit of £60 each room will be required at time of booking. Your deposit is refundable unless you cancel your booking 14 days or less before your departure. All bookings are subject to availability. Special Events insurance is available and travel arrangements can be made for you. This weekend is organised by Hilton International (UK) Limited (Hilton).



All the pre-races hopes are still high for the Vel's Parnelli team, posing with the Eagle at Indy

both: IMS



SUDDEN WAIT LOSS

HE WON IT FOUR TIMES, BUT HE HAS EVEN MORE NEAR MISSES TO CHOOSE FROM. 'BIG AL' TELLS ADAM COOPER ABOUT THE ONE THAT HURT THE MOST

"ANY MOTOR RACE IS IMPORTANT TO YOU, BUT THE MOST important is Indy. You can go anywhere in the world and say, 'I raced at Phoenix last week,' and they'll just look at you and say, 'So?' It's the same for Milwaukee, Cleveland, Portland, etc. But if you say 'Indianapolis', they'll say, 'Really, did you win it?' That shows the importance of the place. It pays the most money and it gives the most prestige. When you walk away from there a winner, you know you've done something.

"I was fortunate to win it four times, but there are other years which I look back on and say, 'If only…' One was when I was in Jim Hall's Chaparral in 1979. I was way ahead when the car broke. We went into the race knowing that we might have a problem with a certain item. And we did. If only we'd fixed it. But that new car, designed by John Barnard, was just unbelievably good.

"In 1972, I should have won the race, but I had a bad race car.

"I could keep naming the years, but the one I regret most is 1973, when I was ahead of Gordon Johncock – who eventually won – when my car failed. That year I was driving an Eagle for the Vel's Parnelli team. The cars created a lot of horsepower – probably around 1300bhp – because of the way the rules were, and they went very fast. But today, if they had that kind of horsepower, they'd be running over 250mph round there – and that's too fast.

"The meeting started badly when Art Pollard was killed in a crash in practice. Today, we know how unsafe those cars were, but at the time we didn't, so it's unfair to look back on it like that. We just thought they were safer than what we'd had before. For instance, when my brother Jerry was killed in 1959, they didn't even have fuel bladders – they were really unsafe.

"The race was on Monday because it had been delayed by rain, but when it finally got under way there was a big crash at the start; I was one of the lucky ones that scraped through all that. The race was stopped. And then it rained again, so we had to try again on Tuesday… It rained then, too! We eventually got going on Wednesday.

"A delay like that is terrible for a driver, but it's the same for everybody. You've got to refocus, sit down and figure out what you've done wrong with the car, or what you should change to make sure you keep up with the track changes. When it rains like that it's going to change the track a lot. It's a puzzle: some guys are lucky enough to get it right, some aren't.

"I passed 'Swede' Savage for the lead on lap 54, but just after that he crashed and the race was stopped.

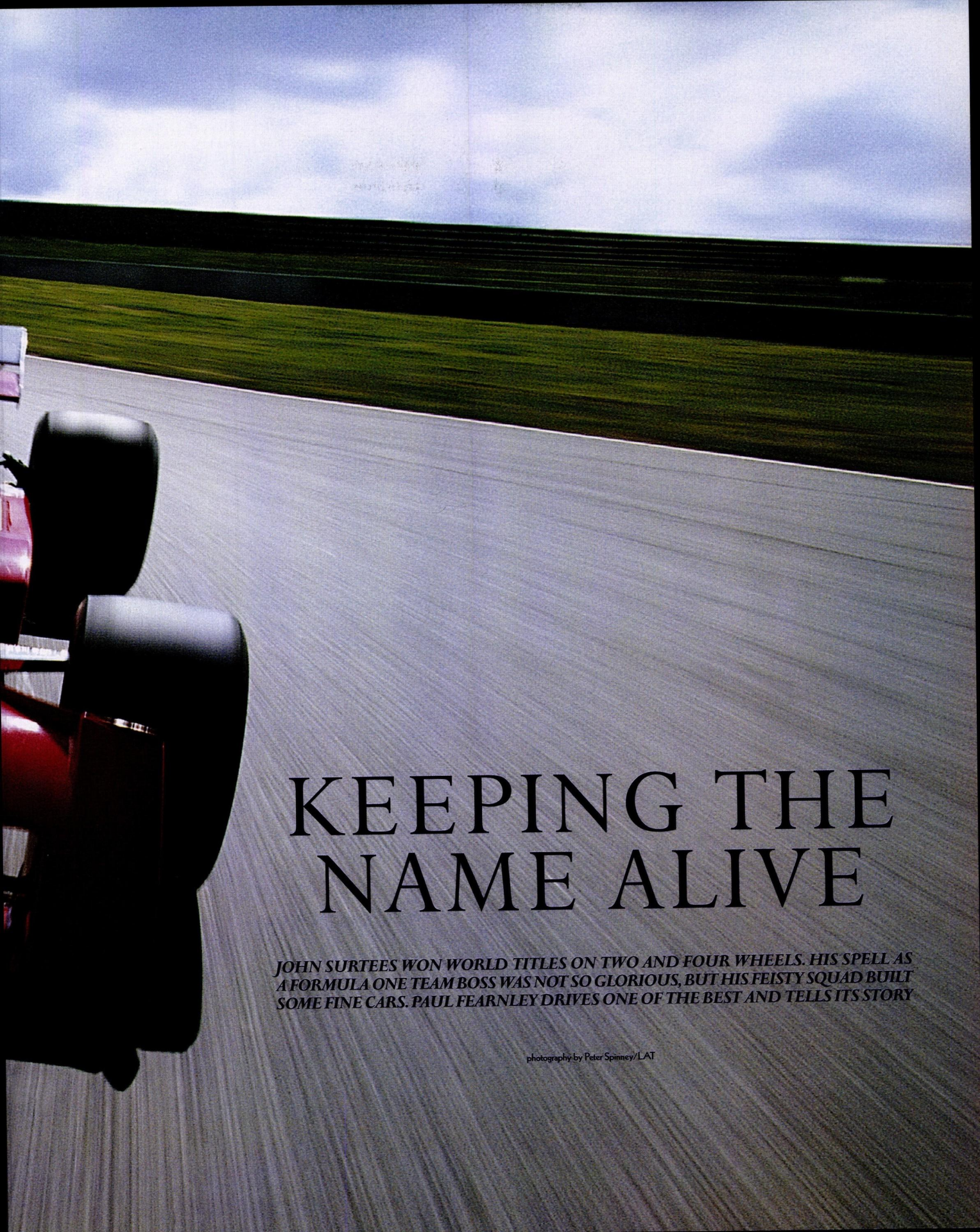
"I stayed in the lead when we restarted, and we had everything going our way, we really did. But then the motor dropped a valve and blew up.

"Such things have happened to all of us, but it's a very empty feeling, regardless. Mario Andretti had very bad luck at Indy. I don't think he was hard on the car, it's just that his luck just never worked at that place – and we'll never know why. Lloyd Ruby and Jim McElreath led the race, too, but they never won it because something funny always happened.

"You have to finish. There are always many drivers and teams who can say, 'We should have…' But the bottom line is that they didn't. It should have been three wins in four years for me, but after 1973 I didn't do well there again until '78. Indianapolis is a place that you go to with high hopes of winning. And if you don't win, you leave there very disgruntled. It doesn't matter if there were rain delays or whatever – those are the kind of days you don't want to remember.

"Savage died a few weeks later. He and Pollard were both good friends of mine. When you lose somebody like that you hang your head in sorrow. But you don't cry every day; it's a feeling that you hide within yourself as you go down the familiar road of 'It's never going to happen again'. You do that because if you thought it *was* going to happen again, you would not perform like you should."


14
SURTEES



KEEPING THE NAME ALIVE

JOHN SURTEES WON WORLD TITLES ON TWO AND FOUR WHEELS. HIS SPELL AS A FORMULA ONE TEAM BOSS WAS NOT SO GLORIOUS, BUT HIS FEISTY SQUAD BUILT SOME FINE CARS. PAUL FEARNLEY DRIVES ONE OF THE BEST AND TELLS ITS STORY

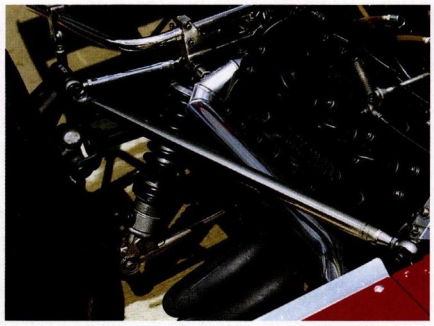
photography by Peter Spinney/LAT

JOHN SURTEES WAS ALWAYS DESTINED TO BECOME A constructor. At least that's how it appeared from the outside. For he absolutely knew his own mind – how a team ought to be run, how a car should be – and would stick to his guns even if it meant irking influential people. For instance, he turned his back on Lotus before the 1961 season because he felt that Colin Chapman wasn't being honest with him. He then convinced Lola's Eric Broadley to build *and* badge – a rare occurrence for this prolific yet low-key designer – a Formula One car for '62.

By 1963, he felt ready to join Ferrari; he pulled a lethargic team up by its bootstraps and secured a surprise F1 title the following season. Yet he left the Scuderia just as he appeared ready to really cash in; he had tired of its incessant internal politics. However, not long before this, *the* shock move of '66, he'd persuaded Enzo, not a man renowned for concessions, to let him to set up Team Surtees in order that he could run another manufacturer's cars. The Old Man knew a kindred spirit when he saw one.

Then came Honda, and the Japanese way of doing things, in 1967. Surtees boldly concluded that its car wasn't up to it and that *he* should build one for its singing V12. Thus the 'Hondola' emerged from his Slough workshop and won thrillingly at Monza. But Honda had come to learn as much as to win, and its mechanics and engineers were shuffled with unsettling alacrity before the programme was shelved at the end of '68.

And so to 1969 – the worst year of his career: BRM in F1 and Chaparral in Can-Am, campaigns of which neither of these famous teams can be proud. Surtees became sick with worry – literally, he finished the season with viral pneumonia! – about the opportunities that were slipping by. Yet it was only now, after all of the above, that his famous name appeared on the nose of an F1 car – and even then, he insists that it came about completely by accident.



Rear uses a single radius rod for fore/aft location

"I was in America doing the 1968 Can-Am series when I was introduced to James Garner [the actor]," Surtees explains. "He was keen to boost his image via motor racing – I think he felt a poor relation to Steve McQueen – and he told me that he wanted to contest the Formula A [5000] series in America. But he didn't just want to buy a car, he approached me about building a car."

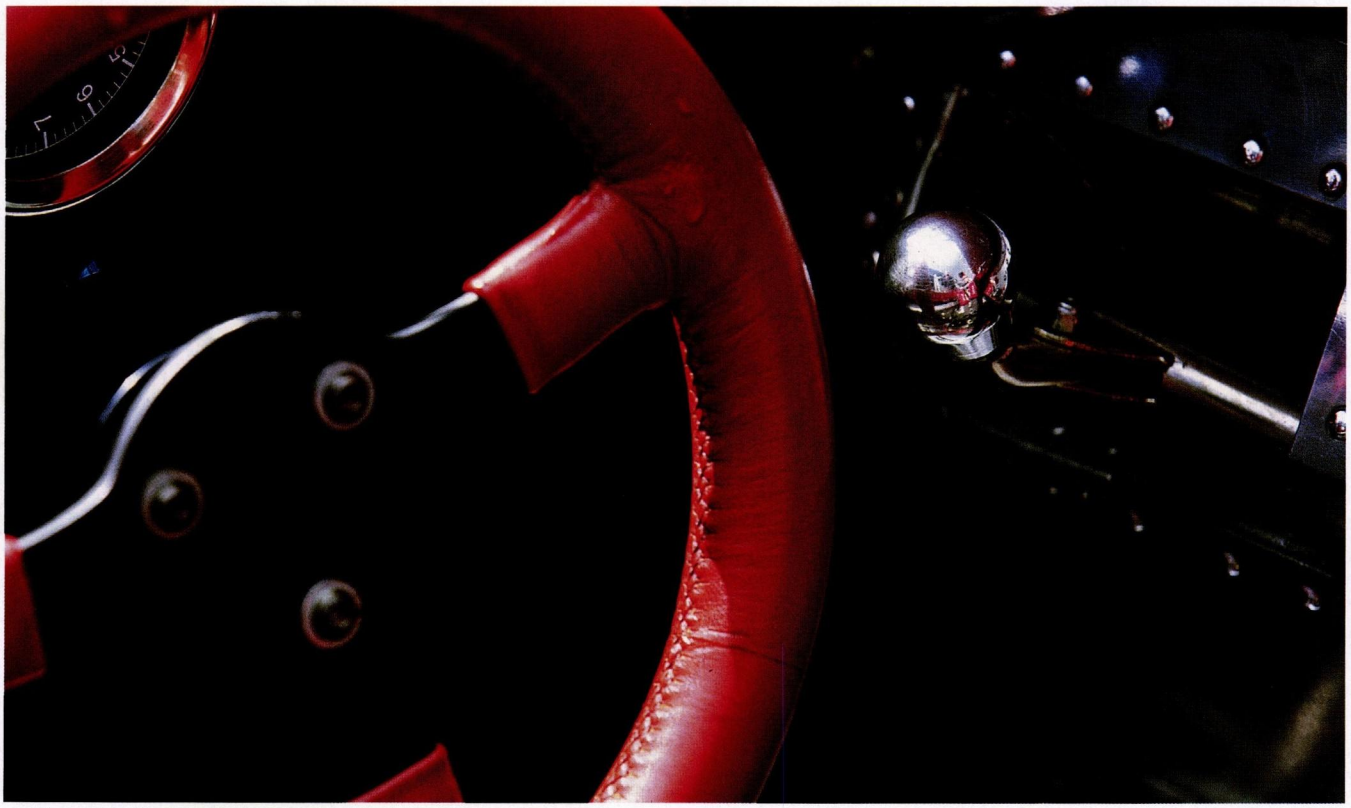
Surtees knew that Len Terry – the fastest pencil in the west – had a suitable design on the go; there is some debate, however, as to which one. It's often stated that Surtees took over the Leda project; but according to Terry, Leda came later and the half-built car which morphed into the 1969 Surtees TS5 was originally commissioned by Roger Nathan, whose money had run out. (What's more, Terry lays claim to the T in the original TS.) The bottom line, however, was that Surtees wasn't impressed with the car when he first tested it.

"The original idea was for me to act as an agent, to develop the car and then hand the project over to Garner – for a commission." he says. "But the cars would have my name on them so I wanted them to be right; I put in more work than anticipated.

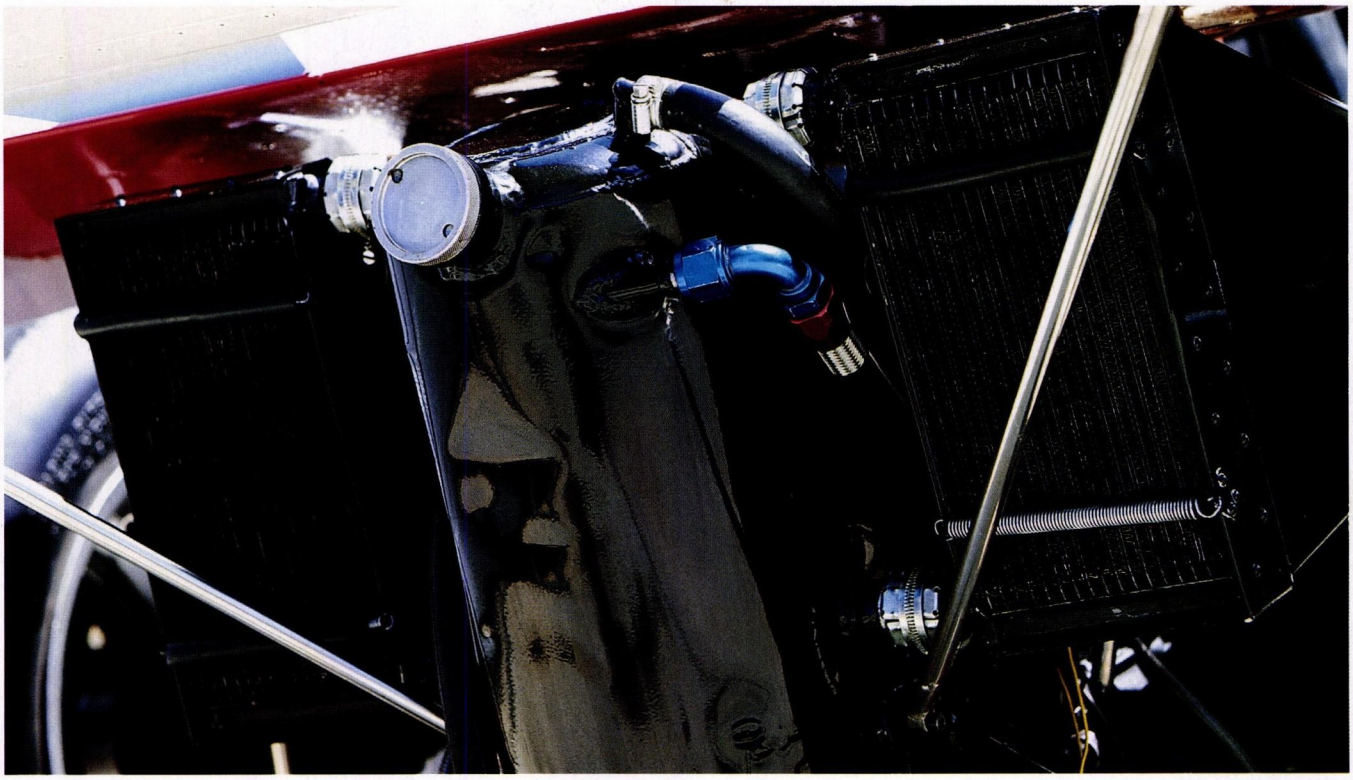
"Len did some modifications and we decided to run in the [inaugural] UK F5000 series, too. Things went pretty well for us, but the Americans were unhappy and so I sent David Hobbs over to sort things out. The truth of the matter is that their money had been spent; I wasn't going to get paid and so I took over the project."

Surtees was now, at last, on the constructor "roller coaster". He moved his operation from Slough to Edenbridge in Kent – and determined to take his F1 matters into his own hands.

The TS7 that appeared at the 1970 British Grand Prix was neat, simple and distinctive with its delta nose on a narrow, sharp-edged body. It did well, too, Surtees rising to as high as seventh (from 20th on the grid) before its oil pressure sagged. He was the 'man on the move' in Holland and Austria, too, ➳



Snick-snick-snick five-speed Hewland FG400 proved a gem. Whole car simple and neatly thought-out – but team's lack of resources cost TS9B its reliability



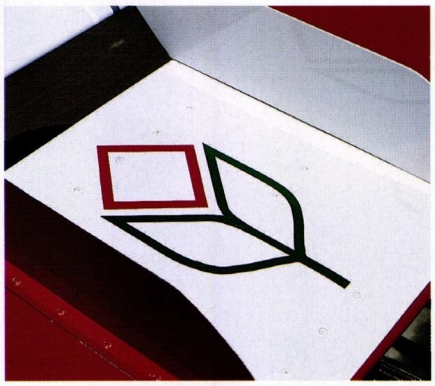
Oil tank and radiators were hung right out back to increase rearward weight bias. Despite this – and massive slicks – lack of traction was a regular complaint

TECHNICAL SPEC

ENGINE
Type: Ford-Cosworth DFV, 90-degree V8, DOHC, four-valve heads **Capacity:** 2998cc **Bore x stroke:** 81x85.6mm **Max power:** 475bhp @ 10,500rpm
Fuel injection: Lucas, mechanical **Ignition:** Lucas
DRIVETRAIN
Gearbox: Hewland FG400 **Clutch:** Borg & Beck
CHASSIS
Type: aluminium monocoque **Wheelbase:** 2540mm **Track (f/r):** 1676/1676mm **Weight:** 573kg
Suspension (f): double-wishbone, inboard coil spring/hydraulic damper, adjustable anti-roll bar
Suspension (r): lower wishbone, top link, outboard coil spring/hydraulic damper, adjustable anti-roll bar
RUNNING GEAR
Dampers: Koni **Steering:** rack and pinion
Brakes: AP, outboard (f), inboard (r), vented 10.5in discs, four-piston calipers
Wheels (f/r): 13x10in/15x15in **Tyres (f/r):** Firestone, 10x20x13in/15x26x15in

TRACK RECORD

TS9B-006 WAS RACED 13 TIMES BY TIM SCHENKEN IN 1972 (best result: fifth, Argentinian GP) and once by: John Surtees (third, International Trophy, Silverstone), Sam Posey (12th, American GP, Watkins Glen) and Carlos Pace (second, Victory Race, Brands Hatch). Also driven once in 1973 by James Hunt (third, Race of Champions).







MIRA wind-tunnel work affected car's shape – as did a lack of cash. Sidepods were narrower than rivals'



THE WORLD'S BIGGEST MOTORSPORT SHOW

- F1 Racing Grid
- Live Action Arena
- Top Class Drivers
- World Rally Feature
- NEW Enlarged Karting Track
- NEW Supercar Paddock
- NEW Historic Motorsport Area
- More top features to be announced..

AUTOSPORT International
INCORPORATING THE RACING CAR SHOW
January 8-11th 2004
NEC BIRMINGHAM

TICKET HOTLINE: 0870 902 0444
www.autosport-international.com

Ticket Price: £24*

*Price includes show entrance and live action arena.
Entrance only price £14. New Concessions Price £7 especially for kids (excludes Live Action Arena £10)
Trade days 8-9 January 2004. Register via website

Organised by
HAYMARKET EXHIBITIONS LIMITED

aeo CODE: MOT



Airbox held on by spring clips; had one of these not broken, Hailwood might have won 1972 Italian GP; front springs inboard, but moved outboard on TS14

before two more engine failures forced him out.

And then he won the non-championship Oulton Park Gold Cup, prevailing with some comfort in the first 20-lap heat, and finishing runner-up in the second to pip on aggregate the Lotus 72 of Jochen Rindt. The team's first championship points came one month later (fifth at Mont Tremblant). Two weeks later still, Derek Bell, in the second TS7, scored the only F1 point of his career (sixth at Watkins Glen). It had been an impressive beginning, but eponymity had its frustrations, too.

"The budget was meagre [£23,000] and we had to come up with a design that suited our pockets," explains Surtees. "TS7's shape was dictated by the funds and facilities available to us. I actually used some of my motorcycle contacts: its bulkheads are made of Reynolds 531 tubing."

Circumstances dictated that the TS9 of 1971 be a derivative: longer wheelbase, wider track and lower CoG. And it, too, was quick out of the blocks. New recruit Rolf Stommelen lost a probable victory in the non-championship Argentinian GP because of a moment of madness early in its second heat, while a seized gearbox cost Surtees a strong finish at Kyalami – he was second, ahead of the Ferrari of eventual winner Mario Andretti, when the unit began to stiffen. But thereafter fortunes slumped – barring a second Gold Cup victory for Surtees. That changed with the arrival of Mike Hailwood.

'The Bike' had made a faltering start to his car career, but he clicked with his fellow motorcycle legend and, after strong performances in the TS8 F5000 machine, was called into the F1 squad for Monza. He played a key role in that amazing race, crossing the stripe in the lead on five occasions and finishing fourth – 0.18sec behind Peter Gethin's BRM. Plans for Surtees to give his new side-rad TS9B its debut had been put on hold because of overheating worries, but John was delighted for Mike. He knew, though, that a tough decision was looming: to continue to race or to concentrate on running the team.

Australian Tim Schenken was signed to partner Hailwood in F1 in 1972, but John raced the F2 TS10 – in which he scored two wins and Hailwood took the European title. He also contested two F1 races – the International Trophy at Silverstone (third) and the Italian GP – and did much of the F1 testing.

Schenken: "There were days when I would be called to Goodwood for a test and I'd arrive at 9am – and wait there all day while John drove round. Then, with about 20mins to go, he'd ask me to get in and see what I thought. The seat, pedals and wheel were all set up for him... It was a difficult situation."

Surtees: "Quite frankly, we couldn't do a lot of testing because we couldn't afford to put big mileages on our engines. If a new part had to be assessed, I would normally do it. I don't think that detracted from the team; from Mike Hailwood's point of view, it's what he wanted."

'It was nice to drive; it reminded me of the Brabham I'd driven in 1971. But it had the same problem as the Brabham: it couldn't quite get its power down onto the road'

There was logic to it – Surtees' superb driving and chassis-sorting abilities came free to a financially stretched team – but it perhaps wasn't the best example of motivational skills. Nor was Schenken's racing of a Motul Rondel-run F2 Brabham in direct competition to the Matchbox-backed Surtees squad!

Schenken: "We were very different characters. I don't want to take anything away from John – he was a fantastic driver. He didn't have much budget to play with and he was doing all he could to make his team succeed."

Schenken drove chassis 006 – the car you see here – for the bulk of the season. It was the newest of the team's three chassis – pay driver Andrea de Adamich had been added to its roster. It was also the car in which James Hunt would finish third on his F1 debut, the 1973 Race of Champions.

"It was nice to drive; it reminded me of the Brabham I had driven in 1971," says Schenken. "But it had the same problem as the Brabham: it just couldn't quite get its power down onto the road."

He's right, it certainly feels beautifully balanced, stiffer than the Lotus 72 I tested last year. And, after a spate of recent ham-fisted struggles, my right hand finally alights upon a gearbox that at least makes me feel like a racing driver. Its lever flies around the gate; the faster your wrist can flick it, the happier this Hewland FG400 is. Such snappy cog selection ➳

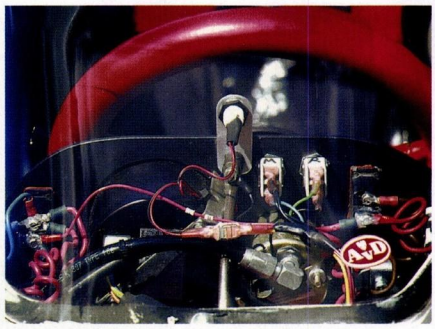
frees up a typically willing and punchy DFV and, for what it's worth, I push it harder than any previous F1 car I've dropped my desk-driving backside into. I even break my own golden rule: come in on the lap you think, 'Just one more lap.' Twice.

Schenken finished fifth in the season-opener at Buenos Aires, despite the gear lever coming off in his hand – he threw it at his pitcrew! Then Hailwood set Kyalami alight. From the second row of the grid, he disposed of Denny Hulme (McLaren M19A) and Emerson Fittipaldi (Lotus 72), setting the race's fastest lap in the process and rushing up to the gearbox of Jackie Stewart's Tyrrell. Mike had the champion all tucked up – it was only a matter of time. And then a bolt on his TS9B's rear suspension snapped.

Silly little things hit the team hard: an overheated engine caused by a failing pressure cap cost Mike victory in the subsequent International Trophy, and had he not lost his airbox because of a broken spring clip, he might have won the Italian GP instead of finishing second.

"One of the problems we had was that we had a big turnover of mechanics," says Surtees. "We had some very good people, real stalwarts who stayed with me right to the end, but a lot of guys learned their trade with us and were then lured away by teams who could pay them a better wage. Outsiders tended not to realise the sort of compromises we were having to make in order to stay alive."

Between them Hailwood (13), de Adamich (3) and Schenken (2) rustled up 18 points, making a two-year total of 26 for the TS9 family – both marks upon which Surtees would fail to improve.



Bet you could pick up Radio Luxembourg with this!

With Brazil's Carlos Pace replacing Schenken for 1973, Surtees had what he believed to be his best-ever driver line-up – and, in the shape of TS14, his best car. His team, however, was stymied by outside influences.

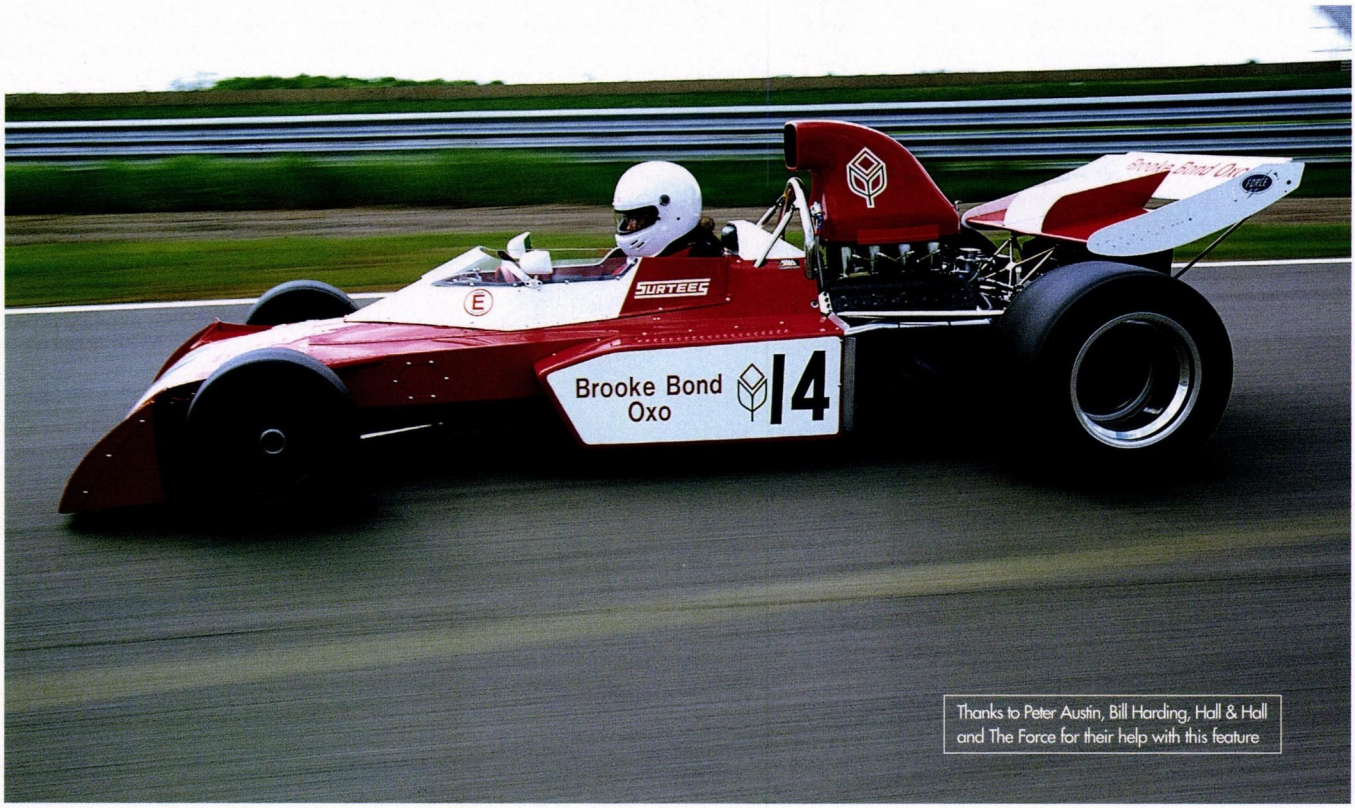
The new car was ready too soon (!), Surtees running it at Monza in 1972, his last GP start. It conformed to the new-for-73 side-impact regs, but by the time the season came around, argument had shaved a little off the rules, leaving the Surtees a bit overweight. Not only that, but Firestone had withdrawn at the end of '72– and then un-withdrawn one month later; it was in a bit of a pickle. Lotus switched to Goodyears, and was still dialling into them as TS14 set the pace at the big Kyalami test in January – on last year's Firestone. Come the races, though, grip was suddenly very scarce. Ironically, Firestone had plumped for the tyre that had better suited the black-and-gold 72s; TS14 tended to burn through them, especially the fronts.

And if the tyres didn't get them, Jody Scheckter did, the impulsive young South African wiping out all three Surtees in Silverstone's 'motorway pile-up'. Pace impressed, setting fastest laps in Germany and Austria while finishing third and fourth, but it was in the main another year put down to experience.

The Silverstone wreckage had forced Surtees deeper into the red. Thank God, then, for the (just) six-figure sponsorship from Bang & Olufsen for 1974-75. John at last felt able to plan ahead, and he had a new factory built in Edenbridge. He would never move into it. He'd irked somebody influential, telling a paymaster that his wannabe racing driver son wasn't quite the ticket. The money went elsewhere in '75 at the last minute, and a two-year court case ensued. This drained vital time and energy in return for only 'costs'. The team survived until '78, but it never recovered from this financial hammer blow. It's still a painful topic for Surtees...

"I'm my own worst critic, and I look back and see things that I didn't get right. Yes, we weren't far off and at times we competed with the best, but when compared with my career as a driver, my team was a disappointment. That was not entirely our fault, there were factors beyond our control, but I set high standards and we didn't achieve them."

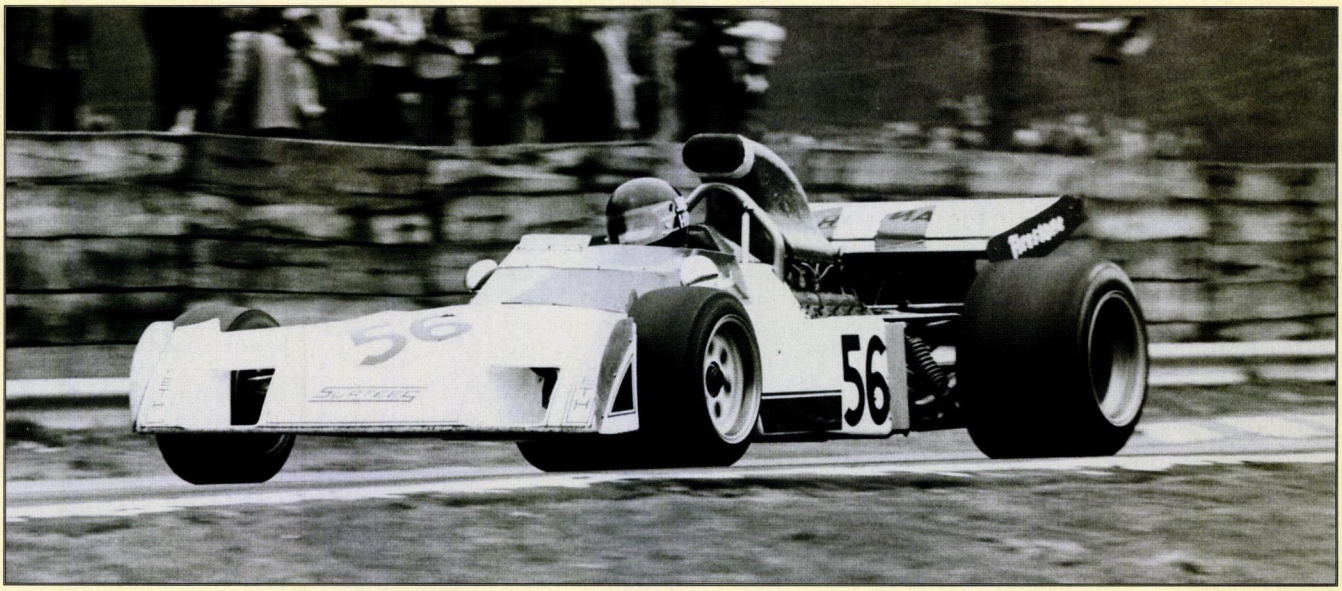
Hard but fair. Like the man himself. M



Thanks to Peter Austin, Bill Harding, Hall & Hall and The Force for their help with this feature

Cars appeared in red and blue colour schemes during 1972. Chassis 006 felt fantastic in amateur hands, but didn't quite cut it within professional ranks of F1

HALL & HALL





1972 Surtees TS9B Chassis no; 006

Completely rebuilt by Hall & Hall and the subject of a track test in this issue of Motor Sport.

Extensive race history with Tim Schenken, James Hunt, Sam Posey etc.

A competitive car, ready to race at Monaco or in *FORCE* events etc.

Offered for sale, either without engine or with a choice of DFVs.

We also have a selection of Pre and Post-War competition cars and spares available for sale.

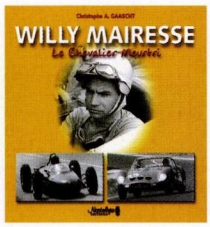
Tel: Bill Harding
01932 247907, Fax 01932 223082
Mobile: 07973 338752
E-mail: billy@info.com

Tel: Rick Hall
01529 497366, Fax: 01529 497259
E-mail: cars@hall-hall.u-net.com

BOOK REVIEWS

WILLY MAIRESSE – LE CHEVALIER MEURTRI

BY CHRISTOPHE A GAASCHT
ISBN 2-930277-09-2
Published by Nostalgia Editions, £26 approx.



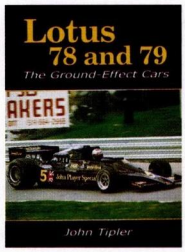
WILLY MAIRESSE WAS AN enigma, both on and off the track. Blessed with indefatigable enthusiasm and deep self-belief, the Belgian all-rounder was often described as too brave for his own good. A racing cv punctuated by numerous accidents bears testament to that.

This well-researched and illustrated work – written in French but with an English translation – charts Mairesse's rise and fall, from his humble beginnings in local rallies in a WWII Jeep through to the Ferrari F1 and sports-car successes towards the end of his career.

A complex character like Mairesse deserves this tribute – it's a fascinating book that ends, naturally, with his suicide in 1969. Surely an ironic twist to a tale about a driver so brave and determined. **HH-F**

LOTUS 78 AND 79 – THE GROUND-EFFECT CARS

BY JOHN TIPLER
ISBN 1-86126-586-7
Published by The Crowood Press, £19.95



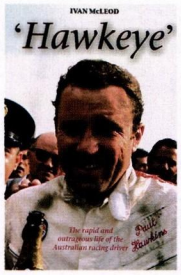
WITH SEVERAL ORIGINAL technical drawings and detail photography, the latest work by John Tipler – a renowned Lotus expert – explores the history of arguably the sport's most ground-breaking family of racing cars.

Inspired by the innovation and creative genius of Colin Chapman, Lotuses 78 and 79 broke the mould in Formula One and racing car design.

As a former John Player Special Motorsport press officer, Tipler has used his knowledge, enthusiasm and contacts to tell a warts-and-all story, giving the reader a behind-the-scenes insight of a golden era of Formula One. With anecdotes from the engineers, designers, drivers and mechanics, this book is an essential addition to the library of any Lotus and/or F1 fan. **HH-F**

'HAWKEYE' – A BIOGRAPHY OF PAUL HAWKINS

BY IVAN MCLEOD
ISBN 1-899870-67-9
Published by Motor Racing Publications, £15.99



LITTLE-KNOWN AUSTRALIAN Paul Hawkins enjoyed a very colourful lifestyle and racing career.

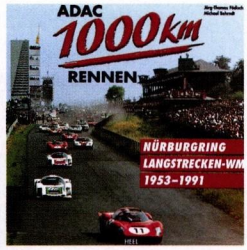
This long overdue biog of the man known affectionately in motorsport circles as 'Hawkeye' pays tribute to a much underrated driver – in 1967, he drove for all three of the major factory sportscar teams: Ford, Ferrari and Porsche.

He was also an all-round good bloke. With off-track antics to match his abilities behind the wheel of a racing car, Hawkins' endearing personality comes to light in this amusing and often entertaining tale.

His untimely death at the wheel of his beloved Lola T70 during the 1969 Tourist Trophy at Oulton Park robbed Australia and the international stage of a talented, energetic and outspoken character – and I mean outspoken – who, as those quoted in the book remind us, is missed by all who counted him as a friend… or a rival. **HH-F**

ADAC 1000KM RENNEN, 1953-1991

BY JÖRG-THOMAS FÖDISCH & MICHAEL BEHRNDT
ISBN 3-89880-240-X
Published by Heel Verlag GmbH, £27.95



THE 1000KM RACE AT the fearsome 14-mile Nürburgring was one of sportscar racing's blue riband events – a marathon battle of nerves, wits, bravery and speed played out over some of the most treacherous Tarmac the sport has known.

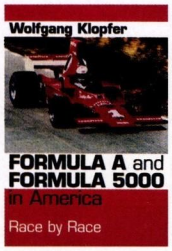
The creation of any book dedicated to nearly 40 years of such a great event is a mammoth undertaking and this German language tome appears to have been just that.

With a year-by-year analysis of each event, archive photography and results, it paints a colourful picture of the battles won – and lost – around this great German circuit.

The only let downs to what is an important reference work are the lack of English translation and questionable artistic layout. It's not always clear where you are, thanks to the liberal use of coloured text boxes. **HH-F**

FORMULA A AND FORMULA 5000 IN AMERICA

BY WOLFGANG KLOPFER
ISBN 3-8330-0842-3
Available from Motorbooks, London, £32



AMERICAN FORMULA 5000 married home-built specialist chassis with 5-litre Chevrolet V8 grunt to provide spectacular-looking and -sounding cars. Despite hard and fast racing, and a field of serious teams with talented drivers, the series didn't live up to expectations in North America.

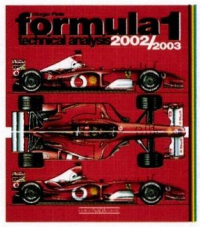
Not unlike Wolfgang Klopfer's book, in truth. Undoubtedly a very useful reference tool with the results of every race from the 1968-76 era, it falls short of telling the full story, although it does not pretend to be the definitive series history.

With a few soft-focus photographs at the back as a seeming afterthought and a high cover price, there isn't enough bang for your buck. Quite unlike the exciting series to which it relates, in fact.

For availability, contact the author at *turn6@hotmail.com* **HH-F**

FORMULA 1 TECHNICAL ANALYSIS 2002/2003

BY GIORGIO PIOLA
ISBN 88-7911-304-6
Published by Giorgio Nada Editore, £20



LOOKING AT RACING CARS through Giorgio Piola's eyes makes you feel woefully inadequate – from an artistic point of view, at least. This latest book from the Italian freehand genius breaks down the barriers that lie between ardent anorak and/or technophobe and the F1 pit garages, so accurate are Piola's visual representations of all the (almost) current machines.

To look at the cutaway drawings of even the most inaccessible areas of a modern grand prix car is to feel as though you are actually there.

Each of the 10 teams is treated in exhaustive detail, with every minute change illustrated.

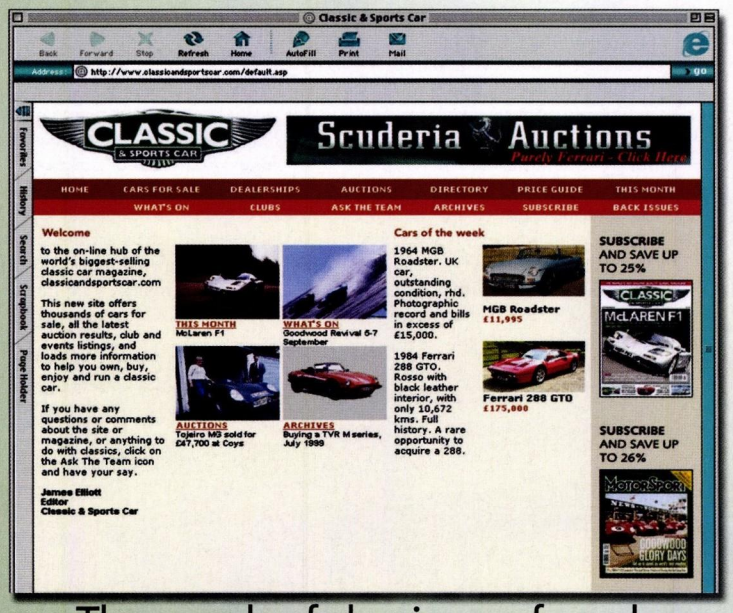
The chances of you 'undressing' a Formula One car are extremely slim, but Piola's craft and conscientiousness does the job for you. **HH-F**

CLASSIC & SPORTS CAR

THE WORLD'S BIGGEST-SELLING CLASSIC CAR MAGAZINE

has launched a new website

www.classicandsportscar.com





- Thousands of classic cars for sale
- All the latest auction results
- Up-to-date club and events listings
- Help and advice on owning, buying and enjoying classic cars
- Special subscription offers



A conflict of philosophies

THE 3-LITRE TWIN-OHC SUPER SPORTS Sunbeam was among the most interesting of vintage cars, distinguished by its racing-type engine when not many others were so endowed.

News that Louis Coatalen of the Sunbeam Motor Car Company in Wolverhampton had this new car in mind began to circulate early in 1924, but production did not commence until '25. Its six-cylinder engine had twin overhead camshafts operating two inclined valves per cylinder via sliding fingers for tappet adjustment. Its crankshaft had a vibration damper and ran in seven bearings, as did each gear-driven camshaft. The dimensions of this very advanced engine were 75x110mm (2920cc). Pump lubrication returned the oil to a 4.5-gallon dry-sump tank.

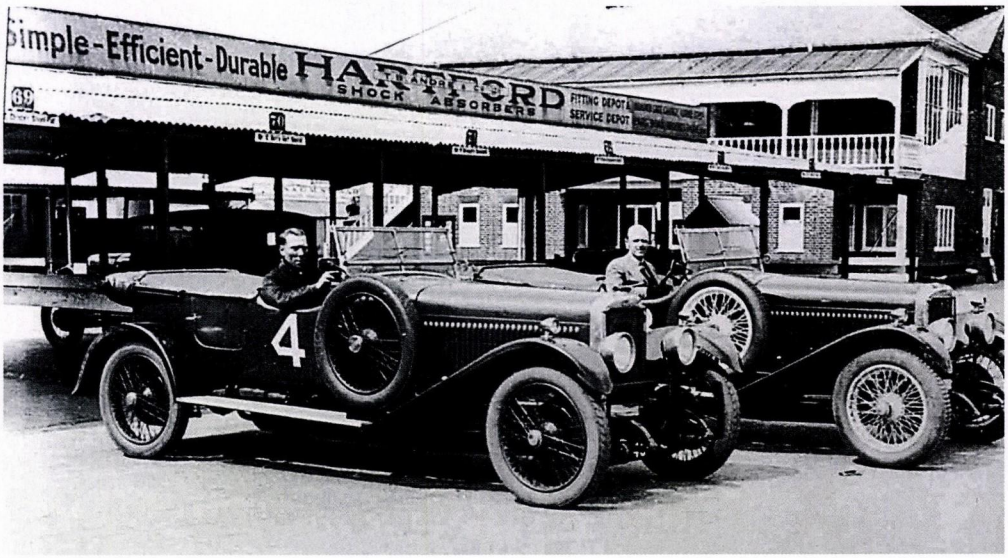
The engine was in unit with a single-plate clutch and gearbox, driving 820x120 tyres, soon changed to 4.25x21. The chassis was virtually that of a 1924 Sunbeam, with cantilever back springs and a somewhat non-sporting wheelbase of 10ft 10.5in, compared to 9ft 9.5in of a Speed Model Bentley. This super sports Sunbeam weighed 27cwt and was geared to give 90mph at 4000rpm. The chassis price was £950 and the four-seater cost £1125. An 80mph Weymann saloon was priced at £1250. With its long bonnet and body and cycle-type front mudguards it was an impressive sight.

Even before news broke of the new Sunbeam a vitriolic correspondence started in *The Autocar* between W O Bentley and Coatalen, unique as both held such prominent positions in the motoring world. The latter had expressed his belief that building specialised racing cars was essential for the improvement of production cars. This angered W O, who in the 1922 TT had done quite well with near-standard cars, even to relying on rear-wheel brakes only, because his catalogue Bentleys did not feature front-wheel brakes. Coatalen said the Bentleys were based on 1913/14 racing designs, with their single-ohc and four valves per cylinder in pent-roof heads necessitating twin plugs.

The way ahead, said Sunbeam's engineer, was to use twin valves in hemi heads, with a central plug and six cylinders, as he did with his post-1914 racing cars and his forthcoming sportscar. Coatalen did not know, presumably, that by 1925 W O would reveal the Big Six Bentley. Nor could he, or W O, foresee the meritorious Le Mans and Brooklands performances of these six-cylinder Bentleys in 6.5 and 8-litre form; but maybe Coatalen did not accept them as "special racing cars". They went to it fiercely with disguised politeness, over some 13 pages of *The Autocar*.

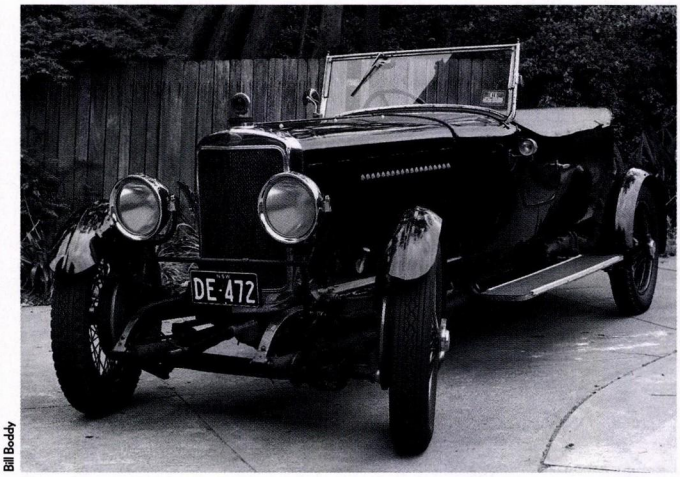
W O missed a point by not asking Coatalen why, before his new car was ready, he had offered the OV single-ohc, four-valves-per-cylinder engines for existing production Sunbeams. But perhaps W O never knew of these, as I believe that only one OV-powered Sunbeam was submitted for a brief journalistic road test.

Coatalen criticised W O for using open propshafts when torque-tube transmission, which Sunbeams had from 1924, was much superior. When Coatalen said the Sunbeam engines ran at 2700rpm in their celebrated 1912 Coupe de *L'Auto* 1-2-3 finish, W O responded by saying the car he raced in that year did 3400rpm. But he said he hoped he would never make special racing cars, but that if he did he would get the best man from Fiat or Sunbeam to design them, and set the dog on them if they came near his production cars – subtle irony, because the Sunbeam that had won such great acclaim after winning the



Brooklands Museum

Coatalen proved a point when Duller's twin-cam Sunbeam (4) won the 1927 Essex Six Hours. Segrave (behind) retired



Bill Boddy

3-litre exemplified Louis Coatalen's vision: six cylinders, twin cams, 12 valves

1923 French GP was a Fiat crib!

W O had to apologise to Coatalen for thinking his special racing cars were made in isolated factories and by special designers. (But I thought the racing Sunbeams were constructed in the Experimental shop, which photographs seemed to show was usually full of racing cars.) W O said, "The Bentley has never been, and never will be, anything but a touring car." Coatalen in defending his hemi-head engines quoted the Condor aero-engine with four valves in each such head. It was a great, and very entertaining, verbal contest.

Coatalen entered two Sunbeams for the 1925 Le Mans 24 Hours, in direct competition with the Bentleys. He lined up Jean Chassagne, Segrave, George Duller and Sammy Davis to drive them for him. The Bentleys were in the care of Frank Clement and John Duff, whose Bentley had won the previous year, and Kensington Moir and Dr Benjafield.

This very demanding race opened with a close duel between Segrave and Moir for some 200 miles, until dust from the road jammed the barrel throttles of the Claudel-Hobson carburettors on Segrave's Sunbeam, and then Moir ran out of fuel five miles before the stipulated replenishment distance. Next, Duff had fuel-feed problems; he ran to the pits for a replacement pump, and Clement took over, but a float chamber broke away and that Bentley was out, too. Coatalen must have relaxed...

But the Sunbeams with their long chassis had their own troubles. Duller pulled out with a useless clutch and Davis/Chassagne had their back axle damaged by being forced down into a gutter – and Davis thrice used the Mulsanne escape road when his throttles jammed. But the engine was fine, holding a continuous 3800rpm, and second place was secured, four laps behind the winning Lorraine of de Courcelles and Rossignol, and one ahead of another Lorraine.

Duller won the Essex MC Six-Hour race at Brooklands in 1927 in a 3-litre Sunbeam with more substantial mudguards, Segrave having run out of fuel. In '28, six special 3-litres were produced with No11 Cozette superchargers. Sir Malcolm Campbell drove one of these in the '29 Phoenix Park race, but the clutch disliked 138 bhp. B O Davies ran one in the '30 race, but retired with supercharger woes, having already lapped Brooklands at over 107mph. G J Jackson, meanwhile, won at Southport and Blackpool with a non-supercharged car.

The 3-litre Sunbeam was in production up to 1930 and remains one of the finest British vintage sportscars.

MOTOR CARS SCARRED FOR LIFE BY THEIR UGLY NAMES

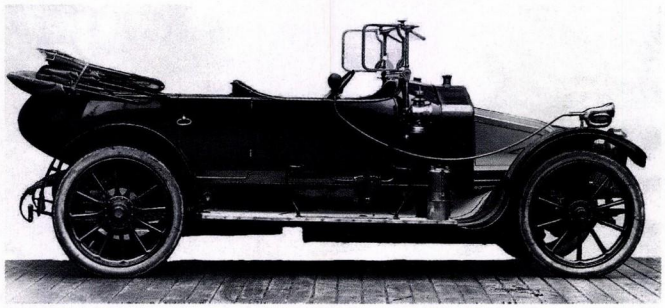
SCANNING LISTS OF CAR MAKES, I AM SURPRISED AT some of the names used, which would not encourage me to buy cars carrying them, although I suppose in some cases these are innocent enough in the countries of origin. But cars called Crawley, Noname, Nance, Van, Spitz, Shatswell, etc, (and Astor or Churchill depending on political preference) somehow would not have appealed to me. Nor would Scat or Scar, but SCAR got away with it by using their manufacturers' initials, from the Societé de Construction Automobile.

The 80-bore 2.8-litre 15.9hp model must have been a good proposition as these were entered frequently for Brooklands' races in the 1910-13 period, and the BARC permitted them a Sweepstake of its own in 1911. Eventually the fastest SCAR was O D Pollack's 'Mud 11' (its colour, perhaps?), one of the 17.9hp 3.1-litre types, also with the Renault-style scuttle radiator and bonnet, which lapped the Surrey Track at over 80mph.

It may have been this performance which caused Carzons, of Waltham Green, London, to put one of its four-seater bodies on one of these chassis, sporting a Beatonson 'one-man' hood, an external hand-brake lever and a bulbous tail, none of which justified its type name of 'Prince Henry', normally associated with pre-war Austro-Daimler, Vauxhall and other successful Alpine Trials cars.

Unfortunately, the SCAR factory was in the wrong place at the wrong time and it was destroyed during the war. That was the end of that. Any SCAR-red memories?

LAT



Despite a title unpleasant to English ears, the 15.9hp SCAR did leave its mark

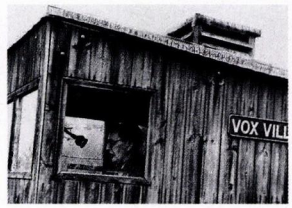
miscellany

THE ANNUAL BROOKLANDS Society dinner and prize presentation is to be held in the Chequered Flag Room of the Brooklands Museum on November 13. Guest speaker will be Simon Taylor. The Society publishes a quarterly *Brooklands Gazette* full of nostalgic memories of the Track; the membership secretary is Bryan Reynolds, 4 Blackstone Hill, Redhill, Surrey RH1 6BE.

* * *

THE MAGAZINE OF THE EARLY MG Society, which looks after four- and six-cylinder vintage MGs, and whose secretary is David Hutchison, 61 Maguire Drive, Frimley, Surrey GU16 5RY, has in its current issue the first part of a lecture which Eric Findon gave at an MAC meeting in 1939, about his broadcasts of Shelsley Walsh of 1931 on, from 'Vox Villa', the BBC hut at the famous Worcestershire venue. There are emotive pictures of this little building and of Findon, with descriptions of problems involved and of how his wife and daughter helped. His Riley and a Jensen saloon also served. I used to listen avidly to Findon on 2LO, by headphones.

LAT



Commentary Vox: Findon at work

* * *

MURRAY WALKER NEVER MINDS the gaffes in his television commentaries of motor races being recalled. I think he would have enjoyed one made by Findon, his predecessor, in the pre-war (Hitler, not Iranian) days. Of Glegg's front-wheel-drive 'Dorcas' he said it had "twin-rear wheels at the front"!

In 1966 DAVID NEWMAN commenced grinding performance camshafts on a Churchill cam grinder that he modified for non-production camshaft manufacture. One of the first camshafts that he ground was for the Competition Department of the Rootes Motor company, now Peugeot, grinding Hillman Hunter and Imp competition camshafts. As a company, we continued to manufacture and grind performance camshafts.

During the early 1980's there was a substantial increase in the production of overhead camshaft engines, many of which suffered from premature camshaft and cam follower wear.

We received enquiries regarding the manufacture of replacement camshafts, rocker arms, cam followers and we took a decision to expand into the production of new parts. This increase in production led to a large expansion of new manufacturing plant and staff, with 70% of our production being exported.

During the late 1980's we saw that the hardenable iron camshafts that had been the normal camshaft material, mainly in use in America and some engines in Europe, was not wear-resistant enough for OHC engines, and we worked with a UK foundry to develop small batch runs of chilled iron castings, making our own pattern equipment. This enabled us to offer, in some cases, parts that were of better quality than the OE part.

At this time, we had enquiries for out of production camshafts for car and motorbike engines, and we developed a range of camshafts for, mainly, sports car engines and motorcycle engines.

By the early 1990's we had increased our manufacturing plant to 5 CNC Turning Centres, 4 CNC Milling Centres, 1 CNC Cylindrical Grinder, 6 Rocker Arm Grinders and 6 Camshaft Grinders, together with a fully equipped Inspection Department.

During 1996/7 we were beginning to have enquiries for prototype camshaft work from engine development companies, and we realised that, whilst camshaft grinding equipment was suitable for full and semi-production camshaft production, it did not lend itself to prototype work, and we decided that the only way to solve this problem, was the purchase of a new CNC Cam Grinder. This was delivered in 1997. At this time, we rapidly ran out of factory floor space and we decided to build a new factory on our existing site for the year 2000.

THE ENGINE BUILDERS CHOICE

- 35 years of manufacturing Vintage and modern camshafts, cam followers and rocker arms.
- 35 years of knowledge of cam profile design for vintage and modern engines.
- Single or batch production in steel or chilled iron. The UK's most technically advanced independent camshaft manufacturer.
- Our plant includes 2 x CNC Landis Cam Grinders, 1 x CNC Cylindrical Grinder, 2 x Manual Cam Grinders, 2 x 4 x Axis CNC Milling Centres, 2 x CNC Milling Centres, 5 x CNC Turning Centres, Heat Treatment Plant, Centreless Grinder, 4 x Cam Follower / Rocker Arm Grinders.
- Profile Design and Inspection Department.
- Contact David or Ken Newman with any enquiries or to arrange an inspection of our plant.

Farnborough Way,
Farnborough
Kent,
BR6 7DH
United Kingdom
Tel: +44 (0)1689-857109
Fax: +44 (0)1689-855498
E-Mail: info@newman-cams.com



The Classic British Quality Charter Ltd. (CBQC) brings together many of the UK's finest historic and classic vehicle restoration businesses under one quality banner. These specialists cover a wide range of customers' needs which range from specialist parts supply and manufacture to full restoration, and historic race and rally preparation. Each member company is thoroughly vetted and is the subject of rigorous annual inspections by independent engineers. Visit the CBQC website for more information and our current lists of members and affiliates. CBQC members are recommended by leading auction houses and enjoy the endorsement of the FBHVC as well as The Royal Automobile Club.

Come and see a representative selection of our members and some stunning examples of their work including:



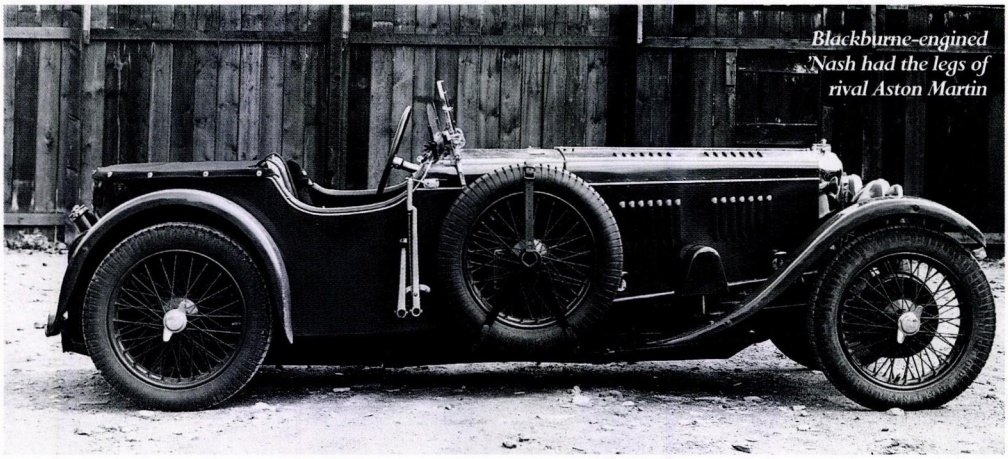
BENTLEY, BUGATTI, JAGUAR, MG and TRIUMPH TR at

The International Classic Car Show,
NEC Birmingham
8th & 9th November.
Stand T 1008

Classic British Quality Charter Ltd,
20 - 22 Bedford Rd., Wilstead, Bedford. MK45 3HW

Ph: +44 (0) 1234 740894 www.classcar.co.uk Fx: +44 (0) 1234 743368

Smart or grubby? Your choice



Blackburne-engined 'Nash had the legs of rival Aston Martin

both: LAT

TWO VERY DIFFERENT ENTHUSIASTS' cars of the early post-vintage period were the AC Bertelli four-cylinder Le Mans Aston Martin and the six-cylinder Blackburne Frazer Nash.

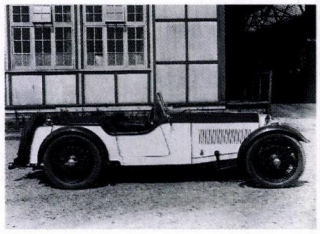
Both sold for £595 in 1933, both could give very high performance for 1.5-litre cars, but they possessed very different characteristics. The Aston Martin was for the driver who liked to remain smart while enjoying fast driving and indulging in competition; the 'Nash was more for those who did not mind getting grubby when a broken chain had to be replaced.

The performance factors were not far apart. The Aston Martin was capable of a timed 84.91mph over the Brooklands half-mile with the screen down, nearly 7mph being lost with it raised. The Frazer Nash would do 87.38mph, screen up, although aero screens were provided. In the gears the AM would produce 30, 48-to-50 and 68-to-70mph at 5000rpm, tyre size 4.50x21. The 'Nash had closer and lower ratios to its chains and dogs, giving speeds of 42, 70 and 88mph, with 4.50x19 tyres.

When it came to acceleration the 19cwt AM was willing to go from 0-to-50mph in 18.2sec and to 60mph in 24.6sec, and it could be persuaded to get up the 1-in-5 Brooklands' Test Hill at 18.76mph from a standing start. In traffic it would get its driver from 30 to 50mph in 14.8sec, or in 11.8sec if he or she dropped into third gear, and you could stop from 30mph in 28 feet. The fuel thirst of the AM would be around 27mpg, the tank holding 19 gallons.

The 18.5-cwt Frazer Nash would reward its owner with 0-to-50mph in 12.6sec or to 60 in 16.0sec, with a 30 to 50 pick-up in 6.6sec in second cog, 14.6sec in high speed, and a Test Hill climb at 21.44mph. The twin-cam 1667cc Blackburne engine gave about 24mpg, the tank taking 13 gallons. Petrol was damned inexpensive in 1933, so why begrudge the engine a little benzole? Using the external racing-type handbrake and the pedal a pace of 30mph could be converted into zero mph in 27 feet.

Bertelli had his own 69x99mm (1493cc) ohc engine with its unusual valve layout and dry-sump lubrication system, whereas the 'bought out' 57x98mm Blackburne Six was used for this latest Frazer Nash, so maybe a better profit was possible on sales of the latter car. The FN used a hand-pump for fuel-feed but had racing-type tank fillers; the gear lever was external. The six-cylinder power unit must have been the smoother of the two, although there was a hint, possibly apocryphal, that before this new power unit was available H J Aldington would take potential customers out in the faster four-cylinder Meadows-powered 'Nash and not open the bonnet! I did once try to interview H J Hatch, the Blackburne designer, but he said he could only give me "10min under the clock on Waterloo Station while awaiting his home-bound train", which I regarded as inadequate.



Aston was slower but more refined

The AM had a central accelerator pedal, a legacy of vintage days, perhaps to facilitate double-declutching. The 'Nash's was normal, perhaps because chain-drive gave rapid and inaudible ratio shifts without this technique. However, it seems surprising that the straight-eight Packard, the Citroën 12, all the varied Morris range, and the 4.5-litre Lagonda, etc still had this central accelerator pedal layout as late as 1933, confusing for those used to the more modern arrangement.

So two very different sportscars, each irresistible in its own way. It was said of the AM that it had a peculiar appeal, not easy to analyse, but due chiefly to a combination of remarkably good qualities. Of the Frazer Nash it was suggested that it was the kind of car which, for a driver who would look upon it as something far above a mere means of transport, was wonderfully satisfactory to handle.

Faced with selecting the Bertelli Aston Martin or the Blackburne Frazer Nash I suppose you paid your money, having taken your choice.

miscellany

NOEL STOKOE HAS PERSUADED 115 Jowett owners to contribute memories of their cars to *My Car was a Jowett* (Tempus Publishing Ltd, ISBN 0-7524-2796-2, £12.99). I like vintage 7hp Jowetts, and the 'open road' pictures are pleasing, but readers will have to be very keen on the make to wade through these 160 pages, covering also Bradford, Javelin, Jupiter, and the 'last-dice' CD! Tempus was perhaps brave to embark on this project. It presumably feels that Jowett nostalgia may repay it...

* * *

I AM INFORMED THAT THE NEW Austin 7 Racing Organisation has been formed, not in opposition to the 750MC, the Pre-War A7 Club or the VSCC, but to support them by uniting A7 racing enthusiasts and their interests and concerns, such as using 15in wheels, etc. Those in favour should get in touch with N J Hayward Cook, Hampton Chase, Little Hampden, Great Missenden, Bucks HP16 9PT (tel: 01494 488959).

* * *

LISTENING TO ALISTAIR COOKE'S *Letter From America* on Radio 4, his subject was the golfer, traveller, sportsman and talented journalist Henry Longhurst. But inevitably motor racing was omitted. Well, I suppose Longhurst only experienced a modicum of it. But I took down from the shelves his book *My Life and Soft Times* and read again the chapter *The Last Double-Twelve* in which he tells of partnering Jim Byrom in 1931 in an Amilcar Six. It threw a rod on the second day. Longhurst had gone as passenger in Byrom's T35 Bugatti in a Southport sand race. He had seen the Byrom boys race their Austin 7, all part of what he calls "the strange, all-by-itself world of motor racing". He reminds me that the Oatlands Park Hotel, where many Brooklands' drivers stayed, was once home to one of the Dukes of York.

miscellany

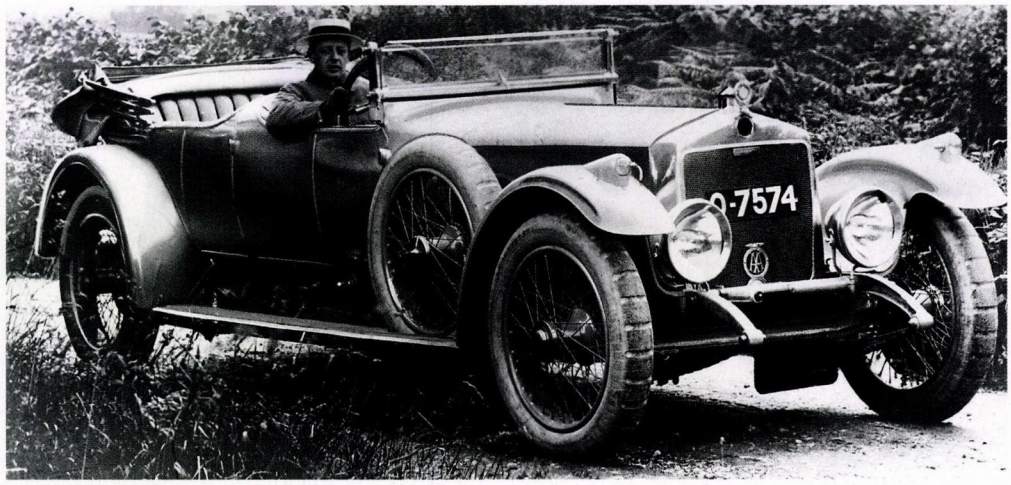
THE DELLOW REGISTER, FOR those fun trials cars, had a good turn out at Shelsley Walsh this summer. Seventeen cars were there, including the one that won the 1952 MCC *Daily Express* Rally. Present too were the son of Ken Delinpole, the 'Del' of the car's name, Margery Evans, who drove Mike Webb's once-yellow car in events and is the widow of Lionel Evans who made the Dellow bodies, and Mrs Pauline Warden, another competitor. Dellows won the rally championship and the British trials drivers' championship in the 1950s.

* * *

THE ANNUAL MID-SEASON SOCIAL rally of vintage cars at The Verzons hotel near Ledbury was well-supported, with 78 arrivals. As some visitors had come from the VSCC Harrogate Rally, the Verzons distance prize was replaced by the 'most desirable car' award: winner David Hales' 1913 Cadillac coupé. The Brave Four jazz band earned funds for charity.

* * *

DREOILIN PUBLICATIONS LTD OF Tankardstown, Garristown, County Meath, has provided a useful reference to Irish motor racing with its high-class small albums. These have now been followed by the large-format *Racing in the Park* by Bob Montgomery. Covering activities at Phoenix Park over the last 100 years, with rare pictures, much subsidiary material, colour pictures of the various trophies, and even shots of the great Phoenix monument being moved to permit the 1929-31 races – a significant recognition of the importance of motor racing! – plus the race reports and some good pictures, this is a necessary addition to any enthusiast's library. It costs £30 plus £3 P&P (ISBN 1-902773-15-2). A £10 soft-back edition is available while stocks last.



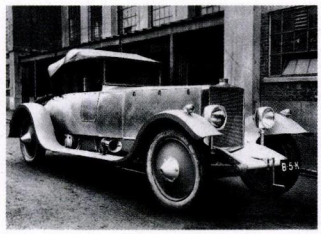
all LAT

Lanchester's 40hp model was a fine car, with the initial quirk of producing a slight moaning sound as it moved off

When good behaviour counts

HAVE YOU HEARD THE SILLY STORY OF cars whose mechanical characteristics might perhaps cause adverse comment from those unacquainted with them?

The cream of society was drawing up at the red carpet in its top-class, highest-grade cars for an extremely exclusive social occasion, a few years after The War To End All Wars had ceased. As they walked up to the mansion entrance one Duchess said to another Duchess, "Did you notice the smoke coming from Lady X's motor? I hope her chauffeur understands what he is doing." Adding, as the Daimler drove silently away and a Lanchester 40 took its place, "And listen to the Hon Mrs Y's new car. Our Rolls-Royce neither smokes nor emits unacceptable sounds," which were what that entertaining writer, the late Anthony Bird, in the first comprehensive history of the respected Lanchester marque (Cassell, 1965), referred to as "the characteristic plangent moan of an epicyclic geartrain taking up its work". This was cured on later 40s by using a master clutch which took up the starting load on the indirect ratios.



Leyland 8: tarnished by association

In the course of an impeccable dinner the menfolk turned to motor talk, one saying to another that he had wanted to buy the wonderful new Leyland Eight designed by Parry Thomas, who had publicly admitted that he intended it to be better than a 40/50 Rolls-Royce, the one and only time any designer had made such a confident and daring claim. But he had abstained, in case it was thought he was supporting a company refurbishing wartime trucks.

To which his companion responded by admitting a desire to have one of the new overhead camshaft 40/50 Napiers but had had to desist, as his wife thought this would be seen as too close to the taxi trade.

I am joking; but there is more than a grain of truth in this.

Sorting countries by colours

A READER ASKS ME WHEN NATIONAL COLOURS WERE FIRST introduced for racing, and in what colours for which nation. A difficult subject, to which I have no proper answer. It has been said that green for Britain may have originated when Count Eliot Zborowski suggested to Napier's that this would be a tribute to the Irish for holding the 1903 Gordon Bennett race there. Another view is that Charles Jarrott adopted green as being his lucky colour after a bad 1902 race.

A never-published paper on the subject by that astute researcher, the late Stanley Sedgwick, has recently been found and printed in the *BDC Review*. It discloses the consternation that arose when the BRDC, in its *BRDC Notes* in MOTOR SPORT, then used for official announcements, said in November 1946 that for an experimental period of two years from '47 the British colour would be blue. Royal blue to make it different from France's blue!

A storm resulted, aimed at the RAC and FIA. In December 1946, Lord Howe announced it had all been a mistake, but the matter of whether colours applied to cars or drivers lingered on. The answer seems to be that the AC de France specified individual colours for cars in the first Gordon Bennett of 1900 – white for Germany, red for America, yellow for Belgium and blue for France. Others were allocated for subsequent events, 26 by 1936!

Mclaren F1 GTR





Chassis No 016R

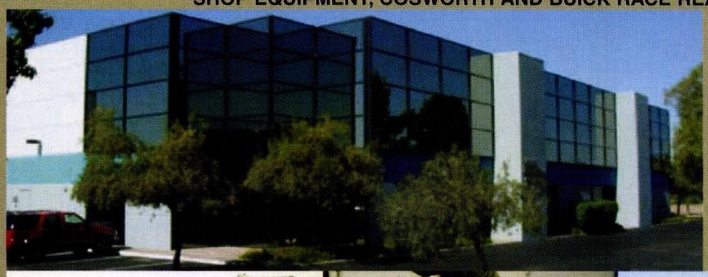
1996 Bigazzi works team car run for BMW Motorsport in Fina & BMW colours, Raced by Piquet, Soper, Laffite & Duez., Siverstone 4th & Pole, Le Mans 11th The car has now been homologated & licensed to run on the road, but maintained externally & internally as a race car. Rare opportunity to acquire one of only 4 race F1 GTR's able to be used on the road.

Enquiries to Ray Bellm on Mobile 07831 512155
Office 01420 23691 Fax 01420 23716 Email raybellm@compuserve.com

109964

No Reserve Auction*

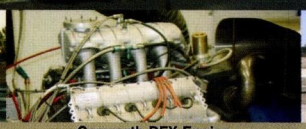
COMPLETE CLOSEOUT OF ONE OF THE NATION'S FINEST RACING FACILITIES
Saturday, November 15, 2003 at 10:00am
The World Famous Vince Granatelli Racing Facility
Including the Deluxe 38,700 Sq. Ft. Commercial Building With Built in Airplane Hangar Adjacent To The Deer Valley Airport With Taxi Way Access To The Building Facility
GRANATELLI RACING COMPLEX
Three Indy Cars • Race Ready • Cosworth Race Ready Engines • Racing Parts, Complete Shop, Machinery, Dyno, and Office Equipment "Everything At No Reserve"*, Selling To The Highest Bidder
*Except The Real Estate and Lear Jet Airplane
SHOP EQUIPMENT, COSWORTH AND BUICK RACE READY ENGINES, RACE READY PARTS



38,700 Sq. Ft. Building TURNKEY OPERATION FULLY EQUIPPED SHOP
Contents Included or Sold Separately
GREAT LOCATION



Vince, Lola and Lear



Cosworth DFX Engine on Dyno



Lear Jet Airplane



1991 Lola Indy Cars

CALL FOR FREE BROCHURE 1.800.968.4444
LIVE ON eBay.com

KRUSE
INTERNATIONAL
Auburn, IN 46706
1.800.968.4444 | www.kruse.com
Buyer Premiums 10% Personal Property 5% Real Estate


FORD
TEXACO
TEXACO
TEXACO

PARTING SHOT

RAC TOURIST TROPHY, SILVERSTONE 1973
Jochen Mass balances his Cologne Ford Capri on two wheels through Copse to keep Dieter Quester's BMW at bay during the second heat

LAT Photographic

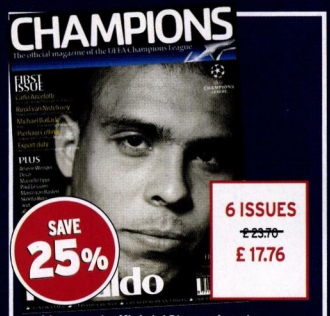


SAVE UP TO 30% ON A SUBSCRIPTION FOR CHRISTMAS

A subscription to a favourite magazine is a great gift for a friend or a relative this Christmas. Take advantage of these great discounts and give a present that lasts all year round.



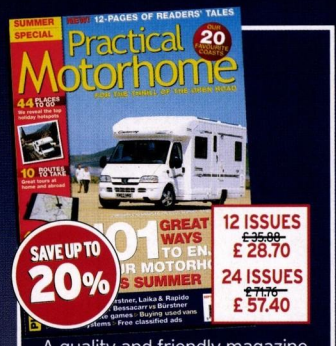
Motor Sport draws from over 100 years of motor racing, taking you deeper than you ever imagined possible.



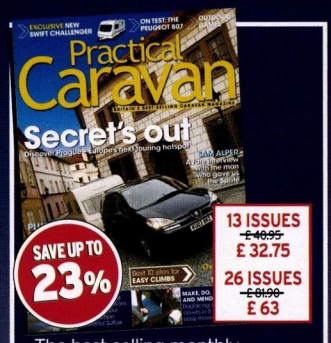
New and official, 'Champions' accompanies each stage of the UEFA Champions League. Exclusive interviews and features inside every issue.



Get closer to F1's stars with the world's best-selling Formula 1 magazine featuring the best photography and columnists.



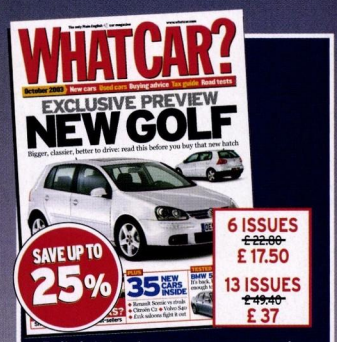
A quality and friendly magazine dedicated to motorhomes. It's packed with exciting ideas to get more from your holiday.



The best-selling monthly magazine for caravanners. Expect model reviews, road tests, touring tips and much more.



rallyXS pushes the boundries of WRC. With white-knuckle rides and stunning photography it's an assault on your senses.



Britain's best consumer magazine with the most in-depth tests, best buying advice and investigations that every motorist must read.



The perfect read for everyone interested in classic cars, with the best buying advice, road tests and features.



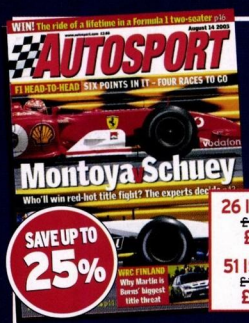
The world's best-selling hi-fi and home entertainment magazine brings you the latest news and tests every month.



The UK's best-selling gadgets & technology magazine, packed with reviews of the latest consumer electronics.



Motorsport News is the voice of British motorsport. The first with news, views and reports every week.

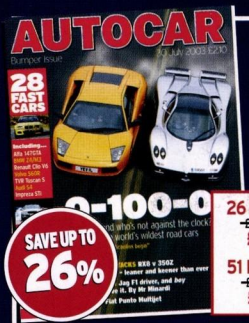


SAVE UP TO 25%

26 ISSUES ~~£72.80~~ £56

51 ISSUES ~~£142.80~~ £107

The best international motorsport reports, analysis and expert comment. From F1 and World Rally to CART and Le Mans.

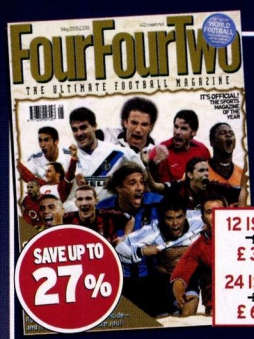


SAVE UP TO 26%

26 ISSUES ~~£54.60~~ £42

51 ISSUES ~~£107.10~~ £79

The car enthusiast's weekly packed with scoops, drives and features. Unmissable for anyone who loves cars.

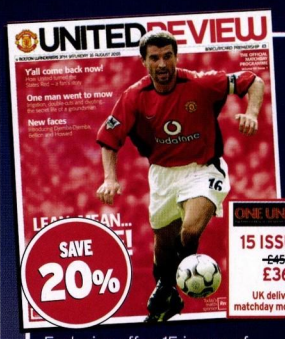


SAVE UP TO 27%

12 ISSUES ~~£42~~ £31.50

24 ISSUES ~~£84~~ £61.30

For the best stories, pictures and columnists, read Britain's biggest-selling, award-winning football monthly, FourFourTwo.

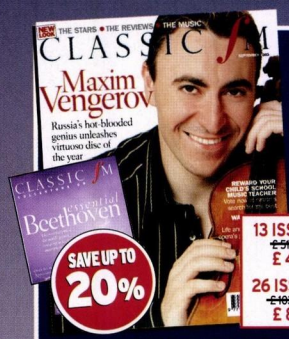


SAVE 20%

15 ISSUES ~~£45~~ £36

UK delivery matchday morning**

Exclusive offer: 15 issues of Manchester United's matchday programme + official club membership (includes card, e-membership, badge + discounts).



SAVE UP TO 20%

13 ISSUES ~~£51.87~~ £44

26 ISSUES ~~£103.74~~ £83

Packed with the star interviews and verdicts on all the latest releases. Each issue comes with a collector's CD.



SAVE UP TO 25%

13 ISSUES ~~£53.30~~ £39.97

26 ISSUES ~~£106.60~~ £79.95

Gramophone is THE authoritative guide to the best in classical music for the serious enthusiast.

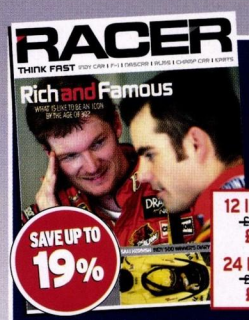


SAVE UP TO 22%

12 ISSUES ~~£42~~ £33.60

24 ISSUES ~~£84~~ £65.50

The best for road tests, news, features & sport with columns by Foggy, Jamie Whitham & Kenny Roberts.



SAVE UP TO 19%

12 ISSUES ~~£47.88~~ £42

24 ISSUES ~~£95.76~~ £78

Published in America, RACER takes you behind the scenes with stories and award-winning photography of the world's most colourful sport.

CALL OUR CREDIT CARD HOTLINE NOW ON 0845 1247040 OR COMPLETE THE COUPON BELOW

To be sure your gift starts promptly after Christmas, fill in the form below and return your order to us by December 5th 2003 at:
Haymarket Publishing Services Ltd,
FREEPOST SEA14722, Haywards Heath, RH16 3BR
or call the Credit Card Hotline on **0845 1247040**, fax us on **08456 775 555**, e-mail us at **haymarket.subs@qss-uk.com** or

visit www.xmassubs.com

How to order 1. Please complete the order form in block capitals. **2.** Complete section headed 'Your Details'. **3.** Enter the name, address, postcode and telephone number of the person to receive a magazine subscription as a gift. **4.** Enter the names of the magazines in the space provided. **5.** This form can be photocopied for further orders. **6.** Send this coupon to the FREEPOST address above

Your Details (BLOCK CAPITALS PLEASE – **must be completed**)

This subscription is ☐ a gift **OR** ☐ for me No of issues: _____

Magazine title* _____ (*if subscribing for yourself)

Title _____ Initial _____ Surname _____

Address _____

_____ Post Code _____

Telephone _____

e-mail _____

I wish to pay for a total of _____ subscription(s) ORDER TOTAL (Please complete) £ _____

Gift Subscription Details (BLOCK CAPITALS PLEASE)

Magazine title _____ No of issues: _____

Title _____ Initial _____ Surname _____

Address _____

_____ Post Code _____

Telephone _____

e-mail _____

Payment Details

☐ I enclose a cheque made payable to **Haymarket Publishing Services Ltd** for £ _____

☐ Please debit my: Mastercard/VISA/Amex/Switch/Diners for the amount £ _____

Card No.

Valid from

Expiry Date

Issue no. (Switch only)

Signature _____ Date _____

Terms & Conditions 1. For all gift orders received by 5th December 2003, we will post a special gift card for you to send on to the recipient letting them know about their gift subscription **2.** Subscription orders received after 5th December 2003 will be sent a gift card, but we cannot guarantee that it will arrive in time for you to send it on for Christmas **3.** The gift subscription will begin with the first issue published in 2004 for monthly titles and the first issue in January for weekly titles for all orders received by 5th December 2003. **4.** Subscription orders received after 5th December 2003 will begin with the first available issue. **5.** Final closing date for orders is 31st March 2004. **6.** This is a UK offer only. Overseas rates are available on request. **7.** Please state if you wish your subscription to start with a particular issue.

**subject to Royal Mail first class post

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

MSD3A



F1GARAGE.com

Juan Pablo Montoya Signed Limited Edition Photo

This picture was taken and signed at the Melbourne 2003 GP.

Each piece is accompanied with a photo of Juan signing the piece.

Limited Edition to 100 Worldwide copied.

Also included in this wonderful package is a Certificate of Authenticity that comes with an individually numbered security hologram, An identical hologram is also on the photo itself. In addition to this you will also receive a display plaque framed with the piece.

Size framed 82cm x 68cm
Price: (OJPM001)framed £200
Price: (OJPM002)unframed £150

When you purchase this product you will receive a FREE Juan Pablo Montoya 2003 BMW Williams drivers cap.



F1 Garage, 1 the Lane, Bachelors Row, Hempton, Banbury, Oxfordshire
Phone 07884061181 Fax 01685 201244
www.f1garage.com

Collectors CAR BOOKS
collectorscarbooks.com

COLLECTORS CAR BOOKS

Specialists in new and rare motor racing and motoring books

2210 Silverstone Technology Park
Silverstone Circuit
Silverstone Northamptonshire NN12 8TN

Business hours:	**9am - 5pm Monday to Friday**
	8.30am - 2.30pm Race Saturdays
Telephone:	**01327 855888**
Fax:	**01327 855999**
Email:	**sales@collectorscarbooks.com**
Website:	**www.collectorscarbooks.com**

Autocourse, Biographies, Marque Histories, Posters , Progammes, Magazines

ALSO - Open every Saturday 10am to 4pm from November until Christmas

'Goodwood Glory' - part of a large range of prints and cards by Michael Turner and Graham Turner, featuring motor sport subjects from the past to the present day - sportscars and F1. For details of the complete range, ask for a copy of our **FREE COLOUR CATALOGUE** or visit the Studio 88 web-site -



www.studio88.co.uk
e-mail: info@studio88.co.uk

Studio 88 LIMITED
P.O. Box 568, Aylesbury, Bucks. HP17 8ZX
Phone & Fax: 01296 338504

Art, Antiques & Autos present;
"Driven" 20 racecars of the great Ayrton Senna.
Printed under licence and approved by the Ayrton Senna Foundation.
A Limited edition of only 500 worldwide, all signed by artist Andrew Kitson. -
Overall Print size 33" x 25" Price at £59.99 – Very few still available, Postage Uk £3 overseas £6.
(Cheques payable to Art, Antiques & Autos, PO Box 6572, Kettering, Northants. NN15 6WF)

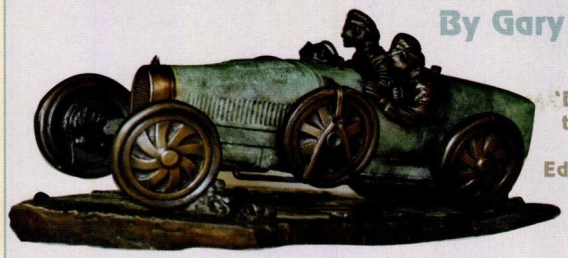


Why not join the Formula 1 stars and have an Andrew Kitson original of your car painted by this world renowned motorsport artist - email or write for details
100's of other great Christmas ideas available at **www.automobiliauk.com**
Free lists available of motor sport books, videos, programmes & magazines just email **sjb@autos.sagehost.co.uk**

Bronze Sculpture

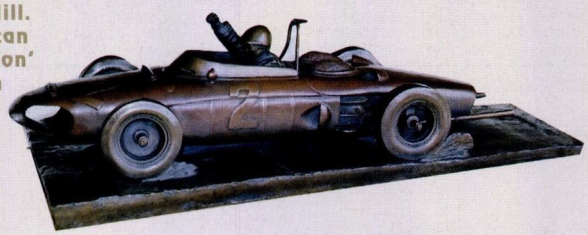
Bronze Sculptures of the worlds most significant racing cars

By Gary Smith



'Bugatti at the Targa Florio' Edition of 25

'Phil Hill. American Champion' Edition of 20



- High quality, handmade sculptures presented on a hard wood base.
- Each piece is handmade and unique.
- Limited edition pieces, each one is signed and numbered.
- Made entirely in England.

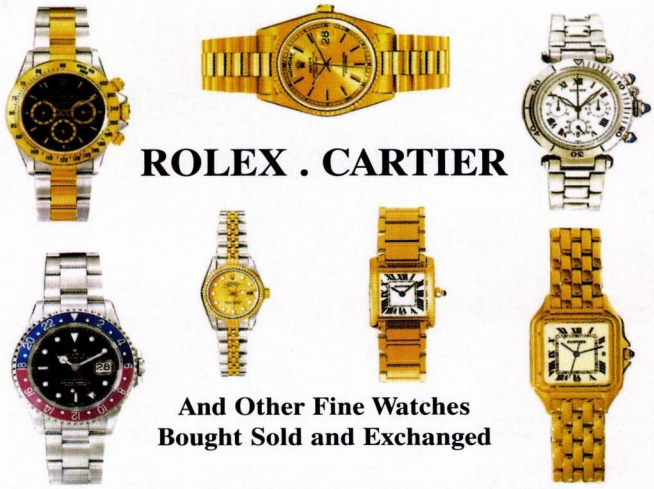
Orders being taken now for a Christmas delivery

23 Denman Lane, Huncote, Leicester LE9 3AL
Tel: 0116 2841185
www.garysmithmodels.com e-mail: gary@garysmithmodels.com

SECOND TIME ROUND

International Watch Dealers

Grays Antique Market, 58 Davies Street,
London W1K 5LP



ROLEX . CARTIER

And Other Fine Watches
Bought Sold and Exchanged

Fast Repair & Refurbishment Service Available

0207 4997442 (24 hours)

www.secondtimeround.com

89605_v3

AYRTON SENNA



Full Size Replica Helmets

Painted by Sid Mosca of Brazil in limited editions, come in case with certificate of authenticity.

Years available 1985, 1987, 1988, 1991, 1993.
£1,500 Each

Contact Dean Walker on
01977 – 551791
07967 – 678940

dean.walker@thefreeinternet.co.uk
www.f1modelhelmets.co.uk

Come see us at Autosport International Stand 6339

LE MANS 24 HOURS BOOKS & MEMORABILIA

1987 LE MANS 24 HOUR YEAR BOOK
Battle between Porsche 962 & Jaguar XJR 8, the year of Win Percy's specatcular night time shunt at the "Kink". Derek Bells fifth and final win so far. 196 pages, full colour, Price £25.00 ea p&p extra.

1990 LE MANS 24 HOUR YEAR BOOK
Jaguar XJR12 beats Porsche 962 to second victory in three years & seventh so far. 196 pages, full colour, Price £40.00 ea p&p extra.

1992 LE MANS 24 HOUR YEAR BOOK
Peugeot Talbot Sports first win, master-minded by later Ferrari supremo Jean Todt. 174 pages, full colour, Price £35.00 ea p&p extra.

LE MANS 24 HOURS : THE COMPLETE STORY
The complete story of the worlds most famous motor race. Foreward by Derek Bell. 365 pages, over 250 illustrations, colour & black & white, Price £35.00 ea p&p extra.

JAGUAR AT LE MANS
Every race, car and driver, 1950 XK150 to 1995 XJ220. Foreword by Tony Southgate. 208 pages, illustrations, colour & black & white, Price £25.00 ea p&p extra.

THE C-TYPE REGISTER
Compiled by Terry Lawson. History of arguably the most important Jaguar ever! All 53 XKC & XKC 54 listed in detail, fasinating. 80 pages, illustrations, colour & black & white, Price £10.95 ea p&p extra.

LE MANS A POCKET HISTORY
A quick quide to all 70 races up to 2002, a must for all the fans of the great race. 90 pages, illustrations, colour & black & white, Price £9.99 ea p&p extra.

SILK CUT JAGUAR 1991 LE MANS MEDIA GUIDE
Packed full of info on the Sportscar World Championship both past and present for Jaguar, Mazda and Japanese only win. Jaguar 2nd, 3rd & 4th. 50 pages, illustrations, colour, Price £3.50 ea p7p extra.

LE MANS 2003 OFFICIAL PROGRAMME
A.C.O Official programme, includes race Bentley poster and L'histoire du tourage, Michel Vaillant DVD. Historic Bentley victory after 73 years. Price £12.00 ea p&p extra.

1988 INTERNATIONAL JAGUAR XJR RACING REVIEW
Le Mans souvenir edition, the inside story to an epic victory, 1988 No.3.
Price £25.00 ea p&p extra.

SILK CUT JAGUAR RACING REVIEWS 1986/87
Various 4 page brochures on Jaguars Sports Prototype World Championship. Issues 19,20,21,24,26,28, bi-monthly, Price £2.50 ea p&p extra.

106345

First Step Sales, P.O. Box 2203, Bridgnorth WV16 4WP.
Tel: (07860) 700896 Fax: (01902) 701448
E-mail: firststepsales@tiscali.co.uk

THE WATCH AGENCY Est 1926

Pre-owned Rolex & Cartier Watches
From Under Half Price



Ladies 18ct Rolex Diamond Dial & Diamond Bezel £4,995
Ladies Steel/Gold Diamond Dial..... £2,145
Ladies & Gents Diamond Dial, Diamond Bezel &
Diamond President Bracelet..... Ladies £8,995
..... Gents £12,995
Rolex 18ct Gents Day Date..... £3,995
Rolex 18ct Ladies Datejust..... £3,500
Rolex Steel & Gold Gents..... £1,495
Rolex Steel & Gold Ladies..... £1,395
Cartier Panthers 18ct Gents & Ladies .... £5,750/£4,500
Gents 18ct Gold Yachtmaster as new £8,500
Part Exchange & Refurbishments – Plus many more



WATCHES BOUGHT AND SOLD

www.watchagency.co.uk 01702 395100

VAUXHALL 30-98
A celebration
LIMITED EDITION PRINT



Superb colour illustration to commemorate the gathering of 100 30-98 models at Shelsley Walsh, July 2003. Each print is individually numbered and signed by the artist, Tony Gardiner. Limited to 200.

Please send me _____ copy(s) of the 30-98 Print @ £18.00 each incl p+p.*

I enclose my cheque/postal order for £_____ made payable to Euro Sport Publications.

Name _____

Address _____

_____

_____ Postcode _____

Post to: Euro Sport Publications, Hadley House, Great Glen, Leicestershire LE8 9GN

** UK only. Ring 0116 259 2640 for outside UK despatch. We cannot take credit card orders.*

Limited Edition - *'BLUEBIRD' 1927-1935 by David Weston*



Sir Malcolm Campbell's legendary landspeed cars are portrayed in this stunning NEW fine art limited edition print. Each print is signed and numbered by the acclaimed transport artist.

55cm x 92cm

£165 +p&p

UK £5, EEC £10

Rest of World £22

Cheques payable to: AMEHURSTS FINE ART and post to: Amehursts Fine Art, Chapel Cottage, Whitwell Rd, Sparham, Norfolk, United Kingdom NR9 5PN. info@amehursts.com www.amehursts.com +44(0)1362 688686

ULTIMATE COLLECTION

Project House,
Villa Real,
Consett,
Co. Durham,
DH8 6BP
Tel +44 (0) 1207 599756
www.clivedon.com



Ultimate Christmas Gifts

Mini, F1 and general motoring

cufflinks, clocks, bottleopeners, keyrings, photo frames and more

99338_v5

MIDLAND RACING MODELS

Suppliers of Quality Handmade Models, Model Kits & Diecast Models in all scales.

1/18th LIMITED EDITION MODELS by G.M.P. from the USA, Carousel.l., Exoto, C.M.C, Pauls Model Art

All Models are made to the highest standard, with fully detailed chassis, cockpit, engine, suspension and opening or detachable bodywork. All are Limited Editions of 3500 worldwide, most will be sold in USA, only very limited quantities to the UK. Well presented in graphic box with L/Edition number.



New 1/20 scale L/E Ebbro-Honda RA273 F.I. Car driven by Richie Ginther Monza 1966 with full engine detail £74



New 1/20th scale L/E Ebbro-Honda RA271 first GP Honda in 1964 driven by Ronnie Bucknum with full engine detail £74



1/8th C.M.C Mercedes W154 - 1938 detailed engine etc £98 plain or £123 Decalled as No 16. Dick Seaman Winner Nurburgring



1/18th C.M.C Auto Union Type D detailed engine & cockpit etc £108 plain or 3123 decalled as No 4 Nuvolari Donnington.



1/18th C.M.C Mercedes W125 detailed engine etc £108 plain or £123 decalled as No 14 Herman Lang No8 Caracciola.



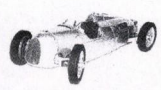
1/18th C.M.C Mercedes W165 Tripoli 1939 detailed engine etc Plain £98, decalled No 16 Lang £115



1/18th C.M.C. Mercedes W196 detailed engine etc £98 plain or £123 decalled No 6 Moss or No 2 Fangio/Argentina.



1/18th C.M.C Mercedes W25 detailed engine etc. Plain £108 or fully decalled No 2 Carocciola or No 6 Von Brauchitsh both from Monaco 1935 £123 each



New 1/18 CMC - Auto Union Type C detailed engine etc. £118 Plain or £128 decaled as No 2 Rosemeyer or No 8 Stuck at Monaco / 1937



1/18th Auto Art Chaparral 2 Jim Hall - 1965 with removable body front & rear very highly detailed £55



1/18th Auto Art Jaguar XJ13 Prototype, highly detailed opening doors, removable panels £55.

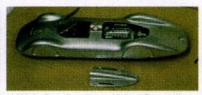


1/18th Exoto - Ferrari 312 T4 of Jody Scheckter or Gilles Villeneuve complete lift off body to show full detail £125 each.



1/18th GMP Models - Mihasen M8A/8B/8D and Lola T70 Mk3b Coupe and T70 Spyder Sunoco/Surtaes Andretti versions all available. Mclarens £110 each, Lolas £95 each.





1/18th Revell - Auto Union Streamliner record car / Rosemeyer full engine detail opening cockpit excellent value £40. also German G/P AVUS Version.



1/18th C.M.C. Mercedes High Speed Transporter highly detailed with ramps etc in original blue circa 1954. PRICE £154.

NEW 1/12th scale MODEL KITS
Ferrari 553 Squalo Mike Hawthorn 1954 £280
Ferrari 246 SP Dino Targa Florio 1961 £290
Aston Martin DBR1 Le Mans Winner 1959 £210
Jaguar 'D' type Le Mans Winner 1955 £210
Porsche 917 LH No.3 Le Mans 1970 £210
Ferrari 712M Mario Andretti Can-Am 1971 £278
Ferrari 365 GTB/4 Daytona - Pozzi Le Mans 72 £250
Lancia D24 Winner Pan Am 63 & M/Miglia 64 £295
Ferrari 330 LM Winner Le Mans 1962 £295
Ferrari 312 PB Winner Sebring/Daytona 72 £275
Ferrari 330 P4 Coupe Le Mans 1967
Ferrari 250 TR/61 Winner Le Mans 1961 £295
Ferrari 312 PB Longtail Le Mans 1973 £273
Ferrari 250 TR No.25 Francochamps car or No.22 White Ed Hughes car Le Mans 58 £295
Ferrari F1/2003 Schumacher - due July
Ferrari 512S Sunoco Le Mans 1971 - due August
Alfa Romeo 33/2 Daytona/Le Mans 1968 - due July
1/14th scale Ferrari 166MM Winner & Le Mans 1949 £270
1/18th scale Ferrari 550 Maranello Prodrive Le Mans 2002 or Scuderia Italia 2002 £130
For full list of Model Kits and Diecast Models send S.A.E to DEPT M/SPORT



1/12th scale Ferrari 512S Longtail from Le Mans 1970. No 11 Nart entry and No 12 Francochamps entry, all with lift up rear body to show full engine detail. Also No 28 short tail verson of Andretti/Ickx from Daytona 1970. Kit £278 or handbuilt £760.



1/12th scale ABC/Brianza Ferrari 158 John Surtees World Champion 1964. Either red version from Monza or Blue/White N.A.R.T version as above from Mexico kit £278 or Hand built £760



1/12th scale MG Models Ferrari 375 Plus winner Le Mans 1954 or Pan American version. Both fully detailed with full engine, lift off bonnet cover. Kit £273 handbuilt £690 each.



1/12th scale M.G. Models Ferrari 500 F2 World Champion 1952. With lift off body parts to show detailed engine/chassis etc. Asari or Taruffic versions. Kit £332 or Handbuilt £850



New 1/18th scale Carousel Lotus 38 Indy Winner 1965 of Jim Clark with full engine detail. **Now arrived in stock.**



New 1/18th scale Carousel Eagle V12 Westlake F1 of Dan Gurney 1967 with full engine detail

Both these models are £134 each - They are done for release in October but will be very limited so order and reserve one now before they are sold out.



1/12th scale M.G. Models Ferrari 250 TR Winner Le Mans 1958 Phil Hill Oliver Gendebien with full engine detail also available Targa Florio Winner 1958 Kit £295 or hand built £720



1/12th scale Ferrari M.G Models Ferrari F1/2002 World Champion Michael Schumacher, highly detailed with lift off engine cover, airbox etc. and nose section, fully detailed engine/gearbox and cockpit. Kit £332 or hand built £850 Also available 2000 and 2001 versions.



1/12th scale Ferrari Dino 156 Phil Hill World Champion 1961. Super kit £295 or hand-built £840. Fully detailed, lift off body.

1/14th scale Ferrari 246 Dino1958. Hawthorn/Collins or 'Yellow' Gendebien versions: Kit £270 or Handbuilt £674, fully detailed.



Full range of Exoto & Carousel & CMC available

Worldwide mail order - post & packing UK Reg £8 EEC - £12, Rest of World £20

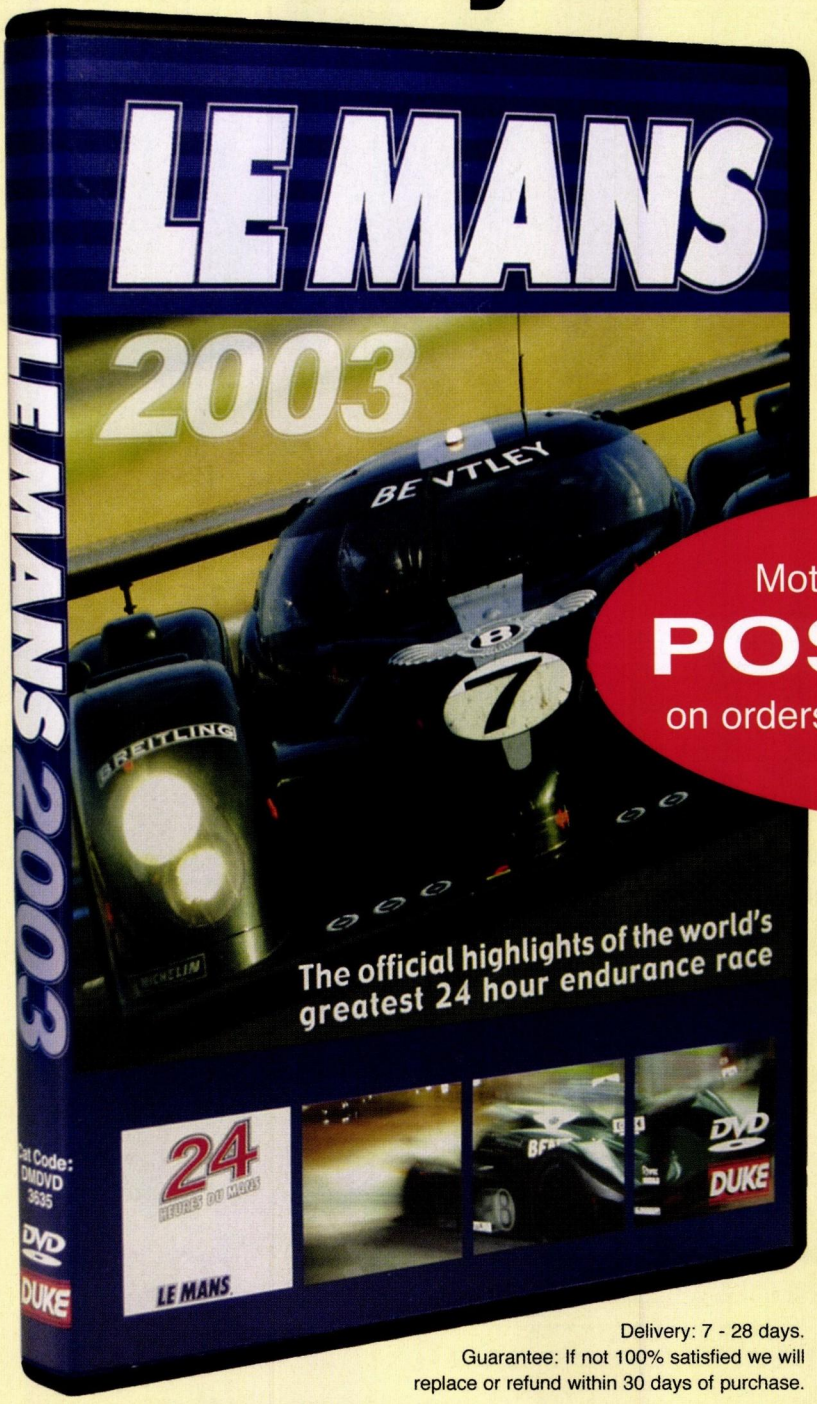
MIDLAND RACING MODELS

Churchside Arcade, 20 Little Church St, Rugby, Warks, CV21 3AW.

Tel or Fax: 01788 552133, after hours 01788 815220

CREDIT CARDS - VISA - MASTERCARD

Were you there?



If you were, this is your record of a spine-tingling 24 hours.

If you weren't, experience the experience.

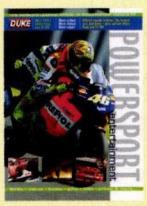
Le Mans 2003.

Bentley 1-2.

Special
Motorsport reader offer
POST FREE
on orders placed before 31.12.03
quoting 6564

DVD £14.99
115mins No.DMDVD3635
VHS £12.99
91mins No.DM3636

To Order simply text
dukevideo.info.youremail
to 07797 800 800
For information about the TxtOrder service visit www.txtorder.com



DUKE

dukevideo.com

Delivery: 7 - 28 days.
Guarantee: If not 100% satisfied we will replace or refund within 30 days of purchase.

Ask for a FREE catalogue.

Phone 01624 640000

Display Advertising
tel 020 8267 5254
fax 020 8267 5350

MOTORSPORT

Classified Advertising
tel 020 8267 5253
fax 020 8267 5350

MARKET PLACE CONTENTS

Art Page 112

Buildings Page 113

Clubs Page 116

Engineering & Restoration Page 111

Models Page 115 & 116

Motorhomes Page 114 & 116

Storage Page 113

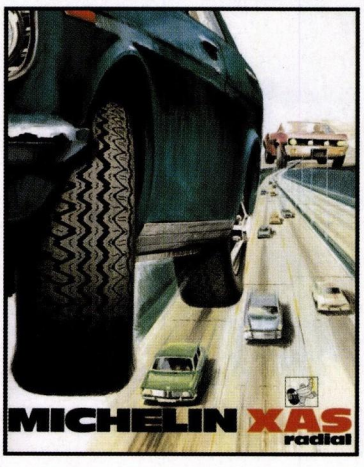
Tools Page 119-121

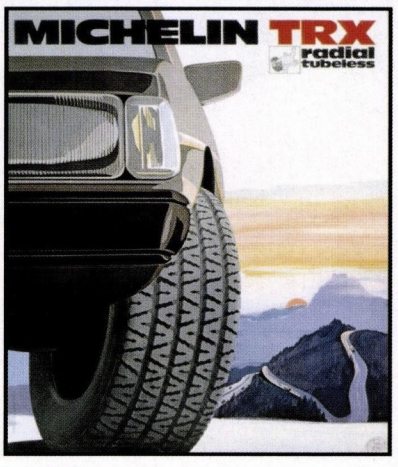
Websites Page 117

Wheels & Tyres Page 110 & 112

from X to TRX







Original equipment tyres available from:

Vintage Tyre Supplies
Tel: 0845 1200711 www.vintagetyres.com

Longstone Tyres
Tel: 01302 711123 www.longstonetyres.co.uk

and many other reputable tyre outlets

MICHELIN

77188_v5

WESTWOOD

Quality Cylinder Liners

in centrifugal spun cast iron

- Standard range 50mm – 127mm bore
- Over 7000 liners in stock
- Specials for all types of modern & vintage engines made from drawings or to customer spec.
- Wet and dry liners made to order – no minimum quantity

'Phone Duncan or Paul Andrews now on

01299 878727

Or visit us at www.westwood-trading.co.uk

BETTER BRAKES



MEAN BETTER LAPS

DISTRIBUTOR OF
- AP RACING BRAKES & CLUTCHES
- FERODO
- MINTEX
- GIRLING
- HOSELINES & FITTINGS

AP racing UK'S LARGEST STOCKIST

BG DEVELOPMENTS

BRAKING SYSTEMS AND COMPONENTS FOR ALL FORMULAE

HISTORIC & MODERN, SPORTS, TOURING & RALLY

BG DEVELOPMENTS LIMITED UNIT 9 WEST COURT • BUNTSFORD PARK ROAD • BROMSGROVE • WORCESTERSHIRE • B60 3DX

TEL: 01527 873716 FAX: 01527 575403 WWW.BGDEVELOPMENTS.CO.UK

97560_v3

SERDI UK

Valve seat inserts and guides



- Wide range of sizes available
- Materials for leaded; unleaded & LPG fuels
- Specialist items include Beryllium copper seats
- Guides for performance and competition engines

Call us now on 01895 232215 or email info@serdi.co.uk or visit www.serdi.co.uk

105213

ARIAS

PISTONS

FORGED PISTONS AND SPECIALIST ENGINE COMPONENTS

- Forged pistons for every application to 140mm bore
- Steel, titanium and aluminium connecting rods
- Piston rings and pins
- Liners, block sleeves & lightweight pushrods

ARIAS PISTONS LTD

Rosier Commercial Centre, Coneyhurst Road, Billingshurst, RH14 9DE, England

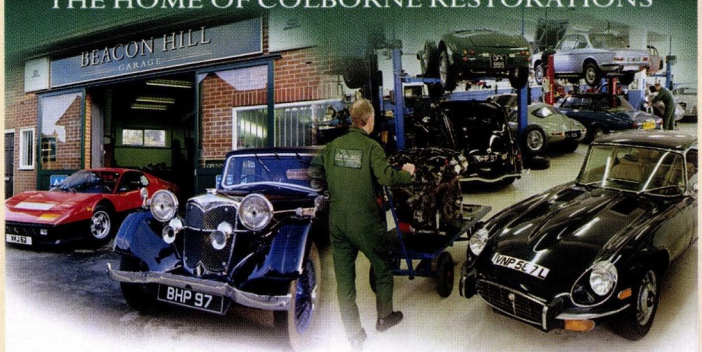
Tel: +44(0)1403 784022 Fax: +44(0)1403 782022

Email: pistons@arias.co.uk

90807_v3

BEACON HILL GARAGE

THE HOME OF COLBORNE RESTORATIONS

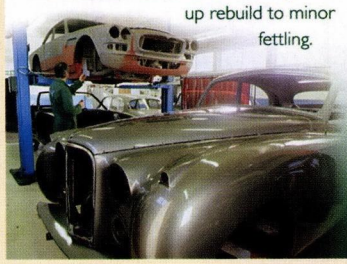


Classic & Vintage Car Restoration & Preparation

We specialise in all aspects of repair, restoration and maintenance - from ground up rebuild to minor fettling.

Chassis/body fabrication in house. Power train rebuilds to our exacting standards at very competitive prices. Collection and delivery available.

Current projects include Maserati Sebring, Ferrari 308, Jaguar MK VII, Riley Brooklands & Kestrel, MG Magna, Aston DB5, and Fiat 504.



Phone Robin: (01428) 609822 or visit our website at www.beaconhillgarageltd.co.uk

2795412

CAMBRIDGE MOTORSPORT

Two 1000bhp Dyno Cells available for customer rental



Race and Historic Rally preparation

Engine building and dyno testing

Rolling Road tuning and fault diagnosis

Race and event support

International transport

High-torque lightweight starter motors

Brake friction material specialists: road an competition pads and shoes

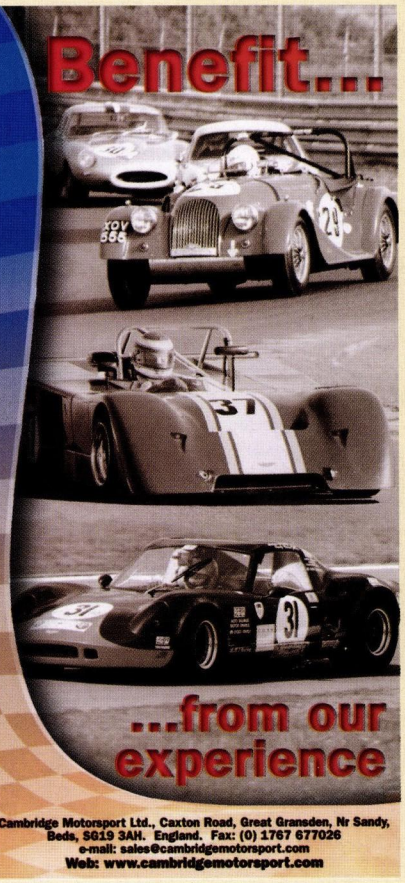
Race alternators

Aluminium radiators

Forged aluminium pistons

Tel: (0) 1767 677969

RACE MASS ENGINES



Cambridge Motorsport Ltd., Caxton Road, Great Gransden, Nr Sandy, Beds, SG19 3AH. England. Fax: (0) 1767 677026

e-mail: sales@cambridgemotorsport.com

Web: www.cambridgemotorsport.com

70901_v4



ALAN FEARNLEY

Exhibition of his latest collection of original paintings.
On show at:

The Air Gallery
32 Dover Street
London W1

From Monday 27th October to Saturday 1st November

All enquiries, please contact

MOTORING ART EXHIBITION

T: 08451 303911 (International callers +44 1234 355778)

KWIKLIFT

Starts at $995.00

A Portable Low Level Drive-On LIFT



THE WIRE WHEEL SPECIALIST — SAS

The Wire Wheel Specialist

S.M. Hopkins, Specialised Automobile Services,
Langley Mill, Langley Rd, Langley,
Macclesfield, Cheshire, SK11 0DG

Tyres supplied with free fitting and balancing.
High quality British wheels hand built
to customer's specification.

The leading manufacturer and repairer of wheels for Vintage and Veteran cars. We offer the most comprehensive range of RIMS and HUBS in the world.

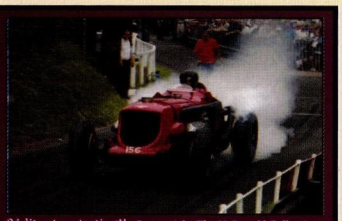
TURRINO

TURRINO ALLOY WIRE WHEELS
Lightweight high specification wheels for road or competition.
Borrani wheels refurbished.

TURRINO

t: +44 1260 253 119 f: +44 1260 252 699 e: steve@wirewheels.co.uk www.wirewheels.co.uk

Longstone Tyres



24 litre tyre testing!! © copyright The McDonald Collection.

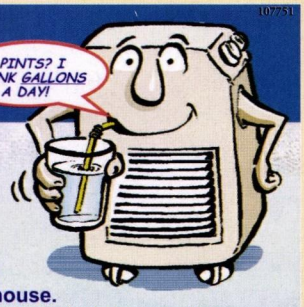
Dougal & Andy Cawley
Doncaster Rd, Bawtry, Doncaster DN10 6NX.
Tel: 01302 711123
Fax: 01302 710113
Email sales@longstonetyres.co.uk www.longstonetyres.co.uk

Longstone Tyres will be at the following VSCC speed events in 2003.

12th April	Silverstone	21/22nd	Donington Park	2/3rd August	Prescott
4 May	Curborough	6th July	Shelsley Walsh	22/24th August	Yorkshire Weekend
17/18th May	Silverstone	20th July	Mallory Park	27/28th September	Loton Park
8th June	Cadwell Park				

AVON · Lucas Automotive · BFGoodrich · DUNLOP · Firestone · MICHELIN

Keep your important motorsport vehicles rust free this winter



Dry-it-Out

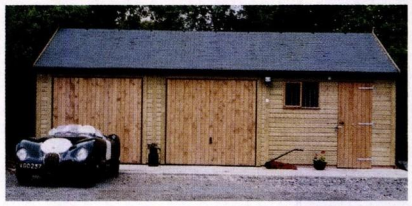
Domestic and commercial
DEHUMIDIFIERS

A full supply & support service for all applications from a garage to a warehouse.
Call us for impartial advice 7:00am - 10:00pm 7 days a week on

08700 117987

VISA · MasterCard · SWITCH

or visit **www.dry-it-out.com** for more information.



Timber Garages
Garden Rooms
& Workrooms
From £995 inc. VAT
Strong Warm &
Condensation Free

BUSINESS OF THE YEAR WINNERS 2001 - Quality Award Winners

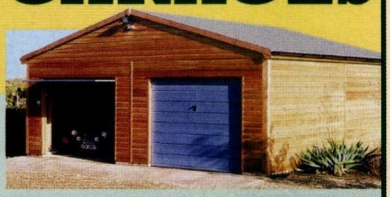
WARWICK BUILDINGS



Southam Rd, Long Itchington,
Rugby, Warks, CV47 9QL
Tel: 01926 815757 Fax: 01926 815162
www.warwickbuildings.com



CLASSIC TIMBER GARAGES



INHERENTLY WARM & CONDENSATION FREE

- Sizes from 16'x10' to 24'x24'
- Felt, Slate or Tiled Roof
- Pressure Treated for Life
- Full Literature on Request
- Export Enquiries Welcome

PASSMORES
EST • 1909
01634 • 290033
FAX: 01634 • 290084
www.passmores.co.uk



HAMLET

102541-96

Traditional Oak Framed Buildings Garages, Garden Rooms and Gazebos.
Swimming Pool Covers, Stabling, Stores and Porches.
With curved brackets, morticed and double pegged in the time honoured way.
Excellent value, high specification. Complete Nationwide service.
FOR A BROCHURE AND PRICE LIST TELEPHONE: 0800 085 9699
OR VISIT OUR WEBSITE www.hamletbuildings.co.uk

GARAGES AND WORKSHOPS





Chart Stables are a quality assured company offering a wide range of timber Garages and Workshops. We deliver and assemble our buildings throughout the country.

Chart Stables Ltd
QMS ISO 9001 REGISTERED FIRM
Please phone Chart Stables for a brochure on 01233 713611
E-mail: enquiries@chartstables.co.uk • Web site: www.chartgarages.co.uk

SPECIALIST CAR STORAGE COMPANY

TigaStor

Offers a high security, comprehensive storage service.

We are a long established and extremely flexible organisation. We aim to make life easy for anybody who is living or working overseas, or who simply has no space for their car. Our rates are amongst the most competitive. Convenient for Heathrow, Silverstone or London.

DE-HUMIDIFIED STORAGE AVAILABLE

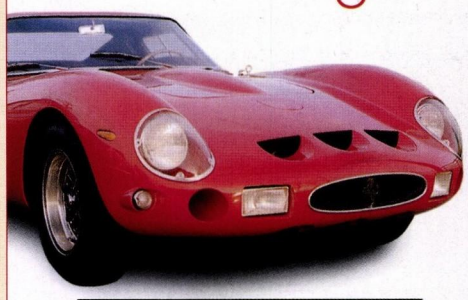
Tel: 01296 681211 Fax: 01296 681837
E-mail tigastor@msn.com www.tigastor.co.uk

Details from: TigaStor, Neales Farm, Cublington,
Leighton Buzzard, Beds LU7 0LE
(Callers strictly by appointment only)

AMERICAN EXPRESS BARCLAYCARD VISA

560ZT

Car Storage



www.storacar.co.uk

Tel: +44 (0) 1234 391 206
Fax: +44 (0) 1234 391 672
E-mail: info@storacar.com

STORACAR SINCE 1983
The Hotel for Fine Automobiles

LONDON CAR STORAGE



Bride Street, Caister House, Underground Storage
London N7 8AX
Agents for Archamber Systems

. Short Term .
. Long Term Stay .
. Complete Valeting Service .
. C.C.T.V 24hr Surviellance .
. Collection & Delivery can be Arranged .

L.C.S offer a Secure & Discreet Service to suit all your needs
Comprehensively Insured for your piece of mind
For more details & information

Please Call 020 7609 8533 - 020 7609 8535 - 020 7700 7672

WWW.EAUROUGESTORAGE.CO.UK

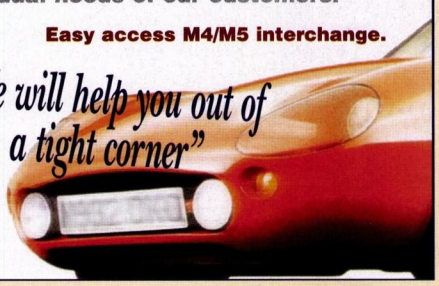
QUALITY CLASSIC CAR STORAGE

EAU ROUGE aims to provide a discreet storage service to suit the individual needs of our customers.

Easy access M4/M5 interchange.

EAU ROUGE STORAGE

"We will help you out of a tight corner"



Tel: 01291 689267

HIGH SECURITY CAR STORAGE

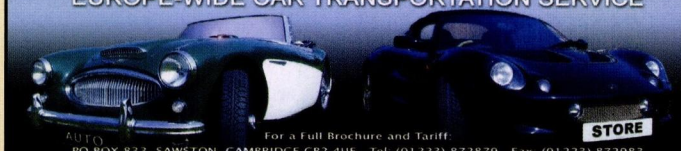
AutoStore

98011_v3

To facilitate the ownership of any car not in daily use the autostore offers a secure and discreet service.

- De-humidified High Security Storage
- Customised Maintenance/Exercise Programmes
- Specialised Professional Care and Restoration
- Most Competitive Storage and Insurance Rates
- Full Workshop Facilities, from Servicing to Restoration

EUROPE-WIDE CAR TRANSPORTATION SERVICE



For a Full Brochure and Tariff:
PO BOX 833, SAWSTON, CAMBRIDGE CB2 4UE. Tel: (01223) 872879 Fax: (01223) 872983
Web site: www.autostore.co.uk e-mail: enquiries@autostore.co.uk

GOLDSMITH & YOUNG LTD
ASTON MARTIN SPECIALISTS

SERVICING • FULL RESTORATION • UNLEADED CONVERSION • DYNAMOMETER • INSURED TRANSPORT • PRE PURCHASE INSPECTION AND REPORT • PERFORMANCE ENHANCING ENGINE AND SUSPENSION MODIFICATION •



CL 96899

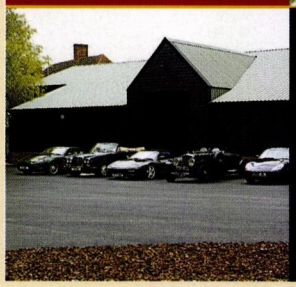
ALSO A SELECTION OF CARS KNOWN AND SERVICED BY US FOR SALE INCLUDING
DB5 Conv. . Goodwood Green/ Stone Int. Manual. S.U. unleaded conversion... P.O.A
Well known concours winning Lagonda Rapide, manual unleaded conv. Burgundy/Tan interior...35,000

Unit 2C, Quarryfields Industrial Estate, Mere, Wiltshire BA12 6LA.
Tel: 01747 860715 Fax: 01747 861109
Email: gy173@aol.com Website: www.aston-gyl.com

AutoVault







Classic and prestige car storage for the 21st century

- Completely secure bespoke new buildings
- De-humidified vehicle environment
- CCTV & full intruder alarm
- Personnel on site 24 hours a day
- Discreet rural location
- 20 mins from London Stansted airport
- Excellent road and rail access
- Ask about our dedicated transportation service

Telephone: 01371 820317
or visit us at www.autovault.co.uk

100728

TRAVELWORLD
THE HOME OF AMERICAN MOTORHOMES
Stafford Road, Wolverhampton WV10 6HL. England.
Tel: +44 (0)1902 420724 / 422780
Fax: +44 (0)1902 423296
www.usrv.co.uk www.us-rv.com
Email ross or annabel@us-rv.com

2004 double, triple + quad slide out available on all models



MONACO

100933

'EXPECT A NEW EXPERIENCE'
MANDALAY BY THOR INDUSTRIES
Available with triple / quad slide outs



DUDLEYS
OF OXFORDSHIRE
AMERICAN MOTOR HOMES

Tel: 01993 703774
Fax: 01993 771745
www.dudleysrv.com

Exclusive UK Dealer

CHESHIRE
American Motorhomes

Exclusive UK Dealer

No1 For Hire



New & Used Sales

American Motorhomes For Hire With Or Without Hospitality Awnings, Delivered to Any Circuit Or Event In UK Or Europe, Many Models Available Including Slide-Outs, All Fully Equipped To The Highest Standards And Professionally Presented.

+44 (0) 161 427 6868
www.AmericanMotorhomes.co.uk

83969_v4

GO RACING? GO TO RDH!

Perfect for pit lane promotion, relaxation or team co-ordination. RDH MOTORHOMES have a large fleet of quality Benimar 4/5/6 berth motorhomes available for hire now!*



0870 758 5050

2 Castle View, Lilac Grove, Beeston, Nottingham NG9 1PF
Facsimile: 0870 758 3030
E-mail: motorhomes@rdh.co.uk
Website: www.rdh.co.uk

*National call rates apply. *Conditions apply please enquire for details.

R·D·H motorhomes HIRE & SALES
benimar
SOLE UK IMPORTER OF BENIMAR

STAA 3575R

102577

HEDINGHAM MODELS & COLLECTABLES

7 MARKET ST., PHOENIX SHOPPING CENTRE,
BRAINTREE, ESSEX CM7 3YA. Tel: 01376 320522.
www.hedinghammodels-collectables.co.uk - Email: niall.t@hedinghammodels-collectables.co.uk

SPECIALISTS IN MOTORSPORT MODELS

1/43rd **Large Modern Shop or Mail Order** **1/18th**



1/43 Spark model hand built high quality resin. TVR Tuscan R De Walt racing. Le Mans 2003. #91 Hay/Barff/Stanton OR #92 Jordan/Caine/Sudgen. Due October/November. Please order due to massive demand. £29.99 each



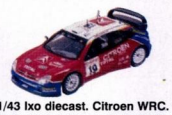
1/18 scale Autoart diecast. Porsche 917 LONG TAIL. Martini team, Elford/Larrousse Le Mans 1971. £49.99



1/43 Ixo diecast Ford Escort Cosworth. Winner Monte Carlo rally 1994, Delecour. Includes rally spotlights. £23.99. Malcolm Wilson Michelin Pilot 1994 to follow.



1/43 Ixo Diecast. Saleen S7-R. Le Mans 2002.# 66Konrad,#67 Brun or #68 Vodafone Ramos. £23.99



1/43 Ixo diecast. Citroen WRC. Colin Mcrae Monte Carlo 2003. The last Mcrae??? £23.99 each



1/43 Minichamps diecast. Mclaren M23 Emerson Fittipaldi World Champion 1974. incl.engine detail. £24.99. Here 22nd October at last!



1/43 Minichamps diecast. Brabham BT60 Damon Hill 1992. Van De Poele sold out. Due at last, yes really this time! £24.99



1/18 Autoart diecast. Jaguar E type series 3 V12 cabriolet.Green. £49.99. Silver to follow.

WE STOCK A VAST & VARIED SELECTION OF MODELS

ROAD, RACE, RALLY, GT CARS, LE MANS, F1, RACE BIKES, CART AND MORE

P&P AT COST. PRICES SUBJECT TO CHANGE.

WE HAVE THE KNOWLEDGE TO HELP AND ADVISE - *JUST ASK NIALL T.*

MULTI AWARDS FOR CUSTOMER SERVICE

HOURS: Monday-Wednesday 10am-5pm - Closed Thursday - Friday 10am-5.30pm - Saturday 9am-5pm

www.grandprixmodels.com

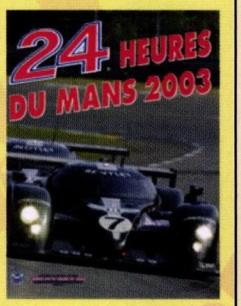
click to enter the online model shop

SALE click to go to our bargains page

click to browse the online edition of Four Small Wheels

click for the news and information pages

CELEBRATE THE BENTLEY VICTORY! THE ULTIMATE REPORT OF THE MOST RIGOROUS TEST OF ENDURANCE



Due any day, the 2003 ACO Le Mans 24 Hours annual features:

- Every car in colour
- Driver profiles
- Hour-by-hour race coverage
- Full statistics of the race and practice car-by-car

A must for Le Mans fans

All this for just £30 plus post and packing :
UK £3.50 Europe £12.50 Rest of World £15.00

Grand Prix Models
3 Noke Lane Business Centre, St Albans, Herts, AL2 3NY. UK **Telephone:** UK 01727 845645
Fax: 01727 845858 from outside UK +44 1727 845645 **Fax:** +44 1727 845858
Email: mail@grandprixmodels.com

GRAND PRIX MODELS

94940_V2

Wheels

model cars for the collector

Wheels Models Cars
Wonderful Gifts for Christmas



Faenxa 43 Ferrari 196 S Sebring 1960 £81.50



Brooklin Dodge 500 Indy Pace Car 1954 £45.00



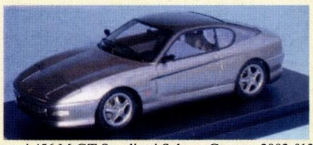
Rover P4 model 90 Saloon 1957 £45.00



King Cobra LA Times Riverside - Dave MaDonald 1963 £142.00



Chaparral 2J Watkins Glen 1970 J Stewart £142.00



Ferrari 456 M GT Scaglietti Saloon Geneva 2002 £134.00



Ferrari F1 2002 San Marino GP Winner M Schumacher £131.00

FOR MORE INFORMATION ABOUT OUR FANTASTIC COLLECTION OF MODEL CARS, PLEASE CONTACT:
Wheels Model Cars • 61 High Street
Criccieth • North Wales • LL52 0HB
Tel: +44 (0) 1766 522552
Fax: +44 (0) 1766 522277
email: contactus@wheelsmodelcars.com

CLUB DIRECTORY

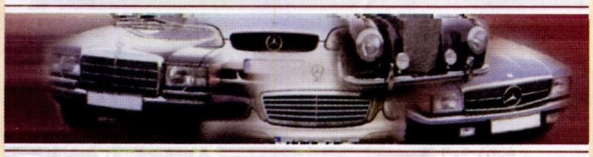
1073172_v7

Owners Club

Join the **Alfa Romeo Owners Club** for Alfa enthusiasts regardless of year or model Alfa, and for non-owners. We provide 6 magazines and 6 newsletters, local sections, model registers, a racing championship, an official insurance scheme, Directory of Services, and many events.

Membership details from:
Ken Carrington 01245 473455 (Tel & Fax)

If you love the cars, why not join the Club?



The Mercedes-Benz Club

- A democratically run members' club
- Monthly full-colour Gazette
- Technical support
- The only UK club recognised by DaimlerChrysler
- Discounted insurance
- Club Shop
- Members' website forum
- Local, national and international events
- All models catered for – 1886 to 2003
- Discounts on parts and service at many dealers
- Discounts on cars from Mercedes-Benz Retail
- The world's first Mercedes-Benz club

Telephone 07071 818868

www.mercedes-benzownersclub.co.uk

A REAL FERRARI CLUB - THE FERRARI OWNERS' CLUB

Join fellow owners, past owners and non owning enthusiasts in the ONLY Ferrari Club in the UK supported by Ferrari and Ferrari UK, with its own magazines, events, track days, area groups and race and hillclimb series. in fact the ONLY Ferrari club entitled to use the name and Ferrari marks. Fly the genuine Ferrari flag!

Call 01485 544500 or fax 544515 for a membership brochure

The Rolls-Royce Enthusiasts' Club

For Enthusiasts of Rolls-Royce and Bentley Motor Cars. The club organises UK and overseas rallies. Offers extensive technical services. Runs weekend seminars. Special insurance scheme.

Details from RREC, The Hunt House, Paulerspury, Northants NN12 7NA

Tel: 01327 811788

Fax: 01327 811797

email: admin@rrec.co.uk

To list your club here call Charlie on 020 8267 5251



Porsche Club GB

The Porsche Club caters for all owners & enthusiasts. For further information, please contact 01608 652911

www.porscheclubgb.com

Please see main Richardson Hosken advert on page 9

JOHN SHINTON MODELS

LOLA T-70 MK3 B GT



1/8 SCALE (9 INCHES/ 53 CM LONG)
Hand built replicas of the classic '60 sports racing car.
Available as:-

Sid Taylor
Jo Bonnier
Paul Hawkins
Scuderia Filipinetti
Team Penske
Team Gunston

An other version can be made to order of your favourite car or in your own livery.

Taking orders now for what could possibly be only 50 models

Future releases; Lola T-70 Mk3 GT, Chaparral 2F

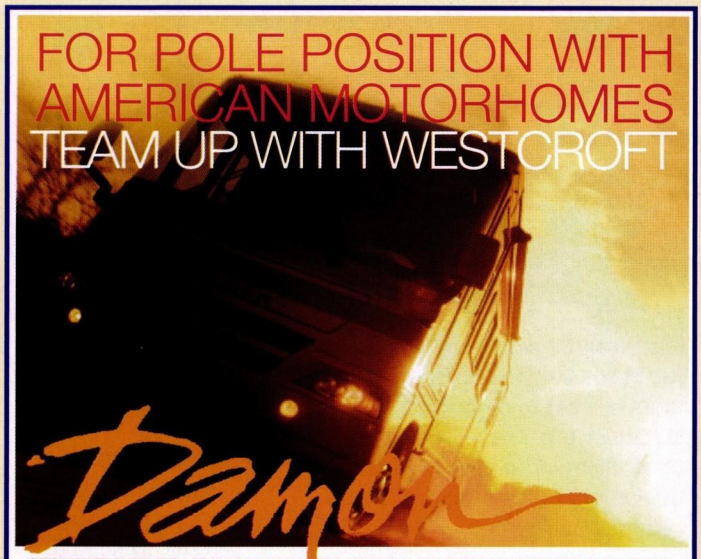
103838

FOR MORE DETAILS, EMAIL john_shinton@hotmail.com or talk to John or Jody on 01869 601406

36 Benson Close, Bicester, Oxon, OX26 4FQ

WWW.JOHNSHINTONMODELS.CJB.NET

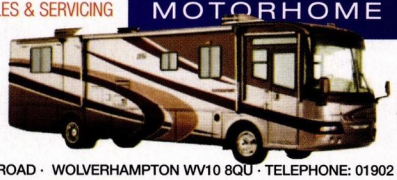
FOR POLE POSITION WITH AMERICAN MOTORHOMES TEAM UP WITH WESTCROFT



WESTCROFT OFFER THE LARGEST SELECTION OF AMERICAN AND EUROPEAN MOTORHOMES IN THE UK

Sole distributors for the top three leading manufacturers in the States
SALES & SERVICING

Westcroft
MOTORHOME CENTRE



Damon
Coachmen
ALLEGRO

CANNOCK ROAD · WOLVERHAMPTON WV10 8QU · TELEPHONE: 01902 731324 · FAX : 01902 724494
Email: sales@westcroftmotorhomes.com · www.westcroftmotorhomes.com

ART

Classic Moments *in* Motorsport



by Brian Sapsford
WWW.briansapsford.co.uk
01252 653320

Barry Hunter Motorsport Art
01844 354254



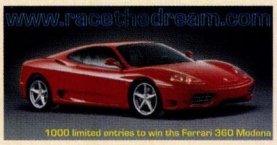
www.chilternweb.co.uk/barry hunter
102590

www.davidburk.net
Limited edition prints and original oil paintings



Tel/fax 01296 482817 / mobile 07719186705

Highly 'Tooned' Artwork
Paul M. Ellender
www.rallyist.co.uk
(01772) 510360



www.racethedream.com
1000 limited entries to win this Ferrari 360 Modena

GT ART
Motorsport Art
by Gillian Tapsell
www.gt-art.co.uk
Tel: 0800 195 7479

Damien Hirst eat your heart out.
TheBrucegallery
www.thebrucegallery.com
AlfaCobraFerrariJaguarMclarenMorganMercF1
106158

WSTGraphicArT



Fine art prints of Jim Clack driving the Border Reivers Aston Martin DBR1 at Charterhall in 1961. 500 Limited edition prints 520 x 750 signed by Jim's mentor through his early career Ian Scott-Watson
£40.00 + p&p
The Dub, Trinity Lane, Duns, Berwickshire TD11 3ER. Tel: 01361 882947
FINE ART MOTOR RACING PRINTS
www.wstgraphicart.co.uk.
stuart@thorburn.fsworld.co.uk

CARICATURES!
Something different for someone special - a caricature by Richard Maby makes a great personal gift. Drawn from your photos, from 65 b/w, £85 colour + £2.50 p&p
Visit the website gallery!



Tel: 01747 852041
or 01747 858800
www.cartoonworkshop.net
86527

BOOKS

Brooklands Books
Visit our website
www.brooklands-books.com
Over 800 titles always in stock. Factory manuals, restoration, tuning plus our road test series on cars, motor racing & motorcycles.
100934

66543_V18

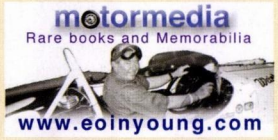


www.chaters.co.uk

COLLECTORS CAR BOOKS
Specialists in new and rare motor racing and motoring books
01327 855888
www.collectorscarbooks.com
77402_v7

BOOKS

motormedia
Rare books and Memorabilia



www.eoinyoung.com

BRAKES

Coopercraft,
Goodwood Revival meeting 2002.
Two lightweight Jaguar E Types exit the chicane.
Leaders in the specialist world of up-rated braking systems.
Coopercraft, Westwood, Broadclyst, Devon, EX5 3DH
Email: coopercraft@eclipse.co.uk
www.coopercraft.co.uk
Tel: 01404 822100



CARS FOR SALE

www.daxars.co.uk



DJ Sportscars International Ltd
Tel: 44 (0)1279 442661

CORVETTE

claremont CORVETTE
THE ORIGINAL CORVETTE SPECIALISTS
• 20 immaculate Corvettes • site updated daily
• plus everything corvette
Phone: +44 (01634) 244444
82414_v6 www.corvette.co.uk

MEMORABILIA

MOTORING MOSAICS



Unique art by Jonathan Dale
www.motoringmosaics.co.uk
01723 870532
98981_v2

MODELS

Carkits *International*
RARE PLASTIC CAR KITS AND PERFORMANCE DIECASTS
101 Kensington Road, Southend-on-Sea, Essex SS1 2SY, England
Tel: 01702 615397 Fax: 01702 615397
www.carkits-int.com
for digital catalogue info.
87823_v5

GRAND PRIX MODELS
www.grandprixmodels.com

MISCELLANEOUS

THE COMPLETE AUTOMOBILIST
www.completeautomobilist.com

OILS

MILLERS OILS Motorsport
www.millersoils.co.uk

PARTS

autochron
Specialist in historic race & rally timing equipment



www.autochron.co.uk
+44 (0) 1494 758421

www.arts-direct.com
68608

PHOTOGRAPHY

Graham Reading Photography



www.grahamreading.com

the Keith Duerden collection
Motor racing photos from the 1950s and '60s



www.duerdencollection.com
81898_v6

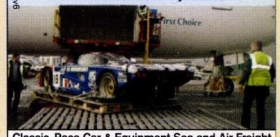
MICHAEL COOPER
MOTOR RACING ARCHIVE
TEL/FAX: 01483 203129
www.motorsportimage.co.uk

RESTORATION

www.classcar.com
for
Britain's top restorers and related businesses
The Classic British Quality Charter

TRANSPORTATION

Aviation Services Analysis Ltd.
International House 31 Church Road Hendon London NW4 4EB
England: 00 44 20 8202 2333 Fax: 00 44 20 8202 2777
Belgium: 0032 496905499
Mobile: 0794 1732211
www.aviationservicesanalysisltd.com
82744_v6



Classic, Race Car & Equipment Sea and Air Freight
Special Rates for U.S.A., Japan, Australasia
includes Insurance, Carnets, Haz Certs.
Clearances & Door to Door

54254

What do you get when you join The Brooklands Society?

Four Gazettes and Newsletters a year, entrance concessions to Brooklands,
STOP PRESS . . . . Cripes - it's even better !!!!!!
Our online shop is now live - go there - great branded clothing, badges, bargain books, bargain . . . . . more - much more

www.brooklands-society.co.uk

www.brooklands.org.uk or telephone 01252 408877

Patron: The Earl of March
President: Sir Stirling Moss OBE

Bell & Colvill (n's)

Bell and Colvill don't just sell and service Subaru, they care for them and the wishes of the all important customer. Our sales

means Subaru sales

teams object is to advise and help you make the best choice from the range to suit your needs. Our Subaru trained service staff

and service at its best,

are there to keep things running smoothly.

a fu uch

m



Visit a must.

BELL & COLVILL
Motorsport

EPSOM ROAD, WEST HORSLEY, SURREY KT24 6DG TELEPHONE: 01483 281000 FAX: 01483 281999
WEBSITE: www bell-colvill.co.uk E MAIL: enquiries@bell-colvill.co.uk

Machine Mart®

No.1 FOR TOOL STORAGE

TOTE TRAY SUPPLIED WITH EVERY TOOL CHEST

Tools not included

FANTASTIC VALUE



CFS308
£79.95 EX-VAT
£93.94 INC-VAT

Clarke MECHANICS TOOL CHESTS & CABINETS

- One piece friction glide drawers for smooth opening action
- Chests feature piano hinge lids for smooth opening, security and strength
- Trolleys feature 5" castor wheels except CTC700 (4"), CTC500 (3") and CTC800 (3")

FANTASTIC VALUE

4 CTC106
£64.95 EX-VAT
£76.32 INC-VAT

3 CTC103
£44.95 EX-VAT
£52.82 INC-VAT

PROTECTIVE TOP MAT

Full extension runners for smooth opening action

6 CTC105
£139.95 EX-VAT
£164.44 INC-VAT



	MODEL	TYPE	EX VAT	INC VAT
1	CTC600	6 drawer chest	£44.95	£52.82
	CTC900	9 drawer chest	£59.95	£70.44
	CTC500	5 drawer cabinet	£89.95	£105.69
2	CTC800	8 drawer chest/cab set	£99.95	£117.44
	CTC700	7 drawer cabinet	£119.95	£140.94
	PRO RANGE			
3	CTC103	3 drawer step up chest	£44.95	£52.82
4	CTC106	6 drawer drop front	£64.95	£76.32
5	CTC109	9 drawer chest	£69.95	£82.19
6	CTC105	5 drawer trolley	£139.95	£164.44
7	CTC107	7 drawer trolley	£169.95	£199.69

Clarke HD PROFESSIONAL TOOL CHESTS

- Drawers lock simultaneously when top lid is closed • Protective anti-slip liners and identification inserts • Tough nickel plated side handles and lid brackets

MODEL	DESCRIPTION	EX VAT	INC VAT
CFS306	6 Drawer-drop front	£69.95	£82.19
CFS309	9 Drawer Tool Chest	£89.95	£105.69
CFS312	12 Drawer-extra deep	£129.95	£152.69
CFS308	8 Drawer Tool Chest	£79.95	£93.94
CFS310	10 Drawer Tool Chest	£109.95	£129.19

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

PROFESSIONAL TOOL CHESTS & CABINETS

HEAVY DUTY

MAX LOADING 500KG

TOTE TRAY SUPPLIED WITH CBB204, 205, 206, 209

Tools not included

2 CBB206
£109.95 EX-VAT
£129.19 INC-VAT

BALL BEARING DRAWER RUNNERS PROVIDE SUPER SMOOTH GLIDING ACTION

TROLLEYS SUPPLIED WITH PROTECTIVE TOP MAT

THE ULTIMATE IN TOOL STORAGE! Be the envy of friends and colleagues with these top of the range HEAVY DUTY PLUS tool chests & cabinets.

6 CBB217
£229.95 EX-VAT
£270.19 INC-VAT

- Extra heavy gauge double wall steel construction with nickel plated side handles with tough rubber grips
- All drawers feature protective anti-slip liners and identification inserts





"An absolutely splendid tool chest and cabinet which will be the envy of all my friends... ...I shall certainly be visiting Machine Mart in the future!"
Mr. P. Heath, Birmingham

	MODEL	DESCRIPTION	WAS INC VAT	EX VAT	INC VAT	
1	CBB204	4 Drawer tool chest		£89.95	£105.69	REDUCED
	CBB205	5 Drawer tool chest		£99.95	£117.44	
2	CBB206	6 Drawer tool chest		£109.95	£129.19	
3	CBB209	9 Drawer tool chest		£139.95	£164.44	
4	CBB203	3 Drawer chest-step up	£82.19	£67.95	£79.84	
5	CBB215	5 Drawer mobile cabinet		£194.95	£229.07	
6	CBB217	7 Drawer mobile cabinet		£229.95	£270.19	
	CBB212	3 Drawer mobile cabinet	£176.19	£139.95	£164.44	
7	CBB213	3 Drawer mobile cabinet		£179.95	£211.44	

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

EXTRA LARGE TOOL/CHEST CABINET

CHEST
£229.95 EX-VAT
£270.19 INC-VAT

HEAVY DUTY

MAX LOADING 1000KG

GAS STRUTS Holds lid open

EXTRA DEEP DRAWERS

CABINET
£379.95 EX-VAT
£446.44 INC-VAT

1.5M TALL

BALL BEARING RUNNERS

FANTASTIC VALUE

- Double wall reinforced indented end & base for extra strength & rigidity
- Extra heavy gauge steel
- Protective anti-slip drawer liners & cabinet top mat
- Fully locking for security

BLUE LINE INDUSTRIAL ALSO AVAILABLE

SEE OUR MAIN ADVERT!

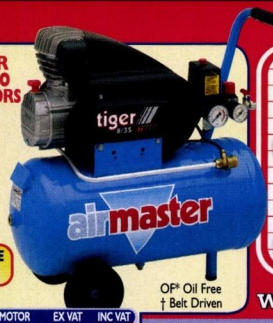
Machine Mart

where Quality costs less

NEW STORES — DUNDEE, GLASGOW, ILFORD — OPENING NOVEMBER

47 SUPERSTORES NATIONWIDE

master TIGER TURBO AIR COMPRESSORS



FROM ONLY £94.95 EX VAT £111.57 INC VAT

- Fully portable
- H/Duty pumps
- Auto stop/start control

HUGE RANGE OF SPRAYGUNS & ACCESSORIES!

MODEL	CFM	MOTOR	EX VAT	INC VAT
Tiger 8/45 O/F*	125	1.5 Hp	£94.95	£111.57
Tiger 8/40	7	1.5 Hp	£99.95	£117.44
Tiger 8/65	7	1.5 Hp	£179.95	£211.44
Tiger 9/55†	8	2 Hp	£269.95	£317.19
Tiger 10/70†	9	2 Hp	£309.95	£364.19
Tiger 15/55	14	3 Hp	£259.95	£305.44
Tiger 15/65†	14	3 Hp	£349.95	£411.19

Clarke rubber air hose (10m) FROM ONLY £10.95 EX VAT £12.87 INC VAT

*Oil Free † Belt Driven

Clarke INDUSTRIAL AIR COMPRESSORS

H/DUTY

FROM ONLY £259.95 EX VAT £305.44 INC VAT

UK MADE



These professional quality units offer the durability and reliability demanded by professionals whilst maintaining value for money.

All units feature:
- Cast iron pumps on SE11 & SE16
- Maximum 150psi (10 bar)
- Fully automatic • Cast iron cylinders • Fully painted
- Twin cylinder pumps • Motor overload protection
- Petrol, diesel and portable models available

MODEL	CFM	MOTOR (HP)	RECEIVER (LTR)	EX VAT	INC VAT
SE11	8.5	2	100	£259.95	£305.44
SE10C(WIS)*?	9	2	100	£309.95	£364.19
SE16	14	3	150	£299.95	£352.44
SE18	18	4	200	£479.95	£563.94
SE25#	23	5.5	200	£599.95	£704.94

*WIS=Wired in starter #Supplied with direct on-line starter

master PORTABLE AIR COMPRESSOR

TIGER 6/6



ONLY £69.95 EX VAT £82.19 INC VAT

- Highly efficient 5cfm air displacement
- 8 bar max working pressure
- 1.25Hp motor
- 6ltr air receiver

Clarke AIR TOOLS & SPRAY GUNS



TYPE	MODEL	EX VAT	INC VAT
Air Hammer	CAT29B	£16.95	£19.92
Die Grinder Set	CAT36B	£20.99	£24.66
Grit blast gun	SB1	£23.95	£28.14
Spot blast gun	SB2	£23.95	£28.14
6" Dual Action sander	CAT80	£24.95	£29.32
Pro Spray Gun		£19.95	£23.44
½ Sq. Drive Ratchet	CAT22B	£26.95	£31.67
3/8" Air drill	CAT27B	£27.95	£32.84
Super Pro Spray Gun	SP14C	£29.95	£35.19
14pce ½" Ratchet set	CAT221B	£35.95	£42.24
Super Pro Spray Gun	SP18C	£29.95	£35.19
12pce ½" Impact wrench set	CAT231B	£39.95	£46.94
High Speed Saw	CAT26B	£28.95	£34.02

Clarke H/DUTY BLAST CABINET

FROM ONLY £99.49 EX VAT £116.90 INC VAT



- Low voltage
- Blasts old paint, rust, & revitalises aluminium
- Air Filter inc.

ALSO: Aluminium oxide powder or garnet powder from only £17.95 EX VAT £21.09 INC VAT

Clarke 5 PCE AIR TOOL KIT

ONLY £19.95 EX VAT £23.44 INC VAT

KIT1000



- Paint Spray Gun • Tyre inflator • Paraffin spray gun
- Recoil hose with quick couplers • Blow gun

ALSO AVAILABLE 3 pce Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun ONLY £14.95 EX VAT £17.57 INC VAT

Clarke PRO AIR BRUSH KIT

CAB2P

ONLY £24.95 EX VAT £29.32 INC VAT



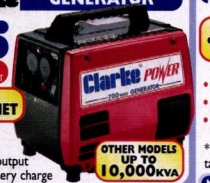
Complete with:
- Double action trigger for accurate control
- 2 Jars • 1/4" BSP adaptor • Lightweight hose
- Chromed paint cup • Precision machined nozzle

Clarke GENERATOR

G900

ONLY £299.95 EX VAT £352.44 INC VAT

700W SUPER QUIET



- 2 x 230v outlets
- 700w max output
- 12v DC battery charge

OTHER MODELS UP TO 10,000KVA

Clarke GAS FIRED SPACE HEATERS



- Variable output (except Little Devil)
- Dual voltage (except Little Devil)
- Calor approved

FROM ONLY £84.95 EX VAT £99.82 INC VAT

STAINLESS STEEL ALSO AVAILABLE

MODEL	BTU/HR	EX VAT	INC VAT
Little Devil	35,000	£84.95	£99.82
Devil 850	107,000	£154.95	£182.07
Devil 1250	149,000	£209.95	£246.69
Devil 1850	200,000	£299.95	£352.44
Devil 3000	281,000	£319.95	£375.94
Devil 3150	344,000	£389.95	£458.19

Clarke DRILL PRESSES

Full range of Drill Vices available

FROM ONLY £33.95 EX VAT £39.89 INC VAT



- Safety cutout on belt guard
- Tables tilt 0-45° left and right
- Depth gauge • Chuck guards

* Includes wet 'T' slot table & worklight

MODEL	CHUCK SIZE	SPD	EX VAT	INC VAT
CDP5DD	13mm	5	£33.95	£39.89
CDP10B	13mm	5	£54.95	£64.57
CDP15B	13mm	5	£84.95	£99.82
CDP20B	13mm	12	£115.49	£135.70
CDP25F	13mm	12	£134.95	£158.57
CDP30B	16mm	12	£139.95	£164.44
CDP35F	16mm	12	£149.95	£176.19
CDP40B	16mm	16	£159.95	£187.94
CDP45F*	16mm	16	£189.95	£223.19
CDP50F*	20mm	12	£379.95	£446.44

Clarke DIGITAL MULTIMETERS



CDM10 • 19 position • 10 amp facility ONLY £6.99 EX VAT £8.21 INC VAT

CDM20 • 32 position • 10 amp facility ONLY £15.99 EX VAT £18.79 INC VAT

Clarke PARTS WASHERS

FROM ONLY £33.49 EX VAT £39.35 INC VAT



FLOOR STANDING
- 45 litre tank
- 1000Ltr/hr pump rate

REDUCED! WAS £93.94 INC VAT NOW ONLY £74.95 EX VAT £88.07 INC VAT

BENCH MOUNTED
- 10 litre tank
- 1000Ltr/hr pump rate

REDUCED! WAS £41.11 INC VAT NOW ONLY £33.49 EX VAT £39.35 INC VAT

MASSIVE PRICE CUTS

Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

FROM ONLY £178.95 EX VAT £209.74 INC VAT



MODEL	EX VAT	INC VAT
10 ton bench	£178.50	£209.74
10 ton floor	£198.00	£232.65
15 ton floor	£368.85	£434.69
25 ton floor	£589.95	£693.19
50 ton floor	£998.00	£1,172.65

Clarke METAL LATHE

CL300M

ONLY £399.95 EX VAT £469.94 INC VAT

- 300mm between centres
- LH/RH thread screw cutting
- Electronic variable speed
- Self centering 3 jaw chuck & guard
- Compound mitre slide and 4 way tool post
- Gear change set
- Power feed



BEST SELLER

FULL RANGE OF ACCESSORIES AVAILABLE

Clarke MEASURING INSTRUMENTS



MODEL	DESCRIPTION	EX VAT	INC VAT
CM160	150mm Dial Caliper	£17.95	£21.09
CM180	0-25mm External Micrometer	£9.95	£11.69
CM190	25-50mm External Micrometer	£15.95	£18.74
CM200	0-1" External Micrometer	£13.95	£16.39
CM220	0-10mm Dial Test Indicator	£16.95	£19.92
CM100	150mm/6" Vernier Caliper	£8.49	£9.98
CM110	200mm/8" Vernier Caliper	£19.95	£23.44
CM120	300mm/12" Vernier Caliper	£25.95	£30.49
CM130	150mm/6" Locking Caliper	£15.95	£18.74
CM150	6" Dial Caliper	£16.95	£19.92
CM145	150mm/6" Digital Vernier	£29.95	£35.19

Clarke ANGLE GRINDERS

CAG115C BEST BUY Practical Householder

FROM ONLY £12.95 EX VAT £15.22 INC VAT



MASSIVE PRICE CUTS

Inc. disc & handle

MODEL	DUTY	MOTOR	WAS INC VAT	EX VAT	INC VAT	R
CAG121*	DIY	500w	£16.39	£12.95	£15.22	E
CAG120*	DIY	550w	£19.92	£15.95	£18.47	D
CAG115*	PRO	500w	£32.84	£25.95	£30.49	C
CAG115C*	PRO	720w	£35.19	£26.95	£31.67	E
CAG230#	PRO	1700w	£41.07	£32.95	£38.72	D

*115mm disc #230mm disc

Clarke VICE

MULTI - PURPOSE CMV125

ONLY £39.95 EX VAT £46.94 INC VAT



- Jaw width 127mm
- Jaw depth 75mm
- Jaw opening 120mm
- 360° rotating vice head
- 360° double locking swivel base

Clarke ARC WELDERS

SEE THE FULL RANGE IN OUR NEW FREE CATALOGUE!

FROM ONLY £42.95 EX VAT £50.47 INC VAT



MODEL	AMPS	EX VAT	INC VAT
105E	40-100	£42.95	£50.47
115E	40-110	£47.95	£56.34
160E	60-150	£46.95	£55.17
190E	50-185	£69.95	£82.19
145TE*	40-140	£69.95	£82.19
165TE*	35-160	£89.95	£105.69
190TE*	35-180	£99.95	£117.44
230TE*	40-210	£109.95	£129.19

For home user, automotive and industrial applications.

Clarke EDGE SETTERS / JOGGLERS



FROM ONLY £24.95 EX VAT £29.32 INC VAT

Item shown £32.95 Ex Vat £38.72 Inc Vat

Clarke 6 SPD METAL LATHE

WITH 12 SPEED MILL/DRILL HEAD - CL500M

ONLY £699.95 EX VAT £822.44 INC VAT

- 430mm between centres
- Power feed screw cutting facility
- Forward/reverse lathe operation
- Fine feed adjustment for milling
- Compound slide with 4 way tool post
- Clutch for independent mill/drill operation

FULL RANGE OF ACCESSORIES AVAILABLE!



Shown with optional floor stand £119.95 EX VAT £140.94 INC VAT

ALSO AVAILABLE: CL430 - As above but without the Mill/Drill head. ONLY £579.95 EX VAT £681.44 INC VAT

N.B.: The Mill/Drill head is not available separately

STAYER SANDERS/ POLISHERS

PROFESSIONAL QUALITY

FROM ONLY £84.95 EX VAT £99.82 INC VAT



LU270 POLISHER
- 1,800 rpm no load speed
- 800w, 230v
- 170mm backing pad

ONLY £84.95 EX VAT £99.82 INC VAT

LU272 POLISHER/SANDER
- 800/1200w, 230v • 170mm backing pad
- 2 speeds, 2000/2500 rpm no load speed

ONLY £94.95 EX VAT £111.57 INC VAT

Full range of Compounding & Polishing Heads - see Catalogue for details

Clarke BENCH GRINDER STAND

BGS1

ONLY £25.95 EX VAT £30.49 INC VAT

- Complete with bolt mountings & feet anchor holes



Clarke BENCH GRINDERS

FROM ONLY £18.95 EX VAT £22.27 INC VAT



CBG8W features 8" wetstone & 6" drystone.

MODEL	DUTY	WHEEL DIA.	EX VAT	INC VAT
CBG6RZ	PRO	150mm	£18.95	£22.27
CBG6RSC*	HD	150mm	£26.95	£31.67
CBG8RSC	HD	200mm	£33.95	£39.89
CBG6SB#	210w	150mm	£24.95	£29.32
CBG8W*	275w	150/200mm	£39.95	£46.94

*Heavy Duty # With sanding belt

Clarke MIG WELDERS

FROM ONLY £119.95 EX VAT £140.94 INC VAT



Includes free:
- Gas regulator
- Earth clamp
- Face mask • Welding wire
- Welding torch

Pro90-150 also includes CO_2 gas bottle

BEST BUY Auto Express

MODEL	AMPS	EX VAT	INC VAT
Pro 90	25-90	£119.95	£140.94
100E	27-100	£139.95	£164.44
135TE Turbo*	30-130	£169.95	£199.69
150TE Turbo*#	30-150	£179.95	£211.44
165TE Turbo*	30-155	£239.95	£281.94
175TE Turbo*	30-170	£299.95	£352.44
205TE Turbo*	30-185	£339.95	£399.44

*Turbo fan cooled for longer welding at full output #150TE Turbo Best Buy Auto Express

Clarke 150 ARC/TIG INVERTER

- Low amp operation - ideal for Arc & Tig welding, auto bodywork and thin mild/ stainless steel
- 5-130 min/max amps



ONLY £259.95 EX VAT £305.44 INC VAT

Clarke NO GAS MIG WELDERS

FROM ONLY £99.95 EX VAT £117.44 INC VAT

These can be converted to used gas with optional accessories.



MODEL	AMPS	EX VAT	INC VAT
85ENB	27-85	£99.95	£117.44
90EN	30-90	£114.95	£135.07
105EN	30-100	£129.95	£152.69
130EN	30-130	£179.95	£211.44
151EN	30-150	£179.95	£211.44
160EN	30-150	£209.95	£246.69

Clarke SPOT WELDERS

FROM ONLY £219.00 EX VAT £257.33 INC VAT

VARIETY OF ARMS AVAILABLE - SEE CATALOGUE



#Microprocessor controlled

MODEL	MAX ABSORBED	RATING	MAX POWER	MAX THICKNESS	EX VAT	INC VAT
CSW6T	6Kw	1.2Kw	1+1mm		£219.00	£257.33
CSW13T#	13Kw	2.3Kw	2+2mm		£289.95	£340.69

Clarke TARPAULINS

DOUBLE SIDED BLUE/SILVER

FROM ONLY £3.80 EX VAT £4.47 INC VAT



- Water and tear resistant

SIZE	BLUE OR GREEN EX VAT	BLUE OR GREEN INC VAT	CAMOUFLAGE EX VAT	CAMOUFLAGE INC VAT
6'x 8'	£3.80	£4.47	£4.99	£5.86
8'x 10'	£5.95	£6.99	£5.99	£7.04
10' x 12'	£7.95	£9.34	£8.99	£10.56
12'x 16'	£9.95	£11.69	£13.95	£16.39
16'x 20'	£16.95	£19.92	£22.95	£26.97
18'x 24'	£18.95	£22.27	£29.95	£35.19
20'x 40'	£34.95	£41.07	£49.95	£58.69

Clarke POWER WASHER

ONLY £54.95 EX VAT £64.57 INC VAT

FULL 100 BAR PRESSURE

IDEAL FOR PATIO CLEANING

SEE CATALOGUE FOR FULL RANGE OF ACCESSORIES

JET1000



- 6l/min max flow
- 1.6Kw, 230v motor
- Inc. foam lance and refillable detergent bottle
- Nozzle for fan or pencil jet

ALSO: HIGH POWER JET 5000. HUGE 130 BAR PRESSURE

SUPERWINCH

FROM ONLY £119.95 EX VAT £140.94 INC VAT



MODEL	CAP	VOLTS	FREEWHEEL	EX VAT	INC VAT
T1500	680kg	12	Yes	£119.95	£140.94
S2500	1130kg	12	Yes	£199.95	£234.94
S4500	2040kg	12	Yes	£329.95	£387.69

Clarke 2 TONNE TROLLEY JACKS

FROM ONLY £12.95 EX VAT £15.22 INC VAT



*CTJ2 & CTJ2LR voted Best Buy in Car Mechanics Independent Test

BEST BUY CAR MECHANICS

MODEL	EX VAT	INC VAT
DIY CTJ2*	£12.95	£15.22
DIY (long) CTJ2L*	£14.99	£17.61
Semi Pro CTJ2LR	£24.95	£29.32
Quick Lift CTJ2Q	£22.95	£26.97
Pro CTJ2000G	£49.95	£58.69

Clarke JUMPSTART 910 WITH AIR COMPRESSOR



ONLY £42.54 EX VAT £49.98 INC VAT

- Portable 12v rechargeable power supply, booster starter & air compressor (240psi max)
- Up to 50 hrs of 12v DC supply for lights, mobile phones, power tools, CD players etc.
- 900 peak amps

Ideal Air Supply for Inflating Tyres, Boats, etc.

Also available without compressor ONLY £34.95 EX VAT £41.07 INC VAT

WEBSITE
OVER 4000 PRODUCTS
SEE THE FULL RANGE
ORDER ONLINE
www.machinemart.co.uk

NEW!
482 NEW PRODUCTS
327 REDUCED PRICES
AUTUMN/WINTER CATALOGUE!



- Collect from your local branch
- Order from www.machinemart.co.uk
- e-mail: sales@machinemart.co.uk
- Telephone 0845 450 1855 (local rate)

Clarke ELECTRIC WINCHES

FROM ONLY £119.95 EX VAT £140.94 INC VAT

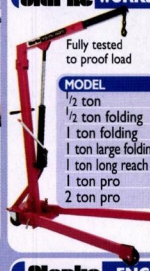


- Powerful and compact general purpose winches
- Quick & easy to install for all types of pulling & lifting work
- Cable doubles to increase load capacity

MODEL	POWER	X1 CABLE	X2 CABLE	EX VAT	INC VAT
CHP250	530	125kg	250kg	£119.95	£140.94
CHP400	880	200kg	400kg	£159.95	£187.94

Clarke WORKSHOP CRANES

FROM ONLY £119.95 EX VAT £140.94 INC VAT



Fully tested to proof load

MODEL	EX VAT	INC VAT
1/2 ton	£119.95	£140.94
1/2 ton folding	£139.95	£164.44
1 ton folding	£139.95	£164.44
1 ton large folding	£169.95	£199.69
1 ton long reach	£159.95	£187.94
1 ton pro	£299.95	£352.44
2 ton pro	£599.00	£703.83

Clarke JERRY CANS



Fixed & flexible spouts available

FROM ONLY £10.95 EX VAT £12.87 INC VAT

- Stores fuel safely

10 LITRE CAN ONLY £10.95 EX VAT £12.87 INC VAT

20 LITRE CAN ONLY £12.95 EX VAT £15.22 INC VAT

Optional Vehicle Bracket ONLY £17.95 EX VAT £21.09 INC VAT

Clarke TOOL CHESTS/ CABINETS

FROM ONLY £44.95 EX VAT £52.82 INC VAT



MODEL	TYPE	EX VAT	INC VAT
1 CTC600	6 dr chest	£44.95	£52.82
CTC900	9 dr chest	£59.95	£70.44
2 CTC800	8 dr chest/cab set	£99.95	£117.44
CTC700	7 dr cabinet	£119.95	£140.94
PRO RANGE			
3 CTC103	3 dr step up chest	£44.95	£52.82
4 CTC106	6 dr drop front	£64.95	£76.32
5 CTC109	9 dr chest	£69.95	£82.19
6 CTC105	5 dr trolley	£139.95	£164.44
7 CTC107	7 dr trolley	£169.95	£199.69

Clarke MECHANICS TOOL BOXES/CHEST

FROM ONLY £19.95 EX VAT £23.44 INC VAT



CB4

MODEL	DESCRIPTION	EX VAT	INC VAT
CB2	2 Drawer Chest	£19.95	£23.44
CB3	3 Drawer Chest	£26.95	£31.67
CB4	2 Drawer Chest with front cover & tote tray	£24.95	£29.32
CB5	3 Drawer Chest with front cover & tote tray	£34.95	£41.07

Clarke AXLE STANDS

FROM ONLY £12.95 EX VAT £15.22 INC VAT



- Supplied in pairs
- Ratchet action for quick height adjustment

MODEL	MIN HT	MAX HT	EX VAT	INC VAT
CAX3TBC 3 Ton	300	430	£12.95	£15.22
CAX6TBC 6 Ton	400	615	£19.95	£23.44

Clarke ENGINE STANDS

FROM ONLY £29.95 EX VAT £35.19 INC VAT



CES500A
- Rotates through 360°
- Engines up to 227Kg

ONLY £29.95 EX VAT £35.19 INC VAT

CES750A (shown)
- Rotates through 360°
- Engines up to 340Kg
- Includes tool tray

ONLY £39.95 EX VAT £46.94 INC VAT

Fully tested to proof load

Clarke CAR TRANSPORTER LASHING



- 3.33M overall length
- 5000kg max strength in straight pull
- 300mm long wheel strap to slide onto main restraint

ONLY £12.99 EX VAT £15.26 INC VAT

Clarke PRO TOOL SET

178 PCE SET & CHEST - CHT388



PROFESSIONAL QUALITY

ONLY £79.95 EX VAT £93.94 INC VAT

- All the most popular sizes (AF/Metric), sockets, spanners, driver bits etc.

Clarke TROLLEY JACKS/ AXLE STAND SETS

FROM ONLY £24.95 EX VAT £29.32 INC VAT



MODEL	EX VAT	INC VAT
DIY Jack & Stands CTJ2ZA	£24.95	£29.32
Pro Jack & Stands CTJ2000GA	£59.95	£70.44

Clarke BATTERY CHARGERS ENGINE STARTERS

FROM ONLY £34.95 EX VAT £41.07 INC VAT



- Ammeter to indicate charging power
- Multi-position charge regulator
- Overload protection on charging cycle

SEE OUR NEW CATALOGUE FOR THE FULL RANGE

MODEL	MAX CHARGE	MAX BOOST	EX VAT	INC VAT
BC100B	15 amps	100 amps	£34.95	£41.07
BC120E	15 amps	120 amps	£58.95	£69.27
BC130	15 amps	120 amps	£42.50	£49.94
BC210E	25 amps	200 amps	£79.95	£93.94
BC410E	35 amps	400 amps	£99.95	£117.44
BC320E	35 amps	310 amps	£119.95	£140.94
BCS20E	50 amps	510 amps	£154.95	£182.07

Clarke BOLTLESS SHELVING



FROM ONLY £24.95 EX VAT £29.32 INC VAT

MODEL	SHELF DIMS	CAPACITY	EX VAT	INC VAT
CS5150	800x300x1500mm	150Kg	£24.95	£29.32
CS5350	900x400x1800mm	350Kg	£39.95	£46.94

Clarke TOOL CABINET

WALL MOUNTED - CWC48 Tools shown not supplied



ONLY £39.95 EX VAT £46.94 INC VAT

- 3 lockable cupboards
- 4 steel shelves • Pegs and hooks supplied

WALL MOUNTED TOOL RACK ONLY £19.95 EX VAT £23.44 INC VAT

Clarke CHAIN BLOCKS



- Hardened alloy steel chain
- Mechanical load brake
- Heat treated and ground gears shaft and pinion
- Compact gear housing
- CE approved

FROM ONLY £39.95 EX VAT £46.94 INC VAT

MODEL	CAP.	LIFT HEIGHT	EX VAT	INC VAT
CCH500	500Kg	3.2m	£39.95	£46.94
CCH1000	1000Kg	3.2m	£49.95	£58.69
CCH2000	2000Kg	3.3m	£59.95	£70.44
CCH3000	3000Kg	3.4m	£69.95	£82.19
CCH5000	5000Kg	3.5m±	£99.95	£117.44

Clarke BATTERY CHARGERS



FROM ONLY £14.95 EX VAT £17.57 INC VAT

MODEL	MAX CHARGE	ENGINE CAP.	EX VAT	INC VAT
CC40	2.7 Amps	1000cc petrol	£14.95	£17.57
CC60	4.0 Amps	1600cc petrol	£17.95	£21.09
CC80	6.0 Amps	2000cc petrol & above	£24.95	£29.32
CC120	8.5 Amps	2000cc petrol/ diesel & above	£27.95	£32.84
AC70 (Auto)#	4.0 Amps	Any size battery & leisure batteries	£31.95	£37.54

#AC70 automatically regulates charge to battery condition

Clarke BODY REPAIR KITS

10 TON KIT H/Duty pump, ram, wedge ram and accessories, in a tough steel case.

ONLY £109.95 EX VAT £129.19 INC VAT

FROM ONLY £69.95 EX VAT £82.19 INC VAT



4 TON KIT
Spreader
wedge ram
& accessories in a tough moulded case.

ONLY £69.95 EX VAT £82.19 INC VAT

Clarke CAR CREEPERS & MECHANICS SEAT

FROM ONLY £10.99 EX VAT £12.91 INC VAT



CMC45 CMC1200

- Car creepers feature padded backs & head rests for maximum comfort

MODEL	DESCRIPTION	EX VAT	INC VAT
CMC36	Car Creeper	£18.95	£22.27
CMC40	Creeper with tool tray	£24.95	£29.32
CMC45	Creeper with adj head	£22.95	£26.97
CMS1	Mechanics Seat	£10.99	£12.91

Clarke TORQUE WRENCHES

3/8" TORQUE WRENCH - CHT204

FROM ONLY £13.95 EX VAT £16.39 INC VAT



- Reversible ratchet
- 120-960 Lbs/in • 1.4 - 11.1Kg/m

ONLY £13.95 EX VAT £16.39 INC VAT

1/2" TORQUE WRENCH - CHT141
- 5" Extension bar
- 1/2" - 3/8" adaptor
- 28-210 Nm
- 20-150Ft/lbs

ONLY £14.95 EX VAT £17.57 INC VAT

Clarke PRO SOCKET SET

ONLY £29.95 EX VAT £35.19 INC VAT

33 PCE 3/8" PRO23



BEST BUY Ride Magazine

HUGE RANGE IN STORE

LIFETIME GUARANTEE! See pack for details

- Includes extension bar, ratchet handle & spark plug sockets • 3/8" drive
- 33 piece set, metric • Professional quality
- 18 sockets: 6-24mm & 9 deep sockets: 8-19mm

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY £7.49 EX VAT £8.80 INC VAT



MODEL	EX VAT	INC VAT	MODEL	EX VAT	INC VAT
2 ton	£7.49	£8.80	8 ton	£19.95	£23.44
4 ton	£9.95	£11.69	12 ton	£24.95	£29.32
6 ton	£12.75	£14.98	20 ton	£36.95	£43.42

Clarke FUEL TRANSFER PUMPS

TRANSFER DIESEL ETC.

ONLY £84.95 EX VAT £99.82 INC VAT



- Splash proof on/off switch
- Supplied with 4M outlet hose fitted with pump connector and high flow delivery nozzle

MODEL	MAX FLOW	MOTOR	EX VAT	INC VAT
CFT12	40l/min	12v-0.25hp	£84.95	£99.82
CFT24	40l/min	24v-0.25hp	£84.95	£99.82
CFT230	50l/min	230v-0.3hp	£84.95	£99.82

Clarke 10 PCE GARAGE KIT

ONLY £49.95 EX VAT £58.69 INC VAT CGK10



ALSO AVAILABLE: 4 Piece Garage Kit ONLY £37.95 EX VAT £44.59 INC VAT

Clarke AUTOMOTIVE WHEEL DOLLY

SOLD IN PAIRS



BIG 3" CASTORS

ONLY £47.95 EX VAT £56.34 INC VAT

- Four swivel castors for easy movement in confined spaces
- H/D steel construction - load rating 500kg per dolly
- 350mm Wide recess to fit vehicle tyres

Clarke IMPACT WRENCH

ONLY £25.49 EX VAT £29.95 INC VAT

12V DC 1/2" DRIVE CIR-13



- Portable, lightweight impact wrench for easy removal of wheel nuts
- Up to 115ft/lbs of torque
- Battery clips or cigarette lighter terminals
- Includes 17, 19, 21 and 23mm impact sockets

Clarke WORKBENCH

HEAVY DUTY CWB1250

ONLY £49.95 EX VAT £58.69 INC VAT



- Large lockable cabinet
- Extra thick, reversible plywood faced worktop
- LWH: 1205x600x850mm
- Constructed from robust, heavy gauge steel

VISIT YOUR LOCAL SUPERSTORE OPEN MON-FRI 8.30-6.00, SAT 8.30-5.30

BARNSLEY 01226 732 297
Pontefract Road, Barnsley
B'HAM GREAT BARR 0121 358 7977
4 Birmingham Road, Great Barr
B'HAM HAY MILLS 0121 771 3433
1152 Coventry Road, Hay Mills
BOLTON 01204 365799
1 Thynne Street
BRADFORD 01274 390962
105-107 Manningham Lane
BRISTOL 0117 935 1060
1-3 Church Road, Lawrence Hill
CARDIFF 029 2046 5424
44-46 City Road
CARLISLE 01228 591666
85 London Road
CHESTER 01244 311258
43-45 St. James Street
COVENTRY 024 7622 4227
Bishop St.
CROYDON 020 8763 0640
423-427 Brighton Road, South Croydon
DARLINGTON 01325 380841
214 Northgate
DEAL (KENT) 01304 373 434
182 - 186 High Street
DERBY 01332 290931
Derwent Street
DUNDEE OPEN NOV 01382 225 140
24-26 Trades Lane
EDINBURGH 0131 659 5919
163-171 Piersfield Terrace
GATESHEAD 0191 493 2520
50 Lobley Hill Road
GLASGOW OPEN NOV 0141 332 9231
280 Gt Western Rd
GLOUCESTER 01452 417 948
221A Barton Street
GRIMSBY 01472 354435
Ellis Way
HULL 01482 223161
8-10 Holderness Road
ILFORD OPEN NOV 0208 518 4286
746-748 Eastern Ave
LEEDS 0113 231 0400
227-229 Kirkstall Road
LEICESTER 0116 261 0688
69 Melton Road
LIVERPOOL 0151 709 4484
88 London Road
LONDON 020 8803 0861
6 Kendal Parade, Edmonton N18
LONDON 020 8558 8284
503-507 Lea Bridge Road, Leyton, E10
LONDON 020 7488 2129
100 The Highway, Docklands
MANCHESTER 0161 941 2666
71 Manchester Road, Altrincham
MANSFIELD 01623 622160
169 Chesterfield Road, South
MIDDLESBROUGH 01642 677881
Mandale Triangle, Thornaby
NORWICH 01603 766402
Heigham Street
NOTTINGHAM 0115 956 1811
211 Lower Parliament Street
PETERBOROUGH 01733 311770
417 Lincoln Road, Millfield
PLYMOUTH 01752 254050
58-64 Embankment Road
POOLE 01202 717913
137-139 Bournemouth Road, Parkstone
PORTSMOUTH 023 9265 4777
277-283 Copnor Road, Copnor
PRESTON 01772 703263
53 Blackpool Road
SHEFFIELD 0114 258 0831
453 London Road, Heeley
SOUTHAMPTON 023 8055 7788
516-518 Portswood Road
STOKE-ON-TRENT 01782 287321
382-396 Waterloo Road, Hanley
SUNDERLAND 0191 510 8773
13-15 Ryhope Road, Grangetown
SWANSEA 01792 792969
7 Samlet Road, Llansamlet
SWINDON 01793 491717
21 Victoria Road
TWICKENHAM 020 8892 9117
83-85 Heath Road
WOLVERHPTN 01902 494186
Parkfield Road, Bilston
WORCESTER 01905 723451
48a Upper Tything

24hr TELESALES

4 WAYS TO BUY
- SUPERSTORES
- TELESALES
- WEBSITE
- FAX

0845 450 1800
0845 450 1801
(Call charged at local rates)



For security reasons, calls may be monitored. All prices correct at time of going to press. We reserve the right to change products & prices at any time. All offers subject to availability, E&OE. Please quote ref.M8 when responding to this advert.

66099 V9



the classic Mercedes people

Silver Arrows Automobiles
Classic Mercedes-Benz
tel 020 8789 8525
www.silverarrows.co.uk

ROBIN LACKFORD MOTOR ENGINEERING

CLASSIC & SPORTS CAR SPECIALISTS

RACE PREPARATION • SERVICING

• REPAIRS • RESTORATIONS

• CLASSIC CAR SALES

TRADE MEMBER MG CAR CLUB TRADE MEMBER

MILLERS OILS Motorsport

Castrol Appointed Stockist Castrol Classic Oil

MG OWNERS' CLUB 2001



• Stage payment restorations

• UK & Europe collection & delivery by arrangement

UNIT 1, FOWLERS BUSINESS CENTRE, HENFIELD ROAD, COWFOLD, SUSSEX, RH13 8BS

TELEPHONE: 01403 864600

MOBILE: 07836 720507

84503

CLASSIC AND HISTORIC

www.classic-car-auction.co.uk
Sale of Vintage and Collectors' Motor Vehicles
Monday 1st December
BCA Blackbushe, Surrey.
Quality entries now invited.
For further information please telephone Robin Lawton or Peter Bourne on
(01252) 877317
or e-mail bcahistoric@bca-group.com
British Car Auctions

ALFA ROMEO SPIDER - RHD 1989



Black with beige leather interior, electric windows, mohair hood, 54,000 miles, main dealer maintained. An exceptional example. £5,750
Tel: 0207 920 9666 fax: 0207 628 7661
email: michael@mwal.co.uk

Alvis Wanted

Pre-War Tourers or DHC's any condition - cash paid.

Contact Keith Cullen
Red Triangle 01926 864867

AC ACECA BRISTOL 1956 Dark blue with grey interior, fully restored, all matching numbers. Tel: 01590 674850 for further details.

AC "THE SNAKE PIT" FACTORY QUALITY BODYSHOP for Cobra, Ace, 428 cars and all AC cars, restoration, fabrication, jigwork, aluminium welding, low bake paint system, expert colour matching. Competitive rates, www.brooklandsmotorcompany.co.uk trade welcome Brbham buildings, Weybridge, Surrey. Tel: 01932 828 545 or 07860 912217. Wanted dead or alive all ACs, Cobras, projects etc, etc,etc.

AC ACE BROOKLANDS V8 5.0 MANUAL with GT 40 engine upgrade to approx. 360bhp. Blue metallic, cream leather, a/c, ABS, elec. mohair hood, 12,500 miles, all alloy body, no. 68 of 70 built by AC cars. In pristine condition, garaged from new. £30,500 Tel: 01743 241919 after 6.30pm Shrewsbury

A PICTURE OF THE BEAUTIFUL HAWK KIRKHAM 289 FIA REPLICA/ 289 street car. The 289 FIA and 427 SC are both available exact as original with the original spec. chassis and hand formed aluminium bodies. Body/chassis units fully wrapped with all internal panelling, foot boxes, doors, boot and bonnet, all fitted £18,950 + VAT. Agents for the UK and Europe. Hawk Cars Ltd, Oakdene, Riverhall Hill, Frant, East Sussex TN3 9EP. Tel: (01892) 750341. Fax: (01892) 750071. AGENTS IN GERMANY: PHILIPS CLASSIC CARS, Hawk Cars / Germany. Kirkham Motorsports Europe, In Der Ave 13, 35091 Coelbe Sohoenstadt. Tel: 00 49 (0) 6427 1048. Fax: 0049 (0) 6427 2681. Mob: 00 49 (0) 171 6536 775. E-mail: philipps@scm.de

AC COBRA (3.5 V8 PILGRIM) 1998 8,500 miles. Green, red interior. Mint £000's spent. Professionally maintained. Move forces sale. £11,500 ono. Tel: 020 8334 8370 or Email: nickbeevers@openltd.com

ACCURATE REPRODUCTIONS OF THE WORLD'S MOST FAMOUS SPORTSCAR - THE ALL NEW ALUMINIUM BODIED 427 SC FROM KIRKHAM MOTORSPORTS For the ultimate in quality and authenticity. Agents for the UK and Europe. Hawk Cars Ltd, Oakdene, Riverhall Hill, Frant, East Sussex TN3 9EP. Tel: (01892) 750341. Fax: (01892) 750071. AGENT IN GERMANY: PHILIPS CLASSIC CARS, Hawk Cars / Germany. Kirkham Motorsports Europe, In Der Ave 13, 35091 Coelbe Sohoenstadt. Tel: 00 49 (0) 6427 1048. Fax: 00 49 (0) 6427 2681. Mob: 00 49 (0) 171 6536 775. E-mail: philipps@scm.de

ALFA ROMEO ES30 SZ 3.0L V6 One owner, 22,000 miles complete with car cover manuals, alarm. Just stunning £24,950. Veloce Sport, Tel: 07960 706555 or 08707 583563

MOTORSPORT SMALL ADS

ALFA ROMEO GIULIA SPIDER, 1962 Twin carbs, 5 speed etc. Serious enquires only please. Tel: (01264)711003 or (07967) 203007 or visit: www.johnwilliamsclassiccars.com

ALFA ROMEO GIULIETTA 750E SPRINT VELOCE 1957 First sold to Edoardo Lualdi, Italian Champion of the Mountain. FIA papers. Serious enquiries only please. Tel: (01264) 711003 or (07967) 203007 or visit: www.johnwilliamsclassiccars.com

ALFA ROMEO GIULIETTA SPRINT Probably the best known & fastest 1300 Giulietta, many class wins etc. Race winners only need apply. Tel: (01264) 711003 or (07967) 203007 or visit: www.johnwilliamsclassiccars.com

ALFA ROMEO GTA JUNIOR Serious enquires invited for this beautiful and original GTA. She is unmolested with the correct bits and pieces with known history and provenance. This is a rare opportunity, to own the extraordinary. Tel: (01264) 711003 or (07967) 203007 or visit our website for further information: www.johnwilliamsclassiccars.com

ALFA ROMEO GUILIA SPIDER SPORTS (YEAR 1973) 1940cc. Mint Condition. Red with cream leather interior. L/H/D. £7500. Tel: 07952-777740

ALFA ROMEO SPIDER 1978 'T' Blue, series 2 model, in nice condition throughout, some restoration completed. An excellent everyday car for £5,995. Tel: (0131) 229 5561, (Edward Labinjoh Cars) www.labinjoh.co.uk

ALFA ROMEO SPIDER S3 1600 1989 Metallic blue, 42,900 recorded kms only. RHD, only used in dry weather, all bills, Alpine CD, AROC member, beautiful everthing. Must go to romantic. £4,000. Tom 07799 065128

ALFA ROMEO SZ 1991 Beautiful condition, tan hide, fitted cover. 67k miles, service history, new engine fitted. £18,450. P/ex considered. Contact Paul Combes. S.V.S, LTD. Tel: 0161 789 0504, Fax: 0161 789 2067. Email: Paul@svsltd.freeserve.co.uk Mob: 07958 329443.

ALFA ROMEO WANTED High quality, top prices paid. Please call. Tel: 01264 711003 or Mob: 07967 203007 or visit our website: www.johnwilliamsclassiccars.com

ALFA ROMEOS GIULIA TI RHD 1966 KOY 909D Finished in bluette with Red leatherette upholstery. 5 Speed, 4 wheel disc brakes, 0.34 Drag Coefficient, original Motorola Radio, 1570cc DOHC 92 BHP Engine. An Original UK supplied RHD car with 4 owners since new and having covered 62,688 miles to date. This is a well known car that has featured in various magazine articles through the years. The car comes with a large history file, detailed engine compartment and is quite simply in outstanding concours condition. This must be the Finest Example left in the country today. If you want the best, you may have just found it. £10,995. Tel: 0208 992 8600, Mob: 07831 826013 or visit: www.gilbertsofealing.co.uk. (Gilberts).

ALVIS TA21 1953 An early example of coachwork by Graber and exhibited at the Geneva Motor Show in 1953. Restored in its original bronze with lovely tan trim the car won 1st prize in the Alvis Owner's Club Concours in 1990. We are told it drives superbly. Price guide £30,000. Tel: 7768 630 969 or leave a message/fax on 01256 896483. Visit: www.pioneer-automobiles.co.uk or Email: pioneerautos@btinternet.com

ASTON MARTIN FACTORY QUALITY BODYSHOP for all Aston Martin cars, restoration, fabrication, jigwork, aluminium welding, low bake paint system, expert colour matching. Competitive rates, trade welcome. visit us www.brooklandsmotorcompany.co.uk Brabham Buildings, Weybridge, Surrey. Tel: 01932 828545 or 07860 912217. Wanted dead or alive all Aston Martin, projects etc etc.

ASTON MARTIN 1980 VANTAGE V8 OSCAR INDIA Factory Auto (1 of 3). Service history, 62,000 miles, beautiful condition inside & out. Last owner 8 years. £25,950, P/ex considered. Contact Paul Coombes. S.V.S LTD. Tel: 0161 789 0504 or Mob: 07958 329 443. Email: paul@svsltd.freeserve.co.uk Fax: 0161 789 206

ASTON MARTIN VIRAGE 1990 Suffolk red, magnolia hide piped red, full service history, tracker, usual refinements, stunning example, £28,000. E-mail: martinollis@aol.com or Tel: 07768 457877

ASTON MARTIN VIRAGE 5.3 V8, 90/G Met Cumberland Grey with Mushroom leather. Climate control, upgraded Alpine CD system, E/memory seats, alarm, immobilser, info/trip computer, 53,000 miles. Good history with receipts, last serviced at Aston Martin works. £27,995. Spire Car Sales of Salisbury. Sales: 01722 500888 or Mobile: 07768 606922. Email: Sales@spirecarsales.co.uk or visit: http://www.spirecarsales.co.uk

ASTON MARTIN VIRAGE VOLANTE, 1996 wide bodied Cosmetic 6.3 automatic, 22,000 miles, full AM service history, Norfolk red, rare, desireable and hugely undervalued. A great classic of the future £49,950. Tel 0208 467 6916 or www.peter-byrne.com

AUSTIN HEALEY 100/4 BN2 WANTED Must be U.K RHD A1/Concours condition. Top money paid for right car.Please contact Matthew Eade on 01825 713388 or e-mail: nutleysports@lineone.net

AUSTIN HEALEY 3000 1964 Blue/cream, blue leather, wires, unleaded, heritage, 7,020 miles since ground up rebuild. Photographic record. All bills. £25,000 Tel: 01305 851815 Dorset

AUSTIN HEALEY 3000 1967 MK 3 BJ8 Original RHD with Heritage Certificate. Black over red, red interior, O/D, chrome wires, £19,995. Tel: (Day) 01628 822266, (Evenings w/e) 01494 883409. Mobile: 07774 235912

AUSTIN HEALEY 3000 Full race, FIA papers, steel engine. Ali body, suspension & brakes, totally renewed, £39,000 ono. Full details. Phone Allen: 01258 880794.

B

BENTLEY 3 LITRE OPEN TOURER 1924 Red label Short Chassis Speed model with Twin Sloper Carbs, High Ratio Axle. Recently out of long ownership. £89,950. More pictures on www.peter-byrne.com or Tel: 0208467 6916.

BENTLEY 8 CABRIOLET Special conversion carried out some years ago to a very high standard, three owners, 75,000 miles, finished in Tudor red, parchment hide piped red, red carpets and over rugs, history file, a unique motor car. Tel: 07973 821000 or visit www.classiccarsofcatcleugh.co.uk

BENTLEY CONTINENTAL S1 FASTBACK By H.J. Mulliner. Newly restored in midnight blue with a very pleasing interior, all new chrome including wheel trims and new wood work. £79,950. For details on this and other Rolls Royce and Bentley Cars, see our website: www.peter-byrne.com or Tel: 020 8467 6916

BENTLEY S2 CONTINENTAL FLYING SPUR 1961 Very nice original car in excellent order and driving superbly, offers around £38,000. Tel: 01745 583141

BENTLEY TURBO RL (LWB) 1989 Gleaming black coachwork with sanstone hide, interior piped black with overrugs, 52,000 miles with full main agent history. As new! Tel: 01732 886002 or 07720 285454 for further selection please visit www.ghostmotors.co.uk

To advertise in the December issue, on sale 21st November, your advertisement must reach our offices no later than Fri 29th October.

Please print your name and address clearly, followed by your copy details in capitals. Rate: £23.50 inc VAT for 15 words, £1 per word thereafter. For box numbers add £20 (UK), £25 (overseas).

Please make cheques/postal orders made payable to Haymarket Publishing Ltd.

Send to Motor Sport Classified Advertisements Dept, Somerset House, Somerset Road, Teddington, Middlesex TW11 8RT. Telephone: 020 8267 5251; fax: 020 8267 5360. E-mail: motorsport.sales@haynet.com

Please note no alterations, cancellations or refunds are possible once payment has been processed. We reserve the right to refuse or withdraw advertisements at our discretion, and the publishers do not accept liability for printers' or clerical errors, although care is taken to avoid mistakes. Trade Department Act 1968: advertisers should pay attention to the requirements of the Act, particularly regarding accurate descriptions of all goods offered for sale

BMW E30 325I CONVERTIBLE AUTOMATIC (SWITCHABLE 1991 NOV) One of the last with just 62K miles. Always garaged. Truly immaculate and original. Misano Red, power hood. Black leather Recaros. Front and rear head rests, computer, electric windows. Heated electric mirrors. BBS Alloys, Fog lights. Headlamp, FBMWSH. Just serviced with new MOT/Tax, £5,250. Tel: 01491 832257 or Mobile: 07973 502746.

BMW M6 COUPE 1986. Finished in metalic blue with oatmeal leather, brakes and suspension overhauled, new front wings. Lots of service history. A good example of this appreciating classic. £8,995. Phone: 01442 875762 or 07710 351910

BMWMPOWER.CO.UK The largest M3 and BMW specialist, Coupes & convertibles, Alpinas, Z8, Z3 etc,etc. £3,995 to £49,995. Tel: 01189 713939 or 07802 627362

BRISTOL 401 body by touring of Milan 1948. One of seven cars made and the only one now running. Superb restoration throughout to original specification. Red with tan leather. £38,750. Car in Wiltshire, England. Tel: Andrew Blow, +44 (0) 1672 539689 or Email: bristol_sale@digitalmail.com

C

CATERHAM

Buying or selling a Seven

DEAL DIRECT



www.caterham.co.uk

UK South: 01883 333700

UK Midlands: 01455 841616

90347

CLASSIC VEHICLE COLLECTION Bentley Turbo "R", 1985 Balmoral green, £7,950. Bentley Turbo "R", 1990 owned by Rolls Royce 7 years, impressive 120 BHP, 700 LB of thrust, £18,500. Porsche 911 3.0, 1975, 5 speed, £5,950. Porsche 944, 1985, £1,650. Porsche Boxter, late 89, LHD, 29,000 miles, £17,995. AC Cobra, superbly built, £5,950. Pantha 2 Seater Roadster, 1984, £2,950. E-Type 4.2, 1969, 2+2, £7,950. Mustang convertible, 1994, Late shape, £4,950. Shelby Mustang 350 GT Recreation, 1965, £12,950. Corvette 2001 Model, black on black as new, £24,950. Rolls Royce Shadow II, 1981, £4,995. Maserati Quattroporte V8 Evo, 1,600 miles, £19,999. Westfield Super 7, 1997 as new, £7,500. Triumph Stag needs restoration £650. Peugeot 306 LHD special edition, 1996, Immaculate! £2,995. Tel: 07836 639 603.

CATERHAM, CATERHAM, CATERHAM, buying or selling contact the specialist. Dealer facilities. Paul Stephens Specialist Cars. Tel: 01440 714884. www.paul-stephens.com or Email: sales@paul-stephens.com

CITROEN ID 1.9 1962 Original unmarked interior and totally restored exterior. In virtually concours condition. £9,250. Classic Citroen Cars, Tel/Fax: 0113 230 5589

CITROEN SM INJECTION 1972 light blue, black leather interior, air con. Last owner 27 years. In superb condition. £14,500. Classic Citroen Cars, Tel/Fax: 0113 230 5589.

WOODCOTE SPORTS CARS - INDEPENDENT CATERHAM 7 SPECIALISTS Selection of 7's from £8,500 to £30,000. Phone for current stock. Wanted any 7 considered, top cash paid. Located near Caterham. Tel/Fax: 020 8641 9897 Mob: 07831 240733 www.woodcotesportscars.com

D

DAIMLER 250 V8 1969. 69,000 MILES Cherished, very good condition throughout. Practical car, used daily. Westminster Blue with beautiful Dove Grey hide. Automatic, power steering, inertia belts - front and back. Stainless steel exhaust. £1,000s spent. FSH, original bill of sale and documentation. Any inspection welcome. MOTd January 2004. £6,500 ono. (Edinburgh) Tel: 07786 26 26 83. Email: dave@storyuk.com

DAIMLER V8 250 1968 Blue/leather interior, sunroof, MOT, needs some cosmetic work but good running order. £6,500 Telephone: 020 8959 3361

DAIMLER VANDAM PLAS (XJ6) 1975 Series one, 4.2, automatic, finished in metallic gold, black roof and cream interior, a three owner car with history file, 75,000 miles, a pretty car, £2,495. Tel: 07973 821000 or visit our website: www.classiccarsofcatcleugh.co.uk

F

FERRARI 308 GT4 1977 Red, Taxed and MOT'd, light weight alloys, loads of history. 59,000 miles. E/windows, sunroof, air con, good chassis, body needs attention. £4,950 ono Tel: 0239 225 3900

FERRARI 330GTC 1967 RHD Rosso with black leather, previous celebrity owner. Borrani wire wheels, V12, concours condition. Drives and sounds like new. Totally rebuilt by Graypaul, Loughborough £72,000. Tel: 0116 255 4441, Private Sale

FERRARI 400I AUTO Celeste Blue (Metallic) paintwork with navy/cream leather interior and sunroof. 47,000 miles, body, engine and electrics completely overhauled by specialist over last 2 years. £18,000 Private sale, No canvassers, Tel: 020 7727 1476 Email: kmjmahon@hotmail.com

FERRARI 412 1989 Bluescuro/Crema. ABS. Air con, Thatcham alarm. Pioneer stereo. Complete history, only 22,000 miles from new, books, tools, absolutely immaculate, must be the best remaining example £20,000. Tel: 07980 681519

FERRARI 412 AUTO. RHD, 1987 D 2 Owner since new. 56.000 miles 17" ALLOYS, Chiro Blue with Creama Hide, Blue carpets A/con, E/seats, Alarm Imbl, full tool kit, very highly maintained with FFSSH, absolutely stunning, must be the best in the UK. Also avail 15"alloys. £19.995. P/ex welcome. Mobile: 07715 786 786 Tel: 01772 422 622

FERRARI DINO GT4 1975 Red, Immaculate Condition, Owned last eight years, Spent between £35-40k, Large Alloys, AC, Stainless SteelExhaust, Re-Sprayed, Rebuilt Engine, Gear Box Etc.. Serviced by 'FOSKERS' Engineering Ltd, Brands Hatch, Mileage 68,000, PRICE £13,000.00 ono. Please call Diane/Adam on 020 7613 5341

FERRARI MODENA 360 Registered 2000 France (Lyon). manual, Grigio Titano. Only 17,000 km with full Ferrari service history. Navigation system, Scuderia badges, Grey leather roof lining & dash. Absolutely immaculate. Euros 105,000. For full details contact Zurich +41 43 317 3000 or Mob: +41 79 619 3584. Email: haiderr2002@yahoo.com

FERRARI SERVICE - GTO ENGINEERING 20 years experience rebuilding engines, transmissions and the preparation of historic race cars. Extensive stock of early Ferrari parts available. Please contact: GTO-Engineering, Scarletts Farm, Scarletts Lane, Hare Hatch, Berkshire RG10 9XE. Tel: 0118-9401101.

FARMAN MODEL A6B 1920-25 Spares wanted. All items considered, including literature.Tel:+ 34608 333353, Fax:+ 34946 257678 Spain . Email: mjhernaez@yahoo.es

FIAT 500 YELLOW LHD 1968 Sports Wheels, leather Interior, soft top, Sony head unit, V.G.C., £3395 o.n.o. Tel. 01484 358145 email: pwan@ntworld.com

FORD CONSUL 2.0 LITRE V4 GRANADA MK1 SHAPE 1972 Metallic Tawny Brown, 2 owners from new. Last owner since 1974 (my dad). 68,428 genuine miles. Excellent runner. Needs painting. £500 ono. Tel: 01785 603536

FORD MUSTANG FAST BACK 289 1967 V8, auto, import, fully restored, excellent interior & exterior. Red with cream interior. Long Tax & MOT. American racing wheels. £10,950 ovno. Tel: 07769 717084 or 01795 842 639, Sittingbourne, Kent.

FORD THUNDERBIRD CONVERTIBLE 1955, Blue with white hardtop. All new restoration parts bought from the USA to finish job. Car/parts £13,500. Tel: (33) 344212307 or +44 7711 544788 (m) or (33) 612358429 (m). Car located in the UK. Library Photo.

G

GENUINE 1965 GINETTA G4 Round tube chassis. 1500cc HSCC registered. Road legal. new MOT. 1000cc engine and FIA papers available/eligible. Full restoration by us 5 years ago. Gorgeous. £23,000. Ginetta G12 Restored body and chassis.Suspension and other parts. £9000. Ginetta G15 £3500, £6000, £9000. Race preparation and support. Fibreglass specialists. Restoration. Historic Ford and Imp race engines. Cottage Classics Ltd. Tel/Fax: 01728 724 315.Mobile: 07831 843 922. Website: www.Ginetta.co.uk Email: ccginetta@aol.com

GINETTA WANTED. G4/G12 Manufactured by Dare urgently required for cash. Paul Stephens Specialist Cars. Tel: (01440) 714884. www.paul-stephens.com or email sales@paul-stephens.com

H

HONDA NSX 3.0 AUTOMATIC/PAS. 1992 J13 NSX RHD. UK. supplied. Black/Black £5,000 just spent at Honda on reconditionig and servicing, (high mileage), complete Honda history, truly fantastic condition, manuals, alarm CD Bose A/C a modern classic. very rare. £19,950. PX possible up or down. Anthony: 01462 790055. Herts

J

84503

CLASSIC AND HISTORIC

www.classic-car-auction.co.uk

Sale of Vintage and Collectors' Motor Vehicles

Monday 1st December

BCA Blackbushe, Surrey.

Quality entries now invited.

For further information please telephone Robin Lawton or Peter Bourne on

(01252) 877317

or e-mail bcahistoric@bca-group.com

British Car Auctions



1962 'E' Type

rebodied as short nose,

full fin 'D' Type in 1979, LHD, set-up for racing, Turbocharged XK engine, UK/USA duties paid, very rare, very quick, delivery arranged

£15,500

tel/fax: 01363 83909, mob: 07970 449114, www.auto-invest.co.uk

Email: david.autoinvest@v21.me.uk

108083

INTERNATIONAL JAGUAR SPARES DAY, 19 OCTOBER 2003 National Agricultural Centre, Stonleigh, Warwickshire. All under cover. Opens 10.00 a.m. Admission £4.00. Enquiries: John Salway. Tel/Fax: 01838 200398. Mobile: 07733 260726. Organised by Jaguar Car Club in association with J.E.C.

JAGUAR 'S' TYPE 1964, MANUAL O/D. Old English white, dry climate car. Engine & body rebuild. No Canvassers, £8,995 ono. Tel: 020 8390 1735.



THE ORIGINAL

RAF IRVIN

SHEEPSKIN WWII FLYING JACKET

The Original Battle of Britain Flying Jacket manufactured by us under exclusive licence from the WWII manufacturer, to exacting Air Ministry standards. Each jacket carries the OFFICIAL RAF IRVIN label.

From £415.00 inc. VAT.

Ladies and Gentlemans sizes.



NEW - Lightweight IRVIN jackets

Hand tailored from fine lambskins.

From £425.00 inc. VAT.

Ladies and Gentlemans sizes

AVIATION LEATHERCRAFT

Designers and Suppliers of Flight Clothing to Her Majesty's Forces

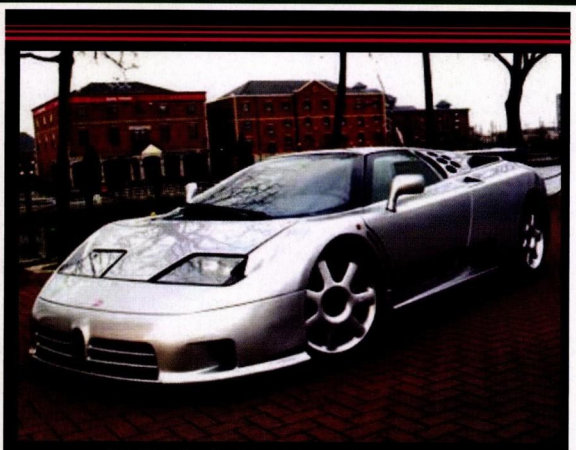
Write telephone or fax for our colour catalogue. Callers welcome Mon-Thurs 9am - 5pm Fri 9am - 1.30pm

THRUXTON AIRPORT Nr ANDOVER,HAMPSHIRE SP11 8PW UK. Telephone: (01264) 772811 Fax: (01264) 773102

MoD APPROVED SUPPLIER

MasterCard VISA

Visit our website to see the best range of motoring and flying jackets ever at www.flying-jacket.com



BUGATTI EB110 SUPER SPORT

The Very First Production Car made for a highly respected collector. Just Fully Serviced. 3,600 Kilometres £199,000

Telephone 01625 538853

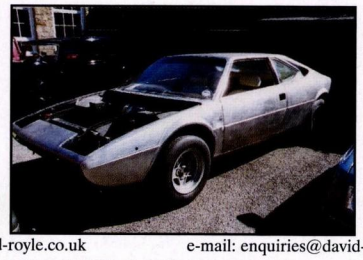
Office Hours Only

DAVID A. C. ROYLE & CO. LTD.
01833 660452

RESTORATION SPECIALISTS

Long established, wealth of experience, whole or part restorations, originality a priority, no compromise on quality.

RESTORATION CONSERVATION



www.david-royle.co.uk e-mail: enquiries@david-royle.co.uk

THE OLD SCHOOL, STAINDROP, DARLINGTON DL2 3NH

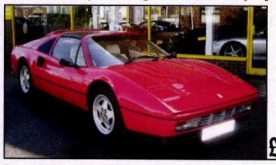
64620

THE FERRARI CENTRE

Independent Ferrari specialist since 1983

Kent High Performance Cars (Sales) Ltd

Probably the largest indoor display of Ferraris in the UK



£39,995

Selected Ferraris... Many more available

Ferrari 328 GTS 1989 F. Red with magnolia hide and red carpets, 25,200 miles, air conditioning, colour coded rear aerofoil and roof, sports exhaust, unused spare wheel, original tools. An excellent example **£37,995**

Ferrari 328 GTS 1987 D. Red with magnolia hide and red carpets, 24,600 miles, air conditioning, full leather interior, sports exhaust, pre ABS model **£32,995**

Ferrari 328 GTB 1986 C. Red with tan hide and red carpets, 35,700 miles, air conditioning, colour coded rear aerofoil, pre ABS model **£32,995**

Ferrari 328 GTS 1988 F. Red with magnolia hide and red carpets, 6,800 miles, air conditioning, colour coded rear aerofoil, abs model Excellent low mileage example

Target Business Centre. Bircholt Road. Parkwood. Maidstone. Kent ME15 9YY

sales@theferraricentre.co.uk www.theferraricentre.co.uk 07000 360355

JAGUAR - MK2 340, 1968, MANUAL WITH O/D In British Racing Green, Oatmeal Ambla interior. Excellent mechanics/engine, fast & super torque (rebuild 1968). Full recorded history & bills. MOT to Jan 04 In everyday use - genuine reason for sale. £8,000 ono. Photos available. Tel: Norman Borrett 01943 431531 (evenings) or 01274 758923 (work)

JAGUAR E TYPE F H COUPE 1964 1989 Benson & Hedges Newcomers Winner and best 3.8 at Beaulieu in 1991. Apart from a slight blemish on the n/side front wing this car is absolutely stunning. It has been in store for some years so careful re-commissioning will be required. Forward you budding concours winners! Price guide around £30,000. Tel: 7768 630 969 or leave a message/fax on 01256 896483. Please visit our Website: www.pioneer-automobiles.co.uk or Email: pioneerautos@btinternet.com

JAGUAR E TYPE V12 1972 Old English white with red interior and hood, totally nut and bolt recomissioned 2002/3, automatic, CWW, 16,000 miles from new believed, June concours winner and hence absolutely stunning. £37,995. 01926 334430.

JAGUAR E TYPE V12 ROADSTER 1971 64,000 miles from new, midnight blue with grey leather, very original and excellent throughout. Full service history, MOT,s and Heritage certificate. £29,500 Tel 07769 732700 (London)

JAGUAR E-TYPE 1973 V12 MANUAL 2+2 red/ black interior, s/history, MOT taxed. 49,000 miles. Nice straight car. £15,450 Tel: 07860 216118/ evenings: 01224 621124

JAGUAR E-TYPE 4.2 SERIES 2 FHC 1970 Signal red, black leather, matching numbers, Heritage certificate, webasto sunroof, stainless steel exhaust, chrome wire wheels, 62,000 genuine miles, restored 2002 / 2003, magnificent throughout, near concours condition, runs and drives exactly how an E-type should. £25,750. Tel: 0121 745 3574, B Turner

JAGUAR E-TYPE ROADSTER 1972 5.3 V12, MANUAL White/blue hood and interior. New starter, new heads 10,000 miles ago. No Canvassers, £22,995 ono. Tel: 020 8390 1735.

JAGUAR E-TYPE SERIES 1 3.8 FHC 1962 Alloy dashboard, uprated brakes and cooling system. £1,000 spent. £18,250. Tel: 01202 525958 (Bournemouth).

JAGUAR FOR SALE IN THE BRUSSELS REGION This splendidly restored Jaguar E-type 3.8 Litre series 1 LHD FHC, chassis number 885190 (No 190) with matching engine and manufactured on 13 November 1961, acknowledge by the jaguar Daimler Heritage Trust. The car has had a nut and bolt restoration to original spec and has competition wires, the engine having to be run in and is still under warranty. Gunmetal grey, red leather trim. Lots of pictures. The building cost so far exceeds the asking price of 50,000 Euros. Contact: Alfons Gulickx, tel: 0032 (0) 2251 13 87 or 0031 (0) 2252 44 20

JAGUAR MK10 4.2 1967 Masons black/light green leather. 54,000 recorded miles, 12 months Tax/MOT. Some history, mechanically perfect, excellent chrome, new tyres, driven daily, excellent original condition throughout, £9,995. Tel: 02920 734339 or 07813 171604.

JAGUAR V12 SERIES III ROADSTER 1972 47,000 miles, silver. New upholstery, hood and tyres. Genuine RHD UK car with Heritage certificate. Complete with hard top and Carcoon. £34,000 ovno. Tel: (01858) 540068. No canvassers.

JAGUAR XJ120 1952 Red/Black leather interior, beautiful condition, rebuilt and rewired within the last 500 miles, correct numbers, genuine RHD, present owner last 5 years, tax and MOT. £32,000 ono Tel: 01455 619123 Private Sale

JAGUAR XJ220 LHD, metallic BRG, beige leather, zero kilometers, rare, brand new car, Just serviced by factory. Uk registered. £ POA Tel: (07836) 560300. Library photo

JAGUAR XK 120 OTS 1951 RHD UK car BRG with w/w and front discs. Body Chassis and instruments fully restored. Rebuilt engine with 'C' Type head. Stainless steel exhaust. Virtually complete but needs wiring and finishing. £18,950. Tel: 07831 415000/02380 812110

JAGUAR XK 150 LHD Gleaming Black Roadster, 26K spent on restoration. Just had major service, new hood, good photo history. My car for 13 years. Viewing a must. £32,000. (J25 M1). Tel: 07785 777145 or 01332 281742.

JAGUAR XK150 FHC 1958 RHD, subject to considerable expenditure, (1988 - 93) little use since. Red with grey leather interior. £18,950. Tel: 01929 439389 (eve) or 01929 55 2826 (day), after 12th October please. Dorset

JAGUAR XJ220 LHD, metallic BRG, beige leather, zero kilometers, rare, brand new car, Just serviced by factory. Uk registered. £ POA Tel: (07836) 560300. Library photo

L

1973 LAMBORGHINI URACCO S Finished in red with retrimmed grey leather interior. Photographic restoration carried out some 5 years ago.Fitted with a s/s exhaust, this car is in excellent condition. Recorded mileage is 53000 and is MOT'd until August 2004. £14995.oo Phone 01442 875762 email: malc-rim@rimingtonm.freeserve.co.uk or mobile 07710 351910

LAMBORGHINI 1989 LM002 ESTATE prototype designed and built by Salvatore Diomante at Autocostruzioni Turin, Italy for the Sultan of Brunei. Many special feathures. 1500 Kms only. £52,500 + vat. Tel: 0161 789 0504, Fax: 0161 789 2067 or Mob: 07817 157346.

LAMBORGHINI MIURA 400S JOTTA SPIDER. Silver/black leather. Concours condition. Totally unique. £POA. Tel: 07836 560300.

LANCIA APPIA COUPE 1959 Maroon and white with cream leather interior. The car is Uk registred with long mot and tax. The car is in good running condition and is very nice and rust free. the car also comes with spare front and back screen and spare engine. £4800.00 ono. Tel: 07769 685198 Home: 01895 235945 Work: 0207 723 7977

LANCIA FULVIA RALLYE COUPE S3 1974 Good runner, Corsa Red, needs brake master cylinder, small amount of welding, some bodywork & painting. £500 ono. Tel: 01785 603 536

LET US BUILD YOU a beautiful crafted re-creation of one of the worlds most successful rally cars of all time, the Stratos. The HF 3000 by Hawk cars is available as a starter kit or as a full turnkey finished example. Hawk Cars, Oakdene, Riverhall Hill, Frant, East Sussex TN3 9EP. Tel: (01892) 750341/750282 or Fax: (01892) 750071.

LOTUS CORTINA SERIES 1 REGISTERED OCTOBE 1964 Early pre air-flow model, alloy panels, 'A' frame rear suspension. Early dash, 9 year restoration. Suitable for conversion to race/rally or road. £10,495. To view this car and other classics, visit our website: www.sussexsportscars.co.uk or Tel: 07831 173729 or 01273 626768.

LOTUS ELAN +2 1969 Tax exempt. Red with black interior, much work carried out by previous owner, engine suspension, discs etc. some new parts not yet fitted. Space needed! £1,975. Tel: 01622 859820 (eve) or mobile: 07773 383023. Kent.

LOTUS ELAN +2S 130/5 1973 (M) Yellow /Oatmeal. 12 months MOT. Excellent condition. Spyder chassis, sills, suspension and driveshaft conversion. Re-gel coated and painted professionally. Unleaded conversion by QED. £7,500 ono. Contact; 01733 394204 (Peterborough) or 07808 901287, email; (photos available - email).

LOTUS ELAN S3 1966 FHC White/Red interior. Electric windows. Centre lock wheels. MOT. £6,500 Tel: 01837 52110

LOTUS WANTED - We urgently require Elans/Elises/Esprits of all ages, immediate payment, 24 hr buying line, nationwide collection, contact Matthew Eade on 01825 713388 or e-mail: nutleysports@lineone.net

M

BELOVED MGB ROADSTER 1978 Blaze Red. Owned/loved 14 years. Overdrive, new hood, tonneau, leather seats. Full history/receipts. £3950 ono. Tel: PIP: 07831 662 344, 01293 862 344. email pip@sacha.com GATWICK

MASERATI GHIBLI SPYDER LHD. 1970. One of 115 original factory built Spyders. Only 16,000 km. Concours condition. £ POA. Tel: 07836 560300. Library photo

MASERATI, CLASSIC MASERATI Also a lot of other French and Italian classics.Please Tel: 0031 224 221325 or fax: 0031 224 223384 www.koutauto.nl

MERCEDES 380 SL AUTO 1985 (W107) Concours, 11,900 miles from new, FMBSH, totally original. White, tan upholstery, e/w, pas, hard/soft tops, a/c. Blaupunkt, MB original steel wheels plus 5 MB alloys with new tyres, insurance certificate for £22,000, stored in heat insulated garage. Price £17,750. Tel: 01772 623271, would consider p/ex.

MERCEDES Comprehensive US source for Mercedes Benz cars, from 190SL to 600SL and pre-1940 models, price analysis, listing of new and used cars, technical data and source for replacement parts, free classified ads for subscribers, satisfaction guaranteed, 6 months trial sub, $59.00, 1 year/18 issue $109.00, pay by credit card through faxing, phoning SL marketletter, 2020, Girard Av, S. Minneapolis, MN, 55405 USA. Tel: 612-377-0155, Fax: 612-377-0157, or visit our website: www.slmarket.com

MERCEDES 380SL, 1980 AUTO Midnight blue with beige leather, hard & soft tops, full history, personal number plate, MOT. Lovingly cared for by Lady owner. £9,000. Tel: (01628) 823117. Bucks/Berks

MERCEDES 6.9 SABBRO, GULLWING COUPE, 1983 LHD, silver/red leather interior, automatic, low mileage, Splitrim alloys, good condition, offers required. Part ex. considered. Tel: 0151-336-6175, private sale.

MERCEDES SSK 1929 RHD 2 SEATER ROADSTER. White, Lovely original 1929 Car. Eligible for all Historic events. £POA. Tel: (07836) 560300.

MG MIDGET 1973 55,000 miles, partial restoration including sills, door shells, brakes, clutch, interior. 2 owners. MOT. £3,250. Dry storage 20 years. Tel: 01732 452074

MG MIDGET INNOCENTI "S" 1962 Ultra rare GHIA Italian steel body car, with MG 1098 cc running gear, extensively restored. Primrose yellow, red leather seats, £8,995. To view this car & other classics visit our website: www.sussexsportscars.co.uk or Tel: 07831 173729 or 01273 626768.

MG MIDGETS! Small selection of properly restored midgets, some with heritage bodies. £4,000 - £7,000. Mike Authers specialist classic Midgets, Abingdon. Tel: 01235 834664 or visit: www.mgmidgets.com (Full workshop facility)

MGA 1959 TWINCAM LHD ROADSTER. Total body off restoration. Original engine (STD), genuine example, rare model, MOT, tax exempt, good investment £15,950. Details, Tel: 01558 650382, hey_muppet1@sagainternet.co.uk (1/2 Nr M4 S.Wales).

MGA 1959 TWINCAM LHD ROADSTER. Total body off restoration. Original engine (STD), genuine example, rare model, MOT, tax exempt, good investment £15,950. Details, Tel: 01558 650382, hey_muppet@sagainternet.co.uk (1/2 Nr M4 S.Wales).

MGB ROADSTER 1.8 1976 'P' Blue with black interior. This car is in excellent condition and has receipts for thousands spent on a full restoration, after being imported from America. This car must be seen especially at only £5,995. Tel: (0131) 2295561, (Edward Labinjoh Cars), or visit: www.labinjoh.co.uk

MGB ROADSTER 1972 Tax exempt, only 30,000 miles after major rebuild. Papers to clarify. Beautiful example. £4,900 ono Tel: 07775 917591

MORGAN 4/4. REG 12/97. Connought Green. Stone Leather Trim. 11800 miles. Full spec available. 01704 876312

MORRIS MINI COOPER S 1965 1275cc Almond green with white roof. Restored 3 years ago. With correct duotone interior, heritage certificate, £10,995. To view this car and other classics, visit www.sussexsportscars.co.uk or Tel: 07831 173729 or 01273 626768.

MORRIS MINI COOPER S MK1 registered 1967 12.75 c/c, full restoration to original condition, former Mini Magazine feature car, 67,500 miles, few owners, Heritage certificate £11,995 tel 01295 275168 or 01295 730102

MORRIS MINOR PICK UP 1972 Extensively restored and lovely. very rare and beautiful piece of BMC history, £4,995. Tel: 07753 610240 or Email: apbg60@dsl.pipex.com

N

NISSAN FIGARO'S 1991 CHOICE OF 2 Japanese retro cars made for 1 year (1991). Auto, air-con, power steering. Electric windows, leather trim, £5,995. To view this car and other classics, visit our website at www.sussexsportscars.co.uk or Tel: 07831 173729 or 01273 626768.

P

84503

CLASSIC AND HISTORIC

www.classic-car-auction.co.uk

Sale of Vintage and Collectors' Motor Vehicles

Monday 1st December

BCA Blackbushe, Surrey.

Quality entries now invited.

For further information please telephone Robin Lawton or Peter Bourne on

(01252) 877317

or e-mail bcahistoric@bca-group.com

British Car Auctions

PORSCHE 911 2.4 S TARGA (RHD) 1973 Olive green with tan trim. One of only 44 AFN supplied right hand drive 2.4 S Targas. Matching number car to factory specification in remarkably fine original condition Spec includes: 190bhp rated 'S' engine, 915 gearbox, serpentine front oil cooler, '73 Recaro sports seats, alloy front brake callipers, 6x15 inch Fuchs wheels.Well documented ownership history. £17,950 Tel.01260 223440 Fax. 01260 223469 (CGOC)

PORSCHE 356B WHITE / RED LEATHER Recently renovated inside and outside. VGC. Runs Beautifully, taxed and MOT'd, LHD, £15,500 Tel: eves 01494 461868 private sale

PORSCHE 911 TURBO CONVERTIBLE 1988 (Personal Reg) RHD. Grand Prix white, black e/hood, black leather interior. e/seats. air con, 56k. FSH. £24,995 P/EX Tel: 01895 637291

PORSCHE 911 TURBO COUPE 1993 (Personal reg). Black with grey leather, E/sunroof, air conditioning, Hi Fi rack. 18" alloys, 40K, FSH, E/sports seats. P/Ex. £32,995. Tel: 020 7731 3612

PORSCHE 911SC LHD CABRIOLET 1983 White / black leather interior, 104,000 kms, full service history, tax and MOT £13,500 Tel: 01752 843354

PORSCHE 928S 1986D 92K miles, detailed service history, dark blue/blue leather, MOT Aug '04, in good order throughout. £7,950 ono Tel: 01263 740831/741317

PORSCHE FACTORY QUALITY BODYSHOP. For all Porsche cars, restoration, fabrication, jig-work, aluminium welding, low bake paint system, expert colour matching. Competitive rates, trade welcome. www.brooklandsmotorcompany.co.uk Brabham Buildings, Weybridge, Surrey. Tel: 01932 828545 or 07860 912217. Wanted dead or alive all Porsche, projects etc etc.

PORSCHE GOOD SELECTION OF QUALITY PORSCHE AVAILABLE LHD, RHD. Prices from £7,995 - £39,995. Contact Paul Stephens Specialist Cars. Tel: (01440) 714884. visit our website www.paul-stephens.com Email: sales@paul-stephens.com

PORSCHE SPYDER 550 REPLICA Factory built using all new components. LHD or RHD. New tubular chassis with front/rear adjustable suspension. Various engine options, period and modern. Full weather equipment standard. Fly screen optional. Registered in any European country. Available also for export to Japan. From £15,950 (ex VAT) on the road. UK/Japan: Tel/Fax: +44-(0)1728-724315, Mobile: +44-(0)7831 843922. Rest of Europe: Tel:+31-(0) 487- 595388, Fax: +31-(0) 487-595389. Visit our website: www.chamonixcars.com or please email us at: Info@chamonixcars.com

PORSCHE TURBO S (993) One of thirty RHD made of the last air cooled, cost £126,000 (1998), 450hp and light! Only 8.5k miles, £81,000 Tel: 01491 875214 Private Sale

PORSCHES FOR SALE 1954, Porsche 356 Coupe, pre-A bent screen, 1500N, ivory with red interior, excellent concours condition, Swiss title Euro 60'000. 1955, 356 Speedster, excellent condition, black - red, EC and Swiss title. Euro 88'000. 1956, 356A Speedster, black-black, with hardtop, non original C-brakes, Euro 75'000. 1958, Porsche 356 A Carrera GT 1600, Factory race car. Alloy doors and lids. Fresh 692 engine, good condition. Inquire. 1960, Porsche 356 B T5 Carrera GT, very rare 4-cam, silver, alloy doors and lids, big fuel tank, strong 692/3A engine, German race history, inquire. 1962, Porsche 356B Carrera 2 GS, very nice and original Swiss car, 4 owners, interior still original, matching 4-cam engine, rubyred - black. Euro 90'000. 1962, Porsche 356 B Cabriolet S90, red - black, original S90 Swiss car. Euro 42'000. 356 Carrera 4-cam facts. Porsche built 77'000 356 cars, only 1115 (1.4%) were 356 Carrera. Only ca. 185 cars were 4-cam GT cars. 1964, ELVA Porsche, very nice and interesting vintage race car, original. Porsche 4-cam (904) engine. US$ 145'000. 1972, Porsche 911E Coupe, outstanding original car. black with tan interior, all numbers match, excellent original condition with original black paint. German title. EUR 36'000. 1973, Porsche 911E Targa, vipergreen black interior, good and clean driver. Swiss title, Euro 24'000. 1973, Porsche 911 2.7RSL leight weight, blood orange, excellent car, all numbers matching, Swiss and US title, Euro 150'000. 1979, Porsche 911 Turbo 3.3, light green, 2 owners, 73'000 km, very clean and original, Euro 25'000. 1984, Porsche 911 Turbo 3.3, quarz-grey metallic, leather sport seats, 70,000 km, very good original condition with service records, Euro 26'000. We offer worldwide appraisal, we buy rare Porsche cars. Elevenparts AG, Zuerich Switzerland, phone. +4113721785, fax +4113715368, marinello@elevenparts.com. www.elevenparts.com

R

RENAULT 5 TURBO 2 , RHD, mid-engined, black, beige leather, complete engine rebuild, new turbo etc, fully maintained and 225bhp power uprated by John Price Rallying, fsh, one previous owner, totally original, meticulously maintained, £11,000, p/plate extra, Tel:(01474) 852200 W, (07836) 724559

ROLLS ROYCE 20/25 OPEN TOURER 1936 Long MOT, new cylinder head, £19,900. Email: roger32@supaworld.com or Tel: 0116 288 2313

ROLLS ROYCE 20HP COUPE 1923 Delivered new to New Zealand and later restored as part of the G Wales collection in the USA Imported into the U.K. it has been stored for some years. The unusual coachwork is in two tone green with buttoned leather trim. There is a dickey seat and twin mounted spares. An ornamental bumble bee is attached to one side of the bonnet. A little careful re-commissioning and you will have a most elegant and eye catching Rolls Royce. Price guide £30,000. Tel: 07768 630 969 or leave a message/fax on 01256 896483. Alternately visit www.pioneer-automobiles.co.uk or Email: pioneerautos@btinternet.com

ROLLS ROYCE CORNICHE CONVERTIBLE 1981 Finished in Nutmeg with cream roof and tan interior piped cream, in excellent order throughout, history file and absolutely stunning. Tel: 07973 821000 or visit our website: www.classiccarsofcatcleugh.co.uk

ROLLS ROYCE PHANTOM V1 1970 RHD, dark blue with magnolia hide, fully restored. 64,000 miles. £65,000 Tel: (01388) 526550 or (01388) 527986

ROLLS ROYCE SILVER CLOUD III 1965 Georgian Silver coachwork with blue/grey hide interior good service history with its original paperwork and tools in beautiful condition, £29,950. Tel: 01732 886002 or 07720 285454 for further selection please visit www.ghostmotors.co.uk

ROLLS ROYCE SILVER CLOUD III 1965 Sand over sable coachwork with beige hide interior with overrugs, good service history, complete with original paperwork and tools, with interesting number. Superb example, £29,950. Tel: 01732 886002 or 07720 285454 for further selection please visit www.ghostmotors.co.uk

ROLLS ROYCE SILVER SHADOW I 1975 Cardinal Red coachwork with beige hide interior with overrugs, low miles, good service history with handling kit, in superb condition, £12,950. Tel: 01732 886002 or 07720 285454 for further selection please visit: www.ghostmotors.co.uk

ROLLS ROYCE SILVER SHADOW II 1979 Unmarked honey coachwork with light tan interior with overrugs, just 28,000 with good service history complete with its original paperwork and tools, in stunning condition, £19,950. Tel: 01732 886002 or 07720 285454 for further selection please visit www.ghostmotors.co.uk

ROLLS ROYCE SILVER SPIRIT, 1981 Masons black coachwork with parchment hide interior, with overrugs to match. Big service history, W/W tyres, CD player. Known to our company for many years. In remarkable condition. £12,950. Tel: 01732 886002 or 07720 285454 or visit www.ghostmotors.co.uk

ROVER 2000 S/C 43,000 GENUINE MILES Full service history, tax exempt, new MOT August 2003, many new parts, new respray 2 years ago, condition excellent inside and out. Tel: 01443 682643 day or 01443 687968 eves

S

STEEN SKYBOLT 2 SEATER BI-PLANE. In red/white, red leather trim, 200hp, Lycoming McAuly prop, Cristian inverted oil system. Radio permit, PFA registered in Uk. 'G-Skie" hangered, Surrey, England, £35,000 or swap classic AC, Aston, race car, something interesting, or will sell to syndicate. For further details Tel: 01932 828545, www.brooklandsmotorcompany.co.uk

SUNBEAM 16HP TOURER 1927 Wessex Blue with black leather interior. Nice hood with full protective, removable side screens. A superb, original car in fantastic condition. £18,750 01962 877090/07836 622454

SUNBEAM ALPINE V GT 1967 Excellent professional restoration, 1725cc, unleaded, overdrive, h/s tops. Uprated brakes, suspension, 4 branch, s/s exhaust. £5,450 Tel: 01963 441374

T

84503
CLASSIC AND HISTORIC
www.classic-car-auction.co.uk
Sale of Vintage and Collectors' Motor Vehicles
Monday 1st December
BCA Blackbushe, Surrey.
Quality entries now invited.
For further information please telephone
Robin Lawton or Peter Bourne on
(01252) 877317
or e-mail bcahistoric@bca-group.com
British Car Auctions

RARE TYRES- COMPETITION QUALITY Michelin XWX, suitable veteran - classic racing, Ferrari/Jaguar's etc. 4 - 205/70 VR 15 and 3 - 215/70 VR15. Cost new (only by special order - Michelin France) £375 + vat each. Absolute bargain £3,000 worth, as new. £900 LOT - No offers

TRIUMPH TR2/3A WANTED Must be UK RHD A1/Concours condition. Top money paid for right car. Please contact Matthew Eade on 01825 713388 nutleysports@lineone.net

TVR S3, 3 LITRE 1991 Mica red/Doeskin leather, one owner from new. FSH. All MOT's. 38,000 miles only. Garaged, dry weather car. £7,250. Tel: (01925) 263720, (Warrington)

TVR WANTED - We urgently require Griffiths/Chimaeras/Cerberas of all ages, immediate payment, 24 hr buying line, nationwide collection, contact Matthew Eade on 01825 713388 or e-mail: nutleysports@lineone.net

TVR, TVR, TVR! ANY MODEL BUYING OR SELLING! Contact Adrian Blyth Specialist cars on 01428 608255 or 07831 295373. Or visit our website: www.adrianblyth.co.uk or info@adrianblyth.co.uk

V

VOLKSWAGEN 1950 HEBMUELLER 14A CONVERTIBLE COUPE Totally restored recently, everything works, looks and rund wonderfully. Full details email: lauraka@fibertel.com.ar or please fax: + 54 11 4554 7032.

VW KARMANN GHIA COUPE 1966 South African original RHD, no rust, superb new engine, MOT, waxed oil, reluctant sale, £5,995. Tel: 01753 731500 or 07768 067900 or Email: jon@rolls.uk.net

W

BRITISH CLASSICS WIRE WHEELS Worlds longest warranties. Wire wheels for every car, chromed or painted. Hubs, spinners. Respoking especially Borrani wheels. Peter Rees: 01892 771170, France: 0033 247 980 153, Fax: 0033 247 980 701.

COLLECTORS ITEMS

MELBOURNE BOOKS
A Lifetime With Cars by Rivers Fletcher
A great life - a fascinating story superbly illustrated - every picture tells a story.
'This book should give much pleasure to all motoring enthusiasts, and no vintage or classic car driver's coffee table should be without one'
Was £70 now a bargain price £44 (signed copies) or £35 (unsigned) including p&p.
Also available - Bentleys Past & Present; M.G. Past & Present; B.R.M Project; Mostly Motor Racing; More Motor Racing. Twenty years of Crew Bentleys 1946-1965.
Melbourne Books, Freepost, Billingshurst, West Sussex, RH14 0BR.
Tel: 01403 871272 Fax: 01403 871 477

ENGINES

KNIGHT RACING SERVICES LTD American Race Engine Specialists 01327-871177, Fax: 01327-704193 Chevrolet/ Ford V8 FIA Historic GTS 12 Champions 1998, 1999, & 2000. Championship/ race winning engine preparation for all formulas, and fast road use. 600+bhp Ford / Chevy combinations for open formulas on carburettor or electronic fuel injection. From FIA historic to EFI & engine management. Full engine blueprinting service. In-house 1000bhp Superflow Dyno test facility. Magnaflux crack detection on site. Sonic testing of cylinder blocks. Dealers for Motec engine management systems, Quartermaster clutches, Chuck Nuytten Carburettors. Knight Racing Services Ltd. Unit 4, Plant House, Royal Oak Way North, Daventry, NN11 5PQ

HISTORIC RACING

1959 MARK 1 JAGUAR The most competitive Mark 1 / 2 racing today. Built and maintained regardless of cost, all the best bits. Latest Sigma engine, Limited slip diff, c/r gearbox, 4 pot callipers, vented discs, etc. etc. presented in immaculate condition several spare wheels and other parts. Ready to race. Top Hat, Historics, Jaguar Saloon, CSCC etc. Very successfully raced by Alec Hammond and John Young. £32,250. Alec 01993 822391/ 07860 852999 John 07768 973343 email: alec.hammond@ndirect.co.uk

1965 FORD MUSTANG. FIA PAPERS Built and maintained regardless of cost with all the right bits for FIA Historic Touring Car Racing, winner of the Spa-Francochamps round Sept 2003 with Alec Hammond and John Young driving. Pete Knight engine. This immaculate Mustang is ready to take on and beat the best in European Historic Touring Car, Historics, Top Hat, CSCC etc. Would cost in excess of £70k to build, offered at £59,500. Tel: Alec 01993 822391 / 07860 852999 or John 07768 973343, or alternatively email: alec.hammond@ndirect.co.uk

Car Covers from COVER SYSTEMS (MS)
49 GROVE ROAD
RUSHDEN, NN10 0YD
01933 410851 (Mon-Fri 9-5:30, Sat 9-1)
...protect your investment!
Outdoor: Polyester woven textile with anti-UV treatment, lightweight, smooth, high water-resistance, breathable, elasticated all-round hem, underbody straps.
In-Garage: Dustproofed, silky, nylon textile, breathable, elasticated both ends, easily washed.

Some examples of our covers:	Outdoor	In-garage
Alfa Romeo GTV	£99	£70
Lotus Elise	£96	£68
Bentley R Type	£112	£77
MG TF	£96	£68
Rover P5	£106	£73
Aston Martin DB7	£104	£72
Porsche 996	£101	£71

Please phone for the price of a cover for your car
All prices include VAT. Free delivery and holdall.
All our covers have two protected front door zips.
We cover cars from 8' to 22' - all shapes and sizes!
We also cover motorcycles and caravans

04929
The Great British Steering Wheel
The Brooklands We manufacture the BROOKLANDS Steering Wheel from the original BLUEMEL tooling. It is not a Far Eastern copy and is made using the original methods and traditional materials. The CENTRE BOSS fixing kit, again from the original tooling, not only fits the MG TC and pre-war MGs, but the TD, TF and MGA. There are boss kits for other makes and kit cars too.
Now in ivory
BROOKLANDS AEROSCREENS are made using laminated glass to original specification to suit all vintage and sports cars.
Established 1969
KIMBLE ENGINEERING LTD
E-mail: john@johnkimble.com
Unit 5, Old Mill Creek, Dartmouth, Devon TQ6 0HN.
Tel: 01803 835757
Fax: 01803 834567

Sherwood Restorations Ltd.
Classic & Sports Car Specialist
FULL TIME COACH TRIMMER REQUIRED
Must be conversant with all aspects of classic / vintage vehicle trimming, and be able to work to the highest of standards without supervision. Working under your own initiative, you will become part of a small, dedicated team, involved with the sales and restoration of some of the highest quality vehicles available in the UK.
Salary commensurate with experience.
For an informal discussion, please contact:-
Paul Haywood or Charles Smalley on 01636 812700.
Upton Fields Garage, Upton Road, Southwell, Notts, NG25 0QA
www.sherwoodrestorations.co.uk
Email:- sales@sherwoodrestorations.co.uk

POOKS MOTOR BOOKS
Six roomed shop covering 3000 sq feet. 5 miles north of Leicester. 10 minutes from Junc. 21A of the M1. Crammed full of books, brochures, magazines, race programmes, posters, enamel signs. Car sales brochures are our speciality. Good prices paid for all types of motoring literature.
Email: pooks.motorbooks@virgin.net
FOWKE STREET, ROTHLEY, LEICS LE7 7PJ.
Tel: (0116) 2376222 Fax: (0116) 2376491
07001.12

M&C Wilkinson Ltd

Jaguar spares and specialists

Park Farm,
Tetherington Lane,
Everton, Nr. Doncaster,
South Yorkshire,
DN10 5DR
Tel: (01777) 818 061 Fax: (01777) 818049





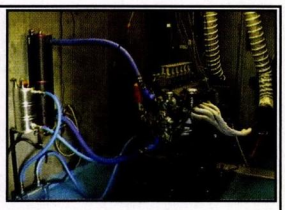
GOODWOOD 2003
WE BUILD AND PREPARE E-TYPE JAGUARS FOR RACING TO THE HIGHEST STANDARDS. FULL WORKSHOP FACILITIES. SPARES, REPAIRS AND UPGRADES FOR ALL CLASSIC JAGUARS.
ELECTRONIC POWER STEERING KITS A SPECIALITY.

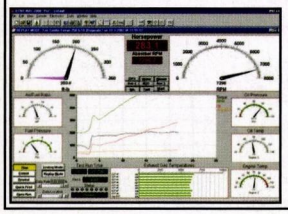
STANTON MOTORSPORTS

Classic & Historic Specialists

Tel: 44 (0) 118 9732088

Email:
stantonmotorsports@supanet.com





- Race preparation & servicing
- Restoration
- Engine building & development
- Fully computerised Dyno facility
- Camshaft design and valve train analysis

208901

1971 FORD ESCORT MARK 1 (MARATHON SPEC.) R.H.D Gartrac steel arched shell, T45 roll cage, full spec. Turreted and 5 linked build. Roof vent, very tough all steel cross-flow 1800 engine, 5 speed T.9. dog gearbox, fully floated atlas axle. 14" wheels, big discs all round, car built by devantier to full F.I.A. standards, long range twin bagged tanks with dual pumps. Ideal car for the Retro Safari Rally 2003 or London to Sydney 2004. Price £40,000. Call Ron Rodgers on 07836 509508

1974 LOLA T360 F2/FORMULA ATLANTIC Aluminum monocock with renewed twin bag tanks fitted. Rolling chassis or with 16V Vauxhall plus MK9 Hewland Contact: Christopher Fair on 02890 205106 (Day) or 02890 669961 eves

EARLY DASTLE OR SIMILAR SINGLE SEATER Midget racing car wanted. Any condition. Tel: 07710 173669 / 01384 349039

KILBY SPECIAL 1940'S AMERICAN MIDGET RACER Single cylinder 3 speed box. Well engineered. Runner. £2,200 Tel: 01926 496299 / 842282

LOTUS 61X. WORKS COLOURS. FIA PAPERS All parts for Hillclimb and Classic FF specification. Immaculate. £15,750. Tel: 01270 886134 or 07802 779301 or visit www.cheshire-classics.co.uk

MIKE BROTHERWOOD.COM THE HISTORIC LOTUS SPECIALIST A complete spares & restoration service for space frame chassis, Lotus and Conventry Climax engined cars. For sale. As new ZF gearbox and albatross climax engined classic speedboat Tel: 01380 859989, Fax: 01249 760530. Please Email: mikebrotherwood@aol.com

XTRA SPECIAL 7'S The Lotus 7 specialist restores and spares stocklist for S2,S3.. For space frame rebuilding and aluminium panelling service (3.7 IRS Conversions). For sale 1962 Lotus 7 undergoing complete rebuild. P.O.A... 7's always wanted any condition. Tel: 01297 23566 (w) or 01626 873737, 07971 446459, Fax: 01297 22819.

MEMORABILIA

WWW.MOTORSPORT-ORIGINALS.COM Buy and sell motor racing signed items, memorabilia and literature etc 1920's to date tel/fax 01604 458 260 e-mail: sales@motorsport-originals.com

102650



For all kinds of Motoring Helmets, Goggles & Driving Gauntlets contact us....

www.completeautomobilist.com

Tel: +44 (0) 1778 426222
Fax: +44 (0) 1778 426333

6 Graham Hill Way, Bourne, Lincs, PE10 9PJ, England

PUBLICATIONS

ERIC THOMPSON
Book list available

Buys and sells rare motoring books, magazines, annuals, programmes, autographs, badges and photographs.

Hullhatch, Shamley Green, Guildford GU5 0TG
Tel: 01483 893694
Fax: 01483 892219
Email: hullhatch@btopenworld.com

BOOKS AND COLLECTIBLES. New, old and rare. Free lists available on request. Website: Simon Lewis Transport Books, PO Box 9, Coleford, Gloucestershire, GL16 8YF. Tel: (01594) 839 369. E-mail: simon@simonlewis.com Mastercard/Visa welcomed. www.simonlewis.com Established 1985.

CAR HAND BOOK SPECIALISTS Handbook specialist, large stock of car original owners handbooks, also workshop manuals, and parts books sold, bought and exchanged. Tel: 020 8337 7452 and Fax: 020 8241 8012. spencer@handbooks.demon.co.uk or Web: www.carhandbooks@co.uk

COLLECTORS CAR BOOKS Specialists in new and rare motor racing books. Have moved to Silverstone! 2210, Silverstone Technology Park, Silverstone Circuit, Silverstone, Northamptonshire NN12 8TN. Business hours: 9am - 5pm Mon - Fri. (8.30am - 2.30pm Race Saturdays). Telephone: (01372) 855888, Fax: (01327) 855999. Email: Sales@collectorscarbooks.com or Website: www.collectorscarbooks.com

MOTORING LITERATURE BOUGHT & SOLD David Thomas New shop at Unit 3,Leighton Court, Much Cpwarne, Ledbury, Herefordshire, HR8 2UN. Open Tues,Thurs,Fri-Please phone first. Tel/Fax: 01531 640514. www.allautobooks.com

ORIGINAL SALES BROCHURES AND PRESS KITS, 20TH CENTURY STOCK All the latest material from the European and Detroit motor shows, classics and exotics, most years covered, including cars of the nineties!! Mail order World wide, too many to list, please state your particular interest, friendly service. Motorama 2000 Studio 3, The Old Brewery Centre, High Street, Hastings, East Sussex TN34 3ER, England. Tel: 01424 440100. International Fax: +44 1424 440100. Email: motorama2000@hotmail.com

VINTAGE MOTORSHOP. Still has the largest variety of motoring literature, new and second-hand books, handbooks, workshop manuals, parts books, magazines and brochures. Open Thursday, Friday, Saturday 11.00am - 5.00pm or by appointment, world wide mail order service available. 749 Bradford Road, Batley, West Yorkshire, WF17 8HZ. Telephone/Fax on following: 01924 470773. www.vintagemotorshop.co.uk. or e-mail us at: books@vintagemotorshop.co.uk

PUBLICATIONS

WORKSHOP MANUAL SPECIALISTS. Large stock of original manuals, handbooks and parts books sold and bought. Margaret Motors, 157 Aylsham Road, Norwich NR3 2AD. Tel: 01603 407747. Fax: 01263 557366

RACE CARS FOR SALE

BENNETON F1 189 EX-PIQUET 1989 Less engine. £57,500 + VAT. Also 1996 Formula 3000 Lola T9602 chassis #04 less engine £16,500 + VAT. Also Porsche 906 engine just rebuilt. £15,950. P/ex. considered. Contact Paul Combes S.V.S. LTD. Telephone: 0161 789 0504, Fax: 0161 789 2067. Email:paul@svsltd.freeserve.co.uk Mob: 07958 329 443

PORSCHE 935 Raced by Bob Akin @ Le Mans, IMSA. Low time 3.2 & upside down 4 speed. Call Nick (908) 453 2121 ext 238 day or (908) 453 3567 eves www.gsautoworks.biz email: nick@oxfordtextile.com

REGISTRATION NUMBERS

NUMBER PLATES MADE Framptons (Est. in 1975) supply all types of plates from modern acrylic to pressed polished aluminium and raised silver/white riveted didgit plates. Rapid Worldwide postal service. Tel: 023 9226 4755. www.pl8s.co.uk

SHIPPING

RST INTERNATIONAL LTD US / UK - World Wide shipping & transportation. Door to door - shipping - airfreight - insurance - customs clearance - Advice on Import duty / VAT (UK). We will tailor make packages for your requirement - Please call for the best quote. 01986 892311 E-mail: cartrans@aol.com www.rst-international.co.uk

G&S ENCLOSED VEHICLE TRANSPORTATION. From 1 car to multiples of six (size permitting). All UK and Europe, fully insured, 7 day, 24 hrs. geoffrey@gsclassics.freeserve.co.uk Call 01388 720395 or 07768 052623. Fax: 01388 720590

WANTED

The Mystery Morgan Buyer
Tries hardest, travels furthest, pays most.
Tel: 020 8200 9404
or
07836 229 800

HOUSES FOR SALE



OULTON PARK, CHESHIRE. DOUBLE FRONTED STONE 4 BEDROOM COUNTRY HOUSE. UNIQUE POSITION WITH PRIVATE VIEWING GALLERY AFFORDING SPECTACULAR VIEWS OF DRUIDS CORNER. LARGE FULLY EQUIPPED WORKSHOP. PARKING FOR 8 CARS. SUITABLE FOR SMALL RACE TEAM.
£395,000 FULL DETAILS
TEL. MALCOLM HAMILTON 01829 760 586
MOB 07973 129135

Nutley Sports and Prestige Centre

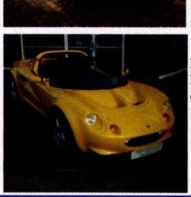
Nutley, East Sussex, TN22 3NN
Tel: 01825 713388, Fax: 01825 713355, Mob: 07867513996
e-mail: nutleysports@lineone.net
www.nutleysports.co.uk



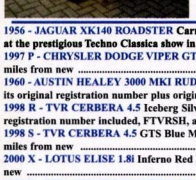




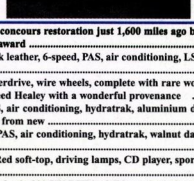
JAGUAR C-TYPE by HERITAGE
Ecurie Ecosse Blue with traditional leather bucket seats, Jaguar XK 4.2 litre, triple Webers, 4-speed manual, full Le Mans specification, 15" wire wheels, period registration number, factory built by Heritage Engineering, just 5,000 miles £29995



1968 F - MGC GT
Rare factory colour of Riviera Silver Blue with full Black leather, rare factory 3 speed automatic, 15" wire wheels, retained from new by BMC publicity & press department at Longbridge, featured in November 1968 AutoCar magazine, original registration number (NOF 27F), heritage certificate, huge history file, total nut & bolt photographic restoration at the cost of over £17000 £9995



1952 - MG TD
Autumn Red with full Beige leather, comprehensive history file including original bills of sale/warranty certificates/etc dating back to early 50's, full Photographic nut & bolt restoration just 1,600 miles ago, unquestionable in every respect £16995



1998 R - LOTUS ELISE 1.8i
Norfolk Mustard Yellow with full Navy Blue leather, contrasting Blue soft-top, driving lamps, alloys, FLotusSH, just 10,000 miles from new £14995

1956 - JAGUAR XK140 ROADSTER Carmen Red with full Black leather, total nut & bolt concours restoration just 1,600 miles ago by J.D Classics at the cost of over £85000, exhibited at the prestigious Techno Classica show in Essen, where it won the "Best car of the show " award £54995
1997 P - CHRYSLER DODGE VIPER GTS GTS Blue Metallic/White stripes with full Black leather, 6-speed, PAS, air conditioning, LSD, Chrysler UK supplied, FChryslerSH, just 5,000 miles from new £39995
1960 - AUSTIN HEALEY 3000 MKI RUDDSPEED Colorado Red with full Red leather, overdrive, wire wheels, complete with rare works hard top, original UK RHD example retaining its original registration number plus original log book, a very original and correct Ruddspeed Healey with a wonderful provenance £25995
1998 R - TVR CERBERA 4.5 Iceberg Silver Metallic with Navy Blue leather, 420bhp, PAS, air conditioning, hydratrak, aluminium dash, child seats, 6 CD player, sports exhaust, TVR registration number included, FTVRSH, an exceptional 1 owner example, just 19,000 miles from new £25995
1998 S - TVR CERBERA 4.5 GTS Blue Metallic with full Portland Grey leather, 420 bhp, PAS, air conditioning, hydratrak, walnut dash, CD player, sports exaust, FTVRSH, just 14,000 miles from new £24995
2000 X - LOTUS ELISE 1.8i Inferno Red Metallic with full Magnolia leather, contrasting Red soft-top, driving lamps, CD player, sports exhaust, alloys, FLotusSH, just 5,000 miles from new £16995
1998 R - RENAULT SPORT SPIDER 2.0 16V Sports Yellow Metallic, a limited production of only 200 UK RHD's, full heated windscreen, tonneau cover, FRenaultSH, a cherished example which has covered just 7,000 miles from new £15995
1998 R - LOTUS ELISE 1.8i Norfolk Mustard Yellow with full Navy Blue leather, contrasting Blue soft-top, driving lamps, alloys, FLotusSH, just 10,000 miles from new £14995
1997 P - CATERHAM 7 1.6 SE Caterham Yellow with full Black leather, 1600 Ford X-flow, twin 40 Webbers, close ratio gearbox, Quaife LSD, huge specifaction, professional fully documented photographic build by Proteus Engineering, just 6,300 miles from new £12995
1993 L - CATERHAM 7 1.4 K-SERIES SUPERSPORT British Racing Green with Black Trim, Rover 1400 K-series 16V EFI with "Supersport" 130 bhp upgrade, 5-speed, cycle wings, harnesses, full weather equipment, FIA rollover bar, 15" Prisoner alloys, 18,000 miles from new £10995
1960 - MGA 1500 COUPE Old English White with full Red Leather, original UK RHD example, original green logbook including original registration number, just 3 owners from new, this MGA has been subject to a total rebuild to correct specification, truly lovely £9995
1990 G - PORSCHE 944 3.0 S2 Alpine White with Navy Blue Porsche logo trim, PAS, ABS, e/windows, e/mirrors, e/seats, e/sunroof, S2 alloys, FPorscheSH, just 67,000 miles from new £8995
1989 G - PORSCHE 944 2.7 LUX Glacier Ice Blue Metallic with Navy Blue Porsche logo 1/2 leather, PAS, ABS, e/windows, e/mirrors, e/sunroof, e/seats, alloys, FPorscheSH, just 50,000 miles from new £8995
1989 G - PORSCHE 944 2.7 LUX Guards Red with Black "Porsche" logo 1/2 leather, PAS, e/windows, e/mirrors, electric seats, e/sunroof, alloys, FPorscheSH, just 61,000 miles from new £8995
1974 N - MGB ROADSTER Damask Red with Black trim, 1950cc engine, overdrive, chrome bumpers, Ron Hopkinson handling kit, Motolita steering wheel, stainless steel sports exhaust, Mini-lite alloys, last owner 7 years, restored by MG specialist £7995
1985 - MG MIDGET 1500 Black with Tan trim, totally original and superb in every respect, original spare wheel and toolkit new and unused !, one of the very last Midgets produced, multi concours winner, just 1,500 genuine miles from new, a rare opportunity £6995
WANTED ! - We urgently require Classic & Sports cars of all ages, immediate payment, 24 hr buying line, nationwide collection.

RARE BOOKS, MAGAZINES AND ART FOR SALE.

More than 500 items including early Autocourse, Motor Racing and Motor Sport. Also books on racing, marques, drivers, rare German and French titles plus models, avaiation, bikes and a wide choice of motoring and racing art. e-mail will77ow@yahoo.com for list or phone 01189 781987. Private sale.

Rod Jolley
COACHBUILDING
Specialist Panel Beating and Ash Framing

37 GORDLETON INDUSTRIAL PARK,
SWAY ROAD, LYMINGTON, HANTS SO41 8JD.
TEL: (01590) 683702. FAX: (01590) 683634.
INTERNET: http://www.rodjolley.com
EMAIL: rod@rodjolley.com

CLASSIC BRITISH QUALITY CHARTER Member

Bugatti T57 s

"Using traditional methods, the panel work starts to take shape on this Bugatti T57"

If you have a similar project in mind please call Rod for an informal chat.



1099342

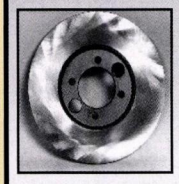
SWALLOW ENGINEERING
The Classic and Jaguar Specialists

- Restoration of all Jaguar models
- Rolling Road Tuning
- Servicing and overhauls for all models
- Repair and care for all high performance cars
- Special engines built to High Specs

For personal attention please phone -
Tel: (01268) 558418
Fax: (01268) 555743
6 Gibcracks, Basildon, Essex
Established at this location for 25 years

102830

TJP TERRY'S JAGUAR PARTS
Product Information: 618-439-4444 • Fax 618-438-2371
117 E. Smith St. Benton, IL. 62812 • In Canada Call 800-832-8986
Visit us on the Web at www.terrysjag.com
Jaguar Owners ... Contact Us for a Free Catalog



Front Brake Rotors
V-12 E Type, XJ6/12 74-87, XJS 76-94
Regular $69.00 Each
2 for $80.00

Reproduction Amco Floor Mats
Heavy Rubber, E-Type & XJS
$24.95





Robbins Tops
20% OFF
All E-Type Vinyl Tops

Terry's Jaguar Racing Team Cap
BLACK ONLY!
(Not as Pictured)
$14.45



Millfield Classic Cars

Jaguar and Prestige Cars
Tel / Fax : 01342 826043 Mobile 07808 059909
www.millfieldcars.co.uk



Eagle E Type Engineered 001 E Type Series 1 4. 2 One of the highest spec cars in the world, All sport/GT upgrades have been carried out to make this car a showpiece. Dark Blue with biscuit. Fantastic drive. Stunning. £127,500



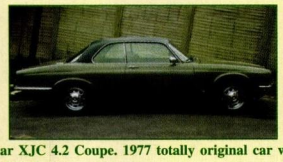
Eagle E Type Engineered 006 E Type Coupe 4.2 Series 2. A fully restored eagle having over 40K Eagle upgrades. Drives and looks absolutely beautiful. £38,000



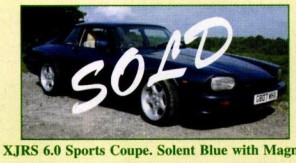
Daimler V12 Coupe. One of the Best Examples in the world having been Jaguar Supreme Champion winner. Huge history file and detailed restoration. Dark Blue with biscuit. Simply the best! £30,000



Jaguar XK140 DHC 1955 - Probably the best XK140 in the world. 12 year restoration. British Racing Green, Suede Green leather. New CWW & Tyres plus Spot lights. Absolutely stunning condition. SOLD



Jaguar XJC 4.2 Coupe. 1977 totally original car with only 31K. FJSH mint condition. £9,995



Jaguar XJRS 6.0 Sports Coupe. Solent Blue with Magnolia piped blue. 17" Alloys. FJSH. CD immaculate example. SOLD



Mercedes 380 SL Sports Convertible. Unmarked Signal Red Paintwork, Cream Interior, Alloys, 100K, beautiful example. £11,995



Jaguar XJS V12 Convertible. Beautiful unmarked Red with Black leather. 2 owners with 21K miles. FJSH absolutely immaculate. £15,000



Bentley 8 1987. Unmarked Black Paintwork with black leather piped st James Red. Many Turbo upgrades, new exhaust, handling kit, FRRSH. This car is immaculate throughout. £15,000



Jaguar Series 3 Sovereign 1987. If you are looking for the best example of this classic saloon, this is it. The best we have seen to date. Totally unmarked throughout. Beautiful Satin Beige with immaculate cream leather interior. One of the best available. £11,000



Jaguar Series 3 Automatic Saloon. Part Exchange Car. Lots of money spent on restoration of this saloon over 16K. Pepperpot alloys. Lots of History. Seats require attention. New Rack bushes and battery. £2,995



Freelander 2.5 V6 with ES Premium Pack. Only 2000 miles, finished in dark metalic blue with biscuit leather interior. 3 spoke alloys and Harman ICE. Available with manufacturers warranty. As new. £20,000



1980 Rolls Royce Silver Shadow 2. Honey Gold with cream piped caramel. Full RRSH is immaculate condition. Lambs wool over rugs. Stunning. £13,000



Jaguar XJC 4.2 Coupe. 1974 Fully restored some years ago make this an excellent example. Kent Alloys. £5,995

Top quality Classic & Sports Cars wanted



PIT STOP

0208 267 5253

RESTORATION

moto technique ltd

141 Molesey Avenue, West Molesey, Surrey KT8 0RQ. Tel: 020 8941 3510
www.mototechnique.com Email: kevin@mototechnique.com Fax: 020 8941 2763

A family business established 23 years dedicated to all aspects of exotic sportscar repair



Willment Cobra

The progress of repairs is recorded digitally enabling e-mailed updates with the option of a CD log veryfying the correct repair procedure, invaluable for protecting your cars integrity thus ensuring peace of mind

For chassis alignment/repairs, panel, paint, mechanical and interior upholstery work.

Using a state of the art chassis alignment jig, Moto Technique Ltd is a ble to offer expert facillities for both road or race cars. The company's background is in restoration and repair work on road going Ferraris, but due to demand is now expanding into race car work as well.

Having been established for more than 20 years, Moto Technique has a very high standing in the industry and has repaired some of the most valuable sports cars in the world Recent projects include work on a 1960's F1 Cooper, as well as Period Porsches, AC Cobras and Ferraris, ranging from 250 SWB's and 288 GTOs to F40s.

For more details about the expert facilities available at Moto Technique, call or visit the website.

87212

www.mototechnique.com

STORAGE

metex car DUSTCOVERS

British made covers at very affordable prices.



KEEP YOUR CLASSIC CLEAN AND PROTECTED WITH ONE OF OUR POPULAR COVERS
Made from a hardwearing yet very soft fabric the cover will keep your car dust free, damp free and in the pristine condition you would expect.

LOTUS 7/MINI	£25.50
SMALL SPORTS CARS eg Austin Healey, MG, TR 1	£29.50
SMALL SALOONS eg Ford Escort, Triumph Herald Morris Minor etc	£32.50
LARGE SPORTS CARS eg Ferrari, Jaguar (E Type) Aston Martin etc	£37.50
MEDIUM SALOONS eg Ford Cortina, Triumph Dolomite	£37.50
LARGE SALOONS eg Rover, Jaguar	£47.50
LARGE AMERICAN SALOONS ROLLS ROYCE/BENTLEY	£49.50
CANVAS STORAGE BAGS	£4.00

Covers available in black or white
Please state colour when ordering

THIS IS A SMALL SAMPLE OF METEX COVERS. IF YOU DO NOT SEE YOUR CAR ABOVE PLEASE PHONE. WHATEVER YOUR MAKE/MODEL WE'LL HAVE ONE TO FIT YOURS.
All the prices include VAT. PLEASE ADD £5.00 PER ORDER FOR POST & PACKING
If you require any assistance or any other size than the ones above please telephone us and one of our highly qualified staff will deal with you personally. (Trade and overseas enquiries most welcome).

metex car DUSTCOVERS
DEPT MS
BEE HIVE MILL, MOOR LANE,
DARWEN, LANCS BB3 0EJ.

CREDIT CARD HOTLINES -
01254 704625 / 703893
OR WHY NOT FAX
01254 776927

77787

SPARES & ACCESSORIES

NAMRICK
THE FASTENER SPECIALISTS

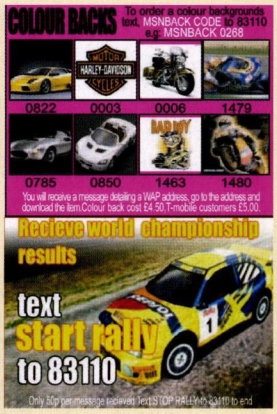
FAST MAIL ORDER SERVICE
(01273) 779864

We stock the largest range of nuts and bolts available by mail order.
All available in any quantity.
Send two first class stamps for a catalogue and price list.

NAMRICK LTD
124 PORTLAND RD, HOVE, SUSSEX BN3 5QL
FAXLINE (01273) 726708

77806

MISCELLANEOUS





WITTER

TOWBARS TO TRUST

- EC Type Approved bars use all car manufacturers fitting points
- Fitting does not affect the vehicle warranty
- Lifetime guarantee under the Witter Shield of Safety
- Over 250 stockists nationwide

See Yellow Pages for your nearest specialist fitter or stockist

WITTER TOWBARS, CHESTER CH5 2NY
Tel: 01244 284500 Web: www.witter-towbars.co.uk

Edginton Racing Car Restoration

Specialises in restoration of 1970's / 80's racing cars from Formula Ford to Formula 1

Please contact us to discuss your project

Tel: +44 (0)1460 65743

E-mail: nick.edginton@virgin.net

HERITAGE

IAN MASON

ASTON MARTIN HERITAGE SPECIALIST FOR LONDON

139a Freston Road, North Kensington, London W10 6TH
Tel: 020 7727 1944 / 020 7727 7678
Fax: 020 7792 8102
E-mail: imason@powernet.co.uk
Website: www.ianmason.co.uk

Powervamp
ADVANCED POWER PRODUCTS

RACING/RALLY BATTERIES

Used Worldwide for starting Military Aircraft our Hawker SBS and Odyssey batteries are manufactured to the specifications already in use in the Racing/Rally Industry.

*Lightweight
*Maintainence Free
*Sealed
*Flame Retardant
*Small

Best prices - all available ex-stock

SBS 8, SBS 15, SBS 30, SBS 40, SBS 60

Odyssey pc 535, pc545, pc625, pc680, pc925, pc1200, pc1700

Tel: 01934 643000
Fax: 01934 642800

e-mail: info@powervamp.com

VISA AMERICAN EXPRESS MasterCard

To Advertise in this section call Rania on 0208 267 5253

ENGINEERING

Building Detroits best for over 30 years

HUDDART RACING ENGINES

AMERICAN V8 RACING

For all forms of Historic Motorsport FIA, F5000, Can-Am, Revival, Gentleman drivers etc.

Engines supplied and rebuilt

PARTS SERVICE

Any parts supplied, period blocks/ heads etc.
Full Machine shop, Dynamic balancing, Dyno

Ivy House Farm, Hankelow, Nr Crewe
Phone 01270 811427 Fax: 01270 812327
huddartengines@hotmail.com.uk www.huddartengines.co.uk



FUEL CELLS



ATL are now proud to announce the launch of their new "Historic Racing Fuel Cell Division". This dedicated department has been set-up to deal with the manufacture of all historic and classic car fuel cells.

- FIA Approved
- 1,000's of Fuel Cell Templates in Stock
- Free Quotations
- Any shape, any size manufactured
- Repair and Re-certification of existing ATL cells undertaken
- Fuel Caps, Pumps, Filters, Level Gauges, Refuelling Equipment, also available
- Modification of existing aluminium fuel tanks to take ATL fuel cells undertaken
- Quick Deliveries

For more information, or a quotation, please contact the Historic Technical Sales Department.

Aero Tec Laboratories Ltd (UK)
T: +44 (0) 1908 351700 F: +44 (0) 1908 351750
e-mail: atl@atlltd.com
www.atlltd.com

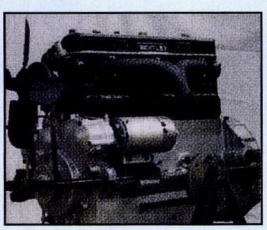
Aero Tec Laboratories Inc. (USA)
T: +1 201 825 1400 F: +1 201 825 1962
e-mail: atl@atlinc.com
www.atlfuelcells.com

RESTORATION

FIENNES RESTORATION

Vintage vehicle restoration





- All aspects of chassis restoration
- Full engine overhaul
- Electrical rewire and overhaul
- Machining and parts manufacture
- Comprehensive stock of parts for Derby Bentley and Rolls-Royce
- Coachwork repair and restoration
- Rally preparation and performance enhancement

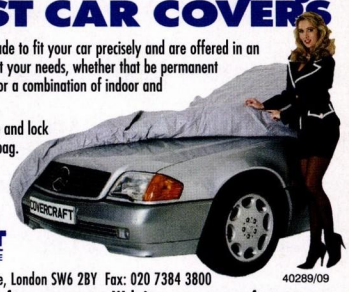
Clanfield Mill, Little Clanfield, Clanfield, Oxon OX18 2RX
Tel: 01367 810438 Fax: 01367 810532
Enquiries@fiennes.co.uk www.fiennes.co.uk

93033_V3

THE WORLD'S SOFTEST CAR COVERS

Covercraft's Covers are tailor-made to fit your car precisely and are offered in an extensive range of fabrics to suit your needs, whether that be permanent outdoor storage, in-garage use or a combination of indoor and outdoor use.

All covers are offered with cable and lock for added security and storage bag. Call for more information including Free Brochure and fabric samples.



COVERCRAFT OF EUROPE

74 Maltings Place, Bagleys Lane, London SW6 2BY Fax: 020 7384 3800 40289/09
Email: sales@covercraft-europe.com Website: www.covercraft-europe.com

TEL: 020 7736 3214

AUTOMATIC TRANSMISSIONS

G. WHITEHOUSE AUTOS LTD

Tel: 0121-559-9800
Fax: 0121-559-9885
E-mail: info@gwautos.com

Obsolete Automatic Transmissions
Obsolete spares supplied
Automatic conversions to modern transmissions to match increased power or improve driving experience
Fully electronic programmable transmissions with all options
Check our website www.gwautos.com for full information and latest projects

PHANTOM MOTOR CARS

PANKRIDGE STREET, CRONDALL, FARNHAM, SURREY GU10 5QT, ENGLAND.
ROLLS-ROYCE (Independent Specialists since 1961) BENTLEY



Our Carefully Selected & Prepared Motor Cars



Bentley Arnage 2001 'Y'. Peacock blue with Magnolia hide piped French Navy Blue. Full dealer service history, 23,000 miles. **Rear vanity mirrors, picnic tables, Top tint front windscreen. Optional Chrome Alloys.** ..... **£ 89,950**

Bentley Continental T '99. Awesome 420 HP with 650 lb/ft of torque. Royal Ebony (metallic black mica). Black hide and carpets. Engine turned aluminium dashboard. 28,500 miles. Full service history. Previously serviced and maintained by ourselves. As new condition inside and out. ..... **£ 99,950 SOLD**

Bentley Turbo RT Mulliner '98. (420 HP & 650 lf/ft torque). Last built of the ultimate 4-door dealer limited editions. Royal Ebony (Metallic Black) with black hide piped. 13,500 miles only. Mulliner Park Ward options (Wide body & track plus lots more) FSH. One owner. Price new approximately £190,000 For sale at ..... **£ 68,950**

Bentley Turbo RT Olympian by Mulliner (Number 4 of 4). 400 HP. Twilight blue. Dark Grainy Blue hide piped in St. James Red. Ruched leather inserts to seats. 18" Continental T wheels. Reversing aid. Satellite Navigation. In car Entertainment upgrade. Reduced backlight. Bright surrounds to headlights. Badge bar plus much more. ..... **£53,950 SOLD**

Bentley Brooklands R Mulliner LPT '98 S. (325 HP) Black Emerald with Sandstone and Pebble hide. 44,000 miles. No 12 of 100. One of the best colour combinations available. Wing vents. New condition ..... **£ 45,950 SOLD**

Bentley Turbo RL 1997. Peacock blue with Parchment hide piped blue. 45,000 miles only with FDSH.. Exceptional condition. **£38,950**

Bentley Turbo R '96 MDL Peacock blue with parchment hide piped blue. 51,000 miles. FSH. Previously serviced and maintained by ourselves. Mesh front grill and lower front spoiler modification. Outstanding and perfect in every way. ..... **£34,950 SOLD**

Bentley Turbo R '95. Racing green with parchment hide piped green. Dark green carpets and dash top roll. Full service history. Outstanding condition. FDSH. Just turned 50,000 miles. **4 new tyres fitted** ..... **£32,950 SOLD**

Bentley Turbo R 1993. Balmoral green with Champaign hide piped green. 52,000 miles FSH. Outstanding in every way. Previously serviced, maintained and sold by ourselves. Almost unmarked inside and out. Few look and feel this good. ..... **£28,950 SOLD**

Bentley Turbo R '91. Active ride. Royal blue with light Grey hide interior piped in Blue. 82,000 miles and full service history. Picnic tables. Previously supplied, serviced and maintained by ourselves. Telephone facility front and rear. Outstanding **£19,950**

Rolls-Royce Silver Spirit II. '90. Royal blue with Light Grey hide piped blue. Only 42,000 miles and 2 owners with full service history. Full veneered door cappings and cross banding to the dashboard. Outstanding condition as expected for mileage. ..... **£19,950 SOLD**

Rolls-Royce Camargue '82. One owner from new with only 37,000 miles. White with Beige hide piped dark brown. Dark brown Everflex roof and carpets. Outstanding condition. Serviced and maintained by ourselves. ..... **£24,950 Off site**

*** Specialising in Carburettor Turbo Tuning**
* A.B.S. & Fuel Injection.
*** Engine Re-building.**
* Air conditioning (R12 & 134a).
*** Computerised Four Wheel Alignment.**
* Upgraded Front Brake Kits.
* Mechanical Restoration.
* Schedule Servicing.
* Engine Re-building.
* Woodwork Re-lacquering.
*** Suspension Packages (Agents for Harvey-Bailey).**
* Cavity & Underbody Waxing.
*** Hydraulic Braking & Self-Levelling Systems.**
* Viscous Control Differentials.
*** Transient Boost for Additional Power for Turbo.**
* Alarms & Accessories fitted.
*** Active Ride Diagnostics & Chip Replacement.**
* Dedicated Wheel Balancer exclusively for Rolls-Royce & Bentley wheels. Improves balance accuracy by up to 25%.

77790_v6

TELEPHONE: (01252) 850 231 OR FAX: (01252) 850 516
Web Site www.pmcuk.com E-mail: phantommotorcars@aol.com

unitruc

Automotive Logistics

Specialist Car Transport

- Safe, discreet, fully insured classic & racecar transport throughout europe.
- Regular departures to/from Germany, Switzerland & South of France.

For more information please contact
Tel: 01702 297885
Mob: 07775 755855
e-mail: info@unitruc.com
website: www.unitruc.com

57646_v10

CARS EUROPE

CLASSIC AUTOMOTIVE RELOCATION SERVICES

International Logistics/ Transportation of Classic and High value Motorcars

- Airfreight
- SeaFreight
- European Transportation

Do not hesitate to contact our multilingual staff for a quote or for any enquiry

CARS Europe
Palais de la Scala
1 avenue Henry Dunant
98000 Monte-Carlo
Monaco
Tel : +377 99 99 69 30
Fax : +377 99 99 69 39
info@carseurope.mc
www.carseurope.mc

CARS UK
The Old Airfield Site
Burry Road Chedburgh
Suffolk IP29 4UQ
England
Tel. +44 1284 850 950
Fax +44 1284 851 077
info@cars-uk-shipping.co.uk
www.cars-uk-shipping.co.uk

01268 774141
WEATHERWEAVE
Transporter Awnings
Pit Tents, Trailer Covers



Aluminium Structures direct from the manufacturer
www.weatherweave.co.uk

MS TRANSPORT SERVICES
Fully insured and licensed
Nationwide/European transportation
Covered or open 1–3 cars
30 years' experience in handling classic & collectors cars
Friendly, dependable service
Competitive rates
Long/Short term storage
Surrey based
Tel: Mike Stone 020 8393 4715
Fax: 020 8873 2643
Mobile: 07860 715 614
E-mail: msts@cwcom.net

To advertise in this section call Rania on 020 8267 5253

BLIND JEALOUSY.



Unrivalled quality construction and superb engineering detail make the Race Shuttle RS5 the benchmark for all transport solutions of this type. The RS5 offers practicality beyond all expectation and protects your investment from jealous eyes.

The fifth generation of our enclosed car transporter trailers, the Race Shuttle RS5 employs within its design all the hard-won experience of our designers and information learned from our customers. Brian James's endless attention to detail results in beautifully easy operation and a stress-free ownership experience. With a standard of fit and finish, body styling lines and panel gap consistency that many have come to expect of a quality vehicle manufacturer, the RS5 exudes quality and will maintain its looks for many years.

To find out more about our proven range of vehicle transporter trailers, renowned for their safety, efficiency and value for money, call us on 01327 308833 or visit our web site at www.brianjames.co.uk.

BRIAN JAMES TRAILERS

Brian James Trailers, Sopwith Way, Drayton Fields Business Park, Daventry NN11 5PB
Telephone 01327 308833 Fax: 01327 308822 • E-mail: sales@brianjames.co.uk • Web: www.brianjames.co.uk

90008

JOHN KNOWLES

Specialist Dealer in Rare, Secondhand and Out-of-Print Motoring Books

Visitors are most welcome at the bookroom but please telephone before coming.

Catalogue available - UK and overseas - £2.00.

I am always interested in buying single items or full collections of motorbooks.

Brick Kiln Farm, Hingham Road, Great Ellingham, Norfolk NR17 1JE.
Tel: 01953 452257
Fax: 01953 452733
E-mail: john@johnknowlesbooks.com



MAGNUM 427SF

By Magnum Engineering. 01926 642122
Park Farm, Compton Verney, Warwick. CV35 9HJ
www.magnum-engineering.com



MasterCard VISA

SPORTS & VINTAGE MOTORS

More than **2000** new parts available

M.G.'s 1929 -1936 — New 9th edition catalogue in production

"The No1 Name in Pre-War MG Spares"

Upper Battlefield Shrewsbury SY4 3DB Tel: +44 (0)1939 210458 Fax: +44 (0)1939 210644

54387

AC COBRAS

(1963-2002)
FROM ROD LEACH
N.B. ONLY GENUINE AC COBRAS - NO KIT/REPLICARS

51630v9



1994 MAZDA RX7 'ESPRIT' – RH DRIVE
Ultra - special 200+ m.p.h. 'Midnight Society' machine The quickest road car I've ever driven bar none. Every luxury; 16,000 miles ; totally unmarked. REDUCED PRICE. £33,500.



1989 AC COBRA 302 MK4 - R.H. DRIVE.
Another beautifully kept Mk IV, just 5,200 miles from new. Loads of extras incl. full suspension conv., Holley carb. engine (250 b.h.p.), Alpine stereo, alarm etc. Supplied by 'Nostalgia' when new, full history since.



AC COBRA LIGHTWEIGHT - L.H. DRIVE
The last of only 6 genuine L.H.D. 'Lt. Wts.' 1965 Mk 3 style 'short-nose' bodywork & interior. New 350 b.h.p. Hand-built 5 litre SVO engine 0-100 m.p.h. in 10.1 secs. All black trim; many extras. Literally brand new (0 miles). Unique & unrepeatable!

SEVERAL OTHER AC COBRAS - £45,000 to £195,000
ALL HANDBUILT *IN ALUMINIUM ONLY* BY AC CARS LTD

ROD LEACH's 'NOSTALGIA'
TEL: 01992 500 007
FAX: 01992 55 88 91 (HERTS-U.K.)
Email:rodleach@waitrose.com

MasterCard VISA

ECURIE BERTELLI LIMITED — Vintage Aston Martins

info@ecuriebertelli.com
www.ecuriebertelli.com

Tel: +44 (0)1234 240024
Fax: +44 (0)1234 240054

CLASSIC DRIVEN QUALITY CHARTER

The Specialist in all Vintage Aston Martins

Registered Office • 53 Stilebrook Road • Yardley Road Industrial Estate • Olney • Bucks • MK46 6EA • United Kingdom



Available now.

1935 Mk II Long Chassis 4 seater	£50,000
1925 Twin Cam 16V Brooklands racer	£140,000
1924 Sidevalve short chassis	POA
1924 Remain of chassis no 1954	£12,000
1934 Mk II short chassis	£75,000

Talk to Andy Bell about Astons.

See car sales on www.ecuriebertelli.com for further details of these cars and others

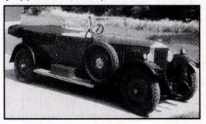
ASTON MARTIN — ASTON MARTIN

MALCOLM C. ELDER & SON

01869 340999
www.vintageandclassiccars.co.uk

THE MOTOR SHED, MIDDLE ASTON, NR. BICESTER. OXFORDSHIRE. OX25 5QL.
Part exchanges considered. Callers preferably by appointment. Enquires welcome





C1912 Charron Model 15 2-seat sports	£14,000
1913 Napier 15 h.p. Colonial model 4-seat tourer	£35,000
1915 Metz 4-seat tourer	£14,000
1916 Talbot 15/20 2-seater tourer	£18,250
1921 Sunbeam 16 2 seat tourer with dickey	£17,250
1921 Sunbeam 24hp 4/5 seat tourer	£31,000
1924 Standard SL04 13.9 hp 4-seat Warwick tourer (photo)	£12,500
1925 Metallurgique S-type VdP tourer 2-litre o.h.c (photo)	£24,000
1926 Th. Schneider 2-litre 4-seater tourer by Comptons	£27,500
1927 Rolls Royce 20 h.p 2-seat drophead coupe by Cooper of Putney	£24,500
1927 Salmson VAL3 sport. 1100cc Fiat engine fitted	£13,750
1928 Austin 12/4 Clifton 4-seat tourer	£14,250
1928 O.M 15/60 special sports 4-seat tourer by Hall & Lewis	£58,000
1929 Vauxhall 20/60 Hurlingham	£25,000
1931 Austin 7 saloon	£4,950
1931 Riley 9 Plus series. 4 seat tourer	£15,500
1931 Wolseley Hornet Patrick special 2 seater	£14,000
1932 Alvis 12/50 TJ drophead coupe with dickey seat	£17,250
1932 M.G. 8/33 D-type long chassis 4-seat tourer	£15,000
1926/34 Morris single seat "Midget class" racing car	£6,750
1934 Singer Le Mans 4-seat tourer	£14,000
1934 Singer Le Mans 2-seat sports	£14,500
1935 Riley 12/4 special. (2 seat sports)	£14,000
1936 Alvis Silver Eagle 3-position drophead coupe	£32,250
1936 Standard Flying 12 saloon	£3,000
1936 Wolseley 14hp 4-door saloon	£7,750
1937 Morgan 4/4 2-seat sports	£15,500
1937 M.G. SA dropheard coupe	£48,000
1938 A.C. 16/90 Competition 2-seater (Arnott supercharger)	P.O.A
1938 Chevrolet 2-door coupe with dickey seat	£9,500
1938 Riley 12/4 Victor saloon. Manual overdrive top gearbox	£9,750
1938 Talbot 10 pillarless saloon	£6,750
1940 Studebaker Commander Sedan Lhd.	£7,500
C1947 Dellow 2 seater (A7 chassis, Ford mechanics. Rare early model)	£7,500
1947 Talbot Lago Type 26 record coupe	£39,950
1950 Daimler Special Sports by Barker	£16,000
1950 Lea Francis 2.5 litre 2+2 seat sports	£23,500
1951 Singer 4AD roadster. (4 seater)	£8,500
1952 Salmson S4 E72 twin-cam 2300 drophead coupe	£30,000
1953 Alvis TC21 saloon	£10,500
1953 M.G. TD Chrome wire wheels	£16,000
1954 M.G. TF 1250cc	£15,500
1954 Riley RME saloon	£5,500
1955 A.C. 2-litre 4-door saloon	£8,750
1956 Lancia Aurelia B20 series V coupe (2.5 litres)	£20,750
1957 M.G. A 1500 (bored to 1600)	£10,500
1959 Austin A35 3 owners. 56,000 miles	£2,200
1960 Bentley S-type special. Corniche engine. 6.7 litres	£35,000
1960 Citroen ID19	£8,500
1961 Alvis TD21 saloon	£6,000
1964 Ford Corsair 1500 for restoration	£300
1964 Vauxhall Cresta PB	£850
1965 Austin Healey 3000 Mk III BJ8 2+2. One owner. 39,000 mls	£22,000
1966 Lancia Flavia sport Zagato (one of 25 r.h.d)	£12,750
1966 M.G B roadster. Competition specification (Red)	£12,950
1967 Austin 1100 saloon. 3 owners, 1300 engine fitted	£850
1967 Citroen ID19 saloon lhd (Dark Blue)	£5,250
1967 Citroen ID19 saloon lhd (Grey)	£5,750
1967 Daimler V8 250 saloon	£7,750
1968 Morris Minor 1000 saloon	£2,850
1968 Reliant Scimitar Coupe. 3ltr. V6	£3,500
1968 Sunbeam Alpine Mk V White hardtop	£4,250
1969 Daimler Sovereign 420	£6,500
1969 Rolls Royce Silver Shadow (Mid-Blue)	£8,250
1970 Alpine Renault 1300 (Ex. Roger Clark). Lhd.	£14,500
1971 Alfa Romeo 1750 Spider Veloce	£8,250
1971 Maserati Mexico Lhd.	£8,750
1971 M.G B GT Chrome bumper & w/w (Mustard)	£3,350
1972 Austin 1300 Estate 35,000 miles	£1,450
1972 Fiat 500 L lhd	£3,500
1972 Lancia Fulvia 1.3 series II coupe	£3,500
1972 Volkswagen Karmann Ghia cabriolet Lhd.	£6,250
1973 Mercedes Benz 350SL (Hard & Soft tops)	£16,000
1973 M.G. B GT (Blue)	£2,400
1974 Alfa Romeo 2000 spider	£5,500
1974 BMW 3.0 CSL coupe	£5,000
1974 M.G. B GT V8 (Chrome bumper) (Black)	£10,250
1974 Volkswagen 1300 Beetle	£3,200
1975 Fiat 124 Spider Lhd.	£4,750
1975 Rover P6 2200SC saloon	£1,500
1976 Ford Escort L Automatic 4-door saloon	£350
1976 Jaguar XJ6 4.2 coupe	£3,750
1976 M.G. B GT V8. Sunshine roof. (Orange)	£6,750
1977 M.G Midget with hardtop (Yellow)	£2,600
1977 M.G B roadster (Blue)	£4,250
1978 Daimler Double six (v12) 2 -door coupe	£4,750
1978 M.G B roadster (Black)	£4,000
1978 Porsche 911SC (3 litre)	£9,750
1979 Volvo 262C Bertone coupe	£2,950
1982 M.G. B roadster (Yellow)	£5,000
1983 Rolls Royce Silver Sprit (White)	£9,850
1984 Alfa Romeo GTV RS Coupe	£3,250
1984 BMW M6 manual. Lhd	£11,500
1984 Mercedes Benz 280 SL	£11,500
1986 Renault Alpine GTA 2.5 Turbo	£6,750
1989 Toyota MR2 Sports (2-owners)	£3,500
1991 Alfa Romeo 2000 spider 15,000 mls	£9,250
MOTORCYCLES	
1923 McKenzie 170cc	£2,500
1952 Horex Regina 350	£3,500
1952 Zundapp PB202	£2,200
1956 AWO Simson 425T with pillion	£1,500
1958 AWO Simson 425	£1,500
1973 Kawasaki 500 MKII	£2,300
1974 BMW R90/6	£3,500
1974 MZ TS 250	£650
1974 MZ TS 250	£650
1977 Honda CB750 Auto	£2,400
1979 Moto Guzzi V35	£1,800
1981 Kawasaki Z1000 fuel injected	£2,400
1983 Honda VN100	£2,400
COMMERCIALS	
1938 Austin 12/4 delivery van	£5,800
1953 Morris 8 utility (pick up with open front)	£5,250
1966 Bedford RL F.W.D lorry	£3,500
1983 Homark LWB Criterion Van (Vintage Replica)	£8,400+VAT
1984 Homark LWB Criterion Van (Vintage Replica) 5,000mls	£14,000 +VAT
BOATS	
1946 Chriscraft Runabout 17'6" Delux 3ltr. Grey Marine eng.	£22,000
TRACKED-ALLTERRAIN-AMPHIBIAN	
Crayford Argocat, 8-wheel, optinal tracks	£3,500

77788 v7

Mervyn Garton

VEHICLE MOVEMENTS

central location - near Silverstone Circuit
purpose-built covered transporters
over 10 years experience in valued vehicle movements
UK & Europe
solus or multiple loads - up to six cars

tel/fax 01604 858387



59576

Melvyn Rutter Limited for MORGAN

Established 1976

MORGANS WANTED URGENTLY
Purchase outright or sell on brokerage.
Everything we touch turns to "sold"

THE MORGAN WORLD MAGAZINE
– A 50 page Morgan quarterly colour magazine.
ISSUE 11 OUT NOW. Back issues available.
Order by subscription; £16 UK, £24 Europe, £25 elsewhere (air mail).
Order by fax, telephone or go to the web.
www.the-morganworld.com

- MORGANS FOR SALE
- MORGANS URGENTLY WANTED
- RESTORATIONS & REPAIRS
- HUGE PARTS STORES

• WORLDWIDE WEB •
http://www.melvyn-rutter.co.uk
E-mail: MR@melvyn-rutter.net

MAIN DEALER

• NEW 8th EDITION •
RUTTER CATALOGUE
Even bigger than before, 64 colour pages packed full of products for your Morgan.
Send £4 UK, £5 Europe, £6 elsewhere.

NEW V6 MODEL
Talk to Melvyn
Hurry, hurry

The Morgan Garage Little Hallingbury Nr. Bishop's Stortford Herts CM22 7RA
Telephone: 01279 725725 *Fax:* 01279 726901

F. H. Douglass

75 Years, Oldest running Morgan Dealership in London

- Sell new and used cars
- Host of spare and obscure parts
- Repair anything in the Morgan World
- Always a selection of used cars.
- 100% Morgans.

1A South Ealing Road
Ealing,
London W5 4QT
TEL: 020-8567-0570,
FAX: 020-8840-8132

Morgan Main Dealer Sales, Service and Spare Parts. World-Wide service.
Established 1929 www.fhdouglass.co.uk

108013

HARPERS

Phone 01923 260299
Fax 01923 264813
www.harpers-morgan.com



MORGANS FOR SALE

Morgan + 4 Drop Head Coupe 1969 Royal Ivory with red leather, chrome wire wheels, totally restored to concourse. Rare collectors Morgan £23,500

Morgan 4/4 2 seater 1983 Connaught Green with black leather, 5 speed gearbox, Konis senttle roll bar £11,000

Morgan + 8 1991 3.9 litre, non cat, Black with beige weather equipment, 17,500 miles £21,995

A.J.S. Motorcycle 1937 - 350cc, immaculate restoration, Black with gold lining..... £3,995

Austin Healey 100/4 BN1 1955 Powder blue with blue leather £11,950

More Morgans Wanted
Servicing, spare parts, wood frames, stainless exhaust

Thomson & Potter

Morgan Agents in Scotland

CARS FOR SALE

2002 Plus 8 4.0 Connaught green, black leather piped green, walnut, 9,000 mls. Lovely example **£32,995**

1998 (S) 4/4 Connaught green, black leather piped green, walnut, longdoor car, s/s bulkhead, painted white, wire wheels **£18,995**

1989 (F) Plus 8 3.9, Jaguar BRG. Green leather recliners, rollbar. Simmonds hood in green, lots of goodies..... **£21,995**

1998 (R) Plus 4 2 seater Polaris Silver Metallic, Red Leather, 8,000 miles, 1 owner..... **£21,995**

1970 4/4 2 seater Indigo Blue, character car **£11,250**

www.morgansinscotland.co.uk
MORGAN HIRE
High Street, Burrelton, 01828-670247

92406.13



Mike Duncan Morgan

MAIN AGENTS FOR THE MIDLANDS

Morgan Plus Four - Historic Competition Car
First registered 1951 and extensively modified and period modernised with a successful competition history. ~ (See MOG 615 in the last chapter of Colin Musgrove's book 'Moggie') Alloy body/wings, new hood, side screens, leather super sports bucket seats and fuel tank.

TR4 spec race engine, tuffrided crank, alloy sump and flywheel 128 bhp at the wheels. High ratio Moss gearbox and 3.73 Salisbury axle. Roll bar, new harness, FIA cutout switch etc.

This car is superbly maintained and developed and comes with many spares; steel crank; pistons; liners; wheels; instruments and more. **Price £19,950 OVNO**





www.morgans4sale.co.uk
Hartlebury Garage, Old Worcester Road, Hatlebury, Worcestershire DY11 7XH
Telephone 01299 250025 Fax: (office hours only) 01299 250068 E-mail: sales@morgans4sale.co.uk

Richard Thorne CLASSIC CARS

Lancia Specialist

The Courtyard Garage
James Lane
Grazeley Green
Reading RG7 1NB
TEL: 0118 983 1200
FAX: 0118 983 1414



1967 LANCIA FULVIA COUPE 1.3 HF. RHD, eligible for historic race and rally. Lightest Fulvia model (825kgs) Fully prepared by us at cost in excess of 15k but not used due to owners ill health. Bargain at £13,750

1961 SUNBEAM ALPINE 1.6. Series 2 RHD. Moonstone with red interior and black soft and hard top. Hartwell tuned from new with twin webers and sports cam. Newly prepared and eligible for Rally of the Tests, Winter Challenge etc. Due in.

2003 BRAND NEW MORGAN +8 ANNIVERSARY SPECIAL EDITION. Indigo blue, magnolia leather interior, blue mohair hood and weather equipment, sports seats, CD player, stainless steel overiders.....List Price

CHOICE OF THREE SUPERB LANCIA DELTA INTEGRALES IN STOCK - Monza Red, Giallo Fly Yellow and Lagos Blue.

MORGAN +8 ANNIVERSARY SPECIAL EDITION BUILD SLOT AVAILABLE TO SPEC - PLEASE CALL FOR DETAILS

MANY MORE MORGANS AND LANCIAS IN STOCK VISIT OUR WEBSITE WWW.RTCC.CO.UK

USED MORGANS IN STOCK AND WANTED
DEMONSTRATIONS A PLEASURE

MANY MORE LANCIAS AVAILABLE INCLUDING AURELIAS, FLAMINIAS, FULVIAS, DELTAS ETC
Please telephone for details. Visit our website:
www.rtcc.co.uk

108379

Lifes Motors Ltd.

Morgan Agents since 1926 the oldest in the world





AS THE OLDEST MORGAN AGENT IN THE WORLD, AND BECAUSE WE DEAL IN MORGANS ONLY, WE PROBABLY HAVE THE LARGEST STOCK OF USED MORGANS FOR SALE IN THE WORLD!

OUR CURRENT STOCK INCLUDES:

2001 AERO 8 METT: SILVER. BLUE LEATHER. EX DEMO . 5,000 MILES £46,950
2001 AERO 8 METT: BLUE. STONE LEATHER 3,000 MILES £44,950
NEW PLUS 8 ANNIVERSARY. MARITIOUS BLUE. CREAM LEATHER PIPED BLUE. FULL ANNIVERSARY SPEC. DEL. MILES ..... £40,450 O.T.R.
NEW 4/4 2 STR LOWLINE .METT: BLACK .TAN LEATHER .STAINLESS STEEL WIRES . MOHAIR HOOD. OTHER EXTRAS DEL.MILES..... £29,900 O.T.R.
NEW 4/4 RUNABOUT. WHITEHALL WHITE. BLACK INTERIOR. DEL.MILES£22,000 O.T.R.
2002 4/4 LE MANS 62. LE MANS GREEN. BLACK LEATHER. FULL LE MANS SPEC. 900 MILES. .... £T.B.A.
2001 4/4 2 STR. LOWLINE. ROYAL IVORY. TAN LEATHER. CHROME WIRES. SPORTS SEATS. 14,200 MILES..... £22,500
1999 (NOV) 4/4 2 STR. BLACK. STONE LEATHER PIPED BLACK.GALV CHASSIS. RUSTPROOFING 16,120 MILES..... £20,500
1999 4/4 2 STR. METT: GREEN. STONE LEATHER PIPED GREEN. OTHER EXTRAS... 15,000 MILES £19,950
1996 4/4 2 STR. LOWLINE. CORSA RED. STONE LEATHER PIPED RED. CHROME WIRES. FOLDING SCREEN & AERO SCREENS. 5,000 MILES. £18,950

1990 PLUS 8 3.9 NON CAT. ROYAL IVORY. GREY LEATHER. GREY HOOD. STAINLESS STEEL EXHAUST. 26,000 MILES..... £T.B.A.

New cars due very soon. Call for up to date stock situation

OUR STOCK IS LOW!
PLEASE LET US KNOW IF YOU HAVE A MORGAN FOR SALE
OUR STOCK IS ALWAYS CHANGING: PLEASE PHONE DAVE RANDALL FOR DETAILS

SERVICING • SPARES • ACCESSORIES • NEW CAR ORDERS
TEST DRIVES • MORGANS WANTED
West Street, Southport, Lancashire PR8 1QN.
Tel No's - Sales: 01704 531375 Service & Spares: 01704 513270 Fax: 01704 531126
www.lifesmotors.com sales@lifesmotors.com

104502

BERRY BROOK

Main Dealer for Devon



1988 PLUS 8 2 SEATER Royal ivory, Rover 3.50 V8 engine, 5 stud alloy wheels, rustproofing. walnut dashboard, 25,163 miles **£18,995**



1999 4/4 4 SEATER Mercedes pearl blue, Ford 1.8 Zetec engine, chrome wire wheels, blue carpets, new style 4 seater, 10,623 miles..... **£24,950**



2002 4/4 2 SEATER LOWLINE BMW Calypso red metallic, Ford 1.8 Zetec engine, butterscotch leather, walnut dash, 4700 miles..... **£25,995**

ORDER YOUR NEW MORGAN V6 NOW

Dawlish Rd • Exminster
Exeter • Devon
www.berrybrook.co.uk
email: morgan@berrybrook.co.uk
01392 833301

SGT
We sell freedom.
The SGT Morgan Selection



02/02 Aero 8 4.4ltr, Ferrari Le Mans Blue with Black Leather piped in red, Factory Sports Exhaust, Mota Lita Steering Wheel, short-shift gear lever, air-conditioning, one owner from new with 800 miles only **£47'995**



01Y Plus 8 3.9 Ltr. Finished in Light Green with Green Leather. Chrome W/W, Walnut Dash, Wooden Steering Wheel. Luggage Rack. 2,000 miles only. **£35499**



03/53 Runabout, Regal Red,Black Cloth,Underseal 500 Miles **£19995**



OOW 4/4 2 Seater, Rossso Red, with Black Leather, walnut dash, wire wheels, luggage rack, galvanised chassis, underseal. 150 miles **£22'995**

CARS BOUGHT FOR CASH
IMMEDIATE SETTLEMENT

Station Road Taplow
Maidenhead Berkshire
01628 605353
www.sgt.co.uk

SUFFOLK SS100 JAGUAR



British racing green with tan interior. Jaguar XJ 4.2 litre engine, lightened and balanced. 5 speed gearbox, heater, all weather gear and luggage rack, 1200 miles. Recent works service, guaranteed. Part exchange considered. Superb condition.
Roger Williams at Suffolk Sports Cars Engineering.
PO BOX 55 Bury St Edmonds, Suffolk
Tel: 01359 270444
website: www.ss100.com

104023

TMS

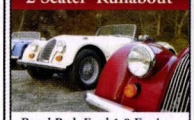
TMS for Morgan in the Midlands

MORGAN

TMS PERFORMANCE VEHICLES
Beler Way, Leicester Road, Melton Mowbray, Leicestershire
Tel: 01664 481065
www.tmsmorgan.co.uk

John Gill Limited of Harrogate for the best deals on the best Morgans!

Morgan 4/4
2 Seater 'Runabout'



Regal Red, Ford 1.8 Engine, Painted Wire Grey Wheels, Weather Equipment, Cloth/Vinyl Upholstery, Stainless Steel Bumpers, Affordability from Morgan, Registered 200 Miles.

ONLY
£22,000

02 02 Morgan +8



Indigo Blue, Heron Grey, Muirhead Leather, Piped in Blue, Sports Seats, Walnut Dash, Door Handles, Radio Prep, Organ Type Accelerator Pedal, Extra Tread Rubbers, 1,800 miles, Currently a Demo, Available to Test Drive.

WAS £34,995
NOW £33,495

02 52 Morgan
Le Mans '62
Limited Edition +8



In Le Mans Green with White Composite Hard Top. Black Perforated Leather Upholstery, Walnut Dash, Over-riders, Stainless Steel Wire Wheels, Only 500 Miles, 1 Owner, Chassis Number 11 of 40, Full Le Mans Spec.

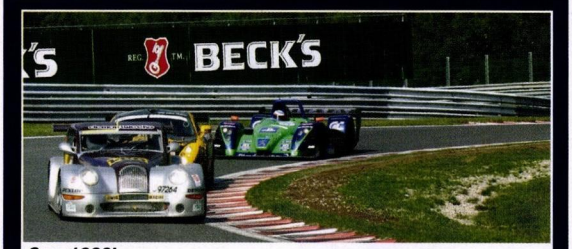
For sale on behalf of owner
Open to offers

DELIVERY TIMES ARE NOT AS LONG AS YOU MAY THINK!
A new Morgan in less than 12 months
USED MORGANS BOUGHT FOR CASH

View the cars on the Morgan website at: www.morgan-motor.co.uk
For further information or a demonstration contact our Killinghall dealership.

JGL JOHN GILL LIMITED
A FAMILY RUN FIRM SINCE 1923
Visit our website at: www.johngill.co.uk
OTLEY ROAD, KILLINGHALL, HARROGATE. HG3 2DN. TEL: 01423 705005

LIBRA MOTIVE
LONDON'S LEADING Morgan AGENT
2 - 10 Carlisle Road, Colindale, London NW9 0HN
Tel: 020-8205 4488 Fax: 020-8205 2233
Email: sales@libramotive.com



Spa 1000kms: The Libra Motive prepared Aero 8 driven by Keith Ahlers and Rob Wells on its way to 2nd in class and 1st Morgan home

MORGANS FOR SALE

Aero 8 2002 Merc Midnight Blue	£46,495	+8 1982 3.9 Rosso Corsa Red	SOLD
Aero 8 2001 Jaguar Silver Frost	SOLD	NEW 4/4 2str RUNABOUT	SOLD
+8 1998 3.9 Long door, BRG	£25,495	4/4 1999 2str Black	SOLD
COMING SOON		4/4 2001 2str Indigo Blue	SOLD
+8 1998 4.6 Long door, Rioja Red metallic		4/4 1996 2str Indigo Blue	£17,495

URGENTLY WANTED:
Good used Morgans and Aero 8s
We are selling Morgans so fast that we cannot keep up with demand. If you want to sell yours come to Libra Motive, we will buy outright or sell on commission.

The London Aero 8 Centre
NEW CAR ORDERS • TEST DRIVES • SERVICING
REPAIRS • PARTS • TUNING
Visit our web site for photos of cars for sale
www.libramotive.com

BRANDS HATCH Morgans

MAIN MORGAN AGENT

SALES
Morgans always wanted
NEW CAR ORDERS for traditional and Aero 8 models • TEST DRIVES
PARTS
We stock hundreds of Morgan parts, accessories and clothing plus Librands Products
WORKSHOP
Servicing • Restoration • Repairs
Performance Modifications
Competition Preparation
CONTACT
BRANDS HATCH MORGAN Ltd.
Borough Green, Kent,
England TN15 8HA
Tel: +44 (0)1732 882017
email:
sales@bhm.uk.com
Fax: +44 (0)1732 886387
www.bhm.uk.com

MORGANS FOR SALE

Aero 8	2001	Le Mans Blue metallic	£48,750
+8 3.9	1999	Connaught Green.	£28,950
+8 4.0	2001	Blue/Black metallic	£30.750
+4 4str	1994	Connaught Green.	£20,450
+4 2str	1998	Indigo Blue.	SOLD
+4 2str	1998	Tizian Red	£22,950
+4 2str	1997	Royal Ivory	£20,950
4/4 4str	1989	Royal ivory. COMING SOON	£16,990
4/4 2str	2001	Connaught Green.	£23,250
4/4 2str	2001	Black. 5,687 miles	£22,950
4/4 2str	2001	Mendip Blue.	SOLD
4/4 2str	1996	Indigo Blue.	SOLD
NEW MORGAN			
4/4 4str	2003	Le Mans Blue/Silver	£34,267

NEW CAR ORDERS TAKEN





The World's Historic Racing Cars for Sale



108108

1971 MINI PICKUP

£8,500.00



This vehicle has been subjected to a fanatical restoration having been completely stripped of every component and rebuilt to an extremely high standard. Finished in pale primrose with blue Connelly hide and alcantara trim.
For more details: 01932 244479
Lawrence.kett@btinternet.com

JAYMIC

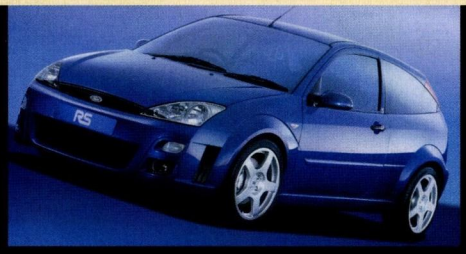
The Classic BMW Specialists

SPARES, REPAIRS, RESTORATION & SERVICES for BMW 02 & CS models & OE PARTS for the whole BMW range.

Details available of 100+ classic BMWs for sale in the UK. Comprehensive 02 & CS parts catalogue. World wide mail order. Online shopping at
www.jaymic.co.uk
Tel: (44) 01263 511710
Fax: (44) 01263 514133
bmw@jaymic.co.uk

EUROPE'S LEADING SPECIALISTS

69674



FordFocus
£22,850
Delivery mileage only
Sept 03 reg
53 plate
Imperial Blue

07850 801742
Private sale



THE ASTON MARTIN DB4 GT ZAGATO
BY
W.A.M. Classic Car Replicas
Tel: 01885 490671
Richley Grove, Stoke Lacy, Bromyard, Herefordshire HR7 4HY

109050

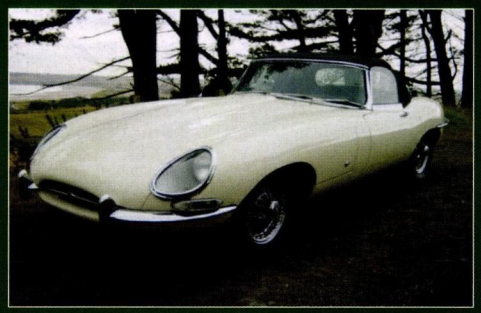
TRACKDEVELOPMENTS

Now taking bookings for winter rebuilds at fixed labour cost. Single-seaters and Sportscars welcome - please call 01666 840482 or email
info@trackdevelopments.co.uk
for further details...

78287

Classic Autosports

www.classicautosports.com



- 1961 Jaguar E-Type, the 29th left hand drive car made £36,500
- 1961 Jaguar E-Type, the 69th right hand drive car made £32,500
- We have another 12 E-Types for sale, from a restoration project at £8,000, several competition prepared cars at £44,000, a lovely Series 1 fhc at £14,000 through to the ultimate Low Drag Coupe at £105,000....Please enquire for our latest stock list.

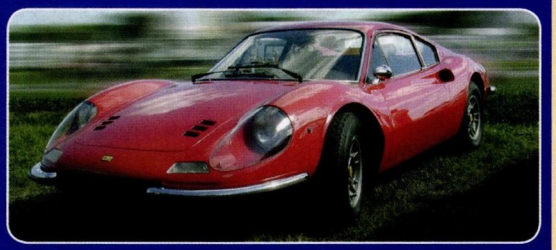
- 1968 Lotus 7, Hill climb/Sprint prepared, 1360cc Dry sumped screamer £12,000
- Westfield Seight, 3.9 injection engine,factory built, 1,300 miles only £16,000
- TVR Tuscan racer, ready to go with trailer, spares etc £20,000
- Ford Falcon Sprint, 289, Prepared for Historic rallying in Canada £14,000

Sample the Classic AutoSports Classic Highland Tours, using some of the best roads, hotels and shooting lodges in Scotland (use your own classic or we can organise a hire car for you)
Phone: 01241 830557 Mobile 07889 887803
The Garage, 21 Station Road, Inverkeilor, Angus
www.classicautosports.com

Classic Car COLLECTION *proudly presents*

1972 Ferrari Dino 246 GT

Exceptional car in concourse condition, fully restored to the very highest standards by a well-known Ferrari main dealer with all documents and bills. Immediately available in continental Europe for 70,000 incl. taxes and fees.





1984 Lotus 95 T Renault Turbo

Chassis #95T2, perfect original condition, complete car with empty engine, ex- Elio de Angelis, this car finished second at Monaco Grand Prix 1984. Available now for EUR 100,000, incl. all European taxes and commissions.



1965 Alfa Gulia 1600 Autodelta

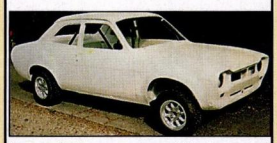
Extremely rare and beautiful Alfa-Romeo Giulia 1600 GTA by Autodelta with well-known history, in perfect mechanical condition, completed 1,000 km since engine restoration, nothing needs to be done. Immediately available in France for EUR 65,000 all fees and EU taxes included.

Classic Car Collection S.A. • Geneva • Switzerland
9am - 9pm 7/7 • e-mail : info@carclassic.com
Tel: +41 22 329 17 22 www.carclassic.com

Ex. Works Escorr RS 1600 GP2/4. Race-Rally car. L.H.D.



Famous ex. factory world championship rally team car REV 119K as driven by Hannu Mikkola to win the 1972 Scottish International Rally, also the 72 Monte Carlo class win by Francois Piot. Superbly well restored to its original detailed specification. Comes complete with F.I.A. papers and R.A.C historic identity papers & log book, making it highly competitve and eligible for world wide events £48,000 Sterling



Also available, spare unused, fresh prepared full works specification GP4 rolling chassis. With or without Watts linkage axle and fully adjustable Tarmac suspension. All in as new condition. Suit race or rally ready to build £5,000 to £8,000 depending on specification.

Contact: Graham Lepley,
Nottingham, England.
01623-429359 or 0778-0690998

107751

MOTORSPORT

Historic Race Cars? Bizzarrini; Ford GT40; Porsche 935, 936, 956; Can Am; Lola. TO SELL? These cars are featured in December editorial. Charlie 020 8267 5251

MARTIN CHISHOLM
COLLECTORS CARS OF KENSINGTON

1969–70 3-LITRE V12 BRM P139
THE EX - JOHN SURTEES/GEORGE EATON
FORMULA 1 RACING SINGLE-SEATER



Having recently undergone a no-expense spared ground up restoration by the respected BRM specialist Hall & Hall this potentially highly competitive 3-litre Formula 1 car has been track tested and now represents a unique, ready to race opportunity.

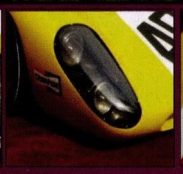
TEL: 0207 581 8633 MOBILE: 07876 684298
FAX: 0207 225 5252
E-MAIL: maachisholm@aol.com

01103506

JOHN SHINTON MODELS
LOLA T-70 MK3 B GT









103838

1/8 SCALE (21 INCHES/ 53 CM LONG)
Hand built replicas of the classic '60 sports racing car.
Available as:-

Sid Taylor	Scuderia Filipinetti
Jo Bonnier	Team Penske
Paul Hawkins	Team Gunston

An other version can be made to order of your favourite car or in your own livery.

Taking orders now for what could possibly be only 50 models

Future releases; Lola T-70 Mk3 GT, Chaparral 2F

FOR MORE DETAILS, EMAIL john_shinton@hotmail.com
or talk to John or Jody on 01869 601406

36 Benson Close, Bicester, Oxon, OX26 4FQ
WWW.JOHNSHINTONMODELS.CJB.NET

The start of a new ERA



Experience the thrill of the new ERA at LOW cost ....

... and get a refund!

ERA tests are £150* or why not buy a race drive for only £670*

After the adrenaline rush, we are confident you'll want more. If you purchase a kit or factory built push button ERA we will refund the cost of the test/drive. You will have to move quick as we are getting massive interest in the new ERA.

See the ERA in action at Silverstone in late November

Hire drives available, complimentary tickets available to interested parties

** Prices are subject to VAT and include damage insurance.*



ERA 2004 SERIES

Race the
ERA CHALLENGE 2004

Talk to us *NOW*

- **Controlled series with extremely low running cost *(Sealed engines)***
- **Friendly paddock with factory support**
- **Available in full component form *(70 hour build)***
- **Factory built "*push button*" to order**
- **Ultimate trackday/sprint/hill climb car**
- **ERA Racecar customer car storage and circuit delivery**

English Racing Automobiles, ECCO NEW Toll Service Station, Thorney Toll, Nr. Wisbech, Cambridgeshire, PE13 4AX
Call Jim on 01733 271131 (office), email: era@tigerracing.com, www.tigerracing.com

The World's Historic Racing Cars for Sale

LDS 03-Alfa Romeo



1961 1.5 Litre Formula 1. Alfa-Romeo Twin cam engine. Built in South Africa by Doug Surrurier around Cooper T45, the car ran in South African GP 1961 & 1965 as well the SA F1 Championship. Some spares inc. wheels & bodywork etc, race ready, HGPCA eligible. UK FIA papers 1st Class Monaco 2002, 2nd Class Goodwood 2001

£52,450 ono

1961 LOTUS 20 FJ884



Supplied new in 1961 to Rodney Bloor, Sports Motors Manchester It is in proper 20 spec with 15in rears, inboard discs and 4-speed box. Can also be run on drums. 1098cc motor with Cosworth Head. Quickest Type 20 in Historic racing (see results). Some spares including body-work. Excellent condition, ready to race UK FIA papers. 8th Monaco 2002, 3rd Goodwood 2002, 5th Goodwood 2000

£34,000 ono

1976 CHRYSLER TRAVCO

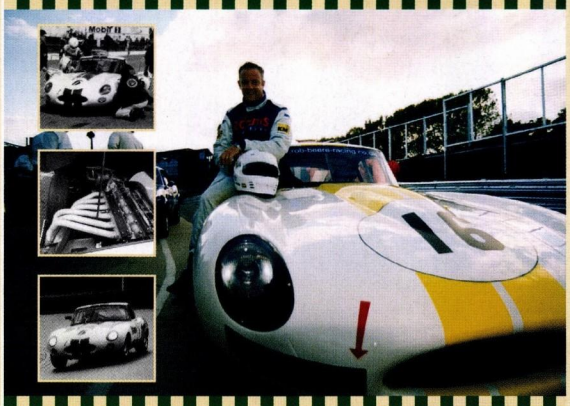


Motorhome 25ft. '74 JPS/Team Lotus look-a-like, LHD, Auto, Disc brakes, full A/C & heating, generator, large awning, all mod cons. Race Ready! Taxed & MOT

£10,995 ono

Contact William on 020 8699 5111 or 07768 202535

Revival
MOTORSPORT LTD



Fabulous opportunity to acquire this famous Jaguar E-Type 40th anniversary winning car!

Wonderful race history, 1963 FHC Heritage Certificate, HSSC Papers, excellent history, very quick. Many wins, pole positions, fastest laps etc. New 4.2 Rob Beere engine and gearbox, very low mileage, eligible for AMOC races, JEC races, TOCA heritage races etc. Race winner the last 5 years. **£49,000**

Contact John Arnold on:
Tel: 01455 292 833 Mobile: 07752 259113

CLASSIC JAGUAR RACING LTD



STOP PRESS: ALLOY E TYPE BONNETS FROM £4,500 PLUS VAT

Full Aluminium Light Weight E types built to order with FIA papers. The Lindner Knocker Low Drag coupe, Roadsters and FHC.

We manufacture all Dunlop Racing Wheels.

Aluminium D type and C type body assemblies built to original drawings.

Contact Simon Dunford to discuss your requirements.

Tel: (+44) 0/1797 224555 Fax: (+44) 0/1797 224666
web: http://www.classic-jaguar-racing.co.uk
E-mail: sales@classic-jaguar-racing.co.uk

971148

The Race Car Sales Site

New Features!
Site Search

200+ Race Cars
Photos and
Specs

Parts Wanted

Parts for Sale

Engines/
Gearboxes

List your car for FREE!
A modest commission only if we produce a buyer

www.race-cars.com

(USA) 973.663.8485

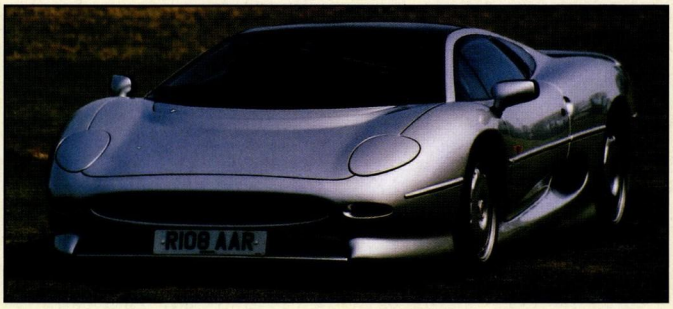
To advertise in this section call Charlie on 020 8267 5251

Milestone Marques

CALL HENRY PEARMAN - TEL: (01825) 830966 FAX: (01825) 830872 - GATWICK 35 MINS



FOOTWORK PORSCHE V12 FORMULA 1. FA12-02 1991. THIS WAS THE FIRST OF THE V12 PORSCHE CARS TO COMPETE. IT WAS ALSO RUN WITH THE FORD DFR ENGINE INSTALLATION DRIVEN BY ALBORETO IN THE BRITISH GRAND PRIX. THEREFORE IT IS VERY PRACTICAL TO RUN, WITH AN EXCELLENT LINK TO PORSCHE HISTORY. £75,000



JAGUAR XJ220. LHD. VERY LATE EXAMPLE IN AS NEW CONDITION, HAVING COVERED JUST 4,000 MILES, WITH ONE OWNER SINCE BEING FIRST REGISTERED IN 1999. SINCE THEN IT HAS BEEN SUBJECT TO £20,000 EXPENDITURE INCLUDING NEW FUEL TANKS, TIMING BELTS, UP-RATED CLUTCH AND BRAKES. £120,000

METRO 6R4 INTERNATIONAL. Very rare correct 3 litre, 420 bhp works specification example, in fabulous, restored condition. Competition 'dog' gearbox, Acropolis suspension. Continuous and period competition history £38,500

PEUGEOT 205 T16 GROUP B. Fantastic 17,000 mile road spec example of the rarest and most successful Group B cars, in perfect condition. Just uprated to approx 280 bhp, otherwise totally original £35,000

PROSPORT LM 3000. Fantastic early 90's Group C style, full 2-seater race car. Fresh 3 litre V6 Cosworth with approx 320 bhp. Fully converted to Group C invitation series, or ultimate track day car £33,500

MERCEDES 280 SL PAGODA. Cream with black trim. Hard and soft tops. Just one lady owner past 22 years. 77,000 miles from new and in exceptional condition throughout £28,500

HONDA NSX. Black with black leather. The ultimate practical supercar. Rare auto and power steering example. Just 1 fastidious owner from 6 months old and 34,000 miles from new £23,750

Heritage Cars cc

Classic and Sports Cars



1980 Maurer MM80 Formula II chassis 4.
Currently equiped with 2 litre BMW super tourinc engine on slide injection FT200 gearbox. Aluminium monocoque.
Many original spares including full race Mazda rotary engine. Original built for South African championships driven by Tony Martin and Vernon Bricknell. Rare, quick car.
£20,000



1973 Chevron B25 chassis No2.
Formula II immaculately restored on the button 1925cc BD6 Hewland DG400 Lucas injection, opus ignition. Fresh M.Budd engine.
Originally driven by Ian Sheckter for Team Gunston. 1974-75, Guy Tunmer for Lexington. Not raced sinced 1980. restored 1998.
Finished in gunston orange livery. £38,000



1975 Chrevon B29 Formula Atlantic.
Superb restoration with fresh Mike Budd BDA on carbs. FT200 gearbox. Original wheels. This was Gunnal Nillson 1975 F. Atlantic Championship winning car. Finished in original yellow livery of Moores Motors.
£24,000



Chevron 1975 B29 chassis 29-75-15
Fully restored by Andrew Thompson in 2000 fitted with 2 litre BDG on carbs and Hewland FT 200 gearbox.
First driven with great sucess by Jim Crawford in 1975 before export to South Africa where it was driven by Len Booysen.
Unused after 1977 and before restoration. Stunning car.
£24,000

BUSINESS OPPORTUNITY.
After 14 successful years South Africa's leading sports and classic car company Heritage Cars is for sale as the owner wishes to retire.

Besides having the Lion's share of the classic market it has the benefits of being the importer and distributor of both TVR and Lotus.
Situated in the northern suburbs of Johannesburg the business is for sale with staff, leased premises, equipment, vehicles and stock at cost and goodwill.

Offers from around £170,000 including stock. Owner prepared to retain some equity or act as consultant if required.
Contact Brian Tyler

For full details please contact
Brian Tyler on 00 27 11 326 0126 Fax: 00 27 11 787 4168
email: heritage@icon.co.za
see www.heritagecars.co.za
P.O. Box 229 cramerview 2060, South Africa

1968 3-LITRE V12 COOPER-BRM F1 Ex Works Car

HOOLE Racing



1968 British Grand Prix



1968 Race of Champions

Lucien Bianchi, Brian Redman, Vic Elford. Fully restored and race prepared by Hoole Racing & Restorations.
This car has been track tested and really is ready to race. FIA Forms / Impeccable History.
An absolutely stunning car; doesn't just look good but sounds incredible too!
Eligible to race with FORCE F1 series as well as the prestigious 2004 GP Historique de Monaco.

Telephone Sid Hoole 01480 861233 Mobile 07970 206661 Email: hooleracing@i12.com

Order your trackday 16v Tiger for 2004

factory built and supplied with new trailer

ONLY £12,000 + VAT



Tiger Racing Ltd,
ECCO NEW Toll Service Stn,
Thorney Toll, Nr. Wisbech,
Cambridgeshire, PE13 4AX
Tel: 01733 271131,
email: jim@tigerracing.com,
www.tigerracing.com

Beat the rush, order at this year's **SPECIAL** price of only £12,000 + VAT

Call Jim 01733 271131 or Paul 01733 849328

See us at the Autosport racing car show in Jan 2004

CARS INTERNATIONAL ASSOCIATES LTD

SPECIALISTS IN EXOTIC ROAD & RACECAR SALES



1995 Arrows A16.....Complete rolling chassis - suit Judd V10 or Cosworth HB - Huge spares package available £35,000+VAT



1991 F40 Cat-Adjust.....9,000 Klms full history fitted factory carbon backed leather trimmed seats - better than new £185,000



1990 Footwork Arrows FA 11C / Cosworth DFR - fully restored complete and running £59,000+VAT



1988 Lamborghini Countach QV 2,500 miles only from new complete and interesting history £45,000

Phone +44 (0)1702 556248 Fax +44 (0)1702 557153

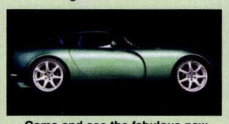
Email: paul.osborn@carsinternational.com.

MORGAN



Morgan Dealers for Surrey and Sussex.

New Model 4/4 Runabout. Just £22,000. Demonstrator arrived, please ring to view and drive.



Come and see the fabulous new TVR T350 Coupe and Targa (due in October)



The fantastic NOBLE 3R is here! Do ring us for a demonstration

NOBLE

MOLE VALLEY

101724

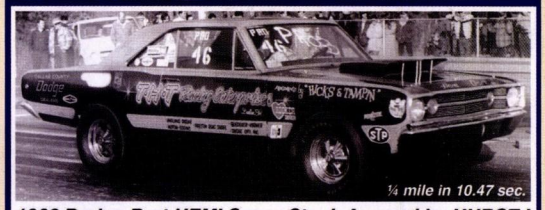
CHESSINGTON & REDHILL
0208 394 1114
www.mole-valley.co.uk

TVR AC

Rüede DreamCars AG

DreamCars

Rüede DreamCars AG
5524 Niederwil / Switzerland
Tel (41) 56 622 64 00 Fax (41) 56 622 64 16
e-mail: info@dreamcars.ch



¼ mile in 10.47 sec.

1968 Dodge Dart HEMI Super Stock 4-speed by HURST !

*1 of 80 factory built original LO23M8B... "Hemi Dart". 1 of only 16 four-speed cars known. Decoded by MOPAR-Authority Galen Govier. 426cui Race-Hemi with Magnesium Crossram, A-833, Dana 60, acid dipped doors & front bumper, fiberglass front fenders & hood. Rebuilt Mecanic, needs body work & assembling. Complete car with ton's of NOS parts & 2nd body. The only one in Europe ! One of the fastest and rarest Muscle Cars built ! **Euro 52'500.--***

www.dreamcars.ch

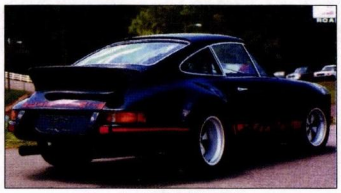
HERITAGE

ROOS ENGINEERING LTD

Murtenstrasse 103, CH-3202 Frauenkappelen, Switzerland.
Tel: (+41) 31 926 1137 Fax: (+41) 31 926 1883
www.roosengineering.ch

AUTOMOBILIA

ACHAT & VENTE DE VOITURES DE SPORT ET DE PRESTIGE



Porsche RSR 2,8 L 1973

1957. Mercedes 300 SL Roadster. Silver/black. Front disc brakes. Beautiful
1958. Austin Healey 100/6. Matching Numbers. 38000 mile of origin. 100% original
1959. 356 A T2 1600 Carrera GS. Silver metal, blue interior. Superb
1961. Porsche 356 Cabriolet. Need complete restoration
1962. Fiat 600 Jolly Beach Blue. Superb, completely and beautifully restored
1962. Porsche 356 Carrera 2 2,0 L. Silver. Superb
1963. Jaguar Type E 3,8 L series 1. White, black interior. Completely restored. Superb
1965. Alfa Romeo GTA 1600. Red.165 hp Conrero. Superb
1966. Porsche 911 2,0. Red, black interior. One owner. Matching Numbers. POA
1967. Ferrari 275 GTB4. Yellow. Matching Numbers. Completely revised
1971. Porsche 911 2,2 S Targa. Orange. Matching Numbers
1971. Porsche 917/10 Yellow. Ex Bosch Porsche
1972. Porsche 911 2,4 S. Viper green
1973. Porsche 911 2,4 S Coupe. Orange Acapulco.100 % original. Never paint. 140mKM origin
1973. Porsche 2,7 RS Touring Orange. Beautifully restored
1973. Porsche 2,7 RS Touring. White. Beautiful
1974. Porsche 3,0 L RSR. Silver. Superb
1978. Porsche 911 Targa 3,0L. Albert Blau. Good condition.
1983. Lancia 037. Only 9000 kms. Mulet Car of Jean Claude Andruet. Pionneer color
1988. Porsche 944 Turbo Cup. Only 100 exemplary product
1989. Alfa Romeo Spider Quadrifoglio. Red. Good condition of origin 29mKM
1990. Porsche 964 Cabriolet Carrera 4. Black, black interior
1993. Porsche 3,6 L Turbo. Blue. Splendid. 69 mKM
1996. Porsche Boxster 2,5 L. Metallic grey, 80mKM, Hard-top. Superb
2003. Porsche Cayenne S. 13mKM Suspension pneumatic

Available 2,8 L RsR original and 3,0 L RsR original

On inquiry 550 Rs,904,906,910,RSL
Available 2,8 L RsR original and 3,0 L RsR original
More details on the website www.automobilia.fr
Contact: Franco LEMBO AUTOMOBILIA Reims France.
Phone: 0033 (0)6 11 980 980

27 bd de Louvain - 13008 Marseille - France

GTC S.A.R.L.



FERRARI 365 GTB4 Competizione Michelotti Nart Spyder Chassis 15965. 24H Mans 1975, 24H Daytona 1978. One Off. Eligible for every historic race on the planet.



FERRARI F1/87 - 1987 - Chassis 099 Ex Gerhard Berger. Raced in 1987 by the factory FERRARI.



FERRARI 250 GT SWB Competition. Chassis 1613 GT The 2nd SWB competition made. Raced in the period. Very quick car in perfect condition. FIA papers.



FERRARI 308 GRB MICHELOTTO 1983. Chassis 22409 One of the 4 official cars made by Michelotto in GRB. Excellent racing history in 1983, 2nd at Targa Florio.

56 OTHER CARS IN INVENTORY
FOR FURTHER INFORMATION PLEASE CONTACT : Jean GUIKAS
Tel : +33 (0) 491 83 01 50 - Fax : +33 (0) 491 79 45 47 - Email : guikasgtc@claranet.fr or guikasgtc@wanadoo.fr

Hanwell Car Centre

ESTABLISHED OVER 28 YEARS

ROLLS-ROYCE & BENTLEY SPECIALISTS

BENTLEY

2001 (Y) BENTLEY AZURE Finished in Fireglow with Magnolia interior, piped cream hood, history, immaculate..... £139,750

2001 (Y) BENTLEY ARNAGE (RED LABEL). Finished in Meteor Blue with Barley interior. Low mileage, service history, immaculate £89,999

2000 (W) BENTLEY ARNAGE (RED LABEL). Finished in Meteor Blue with Magnolia interior. Outstanding Condition and Value at £82,500

1998 (S) BENTLEY TURBO "RT" LWB. Finished in Wildberry with parchment interior piped. 43,000 mls. Service history. Superb throughout. £46,999

1998 (S) BENTLEY ANARGE GREEN LABEL. Finished in Black Garnet with Silverstone interior, Service History. Immaculate. Outstanding. Outstanding value at only..... £58,950

1997 (P) BENTLEY TURBO RL MK IV finished in Black Garnet with parchment interior, fitted with picnic tables, Embossed head rests. Previously owned by the Duke of Kent. Low mileage. Service History. Superb Condition. £43,950

1996 MDL, BENTLEY CONTINENTAIL (R). Finished in Masons blue black with matching interior piped. 43,000 mls. Service history. Superb £67,750

1996 (N) BENTLEY BROOKLANDS. Finished in Diamond Blue Silver with Silverstone interior, only 36,000 miles. Service History. 2 owners. Outstanding condition. £36,950

1996 (N) BENTLEY TURBO 'R' MkIV. Finished in Racing green with parchment interior piped. 54,000mls. Service history superb £37,950

1996 (P) BENTLEY BROOKLANDS. Finished in Diamond Blue Silver with Silverstone interior. Low mileage. Service history. Immaculate throughout. £37,250

1995 (M) BENTLEY TURBO R MK II Active ride finished in Racing Green with Magnolia interior, piped. 2 owners. Service History. Low mileage. Immaculate. £33,950

1992 (J) BENTLEY TURBO R MkII ACTIVE RIDE. Finished in Vermillion with Parchment interior piped. Fitted with 17" alloys. Excellent condition. £25,950

1991 (H) BENTLEY TURBO R MkII ACTIVE RIDE. In Brooklands Green with Parchment interior piped. One owner - Service history outstanding condition £24,950

1990 (H) BENTLEY TURBO R MK II Active ride finished in Brewster Green with Parchment interior. Service History. Low mileage. Fitted with 17" Alloy wheels. Immaculate condition. £23,950

1990 (G) BENTLEY TURBO R MK II. Active Ride finished in Sherwood Green with Spruce Green interior, traditional Bentley Colours. 3 owners. History. Beautiful condition £21,950

1987 (D) BENTLEY TURBO R ABS DFI. Finished in Georgian Silver with Silverstone interior. Low mileage. History outstanding £16,950

1987 (E) BENTLEY EIGHT ABS DFI Finished in Royal Blue with Silverstone interior. Fitted with Twin Headlamps. Outstanding Condition. Value at only £13,999

1987 (D) BENTLEY TURBO R ABS DFI. Finished in Georgian Silver with Silverstone interior. Low mileage. History, Fitted with 17" Alloy wheels. Beautiful condition. £17,999

1978 (S) BENTLEY TII Finished in Pewter with Spruce Green interior. Outstanding condition. Could be the best on offer £15,950

1971 BENTLEY STYLE CORNICHE CONVERTIBLE. Finished in Georgian Silver with St. James interior and matching hood. Outstanding £28,950

ROLLS-ROYCE

1998 (R) ROLLS ROYCE SILVER SERAPH finished in Royal Blue with Parchment interior, piped Fitted with picnic tables, Service History. Outstanding Condition £58,950

1996 (N) MULLINER LIMOUSINE 30 inch stretch finished in Peacock Blue with Cream interior. Fitted with Electric Division, Cocktail Cabinets, TV, DVD, Video, Wine Cooler, every conceivable extra. One Owner. Service History. Cost new £280,000 Outstanding value at only £89,500

1993 (K) SILVER SPIRIT MK II. Active Ride, finished in Special Order Aurora with Cotswold interior. One owner chauffeur driven. Immaculate throughout. Incredible value at £23,750

1991 (J) SILVER SPIRIT MkII ACTIVE RIDE. In midnight blue with parchment interior. Service history. Excellent condition £22,950

1990 (G) SILVER SPIRIT MK II ACTIVE RIDE. Finished in Midnight Blue with parchment interior, piped. Service history. Outstanding condition throughout £20,950

1989 (F) SILVER SPUR ABS DFI. Finished in Cobolt Blue with Silverstone interior. Fitted with Picnic Tables. Some History. Outstanding condition and Value at only..... £17,950

1988 (E) SILVER SPIRIT ABS DFI. Lagoon Blue with Parchment interior. Low mileage. History. Excellent condition £18,950

1985 (B) SILVER SPUR. Finished in light Ocean blue with cream interior. Service history. Superb condition £14,750

1980 (V) CORNICHE FHC SERIES II. Finished in Caribbean Blue with contrasting interior. Service history, an excellent example of this fine marque. £24,950

1980 (V) SILVER SHADOW SERIES II. Finished in Georgian Silver, Dark Blue interior. Totally immaculate. FSH. £13,250

1979 SILVER SHADOW SERIES II finished in Walnut with Cream Interior. Very low mileage. History. Immaculate condition £14,250

1979 (V) SILVER SHADOW SERIES II. Finished in Caribbean Blue with Silverstone interior. One owner from new. 77,000 miles. Immaculate condition. £13,650

1978 (S) SILVER SHADOW SERIES II finished in Larch Green with contrasting interior. Low mileage. History. Excellent condition £12,750

1977 (S) SILVER SHADOW SERIES II finished in Ivory with Magnolia interior. Known to ourselves for the past 17 years. History. Immaculate condition..... £12,999

1976 (R) SILVER SHADOW. Finished in Silver Sand with Contrasting Interior. Outstanding Condition History £9,750

1974 ROLLS ROYCE PHANTHOM LIMOUSINE. Commissioned by Emperor Haile Selassie, finished in Coffee Bean Brown over Willow Gold. Olive West of England Cloth with hide to drivers seat. Refurbishment costing £40,000 completed in 2002. Lots of History. Stunning condition throughout £88,950

1973 (L) SILVER SHADOW finished in unmarked White with Cream interior, Excellent condition. Ideal first Wedding Car Only £8,250

www.hanwells.com

CUSTOMER CAR PARK

All cars have 18 months parts and labour warranty and all are fully serviced before collection, and have 1 year's MoT.
Worldwide export facility. Licensed credit brokers.

BROADWAY 86/88 UXBRIDGE RD, LONDON W7 3SU
020-8567 6557/9729 FAX 020-8579 5386
PHONE EVENINGS 01932 224872

www.chelseaworkshop.co.uk

Specialist in Rolls Royce and Bentley motor vehicles



Rolls Royce Silver Cloud III, 1964
Colour: Silver/Dark Blue,
Mileage: 62,000,
Price: £32,000
Details: Finished in Silver/Dark Blue with Grey Connolly hide. Low mileage. Fully serviced and ready to go. Rust free.

Bentley Azure, 1998
Colour: Silver,
Mileage: 45,000,
Price: £99,000
Details: Finished in Silver with Silverstone and Grey Connolly hide. Black mohair power hood. Satellite navigation. Full service history.





Bentley Continental R, 1994
Colour: Green,
Mileage: 52,000,
Price: £55,000
Details: Finished in Green with Tan Connolly hide. Full service history.

Bentley Continental
Convertible, 1990
Colour: Blue (Royal),
Mileage: 79,000,
Price: £49,000
Details: Finished in Royal Blue with Beige Connolly hide and Blue mohair power hood.





Rolls Royce L.H.D. Corniche Covertible, 1975
Colour: Gold (Willow),
Mileage: 60,000,
Price: £37,500
Details: Finished in Willow Gold with Magnolia Connolly hide and Magnolia power hood. U.S.A. specification.

Bentley Special Sports, 1950
Colour: Green (British Racing),
Mileage: ,
Price: £ 99,000
Details: 100% restored. Ash frame, aluminium bodied. Tan hide. Ideal touring car, starting handle tools etc.



NELL GWYNN HOUSE GARAGE,
DRAYCOTT AVENUE, CHELSEA, LONDON SW3 3AU
Tel: 020 7584 8363 Fax: 020 7581 3033
www.chelseaworkshop.co.uk



The School Garage

109043

47 Buxton Road, Whaley Bridge, High Peak, Derbyshire SK23 7HX
Telephone 01663 733209 Mobile 07767 617507
www.classiccarshop.co.uk



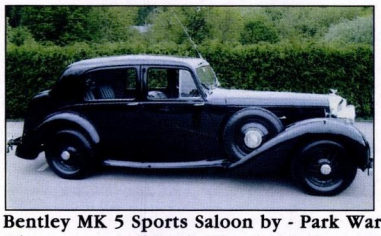
1959 Bentley Continental

(Four light flying spur) By H J Mulliner. (Reg HJM 50) Dawn Blue, with Grey leather trim, steel sunroof. Restored to concours standard for its last owner of 25 years by leading top Rolls-Royce / Bentley - Specialists. Many concours awards to its name. Now for sale at a very realistic price .....**£POA**

The School Garage

109040

47 Buxton Road, Whaley Bridge, High Peak, Derbyshire SK23 7HX
Telephone 01663 733209 Mobile 07767 617507
www.classiccarshop.co.uk



1939 Bentley MK 5 Sports Saloon by - Park Ward.

4¼ manual (the rarest of all Derby Bentleys) circa 100k spent on concours restoration by last owner over a nine year period, perfect history file, two very famous owners, was to be Jack Barclays (New York world fair example) .....**£POA**

The Real Car Co

Tel: 01248 602649
Fax: 01248 600994
Email: mail@realcar.co.uk



1960 Bentley S2 Two Door Convertible. HJ Mulliner style conversion, very sound and well finished in White with Blue power Hood and excellent Magnolia Leather; ....£45,000.

10 more Post war R-R and Bentleys



1933 PII Continental Sedanca de Ville by Barker, 1933 Paris Show car. Impressive, rare and in excellent 'ready to use' condition; .....£65,000.

'37 25/30 Mulliner Sedanca; £29,500



1929 20hp ¾ Cabriolet by Page & Hunt Very attractive and well cared for by one owner since 1966. Lovely all round condition, Twin spares, Dickey seat; ....£47,500.

Selection of 20hp, 20/25 & 25/;30's.



1935 Bentley 3½ Barker Drophead Coupe. Handsome design with hood which folds to very low line. Older Maroon & Black paint, Biscuit interior & hood. Runs well; .....£45,000.

Choice of other 'Derbys' in stock.

Urgently Wanted! – Similar Cars

Rolls-Royce and Bentley's from the 1920s-1970s
A diverse and interesting stock of about 40 cars

For the most up-to-date Stock details and photos visit our
website: www.realcar.co.uk

GEORGE K. DODDS • VINTAGE BENTLEYS



Bentley Speed 6, 1929. One of one, best ever. Bills of £75,000 just for the mechanics. This is a Le Mans type but has long wings fitted. Sun glasses needed to look at the stunning engine bay. This has the shorter and unaltered chassis length. Counter balanced crank etc.



Bentley 6 1/2 litre, 1926. Extensive work recently carried out including re-trim. Fitted Le Mans tank etc.



Bentley 4 1/2 litre, 1928. Still fitted with it's original 'D'type gearbox, new fitted counterbalanced crankshaft etc. One owner for 51 years. Recent trim and new body.



One of the most original bodied Vanden Plas 4 1/2 litres in existence. This 1928 Bentley has it's 'D' type gearbox still fitted. Recent engine rebuild. Included in file are several photos of the first owner and his chauffer sitting in the car. The above photo flatters the car but it has a patinated look which I like.

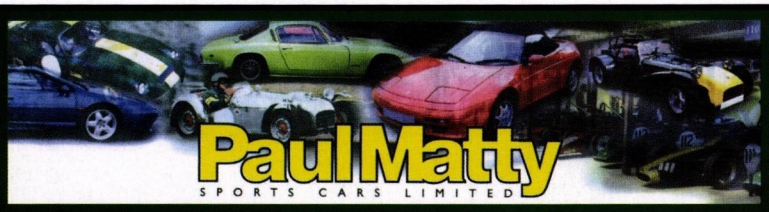
Other Bentleys available - for further details please telephone **0208 366 7056**

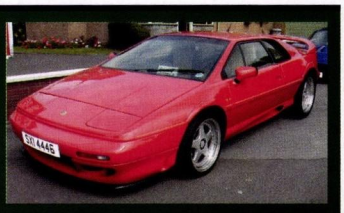
IVAN DUTTON LTD

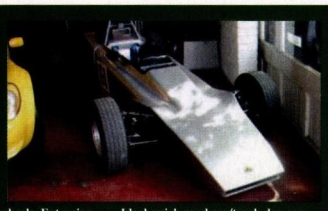


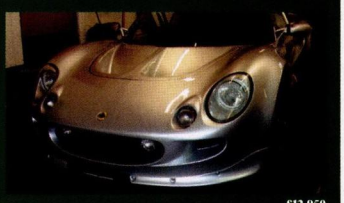
Part exchange for disposal, a BMW Z1, year 1991, mileage 56,000 km.
Very good condition, a current and future classic, £15K, interesting px welcome!

Ivan Dutton Ltd **Tel: 01844 339457** **www.duttonbugatti.co.uk**







JAGUAR E TYPE 2+2 - 1969. Carmen red. Black leather. Chrome wheels. Extensive restoration history with recognised professionals £13,950

LAND ROVER DISCOVERY - 2001. Metallic copper. GS with stainless steel spare wheel cover. Rear ladder. Bull bar. 41,000 miles. Paul's own car for last 12 months. Registration number not included. £17,000

LOTUS II LE MANS - FWB De Dion. Rare single seater body option. Stunning polished bodywork. Rebuilt engine. Well known car. Ready to go ..... P.O.A.

LOTUS 20/22 FORMULA JUNIOR - FIA papers. Fresh engine. Very pretty car. Eligible for some exciting races ..... P.O.A.

LOTUS 61 FORMULA FORD - FIA & HSCC papers. Current car. Finished in silver. Well known car. Cheap entry level motorsport. £14,950

LOTUS 70 FORMULA 5000 - Ex Richard Drewett. Famous racer ex-Goodwood/Shelsley Walsh. Full restored and maintained by Peter Denty. Full high wing spec. Very rare thunder machine! FIA papers £69,500

LOTUS ELAN FHC - 1965 construction. Lightweight 26R body with Tony Thompson 26R chassis. Constructed for historic racing and rallying. Full house. All papers. One of the most successful cars. Winner of the London-Lisbon Rally. Ready for work` ..... SOLD

LOTUS ELAN S4 DHC - Gold Leaf colours. Galvanised chassis. A good, solid car needing TLC to rejuvenate on the road. Ready for work..... SOLD

LOTUS ELAN SE - 358 MILES ONLY FROM NEW! Showroom stored all of its life - excellent investment potential. How do we find these cars! A new Elan for: £24,500

LOTUS ELISE - 1999. Pearl yellow with contrasting green hood and green leather (Lotus colours). 16,000 miles. CD player. Driving lamps. £14,500

LOTUS ELISE - 1997 R. Silver with black leather interior. Minister 160bhp. Roll cage with 4 point harnesses. 6,800 miles only - believed to be genuine. Superb paint. Ideal quick road car/track day car. ..... ONLY £14,250

LOTUS ELISE - December 2001. Laser blue with contrasting blue alcantara seats and blue hood. CD player. 12,000 miles. £20,950

LOTUS ELISE - 2000 W. Azure blue with magnolia leather interior. Radio/CD. Driving lamps. 24,000 miles with FSH. £14,995

LOTUS ELISE - 2001/51. Laser blue with contrasting blue & black alcantara. Only 8,000 miles from new.Very attractive car, attractively priced. £20,950

LOTUS ELISE - 1999 T. Pearl yellow. Black leather. 10,000 miles only. FSH. Driving lamps, mini disc with upgraded speakers. Stainless sports exhaust..... £14,995

LOTUS ELISE 111S - 2004. Lightning yellow with full black leather. A/C. 1,400 miles. Electric windows. Central locking. A civilised Elise! Fantastic saving. £26,950

LOTUS ELISE 160 SPORT - 2000 W. Metallic black with black/blue seats. 11,000 miles. 1 owner from new. Radio/CD. Superb condition. £18,950

LOTUS ELISE S2 - 2002/02. Quartz. Black leather. Black wheels. Sports Tourer with very rare optional A/C. Sports exhaust. 9,000 miles with FSH. ..... SOLD

LOTUS ELISE SPORTS TOURER - 2001. Mean lookin' black with black wheels. Red leather interior. Detachable steering wheel. CD player. Only 9,000 miles £20,995

LOTUS ELISE SPORTS TOURER - 2001. Silver with red leather. Just the one owner from new. FSH. No chips, absolutely stunning..... £20,950

LOTUS ESPRIT GIAGARO - Celebration model. 21 cars produced - this is No.20. Museum stored. 264 (yes, 264) miles only. Positively the best - simply breathtaking. VERY, VERY, VERY EXPENSIVE ..... EXPENSIVE!!!

LOTUS ESPRIT S4S - 1995. Calypso red with tan leather interior. 32,000 miles from new.FSH. Refurbished wheels. In stunning condition..... £23,950

LOTUS ESPRIT TURBO - BRG metallic. Full gold leather trim. Low mileage. Air-con. Factory sunroof. Exceptional example. These cars are now finding their place in motoring history..... £12,950

LOTUS EUROPA SPECIAL - Bright red with oatmeal interior. Total nut and bolt restoration just completed to exacting standards. Obviously, galvanised chassis, repainted, retrimmed, engine rebuilt etc £17,950

LOTUS EUROPA SPECIAL - Fully restored. Thousands spend with Banks to include: Fuel injection, suspension, gear change etc. Yokohama tyres. Attractively finished in Lotus yellow with oatmeal interior £13,950

LOTUS EUROPA TWINCAM - New chassis and mechanical rebuild. Repainted red. New windscreen, door hinges, dash - all done. Drives well. Needs trim, carpets and small amount of love. £6,750

LOTUS EXCEL SE - 1992 K. White with full blue leather interior. Special registration number. Only 24,000 genuine miles from new. Impeccable service history. Car previously supplied by us. One of the very best examples. ..... SOLD

LOTUS EXCEL SE CELEBRATION - BRG metallic with sand leather interior. Full spec car. A/C. New carpets. FSH. ..... T.B.A.

LOTUS EXIGE - 2001 Y. Silver. Red alcantara interior. 2 owners. 30,000 miles. Yokohamas. Motorsport tail and original perspex. Very aggresive-looking car.£20,950

LOTUS EXIGE - Silver with black leather. A totally standard, unmolested example. 177 bhp. No upgrades. Superb..... £24,950

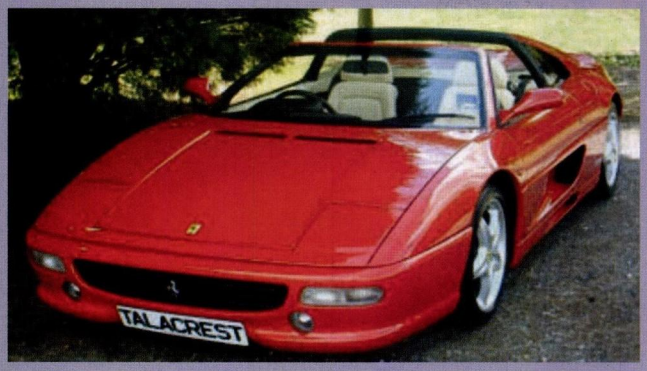
MGA ROADSTER - 1957. Total last nut and bolt recreation. Stunning powder blue with dark blue leather and chrome wheels. Go on gents - treat your lady! £14,750

NOBLE M12 GTO - 2002. Silver with black alcantara. 1 owner. 3,000 miles. Never been track-dayed or out in the rain. A/C. Starter button. As new. Great saving at: £39,750

12 Old Birmingham Road, Bromsgrove, Worcestershire, B60 1DE
Tel: 01527 835656 Fax: 01527 575172 Website: www.paulmattysportscars.co.uk

EUROPE'S LEADING FERRARI SPECIALIST

talacrest .com



1997 355 GTS

Rosso Corsa with Magnolia Hide, Red Carpets, Air Conditioning, Power Steering, Adjustable Suspension, Twin Airbags, ABS, Radio/Cassette, Alarm/Immobiliser, 28,500 recorded miles. £51,990

FERRARIS FOR SALE



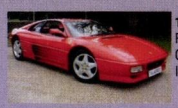
1996 LHD 355 GTS
Rosso Corsa with Nero Hide, Red Carpets, Air Conditioning, Power Steering, Adjustable Suspension, Twin Airbags, ABS, Pioneer Radio/CD, Alarm/Immobiliser, 1 Owner, 30,468 kms. **£41,990**



1994 348 Spider
Rosso Corsa with Magnolia Hide, Red Carpets, Climate Control, ABS, Electric Windows, Alpine Radio\Cassette. 1 of only 68 UK RHD Cars. 19,600 recorded miles. **£42,990**



1984 512BBI
Argento Nurburgring with Dark Blue Hide, Blue Carpets, Air Conditioning, Electric Windows, Rear Aerofoil, Pioneer Radio\Cassette,. 24,500 recorded miles. **£45,990**



1990 348 TB
Rosso Corsa with Black Hide, Red Carpets, Climate Control, ABS, Electric Windows, Clifford Alarm, Immobiliser, Radio/Cassette. 21,801 recorded miles. **£35,990**



1988 Ferrari 328 GTS
Argento Nurburgring with Bordeaux Hide, Red Carpets, Air Conditioning, Colour Coded Rear Aerofoil, Immobiliser, Alpine Radio/Cassette. 3.2 Litre V-8 270 BHP, 29,300 recorded miles. **£34,990**



1998 456 GT
Nero Carbonio with Tan Hide, Tan Carpets, Power Steering,ABS, Climate Control, Electric Seats, Adjustable Suspension, Radio/Multi-play CD 23,900 recorded miles. **£49,990**

Please contact Guy Tedder for a viewing or more information



SERVICING AND RESTORATION

Talacrest caters for all Ferrari, from historic racecars to the latest models with a full service facility. Options range from a minor service to a full restoration; from a routine engine tune to a full rebuild. Enthusiastic staff ensure cars receive the best quality care. Please contact us for a full resumé.

ALL FERRARIS URGENTLY REQUIRED

TALACREST
EUROPE'S LEADING FERRARI SPECIALIST

74 Station Road Egham Surrey
01784 439797. Sun/Eves 07050 250360

Classic Aston Martin Specialists

Sales — NICHOLAS MEE — Service

& Company Limited



ASTON MARTIN DB5. 1965. Goodwood Green with Tan hide. Recent full engine mechanical and rebuild with 4.2 Litre lead free specs, handling kit, overhauled brakes etc. carried out by ourselves. A superb, low mileage and carefully maintained car known to us for many years ..... **£ 94,950**



ASTON MARTIN DB5 Convertible. 1963. Fiesta Red with Black hide and matching hood. In the last ownership for over 20 years and in excellent driving condition. Recently recommissioned by ourselves. Very rare and looking for a new custodian ! **£129,500**

ASTON MARTIN DB5. 1965. Balmoral Green with Natural hide. 5 speed. Fitted with Vantage spec engine, chrome wires. Restored during mid 90's by recognised marque specialists **£77,500**

ASTON MARTIN DB6 Mk II Volante. 1970. Dubonnet Rosso with Natural hide. 1 of 38 built. Restored in the mid 80's and much cherished since. Considered by AM enthusiasts to be the ultimate of the genre. Elegant and refined **£129,500**

ASTON MARTIN DB6. 1969. Salisbury Blue with Black hide. Fitted with re-built lead -free engine, automatic, power steering, central locking, handling kit, discreet Hi-Fi and all the good bits. Exceptional car and very useable, extensive history file..... **£49,950**

ASTON MARTIN Vantage Volante PoW. 1988. British Racing Green with Tan hide piped green. One of only 25 PoW spec cars. Fitted with factory converted lead-free engine, handling kit, sports exhaust and Alpine Sat/Nav Hi-Fi system. Full AM service history and in superb condition **£94,950**

ASTON MARTIN V8 VANTAGE. 1988. Salisbury Blue with dark Blue hide. Fitted 'X' spec engine, handling kit and sports exhaust and stack C.D. etc.. Excellent condition throughout with full service history..... **£47,500**

ASTON MARTIN V8 VANTAGE. 1988. Chichester Blue with Magnolia hide piped Blue. Full specification includes 'X' spec engine, ESR, Sports exhaust and full enhanced handling package. A superb driving machine in excellent overall condition with a highly acceptable colour combination. 41,000 miles with a full AM service history **£52,500**

ASTON MARTIN V8 VANTAGE. 1988. Chichester Blue with Parchment hide. Fitted with recently rebuilt 'X' spec lead free engine, sports exhaust and expensive Hi fi. Full service history with AM agents. Known to us from new..... **£49,500**

ASTON MARTIN VIRAGE 6.3 1990. British Racing Green with Magnolia piped Green. Full factory 6,3 conversion including:- Suspension, Brakes, Sports exhaust and 'Wide' body. FAMSH. Remarkable performance and only 26,000 miles..... **£49,500**

ASTON MARTIN VIRAGE Volante 'Wide Body'. 1995. Salisbury Blue with Parchment hide piped dark Blue. Navy Blue hood. Fitted with driver airbag, CD, ABS and usual refinements.26,000 miles. V.Seductive Tourer ..... **£POA**

ASTON MARTIN VANTAGE 'Le Mans' V600. 2000.LHD. Aston Martin Racing Green with Tan hide piped Green. V600 upgrades inc. Engine, transmision, suspension, brakes, wheels, exhaust, etc. 1 of only 40 Le Mans editions built. The pinnacle of Newport Pagnell's Coachbuilt cars and the most powerful of the V8's ..... **£POA**

ASTON MARTINS BOUGHT AND SOLD - COMMISSION SALES - SERVICE AND MAINTENANCE - FINANCE

BRACKENBURY GARAGE, 12 WELLESLEY AVENUE, LONDON W6 0UP. Telephone: 020 8741 8822 Fax: 020 8741 7422

www.nicholasmee.co.uk e-mail: info@nicholasmee.co.uk

250 SWB LTD

EUROPE'S LEADING FERRARI SPECIALISTS FOR ALL TIPO 1950-1980



1964 FERRARI 250 GT LUSSO. RHD. CH 5463. Argento with Black hide. One of the remaining 19 RHD cars. Owned by Rob Walker for many years. Very rare.....**£250,000.**



1996 FERRARI 456 GT. RHD. CH 104570. Verde Silverstone with Tan and Green hide. Only 8000 miles with a full service history. Totally as new **£57,000**

1958 FERRARI 250 PF COUPE. LHD. CH 1221. Argento with Red hide. Totally and accurately restored. Probably the best in the world **£65,000**
1964 FERRARI 250 GT LUSSO. LHD. CH 5859. Black with Black hide. Recently imported from the USA where it has been prepared to exacting concours standards **£190,000**
1965 FERRARI 250 GTO FAVRE RECREATION. RHD. CH 5837. Giallo Fly. Chassis and frame to exact GTO spec and fitted with a 4 litre 330 engine **£175,000**
1967 FERRARI 330 GTC. RHD. CH 10143. Blue Sera with Grey hide. Guaranteed 19,000 miles. Completely original and as new **£69,000**

1969 FERRARI 365 GTC. LHD. CH 12503. Black with Black hide. Air conditioning and chrome Borrani wire wheels. Lots of history.....**£69,000**
1970 FERRARI 365 GTC. RHD. CH 12747. Grigio Metallic with Grey hide.Completely restored in 1990. One of 22 RHD cars. Faultless **£75,000**
1970 FERRARI 365 GTB/4. RHD. CH 12853. Rosso Chiaro with Black hide. Plexiglass model. First UK Daytona. Totally restored with air con and 9" rear wheels **£79,000**
1972 FERRARI 365 GTC/4. RHD. CH 15999. Blue Chiaro with Black hide.. Total Graypaul restoration and still in concours condition. Daytona performance for **£39,000**

ALWAYS WANTED ANY 250 GT LUSSO & 275 GTB

For further information on the above and other Ferrari in stock visit our website.

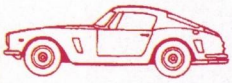
TEL: 44-(0)1732 864340
FAX: 44-(0)1732 864250
MOB: 44-(0)7831 875805
EMAIL: sales@250swb.com

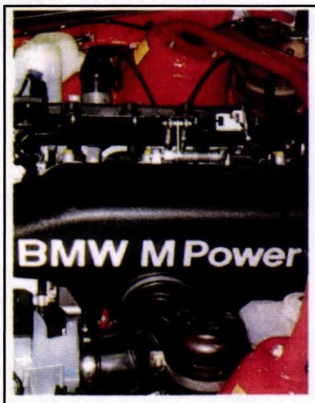
www.250swb.com

Viewing central London by appointment

EXTENSIVE SELECTION OF HANDBOOKS, TOOLKITS AND PARTS AVAILABLE AT

www.paulbaber.com





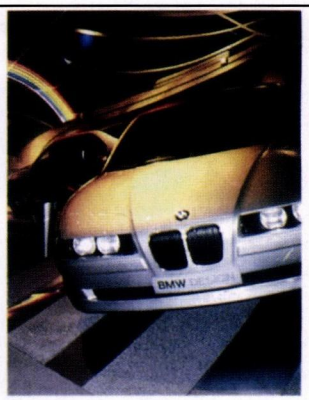
THE INDEPENDENT INDOOR

BMW SHOW

AND MASSIVE PARTS SALE

SUNDAY 26TH OCTOBER

(10.30AM TO 4.30PM)



DONINGTON PARK EXHIBITION CENTRE NR DERBY (M1 EXIT 23A OR 24)

BMW DEALERS, BMW SPECIALISTS, BMW AUTOJUMBLERS, BMW TUNING EXPERTS, BMW & TOP BRAND ACCESSORY SUPPLIERS, BMW INSURERS. FREE PARKING. BAR AND CAFETERIA.
"Hundreds of BMW cars plus tons of BMW parts & accessories - many at Bargain Prices."
FREE DETAILS BMW DRIVERS CLUB
41 NORWICH STREET DEREHAM NORFOLK NR19 1AD
TEL: 01362 691144/694459 FAX 695522
e-mail clubhq@paston.co.uk web bmwdrivers.com
ALL BMW DRIVERS AND ENTHUSIASTS WELCOME
ALL INDOORS AND HEATED
JOIN THE BMW DRIVERS CLUB AT THE SHOW

BRING THIS ADVERT AND SAVE £1



Porsche

2002/03 911 GT2 METALLIC BLACK 1300 miles

2001/2 996 TURBO SILVER 11000 miles

2001/2 996 TURBO TIP METALLIC BLACK 10000 miles

2002 996 FACELIFT COUPE SILVER 6000 miles

2002 996 COUPE FACELIFT OCEAN BLUE 14000 miles

2001 996 COUPE C4 OCEAN BLUE 23000 miles

2001 996 COUPE TIP OCEAN BLUE 22000 miles

2000 996 CABRIOLET C4 OCEAN BLUE 25000 miles

1998/99 996 COUPE METALLIC BLACK 16000 miles

1998/99 COUPE 996 TIP OCEAN BLUE 35000 miles

1998 996 COUPE METALLIC BLACK 42000 miles

1998 996 COUPE ARCTIC SILVER 31000 miles

2002 BOXSTER S SEAL GREY 7000 miles

2001 BOXSTER S BLUE 18000 miles

2001 BOXSTER S ARCTIC SILVER 14000 miles

2000/1 BOXSTER S TIP ARCTIC SILVER 6000 miles

2001 BOXSTER 2.7 LAPIS BLUE 14000 miles

2000/1 BOXSTER 2.7 ARCTIC SILVER 16000 miles

1998 BOXSTER 2.5 LAPIS BLUE 14000 miles

1997/98 993 2S TIP MIDNIGHT BLUE 55000 miles

1996 993 TURBO 4 POLAR SILVER 25000 miles

1994 993 CABRIOLET BLUE 72000 miles

1993 964 C2 COUPE TIP BLUE 75000 miles

1988 911 TARGA GUARDS RED 70000 miles

1985 911 3.2 CARRERA RED 110000 miles

1980 911 3.0 CARRERA WHITE 75000 miles

1977 911 3.0 CARRERA COPPER METALLIC recond

Ferrari

2003 575M MARANELLO BLUE 1300 miles

2000 360 MODENA F1 ROSSO RED 7000 miles

2000 360 MODENA BLUE 5000 miles

1999 355 F1 BERLINETTA RED 11000 miles

1998 FERRARI 355 GTS F1 RED 8000 miles

1999 355 GTB LHD BLACK (26000 km) 16000 miles

1998 355 BERLINETTA RED 18000 miles

1997/98 355 SPIDER ROSSO RED 15000 miles

1997 456 GTA BLUE 25,000 miles

1992 348 GTS BLACK 9000 miles

1991 TESTAROSSA RED 5000 miles

1990 TESTAROSSA RED 25000 miles

1992 512TR RED 18000 miles

1985/6 MONDIAL COUPE QV RED 54000 miles

1972 246 GT AZURE 48000 miles

1967 275 GTB4 RED 35000 miles

AC

1989 AC COBRA MK 4 METALLIC BLUE 7000 miles

1964 AC COBRA MK 2 DUE IN DETAILS ON REQUEST

HENDON WAY
MOTORS LIMITED
ESTABLISHED 1952

HWM

www.hwm.biz

Hendon Way Motors
393-395 Hendon Way London NW4 3LP

email hwm@btinternet.com
fax +44 20 8202 8013 tel +44 20 8202 8011

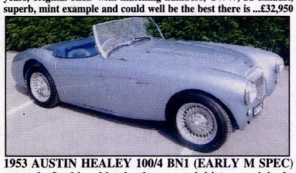
Pictured above is Hendon Way Motors' Ferrari 275 GTB 4 competing in the Tour Auto rally in April 2001

HENDON WAY MOTORS

for collectors of *modern art*



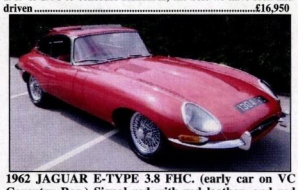
1965 (C) JAGUAR E-TYPE 4.2 SI. FHC, Old English White, with black leather trim, 58,000 miles, 2 previous owners (1st owner 31 years, original RHD with matching numbers, CWW, SS exhaust, superb, mint example and could well be the best there is ...£32,950



1953 AUSTIN HEALEY 100/4 BN1 (EARLY M SPEC) example. Ice blue, blue leather, superb history, original - Donald Healey Mo/Co. Example RHD, English, matching nos. example (see our website) £26,950



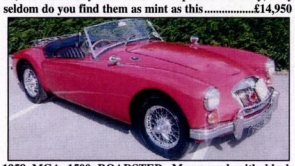
1934 SINGER 9 (4 SEAT) SPORTS (LE MANS SPEC) Burgandy over English white, restored by its last owner between 1989 & 1996 to concours standards, the best we have seen and driven £16,950



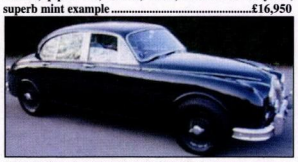
1962 JAGUAR E-TYPE 3.8 FHC. (early car on VC Coventry Reg.) Signal red with red leather, and red webasto sunroof. CWW, restored by previous owner to a very high standard, a superb and original RHD, matching numbers example £32,950



1989 AUDI QUATTRO TURBO COUPE (the one to have). Lago blue, with grey leather trim, (full spec) alloys. 85,000 miles only with full VAG/specialist history, very seldom do you find them as mint as this £14,950



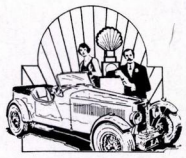
1958 MGA 1500 ROADSTER. Monza red with black leather, piped red, CWW, RHD, last owner 14 years, superb mint example £16,950



1963 JAGUAR 3.8 MK II MOD. BRG with suede green leather trim, PAS, upgraded brakes, suspension, stainless sports exhaust, w/wheels. Subject of 5 year concourse rebuild, one of the best and has a superb documented file .....£29,950 (See our Web-site)

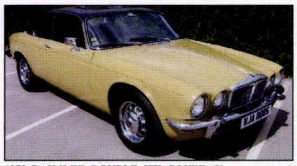


1939 BENTLEY MK 5 SPORTS SALOON BY PARK WARD Black with grey leather, subject of a Circa 100k restoration, by its last owner, superb and very important history file, famous owners, and the rarest of all Derby Bentleys (one of nine left). Please look at our website, for more details /photos etc . . POA



The School Garage

(MARTIN J DALY) Est 1979



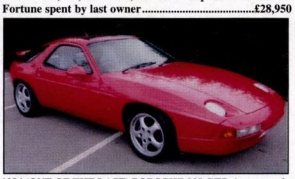
1978 DAIMLER DOUBLE SIX COUPE (Very very rare) Green sand with olive leather, chrome wheels, factory sunroof, one owner 42,000 miles only £10,950



1959 BENTLEY CONTINENTAL (FOUR LIGHT FLYING SPUR) By HJ Mulliner (Reg HJM 50.) Dawn Blue, Grey - leather, steel sunroof, restored to concours standard, for its last owner of 25 years, by leading top Rolls Royce/Bentley specialists. Now for sale at a very realisitc price .....£POA



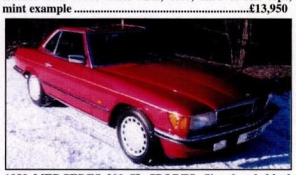
1963 CORVETTE STINGRAY (rare split rear screen model) V8 Manual. (Hurst shifter). Daytona blue, original black trim, 45,000 miles, in time-warp mint condition. Fortune spent by last owner £28,950



1994 (ONE OF THE LAST) PORSCHE 928 GTS. Auto guards, red with light grey leather, alloys, air con, sunroof, full elctric pack, 49,000 miles only fsh, mint example £19950



1979 MERCEDES 450 SL SPORTS. White with Blue leather trim 80000 miles FSH, auto, hard & soft tops, mint example £13,950



1989 MERCEDES 300 SL SPORTS. Signal red, black trim with grey inserts, alloys, abs, H&S tops plus good spec – 19,000 miles only, with FMBSH, one of the best left in the world £28,950



1973M JAGUAR E-TYPE V12 S3 FHC. Auto. PAS. Azure blue, with tan leather. Chrome wheels. Webasto sunroof. 45,000 miles only £20,950

A small selection of up to 60 Prestige and Classic Cars available
47 Buxton Road,
Whaley Bridge, High Peak,
Derbyshire SK23 7HX
Telephone 01663 733209
Mobile: 07767 617507
www.classiccarshop.co.uk



1991 PORSCHE 911 CARRERA 4 TARGA. Gp White, with blue Pinstripe trim, alloy, music, 5 speed, 80,000, Full FSH. Superb mint example £19,950



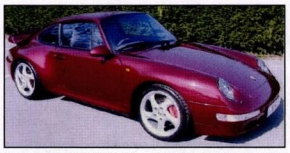
1969MGB GT (SPECIAL UPGRADES). Kingfisher blue, grey leather, tuned 2.0 engine, big brakes, etc. Please see our website for full details. This is the best MGB we have ever seen (and like new) £9,950



1981 ROLLS ROYCE CORNICHE CONVERTIBLE Alpine White with blue leather and white power hood. 76,000 miles only, superb history file, lovely original example £29,950



1964 MERCEDES 220 SEB CONVERTIBLE AUTO, Horizon Blue with Grey leather trim & Blue Mohair hood, Restored to Concours Standards by last owner of 25 years, Best we have seen £36950



1998 REG PORSCHE 993 CARRERA 4S. Turbo body Turbo brakes, spoiler and wheels, (special order) and one of the last ever sold. Arena Red, grey leather sports seats esr, em, aircond. CD, tracker, 21,000miles only with FPSH. As new .....£45,950(see our website)



1958 JAGUAR 2.4 MK1. Black with cherry red leather (English car). Original RHD example, matching numbers, 40,000 miles only, original bill of sale, history file. The best we have seen, truly stunning.....£14,950



1935 AUSTIN 7 OPEL Royal Blue, Blue leather, superb original example. Original Buff log book. Three owners from New. (See our website) First owner 32 years. The best we have seen to date.....£9950



1973 ROLLS ROYCE SHADOW ONE. Fern green with clack leather trim, one famous owner, 73,000 miles only, Harvey-Bailey kit, mint example. Please see our website £14,950



1981 MERCEDES 280 SL SPORTS. Auto. Pewter with silver roof, old grey trim, H&S tops, alloys, electric pack, stereo, superb mint example. Excellent history file £12,950



1962 JAGUAR 3.8 MK II MOD. Original English RHD example in opalescent silver-blue, with blue leather trim, pas, and brake upgrades, 64,000 miles only, restored to concours standards circa 7 years ago, still very sharp. One of the best at £28,950



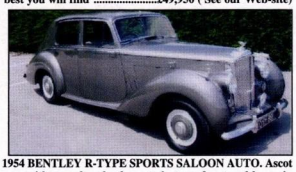
OCT 2000 TVR 500 GRIFFITH, Pearlescent sunset yellow, with black leather and yellow stitching, mega spec inc. alloy wheels, alloy switches, yellow dials, polished wood. CD system, alarm, one previous owner, 2200 miles only, as new inside & out (number plate by separate negotiation only £30,950



1989 BENTLEY TURBO R. Cobalt blue with magnolia leather piped blue, alloys, full spec, 102,000 miles, FSH, superb history file. Mint example, very rare to be found as good as this .....£19,950 (See our Web-site)



1958 JAGUAR XK150 3.4 ROADSTER MANUAL. Pearl grey with red leather and blue mohair hood. Original LHD example with matching number. Subject of a 7 year ground-up-restoration to Concours standards, one of the best you will find .....£49,950 (See our Web-site)



1954 BENTLEY R-TYPE SPORTS SALOON AUTO. Ascot grey with grey dove leather, steel sunroof restored by main agent in 1995 to a very high standard, superb in all respects £22,950

Arriving soon

(These vehicles will be available at time of press)

SEE OUR WEB-SITE

1973 MERCEDES 350 SL SPORTS, SILVER, LOVELY ORIGINAL EXAMPLE.

1968 TRIUMPH TR6 (CARB MODEL) JASMIN, WITH BLACK LEATHER, SUPERB.

1993 PORSCHE 911. (964) CELEBRATION COUPE. CARRERA 4S TURBO BODY (RARE)

1948 RILEY RME 1.5 SALLOON, FOREST GREEN CONCOURS EXAMPLE

1949 MORRIS-MINOR SPLIT SCREEN ALTA (CONVERSION) 2 OHV VERY VERY RARE, FIRST OWNER 40 YEARS

We are always interested in buying, part-exchanging OR selling, cars similar to the above, click-on to our website for more detailed photos, and info.

PARADISE GARAGE



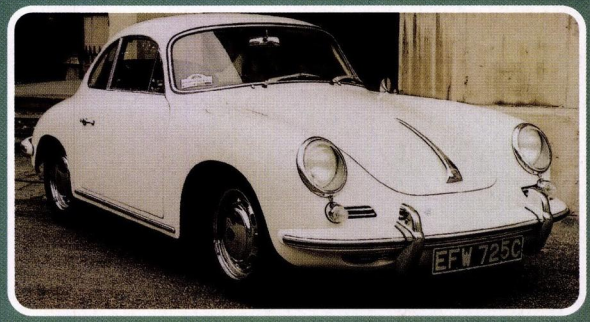
1962 BENTLEY S2 CONTINENTAL 2 DOOR FHC by H.J. MULLINER.
An excellent example of one of the most successful H.J. Mulliner designs. Fully restored in Dawn Blue with Natural leather. Automatic, power steering. **£69,500**



1936 BENTLEY 3.5 LITRE SPORTS TOURER by VANDEN PLAS.
Built to special order placed at the 1935 Motor Show, this outstanding Derby Bentley carries the most attractive sports tourer coachwork often referred to as the Malcolm Campbell design. Recent maintenance has included a full engine overhaul with a Fiennes cylinder head. **£145,000**



1953 JAGUAR XK 120 DHC
British Racing green with green leather. Restored to the highest standards. A fully documented record of the restoration, with photographs, accompanies the car. Originally LHD, now expertly converted to RHD. **£39,500**



1964 PORSCHE 356SC.
A superb example in totally restored order. Unusually this 356 comes with a full history from new. Correct in all details with original tools, books, and factory supplied equipment. **£25,000**



1912 WOLSELEY 16/20 COUPE LANDAULETTE
A splendid Edwardian that is both very original and remarkably easy to drive. Sensibly fitted with an electric starter, and electric fuel pumps. Originally supplied to Canada, and discovered in about 1959 in Ontario. Fitted with a full set of Ducellier lights, including acetylene headlights, and oil side and tail lights. **£29,500**



1965 AC COBRA 289 MKII.
An extremely original and correct RHD (steering rack) car with a full history and in outstanding condition throughout. Only 42 examples were built for the home market. Eligible for all the most important international rallies and competition **£175,000**

1958 ASTON MARTIN DB MK III.
1961 ALFA ROMEO GIULIA SPRINT SPECIALE.
1989 ASTON MARTIN VOLANTE ZAGATO 1934
BENTLEY 3.5 LITRE DHC by JAMES YOUNG.
1936 BENTLEY 4.25 LITRE ALLWEATHER by VDP
1951 BENTLEY MKVI SPECIAL
1932 BUGATTI TYPE 49 THREE POSITION DHC.
1930 DELAGE D8S TOURER by CHAPRON
1937 JAGUAR SS100
1961 LANCIA FLAMINIA SPORT ZAGATO. 1934
MG K3 MAGNETTE SPECIAL.
1954 JAGUAR XK120 DHC.
1972 JAGUAR V12 E TYPE ROADSTER.
1932 INVICTA S TYPE LOW CHASSIS.
1950 ROLLS ROYCE SILVER DAWN

Sloane Avenue Mansions, Sloane Avenue,
Chelsea, London SW3 3JF
Tel: +44 20 7584 0660
Fax +44 20 7584 9090
sales@paradisegarage.co.uk

www.paradisegarage.co.uk

ASTON MARTIN

BYRON
INTERNATIONAL
AUTOMOTIVE BROKERAGE



Vantage Supercharged,
R-R Royal Blue Metallic,
Parchment Leather.
Rare Automatic.
Low mileage, **£79,950**

DB6 Volante, 5 speed, Blue,
Black Mohair hood, Black
leather interior, **£87,500**





DB 2/4 MkII Blue over Blue,
Blue leather, **£25,000**

INTERESTING CARS ALWAYS REQUIRED



DB6 Vantage,
5-speed, Silver Grey Metallic,
Black Leather Int. **£35,000**



AM V8 P.O.W.
Vantage Volante,
1 of only 24, L.H.D., 1989,
R-R Balmoral Green Metallic,
Tan hood, Tan leather.
The ultimate Vantage Volante, **£100,000**

DB 2/4 Dark Green, Beige leather, extensively restored, stunning,	**£32,000**
DB5, 5 speed, Roman Purple with Beige leather,	**£55,000**
DB4, Choice of two	
DB6, 5-Speed, Dark Green Metallic., Black leather, Extensive history file,	**£29,950**
DB6 MK 2, Vantage, Choice of two	
DB7 1995, Auto, Chiltern Green Metallic, Parchment/Forest interior, f.s.h.	**£33,000**
DB7 V12 Vantage, Auto, Pendle Black Metallic, Grey leather, less than 5,000 miles, f.s.h.	**£65,000**
DB7 Zagato, new, delivery in the autumn,	**£Offers**
AM V8 Series III 'S' Spec Auto, Burgundy Metallic, Magnolia leather,	**£15,000**
AM V8 Oscar India, 1978, Red with Magnolia leather, excellent service history, sold by myself to the last 3 owners, very good value for money	**£16.950**
AM V8 Vantage Series III, X-PACK (=400 b.h.p.), 1989, B.R.G. with Tan leather, f.s.h.,	**£55,000**
AM V8 Volante, 1984, auto Imperial Burgundy with a Natural hood and Natural leather interior, annual service history by Works Service at A.M.L. Ltd since new. I doubt there is better available today, stunning,	**£40,000**
AM V8 Vantage Volante X-Pack, 5-Speed, B.R.G., Parchment leather, Low mileage, stunning,	**£69,950**



DB7 Volante, Cleveland Red Met., Black Mohair hood, Claret & Magnolia leather. Under 6000 miles, f.s.h., **£46,500**



DB7, 1999, Auto. Pendle Black Met. Charcoal/Parchment int., f.s.h., **£46,500**



AM V8 Zagato Volante 5 speed, Silver, Red leather, Black hood. Low mileage, **£55,000**



AM V8 Series III 'S' Spec, rare 5-speed manual. Black with Red leather, stunning, **£18,500**

AM V8 Volante 6.3, L.H.D. 5 speed manual, converted to 6.3 & POW Vantage Volante body spec by Works Service at a cost in excess of £50,000. White with a Dark Blue hood a nd Dark Blue leather,	**£79,950**
AM Virage, automatic, Dark Blue Metallic, Mushroom leather,	**£29,950**
AM Virage Volante, British Racing Green with Tan Leather and a Black Mohair hood, auto, serviced by Ian Mason,	**£49,950**
V8 Volante Long Wheel Base, 1998, auto, 1 of only 63, Galloway Green Metallic, Black Mohair Hood, Magnolia leather, many extras including sat nav, parking sensors, extended AML Warranty until November 2004,	**£87,500**

We have over 25 years experience in marketing historically significant and rare classic sports cars to international collectors and investors.
By discreet presentation, selective advertising, direct mail and electronically via the world wide web.

Whether you are buying or selling, we would welcome the opportunity to discuss your requirements personally and in total confidence.

Buying or selling, contact Philip Jones or Douglas Bell

Tel: 01737 244567 or 07836 555666

Fax: 01737 226224 e-mail: theastonman@aol.com Buckland Heights, Walton Heath, Tadworth, KT20 7HZ, UK

www.allastonmartin.com

P&A Wood

Rolls-Royce and Bentley Official Heritage Dealers

"Attention to Detail"



Bentley S1 Continental 1955
Drophead Coupé by Park Ward



Bentley Azure 1997
Jack Barclay Special Edition



Bentley 3½ Litre 1935
Vanden Plas Open Tourer



Bentley 3½ Litre 1934
Hooper 2 door Coupé



Bentley 3 Litre 1926
2 Seater Speed Model



Rolls-Royce Silver Ghost 1921
Dual Cowl Tourer by Barker



Bentley Continental R 1997
98 Model Year



Bentley S3 1965
Standard 4 door Saloon

Great Easton, Dunmow, Essex CM6 2HD, England
Telephone: 01371 870848 Fax: 01371 870810
E-mail: enquiries@pa-wood.co.uk www.pa-wood.co.uk

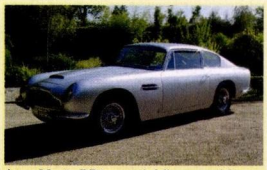
International Sales of Sports Racing and Classic Cars

OAKFIELDS

Established over 27 Years

Tel 0044 1256 760256
Fax 0044 1256 762415

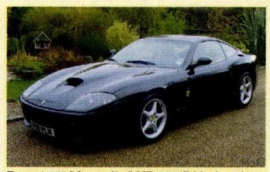
Email sales@oakfields.com
Or Visit www.oakfields.com



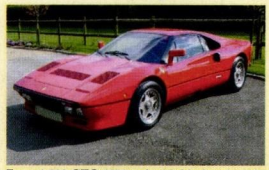
Aston Martin DB6 manual fully restored finished in silver with dark blue hide tel full details **£59,950**



Bentley Continental S1 Fastback By MPW lovley original car **£64,950**



Ferrari 550 Maranello LHD 1996P black with tan trim 33,000 kms FSH 3 owners **£66,950**



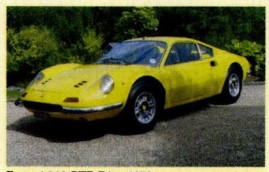
Ferrari 288 GTO 1985 red with black only 2800 kms from new one owner original car ...**£239,950**



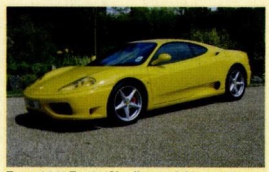
BMW M3 E36 international Grp N Race Car Winner of the 2002 Willhire 6hr ready to race with spares **£26950**



Mercedes SLR 300 by Proteus One of four cars built very detailed hand built car **£109,950**



Ferrari 246 GTB Dino 1972 two owners pristine condition recent restoration **£64,950**



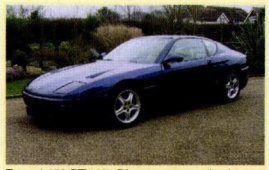
Ferrari 360 F1 1999V yellow with black/yellow leather 10000 mls fsh recent belt service **£79 950**



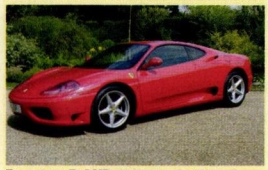
Metro 6R4 clubman finished in white original car with upgraded engine and all modifications ideal for track car **£29,950**



Ford Cortina MkII Race car with FIA papers winner of the 1989 German historic touring car championship including spare parts.....**£24,950**



Ferrari 456 GT 1994 Blue mett cream leather three owners only 20,000 mls **£42,950**



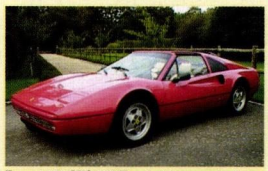
Ferrari 360 F1 LHD 02/2000 red with black leather zenons challenge grills 11500kms FSH as new.....**£70,950**



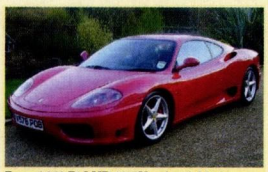
Mercedes C200k avantgarde auto New Tansanite blue UK list £35,500 in stock only **£28,950**



Mercedes S320L New silver with grey leather high specification UK list £61754 In stock only **£53,950**



Ferrari 328 GTS 1988F red with crema leather only 29000 mls fsh air cond rr aerofoil ABS model **£34,950**



Ferrari 360 F1 LHD 1999V red with black leather trim 33000 kms 1 owner FSH **£65,950**



The Ultimate Promotional, courtesy or Meeting, vehicle.

This New and exclusive, purpose Built Mercedes Benz AMG Sprinter Van Commissioned by an international VIP With the following specification:

£89,950 + VAT



Totally re-designed exterior and interior, adapted 2300cc Compressor Engine 200 bhp with automatic transmission, Specially developed AMG sports twin exhaust system integrated into rear apron. Up rated brakes and axles, specially designed AMG aerodynamic body kit, Special AMG 18-inch wheels, AMG full Leather interior including matching carpet, Full AMG fine wood interior, On board diesel power generator & compressor for up rated AIR CON- SYSTEM, Front & Rear aircon system, VIP cabin for 4 passengers (4 fully electrical opposite seats) all leather trimmed, Hifi system front and rear, Sound System, Video/television system (LCD screens), Laser Disc system, Centre console with Electrical table, storage and bar, Electrical operated VIP cabin sliding side door. On-board rear view camera, Full electric front seats in leather, Partition door drivers cabin. / VIP cabin, Reflective glass for VIP cabin, finished in Super fly yellow / with Coral red interior



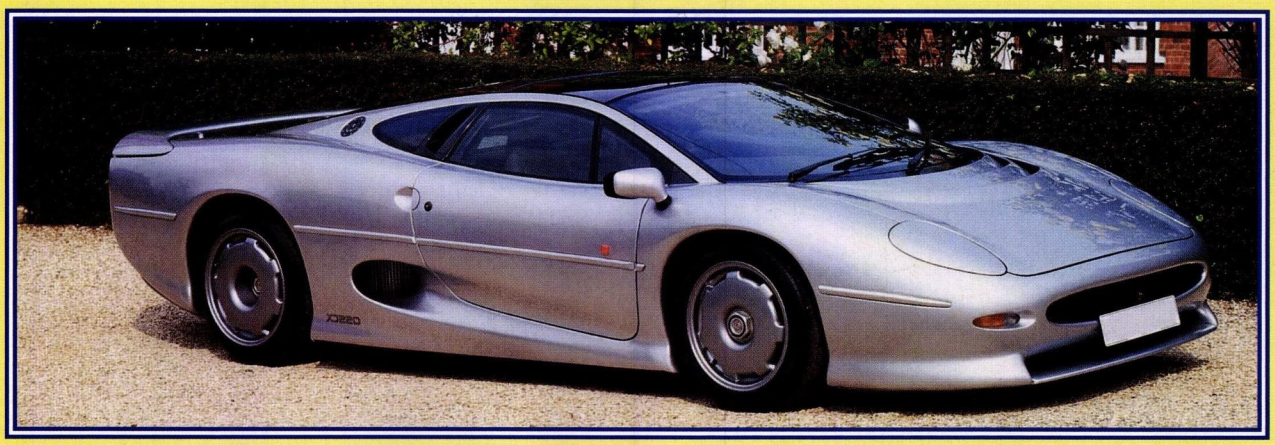


"Primagaz" Porsche 962 (1987) Ch. No. 962-130C

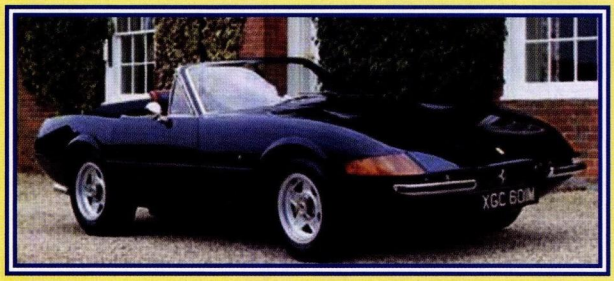
Team Obermaier in Germany took delivery of 962-130C as a completely new car direct from the Porsche factory, just prior to the 1987 Le Mans endurance classic. There it went on to take second place overall in the hands of Jurgen Lassig, Bernard de Dryver and Pierre Yver; an outstanding performance for a privateer team. Other outings in 1987 included Norisring, Nurburgring (where Cathy Muller joined the team) and Spa. In 1988 Le Mans was the only race entered, where eleventh place was achieved overall in the hands of Lassig, Yver and Dudley Wood. For 1989 the car competed in most of the World Sportscar Prototype Championship rounds including Le Mans (where Paul Belmondo joined Lassig and Yver) and Mexico City. After Mexico the car retired from active service and was not in competition again until 2000 when the European-based Group C Racing Championship was formed. 962-130C has been a regular competitor, most notably finishing second in the recent British Empire Trophy at Silverstone's Historic meeting. Finished in 1987 colours and presented in outstanding condition, this is a rare opportunity to acquire an important piece of motoring history. The car is currently fitted with a 3.0 litre engine and comes with numerous spares including various wheels and tyres and a spare 2.8 litre engine. Restored and ready to race.

£275,000 full details on request

DUNCAN HAMILTON
& CO., LTD.



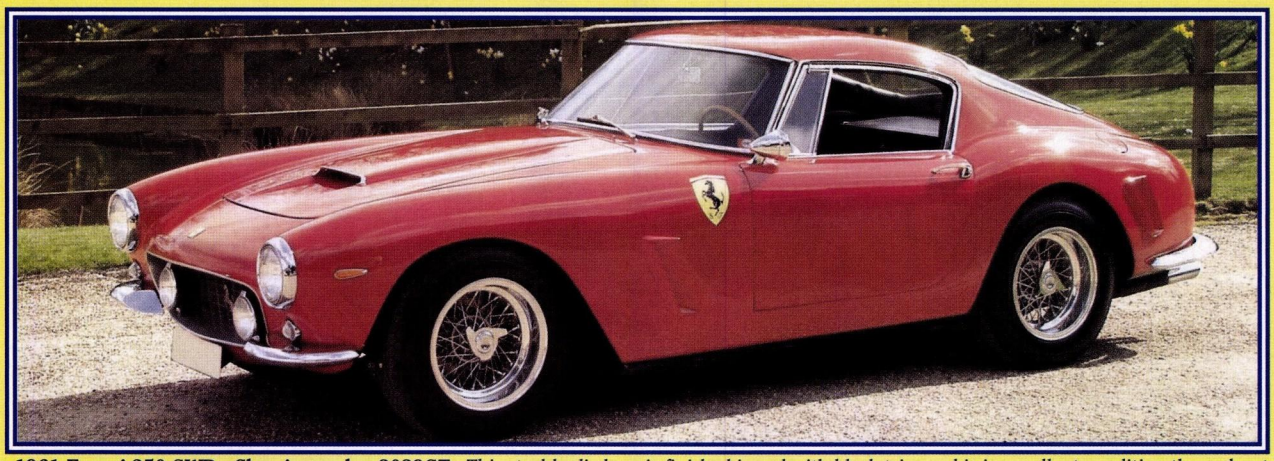
1992 Jaguar XJ220. Finished in metallic silver with charcoal trim. 9,500 miles only. A well-known car to us with an extensive service history. One of only 67 Right Hand Drive cars ever made and surely a fine investment ..... **POA**



1973 Ferrari Daytona Spyder conversion by Autokraft. Finished in black with tan trim. A beautifully executed conversion carried out this most respected company. A stunning motorcar with full history and available immediately. ..... **POA**



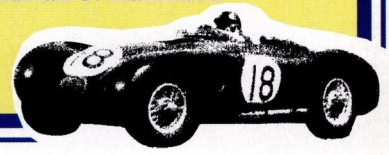
1959 Styled Ferrari 250 Testa Rossa Replica. A magnificent and beautifully built motor car. A well known car built specifically on the instructions of ex-works Ferrari driver Mr Innes Ireland even down to his own tartan seat covers! Fitted with 4 litre engine, immensely powerful and available immediately. Please call for further details ..... **POA**



1961 Ferrari 250 SWB. Chassis number 3039GT. This steel-bodied car is finished in red with black trim and is in excellent condition throughout. The car has an exceptionally good provenance and is available immediately ..... **POA**

For further information on any of the above outstanding cars please call: Adrian J. Hamilton
P.O. BOX 222 | HOOK | HANTS | RG27 9YZ | ENGLAND
Telephone: +44 (0) 1256 765000 Fax: +44 (0) 1256 766000
E Mail: sales@duncanhamilton.com
www.duncanhamilton.com

1948 50 Years 1998
Our first fifty years



90920

Sherwood Restorations Ltd.

Established 1966

Upton Fields Garage, Upton Road, Southwell, Nottingham NG25 0AQ
Telephone: (01636) 812655/812682/812700 Fax: (01636) 816830

www.sherwoodrestorations.co.uk

Classic & Sports Car Specialist

Email:
sales@sherwoodrestorations.co.uk



1964 MERCEDES BENZ 230SL AUTO. In Signal Red with Black hide. 70,000 miles from new with FSH, ex-Jersey, equipped with PAS, factory hard top in Black, radio, tonneau cover etc. It would be hard if not impossible to find a better example, be quick! RHD - £25,995



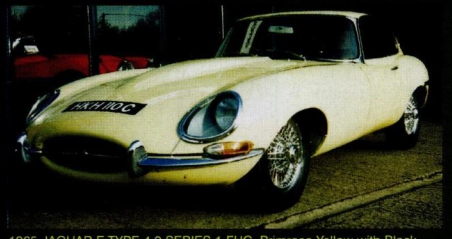
1958 TRIUMPH TR3A. BRG with Red hide. Overdrive, wire wheels, total ground up restoration to a standard seldom achieved. Balanced and unleaded engine, uprated overdrive, anti-roll bar etc. They don't come any better, "be quick!"RHD - £19,995



1964 DAIMLER DART SP250 C SPEC. BRG with Red hide. 2 local owners, the last since 1968, and a mere 82K miles. Wire wheels, overiders, S/S exhaust. Total body off chassis professional restoration carried out 88/92 at enormous cost, only 2,000 miles since. One of the very last, 9 WVO must be almost unique with such low ownership.RHD - £21,995



1965 MORGAN 4/4 1600. Midnight Blue with Black trim. Total restoration & upgrading to international rally spec, stage 3 engine, 3.9 diff, roll cage, sump guard, spot lamps, luggage rack, minilite wheels. They don't come much better.RHD - £17,995



1965 JAGUAR E-TYPE 4.2 SERIES 1 FHC. Primrose Yellow with Black hide. Total restoration carried out, only 10,000 miles since. CWW, webasto sunroof and radio. An English matching number car in superb condition. They certainly don't drive better than this example.RHD -..... £28,995



1960 MGA 1600 MKI. Chariot Red with Black hide piped Red. Wire wheels, heater, mohair hood etc. Body off chassis restoration in 1994 by marque expert. Very little use since, exceptional condition.RHD - .. £16,995



1976 FERRARI 365 V12 GT4 COUPE. 5 SPEED. Chiaro Blue with full Cream hide, low ownership and ultra low historied mileage of only 40,000. The Ferrari flagship, equipped with air con, PAS, centre lock wheels, elec windows etc. Undoubtedly one of the most useable four seater Ferraris available, in a condition that beggars belief. Your search is over. Possibly the finest example available.RHD - £19,995



1967 SUNBEAM TIGER MK1A 4.7 In Sebring Red with Black trim. Minilite wheels, full harness, uprated suspension. An outstandingly well restored example, a Tiger to set the heart thumping, its 'very' quick!RHD - £19,995



1986 BMW M5 E28. In Dolphin with full Black hide. A local car, 2 owners, FSH. Just had top end overhaul & new chains. Air con, elec seats/roof/windows. CD, CSL brakes. A most outstanding example of this very usable road rocket.RHD - £9,995



1959 MGA TWIN CAM ROADSTER. A UK car, JJE 65, Red with Red hide, competition seats, CR gearbox, oil cooler, andrex dampers, brake servo. Total body off chassis rebuild some years ago, very little use since. Absolutely stunning.RHD - £19,995



1967 AUSTIN HEALEY 3000 BJ8. In Silver with full Grey hide. Totally restored & up-rated by J.M.E. at a cost in excess of £45,000. All alloy body, side vents, 200 BHP, tri-carb engine, competition overdrive, wire wheels, Nardi steering wheel etc. Only 1,300 miles since, absolutely sensational.RHD - £34,995



1972 MGB ROADSTER. In Tartan Red with Black hide piped Red. Ground up restoration including new shell, many upgrades, cww, overdrive, sound system, spot lamps etc. A perfectly restored example.RHD -..... £12,995

1958 TRIUMPH TR3A (VVC 288). WORKS PREPARED RALLY CAR. WINNER LIEGE-ROME-LIEGE 1958, CAMPAIGNED THROUGH '58, '59', '60 IN MANY INTERNATIONAL AND NATIONAL RALLIES BY COL 'BING' CROSBY, THEN SOLD THROUGH MIKE HAWTHORNS TOURIST TROPHY GARAGE TO KENNETH PEARCE, USED BY HIM IN NATIONAL RALLIES UNTIL 1964. NOW UNDERGOING A SYMPATHETIC TOTAL RE-BUILD TO PERIOD RALLY SPEC .....P.O.A.

1965 FRUA JAGUAR 3.8 COUPE. 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. O/D, PAS, CWW, restored in 1990.'95 at a then cost in excess of £100K to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why, other than maybe the cost of production, the whole concept is absolutely stunning, 'unrepeatable'LHD. £59,000

1963 FORD LOTUS CORTINA MKI 'A BRACKET'.Team Lotus colours, just completed total re-build to F.I.A. spec, raced once. The best of everything under homologated weight, Donington 1.27, Snetterton 1.26. F.I.A. Papers, in the right hands will be unbeatable £50,000

1963 JAGUAR 3.8 MK2 MOD ALL SYNCRO. Carmen Red with Biscuit hide. Restored and uprated by Vicarage. PAS, W/W, coil spring rear suspension, 4 pot callipers, Alpine music system, wood rimmed wheel, full handling kit etc. Sensational £29,995

1962 LOTUS ELITE S2 1220 CLIMAX, 105 BHP, CR GEARBOX. White with Black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order £28,995

1963 TRIUMPH ZEST 2 LITRE TRI CARB. The Micheloti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine and overdrive gearbox. Finished in Sebring White with Red hide. Restored to the highest standard by marque specialist at an enormous cost. Unique and absolutely stunning .....WAS £24,995, NOW £21,995

1961 JAGUAR 3.8 MKII SALOON. MANUAL, OVERDRIVE. Opalescent BRG with Suede Green hide. Specification includes all synchro gear box, power steering, high torque starter & wire wheels. Thousands spent with leading specialist on bodywork & mechanicals, now for sale at a fraction of the expenditure.. £14,995

1980 TRIUMPH TR8 CONVERTIBLE. Factory experimental car, one of only 2. Silver leaf with Biscuit trim. Two owners, 48,000 miles with total history including all letters from British Leyland. PAS, stainless exhaust etc. the most outstanding example you could wish for and virtually unique. £14,995

1964 MGB ROADSTER, PULL DOOR HANDLE. Iris Blue, Dark Blue hide piped Blue. Ground up restoration, UK car, wire wheels, oil cooler, tonneau cover etc. Photographic record and bills in excess of £15,000. Outstanding condition £11,995

1970 GP PORSCHE SPYDER 1760CC ENGINE. Metallic Silver with Blue trim. Retired engineer built to a very high standard. Bills for parts alone in excess of £14,000. Tremendous fun and outstanding value £9,995

1963 MGB ROADSTER, PULL DOOR HANDLE. A totally restored and re-shelled example in OEW with Black trim. Equipped with overdrive, wire wheels, wood rimmed steering wheel etc. A UK car, 141 KEW, good value £9,995

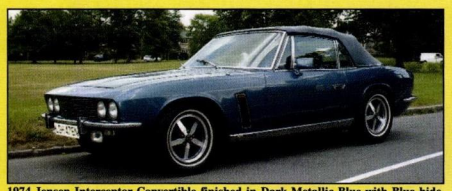
RUNNYMEDE at Slade's Garage

Telephone (01753) 644599

E-mail: astonsales@aol.com

Telephone (01494) 812115

www.runnymedemotorcompany.com



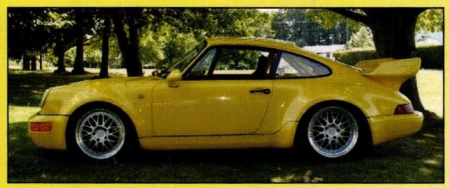
1974 Jensen Interceptor Convertible finished in Dark Metallic Blue with Blue hide. 52,500 miles, Automatic, electric powered hood, alloy wheels, comfortable 4 seat open top motoring. £19,950



1957 Austin Healey 100/6 (BN4) finished in Red with Black leather interior, wire wheels, Black wood and tonneau cover, boot mounted luggage rack, wood rimmed steering wheel. A very original classic car with 2+2 advantages £16,950



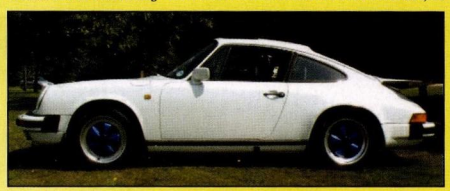
1972 Ferrari 365 GTC4 finished in Blue Sera with new full Black hide interior. This is a beautiful example which has covered only 73,000 miles from new. The car has a total service history from day one. It has recently had the benefit of coachwork refurbishment and £16,000 was recently spent on a major overhaul. Fitted with alloy wheels, electric windows and air conditioning £39,950



1991 Porsche 964f RS Club Sport Carrera Race Car. Left hand drive with welded Matter cage from the factory. Full harness, Recarro nomex race seats. Ordered by the first owner with RSR spec bodywork, suspension and rear wing, Tech Art race wheels and wonderful handling. Goodwood: 1 min 26 secs. £34,995



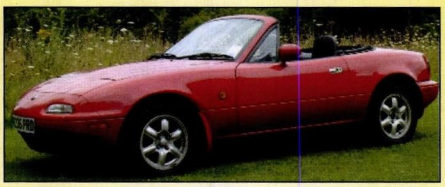
1967 Austin Mini Cooper Mk I in Ireland Blue with White roof and Webasto sunroof. Fitted with Cosmic alloy wheels and Period arches, twin fuel tanks, Heritage certificate. Beautifully restored throughout. An appreciating classic at only £5,950



1984 Porsche 911 Carrera 3.2 Sport finished in Grand Prix White with Black Porsche cloth design seats. Fitted with electric roof and windows, rear spoiler. This car comes with a very full service history and is excellent value. £11,950



1969 MGB Roadster finished in Mineral Blue with Black interior and fitted with wire wheels and overdrive. A very nice car and superb value at £8,450



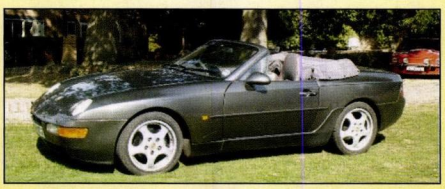
1991 Mazda MX5 Roadster finished in Red with Black cloth interior. Fitted with 5 speed Manual gearbox, power steering, alloy wheels. Service history. £3,995



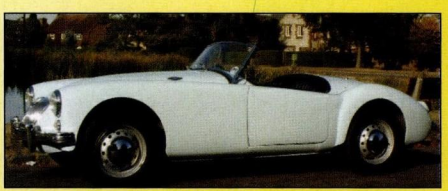
1998 MG F finished in British Racing Green with Black cloth interior. This is a one owner car with full service history. A very nice car and superb value. £6,995



1966 Lotus Elan finished in Old English White with Black hide interior. Purchased new by Peter Sellers (documentation to prove). In time warp condition. £16,995



1993 Porsche 968 Sport Cabriolet finished in Graphite Grey with Black hide interior piped Red. This is a three owner car in extremely nice condition throughout with full Porsche service history. Sensibly priced. £12,950



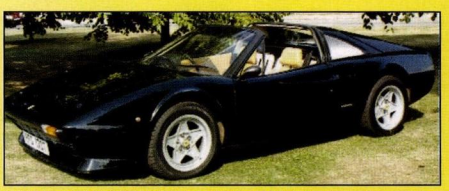
1959 MG A Roadster finished in Iris Blue with Black hide interior. Delivered to new South Africa in 1959 and because of this, is in totally rust free condition. Fun to drive, an appreciating asset at only £13,995



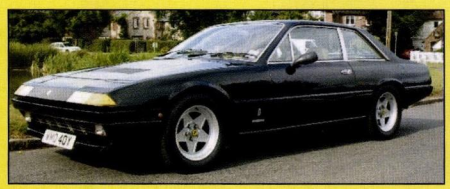
1935 MG PA finished in British Racing Green with Beige hide interior. A super 2 seater Sports that has had a recent restoration to a high standard. £17,750



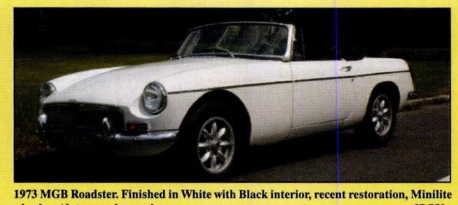
1992 Lotus Elan SE Turbo finished in Red with Grey leather interior. Manual, alloy wheels, CD player, full service history. 68,000 miles. Excellent condition throughout. £9,950



1979 Ferrari 308 GTS finished in Black with Tan hide interior, this car has covered 33,000 miles from new and comes with full service history. 3 owners from new and in excellent condition throughout. £22,950



1983 Ferrari 400i finished in Black with Magnolia leather, this car has automatic transmission, covered 34,000 miles with a comprehensive service history and has all MOTs since 1988. A fast 4 seater GT car. £13,950



1973 MGB Roadster. Finished in White with Black interior, recent restoration, Minilite wheels, o/d, tremendous value. £7,750



2000 BMW M Roadster finished in Estorilblau with Estorilblau and Schwarz interior. Fitted with heated seats, CD, airbags, power hood and air conditioning. 30,000 miles. £20,995

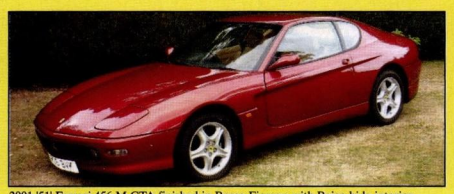
MANY MORE CARS ON OUR WEBSITE AT www.runnymedemotorcompany.com

Telephone
(01753) 644599
www.runnymedemotorcompany.com

RUNNYMEDE MOTOR COMPANY

Facsimile
(01753) 646909
E-mail: astonsales@aol.com

ASTON MARTIN IN THE THAMES VALLEY



2001 '51' Ferrari 456 M GTA finished in Rosso Fiorano with Beige hide interior. This car has only ever been owned by Ferrari UK and comes with all usual refinements including 17" 5 spoke alloy wheels, air conditioning, high quality hi-fi system with CD, automatic transmission, power assisted steering. The car has covered only 16,000 miles from new and has been maintained by the Factory £79,995



2002 (02) Mercedes 500SL finished in Topaz Blue with Alpaca hide. Less than 2,000 miles from new. Fitted with 18" alloys, Command, Sat Nav, ESP and all usual refinements. Perfect - as new £67,950



1997 Aston Martin DB7 Coupe finished in Cheviot Red with Oxblood and Parchment interior. Fitted with automatic transmission, cruise control, air conditioning, mesh grille, 5 spoke 18" alloys, 52,000 miles. 2 owners with full Aston Martin service history £38,950



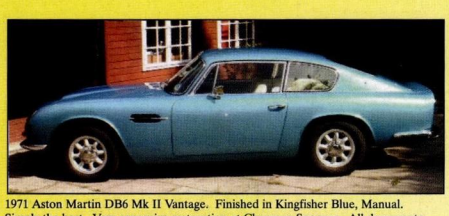
1992 Alfa Romeo SZ with coachwork by Zagato, this car is left hand drive and finished in Alfa Racing Red with Tan hide interior. 42740km and is very rare and collectable £23,950



1989 Aston Martin V8 Vantage Volante finished in Dover White with Blue hide and Blue hood. It is left hand drive and was returned to the factory in 1991 when, at a cost of £60,000, this car was converted to Po.W. spec and had a full 6.3 conversion carried out £79,950



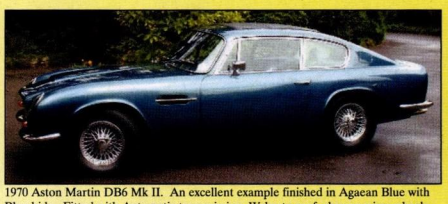
1990 Aston Martin Virage finished in Suffolk Red with Black leather trim and Onslow Grey carpets edged in Black. Covered a total of 49,000 miles and has 4 speed Automatic transmission, ABS, immobiliser, wide OZ alloys, Alpine radio/cassette and CD, VANTAGE coachwork. £42,950



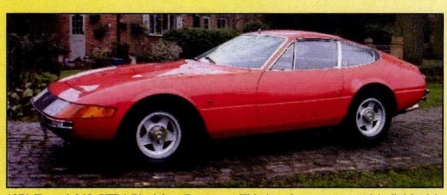
1971 Aston Martin DB6 Mk II Vantage. Finished in Kingfisher Blue, Manual. Simply the best. Very expensive restoration at Chapman Spooner. All documentation available. 3 sets of wheels. Not to be missed.....£75,000



1965 Aston Martin DB6 finished in original Fiesta Red with Black hide interior. A beautiful example with fully rebuild engine with unleaded head. Chrome wire wheels, 5 speed ZF box, a really excellent early example £44,950



1970 Aston Martin DB6 Mk II. An excellent example finished in Agaean Blue with Blue hide. Fitted with Automatic transmission, Webasto roof, chrome wirre wheels and power steering £42,950



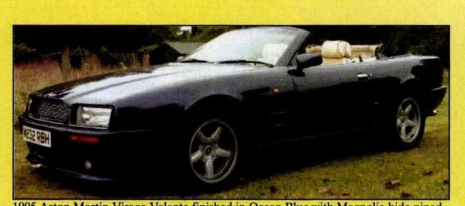
1971 Ferrari 365 GTB4 Plexiglass Daytona. This is a 5 owner car and is finished in Rosso Corsa. Superb condition with a full service history, having been serviced less than 500 miles ago. Sensibly priced at £69,500



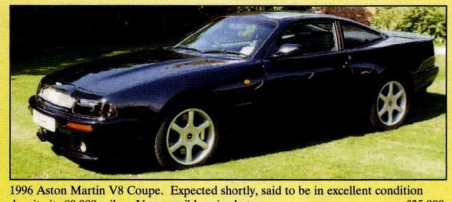
1981 Aston Martin V8 Vantage finished in Jubilee Silver with Grey hide piped Black. It has recently had a complete engine rebuild and unleaded conversion and is in excellent condition throughout. It is fitted with 5 speed Manual gearbox, air conditioning and comes with full service history £34,950



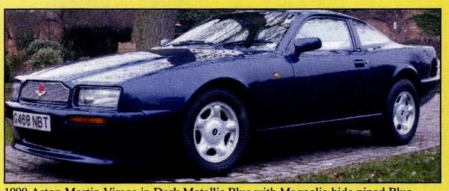
1964 Maserati Mistral FHC with coachwork by Frua. Finished in Maserati Racing Red with Red hide interior. The car is in very nice condition throughout and has been in the same ownership since 1967. It has an all aluminium body and is fitted with a 6 cylinder engine with twin overhead cams and a 12 plug head £23,950



1995 Aston Martin Virage Volante finished in Ocean Blue with Magnolia hide piped Blue. Fitted with Dark Blue mohair hood, 6.3 cosmetic coachwork, 18" OZ alloys. A one owner car with 42,000 miles from new. Excellent order throughout. .....£49,950 (similar to above)



1996 Aston Martin V8 Coupe. Expected shortly, said to be in excellent condition despite its 80,000 miles. Very sensibly priced at ..... £35,000. Enquire for more details. (similar to above)



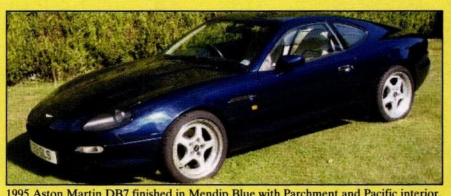
1990 Aston Martin Virage in Dark Metallic Blue with Magnolia hide piped Blue. Fitted with all usual refinements including automatic transmission, air conditioning, electric windows etc and is in excellent condition throughout £29,950



1974 Ferrari 365 GT 2+2 finished in Midnight Blue with Blue hide interior and fitted with the very desirable 5 speed Manual gearbox and Cromodora 5 spoke alloy wheels. Plenty of service history from Bob Houghton and MOT certificates dating back to the 80s. £15,950



1957 Aston Martin DB 2/4 Mk II finished in two tone British Racing Green and Silver. Owned by a valued customer for many years with service history with ourselves and Four Ashes Garage. Very nice 50s sports car at £32,950

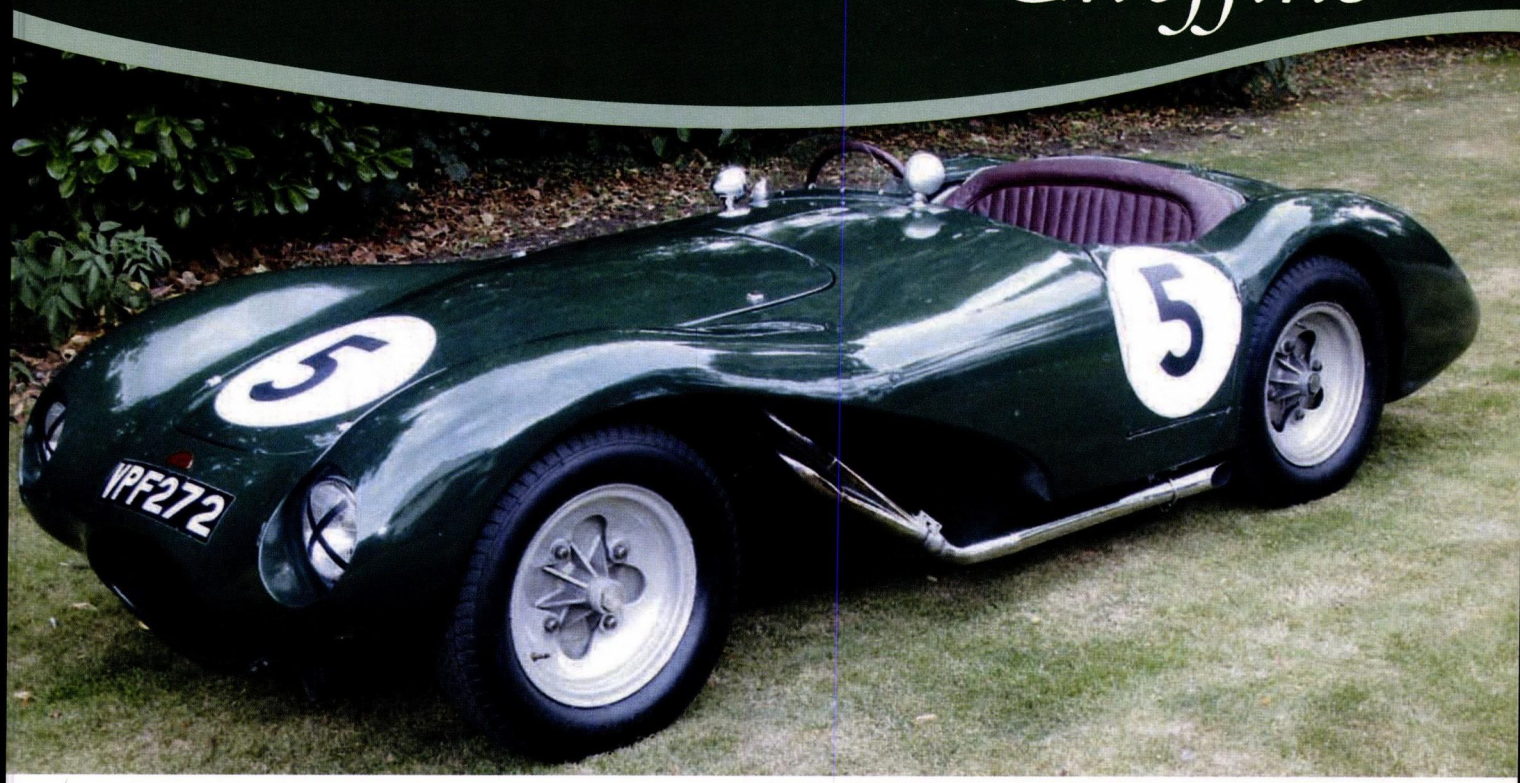


1995 Aston Martin DB7 finished in Mendip Blue with Parchment and Pacific interior. This is a 5 owner car having covered only 42,000 miles from new and in perfect condition throughout. Fitted with automatic transmission, air conditioning and all usual refinements.....£34,950

The above is only a small selection of our stock. We carry approximately 40 cars in stock at all times.
Visit our website at www.runnymedemotorcompany.com for more information.

www.cheffins.co.uk

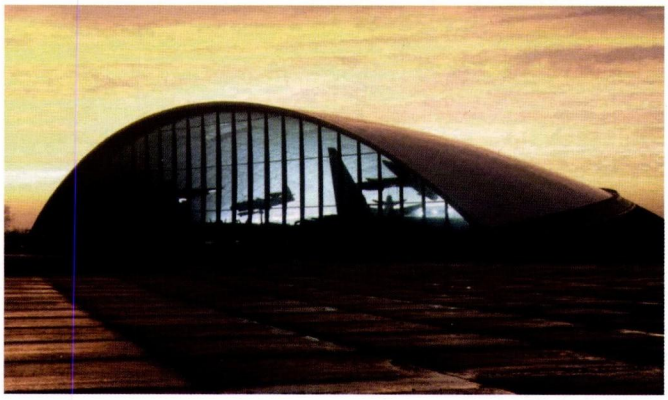
Cheffins



AUCTION OF VINTAGE AND CLASSIC CARS, MOTORCYCLES AND AUTOMOBILIA

THE AMERICAN AIR MUSEUM, IMPERIAL WAR MUSEUM, DUXFORD

29th NOVEMBER 2003



Further quality car and motorcycle entries are invited for sale at this exciting new venue. Already entered 1954 Connaught ALSR ex-Stirling Moss, Les Leston, Archie Scott-Brown.

Closing date for entries 1st November 2003

Why sell with Cheffins? Our sellers commission for cars is just 5% (+ VAT) and our entry fee is just £100 (+ VAT) making us the most cost-effective of all the mainstream classic car auction houses. There are no hidden charges, we produce a quality catalogue and we get great results.

8 HILL STREET SAFFRON WALDEN ESSEX CB10 1JD TELEPHONE 01799 513131 FAX 01799 522708 E-MAIL vintage@cheffins.co.uk

CHRISTIE'S
INTERNATIONAL MOTOR CARS



1998 McLaren F1 Roadcar
(with LM engine and extra high downforce package)
Estimate: £500,000 - 600,000



Ex-Le Mans, Targa Florio, 1,000km Monza
1965 Bizzarrini 5300 GT (7 Litre Engine)
Estimate on Request



1975 Targa Florio winning
1974 Alfa Romeo 33 TT12
Estimate on Request

Other entries include:

1912 Rolls-Royce Silver Ghost Limousine with Coachwork by Thrupp & Maberly	Estimate: £350,000 - 400,000
1952 Humber Pullman Warwick Estate Car	Estimate: £12,000 - 15,000
Used for the State Funeral of Sir Winston Churchill,	
1964 Austin A135 Princess Hearse with Coachwork by Vanden Plas	Estimate: £6,000 - 10,000
1988 Ferrari Testarossa	Estimate: £10,000 - 15,000
1987 Lola T87/00 Cosworth CART Single Seater	Estimate: £10,000 - 15,000
1990 Rolls-Royce Corniche III Convertible	Estimate: £15,000 - 20,000

Exceptional Motor Cars and Automobilia

Auction
2 December 2003

Enquiries
Rupert Banner
rbanner@christies.com
Tel: 44 (0)20 7389 2851

Venue
The Jack Barclay Showroom
Nine Elms, London

Forthcoming Auctions
14 February 2004, Rétromobile
March 2004, London

Mark Donaldson
mdonaldson@christies.com
Tel: +44 (0)20 7389 2851

Catalogues
+44 (0)20 7389 2820

www.christies.com