December 2002 • £4.10 • Founded in 1924

MOTORSPORT



EXCLUSIVE:
FERRARI'S MISSING F1 LINK

PLUS
Walter Röhrl's title years
Jaguar's American hero
Nivelles: flat-out bland?

1000s of CLASSICS FOR SALE

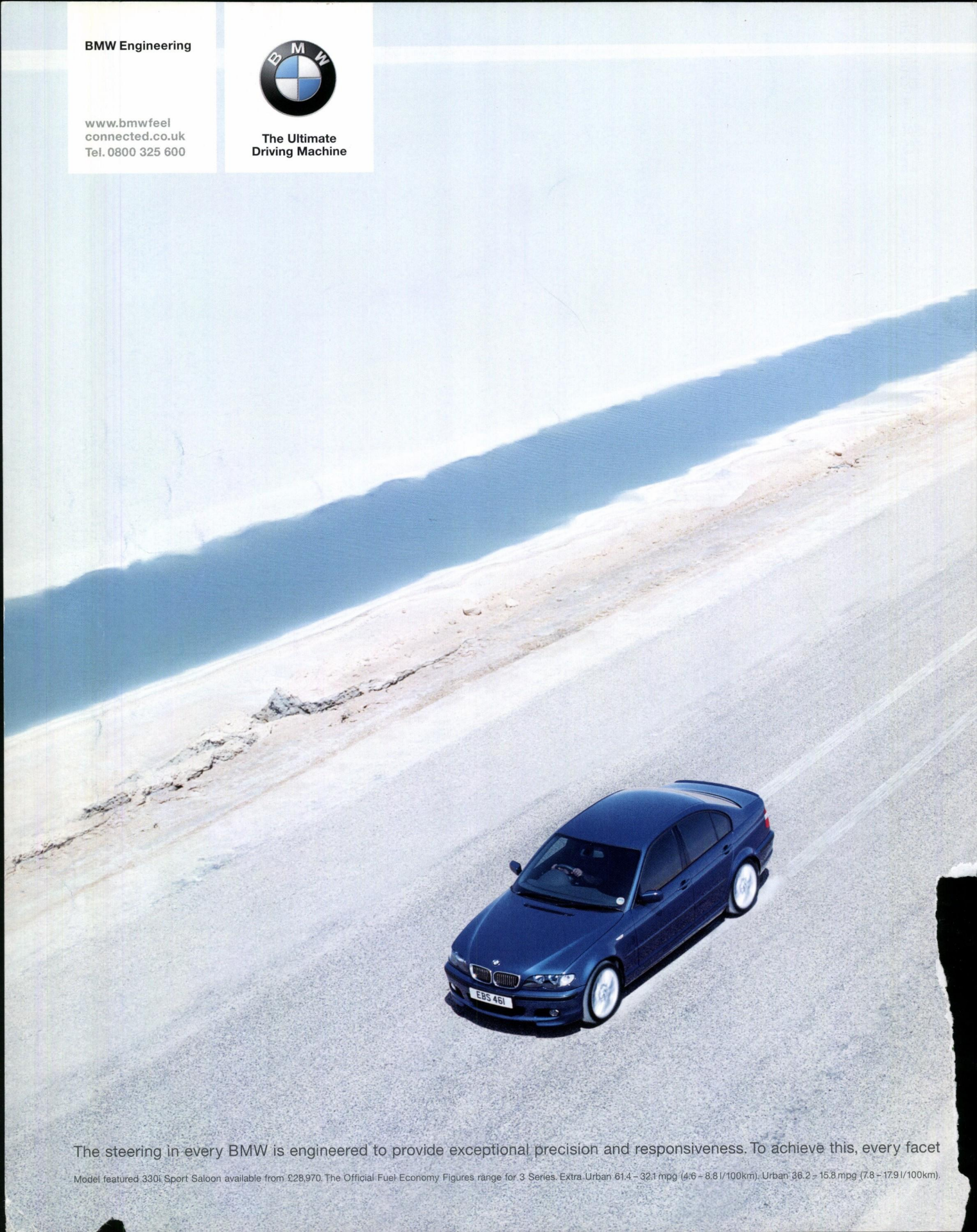
RELIVING THE GREATEST RACE

BACK AT THE MIGHTY NURBURGRING IN FANGIO'S EPIC WINNER

BMW Engineering

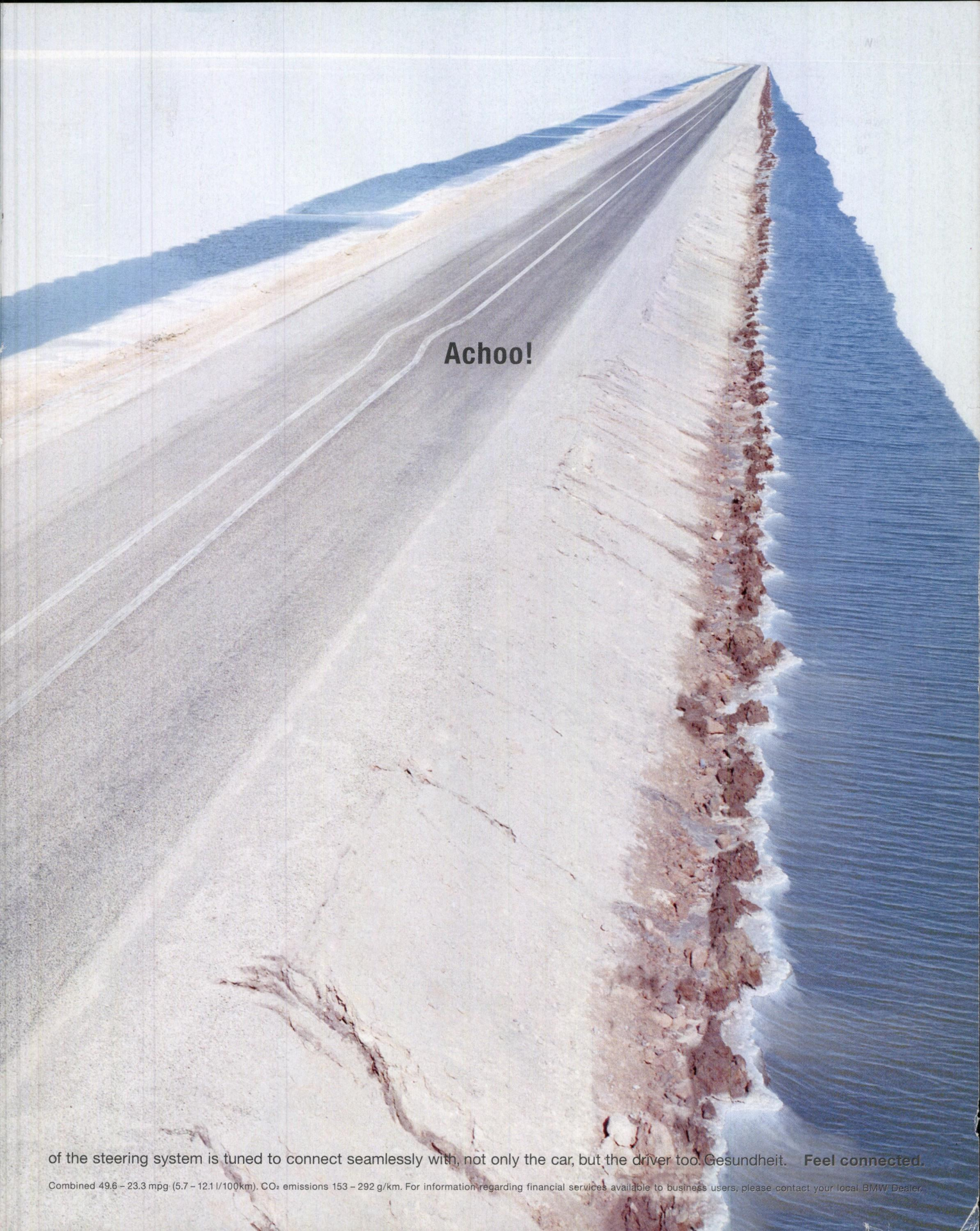
www.bmwfeel
connected.co.uk
Tel. 0800 325 600

**The Ultimate
Driving Machine**



The steering in every BMW is engineered to provide exceptional precision and responsiveness. To achieve this, every facet

Model featured 330i Sport Saloon available from £28,970. The Official Fuel Economy Figures range for 3 Series. Extra Urban 61.4 – 32.1 mpg (4.6 – 8.8 l/100km). Urban 36.2 – 15.8 mpg (7.8 – 17.9 l/100km).



of the steering system is tuned to connect seamlessly with, not only the car, but the driver too. Gesundheit. **Feel connected.**

Combined 49.6 – 23.3 mpg (5.7 – 12.1 l/100km). CO_2 emissions 153 – 292 g/km. For information regarding financial services available to business users, please contact your local BMW Dealer.

COYS AUCTION

AUTOSPORT 2003

AN IMPORTANT COYS AUCTION OF
GRAND PRIX, COMPETITION, TOURING
AND RALLY CARS & AUTOMOBILIA

11th January 2003

AUTOSPORT International
INCORPORATING THE RACING CAR SHOW
January 9-12th 2003
NEC BIRMINGHAM

Initiating the 2003 auction season, Coys are pleased to announce our return to the internationally acclaimed Autosport International Show at the NEC, Birmingham.

This internationally important specialist, classic and motor racing show is certain to attract one of the largest and most enthusiastic audiences seen in 2003, and is the perfect venue to sell your important Grand Prix, Competition, Touring or Rally car.

For further information, free valuation and consignment advise please contact one of our specialists:

Robin Hanuer, Anthony Godin, Cameron Brownlee, Neil Dickens (Motor Cars) or Edward Bridger-Stille (Automobilia)

ENTRIES ARE INVITED

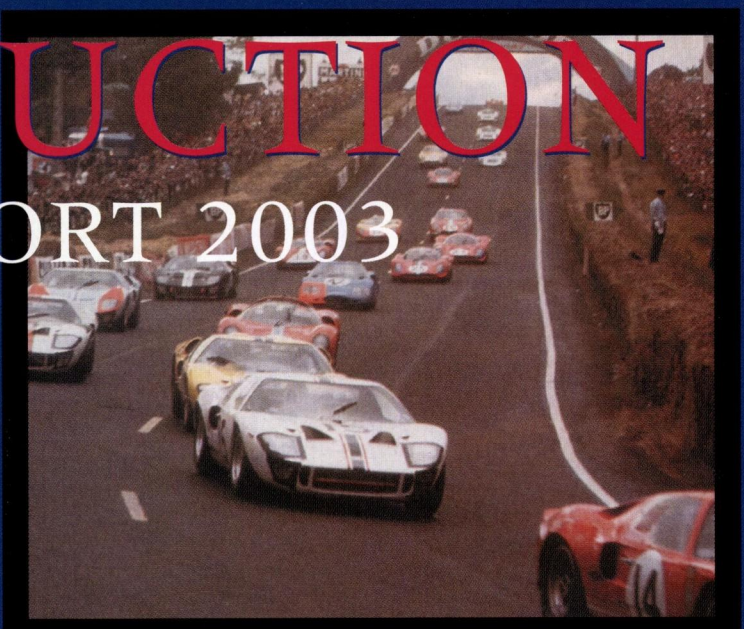
COYS

Founded 1919
LONDON

COYS LONDON
Queen's Gate Mews,
London SW7 5QJ
United Kingdom
Tel: +44/(0)20 7584 7444
Fax: +44/(0)20 7584 2733
www.coys.co.uk
auctions@coys.co.uk

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

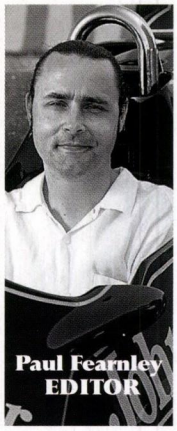
COYS ITALIA
Via XX Settembre 68,
Firenze 50129
Italy
Tel: +39 055 56 1234
Mob: +39 348 916 7507
www.coys.co.uk
coys.italia@coys.co.uk







editorial



THE NEW YORK YANKEES HAVE bought Lord's. The world's most successful baseball club insists that it will make no fundamental changes to the spiritual home of cricket other than to make its playing area triangular.

I jest, of course. One of the Crown Jewels of British sport, Lord's is not for sale. And nor is Wimbledon. Sure, you can put your name alongside them for a nice round fee, but you can't buy them, no matter how much money you might have.

But motorsport is a totally different ballgame. It would sell its grandmother if a punter had a few million quid in his back pocket. It's a business, you see. No matter how you dress it up there is something about the car industry and its affiliates that will always be second-hand car dealer: if it moves, flog it; if you can screw 'em down tight enough, buy it.

Of course, Brooklands was not motorsport's to flog. But it should have been theirs to buy. What a brand this could have been, a centre from where to celebrate our greatest sporting success: England's 1966 World Cup win is a six-yard tap-in compared to our global domination of motorsport.

But, no. Bickering ensued. Complacency set in. And a dedicated band of enthusiasts were left to try to keep Brooklands afloat – literally, during recent floods.

It's ironic that it has taken a German car company (DaimlerChrysler would say global) to recognise the value of Brooklands. It is busy emphasising its historic links with the track but, in truth, MG had a stronger connection with the Nürburgring than did Mercedes with Brooklands, yet British Leyland never made a bid for the Nordschleife. (It wouldn't have been allowed to – by either side).

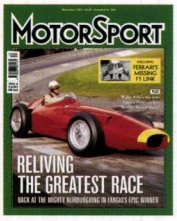
I have no doubt that a cheap price tag on a sizeable chunk of land is Mercedes UK's 'real' bottom line. But equally, I genuinely believe they think that a close association with the Brooklands name – and being seen to preserve it – will help it sell more cars. And I agree.

It's not Mercedes that I have a beef with. (In fact, if its plan comes to fruition, what remains of Brooklands will probably be safer from obliteration than it has been at any time since the *Luftwaffe* tried to bomb it!) No, my moan is directed at all the people in government who over the years have given motorsport little more than pocket change, and basically treated it with contempt.

Five million pounds might have bought *one* of The Dome's tent pegs – or, to be fair, a season in a mid-grid F1 team – yet between them, parliament and the sport's movers and shakers have let Brooklands slip through their fingers.

Let's hope that Mercedes is true to its word (see page 6). But what if it's not? Tough. Only after it's gone would we realise what we had.

Unlike Spa.



Walter Baumer

The editor in Fangio's Maserati 250F at the Karussell, Nürburgring, 2002

Vol LXXVIII No 12 DECEMBER 2002

CONTENTS

SEVENTY-EIGHTH YEAR OF PUBLICATION

MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



Broken Reims *A hero in FJunior – could Peter have repeated that form in F1? Page 32*



Trident missile *With Fangio's foot on its trigger, this 250F scored Maserati's biggest GP hit. Page 22*



Follow my drift *Ferrari's 'Snowplough' had a cool reception in '72. But it's hot stuff. Page 80*

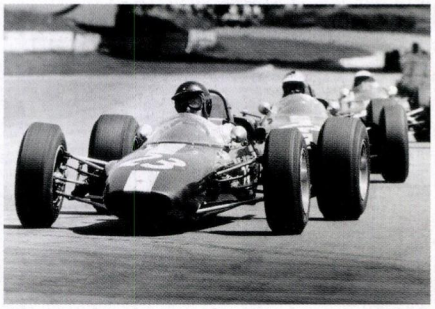
MATTERS OF MOMENT 6
AROUND THE TRACKS 8
LETTERS 11
MODERN TIMES/*Simon Taylor* 14
SUBSCRIPTION 16
LEGENDS/*Nigel Roebuck* 18
NEXT MONTH 20

Maserati 250F at the Nürburgring/*Paul Fearnley* 22
Peter Arundell/*Gordon Cruickshank* ... 32
One That Got Away: Danny Sullivan/*Adam Cooper* 40
Walter Röhrl/*John Davenport* 42
Photography of Nick Loudon 57
Power Without Glory: 'Godiva'/*Keith Howard* 62
Duesenburg & Miller in the UK/*Bill Boddy* 64
Track Tests: Nivelles/*David Malsher* ... 70
Fifteen Minutes of Fame: Lec/*Nick Phillips* 78
Ferrari 312 B3 'Spazzaneve'/*Paul Fearnley* ... 80
Bob Tullius at Le Mans/*Gary Watkins* ... 88

REVIEWS 95
BILL BODDY 98
PARTING SHOT 104



Fade to grey *Nivelles was unloved at the time. So should we mourn its passing now? Page 70*

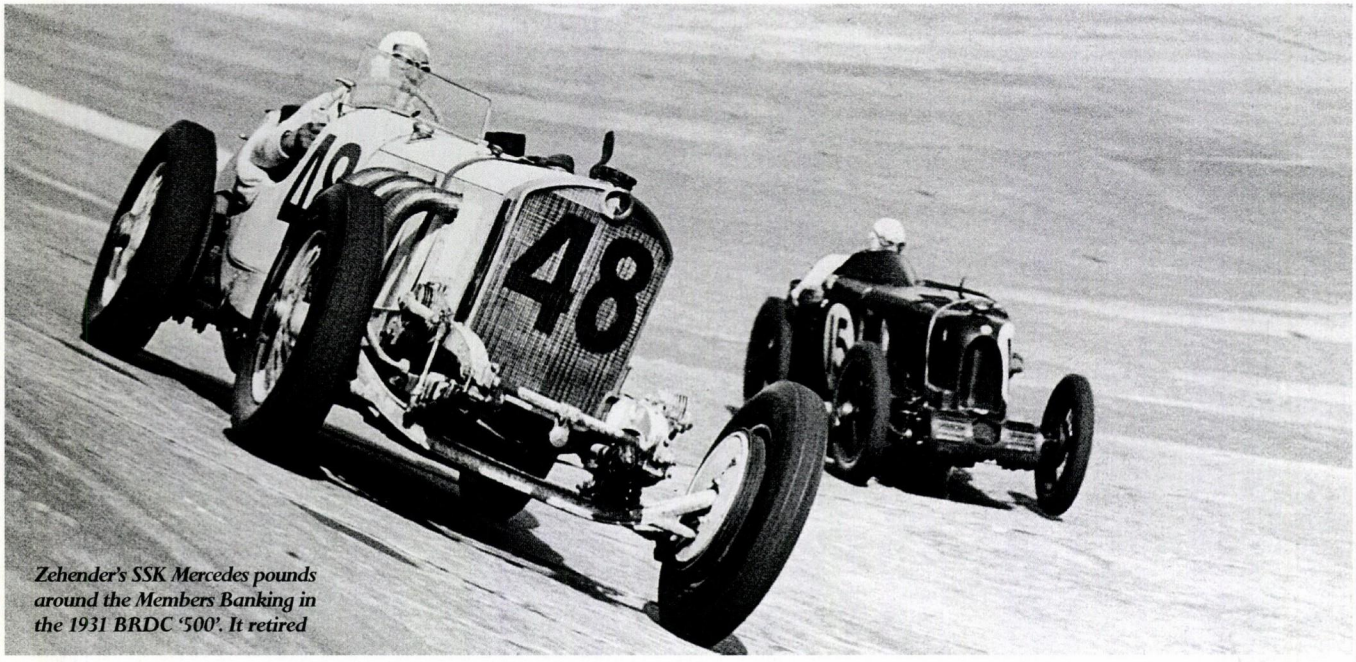


Zoom with a view *When the racing was closer, snapper Nick Loudon got closer than most. Page 57*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

MERCEDES-BENZ TO REVAMP BROOKLANDS...



Zehender's SSK Mercedes pounds around the Members Banking in the 1931 BRDC '500'. It retired

National Motor Museum

DAIMLERCHRYSLER IS ON THE VERGE OF BUYING Brooklands. The asking price for the 150-acre spiritual home of British motorsport? Just over £5 million.

The UK arm of the German automotive giant hopes to turn the land into a Mercedes 'brand centre', complete with a Heritage and Technology Centre, but has also given assurances that it will preserve the site's 'rich history'.

The three-year project, which includes plans for a 60-acre community park, a test track, a 4x4 facility and improved flood defences on the River Wey (the Brooklands Museum was under water in the winter of 2000), is subject to planning permission.

"We are aware of the history of Brooklands and its preservation is important to us," said a Daimler-Chrysler spokesman. "We'll be working very closely with English Heritage and Brooklands Museum, who are very excited about the potential spin-offs; if people come to our centre, they can then pop across the park and visit their museum and vice versa.

"We will promote this project on a national basis, conserve what is left of the track and make sure that the name of Brooklands carries on."

DaimlerChrysler insists that the many vintage and classic car events that congregate at Brooklands will continue to get access to the site.

But Bill Boddy, MBE, our founding editor and the leading authority on Brooklands, regrets the announcement of this venture: "I've nothing against Mercedes-Benz, but this is a sad day for me. I suppose it was inevitable, though; I had expected Brooklands to have become a housing estate many years ago.

"It seems to me that Mercedes has just bought a large piece of good industrial land in Surrey for not very much money.

"Something positive may come out of this, more people may visit it, but for me, the spirit of Brooklands has been lost. I knew that when I looked out at the Byfleet Banking while having a cup of tea in Tesco!"

DaimlerChrysler hope that Elmbridge Borough Council will give the green light to the project at the end of the month.

...WHILE SPA IS STRUCK OFF IN F1 SHAKE-UP

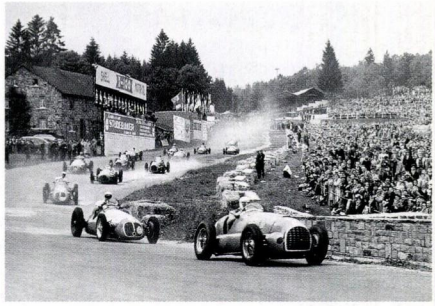
SPA-FRANCORCHAMPS HAS BECOME A CASUALTY OF the tobacco war and has been axed from the F1 calendar. The Belgian government has insisted that tobacco advertising must be removed for 2003, three years ahead of the other EU countries.

Although FIA President Max Mosley has left the door open for its return in 2004, recent GP contracts with China and Bahrain will make it difficult for Spa to be reinstated.

Formula One's sporting rules have also undergone major revision in response to concerns over the quality of racing and falling TV viewing figures.

For only the fourth time in the 52-year history of the championship, the points system has been revised. In 2003, the first eight finishers will score points: 10-8-6-5-4-3-2-1. The last revision was in 1991 when an extra point was awarded for a win, while the 9-6-4-3-2-1 system had been in place from 1961.

Other changes include an overhaul of qualifying, which will now be on a single-flying-lap-per-car basis on Saturday afternoon.



LAT

Eau calamity! History and splendour mean naught

EAGLE F1 HOPES GROUNDED AS FUNDING FAILS

THE PROPOSED EAGLE FORMULA ONE PROJECT HAS COME down to Earth with a bump.

Dan Gurney confirmed that although interest in an All-American F1 team was strong, long-term funding through sponsorship had not been forthcoming.

With time running out for Ford to set up an engine deal, the project has been dropped, ending hopes that the evocative name might reappear. Gurney's All-American Racing team last raced in grands prix in 1968.

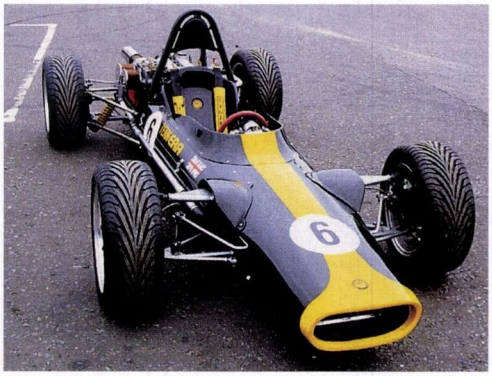
● CLUTCH PROBLEMS PREVENTED THE POLE-SITTING EAGLE 74A of Ian Giles from starting the Derek Bell Trophy race at the HSCC Silverstone finale.



LAT

Gurney and Eagle won't be returning to Formula One

ERA NAME TO HEADLINE ONE-MAKE 'CLASSIC' SERIES



Mick Stone

Period-looking one-make racer might carry ERA badge

THE NAME ENGLISH RACING Automobiles could be seen back on track next season if the plans of Jim Dudley are realised.

Dudley, the owner of Tiger Sportscars, has acquired the famous motor-racing name and hopes to use it to promote an all-new single-seater built in the style of an early 1960s Formula One machine.

The spaceframe device, powered by a Ford Zetec four-cylinder engine, will be available as a complete package for approximately £23k, or as a self-assembly kit, and a one-make race series has been mooted.

● REVIVAL MOTORSPORT has unveiled a UK-based championship for its XK-powered Jaguar D-type replicas. To be run on an 'arrive and drive' basis, the 16-race campaign is priced at £35k, and is aimed at syndicates and corporate users, as well as individual drivers.

SPORTING MARQUE REAPPEARS AT MOTOR SHOW

AFTER AN ABSENCE OF 70 YEARS, THE INVICTA NAME COULD be set to return to racing following the launch of the S1 sportscar at the Motor Show in October.

Designed and built in secret, the 4.6-litre S1 is a £70,000 GT car in the true sense of grand touring, and has been created with racing firmly in mind.

Last produced in the early 1930s, the Invicta marque was successful in both racing and rallying (Donald Healey won the 1931 Monte Carlo Rally in a 4.5-litre model) and it is this heritage which company owner Michael Bristow is eager to recreate with the new320bhp model.

"The S1 can very easily be turned into a race car. It has been designed with competition in mind and embodies the values and spirit of the pre-war cars."



Peter Burn

Ford V8 in Invicta offers 180mph and 0-60mph in 5sec

HSCC CHAMPIONS CROWNED



Jim Houlgreave

Adrian Oliver's Imp takes saloon title

THE HISTORIC SPORTS CAR CLUB'S season concluded with a number of champions being confirmed at the final Silverstone meeting.

Title-winners included: Neil Fowler (Historic Formula Ford), James Long (Classic Racing Cars), Chris Reece (Classic Sports), Adrian Oliver (Classic Saloons) and Nick Crossley, who claimed the Derek Bell Trophy in his March 73A.

DOUBLE FORCE AT OULTON PARK

THE CLASSIC GRAND PRIX AND FORMULA 5000 race series, both promoted by David McLaughlin's FORCE organisation, are likely to feature at four UK events next season, as well as several European venues. Both series will be headline attractions at the Oulton Park Gold Cup in late August.

news in brief

FERRARI HAS ANNOUNCED plans for a 'Classic Centre' to support the ongoing use of period Ferraris, including in competition. The marque is also considering a registration scheme to prove the eligibility of period sports and racing cars.

* * *

A BOOK COMMEMORATING THE life of the late Russell Bulgin has gone on sale. One of the finest automotive writers of the last 20 years, Bulgin died of lymphatic cancer in May, aged 43. The 128-page book *The Very Best of Russell Bulgin* compiles his best columns and features, and is priced at £15. Proceeds will go to the Royal Marsden Hospital.

* * *

F1'S 'ACADEMY AWARDS', 'The Bernies', will be held at Autosport International on January 11, 2003. The glitzy motorsport-meets-music event will raise money for the Brain and Spine Foundation.

* * *

THE KITCHENER K4B FORMULA Atlantic car raced for the first time in nearly 30 years recently. Having broken his wrist in the car at Mallory Park in 1973, Patrick Sumner consigned it to his garage and only decided to rebuild it in 1990.

* * *

THE BMW 328 COUPÉ THAT won the 1940 Mille Miglia has been reacquired by BMW. Driven to victory by Huschke von Hanstein and Walter Baumer, the car was most recently owned and restored by Californian Jim Proffit.



MM 328: back where it belongs

ALBERTO ASCARI TROPHY: IMOLA

A JOLLY GOOD TIME WAS HAD BY JOLLEY



Brooke, no argument: Jolley beat far more modern machinery

Jim Houlgrave

THE CELEBRATION OF THE LIFE OF Alberto Ascari provided one of the final major historic events of the year. Running for the tenth time, the Imola meeting featured HGPCA, FORCE and Supersports action, as well as rounds of several FIA championships.

Rod Jolley proved to be the star of the weekend, winning one of the races in each of the HGPCA divisions. His Pre-1966 success in his hard-worked Cooper T45/51 came as his rivals struggled in the rain, while he also added a victory in the Pre-1961 category in the rare Riley Brooke Special.

John Harper came back in the dry to take the second Pre-1966 race in his Brabham BT4, while John Clark's Cooper T43 claimed the opening Pre-1961 race.

MSA chairman elect John Grant moved a step closer to the Supersports crown by winning in his Chevron B19, while Allen Lloyd continued his excellent season by taking FIA GT honours in his Ford GT40.

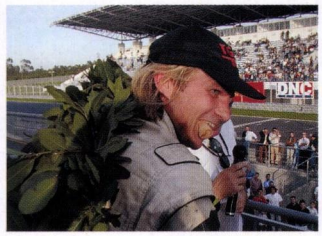
The FORCE Classic GP field had a double-header, providing wins and second places each for Nico Bindels (Lotus 77) and Mike Littlewood (Wolf WR4). Frank Lyons headed the chase in his McLaren M26.

TGP: ESTORIL

SPIN VICTOR

HUBERTUS BAHLSEN COMPLETED THE Thoroughbred Grand Prix season with a victory as 20,000 fans watched the first GP car action at Estoril for six years. However, Fredy Kumschick was on target to win the race until an intermittent electrical fault slowed his Williams FW07C.

Bahlsen led the early laps, but spun under pressure from Kumschick. After barely half a lap ahead, the Williams faltered which allowed Bahlsen back ahead in his Lotus 81. Mike Wrigley (Tyrrell 012), Mike Whatley (Ensign N175) and John Wilson (Tyrrell 011) all passed the Williams before the flag.



Oli McCudden-TGP

Bahlsen celebrates his TGP victory

FERRARI/MASERATI: MISANO

TIFOSI MAGIC

MORE THAN 50,000 FANS ATTENDED this Ferrari celebration which included the final rounds of the Shell Historic Ferrari Maserati Challenge: wins went to Carlos Monteverde (250 TR), David Franklin (712) and Alexander Boswell in his recently restored 625 F1 car.

HSCC: SILVERSTONE

JAGUAR BY A SMALL LEAP

GRAEME DODD AND SIMON GARRAD concluded the 2002 Historic Racing Saloon Championship in the style that has typified the season. After another glorious contest, just seven hundredths of a second split the friends and rivals as they raced to the line.

Dodd's Jaguar MkII got the verdict from Garrad's BMW 2000Tii, but it was the three-wheeling Hillman Imp of Adrian Oliver that stole the championship crown.

The spirited challenge of Miles Townshend in his Mustang was dashed by overexuberance at Becketts on a track ever more slippery due to spilt fuel.

Edwin Jowsey once again showed his pace by dominating the Classic Racing Car contest in his father's Brabham BT28, while another young winner was rising star Oliver Smith in only his second race in Historic Formula Fords.

Nick Crossley (March 73A) and Kelvin New (Elva Mk7S) were the other winners as the HSCC's season drew to a close.



Jim Houlgrave

If you can't BT 'em: Jowsey's Brabham registers another dominant victory

Bonhams 1793

Incorporating Brooks Auctioneers

Gstaad, Switzerland

Exceptional Ferrari Motor Cars & Automobilia,
Diamond Jewellery & Patek Philippe Watches
20 December 2002

Entries Are Now Invited

Further entries of exceptional quality are now invited for this most exclusive of collectors' Motor Car sales

Illustrated
Main image *The ex Ralph Wilke, 14'000 miles-from-new*
1954 Ferrari 375MM by Ghia

Left *The ex-Counts Gabriele & Soave Besana*
1947 Ferrari 166 Spider Corsa

Centre *The ex Geneva Motor Show, Charly Müller, competition prepared*
1964 Ferrari 250GT Berlinetta Lusso Speciale

Right 1972 Ferrari 312B3 "Spazzaneve"

Picture by Marcel Massini







For further information please contact Simon Kidston in Geneva on +41 (0) 22 300 3160 or email simon.kidston@bonhams.com

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

UK
Montpelier Street
London
SW7 1HH
+44 (0) 20 7393 3822
+44 (0) 20 7393 3915 fax

USA
500 Sutter Street
San Francisco
California 94102
+1 (415) 391 4000
+1 (415) 391 4040 fax

COYS

FOUNDED 1919

Business Hours
9.30am to 6.00pm Weekdays
10.00am to 4.00pm Saturdays

www.coys.co.uk
For more information
please visit our web site

EXPERTS IN THE ACQUISITION AND SALE OF THE WORLD'S MOST IMPORTANT MOTOR CARS

1930 Alfa Romeo 6C 1750 Gran Sport
1948 Alfa Romeo 6C 2500 Super Sport Cabriolet
1952 Allard J2X
1934 Aston Martin 1 1/2 Litre long chassis
1934 Bentley 3 1/2 Litre
1921 Bentley 3 litre tourer
Bentley 4 1/2 Litre
1929 Bentley 4 1/2 litre Supercharged
1937 Bentley 4 1/4 litre
1930 Bentley Speed Six
1937 Bugatti Type 57
1933 Bugatti Type 59 Grand Prix Replica
1950 Daimler DB18 Ex King GeorgeVI,
Max Bygraves
1937 Delahaye 135 Competition 2 seater
1950 Delahaye 175S Ex Jean Trevoux &
Louis Chiron
1923 Delahaye Type 84N 14-18hp
1963 Facel Vega Facel II
1959 Ferrari 250GT LWB California Spyder
1970 Ferrari 365 GTC
1963 Jaguar E Type Competition FIA Papers
1953 Jaguar XK 120 Barchetta by Barou
1950 Jaguar XK120
1939 Jensen S type
1936 Lagonda LG45
1928 Lea-Francis Hyper
1958 Lotus 15
1960 Lotus 18 F1 2.5 litre Ex Jim Clark/John
Surtees
1963 Lotus Type 24 Ex Parnell, Gregory, Revson
1958 Mercedes-Benz 300SL
1934 MG K type Supercharged
1933 MG L Type Supercharged Ex A.C
Bert Westwood - FIA Papers
1967 Morris Mini Cooper S Ex Works
Two times international Rally Winner
1938 Morris Post Office Van
1965 Porsche 356 SC coupe
1933 Standard 10 Avon ex-amy Johnson
1936 The Cartier 'Style et Lux' concours
winning Voisin C28 Chanellerie
1965 The Ex Giotto Bizzarini Iso
Bizzarrini competitzione berlinetta
1956 Tojeiro Jaguar
1949 Veritas Meteor Streamliner
1973 Vollstedt Offenhauser Indy car

TOUR 2002 AUTO
Sponsors

HISTORIC GRAND PRIX CARS ASSOCIATION
Coys Drumbrake Sportscars

LE MANS CLASSIC



1937 BUGATTI TYPE 57 STELVIO. The Stelvio is perhaps the most elegant open coachwork to be fitted to this, Bugatti's most accomplished roadgoing model. Having spent many years in the collection of the noted enthusiast and collector, Noel Thompson, this magnificent example remains in beautiful condition both inside and out. Equally at home as a continental tourer or on the manicured lawns of the concours circuit.



1933 ROLLS ROYCE 20/25 Sedanca by Freestone and Webb. Supplied new to the noted London entrepreneur and hotelier Maxwell Joseph, and with a fully documented history since. This elegantly bodied Rolls Royce remains the epitomy of pre war elegance and style, whilst remaining eminantly usable for the long distance touring work for which this model is renowned. Supplied with an extensive history file.



1934 LAGONDA 3 1/2 LITRE M35R Tourer. Still fitted with its factory T9 body, this sporting tourer is well known in Lagonda circles, and was featured in Seaton's authorative work on the Marque. One of the most accomplished pre war open tourers, these cars are a natural choice for those wishing to enjoy long distance touring events whilst enjoying the sporting prowess for which the company are famous. An excellent example of this desirable model.

LONDON

2-4 Queen's Gate Mews, London SW7 5QJ **T** 020 7584 7444 **F** 020 7584 2733 **E** sales@coys.co.uk **W** www.coys.co.uk

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

BOB ANDERSON

SIR,

It was very gratifying, after 35 years of silence, to learn a little about the circumstances of my brother's death. I feel this was a very fair-minded and balanced account of what happened.

There is one thing your article failed to emphasise: in spite of a posh accent and abrasive manner (both of which I share with Robert), the most remarkable thing about my brother's driving career was that he financed the whole process out of very limited sponsorship and prize money.

I am very curious to know what happened to the fund set up in his memory in order to finance better medical facilities at the track. The lack of these facilities was certainly a contributing factor to his demise and I have searched vainly for the history of the fund without success. Can you help?

I AM, YOURS ETC,

FERGUS ANDERSON, CHEMAINUS, BC, CANADA

* * * *

A *BOY'S OWN* HERO

SIR,

As a young boy, I began buying MOTOR SPORT in 1966 and Bob Anderson's name regularly cropped up in race reports. I became fascinated by this truly amateur driver and his VW transporter van. The thought of him competing all over Europe against the established teams was really *Boy's Own* stuff. I do not recall much being written about him then, so Adam Cooper's article was extremely interesting.

Was there ever a book written about him?

I AM, YOURS ETC,

DON CRAIG, ABBEYDALE, GLOUCESTERSHIRE

* * * *

IN RECOGNITION

SIR,

The gentleman in the photograph in your November issue talking to Chris Amon is, of course, Alan Brinton. He was one of the greatest British motoring journalists and pioneered the driver interview with his brilliant series of radio reports entitled 'BP International Racing Service'.

I take issue with your caption of David Phipps' sensational photograph of Jim Clark. Bearing in mind that Clark drove the entire German GP in 1963 with a Climax engine spending much of its time on just seven cylinders, and frequently had to cope unexpectedly with the power of the additional cylinder mid-corner, his second place to Surtees may just rank as one of the greatest drives of his career. To dismiss it by saying that Clark was 'soundly beaten' is to dismiss the essence of genius itself.

I AM, YOURS ETC,

PETER WINDSOR, VIA E-MAIL

[Thank you to the many people who wrote in to identify Alan Brinton, the editor of *Motor Racing* magazine.]

TALL GEARING TALES

SIR,

It was interesting to read Phil Hill's account of the 1959 Le Mans. In Joel Finn's book *Testa Rossa V12,* Ferrari's failure to win was blamed on the cars being undergeared for the Mulsanne Straight, making it all too easy for the drivers to over-rev.

This had apparently been the case at the Test day in April, the drivers complaining and Tavoni doing his nut at the resulting 8000rpm rev-counter tell-tale readings.

However, the team arrived for the race with the same ratios. Phil and Olivier's mechanical sympathy enabled them to last longest but not quite long enough. Over to you, Phil!

I AM, YOURS ETC,

DOUG ELLIS, HORLEY

* * * *

MONSTERS INC.

SIR,

I am somewhat confused. Everyone seems to be jumping up and down about Ferrari's staging of the results in the Austrian and US grands prix, and to quote Simon Taylor's 'Modern Times' in your November issue: "Once more the most sophisticated level of motorsport in the world has shown itself to be staged, a put-up job, a fix..."

What then would have been the situation if Max Mosley's farcical proposal of drivers changing cars or Bernie Ecclestone's weight handicapping had been introduced? Instead of Ferrari staging a couple of races, every race would have been 'officially' staged.

Is it perhaps time to accept that Bernie Ecclestone has created a monster which, with its spiralling costs and high level of technology, has simply run out of control?

As illustrated in your February 2002 issue, 1982 produced 11 winners from seven different teams in 16 races, and until Formula One gets back to this level of competition it will continue to lose audiences worldwide.

I AM, YOURS ETC,

KEITH KIRBY, ST AGNES, CORNWALL



LAT

Bob Anderson: Boy's Own hero working on a shoestring budget

AMON TO THAT

SIR,

I enjoyed your article in the October issue about Chris Amon's race wins, but was surprised that you missed the 1973 6-Hours at the Nürburgring. He won it together with Hans Stuck in a BMW CSL. Like Le Mans, Daytona, Buenos Aires, with Ford GT40, Ferrari P4 and Matra V12 respectively, it was another brilliant Amon win on a famous track in a superb machine.

I AM, YOURS ETC,

JOS VAN REY, SITTARD, NETHERLANDS

* * * *

24-HOUR DEFENCE

SIR,

The 2002 Le Mans Classic was for me, and I am sure for thousands of others, an enjoyable event. Those people who were allowed a lap round the track afterwards must indeed have been very satisfied with their visit. It was sad, therefore, to see the criticism by Nigel Hart in last month's copy of MOTOR SPORT.

I did not experience any difficulties with the officials. On the contrary, they were most helpful throughout the whole 24 hours. In respect of viewing, it is necessary to ensure spectator safety, and those who know of the Le Mans tragedy of 1955 would understand this.

To make a positive suggestion, I would hope for an increase in the washing facilities, notably in the car park areas. I am sure that all visitors would be pleased to pay for the use of them and that would assist in recovering the cost of the facilities, which should include a sufficient number of showers.

As the event in 2004 will undoubtedly be bigger and better, more pictures and a longer report next time, please.

I AM, YOURS ETC,

ANTHONY SEAMAN, SOUTHWICK, WEST SUSSEX

* * * *

STRONG QUARTET

SIR,

Your October 'Parting Shot' of John Surtees and Ludovico Scarfiotti climbing aboard their Ferraris at the 1963 Nürburgring 1000km is one of the reasons not to miss one issue of your magazine! But who is that standing behind Ferrari No110 at the left-hand side of the photographer with the green hat? John Surtees' co-driver, and therefore co-winner of the event, Willy Mairesse. Like team-mates Mike Parkes and Scarfiotti, of course, he has passed away.

It is a remarkable coincidence that all four – Surtees, Scarfiotti, Parkes and Mairesse – all stood on the podium of the Italian Grand Prix at Monza.

Please continue this kind of 'Parting Shot'.

I AM, YOURS ETC,

ERNST HELDRING, HILVERSUM, NETHERLANDS

LETTERS FROM READERS

WESLAKE V12 TRIALS...

SIR,

Regarding your recent Ford-Weslake V12 article, I take exception to Mike Daniel's assertion that, "The Daytona fiasco was entirely due to a JWA cock-up over gear ratios". As briefly as possible, here is the record of the Ford-Weslake WRP-190 V12 engine in Gulf Research Racing's Mirage M6, chassis 603, during 1972-73.

Before we became involved with Weslake, John Wyer asked Dan Gurney about the earlier V12. Dan said, "They cannot build two engines the same". Being optimistic, we went ahead with the project since we needed a smoother engine than the inherently vibrating, but otherwise excellent, DFV to finish and win 12- and 24-hour races.

In all, nine test sessions were conducted – a total of 1627 miles – using three V12 engines between August 1972 and April '73. Four of the tests were at Goodwood, two at Silverstone and one each at Daytona, Vallelunga and Le Mans.

During the first three Goodwood tests, engine 003 was used. Same-day back-to-back tests versus the DFV, with Derek Bell driving, showed the V12 to be 2.5sec a lap slower. At the third of these tests, only eight laps were covered due to an incurable misfiring, despite all electrical components relative to the ignition system being replaced.

For the fourth Goodwood test, engine 001 was supplied, but the track never fully dried out. However, the V12 was within 0.5sec of the V8. Drivers' (Bell and John Watson) comments were: "Engine performance satisfactory, no misfire, good pick-up, good high-speed power, but low-end torque not impressive".

Harry Weslake came to all four Goodwood tests, but no-one from the Weslake factory attended our tests thereafter.

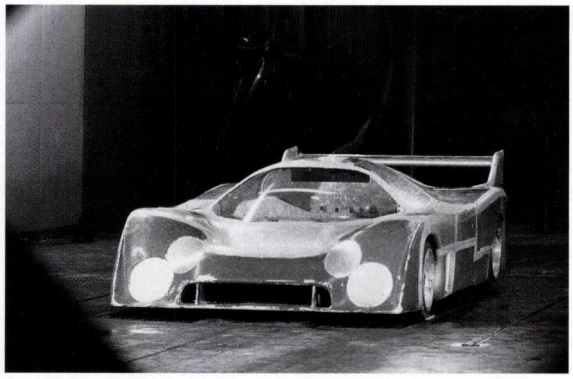
We then ran two tests at Silverstone, back-to-back, V12 versus V8. For the first test we were given engine 003, which was 2.3sec slower than the DFV – and then it failed after 93.7 miles.

For the second Silverstone test we had the 001 engine again; this time the V12 was within 0.1sec of the Cosworth!

Now to Daytona, for a major test before the 24-hour race. We took two DFV cars and the one V12 car, with engine 002. (We never intended to enter the V12 for the 24 Hours unless the test performance was exceptional.) The V12 was 2.4sec slower, but produced 5mph higher maximum speed, both cars driven by Watson.

All three cars had failures of the pinion bearing in the Hewland DG300 transmission; the V12 using up two 'boxes, probably due to the higher pinion shaft rotational speed with the higher-revving engine. On return to Slough, Hewland improved the bearing lubrication. I guess this is Mike Daniel's "gear ratio cock-up".

Also, engine 002 wouldn't start with the on-board starter, despite replacing starter and battery more than once. It always had to be push-started or towed – not allowed in an FIA sportscar race!



Len Bailey's low-drag Mirage body could not offset V12 snags

LAT

At Vallelunga, we had engine 003. Again it had to be towed to get it to fire up. It was 1.6sec slower than the V8 before a plug came out of the crankshaft, losing oil pressure.

Len Bailey had designed a low-drag coupé body (as tested in MIRA's tunnel) for us especially for Le Mans. We went to the Trials in April with this body on the 'Weslake' car, with engine 003, as supplied from Rye.

Again the engine refused to start without extensive towing around a crowded paddock. When finally on the track, it was down on power in all gears, at all road speeds. It was *not* an 'aero' problem. Howden Ganley ran the DFV around without fuss in 3min40.3sec, second-quickest to Beltoise's Matra; the V12 managed 3min 56sec. But even being down on power, it was as fast down Mulsanne as the V8 – proving Len's body.

Weighing the two M6 versions without bodywork, showed the V12 car to be 70lbs heavier.

On the plane back, Walter Hayes asked me what I was going to do for Le Mans; I had to say, "Two DFV cars with open bodywork" – at least they were known factors. He did not seem too disappointed.

Weslake gave us no on-track 'product support' and only produced one good engine, 001. Dan was right. I believe we gave the engine a fair chance.

I AM, YOURS ETC,

JOHN HORSMAN, MD GULF RESEARCH, 1972-75

* * * *

... AND TRIBULATIONS

SIR,

The recent articles on the two Weslake V12 engines brought nostalgic memories to me.

I served my apprenticeship with Weslake in the Dan Gurney days and recall the beautiful sound of the V12 on test, which could be heard sometimes late into the night from miles away – and also the odd occasion when an Eagle was tested on the public road outside the works!

A minor correction, though. The Ford-Weslake project was *not* sold to Terry Hoyle, but to my company (at the time), Lynx Engineering. We were heavily involved in the preparation of historic racing cars, especially D-type Jaguars, and in building our D-type replica. But it had always been a dream of mine to construct a Le Mans car, and that was the reason behind the purchase of the Weslake engine project. We thought we had a backer for this, but like so many dreams it remained just that – the money could not be raised.

In actual fact, there were some important drawings and pattern equipment missing from the project, so apart from the half-dozen or so semi-complete engines and a large quantity of parts, it would have been quite problematical to start again.

In the end, we sold the project to Aston Martin, who doubtless at the time also held dreams of a Le Mans car. It is a strange irony that Aston Martin is now owned by Ford, the original backers of the Weslake engine; presumably the V12 project is gathering dust at Newport Pagnell to this day.

We did keep one engine and installed it in a Lynx D-type – I seem to recall it went rather well! I gather that this engine was later removed from this car and may well have gone to Terry Hoyle. I don't know, as I left cars for the world of historic aeroplanes and Rolls-Royce V12 aviation engines – a different, but equally evocative sound!

I AM, YOURS ETC,

GUY BLACK, NORTHIAM, NEAR RYE, EAST SUSSEX

* * * *

RED-LIGHT CORNER

SIR,

I was most interested to read your comparison of a Jaguar C-type and an Aston Martin DB3S. I think you were possibly unfair to the Jaguar, which was a C-type and earlier than the 1956 DB3S.

DB3S/10, registration number 210MRA with engine number DP/1010/16, was my property between 1964 and '66. I purchased it from Tom Rose, who in turn had purchased it from John Dalton. You are quite right in that this is the wishbone car, but there are a number of errors in your article which need to be put right.

In 1956, the Walker/Salvadori car carried a red noseband and a red light on the offside so that the Aston Martin Owners' Club pitcrew at the Mulsanne Corner could know which Aston was coming. Each time the car braked, this light would flash the colour of the car.

I notice from the photographs that somebody has managed to obtain the appropriately 'out-laced' wheels. They were impossible to buy at the time.

I sincerely hope that the new owner enjoys this car as much as I did – and doesn't have the sadness and desperation I did in having it rebuilt after the dreadful crash that happened to me.

I AM, YOURS ETC,

TRANTER OWEN, KNUTSFORD, CHESHIRE



Talbot 105 Team Car For Sale

There can be no doubt that GO54 is a very famous motor car. Now, after being in the same family ownership for four decades, the Talbot 105 that finished third at Le Mans in 1932 is being offered for sale.

The Talbot 105 chassis number 31054, registration GO54 was one of the four team cars entered by the Fox and Nicholls team in a series of major international events in 1931 and 1932. It was raced at Brooklands by John Cobb, finishing third in the 1931 Brooklands 500, and was used as a practice car for Le Mans and the Tourist Trophy that year. However, one of its most significant results during 1931 was in the Alpine Trial.

Entered by Humphrey Symons of Motor Magazine, GO54 won a coveted Glacier Award in the world's most demanding test of man and machine. GO54 completed the trial without the loss of a single mark, winning the highest award possible on this famous event.



With more development on the engine and chassis, the Fox and Nicholls team entered the 1932 season with the same four cars, GO51, GO52, GO53 and GO54. For the team's challenge on the Mille Miglia, GO54 was used as a practice car, but it was at Le Mans that the car recorded another remarkable result.

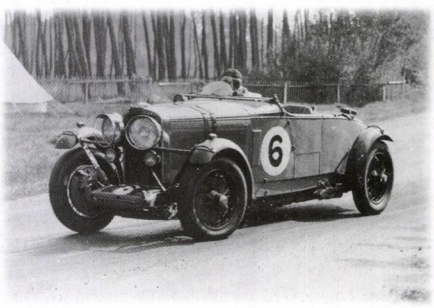
Driven by Brian Lewis and Tim Rose-Richards, GO54 was the sole Talbot entry as the team focused on scoring the best possible result. Despite being hindered by poor grade fuel, GO54 performed magnificently and finished third overall, only beaten by a pair of supercharged Alfa Romeos. For the third year in a row, a Talbot had finished third and the ACO presented team boss Arthur Fox with a special gold medal to mark the achievement.

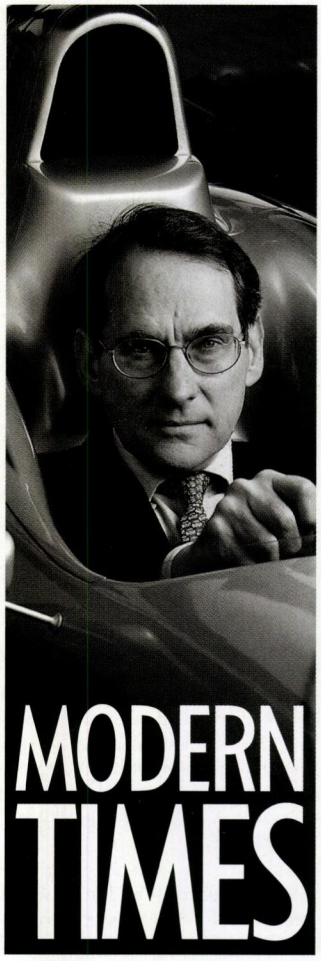
To have claimed an Alpine Trial Glacier Award and a third place at Le Mans within a 12-month period was ultimate proof of the speed, versatility and durability of the Talbot 105.

At the end of the 1932 season the four team cars were sold to Arthur Fox for £425 each and later went their separate ways. GO54 was raced by Earl Howe, finishing 13th in the 1934 Tourist Trophy. In post-war years, the four cars were again re-united by marque historian Anthony Blight, whose book *Georges Roesch And The Invincible Talbot* records the full racing history of the Talbot team, continued to use the cars in vintage events. Until now, the cars have remained in the same family ownership, and have been used in selected events including the Christies and Coys Historic Festival at Silverstone.

Now, GO54 is being made available for sale and represents an unrivalled opportunity to own a very special car in the history of the sport. It has an impeccable provenance and comes complete with FIA papers and VSCC eligibility. Having raced at Le Mans and been used in practice for the Mille Miglia in period, GO54 is also a perfect vehicle for anyone seeking to take part in the Mille Miglia retro and Le Mans Classic events.

In fact, it is a very versatile motor car, just as it was in 1932. For more details, please contact Stephen Curtis on 01823 421524 or 07802 696303, or email curtis4sajs@supanet.com.





MODERN TIMES



Domination game: Ascari on his way to an eighth GP win in a row, at Zandvoort in 1953. Pit signal shows a Ferrari 1-2-3-4

both: LAT

HALF A CENTURY AGO, MOTORSPORT attracted a tiny fraction of the global following it has today. So when Ferrari won every round of the 1952 world championship, and Alberto Ascari every round but one, nobody complained very much.

Today, after the most monotonous grand prix season since then, worldwide television coverage has made F1's troubles very public, and newspapers around the world have splashed loud criticism, well- and ill-informed, across their sports pages.

But what worries F1's big noises isn't the criticism: it's the commercial implications of falling TV audiences. So, on October 28, the Formula One Commission locked themselves away in the appropriately featureless surroundings of an airport hotel to Find a Solution.

We had high hopes for this meeting. Max Mosley had wound them all up to it by threats of success ballast and even driver-swapping, so we could see the Alex Yoongs in Ferraris and the Michael Schumachers in Minardis. That made entertaining copy for the tabloids, but it was never going to happen. More credible options on Max's shopping list were limiting multiple aerodynamic variations, and weeding out sophisticated electronic aids by having standardised, sealed ECUs for all teams. It sounded encouraging.

Bernie Ecclestone, meanwhile, weighed in with a more robust wishlist. Speaking four weeks before the meeting, his recipe to bring back excitement to F1 was: a properly policed ban on electronic driver aids; one make and type of tyre; and – glory be – radically reduced aerodynamic downforce, with a standardised front and rear wing set-up, to help cars to overtake each other. Which is what most of us have been saying all along.

But when the puff of smoke eventually rose over the Heathrow Hilton, there was none of that. In fact, there wasn't a single initiative that affected the performance of the cars. Qualifying has been revamped to make it a better TV spectacle, and there is a rather pathetic tinkering with the points-scoring system, which does nothing for the racing but is merely intended to string the championship along a bit in the second half of the season. The tyre manufacturers will now be allowed more flexibility in the rubber they supply to different teams. And the overt race-rigging that Ferrari used under the guise of team orders has rightly been banned – although, as Bernie was the first to point out after the meeting, they still haven't found a way of stopping team tactics altogether, only the arrogant flaunting of them under the noses of the spectators.

But where was the courageous rethinking of the cars' specification, to give us back the good racing we've lost? This was a heaven-sent opportunity for F1 to take a fresh look at itself. Alas, that opportunity – presumably because of the teams' shortsightedness – has yet to be seized.

The mechanism for altering F1's sporting rules is complex. Any change has to be approved by at least 18 votes on the 26-strong Commission. The teams have 12 votes, the race promoters eight, the sponsors two, and the engine manufacturers and tyre suppliers one each. Bernie and Max both have a vote as well. Engine suppliers, sponsors and tyre manufacturers tend to side with the teams, while the race promoters will usually toe Bernie's line. In crude terms, it's 16 on one side, 10 on the other.

So ballast and driver-rotation were never going to be approved. But, sadly, the teams have so far blocked all efforts to reduce aerodynamic downforce and electronic driver aids. They seem unable to grasp that, in the long run, Formula One would benefit hugely and, therefore, so would their own potential to earn even more wealth.

The new-style qualifying is, I have to say, a welcome innovation. Single-car qualifying has been proposed for F1 many times before, having been highly successful in American racing: a good TV commentator can make it very exciting on screen. And, by making drivers compete on Friday for how late they may run in the Saturday session, to take advantage of what will usually be improving track conditions, there will be something worth watching on Friday, whatever the weather. That hasn't been the case since Saturday-only qualifying arrived in 1996. A further proposal, to try to reduce the money poured into test programmes, is that teams which commit to no more than 10 days' testing during the season will be allowed to run three cars, and also test drivers, on Friday morning.

Bridgestone contributed hugely to Ferrari's domination this year. It knew that only one of its contracted teams was likely to win races, so it designed its tyres specifically to suit that team. Michelin, by contrast, had to cater for the differing needs of Williams and McLaren, while still complying with the FIA ruling that allowed it to supply only two types of dry tyre per race. That rule has now been rescinded: but Bernie's not the only one to pine for the days of a single tyre company and a level playing field in terms of rubber.

Regular visitors to these pages will know that I regard the championship points table as a tiresome distraction from the real sport of motor *racing*, which should be about trying to win each race, rather than accumulating a safe points total over a long season. The new scoring system is a clumsy effort to keep the championship open for longer, by reducing the differential between winning and coming second.

In the early days of the championship you got eight points for a win, and 6-4-3-2 down to fifth place. You also got a single point for setting fastest lap. (It would be nice to have that back again, to keep the pressure on everyone late in the race when fuel loads are light). In 1960, the point for fastest lap was replaced by a point for finishing sixth, and the following year the reward for winning was increased to nine points. In 1991, it became 10 points, a change I applauded, simply because it placed more emphasis on winning, rather than driving for points. It was also intended to help avoid situations like in 1982, when Keke Rosberg was crowned champion despite winning only one race.

Now the gap between first and second place has been reduced to just two points again. The new system goes down to eighth place, in the sequence 10-8-6-5-4-3-2-1. It will flatter consistent finishers, and effectively reduces the rewards for victory. If it had been in place this year, it would have made precious little difference: Michael Schumacher would merely have won the championship a fortnight later, and the title fight would still have been over by the end of July. It might have been better if the F1 Commission had brought back the old system of each driver counting only his best results – say his best 12 races in the season, or his best six from the first half and best six from the second half. This rule operated from the start of the world championship right up until 1990. It was sometimes hard for the public to follow – but it did keep the championship unresolved for longer.

Having said that, it is good news that the minnows will get a greater reward, with a stout seventh place finish by a Minardi, for example, earning two whole points – and Mark Webber's joyous fifth in Melbourne this year would have reaped four.

The new qualifying arrangements should provide some interesting grids when the weather changes during Saturday's session. At circuits where overtaking is but a memory, like Monaco, Saturday rain could mean a surprise Sunday winner. Overtaking is more possible at Spa than anywhere else, so we might have seen a reprise of races like the 1995 Belgian GP, when Michael Schumacher's Benetton failed in qualifying. He started 16th, but by lap 16 he was leading. Helped by changing weather, that was an excellent race. But the Heathrow meeting also announced that, because of the Belgian government's intransigent view of tobacco advertising, the best circuit on the F1 calendar had been dumped.

So, qualifying looks like being more fun next year: but nothing else has really changed. However, there is a glimmer of hope. We're not allowed to know who actually said what at Heathrow, but Niki Lauda did let slip afterwards that, "there was a discussion to bring back slick tyres, and reduce the aero package, and then you can pass easier." Now the team bosses have agreed to meet again, on December 4, in order to debate changes to the technical regulations. They acknowledge that this further meeting is intended to produce not only a decrease in the costs of running a competitive F1 team, but also an increase in the facility with which one car can overtake another.

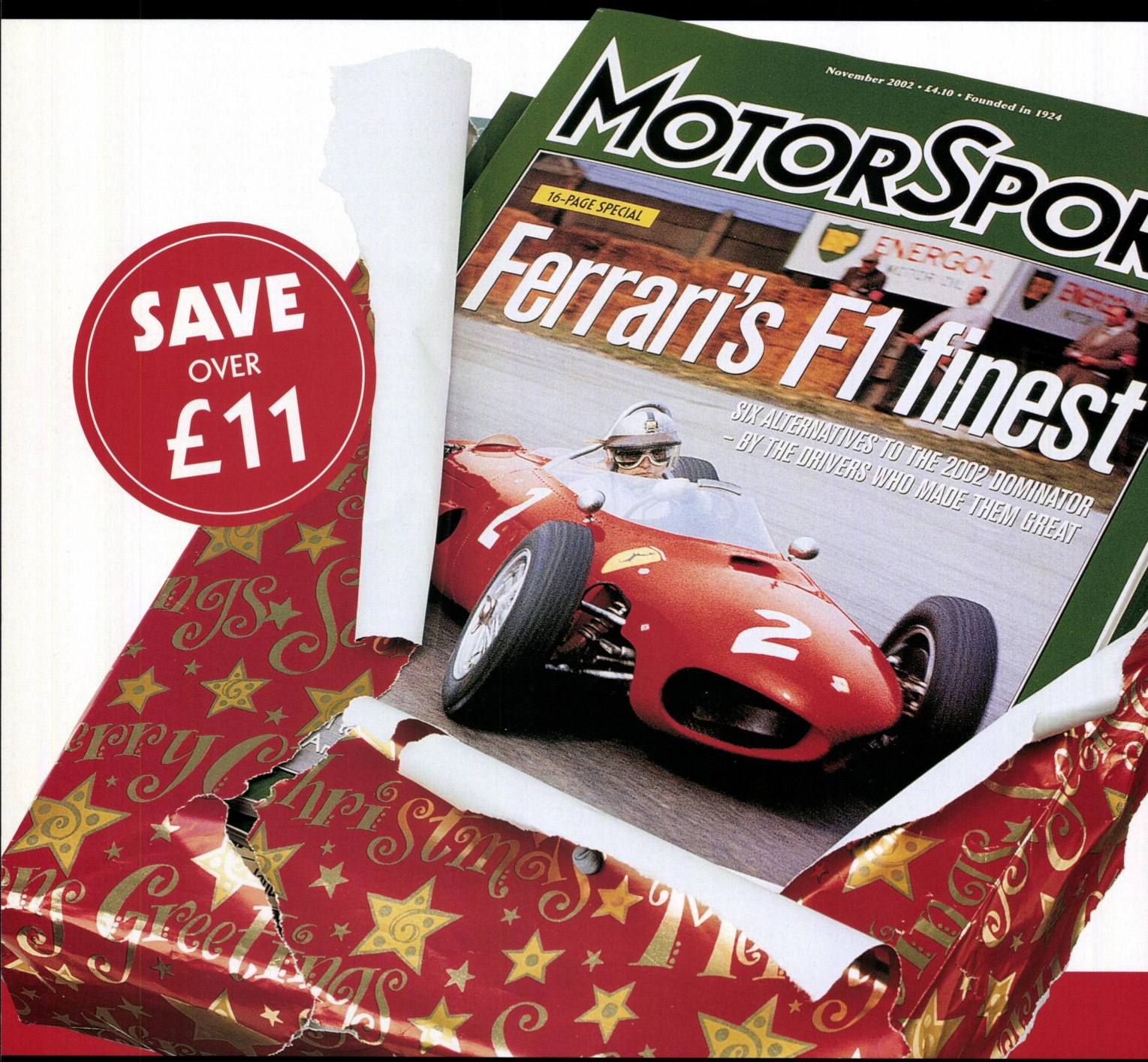
While new sporting regulations need an 18-8 majority, amendment to the technical regulations requires unanimity. So don't hold your breath. But is there just a possibility that common sense might overtake the F1 teams on December 4? Then we might see, if not for the 2003 season then for 2004, brave changes to the cars that will bring back real racing. M



New qualifying system may sometimes oblige Schumacher to force his way through the pack, as at Suzuka in 1998

SPECIAL SUBSCRIPTION OFFER

SPECIAL CHRISTMAS



CALL 01795 414819 NOW

OFFER



The perfect Christmas present!

Treat yourself or a friend to a MOTOR SPORT subscription

PLUS

Save up to 25%

Free gift card with every order

Delivery direct to subscriber's door

PLEASE HAVE YOUR CREDIT CARD DETAILS READY AND QUOTE XM122DP

SUBSCRIPTION ORDER FORM

The subscription is ☐ *new* ☐ *a renewal* ☐ *a gift*

	12 issues	saving	24 issues	saving
UK	£37.85	23% ☐	£73.80	25% ☐
Europe	£44.25	20% ☐	£86.25	23% ☐
zone 1 *(USA, India, Middle East)*	£66.40	20% ☐	£127.80	23% ☐
zone 2 *(Asia, Australia, N.Zealand)*	£76.35	20% ☐	£147.00	23% ☐

Please tick one box (destination of subscription)

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

Title *Initial* *Surname*

Address

Postcode *Tel No*

e-mail

Gift subscription: *This subscription is for (Must be completed in block capitals)*

Title *Initial* *Surname*

Address

Postcode *Tel No*

e-mail

Payment method

☐ *I enclose a cheque from a UK bank account or International Bankers draft for £_____*

made payable to ***Haymarket Publishing Services Ltd***

☐ *Please charge my card £_____ (Please tick which card)*

☐Visa ☐Master Card ☐Amex ☐Diners ☐Switch ☐Other

Card No.

☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐

Valid from ☐☐☐☐ *Expires* ☐☐ ☐☐

Issue No. ☐☐ *(Switch only)*

Signature *Date*

XM122DP

TERMS & CONDITIONS

Offer is open to UK and overseas subscribers and is open until 31st December. For all gift orders received by 6th December we will post you a special gift card for you to send on to the recipient to let them know about their gift subscription which will start with the first issue published in 2003. For all orders received after 6th December 2002 the subscription will start with the first available issue.

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

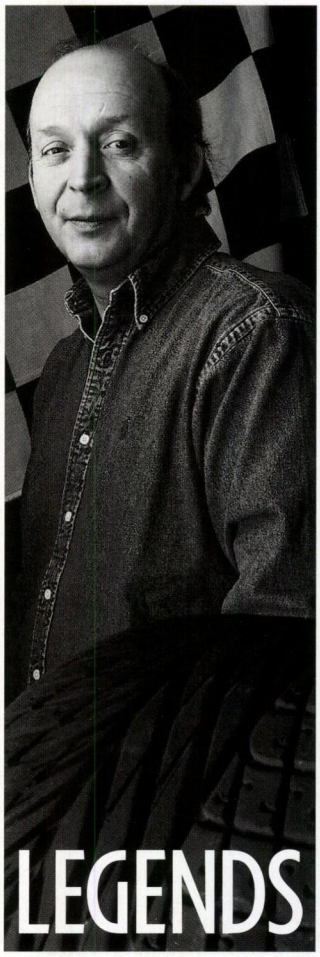
Please send this form to:

MOTOR SPORT, PO Box 280, Sittingbourne, Kent ME9 8FB, UK

Customer Service Numbers:

tel **+44 (0)1795 414819** *fax* **+44 (0)1795 414555** *e-mail* **haymarket@galleon.co.uk**

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. ☐





both: LAT

SPA-FRANCORCHAMPS

"I CAN SEE WHY FORMULA ONE TEAM owners employ PR people," a friend murmured recently, "because they obviously know damn all about it themselves." He was talking about Spa, of course. At a time when F1 needs desperately to persuade its fans to keep the faith, it drops from its schedule the greatest circuit on earth.

The Belgian Grand Prix was given a provisional date on the 2003 calendar, but was subject, said the FIA, to the teams' unanimous agreement to run without tobacco advertising. This duly failed to materialise.

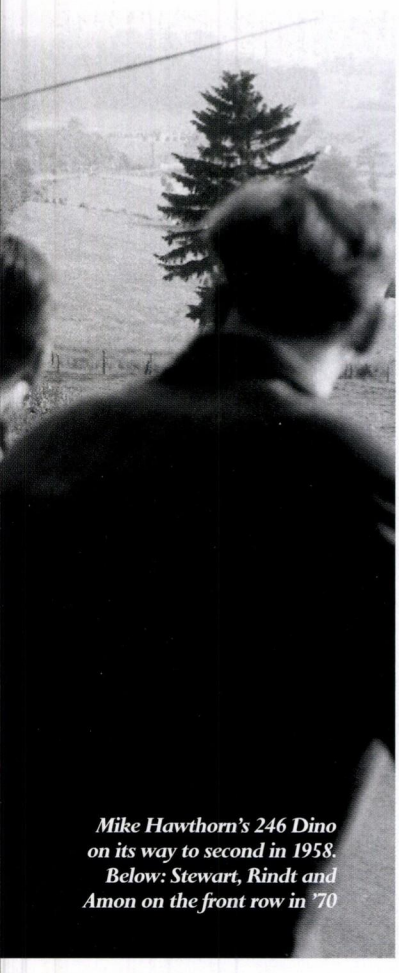
Perhaps, though, part of the problem lies elsewhere. At this year's race, Ron Dennis was rather more candid than most of his colleagues when he discussed the future of Spa: "We have to be careful about moving too far away from the heritage aspects of F1, but this isn't solely a tobacco issue. Seventeen races are currently permitted in the world championship, and some have better packages than others. In terms of revenue-raising, this one is towards the bottom end of the scale."

That rang a bell. One could not, for example, imagine *any* circumstances in which the team owners would drop Monte Carlo, first because the, er, revenue-raising is emphatically at the top end of the scale, second because their sponsors like to pose and party there. Rural Belgium just does not cut it in the same way – except, that is, for those who drive the cars, and those who watch them. Folk without a voice, in other words.

Down the years it has struck me countless times that no sport has so little regard for its heritage as motor racing. If you were to ask a contemporary F1 driver about, say, Jochen Rindt, the chances are you'd be met with a blank stare. One thing about racing drivers which never really changes, though, is that they adore 'proper circuits'. There have been precisely two in the world championship these many years, and now there will be but one: Suzuka.

There are those, of course, who have always maintained that the 'new' Spa doesn't hold a candle to the original, fearsomely quick, 8.76-mile track, which last staged a grand prix in 1970. Drive around it now and its impact is as great as ever: simply, you can't quite believe that F1 cars used to race here. Motorway construction has removed some parts, but you can still marvel at corners like Burnenville and the kink in the middle of the Masta Straight.

"I remember 1970," Chris Amon once told me. "I was chasing Pedro Rodriguez, and the BRM was streets quicker at the top end than my March. On the last lap I made a decision to take the Masta Kink flat – something I had never tried, even in qualifying,



Mike Hawthorn's 246 Dino on its way to second in 1958. Below: Stewart, Rindt and Amon on the front row in '70

and I don't think anyone else had, either. I made it through somehow, and took about 50 yards off him. Tell you what, though, it wasn't something you'd want to do every day."

The word 'kink' in this context is actually a misnomer – indeed, the first time I drove round Spa, I thought I'd somehow missed it for, rather than a left-right flick, it is in fact two very definite corners, at one time bordered by houses. So, if one day the opportunity occurs, drive through the kink, and then think of doing it at over 180mph, without lifting, as Amon did that day in 1970 – and, what's more, in that agricultural March 701.

Although Chris adored Spa, he came to doubt its validity as a true test in later years: "That was the last grand prix there, so the next time I went back was in '73, to drive a Matra sportscar in the 1000kms. In three years there had been so much progress with wings and tyres that now the Masta Kink was comfortably flat every lap. I reckon that before long most of the circuit would have been flat – flat for everyone, I mean – and it would have got boring, just a very dangerous slipstreamer of a track." That same day Henri Pescarolo lapped a Matra at over 163mph, well clear of any F1 pole position speed even 30 years on.

There were always 'Spa drivers', who excelled there, who believed the challenge worth the risk. Tony Brooks, for example, scored his first grand prix win there, in 1958, at the wheel of a Vanwall: "I particularly loved that circuit – more than the Nürburgring. It seemed to me the essence of a true grand prix circuit, very quick and calling for great precision – and, of course, there was no margin for error at all, which made it even more of a test and even more satisfying."

A generation later, Brian Redman became something of a Spa specialist – although his only F1 race there, in 1968, did not end well. At the top of the hill, into Les Combes, his Cooper's front suspension broke. In those days, Les Combes was a downhill left-hander. "I hit the barrier," said Brian, "went over it – and hit a Vauxhall Cresta that had been thoughtfully parked there! There was a bit of a fire, but it seemed under control until, suddenly, a marshal appeared – with a cigarette in his mouth! Boom!

"I loved Spa, despite that shunt. To me, it was the most difficult circuit anywhere. I got more satisfaction from a good race there than anywhere else. It was a lucky circuit for me: I think I won five times there.

"In fact, the shunt served me well a few years later. In the 1000Kms in 1972, I was sharing a factory Ferrari with Merzario, and I was leading, but Ronnie [Peterson], in another Ferrari, was catching me. At Les Combes I always took an odd line – after my shunt there, I always went in early, to give myself more room. And I saw all this activity, which always means either an accident round the corner, with no flags out, or... something's happened, anyway. I backed off and just got round the corner – it was raining; the activity was people putting umbrellas up! Ronnie never made it – he went right round on the barrier!"

The length of the original circuit, together with the fickle nature of the local climate, often led to circumstances in which part of the track was dry, another suddenly awash. It was an additional hazard, and there was no doubt that, exhilarating as the track may have been, it was perilous.

"Spa used to frighten the hell out of me, really," said Stirling Moss. "If you were going to have a shunt there, boy, you were going bloody quickly." Stirling knew whereof he spoke. In practice in 1960, a wheel came off his Lotus at Burnenville, and he broke his back and both legs. The following day, in the race, Jim Clark narrowly missed the body of Chris Bristow, who had been thrown from his car; a few laps later, one of Jimmy's Lotus team-mates, Alan Stacey, was also killed. Clark loathed the track for the rest of his life – but still he won the Belgian GP four times on the trot.

Jackie Stewart, too, abhorred the place, feeling it was unacceptably dangerous. He had the biggest accident of his career there, in 1966, but still drove a sensational race there the following year, finishing second in the clumsy BRM H16, for most of the way needing to hold the car in gear.

By 1970, though, JYS was unequivocal on the subject: he wanted Spa removed from the championship, and this duly came to be. For the next dozen years, the Belgian GP was run at Zolder, with a couple of visits to the even more dreary Nivelles.

Fast forward to 1983, to May 20. Now we were back at Spa, and the first practice session was done. In the paddock there was a distinct 'edge' in the drivers' voices as they spoke of what it meant to drive a grand prix car to the limit on a track such as this. It may have been revised and shortened, to 4.32 miles, but still it followed the natural contours, and retained the essential character of the original circuit, much of which it embraced. The drivers, raised on a diet of autodromes, were in heaven.

Alain Prost: "The point about this kind of track is that it can provide a good race. Monaco is fun in practice, but I don't enjoy the race there because you can't pass. Here, all things are possible." So they were, as anyone who saw Mika Häkkinen's pass of Michael Schumacher in 2000 can attest.

If I have seen many memorable races at Spa, one which sticks in the mind was the 1990 grand prix, won by Ayrton Senna's McLaren, with Prost's Ferrari second, three seconds behind, the rest nowhere. Why this one? Because it was somehow so *right* that at this, the most challenging circuit, no-one could get near the two best drivers on earth.

Ayrton won five times at Spa, and it used to madden him that you got the same number of points for winning there as at the silly Hungaroring. "It's so great to come here, to the best track, right after being there, at the worst," he said once. The best, though, is sadly gone; the worst remains. M



MOTOR SPORT

EDITOR
Paul Fearnley
FOUNDER EDITOR
Bill Boddy MBE
DEPUTY EDITOR
Gordon Cruickshank
MANAGING EDITOR
David Malsher
ART EDITOR
Laura Craig

PICTURE EDITOR
Ian Marshall
NEWS EDITOR
Paul Lawrence
GRAND PRIX EDITOR
Simon Taylor
OFFICE MANAGER
Cathy Wythe

SPECIAL CONTRIBUTORS
Nigel Roebuck, Adam Cooper, John Davenport, Alan Henry, Keith Howard, Mark Hughes, Andrew Frankel, Chris Nixon, Paul Parker

PICTURE LIBRARY
LAT Photographic – 020 8251 3000

ADVERTISING MANAGER
Adam Wright
DISPLAY SALES EXECUTIVE
Liam Maguire
Craig Mytton
SALES EXECUTIVE
Nicola Clarke
Michael Hemmingway

EDITORIAL DEPARTMENT
Telephone 020 8267 5265
Fax 020 8267 5222

ADVERTISING DEPARTMENT
Telephone 020 8267 5247
Fax 020 8267 5360
Somerset House, Somerset Road, Teddington, Middlesex TW11 8RT, England

PRODUCTION MANAGER Stuart White
PRODUCTION CONTROLLER Helen White
PRODUCTION EXECUTIVES
Tom O'Hara, Rob Humphries
SUBSCRIPTIONS EXECUTIVE Chris Heyes

SPECIAL PROJECTS John Deverell
SYNDICATION MANAGER Simon Fox
PUBLISHING EXECUTIVE Dai Davies
PUBLISHING MANAGER Charlotte Cotton
PUBLISHING DIRECTOR Jo Biggs
PUBLISHER Pat Eggington

DESIGN DIRECTOR Paul Harpin
SALES DIRECTOR Derek Redfern
MANAGING DIRECTOR Simon Daukes

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

EDITORIAL DIRECTOR Mel Nichols
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, PO Box 280, Sittingbourne, Kent ME9 8FB. Tel 01795 414819. Fax 01795 414555

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

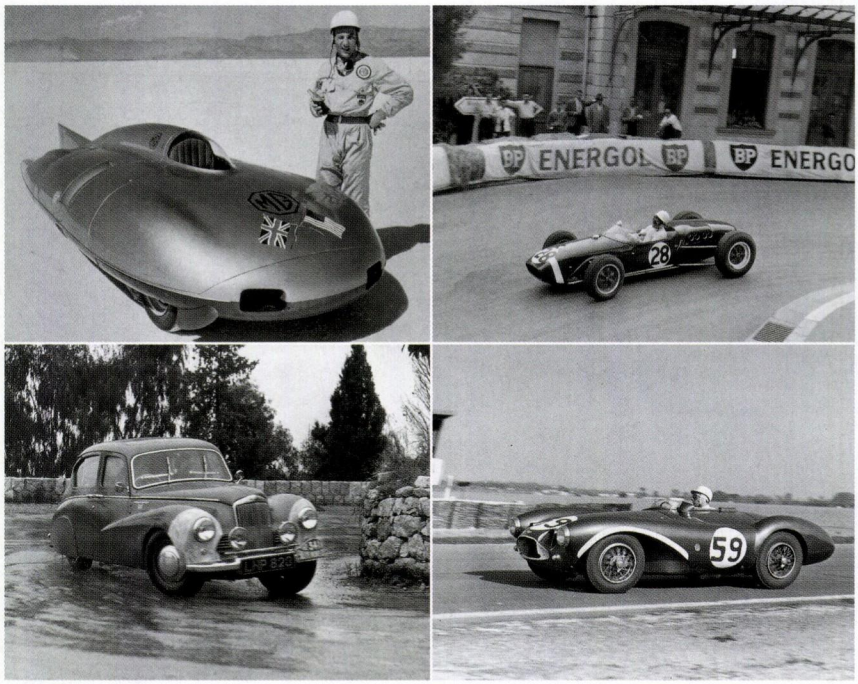
Colour Origination by: Colour Systems Limited. Printed by St Ives plc
We take every care when compiling the contents of this magazine but can assume no responsibility for any effects arising therefrom. Manuscripts submitted entirely at owners' risk. Advertisements are accepted by us in good faith as correct at the time of going to press. No part of this publication may be reproduced in any form without the written permission of the publisher.
Copyright © 2002 Haymarket Magazines Limited, all rights reserved.

NEXT MONTH

On sale Friday December 20

In the January edition...

20 GREATEST ALL-ROUND SUPERSTARS



RECORD RUNS, F1, RALLYING, SPORTSCARS – CAN ANYONE MATCH THE VERSATILE MR MOSS?

PLUS

THE CAR THAT SHOULD HAVE SAVED BRM
BRITAIN'S FIRST POST-WAR ROAD CIRCUIT
THE DEMISE OF THE F1 PRIVATEER

Contents subject to change

Legends

"Preparation and Sales of Sports, Competition and Collector's Motor Cars"



1969 *Ferrari 365 GTC*

A rare opportunity to acquire one of Ferrari's finest GT cars. One of only 21 RHD GTC's.

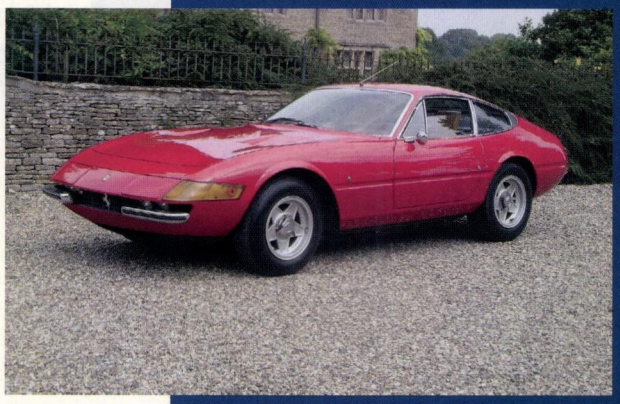
Beautifully presented in Chiaro Blue, with Black Leather Trim. This original example comes complete with extensive service history and benefits from being fastidiously maintained.

Realistically priced... £67,500

We are pleased to announce the expansion of the Legends Group of Companies into the Collectors Car Sales Market.

With more than a decade of experience in the Historic Racing and Collectors car world. Legends offer a unique service, with our Sales, Service and Historic Racing Team companies all under one roof.

Located in the heart of the Cotswolds, and renowned for our excellent standard of race and road car preparation.
We offer the collector a refreshing and competitive service.
Advice on buying or selling with favourable commission rates.



1973 *Ferrari 365 GTB/4 Daytona*

UK registered, right hand drive.

Correctly presented in Rosso Corsa with Tan Trim. This beautiful example has recently received full mechanical and cosmetic attention. This car has covered only 32,000 miles from new. One of Ferrari's greatest Gran Turismo cars.

Available immediately at only... £74,500

A SELECTION OF OTHER VEHICLES FOR SALE

1965 ***Porche 911*** - rare RHD. Grey/Red trim.
A wonderfully presented car with lots of history.

1967 ***Mustang GT500*** - LHD. Blue/Black trim.
Recent Engine rebuild. One of the last Californian built cars.

1968 ***Maserati Ghibli Spider Conversion*** - LHD.
Finished in Blue with Cream trim.

1969 ***Ferrari 365 GT 2+2*** - RHD. Rosso Corsa/Cream trim.
Beautiful example of one of Ferrari's Finest.

1973 ***Ferrari 365 GTC/4*** - LHD. Rosso Corsa/Black trim.
An excellently maintained example.



1998 *Ferrari 550 Maranello*

Beautifully presented in Argento Nurburgring with Bordeaux Trim.

This car has covered only 15,000 miles from new and has full FFSH.

Stunning Performance at only... £72,500

Legends Sales Ltd
Sycamore Barn
Bourton-on-the-Water Industrial Park
Bourton-on-the-Water
Glos GL54 2HQ
Tel: +44 (0)1451 821611
Fax: +44 (0)1451 810189
Email: info@legendssales.co.uk

For further information please telephone, fax, email or visit our web site.

www.legendssales.co.uk

Hours: 9.00am - 6.00pm Monday to Friday. Weekends by appointment.

You are Peter Collins. Young, handsome, living a glamorous life with a film star wife – and quick. You have heaps of respect for Fangio, but today, it would seem, you have got him covered. Certainly, your pit is serene, unconcerned. Your advantage is increasing. You draw alongside your 'Mate'. Thumbs up. 'One, you; two, me. Okay, Mike?'

Two laps later, though, your pit is agitated. They give you the hurry-up. Fangio is now making a move. His second set of Pirellis are nicely scrubbed in, whereas your non-stop Engleberts are past their best; his Maserati is blessed with a superb balance, whereas your Ferrari is frustratingly understeery.

You respond, though. As you had just before he'd made his tyres-and-fuel stop on lap 12. Did a 9min 28.9sec. A new lap record. This is still winnable. Especially as Mike is having one of his 'on' days. He's a match for anyone in this mood. But got to keep up with him. It will take two to beat the 'Old Man' today.

Still he closes. Lap by lap. Corner by 175 corners. 48.5sec the gap. Then 41.2. Then 32-dead. My God, 10sec in one lap! Lap 17, and he shaves your fastest lap by four-tenths. Seven seconds gained that time. *Just* five next time around, despite another record on his account.

That's the thing with Fangio, he's relentless, makes few mistakes, doesn't need to take risks to be quickest, has a fantastic feel for the limit. Saw that at Rouen. Must keep calm and smooth to stand a chance.

Still can't see him. Still can't. Ah, there he is. A red spark in a 'Green Hell'. There he is again. Closer this time. An irresistible force.

IN TRUTH, NEITHER COLLINS NOR HAWTHORN could have known the precise details of their momentous defeat until after the race – a 9min lap and up-to-date pit-signals are mutually exclusive. The only two things they knew for sure was that they were trying their damndest – and that it wasn't enough.



'RING LEADER

ASK ENTHUSIASTS TO NAME THE GREATEST RACE, THE GREATEST DRIVE OR THE GREATEST VICTORY AND FANGIO'S WINNING CHARGE IN THE 1957 GERMAN GRAND PRIX WILL USUALLY TOP ALL THREE LISTS. BUT JUST HOW GOOD A PERFORMANCE WAS IT? TO FIND OUT, PAUL FEARNLEY TACKLES THE AWESOME NURBURGRING IN THE EXACT SAME MASERATI 250F FANGIO USED THAT MEMORABLE DAY

photography by Walter Baumer

But in the (eventual) calm after the storm, as they mulled over the charts, they would have spotted Fangio's first 90mph lap of the 'Ring, a 9min 23.4sec on lap 19. Followed by his lap of laps, a 9min 17.4sec. This was 9.2sec quicker than his pole time – and bettered his 1956 lap record by 24.2sec.

No wonder he caught you!

But immortality doesn't come cheap. On the podium, Collins and Hawthorn were all smiles, basking in Fangio's reflected glory, genuinely happy for him, comforted by the knowledge that they had played their part, done themselves proud. Fangio was happy, too, goofed with them, even. But there are other photos in which he appears beat, done-in. The driver whose bull stamina was legendary, suddenly looked his age.

He was 46.

Although he finished that Indian summer of a season, winning his fifth title – and did three more races with his beloved 250F in 1958 – mentally, Fangio retired on that day of days in August '57. *He* didn't have to mull over the charts to know that he had driven harder, for longer, than at any other time in his career. He knew, too, that he had no wish to repeat the process: to stay up a gear at every corner, carry more speed into every corner, skim across, caress, the ground – at every corner. And he was absolutely convinced that he would never again feel so 'at one' with a car as he did with chassis 2529.

IN CONTRAST, I'M AT SIXES AND SEVENS WITH it. And my heart is going 10 to the dozen. Raced by Fangio; wrecked by an idiot. It does not bear thinking about. But it's all I can think about. We are cruising in second and third gears, taking the photographs you see here, yet this seems fast enough on a damp/dry track. The engine is fantastic – you'd think it had a modern 'black box' under its bonnet, so tractable is it – but the steering is leaden,

He was absolutely convinced that he would never again feel so 'at one' with a car as he did with chassis 2529

the brakes wooden. How the (green) hell did Fangio do it, be so fast in a car that feels so wilful? My respect goes off the scale.

YOU ARE PAUL FEARNLEY (WE'LL LEAVE IT AT that). You have heaps of respect for Fangio, but you *have* to stand where he once sat in order to lower yourself into his cockpit. Ensconced, there is plenty of width in here – ample for his sturdy frame – but legroom is stunted. The driving position is very armchair: backside over central propshaft, feet not quite dangling, but distinctly splayed, either side – clutch left, brake, accelerator right. Praise be, no confuse-a-novice centre throttle as fitted to many 250Fs.

A studded, wooden-rimmed wheel is a stretch away, but not to the extent of that aesthetic Moss full-arm. Remember that gripping side-on close-up of Fangio? T-shirt, taut bicep, corded forearm. More flex. A wee bit closer to the wheel, I guess.

Dash is simple: rev counter left, oil/water temperature centre, oil pressure (kilograms

'Its throttle is feather-light and I hamfootedly kick the three Webers awake. My left tympanum goes into spasm'

per centimetre cubed) right. Far right is the four-position ignition switch (twin-spark motor can function on first or second of two magnetos but both are required for racing.)

By my right thigh is the metal gear lever. It controls the usual five-speed racing arrangement: first off on a godleg (Freudian typing error), main ratios nestled in the H, reverse blocked by lift-up metal catch. The lever *does* fall to hand, but only after groping lower than anticipated. Until you settle to ergonomics that scream 1950s, a shift feels akin to a rummage for an unseen item in the footwell.

So, somewhat perched and somewhat cramped, I'm ready for a push-start. Weighty clutch in, second snicked. And heave!

Giaochino Colombo's reworked straight-six is louder than I'd imagined it would be. Far more aggressive. Its throttle is feather-light, though, and I hamfootedly kick the three Webers awake. My left tympanum goes into spasm. That's a bazooka of an exhaust. At tickover, it's as if individual power pulses can be differentiated; superheated smoke rings at supersonic speeds. I inhale. Deeply. And select first.

At least I attempt to. A gentle downward pressure is required and uncertain fumbling ensues. The lever is tapping the back of the gate, but the gears won't drop into mesh. I discover later that they will every time given a slight rise in revs and clutch foot. Which is no help now as an expectant crowd gathers.

Kachonk! Finally. Too many revs, too much slip (clutch engages right at the top of its travel) and I L-plate away. Then too few revs and I stall – astride the main road. Not a good moment.

Main road? Didn't I mention the A-road, the little village on a hill and the roundabout between me and 2529 and the Nordschleife?

Another push. More revs, less slip, a gear-change and we make it, finally. Remember that gripping side-on close-up of Fangio? ➤

TECHNICAL SPECIFICATION

ENGINE

Type	in-line 6-cylinder, DOHC, 2-valve head, twin-spark, alloy head and block
Capacity	2493cc
Bore x stroke	84 x 75mm
Compression	12.5:1
Max power	270bhp @ 8000rpm
Carburation	3 Weber 45DCO3

DRIVETRAIN

Gearbox	5-speed transaxle
Clutch	dry, single-plate
Differential	ZF, limited-slip

CHASSIS

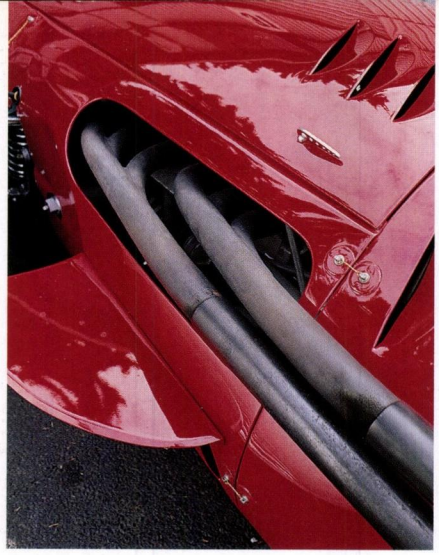
Type	welded tubular frame
Body	aluminium alloy
Length/w/h	4050/980/950mm
Wheelbase	2280mm
Track (f/r)	1300/1250mm
Weight	630kg
Suspension (f)	independent, unequal-length double-wishbone
Suspension (r)	de Dion, transverse leaf spring, twin radius rods

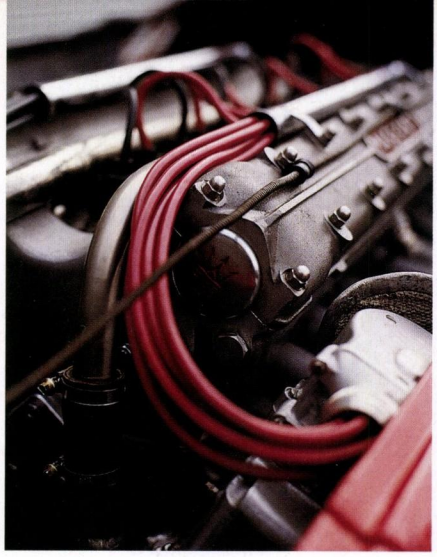
RUNNING GEAR

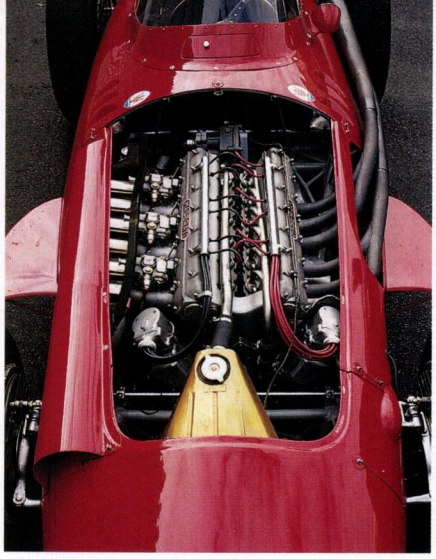
Dampers	Houdaille, rotary vane
Steering	worm-and-sector
Wheels (f/r)	Borrani, 16/17in
Tyres (f/r)	Pirelli, 5.5x16/7x17in
Brakes (f & r)	hydraulic, outboard drums
Fuel capacity	200 litres

2529: THE TRACK RECORD

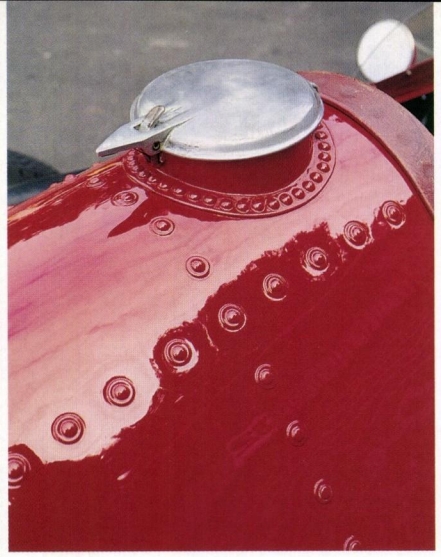
1957	**Driver**	**Grid**	**Result**
Argentine GP	Fangio	2nd	1st
Buenos Aires GP	Fangio	Pole	1st
Monaco GP	Schell	8th	Retired
French GP	Fangio	Pole	1st
Reims GP	Schell	10th	4th
British GP	Fangio	4th	Retired
German GP	Fangio	Pole	1st/FL
Pescara GP	Fangio	Pole	2nd
Italian GP	Fangio	4th	2nd
Morocco GP	Fangio	5th	4th/FL
1958			
Argentine GP	Fangio	Pole	
	Menditeguy		7th
Buenos Aires GP	Fangio	1st	1st
Syracuse GP	Scarlatti	2nd	Retired
Int. Trophy	Scarlatti	20th	Retired
Monaco GP	Scarlatti	14th	Retired
Dutch GP	Scarlatti	15th	10th
French GP	Bonnier	16th	8th
German GP	Bonnier	21st	Retired
Portuguese GP	Bonnier	14th	Retired
Italian GP	Herrmann	18th	Retired
Watkins Glen	Bonnier	N/A	1st
1959			
New Zealand GP	Bonnier	5th	Retired

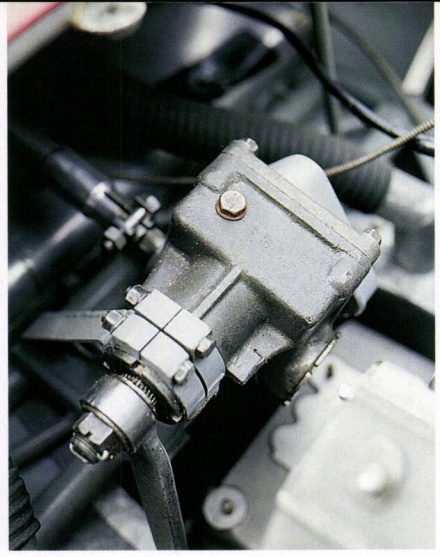






CLOCKWISE FROM MAIN: 2529 GRACES THE OLD PADDOCK. 1957 LIGHTWEIGHT 250FS WERE CLAD IN A TIGHTER FITTING SKIN THAN THEIR PREDECESSORS; SIX-INTO-TWO-INTO-ONE EXHAUST AND SPRAY DEFLECTOR; A MAGNETO PER CAMSHAFT BANK, EACH SUPPLYING ONE OF TWO SPARKS PER CYLINDER; DOSES OF NITRO GAVE STRAIGHT-SIX 270 BHP







Clockwise from main: Karussell's bumps cause car to flex and shudder. Imagine the stresses and strains Fangio put it under that day; riveted 44-gallon tank forms shapely tail; worm-and-sector steering box carries famous stamp; de Dion rear end, with radius arms, transverse leaf spring and Houdaille shocker



Cheeks hollowed by the wind, face and neck relaxed, chin tipped back, helmet peak tipped back more. Visualise the exact opposite. That's me now. And I've not been out on the circuit yet.

IT HAD EVERYTHING THE 1957 GERMAN GP: a virtuoso victory, the 24th, last – and best – of Fangio's incredible career; a beautiful, charismatic car, the ultimate expression of the classic front-engined era; the world's most challenging track.

It also had an understated start, an unbelievable finish, diverging then converging strategies, old hand versus young guns, shimmering sunshine and a weight of suspense that could only be borne by the 'Ring's long, long… silences.

It's a bewildering place even in today's 'ameliorated' from. The track had been resurfaced in places for 1957, but it was still bordered by the high hedge that swallowed the unwary without a trace. Today's Armco bestows a cloak of claustrophobia – despite the mountain-top aspect – but at least you can see over and/or through it; the hedge must have greatly reduced your sight lines.

That day, though, Fangio transcended mere visual information. He reached within and drew the margin for error he usually allowed himself tighter than he ever had.

Indeed, *was* there any margin for error on this memorable occasion? Had he finally given his talent full leash, or had he trusted a little bit to luck?

Both, probably.

The closing stages of his career were a bit of a strange mix. In the 1956 Monaco GP, at the wheel of a Lancia-Ferrari, he had driven what many considered to be his most ragged race, getting through two cars in a vain chase of Stirling Moss.

At Rouen, one month before the 'Ring, he had driven what many considered to be his most beautiful race. A crushing masterclass of oversteer, the perfection of which was only spoiled by a crumpled nose-cone.

Was his German performance a blend of these *Beauty and the Beast* extremes?

Perhaps.

Oddly, between the unparalleled highs of Rouen and the Nürburgring, he had slotted one of his most lacklustre single-seater races. At Aintree for the British GP, he qualified 'only' fourth, dropped to eighth on the first lap, never ran higher than sixth, and was in seventh when he retired with broken valve gear on lap 50. He was suffering from a stomach upset, and was 'giving the impression that he didn't care much for the circuit', but this was the man who had driven through the furnace heat of Argentina to win in 1955, who would have won at Aintree that year had he not stepped aside for Moss. ➳

WITNESSES TO GREATNESS

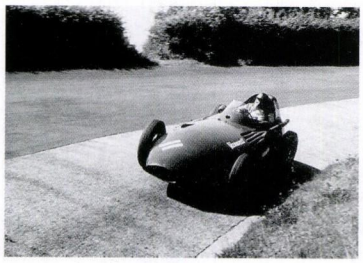
TONY BROOKS

"IN THE LEAD-UP TO THIS RACE, I'D HAD A BIG ACCIDENT AT Le Mans which caused me to miss the French GP, and then, at Aintree, I'd had to hand over my Vanwall to Stirling. Going quickly for a lap was not a problem, but keeping that pace up was another matter.

"At the 'Ring, we didn't have the right suspension set-up and the Vanwall had no road-holding at all. We were well off the pace, and though I outqualified Stirling, he beat me in the race. I was sick in the car from the battering I got. I was in dreadful trouble.

"I don't really recall much talk of what Fangio had just done in that race, but it was obviously an incredible achievement on his part.

"Ask me to compare what I did when beating the Ferraris the following year to what Fangio did, it's just impossible. I guess it is reasonable to suppose that since I beat Mike and Peter in their Ferraris in 1958, with a correct set-up on my Vanwall in '57, I could have done the same. But beat Fangio? I don't think so. Had I been ahead of the Ferraris, I suspect Fangio would have kept up his pace and passed me, too."



LAT

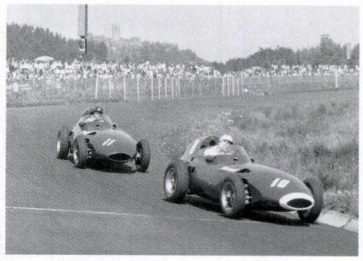
STIRLING MOSS

"I REMEMBER WATCHING FANGIO TAKE PETER ON ONE SIDE and Mike on the other at the North Curve. Tremendous.

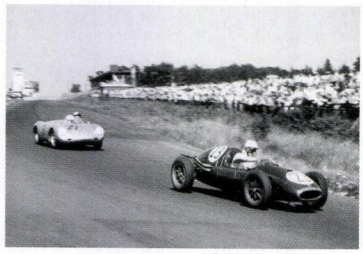
"I don't think at the time many people comprehended what an achievement it was. In the Maserati pits I'm sure they appreciated it was a great drive, but the full ramifications of what it meant have sunk in over the last 45 years.

"And yes, we are right to stand in awe of Fangio's performance that day. In my time of racing, that was as good as it got.

"What you needed at the 'Ring was a friendly car, one you could throw around. And the 250F came into that category. I certainly think Mike and Pete were caught off guard, too. They did not realise what Fangio, with that car, could do that day."



LAT



LAT

ROY SALVADORI

"IT SOUNDS RIDICULOUS TO SAY THIS CONSIDERING THE MANY 1000km races I did there, but I never felt I knew the circuit. It was so easy to muddle the corners up. What I'm saying is that there are a lot of other tracks I would have chosen to stick my neck out on!

"My Cooper broke about halfway into the race while leading the F2 category. On my walk back to the pits I could see it all happening, though I did not quite grasp the circumstances.

"I had the impression that Peter and Michael were content. I didn't have a stopwatch with me, but I could see that Fangio was gaining great chunks on them and assumed they would just go quicker as and when they had to. But then I realised they were going flat out – and the gap was still coming down.

"250F was a good all-round car. If you were going to do anything stupid like Fangio did that day, which was unbelievably hair-raising, he had the best car.

"People did appreciate Fangio's performance. To their credit, even Peter and Michael thought he was marvellous. He got the reception he deserved."



Klemantaski Collection

TONY MARSH

"I REMEMBER SPORADICALLY KEEPING OUT OF THEIR WAY! My Cooper-Climax only had 140bhp, so I accepted my lot and made the best of it.

"Even before that, I was aware of what Fangio could do. Not many weeks before, I was at Reims and a lot of the top dogs – Moss, Hawthorn and Collins – went traipsing to the first corner. The big attraction was Fangio. They'd been lifting momentarily to make this corner; Fangio came along, gave the wheel a big tweak, set it up – and never lifted. Quite illuminating!

"I think people did appreciate what they had seen at the Nürburgring that day. There weren't the specialist press you'd expect these days, but the journos did make a lot of it. Fangio was fantastic."

David Malsher

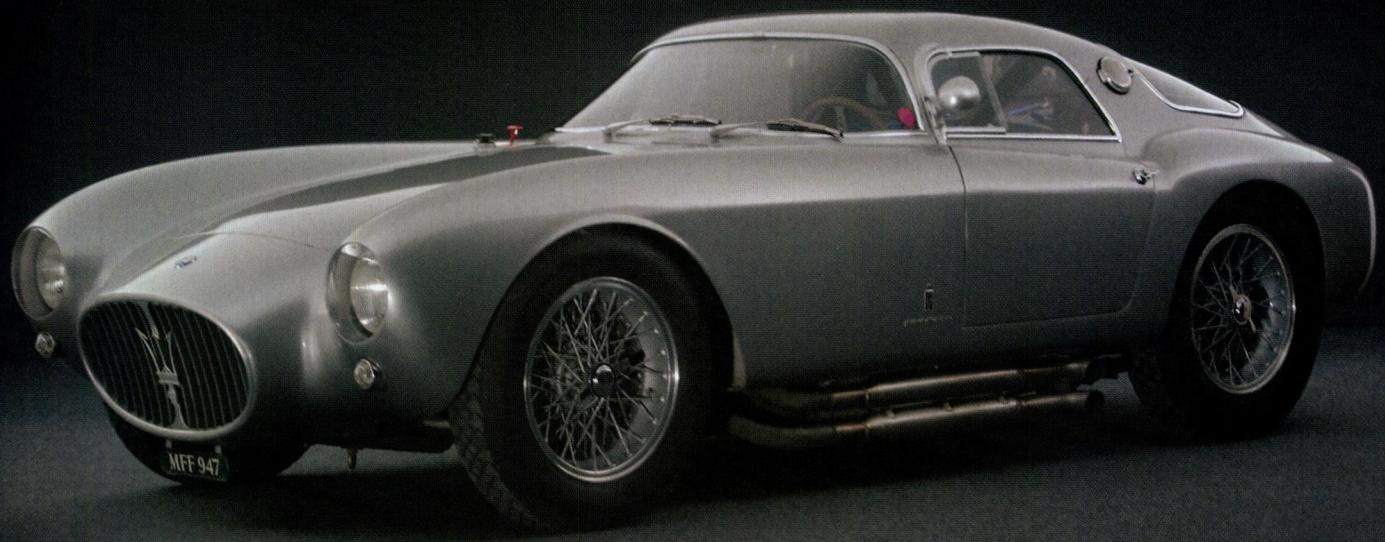
Bonhams 1793

Incorporating Brooks Auctioneers

Olympia, London

A Sale of Collectors' Motor Cars, Motorcycles,
Toys and Models & Automobilia
Monday 2 December 2002

Catalogues now available



For professional advice whether buying or selling please contact Tim Schofield, Nick Lumby, Marcus Ross, James Knight or Malcolm Barber tel. 020 7393 3822/fax 020 7393 3915 or Stewart Skilbeck (North of England) tel./fax. 01757 638 894 email: cars@bonhams.com

Forthcoming sales:
Monday 2 December Olympia, London
Monday 24 February 2003 RAF Museum, Hendon, London
Monday 28 April 2003 RAF Museum, Hendon, London

Illustrated:
1954 Maserati A6GCS *Berlinetta* by Pinin Farina,
to be sold December 2nd, Olympia, London

UK
Montpelier Street
London
SW7 1HH
+44 (0) 20 7393 3822
+44 (0) 20 7393 3915 fax

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

USA
500 Sutter Street
San Francisco
California 94102
+1 (415) 391 4000
+1 (415) 391 4040 fax

www.bonhams.com

There was another F1 race between Rouen and the 'Ring: the Reims GP. Fangio crashed when second. Oil, he said, locking brakes, said others, but a Fangio shunt was so rare that it caused raised eyebrows. It still does.

So, had he reached the stage whereby he required a true test of his ability before pulling all the stops out? Was he having to eke out his energy to put the pretenders in their place when it mattered? Was it an element of inconsistency that allowed him to finally unlock his last edge of speed – and cause him to consider retirement?

OKAY, I'M FORCING THE POINT. BUT TAKE IT from me, to drive the 'Ring in a 250F is to consider that there might have been some desperation or bravado in Fangio's display.

They say he could only have done it in Maserati's finest, the most forgiving car of its era. But by dint of staying up a gear, Fangio was whittling away at the car's good nature, upsetting its balance, making things happen and, perhaps, getting away with it.

Team-mate Jean Behra had been 5sec slower than Fangio in practice, and was lapping in the mid 9min 30sec bracket during the race. To be 5sec quicker than him in the race, too, would have been reasonable to expect. To be 10sec quicker would clearly have indicated that you were pressing on. To be 15sec quicker was... you tell me. Behra, remember, was a racer renowned for his 'tiger', a racer who wanted to compete every weekend, a racer who would take risks.

And there's more. After the race, it was discovered that both front suspension pivots on Fangio's car were seized, clogged with detritus from grassy moments, of which he'd clearly had more than one. In this state, 2529 surely could not have been as 'cuddly' as it is often described.

Some say Fangio had it all under control, that he didn't push in those first two laps after his stop because he wanted to lull Ferrari into complacency. But did that mechanic drop the wheel spinner under the car on purpose? By his own admission, Fangio felt those 52sec stationary had cost him the race. He was chasing a lost cause, not breezing through a smoothly running strategy.

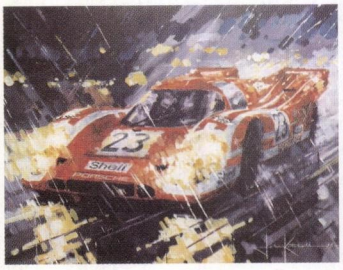
For me, Fangio and 2529 *were* in harmony that day, but it wasn't one of perfection, it was one of necessity, car and driver taking ➳

IF IT LOOKS RIGHT... FEW CARS HAVE FIRED THE IMAGINATION, DEFINED AN ERA, LIKE THE LATER 250F. WITH CURVES IN THE RIGHT PLACES, IT WAS AN AUTOMOTIVE SOPHIA LOREN. BUT IT WAS A TOUGH OLD BIRD, TOO, AS FANGIO PROVED



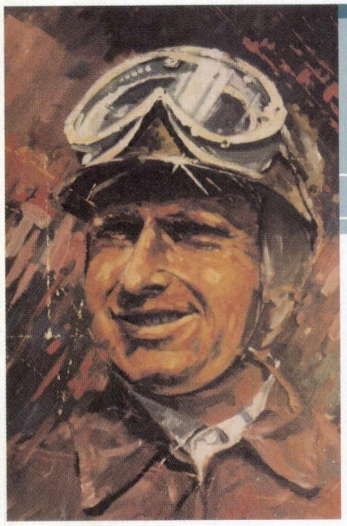












John Ketchell

Motorsport Artist



Painting racing cars is a way of life for John Ketchell, an artist famed for his stunning originals. It is typical of the man that the Maserati 250F of Juan-Manual Fangio in the 1957 German Grand Prix is one of his favourite subjects.

"The 250F is a fantastic car. It has to be one of the best single-seaters of all, both in appearance and sound. It is a stunningly beautiful car," he says. Superbly captured on canvas by Ketchell, Fangio's remarkable performance has been the subject of several of his original paintings.

"The '57 German Grand Prix is well known as probably the best race that's ever been. It certainly has a special place in my memory," says Ketchell. Currently, two paintings from that race are available for sale as well as a portrait of Fangio.

However, when pressed on his favourite period of the sport's heritage, it is the late 1960s and early 1970s that come to the fore. In particular, the Ford GT40s and Porsche 917s that dominated at Le Mans. "They were dramatic looking vehicles that went like rocketships."

Such choices will come as little surprise for those with a passion for the sport. And it is that passion for motor racing that inspires the artist. For the last 10 years of his long career as a professional artist, John has exclusively painted motorsport subjects. "I'm just an enthusiast for cars," he admits.

"Cars are moving objects, and they have to look like they are moving. I try to convey an image of speed, noise and action," he explains. For a man who can take up to a month to complete a painting, the car's engine note is an important factor. His style brings to life the pure spectacle and drama of a racing car. If the subject does not excite him, John won't paint it! "It has to be right for me," he says.

Of the modern generation of racing cars, it is the Le Mans Bentley that has captured John's imagination, and he has already completed several works on the Exp 8. "That car triggers my imagination," he says.

Having sold around 100 originals in the last five years, John has recently started offering limited edition prints of some of his pieces. He also regularly undertakes commissions from many different sources. But right now, he is researching his latest venture, the 1939 Auto Union D Type. Like all his work, it is a subject that inspires passion and captures the noise, drama, and action of the sport.

For more details on the man and his work, visit www.johnketchell.com or call 01772 743654 or e-mail john@ketchell.fsnet.co.uk.

turns to catch the next moment, to save the day, to rewrite history.

This is not meant to demean the performance, merely to emphasise the animalistic aspect of it. Hawthorn reckoned that Fangio would have run right over the top of him had he not got out of his way. He's probably right.

ON MY OWN NOW, EXITING THE KARUSSELL. Proximity of exhaust, engine, prop and diff ensure I'm cosy. But as I crest Hohe Acht, the circuit's summit, I go prickly cold. The track was fogged-in when we'd arrived yesterday, couldn't see the pits from the hotel opposite, and yet today dawned bathed in sepia light from a low-level sun. And a shaft of it beams and refracts off the Plexiglass wraparound. There's a higher power at work here. My pace, and heart, quicken. The steering comes alive, and I begin to get the tiniest inkling.

Downhill, and 2529 feels like it's getting away. At one corner, I wish I could tell you which, we begin to run wide where Armco and kerb are one. I know what I should do, unsettle the tail, but I freeze and steer though on a steady throttle, taking a larger slice of kerb than is good for my appetite for life.

I slow – to savour the view along the bonnet and across the mountains.

I back off some more – to accelerate hard and soak up that sensational noise.

Now to Swallowtail, a long left-hander, like the Karussell, only with more space. This is the place. This is the only time I will ever get. I barrel in, car bumping and thumping, scuttle flexing – and boot it. And it sticks. More grip than I thought. But then I exit onto Tarmac, damp and shiny, and the tail gives a little wiggle. And I give the steering a little wiggle. And my endorphins go into spasm.

Along the straight, past Döttinger Hohe, the stretch where Fangio's prey looked hopefully in their mirrors – and were disappointed – I go up a gear. This is a quick, quick car. I get another inkling. And back off before my crash helmet parts company. I brake as hard as I dare, from perhaps 110mph, but those huge drums are still cold and the right-front grabs. It's a wake-up call. But I dream on. ■

Our thanks to Hartmut Ibing, Walter Baumer, Dirk Küster and the Nürburgring for their help.

TRYING NOT TO THINK WHAT MIGHT GO WRONG. ARMCO CLOSER THAN DRIVER WOULD LIKE. BUT A DAY THAT WILL NEVER BE FORGOTTEN BY THIS WRITER. CONCLUSION? FANGIO, 250F AND NÜRBURGRING ARE F1'S HOLY TRINITY



'GIVE ME AN EQUAL CAR AND I CAN BEAT CLARK!'

PETER ARUNDELL, BRIMMING WITH TALENT AND MOTIVATION, WAS PICKED BY COLIN CHAPMAN TO PARTNER THE GREAT JIM CLARK. HIS CAREER WAS ON THE UP AND UP – UNTIL ONE FATEFUL DAY AT REIMS. GORDON CRUICKSHANK ASSESSES HIS CHAMPIONSHIP CREDENTIALS

Being up against a superstar is tough. Many drivers must have thought that, with a shift of history's timescale, they could have been top dog – if only they weren't on the same grid as a Fangio or a Schumacher. Peter Arundell was number two to one of those – Jim Clark; but he was sure he was in the same league. He had beaten Clark in lesser races and was desperate to show Colin Chapman he could do it in Formula One.

Like so many, Arundell took the MG route into racing, running a TC in 1957, but quickly switched to specialist marques with a Lotus XI and then a Lola sportscar. In these he was often next in line behind the works entries. Then a Formula Junior victory in his Elva-DKW put him onto Chapman's shopping list, and for 1960 he appeared on the Lotus Junior team roll, alongside Trevor Taylor and Clark. All were young and hungry, and all had their share of wins as the Lotus 18 cleaned up; but it was Clark who moved up to grands prix.

Arundell became number two in the Junior team to Taylor, who remembers those early days: "Peter was a good mate – a straightforward bloke. He would share any information about car set-ups." Which may be why the two of them halved the '61 series, Taylor taking eight wins to Arundell's seven, though one of Peter's was the prestigious Monaco round.

This time it was Taylor's turn to move up, to join Clark in the F1 team for 1962, but this didn't dent Arundell's confidence, as Lotus mechanic Cedric Selzer recalls: "He was a hard driver, very determined. He told us he was better than Clark." Mike Costin, Lotus engineering guru at the time, concurs: "Well, you aren't a true racing driver otherwise. You need two things to be top – the belief that you can be champion, and the belief that it will never happen to you. Peter knew it wouldn't – until it did."

Journalist John Blunsden also knew Arundell: "A very smooth driver, like Jimmy, with the knack of pulling out a quick lap, like Montoya today."

He was adaptable, too. He drove the works Elite at Le Mans in 1962 to first in class, and later won races in the works Elans. He was also a famously heavy smoker. Alan McCall built some of his cars: "I'll always remember him sitting in the car on the grid, fag in mouth, doing up his helmet. He reached over the side and put the fag out on the track at the one-minute board." Mechanic Derek Wilde agrees: "Every time he got in an F1 car you had to search him for fags and lighters in case they got stuck under the brake."

Arundell brought his own mechanic into the team, an Australian ➳



A thoughtful Peter Arundell, in his trademark vermilion helmet, aboard a Lotus 33 before the 1966 British GP. That year decided his future

both: LAT


Esso



called Ray Parsons, later a works Cortina driver. Wilde again: "Peter was doing a race in Sweden and got held up coming from the airport. So Ray put on Pete's red helmet and qualified on the second row. Nobody noticed."

Perhaps this hints at a certain self-sufficiency about Arundell. Selzer again: "There were always pranks when Trevor was around, but that was not Peter's way." Jim Endruweit, mechanic and later team manager, felt the same: "Taylor was a laugh and mixed with the lads, but Peter didn't so much. He wasn't exactly a wild man."

Except on the road. Selzer experienced this first-hand: "I'd been up for two nights finishing a car for Pau. I knew I couldn't risk driving the transporter, so I rang Pete. We were desperate to catch the ferry, and Pete drove while I fell asleep. I woke up to see we were on the wrong side of Walthamstow High Street and heading for a woman on a crossing. When we stopped she had her hand on the windscreen."

Wilde was another 'victim': "We set off from Dereham for Snetterton in Pete's Mini-Cooper, and we came up right behind Paddy Hopkirk in another Cooper. Of course Pete had to have a go. Christ, I've never been so frightened in a car."

With the new season came a new FJ car – the Lotus 22. It would dominate FJ throughout 1962. With Alan Rees and Bob Anderson as team-mates, Arundell almost whitewashed the series – 18 wins from 25 races, with three seconds to boot. It was this amazing record which caused Richard von Frankenberg, ex-Porsche racer, to accuse Lotus in *Auto Motor und Sport* of running 1500cc engines, challenging them to repeat the race-winning speed and distance on any circuit Lotus chose.

Arundell recalled the events in 1995: "I phoned up Colin and asked him if he'd got the *Daily Express*. Colin read every paper and, of course, he saw what von Frankenberg had said. He told me to ignore it, that it would blow over. I told him that I would like to put up £500 as a wager. And he said, 'Let's do it. I'll put up another £500; we'll split the gain or loss'."

Although it was now early December, they took a 22 to Monza, where Arundell had recently won the FJ Lottery race. The frost was so heavy that the team, including Chapman, had to sprinkle salt around the Lesmo curve, but finally Arundell headed off into the mist and began 30 chilly laps. He completed them more than a minute under his race-winning time, and gave the car to the Italian scrutineers. Soon they reported that the engine displaced a perfectly legal 1092cc. Von Frankenberg apologised, and a cheque for £1000 was handed over. Heavily reported in the press, it was a wonderful publicity coup for Lotus, and a fillip to Arundell's triumphant year. ➳

Above: Arundell's Lotus 20 leads John Love (Cooper) as he heads for victory in 1961, first of two FJ victories here

Right: Two years after his big crash, Arundell struggled with the 2-litre Lotus 33 in the '66 Dutch GP. He retired

both: LAT


Esso
Firestone
LUCAS

1/43 SCALE

LE MANS WINNERS

These are ALL SUPERB scale models in 1/43 scale

HOW TO ORDER

CREDIT CARD HOTLINE
0044 (0)1280 822823

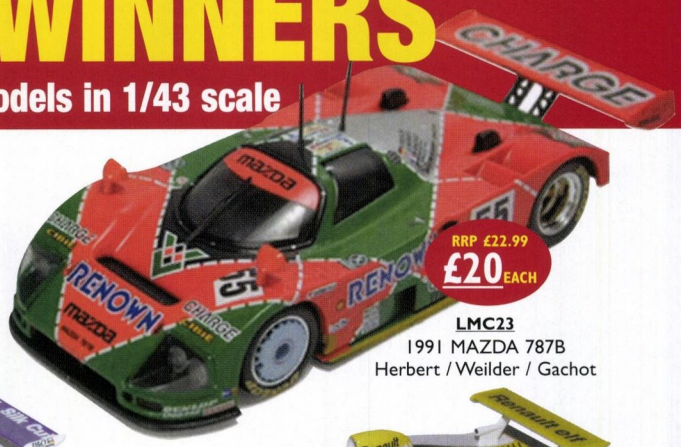
FAX:
0044 (0)1280 822699

E MAIL
info@speedf1.co.uk

Or use the coupon below & send to:
SPEED RETAIL
12 CORNWALL PLACE
BUCKINGHAM
MK18 1SB



LMC08
1990 JAGUAR XJR12
Cobb / Brundle / Nielson
RRP ~~£22.99~~ £20 EACH



LMC23
1991 MAZDA 787B
Herbert / Weilder / Gachot
RRP £22.99 £20 EACH



LMC02
1988 JAGUAR XJR9
Lammers / Dumfries / Wallace
RRP ~~£22.99~~ £20 EACH



ML7802
1978 RENAULT ALPINE A442B
Pironi / Jaussaud
£30 EACH

2001



RRP ~~£22.99~~ £20 EACH

LMM01 AUDI R8
Biela / Kristensen / Pirro

1997



£29 EACH

TR903 TWR JOEST PORSCHE
Alboretto / Johansson

1980



£20 EACH

QM018 RONDEAU - FORD
Jassaud / Rondeau

1975



RRP ~~£27.99~~ £25 EACH

STME01 GULF-MIRAGE GR8
Ickx / Bell

1967



1957

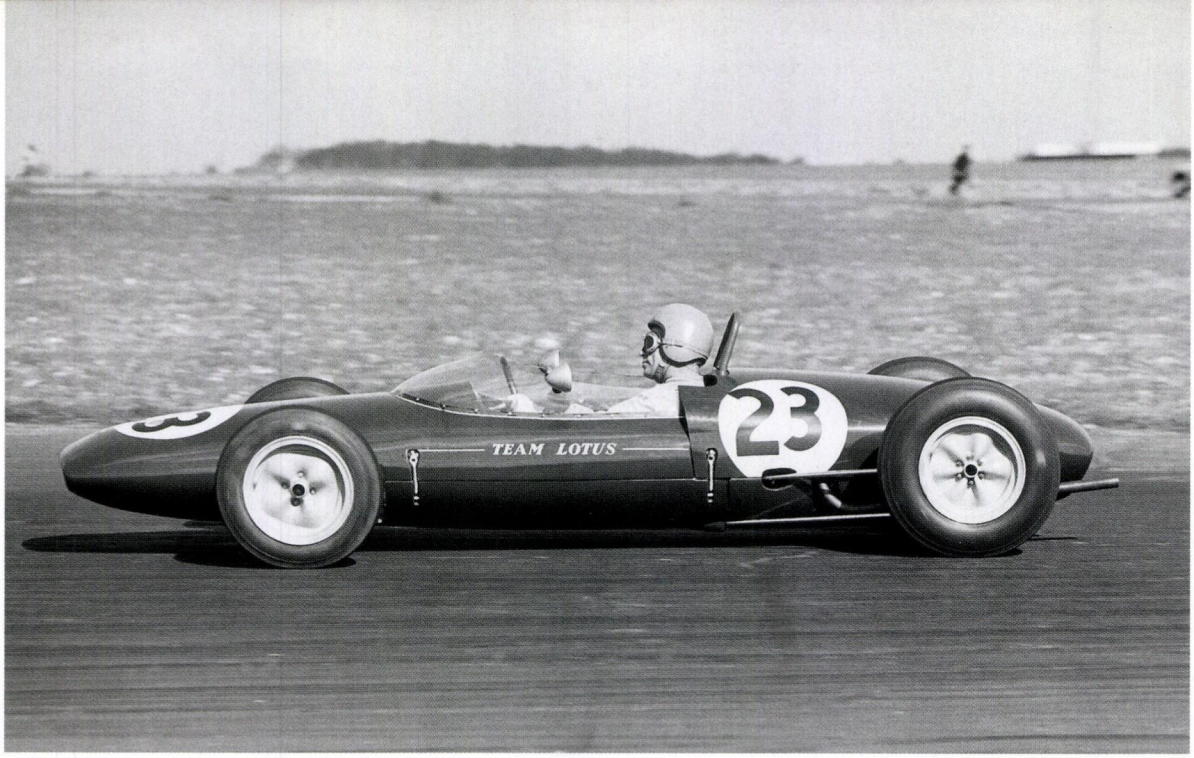


1951



1939





LAT

Above: With its seat-on-the-floor cockpit and a canted engine, Arundell's Lotus 22 crushed its 1962 FJ rivals

Below: 'Guv'nor' Chapman sprawls on the deck having given Arundell a push-start. Peter sees the funny side...



Geoff Goddard

In today's world, Arundell would at this point have been fielding many offers of a full-time GP seat. After all, in '62, FJ was *the* stepping stone, the only international single-seat formula outside F1, and he was supremely dominant. But he knew Lotus were the top team, and so he settled for the waiting game.

But 1963 would be a more frustrating FJ campaign: the new 27 monocoque proved as rigid as soggy toast and had to be redesigned, by which time serious customers had bought rival Brabhams. Lotus finally caught up, and Arundell again collared the title, by a single point from Denny Hulme's Brabham. But this year also brought the first non-championship F1 drives. And Arundell performed, with seconds at the Solitude GP and the Mediterranean GP at Enna. It was a good season, and it brought the long-awaited reward for 1964: a permanent F1 seat.

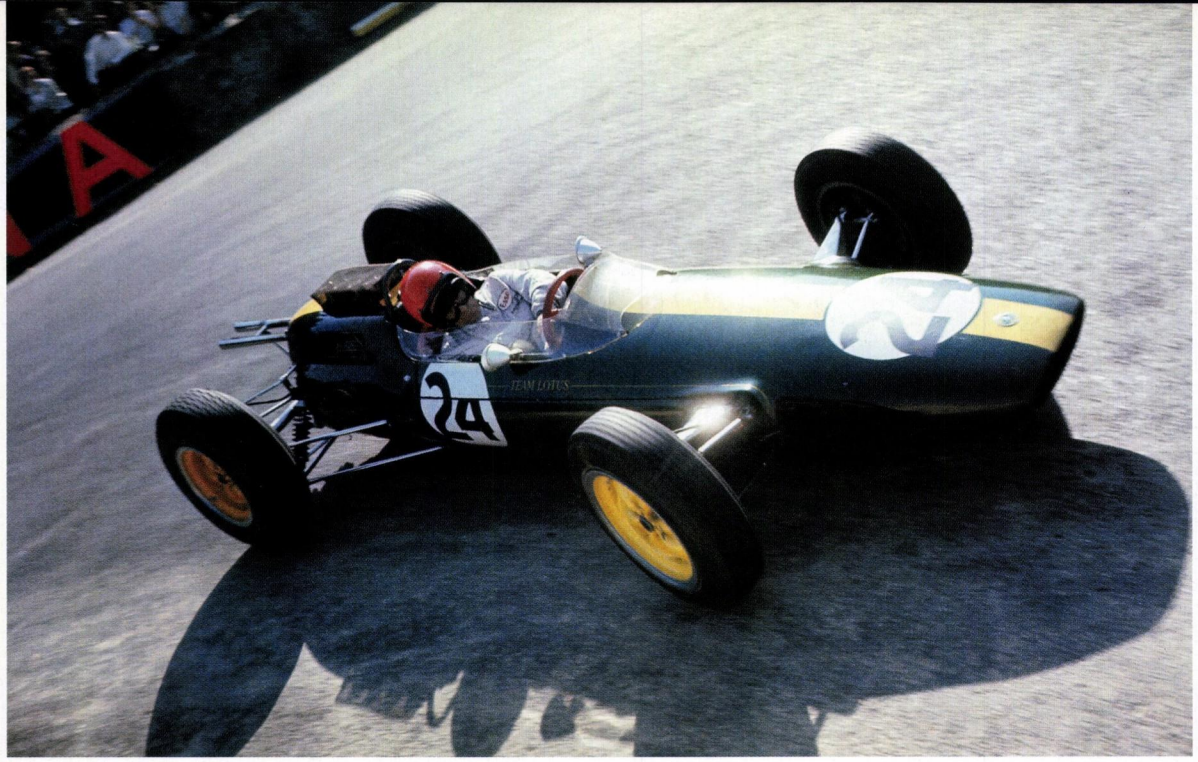
Jabby Crombac recalls the circumstances in which Chapman's favour turned away from Taylor and onto Arundell: "Colin once explained to me why he had chosen Peter as his number two man. 'Jimmy was so good that every other driver was mesmerised by him. But when I spoke to Arundell, he said, "Give me an equal car and I can beat him!" This is why I signed him up. I felt he had the correct mental approach.' "

Now he was team-mate to the greatest driver of the era and ready to show what he could do.

The season began well. At Monaco, Arundell beat Clark – but only when the Scot retired with zero oil pressure. Still, third place was good, and was repeated in Holland. Spa brought a disappointing ninth after mechanical problems, but in France, Arundell put up another fourth. Outside the championship there was a second in the *News of the World* Trophy at Goodwood, and thirds at Aintree and Syracuse. In a season which looked like making Clark champion for a second time, Arundell was proving a strong team-mate. But fate has a way of kicking over the game-board. Clark's championship hopes collapsed at the last fence; Arundell's world fell in at the superfast Reims circuit.

This was the first year of the new F2 and F3 formulae, and Chapman had delegated the works teams to Ron Harris, who could call on both F1 pilots as well as Mike Spence and Peter Procter. The team faced tough opposition in the thriving new F2 series, and the July round at Reims had a glittering entry. Over 190 miles around the flat, open track, it produced a spectacular, ever-changing train of leaders, with Rees, Rindt, Brabham, Arundell, Clark, Ginther and Spence shuffling the order lap after lap.

Then, while travelling at very high speed on the straight, Arundell took his eyes off the road a fraction too long to look at the rev-counter, and



Sutton/Phipps

got a wheel on the grass. The car spun sideways and Richie Ginther's Lola speared him amidships. Arundell was thrown out, suffering multiple injuries. It was a long, painful recovery process: in October he was still in St Georges Hospital at Hyde Park Corner, but according to *Motor* was 'now up and about on canes, and hoping to be ready for the South African GP'. He wasn't. Nor was he fit for the '65 season. He did not tackle another GP until mid-66, almost two years after the crash.

Although number two position at Lotus was always an insecure one, Chapman clearly kept faith. Lotus fabrication man Ron Chappell recalls an undignified meeting with the recovering driver one day in late 1965: "I had to help the foreman John Lambert carry Peter up the stairs to the fabrication shop and cram him into a new cockpit. Chapman was adamant that he should return to driving now or never, so poor old Pete had to grin and bear it."

He also had a try-out on the track. Bob Dance headed the Cortina saloon team: "Certainly talented – he'd been one of 'Colin's lads'. In 1964, in saloons, Pete was usually second in class behind Jimmy. I recall him testing at Snetterton in 1965, but he didn't race until '66, when he was back putting up respectable performances."

With these saloon drives as a warm-up, Arundell finally reappeared at a GP, in the new 43 powered by the troublesome BRM H16. He failed to qualify in Belgium, then retired in France with gear selection problems. It got little better when he switched back to the trusty 33, struggling with 2-litre power in a 3-litre season. He soldiered on to season's end, with a sixth place in the US GP as his sole point.

The power deficit didn't help, but there was more to it. Endruweit could see it: "His shunt took the edge off, he was less hungry. Colin had this theory that once a bloke has had a 'biggie', he's never the same again. Somewhere in his mind, he's always thinking 'Jeez, that hurt – I don't want to do that again'. The rest of us could see it in Peter. Colin gave him his opportunity for a return, but he just couldn't cut the mustard."

Perhaps Arundell saw it, too. At the end of 1966 he quietly hung up his vermilion helmet and concentrated on his motor spares business in Theydon Bois. In '68, he helped develop the short-lived McNamara Formula Vee racer in Germany, but in the '80s he moved to Florida to run his own computer software company.

A lost champion, or a fine number two?

Wilde: "He was brilliant in Juniors, a real charger, but I think he tried too hard in F1." But what else could he do if he wanted to beat Clark?

It's tough being up against a superstar. M

Above: In the 1964 season, Arundell proved himself a worthy team-mate to Clark. But it ended in F2 disaster

Below: Sorry, Colin. Peter leaves the scene after tipping over his Lotus-Cortina in practice at Silverstone, 1964



CLASSIC H&H AUCTIONS

'Achieving more while charging less'

4th December, Buxton

Choose from the most accessible paddock in the marketplace

ALREADY ENTERED:

1931 Bugatti Type 50

1934 Lagonda Supercharged Special

1937 Austin 7 Ulster Replica

1938 Riley Two Seater Sports Special

1956 Alfa Romeo 1900 Super Sprint Coupé

1958 Cooper Climax T51

1964 Sunbeam Tiger Works Rally Car

1964 A.C. Cobra 289

1968 Lola T142 F5000

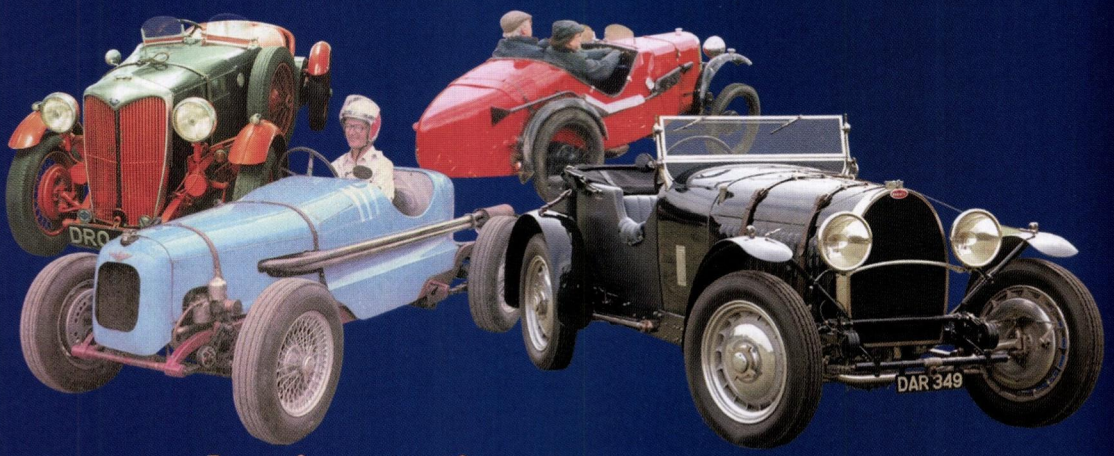
1976 Lancia Stratos

1976 Royale RP21

1977 P.D.S. Monoposto

1981 Lotus 88/87 F1

1990 O.M.S. 500



www.classic-auctions.com

info@classic-auctions.co.uk

H&H Classic Auctions

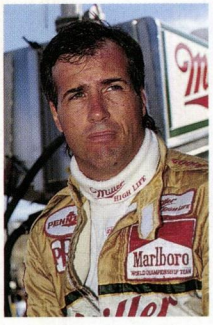
Whitegate Farm, Hatton Lane
Hatton, Cheshire WA4 4BZ
Tel. 01925 730630
Fax. 01925 730830



Further quality entries invited



Handsome Miller-backed PC17 took Sullivan to CART title glory in 1988, but to the wall at Indy. Below: Pitcrew made a quick fix that could have earned him the victory. Instead it cost him it



LAT

THE ONE THAT GOT AWAY

WING AND A PRAYER

DANNY SULLIVAN 1988 INDIANAPOLIS 500

HE HAD THE BEST TEAM, THE BEST CAR AND THE BEATING OF INDY'S BEST DRIVER. THEN A DODGY WING SENT HIM WAILING INTO A WALL, HE TELLS ADAM COOPER

DANNY SULLIVAN EARNED A SPECIAL PLACE IN THE Indianapolis 500 history books with his famous spin-and-win success of 1985, but three years later he had a chance to add a second Indy victory to his CV. But this time luck was not on his side, and he ended his day against the unyielding concrete wall through no fault of his own.

Sullivan was part of a stellar Penske line-up that included Rick Mears and Al Unser Snr. Not only were all three past winners of the event, they had each won with Penske within the previous four years. It was without a doubt the strongest three-car squad ever fielded at the Speedway, and when the new PC17 hit the track at the start of May, rivals knew they were in for a tough month.

"Roger's teams were always good," says Sullivan. "It was a well-oiled machine that was very well run, and they had such a history at Indy. Plus this was my fourth season with them.

"The PC17 was really good. It was the first car from Nigel Bennett, and it was really a super car. If you're quicker through the corners, you're always going to be quick down the straightaways. I actually broke the track record when I qualified, and everyone was jumping up and down. I kept saying to them, 'Wait until Mears goes out.' For me, he was the best guy ever at the Speedway. If you look at his record, not only did he win, but he had poles and God knows how many seconds.

"Roger always concentrated on Rick, but I don't mean that in a negative way. Roger is one helluva competitive guy, and his whole focus was on doing the best for Rick. In some ways you were competing against him!"

Mears did indeed go faster and bump Sullivan down to second, while Unser Snr took third to make the front row a clean sweep for the PC17. Although he had lost out in qualifying, Danny remained confident that he could beat his team-mates in the race.

ABC TV thought the same, and followed Danny's preparations through the month, creating a lot of extra interest in his progress.

"Very rarely in your career do you have a car that is so close to perfection. And that car in 1988 was. I got a little bit better start than Rick, and I just went away. With that car I could go anywhere I wanted to go, I could pass anybody wherever I wanted to. The car had no faults at all."

By lap 13, Sullivan was lapping traffic, and by lap 20, he and Mears were 10sec ahead of the field. Life was made even easier when Mario Andretti, one of the most likely challengers, hit trouble. Then handling problems dropped Rick right back, leaving Sullivan on his own.

"I had a lap on the field at one stage, and that's just unheard of. We weren't even at half-distance. That's just how good it was."

The race was notable for a large number of accidents and yellows, and Sullivan himself had a narrow escape at a restart when Ludwig Heimrath Jnr spun across his bows, and they avoided contact by a matter of yards. It seemed his spin-and-win luck was still holding.

The interruptions kept costing Danny his hard-earned advantage, but each time he'd streak away again. Then his perfectly balanced car began to understeer. A yellow caused by a stray beer can on the track gave him the chance to pit.

"I had a little handling problem, and I came in. They discovered there was a problem with the front wing mount. They had a little hole where they could adjust it up and down with a speed wrench. That had started to give up, and my crew chief taped it up. 'Big Al' Unser had already had the same problem, but his crew poked a punch in the side and then taped it up to keep it in place."

Buick-powered Jim Crawford now unexpectedly became the first Briton to lead the Indy 500 since the Clark-Hill-Stewart era. Behind him, after his early problems, Mears had unlapped himself and worked back up to second. Sullivan was now third, but he wasn't too worried.

"I didn't think anything about it when they fixed it. You lose ground because you stop out of step with the others, and it just takes you time to get back the lost ground. And Penske's guys were so damn clever. So I wasn't worried about it, because the car was so damn good."

However, on lap 102, Sullivan's race came to an abrupt end. As he headed into Turn One, the temporary front-wing fix gave up and he speared hard into the wall. It was one of the most spectacular incidents yet caught by an on-board camera.

"Normally, let's say you've got 10-15 degrees on the steering wheel, and now you've got about 30 – and you're going towards the wall. It's obvious that something has gone wrong when the car just stops turning, and I guessed what it was because we'd had the initial problem.

"You're not thinking about getting hurt. Even when I spun in 1985, I was just so pissed off. It's like, 'Damn! Why has the race just got away from me?' You're just really upset about what could have been. And then you hit the wall, and that brings you back to reality pretty quickly.

"Luckily, it didn't do it going into the turn, it did it halfway through, so I was already pretty much turned. Still, it was a pretty big hit, but I was more mad than anything else. They took me to the infield medical centre and checked me out, but I was fine.

"When I spoke to Roger, it was just, 'These things happen.' Roger was a great guy to drive for in that respect. If you made a mistake he didn't come down and beat on you for it, he was a racer himself. If something broke on the car he got to the bottom of it very quickly. I'm sure he had those pieces made bullet-proof so there wasn't a problem in the future."

Sullivan thus watched from the pits as Mears scored his third 500 victory, ahead of Emerson Fittipaldi and Unser Snr.

"It wouldn't have mattered so much, only I had such a good car that day. If that thing had never broken, possibly I could have won the Indy 500 by the largest margin ever. There was no problem with the car: Rick proved that, and Al finished as well. The car was so good, and in fact we went on to win the Michigan 500 *and* the CART title that year."

Sullivan might have missed out at Indy, but his televised shunt did at least help to earn a major prize for a friend.

"Don Olmeyer of ABC was the king of sports TV direction. He was just brilliant. He called me that night and said, 'I owe you thanks.' I said, 'For what?' He said, 'You've probably just won me an Emmy.' And I had!" M

both: Indianapolis Motor Speedway



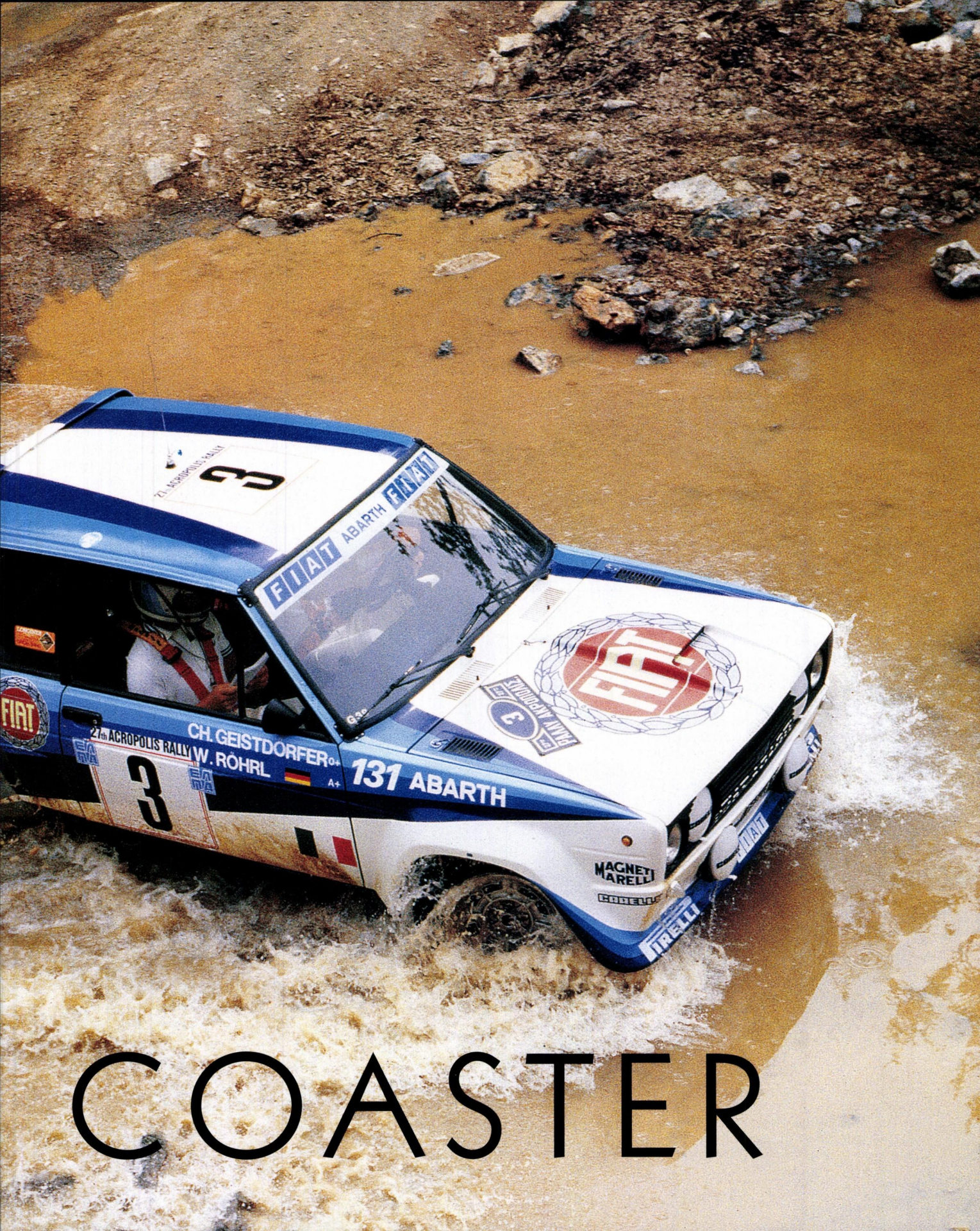


LAT

ROLLER

POSSIBLY THE BEST RALLY DRIVER OF ALL TIME, WALTER ROHRL'S VERY SPECIAL BLEND OF SUBLIME TALENT, UNSWERVING FOCUS AND BRUTAL HONESTY ENSURED HIS TITLE-WINNING YEARS WERE LESS THAN SERENE... BY JOHN DAVENPORT

Röhrl's Fiat 131 Abarth finished down in fifth place on the 1980 Acropolis Rally, but the German finished the year as champion


FIAT
ABARTH
27th ACROPOLIS RALLY
CH. GEISTDORFER
W. RÖHRL
131 ABARTH
MAGNETI MARELLI
PIRELLI

COASTER



No fan of Ivory Coast, Rohrl (right) did not stick around long to celebrate his 1982 title-clinching victory

IT MUST BE A GREAT FEELING TO WAKE UP AS THE NEW world champion – and have a five-year contract with Europe's richest car company tucked away under your pillow. But not so great when said car company calls you later to say it's just canned its rally programme.

This is precisely the scenario that confronted Walter Röhrl in December 1980: out-of-work world champion. Little did he, or anyone else, guess that he would be champion again just 22 months later.

Röhrl had won his first world title during his third full year with Fiat. His maiden outing in a 131 Abarth came at the end of 1977, when he finished third in the San Martino di Castrozza Rally, and the following year he joined the squad full-time, alongside Markku Alén, Sandro Munari and Maurizio Verini. Fiat secured the world championship in '78 and, in the absence of a world drivers' championship, Alén won the FIA Cup for Drivers.

There *was* a world drivers' championship in 1979 – and it was won by Ford's Björn Waldegård. Rohrl, meanwhile, suffered a bit of a disaster, second on the San Remo Rally being his best result, but both he and Fiat bounced back in '80.

He opened the new season with a win in Monte Carlo, and added Portugal, Argentina and San Remo to his victory tally. He also finished second in New Zealand and Corsica, and became only the second world rally champion. None of his challengers were even close. Hardly surprising then that he should be approached by other teams for 1981.

Audi's Walter Treser took him for a run in the prototype Quattro but, unlike main rival Hannu Mikkola, Röhrl was unimpressed by its understeer and thought it too complicated for the hurly-burly of rallying. In any case, he'd already been to see Erich Waxenberger at Mercedes.

"I knew Mercedes would have a shorter, lighter car for 1981, the 500SL rather than the 500SLC," says Röhrl. "But when I visited him in Stuttgart, he showed me what they had planned for '83: an even smaller car, four-wheel drive, a central engine and maybe 600hp. The design was complete in every detail. I could hardly wait for them to build it."

So Röhrl signed a five-year contract with Professor Breitschwerdt, Waxenberger's boss.

"We started testing the 500SL for Monte Carlo at the Col de Turini," continues Röhrl. "It was dry Tarmac and I have to say that the car was really good. It was excellent uphill where we were 7sec faster than the Fiat had been, with only little development at that stage. But as there was no snow in France, we went to Austria to test the winter tyres. And there we had a very bad accident with a big lorry.

"The road was closed and we had a man in a car at the far end to make sure it was all clear. But this lorry driver came and said he only wanted to go a few hundred metres to pick up some logs. Our guy believed him and let him go. When we found the lorry it was turning round in the road – and we were doing 110mph. I slowed down a lot by ploughing through the snowbank, but the lorry wheel was right up to my door when we finally stopped.

"But the worst thing was that this test in the mountains was meant to be secret, yet German TV found out and arrived there just 20min after the accident. They did a really nice story about us testing at full speed on roads not properly closed, with pictures of the crashed car and all that!"

Röhrl shrugged off the crash as part and parcel of his chosen career; the Mercedes marketing men could not. They got jumpy, and when one of them rang him two weeks later, desperate for reassurance, he got a typically forthright answer from a man who cares little for PR platitudes or proprieties.

"He asked me if there was any risk that we would not win Monte Carlo with the 500SL," remembers

'When we found the lorry it was turning round – we were doing 110mph'



both: McKlein

Röhrl and co-driver Christian Geistdörfer blaze to victory in Portugal, one of their four wins during 1980

Röhrl. "I was a bit surprised by that and I told him honestly, if it was dry, I was sure we would be in the first five at the finish, but that if it snowed, we would not be in the first 10." Honesty is not always the best policy. Just three days after Waxenberger had returned victorious from the Ivory Coast, Breitschwerdt went public: the project was shelved.

Mercedes offered Röhrl a job working for them, but he rightly felt a lot of his driving career was still ahead of him. It was far too late to find a major contract for 1981, though, and so he went with his friend Konrad Schmidt to Konigswiesen to spectate at the Janner Rally, traditional season-opener of the European Rally Championship.

"We talked about what he could do for that season," says Schmidt. "My company had a contract to run Harald Demuth for Audi in the German series, and we had spare capacity to run another car for Walter. But which one?"

Audi was out of the question; Röhrl had turned them down to go to Mercedes and they were not yet ready to kiss and make up. So Schmidt talked with another friend, Manfred Jantke of Porsche. They wanted to promote the 924 and were launching a Carrera GTS version with a turbocharged 2.4-litre. To land Röhrl, the biggest name in German motorsport, would be a major coup.

The deal was done quickly. So fast that the man in charge of engine development at Porsche only got to know about it when Röhrl was interviewed on German TV. He nearly died of fright, for not one of his turbocharged four-cylinders had so far lasted more than a couple of hours before ventilating the roof of the dynamometer cell. Happily, Roland Kussmaul, later to develop the 911SCRS and 959 Paris-Dakar winner, took charge and quite soon SMS had a passable rally car at Röhrl's disposal.

It made its debut on the Metz Rally in May. Though fastest on several stages, it suffered front suspension troubles and finished out of contention.



Röhrl ponders during the 1982 Brazilian Rally. He avoided the many trucks on the stages to finish second

'...one of my hardest retirements. I so wanted to beat those Quattros'



both: LAT

Röhrl's presence in the Porsche 924 on the usually low-key Metz Rally brought fans out in their thousands

Röhrl reckons the engine was the best *and* worst part of the package: "It was quite strong, minimum 280bhp, but it was lacking torque. The usable range was between 4500-5800rpm. You found yourself driving to satisfy the needs of the engine rather than the demands of the road."

During the course of the year, the car improved and Röhrl won four of the five German rallies he contested. But he was not in contention for the title as he had deliberately taken out an Austrian competition licence to prevent him taking points away from Porsche's mainstream contender, Manfred Hero. Schmidt reckons that given another year of development, the Porsche could have been a real force in rallying – especially with Walter driving.

As well as rallying in 1981, Röhrl shared a 924 LM GTR with Jürgen Barth at Le Mans and finished seventh. He also won the Silverstone Six Hours with Harald Grohs and Dieter Schornstein in a private 935. Meanwhile, back at the factory, Kussmaul was working on a 911SC for Röhrl to rally.

He got this car for the San Remo – and simply flew. He led for eight stages, setting fastest time on all the Tarmac stages, amid an entry that included Mikkola's Audi, Alén's Fiat, Ari Vatanen's Ford and Henri Toivonen's Talbot. Once the rally reached the gravel stages, the Audis moved ahead, but Röhrl stayed in second, just a couple of minutes behind Michèle Mouton. Then, on the penultimate loose-surfaced stage, he retired with broken transmission.

"It was clear that when we came back to the asphalt I would easily have gone ahead. That was one of the hardest retirements in my whole career; I wanted so much to beat those Quattros. We had fantastic Pirellis, and the engine gave 286bhp, with power from 2000 to 8000rpm. Perfect. And at that time, too, I think my driving was quite good." ➤



Given a new 911, Röhrl was on the verge of beating the Audis in San Remo when its transmission broke

So good that offers for 1982 were not slow in appearing. Among them was one from Opel, his *alma mater*, with whom he had won the European championship way back in 1974. His co-driver from that period, Jochen Berger, was now the operations manager for the team and they had the well-sorted Ascona 400 to go up against the Audis. The car had impressed Röhrl when he'd used one to make ice notes for Jochi Kleint on the 1981 Monte.

There was a further consideration for Röhrl: "I was a bit lacking in confidence despite the San Remo experience. I felt I needed a full programme of world championship rallies in order to get back into things. Perhaps this seems a bit crazy when you look back now."

Opel's Tony Fall came up with a good programme – every WRC event bar the 1000 Lakes – and Röhrl signed up for 1982. But the course of true love rarely runs smoothly. Fall may have got the best driver, but he also had to live with Röhrl's highly personal way of looking at things.

"The problems started quite soon after I signed," says Röhrl. "In January, the Rothmans people asked me to make a movie with them for three days. It was the week before Monte Carlo Rally and I had just returned from the recce, so I told them no. Instead, I was going into the Bavarian forest for four days of cross-country skiing so that I would be properly fit for the rally. From this moment there were problems between Rothmans, Tony and me."

Problems there may have been, but Röhrl won the Monte. He went on to finish third in Sweden, New Zealand and San Remo, and second on the Safari, the Acropolis and in Brazil. Suddenly, he was in a position to win the title.

"To start with, I did not really have my focus on the championship. But with this situation with Michèle and all these press articles that were being written about us, I began to think I shall kill myself if I lose the title to this small girl!"

'I began to think I shall kill myself if I lose the title to this small girl'

It now boiled down to the Ivory Coast Rally. Whichever of them won the event would win the title. Röhrl won the event. But even then there were problems within the team. He did not like the idea of going to Africa twice in a year…

"I informed Tony that I didn't like to practise in a country like Ivory Coast. I stayed at home and Christian [Geistdörfer, his co-driver] went for three weeks, along with Bruno Berglund, to make notes. I said I would come one day before the rally and leave the day it finished." None of which endeared him to the commercial needs of the team.

The final event of the year was the RAC. Opel wanted to maximise the value of three titles won – Röhrl (world), Tony Fassina (European) and Jimmy McRae (British) – and so Opel/Rothmans bigwigs gathered in York for a major PR bash on the eve of the rally. For Röhrl, though, cigarette promotion came much further down his priority list than a good night's sleep. A voluble exchange between star driver and team manager followed, and though Röhrl got his sleep, he awoke to discover that Fall had sent for Kleint to replace him. No promotion, no RAC Rally, no contract.

Fall: "He had this strange idea that he was employed by Opel, and that whatever arrangement we had with Rothmans had nothing to do with him."

One can sympathise with super-fit Röhrl's stance, but the following year he drove for a team backed by another product in which he did not indulge, but which did not seem to be such a problem. Indeed, he won the Monte for a third time in 1983 driving a Martini-backed Lancia Rallye 037 – and for a fourth time in '84, driving one of those understeery, too-complicated Audis.

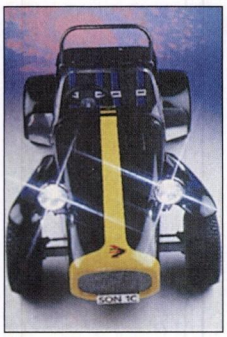
But talent like his rarely comes without a contradiction or two. Or three. M



both: LAT

Third place in New Zealand and the points continue to roll in. Can old-hat Ascona beat hi-tech Audi? Yep

Christmas Gifts



SONIC SEVEN CARS

THE DREAM BECOMES A REALITY

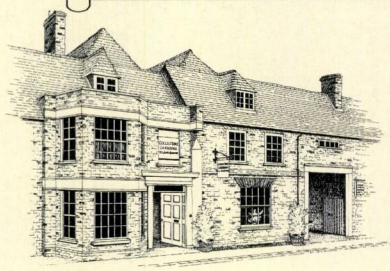
A child's sportscar based on the classic lines of the immortal Lotus. A two seat sports car powered by the ultra reliable Honda 160cc 5.5 h.p. single cylinder engine. Stopping power is provided by a powerful hydraulic disc brake. This car is suitable for children aged 5 - 12 years old who will have years of fun. The car will run safely either on tarmac or in a field.

ORDER EARLY FOR CHRISTMAS

For further information contact **JOHN VILLAGE** at
VILLAGE WORKSHOPS, EASTSIDE ROAD, WHITTINGTON MOOR, CHESTERFIELD S41 9AT
TEL: 01246 450580 FAX: 01246 455550

COLLECTORS CARBOOKS

Specialists in Out of Print and New Motoring Literature



14 BEDFORD STREET, WOBURN, BEDFORDSHIRE, MK17 9QB.
TELEPHONE: (01525) 290088
FACSIMILE: (01525) 290044

OPEN MONDAY TO SATURDAY 10AM TO 5PM

VISIT OUR WEBSITE: www.collectorscarbooks.com

WE HAVE THE WIDEST RANGE OF OUT OF PRINT MOTORING BOOKS AND LITERATURE THAT YOU CAN SEE ANYWHERE IN EUROPE!

WE CAN ALSO SUPPLY ANY NEW BOOK CURRENTLY IN PRINT.

WIDE SELECTION OF RACE PROGRAMMES AND MAGAZINES, MOTORSPORT AND AUTOSPORT A SPECIALITY.

WORLDWIDE MAIL ORDER. FREE BOOKSEARCH.

WE ARE CLOSE TO M1 JUNCTIONS 12 & 13 AND ARE LOCATED ON THE MAIN ROAD THROUGH WOBURN

WHY NOT MAKE A FAMILY VISIT?
WOBURN HAS PLENTY OF ANTIQUE, GIFT AND CHINA SHOPS, A FINE VARIETY OF PUBS AND RESTAURANTS AND WE HAVE PRIVATE PARKING AT THE REAR OF OUR SHOP.

Arundel Autograph Gallery



Suppliers of quality autographs specialising in motorsport. We currently offer all F1 World Champions and many others. Located 10 Minutes from Goodwood. Open Daily.
Tel + 44 1903 883210 / 885900
Fax + 44 1903 884944
sales@autographs.co.uk
www.autographs.co.uk

Michael Schumacher and Rubens Barrichello 2002 race used items including Ferrari's 150th GP win plus Ferrari literature, press packs, programmes, caps and other F1 memorabilia.

www.maxiview2000.com

email:
info@maxiview2000.com

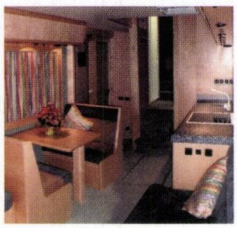
ULTRA
international



Don't compromise on quality or practicality – only **Ultra** can build your luxury motorhome tailored to your individual requirements.



Using mid-engined Volvo chassis to accommodate full-size cars at the rear, **Ultra** are the only choice for the discerning race-goer.

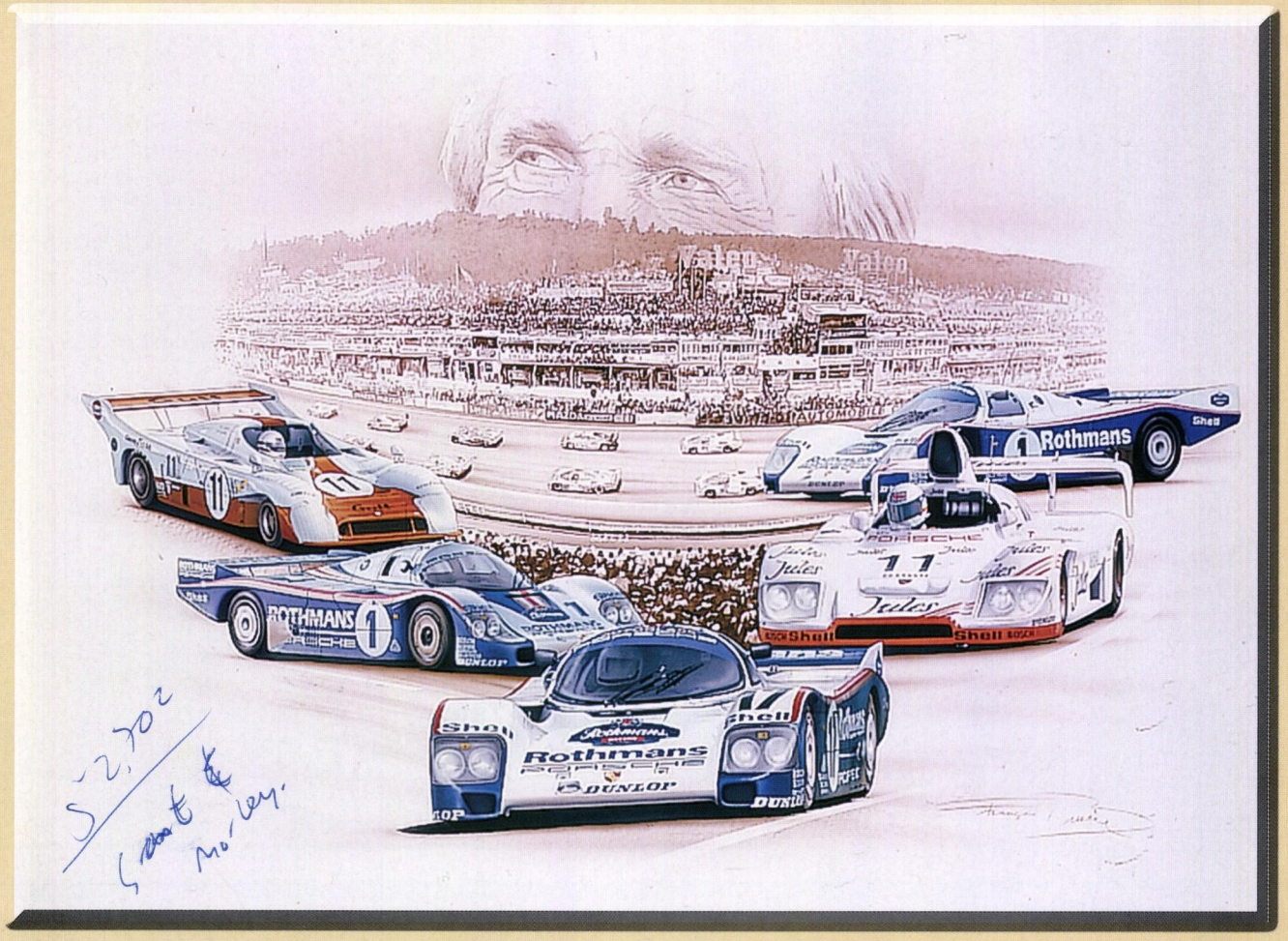


With our new slide-out technology, there is even more room for you and your prized possessions, so don't settle for anything less!

Contact us on **01766 770011** for more information
www.ultramotorhomes.co.uk

Ultra Motorhomes International Limited
Minffordd, Wales LL48 6LD

Derek Bell: "Cinq Victoires au Mans"



This superb commissioned painting is in celebration of Derek Bell's five historic wins in the legendary Vingt Quatre Heures du Mans. It is reproduced in a strictly Limited Edition of 500 prints only. The five winning cars illustrated are the Mirage Ford of 1975, Porsche 936 of 1981, Porsche 956 of 1982 and the Porsche 962 in 1986 and 1987. Each individually numbered print is signed by Francois Bruere, the only offical licensed artist to L'Automobile Club de l'Ouest, and Derek Bell. The print is supplied with a Certificate of Authenticity signed by Michel Cosson, President of the ACO. The image measures 50cm x 65cm and is printed on 250gsm Velin d'Arches fringed paper. Each print costs £120.00 (€180.00) plus £7.00 Packaging and delivery.

MSDEC2002

DELIVERY ADDRESS

Name .....

Address .....

.....Postcode .....Country .....

Telephone ..... Facsimile .....

Email .....

DESCRIPTION	QTY	PRICE	TOTAL AMOUNT
Derek Bell: Cinq Victoires au Mans			
PACKAGING & DELIVERY UK £7.00 POST EU COUNTRIES £10.00		Sub Total Post & Packing Grand Total	

PAYMENT DETAILS

I enclose a Sterling Cheque made Payable to:
Grant & Gower Ltd for £.....
Please Debit my Mastercard ☐ Visa ☐ Switch ☐ Debit Card ☐
Registered address of card (if different from delivery address:)

.....

.....Postcode.....

CARD NUMBER

☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐

EXPIRY DATE

☐☐/☐☐

Grant & Gower Ltd, Henley Old Farm, Henley, Dorchester, Dorset DT2 7BL
Tel: +44 (0)1747 871 871 Fax: +44 (0)1747 873030 Email: sales@grantandgower.com

Christmas Gifts

The PAINT BOX

2 Bank Street, Worcester WR1 2EW

Tony Smith



"1965 Indianapolis, Jim Clark"

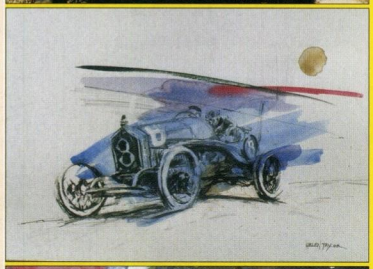
We have available some early Tony Smith originals and prints. Various images, Formula One, Rally and Classic Cars.

For further information please contact Mr Keith M-Walker.

Tel: 01905 619944 Fax: 01905 731394

EMAIL: paintbox@lineone.net www.paintboxgallery.com







HELEN TAYLOR STUDIO - LIMITED EDITION PRINTS

£54.50 48.5 x 34 cm

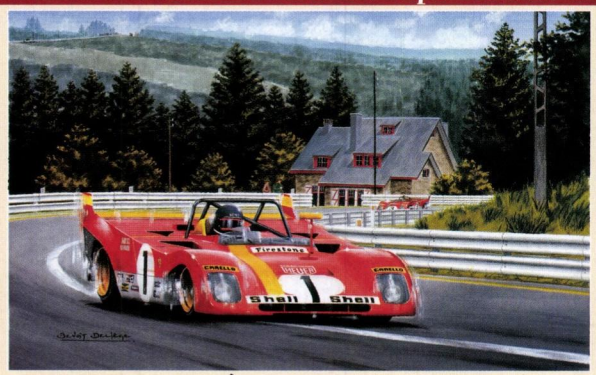
£54.50 49.5 x 34 cm

£74.50 70 x 50 cm

To place your order simply call our sales team on:
01728 652322
E-Mail -
info@helentaylor.com
Fax - 01394 380107

www.helentaylor.com

«THE INVINCIBLE WEAPON» Spa 1000km 72



A brand new painting by Benoît Deliège *showing Jacky Ickx with the Ferrari 312PB, published in a* ***limited edition of 400 prints****, size* ***50x70cm*** *individually hand* ***signed by JACKY ICKX*** *& the artist .....* ***£ 57***

(P&P incl. for Europe) With certificate of authenticity & photography of J. Ickx signing the edition.



◄ "QUADRIFOGLIO"

Pinto-Berger Alfa Romeo GTAM Francorchamps 24 Hours 1970

Limited ed. 250 prints ***50x40 cm***

£ 35 *P&P incl.*

P&P included for Europe (rest of the world : + £2,5)

Send details of your Visa, Mastercard or AmEx

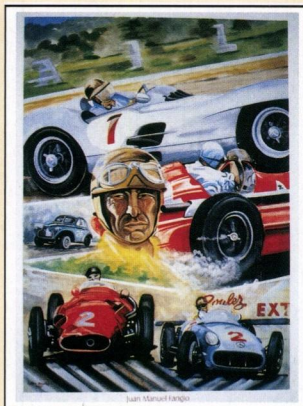
Visit the new web site !

TO ORDER : Benoît Deliège

99 avenue de Spa - 4800 Verviers BELGIUM

Tel/fax : ++ 32 87.23.20.08

E-mail : info@targaflorio.be Web site : www.targaflorio.be



NEW LIMITED EDITION PRINT JUAN MANUEL FANGIO 'THE MAESTRO'

Only 250 of these prints have been produced and measure overall approx 16" x 20" - they are full colour, each signed and numbered by the artist - **PRICE £45 inc P&P**

AVAILABLE ONLY FROM THE ARTIST

ANDY DANKS
3 STANMER HOUSE
LYPIATT ROAD
MONTPELLIER
CHELTENHAM
GL50 2QJ

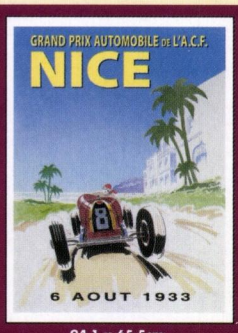
TEL: (01242) 520703

POSTER OFFER

An ideal Christmas present for the motor racing enthusiast.

Price includes VAT and carriage

(within the UK only, orders outside the UK will be subject to a surcharge.)



94.1 x 65.5cm.
£15.00



70 x 50cm.
£12.50

08701 600 950

Wheels Model Cars

E-mail: contactus@wheelsmodelcars.com

FANTASTIC SCALE MODELS FOR PERFECT CHRISTMAS PRESENTS



FERRARI TESTA ROSSA 1984



JAGUAR D-TYPE LE MANS 1956 SANDERSON/FLOCKHART



MASERATI 4200 SPYDER 2001



MERCEDES W154 M163 1939



FERRARI 330P TESTA ROSSA LE MANS 1962

AND MANY MORE.

RING, FAX OR E-MAIL FOR MORE DETAILS & ENQUIRES
SEND FOR OUR MOST COMPREHENSIVE CATALOGUE

UK £6.95 / EU £7.95 / OVERSEAS £8.95 INCLUDING POSTAGE

TEL: 01766 522552 FAX: 01766 522277

61 HIGH STREET, CRICCIETH, NORTH WALES LL52 0HB.

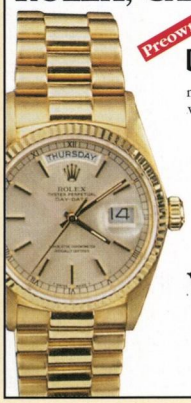
racecar

We build websites for companies like yours!

at www.racecar.com

Telephone +44 (0) 1483 203781 Fax +44 (0) 1483 203261

ROLEX, CARTIER & DIAMOND JEWELLERY



Preowned

at

UNDER HALF PRICE

ng Soon - Gents 18ct Day-Date on President Bracelet £3,995
ving Soon - Ladies 18ct Date on President Bracelet £3,500
Diamond Bezel available to fit your Rolex

We Purchase & Part Exchange
Urgently Required - Old Rolex's, Parts, Bracelets etc.

Refurbishments & Servicing Undertaken

www.watchagency.co.uk

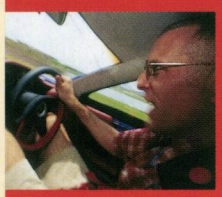
'HE WATCH AGENCY

01702 395100

Established 1926

1-8CT DIAMONDS AT DISCOUNT PRICES





THE VERY BEST OF RUSSELL BULGIN

Russell Bulgin, one of the finest and most original motoring writers of his generation, died of lymphatic cancer earlier this year. As a tribute to his phenomenal talents, some of his journalistic friends have produced 'The Very Best of Russell Bulgin', a hardback featuring many of Russell's most memorable columns and features. The book is priced at £15 – a sum that will be donated in its entirety to the Royal Marsden Hospital which cared for Russell during his illness.

'One of the industry's most brilliant writers' *Autocar*

'Russell's evocative style, his choice of vocabulary and sentence rhythm, was almost a dialect of its own' *Car*

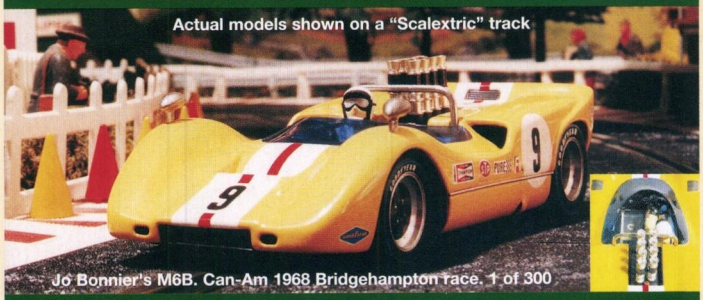
'Russell was one of Britain's most prominent and best loved motoring writers' *RallyXS*

'No question, his death has robbed our world of one of its greatest talents' *Evo*

£15 (+£4.95p p&p)
For your copy of 'The Very Best Best of Bulgin' call the credit card line:
01892 838928

Christmas Gifts

MAXi-MODELS



Jo Bonnier's M6B. Can-Am 1968 Bridgehampton race. 1 of 300

Our own exclusive range of limited edition 1/32nd scale, high detail models that can actually be raced on a 'Scalextric' track or just appreciated by themselves on their own scenic display plinths. Available either as ready to run individually hand built models or as easy to construct unpainted and prepainted kits with full assembly instructions.

Due to a production error our web address was printed incorrectly in last months advert, please note correct address below.

See our exciting range at **www.maxi-models.com** Contact us on: **+44 (0) 1280 848546**

MAXi-MODELS - The Antiques Shop, Main Street, Tingewick.
Buckinghamshire, MK18 4NL, UK.
Just 5 miles south of Silverstone circuit. Visitors by appointment only please.

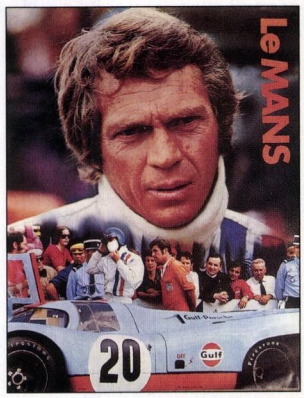


Team Surtees T 160 TS. Can-Am 1968. Riverside race 1 of 300 54465/42

Carkits

International
www.carkits-int.com

LE MANS, THE MOVIE
S. McQUEEN
22"x17" FULL COLOUR PRINT
1971 AS ISSUED IN USA
£29.50 inc p&p
101 Kensington Road,
Southend-on-Sea,
Essex SS1 2SY, England
Tel: 01702 615397
Fax: 01702 615397



SHEERCAST

Unique sporting figurines

For a catalogue, call 01270 884444 or visit www.sheercast.co.uk



Prost, Schumacher, Senna, Hakkinen, Mansell, Hill, Moss and many others.

Sheercast Ltd
The Venture Park
Radway Green
Crewe, CW2 5PR
Tel. 01270 884444
Fax. 01270 884415

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

All Can-Am 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.



McLaren M80 Dan Gurney Works Team Can Am 1970, highly detailed, lift off rear body. £110.



McLaren M8B High Wing Bruce McLaren Can Am 1969, highly detailed with lift off rear body. £110 (only a few left).



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 L/Ed. Pauls Model Art Porsche 917/30 Sunoco / Mark Donohue. Can Am Champ 1973, Highly detailed lift off body work/special box £79.50.



1/18th Exoto - Porsche. 935 Turbo Martini World Champ 1977 with removable bonnet, lift off rear cover to show full engine £129.



1/18th Exoto - Ferrari 312 T4 of Jody Scheckter or Gilles Villeneuve complete lift off body to show full detail £125 each.



1/18th Exoto - Tyrrell P34/2 - 6 wheeler F.N.C.B. Peterson or Depailler 1977 fully detailed Cosworth engine £125 each.



1/18th Carrousel McLaren M16 Indy winner 1974 Johnny Rutherford full engine detail etc £125.



1/18th C.M.C. Mercedes W154 - 1938 detailed engine etc £98 plain or £118 decalled as No 16. Dick Seaman Winner Nurburgring.



1/18th C.M.C. Auto Union Type D detailed engine & cockpit etc £108 plain or £123 decalled as No4 Nuvolari Donnington



1/18th C.M.C. Mercedes W125 detailed engine etc £108 plain or £123 decalled as No14 Herman Lang No8 Caracciola



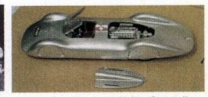
1/18th C.M.C. Mercedes W165 Tripoli 1939 detailed engine etc Plain £98, decalled No 16 Lang £112.



1/18th C.M.C. Mercedes W196 detailed engine etc £98 plain or £118 decalled No 6 Moss or No 2 Fengio/Argentina.



NEW 1/18th C.M.C. Mercedes High Speed Transporter highly detailed with ramps etc in original blue circa 1954. Old Price £172 NEW PRICE £154.



1/18th Revell - Auto Union Streamliner record car / Rosemeyer full engine detail opening cockpit excellent value £40.





McLaren MBA, Can-Am 1968 in full works livery, only few Denny Hulme versions left £110.



Lola T70 Mk3B Sunoco Mark Donohue, Daytona 1969, limited supply to UK. ofder now £95.



Lola T70 Spyder of John Surtees - Canam Champion 1966 few left £95.



1/43th scale Ferrari 246 Dino 1958, Hawthorn/Collins or Yellow Gendebien versions: Kit £258 or Handbuilt £654, fully detailed.



1/43th scale Ferrari 312PB World Champion 1972 Icko/Redman with lift up rear body, full engine detail etc. Also 312PB Longtail version Le Mans 1973. Kit £245 or handbuilt £648



MP. 12.09 Ferrari F.1 2000 World Champion (Super Kit)

1/43th scale MG Models Ferrari F1/2000 World Champion with removable body fully detailed kit £295 handbuilt £856 also F1/2001 now available same price.





Lola T70 Mk3 Spyder Sunoco Mark Donohue Canam 1967. Few of 1966 version left £95 each.



Lola T70 Spyder/ Ford engined Parnelli Jones Canam 1967 also Mario Andretti Canam 1968 available £95 each.

1/43th 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/Icyx from Daytona 1976. Kit £278 or handbuilt £760.

Also available in 1/43th kits
Ferrari 158 F1 W/Champion John Surtees £278
Ferrari 250 P Winner Le Mans 1963 £210.
Aston Martin DBRI Winner le Mans 1959 - £195.
Jaguar 'D' type Winner Le Mans 196 £195
Porsche 917 LH Martine No 3 Le Mans 1970 £278





1/43th 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 £263 handbuilt £660 each.



39717/09

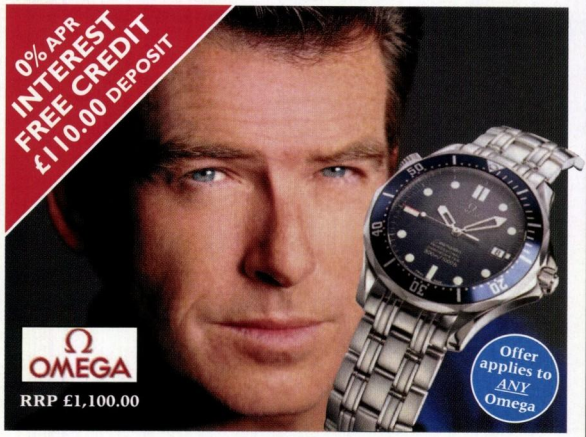
1/43th scale Ferrari Dino 156 Phil Hill World Champion 1961. Super kit £278 or handbuilt £820. Fully detailed, lift off body.



Full range of Exoto & Carrousel 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 - AMERICAN EXPRESS - MASTERCARD



*Buy the new Omega Seamaster watch now and get all your money back later**

Hard to believe but absolutely true. It's the ultimate upgrade offer, *pay a deposit of just £110.00 now, the rest interest free over 12 months and enjoy the option of a full refund credited towards a new Omega (costing a minimum of 100% more) at any time in the future.

There has never been a better way to own the Seamaster Professional
Only Alexanders, one of the country's leading independent jewellers, offer 0% finance and the ultimate upgrade option.
So to enjoy 0% depreciation – buy now and upgrade later!

The Omega Seamaster Professional
A watch too good to be kept a secret
The world's most intrepid secret agent 007, owes his life to his Omega Seamaster Professional.

In the movie 'The World is not Enough', Bond relies again on his OMEGA. Trapped 30 feet below safety and fighting off the enemy, Bond is forced to remove his OMEGA Seamaster watch, aims it upwards to the ceiling and fires the grappling hook.

Whilst the gadgets are reserved for Her Majesty's favourite secret agent only, all Seamaster Professional Diver watches are made in stainless steel. They are equipped with a self-winding mechanical movement with chronometer certificate, unidirectional stainless steel turning bezel, helium-escape valve, blue dial, skeleton luminous hands, anti-reflective, scratch-resistant sapphire crystal and water-resistant to 300 metres.

12 Months Interest Free Credit
You can purchase an Omega Seamaster (RRP £1,100.00) with our one year interest free credit (0%APR), a **deposit of just £110.00** and the balance paid in 12 equal monthly instalments of £82.50.
Written quotations on request, subject to status.

Quick and Easy Finance
To buy this distinguished wrist watch, simply call us today, **FREE** on **0800 072 0888** and arrange your interest free credit now. Pay by cheque or credit card (positive ID will be required) and receive your watch securely delivered to your door by special delivery, subject to availability, within 14 days.

LUXURY WATCHES DIRECT
from
ALEXANDERS
jewellers



Farnham, Surrey
Tel 01252 737373
Guildford, Surrey
Tel 01483 302666
Reigate, Surrey
Tel 01737 222987
www.alexandersjewellers.co.uk
or e-mail us on
sales@alexandersjewellers.co.uk

PLEASE SEND TO: ALEXANDERS, 3 Castle Street, Farnham, Surrey GU9 7HR
Yes, I'd like to own the Omega Seamaster Professional (Model 2531.80) from Alexanders at **£1,100.00** (+£5 p&p) payable by cheque or credit card (Positive ID may be required), or with an initial deposit of **£110.00** and 12 interest free instalments of **£82.50** per month, subject to status. I understand that if I am not satisfied with my watch I may return it (as I received it) within 14 days and qualify for a full refund.

Four easy ways to Purchase
1. For fast-track Finance and to order your watch by telephone, call FREE **0800 072 0888**
2. Please send me your 12 months Interest Free Finance Agreement (tick if appropriate) ☐
3. I enclose a cheque in full payment for £ _____ (inc. £5 p&p) to 'Alexanders' ☐
4. Please debit my: ☐ ☐ ☐ ☐ ☐ ☐ Expiry & Issue No. ☐☐☐☐ ☐
Account number: ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐

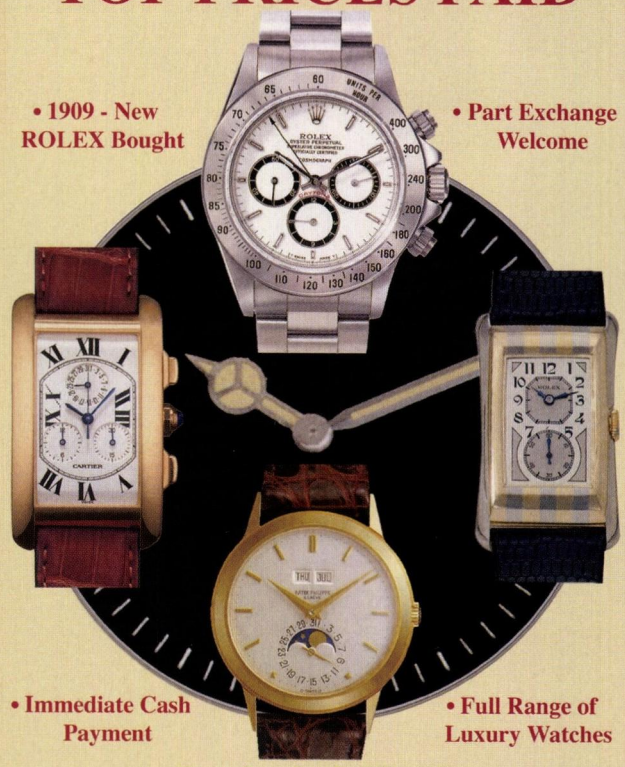
Card expiry date: Signature:
Name: (PLEASE PRINT) Mr/Mrs/Miss
Address:
Postcode:
Daytime tel. no: E-mail address:

MOTORSPORT 12/02

Delivered by Special Delivery, subject to availability.
Occasionally we may pass your details to other companies whose products may be of interest to you. If you do not wish to hear from them, please tick this box. ☐
MOPS protection only covers the direct ordering of product(s) advertised at the price(s) specified in this advertisement.

MOPS

WE BUY
ROLEX
PATEK & CARTIER
"TOP PRICES PAID"



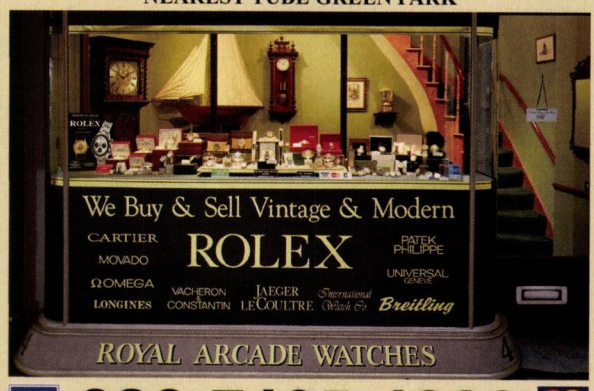
- 1909 - New ROLEX Bought
- Part Exchange Welcome
- Immediate Cash Payment
- Full Range of Luxury Watches

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

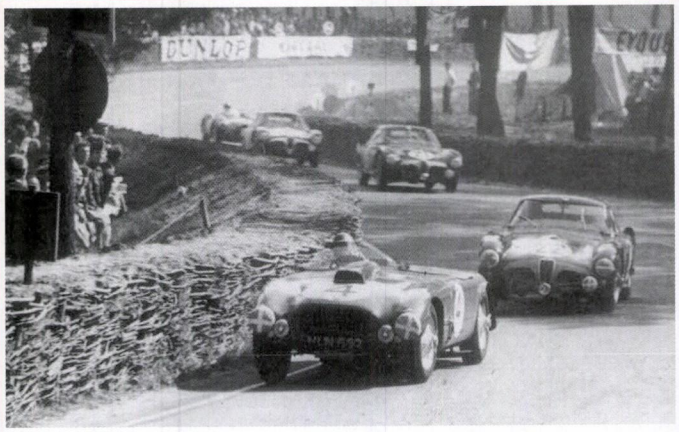
ROYAL ARCADE WATCHES

OPEN Mon - Sat 10:30 - 5:30

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



020 7495 4882
www.RoyalArcadeWatches.com



Time and Two Seats

Five Decades of Long Distance Racing

The World Sports Car, Grand Touring, and Manufacturers Championships

Janos L. Wimpffen

with forewords by Phil Hill, Brian Redman, Derek Bell

- A complete chronology of the development of racing sports cars.
- An era-by-era, year-by-year, race-by-race narrative from 1953 through 1998.
- Complete results of each event, from the hundreds of entries in the Mille Miglia to the many obscure rounds of the Grand Touring cups of the 1960s.
- Multiple award winning work.
- Universally outstanding reviews.
- The standard of reference.

US $195 + shipping VISA/MASTERCARD
Motorsport Research Group
9255 151st Ave, NE • Redmond WA 98052 USA
425.869.1831 • fax 425.869.1226 • E-mail: jlwmrg@earthlink.net

41963/09





SECOND TIME ROUND

International Watch Dealers

Grays Antique Market
58 Davies Street
London W1Y 2LP







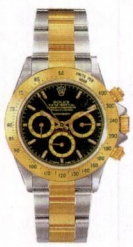
ROLEX . CARTIER

And Other Fine Watches
Bought Sold and Exchanged

Fast Repair & Refurbishment
Service Available

020 7499 7442
(24 HOURS)

www.secondtimeround.com





PATEK PHILIPPE • ROLEX • CARTIER

LANGE & SÖHNE • VACHERON • FRANCK MULLER • AUDEMARS • BREGUET • BULGARI • PANERAI

THE TIME...



We need to buy...Patek Philippe, Rolex, Cartier, Lange & Söhne, Franck Muller, Panerai and other fine wristwatches.

OLD OR NEW WE GUARANTEE TO PAY THE BEST POSSIBLE PRICE. PLEASE SEND BY REGISTERED POST OR VISIT OUR BOND STREET SHOP.



THE PLACE...

David Duggan

0207 491 1362

Bond Street Antiques Centre,
124 New Bond Street, London W1S 1DX
www.davidduggan watches.co.uk

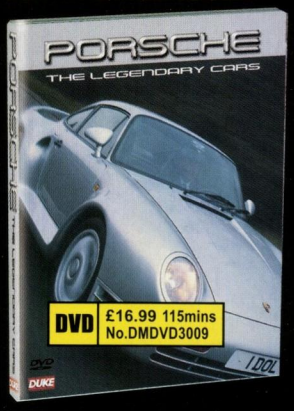
OPENING TIMES
MONDAY TO SATURDAY
10.30AM - 5.45PM

PATEK PHILIPPE • ROLEX • CARTIER

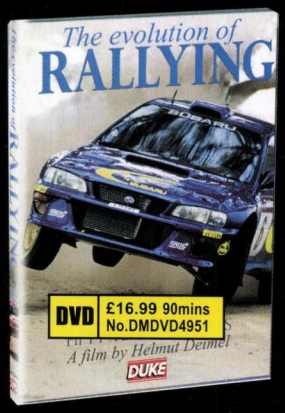
LANGE & SÖHNE • VACHERON • FRANCK MULLER • AUDEMARS • BREGUET • BULGARI • PANERAI

Christmas Gifts

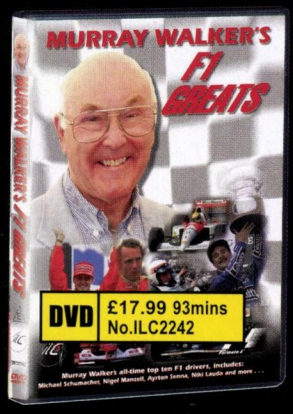
POWER AND PERFORMANCE ON DVD AND VHS



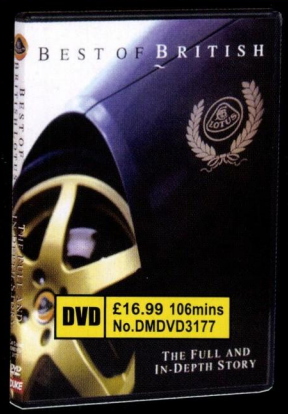
A comprehensive look at the most outstanding road and racing Porsches of the last fifty years. Featuring the first 356 models through the illustrious 911, right up to the present day Boxster.
VHS: £14.99 94mins No.DM3023



Tracing the evolution of rallying from the 1950s right up to 2001 featuring magnificent archive footage. A magical journey through five decades of spectacular motorsport.
VHS: £14.99 90mins No.DM4950



A unique chart of F1 stars & amazing racing archive from the days of Maserati & Vanwall right up to Ferrari's triumphant 2002 season, as Murray counts down his top ten drivers of all time.
VHS: £14.99 62mins No.ILC0488



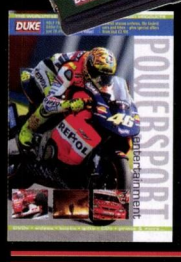
The story behind the famous green and yellow badged cars. High quality archive and modern footage spanning 1952 to the present day. Includes the Seven, Elite and Elan; Europa, Eclat and Exige.
VHS: £14.99 97mins No.DM3170



CHAMPIONS OUT NOW ON DVD! Superb series profiling some of the greatest names ever to compete on four wheels. Features original film footage, personal interviews, insights and many exclusive extras.
PLUS each DVD contains a FREE career fact sheet. Highly collectable!
These and more are available on VHS phone for details or visit our website.

SELECTED TITLES AVAILABLE FROM LEADING STORES

OR BY MAIL ORDER TEL: 01624 640000 FAX: 01624 640001 NET: dukevideo.com
POST: DUKE VIDEO, PO BOX 46, DOUGLAS, ISLE OF MAN, IM99 1DD, BRITISH ISLES
EMAIL: mail@dukevideo.com QUOTE 6489 WITH ORDER. CHEQUES PAYABLE TO DUKE VIDEO.
WE ACCEPT VISA / EUROCARD / MASTERCARD / AMERICAN EXPRESS OR CONNECT.
CARDS WILL NOT BE CHARGED UNTIL DESPATCH. POSTAGE & PACKING: BRITISH ISLES: 1 ITEM £2.00 2 OR MORE £3.00
EUROPE: 1 ITEM £3.00 2 OR MORE £5.00 WORLD: 1 ITEM £5.00 EACH ADDITIONAL £2.50
GUARANTEE: IF NOT 100% SATISFIED WE WILL REPLACE OR REFUND WITHIN 30 DAYS OF PURCHASE.
THIS IS IN ADDITION TO YOUR STATUTORY RIGHTS DELIVERY: 7 - 28 DAYS.



Ask for your new FREE catalogue!

DUKE

01624 640000 dukevideo.com

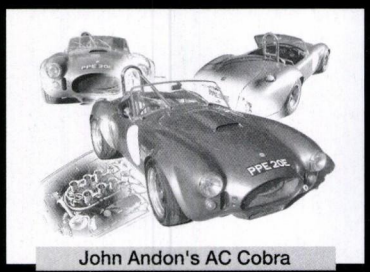
Christmas Gifts

Limited Edition Fine Art Prints

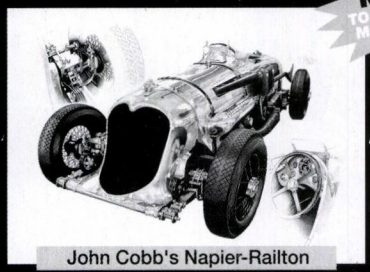
FROM THE ORIGINAL PENCIL DRAWINGS OF ANDREW SMITH

10%OFF TO READERS OF MOTOR SPORT MAGAZINE

ORDER NOW FOR XMAS



John Andon's AC Cobra



John Cobb's Napier-Railton

Emerging as one of Britain's up and coming, collectible motor sport artists, Andrew Smith has released the first in the series of exquisite pencil drawings dedicated to classic British racing cars. Each print is signed and numbered by the artist.

Commissioned work also undertaken

Only 850 Prints Worldwide *(Unframed)*
594x420mm Printed on 100% Acid Free Paralux.
£120.00
VAT & Post inc.



Buy both for ONLY £150.00 and save £50.00

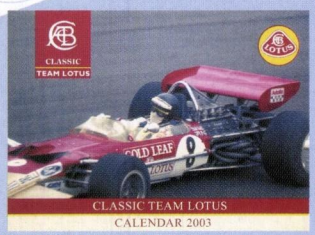
Only 850 Prints Worldwide *(Unframed)*
594x420mm Printed on 100% Acid Free Paralux.
£80.00
VAT & Post inc.



TO PLACE YOUR ORDER CALL US ON.... 01428 683061

The Gallery | 1 New Cottages | Petworth Road | Wormley | Surrey | GU8 5SN

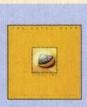
THE CLASSIC TEAM LOTUS CALENDAR 2003



"THE GOLD LEAF YEARS"

This superb calendar focusses on the winning partnership between Team Lotus and John Player & Sons using the Gold Leadf brand, during the flamboyant period from late 1967 until the end of 1971. The 1000 individually numbered calendars, are (18x14ins) with 13 stunning colour images and printed on high quality heavyweight art paper with a red spiral binding.

£12.95 plus p+p



The Lotus Book • William Taylor.
The complete history of Lotus Cars. Hardback, 256 pages all in colour with over 1000 images. £39.95 plus p+p



The Healey Book • Bill Emerson.
The complete history of Healey Cars & Boats. Hardback, 264 pages all in colour with over 1100 images £45.00 plus p+p



Lotus Elise - Racing car for the Road • Ortenburger.
Every fascinating detail of this historic car. Hardback, 208 pages all in colour with over 400 images. £34.50 plus p+p



Lotus Elise - The Official Story • Jeremy Walton.
The full story of this revolutionary car. Hardback, 208 pages all in colour with over 500 images. £34.50 plus p+p

All titles are available from: Coterie Press, 6 Forest Hill Ind Est, Perry Vale, Forest Hill, London SE23 2LX. Tel: 020 8699 5111 **www.coterieperess.com**

tool marque

HAND TOOLS & CABINETS

CHRISTMAS OFFERS



Protop Professional 6pc Screwdriver Set With Tray
£19.95 inc.VAT Retail £35
Quote Ref: 620864

KD Tools LIFETIME GUARANTEE



12pc GearWrench Set
£69.95 inc.VAT Retail £99
Quote Ref: 9412

Quote Ref: PCHFORD
LIMITED EDITION
Ford Motor Company
3 Drawer Portable Chest
Officially licenced by Ford Motor Company
£59.99 inc.VAT Retail £79



Quote Ref: HP2331
3 Drawer Plastic Portable Chest
£39.99 inc.VAT Retail £59



584mm(W)x265mm(D)x340mm(H)

522mm(W)x217mm(D)x303mm(H)

Power Utilities Limited
ESTABLISHED 1934

ARMSTRONG INDUSTRIAL HAND TOOLS · ALLEN · WATERLOO TOOL STORAGE · WITTE WERKZEUGE

Plus many other top brands

ORDER NOW
www.toolmarque.com
Tel: 01922 720561
Fax: 01922 720461
Most major credit cards accepted

Please allow 7-14 days delivery
Postage & Packing £4.95 inc.VAT for UK Mainland (EEC enquire)

exoto GT 40–Setting the Pace

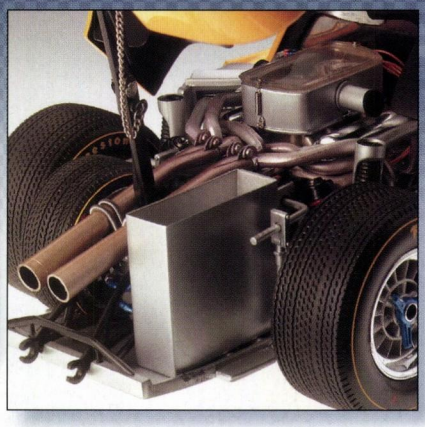


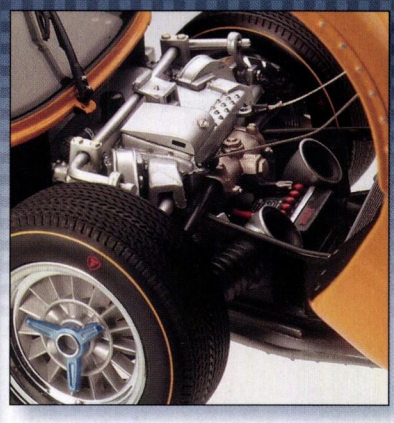
'66 Ford
Mk II GT40 (28775)



'67 Mercury
Mk II GT40 (28662)

Pictures taken from actual 1:18 Die Cast model.





1967 Ford Mk IV GT40 1:18 (28705)

Even though both the Mk II GT 40s performed well at Daytona in 1966, the decision to start development on a Mk IV version was taken following the lack of success of the three Mk II GT40s that entered Le Mans.

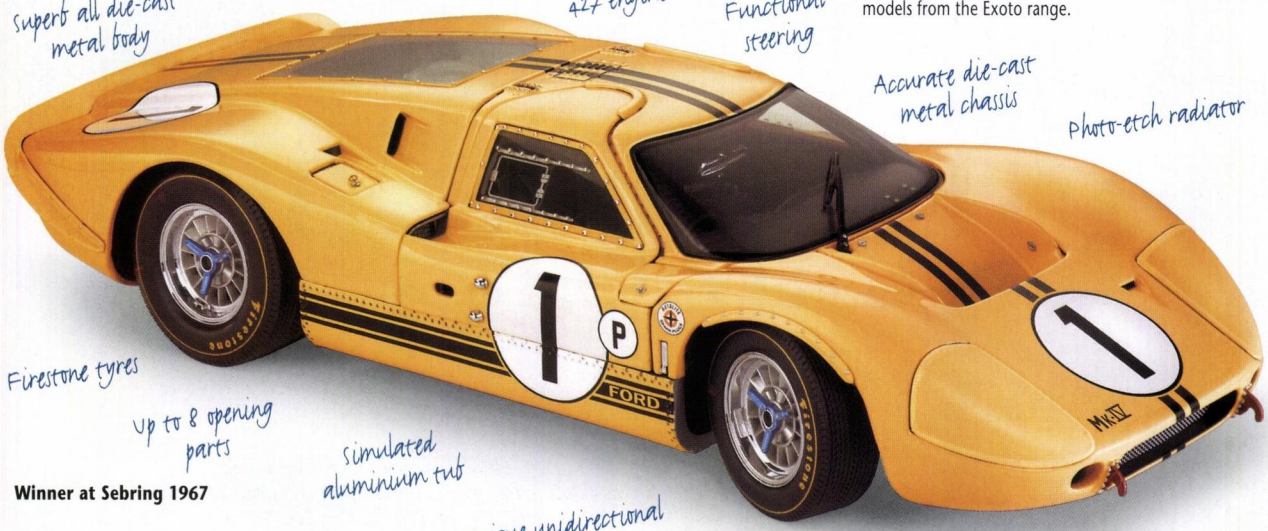
The Mk IV was a completely new car, not just an evolution of the Mk II. Developed from the J-Car, which was in itself a disappointment, Ford committed to make the Mk IV competitive after Ferrari scored a decisive 1-2-3 victory at Daytona in February 1967.

On April 1 of that year the Mk IV made its race debut in the hands of the very capable pair of Mario Andretti and Bruce McLaren. Ferrari decided not to participate, but a very strong Chaparral team presented Ford with plenty of competition. The smart money was on Ford. Andretti gave the first indication that the racers from Dearborn would live up to expectations by being the fastest qualifier, setting a new track record in the process!

McLaren started the race in the Shelby American-entered Mk IV and engaged in an early battle with the Chaparral 2F of Hall/Spence. At the end of hours 1 and 2, Andretti/McLaren held the lead, losing it to the Hall/Spence car at the end of hour 3, before the Chaparral retired with transmission problems. The battle between these teams produced some exciting racing: the lap record was broken no less than 20 times!

The yellow #1 Mk IV scored victory with a record-setting 12-lap margin over the other factory-entered Ford; a Mk II driven by Foyt/Ruby. Moreover, Andretti/McLaren were the first to average more than 100mph over the entire race!

Also available shortly – amazing 1:10 Mk II GT 40 – ask your local stockist for details on this and other models from the Exoto range.



Winner at Sebring 1967

exoto models are available from branches of MODELZONE and online from: www.diecastlegends.com.

For other stockists please contact Revell offices during business hours.

Revell AG official distributers of Exoto Die-Cast in the UK and Ireland.

Trade enquiries welcome.

Check out the new www.revell.de website

The world's leading modelling company.

Revell metal

Revell AG, 10-12 Queensway, Hemel Hempstead, Herts HP1 1LR. Tel: 01442 250130. Fax: 01442 245619. Email: ukbranch@revell.de

© Revell is the registered trademark of Revell AG & Revell-Monogram I.I.c.



ZOOM LENS

PHOTOGRAPHER NICK LOUDON IS NOT ONE TO BLOW HIS OWN TRUMPET, SO WE DECIDED TO DO IT FOR HIM WITH THESE BREATHTAKING CLOSE-UPS

"FROM THE AGE OF SIX TO 13, I LIVED IN EAST AFRICA," says Nick Loudon, "and motorsport got into my veins during that period. I went to see a hillclimb in Kenya, and was hooked.

"The photography started with a Box Brownie, but when I was 16, my parents bought me a Zeiss Ikon – a proper camera – and I started photographing local hillclimbs."

On his return to Britain, Loudon took pictures first for publications in Africa and then in New Zealand. Entirely self-taught (he didn't do his City & Guilds in photography until the early 1980s), his hobby has earned him widespread respect.

Some of his work is to be included in a forthcoming Chris Amon biography written by Eoin Young; the rest could – and should – be compiled in a book.

Chris Amon dances his Ferrari around Silverstone during the 1969 British GP. He qualified fifth but retired



Above: Jimmy Clark heads for F2 victory at Crystal Palace's 1965 London Trophy, having won both heats.
Below: A Kiwi partnership. Amon in a McLaren-Olds at Snetterton, Good Friday, 1965. He finished second



Above: 'This is how you do it, son.' Jackie Stewart shows Paul the workings of an F2 Matra at Oulton Park. Below: W Watton hustles his Austin Special up Shelsley Walsh in 1965 – or '66. Any more info from readers?





Above: Surtees' brilliance got the best out of an understeery Ferrari 158 in the 1965 International Trophy. Below: Alain de Cadenet checks his flaming Ferrari after clipping a bank in the 1969 Brands Hatch Six Hours



GIRARD-PERREGAUX POUR FERRARI

F1 2000

The watch is named FERRARI F1 2000. It is fitted with a manufactured automatic chronograph mechanism. This movement has a 42 hour power reserve, contains 63 rubies and beats



at 28.800 vibrations every hour. It has a calendar window at 4.30. The back has a commemorative engraving showing the profile of the victorious car.



FERRARI F1 2000.
Sapphire crystal. Water-resistant to 30 metres.
Stainless steel, yellow, pink or white gold case.
Matching bracelet or hand-sewn crocodile leather or rubber strap.

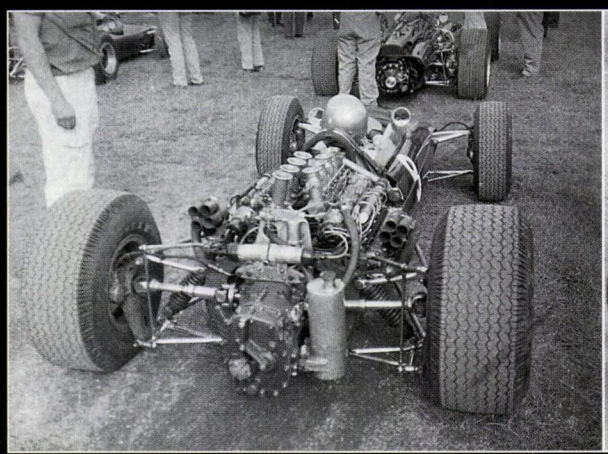
GP
GIRARD-PERREGAUX

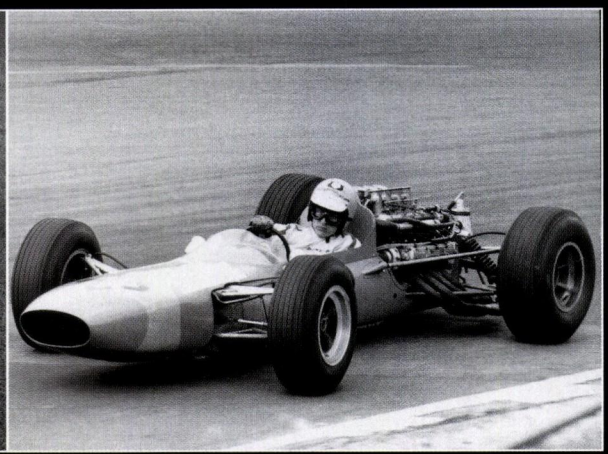
MANUFACTURE DEPUIS 1791

ASSOCIATION INTERPROFESSIONNELLE DE LA HAUTE HORLOGERIE

Harrods
KNIGHTSBRIDGE

Fine Jewellery & Luxury Watches, Ground Floor, Harrods Limited, Knightsbridge, London SW1X 7XL. Telephone 020 7730 1234. www.harrods.com





Ferret Fotographics

Rare sights indeed! Godiva in (left) John Campbell-Jones' BRP at Oulton Park, and the Shannon of Trevor Taylor at Silverstone, both 1966

POWER WITHOUT GLORY

'GODIVA'

COVENTRY-CLIMAX EVENTUALLY WROTE ITS NAME LARGE IN THE FORMULA ONE ANNALS VIA ITS HUGELY SUCCESSFUL ASSOCIATIONS WITH COOPER AND LOTUS. BUT IN 1954, THE MIDLANDS FIRM PRODUCED A UNIT THAT MIGHT HAVE THREATENED MERCEDES. KEITH HOWARD REPORTS

photography by Charles Best

Has there ever been a less appropriate nickname for a racing engine than that bestowed upon the Coventry-Climax FPE – or 'Godiva'? By rights, it ought to have been Wally Hassan and Harry Mundy's first F1 power plant. But whereas Lady Godiva famously rode naked through Coventry's market place to persuade husband Leofric, Earl of Mercia, to reduce the taxes (unlike modern re-enactments, where long blonde hair is often strategically placed, Godiva had hers tied up behind her head), the engine that bore her name was reticent to the point of invisibility. In fact, it never bared itself to examination on the racetrack; at least, not at the time it was designed.

What kept this 'Godiva' at home was an unwarranted inferiority complex. Having designed, built and developed the engine to a point where it was ready to go, Hassan and Mundy allowed themselves to be dissuaded by the inflated power claims of their competitors – claims which had more to do with *braggadocio* and wishful thinking than results on the dyno. Thus the Godiva became an early victim of F1 spin and was never put into production.

Best known for its fire pumps, industrial engines and forklifts, Coventry-Climax Ltd was not an obvious source of racing engines. But it had three human assets that were to turn it into one of the successful engine suppliers of the latter half of the 1950s and first half of the 1960s.

The first two of these were Hassan and Mundy, whose credentials included design of the Jaguar XK straight-six engine (Hassan) and a close involvement with the BRM V16 project (Mundy). The third key player was their boss Leonard Lee, a man who Hassan described in his autobiography as 'a great patriot who liked to see the country performing well in motorsport.'

All this talent and enthusiasm notwithstanding, motivation for the FPE was external. Anxious to have a competitive, British-built engine to power their cars under the new 2.5-litre formula of 1954, HWM, Kieft, Connaught and Cooper made a joint approach to Lee to ask him to fund a Hassan/Mundy design. By autumn 1952, Lee was persuaded and gave Hassan the go-ahead to begin work on what was internally designated the Fire Pump Engine, so as to disguise its true nature from those who might disapprove of this diversification.

The FPE's 'Godiva' soubriquet, derived from Coventry-Climax's company badge which featured an image of the city's famous nude, was also external. Because the name had already been applied to a range of pre-WWII trailer-mounted and portable fire pumps, it was never officially sanctioned.

Hassan and Mundy quickly agreed on the FPE's essential features. It would be a 90-degree, quad-cam V8 with five main bearings and oversquare cylinder dimensions of 76.2x67.94mm, giving a total swept volume of 2479cc. Most of its design features followed familiar racing practice, although it began life with hairpin valve springs (something Mundy may have imported from the BRM V16) despite a modest max engine speed of 8500rpm. Although valve springs of this type had been used for many years in racing motorcycles, and were successfully employed by Ferrari, they proved prone to breakage in the FPE and were eventually replaced with conventional helical types.

The two designers aimed for an initial specific output of 100bhp per litre, expecting this to make the engine immediately competitive with Ferrari and Maserati. Key development issues proved to be the firing order, fuelling system and exhaust arrangement. In an attempt to quell crankshaft torsional resonances, the first development engine fired its cylinder banks consecutively as two in-line fours, but this was found to generate unfavourable pressure pulses in both the inlet and exhaust. Unburnt fuel would sometimes shoot out of the engine inlets, almost to the test cell roof, a situation which – as Hassan observed – was good for neither power nor fuel consumption. Reverting to a conventional V8 firing order solved the problem.

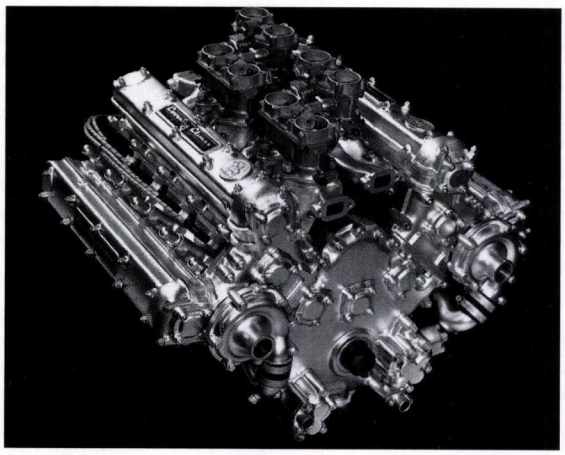
Nothing was known at the time about optimising V8 cylinder extraction by cross-linking the exhaust systems of each bank, so exhaust manifolding proved to be a headache. Eventually, separate exhaust stubs were used for each cylinder, an arrangement which gave good peak power but not the best torque characteristic.

At the other end of the engine, twin-choke Solex carburettors were used initially, then Webers, but the best results were obtained using SU fuel injection. Like all injection systems of the time it was crude, but in combination with an alcohol fuel blend supplied by Shell it helped the FPE eventually achieve 264bhp at 8500rpm.

Had Hassan and Mundy only known it, that was more than enough to make the FPE the most powerful F1 engine of 1954. But rumours of the superior outputs being achieved elsewhere, and an abiding concern that the hill-and-dale profile of the FPE's torque curve would make it all but undriveable, persuaded them not to let it beyond the factory gates. The hopefuls at HWM, Kieft, Connaught and Cooper, whose idea it had been, never got a sniff of it, even though Connaught and Kieft had built cars in anticipation.

Although the Godiva never raced at the time, it did compete eventually. The entire project was sold to Andrew Getley in the mid-1960s, with the proviso that he remove the Coventry-Climax name from the cam covers. Paul Emery and Hugh Aidan-Jones increased the capacity of one of Getley's engines to three litres, fitted it into the back of an F3 chassis, called the resulting car the Shannon, and hired Trevor Taylor to race it in the 1966 British GP at Brands Hatch. It qualified 18th and lasted only one lap before retiring with a fuel problem.

More recently, the Godiva has run again, in mildly modified 2.5-litre form, in Bill Morris's reconstructed Kieft GP car. Now we may at last be able to judge how much shine the FPE might have taken off Mercedes' triumphant return to GP racing in 1954 had Hassan and Mundy only kept faith. M



'Godiva' looked great in the flesh, but Climax drew a veil over her

ATLANTIC CROSSING

WHEN THE USA WAS A LONG WAY AWAY, AMERICAN CARS WERE A RARE SIGHT IN EUROPEAN COMPETITION. BILL BODDY RECALLS TWO WHICH MADE IT TO BROOKLANDS AND BROUGHT A FLAVOUR OF INDIANAPOLIS TO SURREY – BUT WHICH DIDN'T QUITE LIVE UP TO THE HYPE

Between the wars, interest in motor racing increased as more people had cars. Brooklands, and later, Donington and other venues, were popular, but only a few enthusiasts were able to attend racing on the continent or in the USA. America had caused a sensation when Jimmy Murphy in a straight-eight 3-litre Duesenberg won the 1921 French Grand Prix; though aided by hydraulic four-wheel brakes, it was virtually a three-speed track-racing car by European standards.

Not only had a car from faraway America defeated the new Ballots of Ralph de Palma and Jules Goux, and Andre Boillot's Talbot, but the Duesie of André Dubonnet was fourth. The favourites, those Ballots with four-speed gearboxes, had been outclassed. But it was 41 years before an American driver again won the French Grand Prix (Dan Gurney in a Porsche). Most English racegoers were content with the racing provided at Brooklands by fields of stripped sports-cars, specials and outdated grand prix cars in handicap events, until Donington opened and the German teams were enticed here in 1937 and '38.

In sportscar races, the occasional American car competed, such as the 'Splendid' Stutz in the Ulster TT, Studebakers and Stutz in the long-distance or duration events at Weybridge, and at Le Mans in 1928 the 4.9-litre Stutz of Brisson and Bloch frightened the Bentleys until Woolf Barnato and Bernard Rubin in a 4.5-litre beat it by 7.9 miles, with Chryslers third and fourth. A lone 3.9-litre sleeve-valve Willys Knight had appeared at this race in '26, and Prince Nicholas of Romania had driven his big Model-J Duesenbergs there in '33 and '35, but these all retired. The TT at Ards had also entries of Model-A, B, and V8 Fords, and in Edwardian days Bedford Buicks had appeared at our only racetrack. Otherwise, American automobiles in competition were rare.

But from the 'Brickyard', news would filter through of slim single-seater cars of advanced concept suited to such a track, which took part in the great 500-mile race each year. Enormous crowds, some of whom had queued up for days to obtain admission, were a regular Indianapolis institution. It is true that the average speed of this '500' did not reach that of the BRDC '500' held at Brooklands from 1929 to '36. Nevertheless, it sounded very appealing, this famous event run to 3-litre, 2-litre and 1.5-litre formulae from 1921-31.

But it was not so easy then to travel to America, or even to the Continent (although I believe Capt George Eyston went from England to the 1921 French GP at Le Mans in his GN cyclecar). So while most of us may have felt that the variety of the racing cars at Brooklands and its country atmosphere were all we wanted, the mysterious myth of those Indy marathons remained in the background.

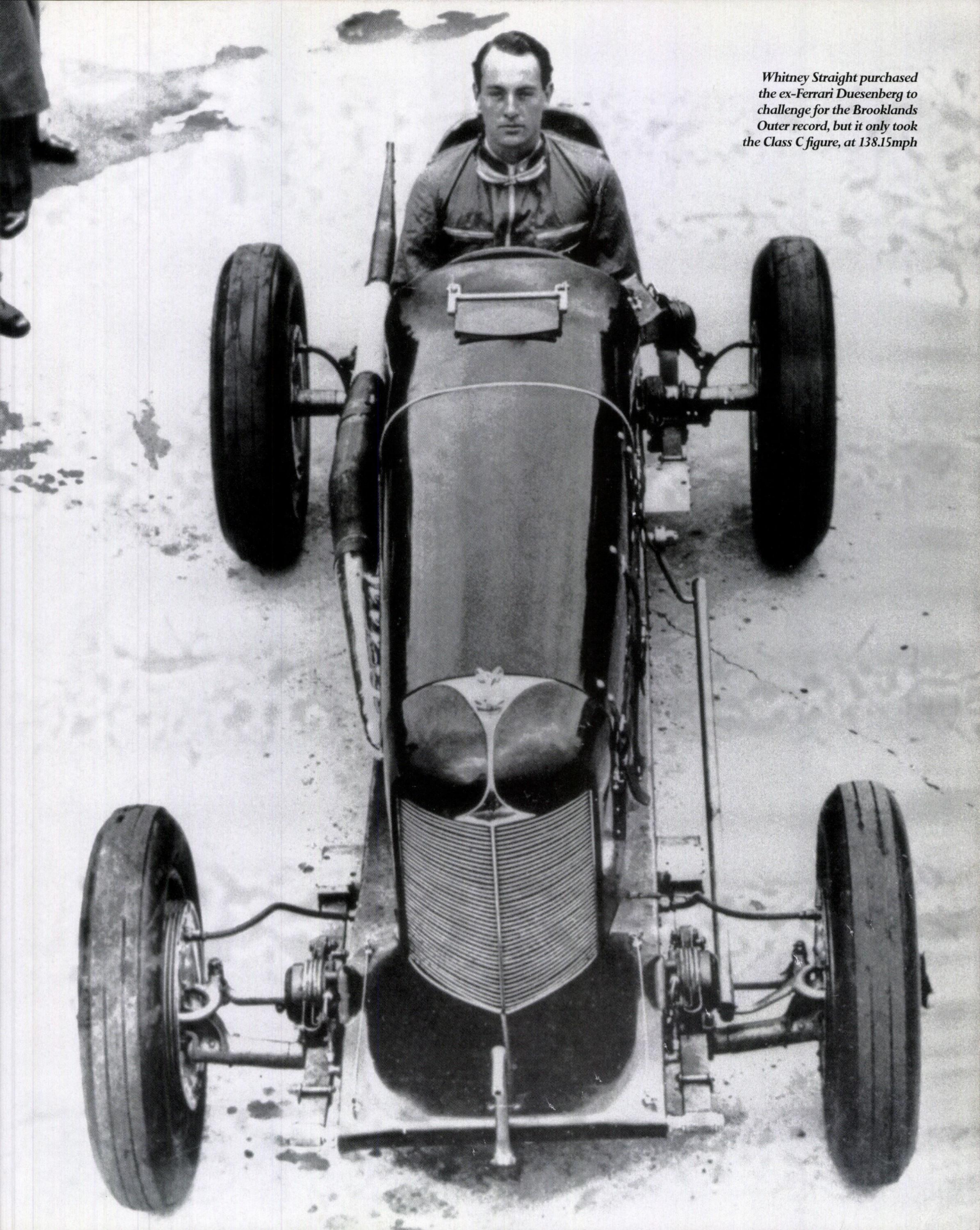
I felt that I would not have wanted to report them when, from 1941 to '64, the winners at the distant Speedway were listed as Belond Exhaust Special, Leader Card Special, Bowes Seal-Fast Special, Noc-Out Hose Clamp Special, Wynn Friction-Proof Special, John Zink Special, K Paul Special and so on, until in 1965, Jimmy Clark won in a Lotus-Ford and Graham Hill did likewise in a Lola in 1966.

It took the Brickyard 24 years to exceed the winning average speed at Brooklands (and then only by 0.05mph), but we often had far larger cars. It was 25 years before the American race was faster with its 2-litre cars than was Dixon's winning Riley; and with apologies if needed to dear old Freddie, his was perhaps the cruder car.

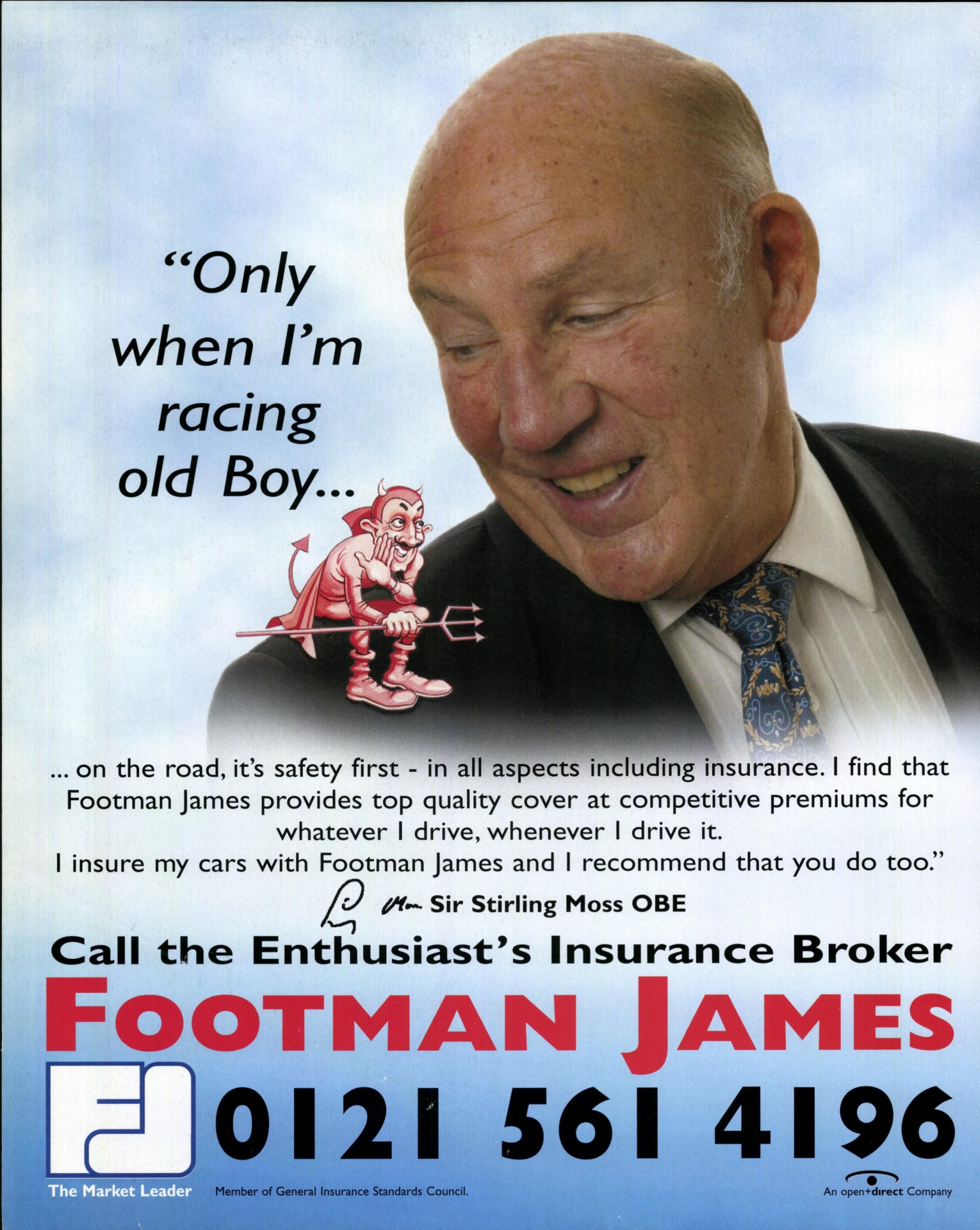
Harry Armenius Miller of Los Angeles, carburettor expert, began racing four-cylinder cars owing much, as did those of Sunbeam and Humber, to the Henry twin-cam GP Peugeots of 1912/13. Under ➠



Jack Duller leaves the deck in the Duesenberg on the famous bump



Whitney Straight purchased the ex-Ferrari Duesenberg to challenge for the Brooklands Outer record, but it only took the Class C figure, at 138.15mph



... on the road, it's safety first - in all aspects including insurance. I find that Footman James provides top quality cover at competitive premiums for whatever I drive, whenever I drive it.
I insure my cars with Footman James and I recommend that you do too."

Sir Stirling Moss OBE

Call the Enthusiast's Insurance Broker

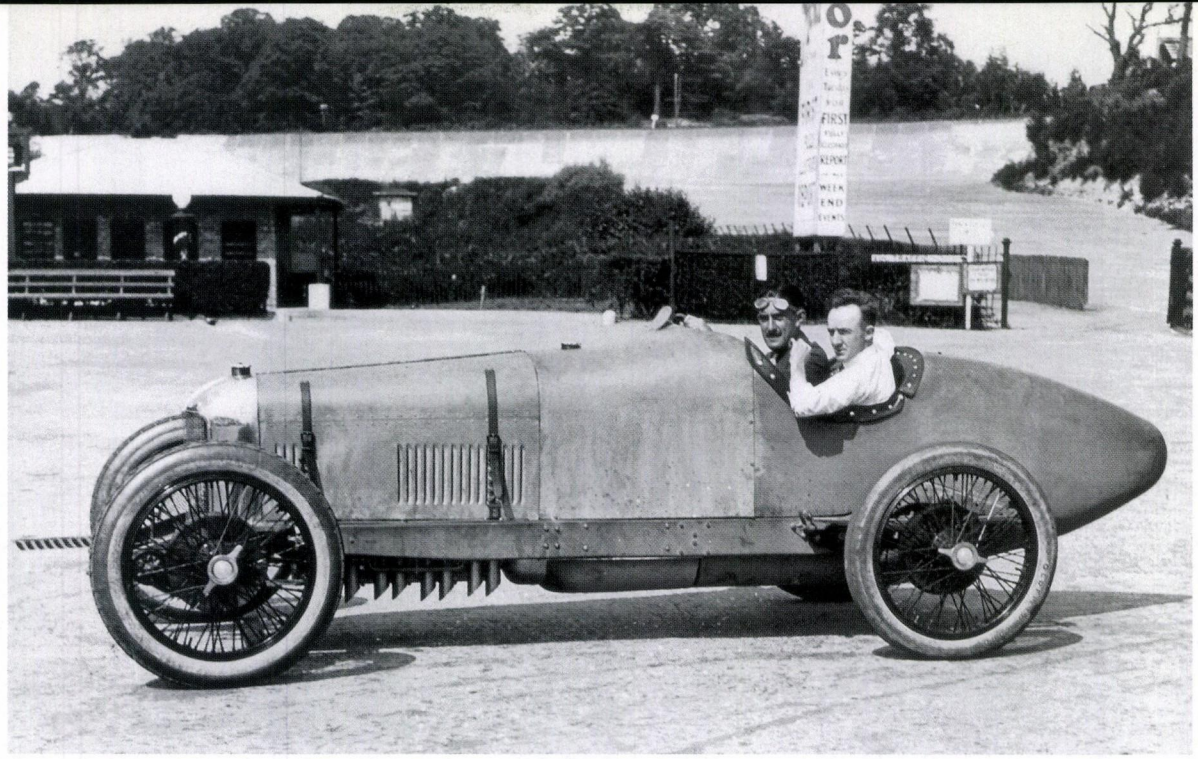
FOOTMAN JAMES

0121 561 4196

The Market Leader

Member of General Insurance Standards Council.

An open+direct Company



National Motor Museum, Brooklands Society

Flamboyant Count Zborowski gave Brooklands' crowd their first flavour of US track cars with his Miller. Note rampipes below chassis rail

'Neither of us cared who was winning providing the Miller would only go on and on'

the 1922 2-litre formula, the Miller 122 was outstanding. It had a straight-eight 1980cc engine with twin overhead camshafts operating two valves per cylinder, a five-bearing crankshaft and dry-sump lubrication, and used magneto instead of coil ignition. Twin-choke carburettors fed vertical polished cast-aluminium intake ducts, one for each cylinder, with long rampipes below them, a characteristic of Millers. A three-speed gearbox and four-wheel brakes were used. These, and later-type Millers, were virtually unbeaten on the board ovals and dirt tracks, and won Indy 12 times from 1923 to '38.

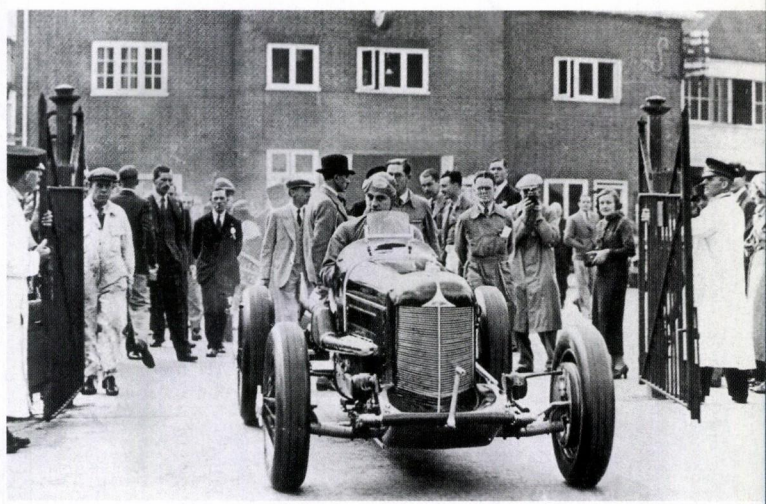
Count Lou Zborowski, of Chitty Bang Bang fame, went to Indianapolis in 1923 with friends to run a team of five single-seater Bugattis in the '500', but the outcome was a disaster, only one finishing. While in the US, the wealthy Count ordered a Miller 122 to be shipped to his estate in Kent. Back at Higham, the Count had another disappointment. No F1 secrets then! It was soon known that the Miller, in workshop grey, with a cramped two-seater body, had coil ignition, suggesting a very early 122. A lap of 120mph at 5000rpm had been expected, but the wrong gear ratios and too-small wheels and tyres reduced this to 102mph and 4000rpm. The Count was cross; Miller's top engineer Riley J Brett came from the States to sort things out, staying at London's Savoy Hotel. The August Brooklands' entries were cancelled.

Zborowski's ambition was to drive in a grand prix, for which purpose he had financed the building of the twin-cam Aston-Martins. He now put the Miller in for the 1923 Monza Grand Prix. Again it misbehaved, the oil pump failing, so that a conrod broke. Lou's aged Mercedes truck brought it back in disgrace.

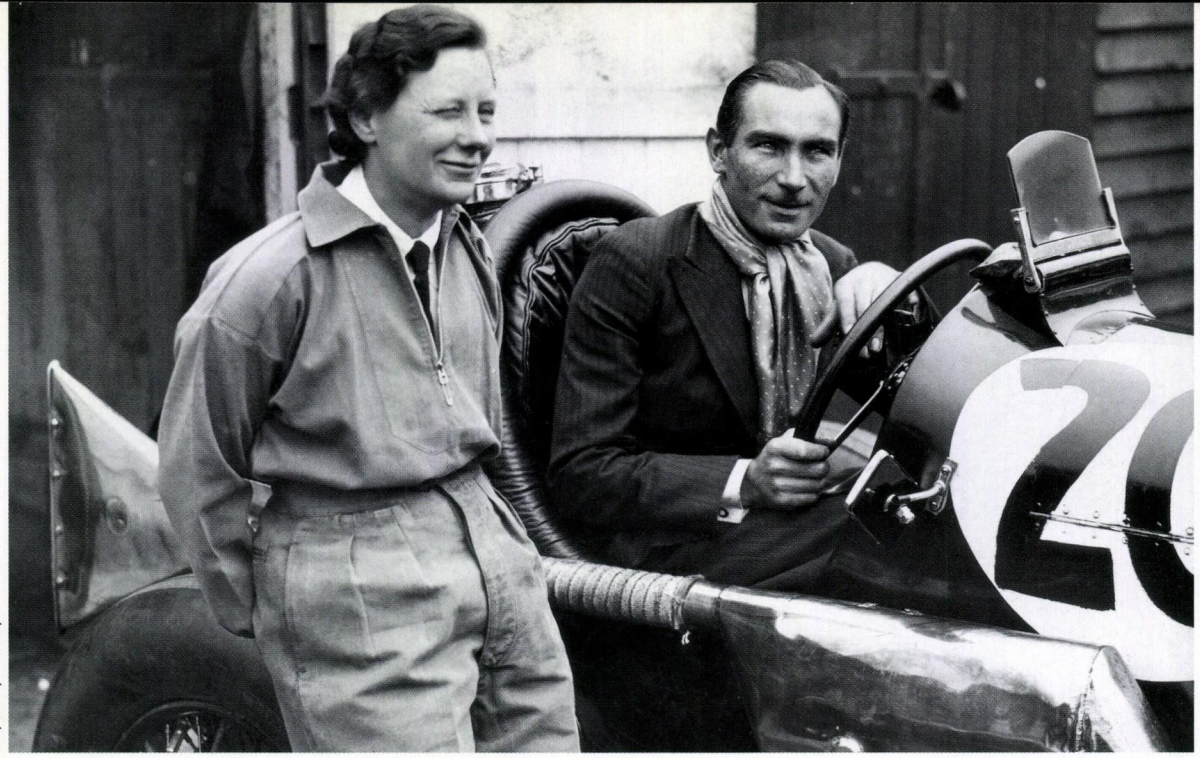
However, Col Clive Gallop, Zborowski's engineer, and the two Martins, his mechanics, got it together for the last Brooklands meeting of 1923. The Miller, now appropriately painted white, won the Lightning Short Handicap easily at 93.57mph and was second in the 'Long' race, Zborowski sportingly pulling down to let Parry Thomas' winning Leyland Eight pass, in spite of the engine going from dry sump to splash in the first race. At least the 'right crowd' had seen an American track car in action.

Before the season closed, the Miller was taken to the new Sitges track in Spain, for the so-called Spanish Grand Prix. The allegedly dangerous bankings suited the Miller, and Zborowski would have won from Divo in a GP Sunbeam if a tyre had not burst near the end, resulting in second place, 50sec in arrears, after the Count had set a brave fastest lap in 97.49mph. Busy with his fleet of racing cars, Zborowski ran the Miller only once in 1924, in the June 100mph Handicap, when it retired after a lap at 90.06mph.

Anxious to drive in a grand prix again, the Astons having been too slow and unreliable in 1922, Zborowski put the unsuitable Miller in for the '24 French race at Lyon, with S C H Davis of *The Autocar*. They got nearly halfway before the bolts holding the front axle broke, but they avoided disaster. Sammy enjoyed it, writing: "Neither of us cared who was winning, providing the Miller would only go on and on for hour after hour over that wonderful course, with the purring of ➳



Straight and his Duesenberg venture out for another lap record bid



LAT, courtesy of Jill Boddy

Gwenda Stewart and Jack Duller with the Duesenberg at Brooklands. They co-drove in the 1936 BRDC '500', but it was never very successful

'He told me that off the Big Bump the chassis twisted so much it pinched his thighs'

the exhaust behind and that ribbon of road, flanked by palisades in front..." But the Count had had quite enough of the Miller. Ironically, when some weeks later he furthered his grand prix ambition by racing a works Mercedes in the Italian GP, he crashed it and was killed.

Dudley Froy drove the Miller in 1926, but it did only a 76.5mph lap before expiring. Dan Higgin drove it at Southport, and then it left these shores for New Zealand. It now belongs to Swiss Karl Bloechle.

The next time an American car of this kind came to Brooklands was in 1934 after Whitney Straight, the talented young American racing driver, had bought a Type 91 Duesenberg, with an eye on the lap record. It was not strictly an Indycar, having been owned by the Scuderia Ferrari, perhaps as a foil to the GP Maseratis and T51 Bugattis, as the P3 Alfa Romeos were unavailable in '33. It was prepared for Count Trossi to drive in that year's Monza GP over the banked track, but it blew up. In 1934, Trossi had a very successful season in P3 Alfas, and the Duesenberg was unwanted.

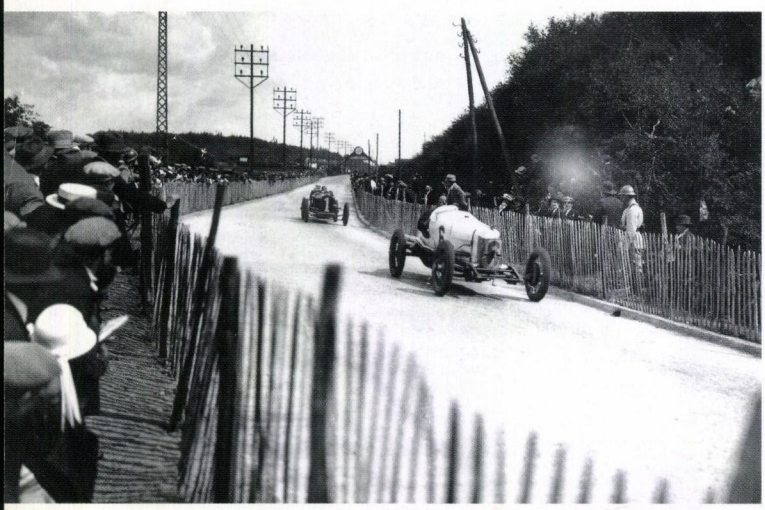
It was a typical American car, with a 4376cc Clemons straight-eight fed from two Winfield carburettors, a three-speed gearbox and a narrow single-seater body. Straight had intended to run the Duesie in the 1934 BRDC '500' with Trossi, but 'Tito' did not turn up. At Brooklands' October meeting, Straight tried to better Cobb's lap record of 140.93mph with the Napier Railton, but found the American car difficult to hold, an adverse wind not helping. His best lap was 138.15mph. It was then taken to Montlhéry to try for the world hour record, but Straight was unwell and it was left there. R L (Jack) Duller went to see it and bought it for £600.

At Brooklands he, too, found it a tricky beast, telling me that off the Big Bump the chassis twisted so much that it pinched his thighs.

Dick Seaman and saxophonist 'Buddy' Featherstonehaugh shared the car in the 1935 '500', but the new tail fuel tank burst. By 1936, after R R Jackson had tuned the engine, 130mph laps were again possible. Duller scored two third places in handicap races, and Gwenda Stewart, already familiar with Millers, co-drove in the '500'; they finished but the clutch was unhappy. Huge B&D hydraulic and twin Hartford friction rear shock absorbers and a tail-cum-fuel tank were newly fitted. In the 1937 BRDC 500km race, Duller retired. A win at 122.28mph came in 1938, also a second and a third in a baulked, skilful finish in another handicap. On the Locke King 20-miler, Jack's best lap was 132.42mph. He ended 1939 with another second place.

During the war I had a call from Daniel Richmond, the Mini specialist (a splendid character who once locked my photographer in a shed) asking if I would like the Duesenberg, which was in one of his fields. I alerted Jenks, saying we must quickly get a trailer.

But he and Alan Southan beat me to it. The engine had gone, I think to Paul Emery for one of his Specials. DSJ thought of a Jaguar replacement. He liked his workshop as much as riding or driving his various bikes and cars, and set about making engine-bearers. However, he then got hold of the original engine; it was almost beyond repair, and in the end he presented this engine-less historic car to the Brooklands Museum. M



S C H Davis eulogised his drive with Zborowski in the '24 French GP

GO



GO



GO



AUTOSPORT

International

INCORPORATING THE RACING CAR SHOW

January 9-12th 2003

NEC BIRMINGHAM

TO THE WORLD'S BEST MOTORSPORT SHOW

Get ahead for next season at the world's best motorsport show. Autosport International.

GO see the cars,
GO see the drivers,
GO see the live action!

- F1 Racing Grid
- Live Action Arena
- Top Class Drivers and Riders
- F1, World Rally Cars, Touring Cars, Karting, Motorcycling

SPONSORED BY

The Daily Telegraph

TICKET HOTLINE
0870 902 0444

for online booking and the latest news, check out

WWW.AUTOSPORT-INTERNATIONAL.COM


Y468 OBL

NIVELLES

SEEMS INCREDIBLE NOW, BUT SPA TEMPORARILY LOST THE BELGIAN GRAND PRIX TO THIS RATHER LESS INSPIRED EFFORT. DAVID MALSHER SEARCHES IN THE GLOOM FOR SOME REDEEMING FEATURES

photography by Richard Newton

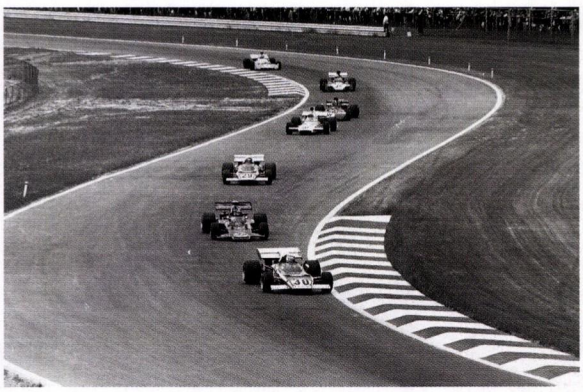
A reader's heartfelt letter speaks of Clay Regazzoni and Emerson Fittipaldi, a blur of red-and-black action. Nivelles, the circuit, is being torn up, apparently. To be replaced by a business park. Who gives a? No-one in this office, it seems.

A quarter-hour later, there's a doubt. Do we *really* not care? Okay, so the F1 drivers did not have a good word to say about the place at the time, just two years after Spa-Francorchamps had been removed from the grand prix calendar. But most circuits suffer in comparison with the old nine-mile thrash through the Ardennes. Similarly, a Daimler Fleetline bus has no charisma compared with AEC's RT-class. Yet Coventry's rear-engined, double-decked boxes hold their own memories, and it's hard not to feel a frisson of sadness upon catching sight of one, broken-windowed and shorn of wheels, in a scrapyard.

The idea of Nivelles being in a similar state of disrepair nags the conscience. The knowledge that it once echoed to the throb of Cosworth V8, the scream of Ferrari flat-12 , the spine-tingling wail of V12 Matra, is a powerful attraction. If I have neither the wherewithal nor motivation to preserve the place, at least I should pay a visit before it is erased, judge for myself what I didn't miss.

Hurry, urged the letter, before it's gone for good. And so, one week later, we arrive – via anti-climactically efficient shimmy of Eurotunnel and relentlessly hefty surge of BMW M3 – at 'Les Portes de l'Europe'. On the same sign, in smaller type and perfect Franglais, it says: 'Nivelles-Business Park'. The diagram beneath more than hints at the circuit.

A wave of the authorisation note from the construction firm, and we are in. The M3 picks a careful route over a broken, makeshift road and we come to fresh tarmac which follows the path of the pit straight. This strip is as wide as it ever was, but is now bisected by a wide ➳



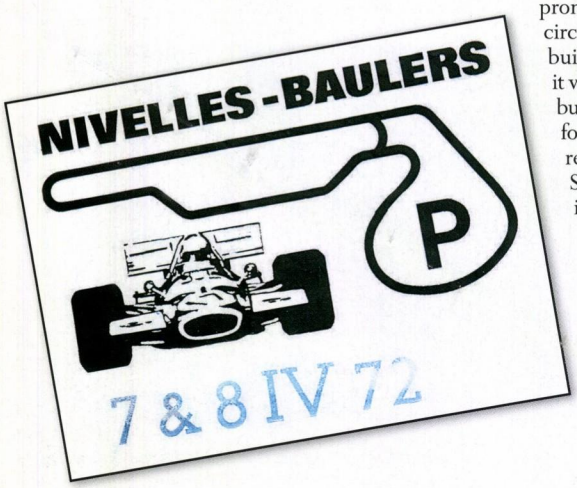
LAT

1972: Regazzoni leads Fittipaldi, Ickx, Hulme, Cevert, Hailwood, Amon

concrete island-cum-flower bed. Here, in September 1971, at Nivelles' first meeting, Brian Muir and local star Ivo Grauls went doorhandle-to-doorhandle in their Chevy Camaros at the start of the Group 2 Final, 12 litres and 16 cylinders hauling these leviathans up to the first turn. Grauls' 7-litre squeezed ahead initially, but Muir's old-shape machine soon prevailed – and won.

Gp2 wasn't the headline act that weekend, though it provided the most entertainment. European Formula Ford topped the bill, but the circuit proved too wide, too fast, to present a major challenge to top FF pilots. An edge in equipment, not talent, was the key.

Nevertheless, the event had proved a success for the organisers: 10,000 paying spectators turned up, and the British motor hacks seemed disinclined to criticise the efforts of their generous hosts, who promptly closed the circuit to finish its build. As a facility, it was commended, but any enthusiasm for it as a potential replacement for Spa was kept well in check.



This mooted switch had still to be confirmed by the end of 1971, though the belief was that, after an absence of one season, the Belgian Grand Prix would return in '72.

Nivelles' image was hardly improved by the F5000 event held there in the April of that year. Although it ran fairly smoothly, the venue still looked like a building site: the pit building was finished but unfurnished, the grandstands were not fully open, and spinners found themselves mired in muddy gloop. Graham McRae won the North Sea Trophy (hardly a heart-warming title) that day, one third and a first in the two heats ensuring a comfortable win over Belgium's second favourite son, Teddy Pilette.

Under a misty Norfolk Broads-style sky, it is now shockingly quiet, the trees on the infield absorbing the sounds of the construction work on the main straight. There's no wind rustle nor birdsong, and it's scarcely believable that 30 years ago, almost to the day, this place shook to roaring 302cu in V8s.

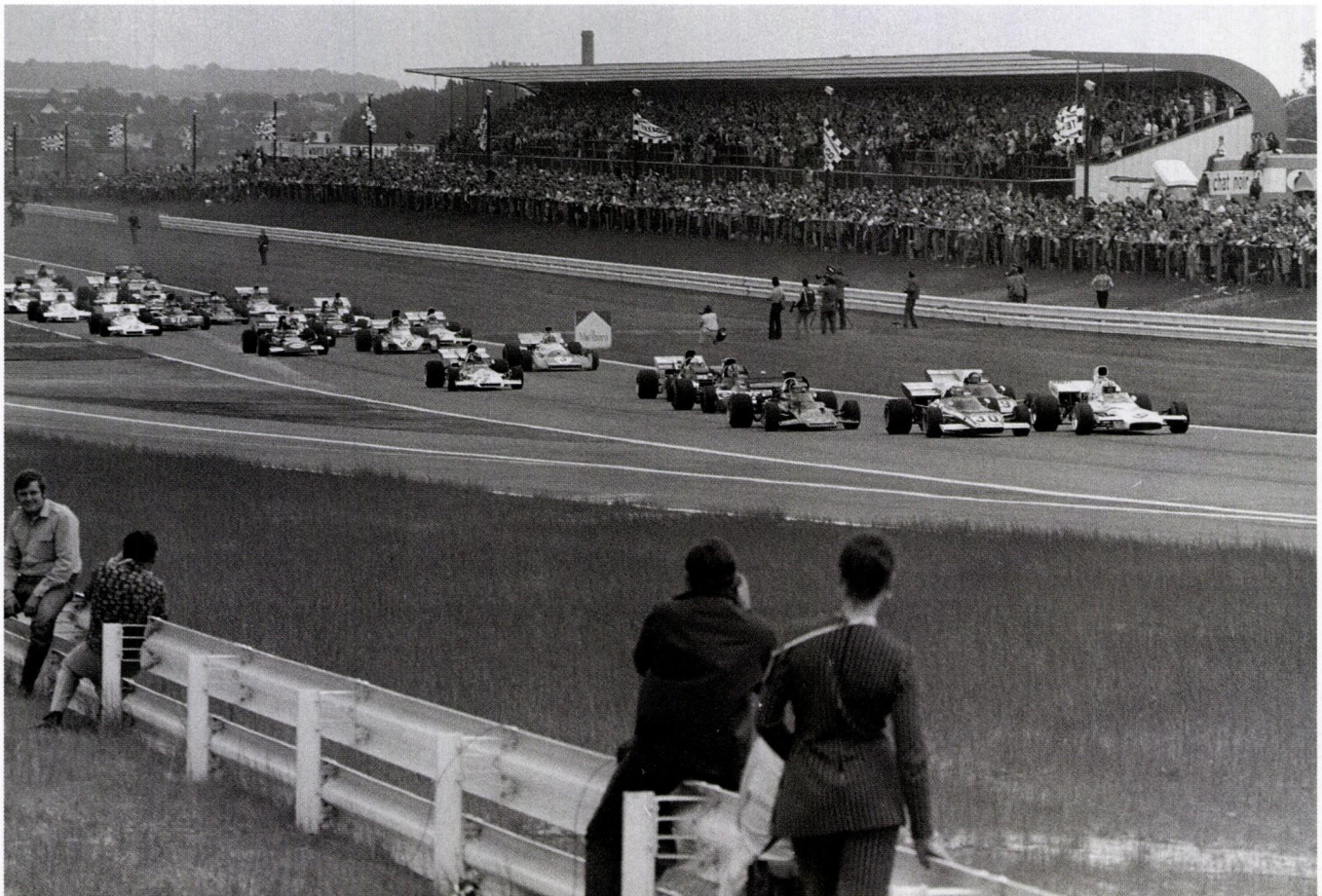
It's easy to see why good drivers were so dismissive of Nivelles. The evidence is all around. Here on the 'Big Loop', the part of the course that demands most in-cockpit dexterity, there is little to tax even the most mediocre of pilots. Keep to the racing line through turns two, three and four (no-one even had the imagination to name any of the corners) and only your most foolhardy pursuer would make a move, given equal cars. And yet it is not twisty enough to make it a challenge unless your car suffered the direst understeer. Yes, there is an argument that any corner is a challenge if there is someone trying to race you through it, but that's not good enough. Not when the context is Burnenville and Malmédy.

Belgium's favourite son, Jacky Ickx, said as much and fell out with the GPDA over what he saw as the emasculation of Formula One. Not a surprising stance from a man who excelled at the Nürburgring and Spa. The irony is that Jackie Stewart, the man who campaigned so hard for safety, the man who made a stance against Spa, wasn't at Nivelles' first grand prix, being laid low with a duodenal ulcer.

He didn't miss much, but F1 certainly missed him; the Scot's ➳

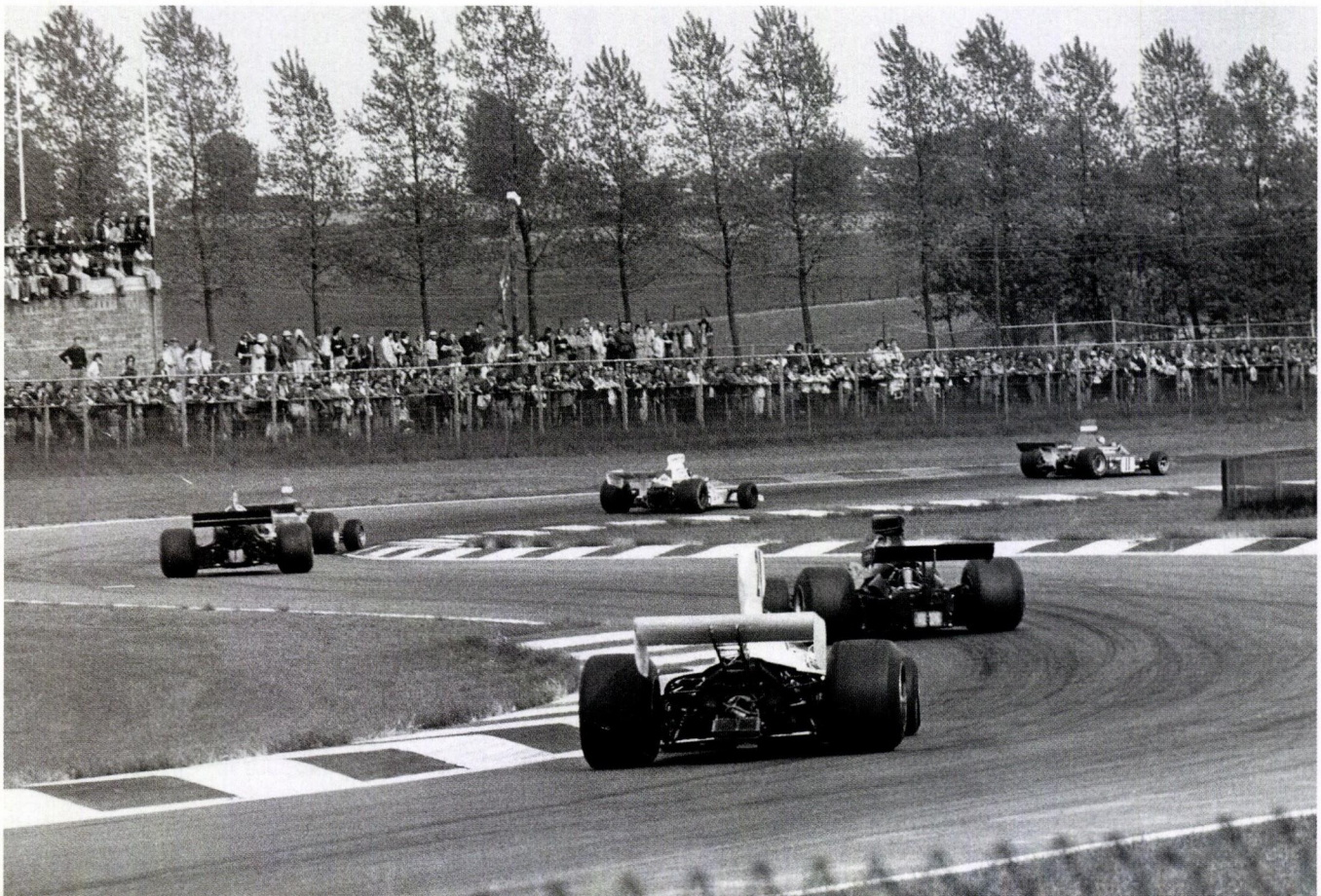


Pit straight now embellished with flower bed, but it seems odd that office workers will have closer view than did race spectators in grandstand



LAT

BMW where Peterson's Lotus is shown (below) in 1974, chased by Hunt's Hesketh; a brave F1 new world under construction (opposite page)



LAT



Alexis Callier

exquisitely smooth style would have served him well at such an anodyne circuit, might have formed a challenge to Fittipaldi's Lotus 72D. Emmo was outsprinted by the Ferrari-mounted Regazzoni at the start, but took just eight laps to find a way past the scarlet screamer and led right to the chequer.

The crowd, anticipating an Ickx victory, was alarmed to see the Belgian's Ferrari miss its braking point at the first corner on lap 26. Jacky found his throttle stuck open, and only his astounding skills kept the car from ploughing into retirement. A long and very slow pitstop ensued, and a DNF eventually followed.

The exit of turn four is where the short circuit links the pit straight to the back straight by simple use of a long hairpin. Having cut off the tree-lined part of the circuit, you would assume that the short version was even more ascetic than in full GP form. You'd be right.

If the hairpin had turned in just 100 metres earlier, it would have met the GP layout much nearer turn five to form a reverse-S-bend, one that, in the wet, would have demanded inch-perfect precision and a judiciously applied throttle. Instead, upon exiting this hairpin, there was ample time to set up a car for the left-right that followed, and even if you got it wrong, there was ample grass run-off before the Armco and then the spectator fencing. Masta kink it ain't.

Pausing on the concrete base of the grandstand and gazing back at the esses, trying to mentally blot out the prefabs and the yellow arms of the cranes, one feels close to the track by today's standards. If the spectators felt divorced from the action, at Nivelles, that was hardly reflected by the jam-packed attendance for its second GP, in May 1974 – Zolder being the site of the previous year's race.

Perhaps the crowd was boosted by Ickx's Race of Champions win in torrential conditions at Brands Hatch two months earlier. But their hero's Lotus 72, a five-year-old design, was only going to stand a chance if it rained again. It didn't. Instead, as two years earlier, Regazzoni led the early stages (this time until lap 38) before being overtaken, as two years earlier, by Fittipaldi. Now McLaren-mounted, the Brazilian again led to the chequer, albeit under severe pressure from Regga's team-mate, the brilliant young Austrian Niki Lauda. From the rear of the paddock, looking down on the back section of the circuit, they looked sensational, the M23 and 312T. Within a second or so of each other, Niki and Emerson drifted through the right-left and onto the back straight, steering on the throttle, clipping apices to perfection. Regazzoni, by contrast was that bit wilder, driving reactively rather than finalising the car's trajectory in advance. This was as 'Spa' as Nivelles would ever get.

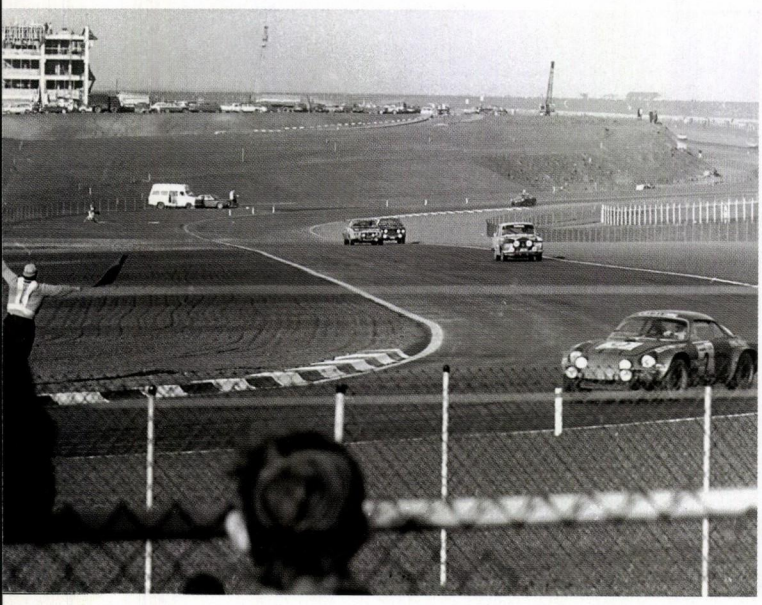
Now, thanks to the work going on around the site, and the drainage of surrounding fields, this most individual part of Nivelles is more clay pit than Clay Regazzoni, but much of the kerbing remains, albeit in time-serrated form, like the spine of a fossilised dinosaur.

With traction control turned off, our golden BMW slithers agreeably through the mess, and onto the gentle uphill stretch to the hairpin which leads onto the back straight. Imagine it on a larger scale, perhaps bathed in late-summer sunshine, and you could be exiting the second Ascari chicane at Monza and heading down to the Parabolica – in terms of track layout, at least.

Dour, dank Nivelles cannot compete with Italy's theatre of dreams in the charisma stakes, even if the last hairpin provided as good an overtaking opportunity as its Latin equivalent. Jochen Mass discovered this the hard way during the circuit's main event of 1973, a Formula Two race. On worn tyres, he finally cracked under the strain of holding off Vittorio Brambilla, outbraked himself, and lost second place on the penultimate lap.

The German did have the consolation of fastest lap of the weekend, only 3.5sec slower than Denny Hulme's 1m11.31sec (116.82mph), the fastest F1 lap at the following year's grand prix. And in the longer term, his loss of points hardly mattered: in that year's F2 table, as ➳

'The crowd, anticipating a Jacky Ickx victory, was alarmed to see his Ferrari miss its braking point'





A110 leads Moskvich and Opel in 1971 Tour de Belgique; shrubs and trees render scene more photogenic 30 years on; bland GP programme (below)

courtesy of Alexis Callier, Andre van Bever

in the Nivelles round, he finished way behind Jean-Pierre Jarier's works March.

Jochen's error is easy to understand. Taking the racing line at a hairpin means leaving your inside flank open to a challenge, while protecting the inside line compromises your speed through and out of the corner. If your challenger takes the normal line, therefore, you are easy meat if the hairpin is followed by a straight.

At Nivelles, the hairpin did indeed lead onto a substantial straight, and anyone in your tow would be looking to pass just as you pulled level with the grandstand on the left – where a glassy three-storey office block now stands – and the pits on the right. In the days when weaving was frowned upon, rebuttal needed to be subtle.

The pit straight is ridged, cracked and holed now, and only the first third still has its original surface. Discerning the pitlane entry is not easy, most of it being grassed over, and of the pits themselves there is no sign. Some of the concrete base of the paddock was still in place when we went, but even this has probably gone by now.



How many of the capacity crowd at Nivelles' second grand prix could have guessed that it might end like this, that the track was on its metaphorical home straight? They had no reason to. Its rival, Zolder, had struggled to stage its inaugural grand prix the year before, blighted by an embarrassingly crumbly track surface. Nivelles' future thus seemed the more secure.

In actual fact, financial problems were looming, and by 1975, there were rumours that the circuit owners were bankrupt. When Belgium's premier race went to Zolder that year, as scheduled, it wouldn't leave until 1983, returning for a last hurrah in '84.

Nivelles didn't even host an F2 event in '75, or ever again. It was closed in October 1977, and sold the following year, whereupon its new owners held some saloon races. The 'Four Hours of the Millenium of Brussels', held in November 1979, and won by Gordon Spice and Alain Semoulin in a Ford Capri, would be the last race there. On February 5, 1980, the National Sports Committee of Belgium declared Nivelles no longer suitable to host motor-races.

Karts were allowed onto a miniature bastardisation of the course that incorporated a little of the short circuit, and, oddly, this provided the venue's last brush with greatness: Ayrton Senna raced there that year – under the watchful gaze of an 11-year-old German called Michael Schumacher.

By the time Senna and, seven years later, Schuey arrived in F1, Nivelles was a distant memory. Ayrton won the Belgian Grand Prix five times, Michael six (so far) – but all 11 victories came at a circuit worthy of their towering talents: the new Spa-Francorchamps.

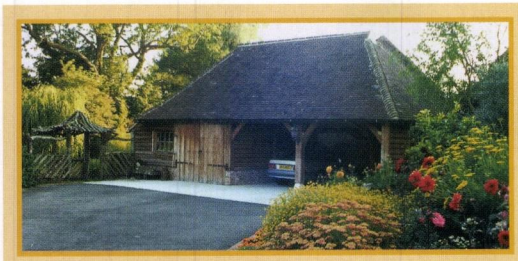
Spa was (and is) daunting, picturesque and charismatic, whereas Nivelles was 'modern', safe and less than 30 minutes' drive from Brussels. Challenge was temporarily sacrificed on the altar of convenience, and the F1 drivers regarded Nivelles-Baulers with the same enthusiasm with which Hungaroring is welcomed by today's aces.

The Budapest facility does at least have the cachet of (a) being set beside a very beautiful city and (b) hosting Formula One's first race behind the Iron Curtain. Poor, unwanted, nobody's-child Nivelles had no such draw.

Acknowledge Nivelles, be aware that it made two cameo appearances in grand prix history, and that, for a brief period, the great and the good raced there. But don't mourn its passing. It has simply morphed into the soulless industrial estate it was perhaps always destined to be.

Save your tears instead for the 'old' Kyalami, the Österreichring and Clermont-Ferrand.

Thanks to Gert van Gelder and Alexis Callier for their help with the preparation of this feature.

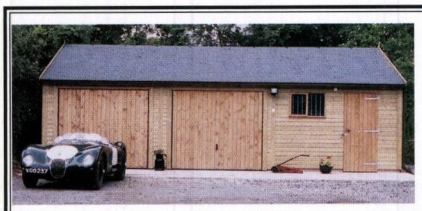


HAMLET

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

26352/09



Timber Garages
Garden Rooms
& Workrooms

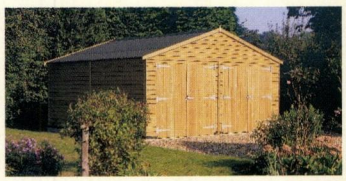


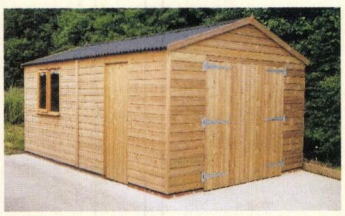
BUSINESS OF THE YEAR WINNERS 2001
Strong, Warm & Condensation Free
adding value to your property.
Garages From £995 inc. VAT
Quality & Service Award Winners

www.**WARWICK BUILDINGS**.com
Southam Rd, Long Itchington, Rugby, Warks, CV47 9QL
Tel:- 01926 815757 Fax:- 01926 815162

GARAGES AND WORKSHOPS

Chart Stables are a quality assured company offering a wide range of timber buildings. We deliver and assemble our buildings throughout the country.





Our buildings range from 9' to 24' in width with any length achievable.
We are happy to adapt our buildings to suit your individual needs.

34612/09

We offer a choice of Tanalith treated exterior claddings, and a variety of roof finishes. A wide range of doors and windows are available.



Chart Stables Ltd

ISO 9001 REGISTERED FIRM

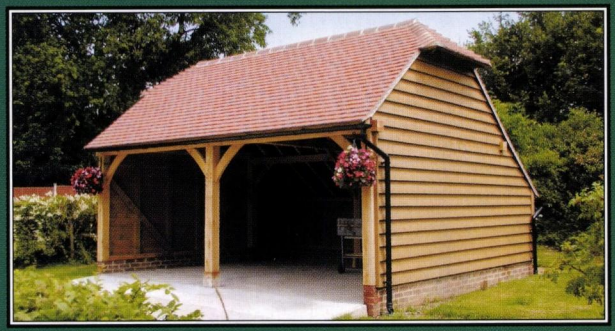
Please phone Chart Stables for a brochure on 01233 713611
E-mail: enquiries@chartstables.co.uk • Web site: www.chartgarages.co.uk

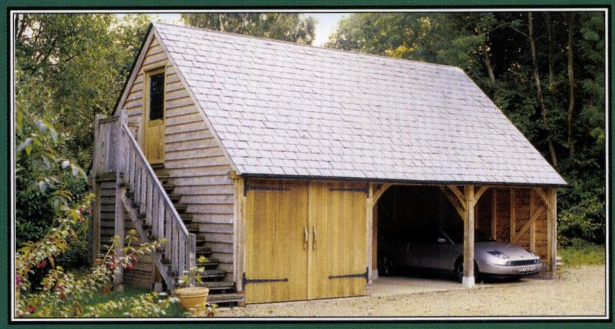
ENGLISH HERITAGE BUILDINGS

10 YEARS

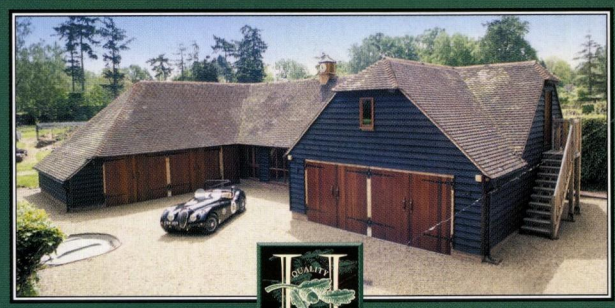
AWARD WINNING DESIGNS

TRADITIONAL BUILDINGS









QUALITY TANALITH

BUILDING A HERITAGE FOR THE FUTURE

BROCHURE LINE 08707 777178

General Enquiries and site Visits

SALES OFFICE 01424 838643

Woods Corner East Sussex TN21 9LQ
www.ehbp.com

Belgium +323 685 2000 Holland +31 522 241800

A FRIDGE TOO FAR

LEC: BELGIAN GRAND PRIX, ZOLDER – JUNE 5, 1977

THIS TEAM EPITOMISED THE CLICHE OF BRITISH PLUCK, YET DAVID PURLEY'S BOGNOR REGIS-BASED OUTFIT SHOWED UNLIKELY PROMISE – ALMOST IMMEDIATELY, AS NICK PHILLIPS RECALLS

How do you put together a new Formula One car in Bognor Regis, with an assembly team switched from making refrigerators, and expect anything but trouble? Well, the Lec CRP1 was the result of just such a chain of events – and it led its first GP!

To a race fan in the 1970s, the name Lec was not only a very well-known fridge brand, but was also synonymous with one of Britain's true motorsport heroes, David Purley, whose family ran the company. The Lec F1 car was his most ambitious project, and it effectively finished his racing career.

Purley was a quick and famously brave racer who had twice tried to break into F1 before. In 1973, he entered a March under the Lec banner in five grands prix, starting four and achieving a best finish of ninth in Italy, but that was insignificant compared with his courageous bid to save Roger Williamson from burning to death at Zandvoort.

After an unsuccessful effort to qualify a Token at the 1974 British GP, Purley concentrated on Formula 5000 for two years, winning the British title in a Chevron in '76. By this time he was looking at building a new car of his own and turned to Mike Pilbeam for a design. Pilbeam's Formula One track record included work for BRM and Lotus. He'd then set up on his own and recently designed Formula Atlantic and Formula Two cars for Tom Wheatcroft. As Pilbeam recalls, it was conversations between Wheatcroft and Purley that brought him on board.

Originally, Pilbeam set to work on an F5000 design and was just starting to worry whether the project was going ahead at all, when Purley contacted him: "Suddenly David came along and said, 'I've got a little bit of finance and we're going to do Formula One.' So the F5000 car became an F1 car and was fairly – completely – different."

With Pilbeam based in Lincolnshire and Lec down in Bognor Regis, there were a few logistical problems, Mike remembers: "The drawings went mainly by post. On odd occasions, when there was a bit of a panic on, David would come up in his plane and fetch me down there."

Pilbeam is harsh on himself when he describes the Lec thus: "It was okay. No worse than most of them that were around.

"It was relatively conventional because I knew the circumstances in which it was being made. Basically, it was built by a bunch of guys the majority of whom had come straight out of the Lec fridge factory. They did extremely well. The team running it [led by Mike Earle] were motor racing people, but the people building it were just good fabricators and machinists and so on."

The CRP1 (CRP were Purley's supportive father's initials) made its debut at the Race of Champions, where it finished an encouraging sixth. Then it was off to Spain for the first European grand prix of the year. Various problems meant it was one of six cars that didn't qualify, though a lap from the untimed session would have got it in.

The journey back, as described by Pilbeam, gives a vivid picture of life with Purley: "There were four of us in his little four-seater aeroplane and a fuel pipe broke. We had to stay the night at Biarritz while a mechanic brazed it up. David said it would be okay.

"Almost as soon as we were in the air it broke again, so not only was it only running on four or five cylinders, it was also using fuel at a frightening rate. We ended up crossing the Channel at about 50 feet, looking at all the ships, trying to decide which one we'd swim for. David thought it was a great joke, made his weekend, really. He liked to be on the edge with everything."



Brave leading the brave: Purley's humble Lec runs ahead of Depailler's Tyrrell

Next up was Zolder and the Belgian GP. This time Purley qualified 20th of 26 starters and 32 entrants. It was wet for the race and he immediately made progress through the field. Even as the track dried, the Lec continued to climb the lap chart, and thanks to a relatively late stop to swap to slicks, enjoyed that brief moment of glory.

Pilbeam is somewhat dismissive of that, but is still proud of the way the Lec performed during its brief grand prix career. "That was a bit of a freak occasion," he says. "It led a lap, but that was down to pitstops. But we did well to qualify it regularly. Aerodynamically, it was substantially better than some of the cars that went before it. We were looking to retain a good deal of aero grip even when the car was at a bit of an angle in a corner. In those days, most of the cars actually lost most of their downforce aero grip as soon as you got a bit of yaw angle on. We did a bit of good work in that area and I think that was why it was a very nice-handling car.

"The season was quite good, despite various people trying to stop us qualifying. At one or two races they ended up taking a bunch of lawyers with them just to get into the paddock. Some of the Establishment weren't very keen on these 'rabbits', as they called them." The 'rabbit' comment came from Niki Lauda after he'd had a run-in with Purley at Zolder, and by the next grand prix a white rabbit had appeared on the side of the Lec.

Further respectable showings in Sweden and France led up to the British GP. Pre-qualifying was the first hurdle. and it went disastrously wrong when the Lec's throttle stuck open at Becketts. Purley piled head-on into unyielding sleepers. He was very badly injured in what was the biggest recorded impact in which the driver survived.

"For its day, the car was strong and we got lots of positives from people saying so," says Pilbeam. "But I didn't feel like that. It was horrific."

Two years later, after a long and painful recovery, Purley had CRP1/002 rebuilt and raced it in a handful of late-season British F1 events. It wasn't competitive and Purley switched to a Shadow before retiring from motorsport. He channelled his energy into business and flying, but was killed in 1985 when his stunt plane crashed into the sea off Bognor. M

both: Phipps/Sutton

David Purley and Mike Earle, who was the team manager of the tiny Bognor Regis team.

Bottom: Pilbeam's Lec design, had good aerodynamic grip and proved to be very strong





RED WEDGE

SPAZZANEVE, MEANING 'SNOWPLOUGH', WAS THE ORIGINAL FERRARI 312 B3. A SAWN-OFF MACHINE THAT NEVER RACED, IT LEFT AN INDISTINCT FOOTPRINT IN THIS FAMOUS MARQUE'S HISTORY. HOWEVER, THE STEP FORWARD IT PROVIDED TRIGGERED AN AVALANCHE OF TITLES FOR MARANELLO. PAUL FEARNLEY TELLS ITS STORY – AND DRIVES IT

photography by Ian Dawson



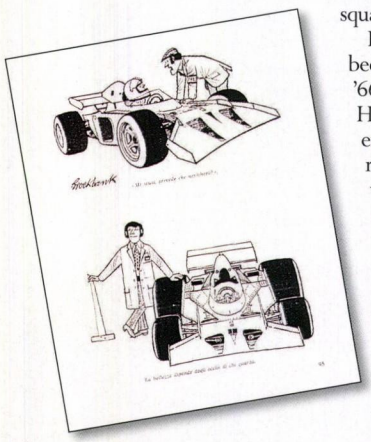


Car is agile in tight bends, so felt great at this circuit. Below: 'Expecting snow?' 'Beauty is in the eye of…'

FERRARI SPA SEFAC SHOULD HAVE BEEN DEEP INTO A COMFORT ZONE by 1972. Almost three years had elapsed since Fiat's 40 per cent buy-in, a move meant to engender confidence and clear direction via healthy budgets and sturdy solidity. Instead, it had fostered insecurity and intrigue. An economic slump wasn't helping, and Ferrari now featured in the financial sections as well as on the back pages. What, exactly, were Fiat getting for their money, the analysts wanted to know?

In theory, Enzo and his racing team were their own bosses (Fiat dealt with the road cars). In reality, Gianni Agnelli was their overseer and paymaster. He loved Ferrari, all that the name stood for, but business was business.

To compound matters, 74-year-old Enzo was ill with diabetes, and unknowingly overdosing on cortisone tablets prescribed for a painful knee; star driver Jacky Ickx was grumbling that B2 was slower than its predecessor; designer Mauro Forghieri was uncomfortable with some of the Fiat appointments to his tight-knit squad. It was an edgy time at the Scuderia.



Forghieri had joined Ferrari in 1959 and been in charge of its race programme since '66, barring an out-of-favour spell in '69. He had overseen all aspects of design – engine, gearbox, suspension, aero – *and* race-engineered in F1 *and* sportscars. He was, not unnaturally, beginning to feel careworn. Though he publicly scoffed at press rumours of his imminent 'sabbatical', privately he was not averse to the idea. "I wanted a pause for reflection," he says today, "to think some new ideas through, to work with a clean sheet of paper."

As opinionated as Enzo, his working relationship with *Il Commendatore* had been stormy on occasion, but their mutual respect and trust were rarely far from the surface. Which is why Enzo eked out a small budget to fund his designer's latest pet project. Forghieri didn't get his 'pause', though, and so continued a gawky joint F1 relationship with Sandro Colombo, a Fiat appointee from Innocenti, until the end of the season. Even so, he still planned to flip Ferrari onto its design head.

Aesthetics out; efficiency in. Long, slim cars out; stumpy, stocky cars in. Downforce and polar moment of inertia were the hot tech topics of F1: the Lotus 72's wedge was partly intended to generate downforce across its bodywork and also to improve airflow around the rear wing; Tyrrell's 005, which made its debut in Austria in August, had centralised and lowered mass, placing the driver almost exactly amidships within a short 94-inch wheelbase. Forghieri was not alone on the ledge, therefore, but he was about to jump further than the rest.

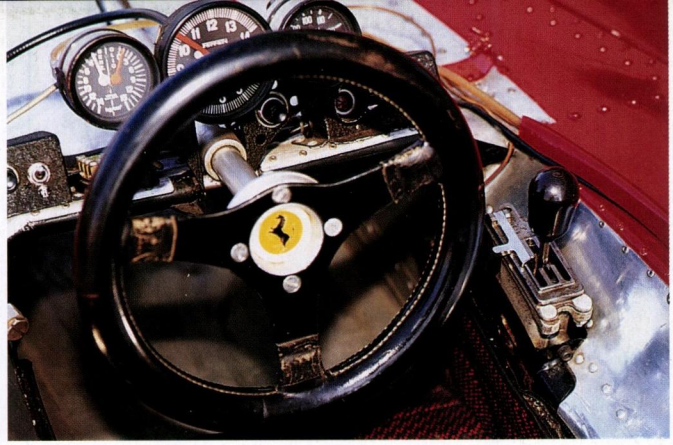
"We were not more intelligent than the others, we were more lucky in that we were also working with the sportscar [his dominant 312PB]. With this car we were beginning to understand what it meant to have a large flat surface running close to the ground."

At back-to-back tests in Stuttgart University's wind tunnel, it was discovered that the two-seater, with its enveloping body, generated much more downforce than its slender monoplace cousin. Even with its wheels still exposed, surmised Forghieri, an F1 car with a wide, flat top surface would generate greater aero grip than did the current 'Coke bottle' cars of Tyrrell and McLaren etc. This would, in turn, mean that a larger percentage of the car's weight could be sited within its wheelbase instead of hanging a chunk of it over the rear in a quest for better traction. It would also mean that less rear wing would be required, ergo more straight-line speed.

That was the germ. The seed was *Spazzaneve* (*spat-za-nay-vay*). The flower was Niki Lauda's Ferrari 312T. The harvest was seven world titles – three drivers', four constructors'.

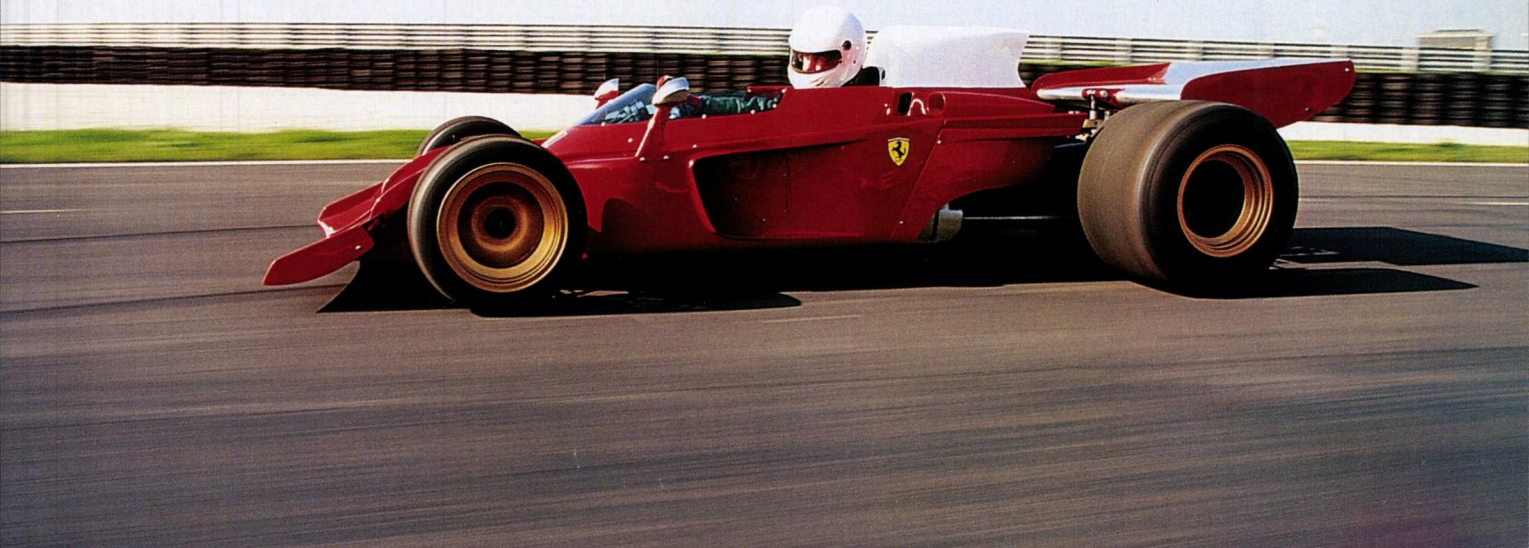
Word of a new Ferrari leaked out even before the 1972 South African GP, round two of the championship. Clay Regazzoni let slip that he and Ickx had assessed a full-width nose at Vallelunga and deemed ➤







Clockwise from main: At 93in, wheelbase is 2in shorter than B2, six shorter than 1974 B3 and eight shorter than '76 T2. Headrest originally faired into wing; 'And denna she goa lika dat'; cockpit cramped but straightforward; longitudinal gearbox compromises 'centralised mass' idea. Oh, and bring back big, fat slicks!



A weekend that won't leave you in the pits

AUTOSPORT International
INCORPORATING THE RACING CAR SHOW

Great Ticket and Accommodation Offers with Hilton
Friday 10th – Sunday 12th January 2003
Meet the stars – See the latest cars – Test your skills

Autosport International is paradise for motorsport fans – a place to see and feel everything motorsport. Every level of motor racing is catered for, from F1 and Rally Cars to Karting and Bikes. Each year it features top cars, hundreds of launches, racing advice and all the glamour you would expect. Celebrities expected this year include David Coulthard and Murray Walker.

Experience the F1 Racing Grid - this year, Ferrari will head up the list of teams, offering you the opportunity to examine the cars as you never have before. The Live Action Arena will have you on the edge of your seat as you smell the rubber, hear the roar and see cars pushed to their limits! With such a variety of exciting things to see and do, why not treat yourself and make a weekend of it with Hilton?

Choose From Four Hilton Hotels:
You can stay at the Hilton Birmingham Metropole (M42, J6), Hilton Bromsgrove (M42, J1/M5, J4), Hilton Coventry (M6, J2) or Hilton Warwick (M40, J15). Each hotel has extensive parking, comfortable bedrooms with satellite TV, excellent restaurants and free exercise facilities with an indoor heated swimming pool and sauna.

Great Value-For-Money Options:

Hotel	One Night Package (Fri or Sat)	Weekend Package (Fri & Sat)
Hilton Birmingham Metropole–With Dinner	£63 each (only Fri available) £83 each	N/A
Hilton Bromsgrove With Dinner	£52 each £67 each	£101 each £131 each
Hilton Coventry With Dinner	£52 each (only Fri available) £67 each	N/A
Hilton Warwick With Dinner	£52 each £67 each	£101 each £131 each



All One Night packages include:
Friday or Saturday accommodation with full breakfast, show ticket for the following day, ticket for the Live Action Arena
All Two Night packages include:
Friday & Saturday accommodation with full breakfast, 2 day ticket to the show (Saturday & Sunday) including tickets for the Live Action Arena each day.

Sunday Stopover: £30 each including full breakfast.

Call Hilton Special Events On **08705 201 201**
(Lines open 8am-10.30pm on weekdays, 9am-9pm at the weekend)

Hilton

IMPORTANT: Prices are based on two people sharing a twin/double. There is a single occupancy supplement of £15 each night (£20 at the Hilton Birmingham Metropole and Hilton Warwick). 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).

PRICES FROM ONLY £52 EACH INCLUDING BREAKFAST, ENTRANCE AND LIVE ACTION ARENA TICKETS

TECHNICAL SPECIFICATION

ENGINE

Type	flat-12, alloy head and block, pressed-in cast-iron liners, DOHC, four-valve heads
Capacity	2991cc
Bore x stroke	78.5 x 51.5mm
Compression	11.5:1
Max power	470bhp @ 12,500rpm
Carburation	Lucas, indirect fuel injection
Ignition	Magneti Marelli

DRIVETRAIN

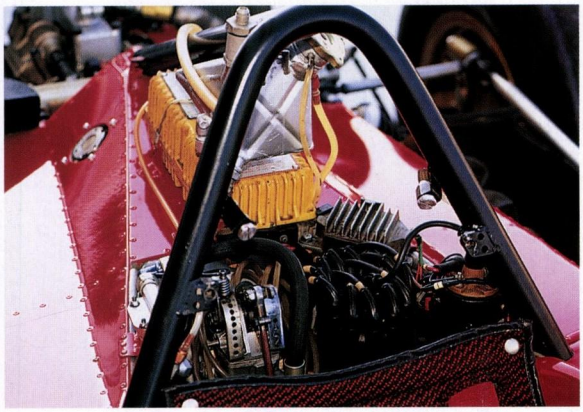
Gearbox	5-speed
Clutch	dry, multi-plate

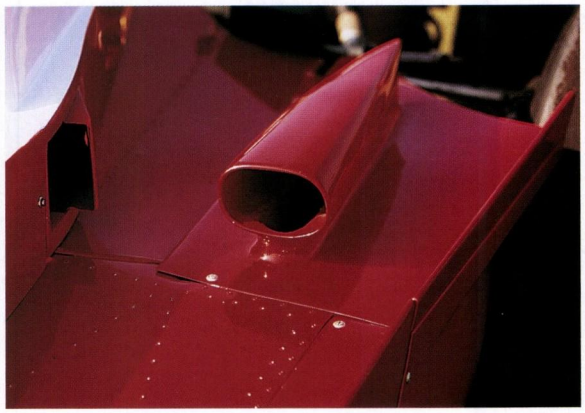
CHASSIS

Type	semi-monocoque
Wheelbase	2380mm
Track (f/r)	1560/1570mm
Weight	540kg
Suspension (f)	independent, double-wishbone, inboard vertical coil springs/dampers, anti-roll bar
Suspension (r)	independent, lower wishbone, top link, inboard horizontal coil springs/dampers, anti-roll bar

RUNNING GEAR

Dampers	Koni, adjustable
Steering	rack-and-pinion
Brakes	Lockheed, discs, four-piston, outboard (f), inboard (r)
Fuel capacity	200 litres





it an improvement. This was unlike any full-width nose ever seen before: a huge spatula affair, plunging to the floor, gently concave-curving along its leading edge, ailerons at its trailing edge, all bounded by moulded endplates and punctured by two gaping NACA ducts. What's more, this distinctive proboscis would soon be bolted to a racing car unlike any ever seen before.

Boxy and slabsided, its cockpit conning tower rose from a calm sea of red-riveted aluminium and fibreglass. Head-on, it looked fabulously aggressive, a snarling bulldog, broad-shouldered and purposeful. Unfortunately, the dog analogy continued from side-on, from which angle its forward-mounted (just behind the front wheels) radiators, 93-inch wheelbase and minimal overhangs made for ungainly proportions. Enzo, who still mourned the passing of front-engined GP cars, detested it; Forghieri didn't care. He had poured his heart and soul into it, pored over the wind-tunnel data, somehow poured a quart into a pint pot. The gearbox still hung out the back, but he was working on that...

Forghieri: "*Spazzaneve* was a very important car for me – and Ferrari. But it was always meant to be an experimental car. It was a base for me to study aerodynamics. It represented a big change in my mind."

Its testing began behind closed doors. And that's how Forghieri wanted it to stay. As far as he was concerned, this car was born in Fiorano and it would die there. This was a project not to be queered by the quirks or qualms of competition.

On August 28, however, all that changed: *Spazzaneve* was revealed to a clamouring press. Monza was two weeks' away. A new car was expected, almost demanded. And here it was – Ferrari's 1973 racer, nice and early. But praise was far from universal. There was disquiet about the car's outlandishness, while its strange aspect made it an easy target for cartoonists. This was the antithesis of what Forghieri had intended: public humiliation rather than private consolidation.

His 'experiment' was now in the hands of a fragmenting racing

SHORT BUT SWEET

THIS IS THE BEST CAR I HAVE EVER DRIVEN. I MAY HAVE ONLY TACKLED ONE CORNER SO FAR, a second-gear hairpin at that, but my conviction is already unshakeable. The steering is how I like it (flick-of-the-wrist-light but with feedback); the pedals are how I like them (firm, smooth and positive); the gearbox is how I like it (meaty and click-clacky). And the torque!

After a few starts and fits from cold, this 12-pot 'screamer' had settled to a creamy tickover so modest that the from-4k rev-counter never flickered. Don't get me wrong, it revs – there goes 9500 – but it's fuss-free and exponential. And whatever the revs, its makes a blissful noise.

A crowd flocks to the pitwall. Can't not give 'em a show. Fourth gear past the pits. Down the 'box. Third. Er no, fifth, actually. There is one more graunchy downchange to come, a double-declutching oversight, otherwise ratios slot in and out with aplomb. Yet at first sight the traditional Ferrari metal H had given me cause for concern. Imagine crushing a road-car version width-wise in a vice. Now ponder on how this would create extremely narrow channels through which to navigate the lever. You get the picture. I needn't have worried, though – I never gave it a second thought on the move.

So what, you might ask, was Jacky Ickx's problem?

Actually, you don't even have to drive the car to understand his point of view. That short wheelbase has got to cause problems in the quick stuff. It's fine for me, daydreaming of mid-gridding at the next Monaco Historique, it's quite another matter for someone of the calibre of Ickx fanging it through the Lesmos.

There was another problem for Ickx. Had he been here at the brand-new Adria International Raceway, near Venice, he might have been singing the car's praises, for it was designed to shine around such stop-start layouts. But that doesn't necessarily mean to say he'd have enjoyed his day. For this master of the old Nürburgring and Spa, of Blanchimont and Pflanzgarten, Spazzaneve and Adria are manifestations of the racing chicanery he railed against.



Later wing is further back and lower than original. Below: 'Snowplough' hits the headlines in August

team, who hated it. Mechanics moaned that it took eight hours to change an engine (please note, quick swaps unnecessary on a test vehicle!) and Ickx, having back-to-backed it with his regular B2 at Monza, dismissed *Spazzaneve* with a few well-placed barbs in the press. Its entry for the Italian GP was withdrawn before practice had even begun. Forghieri was not amused.

The press lapped up the discomfort and discord, but this was to miss the point. Superfast Monza – even with its two new chicanes – was not this car's target, never had been. The sport was heading down a medium-speed, high-downforce, constant-radius-corner route. Like it or not, Nivelles, Zolder and chicanes were the future, not Spa.

Forghieri: "In the wind tunnel, we had much more downforce with *Spazzaneve* than B2, even though it was smaller, because we had four times the bodywork area. Of course, such results can feel different on the track, and I knew we had a lot to learn – but I was looking far ahead."



There were others at Ferrari, however, who felt Forghieri had been holding the team back by his tardiness in building a true monocoque; *Spazzaneve* was another spaceframe clothed in riveted aluminium sheet. Firestone had been a vociferous critic of this aspect of the B2. Forghieri had dug his heels in on the matter, but Colombo, now in sole charge of the F1 programme, put in a call to fabrications experts, TC Prototypes, on the recommendation of Firestone's Bruce Harre. And thus a four-man operation in Earls Barton, Northants, built Ferrari's first monocoque F1 car.

There some were extenuating circumstances for this decision to contract out – strikes were paralysing Italy – but Forghieri was stung by the politicking involved. *Spazzaneve*: unveiled too early, written off too soon, unwanted, by some, from the start – but an ideal smokescreen for a powder-keg story of a British-built Ferrari.

"People said I was arguing with Colombo about the 'Thompson' chassis, but I was in no position to do so [his stock had dropped that low]. And people said I did not like monocoques. That's not true. As long as a chassis is stiff, I don't care what it's made of, or how it's made. And anyway, *Spazzaneve* turned out to be stiffer than the B3 of 1973. If you have 'zero' wheelbase, you have a very stiff car!"

Forghieri insists he is not a revengeful man, but his satisfaction at being asked, by Enzo, to return to the F1 programme late in 1973, to put matters right, can be imagined.

The 'British' B3 had proved a makeweight and the team was in total disarray, reduced to one car after Ickx had finally gone 'freelance'. Arturo Merzario was the last man standing. 'Little Art' had been given a few frights by the twitchy *Spazzaneve*, too, but the times he'd set with it at Fiorano (unbeaten until the 312T arrived in 1975) made him realise that Forghieri was heading in the right direction.

Forghieri revamped the monocoque car in time for the Austrian GP, replacing the front radiator with hip-mounted ones, fitting a new airbox and widening the track. Merzario qualified sixth and finished seventh. It was a turning point.

That winter new signing Lauda pounded around Fiorano. The 'snowplough' nose was history, but his 1974 B3 adopted *Spazzaneve*'s centralised mass and wide body, adapted its short-wheelbase approach and accentuated its driver-forward layout. With more luck and/or experience, Lauda might have won the championship. As it was, consistent Regazzoni went into the last round with an outside chance…

There were no titles that year, but with a strong driver pairing, whizz-kid manager (and Forghieri fan) Luca di Montezemolo on board, and a vindicated, rejuvenated designer at the helm, Ferrari was a small step (a transverse gearbox) away from a period of dominance. But had it not been for the 'Snowplough', it might have been drifting still. M

Thanks to Simon Kidston of Bonhams and Adria International Raceway (tel: 00 39 0426 901964) .The car will be auctioned in Gstaad on Dec 20.

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 !!**

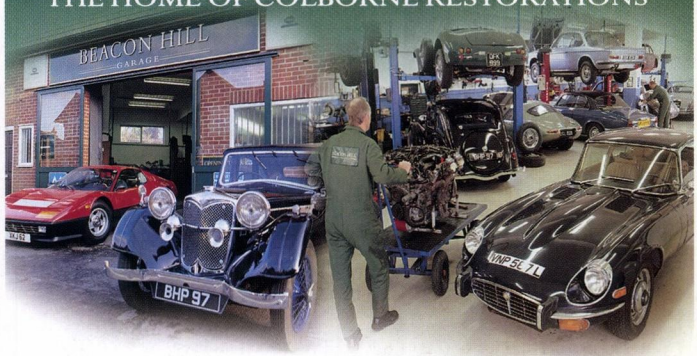
27662/10

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

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

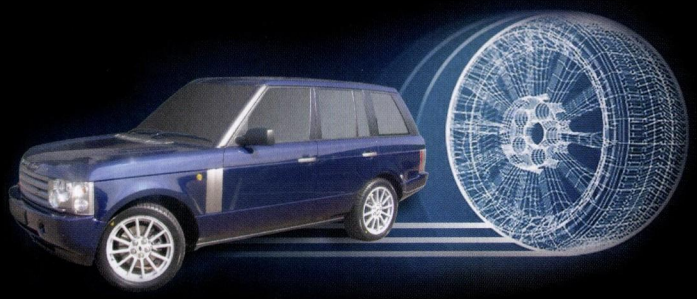
27954/12

THE NEW OVERFINCH
RANGE ROVER TUNING & STYLING PROGRAMME





Building on the success of the 3rd generation Range Rover Overfinch have developed a programme of carefully selected enhancements for both V8 and Diesel models.







Our new flagship model features a hand built 5 litre version of the 4.4 litre BMW engine. It delivers an impressive 380 bhp (+94) and 376 lbs/ft torque (+51), propelling the car to 60 mph in a sports car like 6.9 seconds.

- 5.0 & 4.4 Litre Sport Pack
- Sport-Twenty 20" Alloy Wheels
- TD6 Performance Upgrade
- 7 Seater Conversion
- Dual Exit Sports Exhaust
- Elegance Dashboard
- Elegance Wood Pack
- Tinted Privacy Glass
- Twin Screen TV/DVD Installation

Enhancing a Legend

Overfinch Ltd, 8, Farnham Trading Estate, Farnham, Surrey GU9 9NQ. England.
Tel: +44 (0) 1252 731950 Fax: +44 (0) 1252 731951 Email: sales@overfinch.com www.overfinch.com

CATCH-44

BOB TULLIUS BELIEVED HE COULD WIN LE MANS FOR JAGUAR. HE GOT HIS CHANCE, BUT HE WAS TOLD RIGHT FROM THE OUTSET THAT THE PROJECT WOULD SOON BE TAKEN AWAY FROM HIS GROUP 44 TEAM. GARY WATKINS TELLS THE STORY OF A CAT WHO ONLY GOT TWO LIVES

photography by LAT

THE PINSTRIPE-SUITED CAPTAIN OF BRITISH industry and the grizzled American racing veteran met in the boardroom at Brown's Lane, and these unlikely bedfellows shook hands on a deal that would take Jaguar back into international sportscar racing for the first time in 20 years.

But as they bade their farewells, new Jaguar boss John Egan had some more news for Bob Tullius, the man he'd just charged with building a sports-prototype for the North American IMSA GTP series. "I want you to know two things," Egan told him. "First, you are going to take us back to the Le Mans 24 Hours. Second, one day we are going do this ourselves from the factory."

It was January 1981, and Jaguar had just been set on a course that would restore the Coventry marque to its rightful place in motorsport, though the route was not quite as Egan envisaged. The luxury car maker, still part of the government-owned British Leyland conglomerate, did go back to Le Mans. But the idea of building a car in-house had long been forgotten by the time Tullius' Group 44 squad made the second of two appearances at the 24 Hours over four years later.

An IMSA programme with an all-new coupé was the brainchild of Jaguar Cars USA executive vice president, Mike Dale. The expat Briton, a keen amateur racer and one-time on-track rival of Tullius, came up with the idea as a means of reviving the company's fortunes in the US.

"Jaguar was in its death throes in this country," explains Tullius. "Mike devised the racing programme as a means of reinvigorating the dealer network."

The plan to use this campaign as a springboard for a Le Mans campaign appears to have been Egan's. "Returning there was part and parcel of putting the Jaguar story back together," says Sir John. "Motor racing in general, and Le Mans in particular, was very important in rebuilding the company's image."

The Virginia-based Group 44 squad of Tullius was the obvious choice to front-up Jaguar's return to the track. Its boss had a close working relationship with Dale that went beyond their rivalry in SCCA events a decade before. Tullius had made the move from drag strips to road courses at the wheel of his wife's Triumph TR3 and secured a toehold as BL's forerunner when given a TR4 to race.

'Returning to Le Mans was part and parcel of putting the Jaguar story back together'

Group 44 Inc was set up in 1964, running Triumphs until obtaining its first Jag 10 years later. Tullius won the SCCA National title with an E-type at his second attempt, then stepped up to Trans-Am with the new XJ-S and won back-to-back drivers' championships in '77-78. "That car was almost unbeatable," he recalls. "We won seven out of 10 races in 1978."

A switch to a Triumph TR8 yielded more Trans-Am glory and, after being handed a weight penalty, in IMSA's GTO category. Then it was announced that BL (Jaguar excepted) would be withdrawing from the US market.

Group 44's future was in doubt until Tullius made his transatlantic hop to Coventry. The plan called for Jaguar to go racing and, clearly, a GTP couldn't be designed and built for the forthcoming season. Apparently, on the insistence of Graham Whitehead, Dale's boss at Jaguar in the US, it was decided that ➠



John Watson surveys his Jaguar XJR-5 at Le Mans in 1984. Engine maladies would cause this car to retire at two-thirds distance



GRAND PRIX RACING OF THE SIXTIES

Graham Hill puts clear air under his BRM's rear tyres at the Nürburgring in 1966 – just one of 13 stunning images from a sensational decade. Focusing on the heroic era of Clark, Stewart, Hulme, McLaren and Rindt, this selection from the amazing LAT Archive, whose nine million images range from Victorian glass plates to the latest digital coverage, conveys the drama and grit of a golden time. Printed on art paper, the superb 594x420mm photographs are ideal for framing. The print run is limited, so don't miss out on this chance to own some of racing's finest photos.

Credit card Hotline 01795 414808 or Fax 01795 414555

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

ORDER FORM

Please send me_____calendars at £22.00 each (inc. UK p&p) Air mail Europe £23.50 all other countries £28.00

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 **LAT PHOTOGRAPHIC**

☐ 2. Please debit my credit card £_____

☐ VISA ☐ ACCESS ☐ AMEX ☐ SWITCH ☐ DINERS ☐ CONNECT ☐ DELTA

Card No. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

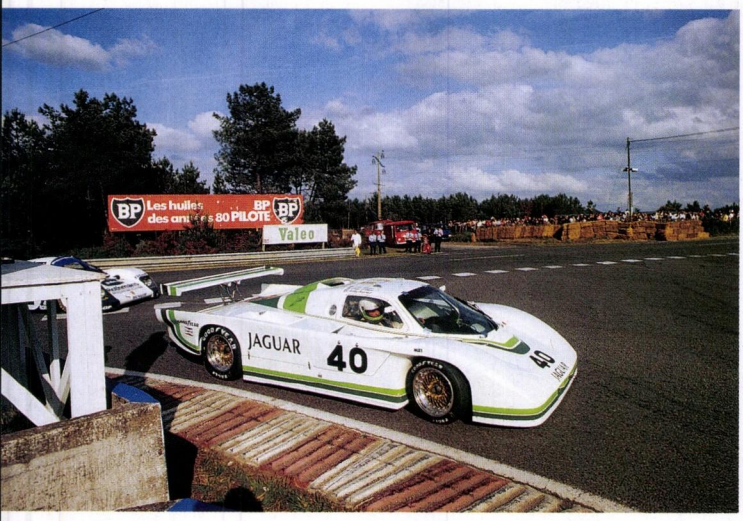
Valid from ☐☐☐☐ **Expiry date** ☐☐☐☐ **Issue No. (Switch only)** ☐☐

Signature_____**Date**_____

☐ 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:
LAT PHOTOGRAPHIC, MOTOR SPORT CALENDAR, PO BOX 280, SITTINGBOURNE, KENT ME9 8FB.

MSCAL03





Left: Off the pace at Le Mans in 1984, XJR-5 was totally outclassed the following year. Here it is about to be eaten alive by a works 962. Right: Tullius' earliest connection with British Leyland products was when he competed with Triumph TRs in SCCA and Trans-Am races

Group 44 must return to Trans-Am with the XJ-S in 1981. It wasn't the way Tullius would have done it.

"We knew doing Trans-Am would dilute the GTP effort," he explains. "It meant I had to set up separate teams to race the XJ-S and develop the GTP car."

Tullius needed to bolster his operation for the new project, and the idea of bringing in man of the moment Patrick Head was mooted. "I nipped that in the bud," remembers Tullius. "Trying to design a car for the US in England would have been a disaster."

Instead, Group 44 turned to Lee Dykstra, an up-and-coming designer whose CAC cars were winning Can-Am races with Al Holbert. His brief was to design a racer for the rough-and-tumble of US tracks, but which could also stretch its legs at Le Mans. "The result," Tullius admits, "was always going to be a compromise."

Tullius claims that the original idea had been to go to Le Mans in 1983, but a difficult first part-season the previous year scuppered that plan. The XJR-5 (there had been four previous Group 44 Jags) wasn't ready to race until August. A third place on its debut at Road America only flattered to deceive in a year punctuated by two big accidents, both with Tullius at the wheel.

The nearest the car got to France in 1983 was a one-off test in England. Jaguar hatched a plan to get Derek Bell, who'd won Le Mans with Porsche the year before, to track-test an XJR-5 at Silverstone straight after the circuit's traditional enduro in May.

The XJR-5 was already a winner in IMSA – Tullius and regular team-mate Bill Adam had won in the wet at Road Atlanta – when a car was flown to Europe. With no input from Group 44, Bell completed 25 laps in what seemed more like a media frenzy than a serious evaluation.

"They wanted to get a handle on how competitive the car would be," recalls Bell, who had no trouble securing permission from Porsche to do the test. "There was a big fuss when the car arrived in the UK – it even got on the ITV evening news. I don't know what they were trying to prove. To this day I don't know what times I did. It wasn't as quick as my 956, quite naturally, because it had less power and too much downforce."

'Group 44 was a regular IMSA winner by the time the team took Jaguar back to Le Mans'

Group 44 was a regular IMSA winner by the time the team fulfilled Egan's dream of taking Jaguar back to Le Mans in 1984. The XJR-5 may have notched up a total of four IMSA victories, but 24 hours pounding around La Sarthe was an entirely different proposition to what was essentially a sprint series, bar the early-season enduros at Daytona and Sebring. The two Jags were not in the ballpark. The best of the pair, the car Tullius shared with Brian Redman and Harry 'Doc' Bundy, ended up 14th on the grid, 18sec shy of Bob Wollek's pole time for Lancia.

The XJR-5 clearly wasn't competitive, though Tullius did have his moment of glory in the first hour. His car was fuelled light for the start and an early top-up meant he emerged in the lead when faster runners made their first stops. Group 44 tried to play to its strengths – reliability and frugal fuel consumption – and had both cars in and around the top six when they ran into engine and gearbox problems. It was not the kind of ➤





Left: Tullius, Chip Robinson and Claude Ballot-Léna gave Jaguar its first Le Mans finish for 22 years by struggling home 13th in 1985. Right: A year earlier, Tullius had actually led the race in the opening hour after starting on a light fuel load and making an early pitstop

performance that Jaguar's top brass had been hoping for.

"It was a very brave effort, but after 1984 I realised Bob wasn't going to win Le Mans for us," says Egan. "I don't think Group 44 brought with it the level of engineering expertise required."

Tom Walkinshaw was already waiting in the wings. The Scot had given Jaguar success in the European Touring Car series and there is evidence to suggest that he was being lined up for sportscars as early as the end of 1983.

Bill Adam was the first man to drive the XJR-5 in public and was still on Group 44's books, despite being dropped by Tullius after winning at Mosport that year, when the team went testing at Daytona in December 1983. Egan and Walkinshaw were both present at dinner when the Jaguar boss suggested Walkinshaw test the car the following day. Tullius' response was firmly in the negative.

"Egan explained he only wanted Tom to try it for a few laps," remembers Adam. "At that point Bob dabbed off his mouth and said, 'This matter is not open for discussion'. He turned to Lee [Dykstra] and me, and just said: 'Gentlemen, we are leaving.'"

Less than a year later, Walkinshaw Racing's sportscar plans were taking shape. In October, the specialist press reported that the team would be undertaking a limited World Endurance Championship campaign with the XJR-5 in 1985, at least until its own design was ready. According to those involved in the project, Walkinshaw had no intention of racing the car.

"I don't believe there was ever a plan to run the Group 44 chassis," says Rod Benoist, who joined the Jaguar project in April '85. "We tested it once or twice, but only for back-to-backing against our own car."

Tony Southgate, who had joined TWR in December '84, backs up that statement: "You can't really imagine Tom running someone else's car, can you?"

TWR's carbon-chassis XJR-6 wouldn't be ready to race until August, and so Group 44 carried the Jag flag alone at Le Mans in 1985.

'It was a brave effort, but after 1984 I realised Bob wasn't going to win Le Mans for us'

XJR-5, another year older, qualified even further off the pace – although contaminated fuel didn't help its cause.

"Our problem was that we'd filled up with two-star," says Tullius, "and that blew the engines into oblivion. We didn't know the gas was bad, so we cranked the ignition timing back. That really hurt us."

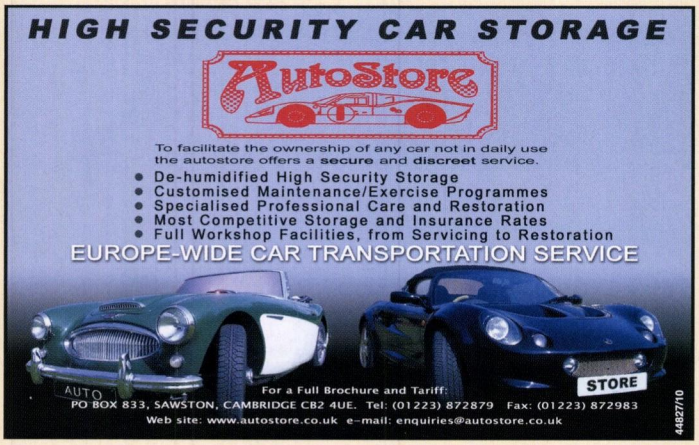
Group 44 went into the race with one hand tied behind its back, and the two Jaguars made no impact on the leaderboard. One car went out in the small hours with a broken CV joint, while Tullius' own hit engine problems. A piston ring was damaged, so the team blanked one cylinder off, a repair which allowed him to limp home 13th for Jaguar's first Le Mans finish since 1963.

Tullius maintains that he wasn't given a fair crack of the whip at Le Mans: "I'm egotistical enough to believe that we could have won the 24 Hours at Le Mans," he says. "It was clearly going to take some time for us to become competitive because we came from a different environment.

"It would be like sending the New York Yankees over to play England at cricket. We just needed time."

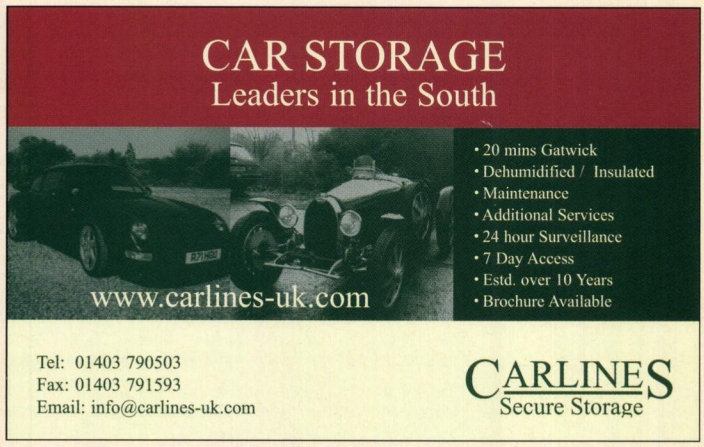
And that he didn't get. M

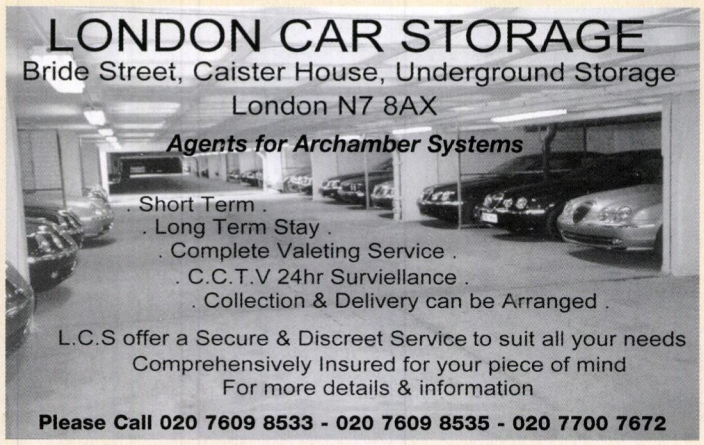

BEAUTIFUL BODIES NEED COVERING
Specialised Car Covers
We individually hand tailor our car covers for any make of car - in dustproof, waterproof & breathable fabrics.
Years of international expertise supplying the world's most famous car marques has ensured that every cover has its own unique 'skin fitting' pattern and that the materials used are second to none.
So, when your beautiful curves need covering - invest in the best.
Visit our website - or contact us:
www.carcoversuk.com e-mail: sales@carcoversuk.com
Quality Assured Company
tel: 01943 864646 fax: 01943 864365
Specialised Car Covers, Concours House, Main Street, Burley-in-Wharfedale, LS29 7JP
2008/09


HIGH SECURITY CAR STORAGE
AutoStore
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
AUTO
STORE
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
44827/10


Rudler
Car Transportation and Storage
"for fine automobiles"
Quality alarm & CCTV protected storage at competitive rates. Valet, MOT and insurance services.
Nationwide covered car transportation.
Contact us now for a brochure or quote.
AIRFLOW DISTRIBUTORS
P.O. Box 11 Swindon SN4 7SY
Tel: 01793 731107 Fax: 01793 731109
Mobile: 07836 208759
Email: ed@rudler.co.uk
Web site: www.rudler.co.uk
Airchamber storage
Dehumidified storage


www.storacar.co.uk
STORACAR
THE · HOTEL · FOR · FINE · AUTOMOBILES · LTD
The definitive name for car storage
Tel: +44 (0) 1234 391 206 Fax: +44 (0) 1234 391 672
Email: info@storacar.com
23499/12


CAR STORAGE
Leaders in the South
www.carlines-uk.com
20 mins Gatwick
Dehumidified / Insulated
Maintenance
Additional Services
24 hour Surveillance
7 Day Access
Estd. over 10 Years
Brochure Available
Tel: 01403 790503
Fax: 01403 791593
Email: info@carlines-uk.com
CARLINES
Secure Storage

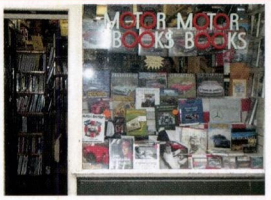

LONDON CAR STORAGE
Bride Street, Caister House, Underground Storage
London N7 8AX
Agents for Archamber Systems
. Short Term .
. Long Term Stay .
. Complete Valeting Service .
. C.C.T.V 24hr Surviellance .
. Collection & Delivery can be Arranged .
L.C.S offer a Secure & Discreet Service to suit all your needs
Comprehensively Insured for your piece of mind
For more details & information
Please Call 020 7609 8533 - 020 7609 8535 - 020 7700 7672

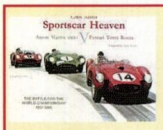

Don't let your priceless car, tools and parts rot away in a damp garage this winter...
Ventilation isn't enough - stop the rot now!
Dry-it-Out DEHUMIDIFIERS
Remove harmful moisture and condensation
Let a quiet, maintenance free, portable or wall mounted unit keep your valuable investment in a controlled humidity environment - and all for around 2p per hour!
Call us for impartial advice 7:00am - 10:00pm 7days a week on
08700 117987
or visit www.dry-it-out.com for more information.
43378/12

MOTOR BOOKS

WEBSITE www.motorbooks.co.uk

LONDON 33 St Martin's Court, London WC2N 4AN
Phone (+44) 020 7836 5376 Fax (+44) 020 7497 2539
OXFORD 8 The Roundway, Headington, Oxford OX3 8DH
Phone (+44) 01865 766215 Fax (+44) 01865 763555
Freephone Orderline 0800 0267890





SPORTS CAR HEAVEN

Aston Martin DRR - Is Vs Ferrari Testa Rossa The Battle For The World Championship 1957-1959.

Price–£49.99

Limited Ed. In British Racing Green Stipease. signed by Chris Nixon & Tony Banks £175

Also By Chris Nixon

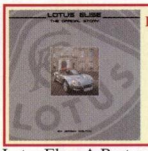
Mon Ami Mate £59.99
Robert Fellowes Collection £39.95
Rivals: Lancia D50 & Mercedes-Benz W196 .. £39.95
Rosemeyer! £24.99
Shooting Star (Richard Seaman) £39.95

Signed Copies Available!

SPECIAL OFFER! (While Stocks Last!)
Beaulieu Encyclopaedia Of The Automobile £99.50
Beaulieu Encyclopaedia: Coachbuilders £35.00

MARQUES & MODELS

Abarth: The Man, The Machines £60.00
AC Cobra: Truth Behind The Anlgo-Amercan Legend £19.99
AC Two-Litre Saloons & Buckland Sports Cars £37.50
Alfa Romeo Milano (Frostick) .... Reprint £29.95
Austin-Healey (Haynes Great Cars) £19.99
Original Austin-Healey 100, 110-6 & 3000 Restorer's Guide ..... pb£17.99
Bertone 90 Years £60.00
Bentley 3 1/2 & 4 1/4 Ltr 1933-40 In Detail £35.00
Blower Bentley £65.00
Bugatti: A Racing History £35.00
Corvette: 50 Years Of Rolling Thunder .. £29.99
Ferrari 156 Sharknose £25.00
Ferrari 365GTB/4 Groupe 4 Daytona Comp. £35.00
Ferrari 456: 456 GT/GTA, 456M GT/GTA £29.99
Ferrarissima 12: 575M Maranello £29.99
Ford GT40 Production & Racing History £45.00
Ford In Britain £30.00
House Of Gwynne 1849-1968 ..... £9.99
Apex: Inside Story Of The Hillman Imp . £14.99
Jaguar In Coventry: Building The Legend £14.99
Jaguar Sports Racing & Works Competition Cars: Vol.1: To 1953 ..... £40.00
Vol.2: From 1954 ..... £60.00
Most Famous Car In The World: Jaguar E-Type ..... pb£14.99
XJ40 Engineering, Overhauling & Rebuilding ... £12.95
Zagato Fulvia Sport Competition £29.99



Lotus Elise: The Official Story

Price £34.50

Other titles From Coterie Press

The Lotus Book - £39.99
Lotus Elite - £34.50
The Healey Book - £45.00

Lotus Elan: A Restoration Guide £14.95
Sports Car & Lotus Owner £17.95
You & Your Mazda MX-5 ..... £17.99
Maserati 1926-2002 ..... £34.99
Mercedes-Benz E-Class owners Bible'86-95 £29.99
MGA (Veloce, Revised Edition) ..... pb£16.99
MGB The Racing Story £19.95
Original Mini Cooper & Cooper S £17.99
New Zealand Morris Minor Story £20.00
Complete Porsche 912 Guide £18.99
Porsche 911 Buyer's Guide £17.99
Porsche 911 Story (7th Edition) £19.99
Porsche: Essence Of Performance £14.99
Bombing Of Rolls-Royce At Derby In Two World Wars (RRHT) £12.99
Land Rover: Series One To Freelander .. £19.95
Range Rover: The First Generation £14.99
Rover P4 (Veloce, Revised Edition) .... pb£16.99
Restoring Sprites & Midgets £19.95
True Story Of Skoda £14.99
Toyota MR2, MR2 Spyder & MR-S £29.99

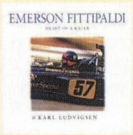
BROOKLANDS ROAD TESTS

Facel Vega Limited Edition Extra £12.95
Fiat Dino Limited Edition £9.95
Road & Track Ferrari F355&360 ..... £13.95
Road & Track Mazda MX-5 Miata 1989-02 £13.95
Road & Track Porsche 911 1990-1997 ... £13.95
Road & Track Porsche 928, '77-94 ..... £13.95
Maserati Cars Performance Port. 1957-70 £12.95
Maserati Cars Performance Port. 1971-82 £12.95
Maserati Cars Performance Port. 1982-98 £12.95
Maserati Cars 1957-98 (Hardback of 3 above) £44.95

YEARBOOKS

24 Hours Du Mans 2002 ..... £39.99
BMW Williams Yearbook 2002 ..... £29.99
Autocourse 2002-2003 ..... £35.00
Autocourse CART 2002-2003 ..... Jan£30.00
Automobile Year 2002/03 ..... £35.00
Automobile Revue 2002 ..... £22.00
Grand Prix Year 2002-2—3 ..... £12.99
Motocourse 2002-2003 ..... £30.00
Pirelli World Rallying 25 ..... £19.95
Rallycourse 2002-2003 ..... Jan£30.00

EMERSON FITTIPALDI



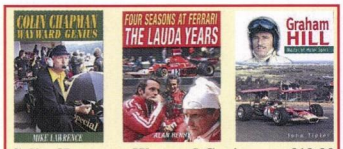
Heart of A Racer
By Karl Ludvigsen
Signed by author, subject to availability
Price £25.00

MOTORSPORT

Audi Years: Le Mans 1999-2002 ..... £21.99
Auto Union GP Race And Record Cars . £29.99
American Dirt Track Racer £29.99
Birel: 40 Years Of Karting £34.99
Brooklands (Bill Boddy) £65.00
Bugatti: A Racing History £35.00
Great Challenge 3: The Lauda Era £195.00
Fabulous Fifties: Sports Car Races In Southern California £49.99
Formula 1: The Autobiography £35.00
Formula 1 Technology £36.00
Formula 1 Technical Analysis 2001 ..... £20.00
Formula Junior, The Complete A-Z £45.99
Four Seasons At Ferrari: Lauda Years ... £19.99
Graham Hill £19.99
Gurney's Eagles (Reprint) £19.99
Jaguar At Le Mans 1950-1995 ..... £25.00
Ken Tyrrell—Authorised Biography £18.99
Kurtis-Kraft £29.99
La Sport 1937-1965 (Italian Text) £60.00
Leap Into Legend (Donald Campbell & WSR) £17.95
Lola T70: Racing History & Chassis Record £40.00
Motor Racing At Goodwood In The Sixties (Those Were The Days Series) ... £9.99
Motor-Racing's Strangest Races £8.99
Motor Racing Circuits In England Then & Now £19.99
Murray Walkers F1 Heroes ..... pb£14.99
Racing Lancias £24.99
Racing Maseratis £24.99
Racing Zborowskis (VSCC) £99.99
Radical Sports: Karting £10.50

BIOGRAPHIES & MEMOIRS

Beyond The Limit [Sid Watkins] ..... pb£7.99
The Campbells: Speed Kings On Land & Water £19.99
Castellotti: A Stolen Heart £24.99
Colin Chapman: The Man And His Cars . £19.99
DICK & GEORGE: The Seaman—Monkhouse Letters, 1936-1939 ..... £135.00
Eddie Jordan: The Biography £20.00
Enzo Ferrari: A Life ..... pb£6.99
Fast Women:Daring Drivers Who Changed The Face Of Motor Racing £16.95



Colin Chapman: Wayward Genius ..£19.99
Four Seasons At Ferrari: The Lauda Years £19.90
Graham Hill: Master Of Motorsport .£19.99

High Speed Diary: Life & Times Of Reginald Ellis Tongue £18.95
Memoires Of Mr.Ferrari's Lieutenant £39.99
My Speed King: Life With Donald Campbell (A few signed copies left) £17.99
Richard Burns: Driving Ambition £18.99
Stirling Moss: Authorised Biography .. pb£16.99

GENERAL INTEREST & TECHNICAL

Backfire (Alan Clarke) ..... pb£8.99
Car Men 11: Zagato 1919-2002 ..... £14.99
Cars Of 1965 (US) £14.99
Cars Of The Fascinating '40s (US) £17.99
HTB & Power Tune Holley Carbs. ... Nov£16.99
HTB Your Own Tiger Avon Sports Car .. £19.99
Italian Avantgarde In Car Design ..... Oct£19.99
Minimal Motoring: Cyclecar To Microcar £16.99
Taxi! (Revised & Updated) £15.99
Twin-Cam Italia: Fiat-Lancia-Alfa .... Nov£24.95
World Car Guide 2003 ..... £5.99

SALE BOOKS & PRICE REDUCTIONS

Automotive Mascots £14.95
Eddie Irvine: Life In The Fast Lane £4.99
Ferrari Formula 1 [Konemann] £9.99
Inside The Mind Of The GP Driver £9.99
Legendary Alfa 2.3 ..... £199.50
Lotus Book: Collectibles £15.99
Maserati—A History £29.95
Mathews Collection £7.99
Mazda MX-5: Renaissance Sportscar £9.99
MG The Untold Story £17.99
My Life Full Of Cars (Paul Frere) £6.99
Racing Stewart £7.99
Scalextric (5th Edition) £9.99
Talbot Lago De Course £169.95
Twice Lucky: My Life In Motorsport £6.99
A-Z Of Formula Racing Cars 1945-1990 .. £4.99
Complete History Of G.P. Motor Racing .. £9.99
Ferrari Formula 1 [Konemann] £9.99
Ford Versus Ferrari £24.95
Glory Of Goodwood (£35) £30.00
Grand Prix Ferrari £19.95
Inside Story Of The Fastest Fords £29.95
Italian High Performance Cars £19.95
Le Mans 24 Hours (£35) £14.99
Le Mans 24 Hr Race 1999 & 2000 .. each£17.99
Motorsport Art Of Juan Carlos Ferrigno . £11.99
My Life Full Of Cars (Paul Frere) £6.99
Porsche In Motorsport £9.99
ProSports Car Racing in America'58-'74 .. £6.99
Bugatti Type 40 ..... £19.95
Bugatti Type 46 & 50 ..... £14.95
Talbot Lago De Course £169.95
Tribute To Turbo Carrera £29.95
Twice Lucky: My Life In Motorsport £6.99
More Price Reductions Can Be Found On Our Website!

DVD TITLES

20th Century Motor Racing £9.99
50 Years Of Ferrari £19.99
Best Of British: Lotus £16.99
BTTC Review 2002 ..... £19.99
British Superbike Review 2002 ..... £19.99
Italian Job (Feature Film + DVD Extra) £19.99
Champion: Clark, Fangio, Hill, Hunt, Moss, Stewart (All with DVD extras) .... each£16.99
Le Mans (Feature Film, NTSC Only!) £17.99
Le Mans 2002 Official Review £14.99
Moto GP Review 2002 ..... £19.99
Motorfilms Quarterly Vol's 1-3 ..... each£19.99
Porsche: The Legendary Cars £16.99
World Superbike Review 2002 ..... £19.99

VIDEO TAPES

Alpine Rally 1964 & 1965 ..... £14.99
BTTC Review 2002 ..... £14.99
British Superbike Review 2002 ..... £14.99
FIA Formula 1 Review's 1981-2000 . each£14.99
FIA Formula 1 Review 1992 ..... £6.99
FIA Formula 1 Review 2001 ..... £15.99
FIA Formula 1 Review 2002 ..... £15.99
100 Years Of Motoring History £19.99
Best Of British: Lotus £14.99
Ferrari World Video's: 348TB, F40, Testa Rossa, Dino 246, 288GTO, 365 GTB4 'Daytona' ..... each£14.99
Goodwood Festival Of Speed 2002 ..... £14.99
Goodwood Revival Meeting 2002 ..... £14.99
Le Mans 2002 Official Review £12.99
Mini: The Year Of Change 2000-2001 .... £14.99
Monte Carlo Rally 1965 & 1966 ..... £14.99
Moto GP Review 2002 ..... £14.99
Motorfilms Quarterly Vol's 1-3 ..... each£14.99
Range Rover £14.99
Rover SD1 ..... £14.99
World Superbike Review 2002 ..... £14.99

AUDIO CDs

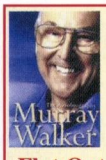
Grand Prix Of Gibraltar (Peter Ustinov) .. £8.99
Carroll Shelby (Interviews) £8.99
Phil Hill (Interviews) £8.99
Marquis De Portago (Interviews) £8.99
Stirling Moss (Interviews) £8.99

2003 CALENDARS

Ayrton Senna £5.99
David Coulthard £5.99
Juan Pablo Montoya £5.99
Michael Schumacher £5.99
Ralf Schumacher £5.99
Formula 1 ..... £5.99
Autocourse Grand Prix £11.99
Motocourse GP & Superbike £11.99
Classic Team Lotus £12.99
Vintage Race Cars £8.99

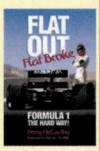
WE ALSO STOCK OUT OF PRINT BOOKS!

Please visit our website for a full listing of our Books, Video's DVDs & Manuals!



MURRAY WALKER

Unless I'm Very Much Mistaken
The Autobiography
Price £16.99



Flat Out Flat Broke!
Formula 1 The Hard Way
By Perry McCarthy
Price £17.99
(Signed copies, Subject To Availability)

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

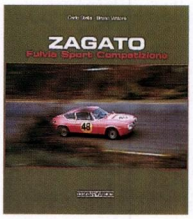
Mail Order Postage & Packing

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.

26/06/12

ZAGATO – FULVIA SPORT COMPETIZIONE

BY CARLO STELLA & BRUNO VETTORE
ISBN 88-7911-255-4
Published by Giorgio Nada, £29.99



ANY BOOK THAT BEGINS with an explanation of its research methods threatens to be heavy going, especially if it's all about one variant of one model.

But if you plough on you will find interesting stuff, particularly an interview with Ercole Spada, the man who designed the sexy Zagato version of the Fulvia. This lightweight model was intended for competition, and added more glory to Lancia's record.

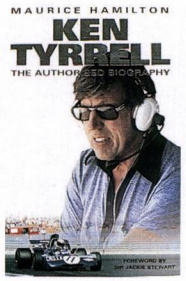
Every works Zagato is listed here, interspersed with interviews with drivers, team members and Cesare Fiorio himself, the architect of so much of Lancia's rally success.

Design sketches and drawings add tech info, but unfortunately the English-Italian format makes the layout muddled.

Not one to read on the beach; but you won't find such detail on the Zagato Fulvias anywhere else. **GC**

KEN TYRRELL – THE AUTHORISED BIOGRAPHY

BY MAURICE HAMILTON
ISBN: 0-00-714376-1
Published by Collins Willow, £18.99



OVER A YEAR ON, AND IT still seems odd that Ken Tyrrell is no longer with us. And if you want to know why his death left such a gaping hole in the lives of everyone he met, this is the book to read.

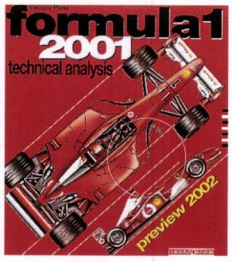
It is a tender yet very honest account of the life of Tyrrell the man, and Tyrrell the team.

MOTOR SPORT readers will know much of the story of the Jackie Stewart era. More fascinating still are the inside lines on the Scheckter, Depailler, Pironi and Alboreto eras, and the team's gentle decline into the midfield.

Hamilton is one of the very best motorsport writers, given the right topic; reporting on 'Uncle' Ken's somewhat idiosyncratic, warm, tender, funny and dignified manner has tapped an inspirational vein. **DM**

FORMULA 1 2001 TECHNICAL ANALYSIS

BY GIORGIO PIOLA
ISBN 88-7911-279-1
Published by Giorgio Nada, £20



GIORGIO PIOLA'S FINE graphical summary of all the technical shifts in a Formula One season is always worth waiting for, even a year after the event.

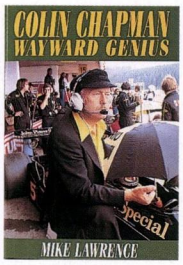
His clear, close-up drawings show just what those huge engineering teams are up to in a way you'll never see from a photograph – from tiny alterations in winglets and brake ducts which bring minute but vital percentage gains to major structural changes.

This year he also includes a tribute to Ken Tyrrell, with cutaways of Tyrrells from 001 to 025, a chapter on race strategies with alarmingly complex tables of fuel use and time lost, and tables of chassis built.

How he gets access to all this hard-won information I can't imagine, but this has to be the most thorough source of hard F1 facts, as opposed to politics and personalities, you can buy. **GC**

COLIN CHAPMAN – WAYWARD GENIUS

BY MIKE LAWRENCE
ISBN 1-85983-278-4
Published by Breedon Books, £19.99



IT'S SO EASY TO WRITE AN unauthorised 'stick the boot in' story about someone you don't like, or to produce a sycophantic 'could do no wrong' affair. Both are pointless and tiresome – and have been bestowed upon Colin Chapman in the past.

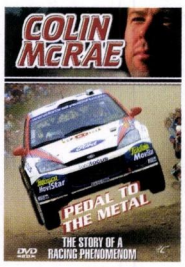
Mike Lawrence approaches from a different direction: Chapman was one of his heroes, but the author isn't blinkered to his misdemeanours, personality flaws or errors of judgement. There isn't much glossing over the issues regarding the DeLorean fiasco, for instance.

There is much about Colin's early days here, too – there are fully 26 chapters, and by halfway through we are only up to the first taste of world championship glory, in 1963. And for many this will be the book's strength.

Its small format makes the asking price a bit steep in my view. So ask someone else to buy it for you. It's a damn fine read. **DM**

COLIN MCRAE PEDAL TO THE METAL

DISTRIBUTED BY DUKE VIDEO
£13.99 VHS, £15.99 DVD



MCRAE'S FIRST DECENT attempt at a video biography passes off well, but without major incident.

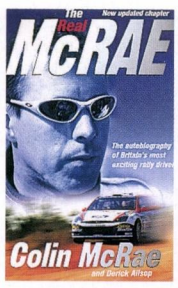
His rise from Lanark schoolboy to superstar is fascinating, although the hardened fan might have been better served with more early-career action than yet another of the jet-ski compilations that's the staple diet of 'new rally' coverage.

Still, most of the main incidents are dealt with in a frank, concise manner, with all of the major players present: family, co-drivers, team bosses etc.

The man's story is interspersed with driving tips filmed specially for the occasion, but this is ultimately less interesting then the sheer spectacle of him in full flight: proof, perhaps, that the finest talents are beyond explanation. **JM**

THE REAL MCRAE

BY COLIN MCRAE AND DERICK ALLSOP
ISBN 009188396-2
Published by Ebury Press, £6.99



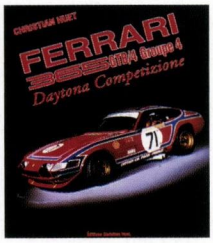
CONSIDERING THAT THE publishers went to all the trouble of updating the final chapter of this book for its release in paperback, it seems odd that it wasn't delayed until Colin had finished the season, so as to neatly cover the end of his Ford career. In fact, it doesn't even mention his deal with Citroën.

If *The Real McRae* was merely out of date, that could be forgiven, but the script's tone is as dour as the man's own public persona. Maybe that justifies the title, and as a record of what McRae has achieved, it is fine. But it does justice to neither a thrilling sport nor its most extravagantly talented exponent of the last 10 years.

You might do better to wait for an unauthorised biography – preferably after the great man has retired. **DM**

FERRARI 365GTB/4 DAYTONA COMPETIZIONE

BY CHRISTIAN HUET
ISBN 2-9500432-2-4
Published by Editions Huet, 49¤



THE AUTHOR'S FERRARI specialisation is even tighter focused in this large-format hardback, which concentrates solely on the Daytona coupé in competition.

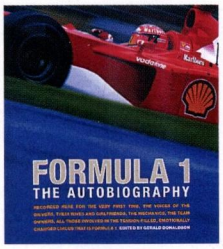
Instead of the usual overview, plus the individual chassis histories, Huet knits every part of the story into continuous text, which makes for a smoother read, but also harder to track an individual car.

An uninspired layout for the bi-lingual French-English text leads you season-by-season from the Daytona's inception (with Ferrari's usual fudging of homologation) to its swansong (as late as 1981), with a results listing and a studio photoset of one car to round off.

It's very thorough, but you'd have to be a devoted Ferrari completist to read this one in bed. **GC**

FORMULA 1 – THE AUTOBIOGRAPHY

EDITED BY GERALD DONALDSON
ISBN 0-297-84308-7
Published by Weidenfeld & Nicolson, £35.00



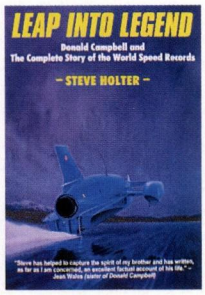
THERE'S MUCH TO BE SAID for this bold idea. Divided into decades, with a brief section on the pre-world championship era, it aims to be a 'one-stop shop' of F1 history, interspersing brief race summaries with contemporary quotes, reports and memoirs to give a rounded first-hand view, rather than a historian's hindsight.

The writers are all top-level names, but the end result falls short of what you might expect. Those names have little room to express themselves, while the various quotes have mainly been published before.

The layout tries too hard to be exciting, there are a lot of typo errors, and we don't need a picture of Roger Williamson in his death throes. Full of readable elements, but with a feel of 'experts compromised by committee'. **GC**

LEAP INTO LEGEND

BY STEVE HOLTER
ISBN 1-85058-794-9
Published by Sigma Press, £17.95



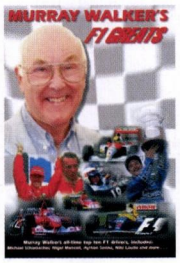
THE RECORD-BREAKING feats of Donald Campbell were undertaken in the shadow of Sir Malcolm, his father. On occasion, Donald even claimed to have felt his presence in the cockpit.

In 1964, he became the fastest man on both water and land, in the face of a public far more apathetic to record attempts than in his father's day. In the 1920s, speed records were the height of technical and human accomplishment, holders were held up as idols. When Donald died, we were just two years away from the 'giant leap for mankind'. He is, therefore, of greater fascination to us now.

Today, when the limits of human endeavour have seemingly been reached, we can relate to this man whose greatest achievement was in overcoming his father's legacy. This impassioned book is the perfect starting point for an understanding of the legend. **IM**

MURRAY WALKER'S TOP TEN F1 GREATS

DISTRIBUTED BY DUKE VIDEO
PRICE £14.99 (VHS), £17.99 (DVD)



BOUNDLESS ENTHUSIASM for motorsport notwithstanding, Murray Walker's greatest attribute is his ability to speak to all people at all levels. This video is perfect for those who need enlightenment, but is also absorbing for those who think they know it all.

The footage is well-selected and brilliantly clear, though for some of the older drivers – Ascari, Fangio, Moss and Clark – the shots are too frenetically spliced together, so Murray's voice-over doesn't always fit the shot that you're watching.

If you can live with that, you will enjoy this hour-long video which has interviews with many of the men who figure in his ranking. Highlight? In-car footage of Ayrton Senna annexing pole at Monaco in 1991.

Get the DVD, and you will be treated to a round-up of those who didn't quite make the top 10, a resumé of Walker's career, and a clever 'Murray interviews Murray' feature. **DM**

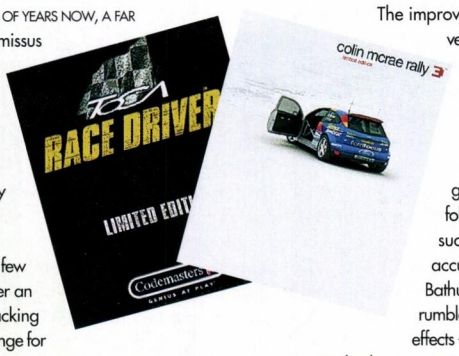
COMPUTER GAMES: PLAYSTATION 2

THE OLD PLAYSTATION HAS BEEN PACKED AWAY FOR A COUPLE OF YEARS NOW, A FAR cry from that memorable Christmas when my poor missus unknowingly consigned herself to months of TV-less purgatory by buying me the said item.

Like all good things (from my perspective at least), it eventually palled. I never was too bothered about delving into the games' strata of minutiae – up on rebound, softer on bump etc – and so the Fearnley household began to watch TV again.

That, though, is set to change.

The new PlayStation 2 stayed packed away for a few months too, but having acquainted myself with it over an eye-bulging weekend of kerb-bashing, Armco-whacking and pacenote-decoding, it's likely to clutter up the lounge for some months now. Sorry, love.



The improvements in picture quality, sound, graphics, sense of speed and vehicle response are incredible. I just love the way Michael Schumacher's head nods, bobs and weaves under acceleration, braking and cornering in F1 2002 (£39.00), and how on Colin McRae Rally 3 (£39.95) the snowbanks of Sweden grab the wayward tail of your Ford Focus and pull its nose in. Falump!

TOCA Race Driver (£39.99) is less purist than the above two games in that it revolves around the story of a saloon-car hotshoe following in the footsteps of his tragically killed hotshoe dad (or some such thing), but it did allow me to drive a variety of tin-tops around accurate recreations of Mantorp Park (I've always wanted to know), Bathurst and Vallelunga, steering wheel twitching with feedback over the rumble-strips, cats twitching under the sofa, cursing those true-to-life sound effects – and the cursings of a bad workman blaming his tools.

He had no reason to: PlayStation 2 and these driving games are outstanding. **PF**

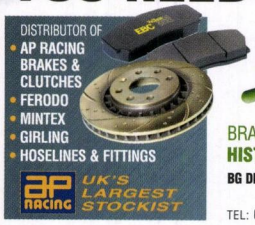


2864709

IF YOU WANT TO STOP HERE

100

YOU NEED TO START HERE.



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

TEL 01299 878727

WESTWOOD CYLINDER LINERS

FAX 01299 824232



Dry, Flanged & Wet Liners made to order. Over 6000 dry & flanged liners in stock. Good delivery times, no minimum qty. Liners manufactured from drawing / sample.

Latest Additions to stock:
Jaguar 3.8L Flanged liner
Jaguar 4.2L Flanged liner

Recent Special Orders:
Aston Martin 4.2L, Jaguar V12 o/s
Ferrari 512LM, Connaught F1

Do you have the requirements for cylinder liners in your business?
If so, contact Westwood Cylinder Liners for a quote.
We are suppliers of liners to a number of well known race engine builders.
E-mail: westwood@liner.demon.co.uk

ARIAS

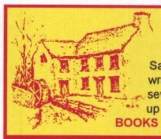
PISTONS

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

30750/09

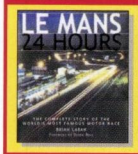


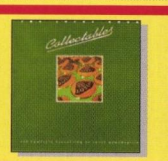
Mill House Books

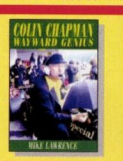
Sarah and John of MILL HOUSE BOOKS offer a unique personal service. Books are double wrapped for added protection. Orders are despatched promptly (subject to availability) but allow seven days for UK delivery. Our post & packing charge for UK customers is only £4.00 for orders up to £60 and FREE over £60 f(overseas rates below) AVAILABLE NOW - NEW MILL HOUSE BOOKS BARGAIN AND NEW RELEASES CATALOGUE - CONTACT US FOR YOUR FREE COPY

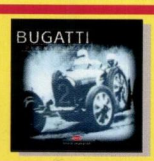
STUPENDOUS SALE BARGAINS

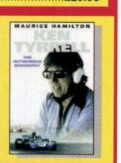
THE COMPLETE HISTORY OF GRAND PRIX MOTOR RACING: Every Race From 1898 To The Present (Cimarosti). 504 pages, thousands of excellent photos. Was £30.....£9.99
CHASING THE TITLE: Memorable Moments From 50 Years Of Formula 1 (Roebuck). 304 pages of personal recollections by Motor Sport contributor. Was £19.99.....£8.99
THE POWER GAME: 50 Years Of Formula 1 (Rendall). 256 pages on the public and private faces of Formula 1 over half a century, 150 illustrations. Was £20.....£9.99
TT PIONEERS (Kelly). Full details of the Isle of Man TT car races run from 1903 to 1922. 173 large pages, many period b/w photos. Was £15.99.....£9.99
FORD VERSUS FERRARI: The Battle For Le Mans (Pritchard). Reprint of 1960s book. 176 pages. Was £32.50.....£24.95
LE MANS 24 HOURS: The Complete Story Of The World's Most Famous Motor Race (Laban). 256-page history, 250 colour and b/w photos. Was £35.....£14.99
CASTLE COMBE CIRCUIT: The First 50 Years (Lawrence). Full 192-page history, over 170 photos including colour. Was £20.....£14.99
THRUXTON: The First 30 Years, Motor Racing At One Of Britain's Fastest Circuits 1968 To 1997 (Lawrence). 153 pages, many photos. Was £12.....£9.99
BROOKLANDS: A Pictorial History (Georgano). 112 pages of expertly captioned photos. Includes early details of the Brooklands Society. Was£12.99.....£6.99
HITLER'S GRANDS PRIX IN ENGLAND: Donington 1937 & 1938 (Hilton). 224 pages, 75 b/w photos on the classic pre-war events. Was £19.99. For a limited period only.....£14.99
50 YEARS OF BRITISH GRAND PRIX DRIVERS (Scherer). Details of the 137 British drivers who competed in GPs 1950-1999. 240 pages, over 150 photos. Was £25.....£9.99
SPECIAL OFFER - TRIPS: Bilder eines Ledens (Fodisch & Dewitz). A large, landscape-format 488-page German-language book devoted to Wolfgang von Trips and illustrated with thousands of colour and b/w photos. Was £59.99.....£49.99
FORMULA ONE UNSEEN ARCHIVES (Hill). Collection of over 800 photos from the Daily Mail archives spanning 1950-2001. Many informal ones show how approachable drivers were in the 1950s and '60s. Promotional price.....£9.99
INTO THE RED: 21 Classic Race Cars That Shaped A Century Of Motor Sport (Mason & Hales). 176 large pages on machines 1901-1990, 300 colour photos. Plus CD of the car sounds. Was £25.....£9.99
SPECIAL OFFER - DAVID McKAY'S SCUDERIA VELOCE (McKay). Interesting story by the owner of the Australian team which contested national and Tasman events from the 1960. 309 pages, 120 illustrations. Signed copies, were £32.99.....£25.00
THE MATHEWS COLLECTION (Taylor). 128 pages with specifications and colour photos. Includes the largest private collection of McLaren cars. Was £19.95.....£7.99
AUTOCOURSE OFFICIAL CART HISTORY: The First 20 Years 1979-1998 (Shaffer). 224 large pages, over 260 colour photos. Was £25.00.....£6.99
THE BEAULIEU ENCYCLOPEDIA OF THE AUTOMOBILE (Georgano). Over 6871 makes of car are listed with over 3556 b/w and 192 colour photos. Was £195.....£99.50
THE BEAULIEU ENCYCLOPEDIA OF THE AUTOMOBILE: Coachbuilding (Georgano). 398-page A-Z of coachbuilders worldwide. Includes many b/w and some colour photos. Was£75.....£35.00
BENTLEY 'OLD NUMBER ONE' (Hay). 97-page story of the most famous of the cars fielded by Bentley Motors. Was £18.....£8.99
BUGATTI TYPE 40 (Price & Arbey). 128-page history featuring 150 mainly period illustrations. Was £37.50.....£19.99
THE BIG BUGATTIS: Types 46 & 50 (Price). 128 pages, over 200 b/w and colour photos. Was £29.99.....£14.99
FERRARI 166 TO F50LM: The Racing Berlinettas (Renwick & Starkey). Thorough history of Ferrari's racing coupes from the 1940s to the late 1990s. Was £59.99.....£39.99
INSIDE STORY OF THE FASTEST FORDS (Ludvigsen). Reprint of 1970 book on the concept and production of the GT40. 80 large pages, b/w and colour photos. Was £34.95.....£29.95
THE LOTUS COLLECTABLES BOOK (Taylor). This 256-page book features 1400 colour illustrations. A vast selection of Lotus memorabilia relating to each Lotus model is detailed. Was £39.95.....£15.99
MASERATI - A HISTORY (Pritchard). Reprint of 1976 book concentrates on racing models. 400 pages, 62 pages of photos. Was £39.95.....£29.95











ANNUALS

AUTOCOURSE 2002/2003 (Henry). Reports and statistics from each of the 2002 Grands Prix plus the usual features. 288 pages, over 275 colour photographs. Due December.....£35.00
AUTOCOURSE 2002/03 POST-FREE OFFER (Mainland Britain only) for orders received up to December 31, 2002.
FORMULA 1 2002: Behind The Scenes (d'Alessio & Williams). 208-page large-format annual with over 200 wonderful colour photographs covering the 2002 Grand Prix season. Due November.....£22.50
GRAND PRIX YEAR 2002/2003 (Arron). Softback 144-page review of the 2002 season with over 150 colour photos. Due November.....£12.99
AUTOMOBILE YEAR 2002/03 (No 50) (Norris). Features of all the most important new cars of 2002, plus all categories of international motor sport. 298 pages, 350 mostly-colour photos. Due early December.....£32.00
AUTOMOBILE YEAR 2002/03 POST-FREE OFFER (Mainland Britain only) for orders received up to December 31, 2002.
2002 LE MANS 24 HOURS (Mraty, Teissedre). Covering every aspect of the racewith hundreds of colour photos. Due November.....£39.99
2002 LE MANS YEARBOOK POST-FREE OFFER (Mainland Britain only) for orders received up to December 31, 2002.

SPORT

NEW - FORMULA ONE - THE ANTHOLOGY (Donaldson). 360 pages with over 500 illustrations covers all the major figures in the last fifty years of the sport.....£35.00
MOTOR RACING CIRCUITS IN ENGLAND - THEN & NOW (Swinger). 192-page history of all English racing circuits.....£19.99
BROOKLANDS: The Complete Motor Racing History (Boddy). New edition of WB's detailed history on Brooklands is fully revised and contains many new photos. 480 large pages, 400 b/w photos.....£65.00
MOTOR RACING AT GOODWOOD: An Illustrated History (Barker). Cover the years 1948 to 1966. 224 pages, 220 b/w photos.....£18.99
FORMULA JUNIOR: The Complete A-Z (Cowdrey). 137 large pages with 270 b/w photos.....£45.99
MOSS: The Authorised Biography (Edwards). Softbound edition of top-selling title.....£16.99
NEW - EMERSON FITTIPALDI: Heart Of A Racer (Ludvigsen). 208 pages tell the full story of the talented Brazilian. 250 colour and b/w illustrations. Due November.....£25.00
GRAHAM HILL: Master Of Motorsport (Tipler). 224 pages, with over 200 colour and b/w photos.....£19.99
MON AMI MATE: The Bright Brief Lives Of Mike Hawthorn & Peter Collins (Nixon). 377 pages, over 250 photos. Now re-issued.....£59.99
DICK & GEORGE: The Seaman-Monkhouse Letters 1936-1939 (Nye with Goddard). 270-page limited edition book featuring the correspondence between Dick Seaman and George Monkhouse.....£135.00
SHOOTING STAR: The Life Of Richard Seaman (Nixon). Detailed 230-page story of Britain's pre-war hero who raced for Mercedes. 130 b/w and 2 colour photos.....£39.95
HIGH SPEED DIARY: The Life & Times Of Reginald Ellis Tongue (Dymock). 192-page biography of 1930s racing driver Reggie Tongue.£18.95
NEW - EDDIE JORDAN - THE BIOGRAPHY (Collings). The first full-length biography of one of the most charismatic figures on the Formula 1 scene. Due November.....£20.00
NEW - KEN TYRRELL: The Authorised Biography (Hamilton). Biography of the respected Formula 1 figure. 352 pages.....£18.99

SPECIAL ANNOUNCEMENT - DUE JANUARY 2003
BRM - THE SAGA OF BRITISH RACING MOTORS Vol 2: Spaceframe Cars 1960-1965 (Nye & Rudd). 304 pages, approx 280 b/w and 30 colour illustrations. Silver edition, limited to 2500 numbered copies.....£70.00
Gold edition, numbered copies 101-300.....£120.00
Diamond edition, numbered copies 1-100.....£250.00

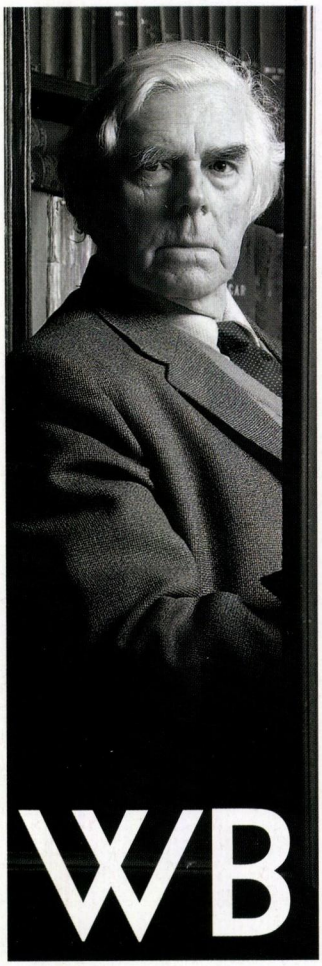
KEN TYRRELL: Portrait Of A Motor Racing Giant (Hilton).160-page tribute, 150 mainly-colour photos.....£19.99
COLIN CHAPMAN: The Wayward Genius (Lawrence). Biography of Chapman by top motor racing author. 224 pages, 30 b/w illustrations.....£19.99
FOUR SEASONS AT FERRARI: The Lauda Years (Henry). 192 pages, many photos.....£19.99
BEYOND THE LIMIT (Sid Watkins). Long-awaited sequel to the GP medical guru's Life At The Limit. 236 pages.....£16.99
Paperback edition.....£7.99
UNLESS I'M VERY MUCH MISTAKEN: The Autobiography Of Murray Walker. Murrays own story.....£18.99
1946 AND ALL THAT (Griffiths & Pritchard). Coverage of British motor racing from 1946 to 1953 using Guy Griffiths' wonderful archive. Ultra-large format quality production with over 420 b/w and colour photos£150.00
THE LONE FURROW: The Story Of Arthur Mallock & His U2 Racing Cars (Lawrence). 273 pages.. NOW REPRINTED.....£19.50
SPORTSCAR HEAVEN (Nixon). Account of the Aston Martin v Ferrari battles for the 1957/58/59 World Sports Car Championships. Includes interviews with surviving drivers and team personnel. Approx 200 pages and 200 photos, including colour.....£49.99
FABULOUS FIFTIES: Sports Car Races In Southern California (Evans). Due October.....£49.99
AUTO UNION GP RACE & RECORD CARS: Their Reconstruction & Restoration (Vann, etc). 162 large pages covering the pre-WW2 cars and the recently-reconstructed cars. 150 colour and 50 b/w photos. £29.99
BUGATTI - A RACING HISTORY (Venables). Full account of Bugatti's racing achievements. 256 pages, 210 photos.....£35.00
CHAPARRAL: Can-Am Racing Cars From Texas (Ludvigsen). 128 pages of b/w photos from the Ludvigsen Library.....£16.99
LISTER-JAGUAR, TOJEIRO-JAGUAR & ARCHIE SCOTT-BROWN. Unique Portfolio.....£9.95
RACING MASERATIS (Reggiani). The 6C of the 1930s, the A6GCS, the 250F, the Eldorado 'Monzapolis' car and the T61 'Birdcage' are all featured in this fascinating 187-page book.....£24.99
MERCEDES-BENZ SILVER ARROWS (Bolsinger & Becker). History of GP cars from 1934 to date, plus 300SLR and recent Le Mans cars. 176 pages, 175 b/w and 13 colour illustrations.....£29.99
PORSCHE IN LE MANS (Upietz). Complete history of Porsches at Le Mans from 1951 to 2001. 386 pages, over 900 photos.....£49.99
MY SPEED KING: Life With Donald Campbell (Tonia Bern-Campbell). Poignant story of the showbiz star who married the record-breaker. 256 pages.....£17.99

NEW & FORTHCOMING BOOKS

LA SPORT: el Suoi Artigiani 1937-1965 (Curami & Vergnano). 370-page A-Z of small Italian sports car manufacturers, 500 b/w photos. Italian text.....£60.00
NEW - ALFA ROMEO-MILANO (Frostick). 223 pages with over 400 b/w photos detailing nearly every type of Alfa ever built up to 1976. NOW REPRINTED.....£29.95
ORIGINAL AUSTIN-HEALEY: The Restorer's Guide To 100, 100/6 & 3000 (Clausager). New softbound edition.....£17.99
BIZZARRINI: The Genius Behind Ferrari's Success (de Hartog, etc). 228 pages, 200 colour and b/w photos.....£45.00
THE HEALEY BOOK: A Complete History Of The Healey Marque (Emerson). The entire Healey history is here in 264 pages, illustrated with glorious colour photos.....£45.00
LOTUS ELITE: Racing Car For The Road (Ortenburger). Lavish history of Colin Chapman's Elite covers the stylish coupe's design, production history and racing successes. 200 pages, 400 mainly colour photos£34.50
ORIGINAL MINI-COOPER & COOPER S: The Restorer's Guide To 997 & 998 Cooper And 970, 1071 & 1275 Cooper S. Models (Parnell). New softbound edition.....£17.99
THE TRUE STORY OF SKODA (Randle). 172 pages, many b/w photos.....£14.99

POST & PACKING DETAILS FOR BOOKS: Mainland Britain: £4.00 for orders up to £60, FREE over £60. British customers should remit by cheque or PO or write, telephone or fax using MASTERCARD/VISA/AMERICAN EXPRESS/SWITCH. Please quote expiry date and in case of SWITCH issue number. Channel Islands, Northern Ireland, Highlands & Islands of Scotland and all other off-shore Isles & BFPO: PLEASE CONTACT US FOR POSTAGE RATES. Overseas: inc Republic of Ireland - Minimum £5 up to £33.33 book value, 15% of value of books £33.33 to £150, 10% over £150. Air mail rates on application. Overseas customers should remit by £ sterling bank draft, international money order or write or telephone using VISA, AMEX, EUROCARD or MASTERCARD number plus expiry date.

MILL HOUSE BOOKS, 36 Red Lion Street, Boston, Lincolnshire, PE21 6PZ
Tel: 01205 354848, Fax: 01205 358452, E-Mail: MHBooks2@aol.com, Web: www.millhousebooks.com



GP Sunbeam's varied life

IN 1956, WANTING A MORE SPORTING vintage car than my worn-down light examples (a writer's pay!) I went with Jenks to see a £90 Sunbeam advertised by a young RAF chap. But it had a very early Rolls-Royce 20 engine and a 'boy racer' body, and so we decided it was not for us.

One week later DSJ asked me to help him collect a car he had bought. "Where?" I asked. "Well, we went there a week ago," was his reply.

While I had inspected the sad Sunbeam, he'd been scraping away at a front dumb-iron, to find 'No2' on it. Reassured by Anthony Heal, he had discovered the chassis of the car which Henry Segrave drove in the 1924 French GP and with which he won that year's San Sebastian GP. The team cars were registered DA 8420, DA 8666 and DA 8667, and this was the second.

Count Conelli was third with it in the 1925 French GP, after a solo drive of over nine hours, and Segrave used it to good effect on Southport Sands and at the Blackpool speed-trials.

After Sunbeam gave up racing, the car was acquired by Mr and Mrs W B Scott, Jill setting a ladies' lap record of 120.88mph with it at Brooklands in 1928, before it was sold to E L Bouts. He also ran it quite successfully at Brooklands (best lap 123.89mph) until, by 1932, it was getting tired.

Its subsequent history is somewhat obscure, but it would seem that W E Humphries may have had it after Bouts, although I would have thought he would have been too occupied racing his Amilcar Sixes and driving Alvises for Charles Follett to bother with it.

At one time it was owned by Myles Rothwell, who ran a garage business in Byfleet with Mr Fensom; that may have been when the R-R power unit was substituted for the GP Sunbeam engine.

When D B K Shipwright and Baron Coreth zu Coredo held that 1935 bogus water-fuel demonstration at Brooklands, which I reported rather cautiously for *The Autocar*, Fensom had lent the demonstration car, which was wrongly thought to be a 1922 four-cylinder GP Sunbeam but with that R-R engine.

It was apparently sold to a Major Cardwell, who used it as a 'shopping car' in the Worcestershire area until he had a prang and said he was too old to be driving a racing car. Perhaps the GP body was replaced then with the cobbled-up one.

Jenks took his find back home to Crondall and pondered the rebuild problem. He also discovered how the fake fuel had probably been hidden.

To retain a Sunbeam link, DSJ decided on a pushrod 16 or 20hp engine of that make – I think he obtained one of each. He took detailed measurements of 'The Cub' over at Beaulieu and set about constructing a replica body, which I think was destroyed when a gale blew down one of his sheds.

Meanwhile, I was permitted to drive the R-R-Sunbeam, on fun runs, to Odiham, opening the car out a bit before turning back to avoid congested Alton.

That is the story of this GP chassis, as I recall it, before the R-R power unit was removed.

It was left in DSJ's will to Roger Howard, who had a GP Bugatti and whom Jenks knew was the right person to entrust with it. He was absolutely correct, because Roger has not only begun having parts made but has studied the history of all the 1924/5 GP Sunbeams in meticulous detail.

So this historic Sunbeam rebuild proceeds, hopefully soon to become an active vintage racing car.



LAT

From works racer to 'shopping' car: this GP Sunbeam was used as road car by a Major



National Motor Museum

Lubrication – the engine's life blood

NO CAR CAN BE RUN WITHOUT OIL IN its engine and air in its tyres; if the mid-engined Trojans on solid tyres are overlooked in the latter respect, they still require their oil. The lack of which may be why a Trojan owner was on his way to the works to enquire about odd noises in his engine. Lost, he stopped to ask the way of a man who happened to work at the factory. "Where are the Trojan works?" "Under your seat, Guv'nor," came the reply.

One must also feel sorry for the lady owner of a new car who did her own maintenance. The car's instruction book told her to drain the sump after 500 miles, which she did. It was not long before the new engine ran its bearings. The instruction book had omitted to say after draining, refill!

I have nearly always used Castrol, appreciative of Lord Wakefield's very generous support of motor racing and car, aero and boat records. Castrol's PR sent the Press samples of summer and winter-grade lubricant in five-gallon drums for test so that we were free to criticise or praise. (I still have a few and I have been told that unless the caps are removed the oil therein should be alright for years.)

This led to another top-rank lubricant company's PR enquiring why Castrol so often occupied my writings? I explained, and a few days later received a one-gallon tin of the rival product. To be fair, I topped-up the next road-test car's engine from it…

There is still a choice of oils – those from the petrol giants, Castrol, Shell, Duckhams, Texaco, Penrite, Morris's Steam Oil from Shrewsbury, etc.

In vintage times the choice of oil was more confusing, with Filtrate, Sternol, Senga ('Silently Soothes the Engine'), Valvoline, Speedwell, Huile de Luxe, Brotherhood's, Brigsolene, Westalene, Oleum, Vigsol, Motoline, Silvalene, Nulsec, Gamage's Aero Deluxe, Gargoyle etc.

Some car makers, like Napier, had their own oils. Some specified one brand; Lagonda recommended Shell, 'used on all our racing cars'. Castrol was suggested by Rover for the engine of the air-cooled 8, but Price's Amber B for the gearbox and Ambroleum for its back axle.

Back to the lady who wasn't told to refill a drained sump. Maybe she drove a Delaunay-Belleville, because that car's handbook said 'completely empty the sump after 500 miles' on one page and then, much later on, 'renew oil every 1000 to 1500 miles, but never with vegetable oils'.

Modern oils are of a far lower viscosity than those of pre-war times but I still suffer when I hear engines highly revved up from stone-cold. Long ago, upper-cylinder lubricating tablets were used by some in the hope of better mpg or longer engine life, as additives are now to protect valve seats from lead-free petrol. I once narrowly avoided a libel action when I criticised a prominent brand after an engine on test had gained a few revs after it had been fed these tablets. Its owner was delighted, until it was realised that what they did was dilute the oil, giving a slightly lower drag at risk to the bearings.

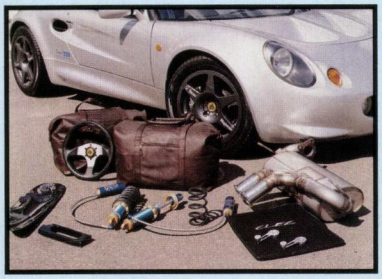
LOTUS, ABOVE ALL

For over 30 years Bell & Colvill have been closely involved with Lotus, being the longest serving dealership we love and understand the marque. If you too are a Lotus devotee then a visit to our Horsley showrooms is well worth while.

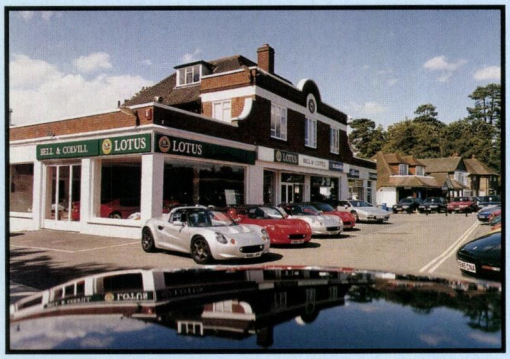
The open country roads around our garage provide the best place to test drive one of our demonstrators- Esprit V8-GT, new Elise, Exige or the 340R. If you are interested in a second-hand first rater, then we have a large stock from which to choose. To complete your visit a look around our shop is a must, as it is packed with all things Lotus.

If you wish to enhance the performance of your Elise, then Bell & Colvill can put you on the right road or track! Call us on 01483 281000 and we will happily send you our free, comprehensive modifications catalogue. This gives details and costs of tweaking your road car from a basic level, right up to full race specification. For those of our customers that live further afield our parts department offer an unsurpassed worldwide delivery service.

We look forward to your visit, above all.



TUNE UP KITS TO LUGGAGE



THE FORECOURT AT HORSLEY



220BHP ENGINE



THE NEW ELISE



THE EXIGE



ESPRIT V8-GT



THE 340R



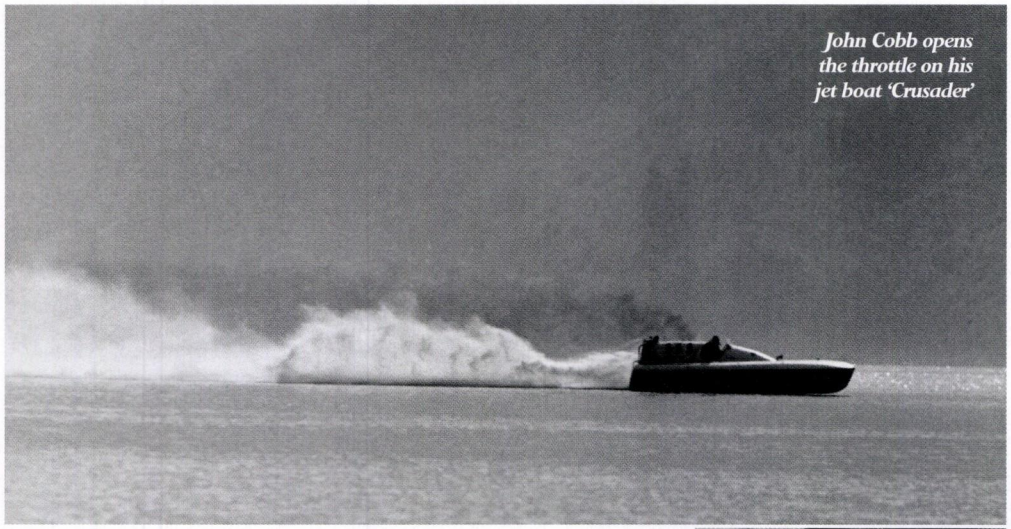
THE SHOP



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.

© Bell & Colvill plc

Record hero remembered



John Cobb opens the throttle on his jet boat 'Crusader'

both: LAT

THE GATHERING AT LOCH NESS TO COMMEMORATE THE DEATH OF JOHN COBB there in 1952, when attempting to raise the Water Speed Record, was well attended. It has resulted in a booklet entitled *John Cobb Remembered* (ISBN 0 9526289 1 0, £2.00 plus postage) about the prelude to the sad accident, with interesting facts and pictures, available from the Glenurquhart Heritage Trust, at Glenurquhart, Inverness, Scotland, while supplies last.

The booklet describes the enormous cavalcade of vehicles which brought Crusader to the Loch over the 1855 suspension bridge at Inverness, with picture, lists the Royal visitors who met Cobb, includes cinefilm shots of the accident, and tells how a service was held in Tweedmouth, with flags at half-mast and thousands of people lining the streets, before the funeral cortège went from there to Esher in Surrey.

The memorial cairn which stands facing the measured mile of the Loch was erected by Glenurquhart Rural Community, the cost met in part by the local community. It still stands.



John Cobb: thousands mourned him

Austin 7 Triple Challenge decider



Steve Williams

Series winner Graham Chambers leads Terry Rowing, both in Ulster-type A7s

THE FINAL ROUND OF THE 2002 TRIPLE Challenge series for Austin Sevens took place at Snetterton in October.

Alastair Frayling-Cork won the Phoenix Crankshafts Trophy in his home-built Shoestring Special, while the Don Rawson Challenge Cup for the overall victory went to Graham Chambers in his Ulster-type.

Best road-going car was the Mason Special of Keith Whitby, and the Bantam Trailers Trophy for best upright-radiator car went to John Skeavington with another Ulster-type.

Skeavington, Frayling-Cork and Nick Allen carried off the Lodge Team Trophy.

miscellany

THOSE WHO REQUIRE MORE DATA about small car and cyclecar racing from 1913 to 1939 than is contained in other reference books may wish to avail themselves of Mike Hawke's book on the subject. (Magna Press, Great Bookham, ISBN 0 9519423 9 5, £14.99).

* * *

THE CURRENT ISSUE OF THE Brooklands Museum's house magazine *Spirit* contains articles about the life of the racing motor-cyclist Gordon Cobbold, now nearly 99, so a survivor from BMCRC days, with a colour cover picture of him racing against Ron Gibson, both on Sunbeams at Brooklands in the 1920s, plus stories about the Blériot factory at Addlestone and Luis Fontes' racing Miles Hawk Speed Six monoplanes, a letter from Hugh Locke King to his father from Egypt in 1884, and reports of past events and dates of future fixtures.

* * *

THE MOTOR RACING OF Whitney Straight has been well documented in MOTOR SPORT, but less so his aviation interest, from the age of 16 in 1929 to becoming the vice-chairman of BOAC. This is told in an article in the November issue of *Aeroplane*, pictures including one of Straight in the first Miles M11 Whitney Straight monoplane.

* * *

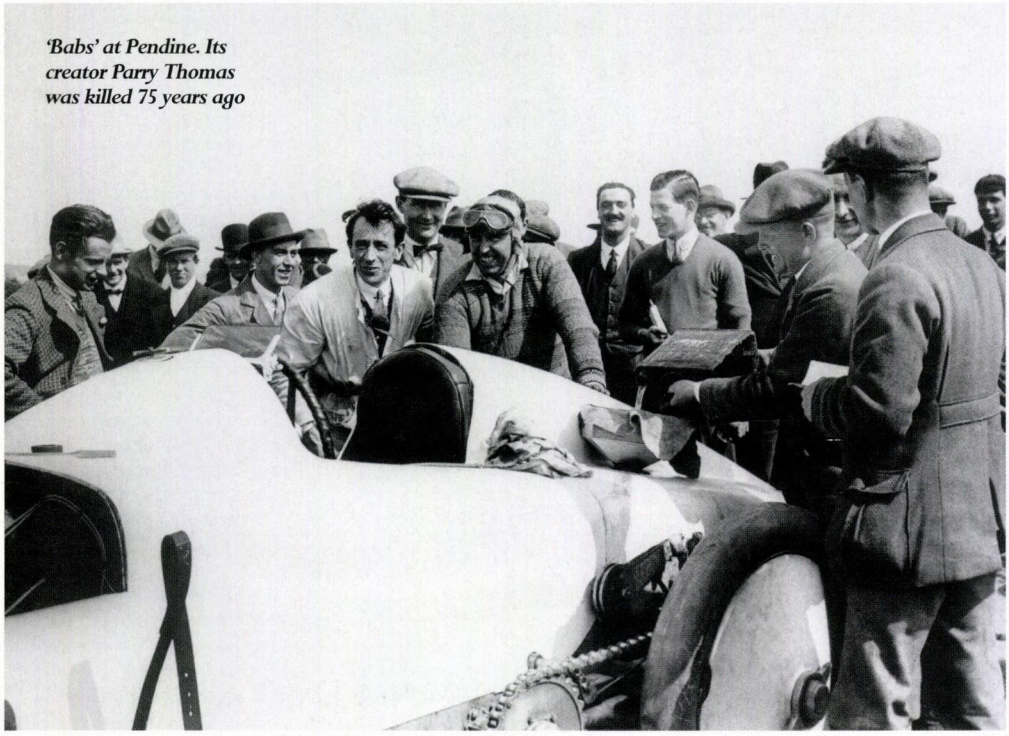
AT THE VSCC COLERNE SPEED trials Andrew Day in his 3/8-litre Bentley won the trophy for fastest vintage car time of 23.65sec. FTD was made by Mac Hulbert in ERA R4D, in 22.52sec, which went through the speed-trap at 145mph. Quickest lady driver was Miss C Peacop (DH-Riley, 27.95sec) and the Edwardian class (aero-engines not permitted) was won by Ian Rendell's Stutz Bearcat.

Pendine's LSR memories

THE DEATH, 75 YEARS AGO, OF PARRY THOMAS AT PENDINE Sands in the 27-litre Thomas Special 'Babs' has prompted a booklet called *Capt Campbell & Mr Thomas*, by Lynn Hughes (Golden Grove, Danybont, Cwm-Mawr, Llanelli, Carmarthenshire SA14 7AD, £4.75).

In 63 landscape pages it tells of the Land Speed Record at the Welsh beach. Most of the illustrations I had seen previously, but some of Thomas not so, and also new to me is a fresh item which may be another clue to the cause of Thomas's fatal crash. Indeed, this is an interesting account of two top British LSR rivals.

In recent times 'Babs' has been housed in the Pendine Museum of Speed, which had 22,000 visitors this year, but is closed for the winter.



'Babs' at Pendine. Its creator Parry Thomas was killed 75 years ago

National Motor Museum

Derby's air-raids

THE HISTORICAL SERIES OF THOSE very neat books from the Rolls-Royce Heritage Trust now includes *The Rolls-Royce Tay Engine and The BAC One-Eleven* by Ken Goddard (ISBN 1 872922 19 8, £9.00), and *An Account of Partnership, Industry, Government and the Aero-Engine* by George Bulman, who gives a wonderful account of early flying, the RAE, the RFC/RAF, engines of all kinds and the Schneider Trophy races, (ISBN 1 872922 21 C, £15.00). *The Bombing of Rolls-Royce at Derby in Two World Wars* (ISBN 1 92922 22 8, £9.00) describes the Zeppelins and how they operated (fascinating!), a light plane episode and the attacks in WWII.

It reminds me of being sent to R-R Derby during the war from the RAE with the editor of *The Motor*, and of how we left his car clear of others in the car park so as to be able to drive it to open country if R-R were raided, how the factory was disguised by smokescreens which one night coincided with a thick fog, so that you couldn't even see the kerbs, and how suited civilians (me) who entered the workshops were apt to have empty milk bottles slung at their ankles...

These were interesting, if not entirely happy days.

WHY THE FURORE OVER INDY FINISH?

THE UNUSUAL FINISH TO THE INDIANAPOLIS Grand Prix is still causing comment. I can see nothing unduly wrong in it.

If Barrichello and Schumacher closed up to come over the finish-line absolutely together, fine for Ferrari.

If Barrichello decided to give a prod to the power at the very last moment, did it matter? Modern timing to 0.001sec could cope. After all, there have been dead heats and 'half-a-wheel' decisions in racing's past, at Brooklands for example.

It will be interesting to see what results the ploy of the two Ferrari drivers produces, but surely there should not be criticism.

Or have I missed something?

miscellany

HAVING MEMORIES OF TESTING many of the faster Triumphs, the Glorias and Dolomites, the Stag with its special valve gear, the TRs and the later GTs, etc, being woken up by the advent of the Herald and Spitfire, and having had some admiration for the Super 7 as cocking a snoot at other vintage baby cars with its three-bearing crankshaft and hydraulic brakes, I am glad to hear that the Pre-1940 Triumph OC is flourishing, with the usual magazine and spares service. Membership secretary: Jon Quiney, 2 Duncroft Close, Reigate, Surrey RH2 9DE.

* * *

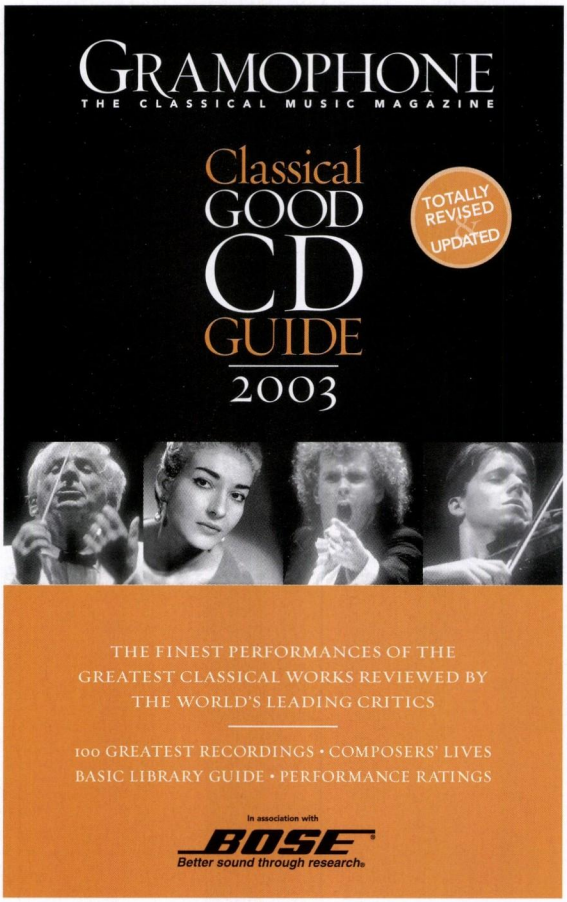
FTD AT THE VSCC LOTON PARK hill-climb was made by Bruce Spollon (ERA R8C, in 63.99sec). Next fastest pre-war car was the 3.5-litre Frazer Nash hybrid of James Baxter, in 64.16sec, and the Edwardian winner was the 1913 Theophile-Schneider of Roger Firth.

* * *

THE SMALL GAP IN THE ONE-MAKE book field is narrowing. I've just received *The House of Gwynne – Cars, Pumps & Aero-engines 1849-1968* (Bookmarque Publishing, Minster Lovell, ISBN 1 870519 67 1, UK price £9.99). It was most painstakingly written by Ken Good, an enthusiastic Gwynne 8 owner, as his grandfather had been before him. Mr Good died before the book was published and his wife Pat completed it. The many members of the Gwynne family are described with no holds barred, as are the various businesses they ran. Of the cars, Alberts get 18 pages, the Gwynnes 24, the aero engines 17 and the pumps eight pages, with many pictures. This book is very nicely presented, with a wealth of new information, so is a very welcome addition to the growing list of one-make (in this case two makes) histories now available.

ON SALE NOW

ESSENTIAL READING FOR THE CLASSICAL MUSIC ENTHUSIAST



• Totally revised and updated • Video and extended DVD sections •
• Over 3500 reviews • Comprehensive Index •
• Composer biographies • Suggested basic library •

GRAMOPHONE THE CLASSICAL GOOD CD GUIDE Order Form

Order on line: www.gramophone.co.uk

UK £20.99, Europe £21.99, USA $28.95, Rest of the World £23.99 (including p&p)

☐ I enclose a cheque drawn on a UK bank or International Bankers Draft for £_____
made payable to **Haymarket Publishing Ltd**

☐ Please debit my Mastercard / Visa / Amex / Switch / Diners

Amount in sterling _____
or US $* (if resident in the USA or Canada)

Card number

Valid from Expiry date Switch issue date

Signature Date

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 ☐

** US $ will be taken at sterling equivalent*

Please send my *Classical Good CD Guide* to:

Name:

Address:

Post/zipcode:

Country:

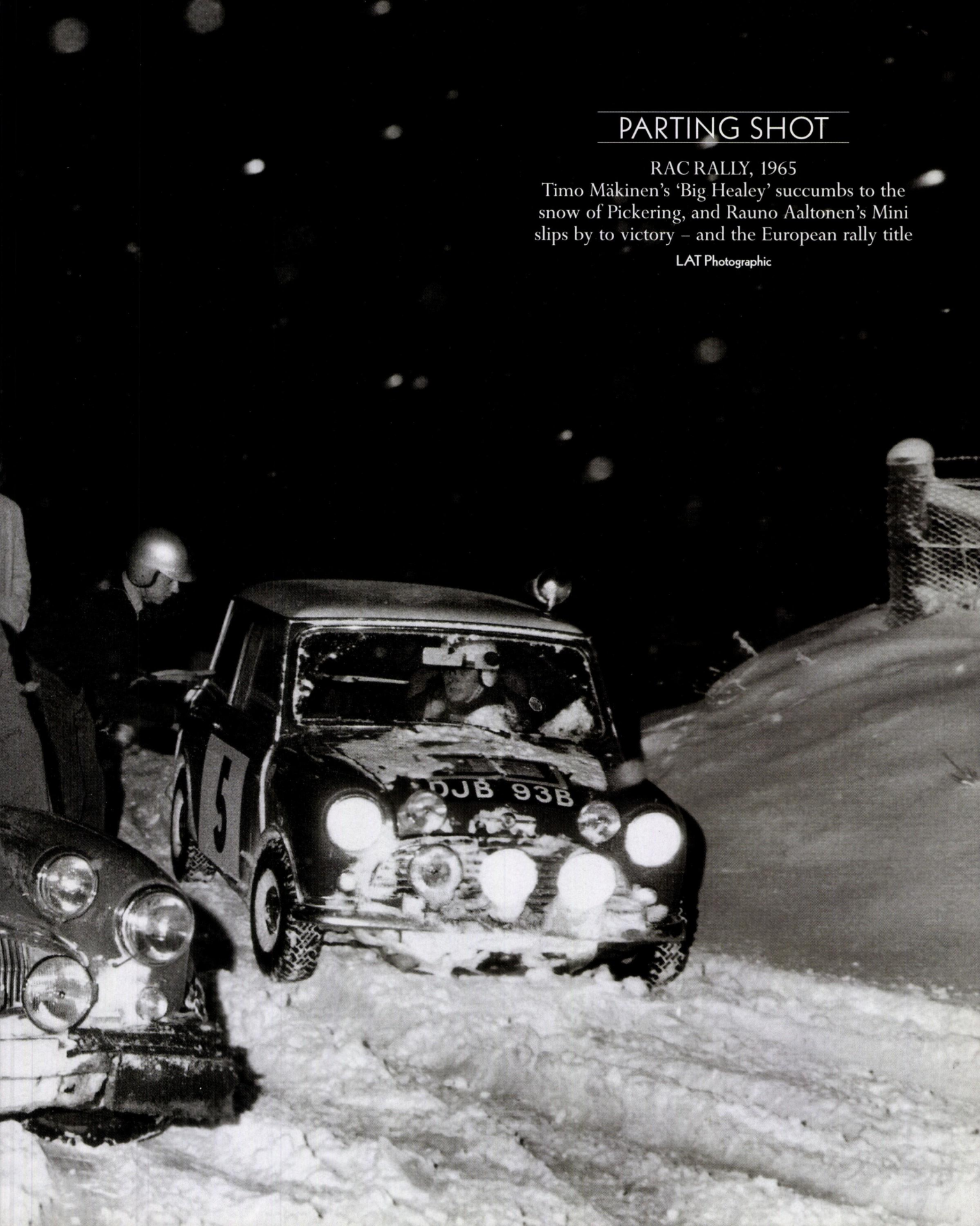
Tel No:

email:

Please send your payment and return this form to:
Gramophone, PO Box 280, Sittingbourne, Kent ME9 8FB, UK Tel: **+44 (0) 1795 414823**,
Fax us on **+44 (0) 1795 414555** Web **www.gramophone.co.uk**

MS12


2



PARTING SHOT

RAC RALLY, 1965
Timo Mäkinen's 'Big Healey' succumbs to the snow of Pickering, and Rauno Aaltonen's Mini slips by to victory – and the European rally title

LAT Photographic

ESCAPE TO THE NEXT VINTAGE ERA



Steve Welsh Racing

In 2003 the Vintage Sports-Car Club will once again be providing a number of opportunities for escape to a less stressful era of competitive motoring, when good sport was more important than big budgets and computers were unknown.

At all these events you will be able to experience the VSCC's unique mixture of informality, keen but sporting competition and of course a selection of many of the finest sports and racing cars in the world – from the Edwardian era right through to the 1960s.

The dates are provisional and before travelling you are advised to check with the VSCC office (telephone 01608 644777 extension 1) or visit the website (www.vscc.co.uk).

Silverstone race meeting	**Saturday 12 April** just off the A43 between Towcester and Brackley
Curborough speed trials	**Sunday 4 May** near Lichfield, Staffordshire
Wiscombe Park hill climb	**Sunday 11 May** near Honiton, Devon
Cadwell Park race meeting	**Sunday 8 June** on the A153 between Horncastle and Louth
Donington Park race weekend	**Saturday/Sunday 21-22 June** M1 junction 23A or 24
Shelsley Walsh hill climb	**Sunday 6 July** west of Droitwich, Worcestershire
Mallory Park race meeting	**Sunday 20 July** just off the A447 near Hinckley, Leicestershire
Prescott hill climb weekend	**Saturday/Sunday 2-3 August** near Gotherington, Gloucestershire
Harewood hill climb	**Saturday 23 August** on the A61 north of Leeds
Loton Park hill climb	**Date to be confirmed** near Shrewsbury
Silverstone race meeting	**Saturday/Sunday 27-28 September** just off the A43 between Towcester and Brackley

THE VINTAGE SPORTS-CAR CLUB

In association with MOTOR SPORT

MOTOR SPORT WITH A SMILE

Display Advertising
tel 020 8267 5247
fax 020 8267 5360

MOTORSPORT

Classified Advertising
tel 020 8267 5251
fax 020 8267 5360

in association with RH Specialist Car Division

MARKET PLACE CONTENTS

Magazines
Page 108 & 109

Wheels and Tyres
Page 110

Websites Which Work
Page 111

Simply pick up the phone for competitive

Classic Car Insurance 01277 206911



Cars supplied
by www.stanleymann.com

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)
- INSTALLMENTS 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
A member of the General Insurance Standards Council

SAVE UP TO 30% ON A SUBSCRIPTION FOR CHRISTMAS

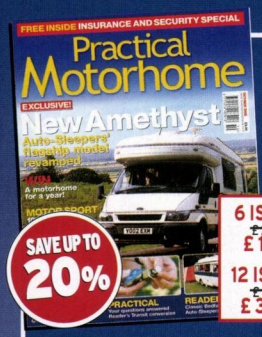
A subscription to a favourite magazine is a great gift for a friend or a relative this Christmas. Take advantage of these great discounts and give a present that lasts all year round.



SAVE UP TO 25% OFF THE COVER PRICE WHEN YOU SUBSCRIBE

12 ISSUES ~~£49.20~~ £37.85
24 ISSUES ~~£98.40~~ £73.80

Motor Sport draws from over 100 years of motor racing, taking you deeper than you ever imagined possible.



SAVE UP TO 20%

6 ISSUES ~~£20.94~~ £17.80
12 ISSUES ~~£41.88~~ £33.50

A quality and friendly magazine dedicated to motorhomes. It's packed with exciting ideas to get more from your holiday.



SAVE UP TO 23%

13 ISSUES ~~£30.07~~ £30.70
26 ISSUES ~~£77.74~~ £59.80

The best-selling monthly magazine for caravanners. Expect model reviews, road tests, touring tips and much more.



SAVE UP TO 25%

12 ISSUES ~~£43.20~~ £33.25
24 ISSUES ~~£86.40~~ £64.80

The perfect read for everyone interested in classic cars, with the best buying advice, road tests and features.



SAVE UP TO 25%

12 ISSUES ~~£43.20~~ £33.25
24 ISSUES ~~£86.40~~ £64.80

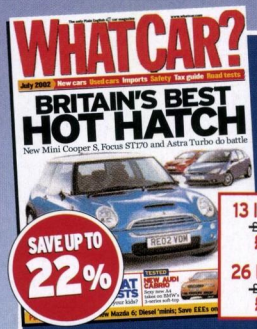
Get closer to F1's stars with the world's best-selling Formula 1 magazine featuring the best photography and columnists.



100% WRC FEVER

6 ISSUES £18
12 ISSUES £36

rallyXS pushes the boundries of WRC. With white-knuckle rides and stunning photography it's an assault on your senses.



SAVE UP TO 22%

13 ISSUES ~~£46.80~~ £38
26 ISSUES ~~£93.60~~ £73

Britain's best consumer magazine with the most in-depth tests, best buying advice and investigations that every motorist must read.



SAVE UP TO 30%

12 ISSUES ~~£41.40~~ £29.99
24 ISSUES ~~£82.80~~ £58

Packed with the latest consumer electronics and lifestyle essentials. Palmtops, computers, home entertainment and more.



SAVE UP TO 26%

26 ISSUES ~~£46.80~~ £35.10
51 ISSUES ~~£91.80~~ £67.93

Motorsport News is the voice of British motorsport. The first with news, views and reports every week.

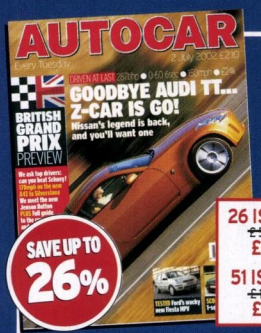


SAVE UP TO 30%

12 ISSUES ~~£43.20~~ £31

24 ISSUES ~~£86.40~~ £60

The world's best-selling hi-fi and home entertainment magazine brings you the latest news and tests every month.



SAVE UP TO 26%

26 ISSUES ~~£54.60~~ £42

51 ISSUES ~~£107.10~~ £79

Autocar brings you the scoops from road to rally, practical to performance and functional to fantasy - every week.



SAVE UP TO 25%

12 ISSUES ~~£39.60~~ £31.70

24 ISSUES ~~£79.20~~ £59.40

For the best stories, pictures and columnists, read Britain's biggest-selling, award-winning football monthly, FourFourTwo.



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 17%

13 ISSUES ~~£53.30~~ £45.25

26 ISSUES ~~£106.60~~ £88.40

Gramophone magazine is THE authoritative guide to the best in classical music for the serious enthusiast.

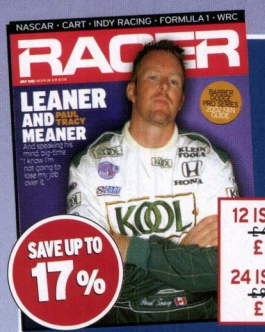


SAVE UP TO 17%

13 ISSUES ~~£51.87~~ £44

26 ISSUES ~~£103.74~~ £86

Classic FM inspires you to discover and explore classical music. Build up your collection with a free CD every issue.



SAVE UP TO 17%

12 ISSUES ~~£47.40~~ £42

24 ISSUES ~~£94.80~~ £79

America's premier motorsport magazine, taking you behind the scenes of CART, NASCAR, Indy Racing, ALMS and much more.

CALL OUR CREDIT CARD HOTLINE NOW ON 01795 414804 OR COMPLETE THE COUPON

AS WELL AS MASSIVE SAVINGS ON THE COVER PRICE, WE WILL SEND YOU A GIFT CARD FOR YOU TO SEND ON TO THE LUCKY GIFT RECIPIENT!

To be sure your gift starts promptly after Christmas, fill in the form below and return your order to us by December 6th 2002 at:
Haymarket Publishing Services Ltd,
FREEPOST SEA4877, Sittingbourne, Kent ME9 8NS
or call the Credit Card Hotline on **01795 414804**, fax us on **01795 414555** or e-mail us at **haymarket@galleon.co.uk**

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.

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 _____ subscriptions 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 6th December 2002, 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 6th December 2002 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 2003 for monthly titles and the first issue in January for weekly titles for all orders received by 6th December 2002. **4.** Subscription orders received after 6th December 2002 will begin with the first available issue. **5.** Final closing date for orders is 31st March 2003. **6.** This is a UK offer only. Overseas rates are available on 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 ☐

XMSDP2B

Longstone Tyres



copyright David Foggit

Mac Hulbert tyre testing at Mallory

Dougal & Andy Cawley
Doncaster Rd, Bawtry, Doncaster DN10 6NX.
Tel: 01302 711123
Fax: 01302 710113
Email sales@longstonetyres.co.uk www.longstonetyres.co.uk

TYRES AND WHEELS SPECIALIST FOR VETERAN, VINTAGE AND CLASSIC VEHICLES WE STOCK ALL MAKES OF TYRES

AVON · Lucas Automotive · BFG · Classic · Dunlop · Firestone · Michelin

Wheels made to your specification

Manufacturers • Motorsport • Dealerships • Classic & Heritage

Evolution
Premium Vehicle Transportation
Evolution a division of
Richard Lawson Autologistics

Pan-European specialist movements is a field in which Evolution excels. Evolution has a large, modern covered and uncovered fleet, suitable for individual or multiple movements.

The Evolution team is immaculately presented and trained to the very highest standards. For your next calendar event let the Evolution team take the utmost care of the preparation and transportation of your prized possessions, enabling you to relax and enjoy your special event.

www.evouk.com

Please contact David Lawson – Tel: +44 (0) 1234 326600 Mobile: +44 (0) 7802 202428
Email: david.lawson@evouk.com 24971/09

THE WIRE WHEEL SPECIALIST SAS

The Wire Wheel Specialist

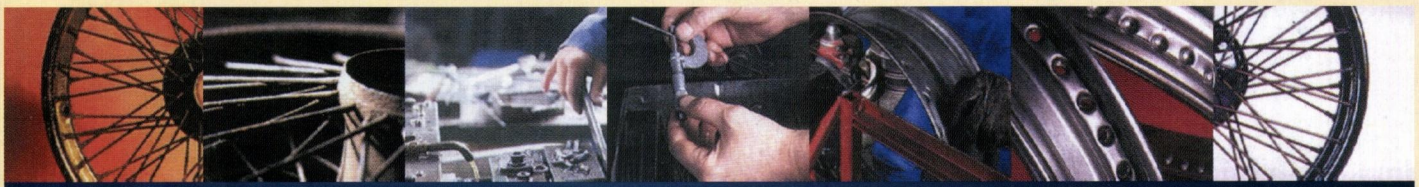
S.M. Hopkins, Specialised Automobile Services,
Langley Mill, Langley Rd, Langley,
Macclesfield, Cheshire, SK11 0DG

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



WORKSHOP
Manufacturing and Restoration

- MWS is renowned world wide for the manufacture and restoration of Veteran, Vintage and Classic wire wheels.
- MWS are the Distribution and Service Agents for the exclusive Borrani Range.
- MWS stock a comprehensive range of hubs and rims.
- MWS manufacture a comprehensive range of either carbon steel or stainless steel spokes.
- MWS fit and balance wheel and tyre units.



New Service
A new service being offered is the re-metaling and machining of old, damaged or excessively worn splined hubs.

CLASSIC BRITISH QUALITY CHARTER

Motor Wheel Service International Ltd.
MWS House, Langley Business Park, Langley,
Berkshire, SL3 6EP, England.

Tel: +44 (0)1753 549360 Fax: +44 (0)1753 547170
e-mail: info@mwsint.com Website: www.mwsint.com

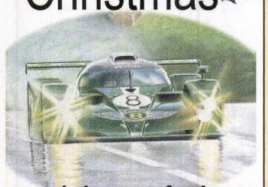
MWS
75th Anniversary

22219/09

Websites Which Work

ART

Motorsport prints for Christmas



www.briansapsford.com
01252 653320
48934/12

AUTOMOTIVE SCULPTURE
www.speedfreaksuk.com
020 8778 3188

GT ART
Motorsport Art by Gillian Tapsell
www.gt-art.co.uk
Tel: 0800 195 7479

Barry Hunter Motorsport Art
01844 354254
www.chilternweb.co.uk/barry_hunter

BOOKS

COLLECTORS CARBOOKS



Specialists in Out of Print and New Motoring Literature
www.collectorscarbooks.com

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.

CHATER'S
www.chaters.co.uk

motormedia
www.eoinyoung.com
Rare Books & Racing Memorabilia
41626/11

CARS FOR SALE

www.daxars.co.uk



DJ Sportscars International Ltd
Tel: 44 (0)1279 442661

CLUBS

CLUB TRIUMPH
FOR ALL TRIUMPH OWNERS
www.club.triumph.org.uk

CORVETTE

claremont CORVETTE
THE ORIGINAL CORVETTE SPECIALISTS
• 20 immaculate Corvettes • site updated daily • plus everything corvette
Phone: +44 (01634) 244444
www.corvette.co.uk

INSURANCE

www.historicinsurance.com
ADVICE & A PRICE
HISTORIC VEHICLE INSURANCE SERVICES
Division of CHP INSURANCE BROKERS LTD



MEMORABILIA

MaxiView2000.com
F1 Memorabilia

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.

MOTORHOMES

CHESHIRE American Motorhomes
No 1 for Hire & Sales
www.AmericanMotorhomes.co.uk
+44 (0) 161 427 6868

MOTORSPORT

www.motor-sport.uk.com
• Driver Management • News • Jobs • Team Development
• Recruitment Services • Opportunities • HR Advice
• Automobilia
The Old Granary, Bowdens Farm, Hambridge, Somerset, TA10 0BP
Tel: +44 (0)1458 253 442 Fax: +44 (0)1458 253 488
Email: rogerphillips@actionresources.uk.com
ACTION
The Motorsport Network

OILS

ROYAL PURPLE RACE OILS
THE BEST KEPT SECRET IN MOTORSPORT
Used with great success by all types of racers
FOR FULL DETAILS CONTACT
MILLENNIUM MOTORSPORT UK LTD
01209 216666
www.royalpurple.co.uk

MILLERS OILS Motorsport
www.millersoils.co.uk

PARTS

www.raceparts-direct.com

Country Workshops
Specialists for landrovers
www.British4x4centre.co.uk
Tel:01775 750223
1948 to date

PHOTOGRAPHIC



www.jarrotts.com

The Keith Duerden Collection
Motorsport photos of the 1950s from Ascari to Villoresi from Aston Martin to Vanwall
www.duerdencollection.com

MICHAEL COOPER
MOTOR RACING ARCHIVE
TEL/FAX: 01483 203129
www.motorsportimage.co.uk

PORSCHE

P. WOOLLEY AUTOMOTIVE
SPECIALIST PORSCHE & FUEL INJECTION SYSTEMS
WWW.911SPORT.CO.UK
01526 397 911
911 SPORT

RALLY NAVIGATION

autochron
Specialist in historic race & rally timing equipment



www.autochron.co.uk
+44 (0) 1494 758421

RESTORATION

www.classcar.com
for
Britain's top restorers and related businesses
The Classic British Quality Charter

TRANSPORTATION

Autoexpress
Classic & Sports Cars on the Move
www.move-a-car.com
Tel. 07970 961203 / 01305 853170 Fax. 01305 851553
E:Mail Us For more information
35686/09

www.motorsport-tours.com

Join the Brooklands Society - visit our web site at: www.brooklands.org.uk

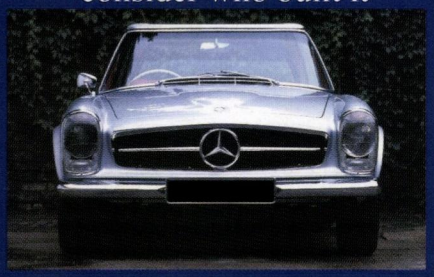


Or telephone 01737 217221 for an application form

Patron: The Earl of March
President: Sir Stirling Moss OBE
36438/09



Forget when it was built
consider who built it



Silver Arrows
Automobiles

Classic Mercedes-Benz
Tel: 0208 789 8525
www.silverarrows.co.uk

41384/09

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 Turbo RT Mulliner '98. 420 HP. Dark blue (Black Sapphire) with Parchment hide piped blue. 28,000 miles. Mulliner Park Ward options (Wide body & track plus lots more) FSH. New price £190, 000+ ..... **£ 72,950 SOLD**

Bentley Turbo RT '98. Sherwood green with sandstone hide piped green. 34,000 miles with full dealer service history. Later fitment of Satellite Navigation rising automatically from the dashboard. Outstanding and as new condition. ..... **£ 53,000**

Bentley Turbo RT '97 R 400 HP. Peacock Blue with Sandstone hide piped blue. 37,000 miles. Factory fitted Sat Nav. FSH in outstanding condition. ..... **£ 48,500 SOLD**

Bentley Brooklands Mulliner LPT '98 S. 325 HP Black Emerald with Sandstone and pebble hide. 44,000 miles. No 12 of 100. Wing vents. ..... **£ 45,950**

Bentley Turbo RL 1997. Midnight Blue with Parchment hide piped blue. 30,000 miles only with FSH and one owner from new. Satellite Navigation. Exceptional condition **£46,500**

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. ..... **£ 37,950**

Bentley Turbo R '93. Cobalt blue with Parchment hide piped blue. Active ride chip (EPROM) modification. 4 –speed gearbox and centre gear change. Wood veneered gear knob and sports button. Over mats, secondary door seals. Hydraulic overhaul completed. Previously sold, serviced and maintained bun us. 71,000 miles. FSH outstanding condition. ..... **£ 27,950 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. Coming soon ? ..... **£ 29,000 .**

Bentley Turbo R '89. Ebony (Metallic Black) Dark red hide piped black. Full service history. Many Bentley modifications carried out. 17" chrome alloy wheels. Serviced and prepared by Phantom Motor cars. **£ 19,950**

Rolls-Royce Silver Spur 1989. Royal Blue with parchment hide piped blue. Hydraulic overhaul completed. FSH. Dark tinted glass. Spur III wheels. All new bumper corners fitted. This Spur is in the condition that all should be but very few are. ..... **£ 19,999**

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. ..... **£ 29,950 Off site**

* **Specialising in Carburetor 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%.

TELEPHONE: (01252) 850 231 OR FAX: (01252) 850 516
Web Site www.pmcuk.com
E-mail: phantommotorcars@aol.com 26908/11

SMALL ADS

A

ABARTH OT 1300. 165 CV. 1965. FIA PAPERS. TEL 0032 2 770 72 92

AC 289 MK. III 1966 COBRA CHASSIS COB 6102, original RH Drive, ground up restoration 2001/2, original 4.7 litre engine plus new Mathwall 5.3 litre 400 BHP road engine. Midnight blue, black leather £150,000. Peter Thornton Tel: 020 8788 1969. 53050

Alfa Romeo 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.
Major dates for 2002
April 28 – Spring Alfa Day – Heritage Centre, Gaydon,
June 9 – National Alfa Day – Stanford Hall.
Membership details from:
Ken Carrington 01245 473455 (Tel & Fax)

AC COBRA MK IV LIGHTWEIGHT 1991. Dark blue metallic with black leather interior. A rare opportunity to acquire a genuine, C26 built, 'lightweight' in exceptional condition. 340 bhp blueprinted Ford 5 litre V8 SVO engine. 5 speed gearbox, lightweight chassis etc 5,600 miles RHD and full weather equipment £54,950. Contact 01256 765000. 45411

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, trade welcome. www.brooklandsmotorcompany.co.uk Brabham buildings, Weybridge, Surrey. Tel: 01932 828 545 or 07860 912217. Wanted dead or alive all ACs, Cobras, projects etc, etc, etc. 48127

ACCURATE REPRODUCTIONS OF THE WORLD'S MOST FAMOUS SPORTSCAR – THE ALL NEW ALUMINIUM BODIED 427 SC FROM KIRKHAM MOTORSPORTS. For the ultimate in authenticity and quality. 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: PHILIPPS 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 47011



AC Cobra Mk IV Lightweight. A genuine 1991 5,600 mile Lightweight in exceptional condition. 340 BHP blueprinted Ford, 5 litre SVO engine with outside exhausts. Dark metallic blue RHD and quite stunning ..... **£POA**



AC 428 Frua Convertible. Metallic silver 1972 manual gearbox example - the last of only six built. 41,000 miles only. Large history file. A well-known and exceptional example. **£39,950**



AC Cobra 1968 289 Mk III. An original lefthand drive COX European specification car in black with black leather interior and fitted Halibrand Sunburst centrelock wheels. Excellent history and UK registered. Available now ..... **£POA**

WANTED PRE-OWNED AC's URGENTLY OF ALL TYPES
ALWASY SELECTION OF PRE-OWNED AC'S

DUNCAN HAMILTON
& CO., LTD.

P: 01256 765 000 F: 01256 766 000
WWW.duncanhamilton.com
email:davidjohn@duncanhamilton.com

ALFA 1963 101 SPRINT COUPE, RHD, VELOCE SPEC. Konis, new springs, exhaust, tyres, petrol tank etc. 5 gears, full sunroof, good original trim, good solid car needs tidying. Winter bargain £4,750. Veloce Sport 08707 583563 or Mobile: 07960 706555. 45443

ALFA 1969 SPIDER 1750 BOATTAIL. One owner 15 years, good history, rebuilt engine, new trim, bumpers, rubbers, fully waxoyled, ready to go. £8,750. Veloce Sport 08707 583563 or Mobile: 07960 706555. 45444

ALFA 1973 JUNIOR ZAGATO 1600. No 365 of 400, 1 owner 9 years, full documented history file, private Zagato plate only 39,000 miles from new, BWR alloys etc. Winter bargain £9,750. Veloce Sport 08707 583563 or Mobile: 07960 706555. 45445

ALFA 1984 GTV6 2.5 V6, silver, black Recaros, one owner since 1986. Only 42,000 miles, all original fsh, only £3,500. Veloce Sport 08707 583563 or 07960 706555. 45446

ALFA MONTREAL: IMMACULATE EXAMPLE OF THIS RARE RHD 230 BHP ALFA ROMEO MONTREAL. This vehicle has benefited from full restoration within last 7,000 miles. Fully documented service history from new incl. all MoT cert. £16,000 private sale. 020 7503 3884. 45176

ALFA ROMEO 2.0 SPIDER. This is your opportunity to enjoy a well sorted motor car with top either up or down. She boasts sharp handling and a crisp engine. If engine noises are not your forte, then turn on her 10 CD sic changer turn up the volume. £6,950. Tel: (01264) 711003 or (07967) 203007 or visit: www.johnwilliamsclassiccars.com or see our Quarter page advertisements for other cars in Classic & Sports Car December issue. 45490

Alvis Wanted

Pre-War Tourers or DHC's any condition - cash paid.

Contact Keith Cullen
Red Triangle 01926 864867

ALFA ROMEO 75 3.0 V6 CLOVERLEAF. Class winner of the Alfa Romeo Owners Club Concours, 2000, 2001 & 2002. This is an outstanding example of the marque. Only two owners, full, yes full service history with all documentation, receipts and MoTs. £4,995. Tel: (01264) 711003 or (07967) 203007 or visit: www.johnwilliamsclassiccars.com or see our Quarter page advertisements for other cars in Classic & Sports Car December issue. 45489

ALFA ROMEO BOAT TAIL SPIDER 1969. White. RHD, hard top & new soft top, very original, tonneau cover, leather seats and radio/CD. Excellent condition. MoT May '03. £9,995. Tel: 07815 123893 private sale. 45482

ALFA ROMEO GIULIA 101 SPIDER 1600 1965. LHD. 5 gears, restored to high standard early 1990s, still in excellent condition, good usable Spider, winter bargain £8,995 Veloce Sport 08707 583563 or Mobile: 07960 706555. 45454

ALFA ROMEO GIULIA SPRINT. Manufactured on the 11th October 1963 she was first registered aptly enough, to a Mrs Giulia Thore of Rome, on the 24th February 1964. She boasts a large history file and was first registered in the UK in 1968. You don't often find these motor cars this good. £10,750. Tel: (01264) 711003 or (07967) 203007 or visit: www.johnwilliamsclassiccars.com or see our Quarter page advertisements for other cars in Classic & Sports Car December issue. 45488

ALFA ROMEO GIULIETTA SPRINT. Wow, this really is a fantastic 1300 101 Sprint. Manufactured in 1960, she has had a fabulous restoration. The coachwork really shines in red with excellent panel gaps all round. The underside is as great as the rest of the body with no nasty hidden surprises for anyone. £12,750. Tel: (01264) 711003 or (07967) 203007 or visit: www.johnwilliamsclassiccars.com or see our Quarter page advertisements for other cars in Classic & Sports Car December issue. 45486

ALFA ROMEO GT JUNIOR. In Alfa red with black int. Southern Italian LHD car in immaculate condition. FSH, low mileage, £8,395. Tel: 0131 229 5561 (Edward Labinjoh Cars) (or see our main quarter page advertisement Dec issue). 45499

ALFA ROMEO SPIDER 1978 T. Blue, Series 2 model, in nice condition throughout, some restoration completed. An excellent everyday car for £6,595. Tel: 0131 229 5561 (Edward Labinjoh Cars) (or see our main quarter page advertisement Dec issue). 45501

ALFA ROMEO GTV6 SPORT. Full leather. Pioneer stereo. Alarmed. 17 inch alloys. Tyres, Goodyear Eagle F1s. Custom panels. Bonnet, custom built by "Turbodelta". Coachwork rebuilt. New suspension including poly bushes. Short Ratio Gearbox. Upgraded brakes and limited slip dif. Warning, leave your cheque book at home otherwise I promise, yes promise you will want it. £6,950. Tel: (01264) 711003 or (07967) 203007 or visit: www.johnwilliamsclassiccars.com or see our Quarter page advertisements for other cars in Classic & Sports Car December issue. 45485

ALFA ROMEO SERVICING & RESTORATION. We offer full servicing and restoration of your classic Alfa Romeo and Lancia motor car. Our technicians, having over 35 years experience, understand your cherished Italian classic. Our rates are very competitive and of course we guarantee al our work. Need I say more. Book now for your pre-winter up. Don't dither and let the winter damage your investment. Phone our workshop direct on 01264 711006. 45497

ALFA ROMEO TZ. RACE CAR. TWIN PLUG. 1964. WITH PALMARES. WWW.CLASSICSCARS.COM DATABASE WITH CHASSIS NUMBER AND COMPLETE HISTORY. WWW.CLASSICSCARS.COM WE ALSO BUY OR SELL CARS.

ALFA ROMEO WANTED. High quality, top prices paid. Please call Tel: 01264 711003 or 07967 203007. john Williams classics 45421

ALFA SZ 3.0 V6. 19,000 miles, one owner, SZ car cover, spare wheel cover, original workshop manual. This car has it all, stunning motor car. £22,950. Veloce Sport 08707 583563 or Mobile: 07960 706555. 45447

ALFA TZ1. www.Classicscars.com database with chassis numbers and complete history. www.classicscars.com. we also buy or sell cars

ALVIS SILVER EAGLE TOURER 1929. 35 years ownership buy enthusiast/engineer. Little used during that time. Lovely original car. Rear screen etc. Smooth and powerful performance. Rare opportunity £27,500. Further details Tel: 07831 369963. 45168

ASTON MARTIN DB2. MK3. LHD. BODY BY TICKFORD. PERFECT CONDITION. 65.000 EUROS. WWW.CLASSICSCARS.COM . DATABASE WITH CHASSIS NUMBER AND COMPLETE HISTORY. WWW.CLASSICSCARS.COM WE ALSO BUY OR SELL CARS.

ASTON MARTIN DB2/4 MK 1 3 LITRE 1954. Black with original beige upholstery, black wire wheels, stainless steel exhaust, substantial history file including less than 300 miles on rebuilt engine etc. Recent new tyres, headlining and carpets. Maintained to very high standard by just a few owners. A very original motor car in remarkable condition. Difficult to repeat £34,950. Tel: 01963 363353 or website www.unicornmotor.com 45439

ASTON MARTIN DB6 MK1 STORED FOR 10 YEARS. Brown with tan interior, v. original £16,000 Trade. 01132 843666 Mob: 07885 298575. 45413

ASTON MARTIN DB6 MKI. Stripped to bare metal, new sills & v straight body, requires finishing £18,500 Trade. Tel: 01132 843666, Mob: 07785 298575. 45414

ASTON MARTIN DBS VANTAGE. Totally restored. Chassis, body, wiring, engine and leather. Chrome wire-wheels. The best looking Aston ever. £15,000. Phone: 01438 313003 (Day) 01707 872253 (Evenings). 48122

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. www.brooklandsmotorcompany.co.uk Brabham Buildings, Weybridge, Surrey. Tel: 01932 828545 or 07860 912217. Wanted dead or alive all Aston Martin, projects etc etc. 48126

ASTON MARTIN FLIPTAIL 1977 AMV8 VANTAGED BODIED. Green magnolia leather, Motolita Immobiliser, alloys, CD player, £19,500. Telephone: 01708 855089, Mobile: 07973 184107. 45185

ASTON MARTIN V8 1976 'P'. Complete bare metal respray in Cumberland Grey. Refurbished beige hide, good history with Aston specialists. Full sill, alloy and exhaust overhaul+ alarm. Superb inside, outside and underneath. £19,500 ono. Tel: 07967 042613 / 02074 832153. 47010

ASTON MARTIN V8 AUTO 1979. Salisbury blue with cream leather. Full history, stored in air chamber. Absolutely mint £22,500. Tel: 01406 422053 or 07931 182786. 45318

ASTON MARTIN V8S. View our current stock of Aston V8 by visiting our highly praised web site www.gmes.co.uk or phone: 01661 822922 or 07850 960096. 54783

CLASSIC DRIVER THE EUROPEAN CAR WEBZINE **Visit www.classicdriver.com**

To advertise in the January issue, on sale 20th December, your advertisement must reach our offices no later than Fri 29th November.

Please print your name and address clearly, followed by your copy details in capitals. Rate: £20.00 inc VAT for 15 words, £1 per word thereafter. For box numbers add £17 (UK), £23 (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

ASTON MARTIN VIRAGE 91 H. Auto, Buckingham green, magnolia hide, piped green. FSH. 22k. £33,995. Tel: 01709 542862 or 07836 264955 serious enquiries only please. 45539

AUDI QUATTRO 1984. mars red with charcoal cloth interior. 27449 miles only with one owner since it was 2 months old. An outstanding example of the first digital dash wide arch cars with unique mileage. £12,750. Contact: 01256 765000. 45410

AUSTIN ATLANTIC COUPE 1952, a very smart example in gleaming black with red leather trim, powerful 2.6 litre engine, a definite eye catcher and long legged cruiser. £9,500. Pioneer Automobiles. 07768 630969 or visit: www.pioneer–automobiles.co.uk 45384

AUSTIN HEALEY 100/6 RHD 1957. Red over cream, black leather, stainless steel exhaust fully rebuilt mid 1990s, to show standard, still in superb condition, new hood, side screens sensibly priced £13,750. 08707 583563, 07960 706555. 45448

AUSTIN HEALEY 100M 1956 BN2. Professional photographic nut and bolt restoration completed in 1998. £1,000s of pounds spent on engine and gearbox. Superb performance, FIVA papers. Lots of interesting history £24,950. Tel: 01684 299559. 45173

AUSTIN HEALEY 3000 MK II BT 7A 1962. Colorado red, black leather. Piped red interior. overdrive, tonneau, correct silver wire wheels, original log book and registration number. Heritage certificate confirming home marked model, vast history, 5 owners, last owner 16 years, (Healey Club member). A very original unmolested sportscar. £18,950. Tel: 01963 363353 or website www.unicornmotor.com 45367

AUSTIN HEALEY 3000 MK III BJ8 1976. Restored, super example £27,000. Five other big Healeys available, we offer the complete Austin Healey service, restoration parts, lhd and rhd conversions, we collect and deliver nationwide. If you're selling please ring us Tel: 01723 361227 or 07831 830270 seven days or visit us at www.murrayscott-nelson.com 47146

AUSTIN HEALEY FROGEYE 1960. Good condition throughout, lovely 'drive', thousands spent. £5,995 ono. Tel: Jeremy on 07768 367430 or Bristol (work) 01179 614444. 45481

B

BENTLEY BROOKLANDS 1996 MODEL. Unmarked peacock blue with beautiful parchment hide piped navy blue. Navy blue overrugs to match complete with a full main agent history. Tilt steering, CD player, as new. £34,000. Tel: 020 8690 2929 or 07720 285454 further selection www.ghostmotors.co.uk 45371

ROYCE
SERVICE & ENGINEERING
Specialists in Sales & Service of Rolls-Royce & Bentley Motor Cars
Sales Department
01737 844 999
Please call for details of our up to date stock.

BENTLEY CONTINENTAL R 1996 MODEL. Racing green coachwork with soft black hide and lambswool overrugs to match, only 34,000 miles from new with fsh, tilt steering, CD player, 17" alloy wheels as new £69,950. Tel: 020 8690 2929 or 07720 285454 further selection www.ghostmotors.co.uk 38417

BENTLEY MARK 6 4.25 LITRE. 1949 Sports 4 seater conv, Maroon, red leather interior, Ash frame on aluminium & fabric body. Beautiful cond, low miles, new MoT. (View weekends only). £65,000 Tel: 01902 335895 (Wolverhampton). 45322

BENTLEY MARK 6 4.5 LITRE SPORTS 1951 4 SEATER. British racing green, green leather/carpets, beautiful condition, low miles, £49,500 ono, poss P/X. Tel: 01803 314693. 45179

BENTLEY PARTS, new and used. See Rolls-Royce section. Introcar Ltd. 47018

BENTLEY SERIES 3 1964. Caribbean blue coachwork with light grey hide, lambswool overrugs to match, w/w tyres, handbook and tools. In good condition. £24,950. Tel: 020 8690 2929 or 07720 285454 further selection www.ghostmotors.co.uk 145429

BENTLEY TURBO R 1988. Tudor red coachwork with parchment hide piped red and lambswood overrugs to match, 51,000 miles with fsh, in superb condition. £22,950. Tel: 020 8690 2929 or 07720 285454 further selection www.ghostmotors.co.uk 45430

BENTLEY TURBO R 1993 MODEL 4 SPEED FLOOR CHANGE CAR. Fern green with light tan interior and birds eye maple wood with full door inserts. 71,000 miles. Full history. £24,950. Would take interesting classic car in exchange. For more info see www.peter-byrne.com or Tel: 020 8467 6916. 45353

BENTLEY TURBO R 1994 MODEL. Ebony black coachwork with parchment hide piped black and black overrugs to match. 78,000 miles with fsh, continental R alloys, in stunning condition. £27,000. Tel: 020 8690 2929 or 07720 285454 further selection www.ghostmotors.co.uk 45431

BENTLEY TURBO RL (LWB). 1996 MODEL. Black coachwork with sandstone hide piped black and black overrugs to match, 52,000 miles, fsh, tilt steering column, multiplay CD, 17" alloy wheels, just superb. £37,000. Tel: 020 8690 2929 or 07720 285454 further selection www.ghostmotors.co.uk 45394

BIZZARRINI 5300 AMERICA. RACING CAR. FULLY DOCUMENTED FROM THE 70'S. 200.000 EUROS. WWW.CLASSICSCARS.COM DATABASE WITH CHASSIS NUMBERS AND COMPLETE HISTORY. WWW.CLASSICSCARS.COM WE ALSO BUY OR SELL CARS.

BMW 326 1939, 2 LTR. / 6 CYL., 2 DOOR COUPE. Needs finishing. 15k Euros. Tel: 0049 24213271, Fax: 0049 241175255, martin@koelnberger.de 45465

BMW 635 CSI HIGHLINE COUPE 1989 G. Auto, Alpine white, power Steering, Stereo, ABS, Electric Windows, Air Conditioning, Cruise Control, Heated Seats, Electric Seats, Alarm, Electric Mirrors, Electric Sunroof, On Board Computer, Central Locking, 16" Alloys, 35,000 miles. Main Dealer Service History, Two owners, Special order from factory. Full Lotus leather, MTECH body kit. Surely a one-off as new. £10,995. Contact Devonshire Motor Co Tel: (01323) 411310 or www.dmc-porsche.co.uk 45404

BMW CSI 1974 FULL BATMOBILE KIT. 3.5 tuned engine, 5 speed gearbox rhd. Lowered, Recaro seats, rollcage, Alpina livery, fortune spent, subject of many many magazine features, perfect condition £15,500. Tel: 01295 255265 (Banbury). 45441

BMW M1. 286 CV. RED/BLACK PERFECT. 60.000 EUROS. WWW.CLASSICSCARS.COM DATABASE WITH CHASSIS NUMBERS AND COMPLETE HISTORY. WWW.CLASSICSCARS.COM WE ALSO BUY OR SELL CARS

BMW M635 CSI 1989, metallic black, grey leather, 130 K, f.s.h., alarm, 10 CD, my everyday car five years. MoT. tax. £9,750. Tel: 01295 690302 or 07831 277800, Banbury. 47150

BRISTOL CARS
New Blenheim 3G running on petrol or LPG on view, with new 2003 cars.
Small specially selected used stock includes cars from the 1960s to 1980s – examples:
BRISTOL 406 2.2 litre
BRISTOL 407, 5.2, runs on u/leaded
BRISTOL 411, runs on unleaded
BRISTOL Britannia, unique fuel injected car
BRISTOL Brigand turbocharged, 5.9 litre, s/roof
and current and earlier Blenheims.
Backed by factory guarantee, factory overhauls, rebuilds, quick crash repair turnaround to original drawings. Manufacturers of Britain's most exclusive luxury car.
DEAL DIRECT
Head office and sales:
368/370 Kensington High Street, London W14 8NL 0207 603 5556
Service, spares, factory reception:
0208 995 0350
The ONLY website:
www.bristolcars.co.uk 54743/12

BMW M6 1987. Royal blue metallic, blue hide, genuine Alpina wheels. E/seats, e/sunroof, sun blind, S/S exhaust. New Sony CD/MD top line system. Show winner. Full history folder. Fabulous & rare in this colour. Fully MoTd and ready to go. £8,995. Tel: 07050 154154. (Surrey). 45347

BMWMPOWER.CO.UK The largest M3 and BMW specialist, coupes and convertibles, Alpinas, Z8, Z3 etc etc. £3,995 to £49,995. Tel: 01189 713939 or 07802 627362. 45477

BRISTOL 409 '66, Only 2 owners since '78, last owner since '88, restored with full history file. Superb condition. £14,950. See the car on our web site www.gmes.co.uk or 01661 822922 or 07850 960096. 54781

FOR SALE
W.O. BENTLEY 4.5 LITRE KIT OF PARTS
New 10.10 chassis complete with strut gear. Complete original 4.5 engine with new block and original crank case no. XF3515. Complete original 4.5 front axle No. NX3451 together with original 4.5 rear axle No. KN3093. C type gear box, plate clutch. Complete new brake pedal shaft and compensator shaft 4.5. 3 litre steering column with new 4.5 gears, Zeiss headlamps, handbrake, eight Le Mans type shock absorbers, late 4.5 litre bulkhead with all springs, wheels, etc.
Please contact Peter Butler on 01926 494782 daytime and 01926 496739 evenings. 40449/12

C

CATERHAM 7 1995 1700 SUPERSPRINT DE DION. Black with polished Alloy body and yellow front. 5 speed, De-dion independent suspension, 135 bhp engine, Tonneau, Full Weather Equipment, headrests, heated Windscreen, 4 wheel Disc Brakes, Heater, Stainless Steel Side Exhaust, 4 point harnesses, Side Deflectors, and Prisoner Alloys. This vehicle is presented in stunning condition, with a detailed history, and has been the subject of much recent expenditure by a fastidious owner. £10,995. Gilberts of Hammersmith Ltd. Tel: 020 8748 3332. 48162

CATERHAM 7, 2001 (051). Black/black leather, 2.0 Zetec 170 bhp, de-Dion, cycle wings, semi helical gearbox, full weather gear etc, 5,500 miles, excellent value at £15,995. For this and other premium quality Caterham from £7,995 - £19,995 visit www.paul-stephens.com or telephone 01440 714884. 45393

CATERHAM, CATERHAM, CATERHAM, buying or selling contact the specialist. Dealer facilities. Paul Stephens Specialist Cars. Tel: 01440 714884. www.paul-stephens.com Email: sales@paul-stephens.com45420

CATERHAM SUPER 7 1991 / J. 8,600 miles only. 1600cc Super Sprint engine with twin 40 DCOEs. Black leather seats, alloys, outside exhaust and De Dion rear suspension etc. Exceptional condition £11,995 contact 01256 765000. 45372

CITROEN CX PALLAS INJECTION ELECTRONIQUE 1981. 55,000 miles, new MoT & tax, fsh, recent full respray, mint condition very cool car. £1,200 ono. 0131 332 0635 or 07866 437188. 45600

CITROEN DS 23 PALACE. Black, RHD, 110,000 miles, 5 speed, manual, leather interior, Good body. £4,250 ono. 07985 434080. 52803

CLASSIC CAR CLEARANCE! Bentley Mulsanne S 1988 EFi £8,995. TVR Chim. 400 Coup 1985 black £10,995. Lotus 2+2 S130 £4,500. D type by Le Mans £POA. Maserati Bi-Turbo Coupe 1988 £3,250. Maserati Quadraporte 1992 £2,750. Maserati Quadraporte V8 Evolution 1999 £25,000. Peugeot 504 Convertible immaculate £5,750. Rolls Royce Silver Wraith 1978 £4,950. Pantha Lima 9,000 miles £4,250 Famous custom van show winner Centurion £4,250, Sinclair C5 just out of bubble wrap £950. Mercedes G Wagen 4x4 diesel £2,500. The only one in the world, 2 seater roadster 'Signet' built on Orkney Islands by ex-Queen Mother's chauffeur £1,750 with history. Suit collector or museum. Call Steve 07836 639603. 45551

COBRA RAM S.C. Professionally built and Shelby endorsed, tax exempt. Private plate. new 3.900 Rover engine with Quad downdraft Delloto carbs and Airquip hosing throughout. £13,995. Tel: eve. 01386 792625, Mobile: 07818 035824. 35600

COBRA REPLICA DAX. 5.3 LTR V12 4 speed manual P-Lock div. 5,600 miles, regularly maintained. new tax & MoT. Brand new coloured hood & screens, history. £14,900 ono. Tel: 07768 242101 or Home (01934) 644536. 47583

D

DAIMLER V8 250 BLUE (64) WELL CARED FOR. Converted to unleaded plus rebore. Bodywork + interior leather + wood fascia in good condition. Maintained by jag specialists - all records of service kept. Tel: 020 8874 4241, £12,000. 45178

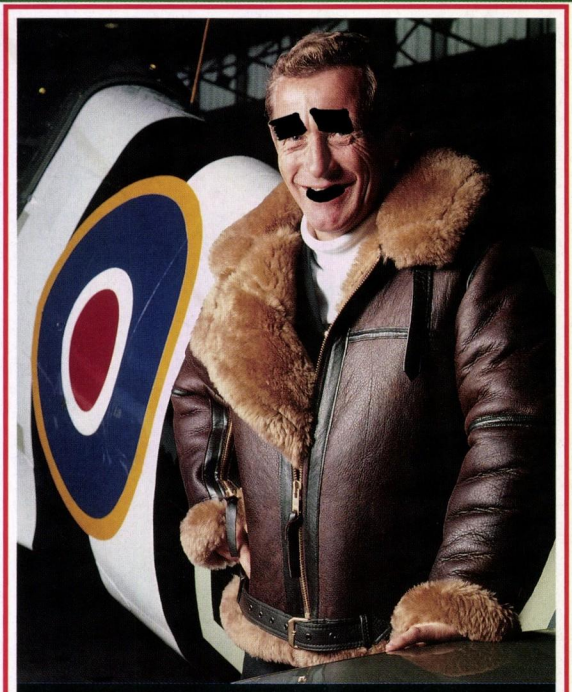
DODGE VIPER REPLICA 5.7L TPI 6 SPEED, 18 inch wheels. Aluminium chassis, suspension. Fully SVAd. Unique, be noticed for only £18,500. Tel: (01383) 850543 or (07760) 173698. 48133

F

FERRARI 206 SP DINO. www.classicscars.com database with chassis numbers and complete history. www.classicscars.com we also buy or sell cars

FERRARI 328 GTS 1986. Red/cream. Two owners from new, 50,000 km, full history and top condition. £23,000. Tel: (Italy) 0039 011 517 20 16 ... Mobile: 0039 338 561 57 27 ... Email: genni.ca@infinito.it 45380

FERRARI 512 BOXER (CARB). Red/black with cream/red interior, identical to car featured in October Classic & Sportscar owned by FOC enthusiast. Documented history, 28000 miles, "512 Registration No" + spare tyres, clutch etc. for further specification please telephone: 01844 237965. £42,500 ono. Private. 45408


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
Visit our website to see the best range of motoring and flying jackets ever at www.flying-jacket.com

for 1000s of Prestige and Classic Cars



ROBIN LACKFORD
MOTOR ENGINEERING

CLASSIC & SPORTS CAR SPECIALISTS

RACE PREPARATION • SERVICING
• REPAIRS • RESTORATIONS
• CLASSIC CAR SALES

Appointed Stockist
Castrol Classic Oil



MG OWNERS' CLUB MEMBER RECOMMENDED SUPPLIER 2001

UNIT 1, FOWLERS BUSINESS CENTRE, HEATHFIELD ROAD, COWFOLD, SUSSEX, RH13 8BS

Collection and Delivery by arrangement



TELEPHONE: 01403 864600
MOBILE: 07836 720507



36015/09

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	MEDIUM SALOONS eg Ford Cortina, Triumph Dolomite	£37.50
SMALL SPORTS CARS eg Austin Healey, MG, TR	£29.50	LARGE SALOONS eg Rover, Jaguar	£47.50
SMALL SALOONS eg Ford Escort, Triumph Herald Morris Minor etc	£32.50	LARGE AMERICAN SALOONS ROLLS ROYCE/BENTLEY	£49.50
LARGE SPORTS CARS eg Ferrari, Jaguar (E Type) Aston Martin etc	£37.50	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
VISA OR WHY NOT FAX MasterCard
01254 776927

2884310

FERRARI DATABASE. www.classicscars.com database with chassis numbers and complete history. www.classicscars.com we also buy or sell cars
FERRARI DINO 246 GT 1971, LHD. Best colour combination in Giallo fly yellow with black leather interior. has been the subject of a total professional restoration by leading Ferrari agent including engine rebuild. Superb attention to detail. Simply stunning and cannot be duplicated at this price £39,500. Tel: John Heda (02380) 556300 or (07836) 263471. 45342
FERRARI SERVICE - GTO ENGINEERING. 20 years experience rebuilding engines, transmissions and the preparation of historic race cars. Extensive stock of early Ferrari parts available. contact- GTO-Engineering, Scarletts Farm, Scarletts Lane, Hare hatch, Berkshire RG10 9XE. Tel: 0118-9401101. 45339
FERRARI SPARES. ABSOLUTELY BEST STOCK OF SECONDHAND SPARES. We also do repair panels and fibreglass spoilers etc etc. We also do mail order. Credit cards accepted. Contact Eddie Walsh. Tel: 01206 251475 (Essex) or visit our website: www.ferrarispares.com or Email: edd@ferrarispares.com 48117
FERRARI TESTAROSSA 1985, Rosso with crema, 12,000 miles, FSH, new three year cambelts, full set luggage, £37,950. P/x considered. Tel: 0161 789 0504 or 07958 329443 (Paul Coombes). 45400
FERRARI - WWW.FERRARIS.BE Check our website for a choice of around 30 LHD & RHD Ferraris and many other new and pre-owned sports cars at soft Belgian prices: 575s, 360s, 360 Spiders new and pre-owned, 335's, 355 Spiders etc. Only accident free cars with full and verified Ferrari service history. Delivery and UK registration service. Please contact Victor at Belgoexports in Brussels: Tel. 0032 27700845 fax 0032 27708704 email: info@ferraris.be website & stocklist www.ferraris.be 45609
FIAT 130 COUPE AUTO. 1973. As featured in Classic & Sportscar August 2002 page 203. 1 owner. 67,000 miles. Air-con, beautiful car. Extremely rare £7,750. Tel: 07802 848111 or 01189 721100 ask for Max. 45483
FIAT 500L 1969. LHD. White/red interior. 12 months MoT, 59,000 kilometers. Excellent condition throughout. £2,950. Tel: 01376 562108. 47967
FORD ESCORT 1969 TWIN CAM REPLICA USING PINTO 2 LITRE ENGINE. 5 speed gearbox - lsd - five and a half inch steel wheels. Fanatical restoration to better than new condition £3,995 contact Gerry Wadman 07831 173729 or Tel/Fax: 01273 626768 or www.sussexsportscars.co.uk 45458
FORD ESCORT RS 2000 CUSTOM 1979. Factory black, very special car featuring almost every RS Rally option - 185 bhp engine. Bullet close ratio gearbox. Salisbury rear axle lds, anti dive kit, mint original condition & only 38,000 miles from new £7,995. contact Gerry Wadman 07831 173729 or Tel/Fax: 01273 626768 or www.sussexsportscars.co.uk 45456
FORD HISTORIC RACE/RALLY CORTINA MKII. Genuine Lotus historic rally car. FIA papers, full engine rebuild. MoT. Sordid history. Fun road or competition car ready to race. £5,500. Tel: 01372 467347. 45366
FORD THUNDERBIRD 2 SEATER CONVERTIBLE, 1955. Sunshine yellow with black/yellow trim. Manual gearbox, cause a sensation everywhere you go! Everybody loves this car. Priced to sell £15,950. Tel: John Heda (02380) 556300 or (07836) 263471. 45350

G

GINETTA G4 DARE. Dry sumped. Performance upgrades. Harnesses. Roll hoop. pristine. 5000 miles only. £14,500. Ginetta G12 project. £P.O.A. Ginetta G15 Chassis restored, fresh Hartwell engine, body in primer £2,800. Ginetta G21 Choice of 3. Ginetta G33 Choice of 2. Ginetta G32 Both fixed head and convertible available. Race support workshop, bodyshop, restoration, Ford and Imp race engines. Cottage Classics Ltd Tel/Fax (01728) 724 315. Mobile: 07831 843 922. www.ginetta.co.uk Email ccginetta@aol.com 35564
GINETTA G4 IRS 1965. Ex Chris Meek. Vegantune twin-cam. fully restored in 1986 and unused since. Unique opportunity. £P.O.A. Ginetta G4 1965 Square tube chassis £P.O.A. Ginetta G12 project. £P.O.A. Ginetta G10/11 project. £P.O.A. Ginetta G33 Choice of 3 from £9,000. G15 Hartwell engine. Restored chassis. Body in primer. All parts to finish. £2,800 G21 Choice of 2 from £3,500 Ginetta G4 by Dare. Very high specification, low mileage £14,250. Ginetta G32 convertible and fixed head available. Race preparation, workshop, restoration, bodyshop, Ford pcf and Imp road and race engine. Cottage Classics Ltd. Tel/Fax 01728 724315. Mobile: 07831 843922. www.ginetta.co.uk Email: ccginetta@aol.com 145550
GINETTA - PAUL STEPHENS OFFICIAL DARE DISTRIBUTOR OFFERS - GINETTA G4 (DARE). Choice of three cars all low mileage two convertible, one coupe priced from £13,995 - £17,995, also available Ginetta G10 POA, and G22 POA. For further information visit www.paul-stephens.com or telephone 01440 714884. 45392
GINETTA WANTED. G4/G12. manufactured by Dare urgently required for cash. Paul Stephens Specialist Cars. Tel: (01440) 714884. www.paul-stephens.com Email: sales@paul-stephens.com 45416

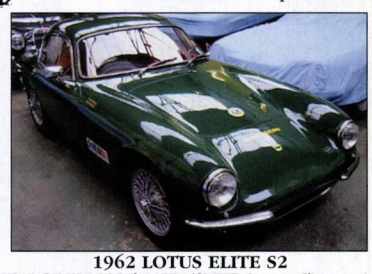
H

HUDSON FREE SPIRIT, EXCITING SINGLE SEAT THREE WHEELER based on a 1980 Renault 5, 1300cc engine, beautifully finished and enormous fun. £2,750. Pioneer Automobiles. 07768 630969 or visit www.pioneer-automobiles.co.uk 45399

J

JAGUAR 3.8 S TYPE 1967. Manual/overdrive, metallic red with blue leather upholstery & chrome wire wheels. Recently restored. Current owner of 19 years. £17,500 ono. Tel: 01704 543630 (Ask for Zish) or call 0034 952817375. Email: junemoorcroft@hotmail.com 45383
JAGUAR 340 MK2 1968, MANUAL WITH OVERDRIVE, old English white, very original with excellent panel fit. complete with new MoT. Excellent example. £6,500. Tel: John Heda (02380) 556300 or (07836) 263471. 45349
JAGUAR 'C' TYPE (PROTEUS) 3.4 LITRE, National concours winner. O'drive, leather, very authentic, simple, magnificent and totally satisfying, leather, £29,995, 01451 822557. 45453
JAGUAR C-TYPE PROTEUS,PROFESSIONALLY CONSTRUCTED IN 1988 FROM ROADWORTHY MARK 2, dry stored and appropriately maintained in excellent condition. £35,000. For details Tel: 0044 (0)1 355 265242 or jfarch@globalnet.co.uk 45378

The School Garage
47 Buxton Road, Whaley Bridge, High Peak, Derbyshire SK23 7HX
Telephone 01663 733209 Mobile 07767 617507
www.classiccarshop.co.uk



1962 LOTUS ELITE S2
(BRISTOL DOUBLE, DIMPLE BODY) RARE 1460 FWB Coventry Climax engine, with 4-speed ZF gearbox, Lotus Racing Green. Superb rare motorcar. Full history, papers etc. Famous last owner. Ideal tour-auto etc. Phone for details.
(This vehicle is the property of School Garage).
£36,950

JAGUAR COLLECTION XK150 ROADSTER. 2 XK120 Roadsters, MK IV DHC 3.5 litre all undergone nut and bolt restoration and are complete and nearing. Tel: 01794 522623. 45326
JAGUAR E TYPE BONNETS, SERIES 1, 11 & V12. In fibreglass. Race or road weight supplied to racing enthusiasts for over 30 years. Photos sent. Tel: (01326) 561694 / (01326) 564819 anytime. (K.G. Hanbridge Fibreglass Mouldings, Cornwall). 48121



JAGUAR MK VII M,
Grey with red leather, 39,000 miles from new, 12 months MoT.
A stunning example of the MK 7 series, a race bred luxury car, at a price that is a fraction of it's true value.
£12,950
Call Bob on 0121 743 5276 or (home) 01564 779746

JAGUAR E TYPE S III V12 2+2 AUTO 1971. Westminster grey metallic mulberry interior. 4,000 miles since total restoration three years ago. Ex USA now rhd. Unleaded £14,995 p/x possible. Tel: Robert Baker 01943 879934 or Mobile: 07860 907673 (Leeds West Yorkshire). 45541
JAGUAR E TYPE S1 1964/B. Absolute nut & bolt restoration. Only 4,000 miles since. Golden sand, red interior, original rhd, triple Webbers, Coopercraft brakes, possibly one of the best available. Absolutely stunning car, extremely reluctant sale, £25,000. Tel: 01403 249127 work or 07980 756355 Crawley. Private sale. 45436



1997 JAGUAR D-TYPE
Replica of 1954 Prototype
Fitted with AJ16 4 litre supercharged 6 cylinder 24 valve fuel injected engine and 5 sp. Getrag gearbox. Minimal but very affective use. Short nose without fin. Leda gas suspension. 2.25 x 60 x 15 Yokohama 008R.
£45,000
or part ex. for XK120/XK140 with or without engine & gearbox
Tel: 01298 816435
(Peak District)

JAGUAR E TYPE SI 4.2 FHC 1968 (RHD). Beautiful car finished in regency red with black leather upholstery. Very well sorted car featuring: uprated cooling, chrome wire wheels, all synchro gearbox. A pleasure to drive and in superb order throughout. £18,500. Tel: 01260 223440. Fax: 01260 223469 (CGOC). 45602
JAGUAR E TYPE V12 2+2 1971, regency red, black leather interior, chrome wire wheels, 47,000 miles, history. Beautiful condition. £15,950 ono. Tel: 01872 278736, Mobile: 07768 174591. 47817
JAGUAR E-TYPE S11 ROASTER 1970. Primrose, black leather, lady owner. Good condition. £22,500 Kent 01303 266856. 51791
JAGUAR MK II 3.4 1959. Manual Transmission with overdrive, carmen red with new red upholstery, new chrome wire wheels. Full professional ground up bare metal, nut & bolt restoration £23,500 spent (all bills and photographs), rally prepared, Monte Carlo Challenge car 1999. 12 months MoT. Stunning & excellent example. £14,500. Tel: 020 8675 5644 or Mobile: 07956 857615. 45538

JAGUAR MK II 3.8 1966. Pearl grey, red leather int. Original condition throughout. Manual, w/wheels, new tyres, S/S exhaust, good chrome. South African import, fully documented history. £9,750. Tel: 01454 632773 (Eve). 48118
JAGUAR SS100 REPRODUCTION BY STEADMAN. White. 1.2 XJ6 engine with 4 speed manual & overdrive. SUPERB 7799472157. 50532
JAGUAR TOJEIRO D TYPE. 1958. FIA PAPERS, FULLY DOCUMENTED. TEL 0032 2 770 72 92
JAGUAR XJ12L V12 SERIES 1 1972. Professionally restored bodywork 1999. Original interior, 46,000 miles, restored mechanics, rare model, v. good example £5,000. Tel: 01406 363420. 45449
JAGUAR XJS 1989, dark blue, manual, 40,000 miles only, one owners second car, licenced, runs well, tax & MoT, offers Tel: 07711 486555 private sale. 45319
JAGUAR XK 150 DHC 3.8 AUTO, 1960, LHD. Matching numbers, wire wheels, solid complete car for easy restoration £14,750. 02380 812110 / 07831 415000. 47141
JAGUAR XK120 FIXED HEAD COUPE. Total concours restoration in gold with deep red leather bucket seats. Front discs with servo and chrome wire wheels. Louvered bonnet. Just gorgeous. £44,950. For pictures and more info see www.peter-byrne.com Tel: 020 8467 6916. 45334
JAGUAR XK120 ROADSTER. Straight original car with perfect shut lines restored fully in 1988, Waxoyled & kept in heated garage since. Old English White with original cream & red leather plus spats, hood, sidescreens, tonneau cover, new brakes, rear springs, rebuilt water pump, and superb. £35,000 - Phone 01420 563128, Mobile 07767 345458 (Hampshire, UK). 45412
JAGUAR XK140 ROADSTER. TOTAL CONCOURS RESTORATION. Upgraded to disc brakes front and rear plus servo. pastel blue with navy hide and navy mohair hood, tonneau and sidescreens. £34,950. For more info see www.peter-byrne.com Tel: 020 8467 6916. 45333
JAGUAR XK140 SE ROADSTER. 1955. Heritage certificate. Concours condition. "Ground-up" professional restoration. Dove Grey with Red leather. Chrome wire wheels. All numbers correct. This is a perfect example covering only a few miles since completion. £39,995. 020 7262 3326. or sales@radford-racing.com (London). 45352
JAGUAR XK150 3.8 DROPHEAD £38,000. Completely restored,reconditioned engine, Coopercraft brakes, wire wheels. Heritage certificate, excellent record of work done. Adored, change of circumstance forces reluctant sale. Matthew Field. 07789 926488. 45596
JAGUAR XK150 FIXEDHEAD, UNIQUE CAR REBUILT/UPGRADED FOR JAGUAR WORLD MAGAZINE PROJECT. Modifications too numerous to list but include XK150S triple carb. head, all-synchro Jaguar gearbox, uprated overdrive. 4.09 PowrLok, bucket eats etc. Cost £65k+, £45,000 ono, p/ex possible. For full spec. Tel: 01590 624601, Fax: 624669, Email: jagworld1@aol.com 48132
JENSEN INTERCEPTOR III 1973. Black with black interior, new sills + respray, aircon replaced. Over £7,000 spent in last 3 years. £8,750. Tel: 01903 232444 Days or 01444 882772 Eve/Weekends Sussex. 48405
JENSEN INTERCEPTOR MK III 1971. Tax exempt. 12 months MoT, excellent condition. £6,950 ono to include cherished plate. For full spec ring: 07971 587689. 48142

L

LA FRANCE 1918 ROADSTER 14 AND A QUARTER LITRE. Fully restored, chain drive, £40,000. OTHER La France cars from £10,000. For full details see www.lafrancecars.150m.com or phone: (01737) 551872 / 830868. 45476
LANCIA 037 RALLYE. EVO 2. FACTORY MARTINI CAR. WWW.CLASSICSCARS.COM DATABASE WITH CHASSIS NUMBER AND COMPLETE HISTORY. WWW.CLASSICSCARS.COM WE ALSO BUY OR SELL CARS.
LANCIA 037 RALLYE MONTE CARLO PROTOTYPE. 40.000 EUROS. WWW.CLASSICSCARS.COM DATABASE WITH CHASSIS NUMBERS AND COMPLETE HISTORY. WWW.CLASSICSCARS.COM WE ALSO BUY OR SELL CARS.
LANCIA DELTA HF 89F INTEGRALE. In red with power steering, electric windows, FSH, sunroof, alloy wheels, remote central locking, alarm/immobiliser, 12 months MoT and £3,000 Lancia RHD conversion from new. Enjoy a legendary piece of Italian magic for only £6,795. Tel: 0131 229 5561 (Edward Labinjoh Cars) (or see our main quarter page advertisement Dec issue). 45500

CLASSIC DRIVER THE EUROPEAN CAR WEBZINE **Visit www.classicdriver.com**



2002 Cobra CRS. Red with black leather, side screens, etc, only 300 miles from new, and substantial saving on list at **£34,950**



1990 Mk4 Aluminium Cobra. Jet black, with black leather, side screens etc, only 2,000 genuine miles from new, with history from new ..... **£P.O.A.**



NOBLE

MOLE VALLEY

CHESSINGTON & REDHILL
0208 394 1114
www.mole-valley.co.uk

TVR

LANCIA FLAMINIA 3C GT TOURING. Built by Touring of Milano in 1962, this 3C GT shows off its alloy coachwork with a finish in Lancia blue. Engine overhauled by David Haines & Sons Ltd with bills to support work done over the years. Gorgeous interior just finishes this motor car off. £16,950. Tel: (01264) 711003 or (07967) 203007 or visit: www.johnwilliamsclassiccars.com or see our Quarter page advertisements for other cars in Classic & Sports Car December issue. 45494

LANCIA FULVIA SPORT ZAGATO 1972. One of 30 RHD examples built by Zagato. This is an excellent and reliable performer and bags of fun at only £8,950. Tel: (01264) 711003 or (07967) 203007 or visit: www.johnwilliamsclassiccars.com or see our Quarter page advertisements for other cars in Classic & Sports Car December issue. 45491

LANCIA SERVICING & RESTORATION. We offer full servicing and restoration of your classic Alfa Romeo and Lancia motor car. Our technicians, having over 35 years experience, understand your cherished Italian classic. Our rates are very competitive and of course we guarantee all our work. Need I say more. Book now for your pre winter up. Don't dither and let the winter damage your investment. Phone our workshop direct on 01264 711006. 45495

LANCIA SPARES AND RESTORATIONS. Restorations. Fast international mail order service. Omicron, Norwich, UK. Tel: +44 (0) 1508 570351, Fax: +44 (0) 1508 570795, www.omicron.uk.com 45438

LANCIA STRATOS. Ferrari powered, Bertone styled, Lancia built, most prestigious rally car ever, ideal for history racing. Central London, +44 7767 263510 or info@stratos4sale.com 45177

LANCIA WANTED. HIGH QUALITY TOP PRICES PAID. Please call Tel: 01264 711003 or 07967 203007. john Williams classics 45419

LET US BUILD YOU a beautiful crafted re-creation of one of the world's 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. 47056

LOTUS CORTINA MK 1 1964. Excellent restoration using original body shell tuned engine, correct specification with original log book. Restoration details available £13,995 contact Gerry Wadman 07831 173729 or Tel/Fax: 01273 626768 or www.sussexsportscars.co.uk 45459

LOTUS ELAN SPRINT DHC. Gold leaf colours. Excellent condition. New galvanised chassis. Engine and diff rebuilt and Mick Miller driveshafts fitted in last 5 years. £12,950. Tel: (01323) 647782 (E. Sussex). 45345

LOTUS ELEVEN REPLICA BY WESTFIELD. Factory built superb attention to detail. Period switches, instruments etc. Brg, 145 bhp 1700 crossflow, twin Webers. Mated to 5 speed gearbox. 7,000 miles only, new MoT/tax, ready to enjoy. Offered at fraction of build cost. £8,950. Tel: John Heda (02380) 556300 or (07836) 263471. 45344

M

MASERATI 5000 GT TIPO 151. www.classicscars.com database with chassis numbers and complete history. www.classicscars.com we also buy or sell cars.



MASERATI KYALAMI

V8 with 5 speed dog leg box, recent import from sunny Italy and is exceptional throughout, would be wonderful, super car, classic for aspiring mafioso

£9,950

Call Bob on 0121 743 5276 or (home) 01564 779746

MASERATI, CLASSIC MASERATI ? WWW.KOUTAUTO.NL Also a lot of other French and Italian Classics Tel: 0031 224 221325 or Fax: 0031 224 223384. 47567

MASERATI DATABASE. www.classicscars.com with chassis numbers and complete history. www.classicscars.com we also buy or sell cars.

MASERATI GHIBLI SPIDER 1969 AUTO. FACTORY BUILT SPIDER. Maserati green/cream leather concours condition. £79,000 ono (Henry) Tel: 01376 562108. 47966

MASERATI GHIBLI SPYDER LHD 1970. One of 150 original factory built Spyders. Only 16,000 km, £85,000. Also Ghibli Spider conversion, metallic blue/magnolia hide, LHD, concours condition, £30,000. Tel: 00 33 611 534 970. 45335

MASERATI KYALAMI 1982. Believed only production rhd 4.9 5sp. Approx. 400 hour body restoration. £ lavished by current owner. Very very rare and exclusive. Cherished No. Owner emigrating. 07985 275295 (Berks) Email for photos: nico@timewarp.co.uk 48998

MASERATI MERAK SS 1978. Red with black leather interior, 39,000 miles, excellent condition, registration 'RFU 985'. £17,500, 01384 262456 (West Midlands). 54338

MBG COSTELLO V8. Overdrive, 190 bhp, Wolfrace wheels. L/R axle, very fast, powerful early example of 200 made. £6,990. 01787 281158 or 07770 798921 45159

MERCEDES, comprehensive USA 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 month 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 www.slmarket.com 45340

MERCEDES 200 T 1982 7 SEATS. 120,000 miles, all MoTs, bills & fsh from new. Genuine immaculate condition. Maintained regardless of cost £1,750. Tel: 07866 736315 or 01428 708093 private sale. 45552

MERCEDES 250 CE. 1969. Genuine 44,000 miles only. Owned since new. 12 months MoT. Good Chrome, Interior, Machinery. Blue Metalescent. Light Grey Interior. Sun roof. FSH. Sensible offers. Tel: 01326 250354 Private sale. 45610

MERCEDES 250 SL PAGODA 1967. RHD, ivory with red leather interior. Maintained regardless of cost & in exquisite condition. CD changer, alarm, new soft top, beautiful! £18,000 ono. Tel: work 020 7665 6639 or Mobile: 07050 097555. 45327

MERCEDES 280 SL, 1970, red, manual, a/c, lhd, both tops, virtually rust free Texas import, complete, original and unadulterated, 70,000 miles believed correct, stored 15 years. EC taxes paid, £9,750. 02380 812110 / 07831 415000. 47142

MERCEDES 350 SL 1980. Silver with contrasting interior, automatic transmission. Hardtop, softtop & rear deflector, radio cassette, fog lamps, full Mercedes service history, less than 71,000 miles with one owner. Superb, £13,950. Tel: 01963 363353 or www.unicornmotor.com 45368

MERCEDES 450 SL LHD. Auto, MoT and tax, new carpets, no rot, superb condition £7,000. 01708 728675 Mob: 07713 341188. 45126

MERCEDES 450 SLC 1980. Diamond blue, midnight leather, drives like silk, 92,000. Immaculate. Merc maintained. Next classic forces sale £6,950. Home: 01923 498001 or Mobile: 07773 849353. 45608

MERCEDES SSK 1929 RHD 2 SEATER ROADSTER. White, 'Nynberg' Straight Eight Mercedes engine virtually as original. Eligible for all historic events, £POA. Tel: 00 33 611 534 970. 45337

MERCEDES.... TOP TOY FOR XMAS! Mercedes lll 3.5 cab full spec. Inc a/c. Tax exempt, 16,000 miles since full restoration and repaint bills from 1977. Mots from 1981. Immaculate. £47,500. Tel: 01895 633834. 44957

MG K3 REPLICA. SUPERCHARGED SIX CYLINDER ENGINE WITH PRE-SELECTOR GEARBOX. Just had massive mechanical rebuild after returning from major Japanese collection. £65,000. For pictures see www.peter-byrne.com Tel: 020 8467 6916. 45332

MG MIDGET 1974 OCHRE YELLOW, 1275CC. All original features, wire wheels, round wheel arches, chrome bumpers, hard/soft tops, been garaged for fifteen years, needs some restoration, sensible offers. Tel: 01455-212775 (Evenings/weekends or 07876-135329 (Leicester). 45619

MG MIDGETS! Small selection of properly restored Midgets, soe with heritage bodies, £3,995-£6,495. Mike Authers specialist in Classic Midgets, Abingdon. Tel: 01235 834664 or visit www.mgmidgets.com 37517

MG'S WANTED 1928 TO 1975 RESTORATION PROJECT CARS REQUIRED, BUT PREFER COMPLETE RUNNING EXAMPLES, all ages considered, £cash waiting. Can travel, call Gerry Wadman. Tel: 07831 173729 or Tel/Fax: 01273 626768. 45460

MGA/MGB/MGC SHOWROOM SALES WEST LONDON'S ORIGINAL MG SPECIALIST. Est 1986, MG owners Club recommended. View website www.former-glory.com or Tel: 020 8991 1963. 48926

MGB COMPETITION, EX BROWN & GAMMON TEAM CAR, full Oselli engine 148 bhp at rear wheels, ready for this season and unused. masses spent £8,000 ono or pos p/x. Tel: 01363-866676. 45362

MGB GT 1974 2 LITRE MGOC ENGINE, low mileage on engine. No bumpers: MoT July 2003. Minor body attention needed. £2,500 ono. Tel: 01798 342448. 45272

MGB GT 81 W, in yellow, excellent condition inside and out, radio, new tyres, 12 months MoT, 90,000 miles, from new, fully serviced, 12 months warranty, £3,195. Tel: 0131 229 5561 (Edward Labinjoh Cars) (or see our main quarter page advertisement Dec issue). 45498

MGB GT LE 1981 GENUINE MODEL. Maintained by MG specialist. 10 years known history. Condition 2. Attractive reliable car. £2,950 ono. (Stratford upon Avon) Tel: (01789) 740966 private sale. 45314

MGC GT 1969. Tartan red with black interior. Exceptional original vehicle with lots of bills and history. Overdrive, wire wheels, unleaded engine, lamp guards. Part exchanges considered. £7,995. Call Firbank Classics on 01457 762229, or visit www.firbankclassics.com for further information and pictures. 46268

MINI – AUSTIN/MORRIS MINI COOPER, MINI COUNTRYMAN, MINI VAN, MINI PICKUP ALWAYS AVAILABLE at www.sussexsportscars unique locate & purchase service available for overseas customers contact Gerry Wadman +44 (0) 7831 173729 or Tel/Fax: +44 (0) 1273 626768. 45464

MORGAN +4. Red, Dec '98, 14,000 miles, chrome wires + many extras. £23,750. 01425 271340.54658

MORGAN 4/4 1.8. 1,500 miles, wife's unwanted Christmas present. Dark blue. High screen. Many extras. £20,750. Tel: (01564) 783566. 45183

MORGAN +8 1998 4.6. Black, red leather. 11,000 miles, centre lock alloys, Motalita steering wheel, walnut dash, Sports exhaust - professionally fitted Tornado chip. Many other extras as new stunning! Reluctant private sale - £28,950 ono. Tel: 01787 248135 (h), Mobile: 07973 960 213. 45288

MORGAN GCS HAWK (MORGAN REPLICA) 2001, Nightfire red metallic/ tan leather interior, 2.0 engine, 5 speed gearbox, independent rear suspension, professionally built only 2,000 miles, excellent value at £7,495. For further information visit www.paul-stephens.com or telephone 01440 714884. 45270

MORGAN PLUS 8. 3.5. 1988. Black with cream hide, 25,000 miles only. Genuinely magnificent condition. Supplied by Melvyn Rutter. £18,995. Phone for more details. Andy McGrath (01932) 352220 or 07831 152272 Surrey (T). 47047

MORGAN PLUS 8 (MARCH 02) 950 MILES . Corsa red, chrome wires, wide body, cream leather, red piping, sports seats, walnut dash, private plate ref 'MOG'. £38,950. Tel: (01792) 815895 (Neath). 47952

MORETTI BARCHETTA. 1955. 1100 cc. mille miglia. 35.000 Euros. Tel 0032 2 770 72 92.www.classicscars.com with chassis numbers and complete history. www.classicscars.com we also buy or sell cars.

MORRIS MINI COOPER S1965 STAGE RALLY PREPARED. FIA papers, Fresh swift tune engine and gear box. FIA tank, mini lights, mint condition, Ring for full spec. £19,950. 01892 863349. 54044

O

OPEL MANTA BERLINETTA HATCHBACK 1983/Y. 1800cc manual. Metallic gold, all documents to confirm mileage. Always garaged & only 2 owners. Manual choice conversion, new MoT. Excellent body £1,000 ovno. Tel: 01590 682772. 45433

P

PAGANI ZONDA S. 2002. 585 CV. WWW.CLASSICSCARS.COM DATABASE WITH CHASSIS NUMBER AND COMPLETE HISTORY. WWW.CLASSICSCARS.COM WE ALSO BUY OR SELL CARS.

PORSCHE 356 B COUPÉ 1962. Signal red with black trim. Imported by me 8 years ago from California. Excellent condition. £12,900. Tel: 07768 100900. London SW3. 45341

PORSCHE 356 CARRERA 1500, 1956, RHD, engine No 90587, chassis 55735, white with black tapestry. All original, only four in the world, $150,000. Tel: 0034 607 356 356, Fax: 0034 914 77116. Email: adolfo500@hotmail.com 48130

JAGUAR XJS V-12 CONVERTIBLE

1990

Artic Blue with Mohair Powerhood. Aircon, alarm, full leather interior, 74 000 miles with full service history. VGC inside and out - genuine reason for sale.

£8 000 ovno

Tel: 0410 762483

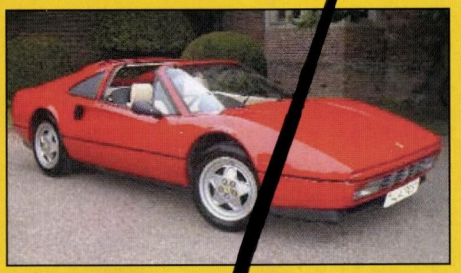
(Cobham, Surrey)

No Canvassers please

PORSCHE 356C 1964 'OUTLAW' SPECIFICATION LHD. 912 engine - high lift cam - lightened flywheel - Supertrap exhaust - twin Webbers - all engine work by Carolina Speedworks. 128 conversion - lowered Kyb shock absorbers - black leather interior by Autos international of California - Nardi woodrim wheel - new carpets - 911 Fuch alloys - custom bodywork B7 Perfect Motion - Sarasota - polished louvered alloy Deckid - Carrera rear lower valence with aircraft style wtouts - finished in silver with Pegasus flying horse decals - wonderful car - you'll never see another one! £19,500. Stephen Giles Tel Office: 01482-631133; Home: 01482-634527; Mobile: 07966-453044. 45360

PORSCHE 904 BOOK. SEND YOUR INFO PLEASE TO : WWW.CLASSICSCARS.COM

a selection from Europe's leading Ferrari Specialist



1988 328 GTS, Red with Crema Hide, Red Carpets, ABS, Air Conditioning, CD Player, One of only 542 UK RHD Cars, 24,500 miles £34,990



2001 360 Spider
500 miles.....£119,990



1988 328 GTS
24,583 miles.....£37,990



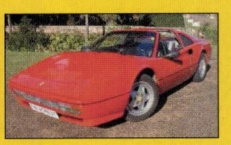
1990 Mondial 3.4T
22,100 miles.....£27,990



1962 250 GT SWB
.....£134,990



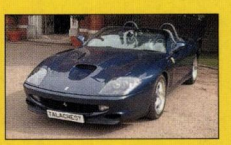
1990 Testarossa
12,500 miles.....£41,990



1988 328 GTS LHD
26,700 kms.....£29,990



1996 355 Spider
11,600 miles.....£64,990



2002 550 Barchetta
95 miles.....£139,990

FULL STOCK LISTING AT
talacrest.com

CLASSIC

SALES, SERVICE & RESTORATION AT
74 STATION RD EGHAM SURREY 01784 439797
Sun/Eves 07050 250360
(ALL FERRARIS URGENTLY REQUIRED)

for 1000s of Prestige and Classic Cars

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



This Lagonda M45 has recently been exhibited on our stand at the Brussels Show. It has been our privilege to be involved in the restoration of this original works car.

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

Trident
Racing Supplies
Call us first



MasterCard VISA

TEL: 01327 857822
FAX: 01327 858096
Unit 31, Silverstone Circu
Towcester, Northants NN12
8TN
www.tridentracing.co.uk
23213/09

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.
24917/09

KIMBLE ENGINEERING LTD Tel: 01803 835757
E-mail: john@johnkimble.com Fax: 01803 834567
Unit 5, Old Mill Creek, Dartmouth, Devon TQ6 0HN.
MasterCard VISA

PORSCHE 911 1989 F SUPER SPORT TARGA. Guards red, 5 speed. 16" alloys, 24,000 miles. Main dealer service history, demo + one owner. £23,995. Contact Devonshire Motor Co. Tel: (01323) 411310 o www.dmc-porsche.co.uk 45403

PORSCHE 911 2.7 S 1974. Blue metallic beautiful car, always garaged. 1 years MoT, lhd, lots of history, very clean inside and out. CD player, alarm/immobiliser. Must sell hence £8,950. 0776 4449 882 or 0131 524 9697. 45607

PORSCHE 911 3.2 CARRERA CLUB SPORT 1989. Grand Prix white with black trim. One of only 53 RHD cars distributed by Porsche Cars GB in the late 1980s. Critically acclaimed as one of the finest 911 models to date. Swinford Motors supplied car with low mileage and 3 private owners from new. Fabulous machine. £18,000. Tel: 01260 223440. Fax: 01260 223469 (CGOC). 45603

PORSCHE 911 CARRERA 3.2 CLUBSPORT, 1988 LHD, converted to full lightweight spec with full rollcage, LSD, 7" and 8" Fuchs, competition seat, full harness seat belts, road legal, very light and fast - suitable for competition ie sprints/ hillclimb/ Porsche classic or just a fabulous track day and road car £14,995. For this and other premium quality rhd/ lhd Porsche from £8,795 - £39,995 visit www.paul-stephens.com or telephone 01440 714884. 45382

PORSCHE 911 SPORT 2 DOOR COUPE 1972. Guards red, black interior, LHD, MoTd Dec '02, tax exempt, classic insurance. Comprehensive history file. Porsche Owners Club, Reasonable condition but would benefit from some tidying. Ideal hillclimb sprint conversion. £4,600 darynp@hotmail.com Tel: 07720 030624 or work: 01414 202502. 45328

PORSCHE 911SC 1978 WITH 1986 3.2 ENGINE. Ready for racing or trackdays. Previous success in Pirelli Cup. New extinguisher and harness. Rebuilt 915 gearbox & limited slip diff. Full top-end engine re-build 1 race ago including rings. Wet and dry wheels and tyres. Fibreglass panels & originals. Spare seat/harness. Current MoT. 750MC Roadsports eligible. possible 'Porsche Classic' next Season? £11,500. Call Daniel 07710 461 350, 01398 331560. (car in W. Sussex). 45175

PORSCHE 924 CARERA GT RHD, 1981. Black/black interior, fsh, loads of bills. Good codnition £11,995 ono. For more info: Tel: (01273) 883364. 47009

PORSCHE 924 CARRERA GT 1981. Guards red, one of 70 rhd Homologation specials. 61,000 miles. Full history, all factory options. Superb condition throughout. £11,500. Tel: 020 7235 4555 or 07734 103410 (Surrey). 45356

PORSCHE 924 GT 1981. One of only 75 rhd ever made, 210 bhp, guards red. Fully documented Porsche service history, Porsche PA 1000 alarm, new Bridgestone S02s. Low mileage. One previous owner, every bill from day one. Immaculate original condition. £11,950 ono. Tel: (01782) 628319 (Staffs). 45346

PORSCHE 928 S4 AUTO, met red, off white leather, sun roof, air con. fsh 60,000 miles. £15,900. Tel: 01179671550 (day) 01179323199 (eve). 148295

PORSCHE 944 1986/C. Guards red, 78,000 miles, superb condition, 2 owners from new, fsh. Porsche maintained, immobiliser, reduced for quick sale £7,995. Tel: 01243 641119. 45415

PORSCHE CARRERA LIGHTWEIGHT 3.2 7"+8" FUCH totally rebuilt in to new shell T+T £17,500 ono p/x. 308 Tel: 01482 654439. 45172

PORSCHE. GOOD SELECTION OF QUALITY PORSCHE AVAILABLE. Lhd, rhd. Prices from £7,995 - £34,995. Contact Paul Stephens Specialist Cars. Tel: (01440) 714884. www.paul-stephens.com Email: sales@paul-stephens.com 45418

PORSCHE FACTORY QUALITY BODYSHOP for all Porsche cars, restoration, fabrication, jigwork, 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. 48123

PORSCHE PORSCHE PORSCHE. For the best selection of Porsche contact: Paul Stephens Specialist Cars. Tel: (01440) 714884. www.paul-stephens.com Email: sales@paul-stephens.com 45417

R

ROYCE
SERVICE & ENGINEERING
Specialists in Sales & Service of Rolls-Royce & Bentley Motor Cars
Sales Department
01737 844 999
Please call for details of our up to date stock.

RILEY KESTREL SPORTS SALOON. Rare 1936 model. One owner 50 years. Lovely original condition. period 'speed nymph' mascot, tax/MoT, huge history file, work done, new boots. Original registration Tel: (01380) 818366 Wiltshire, visit & bring £9,250. 45127

ROLLS ROYCE 20 HP TOURER. 1929. Completely restored bodily and mechanically 8 years ago. Full weather equipment. Long tax and MoT. Ideal wedding car. £29,500. 0151-548 6932. 47151

ROLLS ROYCE AND BENTLEY PARTS, New and used for sale and wanted. All model ranges from Silver Ghost to Spirit. Our stock is enormous and cannot be equalled. Phone or fax for a free special offer brochure. Introcar Ltd, London. Tel: (020) 8546 2027 (5 lines), Fax: 020-8546 5058. 47017

ROLLS ROYCE CLOUD III 1964. Astral blue over shell grey. Electric sunroof. Sundym glass. Massive history file. Magnificent car, £22,950. Tel: 0161 7890504 or 07958 329443 (Paul Coombes), p/x considered. 45401

ROLLS ROYCE CORNICHE D.H.C. 1983. Lagoon blue coachwork with parchment hide. Piped navy blue and navy blue overrugs, 47,000 miles with fsh. w/w tyres. Just stunning £39,500. Tel: 020 8690 2929 or 07720 285454 further selection www.ghostmotors.co.uk 45424

ROLLS ROYCE CORNICHE D.H.C. 1985. Unmarked nutmeg coachwork with a beautiful beige hide piped with lambswool overrugs to match this stunning Corniche as covered 38,000 miles. Complete with w/w tyres must be the finest example today £34,950. Tel: 020 8690 2929 or 07720 285454 further selection www.ghostmotors.co.uk 45428

ROLLS ROYCE CORNICHE FHC 5000 SERIES 1979. Dark grey coachwork with parchment hide piped lambswool overrugs, only covered 44,000 miles with fsh in stunning condition. £28,950. Tel: 020 8690 2929 or 07720 285454 further selection www.ghostmotors.co.uk 45425

ROLLS ROYCE PHANTOM III 1937, formal saloon by Barker, with wind up division, ex Lord mayor of Brussels, stored for last 12 years, 7.2 litre V12, a handsome example. £39,000. Pioneer Automobiles. 07768 630969 or visit: www.pioneer-automobiles.co.uk 45381

ROLLS ROYCE SILVER CLOUD II 1961. Two tone blue. Magnificent throughout. The best available. Bill history. £22,950. Tel: 0161 789 0504 or 07958 329443 (Paul Coombes), p/x considered. 45402

ROLLS ROYCE SILVER CLOUD I 1959. Smoke green coachwork with beige hide and beige carpets. Picnic tables to rear, lambswool overrugs, al its tools and paperwork. This is the last Cloud I to be built with power steering in superb condition just remarkable £29,950. Tel: 020 8690 2929 or 07720 285454 further selection www.ghostmotors.co.uk 45427

ROLLS ROYCE SILVER CLOUD II 1962. Tudor over shell red interior. Webasto sunroof power windows, lots of history and lots spent. New exhaust. Reluctant sale £18,000 ono. Tel: 0705 0050271 (Glos). 45543

ROLLS ROYCE SILVER SPUR 1989. Tudor grey coachwork with parchment hide piped complete with lambswool overrugs, picnic tables, CD player, fsh, in remarkable condition £15,950. Tel: 020 8690 2929 or 07720 285454 further selection www.ghostmotors.co.uk 45426

ROVER 2000 COMPETITION RALLY CAR. A very successful Rove having complete many Monte Challenges and Classic Marathon. FIVA Homologated. Specification includes, Halda, Kevlar brakes, uprated suspension, set of winter wheels and tyres with snow chains. Zircon blue with cream leather. Very special motor car £4,750. Tel: (01264) 711003 or (07967) 203007 or visit: www.johnwilliamsclassiccars.com or see our Quarter page advertisements for other cars in Classic & Sports Car December issue. 45487

ROVER P6 2000 SC SERIES 1. Manual March 1968 F reg 33,000 miles. Burnt grey with red leather upholstery. One owner until 2000. This vehicle is in outstanding condition with a very low confirmed mileage, and has been thoroughly restored and tastefully modernised. Specification includes: Laminated Windscreen, Halogen Headlights, Alternator conversion, De Dion independent suspension, Electronic Ignition, 4 wheel disc brakes, Factory heated Rear Window, original Radiomobile Radio. £5,995. Gilberts of Hammersmith Ltd. Tel: 020 8748 3332. 37157

S

SAAB 95/96 MODELS – THE SAAB V4 RESTORATION COMPANY We always have a good selection of SAAB 95s & 96s for sale. For further details on spares, restoration, servicing and SAAB sales call Nick 020 8735 9858 or saabdoctor@saabV4.co.uk 47013

SUNBEAM TIGER SERIES 1 1965. Imported from California 1991. stripped, dipped, built to a full spec historic rally. Converted rhd. RAC papers. £19,995. Tel: 07889 070767 (Mobile) or 01905 840 288 (Worcester). 48136

T

TRIUMPH STAG 1975 MANUAL. Mineral blue, black interior, just undergone professional restoration, hard top, 49,000 miles with full Triumph history including all manuals. A practical and useable British icon. An investment at £7,995 ono, p/x considered. Tel: 01245 426616, 0780 1629555. 45604

TRIUMPH STAG RELUCTANT BRIDE, Original TRV8 engine, body mod photographic stripped build, new mohair/interior, F mechanical, extras, sale due to Herald 2 litre exhaust conversion, two and a half years tax exempt £5,750. Offers stag. 020 8201 5215. 45312

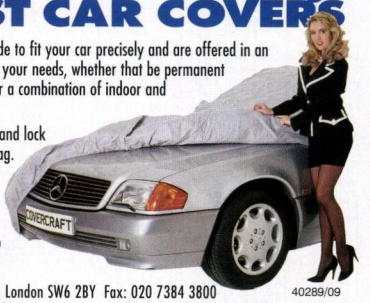
TRIUMPH TR6 1969, SUPERB CONDITION, 150 bhp, petrol injection, overdrive 2nd/3rd/4th. Genuine 45,000 miles. New chrome wheel & tyres plus lots more. £9,250. Tel: 020 8950 6185 or 07831 702975. 48129

TVR 350 I 1986, D REG. 60,000 MILES. Champagne metallic, complementary full leather interior, comprehensive history, over £7,500 in receipts, all possible extras, Cat 1 alarm, new stainless exhaust, absolutely immaculate condition. £6,500. Tel: 01229 585260 or 07876 038059. 145386

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

See these cars and our stock in full detail on our web site



Aston Martin DB4 Series 4 manual. Very good chassis, mechanicals, body, paintwork etc. Just back from a 2500 mile European trip. In lovely condition with good history file **£39950**



Ferrari 365 GT4 manual. ' 76, one of the last made. Unbelievable condition, £70k Maranello restoration, Huge history file. More or less the last of the Weber carb - manual gearbox Ferrari V12's **£24,950**

www.gmes.co.uk
01661 822922 / 07850 960096
53182/12

TVR 350 I DHC SERIES 2. A frame suspension, 1986 D. Mercury grey, blue hide, 51,000 miles, 3 owners, dealer history, excellent condition £6,995. P/X in the form of tractors, motor caravan or motorcycle could be considered. Tel: 07889 070767 (Mobile) or 01905 840288 (Worcester). 44604

TVR CHIMAERA 450 98 R in blue metallic with light grey leather interior. Extras include power steering, electric windows/mirrors, removable roof, alloy-wheels and of course stunning looks coupled with blistering performance all for only £19,595. Tel: 0131 229 5561 (Edward Labinjoh Cars) or see our quarter page advertisement Dec issue). 45496

TVR, TVR, TVR! BUYING OR SELLING Any model. Contact Adrian Blyth Specialist Cars on 01428 608255 or 07831 295373. www.adrianblyth.co.uk or info@adrianblyth.co.uk 45478

V

VOLVO AMAZON 122S 1964, done the Monte/Marathon/Winter Challenge. Ex South Africa Rally prepared. Roll bar, buckets, harness, Halda Tripmaster, Minilites, Sports exhaust. Cibies, new shocks/suspension/spare wheels/tyres/chains. MoT, very nice condition. £6,500. Tel: (01256) 847324. 47008

W

WOLSELEY HORNET SPECIAL, SWALLOW TOURER BODY, 1935. Original perfectly restored lovely sporty car. 6 cyl. 2 litre. £34,000. Tel: 00312358 47905 (Amsterdam). 45174

COLLECTORS ITEMS

ERIC THOMPSON

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

ENGINES

ENGINES ETC, Coventry Climax FWB with forged crank, dismantled to inspect, offers Chevrolet 400 ci with GM 700 Box plus Schuler FF four wheel transfer box. Very low miles £1,100. Mercedes; V8 6.2 complete, injection etc, low miles £800 Honda; 12 valve 2 litre x 2 good £300 the pair. Tel: 01363 866676. 45363

HISTORIC RACING

7 XANTHOS SPORTS CARS 23. Specialist restoration & spares service for Lotus 7 & 23b inc chassis, suspension, wobbly web wheels, bodywork, Perspex windscreens etc... Also available 3.7 chassis conversion to IRS for Lotus 7 For road or race use... I have 2 restored Lotus 7 for sale - One with IRS 37 rear suspension £21,000. One Standard 7 £P.O.A. Tel for details... 7s wanted for restoration – Please Tel: 01297 23566 w or 01626 873737 / 07971 446459. 45395



AUSTIN HEALEY 3000 mk2 1961. Built, prepared and maintained by Denis Welch Motorsport. Built to Appendix K GTS7 regulations. Eligible for FIA GT's and all other FIA sanctioned races where GT's are accepted i.e Spa 6 hours, Eiffel Klassik as well as Austin Healey club championship and Healey Driver International. Fully sorted and complete with FIA papers.
£43,000.
For details telephone +44 (0) 1785 816274 or 07768 366680.

ALFA GIULIA SPRINT GT 1965 RACE CAR. HSCC class winning, top Hat and GTA Challenge car. Raced Silverstone historic 2001. Jim Evans GTA c/ratio g/box, GTA ali bodyparts, magnesium Furiani wheels + set of alloy Alfaholic replicas. Strong fast FIA legal 1600 engine. HSCC papers. Will look at interesting swap or £15,000. Race support available. 07785 262769 or 01264 8603836. 45369

FIAT ABARTH 850 TC 1964, LHD, ROAD/RACE, fitted with A112 race engine. Original 850 engine rebuilt by Middle Barton also available. (Goodwood Revival 1998). Comes with huge spares package including some body panels etc, etc. £11,500. Tel: 07976 930448 (Surrey). 45343

MIKE BROTHERWOOD. THE HISTORIC LOTUS SPECIALIST. A complete spares & restoration service for space frame chassis and Coventry Climax engined cars. For sale Lotus Elite. Dry stored 30 years. Alexis Formula Junior. Lotus Beater Tel: (01380) 859989. Fax: (01249) 760530. Email: mikebrotherwood@aol.com Website: www.mike-brotherwood.com 48131

ROYAL RP3 HISTORIC FORMULA FORD, 1970, FIA papers, excellent condition, £8,750 ono. Keith, Tel: 01763-242663. 45321

SPEEDSPORT OFFERS ITS RACE WINNING EXPERTISE FOR ALL TYPES OF CAR PREPARATION FROM OUR WORKSHOPS AT SILVERSTONE CIRCUIT. Highly skilled staff-highest quality work. Tel: 01327 858167, FAX: 01327 858518, Email: info@speedsport.co.uk www.speedsport.co.uk 49242

MISCELLANEOUS

CAMERAS... LEICA R6.2, With 35-7 Elmar, LEICA APO Extender LEICA R5 with Leitz Elmarit f 2.8 LEICA rare Telyt 500mm, all mint, the lot for £2,000. Failing eyesight forces sale, Roy on 01908 587511 (office hours). 53340

MOTOR HOMES

CHEVROLET SHASTA 22FT CAMPER. Sleeps 6. Full bathroom. Hot water. Kitchen. Air con. Satellite. Immaculate condition. £14,000. Call Nick 0034 657 908 071. Fuengirola, Malaga, Costa Del Sol. 45325

PROPERTY

FREEHOLD PROPERTY OF INTEREST TO CAR COLLECTORS OR RESTORER. Four bed chalet in 1.25 acres with storage & parking for many vehicles plus log cabin, gymnasium. Large static caravan, many fruit trees, very private and secure located West Sussex, 6 miles from Goodwood. Price circa £500,000 Email: peter@oddcars.com, Fax: 01243 555051. 48985

HOUSE FOR SALE SUIT MOTOR CAR ENTHUSIAST. Bucks/Berks border. Convenient M4, M25, M40. Quick access to Heathrow & mainline stations. Garaging & undercover parking six or more cars. Ample further space for trailers, boats & more cars. magnificent covered swimming pool. Delightful view. 4 beds, 3 bathrooms. Guide price £925,000. Call: 01628 603135. 45329

PUBLICATIONS

AUDI, JAGUAR, MERCEDES BENZ, Porsche, Lexus, BMW and Mitsubishi, factory original workshop owners and electric (ETM) manuals for most models. TMC Publications, 5817 Park Heights Avenue, Baltimore, MD 21215, USA. Tel: USA 410 367 4490. Fax: 410 466 3566. www.tmpubl.com 36025

MOTORING LITERATURE BOUGHT AND SOLD

DAVID THOMAS' NEW SHOP AT:

UNIT 3, LEIGHTON COURT, MUCH COWARNE, LEDBURY, HEREFORDSHIRE, HR8 2UN.

OPEN TUES, THURS, FRI - PLEASE PHONE FIRST

Tel/fax: 01531 640514

www.allautobooks.com

BOOKS, RARE AND NEW: Autocourse, F1 annuals, biographies, race team and marque histories, race posters and F1 programmes. Magazines particularly Autosport and Motor Sport. Big shop near J.13 M1 open Mon. to Sat. 10a.m. to 5p.m. Secure website: www.collectorscarbooks.com E-mail: sales@collectorscarbooks.com We buy quality books Tel: 01525 290088, Fax: 01525 290044. Collectors Carbooks 14 Bedford Street, Woburn, Beds. MK17 9QB. 47014

CAR HANDBOOK SPECIALISTS. Handbook specialist, large stock of car original owners handbooks, also workshop manuals, and parts books sold, bought and exchanged. Tel: 0208 337 7452 and fax: 0208 241 8012. Email: spenceraa@sma-netlink.co.uk Web: www.carhandbooks@co.uk 47053

OLD MOTORING LITERATURE BOUGHT AND SOLD. Books, brochures, magazines always wanted. Les Wilson, 32 Beach priory Gardens, Southport, PR8 1RT, Merseyside, UK. Tel: 01704 513122. Fax: 01704 513123. 48144

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 47055

SIMON LEWIS - SPECIALISING IN MOTOR RACING BOOKS & COLLECTIBLES. New, Old, rare. Autocourse, Biographies, Autographs, Photos, Summer 2002 100 page mail order catalogue now available £3 in Britain or £4 Elsewhere. Simon Lewis Transport Books, PO Box 9 Coleford, Gloucestershire GL16 8YF. Tel: (01594) 839369. E-mail: simon@simonlewis.com WEBSITE www.simon-lewis.com 47012

VINTAGE MOTORSHOP, still has the largest variety of motoring literature, new and secondhand books, handbooks, workshop manuals, parts books, magazines and brochures. Open Thursday, Friday, Saturday 11.00-5.00pm or by appointment, world wide mail order service available. 749 Bradford Road, Batley, West Yorkshire WF17 8HZ. Tel/Fax: (01924) 470773. www.vintagemotorshop.co.uk E-mail: books@vintagemotorshop.co.uk 47015

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. 47054

RACING CARS

MCLAREN M6 GTR. Professionally built replica, finished in McLaren orange, black Connolly hide interior. One owner, 17,000 dry miles, 3.5 litre V8. Very rare car. Reg No. A6 GTR included in price £21,500. Tel: 01455 212995 or 07941 518855. 45385

RACING SALOONS

JAGUAR XJS V12 MANUAL. Production No 38, immaculate and perfect for 70s production coupe racing, featured in Jag enthusiasts mag. £5,000. Tel: 01363 866676. 45361

SPECIALIST SPORTSCARS

THE SPECIALIST SPORTSCAR CENTRE. Thoroughbred and handcrafted, new custom built Marlin Sportster (road or race), Hunter and Makaira models to your specifications. Factory servicing, maintenance and repairs for all specialist sportscars. www.marlin-cars.co.uk - Tel: 01363 773772. 45359

STORAGE

STORAGE BETWEEN PORTSMOUTH, SOUTHAMPTON. offered by private collector, a few spaces available, new building, alarmed, de-humidified, secure, NO VAT. Tel: (01489) 877873. 45330

TRANSPORT

CLASSIC VEHICLE COLLECTIONS. CARRIERS OF FINE VEHICLES. We are a vehicle logistics company working within the UK and Europe. We have covered transporters and can move vehicles in multiples of one to four. We have secure covered storage facilities for long or short terms. For more information on our varied services please contact David Smith on 01483 223566. Have you seen our website yet! www.classicvehiclecollections.co.uk 45479

DODGE 7.5 TONNE TRANSPORTER. Tax & MoT. Belly lockers, awnings, 5 speed conversion tail lift. Takes 2 cars plus equipment. Excellent runner. £2,000 ono. Tel: 01722 717917, Mobile: 07919 221232. 45379

TRANSPORTATION/RECOVERY

NATIONWIDE TRANSPORTATION 7 RECOVERY SERVICE ON ALL VEHICLES. Fully insured, ring for competitive quote. Contact Old Road Garage. 24 hour service Tel: (01792) 815895. 47953

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

WANTED

The Mystery Morgan Buyer

Tries hardest, travels furthest, pays most.

Tel: 020 8200 9404

or

07836 229 800

For all your historic racecar and parts requirements visit:
www.historicracecars.net
www.historicparts.co.uk
To advertise cars or parts FOR FREE! contact:
len@historicracecars.net
Tel: 01525 270347

WIRE WHEELS

BRITISH CLASSIC WIRE WHEELS. Wire wheels, hubs, spinners chromed or painted for every car. World's longest warranties. Peter Rees 01892 771170, France 0033 247 980 153, Fax: 0033 247 980 701. 45388

Andrew Currie

Automotive Literature
Unit 40 Murrell Green Business Park
London Road, Hook RG27 9GR
(Situated on A30) (Junction 5 M3 Motorway)
Telephone: 01256 766077
Tel: International 44 1256 766077
Email: andrew_currie@btinternet.com
Motoring Literature
FOR SALE AND WANTED
We specialise in motoring brochures, from 1900 to present day.
All types of motoring literature bought and sold.
Evening Telephone: 01276 477201
24 Hour Fax: 01276 451612
24 Hour International Fax: 44 1276 451612 39765/09

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.
Thousands of Christmas gifts available.
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

AUTOPLAY

3 MINUTES FROM JUNCTION 22 M5, SOMERSET
TEL: (01278) 780 404 MOBILE: (07836) 700804



Aston Martin Virage Volante. Wide-bodied car 1996 (P). Finished in Graphite Black Metallic with full Biscuit Leather piped black. 29,000 miles with total AM service history. Last famous owner since 1997. All usual Aston features. Glorius in every way **£64,995**



Mercedes-Benz SL 500 1995 (M). Finished in Nautic blue with Mushroom leather. 2x electric memory orthopaedic seats, rear seats, climate control, adaptive suspension, AMG alloys. 3 owners. 54,000 miles with FSH **£22,995**



Mercedes-Benz E55 AMG 1999 (S). Finished in Brilliant Silver with 2-tone black/silver leather. Fully loaded including Climate, Air Con, electric heated memory seats, stacking CD, 18" AMG alloys, cruise control and ESP. 70,000 miles with full Mercedes service history. Absolutely stunning **£22,995**



Ferrari 348T Mondial Cabroilet 1990 (G). Finished in Rosso Corsa with Crema hide and red carpets. Air Conditioning, power steering, ABS and stereo. 3 owners. 28,000 miles with FSH **£25,995**



Mercedes-Benz 500 SL 1984 (B). Finished in Cyprus Green with light beige cloth. Features include rear seats, cruise control and 8 hole alloys. 120,000 miles. With full MB Service History **£9,995**



Georgie Boy Pursuit Custom Turbo Diesel 1998 (R). 36ft with 12ft Lounge Slide-out. UK Supplied. 6 berth with rear Queen Bedroom. Fully loaded including Automatic levelling jacks, colour reversing monitor (with sound), double glazing, ABS, triple Air-con and twin central heating furnaces. Under 7.5 tonne **£52,500**

SUPERCARS

Terry Keys Motorsport

Independent Ferrari Specialist

Workshop: 01327 857368
Mobile: 07768 363668
www.ferrari-repairs.com

Owning a Ferrari can be stressful and damaging to your wallet. Be not afraid - we at Terry Keys Motorsport look after you and your car, from the smallest blemish to a complete rebuild that won't upset the following:

bank manager / wife / mistress

Phone for this month's special price list on 348.

CARS FOR SALE

- Ferrari 355 Berniletta 96, fly yellow, LHD, FSH . .£39,995
- Ferrari 308 GTB Glassfibre 76, fly yellow, full history, just undergone major mech. work, perfect in every respect £24,995
- Ferrari 308 GTB, red, 50,000 miles, needs slight attention £19,000

VEHICLE INSPECTION & ALARM SYSTEMS FITTED.

COLLECTION & DELIVERY

49753/11

---

11 years factory experience specialising in GENUINE

AC and COBRAS

Servicing • Repair • Body Repair trimming • Restoration

FOR ALL YOUR SERVICING NEEDS LOOK TO

redline PERFORMANCE ENGINEERING



1995 AC ACE

30,000 miles, 5ltr V8, automatic, finished in tourmaline green, green & magnolia leather interior, walnut trim, owner from new, black powered hood, fsh, radio/cd, ac, abs, this AC is in exceptional condition with all factory extras including fully adjustable electric heated seats, alarm immobiliser. **£33,500**



1999 AC SUPER BLOWER

7,800 miles, 5ltr supercharged V8, finished in stunning iridescent blue pearl, blue leather trim, magnolia carpets, satin gold body fittings, 1 owner from new, specification on this AC has every possible factory extra, has been regularly maintained plus in a faultless condition as well as providing outstanding performance for the supercharged engine. Enquire for full specification.

NOW AVAILABLE
Set Price Service Menu & Brokerage Service
ENQUIRE FOR FULL DETAILS
Tel 01932 355508
E-mail neil@redlinepe.co.uk
www.redlinepe.co.uk
Contact Neil Fisher 49457/11

NOSTALGIA

AC COBRAS

(1963-2002)
FROM ROD LEACH
N.B. ONLY GENUINE AC COBRAS - NO KIT/REPLICARS



1994 AC COBRA LIGHTWEIGHT – R.H. DRIVE
1965 MK3 style 'shortnose' bodywork & interior. 360 bhp handbuilt 5 litre SVO Stage 3+ engine. Many mods & extras incl. full suspension conv., 17" split rims, 3.77 diff. etc. Reg. No. 146 AC. 4,500 miles & truly exquisite!



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.



1994 MAZDA RX7 'ESPRIT' – R.H. DRIVE
Mind-blowing 'Midnight Society' machine, therefore genuinely capable of 200mph! Hugely modified plus every luxury. 16000 miles and totally unmarked. £38,500

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.)

51630/12

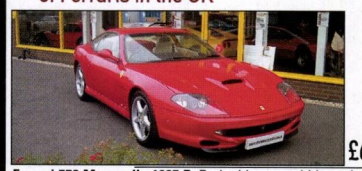
THE FERRARI CENTRE

Kent High Performance Cars

Probably the largest indoor display of Ferraris in the UK

A trading name of Kent High Performance Cars (Sales) Ltd.

• SALES • SERVICE • RESTORATION • ACCESSORIES •



£67,500

Ferrari 550 Maranello 1997 R. Red with crema hide and red carpets, 27,600 miles, twin airbags, full service history. An outstanding example.



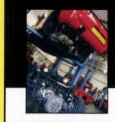
£38,995

Ferrari 328 GTS 1989 G. Red with magnolia hide and red carpets, 19,500 miles, air conditioning, colour coded rear aerofoil, abs model. One of eight 328's available.



£39,995

Ferrari F355 Berlinetta 1995 M. Left hand drive. Yellow with black hide and black carpets, 39,900 kms, air conditioning, airbags. Excellent value, price to include service and cambelts. Many more LHD's available.







Selected Ferraris... Many more available

Ferrari 355 F1 Spider 1998 S. Red with black hide and red carpets, 16,500 miles, air conditioning, twin airbags. Fitted with Tracker.....**£69,995**
Ferrari 348 Spider 1994 L. Red with black hide and red carpets, 11,400 miles, air conditioning. Stunning and in immaculate condition ...**£44,995**
Ferrari 512 BB 1977. Red with black hide, 13,000 miles. One of the best examples available. Call for full details.....**£44,995**
Ferrari 328 GTB 1987 D. Red with black hide and red carpets, 14,700 miles, air conditioning, sports exhaust, colour coded rear aerofoil, pre abs model **£36,500**
Ferrari 308 GTS QV 1983 A. Red with magnolia hide and red piping, red carpets, 44,300 miles, air conditioning, deep front spoiler, colour coded rear aerofoil, 16" Speedline wheels... .....**£27,500**

Target Business Centre. Bircholt Road. Parkwood. Maidstone. Kent ME15 9YY

sales@theferraricentre.co.uk
www.theferraricentre.co.uk
07000 360355

Independent Ferrari specialist since 1983

Edmond Harris

Classic & Racing Porsche



1973 Carrera RS Lightweight M471. Lhd.White/Blue. Period competition history, recently fully prepared for historic events. Very quick indeed and complete with full FIA papers.
1973 Carrera RS Touring Rhd.Blue/Black lettering, 90,000 miles, 4 owners. Excellent condition, matching No' car. Electric windows and sunroof. Sport seats, 7x8" (as new) wheels. POA.
1973 Carrera RS Touring Lhd.Black/Red lettering. Absolutely superb original car. Matching No's, all original panels, interior as new.7x8" (as new) wheels. LSD. POA.
1973 Carrera RS Lightweight M471. Lhd.White/blue. Extremely original car, now fully restored to 'as new' condition. Original engine & gearbox fully rebuilt.Perfect original seats. 7x8" wheels. POA.
1974 Carrera RS 3.0 Ltr. Lhd.White/gold. Original car with excellent period history.FIA Papers. POA.
1992 964 Carrera 2 RS Clubsport Lhd.Rubystone, original M003 car (1 of 150 built). Factory roll cage, original magnesium wheels, 47,000 Klm's FSH.2 owners from new. Never raced or used for track days, never painted.Superb original car. £35,000.
1966 910.White, superb and original unrestored car. Fully rebuilt engine, transmission, suspension, brakesetc. Great period history and complete with full FIA papers. POA.

ALSO.

LARGE SELECTION OF ORIGINAL FACTORY WHEELS
(RS, RSR, 911R, Minilities, 917 908/3, 910, 6/7/8/9 & 11" Fuchs)
908 & 917 brake callipers, big fuel tanks, original RS/RSR/911R/ RSK seats.
RSR CD boxes, RS/RSR original spoilers and ducktails, slide throttles, factory comp exhausts, cibies instruments etc

CALL FOR FULL LIST AND PRICES.

•WANTED•

Factory competition cars purchased for stock. RS to 917.

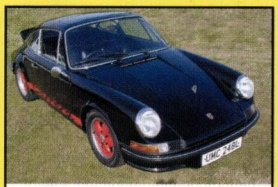
Tel. 0044 (0) 1993 778 423. Fax. 0044 (0) 7000 356 911
e-mail. russell@edmondharris.fsnet.co.uk

Historic Rally/Race Porsche 356 C



Rare & quick RHD 1963 car prepared by Francis Tuthill & Andy Prill. Ready for stage, road or marathon events & ideal race car. High output engine, close ratio gearbox, competition clutch, dual circuit brakes, full cage & fire system, Sparcos, Brantz, 4 Cibie Oscars & much more.
OIRO £23,000
Call Ben 01491 613722

44043/10



Porsche RS Carrera 1973
replica with a difference, will far out perform, outhandle and outbrake the real thing. 3.6 Motor. 265HP. Ultimate trackday car. Totally at home on the road. Total, correct restoration owned by me for 14 years. FSH.

£19,950

Contact John Young.
01245 248001 or
07768 973343

55709/12

Maverick Motorsport

HISTORIC CHAMPIONS 2000, 2001, 2002

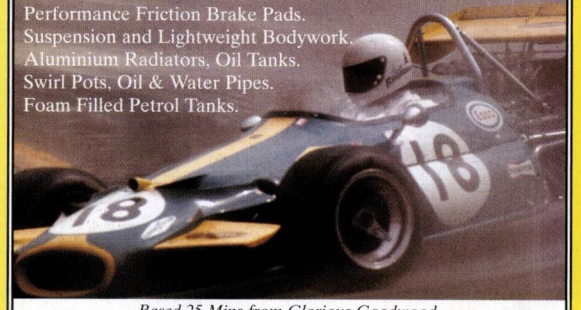
Specialists in the preparation and restoration of the Brabham Marque

Ask for details on,

- Frame Up Rebuilds.
- Test and Race Support Packages. UK and Europe.
- Cars for Sale.

We Can Also Supply:

Bespoke Stainless Steel Exhaust Systems.
Wheels
Performance Friction Brake Pads.
Suspension and Lightweight Bodywork.
Aluminium Radiators, Oil Tanks.
Swirl Pots, Oil & Water Pipes.
Foam Filled Petrol Tanks.

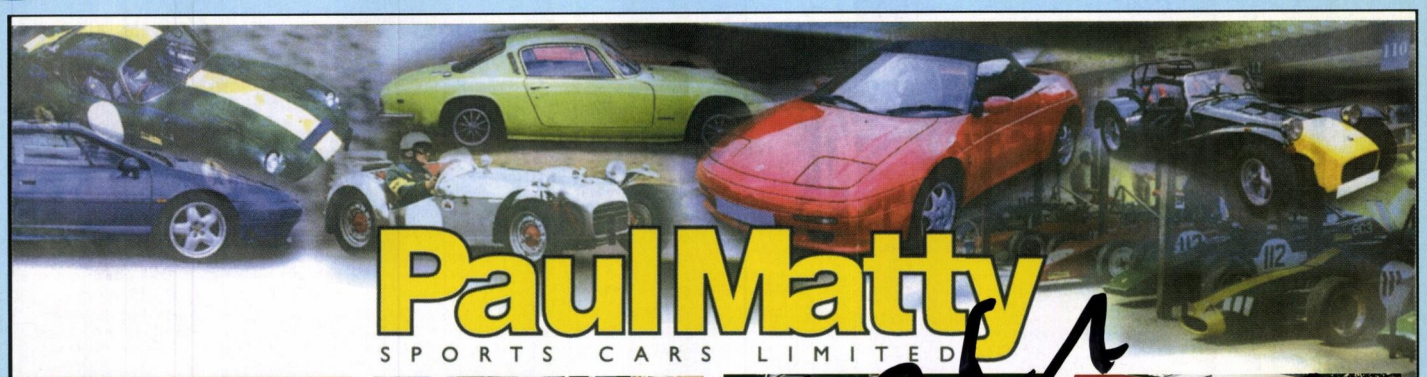


Based 25 Mins from Glorious Goodwood.

Tel or Fax 01730 812327

Join us for the new historic European F2 Championship in 2003
Please contact us for further details.

BRITISH SPORTSCARS



Paul Matty

SPORTS CARS LIMITED



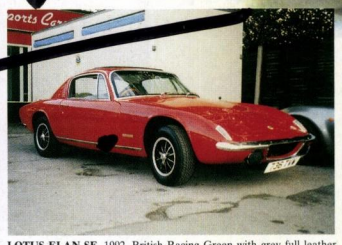
SO YOU WANT TO TAKE PART IN TRACK DAYS? You want to hillclimb and sprint and drive the car on the roads, but don't want to spend fortunes? Here it is:- **WESTFIELD FW400.** Carbon fibre tub, 190bhp VHPD brand new engine to be run in. Hewland LD200 (change your ratios to suit each circuit if you require). Factory Motor Show car. £39,000 is the new price. Only **£18,995**
WESTFIELD SE. 1700cc with twin Webers. Ivory with black seats, red carpets and red weather equipment. Chrome headlights. Minilite replica wheels. In lovely condition **£5,500**
FORD ESCORT MK1 TWINCAM 1970. Ex-Ford development car. Restored in 1995 including a replacement shell, to historic rallying specification and comes complete with a RACMSA log book **£14,950**
CATERHAM 7. 4 speed. Yellow/aluminium. Caterham adjustable seats with head rests. Full harness. Sports exhaust. 9,000 miles from new. Beautiful condition **£10,950**
CATERHAM 7 1700. Yellow. Rebuilt engine, gearbox, LSD, Minilite replicas. FIA bar. Cycle wings **£10,500**
MERCEDES 300SL. Bright red. Magnolia leather. Hard and soft tops. 87,000 miles. A/C. Special 18" wheels. Stunning **£15,950**



TRANSIT TRANSPORTER DIESEL 1990. ... by Paul Matty Sportscars from new. Specially construc... our transportation of Lotus cars. Lightweight body. Su... dition. Low mileage. no accidents ..... **£9,500 + VAT**
LOTUS ELISE 2000. W-reg. Silver bodywork with black leather interior, radio cassette, 7,000 miles only, one owner from new, FSH **£17,250**
LOTUS ESPRIT TURBO S4. 1995 in Norfolk Mustard with black leather interior, air con, glass roof, 45,000 miles only. Full service history **£17,950**
LOTUS ELISE 1998. In British Racing Green with black leather interior, radio fitting kit, floor mats, driving lamps, one owner, 17,000 miles only **£14,750**
LOTUS EXIGE. 2000 X. Silver with black interior. One owner. FSH. In excellent condition **£22,950**
LOTUS ELISE. 2001. Ex Lotus development engineer's personal car. Close ratio box. IIIS wheels. IIIS seats, special shock absorbers. Finished in pearl yellow. Alloy window winders. FSH. 17,000 miles only **£17,250**



LOTUS ELISE. Limited Edition Type 79. 2000W. Black and gold with matching interior. Gold window winders. 16,000 miles. FSH. Radio/CD. Driving lamps. A stunning car at **£18,250**
LOTUS ELISE. 2000 X. Pearl yellow. IIIS black leather seats. Alloy door handles. Short gear shift. Radio fitting kit. Driving lamps. Sports exhaust. Chip protection. 19,000 miles **£16,500**
LOTUS ELISE. 1998. Titanium with red leather, red hood. Driving lamps, alloy handles, floor mats, radio cassette. FSH. Excellent value at **£13,995**
LOTUS ESPRIT GT3. 1998. Norfolk mustard with black leather. A/C. Factory removeable sunroof. V8 seats. Highline dash, radio/CD. In excellent condition having covered only only 34,000 miles with FSH **£19,950**
LOTUS ELAN S2. Limited Edition No 165. Medina Green with navy blue full leather interior. 56,000 miles only with good service history. In lovely condition **£13,950**
LOTUS ELAN S2. 1994. Medina Green. Magnolia leather. LHD. 23,000 miles. Lovely condition **£13,950**



LOTUS ELAN SE. 1992. British Racing Green with grey full leather interior. In exceptional condition having covered only 22,000 miles from new. Radio/CD **£12,950**
LOTUS ELAN SE. 1990. Calypso red with grey interior. Radio/CD. FSH. Only 27,000 miles from new. Stunning **£12,950**
LOTUS ELAN SE. Norfolk Mustard in grey full hide with yellow stripe interior. 65,000 miles. FSH. Polished alloys. Exceptional car **£11,950**
LOTUS ELAN SE. 1991 J. Aqua blue with grey full leather. Battery master switch alarm. FSH. Later trim. Very nice condition **£10,950**
LOTUS ELAN +2S 130/5. Affectionately known as 'Rosy' throughout her life. Dazzling red with otmeal interior. Obviously completely restored. Personal registration **£9,750**
LOTUS ELAN +2 130/5. 1974. Unique metallic green with immaculate oatmeal interior. Replacement chassis. In very nice condition. Well known to Club members **£8,495**
LOTUS ELAN +2S 130. White bodywork with black interior. Replacement chassis. A good example with massive history file. Ready to enjoy **£7,995**

12 Old Birmingham Road, Bromsgrove, Worcestershire, B60 1DE
Tel: 01527 835656 Fax: 01527 575172 Website: www.paulmattysportscars.co.uk

BIRMINGHAM
Clarks TVR
492 Birmingham Road, Marlbrook,
Bromsgrove, Worcestershire, B61 0HS
0121 445 0131

BRISTOL
Williams Automobiles Ltd
St Philips Causeway
Avon Meads
Bristol, Avon
BS4 3BD
Tel - 0117 971 9191
www.williamsautomobiles.com

DERBYSHIRE
Peter Smith
Station Road, Hatton, Derby, DE65 5EL
01283 813593
www.petersmithsportscars.co.uk

DORSET
Westover Sports Cars
Salisbury Road
Tel - 01258 451 211
Contact: Will Deedman
www.westovergroup.co.uk

LONDON
Mole Valley
360-366 Leatherhead Road
Chessington,
Surrey, KT9 2NN
Tel: 020 8394 1114
www.mole-tvr.co.uk

NORTH OF ENGLAND
Hexham Horseless Carriages
Haugh Lane,
Hexham,
Northumberland, NE46 4HF
01434 601666
www.tvr-hhc.co.uk

SKIPTON
TVR Military Sales
Albion House, Rope Walk,
Otley Street,
Skipton, BD23 1ED
0156798172

SUFFOLK
Kerridges
The Hall Garage,
Needham Market,
Ipswich, Suffolk, IP6 8EG
01449 720222
www.kerridges.co.uk

WARWICKSHIRE
Kings Sports Cars
Heathcote Lane, Warwick,
CV34 6SP
01926 477300
www.sytnergroup.co.uk/kings/tvr/

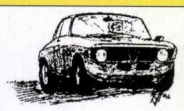
WILTSHIRE
David Hendry Cars
Kingfisher Mill, Park Road, Malmesbury,
Wiltshire, SN16 0BX
01666 824369
www.dhcars.co.uk



TVR
Spirit of driving

The World's Historic Racing Cars for Sale

Gran Turismo Engineering



CLASSIC ALFA ROMEO SPECIALISTS FOR ROAD, RACE & RESTORATION
S.W. LONDON. Tel/Fax: (020) 8332 7633 MOBILE: 07860 538 437
Viewing by appointment.



Alfa Romeo Giula Sprint GT. Built to H.R.S.R. Appendix K regulations. 1600 engine developing 135 BHP at back wheels. C/R GTA gearbox 5.10:1 Limited slip. Differential GTA magnesium wheels and GTA L/W boot, bonnet, doors £16,750 or hire/drive



Alfa Romeo Giula Sprint GT. Currently under construction to full F.I.A. Appendix K regulations. Based on Rust free South African Bodyshell can be completed to race or rally spec at this stage £P.O.A.



Alfa Romeo 2000 GTam replica based on 2000 GTV Bodyshell. Full roll-cage and safety equipment. Perfect entry level car for GTA challenge races £10,000 (car similar to above)



Alfa Romeo Giula Sprint GT. Built to F.I.A. Appendix K regulations. 1600 engine developing 120 BHP at back wheels. Completely rebuilt. Eligible for H.R.S.R. Championship, Top Hat endurance races, GTA Challenge etc £14,500



Alfa Romeo Giula Sprint GTA Junior original car in 1970 Group 2 spec. Currently running large Bore bottom end with original twin plug head. Original block available. A rare opportunity to acquire one of these very special cars £P.O.A.



Alfa Romeo Giula TI Super. Very well known F.I.A. Appendix K car offered at well below build costs. Ultimate spec car with 5.86:1 L.S.D 'Gripper' Diffs. GTA C/R gearbox, 155 BHP 1600 motor. L/W TI Super alloy panels and magnesium Campagnolo wheels £20,000

Race Spares Available: Full race F.I.A. Appendix K engines, C/R gearbox, L.S.D 'Gripper' diffs GTA wheels 6" and 7" x 14" diameter, Compagnolo copies for T1 Super, SZ, TZ etc. Alloy panels etc
Road Cars: 1300 GT Junior, 1600 GT Junior, 1750 GTV, 2000 GTV Cars available. Ring for details.

54944/12

Dave Griffiths Racing



- WORLD WIDE REPUTATION IN THE PREPARATION OF PORSCHE 917 & 908's
- FULL RACE PREPARATION AVAILABLE FOR PORSCHE OR OTHER SPORTS & RACE CARS
- SERVICING & REPAIRS ON ALL ROAD CARS UNDERTAKEN

Contact Dave or Ben
Dave Griffiths Racing
Unit 4, Lower Edgebold, Shrewsbury, Shropshire SY5 8NY
Tel/Fax: 01743 860908
www.davegriffithsracing.co.uk

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
(USA) 973.663.8485

www.race-cars.com

44043/10



For Sale

Lola T92/10 Group C

Chassis 003 of 3. Fitted with Judd 4litre V10: GV4001. This car has been raced throughout Europe since 1995, winning the Interseries Championship twice. The car is completely rebuilt to showroom condition and is fully race prepared. The car come with a huge selection of spares and tooling, fully documented history and set up data. Engineering support can be offered to the purchaser.



Also for Sale

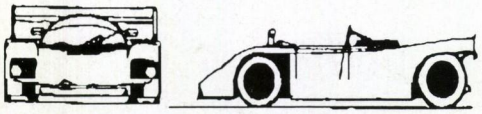
99 Reynard Champ Car

Ex Patrick Carpentier / Forsythe Racing. Offered as a rolling chassis in excellent condition. The car can be race prepared if required and is eligible to run in both the Uk and USA Boss series.
Full workshop and engineering facilities are also available to potential purchasers wishing to campaign either car.



Tel: +44 (0)1795 410800
Fax: +44 (0)1795 410801
Email: jmcneil840@aol.com

904-906-910-908/3-917-911R-2.7RS-2.8RSA-935-956-962-964RS-GT2



BRUNN RACING

If you have a special Porsche that needs the very best in expert attention

BRUNN RACING offers

- Full restoration service
- Specialist engine and transmission and chassis rebuilds
- New, second hand and rare parts in stock and sourcing service
- Race preparation for post-historic and modern Porsche race cars
- Full race and trackside support service
- Collection and delivery to any place
- Suspension set up of road and race car for track day users
- 2 wheel and 4 wheel rolling road in house for running in and fault finding

For more details and to find out more please contact Dr. Siggi Brunn

Tel: +49 6271 3532
Fax: +49 6271 1733
Email: racing@brunn.org
Website: www.brunn.org

53208/12

904-906-910-908/3-917-911R-2.7RS-2.8RSA-935-956-962-964RS-GT2

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

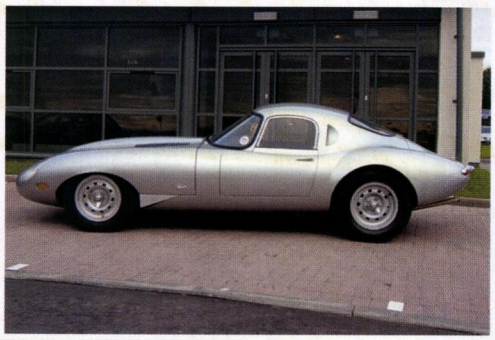
1978 ARROWS F 1



Chassis A1-3 propelled Riccardo Patrese to a 4th in GP of Canada. Race-ready for Historic Grand Prix / SVRA or TGP in Europe with extra set of wheels, Cosworth DFV and FIA papers.
Joe Willenpart 001 443 362 6422, avondale@intercom.net more pics at www.vintagesecurityracing.com and www.historicgrandprix.com
1914 Rolls Royce Silver Ghost also available

Classic AutoSports

Tel: 01241 830557
Fax: 01241 830442
Mobile: 07889 887803
Station House, Lunan Bay, Montrose DD10 9TG



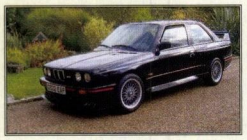
JAGUAR E-TYPE ROADSTER RACE CAR. 3.8 Rob Beere engine. Built from new bodyshell in 2001. Beautiful and quick **£36,000**
JAGUAR E-TYPE FHC. Race prepared with Rob Beere engine, Rebuilt 2001with all new parts **£30,000**
NEW E-TYPE BODYSHELL, with new frames, painted, roll cage. Wiring loom, pedal box, etc **£12,500**
NEW E-TYPE BODYSHELL, roll cage, frames, bare **£8,500**
ALL E-TYPE AND XK SERVICING AND UPGRADES

The World's Historic Racing Cars for Sale

WINNERS OF THE 2002 WILLHIRE SIX HOUR ENDURANCE

OAKFIELDS

ESTABLISHED 27 YEARS



1990 BMW M3 EVO SPORT

Black with Motorsport trim, only 34,000 Kms from new and only two owners. A very rare car which has been the UK since 1998. Presented in immaculate condition **£22,950**



1990 BMW M3 215 BHP

White with Black Leather, UK Supplied. One owner since the car was two months old, ONLY 6,900 Miles! With Factory sunroof, Air Conditioning, Absolutely as New! **£19,950**



1990 BMW M3 GRP N

Built to [illegible] Specification in 2001, Tested but un-raced. Full Endurance Specification including 100 litre tank. Gas suspension, [illegible] engine and gearbox. Please call for full Specification. **£POA**



1986 AUDI QUATTRO SWB

One of only Six Original UK cars. Dark Green with Grey Recaro half leather, 52,000 miles with FSH and Extensive History file, Only three owners from new. Original Kevlar bodied car in superb condition. **£37,950**



1989 FORD SEIRRA COSWORTH

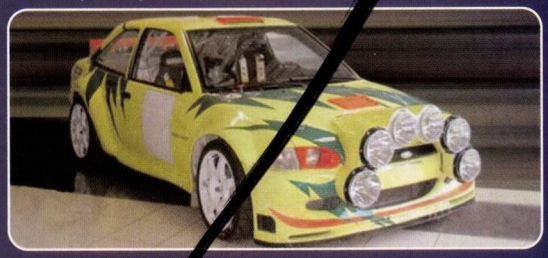
Built by R.E.D in 1989 to GRP N Specification for Roger Clark to compete on the Tour of Britain. Later used by Colin McRae. Very original car with a spares package in very good order **£19,950**

TEL +44 (o) 1256 760256
WEB www.oakfields.com

Classic Car COLLECTION proudly presents

1998 Ford Escort Maxi Kit Car Group A

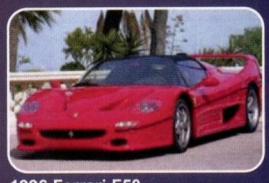
One of only three existing evolution 2 cars built in the UK by factory approved' Gordon Spooner. The sister car of British Champion Gwyndaf Evans. Fitted with Motune 2 litre, 285bhp engine with Pectel EMS. 6-speed Powershift sequential transmission and super-light chassis. 16 wheels and many spare parts supplied. Full factory rebuild in 2000 and only 250km since. UK registered. Available immediately in Europe for only **Euro 79,000** incl. taxes.





2001 Ferrari F360 Spider F1

TWO AVAILABLE! One in red over black hide and one in blue over cream hide. Large service recently done. Both only 26,000km and with immaculate service records. Located in Europe and available immediately for only **Euro 119,000** export price or **Euro 139,000** incl. tax.



1996 Ferrari F50

One owner and immaculate service records, books, accessories and tools. This incredible car has never been driven hard or been anywhere near a track. Large service recently carried out. Located in Europe and available immediately for **Euro 440,000** incl. tax.

Classic Car Collection S.A. • Geneva • Switzerland • 9am - 10pm 7/7 • Email: info@carclassic.com

Tel: +44 22 329 17 22 www.carclassic.com



Lynx XJS Eventer

A really outstanding example of this rare and sought after XJS conversion, presented in first class order. 5.3ltr V12 with manual 5-speed gearbox. Please contact us for full details ..... **£ 13,750**



Jaguar XK140 FHC

With only 3000 miles since full mechanical and concours rebuild, this is a magnificant example of an original RHD car (2nd place at Beaulieu Concours). Black with red Suffolk & Turley interior ..... **£ 29,250**

CKL DEVELOPMENTS

ALSO FOR SALE: Brand New 2001 EV4 Race Shuttle Trailer

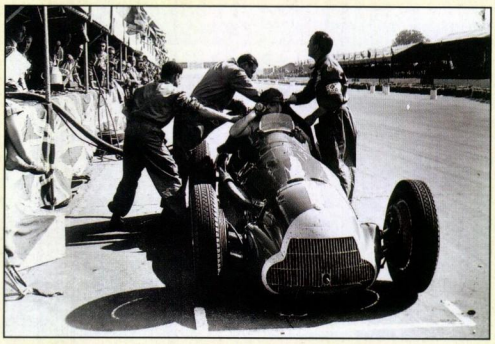
Fully enclosed, tilt-bed winch, front, rear and side doors. Only [illegible] miles since new and in excellent condition £ 6,000

CKL DEVELOPMENTS Ltd

Units 1 & 2, Coldharbour Farm Estate, Battle Rd, Dallington, East Sussex, TN21 9LQ

Tel: 01424 838250 Fax: 01424 838251 e-mail: sales@ckldevelopments.co.uk

For further information or details of historic car restoration, race preparation and support please contact us.



PIT STOP

0208 267 5253

INSPECTORS

Motorpits & Pitliners
mech-mate.com

DEVILISHLY CIVILISED THESE MECH-MATES

D.I.Y./BUILDER INSTALLATION

SHOWS at BEAULIEU Sept. 7 - 8, NEC Nov. 9 - 10, FREE Info.

2m 3m 3.6m **Motorpits** FOR YOUR NEW OR EXISTING GARAGE

Pitliners any length up to 3.8m & LINING DAMP BRICK / BLOCK PITS

DRY - NO HUMIDITY

EUROPE WIDE DELIVERY

+44 (0)1582 670500 Tel. UK 661663 Fax.

EUROPE +32(0)3 2399228 Tel. 2399231 Fax.

TOUGH GRP/ POLYESTER MOULDED

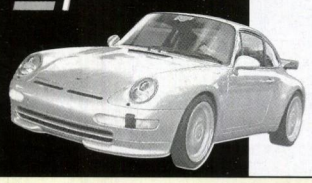
OPTIONS INC. JACKING BRIDGE & HIGH WATER TABLE VERSIONS

www.mech-mate.com

TRANSPORTATION

topdraw

the exclusive solution



Collection and delivery of classic and prestige vehicles throughout UK and Europe.

01844 281318

www.topdraw.uk.com



John Blythe
(MOTORS)
Transportation Courier of Classic and Vintage Cars
Tel: 01205 367812
Mob: 07721 622379

AUTODISCREET
CLASSIC & PRESTIGE VEHICLE TRANSPORT
Autotest
NATIONWIDE TRANSPORT 1-2 VEHICLES, OPEN OR COVERED. FRIENDLY DOOR TO DOOR SERVICE. BASED IN NEWPORT PAGNELL BUCKS. FULL WORKSHOP, BODY & MOTS.
CALL NOW: 01908 612869

ENGINEERING

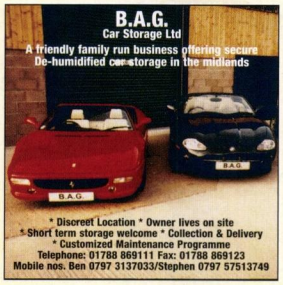
LYNCAR

ESTABLISHED 1970
RACE CAR ENGINEERING
DESIGN/DRAWING
FABRICATION/MACHINING
ALUMINIUM MONOCOQUES
A SPECIALITY

CALL MARTIN SLATER
01635 860066
NEWBURY

STORAGE

B.A.G.
Car Storage Ltd
A friendly family run business offering secure De-humidified car storage in the midlands



* Discreet Location * Owner lives on site
* Short term storage welcome * Collection & Delivery
* Customized Maintenance Programme
Telephone: 01788 869111 Fax: 01788 869123
Mobile nos. Ben 0797 3137033/Stephen 0797 57513749

LAKE AUTOSNUG
Classic and Modern Vehicle Storage
NEWBURY, BERKSHIRE M4 JUNC 13 4 MILES
Collection and delivery anywhere, servicing on site
Call us for long or short term prestige storage
01488 638032 or 07768 056254
Website www.lakeautosnug.co.uk
Suppliers of Airflow products

STORAGE

Need secure car storage in Reading or Wimbledon?

spaces personal storage

Offer new, secure, individually alarmed units with 24 hr direct access and roller shutter doors. Ideal for car storage on a weekly or seasonal basis. Short or long term rental at competitive prices.
Cow Lane, Reading, Berkshire
Tel: 0118 9573 333
67 Gap Road, Wimbledon
Tel: 020 8947 8088
www.spaces.uk.com

SPARES

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

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

MORGAN

6 GIBCRACKS, BASILDON, ESSEX
The Jaguar Specialist
at this location for 24 years
TEL: (01268) 558418
FAX: (01268) 555743

SWALLOW ENGINEERING





XK 150 AND EX WORKS ALFA ROMEO GTA CORSE
restored by ourselves
- RESTORATION
- OVERHAULS
- SERVICING
- RE-COMMISSIONING
- ROLLING ROAD TUNING

In fact for all your motoring requirements

www.racecar.co.uk/swallow

32077/09

IS THIS YOUR DREAM CLASSIC?



Then let us find it for you.

If you can't find the racecar you want in Motor Sport, reach for our free search service. Call 020 8267 5251 from 9.30am - 5.30pm Monday to Friday and we'll do the rest.

020 8267 5251

www.nickwhale.co.uk/sportscars

Official Morgan Dealer
MORGAN
Sales · Service · Parts
Nick Whale SPORTSCARS



Used Morgans Urgently Required
Contact Alistair Barton

Call the Enthusiasts
0121 772 4250
Bradford Street, Digbeth, Birmingham

Celebrating 35 years as a Morgan agent!



Order your new Morgan now for delivery next year and take advantage of our fantastic

'Anniversary Extras Package'

Ring Mike or Ben Duncan for more details on : **01299 250025**

IS THIS YOUR DREAM CLASSIC?



Then let us find it for you.

If you can't find the Morgan you want in Motor Sport, reach for our free search service. Call 020 8267 5251 from 9.30am - 5.30pm Monday to Friday and we'll do the rest.

020 8267 5251

Melvyn Rutter Limited

Est. 1976

The Morgan Garage
Little Hallingbury
Nr. Bishops Stortford
Herts CM22 7RA
England

Tel: 01279 725725

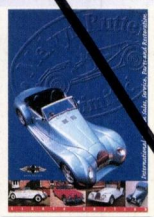
Fax & ISDN:
01279 726901

(SERVICE)
Tel: 01279 726605

(PARTS)
Fax: 01279 600498

E-Mail:
MR@melvyn-rutter.net

Visit our Web site:
www.melvyn-rutter.co.uk



NEW 8th EDITION
RUTTER CATALOGUE IN FULL COLOUR
Packed full of new things, it's fantastic £4 UK
£5 Continental Europe
£6 Elsewhere

MORGANS WANTED

MORGAN SALES, SERVICE, PARTS & WORLDWIDE MAIL ORDER

MAIN DEALER



NEW MORGANS – DELIVERY WITHIN 12 MONTHS

Morgans For Sale And Wanted

- 1993 Plus 8. Ivory/red leather, 16,828 miles, 1 owner **£23,995 •**
- 1993 Plus 8. Metallic red/stone leather, 14,167 miles **£23,750 •**
- 1993 Plus 8. Corsa red/black leather **£23,650 •**
- 1995 Plus 4 4 str. Connaught green/tan leather, 22,338 miles **£20,950 •**
- 1993 Plus 4 2 str. Indigo blue/black leather, 13,375 miles **£18,950 •**
- 1952 Drophead Coupe **POA •**
- 2000 4/4 4 str. Ivory/black leather, 3,116 miles **£25,950 •**
- 1998 4/4 2 str. Indigo blue/grey leather, 18,526 miles **£20,750 •**
- 1991 4/4 2 str. Corsa red/black leather, 12,635 miles **£15,950 •**
- 1989 4/4 2 str. Ivory, red leather, 12,467 miles **£14,950 •**
- 1938 4/4 Series 1 DHC, restored **£18,500 •**

SERVICE • REPAIR • RESTORATION
WITH ATTENTION TO DETAIL AND QUALITY
No job too large or too small
Telephone the workshop directly - 01279 726605

THE MORGAN WORLD MAGAZINE
A 50 page quarterly colour magazine by Melvyn Rutter for the Morgan owning community. Lots of interesting articles from around the world. Available by subscription, £16 UK £24 Europe £25 elsewhere (air mail)
Issue 8 Out Now, Back Issues Available
Order by phone for E-mail or go to the web site
VIEW THE NEW SITE: WWW.THE-MORGANWORLD.COM

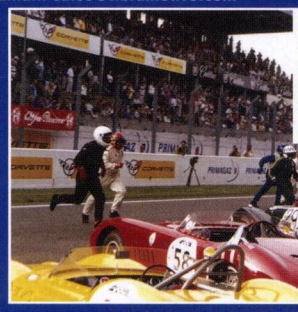
WEBSITE UPDATE: www.melvyn-rutter.co.uk

Melvyn Rutter Ltd

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



Le Mans Classic
Rob Wells sprints for the Morgan in the traditional Le Mans start. He wishes to say thank you for the drive at this fantastic event.

MORGANS FOR SALE

Aero 8 2002 4.4 Silver, 4,000 mls	£52,000	+8 1995 3.9 Connaught Green	£26,995
+8 2001 4.0 Royal Ivory	£34,995	4/4 2002 2str Red metallic,Lowline	£31,995
+8 2000 3.9 Midnight Blue	£30,995	4/4 2001 2str Royal Ivory,Lowline	£25,650
+8 1999 3.9 R.R. Velvet Green	£29,495	4/4 1995 2str Royal Ivory	£18,995

Morgans urgently wanted

Libra Motive Open Day
Sunday 17th November
10am - 5pm. Lots to see and do plus giant secondhand parts sale, phone for a list



Christmas Gifts
Phone for our list of great gift ideas or visit our web site

NEW CAR ORDERS • TEST DRIVES • SERVICING
REPAIRS • PARTS • TUNING
Visit our web site for photos of cars for sale
www.libramotive.com

Thomson & Potter

Morgan Dealers in Scotland

2002 Aero 8, Connaught green, stone leather piped green, ex demo **£56,995**
1989 F Plus 3.9. Connaught green, green leather trim, Simmonds hood, 32,000 miles, FSH **£21,995**
1994 L Plus 8 4.6. Brunswick green, tan leather piped green, simmonds hood, lots of goodies **£22,995**
1998 4/4 2 Seater. Connaught Green Black leather piped green walnut dash, 1 owner, low mileage **£19,995**
1976 +8 3.5 Burgundy Metallic, stone leather in excellent condition . **£14,750**

Burrelton, Blairgowrie PH13 9NX.
Tel: 01828 670247
www.morgansinscotland.co.uk

28831/12

F. H. Douglass

42993/10

Morgan Main Dealer
Sales, Service and Spare Parts
World-wide service
Established 1929
www.fhdouglas.co.uk

1A South Ealing Road, Ealing, London W5 4QT



98 4/4. Connaught green/black, sports seats, 10,000 miles **£21,750**
85 4/4. Royal ivory, wires, requiries some TLC **£8,250**
82 +8. Cypress green/tan, all alloy, 5 speed **£12,500**
99 +8. Porsche Speed yellow, black leather, chrome wire wheels, sports seats, mohair weather equipt, 5,000 miles **£31,995**
82 4/4 4 SEATER. Royal ivory, red leather, chrome wire wheels, 23,000 miles **£13,995**
89 4/4 4 SEATER. Low Line. Indigo blue, blue leather, chrome wire wheels, mohair weather equipment, 18,000 miles **£15,995**

LONDON'S OLDEST MORGAN DEALER
5 MINUTES SOUTH EALING UNDERGROUND
WE SELL, BUY, NEW AND USED MORGANS ONLY,
FOR FURTHER INFORMATION ON OUR CARS OR ORDERS FOR NEW MORGANS CONTACT TONY HEMPEL ON
020-8567-0570, FAX: 020-8840-8132
A NEW MORGAN SPORTSCAR IN LESS THAN A YEAR!

BRANDS HATCH Morgans

MAIN 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
Fax: +44 (0)1732 886387
email:
sales@bhm.uk.com
www.bhm.uk.com

MORGANS FOR SALE

Aero 8	2001	Le Mans Blue metallic	£53,950
+8 3.9	1998	Indigo Blue	£27,950
+8 3.9	1997	Indigo Blue	£27,500
+8 3.9	1984	Jaguar BRG	£24,750
+8 3.5	1981	Old English White	£23,750
+4 4str	1997	Connaught Green	£22,750
+4 2str	1997	British Racing Green	£20,950
+4 2str	1996	Connaught Green	£20.950
4/4 4str	2000	Corsa Red	£25,500
4/4 4str	2000	Connaught Green	COMING SOON
4/4 4str	1991	Tungsten Silver met	£16,990
4/4 2str	1998	Magnatite Blue	£21,500
4/4 2str	1998	Connaught Green	£21,250

Our stock list is changing very fast, please call us for latest information



New now from £27,500 on the road



TOK 258 Winner of the 2 litre GT class at Le Mans 24 hrs in 1962 and at the Le Mans Classic in 2002

Vintage Cars for Sale

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





24153/12

C1912 **CHARRON** Model 15 2-seat sports £14,000
1913 **NAPIER** 15 h.p. Colonial model tourer £35,000
1915 **METZ** 4-seat tourer £14,000
1919 **FORD** Model T 4-seat tourer £10,500
1921 **SUNBEAM** 16 2-seat tourer with dickey £17,250
1921 **SUNBEAM** 24hp 4/5 seat tourer £31,000
1922 **AURIA** 400 4-seater tourer £9,500
1924 **STANDARD** SLO4 13.9hp 4-seat Warwick tourer (photo) £12,500
1925 **METALLURGIQUE** S-type VoP tourer 2-litre c.h.c. (photo) £24,000
1926 **MORGAN** Grand-Prix 1100cc ohv w/c Anzani V-twin £17,500
1927 **ROLLS ROYCE** 20h.p. 2-seat drophead coupe by Cooper of Putney £24,500
1927 **SALMSON** VAL3 sport, 1100cc Fiat engine fitted £13,750
C1928 **MORGAN** 4-wheel single seat special. Dog-eared JAP ... £8,500
1929 **VAUXHALL** 20/60 Hurlingham £25,000
1929 **VAUXHALL** 20/60 Kingston coupe with sunshine roof £24,950
1930 **FORD** Model A 4-seat Phaeton. 3,285cc £12,000
1931 **ALVIS** 12/50 TJ 2-seat tourer with dickey by Cross & Ellis £19,750
1931 **ALVIS** 12/50 TJ Atlantic saloon £10,750
1931 **ALVIS** 12/60 Beetleback £26,000
1931 **RILEY** 9 Plus series. 4-seat tourer £15,500
1932 **ALVIS** Firefly drophead coupé by Cross & Ellis £18,500
1932 **MORRIS** Major Six sports coupe £8,000
1933 **AUSTIN** 7 saloon £5,500
1934 **AUSTIN** light 12/4 Eton 2-seat tourer with dickey seat £8,250
1934 **AUSTIN** 13.9 Newbury 4-seat tourer £11,750
1934 **HILLMAN** 16 six-light saloon £6,750
1934 **M.G.** K3 Magnette replica (modified K1) £54,000
1934 **TALBOT** 65 six light saloon £9,750
1926/34 **MORRIS** single seat "Midget Class" racing car £8,750
1936 **ALVIS** Silver Eagle 3-position drophead coupe £32,250
1936 **AUSTIN 7** Ruby 4-seat tourer £5,950
1936 **AUSTIN** 10 Cambridge saloon £5,250
1936 **FRASER NASH-BMW** 319/2 Drauz 2-seat Cabriolet £23,250
1936 **STANDARD** Flying 12 saloon £3,000
1937 **FORD** Model Y saloon £5,500
1937 **MORRIS** 8 series II 2-door saloon £3,850
1938 **RILEY** 12/4 Victor saloon. Manual overdrive top gearbox £9,750
1938 **ROVER** 10 six-light saloon £4,000
1947 **M.G.** TC £15,250
1949 **ARMSTRONG SIDDELEY** Typhoon sports saloon £8,950
1950 **DAIMLER** Special Sports by Barker £16,000
1950 **LEA FRANCIS** 2.5 litre 2+2 seat sports £23,500
1951 **DAIMLER** Special Sports by Barker £17,750
1952 **M.G.** TD £13,500
1952 **SALMSON** S4 E72 twin-cam 2300 drophead coupe £30,000
1953 **CITROEN** 11B Legere. Lhd £5,750
1953 **SUNBEAM** Talbot 90 Mk IIA saloon £5,250
1954 **VAUXHALL** Cresta saloon £800
1956 **LANCIA** Aurelia B20 series V coupe (2.5 litres) £20,750
1958 **JAGUAR** XK150 3.4 fhc £19,750
1958 **MERCEDES BENZ** 190SL. (Hard & soft tops) 29,000mls £24,000
1959 **JAGUAR** Mk I saloon. 3.4, automatic £12,000
1960 **JAGUAR** XK 150S 3.8 fhc £16,500
1961 **ALVIS** TD21 saloon. 4-speed manual £6,750
1961 **JENSEN** 541S Automatic (2-owners, 48,000 miles) £9,250
1962 **MERCEDES BENZ** 190SL. (Hard & soft tops) Lhd £12,500
1963 **JAGUAR** MkII 3.8 saloon. Manual gearbox with o/d £8,000
1963 **ROVER P4** 110 ..... £6,250
1964 **BENTLEY S3** saloon. £19,750
1964 **FORD** Corsair 1500 for restoration £300
1964 **JAGUAR** MkII 3.8 saloon. Manual gearbox with o/d & PAS £7,750
1964 **OLDSMOBILE** ninety-eight convertible 6.4ltr. 345bhp £9,500
1965 **AUSTIN HEALEY** 3000 MkII BJ8 2+2. One owner. 39,000mls £22,000
1966 **ALFA ROMEO** 1600 spider Duetto. Lhd £8,750
1966 **JAGUAR** E-type 4.2 series I roadster £26,500
1966 **LANCIA** Flavia sport Zagato (one of 25 ch.d.) £12,750
1967 **CITROEN** ID 19 saloon. Lhd £5,250
1968 **M.G.** B GT (Chrome bumper) Black £4,750
1968 **ROVER** P5B saloon £1,950
1968 **SUNBEAM** Alpine MkV 1725cc engine £5,250
1969 **DAIMLER** Sovereign 420 ..... £8,500
1969 **RILEY** 4/72 Farina saloon £3,950
1969 **ROLLS ROYCE** Silver Shadow (Mid-blue) £8,250
1969 **ROVER** 3.5 litre coupe £5,500
1969 **WOLSELEY** Hornet MkIII saloon £3,350
1971 **ALFA ROMEO** 1750 Spider Veloce £8,250
1971 **MASERATI** Mexico. Lhd £8,750
1971 **M.G.** B Roadster (Chrome bumper) (Red) Roll-bar fitted . £7,000
1971 **RENAULT** Alpine 110. 1600cc £18,250
1971 **VOLKSWAGEN** 1300 Beetle £1,700
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
1973 **DAF** 44 Luxe, One owner, 13,000 miles £1,125
1973 **MERCEDES BENZ** 350SL (Hard & soft tops) £16,000
1973 **ROVER P6 3500** automatic £2,350
1974 **M.G.** B GT V8 (Chrome bumper) (Black) £10,250
1974 **VOLKSWAGEN** 1300 Beetle £3,200
1975 **FIAT** 124 Spider. Lhd £4,750
1976 **M.G.** B GT V8 Sunshine roof (Orange) £6,750
1976 **PORSCHE** 930 Turbo. 3-litre, large intercooler, SC cams etc £15,000
1977 **M.G.** Midget with hardtop (Yellow) £2,600
1977 **M.G.** Midget 1500 (Red) £3,750
1977 **TRIUMPH** Stag. Automatic (Brown) £8,000
1978 **M.G.** B GT (Blue) £4,000
1978 **M.G.** B Roadster (White) £6,000
1978 **PORSCHE** 911SC (3 litre) £9,750
1978 **TRIUMPH** Spitfire 1500 ..... £4,250
1980 **M.G.** B Roadster (BRG) £6,000
1982 **M.G.** B Roadster (Yellow) £5,000
1983 **ROLLS ROYCE** Silver Spirit (White) £9,850
1984 **ALFA ROMEO** GTV RS coupe £3,250
1984 **BMW** M6 manual. Lhd £11,500
1986 **RENAULT** Alpine GTA 2.5 Turbo £6,750
1989 **EVANTE** £10,500

MOTORCYCLES

1923 **McKENZIE** 170cc £2,500
1967 **B.S.A.** B40 350cc. Ex WD £1,750

COMMERCIALS

1929 **PEUGEOT** 201 pick-up truck. Lhd £5,950
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

BOATS

1946 **CHRISCRAFT** Runabout 17'6" Delux. 3ltr. Grey Marine eng. £22,000

CARAVAN

TRADITIONAL GIPSY CARAVAN (Children's size) £3,500

TRACKED-ALL TERRAIN-AMPHIBIAN

CRAYFORD Argocat, 8-wheel, optional tracks £3,500

www.vintageandclassiccars.co.uk - Visit our web site

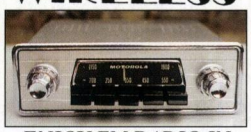
JOHN KNOWLES

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.co.uk

VINTAGE WIRELESS



ENJOY FM RADIO IN YOUR CLASSIC CAR

FM radios available for cars from 1930 to 1975 or we can convert your own.
Full range of aerials, speakers etc, always in stock.
Contact us for all your requirements.

The Vintage Wireless Co,
174 Cross Street,
Sale, Cheshire M33 7AQ.
Tel or Fax: 0161 973 0438

16857/09

ECURIE BERTELLI LIMITED

Vintage Aston Martins

info@ecuriebertelli.com
www.ecuriebertelli.com

Tel: +44 (0)1234 240024
Fax: +44 (0)1234 240054

The Specialist in all Vintage Aston Martins

Registered Office • 53 Stilebrook Road • Yardley Road Industrial Estate • Olney • Bucks • MK46 6EA • United Kingdom



1930 1½ litre International

Steel crank and rods engine. Much chassis work just completed. Runs extremely well. £47,000



1935 1½ litre MkII long chassis

Ulster spec steel crank and rods engine. Good general condition. A quick car. £50,000

See car sales on www.ecuriebertelli.co.uk for further details of these cars and others

SPEED SIX BENTLEY



Superbly restored in the guise of Old No'1, a unique opportunity to own this magnificent example. Price on application, but priced to sell!

NEIL DAVIES NDR HISTORIC RACING
www.ndr.ltd.uk

Email: ndaviesa@aol.com
Tel: +44 (0) 1923 220 370
Fax : +44 (0) 1923 232 058

27962/11

IS THIS YOUR DREAM CLASSIC?



Then let us find it for you.

If you can't find the Bentley you want in Motor Sport, reach for our free search service.
Call 020 8267 5251 from 9.30am - 5.30pm Monday to Friday and we'll do the rest.

020 8267 5251



SPORTS & VINTAGE MOTORS

Send now for our completely updated and redesigned spares catalogue.
More than **2000** new parts available.
New 9th ed catalogue in production

Catalogue
- ☐ 8th Edition £4 UK Postage Paid
- ☐ USA airmail $10 *(bills please)*
- ☐ Europe £5

"The No1 Name in Pre-War MG Spares"

Upper Battlefield Shrewsbury SY4 3DB **Tel:** +44 (0)1939 210458 **Fax:** +44 (0)1939 210644

DRIVE ON!



'24 BENTLEY 3 LITRE £PLEASE ASK
Darracq 15 hp Roi de Belges £Please ask
'06 Delaugere 25 hp £Please ask
'14 Morris Oxford de Luxe £20,500
'22 Austin 20 Tourer £19,950
'27 Fiat 509 Adams Special £12,950



'33 ROLLS- ROYCE 20/25 £39,500
'32 Austin 16/6 tourer £14,950
'33 MG J1 4 seater sports £16,950

THESE ARE A FEW OF THE RANGE OF VETERAN TO POST-VINTAGE CARS WE HAVE FOR SALE

'28 Fiat 520 Racer £24,950
'28 Fiat 509 Saloon £4,950
'35 Rolls-Royce 20/25 S.de V. £29,950
'48 Bristol 400 £16,500
'51 Bristol 401 £12,500
'52 MG TD £16,450
'63 MGB Sprint/Rally car £21,950



'37 ALVIS SPEED 25 £58,500

PLEASE CALL FOR OUR STOCK LIST OR IF YOU HAVE A CAR TO SELL

Gavin McGuire's Fine Automobiles

Phone/fax: 01892 770310
Mobile: 07770 316482
web: http://gavinmcguire.com http://www.racecar.co.uk/driveon
e-mail: gavin.mcguire@virgin.net
TANDRIDGE, SURREY Near Junction 6 on M25

53315/12

MIDDLE BARTON GARAGE

The Fiat and Abarth Specialists

220 Page 124 Spider. Parts Catalogue £12 + £3p&p



110 Page 500 Parts Catalogue £5 + £2p&p

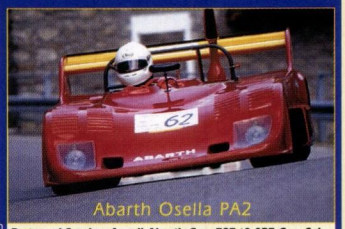
ENGINE ★ TRANSMISSION
EXHAUSTS ★ BRAKES
STEERING ★ ELECTRICAL
BODYWORK ★ TRIM

500, 600, 850, 1100, 1500, 124, 130, etc

Middle Barton Garage is the leading UK Classic Fiat & Abarth Specialist, Offering a very wide range of new parts and workshop facilities. Parts for Italian Formula Junior cars are now available.

Please contact: Tony Castle - Miller and the MBG Team

Middle Barton Garage
55 North St
Middle Barton
Oxon OX77BH UK
T: +44 01869 340289
T: +44 01869 340470
F: +44 01869 340110
e-mail: carsandparts@middlebartongarage.com
Web: www.middlebartongarage.com



Abarth Osella PA2

Parts and Services for all Abarth Cars 595 t0 037 Cars Sales

OPENING HOURS MON-FRI: 9-5.30 SAT: 10-1.00

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

See Yellow Pages for your specialist fitter or stockist.
WITTER TOWBARS, CHESTER CH5 2NY
Tel: 01244 284500 Web: www.witter-towbars.co.uk

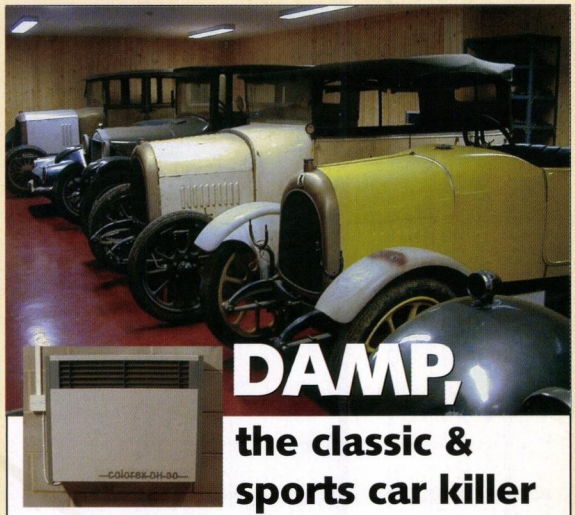
HERITAGE

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

40900/09



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.

calorex®
HEAT PUMPS & DEHUMIDIFIERS

From British manufacturers with the benefit of 25 years experience.

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

The Causeway, Maldon, Essex CM9 5PU **Tel: 01621 856611** Fax: 01621 850871

Mike Thomas

Fine Coachtrimming of Vintage & Classic Cars

All aspects of coachtrimming undertaken to concours winning standards using the finest of materials.

Headlining – Leatherwork – Carpets Weather equipment – Fabric body and Leather tops, etc.

Please do not hesitate to phone – all enquiries welcome.
Linnet House, Lockgate, Road, Sidlesham, Chichester, West Sussex PO20 7QQ
Tel/Fax: 01243641007

Flexolite

Brake, oil & fuel hoses for all sporting motorcars from 1920's.

Fittings available in black or nickel-plated alloy.

Braided stainless, cotton braided & rubber hose available.

Electric pumps for oil, fuel & water, plus filters, caps, taps, coolers, etc. In-house plumbing, modification & preparation for all sporting motorcars.

Brockhill Farm, Mathon Road, Colwall, Herefordshire WR13 6EP

Tel: 01684 541941 Fax: 01684 541841

41588/09

IS THIS YOUR DREAM CLASSIC?



Then let us find it for you.

If you can't find the Aston Martin you want in Motor Sport, reach for our free search service. Call 020 8267 5251 from 9.30am - 5.30pm Monday to Friday and we'll do the rest.

020 8267 5251

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

Do you own an Aston Martin?

- Does your Aston Martin fulfil your desires?
- Is your service costly and indifferent?
- Are you getting value for money?
- Are you totally disillusioned?
- Are you looking for more? then speak to us at.....

TRINITY ENGINEERING
Aston Martin Specialists

Come and see why owners are talking about us.
Contact Tim Butcher Tel: 01932 862040

Bramley Hedge Farm, Redhill Road, Cobham, Surrey KT11 1EQ

Porsche

PORSCHE 996

2002 TURBO TIP SAT NAV SILVER 5000 miles
2002 996 TARGA SILVER 2000 miles
2002 996 CABRIOLET SILVER SAT NAV 2000 miles
2001 996 TURBO LAPIS BLUE 5000 miles
2001 996 TURBO SEAL GREY 6000 miles
2000 GT3 SILVER 2000 miles
2000 996 CABRIOLET SILVER 19000 miles
1996 996 COUPE C4 TIP OCEAN BLUE 16000 miles
1999 996 COUPE OCEAN BLUE 19000 miles
1999 996 COUPE SILVER 13000 miles
1999 996 COUPE OCEAN BLUE 13000 miles

PORSCHE BOXSTER

2001 BOXWTER 3.2S SEAL GREY 13000 miles
2000 BOXSTER 3.2S SILVER 10000 miles
2000 BOXSTER 2.7 BLACK 7000 miles
2000 BOXSTER S SILVER 11000 miles
1999 BOXSTER 2.5 SILVER 35000 miles

PORSCHE 993

1998 993 COUPE C4S 45000 miles
1997 993 TARGA SILVER 20000 miles
1996 993 COUPE C4S BLUE 45000 miles
1995 993 CABRIOLET BLACK 33000 miles
1995 993 CABRIOLET SILVER 51000 miles
1994 993 CABRIOLET TIP IRIS BLUE 65000 miles
1994 993 CABRIOLET MID BLUE 71000 miles

PORSCHE 964/911

1990 964 C2 CABRIOLET GUARDS RED 57000 miles
1989 911 CARRERA 3.2 TARGA RED 87000 miles
1989 911 CARRERA 3.2 COUPE RED 11000 miles
1980 911 SC COUPE WHITE 76500 miles

Ferrari

FERRARI 550/360

2000 550 MARANELLO SILVER 11000 miles
2001 360 MODENA RED 3000 miles
2000 360 MODENA LE MANS BLUE 7000 miles

FERRARI 355

1999 355 GTS HARD BLACK 15000 miles
1999 355 SPYDER F1 RED 26000 miles
1998 355 SPYDER RED 8000 miles
1999 355 F1 GT BERLINETTA RED 11000 miles
1998 355 GT BERLINETTA RED 16000 miles
1998 355 GTS RED 12000 miles
1997/8 355 GTS F1 LHD RED 30000 miles
1997 355 GTS YELLOW 6687 miles

FERRARI 456

1996 456 GT YELLOW 32000 miles

FERRARI 348

1994 348 SPIDER 39000 miles

FERRARI CLASSICS

1967 275 GTB4 RED 27000 miles
1972 246 GT AZURE 48000 miles
1990 TESTAROSSA RED 17000 miles
1988/9 412i BLUE 45000 miles
1986 328 GTS RED 30000 miles
1986 MONDIAL 3.2 SPIDER 37000 miles
1985 MONDIAL 3.2 QV BERLINETTA RED 54000 miles
1979 512 BOXER BERLINETTA MET BLUE 21000 miles

JAGUAR / OTHERS

1968 JAGUAR E-TYPE 4.2 RDST CONCOURS SILVER 5500 miles
1966 JAGUAR E-TYPE 2+2 AUTO PRIMROSE 82000 miles
1954 JAGUAR XK 120 DHC OLD ENGLISH WHITE 70000 miles
1936 BENTLEY 41/4 GURNEY NUTTING BLUE 90000 miles
1997/8 BMW M3 CONVERTIBLE BLACK 41000 miles

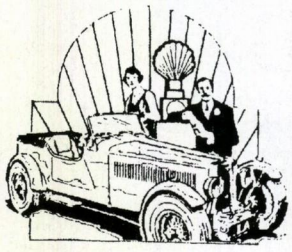
HWM HENDON WAY MOTORS

www.hwmnet.com

for collectors of ***modern art***

393-395 Hendon Way London NW4 3LP

Telephone 020 8202 8011 Fax 020 8202 8013



The School Garage

Martin J. Daly (Est 1979)

47 Buxton Road,
Whaley Bridge, High Peak, Derbyshire
SK23 7HX
Telephone 01663 733209
Mobile 07767 617507
www.classiccarshop.co.uk

8 FINE EXAMPLES FROM UP TO 60 CLASSIC AND PRESTIGE CARS



1965 Aston Martin DB6 Mk I Manual. (One of the first and ex-David Brown Co.). Pacific blue with magnolia leather trim, CWW, 56,000 miles only, with superb history, inc. Aston factory, last owner 22 years, lovely original example with perfect engine and underbody.....**£36,950**



1965 C Jaguar 4.2 S1 E-type. FHC, old English white with black leather, original RHD with matching numbers. 58,000 miles only, first owner, 32 years, the most perfect and original example we have seen.....**£8,850**



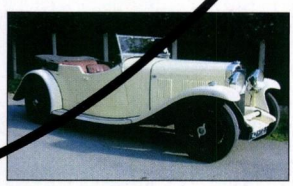
1962 Lotus Elite S2. (Bristol Double, Dimple Body) 1460 Coventry Climax engine, with ZF 4 speed gearbox. Lotus Racing Green, a superb and rare motorcar, with very important history and provenance, please phone/e-mail for full details etc.....**£36,950**



1962 Austin Healey 3000 Mk2A. RHD. Ice Healey blue, with Blue hood and Blue leather trim, overdrive, wire wheels, upgrades to brakes, engine etc. Superb restoration by last owner, one of the best there is.....**£26,950**



1968 Jaguar E-Type S1½ 4.2 FHC. Early original RHD, with matching numbers (one of the first with covered headlights, as S1). Oxford blue, grey leather, fully restored to high standard 1994-97. Still very sharp and superb to drive.....**£24,950**



1933 Alvis Firefly 12hp Cross and Ellis 4-Seat Open Tourer. Old English White, Burgundy trim. A superb, original and rare motorcar. (Please phone for more details etc) **£22,950**



1958 JAGUAR XK150 3.4 F.H.C. Manual/overdrive, original English R.H.D. example, Indigo blue with grey leather and chrome wires, fortune spent over the last few years on restoration, stunning example at.....**£24,950**



Tiga Formula Ford Racing Car. No. 20 of 21: by Shenton and Ganley, in mint condition with trailor. Please phone for full details etc **£10,950**

We are always interested in buying, part Exchanging or Selling cars similar to the above. Situated 25 mins from Manchester Airport. Visit our website for more info/photos.

www.classicscars.com

bob@classicscars.com

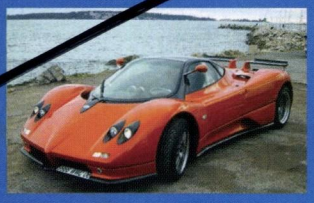
WE BUY CARS



ALFA ROMEO TZ1



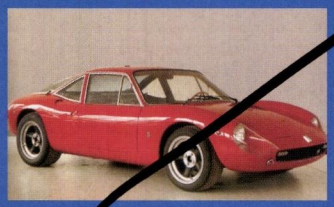
DINO 206 SP



PAGANI ZONDA S



JAGUAR TOJEIRO



DE TOMASO VALLELUNGA



ALFA ROMEO GTA



ABARTH SCORPION



037 SAFARI FACTORY

DATABASE CHASSIS NUMBERS & RACES RESULTS

IVAN DUTTON LTD

BUGATTI

Member

Christmas is coming and I am constantly reminded of my Scrooge-like tendencies with decorations in the shops, ads for useless plastic junk on the telly, it's only just October for Christ sake! Bah humbug... I really enjoy the morality tale of how a "focused" man's life is forever changed by the supernatural intimidation of three ghosts, forced epiphany akin to Labour attempting to ban fox hunting or the climb down on poll tax, I wonder what the ghost of Christmas future will be?

These events alter our perception of doing the right thing, they deviate our path. "Own your own house" was a mantra of the post war years and my generation, house buyers in the late eighties are only just starting to recover from the consequences. How about this tale (names changed to protect the innocent)? Once upon a time (1980) in a suburb of London, lived a man who had twin sons, Steve, was mad on cars always up to his neck in oil, obviously would never amount to anything, his dream was a Type 35B Bugatti. The other, Simon, dreamed of a career, sensible car, 2.4 children and a share portfolio to retire on. On their eighteenth birthday, their father gave them each a present to help them along their chosen path. Steve got his hearts desire, a very good Type 35B; it needed work but had an impeccable history and Simon, an equivalent value in shares (about £20K).

On the turning of the millennium, he looked lovingly at his sons and considered his wise decisions. Steve had made good use of his present, racing, social rallies, taking up invitations to Monaco and Goodwood, enjoying lavish launch parties of companies attempting to cash in on Bugatti history and meeting a group of good friends who shared his passion. He even managed to be successful in business! Initially forced to knuckle down to restore the car and later to support this lifestyle, every penny went into the car, much to the dismay of his financial adviser! Simon had also made good use of his gift. He had an easy time through university, living off income from his portfolio and got a good job in the insurance industry. He had put money in pensions using an excellent advisor that he played golf with (he recommended the IFA to his brother) and latterly invested in high technology shares (golf pal in the know you know), his house had even recovered it's value! Golf allowed him to network and his wife (beautiful, young; she found him at a Rotary do) didn't mind at all, she seemed to like playing tennis, even had her own personal coach.

Do I need to draw a picture? Suffice to say the GP Bugatti would be worth close to a million pounds today and the tennis coach probably did him a favour. Mind you, to paraphrase a popular credit card ad, fixed price ISA; 7%, driving a Bugatti; priceless! And you can do that from less than £50,000.

Back in the real world: Our Type 51 blocks are finally ready for sale and we can even fit valve seats for unleaded fuel and that doesn't mean Methanol. Winter in the workshop means getting a diverse range of Bugattis ready for the rapidly approaching round of rallies, racing and trips to the pub on lazy sunny afternoons. It's hard to imagine any sun looking at the grey day today and reeling from the gales that brought a tree down on one customers garage, luckily the Bugatti was elsewhere! Our policy of not actively selling cars seems to be working with three finding new homes recently, the new owners enjoying after sales service and support which only we can provide, our involvement can't end with banking the cheque.

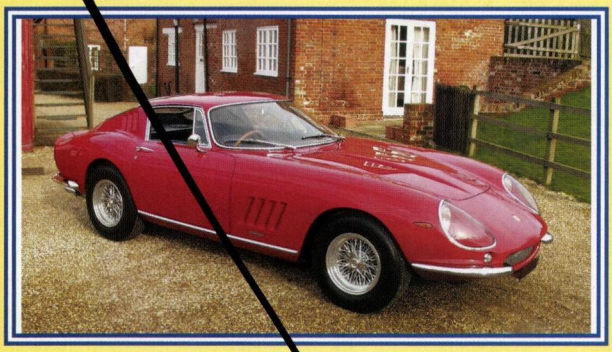
The idea of the Ebe Boutique, selling Bugatti goods and memorabilia is receiving a lot of positive support, building work will start after Christmas but as a stopgap, we will be adding a list of items to our web site www.duttonbugatti.co.uk. Ideal for those Christmas presents for the Bugatti owner starting from £20, the list will grow as we acquire stock and will form the basis for the mail order page. We even take credit cards now so ordering over the phone is easy and convenient, please don't expect Bing and White Christmas until the first of December though! Lastly, good luck to Andrea who is taking maternity leave with the baby due in February, she has had a positive influence on the web site and reducing the Luddite stance that I tend to take to new technology. We wish her well and hope we can keep the site fresh and interesting until her return.

We'll be throwing our stable doors open on the 20th December under the bright star of Bugatti and whilst we don't promise Gold, Frankincense or Myrrh, there will be mince pies, mulled wine and the Ivan Dutton Ltd Male Voice Choir and their rendition of Bah Humbug!!

Tim

Peacehaven Farm, Worminghall Road, Ickford, Aylesbury, Bucks. HP18 9JE
Tel: 01844 339457 Fax: 01844 338933 Ten mins. from M40 Junction 8A

DUNCAN HAMILTON
& CO., LTD.



1967 Ferrari 275 GTB/4 RHD finished in red with a black hide trim, this is a very well-known car maintained to an exceptionally high standard by its fastidious owner. Low mileage and available immediately. One of only 27 RHD cars ever made..... **£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..... **£99,750**



1954 Ferrari - Chevrolet Grand Prix car. This is a remarkably rare motorcar that was formally the property of Froilan Gonzalez and raced extensively by him in the 1954 and beyond Argentinean championship. Ran Goodwood Revival 2002. FIA papers applied for and at the time of press more research is being carried out by Doug Nye as to the exact history of this most unusual GP car ..... **£POA**



1956 Jaguar D-type Short-nose chassis number XKD545. This is an outstanding and well-restored and presented D-type with a comprehensive and interesting period history. Finished in dark blue and magnificent in every respect..... **£POA**



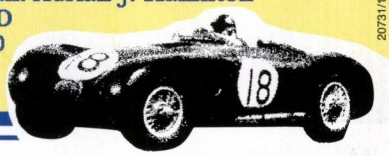
1968 Cobra 289 Mk III. Left hand drive. Black with black interior. Halibrand Sunburst wheels. Excellent history and UK registered ..... **£POA**



1984 Ferrari 288 GTO. Red with black trim, 16,000 miles only. Electric windows and air conditioning, full service history and interesting ownership. A wonderful car to drive..... **£165,000**

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



20731/12

Sherwood Restorations Ltd.

Established 1966

Upton Fields Garage, Upton Road, Southwell, Nottingham NG25 0AQ
Telephone: (01636) 812655/812682/812700 Fax: (01636) 816830

www.sherwoodrestoration[illegible]co.uk — *Classic & Sports Car Specialist* — Email: sales@sherwoodrestorations.co.uk



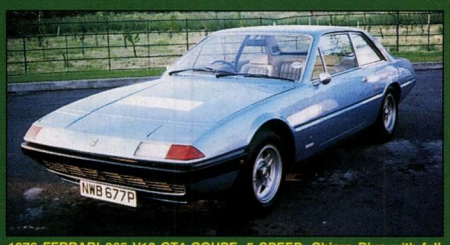
1963 TRIUMPH ZEST 2 LITRE TRI CARB. The Michelotti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine and overdrive gearbox. Finished in Sebring White with Red hide. Restored to the highest standard by marque specialist at an enormous cost. Unique and absolutely stunning.....£24,995



1981 TRIUMPH TR8 CONVERTIBLE. In Cavalry Blue with Blue cloth trim. One owner from new and a mere 6,000 miles. One of only 36 RHD cars produced, totally original and factory fresh. The best example in existence. Winner of many Triumph Concours £19,995



1961 TRIUMPH ITALIA COUPE. In BRG with Biscuit trim, one of only 300 produced, of which about 50 survive. Body off restoration carried out by CTM Engineering. Overdrive and wire wheels, an outstanding low mileage example of this superbly styled Italian Coupe.....LHD - £19,995



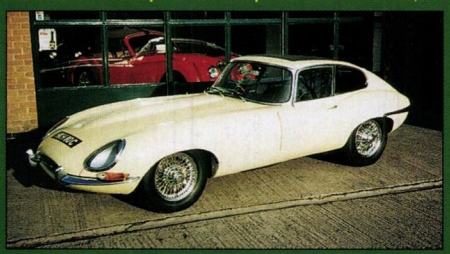
1976 FERRARI 365 V12 GT4 COUPE, 5 SPEED. Chiaro Blue with full Cream hide, low ownership and ultra low historied mileage of only 40,000. The Ferrari flagship, equipped with air con, PAS, centre lock wheels, elec windows etc. Undoubtedly one of the most useable four seater Ferraris available, in a condition that beggars belief. Your search is over. Possibly the finest example available ....RHD - £22,995



1967 MERCEDES BENZ 2[illegible]SL MANUAL. In Deep Blue with Grey hide. 4 owners and a warranted 61,[illegible]0 miles from new with a most comprehensive history. PAS, rear seat, hard t[illegible] period radio and manual gearbox. A most original and outstanding exam[illegible].....RHD - £21,995



1949 TRIUMPH ROADSTER 2 LITRE. Pale Gold with Suede Green hide and Tan hood. Totally and correctly restored by ex-Rolls Royce engineer. Matching numbers, all tools, hand books and history. Exceptional condition.....
.....RHD - £12,995



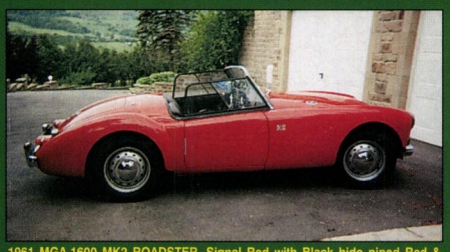
1965 JAGUAR E-TYPE 4.2 SERIES 1 FHC. Primrose Yellow with Black hide. Total restoration carried out, only 10,000 miles since. CWW, webasto sunroof and radio. An English matching number car in superb condition. They certainly don't drive better than this example.....RHD - £28,995



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 calipers, Alpine music system, wood rimmed wheel, [illegible] handling kit etc. Sensational .....[illegible]D - £29,995



1994 M CATERHAM SEVEN. Polished Aluminium & Black. 216 bhp from a Vauxhall 1600cc 16v engine by S.B.Developments. Dry sump, paddle clutch, race alternator, al/radiator, 6 speed gearbox., leather seats, adj suspension, wide track suspension. As new & perfect throughout. Unbelievable performance at a fraction of the build cost.....RHD - £17,495



1961 MGA 1600 MK2 ROADSTER. Signal Red with Black hide piped Red & Black weather equipment. An English matching number vehicle that's undergone a body off chassis total restoration with outstanding attention to detail .....RHD - £15,995



1963 JAGUAR 3.4 MK2 AUTO. One lady owner until 2000. 56,000 warranted documented miles. Equipped with CWW, PAS, radio. Finished in unblemished Opalescent Maroon with Blood Red hide. Cars of this quality and pedigree rarely come onto the open market. Virtually as it left Browns Lane.....RHD - £29,995



1952 JOWETT JUPITER SPORTS. Red with Black trim and Black weather equipment. Body off chassis restoration with late spec engine. Very extensive history and much rare Jowett memorabilia. Be quick, they don't come up very often .....RHD - £9,995

1963 LOLA MK6 GT, CHASSIS NO.1 The works Le Mans Ford GT40 prototype. Restored and race developed by Barry Hodson at a cost in excess of £350,000. Ran last year at Le Mans, Silverstone Festival, Goodwood Festival of Speed, Goodwood Revival, Snetterton Top Hat. The passport to any top event and a race winner, F.I.A. papers plus full spares package. Historically the most important GT car ever.....£395,000

1963 FORD LOTUS CORTINA MKI 'A BRACKET' Team Lotus colours, just in the process of total race prep to a standard rarely achieved. Firstly a perfect corrosion free, seam welded and strengthened shell, the finest of every component available. Will be under homologated weight to F.I.A. spec. In the right hands will be unbeatable.....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' .....POA – LHD

1969 LOLA T142, CHASSIS NO.36 F5000. The ex-Frazer Racing Keith Holland Jarama GP winning car. Just re-built to the most exacting standard at a cost in excess of £70,000. Finished in its original colours of Oxford Blue. The feature of a Channel 4 Television programme. Test use only. Full F.I.A. Papers. Sensational value...£44,995

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

1973 TRIUMPH TR6 PI. Signal Red with Black trim. A local car, 30,000 miles from new with extensive service history. Original and un-restored 'time warp condition'. Overdrive, radio, tonneau cover etc. Hard, if not impossible to find in this condition £14,995

1959 TR3A. BRG with Biscuit trim and weather equipment. Body off nut and bolt restoration carried out 99/01, 1600 hrs, uprated with all syncro gear box, rack and pinion steering, 60 spoke wire wheels, alternator, s/s exhaust, elec cooling fan etc. £18,500 in parts alone, excluding labour. Tremendous value.....£14,995

1964 DAIMLER DART SP250 C SPEC. Ivory with Black hide piped Cream. Rack & pinion steering, tonneau cover, over riders, wood rimmed wheel, fuel reserve etc. History from new, unrestored but lovely £13,995

1972 MGB ROADSTER. B.R.G. with Black hide. Total restoration on a new heritage shell. Stage 2 engine, uprated suspension, overdrive, C.W.W. Built to the highest of standards, would cost in excess of £20k to replicate. Quite sensational.....£13,995

1964 MGB ROADSTER. PULL DOOR HANDLE. In O.E.W. with Red hide. Fitted overdrive, wire wheels, foldaway hood, wood rimmed steering wheel. Total restoration in 1996. An exceptional example would please the most critical.....£10,995

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

1973 MGB V8 GT. Teal Blue with Biscuit trim. Very low ownership, 90k miles with a total service history from day one. Full bare metal re-spray just carried out. Equipped with webasto sunroof, radio etc. The most stunning example you could wish for.....£9,995

1959 AUSTIN HEALEY FROG EYE SPRITE. Cherry Red with Black trim. Total ground up restoration carried out 95/97 to a very high standard. Superb panel gaps, an original unmodified example in outstanding order £9,995

1977 TRIUMPH STAG AUTO. In Java Green with Black trim. Equipped with PAS, electric windows, minilite wheels, radio cassette etc. Totally restored at enormous expense and in exceptional condition. A recent concours winner.....£9,995

1927 SUNBEAM 500 LIGHT TOURIST. One of the finest bikes of its period. A no expense spared restoration carried out by the specialists, to a standard rarely achieved. Superbly detailed and very easy to ride. One for the most discerning.....£6,500

1975 MGB GT V8. Blaze with Black trim. 70k miles with FSH. Restored by marque specialist a few years ago to a good standard, runs superbly a sound purchase.....£6,495

1978 PILGRIM FAMILY TOURER. Finished in Primrose with contrasting Black interior. This fine example is fitted with the 2.3 V6 engine and Cortina running gear. Built to an exacting standard and totally detailed throughout. An awful lot of fun.....£6,495

1985 LANCIA GAMMA MK2 AUTO COUPE. Oyster with Tan trim. Possibly the finest example available, only 36,000 miles from new, P.A.S., elec windows, radio/cass, alloy wheels etc. Only used in dry weather, simply sensational.....£5,995

1972 SPITFIRE MK IV 1300. Finished in Blaze Red with Black interior. Recent expenditure includes new panels, total re-paint, new hood, clutch and tyres etc. In excellent useable condition with all the hard work completed. £2,995

1963 HILLMAN SUPER MINX. Rose Taupe with Tan trim. One owner, 16,000 miles from new, original radio, tools, hand books and service history. They don't come like this one very often, be quick.....£2,495

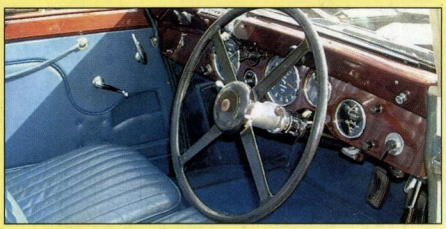
Telephone
(01753) 644599
www.runnymedemotorcompany.com

RUNNYMEDE MOTOR COMPANY

Facsimile
(01753) 646909
E-mail: astonsales@aol.com

Series

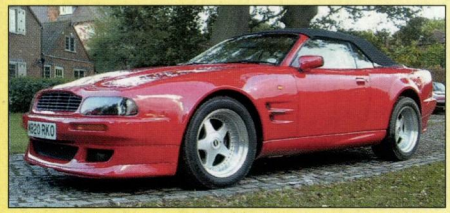




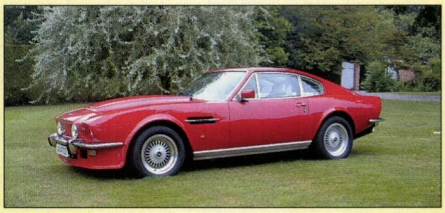
1936 Lagonda LG45 Drophead Coupe. A beautiful and rare example completely taken to pieces and rebuilt by Royals of Darlington between 1981 & 1983 with photographic record. It has had minimal use since. Fitted with the ultra reliable Gardener 6 cylinder, 4.5 litre engine with 12 plug head. it is fitted with a Dark Blue mohair hood which is fully lined and the interior of the car is trimmed in mid Blue leather with dark blue carpets and is beautiful. Compared with auctions prices recently achieved at Goodwood by Bonhams. This car is probably underpriced at **£69,500**



ASTON MARTIN IN THE THAMES VALLEY



1995 Aston Martin Virage Volante Finished in Storm Red with Magnolia interior piped Red including Black mohair hood. Converted to Vantage bodywork by the Aston Martin Factory when new. Fitted with automatic transmission, air conditioning. OZ alloys. This is a one owner car with a perfect Aston Martin service history and has covered 27,000 miles from new.....**£59,950**



1988 Aston Martin V8 Vantage X Pack. Finished in Storm Red with Magnlia piped. Fitted with Ronal wheels, driving lamps, 5 speed manual gearbox. 34,000 miles only. Total service history including recent suspension overhaul. Beautiful condition.....**£59,950**



1960/62 Maserati Mistral 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. It has a 5 speed gearbox and Borrani wire wheels. Believed to be a prototype.....**£POA**



1979 Aston Martin V8 Volante This is a beautiful example finished in Rolls Royce Blue with new Blue mohair hood and Magnolia hide trim piped Blue. Fitted with all the usual refinements including automatic transmission, power hood and power steering and it also has a beautifully detailed engine bay. In the last 6 months, the car has benefited from a complete repaint and retrim and is in first class condition throughout.....**£49,995**



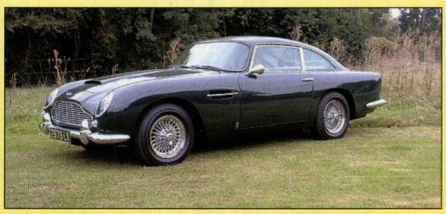
1994 Aston Martin 550bhp Vantage. Finished in Oxford Blue with Beige hide. Fitted with 6 speed manual transmission, twin superchargers, 18" 6 spoke alloys, awesome performance, 18,000 miles only, FSH. Just serviced by Aston main agent.....**£79,950**



1998R Aston Martin DB7 Coupe. Finished in Antrim Blue with Cream hide piped Blue with Blue carpets. This car is in beautiful condition throughout and has a full service history but has covered 64,000 miles, hence ridiculously low price of....**£44,950**



1961 Aston Martin DB4 Srs IV (RHD). In Zagato Green with full Black hide interior and Sherwood Green carpets. This car was completely restored by us two years ago and has had very little use since. Fitted with a 4 litre engine with triple SU carburettors. Torrino alloy rimmed wire wheels, overdrive. Perfect throughout.....**£95,000**



1963 Aston Martin DB5. Finished in British Racing Green with Beige hide interior. Fitted with a 4 speed overdrive gearbox and chrome wire wheels. This car was the subject of a complete restoration in Switzerland in the early 90s and is in very nice order throughout **£67,500**



1965 Aston Martin DB5 Vantage. In Californian Sage with Black leather. One of only 57 built. Fitted with 5 speed gearbox and triple Webers. Very good history file and once owned by a well known celebrity. A unique opportunity to own one of these rare Astons.....**£65,000**

The above is only a small selection of our stock. We carry approximately 40 cars in stock at all times. Vsit our website at www.runnymedemotorcompany.com for more information.

www.cheffins.co.uk

Cheffins



When selling your classic car by auction ask yourself the following questions:

Does the auction house charge just 5% + VAT commission?
Does the auction house charge just £100 + VAT entry fee?
Will they pay me within 10 working days?
Can they achieve record prices?
Will they market my car internationally?
Do they produce a quality illustrated carefully researched catalogue?
Are they established auctioneers, in business for over 175 years?

When buying a classic car at auction ask yourself the following questions?

Do I only pay 5% + VAT buyers premium?
Is there no hidden 'minimum' buyers fee?
Is the sale catalogue reproduced in full on the internet?

If your auction house can answer 'yes' to all of the above, stick with them.

If not, call the number below.







AUCTION SALE OF VINTAGE AND CLASSIC CARS, MOTORCYCLES AND AUTOMOBILIA

Saturday 23rd November 2002

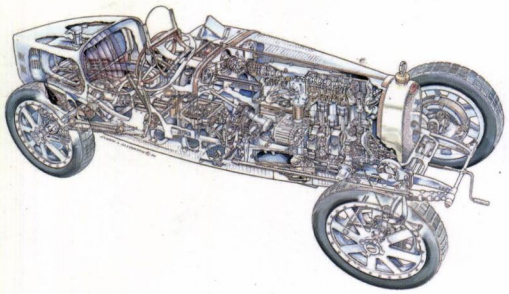
The Kingsbush Centre, Godmanchester, Cambridgeshire

Amongst the vehicles already consigned: 1937 Riley Kestrel Sprite (owned since 1968 and restored in 1987), 1981/1982 Toleman-Hart F1 (ex-Teo Fabi, TG181-06) and 1984 Toleman-Hart F1 (Chassis TG184-01, ex-Ayrton Senna 1984 United States GP Detroit).

Cheffins, 8 Hill Street, Saffron Walden, Essex CB10 1JD
Telephone: 01799 513131 Fax: 01799 522708

18081/12

CHRISTIE'S
INTERNATIONAL MOTOR CARS



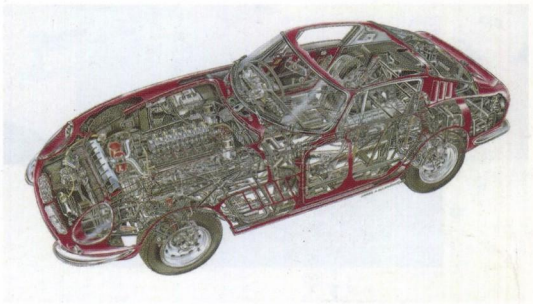
From The James Allington Collection
Bugatti Type 35B Cutaway Drawing
Estimate: £1200-1500



From The James Allington Collection
1936 Frazer Nash 1.5 Litre TT Replica Sports
Estimate: £80,000-120,000



From The James Allington Collection
1967 Ferrari 275 GTB4 Berlinetta
Estimate: £200,000-240,000



From The James Allington Collection
1967 Ferrari 275 GTB4 Cutaway Drawing
Estimate: £1200-1500

Exceptional Motor Cars and Automobilia Including the James Allington Collection of Cutaway Drawings, Motor Cars and Automobilia

Other highlights from this auction include:

1938 Lagonda V12 Drophead Coupe
1957 Mercedes-Benz 300 SL Roadster
1992 Ferrari 512 TR (1800 miles from new)
1930 Austin Seven Ulster (Brooklands history)
1955 Mercedes-Benz 300 SL Gullwing

Auction
London, 3 December

Enquiries
Rupert Banner
rbanner@christies.com
Tel: 44 (0)20 7389 2851

Forthcoming sales
Paris, 8 February 2003
London, 24 March 2003

London
Jack Barclay Showroom, Nine Elms

Catalogues
+44 (0)20 7389 2820

www.christies.com