SEPTEMBER 1991 FOUNDED IN 1924 PRICE £1.60

MOTOR SPORT

SENNA: Bounces back in Hungary

TIPO B MONOPOSTOS: Alfa's legendary racing car

VINTAGE INDY: The American Way of Running a Race

09
9 770027 201025

For those who thrive on pressure

TAG-HEUER
SWISS MADE SINCE 1860

Watches of Switzerland

The Tag-Heuer series 4000 is a tru
and elegant watch for competitors e
It is water resistant to 200 metres and
unidirectional turning bezel, scratch
sapphire glass and end of life battery
When you buy your Tag-Heuer from
Switzerland you'll benefit from expert a
insurance cover*, 12 months Interest Fr
extended guarantees, in-house wat
and excellent after sales service. Se
call in to one of our showrooms an
full range of Tag-Heuer watches

Gents Series 4000 Quartz £520.00 a
Interest Free Credit (APR 0%) 10% d
*12 monthly payments of £39.00**

Watches of Switzerlan

The World's Premier Watch Sp

Watches of Switzerland London Sh
16 New Bond Street, 69 Brompton Road Kn
1 Old Bond Street, 500 Oxford Stree
The Swiss Centre Leicester Square,
124 Regent Street, 279 Regent Street
22 Royal Exchange Threadneedle Stre
62-63 Fenchurch Street, Brent Cross Shopp

Watches of Switzerland Showrooms in the
London, Edinburgh, Cardiff, Glasgow,
Leeds, Manchester, Birmingham, Camb
Oxford, Bournemouth, Jersey

For further information send now for our
colour catalogue to: Watches of Switzer
Direct Mail Division, 64 Friars Square, Ayl
HP20 2TE Telephone: (0296) 415671

*Credit available subject to status
*Insurance subject to terms & conditions

MOTOR SPORT

VOL LXVII No.9 SEPTEMBER 1991

SIXTY SEVENTH YEAR OF PUBLICATION
THE OCTOBER ISSUE WILL
BE PUBLISHED ON 27TH SEPTEMBER

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

Editor: William Boddy

STANDARD HOUSE
BONHILL STREET
LONDON EC2 4DA

Telephone: 071 - 628 4741. Fax: 071 - 638 8497
Telex: 888602 MONEWS G

© Teesdale Publishing Company Limited

CONTENTS

Alfa Romeo Tipo B Monoposto – 851
Around and About – 810
Book Reviews – 868
British Grand Prix: Then and Now – 830
Christie's International Historic Festival – 856
Forgotten Makes: Belsize Bradshaw – 858
Formula One Scene – 827
German Grand Prix – 814
Historic Racing Resumé – 834
Hungarian Grand Prix – 819
Indy "500" in Vintage Times – 860
Industry Insight: Tickford – 846
Letter to Readers – 835
Letters – 873
New Cars: Porsche 968 – 844
Panhard Levassor – 863
Rally Review – 841
Road Impressions: Chevrolet Corvette ZRI – 847
Road Test: BMW 325i – 848
Track Tests: Morgan Plus 8 – 839
Peugeot 309 GTi – 838
Veteran to Classic Miscellany – 867
VSCC Prescott – 866

FRONT COVER: *Ayrton Senna came back with a vengeance in Hungary, staving off both Williams to claim his 31st victory.*

MOTOR SPORT SUBSCRIPTIONS

SURFACE MAIL: Home £21.00; Overseas £25.00

AIR MAIL: Eire and Europe £26.00; Australasia £46.00; Elsewhere (except USA) £43.00

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

USA: (Airfreight) per annum $42.00. All enquiries to: MOTOR SPORT, Box 188, Berkeley Hts, New Jersey 07922, USA. Telephone (908) 665 - 7811. Fax: (908) 665 - 7814

MATTERS OF MOMENT

Motorway Madness

Statistics are sometimes suspect, but those about Motorway accidents are presumably accurate. They show that 6166 crashes caused 9790 casualties, resulting in 228 deaths and 1545 serious injuries, in 1989. (Where are last year's figures?) Anything that can reduce this carnage is to be warmly welcomed.

It came in July, in the form of the Police National Motorway Safety Campaign. Unusually, this had several commercial sponsors, the foremost General Accident insurance, which could be said to have a vested interest, with the 1989 fatal accidents estimated to have cost the country more than £315,000,000. However, one could wish the Police Campaign every success.

But will it succeed, this operation that sought to educate Motorway users and which "had little sympathy from the police for those flouting the law," to quote Mr Joslin, Chief Constable of Warwickshire? It was in operation for just *nine days*. Surely far too short a time to achieve the intended laudable objects? To help the campaign along, General Accident promoted a Gallup Poll, in which Motorway drivers were persuaded to sit in judgement on themselves while criticising the bad driving of others. For example, 91% thought drivers exceeded the speed limit with 48% saying they did so themselves, 84% claimed that temporary Motorway speed restrictions are ignored, but with 36% ignoring these themselves, the same number thought hogging the inner lanes was bad but 24% drove that way, and 21% of those who admitted to failing to move over for an overtaking vehicle said they found 74% of others did this! Note that however, that this Poll involved only 1010 Gallupsters, out of the 29 million licence holders, many of whom drive on Motorways. Notwithstanding, General Accident considers the Poll's finding gives police a firm mandate to clamp down on such behaviour. It finds young people the ones who drive substantially over the speed limit, much more than other groups they Galluped – watch for premium increases if you are under 24 (motorcyclists had only 4% of those 1989 crashes; one hopes they qualify for reduced General Accident premiums).

Among such sponsors of this police anti-accident campaign were Shell, Esso, etc. The BSM put on a competition, the top prize a Rover Metro, presumably governed to 70 mph. Of course, one joins in hoping that this costly campaign achieved something; at the very least it will have been welcomed by the publicity people asked to help it along. One notes, however, that speed was once again the scapegoat. Not long ago many intelligent Chief Constables were advocating that the M-way limit could with advantage be raised to 80 mph to reduce dangerous bunching. This is a view apparently not endorsed by the heads of the Warwick and Lancashire Constabulary, who supported the Campaign which emphasised "Remember, 70 mph is the maximum on Motorways, not 75 mph, not 80 mph, not 90 mph." Yet many police forces have hinted that they do not usually stop drivers doing up to 80 mph. No wonder 64% of GA's Gallupsters admitted to driving the M-ways at between 70 and 80 mph "very", or "quite" often.... Now we are back to the legal 70 and it is recommended that M-way drivers space themselves at 100 metre intervals, judging this by looking at the roadside markers.

Driving too close is one of the worst offences on ordinary roads, where traffic may have to stop at any moment. But on M-ways it is supposed never to stop, hard shoulder apart, except in fog, when it would be better if the affected sections of the M-way could be closed; whereas professionally-operated trains have accidents in broad daylight. So one wonders whether the best and safest use of these intentionally fast roads, once free of speed restrictions even when cars were not so safe as they now are, will be achieved when all users of them will spaced-out and proceeding at what (by optimistic speedometers) will be nearer 66 than 70 mph, with drivers glancing frequently at their speedometers, at road markers and in their mirrors? However, if that is the road to safety, so be it. Mr John Major's desire to reduce coning on usable stretches of M-ways under repair is at least realistic.... And we cannot help noticing that Malcolm Rifkind, who would like to get car owners into trains and out of towns, supported the police campaign. A touch of hysteria had crept in, Mr. Gallup telling us that 1-in-5 of his pollsters leave a legacy of anxiety at home when they are off on an M-way journey and that almost the same number themselves regularly feared being in an accident. We put this in the same category as the belief that it is safer to fly than cross a road, both beliefs fanned by TV coverage of horrific, but fortunately rare accidents. WB

SEPTEMBER FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Type*
23-25 August	**RAC de Spa**	**Spa-Francorchamps, Belgium**	**Belgian Grand Prix, F3000**	**INT**
24 August	OPRC	Oulton Park, Tarporley, Cheshire	FF1600, MGs, saloons	N
24 August	BRSCC	Brands Hatch, Fawkham, Kent	FF1600, Alfas, Porsches, MGs	R
24 August	BDC	Silverstone, Towcester, Northants	Bentleys, ACs, Morgans	R
25 August	VSCC	Cadwell Park, Louth, Lincs	Vintage racing	C
25 August	BARC	Gurston Down, Broadchalke, Wilts	Hill Climb	N
25 August	BARC	Donington, Castle Donington, Derby	Renault Raceday	N
25 August	**Denver Grand Prix**	**Denver, Colorado**	**CART**	**INT**
26 August	TEAC	Lydden, Dover, Kent	Rallycross	N
26 August	HSCC	Mallory Park, Kirkby Mallory, Leics	Historic and classic cars	R
26 August	BRSCC	Castle Combe, Chippenham, Wilts	TVR Tuscans, GpN saloons	N
26 August	**BRDC**	**Silverstone, Towcester, Northants**	**F3, FF1600**	**INT**
26 August	**BARC**	**Thruxton, Andover, Hants**	**International Truck Raceday**	**INT**
26 August	BARC	Pembrey, Llanelli, Dyfed	BARC/MGOC 30-lap race	R
26 August	BRSCC	Snetterton, Norwich, Norfolk	Thundersaloons, Hondas, Toyota F3	N
26 August	**BHRC**	**Brands Hatch, Fawkham, Kent**	**BTCC**	**INT**
31 Aug-1 Sep	BOC	Prescott Hill, Cheltenham, Glos	Hill Climb	N
31 August	**NNK Nord Osterdal**	**Tynset Motorsenter**	**Rallycross**	**INT**
31 August	LIMRC	Lydden, Dover, Kent	Trucks, Inter saloons	R
31 August	500 MRC	Kirkistown, Cloughey, Belfast	Race Meeting	N
31 August	BARC	Oulton Park, Tarporley, Cheshire	BARC Championship Raceday	R
1 September	SRC	Snetterton, Norwich, Norfolk	FF1600, Porsches, Minis	R
1 September	JCC	Cadwell Park, Louth, Lincs	Sports and saloons	R
1 September	**BARC**	**Brands Hatch, Fawkham, Kent**	**F3**	**INT**
1 September	SMRC	Knockhill, Dunfermline, Fife	Race Meeting	R
1 September	**BARC**	**Donington, Castle Donington, Derby**	**British F3000**	**INT**
1 September	BARC	Mallory Park, Kirby Mallory, Leics	Fiestas, 2CVs	N
1 September	**Molson Indy Vancouver**	**Vancouver BC, Canada**	**CART**	**INT**
1 September	**Real Automovil Club de Cataluna**	**Jerez, Spain**	**Jerez 480 kms (WSC)**	**INT**
6-8 September	**AC Milano**	**Monza, Italy**	**Italian Grand Prix**	**INT**
7 September	OPRC	Oulton Park, Tarporley, Cheshire	Thundersaloons	N
8 September	MGCC	Snetterton, Norwich, Norfolk	MG sports and saloons	R
8 September	**NMK Dramen**	**Lyngas Motorbane**	**Rallycross**	**INT**
8 September	BARC	Cadwell Park, Louth, Lincs	F Renault, FF1600	N
8 September	BHLRC	Lydden, Dover, Kent	Race Meeting	R
8 September	**BRSCC**	**Brands Hatch, Fawkham, Kent**	**British F3000**	**INT**
8 September	HSCC	Thruxton, Andover, Hants	Historic F1	N
10-13 September	**Manx International Rally Ltd**	**Isle of Man**	**Manx International Rally**	**INT**
11-13 September	Manx International Rally Ltd	Isle of Man	Manx Historic Rally	N
14-15 September	BARC	Pembrey, Llanelli, Dyfed	National Championships Weekend	N
14 September	AMOC	Oulton Park, Tarporley, Cheshire	Historic sports and saloons	R
14 September	BARC	Castle Combe, Chippenham, Wilts	Classic Saloons, MGs	R
15 September	BHRC	Mallory Park, Kirby Mallory, Leics	Multisports, FF	N
15 September	SMRC	Ingliston, Edinburgh	Race Meeting	R
15 September	750MC	Snetterton, Norwich, Norfolk	Sports, saloons, s/s	R
15 September	**ASA de Nevers Magny Cours**	**Magny Cours, France**	**Magny Cours 480 kms, (WSC)**	**INT**
15 September	**Mid-Ohio Sports Car Course**	**Mid-Ohio Sports Car Course**	**CART**	**INT**
15 September	Darlington & DMC	Croft Circuit, Darlington	Rallycross	N
15 September	**BRDC**	**Donington, Castle Donington, Derby**	**BTCC, F3**	**INT**
20-22 September	**Automobile Club de Portugal**	**Estoril, Portugal**	**Portuguese Grand Prix**	**INT**
20-23 September	**Rally Australia Ltd**	**Perth, Australia**	**Australia Rally (WRC)**	**INT**
21-22 September	750 MC	Pembrey, Llanelli, Dyfed	Club Championship Weekend	R
21 September	VSCC	Donington, Castle Donington, Derby	Vintage racing	C
22 September	**BARC**	**Thruxton, Andover, Hants**	**BTCC**	**INT**
22 September	**BARC**	**Snetterton, Norwich, Norfolk**	**Vauxhall Lotus**	**INT**
22 September	BRSCC	Brands Hatch, Fawkham, Kent	Thundersaloons, Porsches, MGs	N
22 September	**BRSCC**	**Silverstone, Towcester, Northants**	**BRSCC Raceday**	**INT**
22 September	**ASACO des 24 Heures du Mans**	**Le Mans, France**	**F3000**	**INT**
22 September	**TEAC**	**Lydden, Dover, Kent**	**Rallycross**	**INT**
27-29 September	**Cirjesa**	**Barcelona, Spain**	**Spanish Grand Prix**	**INT**
28-29 September	BARC	Harewood Hill, Nr Leeds, Yorks	Hill climb	N
28-29 September	BARC	Knockhill, Dunfermline, Fife	F Renault, Clio	N
28 September	500 MRC	Kirkistown, Cloughey, Belfast	Race Meeting	N
28 September	HSCC	Silverstone, Towcester, Northants	Historic racing	R
28 September	BRSCC	Oulton Park, Tarporley, Cheshire	Toyota F3, Porsches	R
28-29 September	**BHRC**	**Brands Hatch, Fawkham, Kent**	**Lucas Truckpix**	**INT**
29 September	**ADAC Nordrhein**	**Nürburgring, Germany**	**Rallycross**	**INT**
29 September	Swindon Phoenix CC	Lyneham, Swindon	Rallycross	R
29 September	BARC	Lydden, Dover, Kent	Saloons and sports cars	R
29 September	BARC	Mallory Park, Kirkby Mallory, Leics	Modified Production Saloons	R

Before going to a particular event, we strongly advise you to check with the organisers or circuit that the scheduled meeting is taking place

MOTOR SPORT Formula One Meet

We are delighted to announce that MOTOR SPORT will be sponsoring the HSCC's final championship round at Silverstone on Saturday, September 28. One of the very best historic meetings of the year, it features a 15-lap race for pre-'85 Formula One cars. Entries already include the only Osella racing in this country, and Don Wood's unique DFV-engined Minardi M185.

Other races pit F1, F2 and F5000 cars of the pre-1971 era together, as well as road sports, standard and modified, the HSCC Novice series, a round of the Classic Championship and a round of the *Top Gear* Heritage Challenge which is being filmed by the BBC.

A one-off pre-'73 Lotus 7 race is a new departure with classes for all engines.

In addition, we will be holding two Concours d'Elegance. The first boasts 100 road cars, with prizes going to those adjudged to be the top three. And, in what we believe to be a unique scheme, we will also he holding a concours for racing cars, with some 20 vying for the top three prizes.

The cost of entry is £7, but if you flourish your copy of September's MOTOR SPORT or that week's *Motoring News* on the day, drivers can get in for £4.

HSCC'S Birthday

The Historic SCC celebrated its 21st birthday at Donington Park on July 20/21, with a commemorative 10-lap race for sports cars to the one-time Griffiths Formula. Guy Griffiths, who originated this formula for racing such cars as C- and D-type Jaguars, Aston Martins, Frazer Nashes, Allards, Healeys and the like, at a time when they were under-valued and might well have been scrapped, was the Guest of Honour. He recalled that the first race to his formula was run off at Castle Coombe in May 1966 and won by Neil Corner in his D-type Jaguar, the 1991 race was won by Mike Freeman's 1959 Jaguar-powered Lister-Costin. He was awarded a photograph of Stirling moss in the Empire Trophy-winning Le Mans Replica Frazer Nash, taken by Guy, who commented that if races for such cars had not been organised many of these wonderful cars would not have survived, or would have been butchered. Perhaps the auction houses should make a presentation to Griffiths!

Historic Rally for RAC

The first international historic special stage rally to be held in Great Britain will be flagged away from Harrogate this November when the Historic Rally Car Register runs the Rally Britannia.

This will take the form of a one-day event running two hours ahead of the RAC Rally on the first day. A planned 100 car entry will tackle six of the spectator stages and should provide a popular sideshow for the expected 90,000 spectators.

The Register has held a rally based on one of the RAC's stages for the past five years, but this is the first time it has organised a special stage rally on the international stage.

Entries are now open for cars manufactured before the end of 1966. For further information contact Alison Woolley, Tibberton Court, Gloucester, GL19 3AF. (Tel.: 0452 79648).

New Collectors' Car Showrooms

During the past six years as a senior member of Coys of Kensington's sales team, Gregor Fiskin has handled countless sales of important cars and also organised their many successful international auctions, but he has now made the big jump and opened up his own showroom.

Located in Queen's Gate Place Mews, Fisken opened his showroom on 1st August, on the site previously inhabited by CAR Howard. It is his intention to offer a wide range of cars, dealing in all the great marques, both pre and post-war with an emphasis on the more sporting models. He is joined by Peter Bradfield, formerly of CAR Howard International who brings with him a broad knowledge of vintage vehicles.

Seven Go Green

A green Caterham 7? It sounds unlikely, but it's finally happened. Caterham have gone to Rover for the 14th type of engine to be fitted to the Seven, and this time it boasts a catalytic converter. Borrowed from the Metro GTi, the 1400cc K-series unit revs to 7200 rpm, useful headroom since the twin-cam 16-valver's torque peaks at a high 5000 rpm. It is lighter than the more powerful Vauxhall 2-litre now on offer, so the new machine, though small, is not slow. The modest 103 bhp hauls the skimpy machine to 60 mph in 5.9 seconds, despite being the cleanest ever product from the tiny Surrey company.

Most companies relish a chance to update the look of their product; Caterham's challenge is to hide every evidence of the work which goes into a new project. For the in-line-engined Seven, the Metro's transverse engine received a new sump and bell-housing to mate with the existing five-speed Ford gearbox, retaining the same angle of block inclination. A sinuous exhaust manifold leads forwards and then folds back to a tiny soup-can of a catalytic converter, squeezed between the block and the chassis. The closer the cat is to the block, the quicker it swings into action, and Caterham believe they have got theirs closer than anyone so far.

A new silencing system was required to meet EC rules. Two thin underfloor pipes lead to twin silencers behind the rear axle, while intake air for this, the first injection engine in a Seven, is ducted from the centre tunnel inside the cockpit to minimise those gargling noises. New suspension geometry, springs and dampers complete the mechanical changes, the De Dion axle located by A-frame and radius arms now being standard. 6J alloy wheels come with 185/60 HR14 Goodyears, but can be swapped for HPC-spec 205/45 ZR16 covers.

Prices for the UK "customer completion" package (involving a weekend's work) begin at £13,883, though the cat version is £490 extra. If you buy the cheaper kit version, Caterham fit the cat when you take it for its build check.

Inevitably there is a new race class for K-cars, aimed at novice drivers, using sealed engines and control tyres. Cars must be road-registered and taxed, and will compete for several Rover trophies.GC

Heritage Motor Centre

The first step in the creation of the new Heritage Motor Centre for the world's largest collection of British cars was taken in late July when Sir Graham Day, Chairman of the Rover Group, cut the first turf for the Centre at Gaydon in Warwickshire.

If plans reach fruition the Centre will have 300 vehicles which reflect the history and development of the British motor industry from its beginnings in 1896 to the present day. The Centre will also house a vast collection of archival material of many million individual records and provide an unparalleled educational facility for specialist academic research into the motor industry. It will also be a major leisure attraction with spacious grounds, adventure and picnic areas and a "rough road" track for demonstrations of Land Rover four-wheel drive vehicles, all within a countryside park setting. It will be open to the public from Spring 1993 onwards.

The Centre is scheduled to be open to the public by Spring 1993, by which time the existing Heritage Motor Museum, at Syon Park, London, which houses less than half the British Motor Industry Heritage Trust collection, will be closed.

Improved Status for Longleat Historic Rally

The RAC MSA has agreed to the 182 Classic Rally Car Club's requesat to upgrade the Longleat Historic Rally to National status upon the basis of this year's event. The club is therefore still on schedule for turning the event into a full International Historic stage rally in 1993.

The upgrading means that the club will promote two rallies on the same weekend of 29th February/1st March. The National will be a two day event and will offer 74 stage miles over some 10 stages (4 stages totalling 74 stage miles on Saturday and 6 stages totalling 48 miles on the Sunday) while the Restricted event will cover the same route, but just on the Sunday. The organiser's ultimate goal is to be a European Championship event covering some 100 stage miles over 2 days.

How does your old GTi square up to the new Mazda MX-3? Doesn't it now seem exactly that? A bit square?

Does its practical interior now seem boxy? It does when you compare it to the immaculate

ergonomics of the MX-3. With its surprising space for two rear seat passengers, not to mention their luggage.

Does your old GTi offer ABS, power steering and a catalytic converter? Does it treat electric windows, door mirrors and sunroof as necessities?

Nope. (The MX-3 has all this, and more.)

WINNER OF LE MANS 91

MODEL FEATURED IS MX-3 1.8i 5 SPEED AT £15,449 ALSO AVAILABLE IS 1.6i AUTOMATIC AT £13,449 EXCLUDING DELIVERY AND NUMBER PLATES. FOR CORRECT AT TIME OF GOING TO PRESS. ALL MAZDA CARS HAVE A 3 YEAR/60,000 MILE WARRANTY

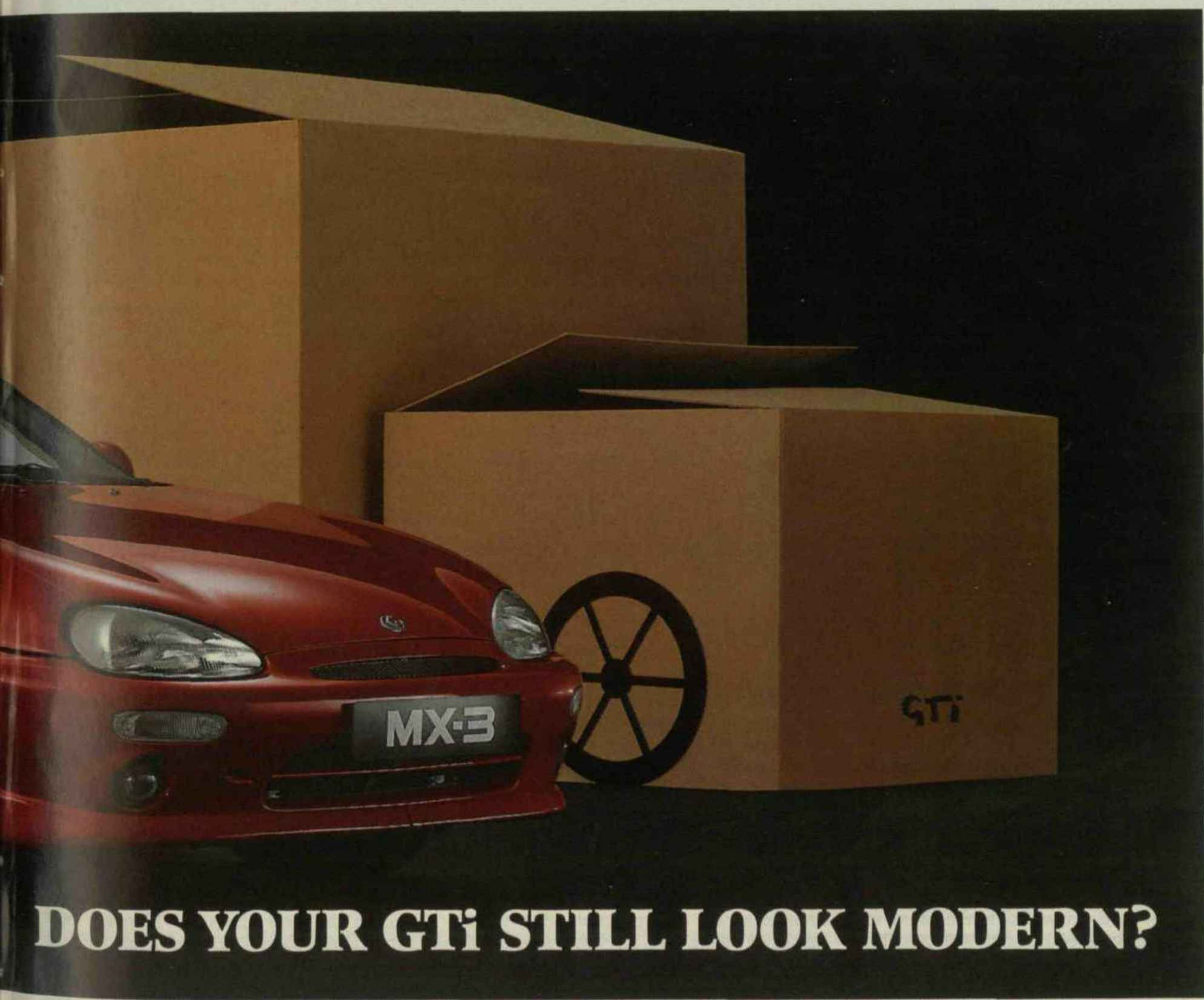
But it hardly matters, for as everyone knows, the GTi has legendary acceleration.

Or is it just raucous?

It certainly is alongside the MX-3, the only car in the world with a V6 1.8 litre engine.

corners for extra stability. Together with all round independent suspension, it makes "almost magical" seem a pretty poor show.

And finally. Reliability. On that score you can always count on your old GTi.



DOES YOUR GTi STILL LOOK MODERN?

A smooth, fuel injected, 24 valve motor that equals the GTi's acceleration figures with a fraction of the fluster.

Does your old GTi still have that almost magical road holding? Yes, of course it does. But look at the MX-3's low, road clutching profile. Its wider chassis, with wheels placed deep into the

Alternatively, count the noughts on Mazda's 3 year 60,000 mile warranty.

For the lowdown on both the 1.8 litre and the 1.6 litre automatic, call free on 0800 100 130. We'll also tell you the name of your nearest dealer.

Who knows. He might even help sell your old GTi.

mazda
Building Excitement

TAX FREE INFORMATION CALL 0892 23742, OR FOR MORE INFORMATION WRITE TO MAZDA CARS (UK) LTD, FREEPOST, TUNBRIDGE WELLS, KENT TN4 8BR. INFORMATION IS AND EUROPEAN ASSISTANCE. CONSULT YOUR DEALER FOR DETAILS OF MAZDA CAR-LINE INSURANCE.

MAZDA 3 YEAR WARRANTY plus EUROPEAN ASSISTANCE

Nigel Mansell's third successive Grand Prix victory and the Williams-Renault team's fourth has proved beyond doubt that the present 'entente cordiale' is the most effective in current Grand Prix racing.

Another Williams-Renault 1 – 2

Hockenheimring, July 28th

From the highly successful British Grand Prix at Silverstone the "circus" moved across to Germany, to the very fast but unspectacular Hockenheimring, with its vast stadium containing a Mickey Mouse section of twists and turns, with an outward curving leg interrupted by two artificial chicanes to the far away Ostkurve, with another very fast straight back to the Stadium, with a third chicane in its length. In spite of the Mickey Mouse bit in the stadium, and the three chicanes, the lap record average speed is near to 150 mph. Fast but dull is the best way to sum up the Hockenheimring, but the simple fact of the matter is that there is nowhere else to hold the German Grand Prix.

The once majestic and fearsome Nürburgring has been replaced by a modern facility that nobody seems very interested in, and if you have ever been to the old Nürburgring you will know why.

Before the "circus" spread itself over the vast paddock area there had been some tyre-test sessions, during which the Williams-Renault team showed clearly that their performance at Silverstone was not a flash-in-the-pan. McLaren-Honda had another setback when Ayrton Senna had a monumental accident when a rear tyre burst. The car was a virtual write-off but the Brazilian got away unscathed.

When the German Grand Prix meeting got under way at 8am on Friday morning with one hour of pre-qualifying for teams who have a low finishing record over the past twelve months, there was a new scene. The Brabham-Yamaha team, the AGS team and the Footwork team have all been demoted, to join Fondmetal and Coloni. The Jordan team and the Scuderia Italia Dallara team have both earned their promotion, and the works Lamborghini team scraped through more due to the failure of others than any serious success. The two Brabhams, one AGS (Tarquini) and one Footwork (Alboreto) escaped into the event proper, though they were still not guaranteed a place on the starting grid; that was a matter for the serious qualifying sessions. Alessandro Caffi was back in the second Footwork, putting Johannson back on the unemployed F1 list, though the little Italian failed to pre-qualify. He was accompanied by Grouillard (Fomet), Barbazza (AGS) and Chaves (Coloni).

From the moment that the Friday morning test session began, it was Williams-Renault all the way, with Mansell leading and Patrese supporting him nobly, and though McLaren-Honda showed a lot of fight it was not enough to conquer the Didcot-Billancourt partnership. The weather was hot, but the pace was hotter, and in the first afternoon Mansell took provisional pole position with a lap that was nearly three seconds faster than Senna's pole position last year! The French powered cars were recording over 210 mph through the Longines-Olivetti speed trap on the way to the first chicane. Ferrari, with three of their new cars, were hardly in the picture, being little more than on the tail of the leading quartet, while the rest of the entry were in a different world. Aerody-

NON-QUALIFIED

No	Driver	Nat.	Car/Engine	Tyres	Best Lap	Result
9	Michele Alboreto	I	Footwork A12B-Cosworth V8 DFR	G	1 min 43.409s	DNQ
12	Michael Bartels	G	Lotus 102B-Judd V8	G	1 min 43.624s	DNQ
17	Gabriele Tarquini	I	AGS JH25-Cosworth V8 DFR	G	1 min 43.787s	DNQ
35	Eric van de Poele	B	Lambo 2-Lamborghini V12	G	1 min 44.207s	DNQ
14	Olivier Grouillard	F	Fomet 191-Cosworth V8 DFR	G	1 min 44.034s	DNPQ
10	Alessandro Caffi	I	Footwork A12B-Cosworth V8 DFR	G	1 min 45.282s	DNPQ
18	Fabrizio Barbazza	I	AGS JH25-Cosworth V8 DFR	G	1 min 46.604s	DNPQ
31	Pedro Chaves	P	Coloni C4-Cosworth V8 DFR	G	1 min 47.546s	DNPQ

the

MILLFORD ·FARM·

collection

A SALE OF UNRESTORED COLLECTORS MOTOR CARS AND SPARES ON THURSDAY 10TH OCTOBER AT MILLFORD FARM, NEAR STUDLEY, WARWICKSHIRE. *The fine Warwickshire countryside forms a natural setting for Brooks next sale. The Millford Farm Collection includes an exceptional Riley MPH, heading a most impressive entry of pre-war Rileys, together with an extensive accumulation of related 4 and 6 cylinder engines and spares. Other notable entries include pre-war Austins and Bentleys, a large number of 400 Series Bristols and spares, including an historic 401 with Le Mans history, and a rare Mercedes-Benz 540K engine. For a catalogue price £15 (post paid) or further information, telephone Robert Brooks, James Knight or Mark Beattie on 071-228 8000.*

BROOKS 81 Westside, London SW4 9AY. Telephone 071-228 8000. Facsimile 071-585 0830

namics alone was not going to get anyone near the front, the cars needed to be slippery and powerful and horsepower was the name of the game, as it usually is.

By the time the 26 positions for the grid had been sorted out there had been the usual number of mechanical troubles, a lot of it in the gearbox regions, but engines suffered as well and there were a number of accidents, some minor, some major like Eric Comas who inverted his Ligier-Lamborghini 712 and escaped with a shaking. Prize for disaster must be given to the Footwork team, for after scraping one car through pre-qualifying, all three cars were given Alboreto's number 9 and in the course of the 1½ hours of Friday morning testing he managed to abandon all three round the circuit, two with transmission breakage and one with a puncture. Jack Oliver was looking at his empty pit-space with a look of disbelief on his face.

At the front of the grid the order was Mansell, Senna, Berger and Patrese with less than half a second covering them, and though Mansell never looked like being beaten the opposition was close. The two Ferraris were on their own, two seconds away from the leading Williams-Renault, and the rest were led by de Cesaris more than 3 seconds away from pole position. With Mansell's fastest lap being at an average of 156.722 mph, three seconds was an awful long way behind, and the Jordan driver was the best of the rest and ahead of both Benettons, using the same Cosworth V8 engines. The starting grid shows clearly the vast difference between front and back of the grid: more than seven seconds separated pole position from the last non-qualifier, who was averaging around 145 mph for his slow lap! In Saturday morning testing Mansell had put in a lap at 1.36.998, a speed of 156.866 mph, compared with his fastest qualifying time of 1.37.087. The faster cars were passing the pits and main grandstands at over 170 mph, and the stands were very full on both practice days.

Race day proved to be very warm and tyres were obviously going to play a vital part in the outcome of the race, not because of wear or overheating more than normal, but with the closeness of the first four the time spent in the pits was going to

Eric Comas proved his mettle by qualifying the Ligier-Lamborghini despite a nasty practice accident.

Although less than half a second covered the first two rows of the grid, Mansell had no trouble in pulling out an instant lead.

STARTING GRID

5 MANSELL Williams FW14 1 min 37.087s (2) 1 min 37.467s (1)	**1 SENNA** McLaren MP4/6 1 min 37.274s (2) 1 min 38.208s (1)
2 BERGER McLaren MP4/6 1 min 37.393s (2) 1 min 37.946s (1)	**6 PATRESE** Williams FW14 1 min 37.435s (2) 1 min 38.146s (1)
27 PROST Ferrari F1/91B 1 min 39.034s (2) 1 min 39.422s (1)	**28 ALESI** Ferrari F1/91B 1 min 39.042s (2) 1 min 39.391s (1)
33 de CESARIS Jordan 191 1 min 40.239s (2) 1 min 40.387s (1)	**20 PIQUET** Benetton B191 1 min 40.560s (1) 1 min 40.878s (2)
19 MORENO Benetton B191 1 min 40.957s (2) 1 min 41.968s (1)	**23 MARTINI** Minardi M191 1 min 40.998s (1) 1 min 41.373s (2)
32 GACHOT Jordan 191 1 min 41.308s (2) 1 min 41.443s (1)	**16* CAPELLI** Leyton House CG911 1 min 41.330s (2) 1 min 42.025s (1)
3 NAKAJIMA Tyrrell 020 1 min 41.390s (2) 1 min 41.515s (1)	**4 MODENA** Tyrrell 020 1 min 41.566s (1) 1 min 41.952s (2)
7 BRUNDLE Brabham BT60Y 1 min 41.615s (2) 1 min 42.294s (1)	**15 GUGELMIN** Leyton House CG911 1 min 41.735s (2) no time (1)
25 BOUTSEN Ligier JS35B 1 min 41.823s (1) 1 min 41.929s (2)	**21 PIRRO** Dallara BMS191 1 min 42.021s (1) 1 min 42.672s (2)
24 MORBIDELLI Minardi M191 1 min 42.058s (2) 1 min 42.132s (1)	**22 LEHTO** Dallara BMS191 1 min 42.171s (1) 1 min 42.708s (2)
8 BLUNDELL Brabham BT60Y 1 min 42.216s (2) 1 min 43.414s (1)	**30** SUZUKI** Lola L91 1 min 42.474s (2) 1 min 45.037s (1)
11 HAKKINEN Lotus 102B 1 min 42.726s (2) 1 min 44.816s (1)	**34 LARINI** Lambo 2 1 min 43.035s (2) 1 min 44.596s (1)
11 BERNARD Lola L91 1 min 43.321s (2) 1 min 43.797s (1)	**26 COMAS** Ligier JS35B 1 min 43.364s (2) 1 min 43.803s (1)

NB: **30 Suzuki started from pit lane.
***16 Capelli changed to T-car on "dummy-grid"**

be vital.

From the moment the green lights shone it was Mansell all the way! He made a truly dragster-like start and was gone into the first right-hander leading out of the Stadium. Following him, Berger cut across the front of Senna and was away in second place, while Patrese was a bit cautious, remembering what happened at Silverstone, and both Ferraris got ahead of him. Down at the back of the grid Mark Blundell got all sideways at the first corner and there was a lot of hectic dodging about but the only casualty was Larini in the Lambo 2, who took avoiding action and spun off on the grass and stalled his engine. The Larrousse-Lola driver Suzuki had been forced to take the team's spare car and start from the pit-lane, due to engine trouble, and as he set off he found cars going in all directions! Out in front Mansell was not waiting for anyone and in the opening laps set the pace with laps in the 1m47s bracket, ten seconds slower than Saturday's qualifying pace. There are times when F1 looks a bit like endurance racing, except that F1 endurance is barely 1½ hours. Mansell's pace was the standard for race day and nobody could match it, so he pulled steadily away. Meanwhile Patrese was getting into a proper Williams-Renault style and sailed past Alesi's Ferrari, which was running on harder Goodyears in the hope of covering the 45 laps non-stop, while everyone else was planning a tyre change. Senna had settled back behind Berger, holding third place with Prost, Patrese and Alesi snapping at his heels. Down at the end of the field Suzuki had made up a lot of ground but his run was short-lived as more engine trouble intervened; his team-mate Bernard had already retired with transmission trouble.

A mere 14 laps had passed when Berger was seen heading down the pit-lane to the waiting McLaren mechanics, where the wheel changing went quick enough, but then one of the hub-nuts gave trouble and Berger lost an agonising extra 10 seconds before he was on his way again. For three laps Senna was in second place, but then he stopped for new tyres and he was followed by Prost, so Patrese moved up into second place, and the next lap Mansell was in for tyres and Patrese led on the road. Before he could record an official lap in the lead on the lap charts, he was slowing and turning into the pit lane, so it was Alesi who crossed the timing line first on lap 19, and again on lap 20, while Mansell was regaining the pace after his pit-stop. On lap 21 Mansell was back into the lead, but Patrese had still to catch the young Ferrari driver. This took him until lap 37 and caused him no real problems.

Were it not for a slow pit-stop, Gerhard Berger could have been challenging Alesi for third place.

Williams-Renault were now a dominant 1-2 with Alesi in third place, well ahead of Senna, Prost and Berger, so it looked as though the non-stop tactic on hard tyres was going to pay off. In fourth place Senna had Prost fidgeting about behind him, trying to get by at some points on the circuit and falling back on others, while Berger was in sixth place, with little hope of making up for the extra 10 seconds lost at his pit-stop. This was Race number 1. Race number 2 was being run concurrently and was equally busy and interesting, being between the midfield runners, while Race number 3 was for those tail-enders that were still circulating.

Apart from when they stopped for a tyre change, the two Jordans were in complete command of Race 2, de Cesaris dealing with Piquet's Benetton very early on, and Gachot dealing with Moreno's Benetton, interspersed with a three-cornered battle when Capelli mixed it with them. Poor Gugelmin never got beyond midfield, troubled by various mechanical defects, retiring before half distance with gearbox trouble. Capelli took the Leyton House-Ilmor V10 battle into the Jordan, Benetton camp with great enthusiasm, until he was sidelined by a misfire that could not be cured, but Moreno could not keep up the pace of the Jordans and soon de Cesaris and Gachot were in 7th and 8th places. Barely had this happened than they were promoted up a place, when Prost went sailing up an escape road and out of the race. He had been trying to out-brake Senna on a number of occasions, and this time he did it, but on the wrong line and over-did it into retirement, complaining his usual way because Senna did not make room for him! He seemed to overlook the factor that they were racing for fourth place and are both experienced enough to look after themselves, or should be. The two Williams-Renault cars were still running fast and consistently out in front, Patrese sharing fastest lap with Mansell in a fine demonstration of reliability and domi-

Jean Alesi's gamble to run with harder compound tyres paid off enabling him to finish in third place.

nation, with the McLaren-Honda and Ferrari opposition trailing in their wake. In reality these three teams are the only serious contenders for Race number 1, while the Jordan team yet again took command of Race number 2. For the rest it seems to be a struggle for survival. The Brabham-Yamaha pair had some small satisfaction in finishing, albeit at the back of the list, but it was a small step forward after needing to suffer the ignominy of having to pre-qualify.

As Mansell was completing his last lap to lead his team-mate home by a comfortable 13 seconds, there was consternation in the McLaren-Honda pit as Senna was seen to stop on the outward run from the Stadium. Almost unbelievably the McLaren had run out of fuel, as it did at Silverstone. There were no excuses, but it does indicate how fine the margins are with the McLaren-Honda team in their efforts to keep pace with the continually improving Williams-Renault team. The margins are so fine that there is no room for tolerance, everything on the McLaren car and Honda engine is having to be squeezed to the limit to give Senna a car with which to challenge the Williams-Renault, because even then he is no match for Mansell and Patrese with the Anglo-French cars.

A very thoughtful Jean Alesi climbed up onto the winner's rostrum with the two Williams drivers, well satisfied with his third place and the fact that the gamble had paid off. Senna returned to the paddock too wound up to make a comment and spent a long time in deep discussion with his team. Gerhard Berger finished a distant fourth and just as he finished his slowing-down lap with Capelli riding on his side-pod his car ran dry of fuel, which was exactly right for the McLaren-Honda calculations.

Tom Walkinshaw, a new face in the pit-lane.

This win and second place by Williams-Renault put the team one point ahead of McLaren-Honda in the Constructors' Championship, and we can rest assured that they mean to stay there. Team Tyrrell were supposed to be the Honda back-up team but they seem to be failing miserably, one car retiring with gearbox trouble and the other delayed by tyre problems and an engine misfire. As for the Minardi team being back-up for the Scuderia Ferrari team, it has not happened and the idea that Jordan were going to be the Ford Cosworth back-up team to the Benetton-Cosworth team is another joke. Ford put their money on the wrong team and Jordan are really enjoying their position as best of the rest. The question is will the 1992 Ford-Cosworth V12 engine be capable of taking the Jordan team into the big-boys playground? DSJ

1990 WORLD CHAMPIONSHIP

DRIVERS		CONSTRUCTORS	
Senna	51	Williams-Renault	71
Mansell	43	McLaren-Honda	70
Patrese	28	Ferrari	33
Prost	21	Benetton-Cosworth	23
Berger	19	Jordan Cosworth	13
Piquet	18	Tyrrell-Honda	11
Alesi	12	BMS Dallara-Judd	5
Modena	9	Minardi-Ferrari	3
De Cesaris	9	Lotus-Judd	3
Moreno	5	Lola-Cosworth	2
Lehto	4		
Gachot	4		
Martini	3		
Hakkinen	2		
Nakajima	2		
Suzuki	1		
Bailey	1		
Pirro	1		
Bernard	1		

RESULTS

GERMAN GP, Hockenheimring, July 28th
45 laps of 6.802 km circuit (306.090 km; 190.195 miles)

Pos	Driver	Nat.	Car/Engine	Tyres	Time	Best Race Lap	On Lap
1st	Nigel Mansell	GB	Williams FW14-Renault V10	G	1h 19m 29.661s	1m 43.745s	34
2nd	Riccardo Patrese	I	Williams FW14/Renault V10	G	1h 19m 43.440s	1m 43.569s	35
3rd	Jean Alesi	F	Ferrari F1/91B-Ferrari V12	G	1h 19m 47.279s	1m 44.395s	35
4th	Gerhard Berger	AUT	McLaren MP4/6-Honda V12	G	1h 20m 02.312s	1m 43.970s	43
5th	Andrea de Cesaris	I	Jordan 191-Cosworth V8 HB	G	1h 20m 47.198s	1m 45.403s	25
6th	Bertrand Gachot	L	Jordan 191-Cosworth V8 HB	G	1h 21m 10.266s	1m 44.991s	39
7th	Ayrton Senna	BRA	McLaren MP4/6-Honda V12	G	1 lap behind (not running)	1m 44.213s	43
8th	Roberto Moreno	BRA	Benetton B191-Cosworth V8 EXP	P	1 lap behind	1m 46.387s	32
9th	Thierry Boutsen	B	Ligier JS35B-Lamborghini V12	G	1 lap behind	1m 47.266s	23
10th	Emanuele Pirro	I	Dallara BMS 191-Judd V10	P	1 lap behind	1m 47.032s	35
11th	Martin Brundle	GB	Brabham BT60Y-Yamaha V12	P	2 laps behind	1m 46.549s	41
12th	Mark Blundell	GB	Brabham BT60Y-Yamaha V12	P	2 laps behind	1m 46.964s	
13th	Stefano Modena	I	Tyrrell 020-Honda V10	P	4 laps behind	1m 46.264s	41
14th	Alain Prost	F	Ferrari F1/91B-Ferrari V12	G	retired on lap 38	1m 44.059s	35
15th	Ivan Capelli	I	Leyton House CG911-Ilmor V10	G	retired on lap 37	1m 46.067s	31
16th	J.J. Lehto	FIN	Dallara BMS191-Judd V10	P	retired on lap 36	1m 47.097s	34
17th	Nelson Piquet	BRA	Benetton B191-Cosworth V8 EXP	P	retired on lap 28	1m 46.680s	20
18th	Satoru Nakajima	J	Tyrrell 020-Honda V10	P	retired on lap 27	1m 49.125s	19
19th	Erik Comas	F	Ligier JS35B-Lamborghini V12	G	retired on lap 23	1m 47.516s	20
20th	Mauricio Gugelmin	BRA	Leyton House CG911-Ilmor V10	G	retired on lap 22	1m 49.307s	20
21st	Mika Hakkinen	FIN	Lotus 102B-Judd V8	G	retired on lap 20	1m 49.790s	17
22nd	Aguri Suzuki	J	Lola L91-Cosworth V8 DFR (Hart)	G	retired on lap 16	1m 49.723s	11
23rd	Gianni Morbidelli	I	Minardi M191-Ferrari V12	G	retired on lap 15	1m 49.359s	13
24th	Pierluigi Martini	I	Minardi M191-Ferrari V12	G	retired on lap 12	1m 48.431s	11
25th	Eric Bernard	F	Lola L91-Cosworth V8 DFR (Hart)	G	retired on lap 10	1m 50.573s	4
26th	Nicola Larini	I	Lambo 2-Lamborghini V12	G	retired on lap 1	–	–

Winner's Average Speed: 231.028 kph; (143.554 mph) **Conditions: Hot**

Fastest Lap: Riccardo Patrese (Williams FW14-Renault V10) 1m 43.569s on lap 35; 236.434 kph (146.913 mph)

McLaren Shell-shock

Reversed fortunes: in Hungary it was Senna's turn to dominate, Mansell's to lead the pursuit.

IT used to be British Formula Three races – short, 20 lappers – in which the start was all important. Today, there are Grand Prix races that are like that. Monaco is one, the Hungarian the other.

A paradox? On the face of it, yes. No two circuits could look more dissimilar, yet have so much in common. The Hungaroring may appear an open track, but with its low grip surface it actually demands more downforce than the Principality. Given the layout of the 2.465 mile venue, the dramatic reduction in braking distances brought about by carbon discs, and that need for so much downforce, overtaking opportunities are as rare as hen's teeth. The start was thus paramount.

Before the race meeting, the betting men of F1 were busy saying how easy this one was going to be for Williams Renault. After all, hadn't Patrese dominated the 1989 event until his engine overheated after debris had punctured a radiator? Hadn't Boutsen won in 1990 in the generally unloved FW13B? To many, the result seemed a foregone conclusion.

Renault itself wasn't so sanguine. "Yes, our package has been very good in the past two years," admitted Renault Sport boss Patrick Faure over dinner on Friday night, "but since then we have changed the characteristics of our engine. Then it was very strong on torque; now we have a stronger top-end, which is why it is good at places like Silverstone and Hockenheim, not so good in Monaco or here..."

That day had all been about Senna, Senna and a revitalised McLaren Honda. Intensive development work by the technical partners had seen weight pared from chassis and engine and, they hoped, correction of the crippling fuel consumption readouts which had cost them points at Silverstone and Hockenheim. On top of that, Shell had developed yet another new fuel. "We don't call it qualifying fuel," beamed Mike Brannigan, but it certainly helped do the business as Senna demoralised his opposition once again to take his 57th pole position. "The car is a big improvement, and this is a good moment after one of the longest spells I have had away from the pole," he beamed. And with Senna on pole you began to feel that the result into the first corner was almost totally predictable.

Alongside him after an excellent recovery from a shunt on Friday morning that had been caused by a faulty right front brake seal, was Riccardo Patrese, the man whose starts of late have been, by his own admission, appalling. The Italian had pipped team-mate Mansell by a hundredth of a second for the front row, as both Williams pilots had to struggle with the now unfamiliar supporting role into which Senna's speed had thrust them. With more downforce and Honda power, Senna was in his element. As they struggled to match that downforce, the FW14s lacked grip and balance and their drivers were unhappy. The pendulum, in Hungary at least, was beginning to swing back into McLaren's favour.

This time, Patrese surprised everyone with a brilliant getaway, and he was all but alongside Senna as they pounded into the tight first right-hander. Now Riccardo is one of F1's gentlemen, a driver marginally below the front rank, perhaps, but the one man currently racing in the category who seems totally at ease with himself. These days it is very rare to see him upset by anything. Yet after the race he had words with Ron Dennis on the victory rostrum, and in the post-race conference he remained unhappy.

Simulated picture 1990 McLaren Hon

SHELL UNLEADED.
FAVOURITE WITH YOUR SUNDAY DRIVER.

Mr Senna's company car gets him around rather nicely on a unique Shell unleaded fuel.

What makes it unique is that, unlike the fuels on sale at your local Shell station, it contains no detergent.

Not all fuels are the same

The McLaren Honda does without it because the inside of the engine is cleaned during the rebuild that follows each race – about every two hundred miles.

This might prove a little irksome for the average motorist. Which is why our scientists developed the detergent that's in all our other Shell Advanced Fuels.

Its necessity is best explained by looking at what happens to an ordinary production car engine running on ordinary fuel.

Dirt gets baked onto the fuel injectors (or carburettors), inlet ports and valves. It gradually strangles the engine, making it difficult to start.

Not all fuels are the same

Once it's going, flat spots disrupt the power curve. Fuel consumption increases – and so do garage bills.

In as little as 20,000 miles from new, your engine may need to be stripped, cleaned and rebuilt.

The dirt is carbon, which all engines produce for the simple reason that it's an intrinsic product of combustion.

To make matters worse, modern engines tend to run hotter than their predecessors.

Their combustion technology is more efficient.

Furthermore, the latest drag-reducing aerodynamics have also reduced the flow of cooling air into the engine bay.

Our detergent is the perfect solution. It washes away the carbon as you drive.

Not all fuels are the same

Independent tests have proved that if you regularly fill up with Shell Advanced, it will keep your engine three hundred per cent cleaner than ordinary fuel. It can even reduce existing carbon.

As a result your engine will start better, go better, use less fuel – and cost less to maintain, because you'll be saved the expense of having it stripped and decarbonised.

Used regularly you will notice an improvement by switching to Shell Advanced.

In fact, we believe the only motorist who can really go without our detergent is the exceptional gentleman pictured opposite.

But of course there always has to be an exception to prove the rule.

YOU CAN TELL WHEN IT'S SHELL.

After a season of disappointments, Capelli and Leyton House finally scored a point.

"I make a good start, okay. We leave it at that," said a man unwilling to wash dirty laundry in public. Pressed harder he opened up a little more. "I went straight, but somebody else maybe didn't. But maybe this is just the latest method of starting..."

The somebody, of course, was Senna, who had locked his brakes momentarily before diving across to claim the corner and the lead. The move would win him the race.

It was an interesting little bit of driver psychology, that start. On Friday both Senna and Alain Prost had been hauled before FISA stewards to discuss their conduct in the German GP, and for Prost to be informed that he faced a suspended one race ban for daring to criticise FISA. More importantly, they were both told that FISA's Special Commission of Inquiry for Safety (the curiously acronymed SPICS) would be watching all driving tactics very closely. Senna probably did not need reminding of the tactics he had used to push Sandro Nannini out of his way in the 1990 race. This time he rationalised his start in a simple manner, almost surprised that Patrese should have objected.

"We were very close together," he agreed with the smile of a winner who has seen his third championship coming into better focus. "We were on the limit. But you either go for it or you don't at this stage of the championship. After four races where we were off the pace, it was possible for me to win. I had to go for it." He looked across at Riccardo; "I'm sure you would have done the same to me." The latter looked doubtful. Once the *bête noire* of F1, the Italian now has the reputation of a particularly clean competitor, and the question clearly troubled him. Should he really speak his mind, and become embroiled in the sort of aggravation that normally surrounds Senna, Prost and Mansell, or should he keep his good guy image? "Maybe, mmmm, maybe," he responded unconvincingly.

Out in front at the end of that first lap, the race his if he could successfully stem the expected Williams challenge, Senna had something else to worry about on lap two. Where Williams had opted for Goodyear's medium hard C race tyres all round, mindful of the high ambient temperatures and determined not to have to stop in what is a long, gruelling race, Senna plumped for Cs on the left and softer Ds on the right. The Ds took a while to stabilise on full tanks, and for an awful moment he feared he had a puncture, the McLaren was behaving so oddly.

"I told the pits and they said to come in, but I risked one more lap to be sure, and the tyres came in after that. It was a big relief!" Considering the shunt he had in testing at Hockenheim, due to a deflating tyre, it was a brave decision and an indication of his commitment to winning a third title.

In the early stages the Williamses looked faster than the McLaren. At the start of lap three Patrese had a very adventurous look at the inside down into turn one, and again he was pushing very hard on the 14th. In their wake, Mansell would either be right on their tails or some lengths behind, depending on how cool his engine was running, but just as he could close the gap at will, so too could Prost, running fourth in the Ferrari.

Since Hockenheim the Italian team had tested revised engines at Fiorano and Imola, but ironically it was a supposed screamer that let Prost down when it mattered on Saturday afternoon. That morning he had been as quick as Senna in free practice, but wound up only fourth in the afternoon. "With the engine I had this morning I would have been quicker for sure," he said. "Not as quick as Ayrton, no, but on the front row. A 1m 16.7s, something like that."

In those opening laps it was indeed the Frenchman who looked the darkest horse. As Senna, Patrese and Mansell set fastest laps as they crossed the line, so he would beat theirs on laps three, four and five. As late as lap 25 he was the fastest man on the track, running in clean air, apparently biding his time. Just as you thought the Williams could leave the McLaren if only they could pass it, so the Ferrari looked as if it *might* be able to outrun the Anglo-French racers.

It was not to be. On lap 28 Prost pulled into the pits with sudden engine failure, left

Nine car train: Brundle leads Lehto, Modena, Gachot, Moreno, Piquet, Martini, de Cesaris and Bernard in initial pursuit of Pirro.

Alain Prost was the race's dark horse until his Ferrari's engine broke.

to contemplate the Monza tests the following week, and the hokum with FISA. "It doesn't upset me," he commented drily on the latter. "It's not for my driving, but because I spoke out against FISA. If it's an attempt to gag me, it won't work!"

Around lap 34 Riccardo really began to attack again, recording his fastest lap – a 1m 22.878s – on the 35th, but as he pushed, so his brakes began to fade and the pedal movement became alarmingly longer. It was a worse version of the problem that afflicted Mansell in Germany, and for Riccardo it spelled an end to his hopes of victory. As the two Williams came down the pit straight on lap 44, Riccardo raised a hand and waved Nigel by. It was the act of a team player, just as the way he'd protected Boutsen's lead in 1990 had been, and threw Mansell's tactics against him in Phoenix in the season opener into harsh relief.

Now, we all thought, Mansell will charge. The race is just really beginning. And charge Nigel did, thrusting his way on to Senna's tail. At the end of lap 48 the two cars were nose to tail across the finishing line, with Mansell jockeying for the inside line down into turn one. Senna *just* held him off, and it transpired that that was the sternest challenge he would have to face for the remainder of the race. Shortly afterwards, on lap 57, the race effectively was over. Lap 56 took Senna 1m 22.583s, while Mansell set his fastest time of 1m 22.574s His next was two seconds slower than Ayrton's, and then the gap was the biggest it had been between first and second all race. Mansell admitted later that he'd nearly run into the back of Senna at one stage, as he suffered the same long brake pedal problem that had visited itself upon Patrese, and thereafter six points looked a lot more sensible than none. If McLaren and Honda staged some dramatic damage limitation by stealing a race from Williams, before the high-speed blasts at Spa and Monza which ought to favour the FW14s, then Williams too at least stopped some rot with second and third places. If they couldn't win on the day, they couldn't have done much better.

In a weekend in which Patrese was the only number two to run with the foxes, Berger and Alesi had disappointing runs to fourth and fifth places. On Friday the Austrian had raised eyebrows by pipping Senna for the overnight pole, and there began a round of optimistic 'Berger's going to win at last' comments. They proved unfounded by a long way as he

NON-QUALIFIED

No	Driver	Nat.	Car/Engine	Tyres	Best Lap	Result
14	Olivier Grouillard	F	Fomet 191-Cosworth V8 DFR	G	1 min 22.438s	DNQ
9	Michele Alboreto	I	Footwork A12B-Cosworth V8 DFR	G	1 min 22.521s	DNQ
35	Eric van de Poele	B	Lambo 2-Lamborghini V12	G	1 min 23.162s	DNQ
12	Michael Bartels	D	Lotus 102B-Judd V8	G	1 min 23.248s	DNQ
17	Gabriele Tarquini	I	AGS JH25-Cosworth V8 DFR	G	1 min 25.230s	DNPQ
10	Alessandro Caffi	I	Footwork A12B-Cosworth V8 DFR	G	1 min 26.637s	DNPQ
18	Fabrizio Barbazza	I	AGS JH25-Cosworth V8 DFR	G	1 min 26.740s	DNPQ
31	Pedro Chaves	P	Coloni C4-Cosworth V8 DFR	G	1 min 26.945s	DNPQ

STARTING GRID

1
SENNA
McLaren MP4/6
1 min 16.147s (2)
1 min 18.549s (1)

5
MANSELL
Williams FW14
1 min 17.389s (2)
1 min 19.818s (1)

2
BERGER
McLaren MP4/6
1 min 17.705s (2)
1 min 18.238s (1)

21
PIRRO
Dallara BMS191
1 min 19.334s (2)
1 min 21.751s (1)

16
CAPELLI
Leyton House CG911
1 min 19.794s (2)
1 min 21.068s (1)

20
PIQUET
Benetton B191
1 min 19.984s (2)
1 min 21.542s (1)

15
GUGELMIN
Leyton House CG191
1 min 20.024s (2)
1 min 21.549s (1)

19
MORENO
Benetton B191
1 min 20.584s (2)
1 min 22.077s (1)

33
de CESARIS
Jordan 191
1 min 20.805s (2)
1 min 22.143s (1)

25
BOUTSEN
Ligier JS35B
1 min 20.870s (2)
1 min 22.408s (1)

29
BERNARD
Lola L91
1 min 21.267s (2)
1 min 22.680s (1)

24
MORBIDELLI
Minardi M191
1 min 21.654s (2)
1 min 23.201s (1)

26
COMAS
Ligier JS35B
1 min 22.258s (2)
1 min 24.464s (1)

6
PATRESE
Williams FW14
1 min 17.379s (2)
1 min 20.103s (1)

27
PROST
Ferrari F1/91B
1 min 17.690s (2)
1 min 19.326s (1)

28
ALESI
Ferrari F1/91B
1 min 18.410s (2)
1 min 19.552s (1)

4
MODENA
Tyrrell 020
1 min 19.748s (2)
1 min 20.488s (1)

7
BRUNDLE
Brabham BT60Y
1 min 19.976s (2)
1 min 21.345s (1)

22
LEHTO
Dallara BMS191
1 min 20.014s (2)
1 min 21.991s (1)

3
NAKAJIMA
Tyrrell 020
1 min 20.565s (2)
1 min 22.992s (1)

32
GACHOT
Jordan 191
1 min 20.655s (2)
1 min 21.884s (1)

23
MARTINI
Minardi M191
1 min 20.823s (2)
1 min 22.429s (1)

8
BLUNDELL
Brabham BT60Y
1 min 20.954s (2)
1 min 21.125s (1)

30
SUZUKI
Lola L91
1 min 21.601s (2)
1 min 22.762s (1)

34
LARINI
Lambo 2
1 min 21.896s (2)
1 min 24.316s (1)

11
HAKKINEN
Lotus 102B
1 min 22.335s (2)
1 min 25.224s (1)

One race.

The striped beast you see above is the new turbocharged 300 bhp Escort RS Cosworth.

It's got a headstart on the competition.

Firstly, it won the gruelling Spanish Talavera Rally on its first time out. Secondly, it's the first car to employ 'total' body aerodynamics.

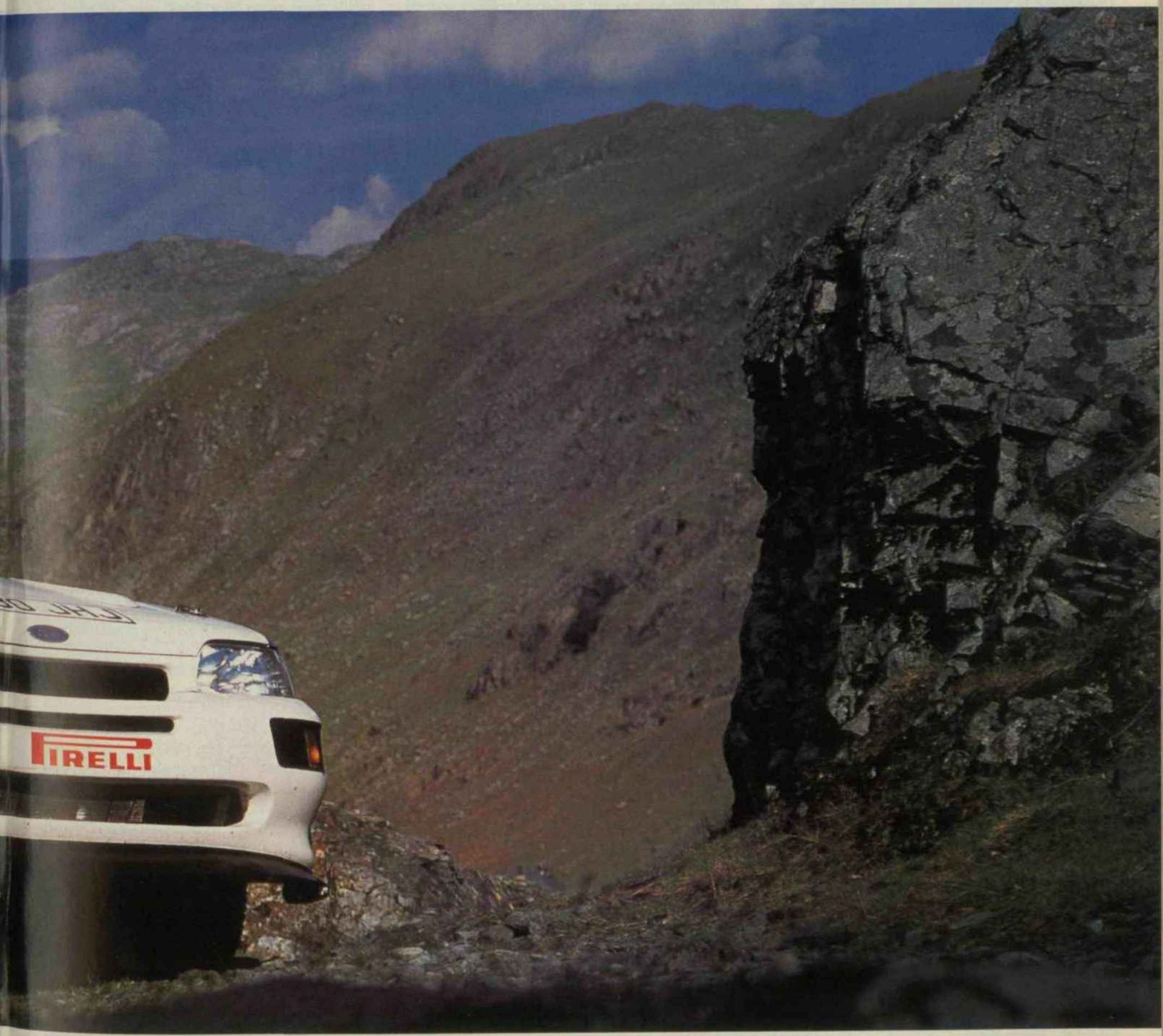
The result is a measured amount of aerodynamic downforce, which in fact gives the car excellent stability at exceptionally high speeds and in cross winds.

If you're beginning to think we've a bee in our bonnet about aerodynamics, you're right. But that's not all.

Under it is the third first. A two stage intercooler which cools the air twice before it enters the engine. The cooler the air the greater the power.

The fourth first is an electro-luminescent instruments panel (the same used in jet aircraft), which provides

Four firsts.



perfect clarity, so essential during fast night driving.

This commitment to Motorsport has helped us develop road cars which are on the leading edge of technology.

The new Escort's smoother ride, for example, is the direct result of endless hours of hard driving in the worst possible conditions.

So you see, the fruits of our labours can already be found on today's Fords.

As for tomorrow's Fords, the road-going version of the RS Cosworth will be launched next year.

According to Car Magazine "It's the most exciting dingbat Ford of all."

Our philosophy is quite simple: we come first on the track, so you come first on the road.

Ford

Everything we do is driven by you.

For a catalogue or the address of your nearest Ford dealer, call the Ford Information Service free on 0800 01 01 12.

plugged round in fifth place until inheriting fourth from Prost. Likewise, Jean was overshadowed by 'Papa' Prost, as he calls The Professor.

There was an interesting little scenario at the Ferrari motorhome on Saturday, when the time came for the usual press briefing. Jean, it seemed, was sick, unable to speak to the media. In fact, it transpired that he'd been muzzled after criticising the engine he was given, and had been told he couldn't appear!

In the race his Ferrari lost power progressively, and after dumping his Cs for a set of Ds on lap 25 he dropped a place to Ivan Capelli and then steadily soldiered back until he was able to catch the Leyton House and regain fifth. After his super drive at Hockenheim, it was a big disappointment to him.

Capelli's result was anything but for Leyton House and Ilmor Engineering, as he gained the former its first point of the season and the latter its first ever. Right from Friday morning the Italian was able to exploit the benefits of recent testing at Silverstone, and for once had a CG911 that actually worked over bumps. He was lucky to get around surprise seventh fastest qualifier Pirro at the start, and ran steadily in seventh place until Prost's demise. If it was a surprise that there were no retirements until the Frenchman disappeared on lap 28, it was also unusual to see the Miami blue car make it all the way home at full racing pace, and that in itself was a welcome sign that the team is finally making some serious progress.

There were similar signs from Brabham Yamaha, too, with Brundle qualifying very well and Blundell only failing to do so through an engine fire during his first Saturday afternoon run. The BT60Ys looked very good for some time as Brundle finally found a way by Pirro (troubled by his soft Pirellis deteriorating early in the race). Martin then ran in a good-looking eighth place behind Capelli until pitting on lap 29. He resumed 12th in the middle of what remained of the gaggle of cars (Lehto, Modena, Gachot, Moreno, Piquet, Martini, de Cesaris and Bernard) that had battled for 10th place on the opening lap, but his chances of pulling through to resume the chase of Capelli were nullified by severe foot cramps that would eventually oblige him to retire. Sadly, team-mate Blundell also failed to finish, spinning off in turn one after a dogged battle for 12th spot with Comas, Martini, Boutsen and Modena.

Thus the Team 7Up Jordans came through for seventh and ninth places, sandwiching Moreno in the sole surviving Benetton; Nelson Piquet's had quit on lap 39 with a broken gearbox. In qualifying the Irishman's cars had discovered the unpleasant fact that they, like Williams, lacked downforce, but in the race they were much better and Gachot was heading for a deserved seventh until his pace killed his right front Goodyear. Switching from Cs to Ds in a lap 69 stop, he then set fastest lap and a new record on the 71st before losing seven seconds with a quick spin on the 72nd. "Every lap was like qualifying!" he beamed.

For everyone else Hungary flattered only to deceive. Comas did well to take 10th, but team-mate Boutsen, the 1991 winner, had just passed him for the place when his Ligier's Lamborghini engine exploded. It had been leaking oil for some laps. Martini blew up, while team-mate Morbidelli was delayed by an early stop and then tigered up to 13th behind an unhappy Gugelmin and Modena, who spun when Gachot outbraked him into turn one on lap 35, and then spun on his own later in the race. At one stage he snagged Pirro as the latter spun while coming in for fresh Pirellis, and Scuderia Italia's once promising day ended with the Italian stopping with a broken engine and team-mate JJ Lehto following suit after coping with a clutch problem for most of his running time. The two Larrousse Lolas raced near the back, the season-long financial problems that face the team continuing to hurt their performances. Both Bernard and Suzuki retired with broken Hart DFRs, which left Hakkinen to soldier his Lotus home 14th after catching and passing Larini and a distinctly unimpressive Nakajima.

The F1 circus headed for Spa via the Monza test, and everyone began confidently predicting a return to Williams domination of the fast tracks. But given the upset in Hungary, no rational man would seek certainties in the current World Championship battle. In the coming six races, anything could now happen. DJT

RESULTS

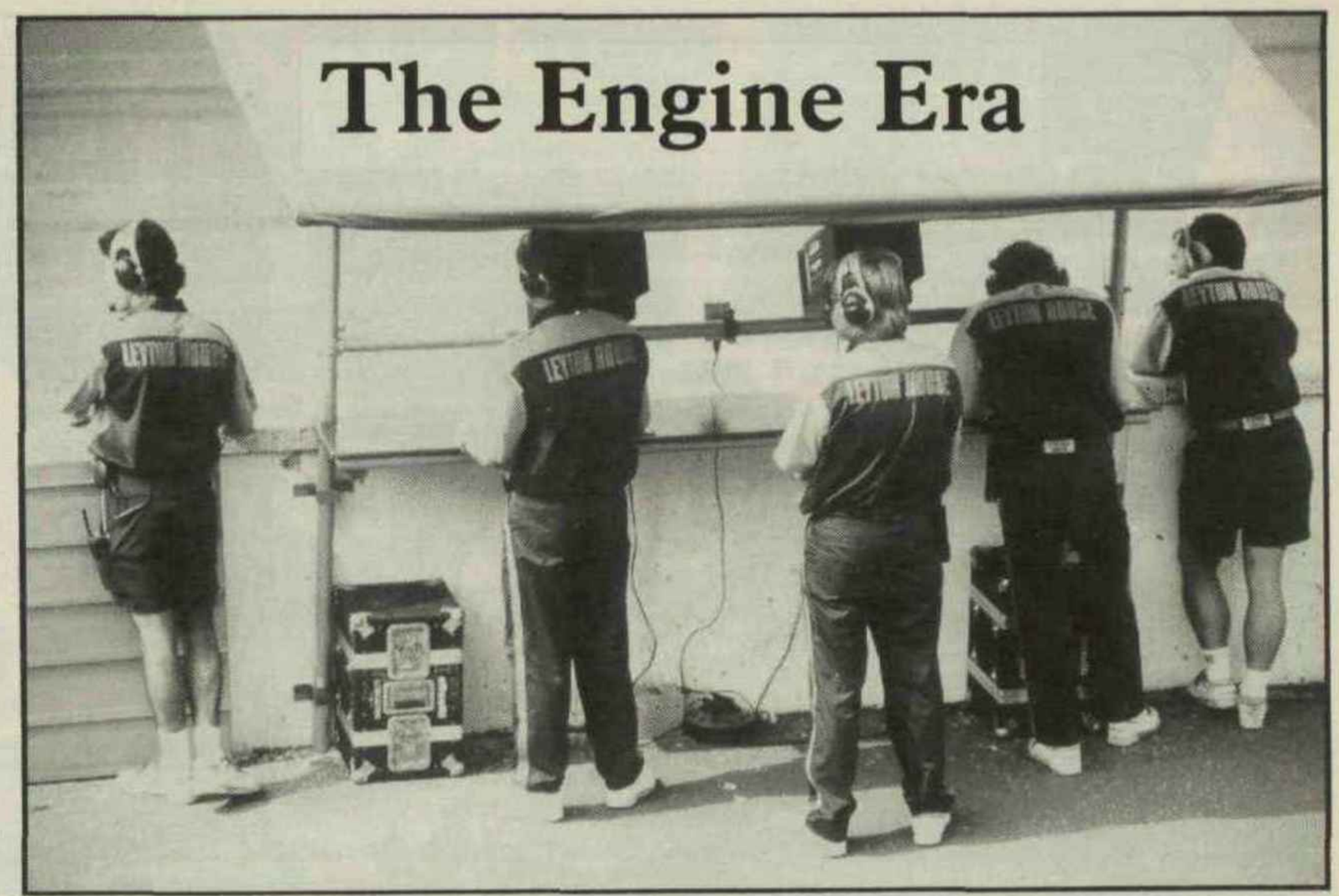
Hungarian GP, Budapest, August 11
77 laps of 3.968 km circuit (305.536 km; 189.851 miles)

Pos	Driver	Nat.	Car/Engine	Tyres	Time	Best Race Lap	On Lap
1st	Ayrton Senna	BRA	McLaren MP4/6-Honda V12	G	1 hr 49m 12.796s	1m 22.392s	58
1st	Nigel Mansell	GB	Williams FW14-Renault V10	G	1h 49m 17.395s	1m 22.574s	56
3rd	Riccardo Patrese	I	Williams FW14-Renault V10	G	1h 49m 28.390s	1m 22.878s	35
4th	Gerhard Berger	AUT	McLaren MP4/6-Honda V12	G	1h 49m 34.652s	1m 23.954s	58
5th	Jean Alesi	F	Ferrari F1/91B-Ferrari V12	G	1h 49m 44.185s	1m 23.065s	39
6th	Ivan Capelli	I	Leyton House CG911-Ilmor V10	G	1 lap behind	1m 23.962s	48
7th	Andrea de Cesaris	I	Jordan 191-Cosworth V8 HB	G	1 lap behind	1m 24.146s	43
8th	Roberto Moreno	BRA	Benetton B191-Cosworth V8 EXP	P	1 lap behind	1m 23.943s	54
9th	Bertrand Gachot	EU	Jordan 191-Cosworth V8 HB	G	1 lap behind	1m 21.547s	71
10th	Erik Comas	F	Ligier JS35B-Lamborghini V12	G	2 laps behind	1m 25.029s	27
11th	Mauricio Gugelmin	BRA	Leyton House CG911-Ilmor V10	G	2 laps behind	1m 24.230s	49
12th	Stefano Modena	I	Tyrrell 020-Honda V10	P	2 laps behind	1m 24.576s	66
13th	Gianni Morbidelli	I	Minardi M191-Ferrari V12	G	2 laps behind	1m 24.128s	52
14th	Mika Hakkinen	FIN	Lotus 102B-Judd V8	G	3 laps behind	1m 24.594s	66
15th	Satoru Nakajima	J	Tyrrell 020-Honda V10	P	3 laps behind	1m 26.078s	55
16th	Nicola Larini	I	Lambo 2-Lamborghini V12	G	3 laps behind	1m 25.322s	42
17th	Thierry Boutsen	B	Ligier JS35B-Lamborghini V12	G	6 laps behind – not running	1m 23.066s	49
18th	Pierluigi Martini	I	Minardi M191-Ferrari V12	G	retired on lap 66	1m 23.824s	41
19th	Mark Blundell	GB	Brabham BT60Y-Yamaha V12	P	retired on lap 63	1m 23.467s	43
20th	Martin Brundle	GB	Brabham BT60Y-Yamaha V12	P	retired on lap 60	1m 24.573s	19
21st	J.J. Lehto	FIN	Dallara BMS 191-Judd V10	P	retired on lap 50	1m 25.697s	43
22nd	Nelson Piquet	BRA	Benetton B191-Cosworth V8 EXP	P	retired on lap 39	1m 25.889s	32
23rd	Eric Bernard	F	Lola L91-Cosworth V8 DFR (Hart)	G	retired on lap 39	1m 25.713s	34
24th	Aguri Suzuki	J	Lola L91-Cosworth V8 DFR (Hart)	G	retired on lap 39	1m 25.548s	32
25th	Emanuelle Pirro	I	Dallara BMS 191-Judd V10	P	retired on lap 38	1m 26.554s	17
26th	Alain Prost	F	Ferrari F1/91B-Ferrari V12	G	retired on lap 29	1m 23.305s	25

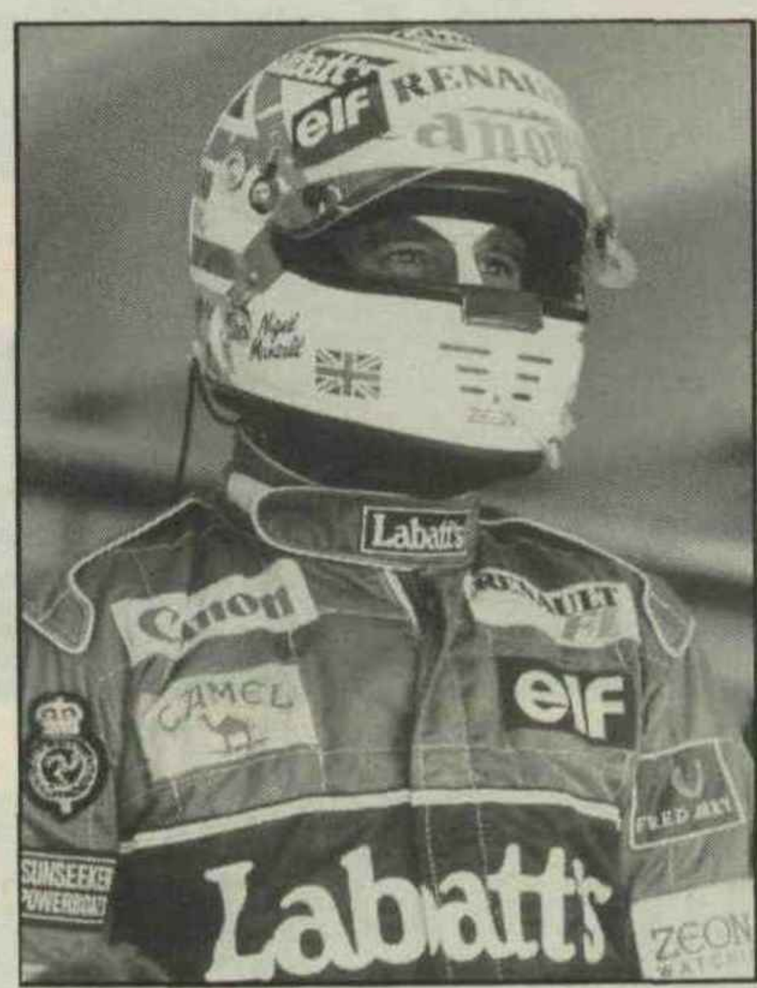
Winner's Average Speed: 167.857 kph; (104.301 mph) **Conditions: Very hot**

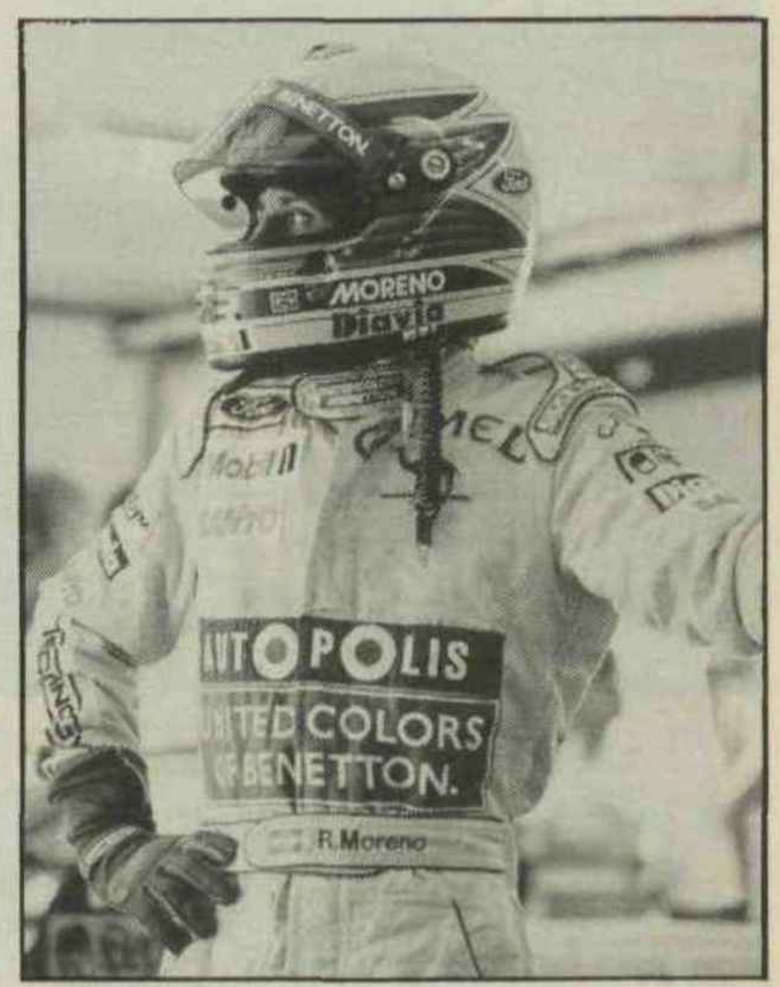
Fastest Lap: Bertrand Gachot (Jordan 191-Cosworth V8 HB) 1m 21.547s on lap 71; 175.173 kph (108.847 mph)

The Engine Era



Speed trap figures were watched as eagerly as lap times in Germany.





Mansell 80 kgs, Moreno 59 kgs; the quickest route to car lightness?

Sackcloth and ashes for DSJ. Last month in Formula One Scene when writing about the future of the Benetton team I said that Ford owned the Cosworth engine firm prompting a shoal of letters and cards from north, south, east and west telling me that Vickers own Cosworth, and that they also own the car division of Rolls Royce. I don't think we shall see a Cosworth-powered Rolls Royce Formula One car, but I was interested to read in an industry reference book in our local library while doing a little research on the subject that among the activities listed for Rolls Royce Motors was 'Racing Engines'.

In quick succession we have had two Formula One races that are so different to one another that it is difficult to understand how they came about. I refer to the Hockenheimring in Germany and the Hungaroring in Hungary, near Budapest. In Germany the fastest cars were topping 210 mph and the average speed for a good qualifying lap was over 155 mph, while in Hungary lap speeds were not much over 100 mph, a speed at which some drivers left the pit lane at the Hockenheimring!

Taking a look at the speed-trap results in the Saturday qualifying session in Germany we find both Williams-Renault cars were a fraction over 210mph, visibly faster than the next fastest which was Alesi's Ferrari at 206mph, followed by Senna's McLaren-Honda V12 at 205.9mph, with Berger next at 205.1mph. The Benettons, Tyrrells and one of the Brabham-Yamaha V12 cars were closely matched at over 202mph, while Jordan, Leyton-House-Ilmor V10 and Ligier-Lamborghini V12 were over 199mph.

These speeds were recorded electronically by Longines-Olivetti on the outward run from the stadium to the first 'chicane' on a long right-handed sweep, and made me think that perhaps the Hockenheimring 'chicanes' were a nice move after all. The impressive thing is the way maximum speeds have progressed is such a short space of time since the abolition of the turbochargers, though we must not overlook the fact that the turbocharged engines had only 1500cc capacity and today's engines are 3500cc capacity. One expects Honda, Renault and Ferrari engines to produce that sort of performance, but even the 'rabbits' and 'no-hopers' were impressively fast, Lotus-Judd V8 and Lola-Cosworth V8's recording 196/197 mph, the AGS clocked 195 mph, a speed that is impressive by any standards, yet was 15 mph 'off-the-pace'.

The pace in Formula One at the moment is very hot indeed. We are undoubtedly in an 'engine era' and the top designers are not giving away too many secrets at the moment, because Formula One is not a sport or friendly game, it is a serious engineering exercise. Bernard Dudot, the head of the Renault racing engine division and the father of the Renault V10 which powers the Williams, told the French press that the Renault engine ran at "between 13,000 rpm and 14,000 rpm" and that it developed "between 700 and 800 horsepower" and he said it without smiling. In testing on Saturday morning Mansell recorded a lap time of 36.998sec (156.866 mph average), the fastest lap ever, though not counting for the starting grid. I could not help murmuring to a colleague "795bhp at 13,950rpm, probably".

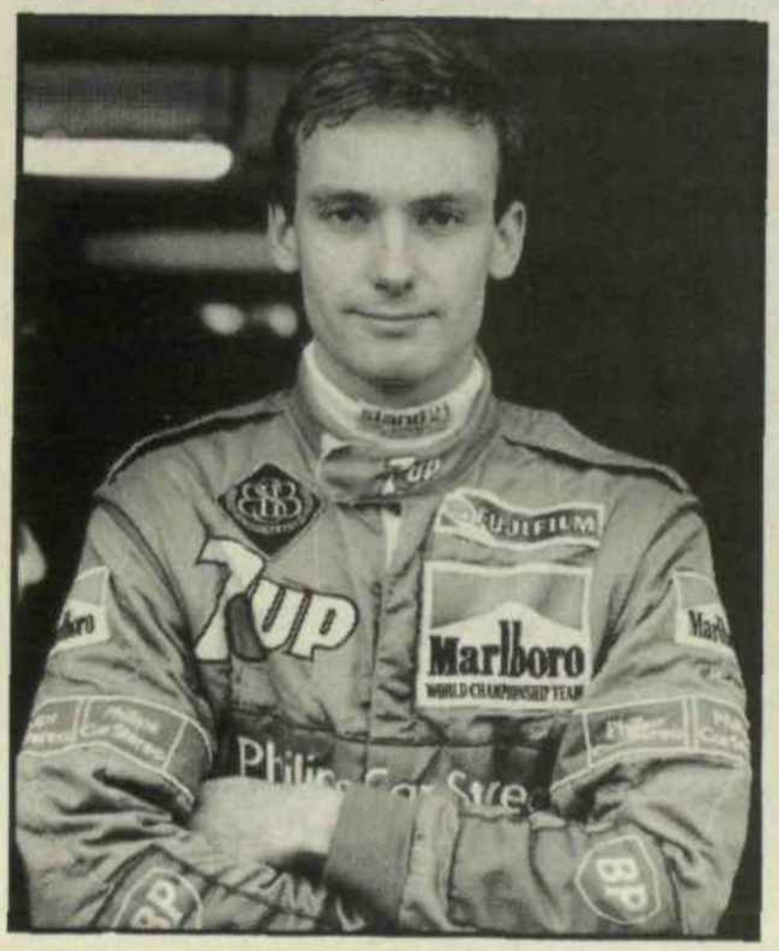
If you have the opportunity to follow the movements closely in testing and qualifying, which I am fortunate in being able to do, there is so much development going on behind the scenes, on all aspects of the Formula One car, that by Saturday evening I am ready to return home, for quite often race day is an anti-climax technically. One of the first great racing car engineers to express this feeling was the late Rudolf Uhlenhaut, of Mercedes-Benz back in 1955. He considered his work, and the work of his Research Development Department, was finished on Saturday evening and it was now up to the racing team management to win the race on Sunday, which they usually did. Since then many top engineers in Grand prix racing have expressed the same sentiments, and if there is important design work in progress back at the factory you will often find them missing on Sunday morning. They have done their job and handed over to the race-engineers.

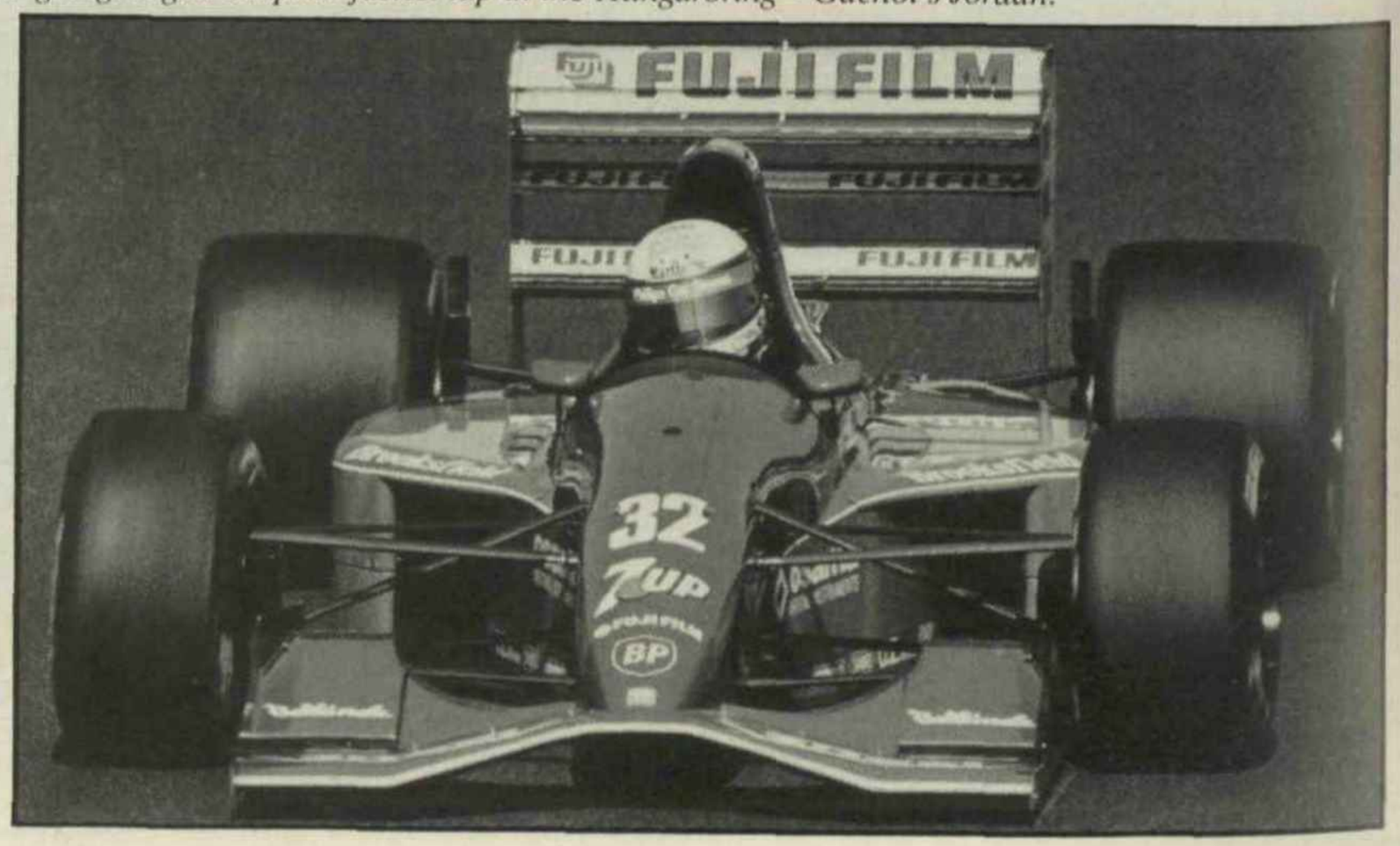
Something that I could not help noticing walking from the car park to the paddock at Hockenheimring, was a line of 34 Honda Super-Cars, the very potent and purposeful looking NSX coupés. They were aligned in echelon in a special parking area and were depressingly immaculate and identical. At first glance it looked as though they had been brought there direct from the factory on transporters, but a run down the registration plates showed that they had come from all parts of Germany, and judging by the squashed flies on the number plates some had come down the Autobahns at very high speed. They were all

A few moments inattention resulted in a slap on the wrist for the Brabham team.

Formula One Scene

Left: Gachot – a European who knows where he is going. Right: Surprise fastest lap at the Hungaroring – Gachot's Jordan.





painted bright red and looked like a line-up of Grenadier Guards; the motley collection of Ferraris in the car park opposite looked as though they were already beaten by this industrial invasion from the land of the Rising Sun.

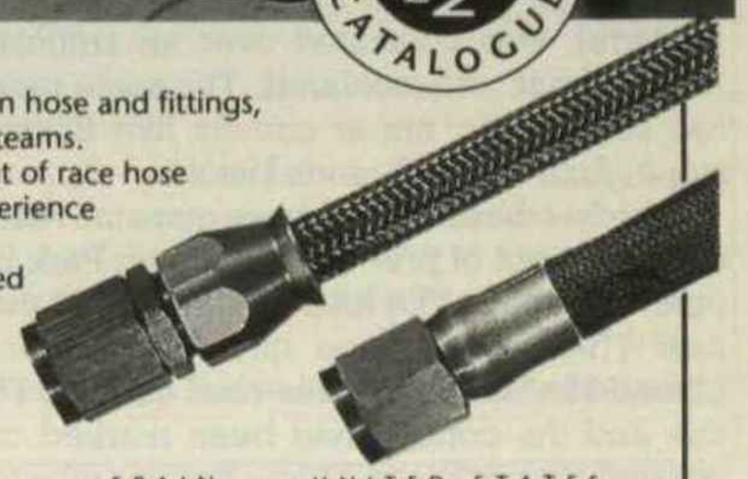
For those of us who are Senna supporters it was good to see the 'Status Quo' restored in Hungary, though how he managed to pull out an advantage of one and a quarter seconds in one qualifying lap, over the second place man, is hard to visualize on the "mickey-mouse" Hungaroring. In Germany Alain Prost had a bit of a run-in with Senna on the approach to one of the chicanes and had come off second best; in Hungary he had little opportunity to retaliate as he never got close to the McLaren and his Ferrari engine expired before the race was barely one-third run. McLaren and Honda managed to pare 15 kilogrammes off the combined car and engine, bringing the weight down nearer to the legal minimum, but it interesting that when the drivers were weighed in full race trim there was 21 kilogrammes difference between the heaviest (Mansell-80kgs) and the lightest (Nakajima and Moreno-59kgs). If McLaren-Honda had swapped Senna (72kgs) for Prost (61kgs) they would have saved 11kgs out of their lightening process that resulted in 15kgs. On the face of things imagine how fast a Williams-Renault would be if you removed Mansell (80kgs) and substituted Prost (61kgs), assuming all drivers were of equal ability. The important thing to remember is that Honda did not explain where they reduced their engine weight; it could have been somewhere important like reciprocating weight or rotating weight, and there is no driver substitute for a reduction in design weights. A friend calculated for me that, all things equal, a reduction in driver weight of 21kgs could make a difference of 1 second a lap on an average circuit, so is Prost cheating by being so light, or is Mansell heavily (!) handicapped.

After qualifying a number of cars are picked at random and given a detailed inspection by the FIA scrutineering team to check that weights and sizes and constructional dimensions are adhered to. Nobody has been caught deliberately cheating on the basic rules, but occasionally a team has been reprimanded for being careless and if the offence is considered serious enough the lap times for that car will be erased from the relevant qualifying session. In Germany Mark Blundell's Brabham-Yamaha was found to have its clutch pedal closer to the front bulkhead than is permitted. This is a dimensional rule to safeguard the driver's feet in the event of a head on crash, brought in some years ago when drivers had their feet sticking through the front bulkhead, ahead of the steering rack.

It transpired that Blundell's car had developed clutch trouble on his first qualifying run and the pedal adjustment had been used to temporarily cure the problem and in the heat of the moment nobody had cross-checked the measurement. It made no difference to the outcome of his second qualifying time, but rules are rules and in such cases no excuses are permitted, so his run with the pedal in the illegal position was discounted. It may seem like pettiness, but it was really a matter of a slap on the wrist and a warning to be more careful, taken in good part by the Brabham team. The irony of this little scenario was that the FIA scrutineer who did the measuring was Charlie Whitney, who used to be chief mechanic at Brabham in the days when Bernie Ecclestone owned the team.

I was interested to see Bertrand Gachot make fastest race lap in the Hungarian GP, in one of the Jordan cars. He did this on lap 71, after he had been in for a new set of Goodyear tyres, recording 1.20.655, a praiseworthy effort. For a young man in his first serious season of Formula One racing he seems to know where he is going, without a lot of fuss and publicity. Eddie Jordan seems to have picked a very likely-lad. Gachot (pronounced Gasho) was born in Luxembourg on 23 February 1963, went to live in Belgium, then in France and now in London, and considers himself to be 'a European' speaking four languages fluently, hence his nationality in our results tables is shown as EU (Europe Unie). DSJ

Some of our satisfied customers

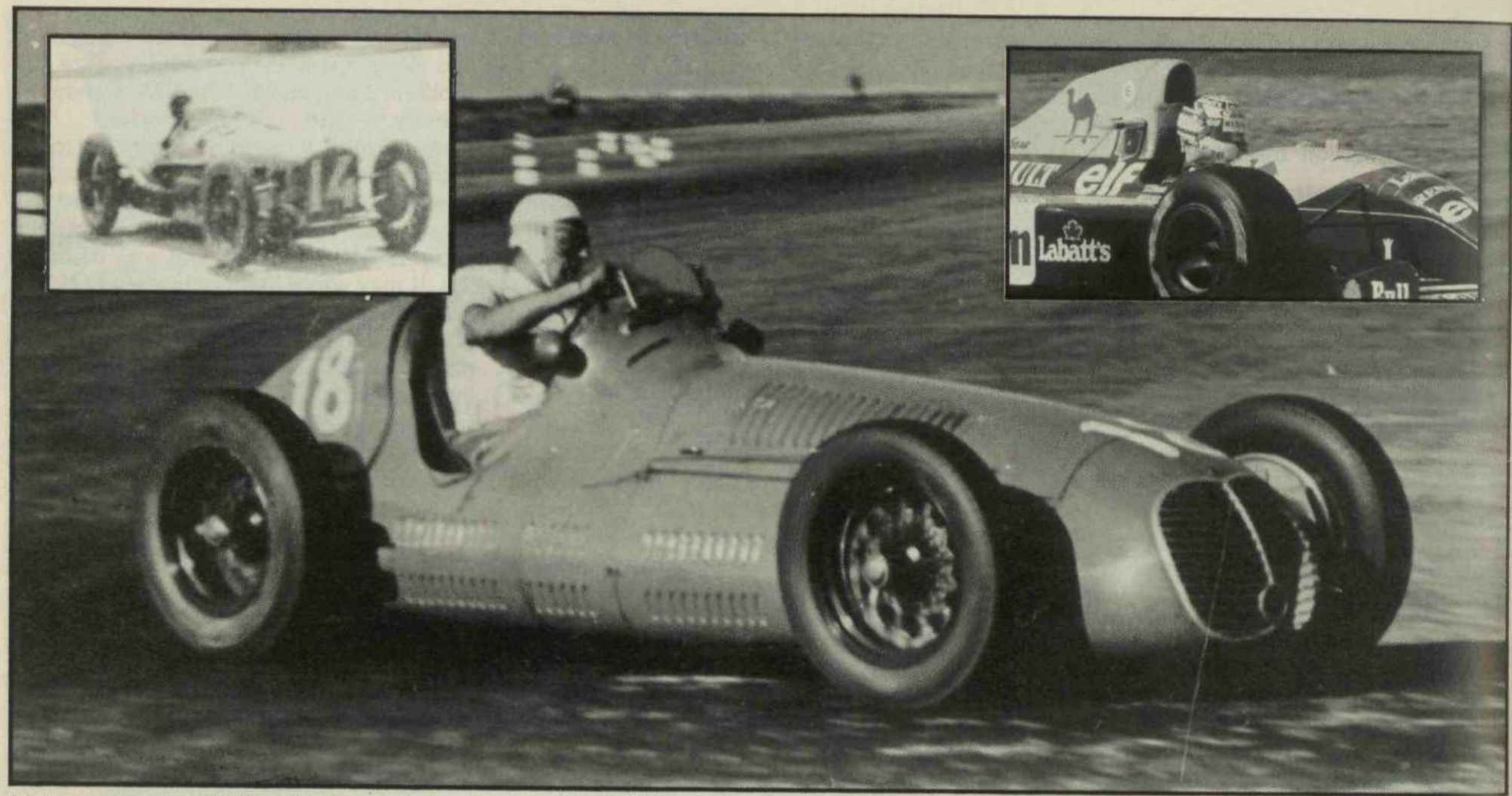


G
GOODRIDGE
At our best under pressure

For the name and address of your nearest stockist, phone: Exeter (0392) 69090
GOODRIDGE (UK) LTD EXETER AIRPORT BUSINESS PARK DEVON EX5 2UP ENGLAND FACSIMILE: (0392) 66956

If you want to be a winner, join the team.
As the world's leading supplier of F1 competition hose and fittings, we're familiar with the demands of drivers and teams.
It's that experience that keeps us in the forefront of race hose and fitting development: a mix of trackside experience and applied technology.
When you specify Goodridge, you can be assured we'll get it there when you want it, how you want it and of course the quality will be second to none.

BENELUX (015) 565232 | FRANCE (6) 4384444 | JAPAN (03) 3295504 | SPAIN (96) 373 96 12 | UNITED STATES (213) 533 1924



Main picture: Luigi Villoresi's Maserati winning the 1948 British GP. Inset, top left: The Senechal/Wagner Delage winning the 1927 British GP. Inset, top right: Nigel Mansell's Williams-Renault winning the 1991 British GP.

Then and Now

This year's British GP at the revised Silverstone circuit, described as perhaps the best of its kind in the world, provided all the excitement needed to enliven today's F1 racing, with Nigel Mansell's fans delighted and the drama of Senna retiring almost within sight of the finish.

The British GP was first held, at Brooklands, in 1926, a race repeated in 1927, a fact which not everyone recognises. It was revived at the then-new Silverstone circuit after the war, in 1948. The programme for that post-WW2 race reminded us that this British GP marked the opening of the Silverstone circuit and that the only two previous RAC Grand Prix races to be held in Britain were those organised by the RAC at Brooklands in 1926 and 1927. Note that no mention was made of the four pre-war Donington Park Grands Prix, won by Shuttleworth's Alfa Romeo, Ruesch and Seaman (Alfa Romeo), Rosemeyer (Auto-Union) and Nuvolari (Auto-Union), because these races, organised by the Derby & District MC, did not rank as International races.

The first British GP, in fact named the RAC Grand Prix, and won by Senechal/Wagner (Delage), was contested over an artificial "road circuit" at Brooklands. The same race has since been run at circuits like Silverstone, Aintree and Brands Hatch.

Whether these circuits have quite the road circuit aspect of pre-war Donington Park is open to debate. The RAC explained that the new (1948) Silverstone circuit had been planned to "simulate a true road circuit". To this end the corners had been marked or defined with straw bales and marker-tubs to reduce the width where the cars turned from the old aerodrome perimeter track onto the former runways from 150 feet, to give the circuit "a true road atmosphere". It was officially opened, by the way, by John Cobb and IoM TT racing motorcyclists AJ Bell, FL Firth and M Cann, on the morning of the race.

The rules for that revived 1948 British GP also differed from those applying today. When Mansell came to rest after 69¾ laps of the 1991 Canadian GP his Williams-Renault was given sixth place, based on the fact that his time for 68 laps of this 69 lap race was better than that of Martini, Comas, and Pirro, whose cars also completed the race a lap in arrears of the winning Benetton, but which were *running* as Piquet was crossing the finish line. Mansell thus qualified for Championship points; Martini did not. The same ruling was applied to Senna, whose McLaren-Honda ran out of fuel on the final lap of the British GP, but who was placed fourth although he did not cross the finish line. In 1948, however, the race rules clearly stated that: "It is a condition of the race that a car must be *running* when the winner is flagged, and must have covered at least 55 laps (the race was over a full distance of 125 laps of Silverstone) in order to be considered for any award," and "The race will be stopped immediately after the winner has crossed the finishing line and all other competitors still running will be credited with the laps which they have completed on first receiving the 'end of race' flag signal." In other words, a car had to cross the finishing line to be placed. If this did not happen a car was deemed to have retired.

This was not a ruling which applied only to the 1948 British GP. Taking a couple of pre-war races at random, the rules for the 1931 BRDC 500 mile race at Brooklands stated that: "The race will be stopped 30 minutes after the first three cars have completed the 500 miles or at 5.30pm, whichever is the earlier," and "No award can be gained unless the complete distance has been covered as required by Regulation No 6." The regulations governing the 1933 JCC International Trophy Race stated that: "The race will continue for forty minutes after the winner has completed his full distance, and prizes are to be awarded for all places up to eighth position, providing *the course has been completed* within the allowed forty minutes." (My italics — WB). At Indianapolis they used to stop the 500 five minutes after flagging home the winner.

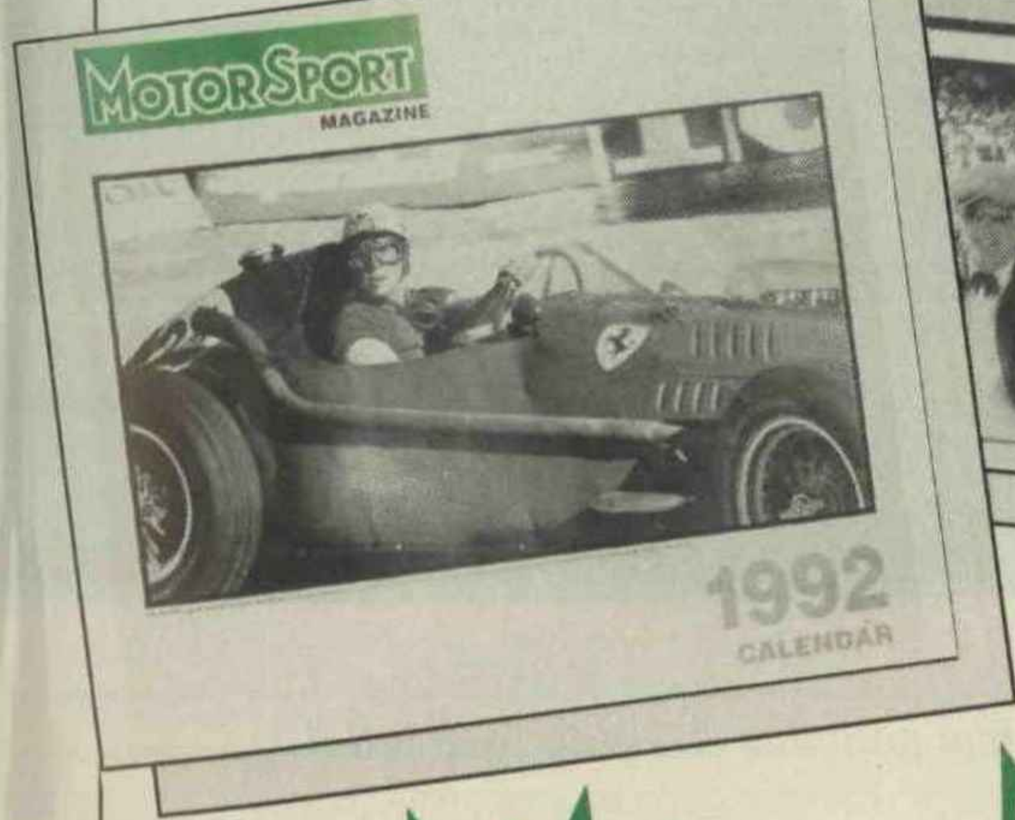
Whether the rule of letting a stationary car be placed according to the time it has recorded on the lap previous to that on which it has irrevocably stopped is a sop to World Championship points, I do not know. But it did not apply in former times, if you regard Championship points as awards.

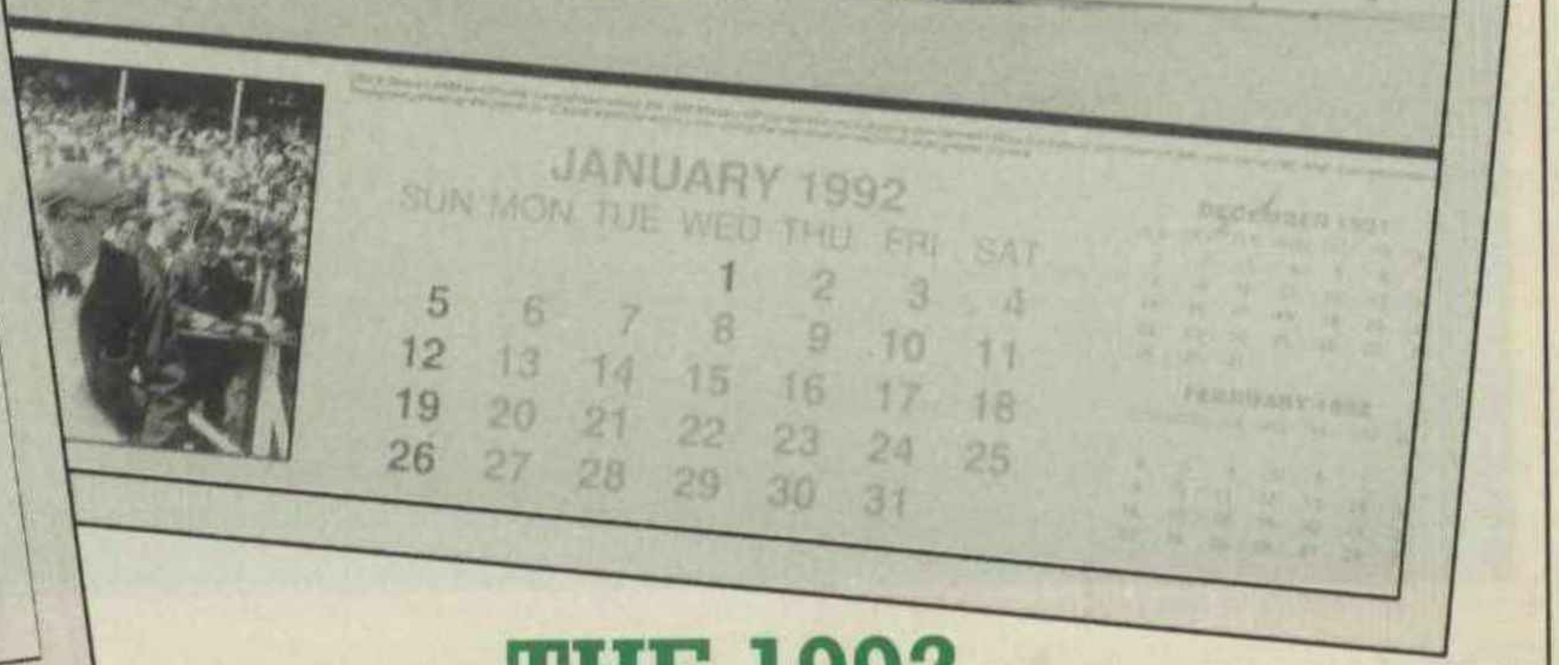
Another point, to me rather a sad one, that arises when comparing the 1948 British GP with the 1991 race, is that two straights and corners at that original Silverstone circuit were named after Sir Henry Segrave and Dick Seaman, the latter who died following an accident in 1939 when he was leading for Mercedes-Benz at Spa, the former racing driver fatally injured (in 1930) while attempting (successfully) to raise the water speed record for his country. These names seem to have gone with the rebuilding of Silverstone circuit, together, I believe, with that memorial to the late Pat Fairfield who died in 1937 while racing a BMW at Le Mans, which used to stand outside the entrance to the old Silverstone Paddock. Rather a pity, you may think? WB

An exclusive opportunity to purchase a unique calendar

LIMITED PRINT RUN

A photographic tribute to the first great years of Grand Prix racing





THE 1992 MOTOR SPORT CALENDAR

ORDER NOW

Rewakening from its slumbers of the war years, motor racing 1950s-style was a fascinating period in the history of our sport. A decade ushered in by the inaugaration of the first motor racing World Championship — fought out by great drivers in cars little changed in concept from the pre-war era — it ended with the first recognisable seedlings of today's sophisticted technological marvels. In between times it saw Britain grow from a motor racing backmarker on the international stage, to a point in 1958 where it had not only the World Championship-winning car in Vanwall, it had also probably the cream of the world's driving talent in Stirling Moss, Tony Brooks, Peter Collins and Mike Hawthorn.

Recapture the unique feel of this classic era with the 1992 MOTOR SPORT calendar featuring contemporary monochrome photographs from our archives on high quality Ikonorex Special Matt New Ivory paper.

☎ CREDIT CARDS ☎

071-628 4741 Ext 115

All major credit cards accepted

Fax: 071-638 8497

Please send me . . . . . calendar(s) at £10.20 each (inc. U.K. p&p). Airmail Europe £10.72, all other countries £14.30. I enclose a cheque/Postal Order*

for £ . . . . . or debit my Access/Visa/Amex card*.

Card No: ..... Expiry date .....

Signature .....

Name.....

Address.....

.....

*DELETE AS APPLICABLE BLOCK CAPITALS PLEASE

Send coupon to: MOTOR SPORT Magazine, P.O. Box 35, Standard House, Bonhill Street, London EC2A 4DA

WHAT EVERY GTi WANTS TO BE WHEN IT GROWS UP.

ROVER

PRICE £15,495, CORRECT AT TIME OF GOING TO PRESS. EXCLUDES ROAD TAX, NUMBER PLATES AND DELIVERY. SUBJECT TO AVAILABILITY. *MANUFACTURER'S DATA. NATIONWIDE

Rover have taken GTi motoring into a new dimension with the new Rover 220 GTi 16v. Showing the way to all other cars in its class.

The new, refined 2-litre 16v 140 PS engine can take you from 0-60 in 7.9 seconds*. It gives you extraordinary flexibility with plenty of mid-range power. All in a performance car with catalyst as standard and a specially tuned sports suspension. And matched with ultra-low profile tyres and 15" alloy wheels, body-coloured as an optional extra.

As you'd expect from the much-admired Rover 200 Series, this new GTi has a superb specification. Power steering, electric windows and sunroof, sports seats trimmed in leather and cloth, with burr walnut on the fascia. And Rover have incorporated body-coloured spoilers front and back, for a lean sporty look and smooth stability when sailing along the motorway.

You need to see it, you need to test it.

To find out where, and for all the facts about the Rover 200 3-door range, send off this coupon or phone 0753 696100.

Post to: Rover Cars, Freepost, TK1002, Twickenham, Middlesex, TW2 5UN.
Fax to: 081-898 1805.

TITLE _____ INITIALS _____

SURNAME _____

ADDRESS _____

_____

_____ POST CODE _____

TELEPHONE _____ MS/9

CURRENT CAR (MAKE/MODEL) _____

THE NEW ROVER 220 GTi

CAR RENTAL RESERVATIONS THROUGH BRITISH CAR RENTAL 0203 716166. TAX FREE SALES INFORMATION 021 475 2101 EXT. 220.

Mutterings about the DBR2's originality did not stop Ray Mallock from winning the BAe event at Silverstone.

Historic Racing Resumé

One of the most fascinating aspects of this year's series of historic races for sportscars of that era has been the way the old 1500 class battles between Lotus and Cooper have been repeated. Of the eight races held thus far in the season, counting the two halves of the Christie's race at Silverstone as separate events, four have gone to Lotus XIs and four to Coopers.

Leading Lotuseers have been Michael Lavers and Steve Griswold, each of whom has taken two class wins, while Italian resident Jason Wright surprised many by lapping faster than anyone else when he joined the series to place second on aggregate in the Christie's Silverstone race. All drove the Mk XI model, though Lavers showed in a couple of events that the older Mk IX is still competitive. John Beasley had been the Cooper star, winning three times, including both races at the prestigious Christie's meeting, which drew the biggest field of 1500s seen for many years. Amongst other placings he finished right on the tail of the winning Lotus at both Spa (Lavers) and the AMOC Silverstone (Griswold). The other Cooper winner was Martin Stretton (surely the rising star of historic racing), though he has not competed as regularly as Beasley or Sid Hoole, both of whom he beat at the June VSCC Silverstone meeting.

Interest in overall honours in these races has maintained its level as the season progresses, with the most prestigious British race of the year, the British Aerospace event at the Christie's Festival, falling to Ray Mallock's Aston Martin DBR2. In spite of mutterings about this car's originality, Mallock put on a good show, battling with the fastest D-type Jaguars and staging a fight-back after an early pit-stop in one of the races on his way to repeating his victory in the 1990 event.

Entries for his race excluded the Lister-Jaguars, which have otherwise continued their season-long battles with the D-types. Having suffered a series of defeats at the hands of John Harper in one of the Coventry cars, John Pearson put Frank Sytner in his ex-Cunningham Costin Lister for the Peter Collins Trophy race at the June VSCC Silverstone meeting — only to be beaten again. It was not until the following weekend's AMOC meeting at the same venue that the car, driven this time by Pearson's son Gary, managed to win, albeit in the absence of the Harper D. Steve O'Rourke's old Lister-Jaguar was second.

There was another Lister victory at Donington in July, when Mike Freeman made a rare appearance with his Costin-bodied car and succeeded in beating all the single-seaters in the AMOC/HSCC race. Early leader David Beckett (Lister-Chevrolet) was third overall.

Following Harper's win in the Peter Collins race he — and more particularly the Robert Brooks car he drove — seem to have found disfavour with organisers, and the car has not been seen since. Taking its place as leading D-type contender has been Chris Drake's car which, showing improving form, followed third place at the AMOC Silverstone by challenging Mallock at the Christie's meeting. So too did Sytner, in the Bamford car campaigned in recent years by Willie Green, but both Jaguars lost time with spins, Drake managing third on aggregate. Other D-types have shown well in the hands of Valentine Lindsay and, with a car which Henry Taylor and later Jim Clark raced in the Fifties, Willie Tuckett.

The HWM-Jaguars do not seem as competitive as they did in their heyday, but Gary Pearson showed well in a Cooper-Jaguar at the Christie's meeting, placed fifth on aggregate.

In races where the cut-off date is as late as 1960, it could be expected that big-engined Cooper Monacos and Lotus XVs would dominate. The Surbiton cars, however, are rarely admitted, and neither of the 2½-litre Lotus XVs seen in action has set the world on fire. Australian Paul Samuel seems to holiday in Europe with his XV every year now, but his car is not performing as reliably this year as it has in the past. Harper drove a similar car at the AMOC Silverstone meeting and held a brief fourth place before retiring to save his misfiring engine.

Most consistent of the Maserati drivers has been Nick Mason with his 2-litre "Birdcage" model, which has taken a third place and three fourths. Regular German visitor Thomas Bscher has appeared several times with an earlier 450S model, whose original V8 motor has apparently been replaced by a much larger marine unit, but has demonstrated little more than the car's potential — as evidenced by second fastest practice time at one of the Silverstone meetings.

Races for Grand Prix cars of this era have seen an end to Harper's supremacy, not least because he has now sold his highly successful car. Taking his place has been Stretton, in a newly restored T51 Cooper-Climax. First time out at the June VSCC Silverstone meeting, he beat Harper to win the coveted Hawthorn Trophy, this being before the T53 had changed hands. At the AMOC Silverstone and again at Brands Hatch Harper let Stretton lead before hitting the front and carrying on to win, and then at the VSCC Mallory Stretton was winner again, Harper this time retiring after having been demoted to second. Stretton had a dismal run at the Christie's Silverstone meeting, missing practice while an engine rebuild was completed. He came through from the back of the field to finish fourth in the first part of the Liquid Polymers race, but was shunted into the wall at the start of the second race.

The Harper car has now been taken over by Gerry Porter, who has yet to find the form in this car that he displayed in his 2-litre Cooper T43. With the older car he was a consistent top four place-getter, but is still getting to grips with the trickier 1960 car. Rod Jolley, also in a 2-litre car, has been picking up the occasional second or third placing, but the 2½-litre car of Peter Hannen has had a bad run, and had not been placed in its last three starts (two of them with Paris-resident Lindsay Owen-Jones at the wheel).

If any 1960 car could beat the Coopers it should be a Lotus 18, and the car driven by Hugh Leventon has come closer to doing so with each outing. At the Brands Hatch Racefest Leventon ran with Harper and Stretton until the car developed problems, and at the Christie's Festival was beaten in both heats only by Corner's 3-litre V12 Ferrari and a newer Lotus V8.

And where has the hitherto unbeaten Anthony Mayman fitted into all this? He campaigns his Lotus 16 only in VSCC events, but was put out of the Hawthorn Trophy race by a collision (when leading) and then forced into second place behind Stretton at Mallory. Chris Drake's similar car has run into the occasional fourth or fifth place.

In 1960, a well-driven front-engined Lotus 16 could beat an average driver in a Cooper, and the same is true today. But a well-driven Cooper remains at least a match for a well-driven Lotus.

The highest-profile British race of the year for historic GP cars was the two-part Polo Ralph Lauren event at the Christie's Festival and, as reported elsewhere, man-of-the-moment Stretton took this, first time out in David Duffy's B-type Connaught. Harper (Maserati 250F) tried hard but had to be satisfied with second place on aggregate, ahead of the theoretically outclassed cars of Hannen (6CM Maserati) and MacPherson (Cooper-Bristol). Serious misgivings about the originality of both these cars were heard in some quarters.

The 1½-litre cars from the 1961/65 formula do not get many opportunities to race these days, but they were out at Montlhéry in May, when Chris Alford drove a Lotus 24, and then at the Christie's meeting. Here the same driver, but this time in a Lotus 25, won the Liquid Polymers race, Allan Baillie in a Lotus-BRM 24 having also led before encountering various problems. KHRC

"The noise one gets on the television is but a faint whine."

A Can of Worms

Dear Reader,

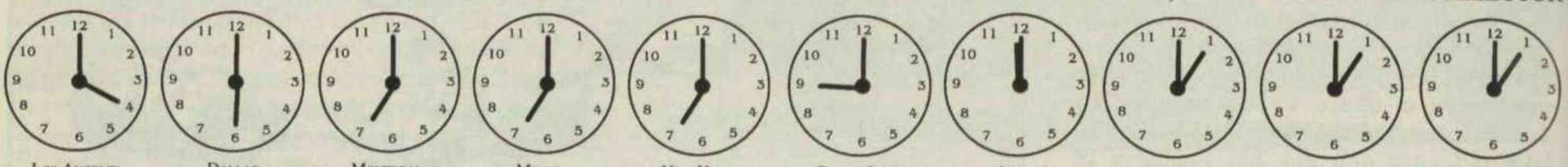
A spate of letters have arrived recently containing cuttings from various newspapers, but the majority have been cut from issues of The Times. For three days this illustrious newspaper gave a lot of space to looking into the Auction world of old cars, the building of fake old cars and the big business of making fakes respectable and selling them as Replica cars with their own intrinsic value; not as high a value as the original, but high none-the-less. As this investigation was done by The Times Art Market Correspondent, the fakes and forgeries were acceptable providing they were clearly marked and put on the market, or in an auction, with total honesty! Unfortunately the article was accompanied by a photograph of a genuine 250F Maserati said to be racing in the 1950's. The reader was quick to point out that the car was 2534 being driven by Willie Green and carrying JCB stickers, in a fairly recent Historic event. Nice picture and a very genuine car, and of course a very genuine racing driver, but not in the 1950's. Another cutting concerned a Mr. Jeffrey Pattinson, a member of the Vintage Sports Car Club and Managing Director of Coys of Kensington, well-known old car dealers. It seems that one of his Rolls Royce cars that he had for sale was not as old as it seemed. Now that fact in itself would not seem to be all that important, but the Motor Trade value old cars as if they were works of art and if this particular Rolls Royce Silver Ghost was genuinely a 1913 model it was worth £420,000. If it was a 1922 model then it was only worth £80,000, and the man who bought it thought it was 1913! It has turned out that it is a 1922 Silver Ghost, with some 1913 parts on it and the legal world is having a bonanza trying to sort it all out. We recently had a much publicized High Court action over origins of a famous old Bentley and value and provenance, none of which does any good for the old car movement, other than creating undesirable publicity and bad reflections on the people in every branch of the hobby of playing with old cars. The trouble is that some people have forgotten why most people enjoyed playing with old cars, and a lot still do. It is a very enjoyable and fascinating pastime, but some people have spoilt it with their greed. A much more serious cutting was the one concerning another member of the Vintage Sports Car Club, a Mr. Christopher Mann, from Blackheath in South East London. Her Majesty's Customs & Excise have accepted £1 million pounds in settlement of unpaid import taxes following an investigation into his Classic car importation business. Further investigation showed substantial under-declarations of taxes on over 100 cars imported by Mr Mann's shipping company, MIT Shipping Ltd. Mr Mann was also a director of a company called Historic Cars Ltd, formed especially to deal in Classic cars. Mr Mann's crime, apart from getting caught, was avoidance of import duties and VAT by under-valuing the cars, particularly certain Ferraris, at the port of entry. More than one hundred cars were involved, which does not sound like a harmless hobby, and apparently HM Customs & Excise did not think so either. Mr Mann was educated at Harrow, so I would not think the Governors of that illustrious seat of learning looked kindly on the activities of one of their old boys. Other cuttings have been about so-called famous cars that have appeared at Auction sales and been hastily withdrawn when somebody has proved them to be fake cars. Even more complicated are those situations where two identical cars have appeared carrying the same identity, both owners claiming to have the original car. Then there are the examples where a car is carrying the identity of a car known to have been broken up and destroyed. The Times journalists who investigated the old-car scene, in particular the Auction scene, not only opened a can of worms but came close to blowing themselves up. The conduct of Auction Sales of old cars has been closely scrutinised and a number of very unsavoury practices have been uncovered, and this caused a rush of Auction House representatives falling over themselves to explain how they were whiter-than-white and it must be the other houses. Some years ago a second-hand car-dealer was accused of selling an unroadworthy car to the public, and he denied it, saying "I would never sell an unroadworthy car to the public, I would pass it on in the trade." He seemed to think that made him pure and honest. The fact that his trader friend then sold it to an unsuspecting customer did not seem to worry him. The sad thing about all this messy business is that it has all been done to make money, and greed has overcome honest business, the backwash from which has completely spoilt what was a nice harmless hobby for a lot of people, and worse still it has prevented a lot of people being able to afford to mess about with old cars. It used to be like the water rat said in Kenneth Grahame's Wind in the Willows. There is nothing quite so nice as just messing about with boats on the river. On a happier note a letter from a motoring enthusiast who has been involved even longer than our Editor, and still competes in Hill Climbs, especially Shelsley Walsh. He has not been to a Formula One Grand Prix for some years, watching it all on television with great interest, but this year he had occasion to go to the British Grand Prix. He said, "I was staggered to find what a wonderful noise the V10s and the V12s make. It took me straight back to 1937 when I went to the Donington Park Grand Prix when the Mercedes-Benz and Auto-Unions thundered down Starkey Straight and literally shook the ground under our feet. How splendid that the current cars are having the same effect. The noise one gets on the television is but a faint whine, matching the commentary somewhat, but conveying nothing of the real thing. I wish they could do something about it at the BBC". I am sure Reg Phillips is not alone, for I have met many readers who have never had the opportunity to hear a Grand Prix car on full song. I once suggested to Murray Walker and James Hunt that they opened the window of their television box occasionally to let the viewers hear the real noise. They looked at me sadly and said "The windows don't open, we are hermetically sealed in and air-conditioned in some of the commentary boxes." I have always evaluated a Grand prix car's intrinsic interest by the sound, for as another reader said recently "The exhaust note is the voice of the engine". If a racing engine starts up and I move closer it is not much of an engine; if I take an instinctive step backwards it usually means that it is a real racing engine. There have been exceptions, like the 4-cylinder Vanwall and the Lotus Turbine, but usually it is a good yard-stick. When the first turbocharged Renault and Ferrari appeared I used to lean forward out of curiosity. By the peak of the turbocharged era, when qualifying engines were using 4½ – 5 bar boost (at 14.7 psi to 1 bar) I took a step backwards when a Honda, a Porsche or a BMW engine started up. It is the same today with the 3½-litre V10s and V12s, and the sound of a Grand Prix start really is something that TV viewers should be allowed to hear. There would be no need for Murray Walker to commentate, and if he did you would not hear him! It might shatter a few of the older television sets, but that is a risk we would have to take. Yours, DSJ

OPEN 7 DAYS

The Autodrome

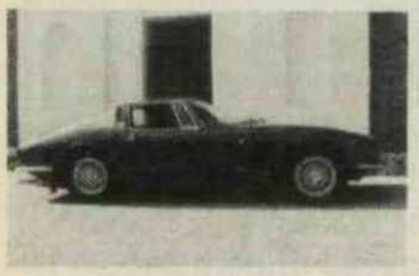
Saturday 10.30-4.30 pm
Sunday 11.30-4.30 pm

QUALITY, INTEGRITY AND SERVICE ARE INCLUDED IN THE PRICE FOR THE ENTHUSIAST, CONNOISSEUR AND COLLECTOR



LOS ANGELES · DALLAS · MONTREAL · MIAMI · NEW YORK · RIO DE JANEIRO · LONDON · PARIS · BRUXELLES · LISBOA

Wherever you are around the world



Iso Grifo '69 manual

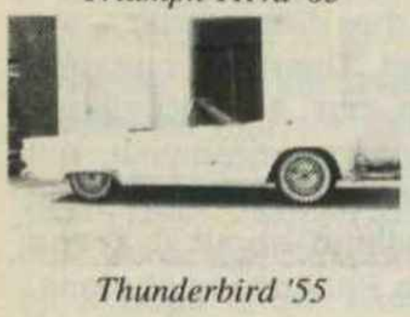
Ferrari Mondial

Mercedes 280sl '68

Porsche 356

Triumph TR4a '65

Ferrari Boxer



Thunderbird '55

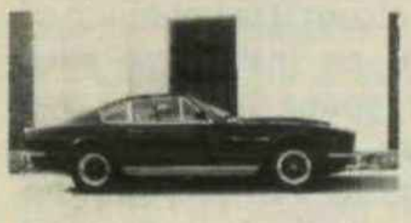
E type Roadster

Rolls Convertible '69

Maserati Ghibli

308 GTS Carb. '80

Auto Bianchi



Aston V8 OI '80

E type Coupe

AC ACE, '56, Blue, exciting pre-prod, mech uprating, extensive docs £30,000.
Alfa Romeo Giulia GTC '67, Red, Convertible, Rare RHD, Excellent, £13,850.
Alfa Guilietta Sprint Speciale 1300, '61, LHD, Campag alloys, £24,850
Alfa Romeo Duetto spyder, '67 LHD, '68 RHD red or white, £7,950/ £9,850
Alfa Spyder, '75, Red, black interior, RHD, £8,850
Alfa Spyder, '85, White, red hide, £8,495
Aston Martin DB 2/4 MkII '57, 3 litre, Midnight Blue, Grey leather, Excellent example, 1 of only 139, £29,850.
DB Mk III Drophead, '58, Deep Blue Grey, Black hide, Overdrive, Immaculately restored/maintained, 2 owners, Special order specification, POA.
DB4 Series 5 Vantage, '63, SS engine, Red hide, O/drive, Restored, £39,850
DB5 '64 unique special order open headlights, B.R.G. red, CWW, ZF 5 speed.
DB5 coupe 5 speed to restore, original RHD, £19,850.
DB6 Manual, '69, Celeste blue tan 5 speed £26,850.
DB6 Vantage '66, Dubonnet/Black, Special order spec, CWW, LSD, £39,850.
DB6 Mk2 Vantage spec manual, royal blue choice of manual or auto.
V8 '76, Electric Blue, Black, ESR, History, Superb, Auto, £24,850.
Lagonda '84 grey metallic blue hide f. am sh, £27,850
V8 Oscar India, choice of 2 Salisbury blue/grey hide Imperial burgundy/tan hide a/c pas etc etc history superb
V8 Vantage '84, manual, Storm red, BBS alloys, AC, FSH, £34,850
V8 Volante auto, '81, Celeste blue, magnolia, 46,000 miles, £44,500
V8 Vantage Volante, '88, Chichester Blue, manual, Full spec, full option, cd player, As new, £99,850.
Austin Healey 100/4, 3000 Mk2, Mk3 phase 1 and 2, LHD/RHD, from £11,850 for registered ready to enjoy.
Autobianchi Eden Rock Cabrio '70, Red, Full Noddy roadster, £4,850.
S1 Fastback Continental by H.J. Mulliner, '56, Rare and Beautiful, POA.
BMW 2002 tii, '73, white, black int. excellent, £6,850
BMW 2002 turbo, '74, silver, black int. M sport stripes, £14,850
BMW Z1, '90, Met. black, black suede, ABS, CD, mint, £26,500
Bristol 411 Mark 2, '72, midnight blue , Grey hide, Good history, £14,850
De Tomaso Longchamp '78, Burgundy, full hide, RHD, AC, £9,850
Ferrari 512BB Boxer, '78, Rosso, mag, BOX reg. 17,000 miles, Mint, £99,850
Ferrari 308 GTB carb rosso red, orig rhd £28,850
Ferrari 308 GT4, '77, Rosso, magnolia, AC, £18,950

All our cars may be viewed at

MARKET

Times are still tough - the teeth of the recession have not yet bitten through to the bones. Good deals are still to be had. Our success at the classic car shows at NEC and Sandown Park reflect a high level of attraction to the market. May and June, despite the weather, produced sales in excess of 70 cars per month. The international market is strong but only when the prices are competitive. U.S.A. and most of Europe are still not realistic with selling prices. The evaporation of optimism in the stock market could either focus attention on classic cars as in '87 or reinforce reluctance to spend. Subject to confidence, funds are still available for the right car. Don't forget that for every man who paid too much for a car in the boom there is the vendor who having turned his car into money at the right time may now be looking to re-enter the market at today's 'real prices'.

Fiat 500

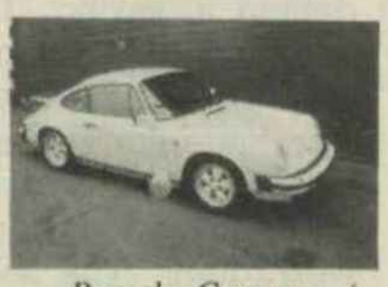
Aston Martin DB6

Jensen Interceptor

Bristol 408

FREE CLUB MEMBERSHIP

Club Secretaries - by offering clients free membership we increase their enjoyment of their car, put them in touch with other owners and give them access to the club's specialist services. If your members require particular cars please contact us.



Porsche Carrera

Aston Martin DB5

Blue chip motorcycles - Honda RC30, 'E' 1 owner, £6,950. Yamaha OW01 'G' 1 owner £11,950. Ducati 851 Strada 3, 'G' 1 owner £9,950. Ducati 888 £29,850. Manxman Manx, 5 speed quaif, unique, £11,850.
Fun: monkeybike selection.

Sales: O71-833-2076 (8 lines) **Fax:** 071-833 5510

24 Hour Sales: 0836 763636 **Service:** 071-833 5508/9 **24 Hour Recovery:** 0831 358333

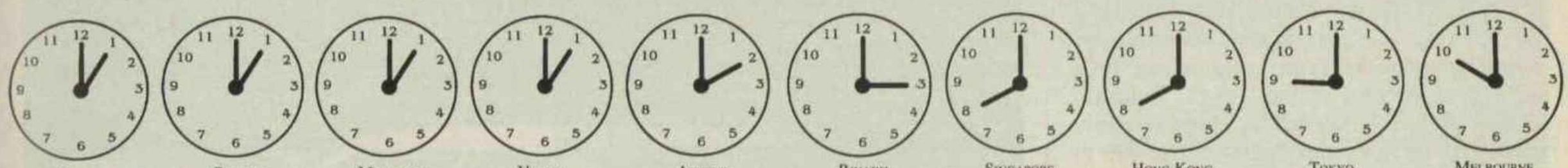
Omega Place, Caledonian Road, King's Cross, London N1 9DR, G.B.

MON - FRI 9.30-7.00 PM
AFTER HOURS BY
ARRANGEMENT:

The Autodrome

OPEN 7 DAYS

EUROPE'S FINEST CHOICE OF PERFORMANCE AND CLASSIC AUTOMOBILES PRICED FOR THE INFORMED BUYER



Now is is the time to buy an Autodrome car

our central London showroom

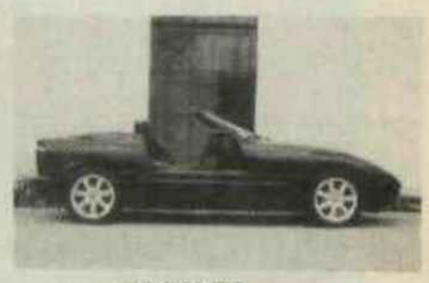
REPORT

Specifics - Ferrari had firmed and climbed slightly - now softened. Aston firming on interest - prices low - rarity and quality demanded. Healey, Triumph, MG, Sunbeam good demand for clean, ready to go cars - boom time junk is dead. Alfa, Lancia, Fiat - rare clean cars good - usability important. Porsche and Mercedes - well maintained - serviceability critical. No demand for hand-built hybrids irrespective of 'value for money' factor.

Buyers profile - advantage still being taken of the smaller differences between the indifferent and the good, mid-range classics now compete with the bygone tax concept of the company car. Depreciation of modern cars can only be accelerated by discounting of new ones. A Saab 9000 turbo driven for 15,000 miles over 12 months will cost you a fully restored TR5 - A BMW 750il driven for 10,000 miles over 9 months will cost you an Aston Martin V8 Oscar India. Our address is below. AW.

Ferrari 308/GTSi QV Red, Magnolia, A.C. FSH. £33,850.
Ferrari 400i '84 Auto, Blue Chiaro, Biscuit, FSH. £29,850.
Ferrari Mondial 8, '81, Rosso, magnolia, £18,950
Ferrari Mondial QV, '82 Rosso, magnolia, FSH. £24,850.
328 GTS, Rosso, biscuit, rear spoiler, FSH. £45,850.
348 TS, Rosso, magnolia, 3000mls, 1 owner, £69,850.
Ferrari Testarossa, Choice of two in stock U.K. and European specification.
Fiat 500, Choice red, black, white, from £900.
Fiat Spider 124 Sport by Pininfarina, Superb selection of top spec 1800 and 2 litre manual and autos, All fully serviced with MOT, £4,250 to £7,850.
Ford Thunderbird, '55, White, Black, manual, H/top, £13,995
Ford RS200, '89 Rosso corsa,
HARLEY DAVIDSON, FANTASTIC SELECTION - CALL TODAY.
Iso Grifo, '69, Rosso, black hide, S1, 365GL, Manual 327, £23,850
Jaguar XK120, '52, Competition history, M Miglia & T Florio eligible, D. Protheroe prepared.
XK 140 Drophead '55, Blue, tan, wires, LHD £24,850.
XK150 Drophead, '58, White, Man O.D. Original RHD, £29,850.
Jaguar Mark 2, 3.4 man, O/D, 1 owner, Drives, To restore, LHD, £3,450.
E type Coupe S1, '64, 3.8 black, blackhide cww, LHD, £14,850
E Type Coupe '67, BRG Grey Hide, 2+2 RHD Mechs **100% £14,850**
Jaguar E type 4.2 roadster S1, '67, Carmen red, Black, CWW, £22,850
Jaguar E Type 4.2 roadster, '69, Midnight Blue, Red, Superb restoration, LHD.
E Type V12 Roadster, '72, Blue, Biscuit , Manual, £29,850.
E Type V12 Coupe carmine red Black Auto £16,850.
Lancia Fulvia 1.3 '75 Sport, Series 3, Restored £5,250.
Mercedes 190SL 58-62, LHD and RHD, From £7,000 - £19,850
Mercedes 230/280SL, Choice Man /Auto RHD & LHD, From £14,850.
911 Carrera Sport Coupe and Cabriolet available at realistic prices, **911**
Renault Turbo 1, '81, full comp. spec. and livery, £14,850
Renault Turbo 2, '85, dark blue, champagne velour, £9,850
Rolls MPW '70 Brewster Green, tan, superb new hood, £24,850
Rolls Corniche conv, '73 Royal blue, magnolia £29,850
Sunbeam Alpine convertible, '67, white, black int, restored, £5,850
Sunbeam Tiger '65 Blue, show car, Kragar alloys, club registered, £9,850
Triumph TR2, '55, short door, BRG, red hide, RHD, £9,850
Triumph TR3a, '58, silver, tan hide, LHD, restored, £9,850
Triumph TR4, '64, Red, black interior, orig. RHD, £5,850
Triumph TR4a, '65, BRG, black interior, LHD, excellent, £7,450
Triumph TR5, '69, Polar white, black hide, restored, CWW, £12,850
Stag, '74, Tahiti blue, beige, manual O/D, alloys, £5,850
TVR V8 Vixen, '72, Met. burgundy, beige velour, alloys, 5 speed, £6,850
VW Karmann Ghia, '69, Black met. Tan RHD. Excellent, £5,850

Mercedes 190SL '60


BMW Z1

124 spyder '80

Alfa Spyder

Triumph TR4

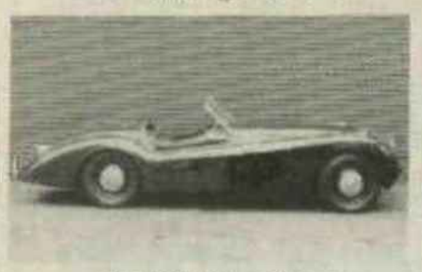
E type V12 S3

Alfa Guilietta SS

Healey 3000

AM Vantage Volante

Sunbeam Alpine


XK120 Protheroe

Ferrari Testarossa

Triumph TR5

Harley Duo-Glide

Aston DB6 Vantage

Harley Electraglide

Bentley S1 Fastback

Porsche 911 Cabriolet

Jaguar XK140

Dealers:
Please fax us with your requirements and offerings. You will be put on our priority mailing list on request.
Cars underwritten.

Direct Fax Line
071 837-5357

Aston Martin DB4

AMVolante Manual

Harley 1200 Sportster

Sandown Park

Harley Electraglide

Dear Customers:

ALL CARS INDIVIDUALLY SELECTED
OUR DESCRIPTIONS ARE GUARANTEED
FULL WORKSHOP SERVICES AVAILABLE
INDEPENDANT INSPECTION FACILITIES
WORLD AND NATION WIDE DELIVERY
SPECIALIST INSURANCE & VALUATION
FINANCE ARRANGED AND SETTLED

Sales: O71-833-2076 (8 lines) **Fax:** 071-833 5510

24 Hour Sales: 0836 763636 **Service:** 071-833 5508/9 **24 Hour Recovery:** 0831 358333

Omega Place, Caledonian Road, King's Cross, London N1 9DR, G.B.

The Group N Peugeot 309 GTI 16-valve which contests the Euro Saloon Car Championship.

Unsold Peugeot Pleasure

In Britain, the Peugeot 309 GTI is the overlooked big brother of the chic 205 equivalent. Whereas approximately 10,000 205 GTIs are sold a year (of which the 130 bhp 1.9-litre version accounts for over 60%) the 309 GTI struggles to sell 1000 units per annum. Thus when Peugeot France decided to sell a comparatively specialist 16-valve derivative of the 309 in the summer of 1989, Peugeot UK could honestly advise the parent company of the projected poor return for the extensive outlay needed for a RHD derivative. So the 309 *avec 16 soupapes* remained for French gourmet consumption only.

In 1990/91 the alteration to the Esso Saloon Car Championship to bring it into line with international Group N rules (plus a few UK turbo restrictor quirks) brought a wider spread of competitors. Whilst Nissan (Skyline GTR) score outright victories in shorter events and BMW (M3) and Honda (Civic V-TEC) secure their respective classes *ad infinitum*, a third division is set against the backdrop of excellent inter-marque battles. These are between Vauxhall Astra GTEs, Golf GTIs and, during this season, a brace of Peugeot 309s equipped with the ex-Peugeot 405 Mi16 power plants.

It was one of the latter machines, property of George Hartwell in Bournemouth, rather than the works machine of Patrick Watts, that we tried. The venue was Donington, access to the track granted by courtesy of the 96 Club, entry to the car granted by Andrew Hartwell. The original ploy was that the author would test the car with a view to revisiting the annual Snetterton 24-hour race within its LHD cockpit, but Hartwell decided there are better things they can do with the necessary £8000 over à sunny summer weekend.

The opportunity to drive this rarely seen Peugeot, however, was grasped as we have always had the utmost respect for the stable speed hidden in the 309's rather dowdy "Eurobox" lines. The Hartwell racing version builds upon the basic 158 bhp front-drive package, using the in-house expertise of former multiple Hillman Hartwell Imp competitor Ray Payne and the insight of Nigel Allen.

It was beautifully presented and proved the easiest racing saloon to conduct that I have encountered, standard power steering and light controls taking the strain in a deft manner that does credit to the mass production original.

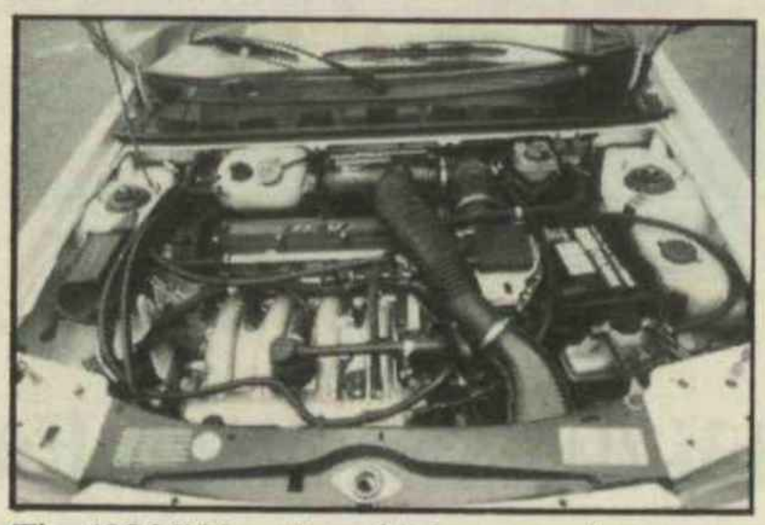
In production form the 309-16 valve is credited with a 137 mph maximum from the 158 bhp provided at 6500 rpm from the 10.4:1cr 1905cc. Acceleration to 60 mph takes up to 7.5 seconds and 23.9mpg was returned in ECE tests. Standard features also included 6 x 15 inch alloy wheels and a quartet of disc brakes, the fronts ventilated.

Production weight is recorded at 975kg/2145lb, but the racing version tipped the scales at 1035kg at an early Silverstone meeting, significantly less than the factory 309. This was because the Hartwell car was built from a bare shell at Yortech (the Yorkshiremen under David Cook also fabricating the rugged rollcage), whilst the works entry appears to have been converted from a road car and includes undersealing.

Hartwell faced bills of £21,850 to construct the car and budgeted £96,000 to run the car for the 15-race season, excluding the initial car purchase price (unspecified) and a conversion charge for transporter and trailer, rather than a new purchase. Hefty individual hardware bills were centred on the suspension and transmission, rather than the traditional bonus horsepower expenditure. The suspension, including four gas damped Bilsteins and replacement of both torsion (rear) and coil front springs, swallowed £2500 in assembled form.

The factory limited slip differential of ZF origin and French supply only, was an outrageous £2000. So it was just as well that the peaky engine (6800 rpm marks a peak of 148 horsepower at the front slick tyres) and delightful five-speed gearbox utilised over 90 per cent standard components. Maximum torque is spread well through the range, but is not abundant at 134lb ft on 5000 rpm in standard trim.

Externally, a set of OZ wheels in standard sizes were to test both Avon and Dunlop rubber during the session, my six laps or so confined to Dunlops and standard Mintex linings that had already been badly faded by previous occupants. Internally the cabin was cleanly functional, the driver clasped by Recaro seat and a Willans harness whilst twiddling a fashionable suede-rim Momo wheel. Extra dials were confined to a supplementary oil pressure gauge; standard instrumentation advised us that just 112 mph was being reached on the main straight. This using a power band between 4500 and 7000 rpm, the latter figure imposed rather than 8000 in view of the car's imminent racing prospects.



The 405 Mi16 engine which powers the car, not found in a road-going version in the UK.

Donington is not a simple track, even in its shorter guise, but the white 309 made it appear so. Acceleration from the pits was delivered with zest and moderated wheelspin in the lower gears. Once in third it was obvious that the chassis would happily accommodate another 20 bhp, for you only have to acclimatise to the power-steered numbness and occasional front-drive weave during hard cornering before using full throttle for 95 per cent of cornering situations. The only defect seemed to be the way in which the rear brakes would grab, making fast entries to slower corners untidy.

Otherwise the Peugeot was as straightforwardly enjoyable to drive as you would expect from its road cousins. I am only surprised that the British factory does not seem to encourage privateers to run hard alongside the works team, a stark contrast to British rallying, in which Peugeot GTI Club Peugeots often save organisers the embarrassments of spindly entry lists. JW

Colin Musgrove puts his Morgan Plus 8 through its paces on a very damp track.

A Breeding Improvement

80 years is a long time and yet the chances are that at most weekends of the year you will find at least one example flying the flag somewhere in the country. It may be hillclimbing or trials testing but the chances are that it will be doing what it is best at, and that is track racing.

It has not always been like that of course. In the early years the 3-wheeler Morgans were famous for their trials successes; even as early as 1911 HFS Morgan winning a gold medal in one of his cars on the ACU Six Days' Trial, which was to be the first of a huge number accumulated by the marque over the next 25 years.

It was in the Twenties that the company partially diverted its attention to record-breaking with the likes of Ware, Hawkes, Fernihough, and Lones setting the pace while in 1925 Beart's 1100cc car covered the flying start kilometre at 103.37 mph becoming in the process the first 3-wheeler to be officially timed at over 100 mph. These activities rather compensated for the fact that 3-wheelers were forbidden to take part in car races at Brooklands from 1924-1928.

Even when the first 4-wheeler was produced in 1936, it continued the company's tradition in rallies and trials, George Goodall making the small open-car class of the RAC Rally his own with victories in 1937, 1938 and 1939. This was backed up in that last year before the outbreak of war by HFS Morgan who dominated the closed-car category in the drophead coupé introduced that year.

Track activities were of much less importance to the company despite a win first time out in the 1937 Ulster Trophy driven by R Campbell, a sucess which was backed up by McCracken's win in the Leinster race that year and Campbell's second place at Limerick in 1938. Examples were also raced at Le Mans that year, Miss Fawcett and White coming home in 13th place and White and Anthony 15th a year later.

Even in the Fifties, the Plus Four with the 2088cc Standard Vanguard engine, which superseded the 4/4, was used far more extensively in rallying than for anything else. Outright victory in the 1952 and 1953 London Rallies, the team award on the 1951 RAC Rally, class victories in the Lisbon and Evian-Mont Blanc that year, second place, the team award, the ladies' prize and two class victories in the 1953 MCC Rally, overall victory in the 1954 Scottish and a class win the next year, plus third place on the 1956 RAC Rally backed up by a class win, were just some of the successes achieved by the company's products.

It was not until the turn of that decade that Morgans began to be seen more often on the track, more due to the efforts of Morgan enthusiasts and specialists, in particular Chris Lawrence of Lawrencetune, than due to the company itself.

The results were never as impressive in international racing as they had been in rallying, but second place in its class in the 1961 Spa GP for GT cars, a class victory in the Guards Trophy at Brands Hatch, 13th place and first in class in the 1962 Le Mans event and eighth in the TT were nonetheless encouraging. It was at this time, though, that the Morgan was to find its true niche in life, and one in which it has flourished ever since - that of club racer.

There are a number of reasons for its popularity which range from general reliability, the relative ease of tweaking more power out of the engine, and simple mechanicals, to that nostalgic feeling of driving a car from the vintage era with bonnet stretching out ahead of you. It also has a reputation for handling well thanks to its flexible chassis which is stiff across the front and not much roll resistance at the rear which endows the car with a pleasant handling characteristic, especially in fast corners.

Morgans race in several championships ranging from HSCC events to the Morgan club's own championships sponsored this year by the Morgan factory. In the former series they are up against Porsches, Lotus and Caterham 7s, Marcoses etc and fool everyone, especially newcomers, with their competitiveness. It is in their own championship, however, that the gloves come off and those at the serious end of the grid look for that "unfair" advantage. One of those is Colin Musgrove, Morgan specialist, who prepares his own car for Peter Garland to drive.

Such was the competition last year and such was the complexity of the regulations that Garland missed out on the championship by 0.07 of a point. This year, though, the rules have been simplified so that everyone knows what he has to do to win.

Musgrove's car started life as a bog standard 4-speed Plus 8 in 1973, but was rebuilt by Colin Musgrove Racing and developed over the years for racing but at the same time, it was still road registered and legal. This year, though, has seen a major modification which has proved to be very successful.

"We've taken off the Weber 48 carburettors, which we were running on last year, and replaced them with Weber throttle bodies with a Micos injection system to improve torque." The system has been mapped by John Eales of JE Motors, the company which prepared the map of the 4.4s for the works Range Rovers in the Paris-Dakar, Musgrove's car, in fact, using Patrick Tambay's spare Micos system. The cam has been changed from 248 to 256 which gives slightly improved power at higher revs.

"The advantages of fuel injection is that it has colossal tractability, plus the fact that all we wanted to do was make the quantum leap from being one of the best prepared carburettored engines to being the first running with fuel injection. We now have the start, but there is a lot more to come.

It is a complicated system which requires various back-up systems to understand it, so you need an IBM-compatible lap computer so you can actually check the system out. The Micos susyem is very good insofar as it has a jack plug into which a computer is plugged for all the basic readings that are required straightaway "so we can see immediately where there's a mistake in any one of the sensors. Rectifying it is another matter, but at least you can pinpoint where it is."

"The only problem we've had was a chance in a million when one considers that these things reached Dakar from Paris through sand and desert, but when fitted to our car, we had a broken main hall-effect sensor which is the main crankshaft speed sensor." The hall-effect system is the one which actually measures the crankshaft to almost one second of rotational degrees, which it does by forming a square time wave. Instead of having a point going past another point which becomes less accurate the faster it goes, this system actually measures it coming, going and passing, rather like the Doppler effect with a train,

so that it is much more accurate.

"At Brands Hatch, at the beginning of the season, it was misfiring in practice, but in the race the thing completely went out. When we took it off the actual magnet, which is rather like a crystaline material, was completely broken and had disappeared."

"The main advantage of the system, apart from the increased torque and tractability, is that we are now at the base of the development of this system as opposed to the limit of the development of the old system. So there's a long way to go with it whereas there wasn't anywhere to go with the previous system."

Is this not an unfair advantage, especially if his is the only car with it? "No, I don't think so. The standard car was fuel injected. The original system we were going to employ was the Weber Alpha system which is available over the counter for £1500, cheaper, almost, than carburettors and manifolds. We bought that, but unfortunately we had some problems with Weber being unable to run at high revs as the spark was breaking down and the ECU was not really compatible for running a high-revving multi-cylinder engine. It's very good on a 4-cylinder engine running to 11,000 rpm but on the V8s, the spark is breaking down between 6200 and 6300 rpm. Weber suggested running two ECUs but that was a bit of a fatuous suggestion," scoffs Musgrove. The engine can now rev to 7200 rpm, the normal rev limit, with another six thousand revs left in the spark box before there is any sign of a spark breakdown.

The advantage of using an engine management system is that the car can run on unleaded fuel and the air/fuel ratio mixture can be programmed over a huge range. On the day Musgrove's car had been mapped to allow a 12 to 1 air/fuel ratio mixture all the way from top to bottom, from 600 to 7000 rpm.

Musgrove maintains that his customers always benefit from his racing activities. "People think it is a nice way to indulge myself in my life-time passion and even get paid for it. But that's not the case as it means that anything we try out on the racing cars are offered on the road-going cars. Development through motor racing, especially at the level we race at, can be passed on to the customer. The brakes, for example, are uprated. There is a good argument to say that the factory spec ones are not good enough for a car of this performance, and the front discs on the Morgan are virtually the same as on an Opel Manta. They are adequate but not brilliant. Our disc brake system is a direct bolt-on replacement for the drum brakes; we think Morgan ought to be using it anyway."

Everything about the car is functional: the dashboard, with a large red oil pressure warning light; the prominent oil temperature gauge; the rev counter, where the first 4000 revs hardly register; the defunct speedometer which has been relocated in front of the passenger's seat; and the lack of legroom for a passenger due to the installation of the dry sump system.

Rear vision is interrupted by the roll-bar, while to the front, trumpets peep through the louvred bonnet. To keep the car as close to the deck as possible, the car has a large front skirt which is louvred so that the air can be extracted for greater downforce. In place of the spare wheel at the rear, plumbing for the 10-gallon fuel tank takes up all the available space and includes the external installation of a pump usually found inside most production petrol tanks. This is altogether a functional, but well constructed, machine.

The beautifully arranged engine bay with the dry sump system.

With first gear a dog-leg away on this five-speed gearbox, it takes some getting used to the gearbox, but once mastered, the gears clunk home with a reassuring feel, giving the feeling that if there are any problems on the car, they are unlikely to involve the transmission.

This is a racing machine, so a fairly brutal use of the strong clutch, combined with 4000 rpm on the tachometer, is required to get any kind of getaway from stationary for racing purposes. Normal road driving, however, requires nothing more than a gentle 1200 rpm. It is prepared to amble down the road, obeying every speed limit, never pushing the driver to flout the law. It is, however, rather like the cat that ate the canary. It takes only a small prod of the throttle to realise that there is something very special about this car, that there is something not quite normal under the bonnet. It is an exhilarating experience opening up the throttle. The car leaps forward, the back tyres scrabbling for grip, but the BF Goodrich tyres hardly complain. Such is the power of the engine that even in a straight line you can induce wheelspin without too much trouble, which can make life very interesting when pressing on along twisty and bumpy country lanes. The Musgrove brakes, however, offer some sort of compensation in their effectiveness, although even here one has to be careful in their application lest the tail begins to slip out of line.

No room for a spare wheel on this Morgan because of all the extra plumbing required.

As is to be expected, the ride is quite hard but a great improvement on the standard model, although the dampers on Musgrove's car can be adjusted for road or track use. The car can get caught out when steaming through a bumpy corner, some understeer snapping into sudden oversteer at the limit, but that is only likely to happen on the race track. The over-riding memory of the car, however, is that rorty, powerful V8, wailing through the gears up to the rev limiter, begging to be abused, daring you to take it nearer the limit, but one that demands respect.

After the disappointment of the opening race at Brands Hatch, the season started to improve. A second place at Donington, where they beat the lap record by some two seconds, and a win and fastest lap at Pembrey in the Morgan championship, another victory (by 57 seconds) and fastest lap in the Morgan Club's 40th anniversary race all stand testimony to the car's competitiveness and preparation. The greatest thrill for the team this year, however, was the poleman's award they won in July at Donington for winning pole by the greatest margin. What put the icing on the cake for Colin Musgrove was the fact that they were presented the trophy by the Managing Director of Securicor in front of 35,000 people and had beaten the British Touring Car teams to it. They then went on to win the race by 40 seconds.

This is undoubtedly one of the fastest Morgans still suitable for the road around at the moment. The fact that it is winning races wherever it appears and the fact that all the feedback from its racing activities are finding their way onto those cars which go through Musgrove's hands, are a couple of very good reasons why Musgrove should continue racing — and not be accused of letting others pay for his hobby! WPK

Carlos Sainz flew to another victory in Argentina despite problems along the way.

Five and Out

No matter how many manufacturers' teams contest the World Rally Championship, history records that, when the half-year stage is reached, the number actually in contention for the lead has been whittled down to two. This year is no exception, and although no less than ten makes have scored points so far, two are so far ahead that neither can be overtaken by any of the others.

Toyota and Lancia are locked in a desperate struggle for supremacy in the makes' series. Toyota is in front, but the margin is so small that any one of the four remaining rounds could reverse the order. Similarly, Carlos Sainz and Juha Kankkunen, for Toyota and Lancia respectively, are fighting for the drivers' laurels. Sainz is leading, but in this series there are six more rounds to go, so Kankkunen still has a chance of getting ahead, as indeed have two other Lancia drivers, Didier Auriol and Massimo Biasion.

The former dominance of World Championship rallying by European makes has long passed. In a manner similar to the gradual transformation of Japanese industry after World War Two from the role of "imitators" (when the phrase "cheap Japanese copy" was coined) to that of "improvers", the country's car manufacturers are now well to the forefront, having slowly picked the competitive brains of their European rivals and even engaged European staff.

We recall the time when Japanese engineers used to spend all their time attending scrutiny sessions and visiting service points, looking, noting and even photographing just about everything that caught their eyes. Prior to a Safari Rally many years ago, we watched one gentleman use almost two rolls of film photographing the mounting bracket of a wing lamp from just about every angle imaginable. Those around were smiling at this display of oddly-directed interest, but it is just this kind of meticulous attention to detail (followed by shameless copying, of course) that has brought the level of their technological rally capability up from indifferent to competitive.

Of the ten makes that have scored championship points, six are Japanese, and five of those have established their rally engineering, development and planning facilities in Europe, some having forged links with European companies. Toyota is in Cologne, Mazda in Brussels, and Subaru, Mitsubishi and Nissan in Great Britain. The relationships between these centres and their corresponding companies in Japan, and the degree to which information is exchanged, vary from make to make, but each team is nevertheless improving its cars all the time.

Also a thing of the past is Lancia's practice of choosing winners before rallies actually ended. This was when the make had things virtually its own way and was unchallenged, enabling team management to decide which of its drivers should win. Nowadays, there are precious few opportunities to do that. Toyota is such a threat that Lancia has no opportunity to indulge in such internal juggling. Indeed, the team is happy enough to have any of its cars in the lead, no matter who is driving it.

In Argentina, where the latest round of both series of the World Championship took place at the end of July, Lancia massed its resources and took no less than four cars, with four fully prepared practice cars and a huge service fleet shipped from Italy. Smarting from Toyota's run of victories this year, the team was determined to win the rally which it had won on the last five occasions, three times with Biasion at the wheel, once with Recalde and once with Ericsson who has since moved to join Toyota.

Juha Kankkunen/Juha Piironen and Massimo Biasion/Tiziano Siviero drove two of the Martini-backed Delta Integrales, whilst a third had been entered for local heroes Jorge Recalde and Martin Christie. The fourth, in Fina colours and entered by the Jolly Club but a works car nevertheless, was driven by Didier Auriol and Bernard Occelli.

By comparison, Toyota's entourage was diminutive, certainly in vehicular strength. There were just two Celica GT-4s, driven by Carlos Sainz/Luis Moya and Mikael Ericsson/Claes Billstam, although a third had been entered by Toyota's Middle East team for Mohammed Bin Sulayem/Ronan Morgan. It was in Argentina that Ericsson recorded his first World Championship win, in 1989, whilst Sainz' highest place there is second, which he achieved last year even after a particularly bad roll.

These were the only two works teams as such, but several other professional concerns were in attendance to look after various drivers, Britain's Mike Little Preparations, for instance, having prepared a Group N Ford Sierra Cosworth 4x4 for Carlos Mennem, son of the Argentinian president. From Belgium, Grégoire de Mevius and Hervé Sauvage drove a Group N Mazda 323 GT-X.

Minna Sillankorva from Finland and her Italian co-driver Michela Marangoni went along with a Lancia from Italy's Astra team in search of points in the ladies' section of the World Championship. Uruguayan Gustavo Trelles, who has often rallied in Europe, was also in an Astra team Delta Integrale, with Ricardo Ivetich, whilst Alessandro Fassina and Massimo Chiapponi were in a Group N Celica GT-4 from Toyota Italy.

Austrian adventurers Rudolf Stohl and Reinhard Kaufmann brought their Audi 90 quattro prepared by Rolf Schmidt, whilst some of their love of the tougher rallies of the world must have rubbed off on their fellow-countrymen, for Kurt Gottlicher/Rudolf Brandstatter took their Group N Sierra Cosworth 4x4 and Ernst Harrach/Matthias Felz their Delta Integrale. Veteran driver from Monaco, "Tchine", otherwise cabinetmaker Agustino Turuani, was there in a Group N Sierra Cosworth 4x4.

When he saw the start list, Stohl was both embarrassed and concerned. He had been given number four, one ahead of Carlos Sainz. Although he is in the list of A-seeded drivers and quite entitled to that start position, he knew that he stood no chance of keeping up with those around him. Indeed, he even planned to slow down on the first stage so that the faster drivers could pass. But this wasn't necessary. The organisers eventually allowed him to start further back.

The rally takes place exclusively in the region around Cordoba but, perhaps for political reasons or, more likely, due to the needs of sponsors, it has to start in Buenos Aires, which results in a long, boring journey of some 450 miles before the first proper special stage is reached. A spectator stage had been planned in Buenos Aires' imposing stadium, but this was about to change hands and when the question of

surface damage was brought up, the stage was cancelled. As soon as they heard this, a number of leading drivers requested that the start be moved to Cordoba, but this was not done.

Apart from this and another stage which had been shortened, the route was identical to that of last year, which meant that those crews who were there in 1990 had a head start on their practice sessions. Not having to make notes for the first time, they were able to concentrate on refining them, a job for which they were able to use full-blooded practice cars prepared to rally specification, rather than the standard cars which they are obliged to use for reconnaissance before many other rallies.

Following the usual pattern demanded by FISA, once the rally had got under way properly competitors spent the days on the road and the nights in bed. They left Buenos Aires on the Tuesday evening, tackled five special stages on the Wednesday morning, and then stayed each of the next three nights at Cordoba, or at least near it. Big cities are rarely to the liking of rally visitors, and nearly everyone chose to stay at the nearby lakeside resort of Villa Carlos Paz. The Acropolis is much the same in this respect; no-one stays in traffic-ridden Athens!

The five stages of Wednesday morning were just to the West and North-West of Cordoba, whilst the eight of Thursday were in more scenic country to the West and South-West. On the Friday there were nine somewhat rougher stages North of Cordoba, whilst the seven of the final day were in lower country to the South, where the many water splashes caused quite a few engines to splutter.

The character of the special stages has been described as mid-way between those of Greece and Portugal. Indeed, they can be rough, twisty and undulating, although there are some which are very fast indeed. Auriol, who was among several who confessed to having at least one, enormous, Argentinian steak each day, said that the stages had something to cater for every liking.

During the practice period there was rain, fog, a cold wind and even a little snow — it was wintertime after all — and some crews found their progress a little slower than they expected. But road surfaces were hard and well-founded, and nothing seemed to have been damaged by the weather. In contrast, the rally itself took place in fine sunshine!

Unlike Greece, where there is often precious little time for service between stages, the road sections of Argentina were generously timed and there was usually enough time to get everything done. This was indeed fortunate for the front runners, several of whom found themselves in urgent need of replacement parts just where there was plenty of time for such work.

Some rallies are led all the way from the first stage to the finish by the eventual winner. Others produce a runaway leader at, say, the halfway stage. The Argentina Rally did neither of these things. Throughout its entire duration there was never any certainty whatsoever, and the tension certainly showed. The lead changed hands several times, and it was not until the last special stage was over that Sainz and Moya were sure of winning — by just eight seconds from Biasion and Siviero! Four Lancias were at their heels, but the Spanish pair stayed resolutely in front to take maximum championship points, both for themselves and for Toyota.

But they came very close indeed to throwing it away. Happy to be spending some time among Spanish-speaking people (they also speak Welsh in the Patagonia region!), and even more delighted by his victory, Sainz executed a victory spin in front of the crowd just after he had entered Cordoba Stadium, whereupon his gearbox promptly broke! He was very relieved indeed to discover that reverse still worked, and he wasted no time crossing the line backwards!

When the rally started, the unexpectedly warm weather had the tyre men scratching their heads. It had been expected that soft rubber would be chosen most of the time, both for the Michelin-shod Lancias and the Pirelli-clad Toyotas, but ambient temperatures were such that treads were often wearing out much too fast. This slowed Sainz on the first stage, on which Biasion and Auriol were jointly fastest.

It was Biasion's turn to make the wrong choice on the next stage, after which Auriol found himself the event's first sole leader. Sainz got up to third place, but was soon passed by Kankkunen, producing the once-familiar situation in which Lancias filled the first three places.

Matters got worse for the reigning World Champion when a front tyre slowly began to deflate and his car's handling deteriorated. Inevitably, the tyre and most of the wheel eventually vanished and he got to the end of the stage with not much more than the battered backplate and studs. The shock absorber had also been broken, so there was some energetic work done by the mechanics to get everything repaired, especially as a split turbo pipe also had to be replaced. All this dropped him to sixth place but, although he wondered whether it would ever be possible to recover, it gave him an extra reason to keep all the stops pulled right out.

Trelles' engine stopped and he spent three minutes fiddling with wires under the bonnet. Amazingly, he got it to work, but lost more time on the next stage when the water pump/power steering belt broke. Coping with overheating and stiff steering, he struggled to the finish, coasting over the line.

Stohl went off the road and hit a rock which ripped off his left rear wheel, suspension and halfshaft. He got going again, but lost a total of eight minutes as a result of the incident and the subsequent repair. Bin Sulayem was taking no chances and driving to finish, whilst Recalde was complaining that his engine was producing far less power than it should.

At Cordoba that afternoon, the three Lancias of Auriol, Biasion and Kankkunen were leading, followed by the Toyotas of Ericsson and Sainz. Only 55 seconds separated first from fourth, but Sainz was another minute behind.

The next day, Sainz was determined to eat into the two minutes or so which separated him from the leader, but Auriol was equally determined to hold on to his lead, not only for Lancia, but for himself and Fina, for he has not yet provided his main sponsor with a World Championship win in his Lancia. Despite the gap, he was concerned about Sainz, but he was equally concerned about Biasion's proximity (14 seconds). There were no team orders; he wanted to beat his team-mates as much as his rivals in the Toyotas.

Sainz began by taking 13 seconds on the first stage of the morning, and continued by getting gradually closer to the leader as the day progressed. He was helped in no small way by the misfortunes of others, the first being when Kankkunen lost time when his steering rack bolts loosened, all but allowing the unit to fall into pieces.

Having already hit a rock on Wednesday, Stohl found another on Thursday, this time breaking both his sumpguard and his

Miki Biasion missed out on his first win of the year by just eight seconds.

Didier Auriol was unlucky to lose the lead after a turbo pipe broke loose.

sump. In fairness to him, he had started the day in 31st place and was having to cope with the thick dust of those ahead. It was in such a dense cloud, driving almost blindly and unable to pass, that he hit the rock.

Mennem, who is not exactly renowned for his car sympathy, came to a stop when his Sierra Cosworth's head gasket blew. As it was, he hadn't really been challenging for the Group N lead, which was being comfortably held by Grégoire de Mevius in his Mazda.

On the last stage of the day Sainz all but came to grief when a turbocharger oil pipe split. Fortunately, it was very close to the end of the stage so he didn't have to stop to turn the tap which prevents oil being pumped in such cases, but it was a most uncomfortable end to the stage, smoke from the burning oil filling the car.

As soon as he'd crossed the line he closed the tap (not so long ago, crews had to remove the pipe and blank the hole) but he was still very concerned about the effects of oil loss and he didn't want to stress the engine too much until engineers had looked at it. Fortunately, Bin Sulayem came along soon after, and they left together for their service point in very close formation indeed, Sainz in front.

Naturally, the Toyota team said nothing about possible pushing, but there can be no doubt that a series of "bumper to bumper collisions" took place during that journey to service.

To say that the ensuing activity around Sainz' car was hectic would be an understatement. What is more, a transmission change took far longer than expected when bolt holes refused to marry, and it was fortunate that this happened after the last stage of the day, when service time was plentiful.

They made it without any road penalty, and Sainz found himself in third place, only a minute and a quarter behind rally leader Auriol. Biasion was second, 49 seconds behind Auriol, whilst Kankkunen had dropped to fifth, behind Ericsson.

As tyres were proving to be so critical in the varying temperatures, Sainz was always given first choice, and Ericsson had to take his pick from what was left. Sometimes he was unable to do this, for he was being used as a test driver on many of the stages, trying out different types of tyre.

On Friday's first stage Auriol had a half-shaft break, but as he'd made a better tyre choice than the others, he made best time, but his tenuous lead vanished two stages later when a turbocharger pipe came off and he lost some two minutes. Trailing him was Biasion who was unable to pass because of the thick dust, so both Lancias lost time. Biasion emerged the leader, but Sainz was just eleven seconds behind him. Things were getting very tense indeed.

Meanwhile, Bin Sulayem executed a remarkable piece of aerobatics when his Toyota flew into the air after hitting a rock. The car yawed through 180° whilst airborne and landed facing the wrong way. Remarkably, it was undamaged and he was able to continue.

Trelles was struggling on with a blown gasket, topping up with water at every opportunity. Ericsson ditched at very high speed, soon after which his rear diff stopped working and he had to drive some twelve miles with just front-wheel drive, allowing Kankkunen up to fourth place.

There seemed to be almost as many complaints about dangerously positioned spectators as there have been in Portugal or Italy. They took no heed of warnings, and were sometimes seen standing in the very inside ditches into which drivers planned to drop their inside wheels to help them around the corners. One car did leave the road and scattered watchers like nine-pins, fortunately without causing injury.

It was just about then that the Sainz/Biasion duel hotted up. Firstly, Biasion went slightly off the road and allowed Sainz to take over. Then Sainz inexplicably lost time and dropped back to second. On the next stage, obviously concerned that perhaps he had not been concentrating as hard as he should on the previous one, he made up for it and regained the lead, ending the day just one second ahead of the Italian. To make matters even closer, only nine more seconds behind was Auriol, after whom Kankkunen was another three minutes back.

The excitement in the air at the start of the final day could almost be cut with a knife, although the bubbling enthusiasm was confined to the many thousands of watchers. The teams themselves were thoughtful and, though they didn't show it, tense. Everything was checked and double checked. At service points, mechanics made quite sure that every possible item that could be required was ready and in the correct place. Even spanners were laid out so that they would be exactly to hand when required.

On the first stage Biasion beat Sainz by one second, putting them both jointly in the lead, and the incredible fight lasted throughout all seven stages of the day.

Further back, Ericsson went spectacularly off the road after misunderstanding one of Billstam's notes, and the car became wedged by its bumpers between two hillocks, its wheels hanging free. Eventually, enough spectators arrived to lift it bodily back to the road, but much time was lost.

On the fifth stage of the day, with just two more to go, Sainz noticed the turbocharger pressure dropping as he crossed the flying finish line, so a quick replacement became necessary immediately afterwards. But would the new one work properly? It did, and the Spaniard made best time on the next stage.

The final stage brought no change and Sainz emerged the winner by just eight seconds after one of the closest fought duels ever. There was jubilation in the Toyota camp, and unconcealed disappointment among the Lancia people who, after five consecutive wins, had begun to regard Argentina as their own preserve.

There are six rounds left in the drivers' series; four in the makes' series. Nothing is yet settled in either, but he would be a reckless man indeed who would put money on anything but Sainz keeping his title and Toyota becoming champion make for the first time. GP

Argentina Rally – 23 - 27 July, 1991

Results

1.	Carlos Sainz (E) / Luis Moya (E)	Toyota Celica GT-4, Gp A	6h 37m 31s.
2.	Massimo Biasion (I) / Tiziano Siviero (I)	Lancia Delta Integrale, Gp A	6h 37m 39s.
3.	Didier Auriol (F) / Bernard Occelli (F)	Lancia Delta Integrale, Gp A	6h 38m 36s.
4.	Juha Kankkunen (SF) / Juha Piironen (SF)	Lancia Delta Integrale, Gp A	6h 43m 24s.
5.	Jorge Recalde (RA) / Martin Christie (RA)	Lancia Delta Integrale, Gp A	6h 49m 30s.
6.	Mikael Ericsson (S) / Claes Billstam (S)	Toyota Celica GT-4, Gp A	6h 50m 13s.
7.	Mohammed Bin Sulayem (UAE) / Ronan Morgan (EIR)	Toyota Celica GT-4, Gp A	7h 11m 09s.
8.	Gustavo Trelles (U) / Ricardo Ivetich (U)	Lancia Delta Integrale, Gp A	7h 14m 02s.
9.	Grégoire de Mevius (B) / Hervé Sauvage (B)	Mazda 323 GT-X, Gp N	7h 35m 19s.
10.	Minna Sillankorva (SF) / Michela Marangoni (I)	Lancia Delta Integrale, Gp A	7h 36m 24s.

109 starters; 34 finishers.

World Rally Championship Situation

Drivers (After 8 of 14 rounds)

Carlos Sainz (E)	115 pts.	Mikael Ericsson (S)	27 pts.
Juha Kankkunen (SF)	83 pts.	Kenneth Eriksson (S)	24 pts.
Didier Auriol (F)	66 pts.	Jorge Recalde (RA)	20 pts.
Massimo Biasion (I)	54 pts.	Mats Jonsson (S)	15 pts.
Markku Alén (SF)	30 pts.	48 drivers have scored points.	

Makes (After 6 of 10 rounds)

Toyota	114 pts.	Mitsubishi	14 pts.
Lancia	108 pts.	Nissan	12 pts.
Ford	28 pts.	BMW	6 pts.
Subaru	20 pts.	Renault	4 pts.
Mazda	20 pts.	Daihatsu	2 pts.

The 968 is the 944's successor, but is it an improvement?

4-cylinder Evolution

"Evolution not revolution" was the Porsche plan to progress from 944 to 968, but we are not sure that they begun with the right basis for progress versus an increasingly prestigious (Mazda winning Le Mans, Toyota the World Rally Championship) Japanese opposition. Their large (2990cc) 4-cylinder is not the smoothest of units and when asked to yield 80.26 bhp a litre, even the counterbalancer shafts of Lanchester/Mitsubishi ancestry have a job to tame all the resonances and vibrations that emanate.

Porsche feel they have wrapped up the right combination of low weight and emissions versus (considerable) performance, in either 6-speed manual or optional Tiptronic 4-speed form, convertible or coupé body. Our driving impressions, based upon four of the primary choices in the new range, left us wondering if this evolution had left too many loopholes for an increasingly sophisticated, and cheaper, opposition to commercially exploit? In other words 240 bhp and 156 mph coupled to 19.1 (Urban) to 39.2 mpg (75 mph) are fine statistics for the cheapest model in a car range, especially when coupled to a 0-60 mph time of some 6.5 seconds. The big "but" is that this entry level model also has the UK statistic of a predicted £40,000 starter price when it arrives in the spring of 1992.

Porsche directors assure you that features such as standard ABS anti-lock braking, twin air bags (LHD only) and 150 mph abilities mean you are "getting one helluva a lot of car for the money." That assertion rings truer in its native Germany, where the initial cost is around £31,000, but with just the RHD steering wheel air bag installed and £9000 on the cost it could ring false. Especially when you can buy a twin turbo Nissan V6 for far less.

"More torque than any other 3-litre, normally aspirated, production car engine," trumpets the company press pack for the 968 successor to the 1981-90 Porsche 944. Such pulling power is owed partially to the VarioCam variable valve timing system to enhance torque between 1500 and 5600 rpm, which is lightweight and is able to use the existing cylinder head casting, albeit with modified water passages and cores. The 3-litre unit of fashionable 16-valve DOHC configuration has "only the oil pump and sump, plus the twin counterbalancer shafts" in common with its 211 bhp predecessors, stated engines engineering chief Paul Henzler.

Porsche VarioCam action comes via central camshaft chain drive, the chain tension modified on electronic instruction (from the omnipotent and reprogrammed Bosch Motronic) to delay drive relay to its slave-driven opposing intake camshaft up to 15 degrees. "Minor overlaps" enhance the torque curve between 1500 and 5600 rpm, when the tensioning saddles are extended. The basic valve timing commands are reinstated and the motor travels on to a bhp peak of 6200 rpm and 240 bhp, just 10 bhp down on the previous turbo model, but of more accessible power.

A peak of 305 Nm (413 lb ft) at 4100 rpm has benefited by up to 40Nm (plus 13 per cent), but the reality is in having more than 83 per cent (260 Nm) of maximum torque available present between 2000 and 6600 rpm. Porsche say the unit is superior to most sixes and eights of similar capacity in torque delivery and that seemed true on the road.

Why does the engine claimed to have World-beating torque need a six-speed gearbox? Porsche executives will sensibly tell you that you only need a six-speed gearbox primarily for the sheer fun of driving. Porsche believe they have obtained this elusive quality with their weighty but creditably amiable sextet because the Porsche-designed and Getrag-manufactured unit groups five gears closely for maximum acceleration. It then deploys an overdriven top to realise a maximum speed of 156 mph at 6298 rpm, or 2822 rpm at the British 70 mph limit.

A second generation of the Porsche Tiptronic appears, their transformation of the ZF 4HP 18FL 4-speed automatic gearbox into a selection of apparently effortless shifts. The snag is a perceptible drop in acceleration that is reflected in Porsche performance claims. Overall, the company maintain that 80 per cent of the 968 is all new, or "much modified." Porsche senior engineering staff frankly told us that "chassis parts — especially the semi-trailing arm rear axle and MacPherson strut forward suspension — have most in common with the old 944 turbo." This means that the chassis is one of the very best. Porsche naturally put their best equipment on the press launch, installing the optional 17 inch diameter alloy wheels. This package comes complete with massive Michelin MXX3 covers — covering 7. 5J front and 9J rear alloy wheels — and enlarged ventilated disc brakes. That option replaces a production 16 inch diameter, and standard springs (torsion bar at the back, as before), front and rear anti-roll bars, plus the gas damping). An unusual showroom feature is that the sports option also allows adjustment of the ride height via the spring plates.

Harm Lagaay and the Porsche team of designers were told to preserve a family tie with that other front-engine rear-transaxle Porsche (the V8 928). This would be achieved by external cladding, rather than costly changes to the basic steel body in white.

The changes are efficiently wrought, but the rubber surrounds, rather than flush bonded glass, tell you how constrained body development was. A factor emphasised by the moderate aerodynamic drag factor of 0.34Cd. However, on the *autobahn*, speeds up to a constant 137 mph showed that Porsche had retained enviable stability in this body.

From the legible fascia that the 944 bequeathed, to the ever stiffer sports suspension, the 968 is recognizably a further step along the 944 path. Yet the sheer amount of road grip available would be unrecognisable from the first 160 bhp 944s.

The engine echoes the previous 211 bhp 3-litre that propelled the S2 variant of 944, but it has (unfortunately) become no smoother in such evolution. Engine-related resonances haunt both coupé and Cabriolet bodies, but in the coupé it is the 5000 rpm loudness over that is a strain.

The largest four I have driven is best at 4000 rpm, installed in the convertible body and experienced whilst exercising six forward gears vigorously. Porsche expect to produce a minority of Cabriolets (split roughly 40-60%), which continue to have their reinforced bodies built via two time-consuming trips to the German offshoot of the American Sunroof Corporation (ASC).

The 968 is a worthy successor to the 944 S2 in its later 211 bhp/3-litre trim, but in the comparison with the 250 bhp Porsche Turbo is not so flattering. I did not find it a driving improvement over the Turbo, and for those that like to work for their fun beyond 5000 rpm there are more rewarding motors. JW

THE ONLY THING THAT OUTPERFORMED THEM WAS THE OIL.

1ST

RONNIE McCARTNEY/BEATTY CRAWFORD – PIRELLI CLASSIC MARATHON

Overall victory went to the QXR-lubricated Mini Cooper S of Ronnie McCartney and Beatty Crawford – Duckhams third win from four Classic Marathons. 'Duckhams Team TR' also claimed the marque team award and Duckhams-backed cars took no less than three class wins and four Alpine Cups.

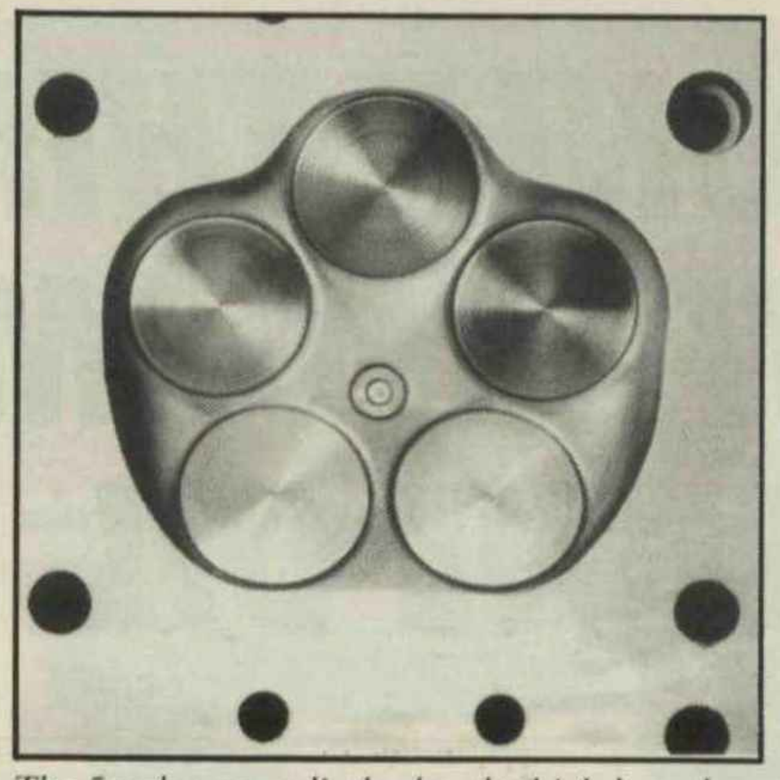
1ST

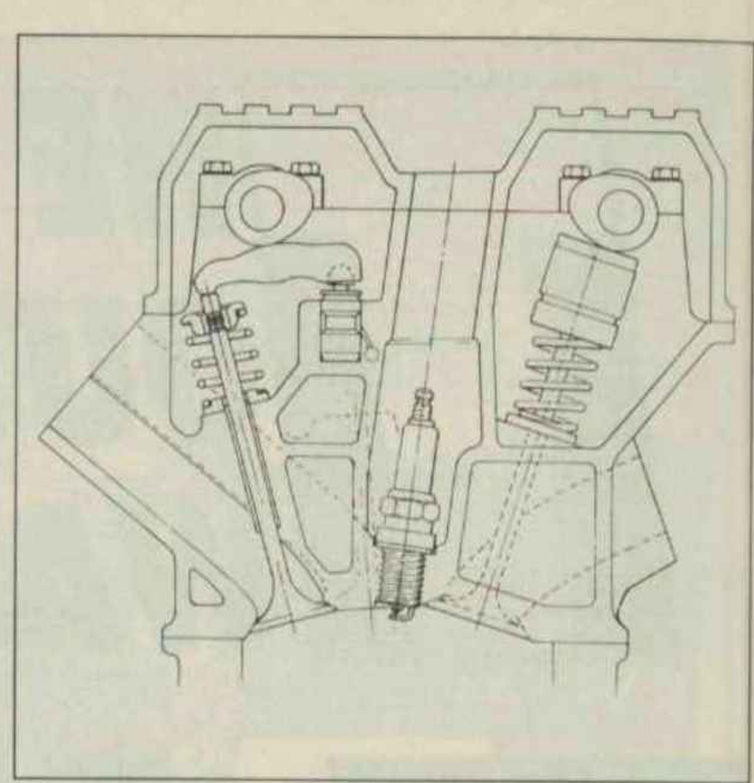
JASON PLATO – EUROPEAN FORMULA RENAULT CHAMPIONSHIP

Victory at the Nurburgring secured the European Formula Renault crown for Englishman Jason Plato. With his Duckhams Van Diemen Renault, Jason also has a commanding lead in the British Formula Renault Championship.

DUCKHAMS

HIGH PERFORMANCE ENGINE PROTECTION





The 5-valve per cylinder head which has almost become a Tickford trademark in engine design.

Engines by Tickford

Since the 1960s Britain has been the centre of the motor racing world. The majority of Grand Prix teams are based in this country, and most of the world's racing cars and engines are made here. Racing products worth more than £60,000,000 are exported annually. Around the world, cars and engines of British design and manufacture dominate racing. For example, virtually every chassis and engine in that most American of races, the Indianapolis "500", is actually made in Britain.

Less well known is the fact that Britain is also the centre of the world's piston engine research and development industry. More than half a dozen independent engine R&D companies, employing thousands of highly skilled and experienced technicians, are located in the United Kingdom. Some of these companies are well established, large enterprises, like the Ricardo Group which employs over 500 people and has more than 90 test beds. At the other end of the scale are small, specialist consulting firms, like Scott Russell, with about a dozen employees and one or two well-equipped test beds. Between these extremes is Tickford Limited located in the new town of Milton Keynes. The company believe its size is a major asset. It is big enough to undertake the whole range of engine development work but small enough to be able to react quickly and provide very good value for money. The engine division currently employs 160, more than half of whom have engineering degrees.

The company began as a family firm of carriage builders in Newport Pagnall in the early 19th century. The first automobile body was made in 1899. By the 1920s, however, much of the company's business was derived from making convertible hoods for a range of automobile manufacturers. In 1955 Tickford was acquired by David Brown and absorbed into his Aston Martin company. Only in the early 1970s did the name Tickford reappear when the engineering department of Aston Martin sought outside work. As this contract engineering work expanded, the department was made an independent profit centre within the company, operating as Aston Martin Tickford Ltd and offering specialist skills to all makes. Then, as part of a re-organisation in the early 1980s, Aston Martin Tickford was hived off from the parent company. Today, Tickford is completely separate from Aston Martin and operates as a totally independent engineering and manufacturing company.

Tickford has thirteen test cells capable of handling engines from 50 bhp all the way up to 1000 bhp. All of the test beds are fully instrumented and able to analyse exhaust emissions in special and comprehensive ways. Computer controls allow many of the dynamometers to run arduous durability cycles unmanned for 24 hours a day. Like many of Britain's engine R&D firms, most of Tickford's engine work these days is concerned with emissions research and testing for the world's motor and petroleum industries. Because of increasing concern with exhaust emissions and fuel economy, the engineering departments of automobile manufacturers are often stretched and need to call in specialist firms like Tickford to assist in development and testing. As with most of Britain's engine research companies, Tickford is involved in motor racing, some 15-20% of the company's business is currently derived from this sphere. Like Cosworth, the company sees racing as an integral part of its business and an arena in which it can demonstrate engine design and development skills, unfettered by industrial confidentiality agreements which cloak much of the firm's work. Tickford is probably best known in racing circles for the special 5-valves per cylinder heads used by Lotus on Judd CV engines a couple of years ago. An unusual feature of this design was the use of three overhead camshafts per head. According to Tickford's engineers, properly designed 5-valve per cylinder heads offer greater inlet valve curtain area than traditional designs. Moreover, Tickford claims that its proprietary 5-valve design also offers a more compact and better shaped combustion chamber. Cosworth DFZ and Judd CV engines (with Tickford 5-valve heads) produced 4.2% or 4.3% (about 25 bhp) more power than the original 4-valve head designs.

Currently, the main racing effort of the company is focused on engine development and preparation for a number of teams, especially in Formula 3000. This 3-litre formula restricts engines to 9000 rpm and four valves per cylinder. Performance improvements on F3000 engines, therefore, represent a real challenge to engine design and development teams. Last year Damon Hill and Gary Brabham were satisfied users of Tickford DFYs. The Middlebridge team also use Tickford engines, and the company supplies cylinder head kits to a number of Cosworth engine builders. Although the company's engines didn't win the championship, Tickford motors often set the pace and the company's DFYs were the only Cosworths able to match the Mugen V8 engines. This year the company's racing efforts are also focused on Formula 3000 and at least four teams are using Tickford engines.

The performance curves of these motors are impressive. Tickford's engineers have concentrated on broadening the power band rather than looking for peak horsepower readings. Even so, maximum brake mean effective pressure (BMEP) figures of these F3000 engines are as high as 16.7 Bar (245 lb/sq in). But more significantly, the BMEP remains above 16 Bar (235 lb/sq in) all the way from 6600 up to the regulation limit of 9000 rpm. Additionally, as the company's engineers like to point out, maximum power has not been obtained at the expense of mechanical reliability. Not a single Tickford-prepared engine failed during a race in the 1990 International F3000 season.

Both David Morgan, Director of the engines business, and Chris Bale, Chief Engineer, are racing enthusiasts and would like to see the company participate more fully in motor sports. A design team under their direction has conceived a 3.5-litre V12 engine (which naturally has five valves per cylinder), but sponsorship will be needed before construction can begin. In the meantime Tickford's skills are turned to less exotic but equally exacting work assisting automotive manufacturers develop high-performance engines for road use. A version of the Tickford 5-valve design, using only twin cams, has been schemed for possible use in high-performance production road cars. The superior combustion characteristics of this head design will permit very high specific output to be combined with low emissions. Turbo-supercharging is another of Tickford's specialities. Over the years the company has acted as a consultant to companies such as Ford and Rover. For example, the company developed a fine turbo engine for the old Capri. And recently, it has been revealed that the high-performance turbo version of the Rover 800 series was developed by Tickford. DDH

The ZR-1's handsome body has been criticised by some in the States for being too conservative.

The Terminator

It was a chance phone call to Lawrence Millett of Bauer Millett, the GM dealers of Peter Street, Manchester, to chew over the fat about new American models that did it. Would I like to view next year's Cadillac, which had been shipped over by GM for an assessment and, while I was about it, would I like to drive a ZR-1 they happened to have in stock? Less than 48 hours later I was gasping at the sheer magnitude of Chevrolet's land rocket, in terms of looks, power, concept and, let's face it, audacity.

There has always been something very sexy about American "muscle cars", primarily those mid-Sixties Mustangs, Trans-Ams and Z28s. These were cars that stood out from a grey collection that emanated from the other side of the Atlantic. In recent years, though, there has not been many adrenalin-pumping machines coming from the States, despite the continuation of the Mustang and Corvette model names. The 180 mph Chevrolet Corvette ZR-1, however, changes all that.

Any car that has a 4-cam, 32-valve, 5.7-litre aluminium dohc V8 engine mated to a ZF 6-speed gearbox has got to be taken seriously, at least as far as performance in a straight line is concerned. I had heard, though, that this car also scored well in the handling stakes. I was eager to know!

Let loose in the 375 bhp beast, I set off for the Fylde coast eager to find out, but aware that on the public road, I was unlikely to find out the true handling chracteristics of the machine and whether there were any flaws. Lawrence Millett had warned me about the CAGS, the computer-aided gear selection which is not, as first feared, reference to a semi-automatic box, but rather the manufacturer's way of ensuring the car passes the stringent fuel consumption regulations. In effect, below 20 mph, but with other aspects such as engine temperature, engine speed, the car's speed and the throttle opening taken into account, and it becomes impossible to change from first to second. The gear lever is automatically re-routed to fourth gear. Thereafter it is possible to change down to second, but only via this circuitous route. In normal driving such a handicap is no bother, 20 mph quickly passed on the way to more exciting speeds, but in town, it becomes a bit of a chore. Stuck in downtown Manchester's mid-afternoon traffic, and crawling along between lights, I found myself wanting to change early out of first just through sheer habit. Instead of second, all too often I found fourth. Fortunately the enormous torque of the engine, at 370lb at 4800 rpm was enough to stop the car stalling, but it was a litle annoying all the same.

This, however, was a minor gripe after three hours of driving bliss. The interior was a little tacky, too much plastic for a car of this calibre, although the excellent Chevrolet/Bose sound system installed as standard partially made up for it, but the sheer exuberance of the performance was breathtaking. Between 4500 rpm and 6000 rpm in any gear, and that V8 sings, but such is the speed in any car that it cannot be maintained on the open road for too long like that. The amazing thing about the car, though, was the fact that when I was caught in heavy traffic, the car was quite happy to chug along at less than 20 mph without showing any signs of distress at all.

Had I wanted to, but chose not to, I could have used the "valet" key. When turned to the left, it instructs the computer to block out 16 of those valves, thereby dropping the horsepower by some 155 bhp to 210 bhp. How does it do this? Well the quad cam engine has a secondary row of valves which only come into play once a certain engine speed has been reached, but they can be over-ridden on the instructions of the driver. It has the effect of turning an Arnie Schwarzenegger into a Danny deVito. Altogether, though, the engine is a great credit to Lotus and Chevrolet who developed it and to Mercury Marine who manufacture it.

I had come across the 6-speed box in the Lotus Carlton and was aware of its characteristics, a box that likes to be worked hard and quickly. The 50% overdrive sixth gear was only used briefly on the motorway, but since the engine was barely ticking over at 70 mph, it seemed a little superfluous.

I was fortunate in finding a small length of private track on which I was given permission to drive the car (in return for some photographs being taken) and was able to assess, to a limited extent, the handling characteristics. With massive Goodyear 315-section Gatorbacks at the rear, it is difficult to get the car out of line, despite the enormous power transmitted through them. When it came to the edge, though, on a increasingly tightening right-hander, the tendency was for slight understeer. I would dearly loved to have put it on a test track to find out what happens when pushed too hard to see which end breaks away first.

Due to a computer-assisted suspension set-up, the ride and handling could be varied according to the driver. Each shock absorber is individually equipped with its own little brain which tightens up the damper movement with the increasing speed of the car. The stages can be varied as well as the speed to which they react by a dial in the car. The softest option was comforable whilst the hardest setting was more akin to riding a glorified go-kart. Superb for those race tracks which have smooth surfaces, but not for the public roads in Britain.

It was with great self-restraint that I turned off the Motorway towards Manchester and didn't carry on south to London. Of the 4000 or so examples that have been made, there are only six in the country, so there is a certain amount of snob value about it. Would I pay the £32,000 asked for this 6000 mile example? If I had the money — yes. WPK

The 1992 Cadillac looks a great improvement over some of its plain predecessors.

The latest version of BMW's 3-series has lost its crisp lines in its new guise.

World Class Leader

When BMW were faced with replacing the two boxy generations of 3-series that had served from 1975 to 1990, with over 3. 5 million sales, they knew their largest volume seller demanded a brand new body. Gone are the upright lines and air of quality that was the envy of the non-Mercedes manufacturing World: in came the aero generation 3-series, plastics to the fore.

The result was an enlarged 4-door 3-series, still firmly targeted at the market sector that the West Germans have made their own, albeit versus increasing Honda Accord intervention in the USA. This sector is largely a three cornered scrap between BMW, Audi and Mercedes. A 2-door BMW Coupé variant of the new 3-series (using the existing powerplants for the immediate future) will be announced later this year, not available in Britain until 1992.

It is worth recalling that BMW practically reinvented the smaller sporting saloon in the Sixties, taking away the mantle Alfa Romeo had earned as purveyors of compact roofed pleasures. Then the Manufacturing World and his Wife realised just how many juicily profitable sales BMW had recorded with the '02 (1502 to 2002) and first (1975-82) 3-series. A 4-door option was available in the second 3-series set of 1982-90; that helped BMW record more than 2.2 million sales for this edition, which proved incredibly versatile. It hosted everything from 86 bhp diesel to 220 bhp M3 power in bodies of 2-door (saloon/cabriolet), 4-door (saloon) and 5-door (touring) configurations. It is worth remembering these variants, for we can expect more of the same in coming years, though it will be a long wait, for the old model is still in production with Cabriolet and Touring bodies.

There are signs that the public has not embraced the new formula "3", and the factory has already heavily revised the interior in an effort to recover their reputation for solid worth. News of these changes came to us after more than 2200 miles through seven European countries, all at the wheel of the 141 mph 325i, negating one of only two serious reservations that we have of the latest "3". Aside from that scrappy cabin — cheered on our test example by over £1000 expended on optional leather and a £200 (!) steering wheel — BMW have also dropped a perceptible brick over aerodynamic stability.

The 325's ability to consume Europe in a 12 hour day (Como to Calais at 66.4 mph and 25.9 mpg) highlighted the constant weave that model adopts over *autobahns* tackled in the 70 to 130 mph range. It is not in any way dangerous, just mildly disconcerting. Possibly BMW will be pressured into some modest tail spoiler appendages to complement the extensive air management details (including vestigial air deflectors) found beneath the front air dam of the 325i.

Cabin content and motorway weave aside, the new 325i proved itself the worthy leader of a line that many will judge as the class of the sporting compact car classes. It sets new standards for refined speed in this category and no longer can the clichés be spilt over its handling habits. Wet or dry, the new 3-series clasps tarmac so determinedly that the front-engine rear-drive format is vindicated.

The UK Range

The budget upset the BMW GB pricing plan very swiftly, but the British importers have stayed on the sales pace by broadening the original 318i/325i launch stock to accommodate a 316i of 100 horsepower from 1596cc to start the line at £14,250. The relentless logic of sequential four cylinder stepping stones takes us into the 318i at £15,285 and 113 bhp, a machine we have yet to experience but that others find a distinct class leader.

The six cylinder 24-valve developments of the Seventies small six (as were seen in 320/323i) are served up as the 320i of 150 bhp and £17,950. Then there is the "Special Equipment" (SE) British marketing exercise that packages up items such as electrically operated sunshine roof, computer and alloy wheels to a total listing of £19,190 for maximum business "user-chooser" appeal.

The 325i has almost 200 horsepower from its 24v six and costs from £21,695, or £22,615 for the SE specification offered for appraisal. More than £3000 was then spent on extras for this demonstrator to bring it to a total £25,645. So it pays to keep a severe eye (as ever) on option costs.

We would have been content with a straightforward SE specification, for the SE part saves hundreds of pounds over buying the nominated extra equipment as individual options. Driving pleasure options, such as £404 for a limited slip differential and £220 for M Technic suspension, would have been sufficient, taking the retail cost to £23, 239.

This is still a considerable sum when 1991 Sierra 4x4 Cosworths of 220 bhp are being openly discounted by Ford main dealers at £23,500. Our comments are made in that knowledge, since the writer has such a Ford (albeit to 1990 specification) and a 1991 "Cosworth" accompanied us for much of the higher speed Pirelli Marathon mileage that formed the bulk of our 10 days at the wheel.

Technical Analysis

BMW stayed faithful to their front-engine, rear-drive roots but moved into the Nineties with an aerodynamic body (0.29Cd for cheaper models on skinnier wheels; 0.32 for 325i) that can face Audi 80 (the 90 label has been dropped) and the Mercedes 190 rivals.

The Bavarian Motor Works of Munich have also transferred the 24v small sixes from 5-series to 3, and attended to perennial press and public carping over traction, handling and cornering grip. BMW radically overhauled the rear axle via a production derivative of the now obsolete Z1 back axle.

Most interest centres upon the replacement body, but in discussing this

4-door outline we have to preview the forthcoming two door coupés, for these will cater for the driver who wants that ultimate production expression of 3-series motoring: M3. The new M3 is on schedule for September 1992 production, utilises a stretched version of the 2.4-litre/24v 325i unit tested here and is expected to yield 270 bhp. We are told there will be a RHD version, unlike the deleted 4-cylinder. So the M3 could seriously enter UK enthusiast shopping calculations from 1993 onward.

The 4-door that we are offered has all the aerodynamic plusses of recent Audis, but avoids Audi's small boot problem. We took ten days' luggage for two, plus a mobile press office and still managed to clear enough space for occasional passengers.

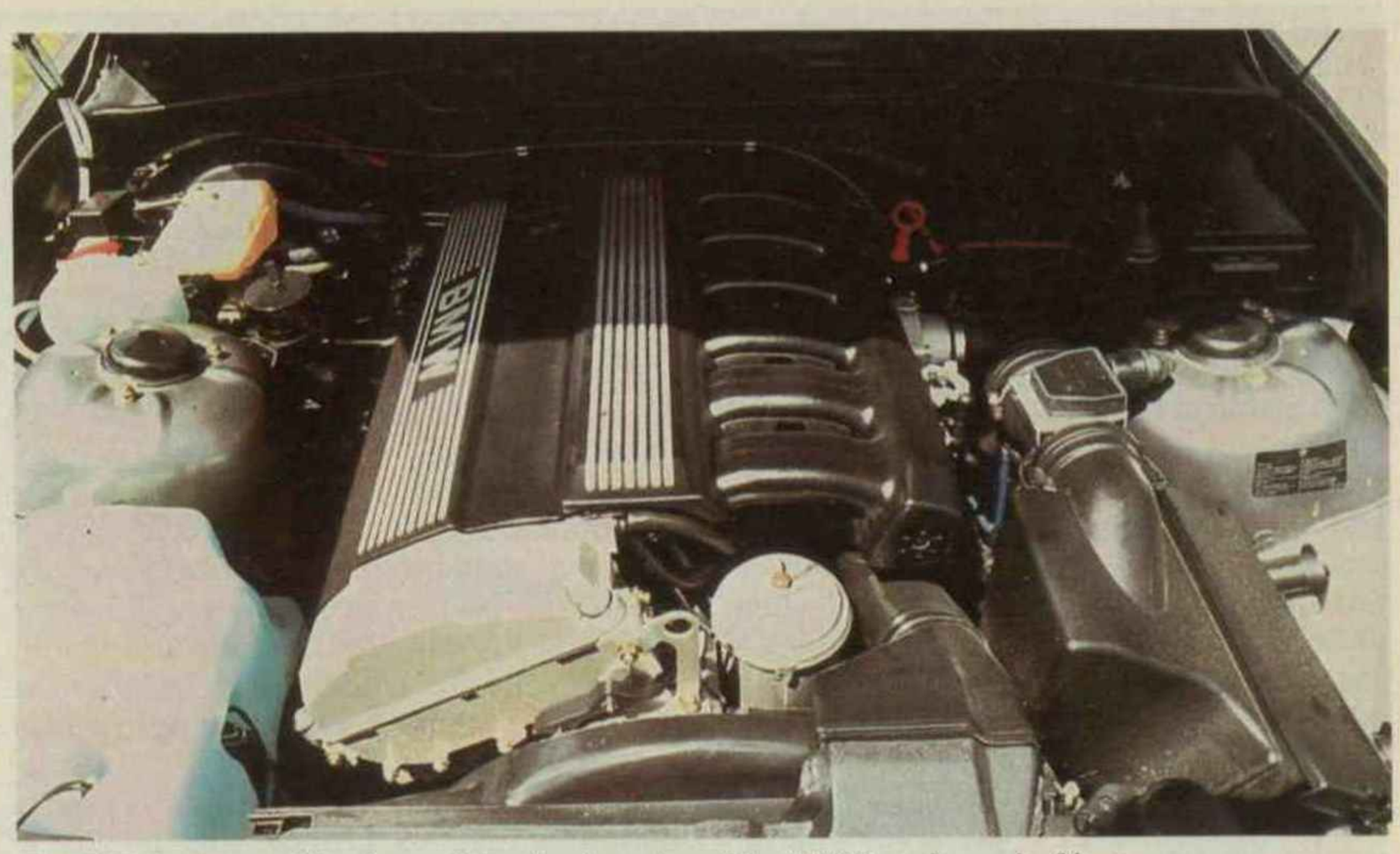
The body appears well built, although the extensive use of exterior plastics in differing shades has a cheapening effect, even if their aerodynamic and dirt deterrent capabilities are entirely practical.

The BMW identification points of the "kidney" grille outline and the C-section finish to the rear side window frame are preserved. Innovatively BMW added an extremely neat headlamp solution to the vulnerability and untidiness of twin units, packaging them beneath tough glass panes, which blend into the swooping bonnet and rounded front quarters with aplomb.

The 24-valve engine has the usual BMW slanted installation (30 degrees) but it is worth noting that the company's flirtation with belt drive on the 12-valve SOHC original has faded in favour of the trusted chain drive DOHC. Rated at 76.8 bhp per litre, the 325 motor is efficient.

Features such as a coil per cylinder, 10:1 compression ratio, the provision of 9.7mm valve lift for the twin 33mm intake valves (the exhausts are 30mm diameter), underline the serious intent of this 2.5 litre.

Digital Motor 3.1 electronics, plus two on-board microprocessors, remind you how hard manufacturers have to try to extract such power from a motor that will run catalytic convertors and 95 octane unleaded fuels.



The 325i is powered by the multi-valve introduced by BMW at the end of last year.

The old BMW philosophy of power/lift-off oversteer is buried in their smallest vehicle by the adoption of a wheelbase that is a substantial 130mm/5.12 inches longer and track increased by more than an inch at the rear; an anomaly is that the more powerful models have 10mm less in their tracks than the 316i.

A mere change in dimensions would not have been enough to sanitise the handling, so the company adopted their multi-link Z1 rear axle (which the writer would describe as semi-trailing arms with transverse arm and link control of wayward habits). Company publicity emphasises understeer as the prime aim, but the stiffer M Technic set up offered to MOTOR SPORT minimised this effect through replacement springs and dampers, plus minimal (0.60 in) drop in ride height.

At the Wheel

Driving a 325i is enjoyable, but the cabin is the area that has been most criticised in Britain and America, and one that BMW have already been forced to revamp. From July 8 the cars in production at Munich received velour upholstery and colour-matched plastics for the dashboard, plus extra sound deadening. BMW had rapidly reacted to the biggest image mistake made in recent years: an interior full of gaps and flyweight plastics.

On our Marathon outing, Porsche dealer and rallying legend Roger Clark summed their error succinctly: "if they are not very careful with this car, they'll land up with a Vauxhall Cavalier image," he said.

Interior space is along traditional BMW lines with excellent front seat accommodation and more modest rear seat reserves, but there is more passenger space than previously. The car carried four adults through the stressful 85-degree heat of an Italian regularity time trial (using the SE standard computer) with modest average speed success and no arguments. Air conditioning is available at marginally over £1400, but the standard ventilation coped well at up to 93 Fahrenheit.

The BMW computer error in calculating average speed and distance, to try and equal the kind of perfect performance that Pirelli competitors were achieving with stop watches and Haldas, was enough to defeat even the navigational genius of World Championship co-driver Fred Gallagher, who accompanied us. We would have incurred modest excess time penalties, had we been genuine competitors instead of checking one of the many regularity sections that characterised the 1991 Pirelli Marathon. By contrast, a cross check of computer abilities on fuel consumption showed less than 0.3 mpg error, which is the most satisfactory we have encountered from these devices.

Despite the obvious cockpit finish defects, our 2,216 Marathon and UK motoring miles did not include back ache or any serious operational problems. We missed the inherent quality of the 1982-90 generation, but the principles of BMW layout remain firmly logical. Thus the 325i remained easy to operate at low levels of stress whilst the World outside was

While the dashboard is still recognisably BMW, there has been an apparent drop in quality.

unreeling at improbable velocities for hour after hour, or through the heat of the deliberate traffic jam that the Swiss create in Zurich.

There was a great deal of quiet enjoyment to be had conducting this machine, and let no one tell you that it has gone soft in its suave Nineties suit. Over three hours in Germany, and a similar period in more speed-conscious France and Belgium, the 325i did not just keep pace with our colleagues in a 1991 press Sierra Cosworth. The BMW had absolutely the same top speed as the turbo 2-litre Ford, a deficiency of 28 bhp made good by the BMW's torpedo shape and the engine's appetite for life over 4000 rpm. Allied to a gearchange that matches any in the World, keeping the 325i "on the boil" is fun.

The 2.5-litre is excellent when extended, but if you are not feeling quite so energetic that blip in the torque curve above 4000 rpm forms a mild harassment. The 325i does not march forward convincingly beneath 4000 in third, fourth, and fifth (90 mph in the direct top).

Acceleration was as anticipated, the gearing and heavier kerb weight leaving 0-60 mph around 7. 5 seconds (much as before) and the same comment applied to the 0-100 mph time of 19 seconds, a little more of a surprise in view of the aerodynamic improvements wrought. Yet the maximum speed is almost 10 mph up on its 171 bhp predecessor.

Fuel consumption was only slightly improved over its predecessors due to the nature of our test, but a quieter spell in Britain saw 30 mpg exceeded on one tankful and approached (29.6) on the next. Oil consumption was little heavier than expected on this young car (it had covered 3700 miles at the close of testing), needing a litre after 1,099 miles of hard use. A drop in rpm on the return left no need to admire the clean engine bay's clean layout again. Noise levels in high speed use were entirely acceptable to this Cosworth regular, but the factory have presumably received complaints that have led to that production switch in sound proofing levels.

Cornering capabilities of the new 325i were thoroughly assessed over Europe's motorways and the timed tests of the Marathon. Passes, gorges, hillclimbs, even a stint around the infield service roads of Spa Francorchamps. All were conquered in wet and dry circumstances without any sort of moment, other than the incompetent pilot smashing a wing mirror pane in chicane pursuit of an organisational Rover at Spa. The new 3 was a warming revelation, especially the shock-free steering, its reduced turns lock-to-lock further welcome evidence of genuine progress.

Considering the 106-inch wheelbase, we could have concluded that the ride was not up to much. There was too much jarring at speeds below 20-30 mph, but the compensation was absorbent ride quality thereafter and minimal float. We have driven other 3-series without M Technic suspension, and the ride quality is much better, but the handling not quite so pleasurable. Pay your spring and damper money to take your choice, but few MOTOR SPORT readers would want to be without the extra capability of M Technic to compliment the astonishing extra reserves of grip that BMW have extracted from what is basically still a thoroughly conventional rear-drive formula.

The brakes were punished throughout and never caused anxiety, the ABS anti-lock action set sensibly late before activation.

The value for money sunroof, computer and alloy wheels "SE" equipment made its presence effectively felt. We were dubious that some £1017 was expended on black leather, £200 on an M Technic steering wheel (shapely and rigid, but really... £200! You can do better on the Momo/Italvolanti aftermarket), rear window blinds, a "BMW Hi-Fi Speaker System" at £327, "interior light package" (PR speak for individual cabin lights of the map-reading variety, including those at the back), rear electric windows (£276), heating for the door locks and mirrors (£108). We even had a £98 ski bag to take the interior options tally to £2,026 and the complete car over £25,500. And that was without precisely pricing the extra cost of an "about £500" radio. . . .

Verdict

If only Britain built BMWs our joy in this thorough engineering evolution would be complete. The shoddy standard cabin was a gross error in the new model (largely hidden by options on the press car), but BMW seem to have recognised that problem instantly. The aerodynamic reservations expressed were the result of exceptional opportunities to sustain 90 to 140 mph velocities. These emphasise what is a pervasive uneasiness, rather than a heart-quickening problem.

After the toughest test of the year, the 325i SE emerged the worthy recipient of new class honours. BMW are unlikely to be equalled until Mercedes unveil the 1992 replacement 190 and Audi rationalise their 80/90 line into one with some of their defects eradicated. Buy BMW now, before the recession recedes and prices escalate.

JW

MOTOR SPORT TEST RESULTS – BMW 325i SE

SPECIFICATION

ENGINE: Water-cooled, light alloy head, iron block; inline six cylinders; DOHC, 4 valves per cyl. Capacity: 2494cc (84 × 75mm). Bosch DME motor electronic ignition and fuel management. 10:1 cr, catalytic convertor. Max power: 192 bhp @ 5900 rpm. Peak torque: 181 lb ft @ 4700 rpm.

TRANSMISSION: Front-mounted longitudinal engine, rear-drive via 5-speed manual; single plate diaphragm spring clutch plate. Optional limited slip differential (£404) installed.

GEAR RATIOS:

First	4.23	
Second	2.52	
Third	1.67	
Fourth	1.22	
Fifth	1.00	22.5 mph per 1000 rpm
Final drive	3.15	

BODY: Steel monocoque 4-door 4/5-seater; central locking. Petrol tank of 65 litres/14.3 gallons. Aerodynamic drag factor: 0.32 Cd.

DIMENSIONS: Wheelbase, 106.3 inches/2700mm; front track, 55.43 in/1408mm; rear track, 55.94 inches/1421mm; width, 66.85 inches/1698mm; length 174.5 in/4433mm; height, 54.84 in/1393mm. Kerb weight: 2849lb/1295 kg.

FRONT SUSPENSION: MacPherson struts, double acting gas damping, coaxial coil springs, linked 22.5mm anti-roll bar. Steering: Optional M Technic 370mm/14.7in diam steering wheel. Power-assisted rack and pinion, 3.4 turns lock-to-lock.

REAR SUSPENSION: Independent, semi-trailing arms, upper and lower transverse links, coil-sprung with separate long stroke, gas-pressurised, telescopic dampers. Anti-roll bar of 17mm. Test car: M Technic lowered ride height 15mm/0.59in.

BRAKES, WHEELS, TYRES: Vacuum power-assisted, vented front and solid disc rear with single piston calipers front and rear. Alfred Teves MkIV electronic ABS. Front discs, 11.3 inch/286mm diameter; rears, 11.0 inch/280mm diameter. Light alloy 7 × 15 inch front & rear wheels; 205/60 ZR-15 Pirelli P600.

PRICE: £22,615 UK taxes paid. As tested with £3,039 of options above SE specification: £25,654.

MANUFACTURER/IMPORTER: BMW (GB) Ltd, Ellesfield Avenue, Bracknell, Berks RG12 4TA.

CLAIMED PERFORMANCE: Max speed, 145 mph; 0-62 mph, 7.9s.

TEST RESULTS

Conducted at Millbrook Proving Ground using 1991 Correvit electronic measuring gear.
Weather conditions: Dry tarmac.

ACCELERATION:

0-30 mph	2.32 seconds
0-40 mph	3.84 seconds
0-50 mph	5.23 seconds
0-60 mph	7.50 seconds
0-70 mph	9.49 seconds
0-80 mph	11.77 seconds
0-90 mph	15.17 seconds
0-100 mph	18.78 seconds
0-110 mph	22.78 seconds
0-120 mph	30.03 seconds

FLEXIBILITY:

Third gear 50-70 mph	4.27 seconds
Fourth gear 50-70 mph	6.66 seconds
Fifth gear 50-70 mph	9.10 seconds

Standing 0. 25 mile/400 metres: 15.8 seconds @ 91 mph.

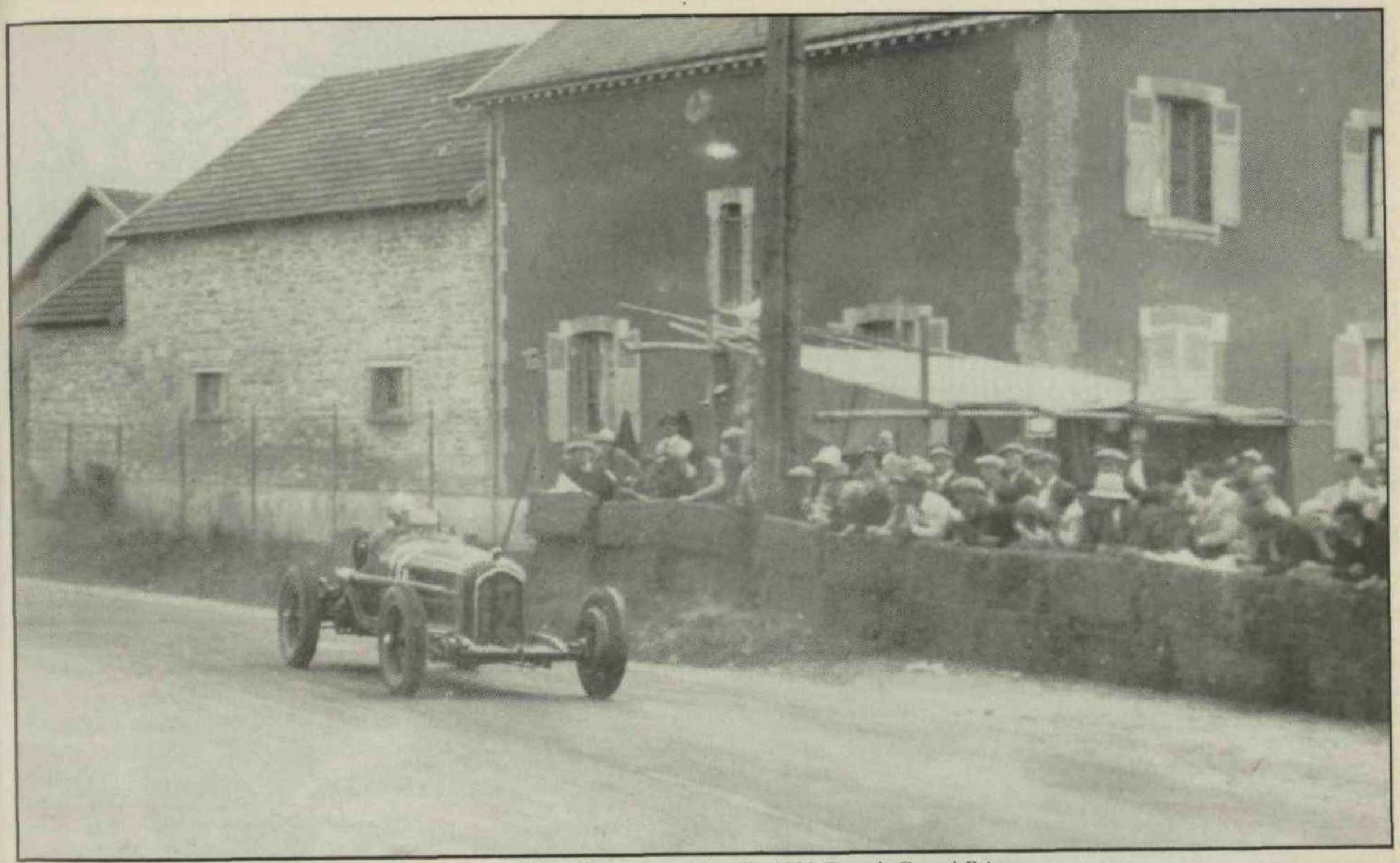
Maximum speed: Millbrook 2.029 mile bowl, lap speed; 141.4 mph.

Maximum gear speeds: At 6400 rpm:

First	34.9 mph
Second	55.9 mph
Third	86.7 mph
Fourth	116.1 mph

Overall Fuel Consumption: Test Average: 25.84 mpg. Best: 30.64 mpg. Worst: 22.85 mpg.

Government mpg figures:
Urban: 21.4 mpg
75 mph: 33.6 mpg
56 mph: 40.4 mpg.



Tazio Nuvolari on his way to his second victory in the Tipo B Monoposto in the 1932 French Grand Prix.

Racing cars become classics of their era for a variety of reasons.

The Alfa Romeo Tipo B Monoposto, more familiarly known as the P3, made its mark when its first appearance, in 1932, rendered the opposition obsolete overnight. And yet three years later, in spite of the arrival of the technologically superior German Mercedes-Benz and Auto Union cars, it was still capable of winning Grands Prix. It has a special place in British racing history too, for a number of cars were campaigned by private owners from 1935, and in the right hands they were for a while faster than anything else. Today, of course, the cars are regular participants in Vintage Sports Car Club events, and from time to time threaten ERA supremacy in races for pre-war cars.

Designed by the great Vittorio Jano, the P3 Alfa Romeo was unique among the serious Grand Prix contenders of its day in that it was a pure single-seater, at a time when the rival Bugatti and Maserati models were still two-seaters. Its design was a logical progression from Jano's six-cylinder 1500cc model through the 1750cc version and the 2.3-litre eight.

Basically a long-stroke version of the 2.3-litre Monza unit, the P3 engine was made up of two alloy blocks of four cylinders, each fed by its own supercharger. In its original 65 x 100mm (2654cc) form, it produced 215 bhp at 5600 rpm which, in a car weighing only 700kg, gave a power-to-weight ratio of considerably better than 300 bhp/tonne, against the 240-250 of its contemporaries, the Bugatti T51 and Maserati 8C-2800.

Front and rear suspension was by semi-elliptic leaves, but the most unusual feature of the new design was its transmission. The differential was coupled directly to the four-speed gearbox, leading by way of two prop-shafts to a separate crown-wheel-and-pinion for each rear wheel. This was supposedly to allow for a lower seating position, but was more likely to do with some planned development which never took place.

It was long argued that P3 is not the correct designation for this model, but this terminology was in fact being used by the factory before the end of 1933, and possibly earlier. Grand Prix regulations for 1932, the year of the P3's first appearance, stipulated a minimum duration of five hours — a marathon by today's standards, but nothing compared with the ten hour grinds of the previous year. Nevertheless, only two races, the Italian and French Grands Prix, were held to these regulations.

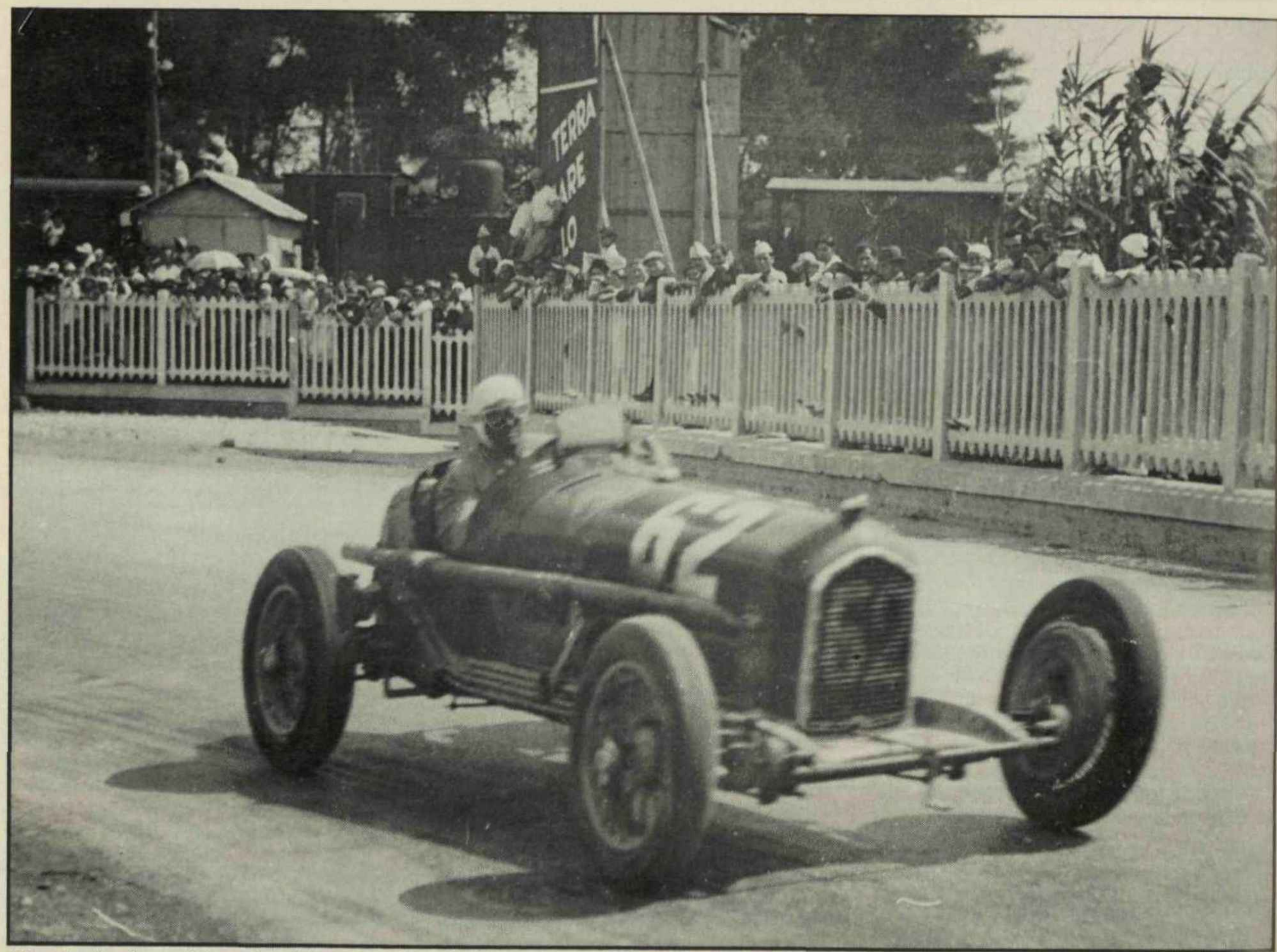
It was at Monza in the first of these races that the P3 was launched, and Nuvolari led virtually from start to finish to give it a brilliant debut victory. Three cars started in the French race, at Rheims, and Nuvolari won again, supported this time by his team-mates Borzacchini and Caracciola in second and third places.

Caracciola then had his turn in the 354-mile German Grand Prix at the Nürburgring, not a true *grande epreuve* but an important event nevertheless. Once again the new Alfa single-seaters proved too fast for the opposition, and Nuvolari and Borzacchini followed the local hero across the line.

There was no stopping the P3 in the second-level events. Nuvolari led another 1-2-3 in the Coppa Ciano at Montenero, and 1-2 in the Coppa Acerbo at Pescara, though Fagioli in a Maserati prevented a sweep of the first three places back at Monza; Caracciola won the Monza GP, with Nuvolari third after a fuel pressure problem put a stop to his battle with his team-mate. The only blot on the new car's copy-book came in the last big race of the year, the Marseilles GP, held on the old Miramas circuit. Raymond Sommer in his private Monza Alfa was declared winner, with Nuvolari second — though to this day the belief in Italy is that the Frenchman actually completed one lap less than their man.

In the midst of all this Caracciola had won the classic mountain climbs at Klausen and Mont Ventoux, amply demonstrating the car's adaptability to tight courses. Events of that year suggested that 1933 should see Alfa Romeo sweep to victory after victory, for the Bugatti and Maserati opposition had had no answer. But it didn't happen that way. At the beginning of the year the Milan company was nationalised and, bowing to economic pressures, closed down the racing department.

Furthermore, not only did they stop production of the P3 cars earmarked for the large number of independent operators who had placed orders, but refused to release the existing stock, even to Scuderia Ferrari. This private team had very close associations with the factory and indeed had run Nuvolari and Borzacchini in a P3 in some of the later 1932 races.



Victories for the model continued into 1933, Fagioli taking one to victory in the Coppa Acerbo, completing the 191¼ miles in 2 hrs 1m 25.5 secs.

The team fell back on Monzas, but this did not suit Nuvolari, who left for Maserati mid-season and won a string of races. This however was a blessing in disguise, for it caused the Alfa administrators to have a change of heart, and with the prestigious Italian Grand Prix looming, they finally agreed to release six 2.6-litre P3s to Ferrari.

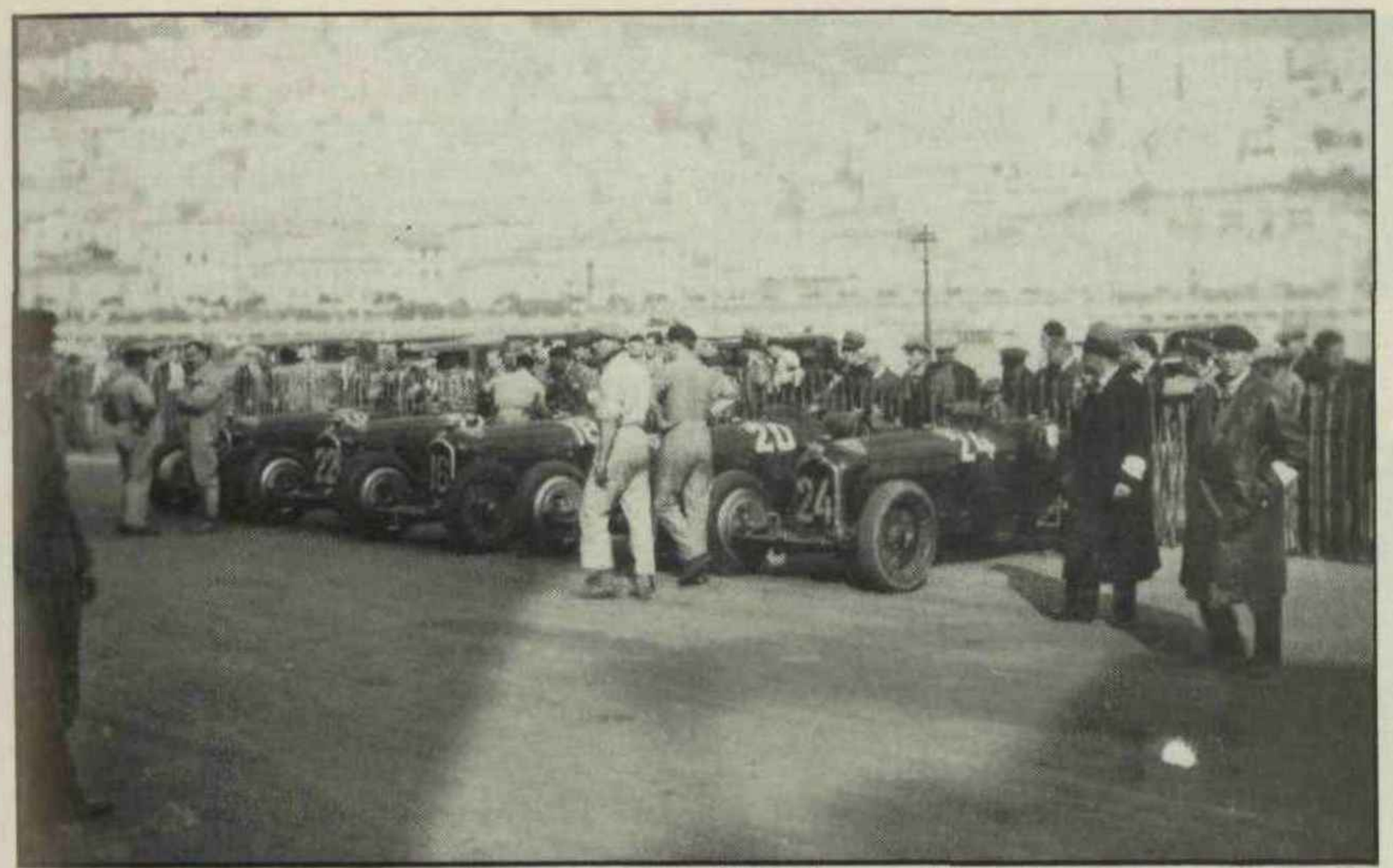
As a try-out, a single car was run in the Coppa Acerbo on 15 August. Driven by Fagioli, whom Ferrari had persuaded to leave Maserati, the car won. But it was a lucky victory, for Nuvolari's leading Maserati had had to stop on the very last lap. Fagioli was then able to dominate proceedings at Comminges, and at Miramas was joined by new team recruit Louis Chiron in a second car. After Nuvolari retired, the two P3s took turns at leading, and when the flag fell Chiron was first and Fagioli second.

The Italian Grand Prix started as anticipated, Nuvolari versus the two P3 Alfas. Chiron's P3 developed terminal valve trouble but just two laps from the end Nuvolari blew a tyre and the other Alfa swept past to give Fagioli first place. The veteran Campari took the wheel of one of the cars for the afternoon's Monza GP, but crashed on oil dropped from another car, and was killed. A saddened Chiron and Fagioli splashed their way to the first two places in the following weekend's Masaryk GP at Brno in pouring rain, and the season ended with the Spanish Grand Prix at San Sabastian, where the placings were repeated.

In spite of the P3's almost unbeaten record, the 8CM Maserati was faster, at least in Nuvolari's hands, and for 1934 the Alfa engine was bored out to 68mm (2905cc) which gave 255 bhp at 5400 rpm. Beefing up the gears to cope with the additional power meant there was now only room in the casing for three, instead of four. There were new Grand Prix regulations for this year, limiting weight to 750kg and making a number of other provisions. One of these was a minimum cockpit width, so Scuderia Ferrari modified some of the existing cars, and also built six longer wider versions. The new cars were given five-figure chassis numbers in place of the four-figure numbers of the earlier cars, eg 50001 instead of 5001. But the biggest difference between the 1933 and 1934 seasons was the appearance of not one but two new contenders from Germany. And such were the resources that Mercedes-Benz and Auto Union were able to put into their new cars that Alfa Romeo, as well as their traditional rivals, were immediately outclassed. As an example, the new 2.9-litre Alfa engine gave the P3 a per-tonne power/weight ratio in the middle 300s — a huge increase on what had been seen on a regular basis before. But by the end of the year both German makes were delivering in excess of 500 bhp/tonne, the highest-developed Mercedes actually giving a reading of 573.3. More importantly perhaps, the newcomers had paid considerable attention to areas other than engine performance, both having independent front suspension.

Principal Ferrari drivers this year were Chiron and Varzi, Fagioli having gone to Mercedes. Also on the team's books were a large number of second-string Italian drivers, plus the very promising 24-year-old Algerian Guy Moll. The Germans teams weren't ready for the Monaco Grand Prix at the beginning of the season, which left the way clear for the Alfas. Chiron led virtually all race until, just two laps from the end, he somehow landed himself in the sandbags. And so young Moll came home an unexpected winner from the chastened Chiron.

Moll made it two in a row when, driving a special streamlined car, he won the Avusrennen, with Varzi in a normal car second. But the writing was on the wall, for the new Auto Unions, making their first racing appearance, had proved superior while they lasted. It was worse at the



The Scuderia Ferrari cars were a fine sight in the 1934 Monaco GP, the last main race before the appearance of the German teams.

Nürburgring a week later, when Mercedes-Benz joined in. Best Alfa placings here was Chiron's third. The German teams were thus full of confidence before their first appearance outside the Fatherland, in the French Grand Prix at Monthléry. But Chiron was in brilliant form, battling with the fastest silver cars on equal terms. Once again the German threat melted, and Chiron led the sister P3s of Varzi and Trossi/Moll to the line.

But that was virtually the end of the road for the red cars. In the German and Swiss Grands Prix Chiron ran ahead of most, if not all, the silver cars before eventually having to give best. In the meantime Varzi and Moll took the first two places in the Coppa Ciano, but that was in the absence of the opposition. At Pescara Moll traded the lead with the German cars, but then crashed and was killed, bringing to a tragic end a career of great promise. The remaining Grands Prix of the year saw the Germans dominant, with only minor placings left for the Italian cars.

But it must not be thought the season was a disaster, for in the myriad second-rank events on the calendar in those days the Alfas had their best season yet. Varzi won five of these races, Trossi three, Chiron two and Comotti another; in addition Tadini made fastest time in the Stelvio hillclimb. Indeed, of some 29 events the team contested, Scuderia Ferrari P3 Alfas took 16 wins, 13 second places and 13 thirds.

The programme of development continued in 1935, though a replacement car, which it was hoped would offer more competition to the German designs, was on the books. The P3 engine was bored out another 3mm, to give a capacity of 3165cc, which gave 265 bhp at 5400 rpm, though there remains disagreement over reports that a 3822cc (330 bhp) version was run during the season. At the same time some cars were converted to Dubonnet independent front suspension and, at the rear, reversed half-elliptic leaves, with the original set-up of double friction shock absorbers replaced by a single component of that type and a telescopic unit, to accommodate the conversion to hydraulic brakes.

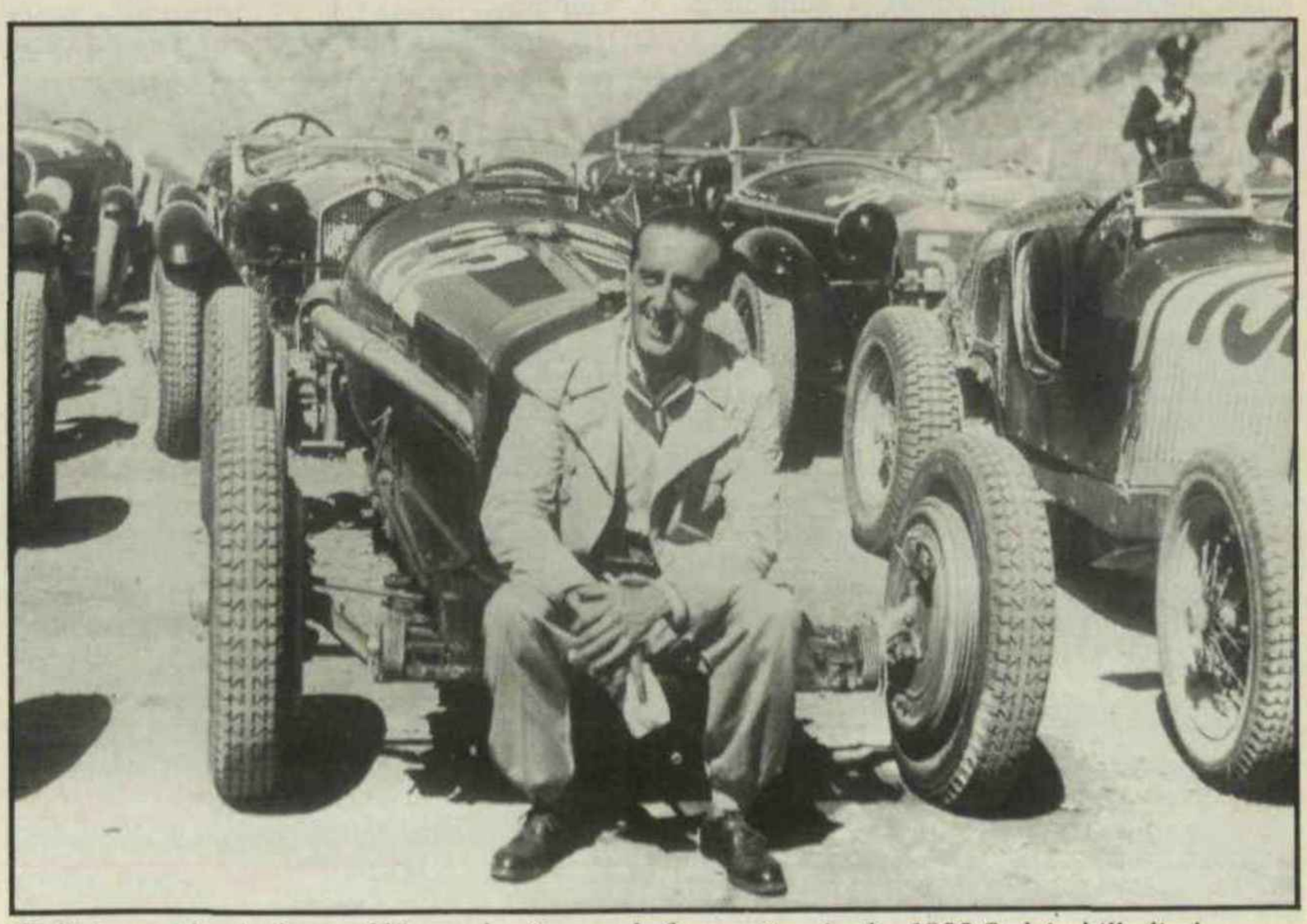
Upon Varzi's departure for Auto Union, Scuderia Ferrari signed Bugatti driver Dreyfus to be Chiron's Number Two. But apparently Mussolini didn't like the idea of a pair of Frenchmen leading Italy's most important team, and an appeal was made to Nuvolari's patriotism, as a result of which *Il Mantovano Volante* returned to his old team.

High point of the early months was Scuderia Ferrari's preparation of the special P3 for the Mille Miglia sportscar race, which in Italian eyes ranked in importance equal with most Grands Prix. Apart from widening the cockpit to accommodate a passenger, the car's modifications comprised little more than the attachment of wings and electrics. Junior Scuderia Ferrari member Carlo Pintacuda was given the car, and succeeded in winning the race. Otherwise the first five meetings of the year brought only a second and a couple of thirds. But the cars were very competitive in the French Grand Prix at Montlhéry. Driving at his most masterly, and against all predictions, Nuvolari battled with Caracciola's Mercedes, until the Alfa was forced out with transmission trouble after 14 laps. There followed a couple of third and fourth places, and then came the 312-mile German Grand Prix at the Nürburgring on 28 July, and the P3's finest hour. At the start of the race Caracciola shot his Mercedes to the front, but Nuvolari in the Alfa — possibly with 3.8-litre engine — went with him, holding second place through most of the first ten long laps. But his scheduled pit-stop was interminable as the handle on the refuelling-pump broke and mechanics had to hand-fill the Alfa from churns.

Tazio Nuvolari was never a man to give up. Back on the circuit he drove as he never had before, passing three of the German cars in rapid succession, to lie third. And when another of them made a stop, the Alfa driver was second.

On lap 15 von Brauchitsch's Mercedes had a lead of 1min 27sec, but over the next laps the amazing Nuvolari cut into that, reducing it successively to 1.17, 1.02, 47sec, 43sec and then, with just two laps remaining, 32 seconds. On lap 21 however von Brauchitsch increased that to 35 seconds, and it seemed the race would be his.

But on the last lap Nuvolari hurled the Alfa around even faster, and soon had the Mercedes in sight again. It seemed perhaps he would pass after all, when fate stepped in and ensured an Italian victory, as von Brauchitsch blew a tyre. And so Nuvolari gave Alfa Romeo what was his – and their – greatest victory, defeating the invincible German teams on their home track. It was indeed a brilliant performance.



Tadini squatting in front of his car having made fastest time in the 1935 Stelvio hill-climb.

An example of a 2.9-litre P3 as used in the 1935 Mille Miglia, with narrow "two-seat" body.

The rest of the season was naturally an anti-climax. In the Coppa Acerbo Nuvolari battled with the Auto Union of his old rival Varzi until the Alfa blew its motor, but the Swiss, Italian, Spanish and Masaryk Grands Prix again brought mere crumbs, as Scuderia Ferrari concentrated on developing the new 8C-35. When this broke in the Italian Grand Prix however Nuvolari took over Dreyfus's P3 and brought it home in second place.

When the Germans were absent, the Scuderia Ferrari P3s had continued to have things all their own way. Nuvolari took seven victories in Italian and French national races, Dreyfus and Brivio another two apiece, and Chiron and Tadini one each. Tadini also won the important Grossglockner hillclimb. The privateers had their share of successes too, Sommer and Ralph filling first and second places at Comminges. Indeed, P3s had taken 46 top three placings — including 17 wins from the 31 events they contested in 1935.

But this was the end of the P3's front-line career. Its replacement had already, as we have seen, been tested in eight-cylinder form, and would run with a 12-cylinder engine in 1936. But the marque would not enjoy Grand Prix success again until after the war.

The P3's international record speaks for itself however. In the four years that the factory and Scuderia Ferrari campaigned the cars internationally, they started in some 78 races; they won 46 of these and took 36 second places and 33 thirds.

The P3 became a popular choice of British amateurs in the 1930s. A number had placed their orders for 1934, before the factory ruled that the cars were not for sale to foreigners. One potential customer, Noel Rees, did however manage to lease a car from Ferrari for his man Brian Lewis to run in the Mannin Moar on the Isle of Man, and it had no trouble in winning.

A similar car almost won the same race the following year, the sales policy by now having changed and Bugatti driver Richard Shuttleworth having become the first British owner of a P3. But, after disputing the lead, Shuttleworth was out with a broken axle.

Compensation for this disappointment came at Donington Park on 5 October when Shuttleworth won the first Donington Grand Prix; during the year the green Alfa had also won the Brighton speed trials and the short — but important — Mountain Championship race at Brooklands, setting a lap record for the combined road/track course. There had also been some placing in smaller Brooklands and Donington meetings, and Shuttleworth had taken his car across to France a couple of times, placing a fine fourth in the Dieppe Grand Prix.

No fewer than four P3s were imported for 1936 British racing. One of these was 5003, an early model, for Fairey test-pilot (and successful Bugatti driver) Chris Staniland, but the others were all second-series cars, for Luis Fontes, Charles Martin and Austin Dobson. Fontes had however lost his road licence, and the car (50001) was never raced in Britain. Shuttleworth had damaged his own second-series car (50007) in South Africa, and it was not seen in action this year either.

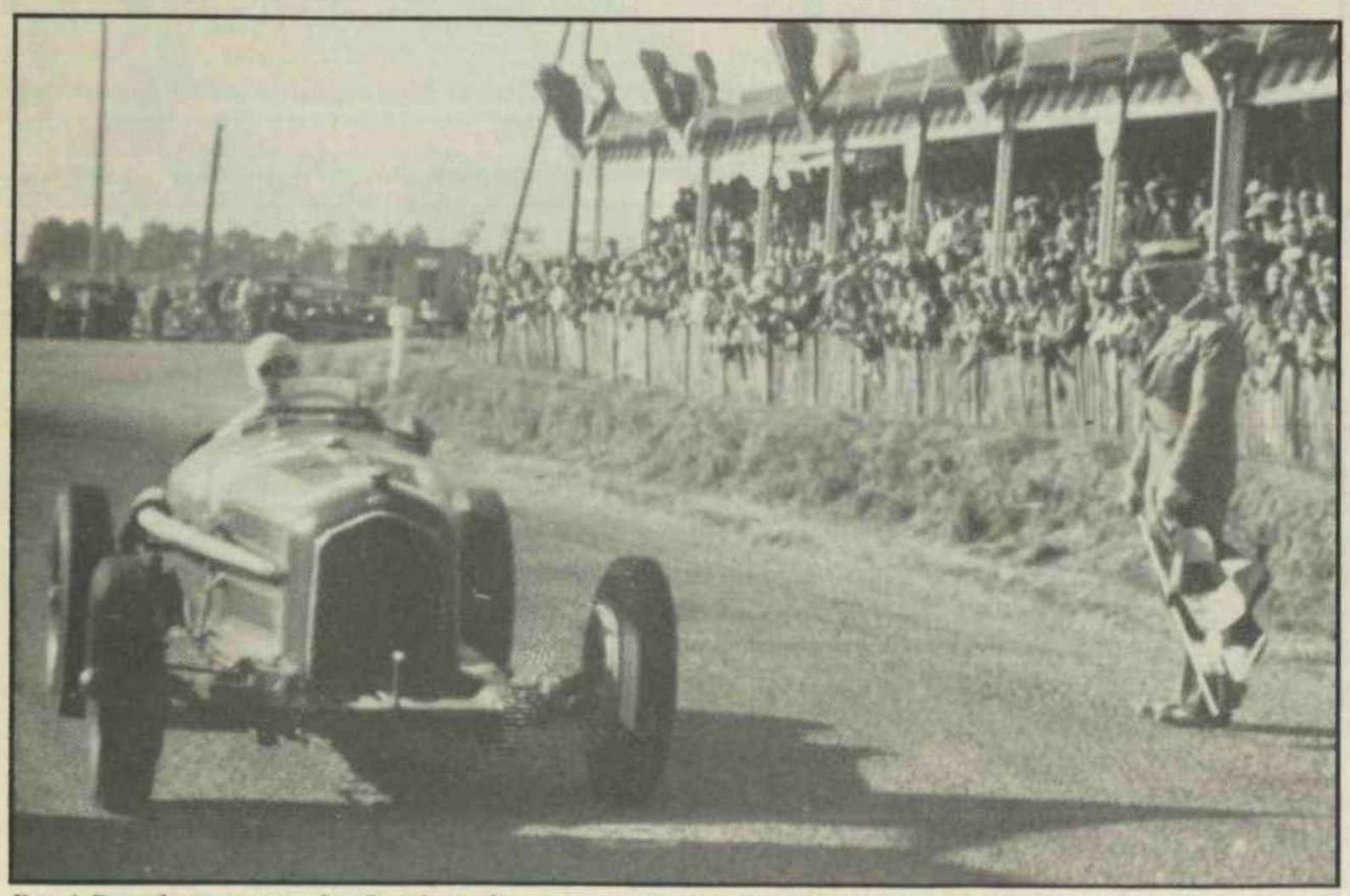
Martin's ex-Sommer car, 50003, was the most successful of this bunch. He started the season with an excellent second place in the Pau GP, losing to Etancelin's V8 Maserati only because he required more refuelling stops. Retirements followed in the Cork Grand Prix, the Eifelrennen and the Hungarian GP, but at Deauville on 19 July he drove well to repeat his Pau second placing.

Donington Park was perhaps the scene of Martin's finest performances. After breaking the lap record in May, he won the 25-lap handicap race in July, but was scratched from the following month's JCC 200 Miles Race, after his engine blew in practice. In the second Donington Grand Prix, on 3 October, the Alfa finished in a fine second place, with only the newer Ruesch/Seaman 8C-35 ahead.

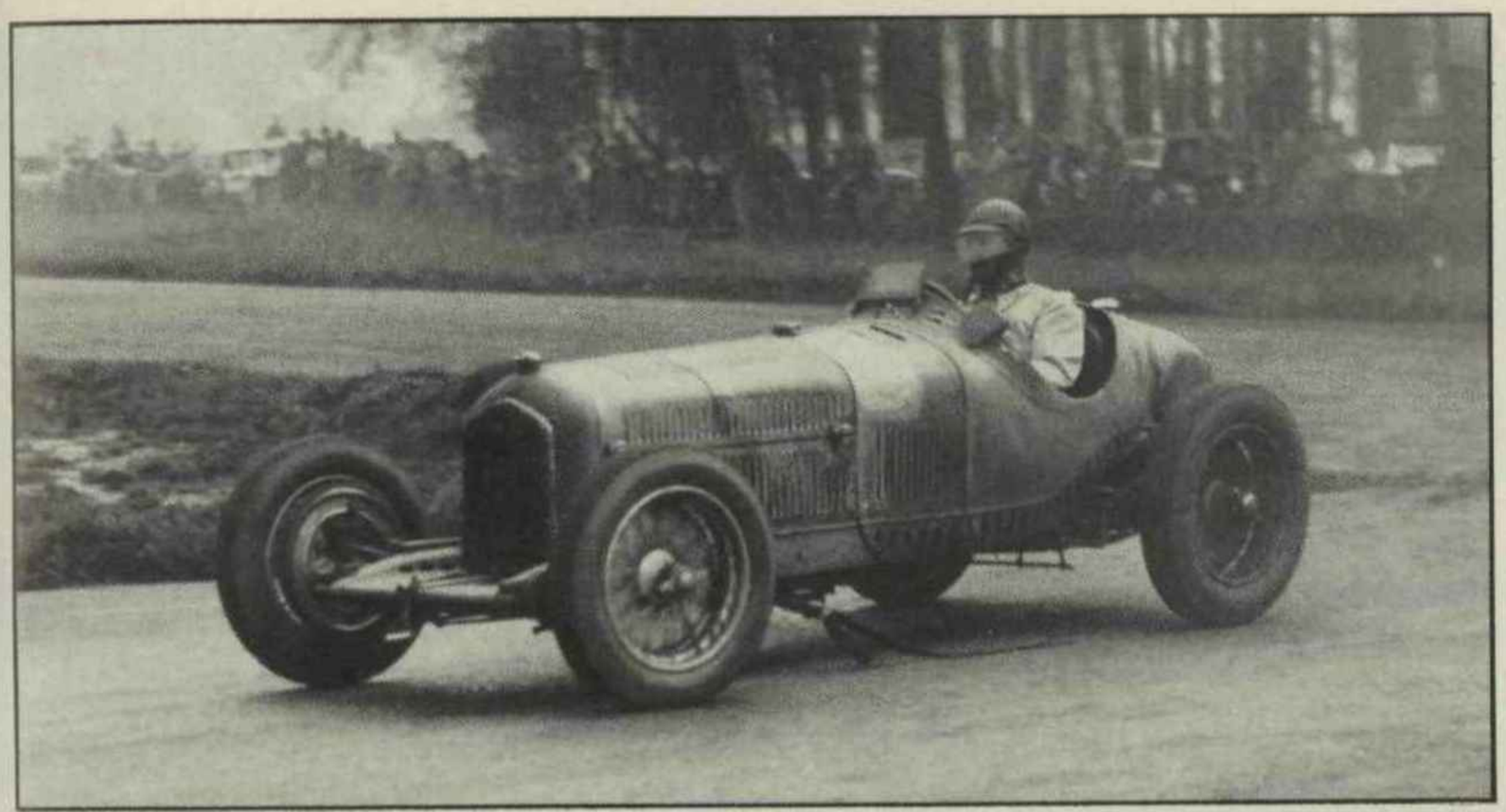
Dobson had done much of his racing with 50005, the ex-Nuvolari German GP winner, in Ireland. He made fastest time in the Cork GP but was unplaced in the Limerick Grand Prix and at Phoenix Park. A variety of problems also kept him out of the placings in the two big Donington races, and his Continental sorties were not a success; after finishing sixth in Hungary his Deauville race ended in the sandbags.

Staniland was the least successful of the trio, for although he was in the running in several long-distance races at both Brooklands and Donington, he had trouble in each race and either retired or finished well down. He did, however, take a third at Donington in July.

The following year, 1937, Staniland appeared only in the Campbell Trophy, where he retired. The car was then dismantled and the parts used in a one-off



René Dreyfus crosses the finishing line to win the 1935 Grand Prix de Dieppe.



Richard Shuttleworth, the first British owner of a P3, won the first Donington Grand Prix in his green car.

special called the Multi-Union. Martin's car was driven early that season by Charles Brackenbury, but without success. The owner took the car back for the 100-mile Coronation Handicap at Donington, taking a fine second place, and setting fastest time on scratch. He also finished third in the Cork Grand Prix.

But Britain's leading P3 exponent in the years just before the war was young MG graduate Kenneth Evans, with the ex-Dobson car. After running well in the 1937 Coronation handicap at Donington, he was a fine ninth in the German Grand Prix, made third-fastest time at Shelsley Walsh, and ended his season with second place, behind Ruesch, in the annual Mountain Championship race at Brooklands. Old Grand Prix cars in Britain were becoming increasingly outclassed by the voiturettes, but Evans gained a third place, four fourths and a fifth in the major races of 1938 and 1939, and finished 11th in the last pre-war Swiss GP.

Two further P3s had raced in Britain in the late '30s. The car of Riley exponent Frank Ashby, 50006, was supposedly Chiron's 1935 mount but, driven by the new owner and R L Duller, made only sporadic — and uninspiring — appearances.

Ashby seems to have treated his cars more as engineering exercises than sports equipment, and completely redesigned his P3's engine. Although retaining the original bottom end, the car had new cylinder blocks, head and internals and revised porting, the 2992cc unit reportedly revving to 6500. Its only success however seems to have been a handicap win at the 1938 Dunlop Jubilee meeting at Brooklands, though Ashby did for a while hold the Mountain Circuit lap record for his class. Mrs E M Thomas had no luck with her ex-Ralph car, 5006, and nor did Jack Bartlett, who had taken over the ex-Martin car.

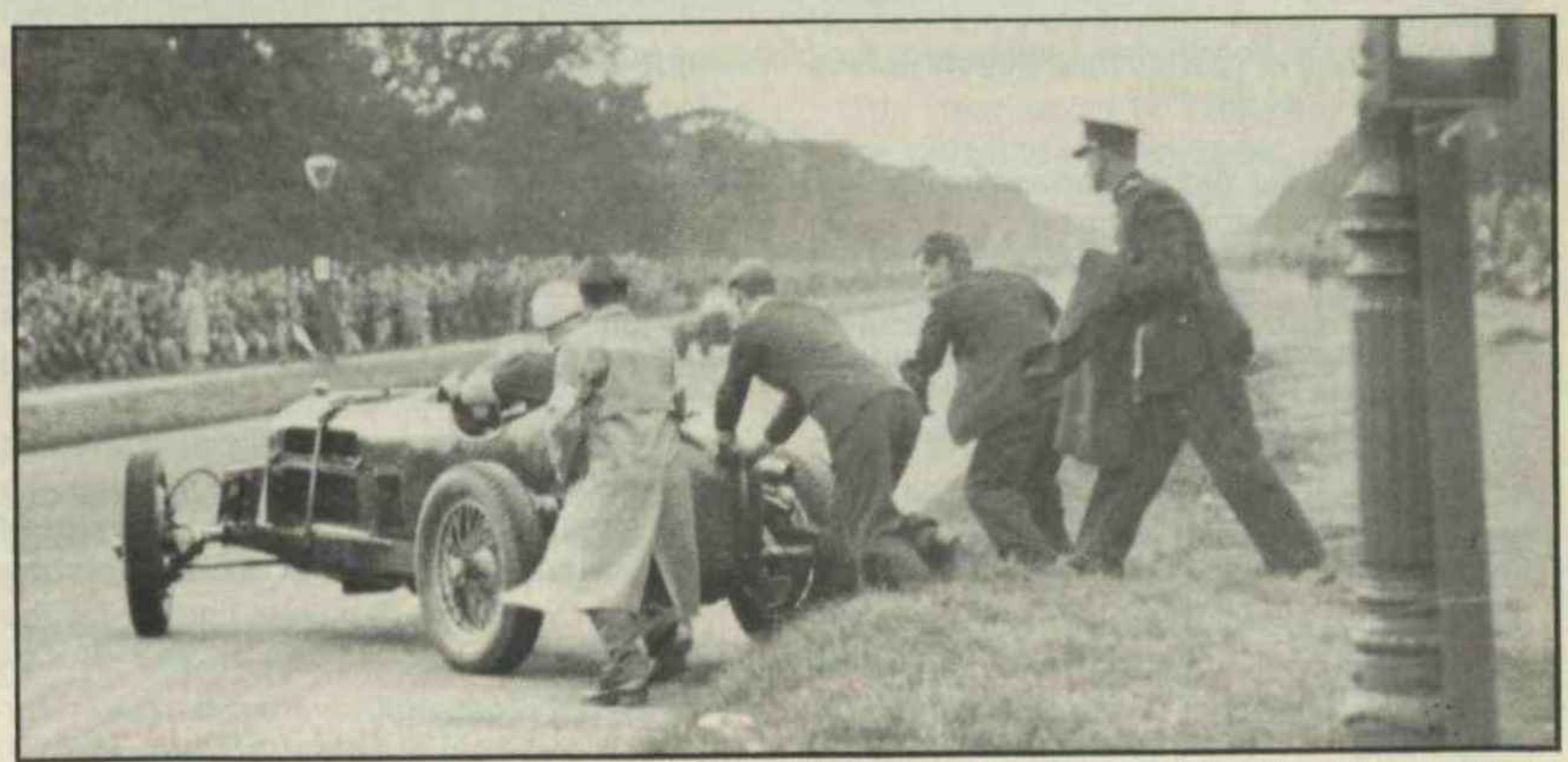
Britain's P3s still had a minor role to play after the war. Evans ran his car in a few 1946 hillclimbs before disposing of it to a young newcomer called Roy Salvadori to cut his international motor racing teeth on. Trials driver Ken Hutchinson took over the ex-Ashby car, had Robin Jackson rebuild it for hillclimbing, and was one of the leading contenders in such events in 1947. This car later passed to Joe Goodhew, who ran it in sprints and minor races until 1953, when it followed the ex-Salvadori car to a new life in the colonies. Brooklands driver Anthony Powys-Lybbe meanwhile aired the ex-Mrs Thomas P3 on both sides of the Irish Sea right up until 1954, winning the Wakefield Trophy in 1949 and 1953 and both the Leinster Trophy and the Ulster Trophy in 1950. No longer viable for even minor races, the cars soon found a new life in historic events. Goodhew in 50006 had actually finished second in the 1951 Seaman Trophy race, and Powys-Lybbe contested the 1953 edition with 5006, though he failed to finish. This car then passed to VSCC members John Vessey and John Crowther, and became a regular fixture on the vintage racing scene. It and other P3s have been campaigned more or less continuously since. The most successful P3 in recent years has been the late David Black's second-series car, 50003. This is the Charles Martin car which went to Australia after the war, and was successfully raced there by Lex Davison and others before returning to the UK in 1968. Steady development of this car, primarily in the area of wheels and tyres, made Black almost invincible in VSCC pre-war allcomers races in 1984 and 1985, regularly beating the fastest ERAs. His victories included the prestigious Seaman Trophy at Oulton Park in both years.

His closest P3 challenger was Rodney Felton with a car which DSJ has described in one of his books as "a facsimile". It takes the number (50009) of a car destroyed in Argentina about 1950, and has made a return to the tracks this season. Felton's successes to date include firsts in the 1986 Hawthorn Spanish GP Trophy race at Silverstone, the 1987 Seaman Trophy and the same year's Shuttleworth Trophy at Donington.

Other P3s have been driven in the past year or two by Jeffrey Pattinson and Tony Merrick. Pattinson's is 50007, the ex-Shuttleworth car, while Merrick has been racing 5002, a first series car rebuilt with Dubonnet front suspension in the 1930s. This is the car which Patrick Lindsay brought back from Australia, where it had raced with 4.3 Alvis, six-cylinder GMC and finally V8 Chevrolet Corvette engines.

Two early cars are on display in museums. A very original example, 5005, is in the Alfa Museum, while the Donington Collection has 5001, which Alain de Cadenet imported some years ago. Two other cars (or their remains) are in the United States, another (50006) in New Zealand and even, it is believed, one in Bangladesh.

The most famous P3, 50005, made its first British appearance in more than 40 years at the Christies Festival at Silverstone in July. This is the Nuvolari/Nürburgring car which later passed through the hands of Dobson, Evans and Salvadori, before going to New Zealand where Ron Roycroft won virtually everything going in the mid 1950s. Its later keeper in New Zealand left it substantially unspoiled. It has been undergoing restoration in Merrick's workshops for P3 enthusiast Yoshiyuki Hayashi, who in fact has had no fewer than four examples (including 5002 and 5006). British enthusiasts are indeed fortunate in being able to see so much history in action at VSCC and other race meetings. KHRC



Austin Dobson continued racing 50005 in the late Thirties, seen here having slid wide at Phoenix Park.

Flying the Flag

Just one year after the inaugural event, the Christie's International Historic Festival at Silverstone has already become an important event in the historic racing world, on a par with the best.

This year's races contained an interesting and mixed variety of races, all except one being split into two heats and run on both days of the weekend.

Keith Schellenberg in his 8-litre London-Sydney Marathon Bentley won both races in the Christie's Challenge for pre-war sports cars in what was arguably the greatest collection of cars in a pre-war race since 1931. He romped away from the opposition on the straights while still going quickly through the corners in a very spirited drive. In the first race it was Peter Hannen in his 1931 Le Mans winning Alfa and Nick Mason in an Aston Martin Ulster car who looked the most serious threats to Schellenberg, but the former retired with overheating at his pit stop and the latter, after an optional driver change at the compulsory pit stop, was out of contention when Stephen Archer had a spin. This allowed the howling SSK Mercedes of Marcus and Thomas Kern up into second place, a magnificent showing especially as Marcus was having his first race in the car. Unfortunately they were unable to maintain the momentum on the Sunday and finished fourth behind the Wood/Marcias Invicta and Mason/Archer Aston Martin.

The start of the Polo/Ralph Lauren race for Historic Grand Prix cars with Peter Hannen's 6CM Maserati leading the way.

Final aggregate placings showed Schellenberg in first place, Wood/Marcias second, the Kern's Mercedes third and the Alfa Romeo 8C of de Cadenet/Lindsay fourth. Unfortunately for Schellenberg, his team-mates in the Bentley A team could only finish in 24th and 25th position with the result that the team could no better than fourth in the teams' competition which was won by the Aston Martin team of Mason/Archer, Edwards/Hogg and Bell/Blakemore (5th, 8th and 10th). Just 5.7 seconds behind on aggregate was the Mercedes-Benz team which was principally made up of the Kern family, who finished 3rd, 6th and 15th, just squeezing out the Alfa Romeo team, which comprised of the 1931 Le Mans team cars enjoying their first reunion for 60 years, which finished 4th, 7th and 22nd.

After such a race it was difficult to imagine what the organisers could do to maintain the high level of interest, but after a parade of some 24 GT40s and AC Cobras on the Saturday, we had a fabulous line-up for the 1950s Sports Car Race in the British Aerospace series with some 40 cars taking to the track.

Ray Mallock, who won the event last year, was reunited with the 1957 4.2-litre Aston Martin DBR2/1 with which Stirling Moss won at Goodwood in 1958, started from pole position ahead of Frank Sytner in Sir Anthony Bamford's D-type Jaguar. As the flag fell for the start of the race, though, it was Chris Drake in the short nose, ex-George Constantine 1956 Watkins Grand Prix winning D-type which led the race for half the distance. Mallock usurped Sytner from second place on the second lap and then took the lead three laps later when Drake spun in front of him at an oily Brooklands. As Sytner had already spun at Priory the lap before he was unable to capitalise as well, and so finished the first heat 6½ seconds adrift of the leading duo, Mallock crossing the line two tenths of a second ahead of Drake.

32 cars made the grid on Sunday, but Mallock's superiority in this race was shortlived for he pitted at the end of the first lap con-

The 1931 Talbot Le Mans team cars in formation in the Paddock.

Above: There was a massive scrap at the start of the race for the Fifties Sports cars on Saturday when Chris Drake (D-type), Ray Mallock (DBR2) and Frank Sytner (D-type) fought for the lead.
Right: Barrie Williams gets the Ford Falcon well out of shape in his pursuit of a BMW.

cerned at the high oil temperature. Given a clean bill of health, he rejoined the race, but in 12th place.

Meanwhile at the head of the field, it had developed into a battle between the D-types of Drake and Valentine Lindsay and the Maserati 250S of Peter Hannen who had got over the nasty experience the day before when he was almost rammed by the spinning Sytner. Unfortunately for the Silverstone crowd, the former British Touring Car Champion was competing on Sunday in the Donington BTCC. Hannen, who had finished fourth on Saturday, got ahead of Drake on the third lap with Lindsay in close attendance in third place, but Mallock was storming through the field. On the fourth lap he set the fastest lap of the race averaging over 87 mph around the revised 3.196-mile Grand Prix circuit and was up to fifth place. On the penultimate lap his mission was made easier when Drake spun out of second place and in the process caused Lindsay to go off as well allowing Mallock to close right up on Hannen's smaller-engined Maserati. Hannen, however, remained undefeated and took the chequered flag just under half a second ahead of Mallock. Four seconds behind was Nick Mason in the "Birdcage" Maserati followed by Gary Pearson in the Cooper-Jaguar. Lindsay and Drake, the latter now suffering from wheel bearing problems, came home fifth and sixth. On aggregate it was an easy win for Mallock with Hannen second, Drake third, Mason fourth, Pearson fifth and Lindsay sixth.

Now it was the turn of the single-seaters in the Polo/Ralph Lauren Historic Grand Prix. Peter Hannen again featured as a front runner in his 6CM Maserati, but he was unable to catch Martin Stretton who was driving David Duffy's B-type Connaught who had a flag to flag lead. Harper in a 250F Maserati was third and Roddy MacPherson in his Cooper-Bristol fourth after Nick Mason had spun his 250F out of fourth place at Stowe halfway through the race. On Sunday it took Stretton four laps to wrest the lead from Harper while Hannen slipped back to fourth place behind MacPherson after the Maserati slowed with problems. So Stretton was winner on aggregate ahead of Harper while Hannen was lucky to finish third.

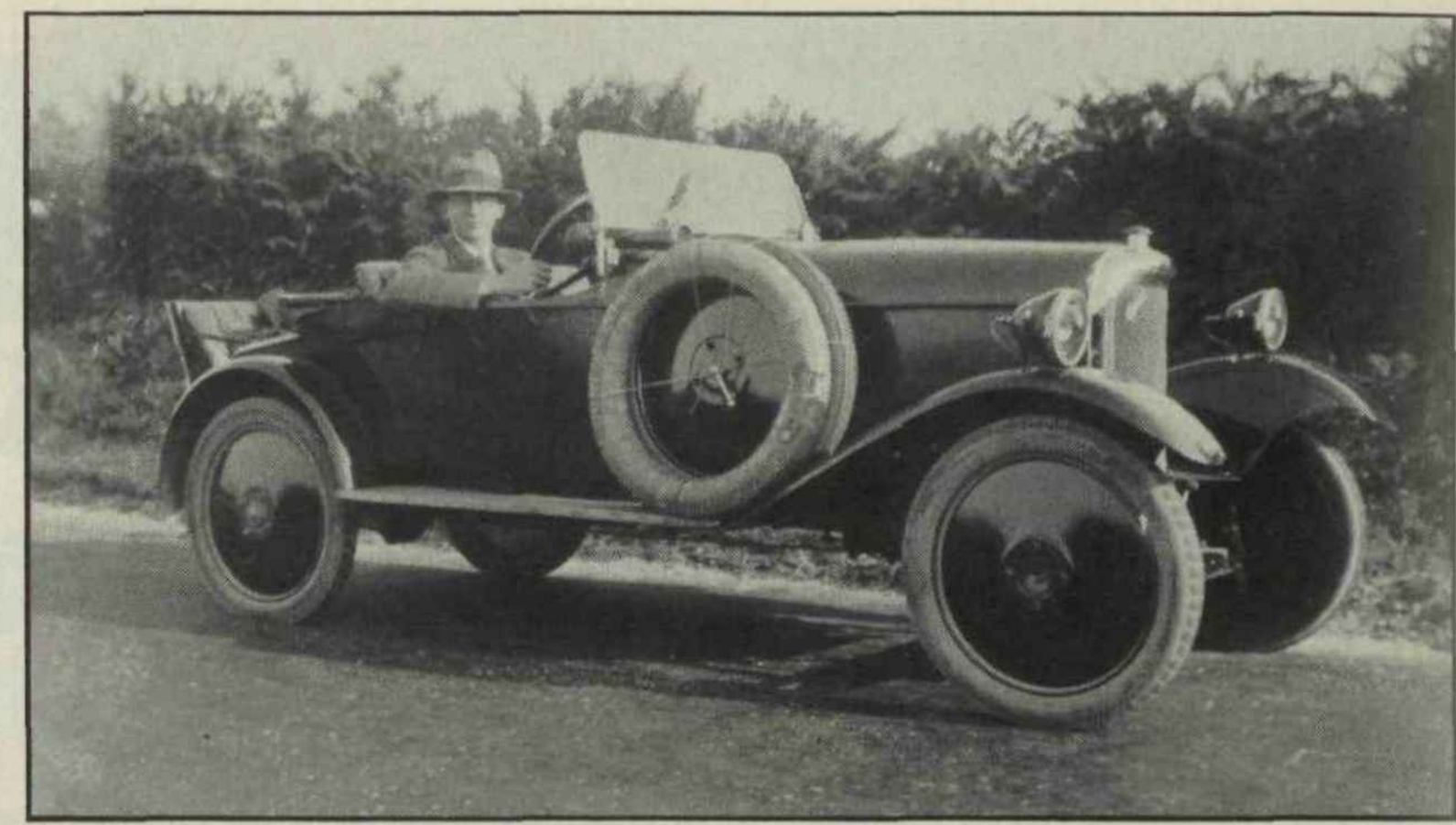
McLarens dominated the AT&T Istel Steigenberger Supersports race – not the M8Fs which were unfortunately missing, but the M6Bs of Soames Langton and David Franklin and an M8C/D of Richard Eyre. In the event, though, it was Richard Piper in Peter Kaus' Lola T222 which won the first heat ahead of the McLarens after a battle which saw the lead swop several times. Unfortunately it all came to nought for Piper the next day when a broken throttle cable forced him to retire. Instead of developing into a three-way McLaren fight, two of Saturday's leaders had problems: Langton spun at Brooklands and Eyre had clutch problems. This allowed another Lola T222, that of John Hunt, into second place while Hart in the 2-litre Lola T212 was a creditable third. On aggregate, therefore, it was Franklin in first place, Eyre second, Langton third, Hunt fourth and Hart fifth.

The final two-part race in the HGPCA Pre'65 GP Cars Race was not as exciting as it could have been. Allan Baillie in the BRM-powered Lotus 24 had fuel pick-up problems and was unable to keep his first lap lead which allowed Chris Alford in Cedric Seltzer's Lotus 25 to finish a full 12 seconds ahead of Neil Corner's front-engined Ferrari Dino and Hugh Leventon's Lotus 18. The only real point of interest was watching Martin Stretton in a Cooper T51 work his way through the field from last place on the grid (after missing qualifying replacing an engine) to finish fourth.

Yet again he was somebody for whom Saturday's work was all in vain when he was punted into the wall at the start of Sunday's race. Nevertheles it was a far better race with Corner making more of a fight for it, Alford only taking the lead on the last lap after outbraking the Ferrari into Priory. Alford was overall winner with Corner in second place.

The hour-long FIA European Challenge Race on Sunday developed into a superb duel between Dieter Quester and Hubert Hahne in the Scuderia Bavaria BMW 1800Ti and the Simon Hadfield and Michael Schryver Lotus-Cortina. As it turned out neither car won, overall honours going to the Alfa Romeo Sprint of Maurizio/Paolo Jasson when the BMW was penalised one minute for jumping the re-start of the race while the Lotus-Cortina lost a lap in the pits when the nearside rear brake caught fire.

So long the centre of the world for historic racing, it is encouraging that we now have a meeting which can be regarded as the flagship event — and it has taken only two years to achieve that status. WPK



With its splendid dummy radiator, few would guess at the Belsize Bradshaw's oil-cooled V-twin engine.

Forgotten Makes: The Belsize Bradshaw

Having referred recently in this recall of rare makes to two cars with radial engines, it seems time to think about a light-car which had an unusual cooling system. The Belsize Bradshaw was the idea of that well-known innovator, Granville Bradshaw. He had been the designer responsible for the ABC Dragonfly aero-engine of WW1, which became notorious for being underpowered, overweight, subject to horrendous vibration and which SD Heron called "probably the worst example of air-cooling ever used on a production aircraft engine." This 9-cylinder radial engine had been ordered in vast numbers and had to be quickly replaced by the excellent war-time Bentley BR2 rotary engine, etc.

After the war Granville Bradshaw did make more successful engines for light aeroplanes and he became quite renowned for his advanced ABC motor-cycle with ohv horizontally-opposed twin-cylinder engine and sprung back wheel, and his equally well-known ABC air-cooled light car. Whether it was the reprimand which the ABC Dragonfly aero-engine had received which turned this flamboyant extrovert to thoughts of using oil as a coolant for his next car engine I do not know. But that is what he did. Oil disperses heat in an engine as well as acting as a lubricant of moving parts, so why not, reasoned Bradshaw, use it to cool the cylinders, thereby dispensing with water and obtaining a quieter engine than most of the current air-cooled units?

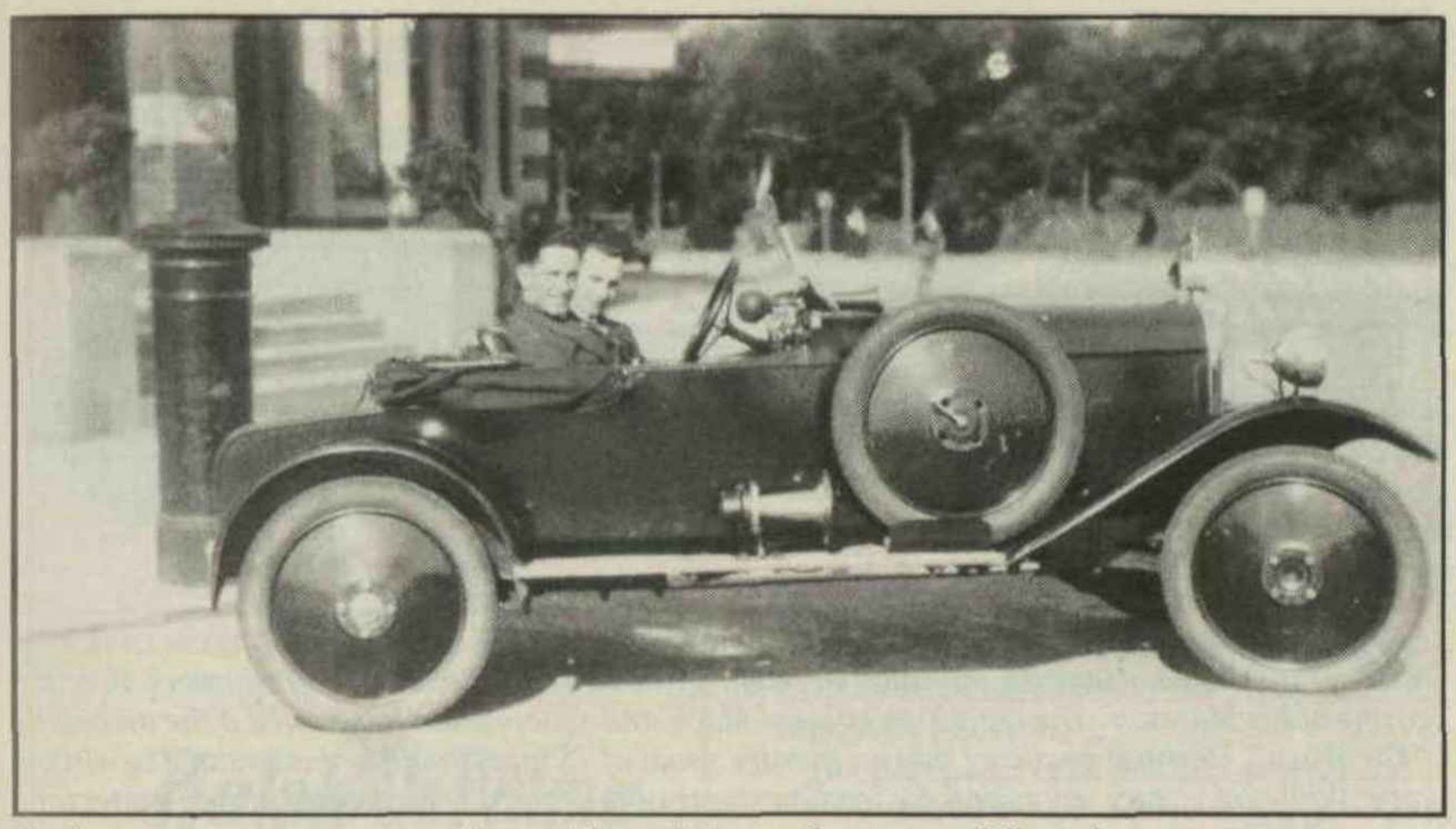
At that time, in the immediate post-Armistice period, many first class car manufacturers were getting satisfactory results from small air-cooled engines — GN, Armstrong Siddeley with the Stoneleigh, Rover in particular with its popular Rover Eight, etc, apart from many other concerns which were striving to sell such simple cars. Nevertheless, and in spite of the wide acceptance of his ABC motorcycles and cars and his revival of the 125cc Scootamota, Granville Bradshaw pressed ahead with oil-cooling. He told how trouble had been experienced with the war-time Dragonfly aero-engine because the blast of air over the cylinders at 150 mph caused a temperature difference of some 200 deg C between front and back surfaces, which he said he reduced to some 80 deg C by copper-plating the cooling fins, to a depth of nearly 1/16th in. (He did not refer to other shortcomings with this engine; I assume the 150 mph was an exaggerated reference to the 125 mph Dragonfly-Sopwith Snipe). During these experiments Bradshaw found that 25% to 30% of the heat from the cylinders and piston crowns was dissipated by the oil and radiated by the crankcase.

Granville Bradshaw had had noise problems with his ABC car engine, especially in its earlier form, from the oh-valve gear, but also from the use of machined-steel cooling-fins, stroking of which with a finger nail produced a musical note! But when he came to design the P & M Panther motorcycle engine he gave it cast-iron cooling-fins, and with its ohv-valve-gear totally enclosed in a well-lubricated casing, he had a reasonably quiet engine, which he thought was the first air-cooled engine to have such valve-gear enclosure (Comments, please, from *MOTORCYCLE SPORT*'s readers). However, Bradshaw decided that cast-fins would never cool as well as thinner steel fins. So how to get an effectively-cooled, quiet-running engine without resort to air-flow or water-jacketing? The inventor asserted that water was one of the best conductors of sound, so that this offered no solution, sound travelling four times as quickly through water as through air, to quote GB. Thus, when the Belsize Company of Manchester asked him to produce for them a small car for the post-war motoring expansion, he chose to design an oil-cooled vee-twin power-unit. Apparently he first built a 350cc oil-cooled motorcycle engine which gained racing successes. In later times Bradshaw drained the water from a 40/50hp Rolls-Royce and from a Ford V8 and reported that they ran more quietly than when there was coolant within their cylinders! He also filled his water-cooled car's radiator with oil to see what happened — fortunately the cost of such an experiment should debar our readers from emulating it.

Belsize Motors Ltd of Manchester had made some advanced cars before the war and its cars, commercial vehicles and taxis, the last-named well-known on the streets of London were generally well received. In 1920 its 2.8-litre Belsize Fifteen was all set to continue the firm's reputation but the need to have a light-car to compete in this field caused it to turn to Granville Bradshaw, whose oil-cooled Belsize-Bradshaw was announced in 1921. Whereas the ABC car had an ohv engine of flat-twin formation, for the Belsize a 90 deg vee-twin was chosen, of 85 x 121mm (1392cc), giving a tax rating of 9hp. It seems that at one time oh-valves were intended, but in the end a side-valve engine was used, claimed to give 33 bhp on the even-for-those-days low cr of 4:1.

What Granville did was to enclose the cylinders for most of their length in a box-like crankcase filled with oil, some reports saying 1½-gallons of it, others two gallons. This was flung up both sides of the cylinder-bores and to the piston interiors and into the valve pockets, to provide the cooling required. In addition, the flywheel, which was at the front of the engine, incorporated a centrifugal fan which blew air over the ribbed tops of the cylinders protruding from the box-crankcase, and under the sump. Aluminium cylinder heads were used, and to obviate the cooling oil being sucked into the combustion chambers, the inlet-valve springs were shrouded. The central sparking plugs screwed into brass bosses and the exhaust pipes emerged at the front, allowing the carburettor to be placed behind the cylinders. There was pressure lubrication, the 1½ in diameter crankshaft ran on white-metal bearings and had bronze balance weights, and the camshaft was driven by silent chain. Originally a magneto was fitted but some production engines had coil ignition. Granville Bradshaw said that the fan sent air over the exposed part of the cylinders at 50 to 80 mph and that oil was fed to the bearings at a rate of 1½-gallons a minute. Engine oil was also fed to the gearbox; long before Issigonis and the Mini!

This unique engine was mounted in a simple chassis, driving via a 19-plate oil-immersed clutch to a four-speed and reverse gearbox with forward ratios of 4½, 7 and 15 to 1. Final drive was by a prop-shaft supported on a ball-bearing in the main cross-member and suspension was by ¼-elliptic springs. The brakes incorporated a transmission brake, unusual on a light car. The Michelin disc wheels were shod with 26 x 3 tyres. The wheelbase was 8 ft 3 in. The



Early cars were two-seaters, with or without dickey; a four-seater followed.

steering gear was worm-and-nut. Oil-less bushes and easily-detachable main components were intended to appeal to the new class of owner-driver motorist, it was claimed that it was impossible for the oil to leak, and that 40 mpg and 1000 mpg of oil would be achieved. Conscientious owners who drained the sump oil regularly were assured that the quantity was not much more than in a normal car, although two gallons might not be so regarded?

That was the small car which GB sold to the long-established Belsize Motor Co. It was to sell for £275 as a two-seater, with a rear locker in lieu of a dickey-seat, but a starter was £25 extra and an ingenious coupé-top (a hard-top by later definition) cost another £25. The inevitable sports model entered into the repertoire from the start; it was to have aluminium instead of cast-iron pistons, a higher compression ratio, a special camshaft and no driver's door, which must have stiffened-up the body and saved, I suppose, an infinitesimal amount of weight. For this version 60 mph was forecast, or ten mph more than was expected from the standard model, and the price was the same. To disguise the fact that this was not a water-cooled car an impressive dummy radiator was fitted and the colours were a black chassis with dark blue bodywork. An unusual feature was that the rh brake lever was some six inches ahead of the rh gear lever, which nestled in a cutaway in the seat cushion.

True to prediction, a chassis and both the completed cars were at the 1921 London Motor Show. Later that year the first road-test report was published, using a car lent to *The Light Car & Cyclecar* by Gordon Watney (one time famous Mercedes modifiers) of Bond Street but for too short a spell, the excuse being that it was in great demand as a demonstrator. Engine size was now quoted as 1289cc. The tester devised a drastic means of seeing whether the oil-cooling system was effective. He left the car stationary with the engine running for an hour! It survived. He also took the Belsize-Bradshaw up London's steeper hills, such as 1 in 3 and 1 in 4 ascents onto Hampstead Heath and round the Netherall Gardens 1 in 8 hairpin, which was taken in second gear — this used to be a favourite test hill in those days. The special clutch-stop made gear-changing almost fool-proof and every other aspect of the new car was accorded praise, except for the rather inaccessible gear-lever.

Publicity was obtained when the actress Winnie Collins took driving lessons on a Belsize-Bradshaw. But no doubt the sceptics waited to see how the new small car would perform in the tougher trials. They did not have long to wait, because although the conservative Belsize Company eschewed the 1922 Scottish Six Day Light Car trials and the 1924 RAC Welsh Six Day Small Car Trials, G Brooks and N Keep finished the severe Land's End Trial and Brooks and J Nuttal took gold medals in the London-Edinburgh. For 1923 an 8 ft 11 in wheelbase four-seater model was available. Changes included cast-iron cylinder heads, deeper finning, an oil spray to the valve springs, enlargement of the flywheel-fan, and a hot-air feed to the Zenith carburettor, while £50 had been lopped off the price. Later it was down to a mere £210 for the four-seater.

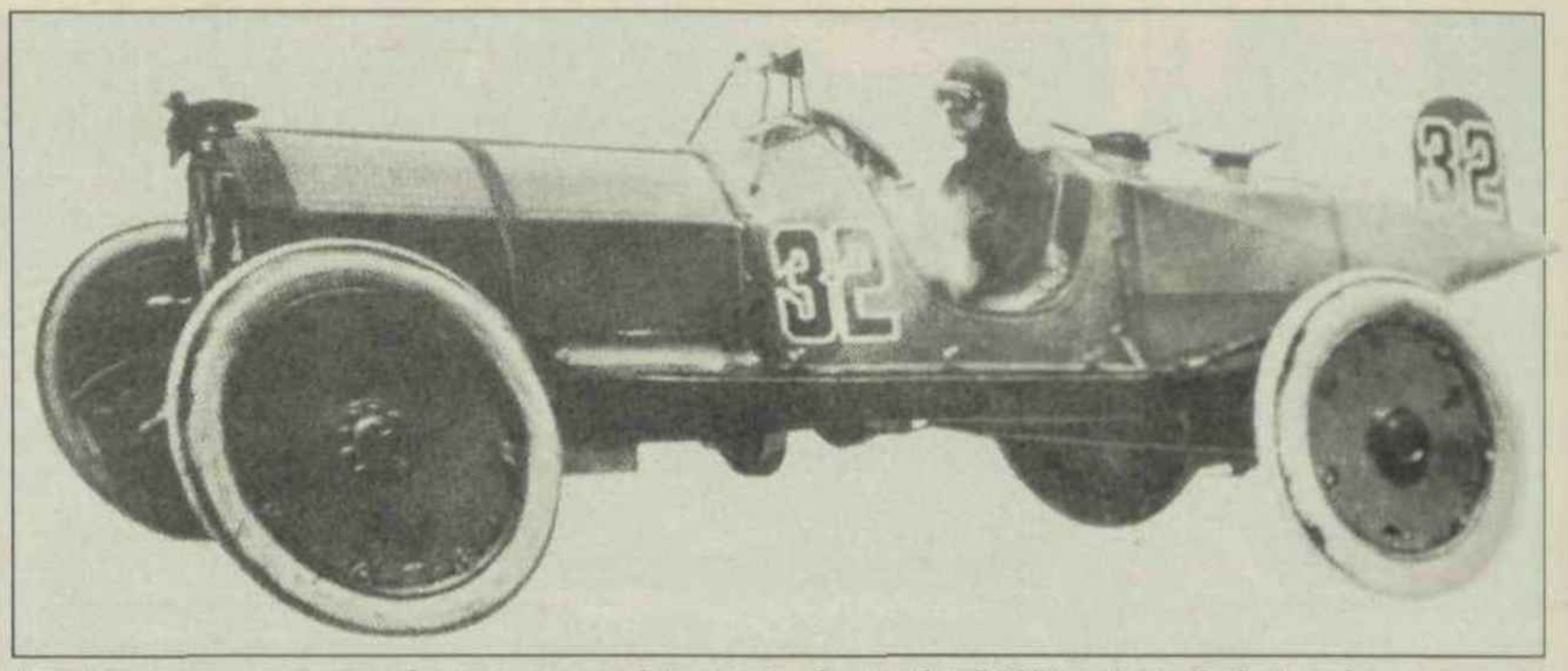
It all sounded very satisfactory — how often have you heard that before? — and even Lea-Francis were encouraged to list a 690cc Bradshaw oil-cooled flat-twin. As for Belsize, there was further evidence that "oil-boilers" stood up well to MCC trials, yet by 1923 Belsize was not at Olympia and Lt Col GP Mills, DSO, was called in to oversee car production. A new push-rod ohv 10/20hp model, water-cooled, a stab at an in-line, oil-cooled model, even they say, a 2½-litre straight-eight, failed to save Belsize although the soldier had them back at the Show in 1924. In 1925 a Receiver walked into the Clayton factory, ending car manufacture which dated back to 1897. However, I wonder whether Keith Marvin wasn't a little harsh in the *Georgano Encyclopedia* when he said the Belsize-Bradshaw had an unreliable and frail engine? I met a bandsman just before the war who was happy to carry his big drum about on the back of his Belsize-Bradshaw (although I think he would have parted with it for a few pounds — the car, not the drum), and one of these oil-cooled cars has survived in VSCC Light Car Section ownership. WB

A reader has sent us some early Duryea literature, provided by a cousin in America who after owning a Model-T Ford for 17 years bought a new Ford V8 in 1940, and who had known Charles E Duryea. A postcard reveals that the Duryea which won the Chicago race of 1895 (our Brighton Emancipation Run is also referred to as a "race") was paraded daily thereafter by Barnum & Bailey's circus. The Duryea Gem was a three-wheeler with wheel-steering to the single front wheel, a rear-mounted vee-twin 10 hp motorcycle engine and friction-drive by rollers from the crankshaft extension. The brakes were of locomotive or trolley-car type, with steel-grooved pulleys which were forced against steel rims on the wheels, claimed never to burn out. The Gem's price was 525 dollars, 35 to 40 mph and up to 60 mpg were claimed, weight was 525 lb, and the colour was battleship grey, trimmed in black and heavily varnished — just in case anyone is restoring a Duryea Gem. WB

The Club magazines we receive continue to be of special interest. Thus, The *LeaFlet* for June, organ of the Lea-Francis Club, edited by AH Lupton, who himself runs a car of the right make, had an account by Sir Richard Gaskell about the three Lea-Francis cars and a Unihorse he has owned, discussions about lamps-dipping, needed so much less in vintage days than now, and reports of how the Lea-Francis marque fared in recent VSCC events, etc.

The June issue of *The Lagonda*, edited by Ken Painter, was remarkable for having a list of every time made by a Lagonda up Prescott at the annual VSCC Meeting (due again this year, on August 4th) from 1947 when one of these cars competed for the first time, to last year. From this 4¼ page abundance of figures it transpires that fastest time of all belongs to J Abson (1½-litre Rapier) which in 1970 did 48.16 sec. Best 4½-litre is LG Macdonald's (52.78 sec), quickest V12 time by Stanley Mann in the Le Mans Replica made from the prototype saloon (54.73 sec). Of the 2-litres, M Leo's blown Lagonda scores, in 55.62 sec, best by an unblown car being 62.96 sec by Elliott's low-chassis model, best 16/80 time being 62.07 sec by R Sage. It is curious how most of these times have not been improved upon for many years. That should get the drivers of the Staines cars going this month! WB

If you feel like doing some good with your vintage or sports cars for childrens' charities, the club to contact is the "Sporting Bears" MC, PO Box 259, Sawston, Cambridge, CN2 4JP. WB



Ray Harroun came out of retirement to drive in the first Indy "500" in 1911. Refusing the services of a riding mechanic, Harroun mounted an eight-by-three-inch mirror on a framework over the casing of his Marmon. The car's long tail and black-and-yellow paint job earned it the nickname "The Wasp". Harroun predicted that an average speed of 75 mph would be fast enough to win the race. While other cars led during the leading stages of the race, his prediction proved correct: he won at 74.59 mph.

Indianapolis was Different

A look at the American "500" in Vintage Times

With the classic Indianapolis 500 mile race flirting with the idea of altering its rules to permit F1 3½-litre non-turbo engines to be eligible and with drivers up to the calibre of Ayrton Senna casting a thoughtful glance at this money-rich race, it is amusing to reflect on how British enthusiasts saw this fast, prestigious event in what we now refer to as the vintage years. Indy seemed very different from British racing in those days, just as it still retains its magic as one of the world's fastest long distance races attracting some of the biggest motor race crowds ever.

Long ago, between the wars, those who flocked to Brooklands did not quite know what to make of the annual Memorial Day grind. For one thing, not all that number of Englishmen had seen the American race — no transAtlantic flights, no Concorde, in the 1920s. Such reports as they might read merely served to convince them that, fast and exciting as this race at the "Hoosier Bowl" was, it was very different from the sport they enjoyed; not quite English, you see. . . .

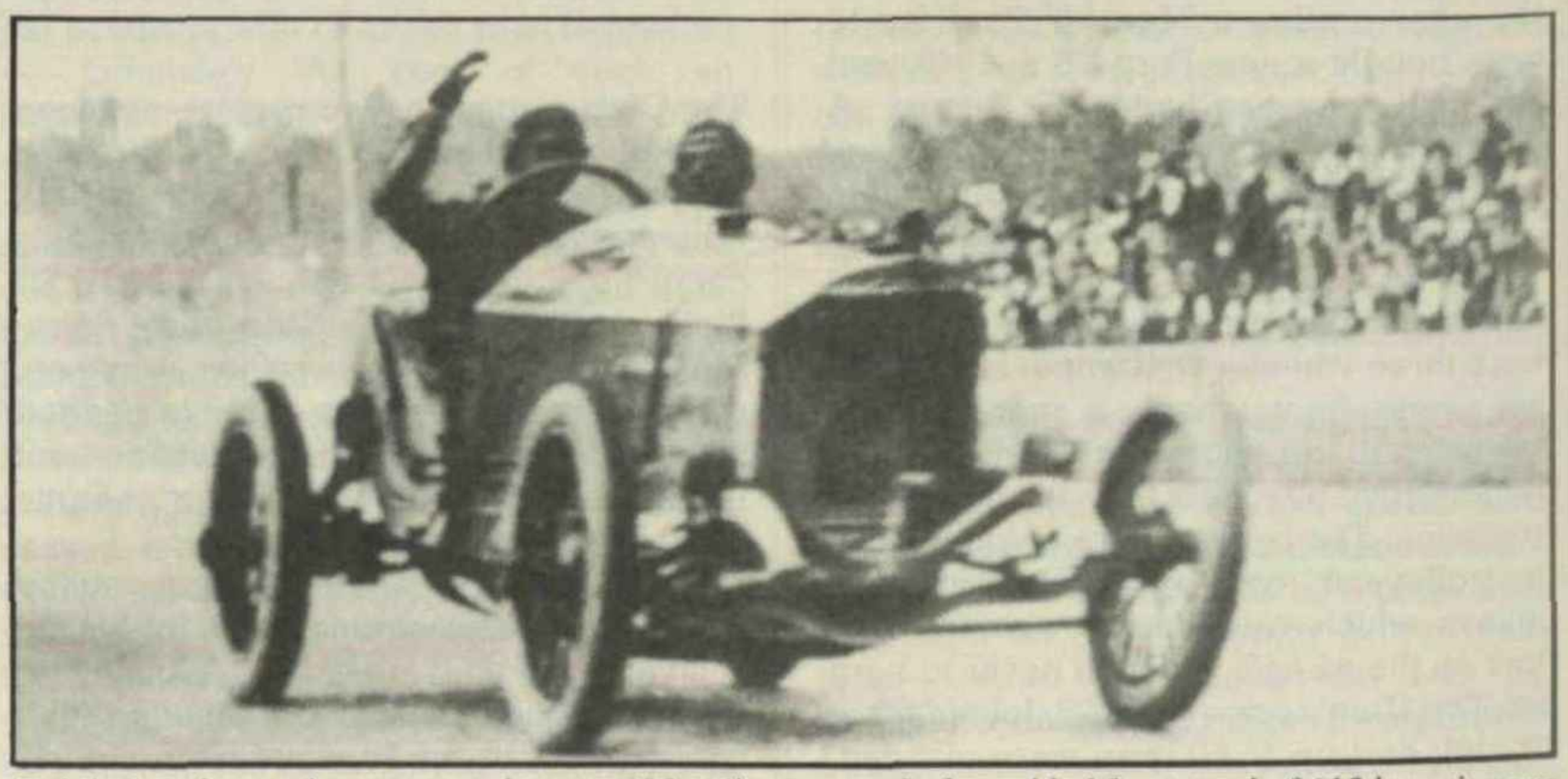
At that time, of course, there were no long distance races of this kind run at Brooklands, if you disregard the JCC 200 Mile Race, which was 300 miles short of the Indy marathon, and was for light-cars anyway. Not until 1929 did the BRDC introduce Brooklands to such a race, which ironically proved up to 1936 to be faster (except in 1930) than the Indianapolis "500", as I showed in July. In the early 1920s the only 500 mile contest Brooklands' supporters had been able to see was that once-only *motorcycle* "500" run off in July 1921 and won by Bert Le Vack's 998cc Indian at 70.42 mph. No wonder, then, that in this little Island the distant Indy "500" was regarded with awe as something rather far removed from the racing we enjoyed.

Rumours filtered through of the enormous Indy crowds, estimated at 150,000 (the same as this year's British GP attendance) at the 1923 race, although there was some debate about this; but the Indy grandstand held 42,000 anyway, and was full, which must have rather staggered those who were part of what was soon to be called "The Right Crowd and No Crowding", because it took a big day at Brooklands to bring in around 30,000 people. There were stories of drivers with names like Jimmy Murphy, Tommy Milton, Peter dePaolo, Earl Cooper, Joe Boyer, Leon Duray, Ralph Hepburn and dePalma, seemingly more appropriate to film stars than racing motorists — and not a title, and not many amateurs, amongst them, (although Boyer was reputed to be a millionaire). They drove very fast round the virtually unbanked, four-turn track in lookalike efficient single-seaters, which curiously had front-wheel brakes, perhaps to help when they had to make quick pit-stops.

At first, the Indianapolis track had been raced over by less specialised racing cars, and there was a link with Brooklands when pre-war Grand Prix Peugeot, Delage and Mercedes were victorious in the races of 1913, 1914, 1915 and 1916, driven by those from Europe. It was from 1923 onwards, under the 2-litre engine limit (and 1½-litres from 1926 onwards) that Indianapolis followed the European GP rulings without attracting the current GP cars, that these Indy Specials came into their own. They were a further puzzle to our "right crowd" especially when they ran under unfamiliar trade names and it was often difficult to know which were Millers, which Duesenbergs, or which were a combination of both! "My dear, some of the Brooklands' cars have amusing nicknames but their make has to be properly declared as well". And where else would there be (in those days) a Firestone tyre monopoly, the pace-car start, the periods of no overtaking after an incident, and the qualifying?

So what was it really like at Indy in those Miller-dominated years? Unusual then to European ideas were qualifying laps to ensure a field of fast runners, and prizes for those leading the race at given lap distances, donated by local businessmen or auto firms, which tended to give rise to sudden sprints within the development of the race itself. On race day celebrities were prominent, there were the pre-race 1200-piece bands playing "The Stars and Stripes", nubile girl marchers, balloons, beauty parades, stunts of many kinds, the kiss for the winner in "Victory Lane" from a famous female film-star, the spotless condition of race car garages and pits in "Gasoline Alley" and of the cars themselves. Indy seemed poles away from the less-organised, less Show-Biz, happy-go-lucky racing taking place in England at that time. And where else but in the USA could a race be preceded by the famous command: "Gentlemen, start your engines?"

The 1923 "500" was won by Tommy Milton's HCS (or Stutz) which averaged 90.95 mph and won him 28,500 dollars (say about £7000), compared with the speed of the winning 1½-litre Alvis at Brooklands that year in the 200 Mile Race, of 93.29 mph. Milton drove the whole distance except for a brief spell when Wilcox took over while Milton went to the track hospital to have his



Ralph dePalma, who competed in ten 500-mile races at Indy and led for a total of 613 laps, is seen taking the chequered flag for his only "500" victory in 1915.

Ralph dePalma won the 1915 Indy "500" in a 1914 GP Mercedes at 89.84 mph and drove the typical Miller single-seaters there in the 1920s. He later set stock car records for Chrysler and was a Mobil Oil consultant. He died in 1956.

blistered hands bandaged. Wilcox had to stop when the fuel tank lost its filler-cap, the filler being stuffed with rag until a spare could be taken from the other HCS. The Durants of Hartz and Murphy were second and third, both drivers driving the entire race without relief — the latter had won in 1922 in a Miller-engined Duesenberg and the strain showed on his face at the finish. He wore a big "D" for Durant on his overalls; but the HCS and the Durants were really straight-eight twin-cam Millers.

The Duesenberg tourer for the rolling-start (another innovation for us) had recently done a 3100-mile non-stop run. It was nudging 70 mph before it pulled off and was sold to someone who drove it home to Chicago after the race.

Germany was still banned from European races but sent three four-cylinder Mercedes and a spare to Indy. Sailer was eighth, Werner 11th but of the team of five privately entered T30 Bugattis, only de Cystria's finished, ninth. Lautenschlager's Mercedes hit the retaining wall, badly injuring his mechanic (only the Mercedes were two-seaters) and three boys were injured when Alley's Durant went through the fence. The final placings were HCS, Durant, Durant, Durant, Art Chevrolet's Barber-Warnock (Model-T Special), Durant, Durant, Mercedes, Bugatti, Duesenberg, Mercedes. Werner had worried the Americans for a time, until he fell back from third place at half distance. The Press got "nice lunch boxes sent up by the Haynes Company," which makes me jolly jealous!

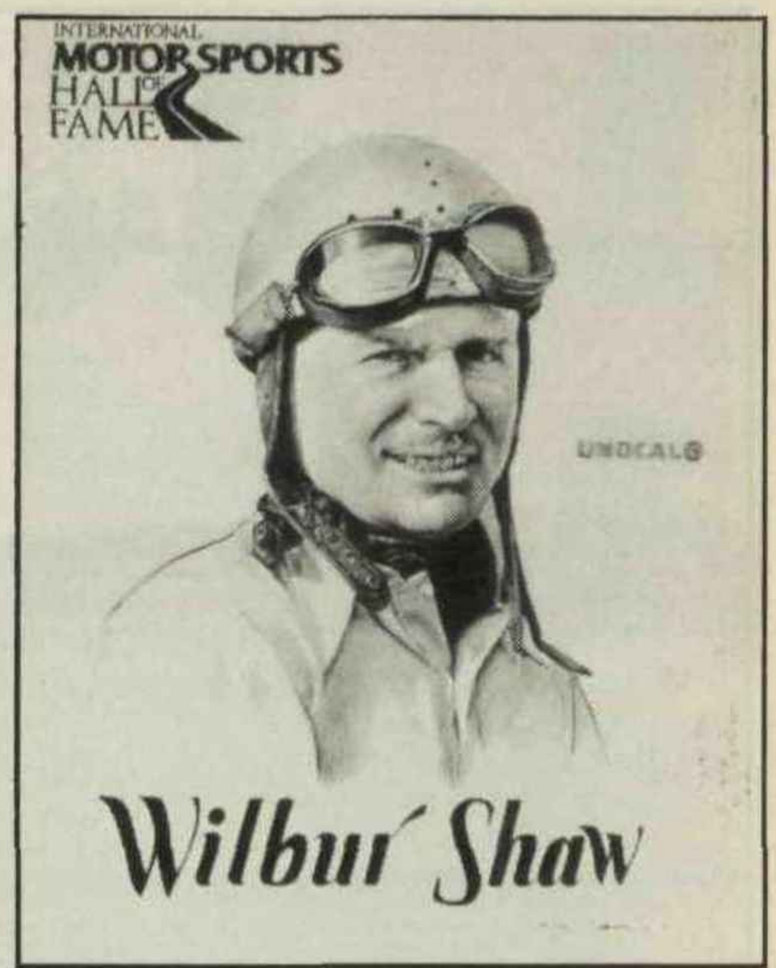
So much for the first 2-litre Indy. At the time, the future of the track was in doubt. Carl Fisher, James Allison and Arthur Newby were not keen to continue with it, especially as repairs that would cost some £500,000 were necessary, the track having been built in 1909. It is interesting that it was emphasised that the course was intended as a "testing laboratory" (as was Brooklands) rather than a race track, and assurance was sought as to whether American car manufacturers wanted this facility to continue, at the valuable 420-acre plot (Brooklands was 360 acres). Fortunately a solution was found and Indianapolis *Speedway* continues to this day, unlike Brooklands *Motor Course* (a subtle distinction) which was sold off to the developers in 1946.

Thus it was, in those now far-distant 1920s. By 1924 another thing not met with in Europe had arrived, in the form of Duesenberg's centrifugal blower, running at many times engine speed. Corum and Boyer won in a straight-eight Duesenberg Special, at 98.24 mph, netting 20,000 dollars in prize money. Cooper's Studebaker-Miller was second, Murphy's Miller third.

No European cars entered and 14 out of the 21 starters had Miller engines. As at Brooklands there were complaints about the bumpy track, which split fuel tanks and gave drivers a tough ride. Pit stops, which averaged 6½ minutes a car, probably decided the results. Many such stops took around 1½ minutes for a tyre change and refuelling and the winning car was stationary for only 40 sec. One pit crew changed a wheel in 9 seconds and a driver change was done in 12 seconds. Earl Cooper was delayed by tyre trouble (4 stops to change 3 wheels), whereas the winning Duesenberg, which Boyer took over after his car had sheared its blower-drive key, made only one pit stop, when three tyres were changed. Alfred Moss, Stirling's father, drove a Barber-Warnock Ford but had four stops. It was a ping-pong race, keeping the 140,000 spectators entertained.

In 1924 the pace-car was a vee-eight Cole and Ford fed the Press. Henry Ford also rode in the pace-car, was a referee, and insured the drivers for 10,000 dollars.

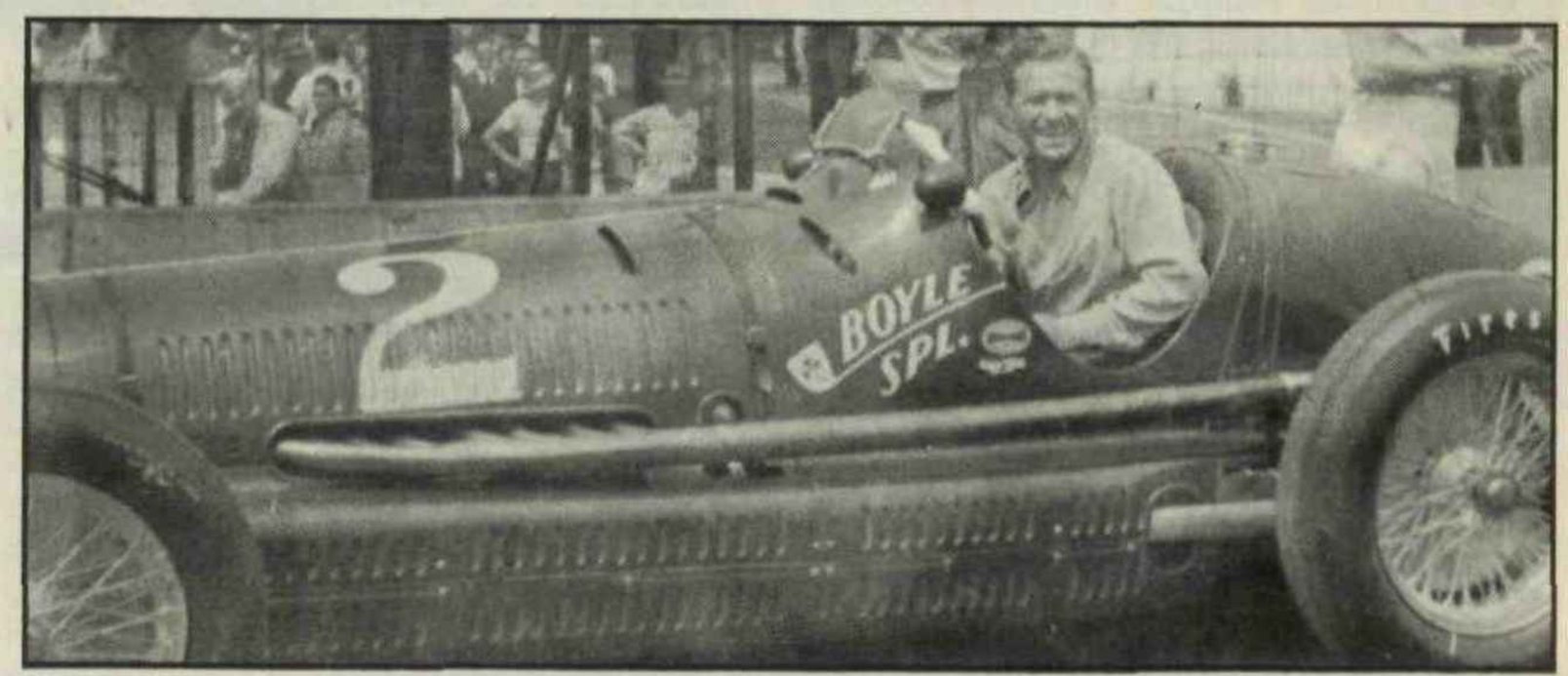
In 1925 another proven innovation featured at Indy, namely front-wheel drive, which Alvis had begun experimenting with here. Pete de Paolo's Duesenberg won at the record speed of 101.13 mph. Second place was taken by the FWD Junior-8 (Miller) of Dave Lewis and Benny Hill, a mere 53.68 sec in arrears; after 500 miles! Another Duesenberg Special was third, followed by four Millers, another Duesenberg, a Miller, and — Europe again represented at this once-a-year only racing,



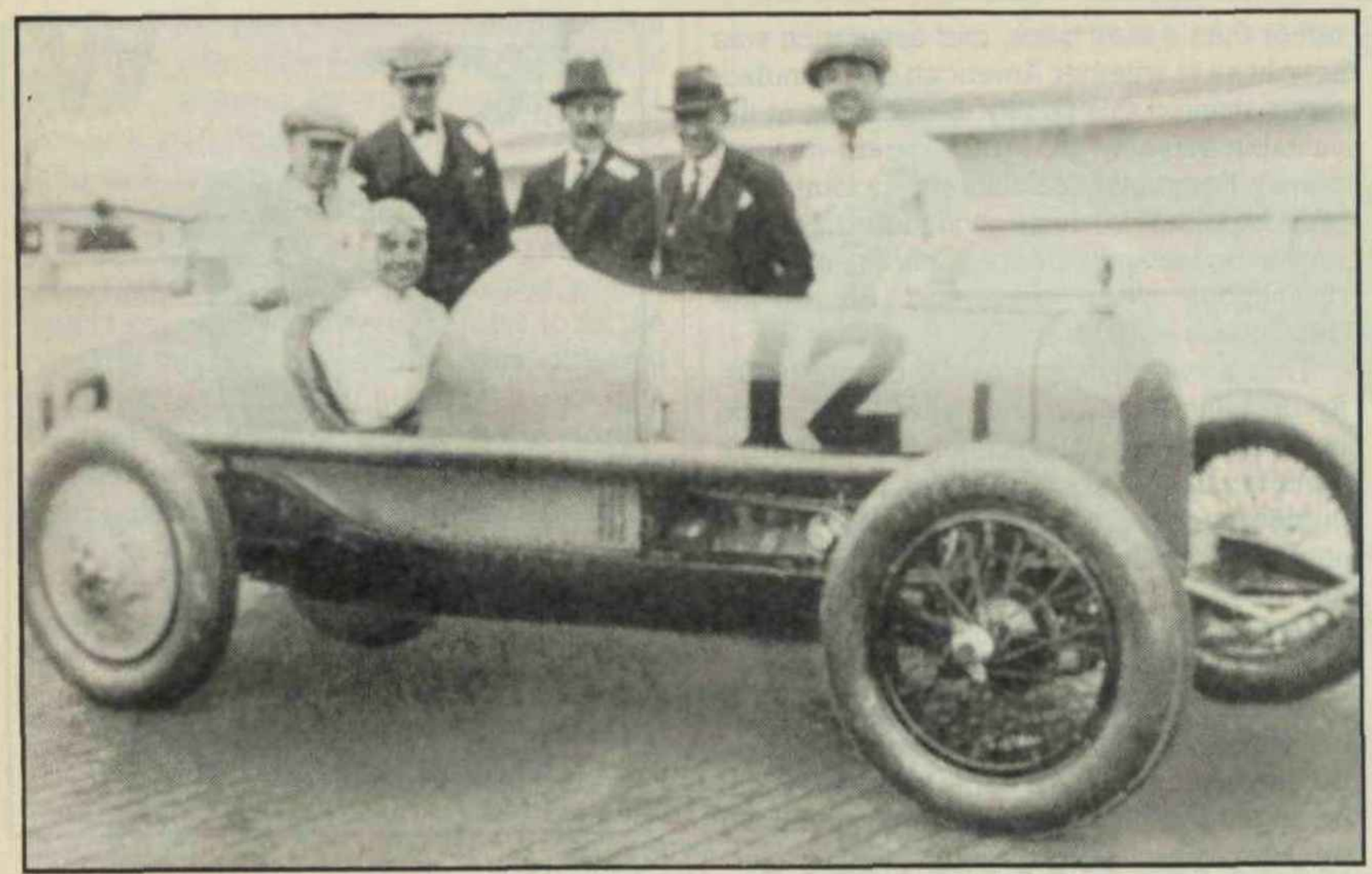
Wilbur Shaw won the Indianapolis "500" three times, in 1937, 1939 and 1940. He persuaded Tony Hulman to save the track from becoming an industrial site during the war. He died in a plane crash in 1954.

at the Hoosier Bowl — Bordino's Fiat, with supercharger blowing through its carburettor. Hill had disliked the new FWD Miller and opted for a rear-drive Miller, but adapted well when his car retired and he co-drove Lewis's Miller. After ten had finished (20 minutes) the rest were flagged off, but shared a 10,000 dollar prize fund. Tyres were changed 37 times, against 88 in the 1913 Sweepstake.

It rained in 1926 and the race was stopped at 400 miles. The 1½-litre (91½ cubic inch) rule now applied. An innovation — all the cars ran on Firestone balloon tyres. Frank Lockhart, new to the Speedway from the dirt tracks, and to be killed in a LSR attempt in 1928, won in a s/c rwd Miller at 94.68 mph with a two lap lead on Harry Hartz's Miller, dirt-track driver Cliff Woodbury in a Boyle Valve Special (Miller) third. Millers were also 4th, 6th, 7th, 8th and 9th, Duff's Elcar was 10th, but the two British Eldridge Specials retired, with a broken steering gear and what was described as a frozen camshaft. The pace car, driven by Louis Chevrolet, was a Chrysler Imperial 80; this time Marmon fed



Wilbur Shaw was so certain that he would win the 1939 "500" in this sleek, black Maserati that he made a deal with his car owner that he would either win or he would not receive one cent of pay. He not only won this race, but the 1940 race as well in the same car, becoming the first man ever to win the race twice in succession and only the second man to have won it three times.



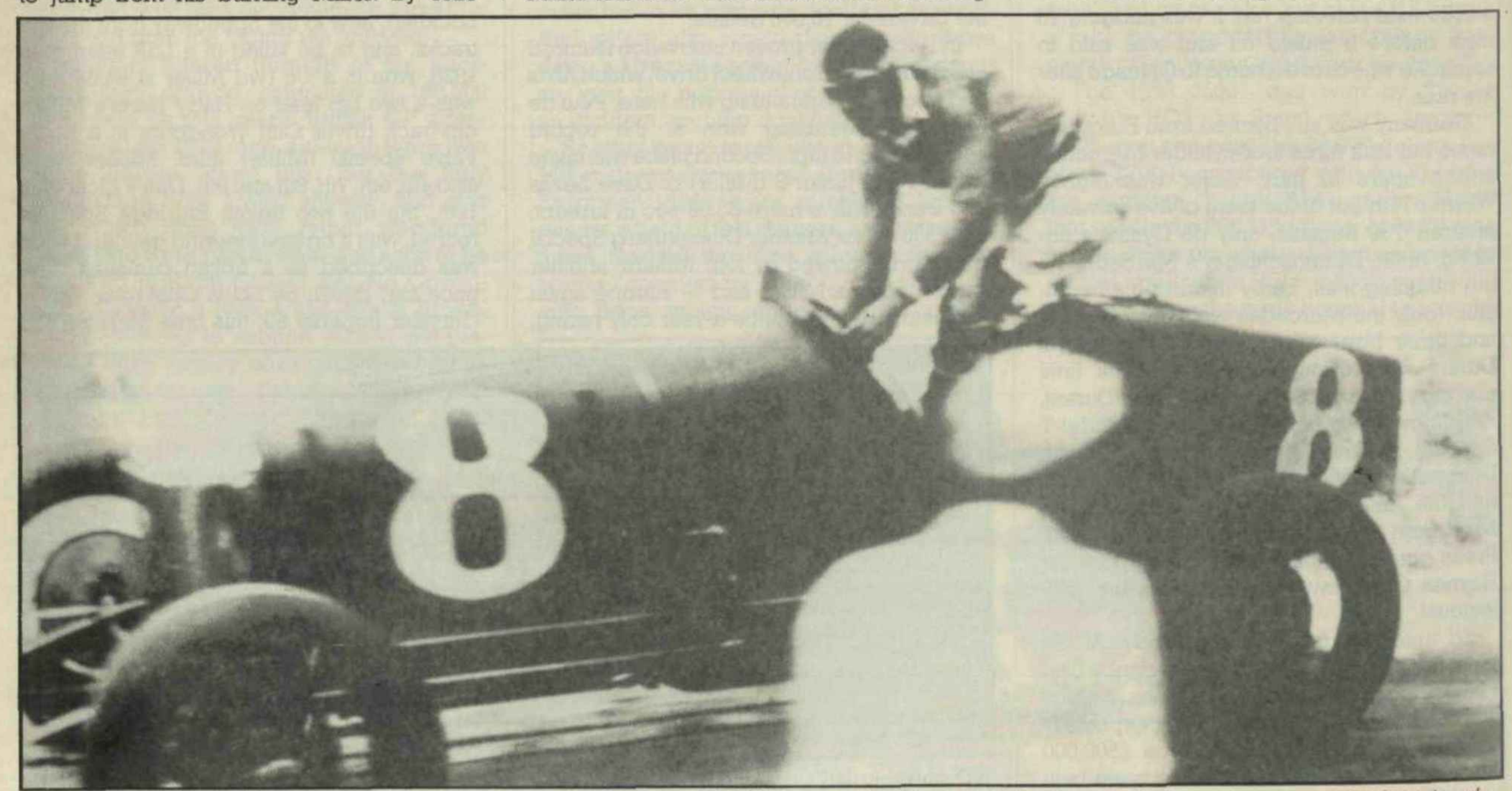
When Pete dePaolo won the 1925 "500" he became the first man to finish the race at an average speed of over 100 mph. His record of 101.3 mph was not beaten for seven years.

the Press.

The 1927 Indy Sweepstake was won by young George Souders, fresh from the West Coast cinder-circuits, whose Duesenberg averaged 97.54 mph. Three Millers were next home, in the order Earl Devore, Tony Gulotta and Wilbur Shaw, the last disguised as a Jynx Special. Indeed, odd names like Boyle Valve, Perfect Circle, Elgin Piston-Pin and Thompson Valve Special disguised other Millers and Duesenbergs, which suffered much engine and transmission trouble. The quickest tyre-change was done in 20 sec, on Al Melcher's Miller. Three serious accidents occurred, including Batten having to jump from his burning Miller. By 1928 superchargers were the rage, aided by elaborate intercoolers. The 1½-litre race record was bettered by Lou Meyer whose slim rwd Miller averaged 99.482 mph, winning by 76.1 seconds from Louis Miller's Miller, Souders' SA1 third. Leon Duray (fwd Miller) (see MOTOR SPORT June 1991) had led the opening stages of the race at high-speed. By 1929 European drivers were having a look at the Indy grind, Chiron finishing 7th at 87.7 mph, in a GP Delage, but Moriceau crashing his Amilcar Six. The victor was Ray Keech, driving a Simplex Piston Ring rwd Miller, at 97.585 mph. Meyer's Miller was second, the Duesenberg of Gleason third. Woodbury's Miller knocked a chunk out of the retaining wall but he was uninjured and soon driving another car. Spence was killed when his Duesenberg hit the wall, overturned and threw him out, the first fatality since 1919. The winning car had been prepared by Lockhart and looked after by mechanic Marcenac.

The following year saw the admission of large stock-car engines and the cars reverted to two-seaters, so something of a Brooklands flavour returned to the famous Indy 500. And before WW2 stopped play European cars began to win there, like Wilbur Shaw's 8CTF Maserati in 1939 and 1940. When racing stopped in America after 1941 the track was about to be sold for industrial development, as was Brooklands, when Wilbur Shaw, three times winner and second three times, persuaded Tony Hulman to buy it. The track was refurbished for 750,000 dollars with 260,000 spectator seats and the "500" was able to resume in 1946 and it continues to this day. Shaw was the Speedway's President until he died in a private aeroplane crash in 1954. It wasn't too long after the war had ended that British drivers became the equal of the Indy experts, Jimmy Clark's Lotus-Ford running second in 1963 and winning in 1965, at 150.686 mph, introducing the American Speedway to rear-engined racing cars. (Ironically, one racing innovation no longer of value to production car designers). Graham Hill's Lola-Ford followed this winning form in 1966. By 1957 BOAC had started its trans Atlantic service with Bristol Britannia 312 prop-jets, followed by the DH Comets in 1958, and America was no longer remote from Great Britain, as it had been in the 1920s. WB

(Drivers drawings by courtesy of Alabama's Motor Sports Hall of Fame).



Norman Batten, relief driver for the victorious Pete dePaolo in the 1925 "500" guides his flaming Miller Special through the pit area. His bringing the car to a safe stop in spite of painful burns on his face and arms won him the acclaim of the racing fraternity for his heroic performance. The following year he finished fifth.

A former laundry van, this 1925 straight-eight Panhard Levassor, still with 40-year-old Dunlops on the back, has just returned from a 2000-mile tour of France.

In the Grand Manner

"Panhard and Levassor since the 'nineties' of the last century have been names to conjure with, and few cars throughout the whole of the Motor Industry have so high a reputation. An inspection of the chassis at Olympia proves that they are built to last indefinitely and discloses several interesting points of design, for example the engine and the four-wheel brakes, which latter are quite unlike any other car". [From a 1924 Motor Show report.]

Many years ago I discovered a forlorn straight-eight Panhard Levassor chassis languishing in the basement of a Guildford motor emporium. When I heard that it had been rebodied and had this year just returned from a successful 2000-mile tour of France, including opening an historic car meeting at Montlhéry Track, I invited myself to see it.

The car's history is interesting. It was bought new in 1925 by Mr AW Smith of the Stepney Laundry, who had a touring body put on this fine straight-eight, sleeve-valve chassis. The bill of sale shows a price of £1400. This model was then the largest offering from the long-established and highly respected French manufacturer, the oldest maker of automobiles in the World. At home these great Panhards were used by Field Marshall Petain and other dignitaries and here, apart from Mr Smith, Gordon Watney supplied a Mr Cecil of Ascot with a special six-light saloon with swivelling occasional seats and a roof luggage rack, at a time when Panhard had premises in Great Portland Street in London and exhibited regularly at Olympia. At Brooklands Mr Smith's tourer did 85½ mph over the flying start half-mile and lapped at 77.4 mph, before he changed its Panhard carburettors for two SUs. As was his wont, the car was eventually made into a laundry van, in 1931.

It present owner, Mr RJ Hill, bought it from Rodney Clark's widow and found it to be in astonishingly good condition. The total mileage was apparently only 33,000 and the 40-year-old Dunlops on the back wheels are still in use, with new 35 x 5 Goodrich tyres on the front. For some time Mr Hill and his wife Sandra ran the Panhard as a chassis, while they planned a suitable body for it. They also have a 1926 32/34 AK Minerva, which they restored after bringing it home from Malaysia where it had been a State car. They regard this as their car for state occasions, using Hill's 1930 Boulogne II Frazer Nash for shopping (although it has done most of the Chain Gang Raids). Indeed they used the Minerva for their wedding and the Frazer Nash for the honeymoon. Now they have this truly impressive Panhard Levassor as their fast tourer.

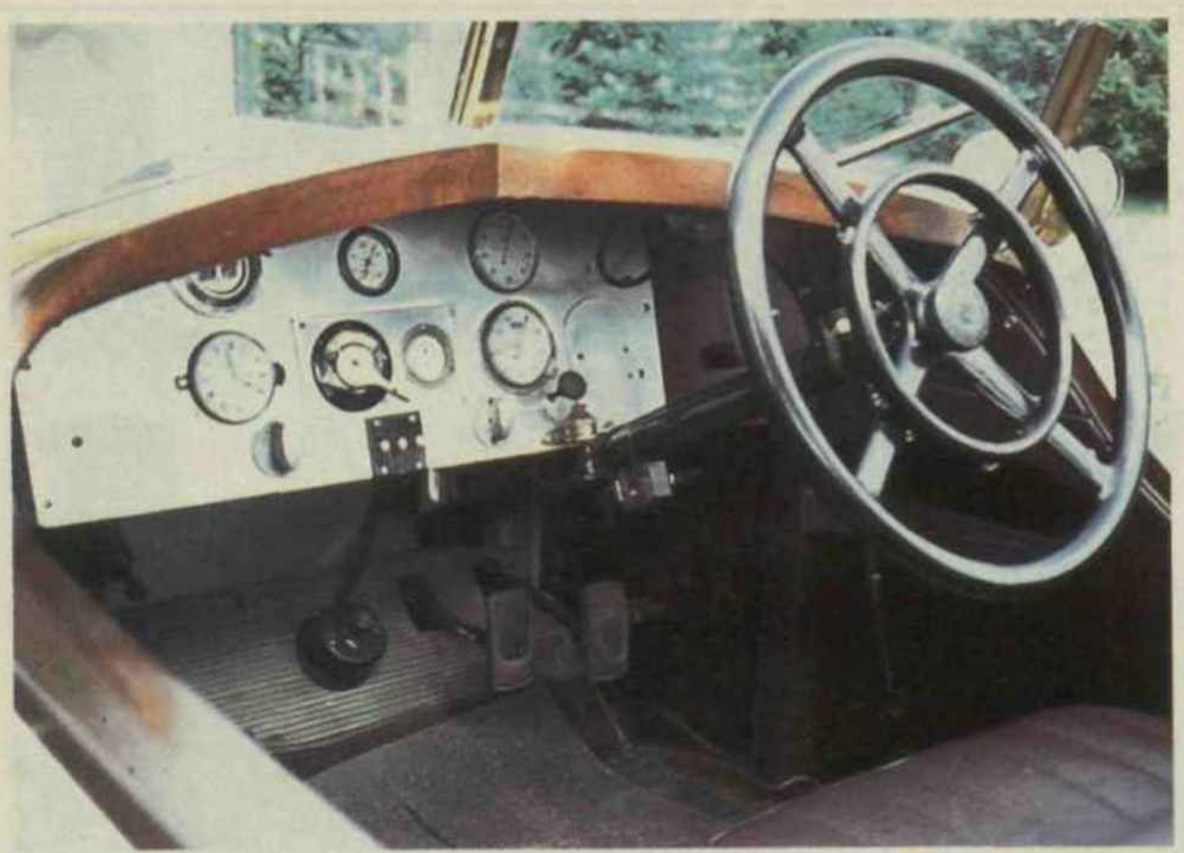
Finding that he could not accept the skills and business methods of the specialist bodybuilders he approached, for the Labourdette-style of skiff coachwork he wanted, a most capable craftsman was discovered in the Midlands, who makes a couple of bodies a year when the fancy takes him, and who completed the work to Hill's complete satisfaction. I hope my photographs will do justice to this commendably imposing and rare motor car.

Before it was ready for its new body this enthusiastic couple toiled away fitting new junk rings, new piston rings (56 in all!) and getting to understand and put in order the complicated Panhard mechanicals. They now have a unique grand tourer, in the best vintage tradition. The decked skiff body has doors on the nearside, front and rear vee-windscreens, two hoods, one for each compartment, and plenty of tool and other stowages. On the lofty 12 ft 6 in wheelbase chassis this fawn and cinnamon Panhard with its brown mudguards is a splendid, almost awe-inspiring, motor car.

I spent some time while Mr Hill explained the lubrication of the Knight double-sleeve-valve engine. I do not profess to understand it fully, but it could be said to be perhaps more sophisticated than the oiling on Minerva, Daimler and Voisin sleeve-valve engines, etc. The timing-chain lifts the lubricant from the sump in lieu of an oil pump (Mr Hill reminded me that Panhard eschewed such things, even the Dynamic using a lifting screw instead). Oil-dippers look after the big-ends and a system of troughs supplies oil progressively from No 8 to No 1 sleeve-assembly, with saddle tanks on each side supplementing the sump oil, *via* oil galleries. A trap by the timing-chain deflects oil to funnels within the lidded fillers on each side of the crankcase, and the accelerator controls a further adjustable oil supply to the sleeves. Hill sets this to feed from 500 rpm and the result is failsafe and virtually smokeless, once the engine is warm.

Silkolene SAE 30 oil is normally used, the sump being drained every 1500 to 2000 miles and refilled through the breathers; although that is not the maker's instruction... On the aforesaid French tour the consumption was two-pints-per-100 miles, and of petrol from the now-Autovac-fed 30-gallon rear tank, with inset contents gauge, about 10/12mpg.

During the production run of these great



The aluminium dash complete with speedometer, tachometer, temp gauge, Tapley meter and clock.

The decked skiff body has doors on the nearside, front and rear vee-windscreens and two hoods.

40/50hp (35 cv) Panhards from 1921-30, sleeve-valve development was taking place, with steel sleeves replacing cast-iron ones. Panhard Levassor were using light steel sleeves lined with white metal for this 85 x 140mm (6355cc) engine. Another individuality is the braking system, substantial rods used as the operating medium, so that at first glance the car appears to have double steering drag-links. The front brakes are actuated by vertical rods in line with the king-pins, on the bottom of which rack-and-pinions expand C-shaped bands within the large, narrow brake drums. The brake bands provide a greater area of contact than conventional shoes (some 2½ square feet of lining per drum) and the operating rods are supported from the chassis side-members, obviating lost movement. The stub-axles are behind the front axle, giving good castor action.

The under-bonnet aspects of this fine car are as impressive as the overall appearance, especially as Hill keeps the engine free from dirt and oil leaks. The two SU carburettors on the offside are bolted directly to the ci cylinder block, and the water-pump is towards the front in line with the crankcase, from the side of which emerges the tachometer drive. On the nearside the two Bosch magnetos are at the front of the crankcase, at right-angles to it, and the two ribbed exhaust manifolds have vertical off-takes to the exhaust pipe, which incorporates a cut-out. The engine is extremely clean, a huge Dynastarter at the rear, and the KLG plugs — the hotter grade the better — out of sight; there are no untidy cables and controls. The tall vee-radiator is flanked by big Bosch headlamps and carries the "s-PL-s" badge — implying Panhard's preference for an engine *sans soupapes*. The cooling system holds four gallons of water. It was this type of straight-eight Panhard Levassor with the engine enlarged to 7938cc (Hill thinks perhaps by enlarging the inner sleeves rather than reboring the block) with which Capt GET Eyston, OBE, MC, raised the coveted World's one-hour record to 130.73 mph at Montlhéry in 1932, was given second place after a protest at his victory in that year's Brooklands' BE Trophy Race, at 126.35 mph, and increased the hour record to 133.01 mph at Montlhéry in 1934, after the streamlining of the big single-seater Panhard had been improved. With standard-sized engine, Ortmans had set the hour record to 120.26 mph in 1926.

This historic car was at the aforesaid historic car meeting at Montlhéry but its driver had not turned up. So the Hills' Panhard opened the course, with Robert Panhard (who has his own Panhard Coupé) and the *Chef de Course* as passengers.

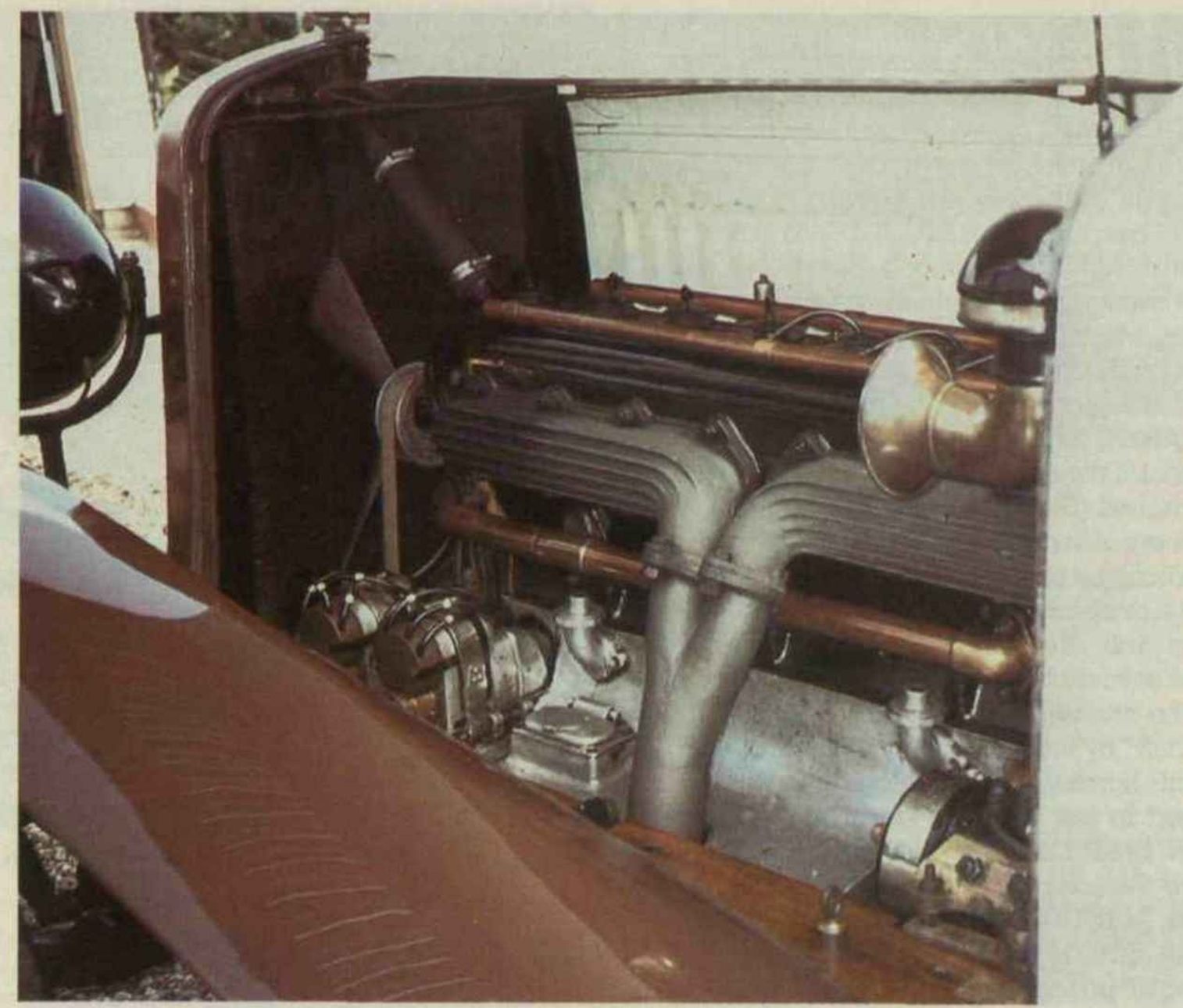
This really is one of the more impressive vintage cars I have encountered and I was glad to know that it is in the care of these two very genuine enthusiasts. It all started when, with some difficulty, the young Hill persuaded his parents to let him pocket the train fare for the 200-mile journey back to school after the vacations, if he rode there. For this he used a 350cc Federation (sold when new by the Wholesale Co-Op in Birmingham), hiding it in the village on arrival. It was followed by an Ivory Calthorpe, after which came three Morgans, including a Family Model damaged by an army lorry and abandoned, never to be reclaimed — a call 20 years later to the Canon's garage where it had been given shelter proved that it had long since gone! — and a Brooklands Morgan with Baragwanath-tuned JTOR JAP engine. A couple of Alvis cars came next, before Hill went out to Malaysia and found the Minerva. He returned with it, added to his stable the Frazer Nash, and a 1950 Douglas motorcycle — and now has this magnificent Panhard.

Even from the rear, this is an awe-inspiring car.

It was time to go for a drive. The starting procedure, Mrs Hill assisting: petrol on, clear SU slides, inspect an oil-funnel to make sure the essential oil-drips are appearing, set hand-throttle on the steering-wheel boss, mags on, and energise the Dynastart while the starting handle is wound. That from cold — when warm the Dynastart alone is sufficient, but later engines had a geared-down starter at the front. The eight cylinders come to life with just a hiss from the SUs — making a Rolls-Royce at idle seem like a bag of nails, someone said.

Running about the Leicestershire by-roads in the July sunshine in this lofty, sure-footed, quiet-running Panhard Levassor was sheer delight. It rides firmly, the Hartfords on a setting for French roads, the gearchange, double-declutching up and down, is very easy (the lever is inboard, knobbed like the longer outside handbrake, which moves "on-for-on"). The plate clutch which is oiled from the gearbox is smooth, the steering, the big 4-spoke wheel carrying an unobtrusive horn-ring, unexpectedly light. Geared at 33 mph at 1000 rpm, Hill regards 1700 rpm as a reasonable cruising gait, but it was very evident that the car was willing to continue gathering speed from 70 mph. I could have continued all day; motoring in this fashion in France, where the old car is properly appreciated, must have been indeed travelling in a style long since departed for most motorists.

The driver has before him the deep aluminium dash, containing Jaeger-Paris instruments — 80 mph speedometer, 4000 rpm tachometer, temperature gauge (showing 80 deg C) plus a two-window Tapley meter and a Brequet clock. The Dynastart switch is marked OFF, N, START, and there is a weak/rich mixture lever, two-tone horn button, choke knob, and floor dipswitch. There is, of course, no oil gauge for the splash-lubricated engine. The right hand accelerator has a roller-pedal. That, then, is the very formidable car which the Hills have created from the one-time laundry van, to their great credit.



The under-bonnet aspects of the car are as impressive as the overall appearance.

The tall vee-radiator with "s-PL-s" badge.

Panhards of the vintage years are now rare, perhaps half-a-dozen in this country and rather more in France, including a central steered Dynamic. When it was new the Type SK 40/50hp model was reasonably priced, the chassis selling here in 1924 for £985, compared to £1075 for a 40/50 Delage chassis and £1850 for a 40/50 Rolls-Royce chassis — maybe the exchange rate had a bearing on this. As for spares, which might seem a problem today, Mr Hill discovered that sleeves are still being manufactured in France. And when he was without a spare wheel, another small establishment there miraculously came up with the correct hub for the French-made Rudge wire wheels, to which a new wheel was spoked.

RJ Hill can be considered a fortunate man to possess such an individual and rare motor car, a splendid foil for his Frazer Nash. WB

One of the most impressive vintage cars WB has encountered, this Panhard-Levassor is perhaps one of only six in the country.

One of the Best

With sunshine, large crowds spectating at both practice and the climbs, and a record entry of 230, the VSCC's annual speed hillclimb on August 4th at the delightful Bugatti OC's Prescott course was one of the best-ever. Anthony Mayman made best time in his ERA R4D, just below his record, with a truly smooth ascent (41.34 s). Best vintage time was made by a determined Julian Majzub in his T35B Bugatti (43.06s), beating Footitt's class record by 0.88s, for which he received the Peter Hampton Memorial Award for quickest Bugatti. Out of a substantial Edwardian entry the Th Schneider triumphed (54.57s), taking the glass goblet in memory of Sam Clutton. The class was won on handicap by young Ben Collings in the Zust. It was a close-run contest, the 1908 GP Panhard tying with the Schneider on the second ascents and being only 0.20s slower overall.

The enormous entry was so expeditiously handled by the marshalls, to whom all praise on this hot day, that the programme was completed in just over six hours, including the lunch break complete with jazz band. Wisely, more than one car was allowed on the hill at once, as in Continental climbs, which caused some drivers to claim baulks — the FWD Douglas-powered Allt'cok and Brewster's racing A7 Chummy seemed to be going up and down indefinitely. . . .

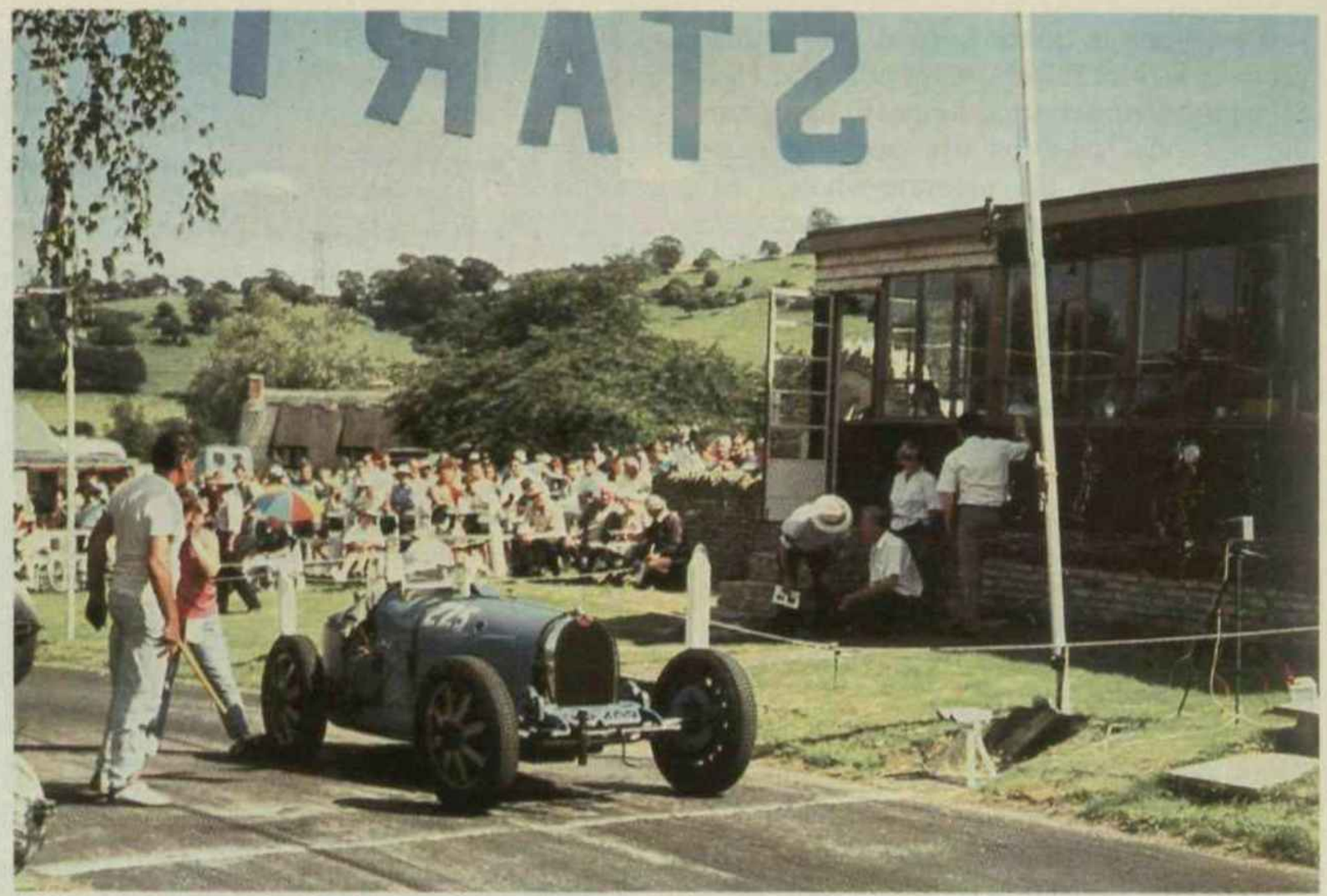
There were few incidents, apart from Roger Collings actually spinning the 1903 Mercedes on his first run, before clocking 57.19s and Caroline, having tried to set his single back tyre alight before starting his second run, not apparently having cooked it enough, as he hit the bank, without personal injury (first run in 45.89s), beating Harper's Morgan despite this one leaving a single line of rubber from start to the bridge (48.15s).

Then Burrell's Bentley-Royce went straight on at Pardon, hit the bank, reversed out and continued, to applause from the crowd.

Rides's Riley took the small sports-cars class (50.24s), best vintage car Leith's Ulster A7 (58.59s). Interesting runners were Churcher's "four-push-rod" Salmson and Cox's smart Vale; when the VSCC was very young it smiled behind its hand at Vale Specials. Dunn's Riley dominated the 1½-litre class with best time by a non-supercharged sports-car (46.02s) and Mrs Walker's low-hung Frazer Nash Special set a new vintage class-record (48.41s). Roger's vintage Frazer Nash easily took both categories of the up-to-3000cc sports-car class (49.84s) and Guy Spollon had the big sports car class buttoned-up, the Alfa Romeo doing 44.9s, to beat Felton's record.

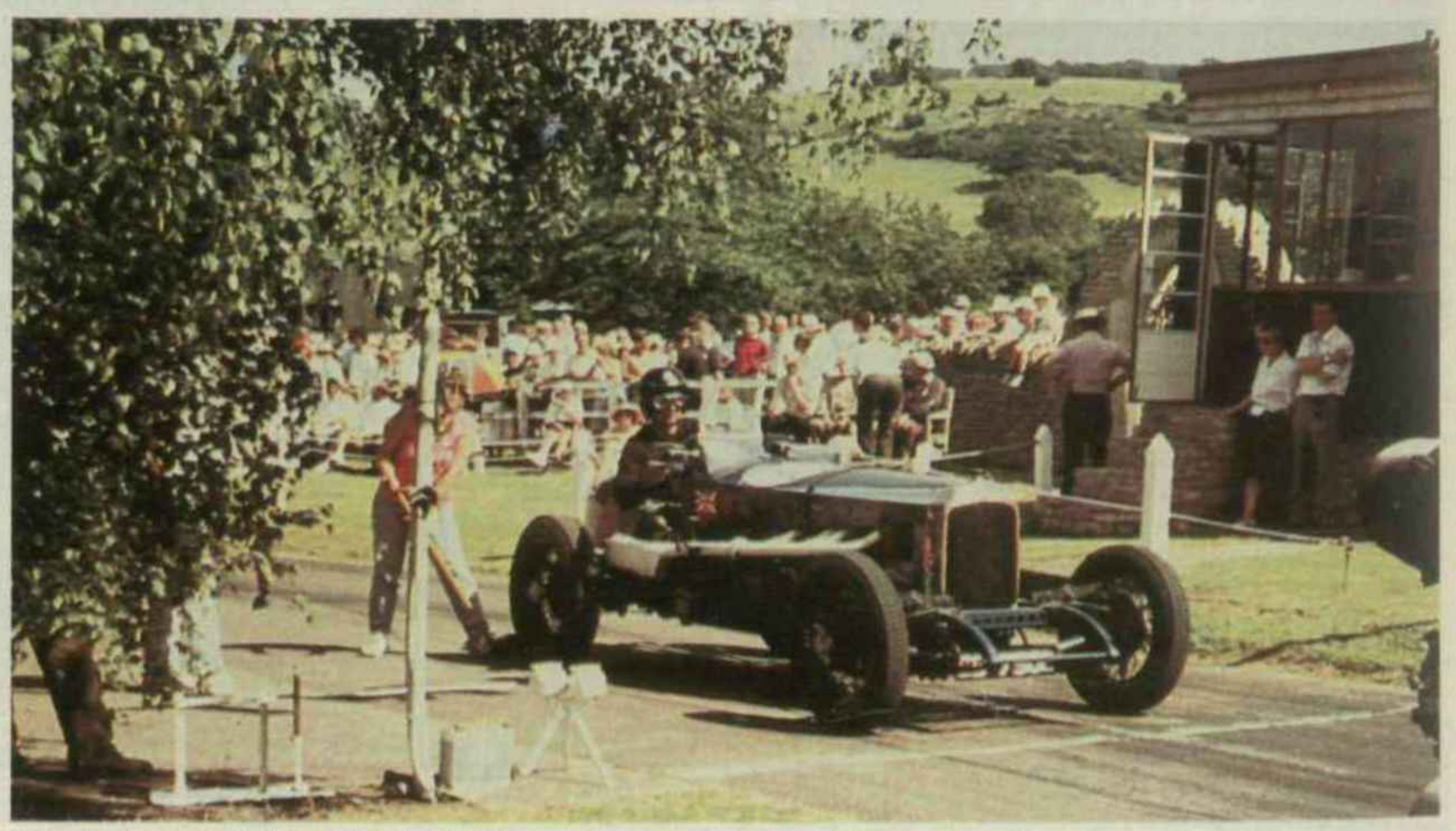
Two 1914 TT Sunbeams, a Coupe de *L'Auto* Sunbeam and Harold Smith's 1916 Indy Sunbeam added tone to the Edwardian class, in which Bendall's 1903 Renault got up in 130.48s to what I think was the "plop-plop" of automatic inlet valves. Judy Neve drove the 1914 TT Humber, somewhat troubled by clutch slip. Grey in the Hardy Special was on form in the 1100cc racing car class, aided by quick shifts on the motorcycle type gearbox (45.85s); best vintage car was the Amilcar-Riley (48.62s). Chris Mayman in ERA AJM1 took the 1½-litre class (43.68s) in which Caroline's Morgan, rejoicing in the Moggy camp, broke Freddie Giles's vintage Morgan GN record. The 3-litre class has been described above — Mayman and Majzub.

The Giron-Alvis was master of the big racing car class (43.97s), the Lovell-Elkhart took the vintage slot, and the only post-war car was Bianchi's Lago-Talbot, which the lenient VSCC allowed another stab after the engine had been stalled. It then went off in seemingly too high-geared style (50.71s). Space precludes reference to all winners on handicap, of which Wyn Owen's son in his vee-twin Morris Special was the first. Chris Gordon surged away well in the Silver Hawk (57.13s) and Mrs Gordon tamed "Grannie" to a climb in 56.75s. The Halford Special was also in fine form (52.52s) and another whiff of old Brooklands was provided by the 200-Mile Race Miller-Wolseley replica. Of the other ERAs, R9B did 44.5s, R12C 44.3s, 42.49s, R11B 42.76s and R14B 46.75s. What a splendid sprint! WB



Majzub drove on the limit to be fastest Bugatti driver.

Sarah Walker broke A G Smith's long-standing vintage class record in her 1929 Frazer Nash special.



Biggins' spirited drive in his 30/98 Spl. gave him a handicap class win.

A Rare Return

The five Raymond Mays sports cars built in 1938/39 by the ERA works at Bourne, based on the 2.7-litre Standard V8 engine and ifs designed by Peter Berthon, have been well documented. They comprised three tourers with bodies by REAL of Ealing, a Carlton coupé for L Prideaux-Brune, director of the sales company Shelsley Motors, and one with a Standard open body. Three of the sports-tourers and the coupé were entered for the 1939 RAC rally, Raymond Mays driving FLN 385 and SCH Davis FLN 386.

In 1989 Alan Mowlem of Reading asked an 89-year-old neighbour whether she had any photographs of the prototype car, which her husband had driven after it had been acquired by Berkshire Constabulary. This car, a black tourer with Police bell on the front, was identified as the Raymond Mays prototype. It had been used by the Berkshire police from just after the war until about 1956, based first at Reading, then at Sulhampton. Articles about this car in the motoring magazines resulted in David Poulton of Bedford announcing that he owned the coupé and that the ex-police car was in Chicago.

The Raymond Mays prototype sports car which has been returned to this country.

The outcome was that Alan Mowlem was eventually able to buy FLN 386, which arrived here on June 7. The intention is to restore it to good order and hopefully to reunite the policeman's widow, now 92, with it. She remembers having had a "very fast ride in it". If anyone has further information about the car, or Raymond Mays cars in general, or has any Standard V8 spares, the new owner would like to hear from you. WB

The Motor Panels Coventry Shakespeare Run which starts from Coombe Abbey at 10am on September 1st and returns there by 2pm after the cars have finished their 65 mile run, has attracted an entry of 350 historic vehicles. They range from an 1899 De Dion-engined Quadricycle to classic cars such as the NMM's Auburn Speedster, Jaguar's last V12 E-Type to leave the production line and a Ferrari 308GTB. Historic military vehicles and the motorcycle section will be led by a 1915 Hobart. For those who want to watch this great cavalcade of "Carry on Coventry" title the route is from Coombe Abbey near Coventry for a Mayoral send-off, through the City centre, to Kenilworth, Balsall Common, Knowle, Dorridge, Solihull, along the A34 Hockley Heath, Henley-in-Arden, Stratford-upon-Avon, Charlecote, Barford, Warwick and into the Castle grounds, Leamington Spa and Stoneleigh. The organisers hope this Run will compensate for the cancellation of Birmingham's Superprix but the carnival atmosphere of having period costume and Bubbly Barbara Windsor travelling the route in the fake Chitty-Bang-Bang, which the handout wrongly describes as "fashioned on Count Zbrovsky's (sic) famed Zeppelin engined racer of the early 1900s" (we can see no similarity), which was used to lead the Press preview occupied by the Eureka jazz band, will be deplored by some. WB

With Brooklands in financial difficulties and yet still needing to raise £100,000 by the end of October, 1991, there are various fund-raising activities planned over the next few months. To help the cause the MG Owners Club is staging "The Biggest MG Picnic in the World" at Brooklands on Sunday, 13th October, although other marques will be welcome to attend. On the day there will be displays of historic MGs, raffles, celebrity signing sessions, a vintage aircraft flypast plus all the usual Brooklands attractions.

By ordering tickets in advance from Brooklands, you are entitled to a free Rally Plate and a discounted entry fee of £7 per car including two people. Additional passengers cost £3.50 and children £1.50. Tickets will also be available on the day at the usual Brooklands admission fee.

Contact the Brooklands Museum Trust, Brooklands Road, Weybridge, Surrey, KT13 0QN. Tel.: 0932 857381.

Club Lotus has set up a new scheme for people who do not yet own a Lotus car to give prospective buyers as much help as possible. In return for a payment of £10 for up to six months for the full "Lotus Seeker Service", the subscriber will receive a free monthly listing of all known Lotus cars currently offered or for sale in the UK, information on the Official Lotus Factory Used Lotus Scheme, a directory of all official Lotus dealers and Club approved specialists, a bulletin giving tips and advice on purchasing a used Lotus including an "Appraisal Sheet" and lists of "Known Faults and Failings", details of firms and individuals who can inspect a used Lotus before sale plus a telephone Hot-Line to ex-Lotus Director Graham J Arnold, information on the various Club approved Lotus insurance packages including the Club Lotus Valuation Scheme for Agreed Value policies, free invitations to a series of seminars entitled "Buying a Used Lotus", which normally costs members £5, all the facilities, activities and benefits of Club Lotus membership including *Lotus News* magazine, invitations to local and national meetings, technical and legal advice, and upgrading to full membership, if required after six months, for another £6.

Anyone wishing to obtain full details can enquire without obligation by sending a post card to: Club Lotus (Lotus Seekers Secretary), PO Box 8, Dereham, Norfolk, NR19 1TF, by telephone to 0362 694459 (office hours) or by fax to 0362 695522.

The Frazer Nash Section of the VSCC asks us to say that their *Chain Gang Gazette* covers the later Frazer Nash cars, when owned by such drivers as David Clarke, Roy Salvadori, Frank Peacock, Billy Skelly, Lawrence Mitchell, Dickie Odium and Peter Wilson, which they hope may interest present owners of these cars; for details contact the editor, Brian Heath, Spring Cottage, 20 High Street, Milford-on-Sea, Lymington, Hants, SO41 0QD (0590 643408).

A recent visit to the Beach Hotel at Pendine, where so many record-bids took place on and from the sands, showed that in the Racers bar there is a fine selection of photographs to be studied, including many shots of Babs from its early form through to the sad accident to Parry Thomas, Djelmo, the MG Magic Midget, Eyston's Speed of the Wind, etc, which few, if any other, hotels can match. WB

At a firing-up of a newly-assembled A7 Ulster Replica recently the owner was, for fun, presented with the Austin Motor Company's publication 540K, dated November 1931, detailing the charges for repairs. For example, a complete overhaul of an A7 engine then cost £6, a new petrol tank, including removal of the damaged one and fitting the new one, 5/- (25p), and they would fit a new cylinder head for 1/6d (7½p). WB

In Full Flight
by Tony Spooner, DSO, DFC. 267 pp. 8½ x 6in. Wingham Press, Seymour Place, 28 High Street, Wingham, Kent, CT3 1AB. £15.00)

This is a revised edition of a book which was published in 1965 by Macdonald. If you enjoyed *Hurricane Combat* (available from the MOTOR SPORT offices) you should obtain this one. It covers a large spectrum of flying, from training days at Brooklands in Tiger Moths — indeed, there is a chapter about the pre-war carefree days at Brooklands which all who like this unique place will wish to read, and more about it in other chapters, including a hair-raising account of how the author was sent inadvertently into bad weather on a training flight after only 1½ hours solo and got lost in cloud — truly frightening. There is much about private flying before the war — a winter trip in a hired Puss Moth to Nice from Brooklands, with more alarming adventures, a forced landing on a golf course in a Fair Oaks' Tiger Moth, going to the 1939 Hungarian Pilots' Picnic in a very old Gypsy Moth, and learning to become a professional pilot, which led the author to instructing at Speke, which had a link with the sad *Thetis* submarine disaster.

Then the book plunges into Spooner's war-flying, hunting U-boats in the Atlantic, and Malta operations flying Wellingtons, which won Spooner a DFC. Finally his post-war commercial flying as captain of BOAC Boeing 707s, etc. It is a long story, lightly told, easy to read. I enjoyed the Brooklands memories, with descriptions and snapshots of many of the characters who ran this famous "Rolls-Royce of Flying Schools", the wild parties, the antics with Club aeroplanes, and the rest of it. It brings back memories of when I was a humble inmate of one of the sheds on the Byfleet side of the Track and used to meet a student who was studying at the College of Aeronautical Engineering and travel with him to London on the train from West Weybridge, his flying helmet hung nonchalantly from the rack in the carriage to impress any girls who might get in at Woking! And how he told me he was borrowing his father's Citroën and bringing his girlfriend down from Herts to Brooklands, one Saturday to give her a flight, as he had his A-licence. I enquired on the Monday how it had gone, to learn that his Instructor had decided to play safe and take the girl up himself — typical of the hopes and disappointments of Brooklands, that Spooner knew so well. And who, I wonder, was another young Brooklands pilot who was not so lucky and who crashed the Moth he was flying, with a girl passenger, just off Oyster Lane, in about 1934? The fun and occasional tragedy that were Brooklands!

It was reading this excellent book which started me off thus. It will do much the same, I am sure, for all those aviation enthusiasts who should be reading it. The foreword is by equally enthusiastic Air Chief Marshall Sir Hugh Pughe-Lloyd. WB

The two latest titles in the Brooklands Books series of reproduced one-make Press road tests and other articles are *High Performance Escorts 1980-1985* and *High Performance Escorts 1985-1990.*

A catalogue featuring all the books published in the Brooklands series by Brooklands Books of Holmerise, Seven Hills Road, Cobham, Surrey, KT11 1ES (of which MOTOR SPORT has reviewed all those received) which is claimed to be the world's largest motoring reference library, with over 700 titles, mostly one-make reprints from motoring journals along the years, but including also more than 300 technical books, is available from the publishers, c/o PO Box 146, Cobham, Surrey, free of charge. WB

Rupert Prior, who edits the Brooklands Society *Gazette*, has done a pictorial anthology of *Motoring — The Golden Years* for HC Blossom Ltd, 6/7 Warren Mews, London, W1P 5DJ (price £14.95) consisting of reprints of interesting articles and items from the past, covering motoring racing from the earliest times, racing drivers, unusual aspects of racing, etc, with a Foreword by his business partner and friend Cyril Posthumus, the entire book in large 12 x 9in format, copiously illustrated with colour illustrations supplied by the Khachadourian Gallery, of the artwork they supply. Some of the pictures are out of sinc with the text but otherwise this is a fine collation of cartoons and artistic motoring pictures, of great variety. WB

Mill House Books

Mike, Jan and Sarah Kettlewell of MILL HOUSE BOOKS offer a full range of motoring and motorcycling books. Bargain and motor sporting books a speciality. Write or telephone for your FREE catalogue today! We charge only £2.50 p&p for orders up to £50 — and it's FREE over £50 (UK only — overseas rates below). All hardbound books are double-wrapped for added protection and, subject to books being in stock, all orders are despatched the day they are received.

NEW BOOKS

CHEVRON: The Derek Bennett Story by David Gordon. Full history of the Lancashire marque. 272 pages, 100 photos. Foreward by Brian Redman **£18,50**
LOTUS CARLTON by Ian Adcock. Evolution from a show-stopping concept car to a 170 mph-plus four-seater. 160 pages, 116 colour illustrations. Limited-edition leatherbound book **£120.00**
LOTUS SEVEN: Preparation, Restoration & Maintenance by Anthony Weale. Comprehensive guide to buying, restoring and maintaining Lotus and Caterham 7s. 240 pages, 250 photos and 90 technical drawings **£19.99**
JAGUAR E-TYPE SIX-CYLINDER RESTORATION & ORIGINALITY GUIDE by Dr Thomas F. Haddock. Covers all Series 1, 1½ and 2 6-cyl cars. 224 pages, over 500 p illustrations **£18.99**
MORE MOTOR RACING by Rives Fletcher. Sequel to 'Mostly Motor Racing.' 224-page story of author from the outbreak of World War 2 to the present. Includes HRG, MG, ERA, BRM, Cooper and HWM-Jaguar single-seater. 315 photos **£24.99**
ALFA ROMEO GIULIA HISTORY & RESTORATION by Pat Braden. Guide to all Giulias, including production and racing. 192 pages, 30 photos **£17.95**
METRO by Mark Steward. Osprey Colour Series, 128 pages, 120 colour photos **£9.99**
E-TYPE by Andrew Morland. Osprey Colour Series, 128 pages, 120 colour photos **£9.99**
CLASSIC RACING CARS: The Post-War Front Engined GP Cars by Doug Nye and Geoff Goddard. Enthralling record of cars from 1945-61 written by top author Nye and illustrated by Goddard. 160 pages, 140 photos **£16.99**
SCARAB: Race log of the All-American Specials 1957-65 by Preston Lerner. Fascinating account of American Lance Reventlow's successful sports cars of the 1950s and '60s – plus the Formula 1 failure of 1960. 160 pages, over 200 photos, including colour **£29.99**
MON AMI MATE: The Bright Brief Lives Of Mike Hawthorn and Peter Collins by Chris Nixon. All the atmosphere of Grand Prix racing in the immediate post-war years is captured in this splendid tribute to two of the greatest characters of the 1950s. This superbly-researched book of 377 pages contains 230,000 words and 250 photos, most of which have not been previously published **£55.00**
RACING AT CRYSTAL PALACE by Phillip Parfitt. The story of car and motorcycle racing at London's unique circuit. Story covers everything from path racing in the 1920s to the lamented closure in 1973. 124 pages, 170 illustrations **£12.95**
WILLIAMS: The Business Of Grand Prix Racing by Alan Henry. The absorbing story of Frank Williams who has conquered financial and physical setbacks to reach the top in Formula 1. Included a candid look at the Grand Prix world, the big business interests as well as the stars. Foreword by Nigel Mansell **£15.99**
AC COBRA: The Complete Story by Brian Laban. Latest Crowood AutoClassic. 192 pages **£19.95**
HOW TO TRACE THE HISTORY OF YOUR CAR by Philip Riden. A guide to motor vehicle registration records in Great Britain, Ireland, Isle of Man and Channel Islands. 80 pages **£3.95**

SUMMER SALE BARGAINS!

FIA FORMULA 1 WORLD CHAMPIONSHIP YEAR-BOOK edited by Bob Constanduros. Nicely-produced 256-page annual devoted to 1990 F1 season. Reports, features, statistics, colour photos. Was £19.95 ..... **£9.95**
JAGUAR VICTORY '90: The Story Of The 1990 Le Mans Race by Ken Wells. Well-illustrated annual covering 1990 Le Mans 24-hours. 128 pages. Was £19.95 ..... **£7.99**
JAGUAR: World Champions by Andrew Whyte. 208 pages on Jaguar's victory in the 1987 World Sportscar Championship. Many photos. Was £14.95 ..... **£6.99**
GRAND PRIX DATA BOOK: Formula 1 Racing Facts & Figures 1950 To Date by David Hayhoe. Published in 1989, a statistical study of World Championship Formula 1 racing from 1950 to 1988. 205 pages of mind-boggling facs and figures. Was £12.95 ..... **£4.99**
A HISTORY OF THE TURBOCHARGED RACING CAR by Ian Bamsey. 159 large pages devoted to turbocars, from CanAm and Indycars to Formula 1 and sports cars. Packed with photos. Was £24.95 ..... **£8.99**
BRISTOL: The Quiet Survivor by Charles Oxley. 227-page Bristol history published in 1988. Includes Bristol-engined sports and racing cars. Was £19.95 ..... **£9.95**
COMPLETE GUIDE TO THE FERRARI 308, 328 MONDIAL BY Wallace A. Wyss. 122 pages covering the history of the range to 1987. Was £12.95 ..... **£6.95**
THE LEGENDARY ITALIAN GRAND PRIX edited by Paulo Montagna. Covers 1921-1989 with race reports, driver profiles, car specification plus full statistics. 283 large pages, hundreds of colour and b/w photos. English edition. Was £59.95 ..... **£29.95**

POST & PACKING DETAILS: Britain and Ireland - £2.50 for orders up to £50. FREE over £50. British customers should remit by cheque or PO or write or telephone using ACCESS/VISA/AMERICAN EXPRESS number. Irish customers should remit in £ sterling. **Overseas** - £4 for orders up to £25. 15% of value of books £25-£100. 10% over £100. Air mail rates on application. Overseas customers should remit by £ sterling bank draft, Eurocheque or international money order or write or telephone using VISA/AMERICAN EXPRESS/EUROCARD/MASTERCARD number. US $ cheques/drafts also accepted. **FAX:** Credit card orders also accepted by Fax on 020 584 551.

MILL HOUSE BOOKS The Mill House, Eastville, Boston, Lincolnshire, PE22 8LS. Tel: New Leake (020 584) 377

Mon Ami Mate

Chris Nixon. 377pp. 11¼ x 8½ in. Transport Bookman Publications, South Street, Isleworth, Middlesex TW7 7BG. £55.00

It has been quite a strange phenomenon really, but while there has been an increasing interest in cars of the Fifties over the last dozen years, from the so-called "classic" saloons to the truly great sports racing cars and single-seaters of that decade, the personalities who populated that era have on the whole remained dim and distant figures, with the sole exceptions of Moss and Fangio. There have been the occasional biographies of other drivers, or the re-publication of books on people of that time, but they have been notably few.

Fortunately for us we have historian Chris Nixon to rectify the situation. Nixon has penned many notable books including *Racing the Silver Arrows, Racing with the David Brown Aston Martins* and *Rosemeyer!*, all of which are definite "musts" for any serious historian and book collector. Now we have a book that threatens to put even these mighty works into the shade.

Mon Ami Mate is a book about two dashing English heroes who had they been born a decade earlier would have been the archetypal fighter pilots in the Battle of Britain. Fortunately for all motor racing enthusiasts these two heroes, Mike Hawthorn and Peter Collins, were born too late and found that motor racing was an outlet for their natural talent. Sadly, though, both were to die before the Fifties had ended, one in a racing car, the other in a road car. It was a sad and bitter loss.

Fears that the book could be a straightforward, and therefore dull, recantation of races they participated in was reckoning without the authorship of Nixon. His depth of research is painstaking, his ability to enter the minds of men, even from the distance of 30 years, is remarkable. One felt that if ever Denis Jenkinson could ever be persuaded to put pen to paper and recount the fund of stories about people he has known and encountered throughout his career, he would not be able to do a better job. Both racing drivers had an immense amount of charm, and it is their warmth of personality which comes bursting through the pages of the book.

But the book is no whitewash job. If Peter Collins comes out of the book better than Mike Hawthorn, then it was because he was a nicer person, less selfish and less egotistical, than his mate. But if Hawthorn does not come out as well as some people would hope or like, I regret to say that MOTOR SPORT comes out if anything rather worse.

In a chapter dealing with the media coverage at the time, MOTOR SPORT features as being inward looking, churlish, snobbish, stuffy, short-sighted and wilful. The magazine is accused of turning a blind eye to the major racing issues of the day. In the intervening 35 years, however, it must be said that standards have changed on how to report such things, even if some of the old school are perhaps reluctant to accept it.

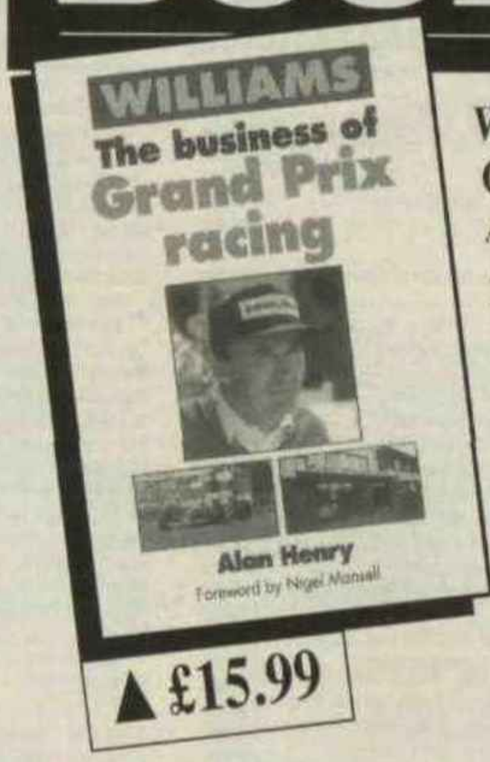
There can be no doubt that this book will sell quickly, and it deserves to. Nevertheless both Nixon and Transport Bookman have entered relatively unchartered waters with such a grand book, so we can only wish them enormous success to encourage them to do more along the same lines. WPK

Cars in Books

Some recent substantial reading was provided by the Sir Winston Churchill memoirs and biographies, from which a few motoring items emerge. For instance, in *The Caged Lion* by William Manchester (Penguin, 1988) it is said that Sir Winston despised cars and that when driving himself he would take to the sidewalk when traffic impeded him; from which I correctly deduced that the author of this formidable book, covering the period 1932-1940 of Churchill's life, is an American. (But certainly Churchill could drive; I recall a photograph of him leaving for the House of Commons in 1924 at the wheel of an ohc Wolseley Ten two-seater). It was good to find this conscientious biographer reporting on Churchill's 1932 35/120 hp Daimler landaulette, which Manchester thought was an intrusion at Chartwell, however.

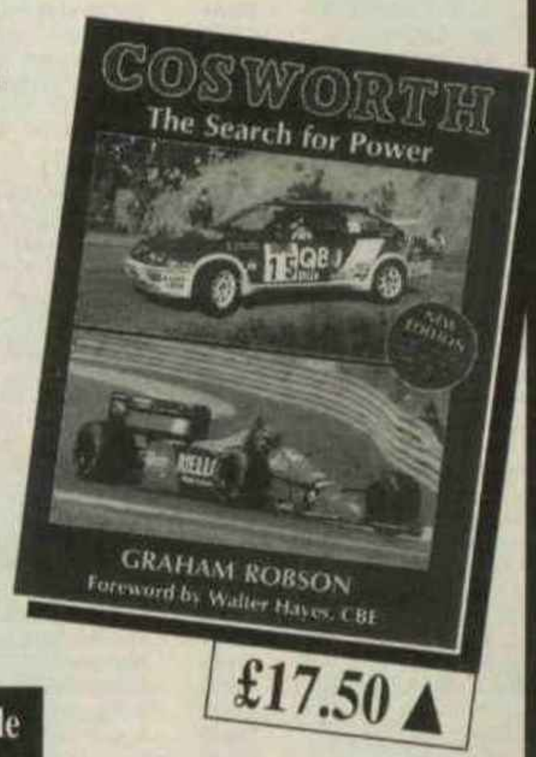
In another book about Churchill, by his Scotland Yard protector at a later period, it was interesting to learn that police in the French Security division used Facel Vegas. WB

MOTORSPORT BOOKS FROM CATBAP BOOKSHOP



▲ £15.99

Williams - The business of Grand Prix racing
Alan Henry
An absorbing insight into the operation of a top-line Formula 1 team and Frank Williams's determination to win.
Hardback, 232pp, 60 illustrations



£17.50 ▲

Cosworth: The search for power (2nd Edition)
Graham Robson
The award-winning history of the Cosworth company and its world-famous products, illustrated with a fascinating collection of photographs depicting the engines, cars and personalities.
Hardback, 296pp, 200 illustrations

Other Motorsport Titles available from CATBAP

Anatomy & Development of the Formula 1 Car from 1975 (3rd Ed)	GTF	£16.95
Auto Union - V16: A Technical Appraisal	GTF	£12.95
BMC/BL Competitions Department	GTF	£29.95
Bonneville Salt Flats - Speed Limit 1,000 mph	MBI	£15.95
British Cars at Le Mans	GTF	£14.95
Jim Clark: The Legend Lives On	PSL	£14.95
Colin Chapman: The Man and His Cars	PSL	£16.95
Fangio: My Racing Life	PSL	£20.00
Grand Prix! 1950 to 1973: Volume 1 & 2	GTF	£19.95
Grand Prix! 1974 to 1980: Volume 3	GTF	£14.95
Lola T70: A Technical Appraisal	GTF	£12.95
Lotus 25 Climax FWMV - A Technical Appraisal	GTF	£12.95
Maserati 250F: A Technical Appraisal	GTF	£12.95
McLaren-Honda Turbo: A Technical Appraisal	GTF	£12.95
Power and Glory - Volume I	PSL	£35.00
Power and Glory - Volume II	PSL	£55.00
Stirling Moss: My Cars, My Career	PSL	£25.00
Vanwall - The 1956-58 Grand Prix Cars: A Technical Appraisal	GTF	£12.95
Vintage Automobile Racing	MBI	£12.95

All the books in this advertisement are available direct from:

CARS & TRAINS BOOKSHOP BOATS & PLANES

Cars & Trains, Boats & Planes (CATBAP) Bookshop
15 Cowley Road, Oxford OX4 1HP
Telephone: 0865 793553
Please send a cheque or Postal Order with your order, adding £2.00 per order (overseas £4.50, surface mail) to the published price to cover post & packing.

Access VISA

All the prices quoted in this advertisement were correct at the time of going to press, but please confirm cost and availability BEFORE placing your order.

MOTOR MOTOR MOTOR MOTOR BOOKS BOOKS BOOKS BOOKS

YOUR BEST CHOICE FOR ALL MOTORING BOOKS

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

The Cars of B.M.C. £24.95
Classic & Sports Car 1992 Calendar £5.95
The Car Book Value Guide 1991 £13.95
Katalog der Automobil Revue 1991 £19.95
Motor Car Museum Schlumph Coll. Official £99.95
Miler's Collectors Cars Price Guide £16.99
American Muscle – Otis Chandler Collection £18.95
50 Years of American Autos from 1939 £39.95
When the Hot Rods Ran – May 15 1938 £17.95
Stand. Catalog of American Cars 1946-1975 £17.95
Stand. Catalog of American Cars 1974-1986 £14.95
Camel complete History of Motor Racing £29.95
Classic Racing Cars – Post-War Front-engine GP Cars £16.99
Mon Ami Mate – Hawthorn-Collins Biography £55.00
A-Z of Formula Racing Cars £24.95
Marlboro McLaren 1983-90 £14.95
Williams – The Story of a Racing Team £19.95
A Different kind of Life (Mrs Williams) £13.99
Benneton Ford – A Racing Partnership £17.95
Cooper Cars (New Edition) £30.00
Fifties Motor Racing £9.95
Racing at Crystal Palace £12.05
The Cobra-Ferrari Wars 1963-1965 £59.95
Touch Wood! (Duncan Hamilton) £19.95
Uphill racers £39.95
Vintage Automobiles Racing £12.95
Vintage Racing British Sports Cars £15.95
British Cars at Le Mans £14.95
Power & Glory Vol 2 - 1952-1972 £55.00
Fangio – A Pirelli Album by Stirling Moss £25.00
Challenge Me the race (Hawthorn) £13.95
Champion Year (Hawthorn) £13.95
Jim Clark – The Legend live on £14.95
Draw a Long Line-Connaught £16.95
Rupert Jones – The Memoirs of £12.95
Cosworth – The Search for Power £17.50
Competition Driving by Prost £14.95
How to Reach the Top as a Comp. Driver £15.99
The Technique of Motor Racing (Taruffi) £17.95
Inside Indy Car Racing 1991 £9.95
Grand Prix Cars 1945-65 £18.95
Grand Prix People £19.95
Lotus 25 Climax FWMV £12.95
Carrera Panamericana Mexico £74.95
Fangio – My Racing Life £20.00
American Road Race Specials 1934-70 £15.95
ERA History by David Wegulin £75.00
The Great Book of Sports Cars £29.95
Motoring Mascots of the World £37.95
Accessory Mascots 1910-1940 £14.95
A-Z of Cars of the 1930's £19.95
A-Z of Cars 1945-1970 £17.95
A-Z of Cars of the 1970's £17.95
British Family Cars of the Early Sixties £14.95
British Family Cars of the Fifties £14.95
British Cars of the Early Thirties £7.99
British Cars of the Late Thirties £7.99
British Cars of the Early Forties £7.99
British Cars of the Late Forties £7.99
British Cars of the Early Fifties £7.99
British Car of the Late Fifties £7.99
British Car of the Early Sixties £7.99
British Cars of the Late Sixties £7.99
Cars of the Rootes Group £29.95
Abarth King of Small Cars £22.50
Fiat & Abarth Tricks £18.95
Abarth Guide (Faza/Car Graphic) Reprint £59.95
AC Cobra – The Complete Story £19.95
Original AC Ace and Cobra £15.95
Shelby Cobra 1962-1969 Gold £10.95
Cobras & Replicas 1962-1989 Gold £10.95
Alvis – The Story of the Red Triangle £24.95
Alvis Gold 1924-65 £10.95
Mighty Minis £15.95
The Mini Thirty Years On £12.95
The Sporting Minis (Mini-Cooper S & 127GT) £12.95
Alfa Romeo Spider 1966-1987 £7.95
Illustrated Alfa Romeo Buyer's Guide £10.95
Alfa Romeo Alfasud 1972-1984 £7.95
Alfa Romeo Alfetta Coupes GT-GTV-GTV6 £7.95
Alfa Romeo Spider 1955-86 £14.95
Alfa Romeo – The Legend Revived £39.95
The Alfa Romeo Tradition £35.00
Alfa Romeo Guilietta 1954-1965 Gold £10.95
Alfa Romeo Guilia GT (English Ed) £12.95
Armstrong Siddley – The Post War Cars £24.95
Armstrong Siddley 1945-1960 Gold £10.95
The Aston Martin & Lagonda Coll. Guide 6 cyl. DB Models £12.95
Aston Martin & Lagonda Vol 2 Collectors Guide from 1970 £12.95
Aston Martin – The Post War Road Cars £24.95
Aston Martin Gold 1972-1985 £10.95
Illustrated Aston Martin Buyer's Guide £10.95
R & T on Aston Martin 1962-1990 £7.95
Aston Martin Heritage (Osprey Colour) £9.99
Healey – The Handsome Brute £15.95
Austin Healey 1953-72 £14.95
MG & Austin Healey Spridgets £15.95
Austin Healey 10 & 100/6 1952-59 GOLD £10.95
Austin Healey 3000 1959-67 Gold £10.95
Original Austin Healey 100/100/6 & 3000 £15.95
More Healeys – Frog-Eyes, Sprites & Midgets £14.95
The Sprites and Midgets Coll. Guide £12.95
Donald Healey – My World of Cars £14.95
BMW – The Classic Six-cylinder Coupes £7.95
Bentley The Silent Sports Car 1931-41 £39.95
Bentley 4.5 Litre Supercharged £9.95
Bristol Cars Gold Portfolio 1946-1985 £10.95
Bristol – An Illustrated History £35.00
Bugatti – LE Pur-Sang des Automobiles £24.95
Bugatti Magnum £150.00
Chevron £18.50
Citroen ID/DS 1955-1976 (German) £14.95
Citroen DS & ID 1955-1975 £7.95
Citroen 2CV 1948-86 £14.95
Citroen Traction Avante 1934-57 Gold £10.95
Citroen SM 1970-1975 £7.95
Citroen 19/20/21/23 Workshop Manual £14.95
Citroen SM – Masterpiece Series £34.95
La DS - (Objet de Culte) £19.95
The Complete Book of Corvette £12.95
Corvette Stingray 1963-67 Gold £10.95
Illustrated Corvette Buyers Guide £10.95
Daimler Digest – DB18 Conquest 1945/57 £9.95
Daimler SP250/V8250 Saloon 1959-69 Gold £10.95
Daimler & Lanchester Illustrated History £19.95
Facel Vega £7.95
Illustrated Ferrari Buyers Guide £10.95
Complete Guide to Ferrari 308/328 Mondial £12.95
Ferrari – The Road Cars £29.95
Ferrari Dina 246, 308 AND 328 Coll. Guide £12.95
Ferrari Dino – The Complete Story £15.95
Ferrari Spyder California £54.95
Ferrari 250 Grand Touring Cars £44.95
Ferrari 250 Grand Touring Cars £44.95
Ferrari Dino SP'S £20.00
Inside Ferrari £18.95
Ferrari Pininfarina £19.95
Ferrari – The Enduring Legend £15.95
Ferrari Testarossa – Autofolio £9.95
Ferrarissima 13 £34.95
Ferrari GTO – The Classic Experience £15.99
Enzo Ferrari – The Man and the Machines £16.99
R&T on Ferrari 1984-1988 £7.95
Fiat Pininfrina 124 & 2000 Spider 1968-85 £7.95
Fiat-Bertone X 1/9 1973-1988 £7.95
Fiat 124 Coupe/Spider & 2000 1971-84 Manual £14.95
Ford GT40 1964-1987 Gold £10.95
Consul, Zephyr, Zodiac, Executive MK 1 TO 4 £24.95
Ford Consul – Zephyr – Zodiac MK1 & MK11 £7.95
Ford Zephyr-Zodiac Executive MK 11 & 1V £7.95
High Performance Escorts 1980-1985 £7.95
High Performance Escorts 1985-1990 £7.95
RS The Faster Fords £19.95
The Sporting Ford: Sierras Coll. Guide £12.95
How to Prepare a Sierra for Motorsport £15.95
FordD GT40 (Osprey colour) £9.99
The Model T Ford – From Here to Obscurity £29.95
Model A – Henry's Lady £30.95
The Ford Model A as Henry Built It £24.95
The Early Ford V8 as Henry Built It £23.95
High Perf. Sierras & Merkurs 1983-90 Gold £10.95
Story of Ginetta G4 £17.95
Hispano Suiza – Les Automobiles des Origines a 1949 £75.00
Hooper – The Master Coachbuilders £39.95
The Humber Story 1868-1932 £14.95
Jaguar Saloon Cars £35.00
The Classic Jaguar Saloons Coll. Guide £12.95
Jaguar Sports, Racing & Works Competition Cars to 1953 £29.99
Jaguar Sports, Racing & Works Competition Cars from 1954 £39.95
Jaguar XJ6 Series 11 1973-1979 £7.95
Jaguar MK 2 1959-1969 £7.95
Jaguar MK II 1955-69 £14.95
Illustrated Jaguar Buyer's Guide £10.95
Jaguar E-Type Collector's Guide £12.95
E-Type – End of an Era £15.95
Original Jaguar XK -The Restorer's Guide £15.95
Jaguar E-Type – The Definitive History £55.00
Jaguar XJS Gold 1970-1988 £10.95
Jaguar XK120/140/150 1948-1960 Gold £10.95
Jaguar E-Type 1961-1971 Gold £10.95
Mk2 Jaguar Restoration £12.95
Original Jaguar Mk1 & Mk11 Restorers Guide £15.95
Original Jaguar E-Type Restorers Guide £15.95
Jaguar E-Type – The Complete Story £15.95
Jaguar Mk1 & 11 Companion £14.95
Jaguar – An Illustrated History £14.95
Jaguar XKE 1961-75 £14.95
E-Type Jaguar Restoration (PC) £12.95
Jaguar & SS 1931-1951 Gold £10.95
Jaguar Mk VII – VIII – IX – X – 420G 50-70 Gold £10.95
Jaguar & SS 1931-1962 Gold £10.95
Jaguar XJ12, XJ 5.3, V12 1972-1990 GOLD £10.95
Jaguar Saloons by Chris Harvey £18.50
Jensen Interceptor Gold 1966-1986 £10.95
Jensen Healey 1972-1975 £7.95
The Complete Jowett History £29.95
Lamborghini The Complete Book of £14.95
Lamborghini Countach – The Complete Story £15.95
Lamborghini Diablo – Great Cars £34.95
Lancaster Cars 1895-1956 £11.95
Lancia Fulvia (Road Tests & Reports) £6.50
Lancia Fulvia, Flavia, Fiamma (Italian) £42.50
Lancia Beta (road Tests & Reports) £8.00
LA Lancia – 2nd ED. (September) £49.95
Illustrated Lincoln Buyers Guide £10.95
Lola T70 Coupes £12.95
Illustrated Lotus Buyer's Guide £10.95
Lotus – The Sports Racing Cars £12.95
Lotus – The Elite, Elan and Europa £15.95
Lotus Turbo Esprit 1980-1986 £7.95
The Lotus Elan and Europa Coll. Guide £12.95
The Original Lotus Elan 1962-1973 £16.95
Lotus Elan Gold 1962-1974 £10.95
Lotus Esprit Turbo (Supercars) £7.95
Lotus & Caterham Sevens 1957-1989 Gold £10.95
Lotus Elite & Eclat 1974-82 £7.95
Lotus Elan – The Complete Story £15.95
The Lotus Elite (Original) £17.50
Lotus Cortina 1963-1970 Gold £10.95
Lotus – All the Cars £19.95
Lotus Esprit & S1 to Turbo SE £24.95
Lotus Carlton – A Limited Deluxe (Leather) bound book on the world's quickest 4 door car – 300 X 280mm 160 pp 160 all colour ills. £120.00
The Story of March £17.95
Marcos Cars 1960-1988 £7.95
Miata (Mazda) MX 5 Guide £10.95
MG Midget 1961-1980 £7.95
Practical Classics on Midget/Sprite Rest £7.95
Illustrated MG Buyer's Guide £10.95
MGB Roadsters 1962-1980 £7.95
MGB GT 1965-1980 £7.95
Practical Classics on MGB Restoration £7.95
MGB Uprating & Bodyshell Rebuild (PC) £10.95
MGB – The Complete Story £15.95
Original MG T Series – Restorers Guide £15.95
Maintaining The Breed – The Saga of MG Racing CARS £16.95
MGB, MGC & V8 1962-1980 Gold £10.95
MGA & Twin-Cam 1955-1962 Gold £10.95
T Register Yearbook 1991 £5.00
Safety fast (a few leather Ltd. Signed ED.) £29.95
Maserati 250F – A Technical Appraisal £12.95
The Mercedes Benz Since 1945 V1 – 1946-62 £12.95
The Mercedes Benz Since 1945 V2 – The 60 S £12.95
The Mercedes Benz Since 1945 V3 – The 70 S £12.95
Mercedes 190 & 300SL 1954-1963 £7.95
Mercedes 230/250/280 SL 1963-1971 £7.95
Mercedes 350/450 SL & SLC 1971-1980 £7.95
Illustrated Mercedes-Benz Buyer's Guide £10.95
Collecting the Mercedes-Benz SL 1954-90 £7.95
Mercedes-Benz 190 SL 1955-63 £14.95
Mercedes Benz SLS & SLCS 1971-1989 Gold £10.95
Mercedes Benz 300SL (German) £39.95
Mercedes Benz Grand Prix Racing 1934-55 £29.95
Mercedes-Benz – Die Neuen Silberpfeile £34.95
Illustrated Morgan Buyer's Guide £10.95
Morgan Four 1936-1981 Workshop Manual £9.95
Morgan – The Last Survivor £15.95
Morgan Cars 1968-1989 Gold £10.95
Morgan 1935-81 (German) £14.95
Mini Moke 1964-1989 £7.95
Mini Anthology – Launch of a Legend £9.95
Mini Cooper 1961-1971 Gold £10.95
Morris Oxford Series M.O. £4.95
Morris Minor – World's Supreme Small Car £14.95
Nissan 300ZX Enthusiast's Companion £11.95
Z-Car – Legend in its Own Time £15.95
Firebird – The Complete History £19.95
Illustrated Firebird Buyers Guide £10.95
Porsche 911 – Performance Handbook £14.95
Porsche 911 – Guide to Purchase DIY Rest £14.95
The 911 & 912 – A Restorers Guide £14.95
Porsche – Excellence Was Expected £49.95
The 356 Porsche – A Restorer's Guide £14.95
Porsche 356 1952-1965 £7.95
Porsche 911 Carrera 1973-1977 £7.95
Porsche 911 Turbo 1975-1984 £7.95
Porsche 944 1981-1985 £7.95
Illustrated Porsche Buyers Guide £10.95
Porsche 911 – In All Its Forms £17.95
The Porsche 911 and Derivatives incl. 959 £12.95
Porsche 911 Story (Fourth Edition) £16.95
The 914 & 914/6 Restorer's Guide £14.95
Porsche 911 1963-86 £14.95
Porsche 911 – The Complete Story £15.95
Porsche 928 1977-1989 £7.95
Porsche 924 Gold 1975-88 £10.95
Porsche 356 1948-65 £14.95
Porsche 924 and 944 Collector's Guide £12.95
Porsche 912 Handbook £25.95
Porsche 356 Performance Handbook £12.95
Porsche 356 (German) £39.95
Porsche Factory Tour Summer 1960 £17.95
Porsche 959 £29.95
Porsche Speedster £39.95
Reliant Scimitar 1964-1982 £7.95
The Scimitar and its Forbears £19.95
Riley 1½ – 2½ Litre Gold £10.95
Riley Sports Cars 1926-1938 £15.95
Sporting Rileys – The Forgotten Champions £24.95
Riley RM Series £29.95
Advertising Riley 1906-1968 £9.95
Rolls-Royce Cars £75.00
Rolls-Royce and Bentley Experimental Cars £28.00
The Rolls-Royce Wraith £23.50
The Rolls-Royce Twenty £45.00
The Rolls-Royce & Bentley Standard Production Models 1945-1965 VI Collectors Guide £12.95
The Rolls-Royce & Bentley Coachbuilt Models 945-1985 V2 Collector's Guide £12.95
The Rolls-Royce & Bentley Shadow, Corniche and Camargue 1965-85 V3 Coll. Guide £12.95
Post War Rolls-Royce and Bentley: A Concise Buyer's Guide £12.95
111 Rolls-Royce & Bentley Buyer's Guide £10.95
Royal Rolls-Royce Motor Cars £24.95
The Land Rover 1948-88 Collectors Guide £12.95
Land Rover – The Unbeatable 4 X 4 £14.95
Know Your Land Rover £8.95
Land Rover Series One 1948-1958 £7.95
The Range Rover Collectors Guide £12.95
Rover P6 Anthology 1963-77 (2000 2200) £9.95
Rover 3500 1968-1977 £7.95
Rover 3500 & Vitesse 1976-1986 £7.95
Rover 3 and 3.5 Litre 1958-1973 £7.95
Rover 3 & 3.5 Litre 1958-1973 Gold £10.95
The Rover V8 Engine £17.95
Rover P6B Anthology 1968-77 (3500/3500S) £9.95
Rover Anthology 1934-49 (P1-P3) £9.00
Pre-War Standard Cars – 1903-1940 £10.95
Sunbeam Tiger & Alpine Gold 1959-1967 £10.95
Tiger – The Making of a Sports Car £14.95
Tatra £14.95
Triumph Stag 1970-1980 £7.95
PC on Triumph Stag Restoration £12.95
Triumph TR6 1969-1976 £7.95
TR for Triumph £15.95
The Triumph TRS Collector's Guide £12.95
Triumph TR7 & TR8 1975-1982 £7.95
Triumph Spitfire 1962-1980 £7.95
Practical Classics on Spitfire Restorations £5.95
Triumph TR2-TR8 1953-81 £14.95
Triumph Herald 1959-1971 £7.95
Triumph Vitesse 1962-1971 £7.95
Triumph TR4 – 5 – 6 £9.95
Tuning Manual – Standard Triumph 1959-80 £10.95
Triumph Herald Vitesse Restoration (PC) £12.95
Triumph TRS – The Complete Story £15.95
PC ON Triumph Herald Restoration £12.95
Triumph Spitfire & GT6 Col. Guide (Sept.) £12.95
The TVRS Collector's Guide £12.95
TVR Gold 1959-1988 £10.95
Vanwall 2.5 Litre F1 – Technical App. £12.95
Vauxhall – The POST WAR CARS £19.99
AUTOMOBILES VOISIN (LTD EDITION) £100.00
PRE-PUBLICATION ORDERS #75.00
VW TREASURES BY KARMANN £10.95
VW POWER & STYLE – The GTI FAMILY £19.95
ZAGATO: 70 Racing YEARS £45.00
COMPLETE CAR MODELLER 2 BY G.A. WINGROVE £14.99
Bosch Automotive Handbook £14.00
Diesel Machanics £13.95
Hot Rods of the Forties £24.95
How to Build Real Hot Rods £13.50
Nitrous Oxide Injection £9.95
Performance with Economy £9.95
Super Power – Turbocharging/Supercharging/Fuel-Injection £9.95
Weekend Mechanics Guide to Peak Performance and Handling £10.95
Custom Metal Polishing £6.95
Panel Craft (incl. Ford Cortina Mk1 Body) £9.95
Metalworking – A Manual of Techniques £14.95
Metal Fabricators Handbook (new Ed.) £10.95
PC on Panel Beating & Paint Refinishing £10.95
Four Wheel Driving £12.99
Car Suspension and Handling £25.00
Handling & Roadholding £14.95
Competition Car Controls £19.95
Competition Car Suspension £19.95
Turbocharging & Supercharging £7.99
Tuning New Generation Engines £14.95
Race Car Engineering & Mechanics £19.95
Tune to Win £14.95
Engineer to Win £12.95
Successful Composite Techniques £12.95
Carroll Smith's Nuts, Bolts & Fasteners £14.95
How to Modify Your Mini £9.95
Tuning The Classic Mini (Trickey reprint) £10.95
Tuning BL's A-Series Engine £19.99
How to Hot Rod Volkswagen (aircooled) £9.95
Hillman Imps (tuning-overhaul-service) £8.95
The Kit Car Builder Manual £11.95
Car Restorer's Workshop Companion £9.95
PC on Classic Auto Electrics £7.95
How to Restore Your Collector Car £12.95
How to Restore Paintwork £7.95
How to Restore Sheet Metal Bodywork £7.95
How to Restore Classic Car Engines £7.95
How to Restore Gearbox and Axles £7.95
How to Restore Suspension & Steering £7.95
How to Restore Fuel Systems/Carburettors £7.95
How to Restore Metal Jointing Techniques £7.95
How to Restore Your Muscle Car £15.95
Complete Automotive Welding – Metal & Plastics £15.50
Complete Automotive Engine Rebuilding and Parts Machining £19.50
Upholstery & Trim for Vintage & Classic £6.95
Paint and Bodywork Handbook £9.95
Practical Gas Flow – Low Budget Performance Tuning £9.95
Engine Blueprinting £9.95
How to Rebuild Horsepower Vol 1 £9.95
Competition Car Controls £19.95
Automotive Electric/Electronics Systems by Bosch £17.50
Weber CarburettorS (up-to-date) £10.95

NEW BOOKS

Williams – The Business of Grand Prix Racing £15.99
Vauxhall – The Post War Years £19.99
Monza – A Novel £14.99
Ferrari Register – Supplement One £110.00
Lancia Ardea E Appia (Italian) £17.95
Jim Clark (Autocourse) £12.95
Cosworth – Creative Power £6.95
Monaco 1926-1960 – Story of a Legend Ltd. Ed. of 500 signed by Rainier £295.00
Corvette Catalogues £12.95
Philip's Road Atlas of Britain – 1.5 miles to the inch £16.99
Scientific Design of Exhaust & Intake Systems (reprint) £14.95
Racing & Sports Car Chassis Design (RP) £17.95
Porsche Catalogues 1948 to Present £12.95
Ghia £84.95
All-wing: Study for Racing Car Engineers £29.95
Historic RACING Cars of New Zealand £32.95
Forty Years of Ferrari V8 Engines £45.00
Antique Car Wrecks £9.95
Indy – Seventy-five Years £34.95
Jaguar XJ – The Complete Companion £17.95
US Army Vehicles of World War Two £29.99
Pininfarina 60 Years £60.00
The Beetle Volume 3 £19.99
More Motor Racing – The Post War Years £24.99
Jaguar E-Type Six-cylinder Restoration £18.99
Fiesta XR2 & XR2i £7.95
Grand Prix Racing: Enthusiasts Companion £17.95
Jaguar XJ6 Series III 1979-1986 £7.95
Illustrated Abarth Buyer's Guide £10.95
Illustrated de Tomaso Buyer's Guide £10.95
Jaguar V12 E-Type Guide to Authenticity £29.95
Alfa Romeo Guilia History and Restoration £17.95
Scarab 1957-1968 £29.99
Renault Espace la Voiture a Vivre £18.95

VIDEOS

Vanwall Victory 1957 British & Monaco Grands Prix £15.30
Ford GT 40 Reunion Watkins Glen £20.50
Ferrari 384 TB £19.95
Ferrari F40 £19.95
Ferrari Testarossa £19.95
The Mini Video £16.30
MG Film Library (1) £20.50
MG Film Library (2) £20.50
The Vintage Spirit £15.30
Supercharged GP Cars 24-39 £10.99
Grand Prix Giants 1945-65 £10.99
Shell History of Motor Racing
Vol 1 1902-29 £25.50
Vol 2 1930-39 £25.50
Vol 3 1940-50 £25.50
Era History £10.20
Aston Martin History of the Racing DBRS £10.20
Champion Year (Hawthorn) £10.20
The Great Marques Rolls Royce £25.55
Daimler £20.50
Armstrong Siddley £20.50
MG £20.50
BMW £20.50
Prescott Speed Hillclimb 1938-88 £15.30
Bugatti (2 cassettes) £60.30
Aston Martin – A Particularly British Motor Car £30.60
Handmade The Making of a Morgan £30.60
The MGB Experience £15.30
The Porsche 911 Experience £15.30
The E-Type Jaguar Experience £15.30
The Morgan Experience £15.30
Monte Carlo Rally 1956 £15.30
Again Triumph in the Alps 1956 £18.35
Janspeed Mini Do It Yourself £25.50
Mountain Legend-Targa Florio 1965 £25.50
The Marque of a Legend (History Of Sports Car Racing From 1900) £10.20
Jim Clark-Legend £20.50
The Motor Racing Years 1930's £15.30
Pre-War Motor Racing 1900-1939 £15.30
Motor Racing 60'S Style 1961 & 1962 £15.30
Motor Racing 60'S Style 1963 & 1964 £15.30
Motor Racing 60'S Style 1960 & 1967 £10.99
Mansell And Ferrari £20.50
Carroll Shelby The Man & His Cars £10.99
Sir Jack Brabham (Champion Ser) £10.99
Stirling Moss (Champions Series) £10.99
The Nigel Mansell Story £10.20
First and Last – Rob Walker Story £10.99
Classic Cars (at Silverstone 1990) £20.50
Manx Classic 1990 £25.50
Caterham Super Seven – The Making Of A Legend £19.95
Vint. Formula Ones (Nurburgring 88) £19.95
Ferrari Fever (Nurburgring 88) £9.99
Austins Of The 1930s £10.99
History Of The Land Speed Record £10.99
British Invasion – Indy 500 In 60s £10.99
History Of The Indianapolis 500 £15.30
Pirelli Classic Marathon 1989 £15.30
Pirelli Classic Marathon 1990 £11.45
Sixties Motorsport £10.20
Story of the Mk1 Escort (Ford M.S.) £10.20
Story of the Mk11 Escort (Ditto) £10.99
Supertruck Racing £10.99
Concept Cars £10.99
Nascar 1990 Winston Cup

And many more send for list
PAL VHS in stock

SPECIAL OFFER REDUCED PRICE BOOKS

Alfa Romeo 1900 Sprint (I)	£12.95
Alfa Romeo SZ	£12.95
Alfa Romeo SZ TZ by Minerbi	£11.95
Alfa Romeo Corse 1913-1981	£5.95
Alfa Romeo Immagini e Percorsi (I)	£6.95
Autocar on Bentley	£10.00
Automobiles of Great Britain 1921	£2.95
Aussie Cars	£2.95
Build to Win	£5.99
Bugatti Pocket History	£1.50
Carrozzeria Touring (I)	£16.95
Carrozzeria Italiana (E/I)	£6.95
Cabriolets	£7.95
California Ferraris	£9.95
Cat Pounces. Jaguar at Le Mans	£4.95
Cars of the Pope (Le Auto Dei Papi)	£9.95
Cars International 1989	£9.95
Chassis Suspension / Engineering	£5.99
Classic Car Profiles Vol 2	£4.95
Classic American Automobiles	£14.95
Classic Sports Cars	£4.95
Custom Fords	£6.95
Encyclopaedia Porsche	£1.95
Extraordinary Automobiles	£10.95
Ferrari 250 GT Spenmentale (I)	£225.00
Ferrari D Autore (I)	£14.95
Ferrari GTO: The Anniversary	£6.95
Ferrari Two Years After	£25.95
Ferrari 308 Auto History	£3.99
Ferrari Tipo 166	£8.95
Ferrari Mondiale	£1.50
Ferrari Pininfarina	£12.95
Ferrari Days Modena 1983	£14.95
Ferrari Testarossa "GT Special"	£1.95
Ferrari 250 GT Tour De France	£4.95
Ferrari The Man	£3.95
Fiat Dino Spider "GT Special"	£1.95
FIA Formula 1 Championship 1989	£6.95
Ford Based Kit Cars	£6.95
Ford Mustang Auto History	£4.95
Grand Prix Greats (H/B)	£6.95
Grand Prix 1989	£10.95
Grand Prix (P/B)	£2.95
Goodwood: A Private View	£3.95
Great Australian Sports Cars	£5.95
Glamours Cars	£2.95
How to keep your Datsun Nissan Alive	£7.95
How to keep your Toyota Pick Up Alive	£7.95
How to keep your Subaru Alive	£7.95
How to Start in Rallying	£2.00
Hot Hatchbacks	£8.95
Historic Car Racing 1982/1983	£3.95
History of Motor Racing	£6.95
Jeep Genesis. The Rikind Report	£6.95
Jaguar XJ40 Evolution of a Species	£6.95
Jaguar E Type File	£2.95
Jaguar Motor Racing & Manufacturer	£1.00
Jaguar Victory 1988	£5.95
La Corsa Mille Miglia 1988 (Picture book)	£7.95
Le Mans 24 hour 1978	£8.95
Lamborghini Urraco & V8	£4.95
Lamborghini Espada 4 Seaters Auto History	£3.95
Lancia Pocket History	£1.50
Lancia Aurelia B24 "GT Special"	£1.95
Legendary Italian Grand Prix	£29.95
La Moto Classica #1 (I)	£11.95
Lotus. The Renault Years 1983/1986	£1.99
Mc Laren 1983/1987	£1.99
Maserati 3011	£8.95
Mercedes Benz	£5.95
Mille Miglia	£5.95
Mille Miglia 1982	£14.95
Mille Miglia 1988	£29.95
Mille Miglia 1989	£29.95
Monza Il Gran Premio Italia (Cimarosti) (I)	£12.95
Monograph – Alfa Romeo Museum	£1.95
Monograph – Bertone Collection	£1.95
Monograph – Pininfarina Collection	£1.95
Monograph – Alfa by Pininfarina	£1.95
Monograph – Lancia Pininfarina	£1.95
Nigel Mansell	£4.95
Niki Lauda: To hell and back	£1.50
Niki Lauda Second Time Around	£4.95
Nardi	£4.95
Osca (I)	£29.95
Origins of Ferrari Legend	£6.95
Open Top Style	£3.95
Piero Taruffi Nato per i Motori (I)	£6.95
Profiles Ferrari F1 – Vol 1 1948-1963	£3.95
Profiles Ferrari F1 – Vol 2 1964-1976	£3.95
Profiles Ferrari F1 – Vol 3 1977-1985	£3.95
Profiles Lancia – Lancia Fulvia HF	£3.95
Profiles Lancia – Lancia Stratos	£3.95
Profiles Lancia – Lancia Delta	£3.95
Pole Position. BRDC Diamond Jubilee	£15.95
Postwar Baby Austins	£6.99
Postwar British Thoroughbreds	£2.95
Porsche Museum (I)	£9.95
Porsche Indy (E/G)	£19.95
Porsche: The Complete Story	£2.99
Porsche 924 928 944	£5.95
Power Cars	£4.99
Peugeot 60 Ans de Cabriolet (I)	£8.95
Quarter Mile Drag Racing	£1.95
Rallycourse 1982/1983	£5.95
Rallycourse 1983/1984	£6.95
Rallycourse 1984/1985	£6.95
Rallycourse 1987/1988	£7.95
Raid Ferrari D Epoca Modena 1981	£14.95
Rolls Royce & Bentley Cars from 1931	£29.95
Rolls Royce Phantom 2 & Continental	£7.95
Road Racing & Preparation	£3.99
Railway Road Vehicles	£3.95
Roy Salvadori	£5.95
Saab 2 Stroke to Turbo	£1.95
Supercars	£2.95
Traction Engines Color Series	£2.99
Turbo A-Z Turbocharged Cars	£4.95
Ultimate Automobiles	£10.95
Worlds Fastest Cars	£4.95
Zagato 70 Years on the Fast Lane	£25.95
Zagato Fiat 8VZ Alfa 1900	£9.95

I = Italian G = German E = English

Minimum order £6.95 and ALL ORDERS FOR ABOVE TO BE SENT TO OUR SWINDON BRANCH. 10 Theatre Square, Swindon SN1 1QN. 0793 523170 Fax 0793 432070

JAGUAR XJ The Complete Companion by Nigel Thorley. This book offers owners and enthusiasts as much as they would want to know about them – development, production history, production modifications by chassis no., specifications, performance figures, maintenance and restoration. Spares availability and investment potential. 168 pages 26 x 19cm 20 col 120 b/w ills. **£17.95**

PININFARINA 60 YEARS by Pininfarina. The complete story of the most famous Italian coachbuilder and the evolution of style in six decades. This book has been designed, studied and written by the people inside the factory. 24 x 28.5 cm 290 pages 130 b/w 540 colour ills. (English) **£60.00**

MORE MOTOR RACING The Post War Years by Rivers Fletcher. The London Blitz – Working part time with ERA designer Berthon – At Monaco of Watford with Peter Monkhouse – Wartime meeting to keep the sport alive – Racing resumes in Britain & the Continent – Racing HRG & MG, new projects for ERA and national GP car – joining brm – Cooper & HWM-Jaguar – Consultant – Vintage racing – Building and developing the Alvises. 27 x 21cm 224 pages 315 mono ill. **£24.99**

JAGUAR E-TYPE SIX-CYLINDER RESTORATION & ORIGINALITY GUIDE by Dr Thomas F Haddock. The ultimate book of knowledge on authentic restoration and judging originality. The essential reference book for E-type owners, restorers, buyers and general enthusiasts. Covers the 3.8 and 4.2 litre E-types including everything from the engine to key fobs. 21.8 x 28.2cm 224 pages 500 + ills **£18.99**

FIESTA XR2 & XR2i by Martin Lambert. Origin of the cars described from the initial concept and launch of the first Fiesta up to the present, including a look at some of the limited production versions, the XR2 & XR2i competition, the club scene and detailed specifications. 25.7 x 19.0cm 72 pages 70 ills **£7.95**

GRAND PRIX RACING: The Enthusiast's Companion by Anthony Pritchard. A panorama of Grand Prix racing from the pioneering road races in France in the 1890's, through the Edwardian years, the bleak twenties, German domination in the 1930's to the early post-war years of Italian supremacy and the gradual rise of the British Racing Green. later chapters deal with the ascendancy of the Cosworth-Ford engine and ends with today's domination by McLaren. 25 x 21cm 256 pages 180 b/w photos, 16 pages of colour **£17.95**

WILLIAMS The Business of Grand Prix Racing by Alan Henry. An inspiring tale of one man's determination to win despite crushing problems. A candid look at the Grand Prix world, the big business interests as well as the stars. Vivid photographs that capture the thrill of the chase. 23.4 x 15.3cm 232 pages 24b/w plate section **£15.99**

HISTORIC RACING CARS OF NEW ZEALAND by Graham Vercoe. In the first of A-Z of New Zealand historic racing, Graham Vercoe traces the history of virtually every single-seater and sports car to have raced in New Zealand, documenting changes of ownership and configuration and racing performance. For anyone interested in motorsport, this encyclopaedic register is the reference book on New Zealand's motorsport history. 328 pages Approx 500 ills **£32.95**

AC COBRA The Complete Story by Brian Laban. This is the complete story of this immensely popular supercar. Combining a detailed technical analysis of an extraordinary machine with the compelling story of the people and event behind its creation. 25.8 x 19.5cm 208pp 77 col 88 b/w photos **£19.95**

CHEVRON The Derek Bennett Story by David Gordon. First book on Chevron racing cars and their designer and builder Derek Bennett. Interviews with many of the people who played a leading part in the company's meteoric rise to success. The man behind the mechanic as revealed in anecdotes and photographs. Appendices detail Chevron type numbers and competition successes. 23.8 x 16.9cm 272pp 100 b/w ills. **£18.50**

CLASSIC RACING CARS The Post-War Front-Engined GP Cars by Nye & Goddard. Geoffrey Goddard – classical motor racing photographer extraordinaire – and Doug Nye, most respected commentator on racing cars and motor sport of this period (1945-61), have combined their talents to create an enthralling record of the precursors of today's rear-engined GP cars. 25 x 20.7cm 160 pp 140 b/w photos **£16.99**

JAGUAR SALOONS Grace, Space and Pace by Chris Harvey. The fifteenth book in the successful Classic Car Series by Chris Harvey comesback to the author's greatest love, Jaguars. The standard of both the text and the research remains as high as in the first book and with so many other books written on Jaguar one of the great strengths of Chris' book must be his pictures, of the 200 or so in the book most will be new and never previously published. 25 x 20.5cm 256 pp 16pp colour **£18.50**

LA LANCIA by Wim Oude Weernink. Oude Weernink's tirelessly meticulous approach to his formidable task has enabled him to assemble a great deal of additional material for his latest book. As editor of the Dutch motoring magazine Autoselekt, chairman of the Auto Pers Club in Holland and the owner of several classic Lancias, Wim has naturally maintained a close eye on the many important developments and activities which have occurred at Lancia since first publication of LA LANCIA, and his acute insight and research are at last embodied in this truly magnificent new work. 27.3 x 21.5cm 416 pp (16 col) 800 ills **£49.95**

TUNING THE CLASSIC MINI by Clive Trickey. Now re-issued by popular demand in a combined and revised volume. Drawing on his club racing experience from the 1960s, the author details modifications to the engine, transmission, suspension, brakes and bodywork, with reference to all Minis from the basic 850 to the Cooper's. 24.6 x 18.6cm 112 pp 60 ills **£10.95**

THE BEETLE The Chronicles of the People's Car. Volume 3 – Beetlemania. VW's Beetle represents a success story unmatched in any manufacturing terms: during its 50 years of production, over 20,000,000 have been sold from plants in twenty countries. This book is a third of a trilogy, each title of which looks at a different aspect of the technical, social, and popular history of the Beetle, and which, taken together, represent the definitive Chronicles of the People's Car. Here in the third volume the many manifestations of Beetlemania are described and illustrated in detail. 24 x 21cm 216pp 266 mono ills **£19.99**

VAUXHALL The Postwar Years by Trevor Alder. Trevor Alder's enthusiasm for Vauxhall cars of the post-war years has created the first comprehensive guide to the British General Motor cars. This book charts the development of the model range against the background of increasing and developing collaboration with the other European GM subsidiary, Opel. 27 x 21cm 184pp 207 mono & 39 col **$19.99**

HOW TO REACH THE TOP AS A COMPETITION DRIVER by Stuart Turner & John Taylor. Expert practical advice on: analyzing your skills – training – finding and preparing a car – race and rally driving techniques – self-promotion, self-management and finding sponsorship. Informative diagrams, photographs and photographic sequences. Appendices include Find-a-Driver questionnaire and hiring contract, and advice on first aid. The contact is equally valuable to those tackling other forms of motor sport. 23.4 x 15.3cm 208pp 100 ills **£15.99**

MOTOR BOOKS MS 33 ST MARTIN'S COURT LONDON WC2N 4AL ● TELEPHONE 071-836 5376 6729 ● 24 HOUR ANSAPHONE ON 071-836 5376 ● FAX 071-497 2539

Postal terms: INLAND, 10% of order value, min. £1.50, max. £3.00, over £50.000 post free. OVERSEAS, 15% of order value, min. £2.00, max. £7.50 ● Personal shoppers wlcome at our shops, opening hours 09.30 to 17.30 Monday to Friday, 10.30 to 17.30 Saturdays, closed Sundays and Bank Holidays ● Payment by cheque, Access (Mastercard), Visa (Barclaycard), expiry date essential), Eurocheque, Personal US$ cheque, or Swiss Franc cheque

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

MOST OF THE ABOVE TITLES ARE ALSO AVAILABLE FROM:

8 The Roundway, Headington, Oxford OX3 8DH. Tel: 0865 66215. Fax: 0865 63555

241 Holdenhurst Road, Bournemouth BH8 8DA. Tel: 0202 396469. Fax: 0202 391572

10 Theatre Square, Swindon SN1 1QN. Tel: 0793 523170. Fax: 0793 432070

Henri Mignet and his Flying Fleas
by Ken Ellis & Geoff Jones. 224pp. 11 x 8in. Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ. £24.95.

Although MOTOR SPORT no longer has an Air section we know that many of our readers are interested in light aeroplanes and private flying. Before the war what seemed a highly promising way of getting into the air extremely cheaply was to build a "Flying Flea", to the designs of the Frenchman, Henri Mignet. Masses of them were constructed by enthusiastic amateurs, and a smaller number by quite professional undertakings. Some were quite impressive and successful; most were a failure. I recall watching a very capable pilot, proficient with many types of light aeroplane, trying to test one at Heston. He buzzed about without ever getting off the ground, the upper wing of the little machine just visible at times in the long grass at the edges of the aerodrome. When he came in, the plugs were removed from the inverted Scott two-stroke engine with which this particular Flea was fitted, and oil ran up his arms. Then came the ban, too many people having been killed flying the things, due I believe to a wrongly diagnosed cause, not the result of aerodynamic shortcomings.

All this is splendidly recalled in this book about Mignet's simple aeroplane, by two qualified authors, Ken Ellis, now editor of *Flypast*, and aviation writer and enthusiast Geoff Jones, who does the sporting aviation section of the renowned Jane's *All The World's Aircraft*. Between them they have captured the nostalgia, if DSJ will allow me the word, of those pre-war days, when the Flying Flea had burst so astonishingly on a willing band of would-be aviators. The authors use evocative pictures and drawings of every conceivable version of these Fleas, even to a large collection of colour plates, and they have extracted a Foreword from Mignet's son, cover the other aeroplanes designed by the modest Frenchman in 60 years of endeavour, and list pioneer constructors of his HM14 *Pou du Ciel*, all the British-registered ones with owners, engines and dates, the 76 Fleas given permission-to-fly in the UK, and a fascinating diary of the Solihull-built G-AEBT from 1935 to 1946 when it was sold.

In fact, it is all there, documents, cartoons, extracts from Mignet's own test-flight diary, and all those 283 wonderful pictures. The 15 chapters cover the very early days of the idea, the anatomy of the Flea, how the insects invaded Britain, how the craze took hold, with that Ramsgate rally and race, etc, (how CGG of *The Aeroplane* hated them, as I well remember), the engines used, the American Fleas, even the Flea in war and so on, with plans from which these odd but loveable attempts to popularise "Austin 7" aviation were constructed. A Mignet family tree, details of some of the pre-Flea ultra-lights, poems to the POU, how to get on the Flea bandwagon today. . . . what a fine record all this is of intriguing period in the story of small flying machines! Every Flying Club should have this book, which will I am sure be read by all those keen on simple aeroplanes. WB

Four Wheels on my Basket
Charles Meisl. 131 pp. 9¼ x 6¼ in. Bookmarque Publishing, Minster Lovell, Oxon, OX8 5SX. £14.95

Those in the motoring world who know Charles Meisl, and there are many, will welcome his frank autobiography, sub-titled *The Czech who brought Porsche to Britain*, and as well-known for his build up here of Cibie and other international companies. It is frank, very frank, in places about associates of Meisl's, covers Charles' cars (he lists 44 personal ones since 1945, and the book lists his translations, of which three reviews are reproduced, mine for MOTOR SPORT transposed with that in *The Autocar*.

A recent earlier book has told us of Charles Mortimer's life in dealing and motor and motor-cycle racing and now we have the life of the other Charles, in the world of business, sporting and road driving and — ballooning, for Meisl co-founded the British Balloon & Airship Club and became President of the International Balloon Committee. Both books radiate happy, full lives, and as the author's ballooning friend Anthony Smith says in his Foreword, this is a book ". . . . as Meislian as can be." Which for those who knew Charles in the Army, in the RAF, when acquiring good lamps (perhaps for their rally cars) or in the baskets of balloons innumerable, says it all. . . . Meisl has lived life as it comes, divorces, business setbacks, accidents, whatever, and clearly thoroughly enjoys it, as does the other Charles (maybe if I had used "Charles" instead of "William" it would have worked as well for me). It is a brief, sometimes irritating but un-put-downable book, coinciding with the 40th anniversary of Porsche Cars in Britain, with its account of how Meisl brought the first car of this make to Earls Court in 1951. The author remembers a great many personalities (but it was Leslie *not* Ken, Ballamy who was the split-axle suspension inventor, etc) and is quite outspoken about those he did like, adding mustard to his memories. WB

Off-Road Bike Racing & Preparation by Neil Bruce is a fine pictorial guide to taking part in this sport, which Osprey Publishing offer at £6.95, and those who wish to delve into the inside story of modern sports business financing and how sponsorship has developed, and works, will find the answers in *Sportsbiz* by Stephen Aris (Hutchinson, £16.95). There is a chapter devoted to this greed aspect of motor racing, titled The Most Dangerous Game. Those who enjoy their amateur motoring sport may take a passing pause to assimilate the annual earnings which the author ascribes to the top stars — golfer Arnold Palmer, 9 million dollars; golfer Greg Norman, 8 million dollars; tennis player Boris Becker, 7.5 million dollars; golfer Jack Nicklaus, 7 million dollars; Ayrton Senna, Alain Prost and Nelson Piquet, 6 million dollars each; Nigel Mansell, 5.5 million dollars, down to tennis player Martina Navratilova at 2.46 million dollars — but note that of these 1989 estimates, Aris says that the earnings of top racing drivers are understated, because they also earn extra money from private deals with individual sponsors. Written in readable documentary style, this book gives a good insight into how Bernie Ecclestone got into motor racing and how he now controls it, of the mystery man himself, and how sponsorship developed and now governs F1 racing, in a 16 page chapter. WB

That very useful volume *The Car Bodywork Repair Manual* has come out in a fully revised new edition from Haynes of Yeovil priced at £12.99. It covers body maintenance from painting and spraying to water-proofing and rust prevention, by Lindsay Porter. WB

Williams
The business of Grand Prix racing
Alan Henry
An absorbing insight into the operation of a top-line Formula 1 team and Frank Williams's determination to win.
Hardback, 234 x 153mm, 232pp, 60 illustrations. **£15.99**

How to Reach the Top as a Competition Driver
Stuart Turner & John Taylor
A wealth of no-nonsense advice for anyone with ambition to get to the top in motorsport.
Hardback, 234 x 153mm, 208pp, 112 illustrations. **£15.99**

Chevron:
The Derek Bennett story
David Gordon
The biography of Derek Bennett, the outstanding designer and builder of Chevron racing cars, which have set many a world champion on his way.
Hardback, 238 x 169mm, 272pp, 100 mono integrated illustrations.
£18.50

Books *for* Enthusiasts *by* Enthusiasts

PSL The enthusiasts' publisher
Patrick Stephens Limited

PSL is an imprint of the **Haynes Publishing Group**
Sparkford, Nr Yeovil, Somerset BA22 7JJ. Telephone (0963) 40635

All the prices quoted in this advertisement were correct at the time of going to press, but please confirm cost and availability BEFORE placing your order.

Opinions expressed are those of correspondents and not necessarily those of

MOTOR SPORT

More Connaught

Sir
The letter from Paul H Shaw (MOTOR SPORT, August) should not go unanswered. Whilst Geoff Richardson was no doubt a very fine driver, it is stretching the truth a little to say he was never headed by any other Connaught after the factory withdrawal. In what appears to have been his first race in the car, at a Mallory Park club meeting in October 1957, he finished third; second was Ken Flint's similar car. In the 1958 Glover Trophy race at Goodwood, in which Richardson finished 10th, other Connaughts were fifth (Lewis-Evans) and sixth (Scott-Brown). He was then 15th in the Aintree 200, behind Scott-Brown (ninth) and Emery (14th). Practice times for this race were Scott-Brown 2m 07.0s Emery 2m 11.6s, Richardson 2m 15.0s. Back at Mallory in September 1958 Richardson was again beaten by Flint's Connaught, on this occasion driven by one R Radforth.

Mr Shaw's statement regarding the British Grand Prix can perhaps be allowed, however; although Richardson was not entered, his time in practice for the International Trophy on the same circuit earlier in the year had been faster than either Bueb or Fairman in the Ecclestone cars managed in practice for the Grand Prix.

David McKinney,
Northampton

Sir
Following the letter from Paul Sherwin, I am prompted to write to you to straighten some facts. I have in my possession key data appertaining to engine number F-120124-6, one of the engines fitted to B2, dated 15/6/57 and signed RM Oliver. Extracts of the original log show that it achieved 253 bhp at 7000 rpm on one test run and 249 bhp at 7000 rpm on another. Throughout the log similar test results confirm that this is not a spurious result. The log also shows that this was the engine fitted to B5 when Geoff Richardson bought the car in late 1957.

In 1989 two engines built by myself showed results of 226 and 230 bhp at 6000 rpm on a methanol/petrol mix and I feel confident that if one of your readers could furnish me with the formulae of fuel 9H, we would be able to replicate the Connaught test room figures.

My company has been race-preparing and supporting B2, B4 and B5 over the last few years and as reported elsewhere in your journal B4 beat a truly magnificent field of contemporary race machines in both heats of the Polo/Ralph Lauren race at the Christie's Historic Festival at Silverstone in July. David Duffy, the owner, elected to let Martin Stretton pilot the car even though he had never driven a Connaught before, showing what a good car, a good driver and good preparation can achieve, as demonstrated at the same meeting last year with two Connaughts coming home in the first three places.

Spencer F Longland,
Sudbury, Suffolk

Segrave's Nationality

Sir
Your informative article *The First to Succeed* about the B-type Formula One Connaught in the July issue brings back memories of a very different and maybe happier era of racing than today.

I note you write that the Syracuse success was universally hailed as being the first time a British car had won a Grand Prix since Segrave's 1924 San Sebastian victory for Sunbeam, without adding the so oft-times repeated "and driver". Because Henry de Hane Segrave was Irish. Born in Baltimore in the US, to an Irish father, he lived in Ireland from the age of two, firstly in County Wicklow, where his father Charles organised a hillclimb and other motoring events as early as 1905, and later at Portumna, on the shores of the River Shannon.

Desmond Moran
Co Galway, Ireland

(Yes, a fact often overlooked — WB)

BMW Confusion

Sir
The BMW 850i road test published in the June issue of MOTOR SPORT contained a couple of points which have led to confusion which I would like to clarify.

Firstly, advance orders for the 850i: currently the order bank for the car is standing at over 600. Having already delivered 180 to customers since the launch in November this means an order placed now would see delivery in slightly over 18 months. We are continuing to receive new orders for the 850i. Secondly, the confusion over the suspension options offered on the 850i. As Jeremy Walton rightly states, there were four suspension options shown to the Press at the launch. These were "Comfort", "Sport", M Technic and Electronic Damper Control (EDC). In September 1990, the time of the launch in this country, M Technic was not available. Therefore the cars had "Comfort" as standard, "Sport" as a no-cost option and EDC as a cost option, now £1220. From April this year we dropped the "Sport" no-cost option and replaced it with M Technic as it became available as a £345 option.

The essential characteristics of each system are:

"Comfort" — Springs and dampers to give ride and handling in line with the car's GT character. M Technic — Stiffer springs and dampers with lower ride height to give greater emphasis to handling. EDC – Electronic system which automatically adjusts damping to suit driving style. "Sport" – Slightly stiffer dampers than "comfort" to make ride and handling compromise more in favour of handling without too much loss in ride.

"Sport" is no longer available in the UK. In Germany "Comfort" is standard on automatic transmission cars and "Sport" is standard on cars ordered with the six-speed manual gearbox.

Scott Brownlee,
Press Relations Manager, BMW (GB) Ltd.

HSCC Donington

Sir
I was very interested to read your article reporting the Formula One 3-litre celebration at Donington in the June issue of MOTOR SPORT. I would like to suggest that the report on the Beltoise BRM P160 is not quite correct. The car belonging to the Donington Collection is chassis No 10 and was never driven by Beltoise. In 1974 it was driven by Henri Pescarolo and François Migault. The car in which Beltoise won the Monaco Grand Prix was chassis No 1.

Noel AL Ottobotcarr,
Kent.

Sir
In the report on the HSCC Donington meeting you refer to Sir Jack Brabham driving a BT35 F2 car. The BT35 was the Atlantic, and I believe F3, version of this chassis, the last spaceframe Brabham built. The BT35 had smaller side pods, to accommodate less fuel than the BT36 which was the F2 car used initially by Rondel Racing for Graham Hill, Tim Schenken and Bob Wollek, and the YPF Argentinian team of Carlos Reutemann and Carlos Reutsch. I believe Peter Westbury also acquired a BT36 after the two *de facto* semi-works teams. These Brabhams raced in the last season of 1600cc (Cosworth FVA) F2 in 1971.

Jeff Heselwood
Hong Kong

Courtesy

Sir
What a contrast I witnessed at the Silverstone testing between the Old and New in Formula One. The unacceptable face of the business was one leading team manager employing minder techniques as he elbowed away one of a small group of young boys attempting to get one of their heroes' autographs. None of these young enthusiasts managed to get a glimmer of recognition as driver and manager strode purposefully between the paddock and motorhome area. Earlier in the day however, I had the pleasure of a 10 minute conversation with Mr Rob Walker, who seemed delighted when I asked him of his recollections of Rheims, the old Spa, Rouen

and his thoughts on drivers like Sir Jack Brabham, John Surtees, and my own favourite of the late Sixties, the luckless Chris Amon. These drivers together with Hill, Stewart and Clark, I was fortunate to see at the annual Gold Cup meetings at Oulton Park in the mid and late Sixties, and they were more than happy to give autographs to a young enthusiast like myself. So thank you to Mr Rob Walker for proving politeness and courtesy of the good old days does still exist in some quarters of the business.

Robert Nickson
Warrington

Silver Hawks

Sir
I enjoyed reading *Out in a Silver Hawk* (May) very much and congratulate Chris Gordon on his achievement in restoring (and using) a rare machine. It is intriguing to speculate on the origin of this Silver Hawk. WB states firmly that it could not have been one of the three 1920 Le Mans cars or the record-breaker at Brooklands, because they all had undrilled chassis side-members. He then weakens this positive assertion by stating that such lightening would have been unacceptable for a road-racer or on Brooklands. Now, on p15 of that super little book *The 200 Mile Race* by WB (Grenville, 1947), the 1921 Alvis sv 12/40 racer of Harvey is described: "cowled radiator, extensively drilled frame and full undershield, and was fast" (Not as fast, be it noted, as the Marlborough of Wm Harris!) The question posed is therefore: if an Alvis can have a drilled frame at Brooklands, why not a Silver Hawk? The same C M (or Maurice) Harvey of the 1921 drilled frame Alvis had been nominated driver of the non-starting Eric Campbell entered by Silver Hawk Motors Ltd for the August 1920 race at Le Mans, and it was he who also took the 1500cc standing-mile record at Brooklands in June 1920 (at 61.53 mph) in a Silver Hawk. Is it not remotely possible that Harvey was responsible for drilling (or persuading Noel Macklin who made the cars to do so) the Silver Hawk's frame for the ss record attempt, and then having second thoughts about racing it for 255 miles on the rough and grotty public roads of Le Mans two months later, and therefore pulling out? Can someone produce a photograph of the record-breaker?

G V Ravenscroft
Minehead Somerset.

(What I intended to suggest was that Macklin may not have regarded a drilled chassis as suitable for Le Mans or Brooklands. I have turned up a photograph of the car used by Harvey to take the record quoted and it does not have a drilled chassis. Nor did the car (which may have been the same one) with which Gedge and Miss Cordery took longer distance records later that year. But the engine was Coventry-Simplex, whereas Gould's car has an ohc Sage engine. — WB)

Special Pleading

Sir
I was most interested in DSJ's *Letter to Readers* in the June issue. It was a most erudite piece and encapsulates the problems of special builders and the speculator market. By coincidence, in the same issue was an advertisment for the ex-Archie Craig MG Bongazoo, a car with which I was associated in the Sixties when old racing cars were really not that valuable. At the time (1966 I think) I was helping Martin Maudling with his racing Anglia and working out of the family stables at Essendon. Under a pile of rubbish was the remains of Bongazoo and various other MG bits which Martin had discovered some years earlier. I made an agreement with Martin that if I rebuilt the car I could race it and set about a Sixties style restoration.

The original body, 20 gauge all over a ½ inch square tube frame, was in reasonably sound condition, including the special alloy radiator cowl – like a cross between a Delage GP car and the ex-Whitney Straight Maserati. After removal of large quantities of filler and a quick respray with the vacuum cleaner in dark blue, the car looked great! The non-standard hydraulic brakes upset me so I swopped axles with another old MG chassis in the barn and restored the PB-type cable brakes. Archie Craig later told me off about this as the hydraulics had been a bit special and one of his mods.

I rebuilt the original blower with new bearings etc, and after a top-end overhaul on the engine tried to get the car to run. Unfortunately the engine was in its ultimate 15 psi methanol burning form and L10 plugs and a dodgy magneto were not conducive to a clean running engine – ah the innocence of youth! As family pressures prevented my actually driving the car, Martin had one very wet and misfiring practice session at Silverstone before giving up on Bongazoo and selling it.

Sometime later I came across the car when owned by Dorset restaurant owner Tim Hunt by which time most of the original body had been replaced by a standard looking P type body and radiator, although the domed rear end was still extant. The point is, of course, what is the car that's currently for sale? Archie Craig ran the car both sides of WW11 and constantly developed it up to 1948 I believe.

I believe that the form in which I rebuilt the car was fairly close to the last AC spec (except for the brakes) so what is it now? As Jenks says in his article, things were so much easier when we were just playing with old racing cars. One final fascinating point – the car had two throttle pedals with a second to the left of and slightly above the clutch pedal. Archie explained that this was for lightning clutchless down changes under braking! Was he an organist or something?

RJ Dove
Romford, Essex.

Ginetta G11 Coupé

Sir
I wonder if you could assist me in tracing the history of a Ginetta G11 coupé. The car is linked with MOTOR SPORT in as much as its original owner, David Shone, sold the car through an advert in the classified section in the May 1967 edition. The car featured a fibreglass body bonded to the chassis and the engine was an MGB 1800. Front suspension was from the Triumph Vitesse/Spitfire and the rear was modified MGB with radius arms and coil spring damper units. The G11 was available in both closed coupé and convertible form and it is thought that a total of 12 cars were built, before supply problems forced Ginetta to discontinue the model. Many people considered it to be superior to the MGB, which perhaps explains the supply difficulties which Ginetta encountered. I would be interested in communicating with any of the owners, subsequent to the original owner David Shone, or anyone with any knowledge of the car.

Tom Kenny
Fife, Scotland.

Barson Specials

Sir
I read with great interest your article on Chalenor-Barson's Specials in the June issue. I keep a register of Alvis cars in North America which includes the Experimental 8 cylinder Alvis-engined Barson Special No 11, currently owned by David Van Schaick. For several years I have been gathering information on this vehicle and its history.

The letter from Group Captain JD Tonkinson, Rtd fills in another blank space in the list of former keepers. Unfortunately I cannot answer Gp Capt Tonkinson's question as to how the Barson Special got to the States. I can, however, offer a few names of past keepers, some of them unearthed from the letters' section and adverts of MOTOR SPORTS past. After Gp Capt Tonkinson it was spotted in Bagshot, Surrey, keeper unknown; Alton Garages in 1951; Mr Turner of Wanlip, Leicester in 1951; Vintage Garages of South Kensington in 1952; Vincent C Freedman in 1952; Mr Blunt of Bangor in 1953; said to be spotted in Caernarvon in 1954. If the registration MKX 968 emanates from Buckinghamshire circa March 1960 it probably lived there at the time. The car appeared in the States during the 1960's with George Turner of York, PA and later Daniel C Donoghue of Malvern, PA who sold it to David Van Schaick of Newtown Square, PA in 1971. Last winter the Barson underwent a suspension rebuild and David plans to campaign it in VSCCA events this season. Possibly this round of correspondence will prompt additional former keepers to reveal themselves.

Wayne Brooks,
Alvis OC, N.American Section,

Peter Smith SPORTS CARS LTD.

UNMISTAKABLY LOTUS

LOTUS

1991H Esprit, Black, leather, ACU, sunroof, ABS, 500 miles **£36,750**
1990H Elan SE. BRG, leather, ACU, 3,500 miles **£21,995**
1988F Esprit Turbo, Silver, leather, ACU, sunroof **£25,995**
1988E Esprit Turbo, White, leather, sunroof, 9,300 miles **£24,950**
1988F Esprit Turbo, White, leather, ACU, sunroof **£24,995**
1989F Excel S.E., White, leather/tweed, stereo **£17,995**
1988F Excel S.E., Steel Blue, leather, ACU **£17,995**
1986C Excel, White, leather/tweed, stereo **£9,500**

ALFA ROMEO

1991H 164 Cloverleaf, Red, leather, ACU, sunroof **£25,995**
1991H 33 16V, White, alloys, spoilers **£11,995**
1991H 33 1.5 iE, Gunmetal, stereo, 4,500 miles **£9,995**
1989F 33 1.5 Ti, silver, full history, 19,000 miles **£5,595**
1988F 75 2.0 Twinspark, Red, stereo, 1 owner **£9,995**
1988E 75 2.5 V6, Metallic Blue, 1 owner, full history **£6,295**
1988F 33 1.7, Metallic Silver, full history **£5,595**
1989G 164 3.0 V6 Manual, Black, sunroof, 21,000 miles **£13,495**

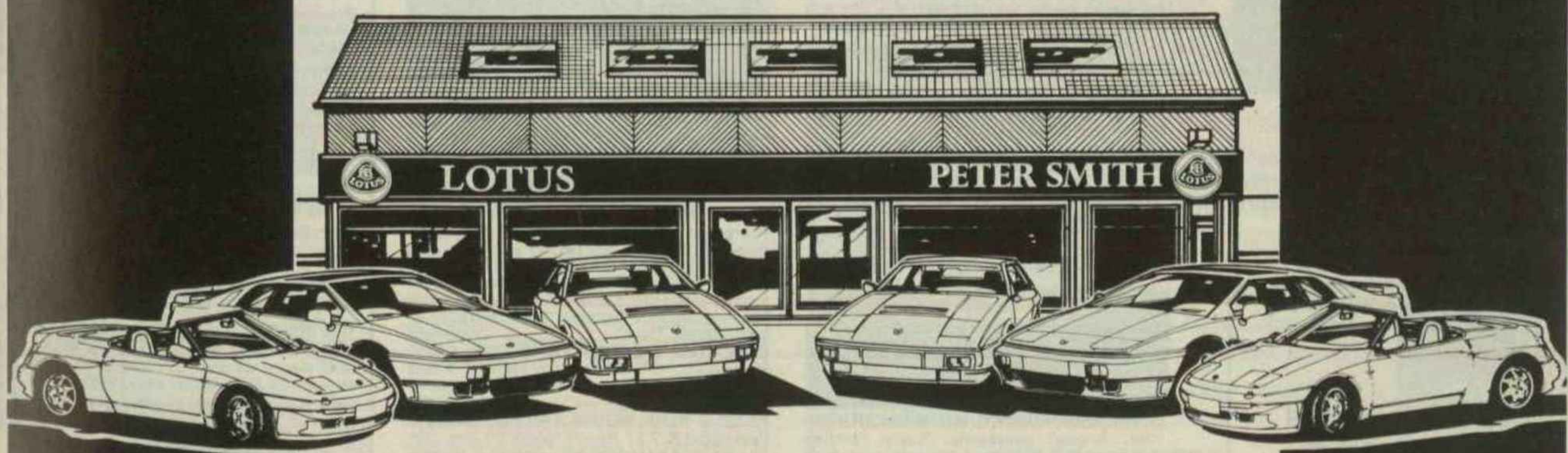
PRESTIGE

1990H Jaguar XJ6 4.0, Claret, leather, full history **£23,995**
1982Y Porsche 911 Turbo, Red, leather, 52,000 miles **£29,995**
1982Y Rolls-Royce Silver Spirit, Cotswold Beige, full history **£29,995**
1979V Rolls-Royce Silver Shadow, Carribean Blue, 49,000 miles **£19,995**
1988F Sierra Cosworth, white, alarm, full history **£10,250**
1988E Mercedes 190 2.6, Ivory, 16,000 miles **£14,995**
1988E TVR 'S', Blue, leather, 26,000 miles **£11,995**
1988E Volvo 760 Turbo, Blue, total specification **£11,495**
1989G Toyota MR2 T Bar, White, leather, 17,000 miles **£10,995**

New *New* *New* *New*

○ EXCEL SE	○ ESPRIT	○ ESPRIT S	○ ESPRIT SE
£115 wk	£146 wk	£161 wk	£194 wk

All new Lotus' available for immediate demonstration and earliest delivery.



Where customers come 1st.

PETER SMITH SPORTS CARS LTD.

STATION ROAD, HATTON, DERBY DE6 5EL.
TELEPHONE (0283) 813593 TELEFAX (0283) 815491

PAGE & MOY LTD

INTERNATIONAL MOTOR RACING TOURS

1991

FROM JUST £45

Send for your free copy of our brochure now!

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

A CHOICE OF TOURS TO SUIT ALL TASTES
Page & Moy bring you an unrivalled choice of holidays. With prices starting at just £45 there are bound to be several holidays to suit you. In our 1991 book of Motor Racing Holidays, you'll find:

ITALIAN GRAND PRIX
Monza - *8 September*
6 tours by coach and air all based on the scenic Italian lakes.

LAST CHANCE TO BOOK

PORTUGESE GRAND PRIX
Estoril - *22 September*
For a relaxing holiday in a popular resort for 14 nights. Only 10 minutes from the circuit.

SPANISH GRAND PRIX
Barcelona - *29 September*
Holidays by coach and air for 3-11 nights, all in beautiful locations.

To make a provisional booking, call Jo on

(0533) 524344

or send for your free copy of our brochure today
Page & Moy Ltd
136-140 London Road,
Leicester,
LE2 1EN
HM 91451836

ABTA 47026

CLASSIFIED

FOR SALE lineage advertisements
must be pre-paid and in writing or over the telephone by Access or Visa.
RATES 40p per word
(maximum 80 words) £6.00 minimum charge.
BOX Nos. £4.10 extra per advertisement.
Replies to Box No. "MOTOR SPORT", Standard House, Bonhill St., London EC2A 4DA
The above prices are inclusive of VAT at 17½%

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

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

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

Send advertisement to the
Classified Department, "MOTOR SPORT",
Standard House, Bonhill Street, LONDON EC2A 4DA.
Telephone 071-628 4741 ext 144 for information on
small Display and Trade advertisements.

FOR SALE

MORGAN + 8 1984, red with stone leather interior. One owner, 30,000 miles, aluminium body, rack and pinion steering, £15,750. Tel: (0705) 467194 (970561

DUCATI 851 Superbike Luccitinelli Replica. Genuine handbuilt factory racer. Maintained to the highest standards regardless of cost. This immaculate machine is for sale due to retirement of racing. many wins & lap records in UK. "Battle of the TWINS" Series 1989/1990. Complete with spares, ready to race or as collector's item. £23,500 Minster Garage, Southwell, Notts. Tel (0636) 812146 (—CC

MGA ROADSTER, 1957, wire wheels, LHD, sound condition. Excellent driver, needs work, hence £6,250.P/ex. 081-529 2158 (T

1934 LAGONDA RAPIER, VSCC Entrant. Open top with Grand Prix tail, brg, excellent condition and running order. £17,500 o.n.o. Clifford Baker 071-323 3050 (day) (—970473

FERRARI 365 GTB4. Daytona Red with beige/black interior. FOC member. Private sale. Tel (0344) 843424 (—CC054858

BENTLEY 1924 3-LITRE. Red label, ground-up restoration in last 2 years by leading specialist. Superb car £85,000. (0483) 571885 (—CC072926

HENLEY, MG REPLICA, 2 + 2, bright red, black hood and interior, 2 litre Sierra based, 5-speed, wire wheels, professionally wired, trimmed and painted, D registered, £8,450 o.n.o. — may trade. Telephone 0925 765775. (970201

AUSTIN HEALEY 3000 MKIII. 1966 Phase II, LHD, w/w, extremely sound, requires cosmetic restoration hence only £10,500. P/x. 081 529 2158 (—T

TOURER. Extremely original motor car. 'Le Mans' 4 seater, body by Compton. Never restored and all in beautiful condition. Taxed and year's MoT. Offers over £30,000. Tel: 08444 3531 (Mid-Bucks) (—970422

FORD MUSTANG 1965 Convertible & Fastback GT. Both cars utterly sound, full MoT, tax. Very useable. £10,500. Any p/exchange considered. 081-529 2158 (—T

MORGAN 4/4. 1985, 16,000 miles only. Wire wheels, luggage rack. £14,750. 0939 24685 (—CC085891

CONCOURS WINNING MkI MINI COOPER, 1965, original (unwelded), totally rust-free bodyshell, Surf blue, gold brocade, twice Best in Show at National Concours 1990, Best Car on Cooper Register 30th Anniversary Run 1991. Offers around £9,250. Walsall (0922) 37232. (970200

FERRARI 512 BBI BOXER, 1983. Silver with black/grey interior. Very low mileage. FOC owner. Private Sale. Tel: (0344) 843424 eves/W.ends (—CC042994

LOTUS CORTINA MK I. Total body rebuild, new wings, engine, spares including 2 sets Magnesium wheels. £17,500. Norton Manx/Inter Clubman 500cc prepared by the factory for the 1951 TT. Road registered £16,000. 0245 400018 (—CC970255

FOR SALE — continued

ROUSE SPORT COSWORTH 4×4. June '91, Dark red metallic/leather trim. One of only 100. 4,000 miles, transferable warranty £24,000. Tel: St Albans (0727) 838894 (—970303

RILEY KESTREL SPRITE 12/4, 1936/37. Absolutely original and complete, in dry storage for many years. Offers, Tel: 033 02 4371 (—CC011155

MG TF. 1954. 1250cc, 2,000 miles since total restoration 2 years ago. Ivory/red leather. Superb. £18,500 o.n.o. Phone 0285 810337 (Evenings) Glos. (—970329

BMW 635 CSI. Red, every possible extra. Recarros, all leather interior, new NCT's. Unmarked collector's car £9,500. Tel: (0747) 860747 (—CC003547

1971 LOTUS ELAN PLUS 2, 130S4 big valve, yellow, 12,000 miles, perfect condition throughout. Serious offers over £10,000 when seen. Tel (0224) 641299 or (0224) 589821 until end of August (—CC040121

CATERHAM SUPERSPRINT. 1990, Dedion, all white, sccr box and nearly every extra. 2,200 miles, superb £12,800 Kent (0732) 822224 (—970401

ALFA ROMEO 1750 GTV. 1971, good condition, taxed, MoT, 70,000 miles. Some service history. All original £3,500 o.n.o. Tel: (0332) 842647 A.R.O.C. Member. (—970400

LOTUS ELAN S4 DHC. Yellow, totally restored to a very high standard, too much to list. Details 0946 832773. £15,000 ono. P/x Caterham Severn, Europa Special or something interesting. (—970388

PORSCHE 911 CARRERA SPORT. June 1984. Slate blue with blue pinstripe interior, sunroof, stereo, alarm, fitted for car phone. FSH, excellent condition. £21,000. Tel 031 447 1035 or 0875 52849 after 7pm. (—970389

MASERATI 430. Standard full specification. Blue silver over soft grey with cloud grey interior. March 1989. One owner 22,000 very careful miles. Private sale with Maserati Garage warranty. £22,500. Tel: (0494) (Amersham) 786044 - office hours. (—970341

1927 CHEVROLET CAPITAL Phaeton Open Tourer, fully restored, very beautiful, left hand drive, £12,950. 071-485 1015 (Trade).

PORSCHE 911 SUPERSPORT COUPE, Turbo body, F-reg, one owner, 14,000 miles, service history, Guards Red, leather seats, superb condition throughout. £32,995. Tel 04024 48377 or 0831 260984 Trade (CC064680

CATERHAM 7 SUPERSPRINT 1700. C-reg, long cockpit, live axle, red. Immaculate. A real bargain at £7,450 ono. Tel: (0473) 625744 (Ipswich) (CC023770

RILEY 9 PLUS SERIES FABRIC TOURER. Registered 25.2.31. Recent rebore 5:1 cwp, twin S.U.'s. Good tyres, hood + tonneau. 7 months tax. MoT, well sorted car in regular use. £12,750 ono. Will Hall, Tel: 094-881 655 or 0244 531547 (office) (Cheshire) (—970583

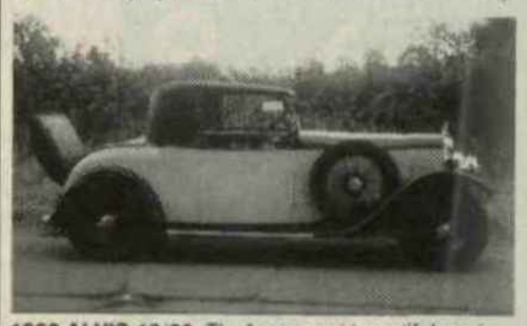
TRIUMPH SPITFIRE MK II. 1967 Exceptional condition, one owner, genuine 53,000 miles. Expertly maintained, offers invited. Tel: 074 578 320 (—970609

MORGAN 4/4. 1985, 16,000 miles only. Wire wheels, luggage rack. £14,750. 0939 24685 (—CC085891

1979 MGB GT. Registered 01A 146. Pageant Blue, mint condition, genuine 58,000 miles. Test certificate to August 1992. £4,500. Tel: (0247) 454209 (—CC

MOTOSPOT

0455 552548 or 0831 120498
10am-8pm
(If no reply tel or fax 0858 880626)



1932 ALVIS 12/60. TL. A rare and beautiful car in fine condition
1931 ALVIS 12/50 TJ 2 seat + dickey. Totally restored
1934 ALVIS Speed 20. 4 seat sports
1929 AUSTIN 12. Clifton Tourer
1925 RILEY 11/40. 4 seat sports
1911 SWIFT. 7.8 h.p.

1923 PACKARD 6 RHD. A most impressive quality car in very fine condition
1949 TRIUMPH 2000 Roadster. A top 12 car in outstanding order throughout
1955 DAIMLER Century Convertible. Full body restoration in Ivory. New red leather and power top
1966 FORD GALAXIE Convertible. RHD V8. Power top
1974 JENSEN Interceptor III. Low mileage

ALL CARS ARE FULLY RESTORED

Car Trailer 16' bed. twin axle. Brakes, lights, winch. Restored £795

Upper Bruntingthorpe, Lutterworth LE17 5QP.

Appointment only · 4 miles from J20 M1

1937 ROLLS ROYCE 25/30. Restored six light limousine with a very special disappearing division, taxed and tested

1947 MG TC in white, red leather, British car, last owner over 10 years, restored, drive anywhere

1947 BENTLEY MK6. 2 door fixed head coupe, by Freestone and Webb, one of only two made, first owner a famous film star, needs restoring after a period of dry storage

1961 ALVIS TD21. 55,000 miles from new, manual gearbox

1966 ASTON MARTIN DB5. Not just any Aston Martin, but a very special car, in it's early days it went back to the factory and was updated with a DB6 engine (three webers), it also has DB6 MkII flared wheel arches and wide chrome wire wheels, leather dash and other special body modifications, finished in a superb rich deep metallic green, it gives the impression of a Zagato. A one off car

1969 ROLLS ROYCE PHANTOM VI. The very first production car finished in Midnight blue over shell grey metallic, must be a good investment for the future, at only

1970 ROLLS ROYCE SILVER SHADOW in Garnet with beige leather interior, air conditioning, electric windows, etc

1972 BENTLEY TI. Long wheel base with electric division and dual air conditioning. Finished in totally unmarked garnet with beige leather interior. Looks as new! Very rare car, the only one I have ever seen

1975 BENTLEY TI in Marlborough brown with tan leather interior, full service history, tool kit, radio, electric windows, air conditioning etc. A very nice car and priced at a bargain price

1927 ROLLS ROYCE PHANTOM I DROPHEAD. Two-seater with dicky seat, twin sidemounts. Well known in the Rolls Royce Club, stored for a couple of years. Bargain price

WE SHALL BE AT BEAULIEU AUTOJUMBLE IN THE AUTOMART 7/8th SEPTEMBER WITH TWO OF THE ABOVE CARS SO PLEASE COME AND HAVE A CHAT

Tel: (0404) 822324 or
(0836) 288465 or
(0860) 553904
Fax: (0404) 822994

CAVALLINO

Person to Person Ferrari People

1989 (G) 328 GD. Black/magnolia, 3,000 miles **£59,995**
1989 (G) 328 GTB. Red/magnolia, 1,000 miles **£59,995**
1987 (D) Mondial 3.2. Red/magnolia, 1,000 miles **£34,995**
1986 (PP) 328 GD. Red/magnolia, 14,000 miles **£46,500**
1985 Mondial QV. Red/magnolia, sunroof, 24,000 miles **£27,450**
1983 Mondial QV. Black/magnolia, 30,000 miles **£26,250**
1982 Mondial 8. Red/sabia, resprayed, serviced, new carpets, 62,000 miles **£23,500**
1979 308 GTB. Red/magnolia, 40,000 miles, full history, deep front spoiler **£28,500**
1979 400i Auto, Nevo/magnolia, full engine rebuild, still running-in, 52,000 miles **£29,995**
1978 308 GT4. Selection of properly restored examples in red from **£22,500**
1973 246 GT. Red/tan, fully restored, 246 plate **£49,500**
1980 400i Manual. Blue/magnolia, £2,800 spent at main dealer, 50,000 miles, FSH **£36,995**
1975 Boxer 365 BB. Red over black, £30,000 just spent .. **£89,500**

Selling? We will buy your Ferrari

Restoration? We can restore any classic car with our comprehensive facilities Service? Compare our rates - £30.00 per hr. Fully trained and qualified staff. Collection and delivery anywhere in U.K. max. £100.

Phone Crispin Thomas

Weekdays 0373 832563
Weekends 0836 510510

Corsley Heath, Nr Warminster, Wilts. BA12 7PL

For full market report...Ferrari Newsline 0836 405414
Calls charged at 44p per minute peak, 35p per minute off-peak.

DK ENGINEERING

OFFER FOR SALE

FERRARI 275 GTB. Short nose, left hand drive. Low mileage. Very sound and original. Interesting history. English registered ..... **reduced to £175,000**

FERRARI 365 GT 2+2. Right hand drive. Pale grey metallic. Previous owner for the last 17 years. 34,000 miles. Excellent mechanical condition. (New stock) **£45,000**

FERRARI 308 GTB 1977. Red with beige interior. Dry sump car, excellent mechanical condition. Air conditioning, wide wheels, 55,00 miles. **£35,000**

FERRARI 308 GTB 1978. Black with magnolia interior. 3 owners, excellent. **£36,000**

FERRARI 308 GTB 1977. Yellow with black interior. One owner, shows 12,000 miles. Requires some minor bodywork. **£29,995**

FERRARI 308 GT4. 1978. Red with blue interior. 2 owner car, 52,000 miles. Much history. Good value **£18,000**

JAGUAR XK 140 Roadster. Left hand drive. The body has been restored but car needs completing. **Offers/£18,000**

FERRARI 400 1977. Black with blue interior. A four owner manual carburettor car in excellent condition, one of very few manual right hand drive models. **£27,000**

FERRARI 3.2 Mondial red with magnolia. 1,044 miles, Blaupunkt radio, factory sun roof. Perfect **£45,000**

JAGUAR E TYPE 3.8 FHC. Opalescent BRG with suede green interior. All synchro gearbox. Superb value **£25,000**

BMW M8 1986. One owner, 30,000 miles, Outstanding condition. Full history. Red with magnolia..... **£19,250**

WANTED **— ALL MODELS OF FERRARI. WE HAVE WE HAVE CUSTOMERS WAITING FOR MOST MODELS. WE WILL ALSO SELL YOUR FERRARI ON A COMMISSION BASIS. PART EXCHANGES CONSIDERED ON ALL THE ABOVE SALES, SERVICE AND RESTORATION**
CARS INSPECTED PRIOR TO PURCHASE AND VALUATIONS GIVEN

Please telephone David Cottingham with your requirements

Telephone 0923 (WATFORD) 55246 (England)
Fax 0923 249966

Wanted: a set of Michelin Tiles, any subject

TVR

SEAC

1987 (D). Met. grey, full hide, special interior, stainless steel, race spec chassis, new 450 carb engine, 34,000 miles. The most unique example in existence **£25,750**

450SE

1990 (H). Red, mist full hide, Wilton, 8,000 miles **£27,995**

1989 (F). Dark blue, doeskin hide, air, Wilton, PAS, 16,000 miles **17,995**

350i's

1989 (F) 350i. Mica Blue, doeskin half-hide, Wilton, PAS, 13,500 miles **£17,250**

390SE

1989 (F) 350i. Mist Blue, black half-hide, PAS, 46,000 miles **£13,995**

1988 (E) 350i. Black, grey half-hide, PAS, 38,000 miles **£15,850**

1986 (D) 350i. Red, biscuit hide, boot spoiler, 39,000 miles **£14,995**

1985 (C) 350i. White, red trim, 220bhp engine, 60,000 miles **£12,995**

TVR "S"

1991 (H) S3C. Bordeaux Red, flint half-hide, Wilton, 2,000 miles **£19,250**

1989 (G) S2.9. Azure met, grey half-hide, blue hood, 20,000 miles **£15,750**

PERFORMANCE ALL ROUND

The TVR Centre is the UK's largest TVR dealership. We always keep an extensive range of new and used models, and we've got the largest stock of parts and accessories outside the TVR factory itself. In addition to routine servicing we can offer retrimming facilities, vandal damage repairs, engine/suspension modifications, crash repairs, collection/recovery service, hire car facilities, TVR regalia . . . in fact anything for your TVR!

Remember we only deal in TVR's and collectively have over 40 years experience.

THE TVR CENTRE
Barnet Road, Arkley, Barnet, Herts
Telephone **081 440 6666** (sales)
081 449 4939 (service/parts)
Mobile Buyer/Sales Outside Working Hours
0836 693513

GILES COOPER LIMITED

NICK CARTWRIGHT –

SPECIALIST CARS — 0629 583287

328 GTS ('89). Red/magnolia, 2,800 miles, rear aerofoil **£58,995**
328 GTS ('89) G. Red/magnolia, 2,000 miles, rear aerofoil .. **£52,500**
328 GTS ('87). Red/magnolia, 5,400 miles, rear aerofoil, 1 owner unmarked **£46,000**
308 GTSi ('81). Red/magnolia, 46,000 miles, A/C, deep spoiler, FSH **£29,500**
308 GT4 ('78). Blue Chiaro/full leather, 40,000 miles, A/C wide wheels, full body restoration, fully detailed **£26,500**
246 GTS ('74). White/black leather, 13,600 miles, full concours restoration by ourselves **£67,500**
246 GT ('74). Blue Chiaro/tan leather trim, featured Sept 90 Classic and Sportscar, ground up restoration, fully detailed .....
246 GT ('74). Red/black, 35,000 miles, full body restoration, & mechanical rebuild **£59,995**
246 GT ('72). Red/tan fully restored **£46,000**

Unwanted 328, 348, Testarossa and Dino's for restoration

JAGUAR XK 140 ROADSTER. Special equipment, 1954 Concours **£79,950**

PORSCHE CARRERA GT. Guard Red, 50,000 miles L.S.D. 16" forged alloys, F.S.H. 1 of 15 RHD Concours **£26,000**
PORSCHE CARRERAS CABRIOLET. (90H) red/black **£45,000**

(0629) 56999 & 583287 eves & Sunday

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

MOTOR SPORT

SELF BINDER

To hold your issues of MOTOR SPORT neatly in one volume.

Black Leatherette with Motor Sport logo embossed in gold on the spine. Designed to hold your 12 issues, which are retained in the binder by means of metal rods.

Price £5.50 (incl p&p) UK & Overseas

Index for 1990 price 60p (incl p&p)

BOOKS

MY 30 YEARS MOTORING
by Bill Boddy
Price £16.40 (incl. UK p&p)

HISTORY OF BROOKLANDS
by William Boddy
Price £17.20 (incl. UK p&p)

MOTOR SPORT BOOK OF DONINGTON
by William Boddy
Price £2.00 (incl. UK p&p)

Overseas surface mail for the above books please add £1.00

Please make cheques payable to Motor Sport and send your remittance to:

Standard House, Bonhill Street, London EC2A 4DA
Tel: 071-628 4741

VINTAGE CARS (Yorkshire) LTD

A TOTAL RESTORATION, REPAIR AND MAINTENANCE SERVICE

PURVEYORS OF FINE EARLY MOTOR CARS

1933 Austin 7 Box Saloon. Charming car, taxed & tested **£4,650**
1934 Morris 10/4 Special Coupé. Very rare and stylish two-door car. Taxed & Tested **£5,700**
1938 Morris 25 h.p. De Luxe Saloon. Powerful 3½ litre car in superb original condition **£6,500**
1948 Bentley Mk6 Saloon. Post-war elegance with delightful original interior **£10,250**
1912 E.M.F. Studebaker Five Seater Tourer. Powerful right hand drive British registered car **£15,000**
1912 McLaughlin Buick Model 35 Tourer. Fully restored in our workshops. Outstanding **£26,000**
1903 Cadillac 6½ h.p. Rear Entrance Tonneau. Practical Four Seater and quite fast on the level **£23,500**
1901 Arrol-Johnston Dog Cart. Six Seater Brighton Car. Excellent running order **£34,000**
1926 Delage DISS. Skiff Bodied Three Seater Sports. Excellent V.S.C.C. car **£35,000**
1913 Wolseley 16/20 h.p. Tourer. Ex-Bill Pitt car. Much rallied in home and overseas events **£40,000**
1933 Lagonda 2 Litre Low Chassis Tourer. Recent barn discovery. Now fully restored **£47,500**
1950 Delahaye 135 MS Convertible. Very original car in striking two tone green livery **£60,000**

Other cars in stock including several large unrestored Edwardians.
Contact Stewart Skilbeck or Peter Briggs for more details

SANDALL STONES ROAD, KIRK SANDALL, DONCASTER, SOUTH YORKSHIRE DN2 4SE.
TELEPHONE (0302) 886698

BRISTOL 100 D2

Engine for sale. Rebuilt with new camshaft, Mahle pistons, oilpump etc. Crankshaft, still original size.

TEL: 081-398 5731

CC070680

CLASSIFIEDS CAN BE TAKEN OVER THE PHONE AND PAID FOR BY ALL MAJOR CREDIT CARDS

EX ENGINEERING MG Specialists

MGB, MGC, V8, MIDGET METRO & MAESTRO

CAR MG CLUB

Parts – Service – Car Sales – MG's Bought & Sold

MGB. Black, unregistered, 145 miles ..... **POA**
MGB 1979. Brooklands Green, 55,000 miles, full service history **£5,950**
MGB 1973. British Racing Green, green leather interior, wire wheels, rebuilt car **£9,500**
MGB 1966. Mineral Blue, wire wheels, overdrive **£6,750**
MG MIDGET 1500 1976. Citrus Yellow, over £3,000 recently spent **£3,250**
MG MIDGET 1962 MKI. Pale Blue, one family owner, 39,000 miles. **POA**

All cars carry 1 year MoT and 6 months parts and labour warranty

Servicing – Tuning – Engines – Suspension

All work undertaken

Mechanical – Electrical – Bodywork – Trimming etc.

If you are having difficulty finding on MG... Give us a ring and let us know what you require. We will go and find an MG to suit your needs. We can carry out a full independent inspection and voluation on any MG prior to your purchase.

VISA

11 West Hampstead Mews London NW6 3BB
By West Hampstead Tube 071-624-4588

Chris Drake Collectors Cars Ltd

19A Brook Mews North, London W2 3BW
Tel: 071-262-6583, Fax: 071-723-1881

AMILCAR C4

Circa 1926, chassis no. 9990. Delightful pointed tail roadster, *nicely restored, inexpensive*, fun vintage motoring, MOT.

ALSO IN STOCK

1933 FRAZER NASH TT REPLICA. 328 BMW engine, maroon/black, excellent sympathetic restoration.

1934 LAGONDA M35. T9 Open touring body, finished in black, recent restoration, chassis no. Z11210. Very realistically priced.

1952 COOPER BRISTOL. 2 litre monoposto, FIA papers.

1958 COOPER TYPE 45 F1. 2 litre climax, beautifully restored, FIA papers.

1955 LOTUS MK10. 2 litre racing Bristol engine and gearbox, ex Cliff Davis, fully restored with FIA papers.

1958 JAGUAR XK 150 DHC 3.4. Original RHD, provence blue, recent restoration and engine rebuild, matching numbers.

1961 AC ACECA. LHD, 2.6 Rudspeed with alloy head and triple webers giving approx 190 bhp, 1 of 6 built, the fastest Aceca.

1962 BENTLEY S2 CONTINENTAL. 2 door HJ Mulliner, fitted with S3 type twin headlights, as original factory equipment, mint condition.

1964 BENTLEY S3 FLYING SPUR. Twin headlamps, sage green, grey hide, 2 owners, fitted S3 type twin headlamps, as original factory equipment.

1965 JAGUAR E-TYPE FHC. Indigo blue with tan leather, excellent condition, very realistically priced.

1967 JAGUAR E-TYPE ROADSTER. Original RHD Series 1½, ivory, black leather, excellent condition. Realistically priced.

1959 JAGUAR XK120 ROADSTER. Concours condition. Silver with red interior.

TALACREST LTD

STATION ROAD · EGHAM · SURREY TW20 9LF

FERRARI 512 BB INJECTION 1982
Rosso with cream hide piped Rosso. One of only 42 RHD cars. First in class at 1987 F.O.C. Concours. Second in class at 1990 F.O.C. Concours. **£124,995**

FERRARI 330 GTC 1967
Argento metallic with Nero hide. One of the 21 RHD cars. Quite superb. **£110,000**

FERRARI 365 GT 2+2 1970
Blue Chiaro metallic with Nero hide. One of the 52 RHD cars. **£89,995**

FERRARI 246 GTS 1973
Rosso Corsa with Nero hide. Professionally renovated. **£69,995**

FERRARI 250 GT LUSSO 1964
Argento metallic with Nero hide. One of the 23 RHD cars. **£185,000**

FERRARI SERVICING
"Summer-ise" your Ferrari with our factory trained mechanic. Bodywork, MOT & valeting facilities available

MANY OTHER INTERESTING FERRARIS AVAILABLE — PLEASE CONTACT JOHN COLLINS OR MIKE WHEELER

Tel: (0784) 439797 Fax: (0784) 472990

RAF TORNADO

(JACKET TYPE 2502)

A smart, rugged Flying Jacket worn by the Aircrews of TORNADO Squadrons. Tailored from heavy but supple Black Leather, featuring two way pockets, inside pocket, sleeve pencil pocket, heavy cotton lining and Tornado Squadron embroidered label.

From £230.00

THE OFFICIAL RAF IRVIN

SHEEPSKIN FLYING JACKET

This is the original, not a replica, manufactured under licence from the WW11 manufacturer, do not settle for less. Each jacket carries the official RAF IRVIN label. (As worn by the RAF BATTLE OF BRITAIN MEMORIAL FLIGHT AIRCREWS).

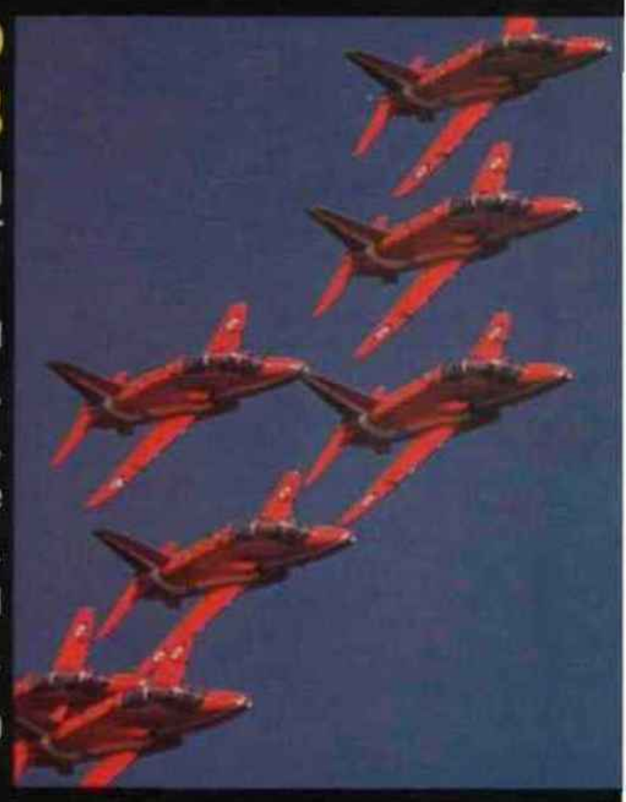
From £299.00

THE RED ARROWS

OFFICIAL TEAM FLYING JACKET

This superb Flying Jacket is tailored from extra supple Black Hide, featuring Red Cotton lining, elasticated leather waist, sleeve pencil pocket and leather cuffs. Perfect for flying, driving and everyday wear.

From £253.00



FREE CATALOGUE

PLEASE WRITE, TELEPHONE OR FAX FOR A FREE COLOUR CATALOGUE AND SAMPLE MATERIALS

The Pilots of RAF Strike Command, RAF Support Command, The Red Arrows, NATO Tiger Squadrons, the RAF Battle of Britain Memorial flight, The Fleet Air Arm, discerning pilots and motorists, choose Aviation Leathercraft Flying Jackets, for their superb quality, style, guaranteed fit and practical everyday wear.

VISITORS ARE WELCOME, MONDAY TO FRIDAY 9.00am - 5.00pm.

AVIATION LEATHERCRAFT

THRUXTON AIRPORT, NR. ANDOVER.
HANTS, SP11 8PW.
Tel: 0264 77 2811 Fax: 0264 77 3102

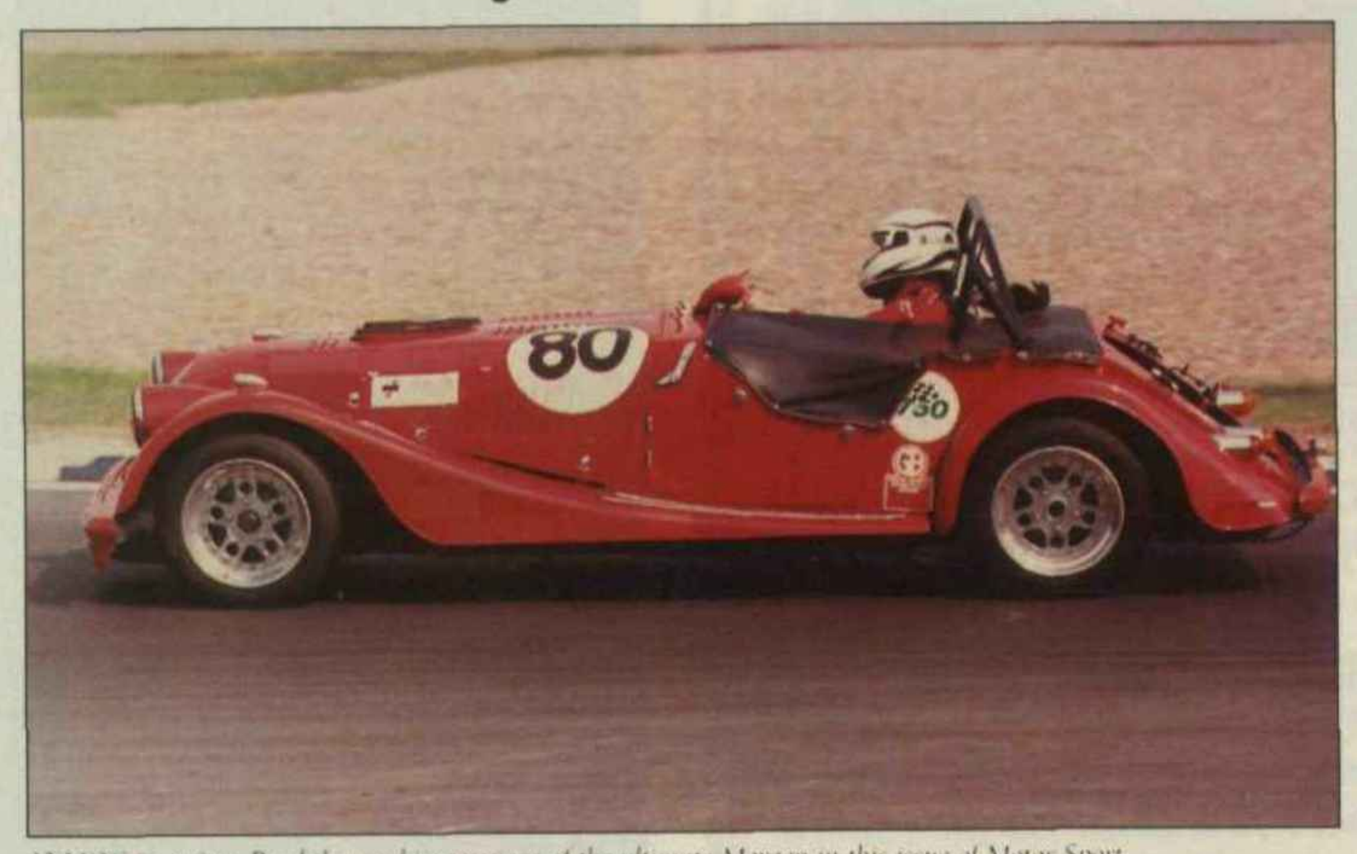
Photographs by kind permission of:
79 Sqn., 229 Sqn., 230 Sqn., THE RED ARROWS, The RAF BATTLE OF BRITAIN

Colin Musgrove Racing

SPECIALISTS IN *Morgan* AND HISTORIC RACING CARS

— General Services —

- ★ Restorations to Concours Standard
- ★ Refurbishments for Regular Use
- ★ Wings-off Bare Metal Repaints
- ★ Repanelling in Alloy or Steel
- ★ Woodwork Repairs/ Reconstruction
- ★ Accident Repairs
- ★ Routine Servicing
- ★ Insurance Valuations
- ★ All Mechanical Repairs
- ★ Axle Repairs a Speciality
- ★ Retrims/Hoods/Tonneaux
- ★ Chrome Radiator Repairs/ Rebuilds



43 MOG in action. Read the road impressions of the ultimate Morgan in this issue of Motor Sport

- Competition Services -

- ★ Full Race Preparation Service
- ★ 3.9 to 4.5 Conversions for +8. Various Induction Systems & EFi
- ★ Vented 4 Pot Front Brake System
- ★ Vented or Solid 2 Pot Rear Disc Brake Conversions
- ★ Large Range Competition Brakes & Components
- ★ Trailing Link Rear Suspension Modification with or without Coil-Overs & Anti-Tramp Kit
- ★ Chassis Fabrication & Modification
- ★ 4HA Axle Conversions
- ★ Getrag Gearbox Conversions
- ★ Mild to Ultimate Performance for Road Cars

STOP PRESS: 43 MOG, the CMR "works" car takes Securicor Polemans Award at Donington BTCC meeting and wins MMC Challenge by 40 sec. This follows our wins at Pembrey and Class win at Shelsley Walsh. Look out for the CMR "Birdcage" BDA 4/4 at Brighton Speed Trials.

1991 MORGAN PLUS 8. British Racing Green, alloy/leather, delivery mileage **£27,950**

CMR — THE ULTIMATE MORGAN SPECIALISTS FOR ROAD AND TRACK

Lanes End Garage, Kenilworth Road, Meer End, Nr. Kenilworth, Warwickshire CV8 1PT. Telephone (0676) 33120/33014

WYKEHAMS

LONDON AGENTS FOR MORGAN SPORTS CARS

USED MORGANS

Morgan +8 89 (F). Red, 17,500 miles, 4.5 litre, £20,000 conversion, ask for full spec **£25,950**

Morgan +8 73 (L). Ivory, 40,000 miles, brown leather, lovely original car with wood dashboard, chrome bumpers **£13,950**

Morgan +4 90 (G). Burgundy metallic, 9,000 miles, blue leather, mohair hood, aluminium **£18,950**

1991 (H) Morgan 4/4 2-seater. Wide body, indigo blue, stone leather, aluminium body **£17,950**

1989 Morgan 4/4 2-seater. Corsa red, wire wheels, 2,000 miles **£16,500**

Morgan 4/4 90. Ivory, +4 body style, luggage rack **£16,950**

1987 Morgan 4/4 2-seater. Black, stone leather, aluminium body, 13,000 miles **£13,950**

OTHER CLASSIC CARS

1964 Lancia Flaminia 2.8 3C GT. LHD, in metallic grey, red leather, rare 3 carb model, aluminium body **£15,950**

6 KENDRICKS PLACE, REECE MEWS
SOUTH KENSINGTON, LONDON SW7 3HF

Telephone 071-589 6894/8309

MORGAN SPECIALISTS

HARPERS

TEL: (0923) 260299 or 260290
FAX: (0923) 264813

RESTORATION & SPARES

Roger Davis 081-441 0904

MORGANS FOR SALE

MORGAN 4/4 2-SEATER AUG 1991 J REG. Royal Ivory with red leather, +4 bodystyle, alloy body & wings, w/w. **P.O.A.**

MORGAN4/4 2-SEATER 1972. Yellow with black leather interior, wire wheels. **£7,950**

MORGAN 4/4 4-SEATER 1983. Ivory with black leather interior, wire wheels, 31,000 miles. **£13,950**

MORGAN 4/4 4-SEATER 1982. Signal Red, red leather interior, wire wheels, CVH engine. **£13,500**

MORGAN 4/4 4-SEATER 1979. Yellow with black interior, disc wheels, new woodwork, 66,000 miles. **£9,950**

MORGAN +8 1971. Black with green leather, Moss box, supplied to last 2 owners by Harpers. **£12,950**

MORGAN CAR SALES

1. We do not operate any commission car sales schemes
2. We do not operate any brokerage car sales schemes
3. We do not operate any sale or return schemes

However, if you want **CASH/CHEQUE/BANKERS DRAFT** for your Morgan we are definitely interested

★ SPECIAL OFFER ON STAINLESS STEEL EXHAUST ★

Lowest prices, you will not buy better or for less

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

HEART OF ENGLAND Morgans

THE MIDLANDS MORGAN AGENTS

NEW & USED MORGAN CARS, SERVICING, PERFORMANCE TUNING, SPARES & ACCESSORIES, FULL BODYSHOP FACILITIES FOR ACCIDENT REPAIR OR 'GROUND UP' REBUILDS TO TOP STANDARDS. WORLD WIDE MAIL ORDER

We currently offer FOR SALE

1974 (N) PLUS 8. Silver Grey with Black interior. Unused for the last five years . . . same owner for the past 11 years! Totally sound in every respect, a good authentic example of an 'early' PLUS 8 having covered only 14,000 miles from new! Fitted stainless steel exhaust system, otherwise as original.

We may also have a fully rebuilt 1970 PLUS 8 (Moss gearbox model). Telephone for further details.

WE ARE THE LEADING MANUFACTURERS & SUPPLIERS OF STAINLESS STEEL COMPONENTS for MORGAN OWNERS including: LUGGAGE RACKS, BADGE BARS & CLIPS, FOLDING WINDSCREEN KITS, SIDESCREEN BRACKETS, BONNET KNOBS, DOOR THRESHOLD PLATES & FASTENER KITS FOR YOUR REBUILD! WE STOCK A FULL RANGE OF STAINLESS STEEL EXHAUST SYSTEMS.

NEW ITEMS INCLUDE

STAINLESS STEEL GRILLS at £100 inc VAT & Post

STAINLESS STEEL WHEEL CENTRES FOR PLUS 8s (83 On) @ £50 set (4)

FULL PARTS & ACCESSORY CATALOGUE NOW AVAILABLE: £2 Worldwide

"MORGAN BUYERS GUIDE" (Illustrated complete guide to all models) £15 incl postage

"MORGAN EXPERIENCE VIDEO" (VHS Format) £17 incl postage *(Access/Visa accepted)*

HEART OF ENGLAND MORGANS, 250 IKON ESTATE, DROITWICH RD, HARTLEBURY, WORCESTERSHIRE DY10 4EU. FAX: 0299 250012

TEL: Sales & Parts 0299 250141, Service 0299 250025

Open **MONDAY TO FRIDAY** 10am-5pm

BRANDS HATCH Morgans

APPOINTED SALES AGENTS — *APPOINTED SERVICE AGENTS*

PADDOCK ENTRANCE, BRANDS HATCH CIRCUIT, FAWKHAM, KENT. DA3 8NG

TEL: (0474) 874147 FAX: (0474) 879727

ENJOY THE EXPERIENCE OF CLASSIC OPEN TOP MOTORING IN A MORGAN SPORTS CAR

BRANDS HATCH MORGANS ALWAYS HAVE A GOOD SELECTION OF USED MORGANS — WHY NOT COME AND TEST DRIVE ONE TODAY?

MORGAN 4/4 1986. 4str. Rosso Red, stone leather interior, fold down screen, wire wheels, walnut dash, 6,000 miles £19,500
MORGAN 4/4 1986. 4str. Connaught Green, stone leather interior, walnut dash, wire wheels, 3,000 miles £18,250
MORGAN 4/4 1977. 4str. Brunswick Green, stone leather interior, only 9,600 miles, one owner. Superb order ..... P.O.A.
MORGAN +4 1986. Brunswick Green, stone leather interior, 20,000 miles, one owner. Every extra including hardtop £20,500
MORGAN +4 1990. British Racing Green, stone leather interior, walnut dash, wire wheels £20,500
MORGAN +8 1986. Red, black leather interior, 11,000 miles £22,500
MORGAN +8 1988. Deep Indigo Blue, mohair hood, 4,000 miles £22,950
MORGAN +8 1987. Rosso Red, stone leather interior, only 1,360 miles £23,500
MORGAN +8 1987. Connaught Green, colour coded bumpers, 20,000 miles £21,500
MORGAN +8 1990 3.9. Indigo Blue, stone leather interior, 6,200 miles £26,250

WE ARE ALWAYS DELIGHTED TO WELCOME YOU TO OUR SHOWROOMS AT THE PADDOCK ENTRANCE TO BRANDS HATCH CIRCUIT

NEW CAR ORDERS GLADLY TAKEN

Make the most of your Morgan . . . BE PREPARED BY BRANDS HATCH MORGANS

THOUSANDS OF SPARES AND ACCESSORIES ALWAYS IN STOCK

WORLDWIDE SERVICE — MAIL ORDER OR COLLECT

THE COMPLETE MORGAN SERVICE

The oldest Morgan dealer in the world

Morgan

Morgan agents since 1926

Morgan and Lifes 62 years together

1926 — 19

Lifes Motors Ltd.

Morgan wanted for cash, we will collect — payment by bank draft or cash

We usually have a good selection of quality Morgans

We are a Family Business situated on the West Coast between Liverpool and Preston and have been Morgan Agents at the same address since 1926 — We specialise in Morgan and we deal in Morgans only — no other franchise or used cars
We have full service facilities with mechanics who have worked on Morgans for over twenty years — our charges are reasonable and we have a large stock of parts and accessories from leather helmets to walnut dashboards. Send for our accessory list
We stock s/steel exhaust systems — bonnet locks

All our used Morgans are carefully selected before purchase and are fully serviced with a long M.o.T. We give a warranty with all cars sold

SERVICE AND PARTS (0704) 32975

WEST STREET, SOUTHPORT, LANCASHIRE. Tel: (0704) 531375

(24 hour Ansafone)

MACDONALD M RACING

NORTHERN ENGLAND

DISTRIBUTORS FOR

Morgan Sports Cars

GINETTA

New and used car sales. Spares, repairs, servicing, restoration, tuning, competition preparation

I. and J. Macdonald Ltd.

MAIDEN LAW GARAGE, LANCHESTER, DURHAM DH7 0QR.

OFFICES: 0207 520916 FAX: 0207 529860 Open Monday to Friday 8.30am-5.00pm, Saturday 9.00am-1.00pm

SHOWROOM: 0207 529200 Open Tuesday to Saturday 10.00am-6.00pm

LIBRA MOTIVE

2 ROSEMONT ROAD, HAMPSTEAD, LONDON NW3 6NE

071-435 8159 071-794 7009 FAX: 071-435 6044

Open 8.30am–6pm Monday–Friday 9am–1pm Saturday

CARS FOR SALE

MORGAN +4 1991 2 str. Rosso Red, black interior, alloy body & wings, 2 litre PI Rover engine, 5-speed g/box, delivery mileage £20,495
MORGAN 4/4 1991. Black, red VM leather int., alloy body, steel wings, only 66 miles £18,995
MORGAN +8 PI 3.9 1990. Rosso Red, magnolia leather, mohair hood, alloy body & wings, many extras, 1 owner, 4,627 miles £26,995
MORGAN +8 PI 1988. Connaught Green, stone leather, many extras, stainless exhaust, 9,200 miles £22,495
MORGAN +8 PI 1986. Rosso Red, black leather, many extras, stereo, Konis, alarm, 32,590 miles £20,995
MORGAN +8 1985. Golden Yellow, black int., 1 owner, factory serviced, 1 owner G. Housten-Bowden, Morgan author, 10,092 miles £19,950
MORGAN +8 1973. Brunswick Green, black int., full service history, 1 owner, 75,597 miles £12,995
MORGAN 4/4 1987 2str. Connaught Green, stone leather, wire wheels, 1 owner, 14,400 miles £16,250
MORGAN 4/4 1983 2str. Black, red leather, may extras, service history, 40,131 miles £12,995
MORGAN 4/4 1985 4 str. Royal Ivory, dark brown int., full wings-off re-spray just done by us, 41,097 miles £13,995
MORGAN 4/4 1972 2 str. British Racing Green, stone leather, bucket seats, many extras. Full rebuild on new chassis with wood frame in 1988. 1600cc twincam engine, 5-speed g/box 14,463 since rebuild £8,995
TRIKING 950cc 1990. Cardinal Red, gunmetal grey vm leather, black mohair hood & tonneau, many extras, polished metalwork, 5-speed & reverse g/box, 1,968 miles £12,495

FOR EXPORT

Two LHD MORGAN 4/4s. Both fully rebuilt on new chassis with low mileage since.

MORGAN SERVICES:

★ NEW & USED MORGANS ★ COMMISSION SALES ★ INSURANCE APPROVED ACCIDENT REPAIRS ★ REBUILDS ★ ★ PARTS ★ ACCESSORIES ★ COMPETITION PREPARATION ★ TUNING & PERFORMANCE MODIFICATIONS ★

Concours winner at the London centre noggin at Libra Motive. Selwyn Remington's Morgan — what a gleamer!

LONDON'S Morgan APPOINTED DISTRIBUTORS AND SERVICE AGENTS

Melvyn Rutter Limited

Morgan

SALES, SERVICE, PARTS & WORLDWIDE MAIL ORDER

MORGANS FOR SALE

1989 4/4, two-seater, pale primrose, red leather, fawn mohair hood, chrome wire wheels, alloy body, walnut dash, woodrim wheel, 7,420 miles

1985 4/4, signal red/black leather, plus 8 spots, wire wheels, radio/cassette, bonnet strap, 39,000 miles.

1981 Plus 8, silver/grey with grey leather, 67,000 miles, some history, being repainted. 12,000 mile service and Kingpins done. Year's MOT.

1978 Plus 8, dark green, green leather, 37,025 miles.

1946 D/H, Coupe Series 1, for total restoration - a basket case!

WANTED — MORGANS FOR RESTORATION — DISMANTLED OR COMPLETE WRECKS REQUIRED

Will travel, collect by trailer. Payment by draft or cash

OTHER CARS FOR SALE

1989 Evante Two Seater. Midnight blue/magnolia leather, blue mohair hood, 4,973 miles, **£14,950**

1969 MG Midget. Blue with black trim, wire wheels, chrome luggage rack, full history, 50,274 miles, in stunning original condition.

LARGEST PARTS STORES OUTSIDE MALVERN

Luggage racks – stainless or chrome
Fold down windscreen conversions
Aeroscreens and Wind deflectors
Stainless exhausts
Tailored dustsheets
Telescopic rear shock kits
Koni & Spax
Stainless threshold plates
Sliding rod mounted mirrors
Wire wheels – chrome & painted
Chrome on brass fittings
Moto-Lita steering wheels
Badge bars and inertia reel seat belts
Bonnet stay kits
Badges, Books and accessories
Steering and Suspension
Brakes, Cables and Cooling
Alloy and steel body panels
Wooden dashboards
Wooden bodyframe parts
Clothes and Umbrellas
Stainless fastenings
Electrical components
Hoods, tonneau, interior trim
Over 4000 different parts available, ex stock. FAST DELIVERY

NEW FOURTH EDITION CATALOGUE

36 pages packed full of Morgan goodies. Send £2 or US $8 (notes) for copy

INSTRUMENT RESTORATION

We are able to undertake a complete dashboard service. All makes catered for, including Rolls, Bentley, Jaguar, MG, Aston Martin, Morgan etc.

MORGANS WANTED URGENTLY

● Large service and repair facilities ● Paintshop with low bake oven ● Woodshop ● Trim shop

MELVYN RUTTER LIMITED
The Morgan Garage, Little Hallingbury, Nr. Bishops Stortford, Herts. CM22 7RA
Tel: 0279 725725
Fax: 0279 726901

Morgan & Classic Cars

1934 Morgan Family Four Three-Wheeler. Royal blue/grey leather, Matchless twin water-cooled engine, fully restored **£12,500**

1982 4/4 2 seater. Green alloy/black leather, 5-speed, w/wheels, d/handles, L/rack, radio, 28,000 miles **£14,750**

1985 4/4 2 seater. Ivory alloy/black leather, l/rack, d/handles, s/s/exhaust, b/strap, spots, 5,700 miles **£16,950**

1985 4/4 4 seater. Red/Black trim, w/wheels, L/rack, d/handles, one owner, 10,000 miles **£16,750**

1981 Plus 8. White alloy/red leather, l/rack, d/handles, Konis front & rear, two owners, 29,000 miles **£17,950**

1952 MG YA. Coffee/cream with leather trim, in need of some restoration work **£4,950**

1935 Ford Deluxe Coupé V8. 5 windows with Rumble seat. Green with tan trim, RHD, totally restored and superb **£22,750**

1974 TRG. Dark blue/blue trim, radio cassette, very original car, good condition throughout **£7,995**

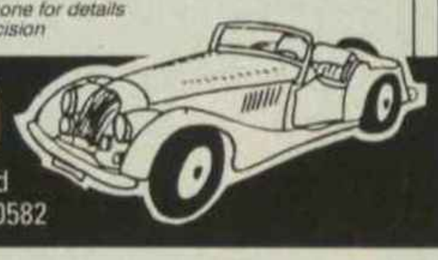
1974 MGB Roadster. Red chrome bumper model, chrome w/wheels, walnut dash, radio cassette, total rebuild in 1987 ..... **£8,950**

1974 Triumph GT6. Yellow/black trim. Fully restored, overdrive, beautiful condition throughout, very driveable classic **£4,950**

1990 Dax Cobra Replica. Dark blue/black leather, 4/2 litre Ford V8 engine, immaculately finished **£17,950**

1991 (May) Ford GT40 Replica. Radiant red/black leather trim. Ford V8 4,900cc 392cu. in., Renault 30 TX 5-speed gearbox **£47,500**

We have a further selection of Classics in stock, please telephone for details
Morgans always wanted — no fuss — immediate decision



Packer Duncan
Waterloo Garage Hagley Road Oldswinford
Stourbridge DY8 2JB. Tel: 0384 395186 / 390582

(0323) 25563/26462

Marine Road Eastbourne BN22 7AU

OFFICIAL MORGAN DEALERS FOR THE SOUTH OF ENGLAND

Morgan SALES: Supply new Morgans to order and a selection of used models

Morgan SPARES: We carry a comprehensive stock of spares from a split pin to a chassis

Morgan SERVICE: Full servicing, mail orders, MoT centre, Sun tuning fuel injection specialists

Morgan RESTORATION: Complete rebuilds, spraying, insurance approved accident repairs

COLLECTION: Free collection of Morgan car within a 45-mile radius. Over 45 miles a small fee is charged. All Morgans collected on our Ford Cargo & LT35 vehicle transporters — all vehicles fully insured in transit

UK & European Vehicle Transport & Recovery Service

ROBIN KAY & SON

HURRICANE COMBAT

by K.W. Mackenzie
D.F.C., A.F.C., A.E.
The nine lives of a fighter pilot

The 50th anniversary of the Battle of Britain is the time to remember that important part of our history through the memoirs of a fighter pilot, that will grip you throughout with its unvarnished sincerity.

Available direct from Grenville Publishing Co. Ltd.

£11.50
plus £1.00 p&p

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

Name: .....

Address: .....

..... **Post Code** .....

SPORTS AND Classic CARS

Aston Martin DB2/4 1954. British Racing Green. Dark red leather trim. A very well-restored example. Lovely throughout. **£32,500**

Maserati Biturbo Spider 1988. Red, beige hide interior, 5,000 miles, one owner **£22,500**

Porsche 356 SC 1964. White, totally restored making this example one of the very best available, concours winner **£17,000**

MG TD 1953. British Racing Green. Beautifully restored. Very attractive **£15,500**

Bentley TI 1974. Shell grey metallic. Low mileage for year, two owners from new, magnificent throughout **£14,000**

Lotus Excel SA 1987 (E). Mediterranean blue. Leather trim. 28,000 miles. F.S.H. one owner. Fabulous throughout **£13,995**

MGC Roadster 1968. Mineral blue. Superb example, good history, low mileage **£11,000**

Triumph TR8 1980. Racing Green, 3500cc V8 engine. Under 4,000 miles from new. Exceptional example **£8,995**

Alfa Romeo 2.0 Spider Veloce 1979. Silver. Alloy wheels. Ex Californian rust-free car, L.H.D. Good investment **£6,995**

Austin Healey Sprite Mkl 'Frog Eye' 1961. White, an extremely rust-free car recently imported from Australia. R.H.D. **£6,995**

MGB Roadster 1973. Damask Red. Chrome bumper model in sound, mainly original condition. 78,000 miles. Good history **£6,995**

Alfa Romeo GTV6 2.5 1982. Alfa red, sunroof, alloy wheels etc. An immaculate example of this fast appreciating classic **£6,500**

Alfa Romeo GT 1300 Junior 1973. Red. A beautiful example recently restored with believed low mileage **£5,995**

Alfa Romeo 75 3.0 1988. Alfa red, alloy wheels, sunroof etc. Superb performance car, higher than average mileage hence only **£5,995**

Clan Cover. Mid-engined Sports Coupe. 1500cc Boxer engine. Bright red and stunning looking. Fibreglass body. **POA.**

Ford V8 Pilot 1950. Burgundy red, only 4 owners from new and believed genuine 57,000 miles. Original logbook, handbook etc. **£5,995**

Mercedes 250CE Coupe. Automatic 1972, metallic blue. A low mileage car with excellent history in lovely original condition throughout **£4,995**

Ford Capri 2.0S 1978. Sea green. Virtually as new having covered only 10,500 miles by one careful owner **£3,995**

Reliant Scimitar 1400 1990. Daytona yellow, alloy wheels etc, 4,000 miles. Exciting open-top sports car **£7,500**

MG Midget 1979. Inca yellow, new hood etc. Lovely restoration, 73,000 miles. Very sound **£3,495**

MGB GT 1979. Russet brown. 78,000 miles. A very good example **£3,495**

Vanden Plas 1975. Persian aqua. Under 6,000 miles from new. One owner. Magnificent **£2,995**

Volvo 123GT 1968. A sound, well-presented car needing minor mechanical attention. Good history, documentation etc. New MOT **£2,250**

Triumph TR7 1979. Russet brown, three owners from new. Very attractive **£1,995**

Wolseley Hornet MkIII 1969. Snowberry white/blue roof. A very pretty example of this luxury mini. Believed low mileage **£1,095**

SCIMITAR AUTO SERVICE GARAGE
Service Since 1927
12 ROUMELIA LANE
BOSCOMBE
BOURNEMOUTH BH5 1EU
FAX: 0202 761048
0202 · 304732

THE CHRISTOW CARRIAGE COMPANY LTD · OFFICIAL LOTUS DEALERS FOR THE SOUTH WEST

USED CAR LIST

LOTUS EXCEL S.E. 1991 (J). Pacific Blue metallic with half magnolia Connolly leather, stereo cassette. The best 4-seater sports car available. Delivery miles **£26,995**

LOTUS ESPRIT TURBO S.E. CHARGECOOLED 1991 (H). Calypso red, full black Connolly leather, air conditioning, A.B.S., radio stereo, sunroof. This magnificent car is capable of over 60 m.p.h. in 4.7 seconds and a top speed of 163 m.p.h. The most luxurious Lotus to be built, just 2,500 miles **£39,995**

LOTUS ELAN S.E. TURBO 1991 (H). Monaco White, full leather with contrasting red stripe, air conditioning, Blaupunkt radio cassette, 1,700 miles only **£22,995**

LOTUS EXCEL S.E. 1989 (G). Silver frost with blue half leather. One owner with 7,500 miles. Superb handling from a true 4-seater. Lotus warranty **£19,995**

LOTUS ESPRIT TURBO 1988. (E) In silver frost metallic, full specification with duotone leather, air conditioning, glass sunroof. Only 15,000 miles with full service history. Lotus warranty **£22,995**

CHRISTOW

CHRISTOW ROAD ▪ MARSH BARTON
EXETER EX2 8QT ▪ TEL (0392) 413607

LOTUS EXCEL S.E. 1987. Essex blue with pale blue leather and tweed, only 27,000 miles from new with full service history. A lovely example previously supplied by ourselves.... **£13,995**

LOTUS EXCEL 1984 (A). Silver frost metallic, full specification with duotone leather, air conditioning, glass sunroof. Only 16,000 miles with full service history. A lovely example previously supplied by ourselves..... **£13,995**

CATERHAM 7 COSWORTH BDR 1600. Very rare opportunity to acquire a genuine factory car with all correct chassis numbers and on current registration plate (1986 C). All red with revolution alloys, full weather gear etc. Only one owner from new with just 7,500 miles. Warranty **£13,995**

CATERHAM 7 SUPER SPRINT. Built in British Racing Green. 1700cc 135BHP. Ford Kent engine, black leather seats, heated screen. Full weather gear, electronic ignition. 121 miles only **£13,995**

The only official LOTUS dealer in the South West — We sell and maintain only Lotus Cars

Contact us for New and Used Cars, service by factory-trained technicians and all parts and for earliest delivery of the new Lotus Elan

PARTS

Largest stock in UK of Alfa Romeo and Lotus Parts – all 24 hr despatch.

Peter Smith
SPORTS CARS LIMITED
Station Road, Hatton, Derby. Tel. 0283 813593

KONI
J. W. E. BANKS LTD

Full reconditioning and rebuild service by the specialist in Post War Classic Cars

Special Offer

MG rear conversion kits, MGB range **£87.00** inc VAT & carriage

New sales — fast service

St. Guthlacs Lodge, Crowland, Peterborough PE6 0JP
Tel: 0733 210316 Fax: 0733 210920

HENDON WAY MOTORS

1991 AC COBRA MkIV 302. Red, Lightweight, 340bhp, delivery mileage.
1990 AC COBRA MkIV 302. Green, Lightweight, 340bhp, delivery mileage.
1964 AC COBRA MkII 289. LHD. Burgundy, 39,000.
1964 AC COBRA MKII 289. RHD. Red, 35,000 miles, 1 owner.
1962 AC COBRA MkI 289. LHD. Red.
1959 AC ACE. RHD. Red.
1958 AC ACE BRISTOL. RHD, BRG, competition engine.
1991 FERRARI 348 TB. Red, del. mileage.
1991 FERRARI TESTAROSSA. Red, delivery mileage.
1985 FERRARI TESTAROSSA. Red, 12,000 miles.
1983 FERRARI BOXER 512 BBi. Red, 26,000 miles.
1983 FERRARI BOXER 512 BBi. Black, 21,000 miles.
1980 FERRARI BOXER 512 BB Carb. Silver, 34,000 miles.
1974 FERRARI BOXER 365 GT4 BB. Red, 19,000.
1988 FERRARI 328 GTS. Red, 6,000 miles.
1987 FERRARI 328 GTS. Black, 25,000 miles.
1987 FERRARI 328 GTS. Red, 7,000 miles.
1984 FERRARI 308 GTS QV. Black, 49,000 miles.
1984 FERRARI MONDIAL QV. Red, 54,000 miles.
1983 FERRARI 308 GTB. Blue, 41,000 miles.
1981 FERRARI 308 GTB. Red, 23,000 miles inc personal no. 100 GTB.
1979 FERRARI 308 GTS. Red, 39,000 miles.
1976 FERRARI 308 GTB Race Car. Fibreglass, Maranello Challenge cup winner 3 years running. Has just completed and won 1990 championship.
1973 FERRARI DINO 246 GT. Yellow, 41,000 miles.
1973 FERRARI DINO 246 GT. Sable, 23,000 miles.
1972 FERRARI DINO 246GT. Blue, 46,000 miles.
1966 FERRARI 330 GT 2+2 MkII. Blue, 57,000.
1983 LAMBORGHINI COUNTACH 5000 S. RHD, white, 8,000 miles.
1970 MASERATI BORA. RHD, metallic blue, 36,000 miles.
1981 JAGUAR LYNX D TYPE. BRG, 2,000 miles.
1991 PROTEUS C TYPE. Le Mans spec., blue.
1974 JAGUAR E-TYPE V12 ROADSTER. 5 speed Getrag g/box, 5.8 litre, country classic, 100 pt concours.
1973 JAGUAR E-TYPE V12 ROADSTER. Red, 34,000.
1973 JAGUAR E-TYPE V12 ROADSTER. Red, 58,000.
1973 JAGUAR E-TYPE V12 2+2 MANUAL. Red, 5-speed Getrag g/box, country classic, 100 pt concours.
1968 JAGUAR E-TYPE 4.2 ROADSTER. Yellow.
1965 JAGUAR E-TYPE 4.2 FHC SERIES 1. Red (restoration project).
1989 PORSCHE 911 TURBO COUPE. Blue, 5,000 miles.
1987 PORSCHE 911 TURBO COUPE. Prussian blue, 5,000 miles.
1982 PORSCHE 911 TURBO. Minerva blue, 69,000 miles.
1991 (SERIES) PORSCHE 911 CARRERA 2 COUPE. Red, 11,000 miles.
1991 (SERIES) PORSCHE 911 CARRERA 2 CABRIOLET. Grey, 12,000 miles.
1990 PORSCHE 911 CARRERA 4 COUPE. White, 6,000 miles.
1990 PORSCHE 911 CARRERA 2 COUPE. Red, 6,000 miles, modified and prepared to race in Porsche Super Cup.
1990 PORSCHE 911 CARRERA 2 TARGA. 8,000 miles.
1990 PORSCHE 911 CARRERA 2 CABRIOLET. Linen, 6,000 miles.
1989 PORSCHE 911 CARRERA SPORT COUPE. Red, 29,000 miles.
1988 PORSCHE 911 CARRERA SSE CABRIOLET. Black, 13,000 miles.
1987 PORSCHE 911 CARRERA COUPE. White, 36,000 miles.
1987 PORSCHE 911 CARRERA SPORT COUPE. Silver, 23,000 miles.
1987 PORSCHE 911 CARRERA SPORT TARGA. Red, 28,000 miles
1986 PORSCHE 911 CARRERA SPORT COUPE. Burgundy, 34,000 miles
1986 PORSCHE 911 CARRERA SPORT CABRIOLET. Prussian blue, 25,000 miles.
1985 PORSCHE 911 CARRERA SPORT TARGA. White, 59,000 miles.
1985 PORSCHE 911 SPORT TARGA. Blue, 59,000 miles.
1983 PORSCHE 911 SC CABRIOLET. White, 40,000 miles.
1984 PORSCHE 911 SPORT COUPE. Red, 69,000 miles.
1980 PORSCHE 911 SC SPORT COUPE. White, 69,000 miles, inc. personal no. 103 RNM.
1973 (SERIES) PORSCHE 911 RS TOURING. Black, LHD.
1973 PORSCHE 911 CARRERRA RS TOURING. White, LHD.
1989 PORSCHE 928 S4 AUTO. Blue, 12,000 miles.
1989 PORSCHE 928 S4 GT. White, 12,000 miles.
1989 PORSCHE 928 S4 AUTO. Blue, 10,000 miles.
1987 PORSCHE 928 S4 AUTO. Silver, 36,000 miles.
1986 PORSCHE 928 S2 AUTO. Blue, 57,000 miles.
1985 PORSCHE 928 S2 MANUAL. Black, 85,000 miles.
1962 BENTLEY S2 CONTINENTAL FLYING SPUR. Blue.
1936 BENTLEY 4¼ Pillarless Coupe. Gurney Nutting, navy, sunroof, very original, full history.
1971 MERCEDES 280SE. Burgundy, 1 owner.
1969 MERCEDES 280SL. Metallic blue.
1990 BMW. Macao blue, 21,000 miles.
1984 BMW 635 CSi AUTO. Met. pale green, 66,000 miles.
1990 (SERIES) LOTUS ESPRIT TURBO SE. Black, 15,000.
1959 LOTUS ELITE. Red/white stripes, 1220cc Climax engine.
1966 ALFA ROMEO 2600 CONVERTIBLE. Blue, FSH.
1989 WESTFIELD 7 SE. Alloy body, red, 700 miles.
1989 (SERIES) MINI MAYFAIR. Black, 6,000 miles.

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

393-395 Hendon Way London NW4 3LP. Telephone 081-202 8011/2 EST 1952

FOR SALE — continued

CLASSIFIEDS MAY BE TAKEN OVER THE PHONE & PAYMENT MADE USING MAJOR CREDIT CARDS

COOPER BRISTOL MK II. Eligible for Historic Grand Prix and VSCC events. Recent total rebuild. Excellent condition. Tel: 0529 240 339. A/H 0476 860437

GRANDPRIX TWINCAM BUGATTI. Considerable available documentation indicates started. Ex Count Czaykowskis No 51126/51A* Later Chorltons C.D.L. rebuilt 1985/6 to 1932/T51C/2L supercharged alloy wheeled specification. Road registered, exciting! Wanted, historical Grand Prix (stored acceptable). C1900/64 Sportsracing similar, also Bugatti, Alfa, Maserati 8/12 cyl. **engined**. (Available) Maserati 200/" engine Fairbairn. Hartlebury Worcester 0299 250436 (970611

ALVIS 1937 SPEED 25 Charlesworth Sports Saloon, being totally rebuilt. New Ash frame. The most completely rebuilt ALVIS SALOON ever! Tel 0529 240339. A/H 0476 860437 (CC057401

ALVIS SB SPEED 20. 1934 with replica Vanden Plas Tourer body. As new condition. Superb Chassis. Tel 0529 240339 A/H 0476 860437 (CC057401

ALVIS 1927 12/50 Narrow Bodied Tourer. 4 seater, undergoing total restoration. Tel 0529 240339 A/H 0476 860437 (CC057401

ALVIS TD21 & TE 21 Various restoration projects from £2,000. Tel 0529 240339. A/H 0476 860437 (CC057401

ALVIS SD SPEED 20 Charlesworth Drophead Coupe. Rebuilt 5 years ago and in very good condition. Tel: 0476 860437. A/H 0476 860437 (CC057401

MASERATI BI TURBO Group A spec. racing car. Fully sorted and competitive. Totally immaculate. Also road legal! Offered at fraction of build cost. £28,000. Possible part exchange. Roberto Giordanelli. Tel: (0932) 786819.

ALVIS SD SPEED 20 Charlesworth Drophead Coupe. Rebuilt 5 years ago and in very good condition. Tel: 0476 860437. A/H 0476 860437 (CC057401

BENTLEY 3½ B25 EJ. 1935, Arthur Mulliner Saloon. 'AVR 190'. Rewired, all lining checked/renewed, engine rebuilt, new exhaust, electrics steering & brakes overhauled. Interior/exterior very good, very original. Enthusiasts owned last 12 years. Some spares, MoT till 92. Offers around £25,000. Tel (0425) 277367 (Dorset) (CC

LOTUS 7 SERIES 3. 1969, Lotus T/C engine, original Lotus built car in good condition with current MoT. £14,000 ono. (0872) 864252 (CC060624

MGB GT Jubilee Limited Edition. B&G, Bills/History. V.g.c. new transfers £3,400. (0322) 863949

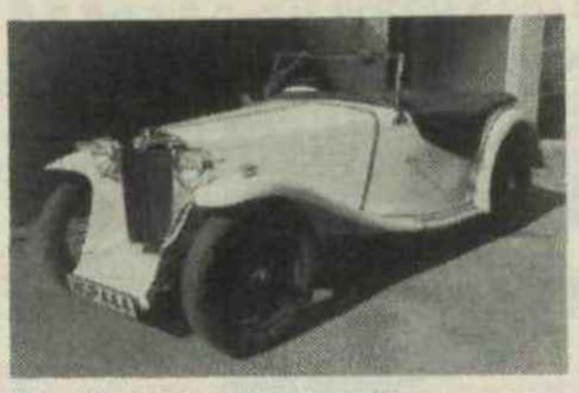
PONTIAC FIREBIRD (Knightrider), 1982 (Y), black-tan leather, 5 litre V8 E.F.I., automatic, air conditioning, electric windows/seats, plus much more. Superb condition, fabulous motoring for only £5,250. Telephone Haslemere (0428) 643294 (day), 682811 (evenings).

ALFA-ROMEO GIULIA SPRINT GT. 1964 (GTA Style). Historic Racing Car. Excellent history from new. Unrestored and in first class condition. Also road legal. Easy conversion to historic rally. Spare race engine. Only £10,000. Roberto Giordanelli. Tel: (0932) 786819.

FERRARI 308 GTBi. Red, 1982. 35,000 miles, FSH with many bills. Remote locking, alarm, tan leather, fully rust proofed, in excellent order. FOC owner. TEL: (0638) 666614, £36,000. (—970508

1965 BENTLEY S3. Standard steel saloon, dark blue with light blue interior. One careful owner from new, car maintained regardless of cost. Chauffeur driven, 87,500 miles from new. Whole car in excellent all round condition, £20,000 or near offer. Private sale. Tabor (0702) 545730 (—970511

FOR SALE — continued



MG TC. 1946. White, new Tonneau, good chorme, original hood & side screens, (20 years same owner). £10,750. Tel: 082 572 2359. —(970626

CATERHAM/LOTUS 7 for sale. Call for details of stock. Wanted — any 7 considered, top cash price paid. Tel: 081-669 7386. (CC042364

TVR GRIFFITH 400. Chassis No. 200/GB/5010. HiPo engine, well used original car with successful Sprint/Hillclimb history. £22,000. Serious enquiries, Tel: (0423) 864306 (—970510

ALFA ROMEO MONTREAL, 1976, as new condition, only 22,000km from new, LHD, 2.5 litre, 195bhp, red, stored in warm garage. Viewing can be arranged. Price £21,000 o.n.o. Telephone 0642 311956. (970104

MORGAN 4/4 4-SEATER. 1976, 45,000 miles, Signal Red, wire wheels, roll bar, luggage rack. Crossflow engine 1760cc Stage III rebuild. Many other extras. £9,250 o.n.o. Tel: (0532) 652145 (Leeds) (—970594

THE LAST T.T. REPLICA. The mortal remains of the November 1923 3-litre Bentley chassis frame – now rebuilt after many years of neglect and chassis abuse – offered with steering column, compensator shaft and pedals and graced with an as yet unrefurbished but totally original Vanden Plas Sports Touring body. New team car blade wings, chassis fittings and instruments included £23,000. Tel: (0905) 831738 (Eves) (970595

MERCEDES BENZ 300 Adenauer Limousine, 1958, black, magnolia interior, fully restored, left hand drive, rare and interesting. £19,000. 071-485 1015 (Trade).

ALFA ROMEO 2000 GTV COUPE. 1973. Black, wide alloys, taxed November. MoT. £2,250. Tel 071-328 1017 (N.S. London) (970592

EX WORKS MGC GT SEBRING, superb original lightweight Ex Targa Florio car £POA. Ex-works Lotus Cortina 1963 Winner 1964 saloon car championship, fully documented race history £POA. Competition E Type Jaguar, 1969 Modsports FHC many wins ftd's. Offers around £23K. Tel: (0788) 810185 (Eves). 0788 560731 (day) Fax: (0788) 560545 (—CC

TRIUMPH TR6. Red with brand new black trim & hood, chrome whires, 150 bhp engine, restored as necessary & in beautiful condition. £9,500 ono. Tel: (0428) 722928 (CC

MERCEDES 450 SLE. FH Coupe. 1977, mint condition throughout. Very low mileage, electric sunroof, central locking. New MoT by main agents. £9,950 ono. AA inspection welcome. (0603) 898492 or (0836) 331614 (CC69758

ALVIS 1937 SPEED 25 RACING SPECIAL. One of the fastest ALVIS hillclimb cars. Built by Peter Woodley. Superb condition. Tel: (0529) 240339 A/H (0476) 860437 (CC057401

TRIUMPH TR8 CONVERTIBLE. The genuine article, originally restored by Triumph Canley. Extensive history, 47,000 miles, 2 private owners, immaculate example. Offer around £8,000. (0734) 403320 Evenings (CC

ALVIS TD21 CONVERTIBLE. 1960. Automatic, very sound. Running order. Ideal restoration project. Tel 0529 240339 A/H 0476 860437 (CC057401

TRIUMPH TR4a. I.R.S. 1966 RHD, wire wheels. Complete car but needs restoration £1,500. Tel: 071-528 4754 day. 04024 75344 Evenings (CC061401

LOTUS ELAN. 1967 S3 S/E F.H.C. Rebuilt on new chassis, retrimmed etc. £12,750 ono. Tel: 061-439 3564 (Stockport) (970608

WANTED

WANTED. Car, two-seated open 1925–1950 Sport-Racer. Göran Möllberg Box 268, Karlstad, Sweden. (CC

ALLARD FRONT AXLE WANTED derelict chassis or dismantled car of interest. Tel: Leicester (0533) 712576 (970596

ALVIS WANTED, Speed 25, TE21 Saloon or DHC TD21, top price paid. 0582 576036.

WANTED — MG TC TD TF (left or right hand drive), TC or pre-1939 MG tourer or sports, any condition considered. Please telephone 0622 843445. (002279

WANTED — Sports cars and Sports saloons, the very best prices paid for the right cars, cash or bankers draft. HP settled, will collect anywhere. Tony Gilbert Carts, Leamington Road, Ryton-on-Dunsmore, Nr. Coventry, Warwickshire. Tel: (0203) 303062. (228171

THE MYSTERY MORGAN BUYER tries hardest, travels furthest, pays most. Tel: 071-431 3120 or (0836) 229800. (208892

MOTORING LITERATURE: Please offer surplus books/mags/brochures/handbooks/programmes w.h.y. Winder: Toronto House, Mayfield Grove, Harrogate, Yorks. (970124

FIAT 1400B CHROME PARTS for rad grille, Morris 8 'E' sunshine roof parts, 4 hub caps, Mintor rechromeable filler cap. Tel: 0872-573614. (969997

WANTED — OPEL MONZA 3 litre GSE Manual, low mileage. Telephone Paul Wood on 0371 870848 or 856638. (003467

MG (between 1929 and 1949), condition immaterial. Telephone (082572) 2359 (private). (969285

WANTED. USA purchaser requires any old or interesting Ferraris, Rolls Royce & Bentley. Age condition and location unimportant! Best payment! Tel: 01-385 1805 (968293

WANTED. Riley Lynx or similar for restoration by private buyer. Please help. Tel: 081 360 6535 evenings. (968463

MISCELLANEOUS

ANDREW CURRIE. Motoring brochures catalogues for sale. Visit our stand, Beaulieu, Autojumble Sept. 7/8, B17 Field B. Wanted, Brochures Catalogues 1900s-1970s Motor Sport 1924-1930. Write/phone/fax 1 kemp Court, Connaught Park, Bagshot, Surrey GU19 5QG. Tel: (0276) 77201, Fax: (0276) 51612 (—CC

ANDREW CURRIE. Automotive Literature, for sale: Lagonda 16/8D 3 ltr, 3½ ltr, 4½ ltr. Lagonda 12 cylinder 6 cylinder. Jaguar 1940 model. Rolls-Royce (Silver Cross) 40/5D HP. Rolls-Royce Phantom III, Rolls-Royce 25/30 HP. Wanted: Brochures, Catalogues 1920s 1970s. Stock changing constantly, no lists available. Write/phone/fax requirements (Viewing by appointment only). 1 Kemp Court, Connaught Park, Bagshot, Surrey GU19 GQG. Tel: (0276) 77201, Fax: (0276) 51612. (—CC

GRAND LONDON AUTOJUMBLE (Incorporating London Classic Car Show), Sunday 29th September. Kempton Park. Information 092-74 29547. Sites £22. Advice (0603) 789156 (—CC

MALVERN '91 at the Three Counties Showground Malvern Worcs, October 5/6th. Well known, and very well attended. All aspects including private & Autojumble entries plus the Hamptons Car Auction. Tel: (0684) 575902 or Fax: (0684) 569600 (—CC

MOTORSPORT 1950–1991. Unbound, 9 copies missing. Other odd copies 1950-1980 offers. Phone 0565 653176 (Cheshire) (970612

MOTOR RACING ENTHUSIAST seeks books, magazines, photos, programmes, tranparencies, prints, brochures, models, records w.h.y. Especially autographs French/Italian/German/American items for own own collection. Send list or phone number to Box 7319 (970584

MISCELLANEOUS — cont.

ESTABLISHED BOOKSEARCH Service locates out-of-print titles. SAE please for free details. Mr. Hancox, 168 Walmley Road, Sutton Coldfield B76 8PY. (969061

WALSALL - WEST MIDLANDS. Four bed detached house with two large single garages with pit and beam over. Parking for numerous cars. £98,000. Phone John Maddison on (0922) 29677 (970593

DASHBOARDS. Solid or veneered, repaired or replaced using finest materials. John Greene, 9 Piccadilly Mill, Lower Street, Stroud, Gloucestershire GL5 2HT. Tel 0453 755538 (970563

PHOTOGRAPHS. For decorative, historical and signed original Motor Racing photographs and letters. Contact to sell or send s.a.e. for list to Motor Racing Tradition, Mill House, Appledore, Kent TN26 2AS. Tel: 023383 535. Fax: 023383 701 (CC

FOR SALE Bound Volumes of Motorsport 1948 to 1969. Some loose numbers 1946 & 1947. Bound volumes of Autosport 1 to 33. Best offer received before end of October secures. Purchase, Chart Warren, Seal Chart, Sevenoaks, Kent TN15 0EJ. Tel: (0732) 61260 (—CC

MOTOR SPORT 69–86 Complete. Offers. Tel: (0734) 780410 (—970562

JOHN KNOWLES sells and buys rare, out of print and secondhand motoring books and related items. Latest Catalogue £2.00 UK (£3.00 Overseas) refunded with first order over £10.00. John Knowles, Brickkiln Farm, Hingham Road, Great Ellingham, Norfolk NR17 1JE (0953) 452257 (970472

MOTOR SPORT Feb 1973 to May 1981, Thoroughbred and Classic Oct 1973 to Oct 1975. Unbound. Offers D. Ayres, 243 Valley Road, Leamington Spa CV32 7UF (—970277

MOTORSPORT MAGAZINE 1976 to 1984. Complete except 2. Any offers 061-973 6314 Eves (—CC083576

OLD MOTORING LITERATURE bought and sold. New September 1991 Catalogue out now. Listing over 1,000 books, brochures, magazines & automobilia. £2.00 UK, £3.00 Overseas Airmail. Les Wilson 'The Thistles', 13, Wareing St, Tyldesley, Manchester M29 8HS. Tel: (0942) 893632 (970490

***EOIN YOUNG'S** 1991 Collectors Catalogues.* (1) Rare motoring books. 87-pages, 1,500 titles offered, world's largest stock book. (2) Motoring & Racing Memorabilia. 92-pages, 1,400 items: sales catalogues, race programmes, posters, photographs etc. Catalogues £5 each in UK, $US10 (cash) overseas airmail. (3) 1991 subscription (£30 in UK, $US70 overseas airmail) **INCLUDES** these two catalogues plus regular 1991 updates. Visa & Mastercard. Motormedia, PO Box 3, East Horsley, Surrey KT24 5RL, UK. Telephone (04865) 3311. Fax: (04865) 5257. (232775

ERIC THOMPSON buys and sells rare motor and motorcycle books, magazines, annuals, handbooks, sales literature, manuals and motoring miscellanea. Current booklist available. U.K. £2.00, overseas £3.00. Hullhatch, Shamley Green Guildford GU5 0TG. Tel: 0483 893694. (966095

MOTORING LITERATURE BOUGHT, sold, exchanged. Manuals, parts lists, handbooks, brochures, magazines, new/secondhand books, huge stocks. Open Thursday, Friday and Saturday. Vintage Motorshop, 500 Bradford Road, Batley, West Yorkshire WF17 5JY. Tel: (0924) 470773. (965179

RUBBER AND UPHOLSTERY. The largest stock of motor trimmings in the UK. Window channels, door seals, wing pipings, weather strips, felts, carpets, headlinings, leather cloths. Send SAE for rubber and sponge moulding accessory chart. Edgware Motor Accessories, 94 High Street, Edgware, Middlesex. Tel: 01-952 4789. (PF

CAR CLUBS

BENTLEY DRIVERS CLUB LIMITED. *For all* Bentleys from 1921 to date. 2,800 members worldwide. Club Headquarters with permanent staff, library, archives, car advice and valuations for all types of Bentley, insurance scheme, Club shop, quarterly glossy Review, bi-monthly Advertiser and monthly Notes. A wide range of social events, rallies and tours at home and overseas and our own Race Meeting at Silverstone. Details of membership from: Bill Port, Bentley Drivers Club Limited, 16 Chearlsey Road, Long Crendon, Aylesbury, Bucks HP18 9AW. Tel: 0844 208233. (967475

BMW DRIVERS CLUB INTERNATIONAL. Make new friends, have fun, save £££££'s. Send for free information pack today — the best BMW club for the owner driver enthusiast. No registration fee! UK HQ: Bavaria House, PO Box 8, Dereham, Norfolk, England NR19 1TF. Tel: 0362 694459. Fax: 695522. (965977

CLUB LOTUS for all Lotus owners and enthusiasts, was established in 1956, is the largest worldwide club and covers all models. Full details of all the benefits of membership with magazine from: Club Lotus, PO Box 8, Dereham, Norfolk NR19 1TF. Telephone 0362 694459. (965975

MORGAN SPORTS CAR CLUB. Ownership not necessary, social and competitive events, centre throughout UK and overseas, spare parts for the older model, monthly magazine, *sweatshirts, badges, umbrellas etc.* SAE to: Mrs. C.L. Healey, 41 Cordwell Close (MS), Castle Donington, Derby DE7 2JL. (966473

ROLLS-ROYCE ENTHUSIASTS', The Hunt House, Pavlerspury, Northants NN12 7NA, covers all R-R 1904-present day, Bentleys from 1933. 6,500 members, superb permanent HQ, bi-monthly 72-page magazine, monthly 50-page advertiser, technical seminars, 35 sections, special insurance, 100,000 original works histories held, technical services, spares, monthly events. (966040

VAUXHALL OPEL DRIVERS CLUB. Join Britain's biggest club for Vauxhall & Opel enthusiasts, special sections for owners of Mantas, Monzas, Senators and Royales. Free sample magazine & details on request. Griffen House, PO Box 8, Dereham, Norfolk NR19 1TF. Tel: 0362 694459. Fax: 695522. (965984

VINTAGE SPORTS-CAR CLUB Limited. Vintage and post-vintage thoroughbred cars, post-war front-engined single-seater grand prix cars. Insurance valuations, technical advice, library, monthly Newsletter and quarterly Bulletin. Frazer Nash, Alfa Romeo, Delage and Light Car & Edwardian Sections. Five race meetings, three hillclimbs, three sprints, six trials, one night rally and three driving tests. Apply to the Club Secretary for membership details: 121 Russell Road, Newbury, Berks RG14 5JX. (965978

NEW MERCEDES-BENZ SPORTS

1991 (H) 300SL 24v Automatic, 5-speed, metallic silver, black hide, air con., air bag, rear seats, ASR, ABS, e/m/seats, 700 miles **£66,995**

MERCEDES-BENZ SPORTS

1988 (F) 420SL Automatic, metallic astral silver, black hide, air cond., ABS, rear seats, cruise, alloys, stereo, 3,000 miles **£35,995**
1988 (F) 420SL Automatic, signal red, cream hide, air con., ABS, rear seats, alloys, cruise, stereo, 8,000 miles **£34,995**
1986 (D) 420SL Automatic, metallic champagne, cream cloth, ABS, alloys, rear seats, cruise, stereo, 21,000 miles **£24,995**
1985 (C) 380SL Automatic, metallic astral silver, grey cloth, ABS, alloys, e/windows, rear seats, stereo, 27,000 miles **£21,995**
1991 (H) 300SL 24v Automatic, 5-speed, midnight blue, grey hide, air cond., ABS, rear seats, e/m/seats, 4,000 miles **£59,995**
1989 (G) 300SL Automatic, signal red, cream hide, ABS, rear seat, heated seats, stereo, 5,000 miles **£34,995**
1989 (G) 300SL Automatic, signal red, cream hide, air con., ABS, rear seats, alloys, power operated soft top, stereo, 8,000 miles **£35,995**
1989 (F) 300SL Automatic, black, cream cloth, ABS, alloys, rear seat, stereo, 2,000 miles **£33,995**

MERCEDES-BENZ COUPE

1990 (H) 500SEC Automatic, metallic blue black, cream hide, air con., ABS, ASR, e/m/seat, e/s/roof, alloys, stereo, 5,000 miles **£44,995**
1989 (G) 500SEC Automatic, white, blue hide, ASR, air bag, e/m/seats, lowered and alloys, CD, 18,000 miles **£39,995**
1990 300CE 24v Automatic, 5-speed, metallic blue, black cream hide, air cond., e/seats, sportline & alloys, 8,000 miles **£37,995**
1990 (G) 300CE 24v Automatic, metallic nautic blue, tan hide, air con., ABS, air bag, ASD, e/seats, sportline, 8,000 miles **£39,995**
1990 (H) 300CE Automatic, metallic diamond blue, cream hide, e/s/roof, ABS, sportline, alloys, o.s. temp., stereo, 7,000 miles **£34,495**
1988 (F) 300CE Automatic, white, beige hide, air con., e/s/roof, ABS, alloys, e/windows, stereo, 36,000 miles **£24,995**

MERCEDES-BENZ SALOON

1988 (F) 190E 2.6 Automatic, white, blue cloth, e/s/roof, e/windows, ABS, front armrests, stereo, 17,000 miles **£16,995**
1990 (G) 190E 2.5 16v Automatic, metallic blue/black, black cloth, air con., e/s/roof, e/seats, stereo, 6,000 miles **£27,995**
1989 (G) 190E 2.5 16v, 5-speed, metallic blue/black, black cloth, e/sunroof, ABS, ASD, alloys, stereo, 5,000 miles **£25,995**

MERCEDES-BENZ ESTATE

1990 (H) 300TE 24v Automatic, signal red, black hide, sportline interior and suspension, air con., e/seats, rear seats, 8,000 miles **£37,995**
1990 (H) 300TE Automatic, metallic pearl grey, grey velour, air con., e/seats, e/s/roof, ABS, alloys, stereo, 5,000 miles **£32,995**
1989 (G) 300TE Automatic, metallic anthracite, cream hide, air cond., ABS, ASD, rear seats, e/seats, alloys, 15,000 miles **£29,995**
1990 (H) 300TD Automatic, astral silver, grey cloth, ABS, rear seat, e/s/roof, e/windows, stereo, 10,000 miles **£26,995**

PORSCHE 928

1989 (G) 928S 4GT, 5 speed, white, grey hide piped white, air con., e/s/roof, e/seats, LS Diff. (90 model), 2,000 miles **£39,995**

PORSCHE 911

1989 (G) Carrera Sport Coupe, Guards red, linen hide sport seats piped red, e/s/roof, alarm, stereo, 10,000 miles **£31,995**
1989 (F) Carrera Club Sport Limited Edition Model. White, blue studio check sport seats, alarm, 6,000 miles **£31,995**
1989 (F) 3.3 Turbo Cabriolet, 5 speed, metallic slate grey, full slate grey hide piped grey, air con., LS Diff., 443 miles **£59,995**
1990 (H) Carrera 4 Cabriolet, Guards red, linen hide sport seats piped red, alarm, stereo, 6,000 miles **£44,995**
1990 (H) Carrera 2 Cabriolet, Grand Prix white, linen hide, PAS, ABS, power hood, stereo, 4,000 miles **£44,995**
1990 (H) Carrera 2 Coupe Tiptronic, metallic cobalt blue, silk grey ruffled hide piped blue, air con., e/s/roof, (91 mod.), 3,000 miles **£47,995**
1989 (F) Carrera Speedster Turbo Body, metallic Baltic blue, blue hide sport seats, linen hide inlays piped white, 300 miles **£47,995**
1989 (F) Carrera Speedster Tubro Body, Grand Prix white, black hide sport seats piped white, Limited Edition model, 1,000 miles **£44,995**
1989 (F) Carrera Speedster Narrow Body, Grand Prix white, blue hide, blue soft top, narrow body, one of 5 produced, 100 miles **£49,995**
1989 (F) Carrera Sport Coupe, 5-speed, white, linen hide sports seats piped black, stereo, 8,000 miles **£31,995**
1976 (P) Carrera 3-litre Sport Coupe, Grand Prix white, black sport seats, red tartan inlays, e/s/roof, very collectable, 38,000 miles **£24,995**

PORSCHE 944

1991 (H) 944S 2 Cabriolet, 5-speed, black, black hide sports seats, power hood, ABS, stereo, 800 miles **£29,995**
1989 (G) 944 Turbo, 5-speed, metallic satin black, linen hide, sports seats, e/s/roof, LSD, 12,000 miles **£26,995**

FERRARI

1973 (L) 365GTB 4 Daytona FHC, metallic blue, beige hide with black finger inlays, air con, 26,000 miles **£245,000**
1969 (H) 365GTC, Bianco Polo, dark blue hide, 1 registered owner from new, 22,000 miles **£195,000**
1991 (H) Testarossa, metallic argento silver, dark blue hide, air conditioned, alloys, e/windows, list price **£109,995**
1986 (D) 412 Injection Automatic, metallic oro chiaro, magnolia hide, air con., alloys, stereo, 12,000 miles **£65,000**
1990 (H) 348TS, 5 speed, racing red, magnolia hide, air con., ABS, anti-theft stereo, 2,000 miles **£69,995**
1987 (D) 326GTB, 5-speed, racing red, magnolia hide, air con., rear aerofoil, stereo, 13,000 miles **£41,995**

BMW

1989 (G) 635CSi, Automatic Highline, zinnibar red, black hide, air con., electric sunroof, ABS, alloys, stereo, 9,000 miles **£29,995**
1991 (H) 530SE EH, white, blue velour, e/s/roof, ABS, wide alloys, computer, alarm, stereo, 7,000 miles **£23,995**
1990 (G) 530SE Automatic, brilliant red, charcoal velour, e/s/roof, ABS, computer, stereo, 7,000 miles **£22,995**
1989 (F) 325i Sport, 5-speed, PAS, metallic diamond black, anthracite cloth sport seats, e/s/roof, ABS, stereo, 15,000 miles **£16,495**
1989 (G) 320i Touring Automatic, PAS, white, light grey cloth, air cond., ABS, alloys, w/wipe, 16,000 miles **£16,995**
1990 (G) M5, 5-speed, brilliant red, grey hide with sport cloth inlays, air cond., e/s/roof, e/seats, stereo, 18,000 miles **£32,995**
1990 (H) M3 Sports, 5-speed, PAS, white, black hide, sports seats, e/s/roof, LS diff, ABS, alloys, 6,000 miles **£29,995**

SPECIALIST CARS

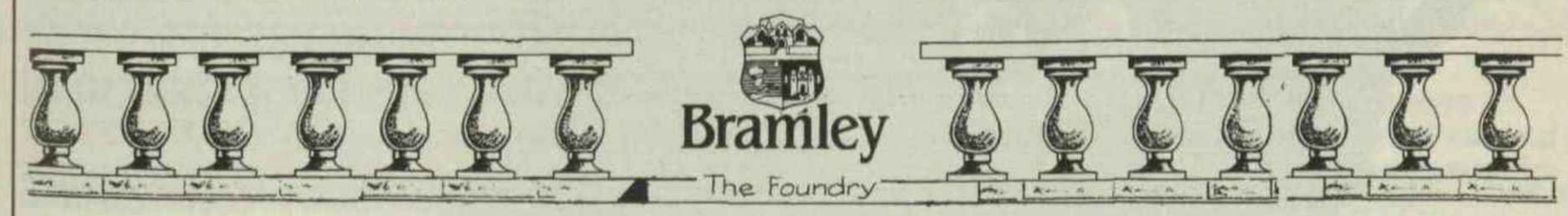
1991 (J) Rover Mini Convertible Limited Edition, cherry red, grey cloth trim, one of 75 cars produced, 50 miles **£13,995**
1991 (H) Honda NSX Sports Automatic, PAS, metallic silver, black leather, ABS, air cond., e/windows, alloys, 1,600 miles **£54,995**
1990 (G) Range Rover Vogue SE 3.9 Automatic, metallic Winchester grey, grey hide, air con., e/s/roof, e/seats, alloys, 11,000 miles **£24,995**
1990 (G) Volvo 740 Turbo Estate, 5-speed, PAS, metallic silver, black half hide, e/s/roof, alloys, stereo, 10,000 miles **£15,995**

ROLLS-ROYCE

1990 (H) CORNICHE Convertible Series III, deep royal blue metallic, magnolia hide piped blue, 116 miles **£119,995**

GTi's

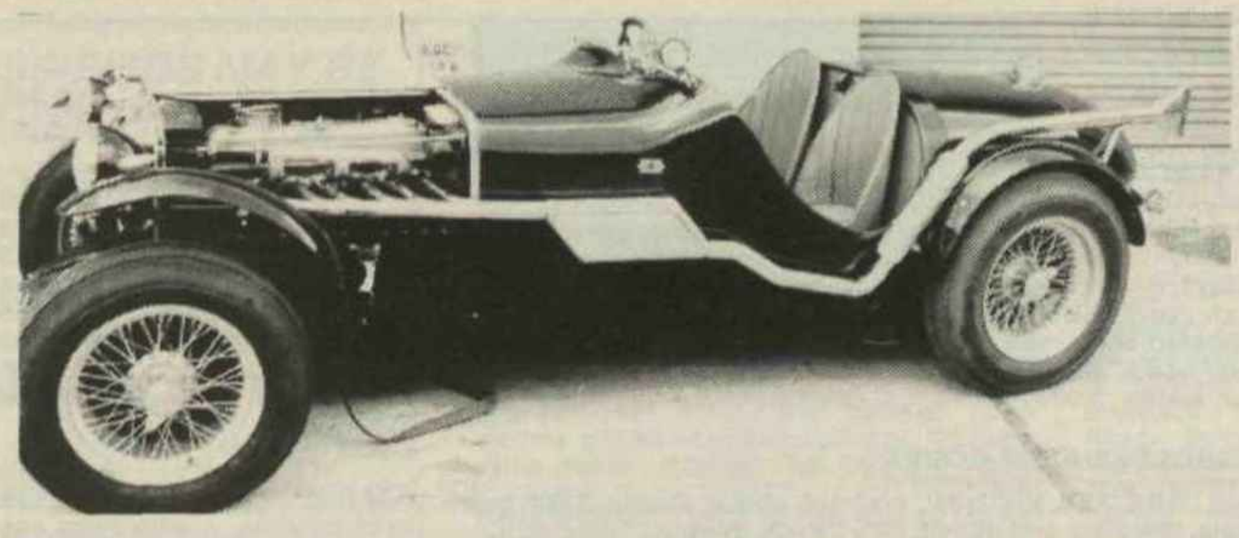
1991 (H) VW Golf GTi, 5-door, metallic bright blue, grey cloth, PAS, sunroof, alloys, tinted glass, c/locking, 9,000 miles **£11,995**
1991 (H) VW Golf GTi, 5-door, metallic silver, black cloth, p.a.s., sunroof, tinted glass, central locking stereo, 9,000 miles **£11,995**
1990 (G) PEUGEOT 205 1.9GTi, metallic black, black and red hide trim, PAS, sunroof, e/windows, c/locking, stereo, 9,000 miles **£9,995**
1990 (G) PEUGEOT 205 1.9GTi, black, grey and black hide trim, PAS, sunroof, e/windows, c/locking, stereo, 10,000 miles **£9,995**



Open daily 9a.m–6.30p.m.

26 High Street · Bramley · Surrey
Guildford: (0483) 898159

Saturday 9a.m.–6p.m.
Sunday 9a.m.–5p.m.



Hayward & Scott

STAINLESS STEEL
EXHAUSTS AND
FABRICATIONS

UNIT 11, NOBEL SQUARE, BURNT MILLS INDUSTRIAL ESTATE, BASILDON SS13 1LS
Telephone: Basildon (0268) 727256. Fax: (0268) 590772

JARROTTS

MOTOR RACING
PHOTOGRAPHS 1900-1979

Illustrated brochure £2/$5 (bill)

JARROTTS
62 ALBERT ROAD, ASHFORD
KENT TN24 8NU
Tel: 0233 640049
Fax: 0233 628988

BEAULIEU CARS (AUTOMOBILIA)

automobile art, motoring memorabilia

For high quality automobilia & motoring art, Handbooks, Brochures, Signs, Hallmarked medallions, Mascots, Toys/Games, Models, Books, Photos
Alfa Romeo items a speciality
Lists available
Phone evenings Susan Scott
(0525) 372757

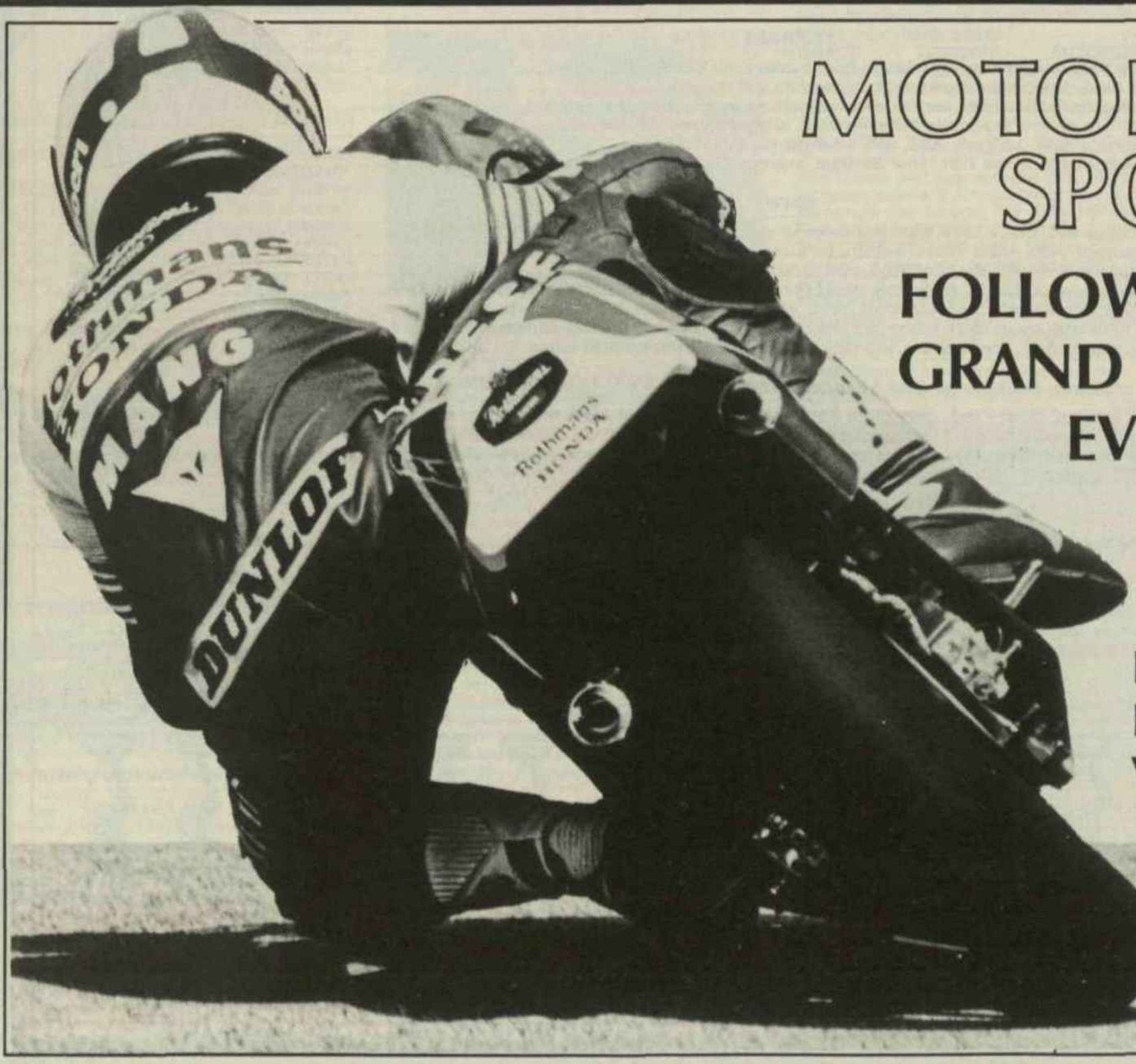
FERRARI F40
FOR CHILDREN/DISPLAY INVESTMENT

£595 INC. DELIVERY
Factory licensed, 5½ ft long, 2 seater powered car, high quality. Also Porsche 959 Cabriolet available.
Details: 081 883 8688

ALVIS

WANTED WANTED
EDDIE QUELCH WILL PAY
TOP PRICE FOR ANY MODEL
PLEASE TELEPHONE
0582 576036

FERRARI
Re-building service for all engines (Colombo and Tampredri), gearboxes and transaxles.
Incomplete units built up, gears, castings, and components made, all to highest standards. Specialising in older cars.
Box No. 7310



MOTORCYCLE SPORT

FOLLOW THE 1991 GRAND PRIX SEASON EVERY MONTH

Plus

INDUSTRY NEWS
ROAD TESTS
VINTAGE REPORTS

AT YOUR NEWSAGENTS
£1.40

CATERHAM CARS

THE LEGEND LIVES

1989 SUPER 7 1700 Cosworth BDR Red
1991 SUPER 7 1700 S/S Black
1990 SUPER 7 1700 S/S Met. Yellow
Un-Reg SUPER 7 1700 S/S Blue

Plus selection of used, factory serviced **CATERHAM SUPER 7s**

New Super 7

De Dion from £12,057 (inc VAT & C/T)
Kit (complies SMMT code) from £5,810 + VAT
Send £3 for colour pack

Next Caterham Super 7 Vauxhall Races
August 26 Snetterton
September 8 Brands Hatch
September 28 Oulton Park

SEVEN HOUSE, TOWN END, CATERHAM
SURREY CR3 5UG TEL: 0883 346666/7

Illustration by Alan Fearnley, taken from the Chris Rea album 'Auberge' on Eastwest Records reproduced by kind permission of Real Life Ltd

1976 WORLD CHAMPIONSHIP WINNING McLAREN M 23

CHASSIS-NUMBER M 23/8-2

Famous and unique Grand Prix car. Driven exclusively by James Hunt during the 1976 Season.
The following well-known victories were recorded in that year:

1st Spanish Grand Prix
1st French Grand Prix
1st German Grand Prix
1st Dutch Grand Prix
1st Canadian Grand Prix
1st United States Grand Prix
also
3rd Japanese Grand Prix and Championship Decider

The car is in beautiful condition. Meticulously prepared for immediate use. For further details please contact

Pichler Treuhand, Ledi, 3784 Feutersoey, Switzerland
Phone 41 30 5 15 25 Fax 41 30 5 19 63

William Loughran

1990 ASTON MARTIN Zagato Volante. One of only 25 cars with Manual gearbox. Delivery mileage

New FERRARI F40. J registration, very latest specification. Delivery mileage.

1988 PORSCHE 959 Comfort Model. 3,000 miles.

1990 FERRARI 412i Manual. One of only 24 cars imported and the very last car delivered. Delivery mileage.

THE HAWTHORNES · GILL LANE · WALMER BRIDGE · PRESTON · PR4 5QN
TELEPHONES (0772) 613114/613213 · FAX (0772) 615104

Forza288

Phone: 0425 273682 Fax: 0425 270293 Mobile: 0860 274455
HIGHCLIFFE, DORSET, ENGLAND

FERRARI MONDIAL. 1984, red/magnolia, red carpets, 38,000 miles, full main dealer, sun roof, a/c, stereo, alarm £25,500
FERRARI 308 GT4. 1977, red/magnolia, 57,000 miles, recent clutch, full service . £19,750
FERRARI 308 GT4. 1978, yellow, 28,000 miles, FSH £22,500
FERRARI 400 GT. 1979, red/tan, 38,000 miles, recent complete exhaust system torque converter, full service £24,950
FERRARI 308 GTB. 1978, black/magnolia, 37,000 miles, FSH £32,500
FERRARI 308 GTS QV. Red/black, 19,000 miles, FSH, DFS, RS, AC, alarm, stereo £36,500
FERRARI DAYTONA (Plexiglass), red/black, 2 owners ..... POA
FERRARI 365 GTC. Red/black, concours ..... POA

Rardley Motors
FERRARI SPECIALIST

The leading Ferrari Specialists in Restoration and Maintenance

Our stock is constantly changing. Buying or selling please phone me. David Miller

MICHAEL FISHER

Tel. 0344 872755 Fax. 0344 872029 Mobile 0860 244760

1966 AC SHELBY COBRA Genuine 7 litre car finished in metallic blue/white stripes. Specification includes side oiler engine with medium rise manifold, Halibrand wheels S/C mods (roll bar quick lift jacking points, Monza fuel filler, hood scoop etc) one of the few genuine seven litre cars available in the UK LHD.

ALSO IN STOCK

1966 Ferrari 275 GTB Long Nose. Red/tan interior, alloy body, concours condition, RHD
1968 Ferrari 365 GTS. Red/black trim, converted to spyder by Gray Paul. Immaculate condition, RHD with history.
1972 Ferrari Dino 246 GT. Silver/black leather. Two owners, RHD
1974 Porsche RSR. Well known car with excellent comp history, twin plug head engine, centre lock wheels etc, mint condition.
1956 Porsche 356A Speedster. Red/black, 1600cc engine, superb condition, LHD.
1956 Jaguar D Type. Short nose production car, FIA papers, BRG.
1953 Jaguar XK120 Roadster. Black/grey hide, concours with RHD.

Viewing by appointment

NOSTALGIA

A UNIQUE OPPORTUNITY TO ACQUIRE ONE OF THE FINEST AC COBRAS IN THE WORLD!

1967 AC COBRA 427 MK III COMPETITION SPEC. — LEFT HAND DRIVE

One of three original Mk III AC Cobra rolling chassis (this being Ch. No. COX6129) supplied to Paramount Films in 1967/8, equipped with vintage style sports-tourer bodies for use in the feature film 'Monte Carlo or Bust', starring Tony Curtis, Susan Hampshire, Terry-Thomas et al. The chassis on this car wore exaggerated 1929 Mercedes SSKL coachwork and was driven by Gert (Goldfinger) Frobe.

After nearly 20 years in storage, this vehicle was reimported from the U.S.A. in 1987 and delivered to the AC factory at Brooklands, Surrey, for a 3-year reconstruction as a full-house 427 c.i. (7 litre) Competition model, employing original and authentic factory race components, many of which had remained unused in the Works Stores since 1965.

Specification includes full race medium-riser, side-oiler 6997 c.c. "blue-printed" engine, giving approx. 500 b.h.p., Ford 'Rug' top-loader gearbox, alloy brake calipers, sway bar and diff. cooler mountings, 35 gallon tank, dry sump external oil filler etc. The quality of workmanship throughout is to the highest standards achievable anywhere in the world.

PERFORMANCE – 0 to 60 m.p.h. in 4.1 secs; 0 to 100 m.p.h. in 9.8 secs; 160 + m.p.h.

THIS IS THE ONLY AC COBRA TO THIS SPECIFICATION IN THE U.K., AND ONE OF ONLY THREE COMPETITION TYPE MODELS IN EUROPE.

1967 AC COBRA '427' MK III COMPETITION - Left hand drive. Three year reconstruction at the AC factory just completed. 500 b.h.p. **Unquestionably one of the best Cobras in the world.**

1949 Ex-Works HEALEY SILVERSTONE-JAC 100. '49 Coupes des Alpes etc. winner. The best & most famous Healey of all **£85,000**

1950 EX-WORKS TEAM HWM-ALTA GRAND PRIX - Ch. No. FB101. Moss' first GP race car – many famous international successes. **£145,000**

The entire Nostalgia "collection"—(some cars now sold – those available are listed)

1953 MG TD2. Total bare chassis restoration with full photographic record, to exemplary standards. **A splendid example. £18,750**

1949 EX-WORKS HEALEY SILVERSTONE 'ALPINE' — JAC 100 — (Ch. No. D1). 2nd overall Alpine Rally; BRDC International Trophy winner, ex-Healey/Appleyard/Salvadori. Totally authentic & original, but cosmetic restoration just completed to perfectionist standards, with full new weather equipment etc. *(Photo)* **£85,000**

1950 EX-WORKS TEAM HWM-ALTA GRAND PRIX – CH. No. FB101. Stirling Moss' first GP racing car, also ex/Abecassis etc. Many famous international successes. Illustrious documented history. FIA papers. *(Conversion from Grand Prix mode to road regd. Sports-racer takes 10 minutes).* *(Photo)*. **£145,000**

1953 MG TD2. Total bare chassis restoration with full photographic record, to exemplary standards. A splendid example. *(Photo)*. **£18,750**

1958 AC ACE-FORD RUDDSPEED 2.6. Coupes des Alpes entries 1958/9. Ex-Ken Rudd. 170 b.h.p. Stage V Mays engine. 45,000 miles. A delight *(Photo)*

1964 (Model) AC COBRA 289 MK2. Autokraft reconstruction with 300+ b.h.p. engine. Superb performance, totally 'Concours'. *(Photo)* **£95,000**

1988 (F) AC COBRA 302 Mk4—'STANDARD' 240 b.h.p.—U.K. SPEC. 1 of only 4 with hard and soft top's, 1,800 miles & as new. *(Photo)*

NEW (Unregd.) AC COBRA 302 Mk4—'LIGHTWEIGHT'COMPETITION/STREET' 340 b.h.p.—U.K. SPEC. Limited edition model (18 only built). Zero to 100mph (160kph) in 10.8 secs., but unbelievably docile! Dark blue, blue trim, roll cage etc. *(Photo)*

NEW (Unregd.) AC COBRA 302 Mk4—'LT.WT. COMPETITION/STREET' 340 b.h.p.—U.K. SPEC. Metallic maroon, black trim. *(Photo)*

NEW (Unregd.) AC COBRA 302 Mk4—'LT.WT. COMPETITION/STREET' 340 b.h.p.—U.K. SPEC. Metallic silver, burgundy trim. *(Photo)*

ALSO—ONE NEW (UK Regd.) AC COBRA 302 Mk4 'LT.WT. COMP./STREET' 350 b.h.p.—LEFT HAND DRIVE. UNIQUE SPEC. with OUTSIDE EXHAUSTS etc, DARK BLUE, BLACK TRIM.

PLEASE NOTE — 'NOSTALGIA' ONLY SELLS GENUINE AC COBRAS, OFFICIALLY AUTHORIZED BY THE MANUFACTURER — WE DO NOT SELL KIT CARS OR LOOKALIKES.

ROD LEACH'S 'NOSTALGIA' — Tel: 0992 500·007 — 9am till 10pm, 7 days a week — Fax: 0992 55·88·91 — Mobile: 0860 321·981

ALL CARS LISTED MAY BE SEEN AT 'NOSTALGIA'S' PREMISES IN HERTFORD (20 miles from London) AT ANY TIME, BY APPOINTMENT

LEFT HAND DRIVE CENTRE. MERCEDES. PORSCHE. BMW & FERRARI

TRANSEUROPEAN CARRIAGE CO. (LONDON)

1983 JAGUAR/DAIMLER (Double 6) HE. Gold/beige leather, ABS, AC, LHD **£6,995**

NEW 911 TURBO CABRIOLET. White, blue leather, air conditioning, electric top, e/seats, spoilers, 5-speed, e/winds, r/cass, LHD **£55,550**

1988 FERRARI 328 GTS I. Red/tan leather, air, 33,000 klm, LHD **£45,550**

1986 MERCEDES BENZ 300SL. Electric windows, alloy wheels, rear seats, leather interior, stereo/cassette, LHD **£20,950**

MERCEDES

1989 190 E. Smoke silver, 1 owner, 28,000 km, 5-speed, ABS, LHD £13,550
1989 200. Arctic white, 5-speed, air, 4 headrests, ABS, (exp), LHD £12,500
1984 500 SEC (COUPE). Met brown, tan leather, air, full extras, LHD £15,950
1986 300 SL. Met Maroon, beige leather, rear seats, full extras, LHD £19,995
1980 230 (COUPE). Silver, 1 owner, automatic, kept superbly, LHD £5,950
1958 300 (ADENAUER). Black/magnolia, fully restored, LHD £19,950
1983 500 SEL (LWB). Silver, air, climate, e/winds, alloys, LHD £9,950
1979 450 SEL 6.9. Black/dark tan leather, full extras, LHD £14,950
1989 230 E. Silver, auto, e/sun, e/winds, ABS, s/level, alloys, LHD £11,950
1987 230 E. Grey, auto, e/winds, e/sun, alloys, r/cass, e/aerial, LHD £9,950
1986 230 E. Champagne Silver, auto, e/sun, ABS, alloys, c/locks LHD £8,995
1986 230 E. Ascot grey, auto, ABS, sunroof, w/wash, c/lock, LHD £9,950
1980 230. English red, auto, PAS, 2nd mirror, Blaupunkt, LHD £2,950
1985 280 SE. Mid/blue, auto, sunroof, ABS, air/con, c/locks, LHD £9,950
1981 280 E. M/thistle green, auto, sunroof, air, s/history, LHD £4,450
1982 280 E. Met blue, auto, e/sunroof, cruise, alloys, r/cass, LHD £4,950
1986 300 E. Silver, auto, e/sunroof, c/locks, 4/h/rests, 2/mirr. LHD £12,950
1987 260 E. Thistle m/green, ABS, e/sun, auto, 4/h/rests, LHD £11,950
1984 190 E. Thistle green, auto, sunroof, 1 owner, alloys, extra, LHD £6,950
1984 190 E. Beige, auto, sunroof, elec wind, alloys, spoilers, LHD £6,950
1991 200 E. Blue/black, 5-speed, e/sunroof, ABS, c/locks, r/c, LHD £16,550
1987 200. White, blue interior, e/sunroof, r/cass, c/locks £8,950
1986 190 D. White, sunroof, r/cass, e/aerial, LHD £7,950
1987 190 E (2.3 ltr). Auto, smoke silver, full extras, LHD £9,950

VARIOUS LEFT/HAND/DRIVE AUTOMOBILES

1987 Volvo 740 Turbo/Intercooler Estate. Silver, sunroof, LHD £7,995
1987 BMW 325i (Sports). Diamond black, spoilers, alloys, air, LHD £8,550
1989 VW Golf GTi (16 valve). Red, sunroof, BBS alloys, LHD £7,995
1987 VW Golf GTi. Anthracite, sunroof, 2 mirrors, alloys, r/c, LHD £6,550
NEW Alfa Romeo Spyder. Red, tan leatherette, full extras, LHD £12,950
1985 Opel Kadett 1.3 GLS 3-door Hatchback. Silver, r/cass, LHD £2,550
1989 Citroen BX19 GTi. Silver, 1 owner, air, full extras £6,950
1986 Audi Avant (Estate) 100 Auto. Leather, air, full extras, LHD £7,950
1988 Jaguar XJS (Sports). 3.6 air, full extras, 27,000 kms, LHD £17,995
1989 BMW 730i. Diamond blue, ABS, e/windows, c/locks, sunroof, LHD £13,950
1990 BMW 520i. M/blue, ABS, 5-speed, r/cassette, c/locks, air, LHD £12,950
1984 BMW 732i. Silver, alloys, ABS, air, 2 mirrors, 4 h/rests, LHD £4,950
1983 BMW 318i. Beige, alloys, spoilers, sunroof, r/cass, 2/mirror, LHD £3,550
1984 BMW 318i. Silver, new model, sunroof, 5-speed g/box, LHD £3,950
1987 Peugeot 309 GTi (2.0). Red, p/steering, alloys, r/cass, LHD £5,950
1987 Peugeot 505 GR. 1 owner, air/cond, full extras, LHD £5,995
1983 Peugeot 305 Estate. 1 owner, 55,000km, superbly kept, LHD £2,750
1986 Renault GT Turbo. White, alloys, 1 owner, 39,000 klms, s/h, ... £4,950
1985 VW Golf 1.6 CL 5-door. White, r/cassette, LHD £3,950
1986 Nissan Sunny 1.5 SGL. Auto, red, full extras, LHD £3,550

1986 Ford Orion 1.6. Blue, 5-speed, many extras, 1 owner, LHD £3,950
1986 Mini Mayfair 1000cc. Black, bull/bars, alloys, r/cass, LHD £2,550
NEW Fiat (X19) Targa. Bertone sports, white, alloys, r/cass, LHD £8,950
1988 Seat Ibiza Crono 1.2 S. 5-door, 5-speed, Jet black, LHD £3,950
1989 Seat 1.2 S (Special). 1 owner, 5-door, 19,000 km, r/cass, LHD £3,995
1989 Honda Accord EX. Charcoal metallic, alloys, full extras, LHD £9,950
1988 Toyota Corolla 5-door. R/cassette, power steering, air, LHD £5,950
1991 Range Rover Vogue EFi (3.9 litre). M/blue, air, warranty, LHD £23,950

4×4 FOUR WHEEL DRIVE CARS, VANS, BUSES, PICK-UPS

NEW Ford Pick-Up. Cab with chassis, LHD £5,950
1989 Mitsubishi Shogun/Pajero. Diamond Pack, full extras, air, LHD £12,950
1989 Seat Terra Estate. Grey, radio/stereo, LHD £3,950
1989/90 Land Rover (TDi) Turbo Diesel. Air, full extras, LHD £17,950
1988 Suzuki Samurai 4x4 Soft Top. Met blue, extras, LHD £5,450
1982 Range Rover Vogue. 5-door, air, met blue, r/cass, full extras, LHD £5,950
1989 Land Rover 110 County, V8. 10 seater, LWB, air, s/hist, LHD £12,950
1989 Suzuki Vitara Convertible. Red (1600cc), LHD £8,950
1986 Suzuki SJ410. White, convertible, b/bars, light guards, LHD £3,450

DIESELS (LEFT/HAND/DRIVE)

1982 Mercedes 300 TD Diesel Estate. Metallic blue, 4/speed, LHD £5,995
1979 Mercedes 200 D Diesel. Beige, automatic, sunroof, LHD £2,550
1987 Mercedes 190 D Diesel. White, sunroof, p/steering, extras, LHD £7,950
1989 BMW 324 D Diesel. White, 4-door, sunroof, p/steering, LHD £9,550
1989 Citroen BX17 D Diesel (Turbo Diesel). Air, e/wind, sun, c/locking, LHD £7,995
1989/90 Land Rover TDi Turbo-Diesel Discovery. Air, full extras, LHD £17,995

PORSCHE

NEW 911 Turbo Cabriolet. White, black leather, air conditioning, electric top, e/seats, spoilers, 5 speed, e/winds, r/cass, LHD £55,550
New 911 Turbo Coupe. Silver, black leather, air/cond, e/roof, e/seats, spoilers, 5 speed, e/winds, r/cass, LHD £45,550
1989 Speedster Turbo Cabriolet. White (delivery klms), UK reg, LHD £49,950
1987 930 Flat Nose Turbo (RUF). Version, adjustable Turbo, LHD £45,550
1987 911 Carrera Cabriolet. White, 30,000 km, air, (export), LHD £25,550
1985 911 Carrera Sports. White, spoilers, r/cass, LHD £16,550

SPECIAL AUTOMOBILES

New Lamborghini Countach. Anniversary red/Champagne (Export) LHD £135,550
1927 Chevrolet Capital Phaeton Tourer, Convertible, restored, LHD £12,950
1958 Mercedes 300 (Adenauer) Pillarless, fully restored, LHD £25,550
1978 Mercedes 450 SEL (6.9 litre). Black/magnolia, restored, LHD £14,950
1989 Corvette Stingray Convertible. Red, leather, 14,000 miles, LHD £19,950

RIGHT HAND DRIVE VEHICLES

1987 Ford Orion 1.6i Ghia. White, 4-door, sunroof, c/locks, RHD £4,950
1987 Peugeot 505GR. Automatic, 2 owners, r/cass, excellent, RHD £3,550
1985 Volvo 760 Turbo, Intercooler. Air, white, full extras, RHD £3,550

TRANSEUROPEAN CARRIAGE CO. Tel. 071-485 1015/071-485 4134/071-485 7677 · Telex 262795 · Fax 071-267 6934
53-57 Highgate Road, Carkers Lane, Kentish Town, London NW5 1TL.
UK registered or duty free/part exchange with RHD cars
Open: Monday to Friday 9.00am-7.00pm. Saturday 9.00am-5.00pm. Sunday 2.00pm-4.00pm

HAMPTONS COLLECTORS CARS

Auction Sale

SATURDAY 5th OCTOBER

at the

Three Counties Showground Malvern Worcestershire

To include:

Automobilia – Memorabilia
Veteran & Vintage Motor Cars, and Classic Vehicles

ENTRIES ARE NOW INVITED

THIS AUCTION SALE IS PART OF THE HUGELY SUCCESSFUL
MALVERN '91 VINTAGE & CLASSIC SHOW
WHICH WILL SEE MORE PROSPECTIVE PURCHASERS THAN THE MAJORITY OF SALES IN 1991

Entry Fee: £50 – Commission 5%. Purchasers Premium 5% – Cars. Automobilia & Memorabilia entry fee – Negotiable. Commission 10% Purchasers Premium 10% – All are subject to VAT at the current rate.

Cataloges available 7 days prior to the Auction at £8.50 each allowing access to Two adults to the Auction & Show (Sat. only)

Entry Forms, Catalogues & Information from: Ian Green FSVA Hamptons Collectors Cars P.O. Box 25 Malvern Worcs WR14 3NY TEL: (0684) 893110 or FAX: (0684) 569600

DUNCAN HAMILTON & CO., LTD.

CLASSIC CARS

BRABHAM BT33/1

This magnificent 1970 Grand Prix car is one of only three in existence and has been totally rebuilt to a very high concours and race ready standard and is perfect in every respect. A unique opportunity to buy such a beautiful looking and rare Grand Prix car.

For further details contact:

ADRIAN HAMILTON or DAVID JOHN

0276 71010

THE SQUARE · BAGSHOT · SURREY

Telephone (0276) 71010 Telex 858334 Fax (0276) 71270

LAND ROVER Hexagon BMW

1987 E Aston V8 Auto. One owner, automatic, FSH. Vantage spoiler and driving lights. Dark Red with Beige hide piped Red. 24,000 miles, full warranty.....**£56,995**

Aston Virage. Reg No. H1 AMV. Mid metallic Blue with Magnolia hide piped Blue. CD and phone, full warranty, 8,000 miles.....**£79,995**

1967 Series 1½ 4.2 E Type Roadster. Total rebuild in 1986, unused since. UK car, right hand drive **£39,995**

1956 XK140 Roadster. in Black with Burgundy hide. Crome wire wheels. A really outstanding example. Left hand drive **£42,950**

Also
1955 TR3A with overdrive and chrome wires, mint. **MGTF,** chrome wires, left drive, mint. 1980 6.9 Mercedes. **1961 DB4,** original and lovely. Healey 100/4 to M spec. Nice patina. Ferrari 330 GT, mint. The actual 'Mule' Zagato ex factory development car. Indecently quick! **1967 340 Jaguar.** Chrome wires and overdrive, lovely. **Volvo P1800 ES,** 30,000 miles with history. 1973 Daytona, 40,000 miles, mint.

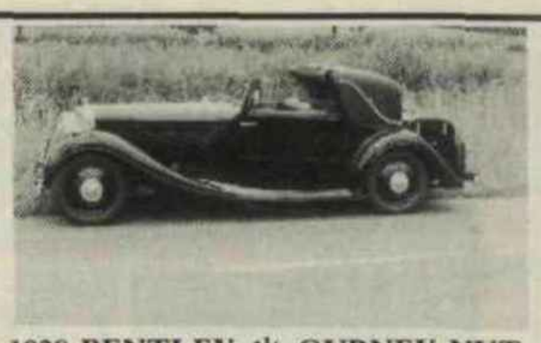
Wanted
Modern low mileage Aston Martins, immediate settlement. Our buyer will call. Other interesting modern cars also required.

26 North Hill, N6 4QB.
Telephone: 081-348-5151

1955 LOTUS 9. HUDI39. One of the most historic 9's. Ex. Dickie Steed, Dixon. Nearing completion of chassis up restoration. Full history.

1957 AC ACE BRISTOL. Concours rebuild nearing completion. Rebuilt engine, down to bare metal respray. Silver.

1956 AC ACE BRISTOL. Needing complete restoration, but very original and complete.



1938 BENTLEY 4¼ GURNEY NUTTING OWEN SEDANCA. Less than twenty of these cars were built with this body style. A particularly fine example. Concours winner and one owner for thirty years.

This is a small selection from our current stock. Please telephone or write for up to date details
N.B. WE ARE KEEN CASH BUYERS AT TODAY'S MARKET VALUES OF ALL VINTAGE & CLASSIC CARS

BRIAN CLASSIC LTD

Tel: Bucklow Hill 0565 830423. Fax: 0565 830490

It is essential to telephone for an appointment to view the above. We are situated within five minutes of the M6, alternatively visitors can be met at Manchester International Airport, or at local mainline railway station. 2 hours London Euston.

THOROUGHBRED COVERS

Manufacturing Vehicle Covers since 1979

Protect your cherished paintwork with our high quality covers, individually created to your order.

SOFT BRUSHED DUSTCOVERS. Blue, Cream, Grey or Red **COTTON** from **£60**

CUT FOR YOUR CAR MODEL

OUTDOOR COVERS. Evolution® 3 fabric. Blue or Grey, Breathable, non-scratch, from **£110** *(Reg TMKCC)*

SEMI-TAILORED DUST COVERS in standard cotton — engineer designed with elasticated ends.

For sportscars up to 13'2" long	£44.75
For sportscars up to 15'4" long	£49.75
For sportscars up to 17'0" long	£54.75
For saloons up to 15'4" long	£54.75
For saloons up to 17'1" long	£64.75

REGULAR DUST COVERS with tie-on corner tapes in standard cotton. 15' × 9'8" **£19.95.** 17' × 9'8" **£23.95.** 20' × 11'6" **£31.75.** 24' × 13'5" **£44.95.**

STORAGE — BAG £5 P&P £4.00 per cover. **Our prices include VAT.** Please specify car model. Free initials if requested. Payment with order please to:

THOROUGHBRED COVERS
349 Kirkstall Road, Leeds LS4 2HD
Telephone **(0532) 795079** or
(0532) 610695 evenings/Sundays.
Fax **(0532) 310835**

TIM WALKER (RESTORATIONS)

Restoration and repairs undertaken on veteran, vintage, P.V.T. and classic cars.
Also wing and panel making. Also turning, milling etc for "one offs".
Car collection service available.
Aylesbury (0296) 770596 workshop and **748419 eves/w'ends**

WITTER TOWBARS

TRUST WITTER

- First choice for safety-conscious drivers with over 3 million towbars supplied.
- Safety tested to B.S. and I.S.O. standards.

See Yellow Pages for your nearest specialist fitter or stockist.

WITTER TOWBARS, CHESTER CH1 3LL
Telephone: 0244 341166

BEAULIEU CARS LIMITED

fine cars and engineering excellence

1975 Alfa Romeo 2000 Spider Veloce. Pininfarina blue. *£9,000 spent this year on bodywork alone. Excellent example* **£12,900**

1966 Jaguar 'E' 4.2 2+2 Coupe. 3 wiper model. Excellent restoration project, sound car, excellent leather interior/dash. Owner posted to USA, hence competitive price **£7,950**

FERRARI DAYTONA SPYDER

1972 365 GTB Spyder conversion by Autokraft. 25,000 miles documented, black with black & tan leather interior. Fabulous example ..... **£175,000 o.n.o.**

BEAULIEU CARS LTD
Beaulieu, Hampshire Tel: (0590) 612444

MASERATI

Bill McGrath

Units 8 and 9,
Cleggy Lane, Industrial Estate,
Kimpton, Herts. U.K., SG4 9PZ.

Tel: 0438-832161
Fax: 0438-833601

- Servicing
- Restoration
- Spares
- All Models

ROYLE

THE OLD SCHOOL
STAINDROP
nr. DARLINGTON
CO. DURHAM
0833 60452/60630

1934 LAGONDA M45. We completely restored this original 17 bodied motor car for a customer two years ago at a cost of almost £75,000. This job was won because of our philosophy towards restoration. We endeavour to repair the original car rather than renew it, a subtle but important difference. This car is now for sale, the price — **£85,000**

This is just part of our stock of motor cars for sale.

We are actively looking to buy good quality pre-war motor cars — please ring if you have something which may be suitable

COACHBUILDING AND WING MAKING

We are able to offer a first class coachbuilding department specialising in the production of ash framed bodies for Edwardian and vintage cars, together with the wing making facility in our specialist panel beating department.

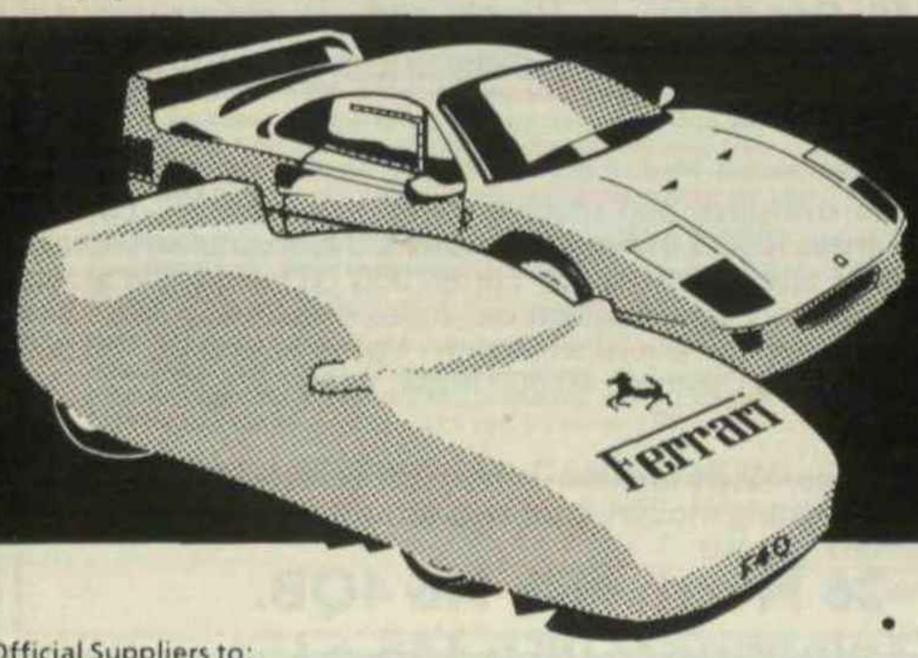
We have excellent on site coachbuilding facilities including wheeling, folding, louvre cutting etc. and are confident of producing an expert new ash frame body together with any panel for your vehicle in either steel or aluminium.

Beaulieu Autojumble Stand No. C198/199

THE COOKE GROUP

WEST AVENUE, WIGSTON, LEICS
Telephone: Leicester (0533) 881234
Fax: Leicester (0533) 881238

WHO COVERS THE WORLDS FINEST MOTOR CARS?..



- Beware of cheap imitations. Only 'Specialised Car Covers' tailor covers to fit all makes of car, each cut to its own individual pattern.
- Extensive colour range available with or without logos.
- Manufactured in the U.K. from the finest breathable sateen cotton.
- Also available Evolution 3 water resistant breathable covers or exclusive Nylon Coated Waterproof covers for outdoor use or transportation.
- *Prices (including storage bag) from £100 - £180.* • *Delivery: 14-21 days.*
- IF YOU CHERISH IT – INVEST IN THE BEST

For free colour brochure contact:
SPECIALISED CAR COVERS,
Concours House, Main Street, Burley in Wharfedale,
Yorkshire LS29 7JP Tel: 0943 864646 (24 hrs) Fax: 0943 864365

SPECIALISED CAR COVERS

WORLDWIDE EXPORT SERVICE

...SPECIALISED CAR COVERS

Official Suppliers to:
ASTON MARTIN LAGONDA LTD · PORSCHE CARS (GT. BRITAIN) LTD · PORTMAN LAMBORGHINI · JAGUAR CARS · MASERATI LTD · TVR ENGINEERING LTD · MARANELLO

The Fruit Farm,
Common Lane,
Radlett,
Hertfordshire
WD7 8PW

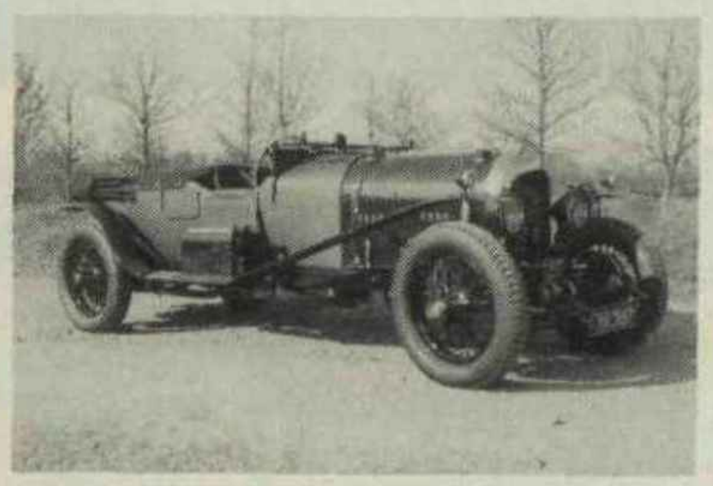
STANLEY MANN

Enthusiastically Bentley

30 minutes from Central London, situated
2 miles from Exit 5 on M1 or 4 miles from M25

From our selection of Vintage Bentleys we offer the following

Telephone
0923 852505
Fax (0923) 853496
Open from
8.00 to 6.00 weekdays
9.00 to 1.00 Sundays



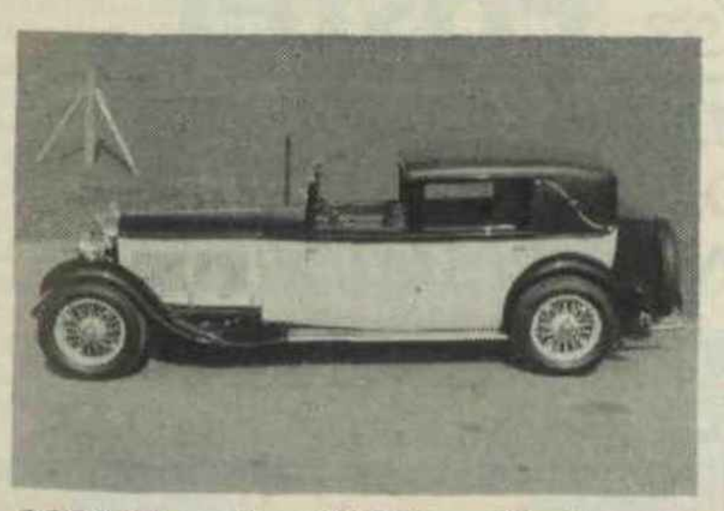
1927 Bentley 3/4½-Litre Le Mans.

1927 Bentley Speed Six Spec.

1928 Bentley 4½-Litre Le Mans.

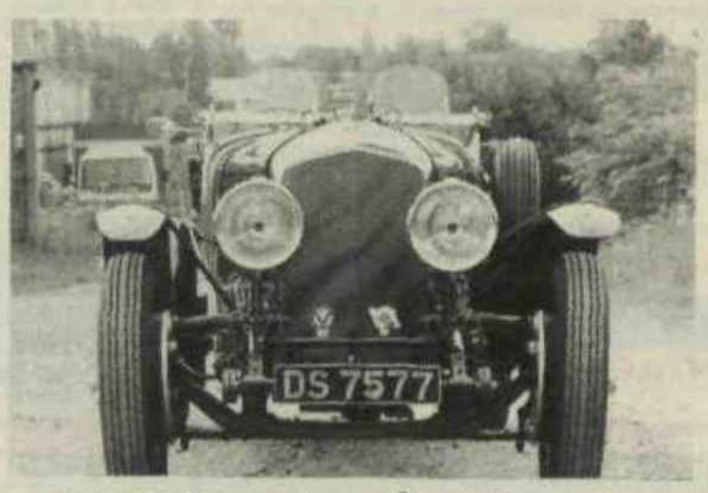
These are just some of the cars sold in the last 12 weeks.

There is only a finite number of quality, restored Vintage cars and we pride ourselves on having some of the best Vintage Bentleys in the world. Our cars are not overpriced and represent excellent value and quality of workmanship. If you want to fully appreciate the experience of owning a Vintage Bentley, please telephone for an appointment to view our current stock



1931 Bentley 8-Litre Sedanca de Ville

1924 Bentley 3-Litre



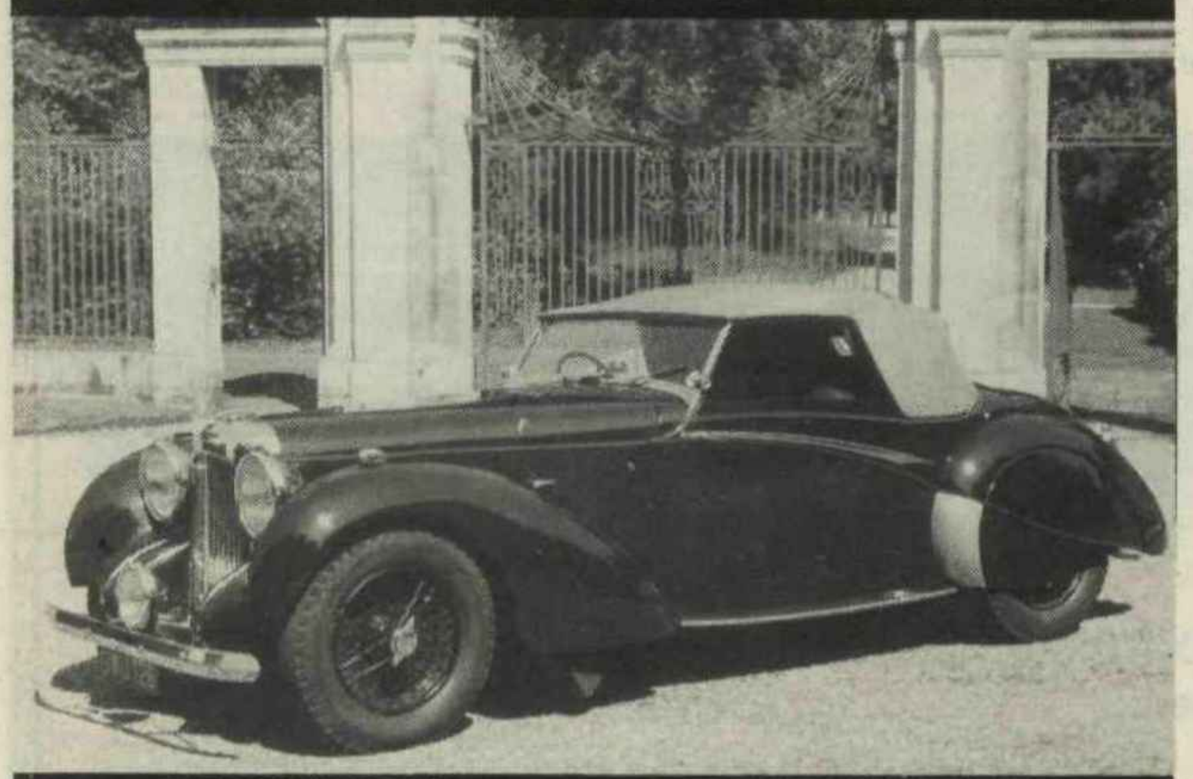
1919 Bentley 4½-Litre Le Mans

1931 Bentley Blower

1931 Bentley 8-Litre Racing Car

1925 Bentley 3-Litre

RESTORATION SPECIALIST'S GUIDE



COACHWORK

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

MACHINING

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

POLISHING

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

GENERAL RESTORERS

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

TRIMMING

VINTAGE MOTOR SUPPLIES
for
Rubber & Sponge Mouldings, wing piping, draught excluders, window channels, bonnet tapes, furflex, body hardware, fasteners, stainless wiper blades, Headlining, hoodings, aluminium sections, lighting bulbs, accessories etc.
Illustrated catalogue £1 UK, elsewhere £3
By return mail order service
Vintage House, 2 Lower Polsham Road, Paignton, Devon TQ3 2AF
Telephone (0803) 665244

CREECH COACHTRIMMING CENTRE
45 Anerley Road, Crystal Palace, London, SE19 2AS
Fine coachtrimming; Concours winning restoration, part retrims or repairs. DIY retail shop and advice. Mail order catalogue £1.00. Rubber sections, matting, chrome screws, leather, vinyl, carpet, headlining, panel clips, hood fasteners, soundproofing felt, window channelling etc.
Tel: 081-659 4135 Tues-Sat 9am-5pm

SPRINGS

All springs (except Leaf) made to pattern or sketch, Valve Springs a Speciality.
PAUL SAVAGE
Unit 17, 28 Heming Road, Washford Industrial Est., Redditch, Worcs., B98 0DH

Telephone:
0527 21666 Day
0527 89 3151 Eves/W.ends

INSTRUMENTS

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

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

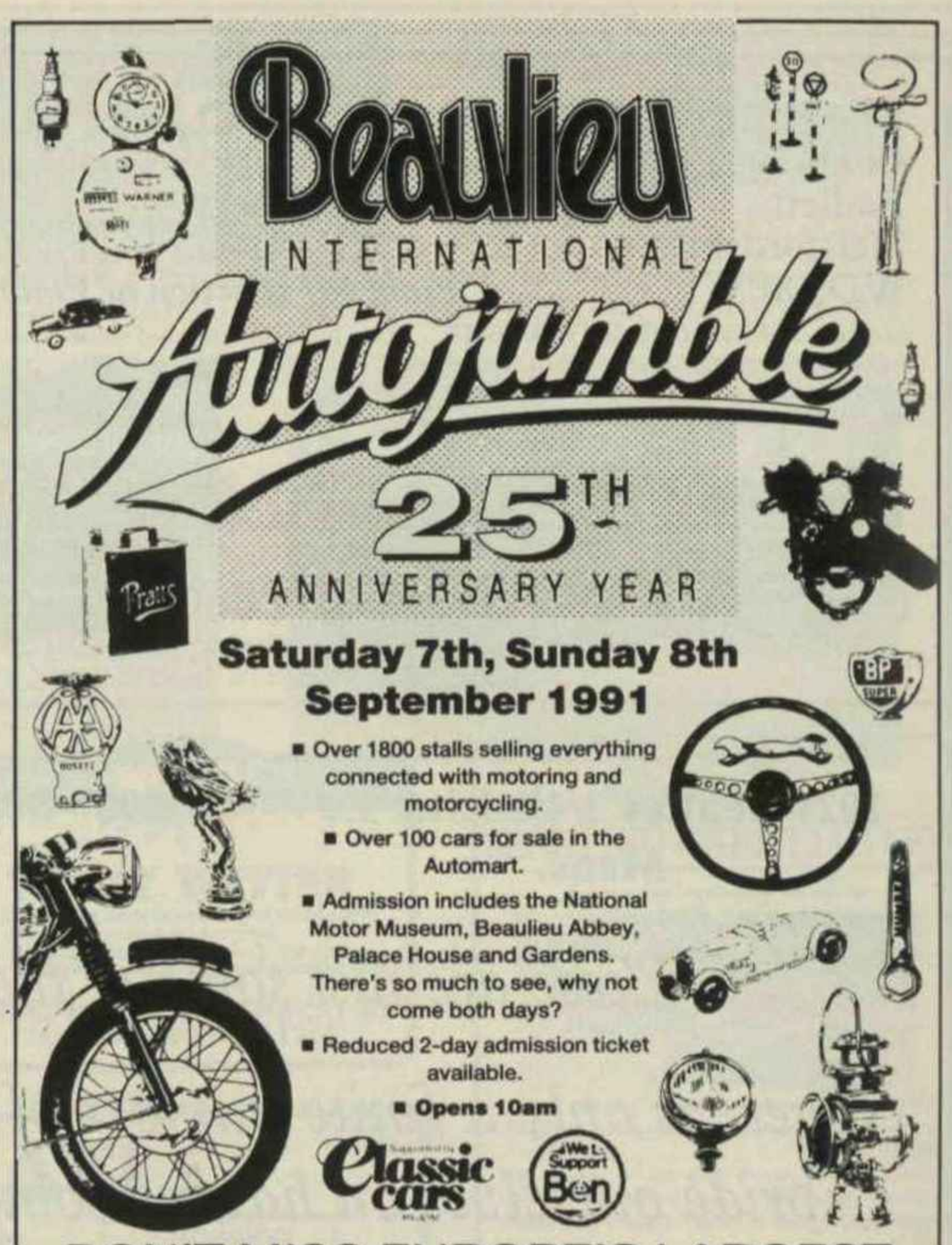
S.V. RESTORATIONS
GROSVENOR ROAD, BILLINGBOROUGH, nr. SLEAFORD, LINCS. NG34 0QN
We specialise in the complete restoration of Vintage and Classic cars. Mechanical Engineering, body repair or replacement, painting, trimming, woodwork and steering wheel restoration.
Selection of Alvis cars for sale
Telephone: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

STORAGE

MANOR CAR STORAGE LTD
DEHUMIDIFIED STORAGE AVAILABLE
Full storage services by specialist company run by classic car enthusiasts, transportation, CarCare maintenance programmes.
P.O. Box 28, 28 Clavering, Saffron Walden, Essex CB11 4RA, England
Tel. 0799 550022 Fax. 0799 550021

For inclusion in this guide please telephone
071-628 4741 extn 144
Fax 071-638 8497
for rates

Beaulieu INTERNATIONAL Autojumble



25TH ANNIVERSARY YEAR

Saturday 7th, Sunday 8th September 1991

- Over 1800 stalls selling everything connected with motoring and motorcycling.
- Over 100 cars for sale in the Automart.
- Admission includes the National Motor Museum, Beaulieu Abbey, Palace House and Gardens. There's so much to see, why not come both days?
- Reduced 2-day admission ticket available.
- **Opens 10am**

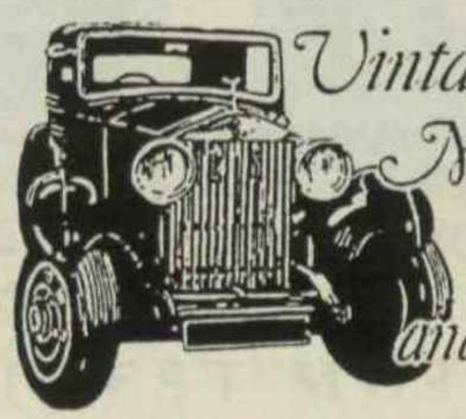
Classic cars — We'll Support Ben

DON'T MISS EUROPE'S LARGEST SALE OF MOTORING SPARE PARTS

JOHN MONTAGU BUILDING, BEAULIEU, HANTS SO42 72N. TEL: (0590) 612345

Lambert & Foster

AUTUMN AUCTION AT THE KENT COUNTY SHOWGROUND DETLING, NR. MAIDSTONE



Vintage & Classic Motor Vehicles Motorcycles and Automobilia

Wednesday 16th October 1991

Entries Now Being Accepted

Entries Close Friday 30th August 1991

PLEASE CONTACT:

Ken Jenner	(089 273) 254
Brian Thompson	(0580) 891222
Lewis Burrell	(0843) 220274

Auction Office: 77 Commercial Road, Paddock Wood, Tonbridge, Kent. TN12 6DR
Tel: (0892) 832325 Fax: (0892) 834700

Straight EIGHT

For the Ultimate!

ASTON MARTIN VANTAGE VOLANTE 1988. 3,000 miles, FSH, Chichester blue with parchment hide piped blue, blue hood. A magnificent manual example, very competitively priced at **£99,995**

AC Aceca 1956. Silver/black int., wire wheels
Aston Martin DB2/4. Rare twin head lamp Tickford design
Aston Martin DB4 GT Zagato Sanction II
Aston Martin DB6 MKII Vantage Volante Stunning!
Aston Martin Lagonda 1980 Met. Blue
Aston Martin V8 Lagonda 1974. One of seven made
Aston Martin V8 Volante 1980, auto, blue, BBS alloys
Aston Martin V8 1977 'S' Auto. 62,000 mls., black
Auburn Straight Eight Boat Tail Speedster 1932
Bentley 3½ Derby 1936. Beautiful restoration
Bentley S1 Continental Covertible by Park Ward, 1958.
Bentley Mulsanne Turbo LHD, 1985, black/burgundy
Bentley 'R' Type 1955, the famous Rob Gooda race car
Bentley T II '79 model, FSH, Morland over pewter
Bentley S1 Continental James Young, 1 of 3 manf
Bentley S3 Saloon. Acyrlic white/grey hide
Cadillac V8 Roadster 1931, 24ct gold, unique
Cadillac Eldorado Convertible 1976, Triple white
Ferrari 512 BB 1981, 22,000 mls Rosso red
Facel Vega Hk500 Coupe 1960, Steel blue. Magnificent
Ford Thunderbird LX 1989. White, 11,000 miles, all options
Gulfstream 32' Turbo Diesel Motorhome, 1989, every extra
Jaguar E-Type Roadster V12 1973, Manual, Primrose
Lamborghini Countach 1988, white rear wing
Lamborghini Muira 'S' 1969. LHD, 29,000 klms, steel blue
Lamborghini Muira 1969. 19,000 miles, with mileage and service records. Finished in Deep Steel Blue with black hide. Stunning example
Land Rover Profile, LHD, 11,000 kms, 1987, Pearlescent
Land Rover Coyote 1989, LWB, by Vintagefield. Unique!
Maserati Ghibli 1969, 4.9 SS Coupé, LHD
Maserati Ghibli 4.9 SS Manual, 1971, red/black. Beauty!
Maserati Khamsin 'P' reg., Auto, ice blue with natural hide
Maserati 4.9 SS Ghibli 1972. Finished in brilliant red with beautiful black hide upholstery, manual gearbox, exceptional example.
Maserati Merak SS 1979, ruby red metallic, tan hide
Mercedes 450 SLC 5.0 Litre 1959. LHD, 25,000 kms
Mercedes 600 Saloon 1965, black. Stunning example!
Mercedes 600 Saloon 1965, black, exceptional car
Mercedes Benz 600 6-Door State Landaulette 1974, LHD, 15,000kms, finest available. Show winner
Mercedes 500K Replica by Heritage, 3,000 miles, black
Mercedes 190SL 1960, black. Stunning, LHD
Panther De Ville V12. Cinnamon/spice, 12,000 mls, air
Porsche 356 Super 90 Cabriolet. 1960, Ice blue metallic
Proteus 'D' Type 3.8 Longnose. All alloy. The best!!!
Rolls Royce Camargue 1982, black, black hide piped red, FSH
Rolls Royce Cloud I Convertible by H.J. Mulliner
Rolls Royce Corniche FHC 1975, FSH, Bailey Handling
Rolls Royce Phantom V James Young. LHD, unique
Rolls Royce Phantom VI Y reg., black, low mileage
Rolls Royce Silver Cloud I Chapron coachwork
Rolls Royce Silver Cloud II LWB, by James Young, SCT 100
Rolls Royce Silver Dawn LHD, 1954, auto, Masons black
Rolls Royce Silver Shadow W reg., nutmeg/magnolia
Saab 900i Turbo Cabriolet 1987. 39,000 miles, red, e/hood
Westfield Super 7 1600cc, twin webers, alloys
Zimmer Quicksilver Red/tan, loaded & unique

ASTON MARTIN V8 VANTAGE 1983. 51,000 miles, FSH, two owners, midnight blue with blue hide, latest spec., alloy wheels and suspension, factory sunroof plus many extras.

ROLLS ROYCE SILVER CLOUD II Mulliner adaptation. 1961. Two owners with detailed and comprehensive service history. A very beautiful original car, finished in porcelain white with red hide and hood.

JAGUAR XK 150 DHC. Pearl grey with new green hide, chrome wires, overdrive. Extensively restored throughout to concours standards. True classic convertible motoring!

NEW CLASSIC CAR WAREHOUSE!! – NOW OPEN!!

View over fifty Classic & Sportscars under one roof. We can also now offer storage and consignment facilities. Ring for stock list!

152-160 Goldhawk Road, London W12 8HJ Telephone 081-743 1599 Fax 081-740 8496

MASERATI 450S REPLICA. Just taken 2 years to build. Telephone for full details and photographs.

VW BEETLE. 1978, new and un-registered, silver
JAGUAR D-TYPE REPLICA by RAM. 3.8 engine. Go on, treat yourself, lots of fun.
FERRARI 400i. 1980, 40,000 miles, metallic dark blue.
SUZUKI RG500 MkVI. Grand Prix bike, just as brand new.
YAMAHA TR2B 350CC about circa 1973 ex John Williams.
HONDA VF 1000 R. 800 miles, 1984.
FERRARI BB 365. 1975, one of only 47 RHD models made.
FERRARI DINO 246 SPYDER. 1973.
FERRARI 246 DINO. 1972. One of the very best restored cars available.
CHEVVY CORVETTE. 1957. Quite stunning V.8. Very Elvis Presley.
ALFA ROMEO ZAGATO 1600. L.H.D. 1600cc. 1970.
FERRARI 308 GTS QV. 1975. 1985. Red with Magnolia. 28,000 miles.

WANTED: 300 TD Mercedes-Estate and high mileage 1990 Turbo R Bentleys

GERRY STONHILL (0865) 891056

ASTON MARTIN

OFFICIAL PARTS & SERVICE AGENT

IAN MASON
ASTON MARTIN SERVICES

conveniently located in the West End for all parts and service requirements, with our own in-house coachworks and computer assisted parts department with instant despatch facilities.

139a Freston Road, Bayswater, London W10
071-727 7678 071-727 1944

FRENCHAY GARAGE
COACHBUILDERS & RESTORERS

A complete in-house service. Vintage Alfa Romeo parts. Brakes and Clutches re-lined. Ash frames, complete bodies. Engines overhauled. Painting.

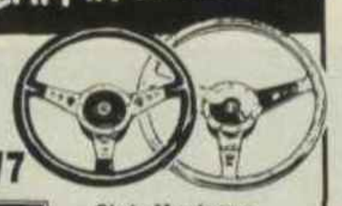
Frenchay Garage (Incorporating Vintage Frictions) Frenchay Common, Frenchay, Bristol, BS16 1NB

Tel: (0272) 567303
(0272) 603708

For MOTO-LITA in London!

For the biggest stock of MotoLita wheels & bosses in the U.K. ring

071-794 7766/7



CHRIS MONTAGUE CARBURETTER CO

Chris Montague Carburetter Co.
380/2 Finchley Road
London NW2 2HP

S&H MOTORSPORT

Rear of 14 Hallowell Road,
Northwood, Middx. HA6 1DW
Tel: (09274) 27012

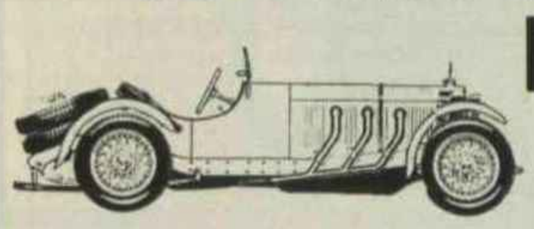
SERVICE, REPAIR AND RESTORATION OF HIGH PERFORMANCE SPORTS AND RACING CARS

REES BROS.
VINTAGE & CLASSIC
EST 1921

69 Gordon Road
Aldershot, Hants.
GU11 1NG

Tel: (0252) 23038

Open: Mon-Fri (Fri late till 7pm), Sat by appointment



RESTORATION & SERVICING

- For Pre- & Post-War Classic cars
- All aspects of car restoration and care

CARS FOR SALE

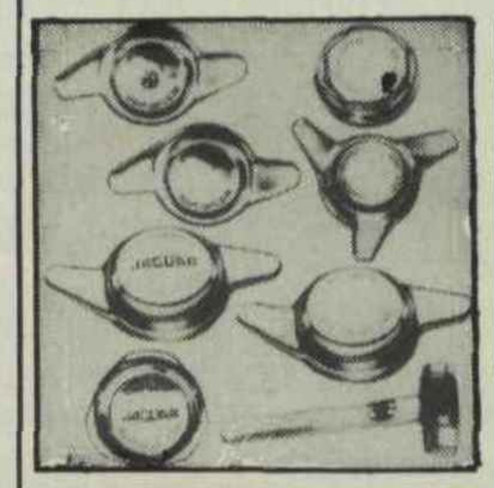
1934 ASTON MARTIN MKII 1½ LITRE SHORT CHASSIS, Brooklands team car, lots of history, engine just rebuilt, immaculate.....**£100,000**
1974 BMW 2002. Red, Weber carburetters, much loved car.....**£1,200**

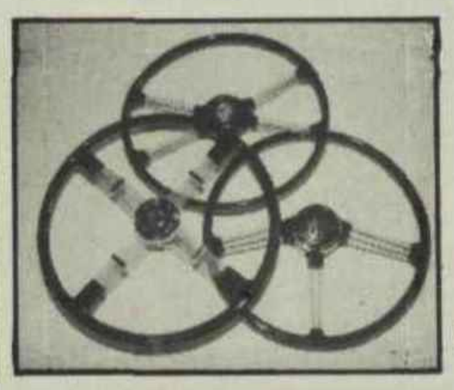
WANTED — TR'S & MG's PURCHASED FOR CASH — ANY CONDITION

Enthusiastic craftsmanship at very competitive cost

ADVICE & ESTIMATES FREE & WITHOUT OBLIGATION

KNOCK-OFFS
STEERING WHEELS





KNOCK OFFS

FOR ALL WIRE WHEELS BEST PRICES

STEERING WHEELS
MG TA/C/MMM, MGA, MGB Mk I
MG TD/F

KIMBLE ENGINEERING LTD
33 Highfield Road, Birmingham B28 0EV England
Tel: 021-777 2011. Telex 336993
FAX 021-777 4298

Access · BARCLAYCARD VISA

MANOR CLASSICS

TEL: 0295 758355 BANBURY FAX: 0295 758479

1956 JAGUAR XK120 FHC. A superbly and tastefully modified RHD car. Part lightweight aluminium body, louvred bonnet. Competition engine, brakes and suspension, extremely quick and a very exciting roadcar. Finished in BRG and matching wheels.....**£35,000**

1936 ALVIS 3½ litre. A very special & historic car. The last 3½ made & fitted prototype Mk VI Charlesworth body, special order for Sydney Bray with many unusual features. Recently seen on TV and in National News-papers.....**£35,950**

1964 JAGUAR E-TYPE FHC SERIES 1. 3.8 litre, last owner 20 years. Tastefully overhauled 2 years ago with rebuilt engine & suspension. Repainted & retrimmed, carefully used since, low mileage, finished in Metallic gunmetal with red leather.....**£19,995**

1961 AUSTIN HEALEY 3000 Mk1. English car, last owner 16 years, 7 of which were spent restoring it to high standards, finished in red with white works hard top. Minilite wheels c/w Reg No4669 JW.....**£19,950**

1971 ROVER 3.5 LITRE SALOON. You rarely find them like this nowadays. One owner 40,000 miles, always garaged, finished in dark green, chocolate brown interior and chrome.....**£5,750**

1947 ALLARD KI SPORTS. Fitted 3.9 Litre Ford Mercury V8 engine. Restored five years ago still immaculate in red with beige trim.....**£24,000**

1958 TRIUMPH TR3a. Subject to total restoration 4 years ago, only 5,000 miles since but nicely mellowed. Red with black leather & silver a CWW, o/d. Reg no 729 TR.....**£15,750**
1959 TRIUMPH TR3a. Total & perfect restoration just completed, everything is new. Cannot be faulted **£19,995**
1965 MINI COOPER. Sucessfully competed in RAC International Historic Rally. Everything is new, newly equipped and FIA papers.....**£8,500**
1965 SHELBY MUSTANG. Original unrestored example and totally original. Recent expensive engine rebuild and complete with reg. no. "SHE18Y"!.....**£19,500**

1969 FORD ESCORT "FEV 3H". Ex works World Cup Rally Roger Clark car. Full history since 1969, all the correct bits. Partially restored, needs finishing.....**£12,750**
1964 RILEY 1.5 SALOON. A one owner example expensively prepared for historic rallying, full spec available to serious enquirers.....**£5,950**
1955 AUSTIN A90 WESTMINSTER. Superb & original suitable for Historic rallying.....**£2,750**
1972 GINETTA G15. Mechanically all new, lovely example.....**£5,750**

ALL THESE VEHICLES ARE OFFERED WITH NEW MoT & TAX TO DRIVE HOME. PLEASE VIEW BY APPOINTMENT

We are only 4 miles from Junction 11 of the new M40

IVOR BLEANEY

Classic and Thoroughbred Cars

Established for over quarter of a century

1955 BENTLEY S1 CONTINENTAL by Park Ward. Totally restored **£59,950**

1961 ROLLS-ROYCE PHANTOM V Touring Limousine by James Young. Magnificent **£69,950**

1930 CORD L29. Very rare front wheel drive, driven by such people as Clark Gable. Gold chip investment at **£125,000**

1923 ROLLS-ROYCE SILVER GHOST Limousine by Maythorne. In magnificent condition throughout **£49,950**

1936 LAGONDA LG45 Drophead. Fantastic with service history **£49,950**

1934 ALVIS SPEED TWENTY Four door convertible. Restored to an exquisite standard **£49,950**

1981 MGB LIMITED EDITION ROADSTER MANUAL. With overdrive, MG number plate, lovely **£6,950**

1937 JAGUAR TYPE SS100. 2½ litre. Restored to a high standard. Beautiful **£59,950**

1929 ROLLS ROYCE PHANTOM I. Sedanca De Ville by Brewster. L/H/D stunning **£59,950**

1935 BENTLEY 3½ LITRE CONVERTIBLE by Park Ward. Lovely **£49,950**

1973 ROLLS ROYCE CORNISHE Fixed Head Coupe. 1 family owner for last 15 years, full service history **£14,950**

1924 ROLLS-ROYCE SILVER GHOST Barker Barrel Open Tourer. Sound reliable vintage touring for **£59,950**

OTHER CARS FOR SALE

1928 ROLLS-ROYCE PHANTOM I Boat Tail Speedster .. **£64,500**
1964 ROLLS-ROYCE SILVER CLOUD III Convertible **£59,950**
1928 CADILLAC 314 GOLFERS Coupe **£59,950**
1932 ROLLS-ROYCE 20/25 3 position drophead **£69,950**
1956 FORD THUNDERBIRD **£26,500**
ROLLS-ROYCE PHANTOM 1 Open Tourer **£59,950**
1981 FERRARI MONDIAL Spyder **£36,500**
1928 ROLLS-ROYCE PHANTOM 1 Open Tourer **£59,950**
1969 MERCEDES 280 SL Sports (Pagoda Hard Top **£14,950**
1936 CORD 812 Supercharged Speedster **£79,950**

★ SEE US AT THE BEAULIEU WEEKEND. SATURDAY and SUNDAY 7th and 8th of SEPTEMBER ★

SHIPPING * INSURANCE * FINANCE * TRANSPORT — ***FULL STOCK LIST AVAILABLE ON REQUEST***

MANY OTHER INVESTMENT CARS ALWAYS IN STOCK

Phone us for a friendly and efficient personal service by enthusiasts that care that little bit more

IVOR BLEANEY · NEW FOREST · UK

Tel: (0794) 390895 Fax: 0794 390 862

ALL CORRESPONDENCE TO IVOR BLEANEY, PO BOX 60, Salisbury SP5 2DH
VIEWING STRICTLY BY APPOINTMENT (anytime) — One hour from London

BRISTOL 1980 412. Convertible/Saloon, dark blue, possibly the nicest one procurable **£27,750**

BRISTOL 1975 411. A dignified 2-door saloon in dark grey with beige leather upholstery. An extremely nice example..... **£19,875**

LANCIA FULVIA 1969 Sedan. The best example of an original and beautifully maintained motor car, 58,000 miles..... **£5,250**

ALVIS TD21 Saloon Coachwork. Manual, w/ wheels, full history, 53,000 miles from new **£19,000**

Also available a BRISTOL 405 Saloon and DH Coupe

R. F. FUGGLE LTD.

BUSHEY HEATH, HERTS.

Telephone 081-950 1685

ESTABLISHED 1906

GUILDFORD SPORTS & CLASSIC CARS

Barrack Rd, Stoughton, Guildford, Surrey. Tel: 0483-570242 Mobile: 0860-517567

1955 TRIUMPH TR2. Original RHD in superb condition. Signal red with black interior. **£12,950**

1949 MG."Y" 1¼ Litre. Almond green. Very good example **£4,950**

1968 MGC ROADSTER. Major professional restoration during 1988. Finished in black, looks stunning **£10,995**

1973 MGB GT V8. Chassis No. 115, a pre-production works prototype with full documentation and history. Low mileage and in excellent condition. **£8,500**

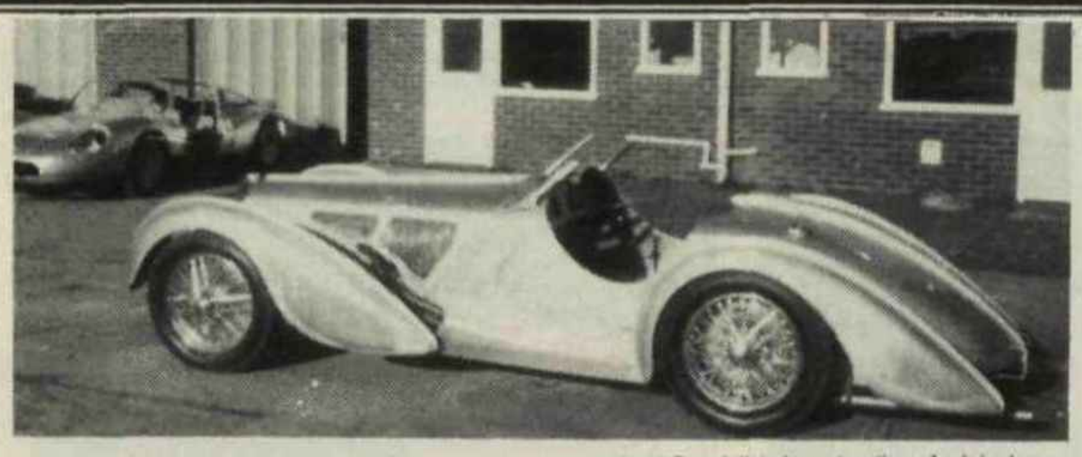
1937 AUSTIN 12 NEW ASCOT. Westminster green, excellent original order. **£4,950**

1937 MORRIS 8 TOURER. Recent respray, new hood & retrim. **£6,750**

1964 SUNBEAM ALPINE IV. White with red trim, hardtop, recent expensive restoration. **£6,250**

1974 TRIUMPH STAG. A properly maintained example which has covered 49,000 miles, finished in mimosa yellow. **£9,995**

FOR APPOINTMENT TO VIEW PLEASE RING ROBIN LAWTON



Rod Jolley Coachbuilding

- Specialists in restoration of original cars
- Reproduction bodies from photos or drawings
- Wings, panels and fuel or oil tanks made in aluminium or steel
- Louvre
- Ash framing
- Pattern making for castings and machining

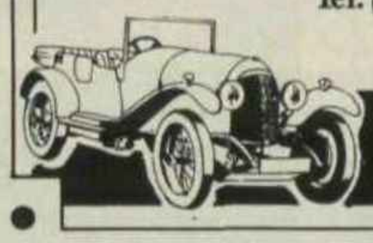
37 GORDLETON INDUSTRIAL PARK
SWAY ROAD, LYMINGTON, HANTS
Tel: (0590) 683702 Fax: (0590) 683634

STORAGE & RESTORATION

Storacar, Britain's leading classic car storage specialist, will maintain your vehicle in pristine condition at all times.

- **Discreet, high security, de-humidified storage**
- **Collection & delivery worldwide**
- **Resident, highly experienced mechanics**
- **Skilled restoration and re-upholstery**
- **Competitive insurance for valuable vehicles**

Write, telephone or fax for our brochure.
Storacar, P.O. Box 374, Newport Pagnell, Bucks., MK16 8AA, England.
Tel: (023 065) 206. Fax: (023 065) 672.



STORACAR

VETERAN

Vintage

BEADED EDGE

CLASSIC

RACING

WHITEWALL

TYRES FOR ALL MAKES AND MODELS – PRICES FOR ALL POCKETS

LONDON
12 DALSTON GDNS., STANMORE, MIDDX HA7 1BY
FAX: 081-206 1588. TELEX: 922043

TEL: 081-206 0722

VINTAGE TYRE SUPPLIES LTD

MIDLANDS
RALPH WILDE
30 OFFCHURCH LANE, RADFORD SEMELE
LEAMINGTON SPA CV31 1TN
TEL: (0926) 426935

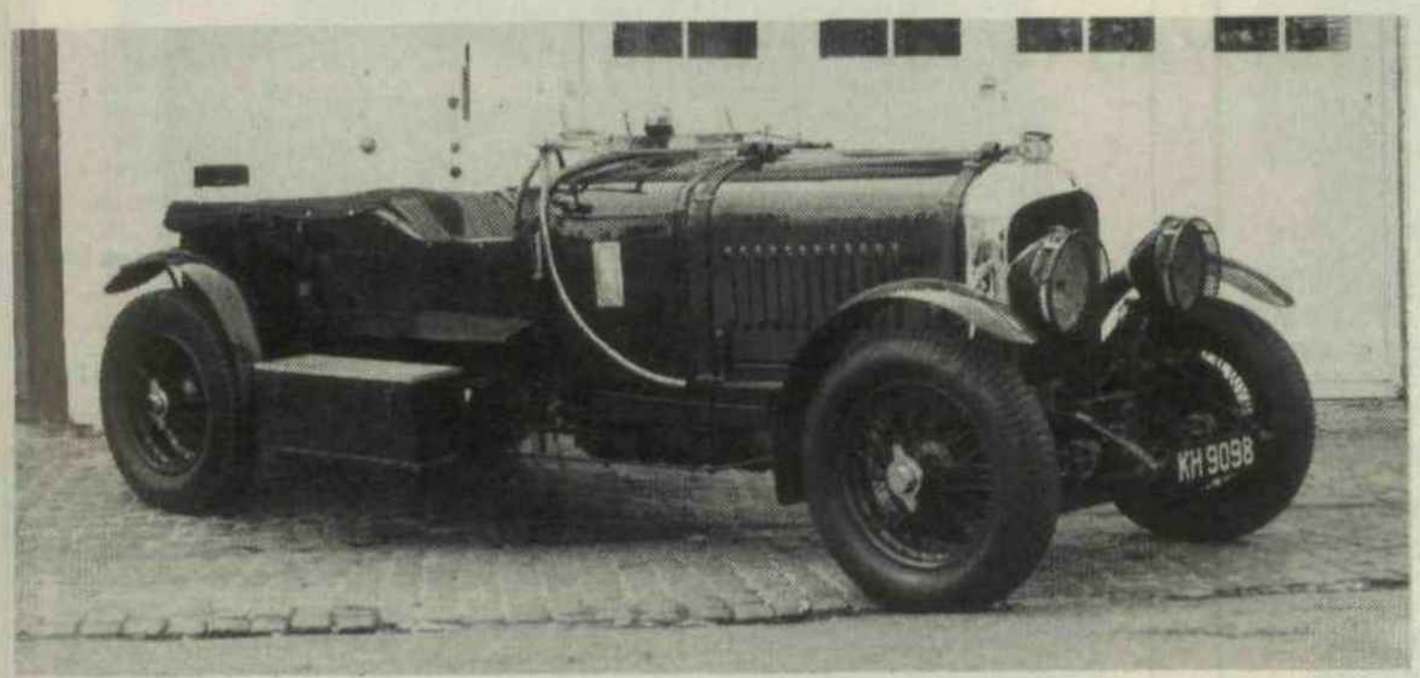
Access

24 HOUR NATIONAL DELIVERY SERVICE · ORDER BY ACCESS OR VISA
TYRES FOR CARS AND MOTORCYCLES FROM 1898 TO TODAY · PLEASE ASK FOR PRICE LIST · EXPORTS WORLDWIDE

VISA

GREGOR FISKEN

Specialist Dealer in Fine Historic Automobiles

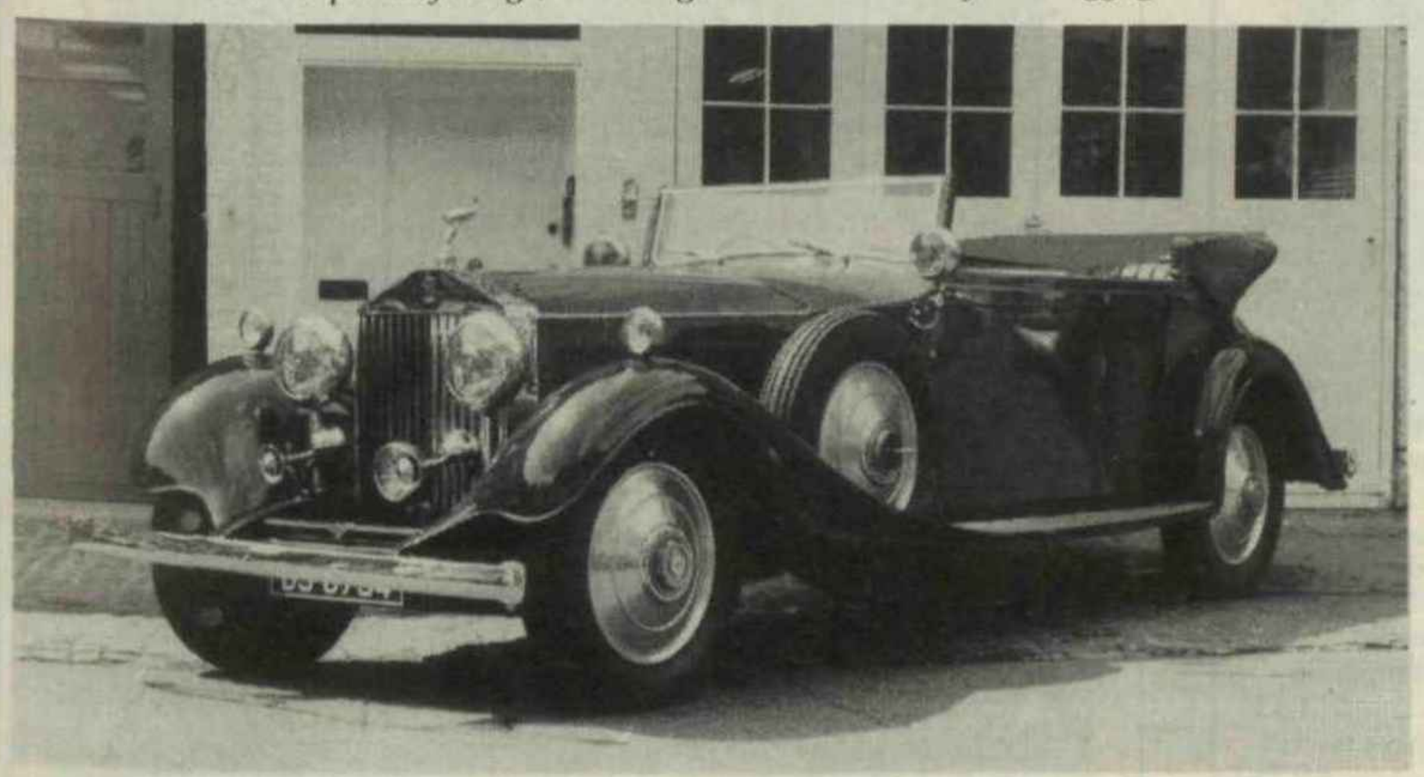


1929 Bentley 4½ Litre

A magnificent and well known car fitted with original coachwork by Vanden Plas. Recently the subject of a thorough mechanical restoration.

1958 Mercedes 300 SL Roadster

A fine roadster, resplendent in red with a beige hide interior and black mohair top. Complete with all period fittings, including Becker radio and fitted luggage.



1930 Rolls-Royce Phantom II

A magnificent original open tourer by Thrupp and Maberly. Supplied new to the Maharajah of Darbhanga with numerous special fittings including Stephen Grebel lights. Finished in maroon with brown hide upholstery.

CARS IN STOCK

1926 Bentley 3/4½ litre Sports Tourer
1928 Bentley 6½ litre Le Mans Tourer
1929 Bentley 4½ litre Vanden Plas Tourer
1929 Bentley 4½ litre Weymann Sports Saloon
1933 Rolls-Royce 20/25 Saloon by Thrupp & Maberly
1934 Alvis Speed 20 Tourer by Cross & Ellis.
1934 Lagonda M 45 Tourer.
1934 Riley Brooklands Replica
1934 Bentley 3½ litre Vanden Plas Tourer
1937 Lagonda LG 45 Tourer
1937 Jaguar SS 100 3½ litre Roadster
1949 Jaguar XK 120 Alloy Roadster
1950 XK 120 Special
1952 Bentley Mk VI Special
1952 Bentley Mk VI Sports Saloon by Mulliner
1955 Cadillac Eldorado Convertible
1956 Bentley S1 Continental by Mulliner
1959 M.G.A. Twin-Cam Roadster
1956 Morris Minor Convertible
1958 Mercedes 300 SL Roadster
1959 Austin Healey 3000 Mk I
1960 Bentley SII Continental by Mulliner
1963 Mercedes 190 SL Roadster
1964 Aston Martin DB5 Coupé
1966 Jaguar Mk II 3.8 litre Saloon
1971 Ferrari 365 GTB/4 Daytona
1972 Ferrari 365 GTC/4

Situated in a Kensington Mews, internationally famous for old cars, we are proud to offer a varied selection of historic automobiles.

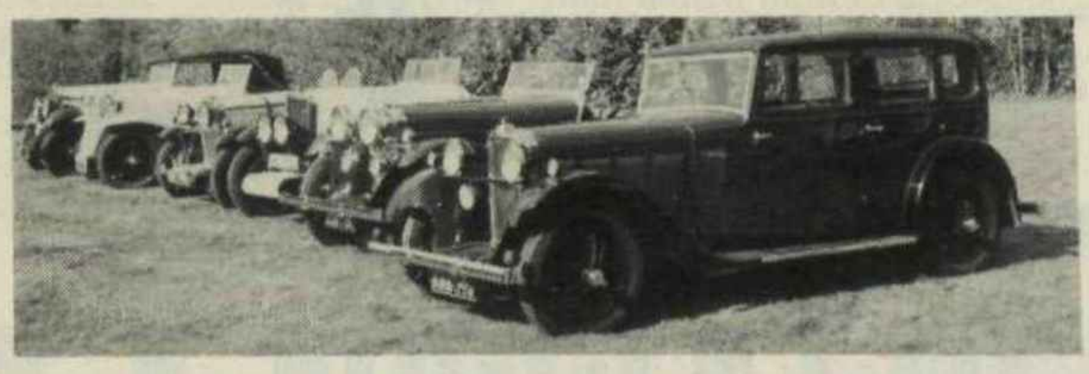
Our prices are keenly competitive in todays market and we are always interested in buying, part exchanging or selling on clients' behalf cars similar to the above.

Please write, phone or fax with your requirements

14 Queens Gate Place Mews London SW7 5BQ
Telephone 071 584 3503 Fax 071 584 7403

I.S. POLSON

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



1933 TALBOT AV105 Vanden Plas Sports Tourer. Fully rebuilt original car, ready for immediate use **£95,000**

1934 TALBOT AW75 long wheelbase saloon. Totally rebuilt mechanically. Body very sound, but requires work .... **£20,000** (Less than the cost of work done)

1950 TALBOT LAGO T26 RECORD sports saloon. 4½ litres, twin camshafts, impressive performance, good condition, taxed and tested... **£35,000**

1935 ROLLS ROYCE 20/25. Unique 2 door Sedanca coupe by Rippon. Extremely elegant. Fully rebuilt engine **£42,500**

1933 TALBOT AX65 6 light standard saloon with sunshine roof. 3 owners from new, excellent condition **£15,000**

1933 TALBOT AW75 4-light sports saloon by Darracq. A runner but requires restoration **£16,000**

1933 TALBOT AW75. Mechanically complete chassis. **£10,000**

1930 TALBOT AO90 A kit of parts to make a replica of a Talbot 90 team car **£12,500**

1923 TALBOT 8/18. A kit of parts to build an example of the highest performance light car of its day **£3,000**

Roesch Talbot and Delahaye cars and spares purchased

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

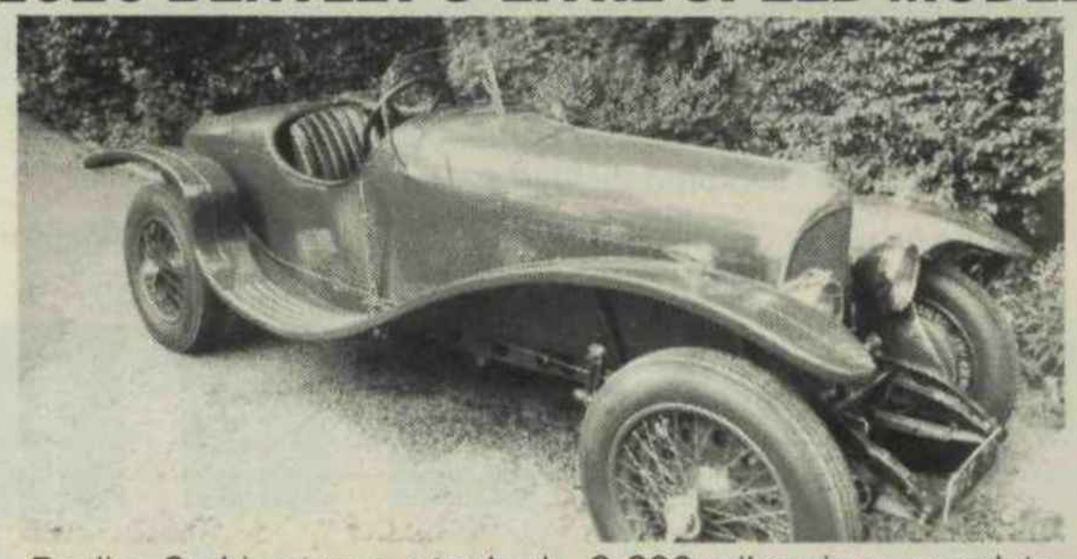
Tel: Wickhambrook (0440) 820371. Fax: (0440) 820057

ALVIS Speed 20 SA 1933

- Original V D P Body to a design by Chas. Follet, illustrated in the Book of Red Triangle and V D P Coachbuilders.
- The car was totally restored 3 years ago and is in superb condition. The colour is Red with Black wings and trim.
- Rare, desirable and expensive!

For further details Tel: (0433) 30982. (Derbyshire)

1926 BENTLEY 3-LITRE SPEED MODEL

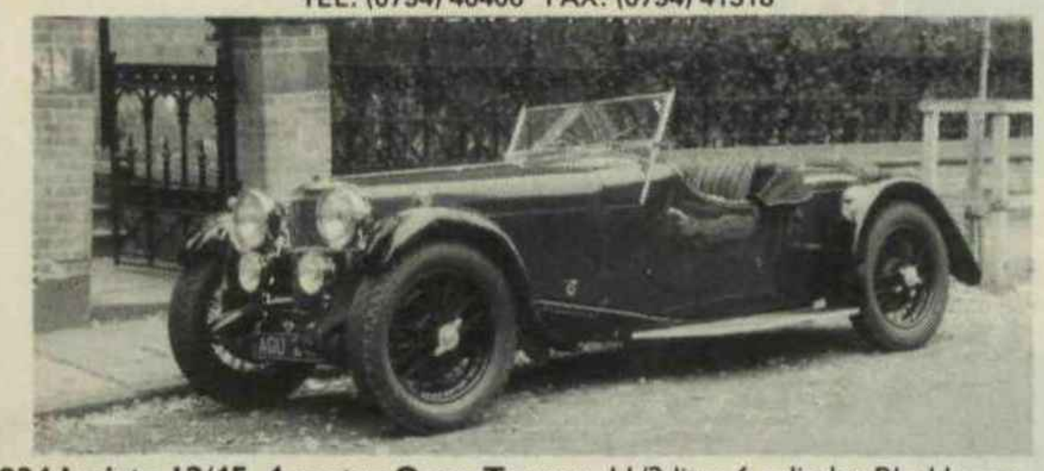


Replica Surbico two-seater body. 2,600 miles since complete restoration by Hofmann & Mountfort. In superb condition.

Telephone 0628 472084

FRAZER NASH CARS LTD.

LOCKERLEY GREEN GARAGE, ROMSEY, HANTS, SO51 0JN
TEL: (0794) 40406 FAX: (0794) 41318



1934 Invicta 12/45, 4 seater Open Tourer. 11/2 litre 6 cylinder Blackburne engine. Bright red with black trim and in very nice original order throughout. (Illus) **£35,000**

1950 Bristol 401. Fitted 403 engine & remote change gearbox, new carburettors. Most attractive car in maroon with particularly nice magnolia interior **£17,950**

1974 Peugeot 504 Cabriolet. RHD, finished in black with tan interior, 9,000 miles only with one owner. A unique and immaculate car that has never been used in the rain **£15,950**

1981 AC 3000 ME. Red with black leather trim, excellent history with keen ACOC member. No. 16 of only 76 Thames Ditton cars and in superb order throughout **£15,950**

1950 Riley RMD Drophead Coupe. 2.5 litre, LHD and soundly restored in the USA by owner/driver. Very rare and very usable example. Blue with damson trim **£14,950**

1979 Mercedes 450 SLC. Auto, PAS, Aircon, cruise control, esr, electric windows, alloys, heated seats and full Mercedes service history. What more do you want for **£12,450**

1976 Lancia Fulvia 1.3S Series 3. Probably the best of the many I have owned. Rosso of corsa. Tremendous value for the last of the real Lancias **£5,250**

1989 Mini Cooper 998cc. Blue/white with black trim, one lady owner from new. Delightfully original and suprisingly very quick. I know not why! **£4,950**

1984 VW Golf Gti. 2 owners from new with full VW service history. Expensive alloys and stereo. An excellent little whizzer finished in German silver! **£3,750**

1985 Ford Sierra 2.0 GL Estate. Sunroof, stereo and tow bar make a most useful family load carrier. Burgundy with beige internals **£3,250**

1974 Reliant Scimitar GTE. Manual with overdrive, reconditioned engine & gearbox, new carpets & headlining. Burgundy with tan trim. Excellent motor car **£3,450**

VANWALL VW10

One of the most important Grand Prix cars of the 1950s is to be sold at a

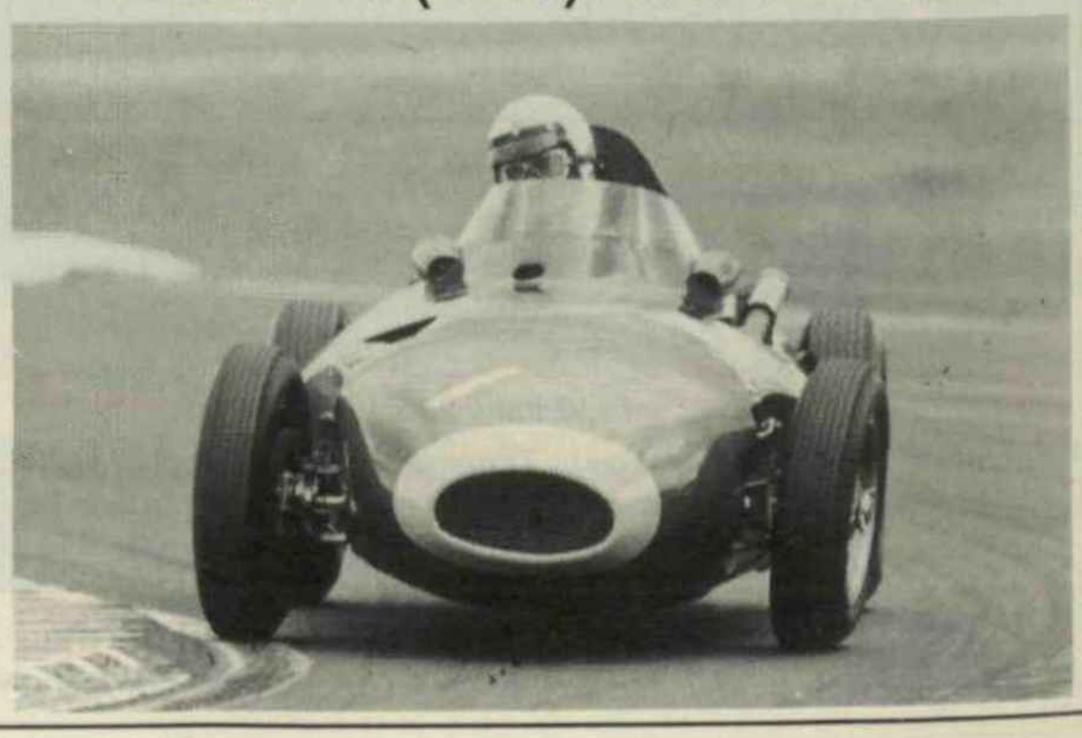
PUBLIC AUCTION

in Stockholm

September 23rd, 1991 at 3pm CET

at the Star Hotel in Sollentuna. An information leaflet which also admits two persons to the auction can be ordered at Swedish Kronor 100 from Advokatfirman Lindahl, Att. Rof B Åbjörnsson, Box 14240, S-104 40 Stockholm, Sweden.

TELEPHONE: (+46) 08-783 06 30
TELEFAX: (+46) 08-667 73 80



The Original

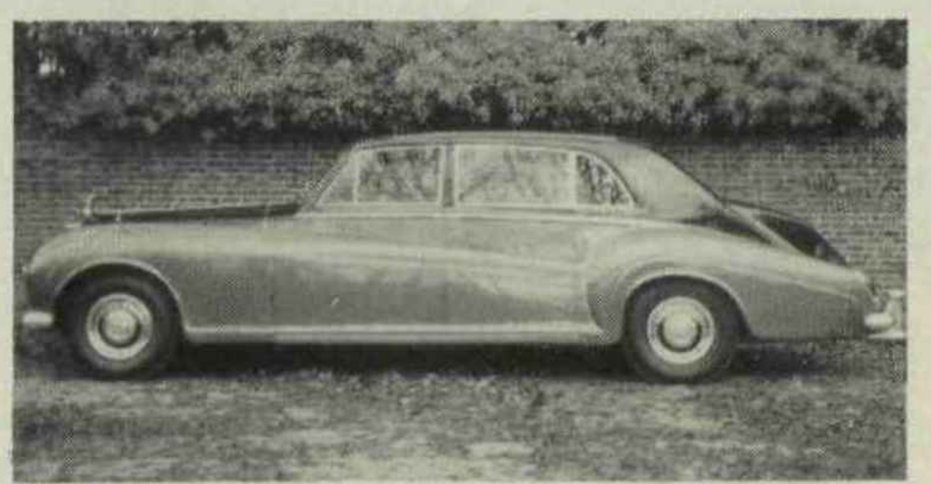
CLASSIC AUTOMOBILES

Classic Automobiles of London Ltd

Armoury Way, London SW18 1EZ. Telephone: 081-871 1357 Fax: 081-871 1979

OPEN 7 DAYS A WEEK

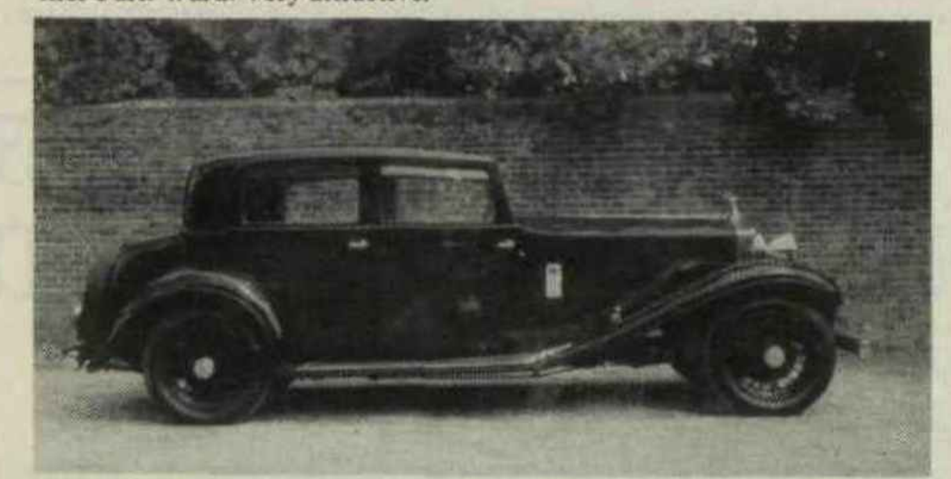
1957 BENTLEY SI CONTINENTAL 'FLYING SPUR' in beige over anteleope with beige hide. Outstanding condition.



1963 ROLLS ROYCE PHANTOM V with coachwork by James Young, finished in black over Tudor green. Excellent.

1965 ROLLS ROYCE SILVER CLOUD III CONVERTIBLE by Mulliner Park Ward. Very attractive.

1965 JAGUAR E TYPE ROADSTER 4.2 SERIES I in wonderful original condition.



1932 ROLLS ROYCE 20/25 SPORTS SALOON with elegant coachwork by Hooper.

1948 TRIUMPH 2000 ROADSTER, finished in red with black hide. Restored to show condition.

1961 MGA 1600 MKII ROADSTER in white with burgundy hide interior. Concours.

1953 ROLLS ROYCE SILVER DAWN in black with tan interior. Lovely car.

ALSO IN STOCK

1935 Rolls Royce 20/25 DHC
1952 Bentley MkII Convertible
1956 Jaguar XK 140 Roadster
1914 Panhard Twin Six
1926 Rolls Royce Phantom I Tourer
1948 Delahaye 135M 3 pos. DHC
1962 Austin Healey 3000 MkIIA LHD
1936 Alvis Crested Eagle DHC
1976 Bentley Corniche Series IA
1936 Rolls Royce 25/30 Sedanca De Ville
1935 Rolls Royce Phantom II
1962 Bentley S2 Continental
1936 Alvis Speed 20 Tourer
1973 Jaguar E Type Roadster V12
1937 Rolls Royce PIII Sedanca De Ville
1904 La Nef
1935 Austin 12/4 4dr Saloon
1977 Rolls Royce Silver Shadow
1969 Mercedes 280SL
1957 Triumph TR 3A LHD
1961 Rolls Royce SCII Convertible
1935 Bentley 3½L Sports Saloon
1928 Lagonda 3L Tourer
1899 Panhard et Levassor
1959 Rolls Royce Silver Cloud II
1960 Bentley S2
1959 Jaguar XK150 FHC
1957 Austin Healey 100/6
1976 Rolls Royce Phantom VI
1964 Jaguar MkII 3.8 LHD

Telephone: 081-871 1357

Other excellent cars available, please telephone.
Overseas enquiries welcomed. Shipping arranged promptly.

WE BUY GOOD CONDITION INTERESTING CARS

P&A Wood

AUTHORISED SERVICE DEALER

ROLLS ROYCE

GREAT EASTON, DUNMOW, ESSEX CM6 2HD (0371) 870848 FAX (0371) 870810

BENTLEY R-TYPE. 1953. LHD. 2-DOOR COUPÉ by H.J. MULLINER

BLACK OVER MAGNOLIA, WITH MAGNOLIA HIDE UPHOLSTERY PIPED IN BLACK. ORIGINALLY SUPPLIED TO HENRY FORD FOR HIS WIFE. A TOTAL RESTORATION HAS RECENTLY BEEN COMPLETED. A VERY ELEGANT CAR.

SALES – SERVICE – REPAIRS – COMPLETE RESTORATIONS
and a comprehensive range of spare parts

DAVID HOWARD CARS

Purveyors of Vintage & Thoroughbred Motors since 1956

D.H.C.

RANVILLES FARM, ROMSEY, HAMPSHIRE.
Telephone: SOUTHAMPTON (0703) 814481

1937 A.C. 16/70 EARL OF MARCH BODIED SPORTS TOURER. Finished in mid green with original leather. Fast and very attractive. Engine being totally re-built with new block..... **£37,000**

1926 PEUGEOT 5CV. Delightful 3 seater Tourer in Dark Red with black wings. Very Gallic indeed and running beautifully. **£3,750**

1914 SHELSLEY CROSSLEY. The epitomy of a sporting Edwardian in the most delightful condition **£55,000**

1923 WOLSELEY 3.9 LITRE FOUR SEATER TOURER Beautifully restored and totally Edwardian in character **£25,000**

1930 MORRIS MINOR 2 SEATER SPORTS BY C.M.S. OF COVENTRY. One of only two survivors. Very pretty, totally original O.H.C. engine **£6,500**

1933 ALFA ROMEO 1750 SUPERCHARGED 5TH SERIES GRAN SPORT. Chassis numver 10814378. Engine completely re-built 1500 miles ago. Original 2/4 seater coachwork by Corsica. Full details on request.

1936 MORGAN 4/4. Very pretty early 4 wheeled sports model. Climax engine. Finished in mid green with contrasting trim **£13,750**

1938 M.G. VA FOUR SEATER TOURER. Immaculate example, previous concours winner. Original tools and handbook. Finished in B.R.G. with black wings. New leather trim **£22,000**

1956 A.C. ACE BRISTOL 100 D2. Undergoing restoration.

1959 ALFA ROMEO 2000 SPYDER BY TOURING OF MILAN. A beautiful and much undervalued sports car. White, L.H.D. **£15,750**

1961 SINGER GAZELLE CONVERTIBLE. Overdrive, two tone green, original and immaculate. Reg. No. 8727 JW, taxed and MOT **£4,950**

1963 MORRIS 1000 SALOON. Trafalgar Blue. Lady owner. Long M.O.T. 69,000 recorded miles **£1,475**

1987 TOYOTA CELICA G.T. Metallic Maroon. F.S.H. 42,000 miles. Air conditioning. Sunroof, superb **£8,250**

CARS SOLD ON COMMISSION – PROFESSIONAL INSURANCE VALUATIONS
VIEWING BY APPOINTMENT TO AVOID DISAPPOINTMENT

071-584 7472 **FAX: 071 589 9042** **071-584 7332**

DAN MARGULIES (VINTAGE CARS) LTD

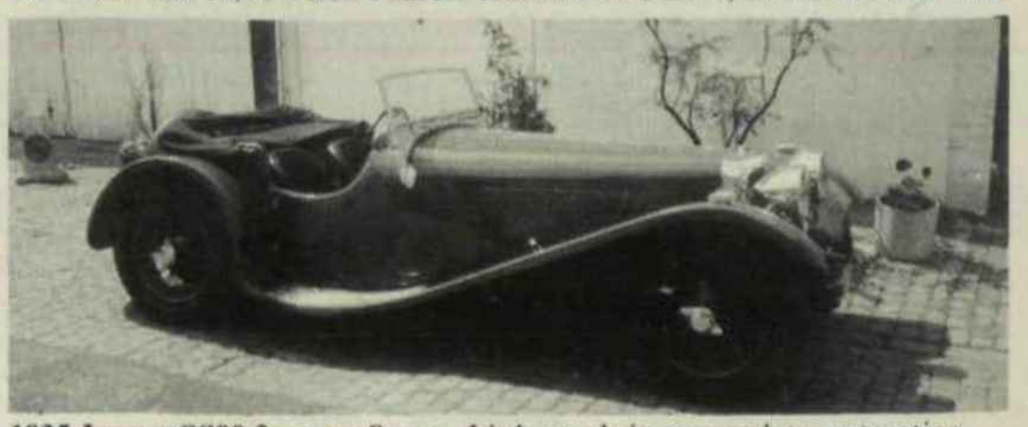
12 QUEEN'S GATE PLACE MEWS, LONDON SW7 5BQ

ESTABLISHED 1957

1933 Alfa Romeo 8C 2.3 Litre Supercharged 2-Seater Short Chassis Spyder. (Originally long chassis model).

1924 Vauxhall 30/98 Velox Tourer. Chassis No. OE146, ex-Harrah Museum.

1938 Atalanta 2-seater Sports, Chassis No. G/1011, less engine & gearbox.



1935 Jaguar SS90 2-seater Sports. Little used since complete restoration.

MASERATI 4CL. Chassis No. 1585. Stored for many years, dismantled, complete. Call for details.

1928 Bugatti Type 40 Supercharged Fiacre ex-Bugatti family.
1934 Lagonda M45 4½ Litre Tourer.
1937 Rolls Royce 25/30 Roadster by Park Ward.
1934 Rolls Royce PII Continental Short Chassis Sports Saloon by Park Ward.
1924 Lancia Lambda 4th Series Tourer.
1930 Aston Martin 1½ Litre 2-seater.

Porters in Kensington

1933 ROLLS-ROYCE PHANTOM II CONTINENTAL coupe cabriolet by Barker, designed by Capt. HR Owen. One of two P.II Continental dropheads currently in stock, this car was fully restored some years ago & remains in splendid condition. With good history it is arguably the most elegant, genuine and desirable P.II available..

1927 BENTLEY 6½ LITRE coupe by Park Ward. A painstaking 'nut & bolt' restoration has recently been completed. The coachwork is original to a 6½ WO, the fully rebuilt engine is original to the chassis and the car has a most unusual and interesting history.

1935 ROLLS-ROYCE Phantom II continental type saloon by Park Ward. One of a handful of cars with Continental features, this owner/driver sports saloon is in excellent, well restored condition and retains many delightful period features inc. two fitted vanity sets.

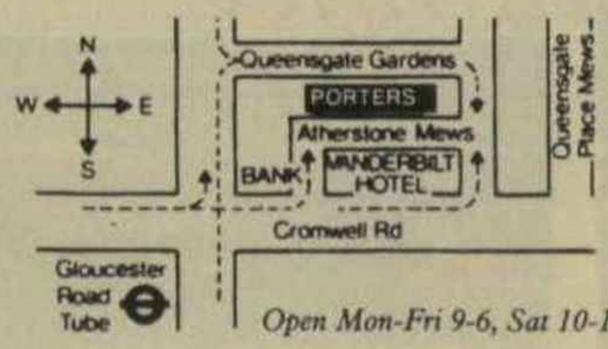
1927 LAGONDA 14/60 2 litre factory bodied SS tourer. All major components are original to the chassis and a great deal of mechanical work has recently been completed. The car is in remarkably well-preserved original condition. (Blown T2 tourer also in stock.)

1963 ROLLS-ROYCE SILVER CLOUD III saloon. Totally original, three owner car in excellent condition throughout. The indicated 47,000 miles are fully validated by a comprehensive service history. Drives as new. (Drophead & low mileage LHD saloon also in stock.)

ALSO IN STOCK

1929 Bentley 4½ Litre VdP style long bonnet tourer
1935 Bentley 3½ Litre Hooper sedanca coupe
1936 Bentley 4¼ Litre Park Ward drophead coupe
1937 Bentley 4¼ Litre Vanden Plas foursome drophead coupe
1937 Bentley 4¼ Litre Vanden Plas drophead coupe
1951 Bentley MkVI HJ Mulliner sports saloon
1956 Bentley S1 Continental HJ Mulliner Fastback
1956 Bentley S1 Continental Park Ward coupe (two in stock)
1933 Rolls-Royce Phantom II Continental Edmund drophead coupe
1934 Rolls-Royce 20/25 Gurney Nutting Owen sedanca drophead
1936 Rolls-Royce Phantom III Hooper sedanca de ville

1954 Rolls-Royce Silver Dawn saloon
1957 Rolls-Royce Silver Wraith Park Ward landaulette
1962 Rolls-Royce Silver Cloud III drophead coupe
1964 Rolls-Royce Silver Cloud III (left hand drive)
1954 Mercedes-Benz 220A Cabriolet
1955 Mercedes-Benz 300SL Gullwing
1958 Mercedes-Benz 300SL Roadster
1961 Mercedes-Benz 300SL Roadster (two in stock)
1955 Aston Martin DB2/4 Mk 1, 3 litre fixed head coupe
1955 Aston Martin DB2/4 Mk 1, 3 litre drophead, (LHD)
1959 Aston Martin DB Mk. III drophead
1929 Lagonda 2 litre supercharged T2 tourer
1937 Lagonda LG45 de Ville
1922 Delage Grand Sport 4½ litre Burlington tourer
1936 Alvis Speed 20 Charlesworth saloon
1950 Alfa-Romeo Freccia d'Oro
1960 Austin Healey 3000 Mk 1
1960 Jaguar XK150 drophead
1962 Jaguar E-Type 3.8 litre fixed head coupe
1966 Shelby Mustang GT350
1968 Maserati Mistral 4000 Injection
1970 Maserati Ghibli 4.9 SS



Open Mon-Fri 9-6, Sat 10-1.

Please contact Christopher Routledge for further information on cars for sale

If you own a car comparable with any of our stock and wish to sell, please call Tom Stewart
— discreet consignment sales undertaken on a commission basis.

11-14 Atherstone Mews, South Kensington
London SW7 5BX

Tel: 071-584 7458/071-589 8283
Fax: 071-225 3762

1926 Austin Heavy 12/4 Clifton Tourer £19,950
1929 Delage DMS 6 cylinder 4-seater boat-tailed tourer ..... POA
1922 Woseley 10 2-seater & dickey £12,950
1929 Hillman 14 Saloon £10,950
1926 Crossley 14 Tourer £18,950
1924 Austin 20/4 Tourer £23,950
1927 Austin 20/4 Limousine £26,950
1934 Austin 10/4 Saloon £4,750
1928 Austin 16 Saloon £14,950
1933 Austin 7 Saloon £4,600
1929 Standard Fabric Saloon £7,950
1921 Woseley Tourer. For restoration **ALSO** several 12/4's & 16/6's partly restored.
1920 Arrol Johnson Tourer £13,950
1923 Vauxhall 14/40 Tourer £23,950
1928 Austin 12/4 Fabric Saloon .....

Part exchanges welcome. Similar cars wanted for cash. Established here since 1929.
Free delivery mainland UK. Vintage Austin Specialists

Smallbone & Son
116, Raddlebarn Road, Selly Oak, Birmingham B29 6HQ.
Day Tel: 021 472 7139. Ev. Tel: 021 472 1473. Fax: 021 471 2013

VINTAGE TYRE RANGE

Vintage, Veteran & Classic Tyres including the Firestone range... Quality, reliability, authentic tread patterns and realistic prices!

Lambrook Tyres
VINTAGE . CLASSIC . VETERAN
Farway, Colyton, Devon. PH (0404 87) 282

ASHTON KEYNES
VINTAGE RESTORATIONS LIMITED
Coachbuilders award 1979
Ashton Keynes, Swindon, Wiltshire
Coach builders and restorers of vintage and classic cars. Rolls-Royce, Bentley etc. Ash frames, panel work, wings, repainting, coach finishing, upholstery, electrical work, chassis + mechanical rebuilds
Inc. South Cerney Engineering Ltd
Engine re-conditioning + specialist machining
Tel: Cirencester (0285 861) 288

MALCOLM C. ELDER Office: Chipping Norton (0608) 677238 Home: Steeple Aston (0869) 40606
UNIT 5, ENSTONE AIRFIELD, ENSTONE, OXFORDSHIRE, OX7 4NP
Part exchanges considered. Callers preferably by appointment. Enquiries welcome

1901 **LINON** 4½ hp Vis-a-Vis VCC dated £32,000
1925 **REO** Speed Wagon charabanc £26,000
1926 **FORD** Model T 4-seat tourer. LHD £15,250
1926 **FORD** Model T 4-seat tourer. LHD £12,500
1926 **CHEVROLET** Superior K tourer. LHD £12,500
1926 **ALVIS** 12/50TE Narrow tourer £45,000
1928 **LAGONDA** 2-litre speed model tourer £58,000
1928 **HUMBER** 14/40 4-seat tourer £24,000
1929 **MORRIS** Oxford Empire tourer (Photo) £18,000
1929 **CITROEN** AC4 4-seat tourer. LHD £8,950
1932 **CITROEN** C4 IX saloon. LHD £5,000
1932 **CITROEN** C4G saloon. LHD £5,000
1936 **B.M.W.** 329 type I cabriolet £23,000
1937 **ALVIS** 4.3 litre saloon (photo) £29,250
1937 **M.G.** TA 2-seat sports £17,850
1950 **RILEY** RMB (2½ litre) £9,850
1954 **CITROEN** 11BL saloon. LHD £8,750
1958 **JENSEN** 541. 3 carbs. w/w. o/d £16,500
1962 **A.E.C.** Regent 5 double deck bus £6,750
1964 **A.E.C.** Regent 5 double deck bus £4,950
1964 **ROLLS ROYCE** Silver Cloud III £27,500
NEW TYRES STOCKED — CARS SOLD ON CONSIGNMENT

WANTED: Nice examples of interesting cars & motorcycles, vintage, PVT or classic

DAVID BALDOCK
CHEQUERS GARAGE, NORTH ROAD, GOUDHURST, KENT TN17 1AD

1927 Renault NN Saloon. Complete for restoration **£2,850**

1937 Daimler Straight 8 Saloon. Good order **£16,500**

1929 Sunbeam 16hp James Young Fabric Coupe **£15,000**

1923 Douglas 2¾ Motorcycle. Good working order **£2,450**

1929 MG 'M Type' Special **£8,000**

1913 Renault Roadsweeper. In restored condition **£22,500**

1933 Rolls Royce 20/25 Parkward Limousine **£22,500**

1935 Bentley 3½ Freestone and Webb Saloon. Part restored **£13,750**

1926 Overland Tourer **£11,500**

Tel: GOUDHURST 0580 211326/212200(D) or 0732 883282(E) Fax: 0580 211662

Printed by Tee & Whiten (the Lincoln's Inn Press Ltd.) for the Publishers: Teesdale Publishing Company Ltd., Standard House, Bonhill Street, London, EC2A 4DA.

Paradise GARAGE

1954 BENTLEY R-TYPE SALOON. Velvet green over Tudor grey. Very fine condition and excellent driving order.

1954 BENTLEY R TYPE CONTINENTAL by MULLINER. 4.5 LITRE. Manual gearbox. Excellent condition with good history.

1962 MASERATI 3500 GTI SPYDER by VIGNALE. Absolutely superb. Only six right hand drive examples produced.

1957 JAGUAR XK140 ROADSTER. A very well restored XK in fine order. Special equipment 210bhp model.

1963 ASTON MARTIN DB4 SALOON. Black hide trim,. An excellent DB with tremendous performance.

1960 JAGUAR XK150S 3.8 FIXED HEAD COUPE. Rare specification. Fitted with Reutter seats. Excellent condition.

A Selection From Other Vehicles in Stock

1965 AC COBRA 289. One of the finest available.
1965 ASTON MARTIN DB5 VANTAGE CONVERTIBLE. Superb.
1966 ASTON MARTIN DB6 SALOON. 5 speed manual.
1970 ASTON MARTIN DB6 MKII SALOON.
1927 W. O. BENTLEY 6½ LITRE. Aluminium VANDEN PLAS.
1928 W. O. BENTLEY 4½ LITRE. Exceptionally original GURNEY NUTTING.

1960 BENTLEY S11 CONTINENTAL 2 DOOR FIXED HEAD COUPE.
1962 BENTLEY S11 CONTINENTAL 2 DOOR FIXED HEAD COUPE.
1963 BENTLEY S111 CONTINENTAL FLYING SPUR. Superb.
1969 JAGUAR 240 SALOON. Dove grey. Very low mileage.
1934 LAGONDA M45 T7 TOURER. Lovely original order.

1934 MG KN SPECIAL. Well known and highly competitive.
1961 MGA ROADSTER. Fully restored.
1971 ROLLS ROYCE PHANTOM VI TOURING LIMOUSINE by M.P.W.
1914 CONNAUGHT 3/4 H.P. motor cycle. Fine restored example.
1963 B.S.A. ROCKET GOLD STAR. Restored to top standard.

Telephone 071-720-0054. Fax 071-720-4394

Hours of business 9.30am to 6.30pm weekdays and 10.00am to 4.00pm Saturdays. Closed Sundays and Bank holiday weekends. Please phone for an appointment outside these hours.

cout Lane, Old Town, Clapham, London SW4 0LA.

OPEN FROM
9.30 TO 6.00 WEEKDAYS
10.00 TO 4.00 SATURDAYS

COYS
OF
KENSINGTON

FOUNDED *1919*

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

1957 JAGUAR XKSS. A superb original example of Jaguar's ultimate sports-racing car, recently restored to the highest standard.

CARS IN STOCK

1933 Aston Martin 1½ Litre Le Mans
1926 Bentley 3 Litre 2-seater Boatail by Vanden Plas
1928 Bentley 4½ Litre Tourer
1931 Bentley 4½ Litre Supercharged Le Mans
1929 Bentley 4½ Litre Supercharged Replica
1936 Bentley 4¼ Mulliner All Weather Tourer Ex
1960 Bentley S2 Continental by H J Mulliner
1955 Bentley R Type Continental
1961 Bentley S2 Convertible Mulliner Adaption
1938 Bentley 4¼ VDP All Weather Tourer
1926 Bugatti Type 35B
1930 Bugatti Type 46 Coach by Gangloff
1936 Bugatti Type 57 Stelvio Convertible
1952 Connaught A Type
1973 Ferrari Daytona
1921 Hispano-Suiza H6 Tourer
1955 Jaguar XK140 Roadster
1960 Jaguar XK150S Roadster
1956 Jaguar XKSS
1935 Lagonda M45 Open Tourer
1938 Lagonda V12 DHC
1933 Maserati 6CM
1987 Metro 6R4
1912 Rolls Royce Silver Ghost Roi de Belges
1923 Rolls Royce 20 HP Maharajah Hunting car
1934 Rolls Royce 20/25 Touring saloon by Park Ward
1934 Rolls Royce 20/25 4 door Sports Saloon by Hooper
1938 Rolls Royce Phantom III Sports Saloon by Thrupp and Maberly, undergoing restoration
1939 Veritas ERN, undergoing restoration

Please write or telephone for illustrated stock list.
Also available: 1989/90 Coys Car Value Guide, for further information please telephone 071-823 7624.

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