August 1997 • £2.75 • Founded in 1924

MOTORSPORT

Italy 9500L Austria 75SCH
Denmark 66K Canada CAN $9.95
US US $5.95 Australia AUS $6.95 Sweden 65SK

WORLD FIRST

Ferrari Super Squalo vs Maserati 250F

The '50s most thrilling GP cars go back into battle

Plus:
McLaren F1
Coys Preview
Brooklands 90th

1000s of CLASSICS FOR SALE

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"



1931 Invicta S-Type Low Chassis by Vanden Plas. This early low-chassis Invicta was initially owned by Dudley Froy, a known racing driver of the time with direct connection to the factory. The car was located by the previous owner in an absolutely original state and has subsequently been restored to the highest possible standard, with bills in excess of £100,000. A Gordon Crosby painting of this actual car was reatured on the cover of 'The Autocar' in 1931. Finished in its original colours of red over cream.



1925 Sunbeam 3 Litre Super Sports. A beautifully restored example of one of the great vintage sports cars of all time. With its twin cam engine and numerous other advanced features this car has excellent overall performance and is ideally suited for long distance touring and will also reward the enthusiastic driver with tremendous satisfication.

1930 Alfa Romeo 6C 1750 Grand Sport Supercharged
1964 Alfa Romeo TZ1
1966 Alvis TF21 DHC, very rare
1955 Aston Martin DB3S Roadster
1979 Aston Martin V8 Volante, 21,000 miles, manual
1929 Bentley 4½ Litre Supercharged, The famous Russ Turner, UU44
1930 Bentley 4½ Litre Supercharged Short Chassis, 'Birkin' Team Car Spec.
1930 Bentley Speed Six Le Mans Tourer
1935 Bentley 3½ Litre Sportsmans Coupe 'one off' Barker show car
1935 Benley 3½ Litre Continental Tourer by Oxborrow and Fuller
1935 Bentley 3½ Litre Cutaway door Tourer by Vanden Plas
1954 Bentley R-Type Continental Fastback by Mulliner
1956 Bentley S1 Continental Fastback
1964 Bentley S2 Continental
1935 Bugatti Type 57 Ventoux
1922 Duesenberg Model A, Ex Harrah Collection
1959 Ferrari 250 GT Tour de France
1964 Ferrari 250 LM
1966 Ferrari 275 GTB/2 Long Nose, Torque Tube, LHD
1968 Ferrari 330 GTC, LHD
1931 Invicta S-Type Low Chassis Tourer by Vanden Plas
1938 Jaguar SS100 3½ Litre, original car
1953 Jaguar C-Type
1955 Jaguar D-Type
1960 Jaguar XK150 3.8 S FHC
1958 Lotus 16 Grand Prix Ex Innes Ireland
1965 Lola T70 Spyder
1955 Mercedes-Benz 300SL Gullwing
1958 Mercedes-Benz 300SL Roadster
1933 MG K Type Supercharged Magnette
1935 Packard Eight Roadster
1927 Rolls-Royce Phantom I Dual Cowl Boatail Tourer
1927 Rolls-Royce Phantom I Sedanca de Ville by Hooper
1935 Roll-Royce 20/25 Sedanca by Gurney Nutting
1961 Rolls-Royce Silver Cloud II, LWB w/division
1965 Rolls-Royce Silver Cloud III
1926 Sunbeam 3 Litre Twin Cam Tourer
1958 Tojeiro Jaguar

Please contact Coys sales department for further information on cars for sale.

COYS OF KENSINGTON, 2-4 QUEEN'S GATE MEWS, LONDON SW7 5QJ

TELEPHONE 0171-584 7444. FAX 0171-584 2733



COVER: FERRARI'S SUPER SQUALO TAKES ON THE OLD ENEMY AT SILVERSTONE, 9 JUNE, 1997
PHOTOGRAPHED BY ANDREW YEADON

EDITOR
Andrew Frankel

FOUNDER EDITOR
Bill Boddy

DEPUTY EDITOR
Gordon Cruickshank

MANAGING EDITOR
Matthew Franey

ART EDITOR
Martin Tullett

PICTURE EDITOR
Ryan Baptiste

NEWS EDITOR
Marcus Pye

EDITORIAL SECRETARY
Anne Elkins

SPECIAL CONTRIBUTORS
Nigel Roebuck, Roger Bell, Alan Henry, David Tremayne, Shaun Campbell

PICTURE LIBRARY
LAT Photographic

ADVERTISING MANAGER
John Deverell

ADVERTISING DEALER
Dominic Hamilton

DISPLAY ADVERTISING MANAGER
Carine Campbell

DISPLAY SALES EXECUTIVE
Lubana Jelinek

SENIOR PRODUCTION MANAGER
Stephanie Allister

PRODUCTION MANAGER
Stuart White

PUBLISHING MANAGER
Cormac Bourne

EDITORIAL DEPARTMENT
Phone 0181-943 5722 Fax 0181 943 5619

ADVERTISING DEPARTMENT
Phone 0181-943 5674 Fax 0181 943 5619
60 Waldegrave Road, Teddington, Middlesex TW11 8LG, England

DESIGN DIRECTOR Paul Harpin
PUBLISHING DIRECTOR Jeremy Vaughan
SALES DIRECTOR Derek Redfern
MANAGING DIRECTOR Simon Daukes

MOTOR SPORT
is published by Haymarket Motoring Publications Ltd, a wholly owned subsidiary of Haymarket Magazines Ltd
EDITORIAL DIRECTOR Mel Nichols
MANAGING DIRECTOR Eric Verdon-Roe
CHAIRMAN Simon Taylor

SUBSCRIPTION RATES – 12 ISSUES
UK £29.70. Europe £33; Airmail: Middle East, Canada, Africa, India £49; Rest of the world £54. Postage is free. Payment may be made by VISA, Mastercard or Amex to: Motor Sport subscriptions, PO Box 219, Woking, Surrey, GU21 1ZW. Tel: 01483 733805, Fax: 01483 766573
USA (airfreight) per annum $59.40. Second class postage paid at Berkeley Heights, NJ, and additional mailing offices. USPS 698570 POSTMASTER: Send address corrections to EWA, 205 Highway 22 East, Green Brook, NJ 08812. Tel 908 424 7811; Fax 908 424 7814

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

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

Colour Origination by: Colour Systems Limited. Printed by St Ives plc
We take every care when compiling the contents of this magazine but can assume no responsibility for any effects arising therefrom. Manuscripts submitted entirely at owners' risk. Advertisements are accepted by us in good faith as correct at the time of going to press. No part of this publication may be reproduced in any form without the written permission of the publisher.
Copyright © 1997 Haymarket Magazines Limited, all rights reserved

Vol LXXIII No 8

AUGUST 1997

CONTENTS

SEVENTY-THIRD YEAR OF PUBLICATION

MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE

Rauno Aaltonen *Grand Prix bike racer and the European Rally Champion; John Davenport profiles the first Finn to fly.* *Page 68*



Ferrari Super Squalo vs Maserati 250F
Rematch: Willie Green checks the Squalo's reputation against its rival, 40 years on. *Page 34*



McLaren F1 *The greatest road-car there will ever be? Andrew Frankel looks at its bright, brief history.* *Page 58*





Beatrice *Adam Cooper recalls the Dream Team with an open budget – and its brief, ignominious career.* *Page 44*

Brooklands 90th Year *Bill Boddy's highlights from the 70 years since he first visited the Track.* *Page 82*



MATTERS OF MOMENT 4
LE MANS: Plus ça change / *Andrew Frankel* 11
VSCC: Vintage action / *Alan Cox* 13
HILLCLIMB GOLDEN JUBILEE / *Marcus Pye* 15
NIGEL ROEBUCK: Legends 18
MOTORING SPORTSMEN: Anne Hall 21
LETTERS FROM READERS 23
FROM OUR ARCHIVES 29

COYS FESTIVAL PREVIEW 32
Ferrari Super Squalo vs Maserati 250F / *Willie Green* 34
Spectator guide 43

The Beatrice Fiasco / *Adam Cooper* 44
Lap of the Gods / *Shaun Campbell* 50
50 British GPs / *Gordon Cruickshank* 54
McLaren F1 farewell / *Andrew Frankel* 58
The Egyptian Le Mans racer / *Giles Chapman* ... 64
Rauno Aaltonen / *John Davenport* 68
Goodwood review / *Marcus Pye* 74
90 Years of Brooklands / *Bill Boddy* 82

MY GREATEST RACE: Peter Gethin 90
GOOD EGGS, ROTTEN APPLES: BMW 850i 92
BILL BODDY 94
BOOK REVIEWS 98
PARTING SHOT 100
CLASSIFIED ADVERTISEMENTS 108



Tony Brooks (left) and Stirling Moss were back in Vanwalls at the Goodwood Festival of Speed. Both have been asked to help relaunch the great name

Vanwall owners seek budget for F1 return

THE CHARISMATIC VANWALL MARQUE, which won the World Constructors Championship in 1958, could be back in Formula One Grand Prix racing as early as 1999 if VF One, the company which owns the rights to the trademark, can put the finance in place to launch a new team.

Stirling Moss and Tony Brooks, who shared one of bearings king Tony Vandervell's green teardrop-shaped cars to score the first all-British Grand Prix victory at Aintree 40 years ago this week, and won another eight races by the end of 1958, have been approached to help market it.

John Minet and David Laird, the men behind VF One, recognise the enormity of the task. "Our aim is to re-establish Vanwall with an infrastructure comparable with the best in the sport," said Minet," but our philosophy has been that it will be done properly, or not at all."

VF One is in "very advanced discussions with serious financial players," Minet told MOTOR SPORT. According to the *Mail on Sunday* newspaper, which revealed the story on June 29, it is negotiating with companies in the USA and the Middle East, although Laird maintained that "Vanwall Racing will be British through and through."

Preliminary discussions are said to be under way with British chassis designers and engine suppliers. The key to this situation is the address of "a facility in Littlehampton (West Sussex)" talked of by Minet. VF One's address is, intriguingly, also that of Grand Prix Design, the multi-faceted company run by Mike Earle, whose Onyx team graduated to F1 in 1989.

Earle, who managed the late David Purley's racing programmes, including the private F1 Lec project in 1977 – using a car designed by Mike Pilbeam – was out of the country on business when we closed for press.

Vandervell Products entered Grand Prix racing in 1954, and withdrew from serious competition early in 1959. Nevertheless, the Frank Costin design, refined by Colin Chapman, still appeared occasionally.

The only rear-engined Vanwall was the InterContinental Formula car, raced but once by John Surtees in the 1961 International Trophy.

VF One's initial push to relaunch the name will centre on marketing a range of quality branded clothing and merchandise, to be sold through Grand Prix Legends outlets.

FACTORY ASTON MARTIN BOUND FOR SILVERSTONE

A 'works' Aston Martin International with an intriguing and distinguished competition history in two disciplines is one of several cars coming from Jersey to take part in the Footman James RetroRun, which ends at Silverstone's Coys Festival on Saturday, July 26.

Owned by David Acon, chassis LM5 was raced at Brooklands, Le Mans and in the Swedish Grand Prix of 1931 and proved its versatility when – having been fitted with a four-seater body by the factory – took part in the following year's RAC Rally of Great Britain!



Goodwood Circuit set for August 1998 Golden Jubilee re-opening

THE EARL OF MARCH IS PLANNING TO relaunch the famous Goodwood Motor Circuit with a spectacular Historic Racing Festival at the end of August 1998, exactly 50 years after his grandfather opened the gates of the World War II RAF base at Westhampnett to the sport.

Having established the world-renowned Goodwood Festival of Speed on the family estate in 1993, Lord March last autumn won a 28-month battle for planning permission to bring pukka racing back to the 2.4-mile circuit, which closed in 1966.

His proposal, which attracted vociferous local opposition, but was eventually endorsed by Chichester District Council by a margin of two-to-one, includes the provision of environmental screening to reduce noise, and a reduction to five days of unsilenced circuit use per year.

Recognising the drawing power of the Goodwood name, and delighted with its sponsorship of the Festival of Speed, American motor giant Chrysler has signed to be the circuit's first major corporate partner.

"I'm delighted that Chrysler has joined us at this early stage," said Lord March. "Its commitment to, and passion for, historic motorsport makes it an ideal partner in what is going to be a very exciting year for the circuit."

Chrysler, enjoying unprecedented sales success in Europe, is also using the BRDC's Coys Festival and the Nürburgring's Oldtimer Grand Prix as stylish marketing vehicles.

Goodwood Motorsport will promote racing in association with the British Automobile Racing Club, of which Lord March is president. The BARC ran the race meetings at Goodwood before the track's closure, whereupon it moved to Thruxton.

Recreating the unique atmosphere of the venue will be a prority, and a Goodwood museum is also planned.



After a gap of over three decades, Goodwood is set for a return to racing

Brooklands circuit planned for 2000

A new circuit could be functioning at Brooklands by the year 2000. The last of three development phases envisioned by the museum would rebuild the missing section of the track spanning the River Wey, re-linking the Members Banking and the Railway Straight for the first time since 1978. A return loop through the infield to the main straight, similar to the Campbell circuit idea, would then create a continuous track using the famed banking for the first time since the Second World War.

Although the circuit would not offer racing, it would allow sprints to be held with a return road, and demonstration runs on the banking. By that time a proposed aircraft display hangar, right, with restaurant attached, will have been built, from where diners would have a superb view of action on the banked concrete.



These extensive plans rely on gaining Lottery funding, with 25% of the £23m total to be raised by the museum. Costed at £1m, Phase I, covering restoring the motoring village could begin as early as October if the Lottery bid is successful.

editorial



Andrew Frankel
EDITOR

I AM READING, WITH INCREASING FREQUENCY, the impassioned bleatings of those who fear that motoring in old cars will be outlawed by European legislation. And while I share their horror at the thought, I do not believe it will happen. There are many reasons for this. First, any such laws will be aimed, rightly, at getting rheumatic Cortinas off the road, not preventing you and I from enjoying properly maintained road and racing cars; and while some have observed that legally defining the difference may not be easy, I do not think it will prove impossible.

Given that the way exists, it is finding the will that is crucial and this depends on the strength of lobbying taking place within the European parliament. I think it unlikely, for instance, that Mercedes-Benz will take lying down the removal of its right to use its heritage to sell cars. Mercedes, you'll not need reminding, is owned by Germany's largest company. Unite the might of all those European manufacturers in similar situations into a single fighting force and I'll bet it will take a braver bunch of Eurocrats that those with which we are currently blessed to make this insanity law.

My real comfort, however, comes from the US, birthplace of hateful political correctness. You haven't been able to buy leaded petrol there for years. Many classics run unleaded without valve seat recession anyway, others use stainless steel valves and alloy seats, some bypass the problem simply by topping up the tank with commercial AvGas or, failing the above, all you need do is fill up with unleaded as usual and, as you pay, pick up a bottle of lead additive and pour it in on your way out. If they can make it work out there, we really have remarkably little to worry about.

* * * *

MAGIC MOMENT OF THE MONTH CAME AT LE MANS WHERE I FOUND MYSELF sitting on the start-line in just one of 120 vintage Bentleys gathered to celebrate the 70th anniversary of the Davis/Benjafield win. To drive down the Mulsanne Straight at 100mph, on race-day, in the type of car that put this greatest of all motor races on the map, was quite unforgettable. I will never be able to tell the car's owner quite how much it meant.

* * * *

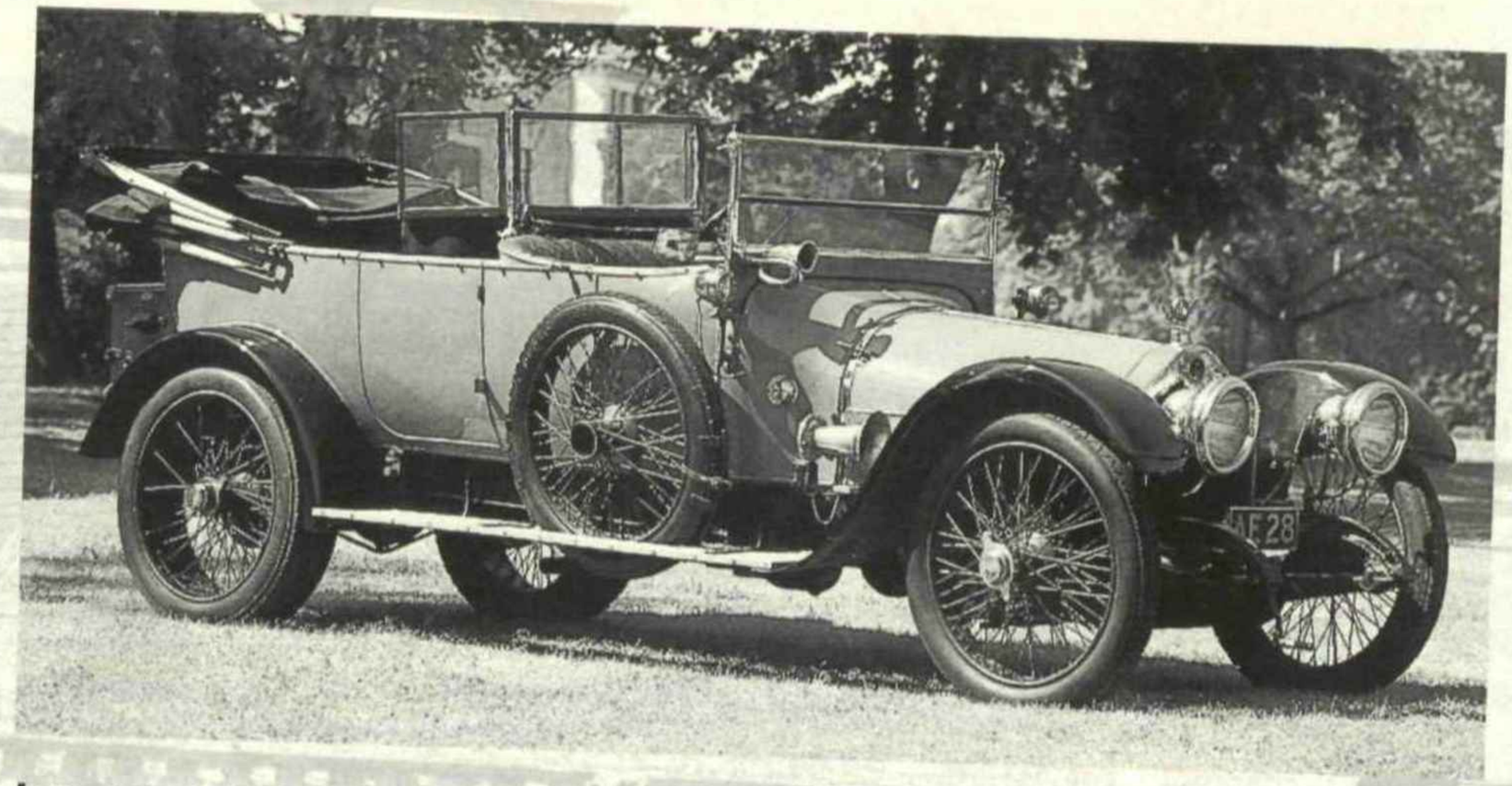
I WILL NOT EVEN ATTEMPT TO DESCRIBE THE SIGHT OF THE FERRARI SUPER Squalo and Maserati 250F hammering around Silverstone; you will have to go to Coys to see it for yourself. What you will not yet know about is the extraordinary array of other Coys competitors we also drove that day. Rather than blow the lot in one issue, I have decided to drip-feed them to you over the coming months. We will be deep indeed into next year before the supply is exhausted.

* * * *

I HOPE YOU WILL BE AS AMUSED AS ME TO COMPARE THE STORY OF THE doomed Beatrice F1 team with that of the Hesketh team (MOTOR SPORT, June). One was a team of super-talented professionals with dazzling amounts of money, the other seemingly a bunch of public school twits. One squandered the talents of a world champion, the other effectively created one. I doubt you'll need me to tell you which was which.

Summer Vintage

Beaulieu July 25 1997



Important Collectors' Motor Cars and automobilia

Brooks 1997 'Summer Vintage' sale moves to the beautiful grounds of the National Motor Museum, Beaulieu, Hampshire on July 25.

Beaulieu has been a traditional venue for important collectors' car sales since the first such auction in 1962 and the Summer sales organised since are legendary.

Several most attractive vehicles have already been consigned including a charming group of Edwardians from the estate of the late Clive Unsworth. In addition, Brooks will offer the rare 1912 Hispano-Suiza Alfonso tourer, the first to be offered at auction in recent years.

Post-war representation is also strong with a commemorative edition 1975 Jaguar E-Type Series III Roadster, and the ex-London Earls Court Motor Show 1967 Ferrari 365GT 2+2 Berlina.

1911	40hp Cadillac Model 30 Open-Drive Limousine
1911	30hp Chalmers Detroit Model II Four-door Pony Tonneau
1912	Hispano-Suiza 15T Alfonso Tourer
1913	Humberette 8hp Two-Seater
1913	12CV Renault Type DG Open Drive Town Car by Brewster
1914	50hp Cadillac Model Four Touring Car
1914	20/25hp Crossley Royal Flying Corps Model Tourer (illustrated)
1916	38hp Pierce-Arrow Model 38-C4 Open Drive Brougham
1916	Bentley S2 Continental
1916/20	12CV Renault Type EU Open Drive Town Car
1919	Stutz Speedway Model Two-Seat Roadster
1927	16hp Daimler Doctors Coupe
1929	8hp Singer Saloon
1954	Austin-Healey 100/4 BN1 Roadster
1955	Aston Martin DB2/4 Coupe
1955	Jaguar XK140 Coupe
1956	Jaguar XK140 Roadster
1959	Ford Zephyr MKII Saloon, the Tony Dron Historic Rally Car
1959	Austin Princess Touring Limousine by Vanden Plas
1961	Austin-Healey 3000 MKII Roadster
1962	Morris 1000 Convertible
1967	Ferrari 365GT 2+2 Berlina, the ex-Earls Court Motor Show Car
1968	Jaguar E-Type Series II Coupe
1969	Mercedes-Benz 280SL Convertible
1975	Jaguar E-Type Series III 'Commemorative Edition' Roadster
1979	Ferrari 400i Berlina
1984	Ferrari Mondial Cabriolet

Further entries are invited

Catalogues will be available price £20 post paid UK.
For further information please call Malcolm Barber, James Knight, Nick Lumby, Michael Worthington-Williams (motor cars and motorcycles), Peter Card or Ann-Marie Talbot (automobilia) on 0171 228 8000 or fax 0171 585 0830 or Stewart Skilbeck on 01757 638894.

Brooks, 81 Westside, London SW4 9AY
Tel: 0171 228 8000 Fax: 0171 585 0830

Copyright NATIONAL MOTOR MUSEUM Beaulieu, England

BROOKS

obituaries

Len Bailey

Len Bailey, whose DFV-powered JW Automotive Gulf Mirage GR8 design won the 1975 Le Mans 24 Hours in the hands of Derek Bell and Jacky Ickx, died on June 23, aged 68. An influential figure in Ford sportscar circles '60s, Bailey developed the GT40. JW's evolution of the car won Le Mans in 1968 with Rodriguez/Bianchi and 1969 with Ickx and Oliver.

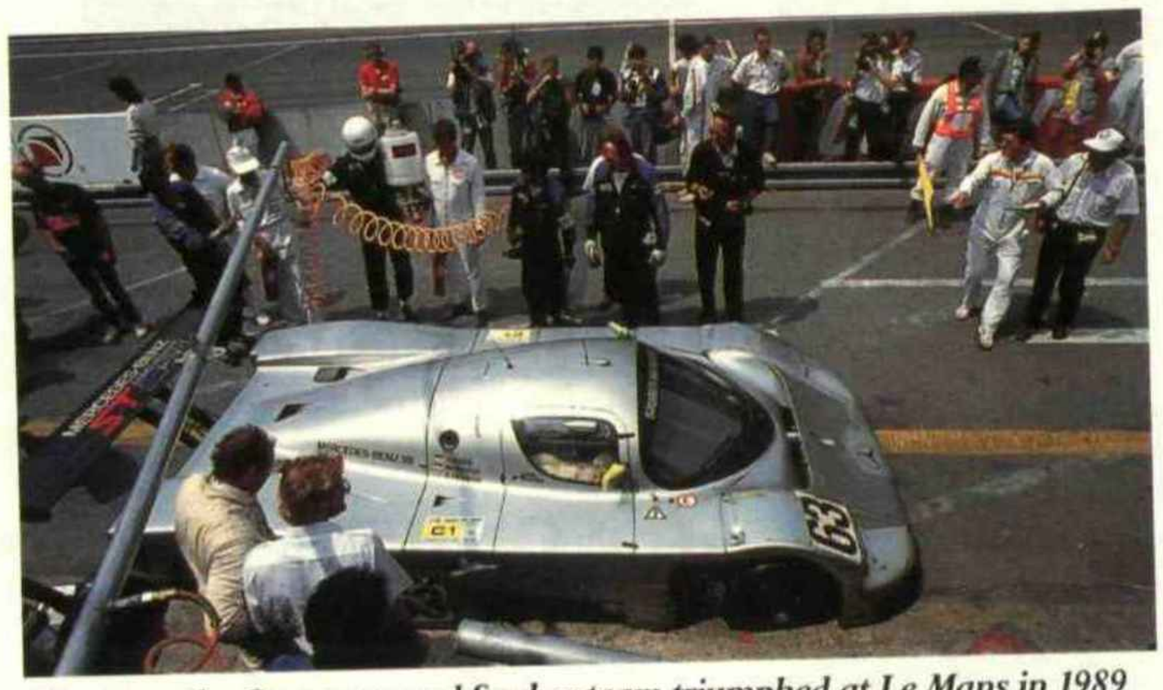
Bailey's sleek Ford F3L, built around the DFV engine, never fulfilled its potential like later JW Mirages. He also penned the 1972 Politoys car for Frank Williams's fledgling Grand Prix team, the funding of which was inadequate at the time.

Frank Nichols

Frank Nichols, founder of Elva Cars has died. He was 76. He founded Elva in 1955, producing kits for Ford side-valve engines and Elva sports-racing cars including the famed Porsche-powered Mk7 and Mk7S BMW. After selling his interest to Trojan, he left motorsport and went on to build 'Brede' class life-boats for the RNLI until poor health forced his retirement.

Ignacio Sunsundegui

Historic rally stalwart Ignacio Sunsundegui has died on the Panama-Alaska marathon. A hotelier, he was in his mid-50s. 'Sun Sun', won last year's Targa Espana and the 1993 Classic Marathon in a Lotus Cortina. "Ignacio was always smiling," said Mike Summerfield of the Classic Rally Association. "Despite limited English, he had a welcome for everyone." He is survived by his partner Ana Goni and four children.



The Mercedes Benz-powered Sauber team triumphed at Le Mans in 1989

Hi-tech racers silenced by software

THE CHARISMATIC SWISS SAUBER TEAM, like many others, retains examples of each of its Formula One cars and all-conquering Sports Prototypes, but faces the not uncommon problem that several of its cars, while outwardly complete, are unable to run.

The quandary – which could affect many equipes, and have repercussions on historic motorsport and collectors of the world's great racing cars – stems from the start of the era in which complex electronics took over, from mechanical systems, the management of ignition and fuel injection functions on the engines.

"The electronic systems required both special software and a team of engineers to programme and run them," says Sauber's Gustav Busing. "But those who knew how to operate the systems are often not available and the software, without which the engines won't start, has disappeared."

Car manufacturer Peter Sauber, who started his career as a driver, would like to demonstrate his team's 1989 Le Mans-winning Mercedes-Benz-powered C9, and his first F1 cars. Mercedes has a couple of Sauber prototypes in running order, but the C11 remained silent at Goodwood.

Rain spoils Formula 5000 retro

THE SOUND AND THE FURY OF TEN Formula 5000 single-seaters returned to Mallory Park last month, but heavy rain on the grid did its best to wipe out any attempt at a proper race by F5000 Association members, battling to keep memories alive.

German visitor, 'Fearless Frank' Nowak won the event in his Crossle 15F – the car campaigned in the early 1970s with Rover V8 power by driver Fred Saunders – after electrical problems hobbled the Chevrolet engine in the pole winning Surtees TS8 of Mike Whatley.

Malcolm Carter's enormous and wingless Harris just kept second place from Keith Norris's ex-Team VDS Chevron B28. Nick Shrigley-Feigl's B28 (which was previously hillclimbed in Jersey with a Jaguar V12 engine), Nick Lini's Lola T300 and Roger Stones's T142 completed the field.

The McLaren M18 of Coplowe slid off on the warm-up lap, Geoff Thomas buckled a corner of his T300, while a broken crank rendered the only 3.4-litre Ford GA V6-engined car – Tim Barry's March 76A – another morning casualty.



Whatley and Nowak head the Mallory monsters

miscellany

Those hoping to attend the Aintree Festival of Motorsport on 19/20th July will have to wait for another year. The cost of mending the historic track has caused the delay. Stirling Moss, Tony Brooks and Roy Salvadori will still attend a Forum in the Liverpool Philharmonic Hall on 19th July, starting at 6:30pm

* * * *

Spa-Francorchamps will host the eagerly-awaited pilot race for the new Historic Group C series on September 6/7, following the postponement of Donington fixture on July 5/6.

* * * *

Motor racing commentator Neville Hay has traced the history of Alfa Romeo and Ferrari in two vibrant new titles created for Duke Video's Great Racing Cars series. They are available from Halfords and other retailers at £10.99, or from Duke Video, PO Box 46, Douglas, Isle of Man, IM99 1DD at £12.99 inc postage.

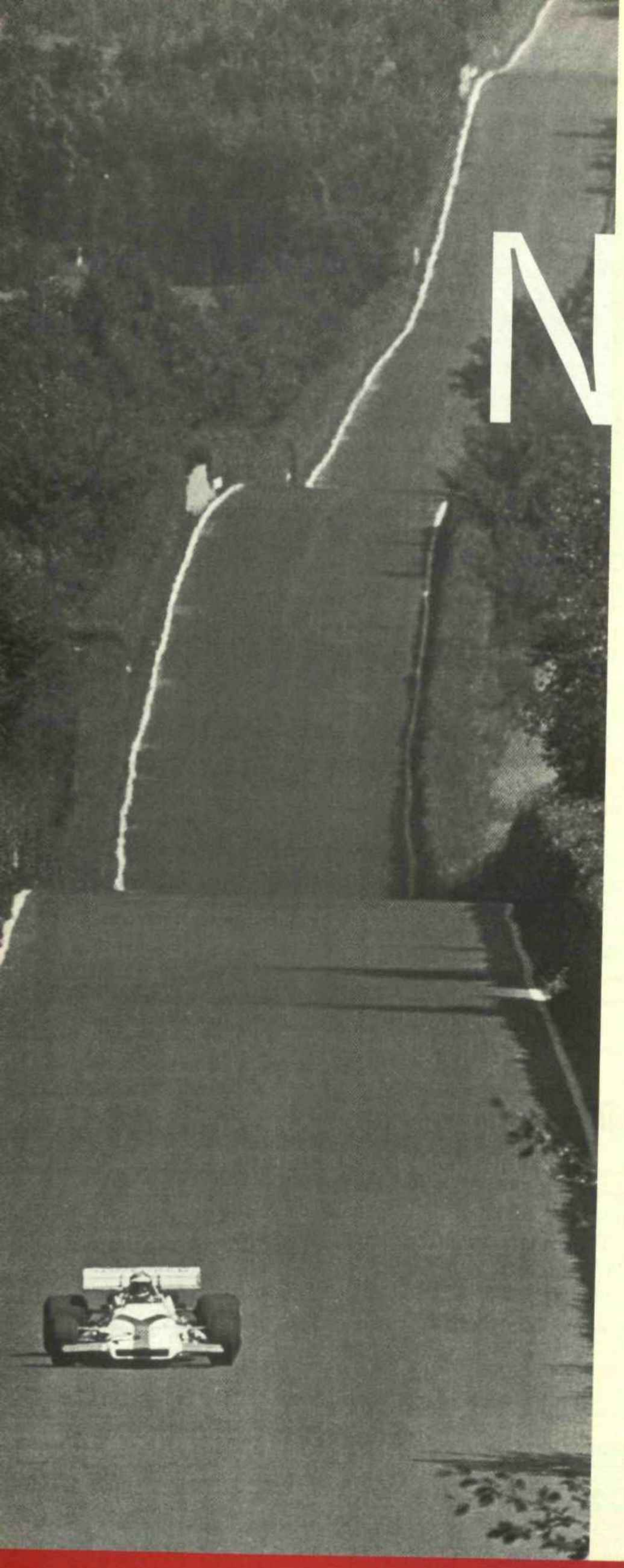
* * * *



'Old Number 8,' the works development SS100 which took Jaguar into racing in the '30s was driven at the Goodwood Festival by John Mayston-Taylor, whose craftsmen at Lynx Motors has refettled it superbly.

* * * *

Dr Anthony Hudson's 1925 Austin Seven Doctor's Coupe tied with the 1929 Rolls-Royce Phantom 1 sports tourer of Charles Howard for the Best of Show title in the Louis Vuitton Classic concours at London's Hurlingham Club last month.







Nürburgring

The Oldtimer Grand Prix, Germany
9th August 1997

A Sale of Highly Important Sporting Motor Cars and Automobilia

Brooks Europe's fourth major Continental sale of '97 takes place at that seat of legends - the mighty Nürburgring - high in Germany's Eifel mountains on 9th August 1997.

Brooks Europe's recent record speaks for itself:

- *Highest value classic car auction in Europe this year*
- *Highest price achieved for any car at auction in Europe this year*
- *Highest price for any Ferrari, Maserati, Lamborghini or Mercedes-Benz achieved at auction worldwide this year*

Held during the famous Oldtimer Grand Prix, Europe's oldest and most important historic race meeting, this international sale includes significant sports and competition machinery such as the ex-Paris 1000kms/Reims 12 Hours *Scuderia Brescia Corse* Ford GT40 *(illustrated above right)* and Gerhard Berger's 1988 Italian Grand-Prix winning Ferrari F187/88C, the *monoposto* responsible for one of the most fondly remembered F1 victories of modern times *(illustrated above left)*.

Further entries are invited.

For further information or to enter a car for sale, please telephone Simon Kidston on 0041-22-300 3160 or Hans Schede on 0049-211-404 202.

BROOKS
Europe

GENEVA 10 Rue Blavignac, 1227 Carouge-Geneva, Switzerland
Tel: +41 (0) 22 300 3160 Fax: +41 (0) 22 300 3035

LONDON 81 Westside, London SW4 9AY
Tel: +44 (0) 171 585 3000 Fax: +44 (0) 171 924 3730

MONACO Le Beau Rivage, 9 Avenue d'Ostende, Monte Carlo MC 98000
Tel: +377 (0) 93 50 14 81 Fax: +377 (0) 93 50 16 93

events of note

JULY

18-20 ROAD AMERICA (USA).
A thousand racers converge on the brilliant four-mile track at Elkhart Lake, Wisconsin, for the North American continent's leading Historic meeting.

19/20 CROIX-EN-TERNOIS (F)
Annual Historic Sports Car race weekend at super little circuit near Arras in northern France. A short and easy run from channel ports. ☎ 01327 858400.

19/20 LOTON PARK (GB)
Classic car hillclimb over demanding course on Sir Michael Leighton's estate at Alberbury, near Shrewsbury. ☎ 01527 596720.

19/20 SAFETY DEVICES HISTORIC CHALLENGE (GB),
round 6. ☎ 01954 232292.

20 MALLORY PARK (GB)
VSCC Race Meeting. Bob Gerard remembered as top vintage racers hurtle round the lake at the friendly circuit, near Leicester. ☎ 01635 44411.

24 BOULEY BAY (GB)
RAC British Hillclimb Championship round on picturesque north-east coast of Jersey, 50 years to the day after the channel island's first national event. Best Thursday of the year! ☎ 01534 35853.

25-25 SILVERSTONE (GB)
Coys International Historic Festival, presented by Chrysler. Europe's finest Historic race meeting, this year showcasing 50 years of Ferrari with an Italian flavour, is a must for every enthusiast. See preview feature, p32. ☎ 01327 857271.

2-3 ZANDVOORT (NL)
Marlboro Masters Formula 3 race meeting features round four of the International Supersports Cup. Huge crowds expected at the remodelled Dutch seaside circuit. ☎ 00 31 23 57 18284.

2-3 ZOLDER (B)
European Historic Grand Prix, includes fifth round of FIA Thoroughbred GP Car Championship.
☎ 00 32 11 42 39 43.

2-3 PRESCOTT (GB)
VSCC Hillclimb. Aesthetic and energetic entertainment as vintagents wrestle their often unwieldy steeds up the writhing course near Cheltenham in Gloucestershire.
☎ 01635 44411.

8-10 NURBURGRING (D)
AVD Oldtimer Grand Prix. Very special atmosphere as competitors from all over the world make the pilgrimage to compete in the 25th anniversary event. FIA Thororoughbred GP Cars and Supersports are on the action-packed bill. ☎ 00 49 2691 302174.

16/17 PHOENIX PARK (IRL)
Rothmans Road Races in Dublin's majestic public park is the season's biggest free for all. Sixties Grand Prix cars and 150mph Group 6 sportscars top the impressive bill and Williams-Renault Formula One star Jacques Villeneuve is the guest of honour.
☎ 00 353 1 677 2210

Moss, Amon & Brooks star in triumphant Retro '97

THE PEOPLE OF BASILDON HAD NEVER SEEN ANYTHING like it. For two all-too short hours on July 5, the dual-carriageways of the Essex new town reverberated to the sounds of the loudest, most powerful racing engines ever produced as the inaugural Retro '97 staged a cavalcade through the town that no-one there is likely ever to forget.

Stars of the show included Stirling Moss in a Maserati 250F, Chris Amon in a rare Ferrari 248SP, Tony Brooks in a BRM P57 and Derek Bell in a fabulous Ferrari 512S. These plus other drivers from modern motorsport such as Will Hoy and Tiff Needell all joined in the fun, Will driving his BTCC Mondeo Touring Car and Tiff grappling with the formidable Lister Storm Le Mans competitor.

The purpose, to raise money for Basildon's new steel and glass bell-tower, was almost forgotten amid the howling exhaust of Tom Wheatcroft's BRM V12 and thundering Lola, McLaren and Ferrari CanAm cars as they rocketted through the streets in front of thousands of agog spectators.

Organised by Canon Lionel Webber, not only the local vicar but also chaplain to the Queen and the BRDC, Retro '97 will be remembered, above all, for its lack of pretension and village atmosphere. Asked if there was going to be a Retro '98, Canon Webber would say only, "We'll look at the demand but I'll not do it again unless we can keep the magic."



James Mann

Derek Bell heads out for a spin around the streets of Basildon in Nick Mason's sublime Ferrari 512S

Clark's Lotus 23 'ring cycle ends in the barriers

A BRITISH TEAM'S PLAN TO CELEBRATE THE 35TH anniversary of Jim Clark's heroic debut of the Lotus 23 sportscar at the Nurburgring was thwarted last month, when the Bob Tabor-owned 23 was pushed off the fearsome Nordschleife by a Porsche 911 in practice for the 500km race at the 'Youngtimer' Grand Prix meeting.

Driver Michael Schryver escaped injury, but the highly original 1962 car – newly restored by Geoff Wyatt of marque specialist Simon Hadfield's team – was extensively damaged. "I was flat in top, then found myself in the barriers," said FIA Thoroughbred Grand Prix Car champion Schryver. "I think the Porsche's rear wheel arch clipped me."

The Lotus, originally owned by Malcolm Delingpole, spent most of its life in South Africa, where it was raced with a Maserati engine. It returned to Britain in kit form with expatriate Don Flounders at the end of 1993, and ran again earlier this year after total restoration by former Reynard engineer Geoff Wyatt.

Clark astounded rivals by outpacing the all-conquering Ferraris when Colin Chapman's lightweight 23 model appeared in the Nurburgring 1000kms, but a broken exhaust gassed the Scot while he was miles ahead of the field, causing him to crash and denying him a famous victory. Repairs to Tabor's chassis are already under way.



Peace of mind with Porsche Approved.

It's worth getting our approval first

At Official Porsche Centres, we provide 12 months Porsche Approved Warranty and Porsche Assistance personal and vehicle rescue with every Porsche Approved pre-owned car. So you'll understand we don't acquire every used car that comes our way. To get our approval, cars must pass a 74-point examination by a Porsche technician. And because we believe a Porsche Approved used car is as good as new, we offer the same flexible finance packages. Subject, of course, to approval.

AFN, Chiswick
0181 742 7000
David Wilson (Sales)

AFN, Guildford
01483 408800
Peter Harris (Sales)

AFN, Reading
01734 303911
James Roberts (Sales)

Arlington, Northampton
01604 36911
Mark Harrison (Sales)

Belgard Autoplatz, Dublin
00 3531 4518444
Kevin Flynn (Sales)

Carrs of Exeter
01392 823877 (Sales)
Mark Brown

Chaplegate Motors, Dorset
01202 897688
Brian Deeks (Sales)

Corkills, Isle of Man
01624 677911
Sam Mooney (Sales)

Dick Lovett, Swindon
01793 615888
Matthew Beard (Sales)

Evans Halshaw, West Midlands
0121 352 0911
Andrew Clements (Sales)

Evans Halshaw, Stourbridge
01562 883399
Robert Rollings (Sales)

Five Oaks, Jersey
01534 69911
Neil McEwen (Sales)

Glenvarigill, Glasgow
0141 943 1155
Stewart Sinclair (Sales)

Glenvarigill, Edinburgh
0131 441 1111
Stewart Sinclair (Sales)

HR Owen, St. Albans
01727 855266
Spencer Brookner (Sales)

Isaac Agnew, Northern Ireland
01232 342111
Brian Gallagher (Sales)

JCT 600, Leeds
01132 508454
Michael Betts (Sales)

JCT 600, Newcastle upon Tyne
0191 295 1234
Mike Allan (Sales)

Lancaster, Bow
0181 983 4444
Richard Wynn-Jones (Sales)

Lancaster, Cambridge
01223 872872
Paddy Patel (Sales)

Lancaster, Colchester
01206 855500
Paul Scott (Sales)

Merlin Cambria, Wales
01222 614622
Adrian Woodward (Sales)

Merlin, Nottingham
01159 424333
Gary Atkin (Sales)

Parker and Parker, Kendal
01539 724331
Ian Parker (Sales)

Rivervale of Hove, Sussex
01273 707070
Steve Coles (Sales)

Road Range, Liverpool
0151 227 4171
Calvin Adams (Sales)

Stratstone, Wilmslow
01625 522222
Simon Kemp (Sales)

Town & County, Aberdeen
01224 877778
Richard Brechin (Sales)

PORSCHE

The same guys win, but the dream lives on

PEOPLE, UNLESS PRESENTED WITH incontrovertible evidence to the contrary, will believe what they wish, and those who stood by a track in France for 24 hours in the middle of June wished they had seen a great motor race and therefore did. The simple truth, available to those who wanted to find it, was that this year, Le Mans did not host a great or even a particularly good motor race.

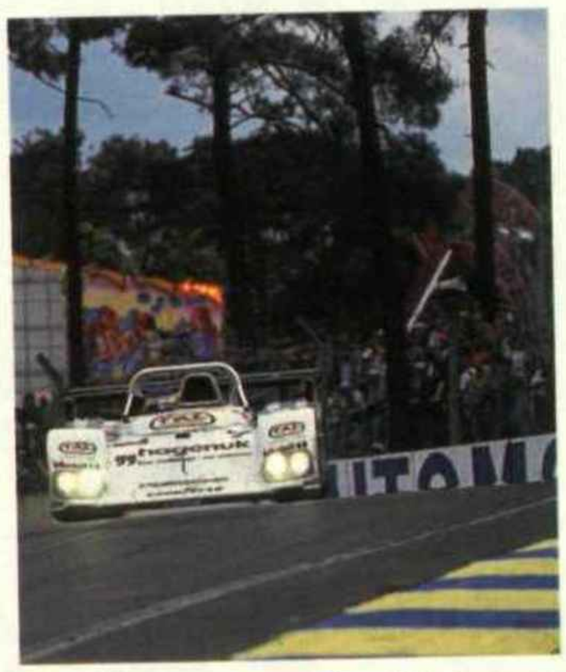
The remarkable thing about this is that it simply didn't matter. Yes, as fans, we would have liked an Ickx-Hermann last-lap drama but not one of us expected it. At Le Mans, on all bar the most freakish occasions, it just doesn't happen. There are, of course, excitements and surprises along the way, you couldn't possibly attempt to pack over 1100 race car hours into a single day without them, but the history books will remember that Porsche won Le Mans. Again.

I'm all in favour of this. Last year Reinhold Joest's winner was originated from the Jaguar XJR-14. It will rightly be remembered as Porsche's 15th win where no other marque has made double figures.

So what is it about Le Mans? Why did more Britons than attend any other event abroad, return from this largely lacklustre motor race talking of nothing but anticipation for next year's race? And why did they do so with the knowledge that, once more, the overwhelming likelihood is that Porsche will, once more, win. I found such feelings odd and was not helped by knowing that I harboured them myself.

I do not believe the race's location is the key. Through day and night and day I heard spectators, drivers and the imported Le Mans radio station bleat about how this race could only happen in France. And only once did I hear a single enlightened soul ask why. If geography has any role to play in the success of this race it is not because the race is held in France, it is, more simply, because it is not held in Britain.

There are two groups of people who go to Le Mans and neither goes for any of the traditional reasons for attending a motor-race: To see a grid of cars being driven as fast as they will go until one, the fastest, wins.



Porsche-power was Joest's trump

Group One represents those to whom the racing is entirely incidental. The real reason for the success of this race has nothing whatever to do with motor racing and absolutely everything with the naughty delights of staying up all night and drinking too much in an environment where such behaviour, far from being scorned, is actively encouraged. You have all the fun yet suffer none of the guilt.

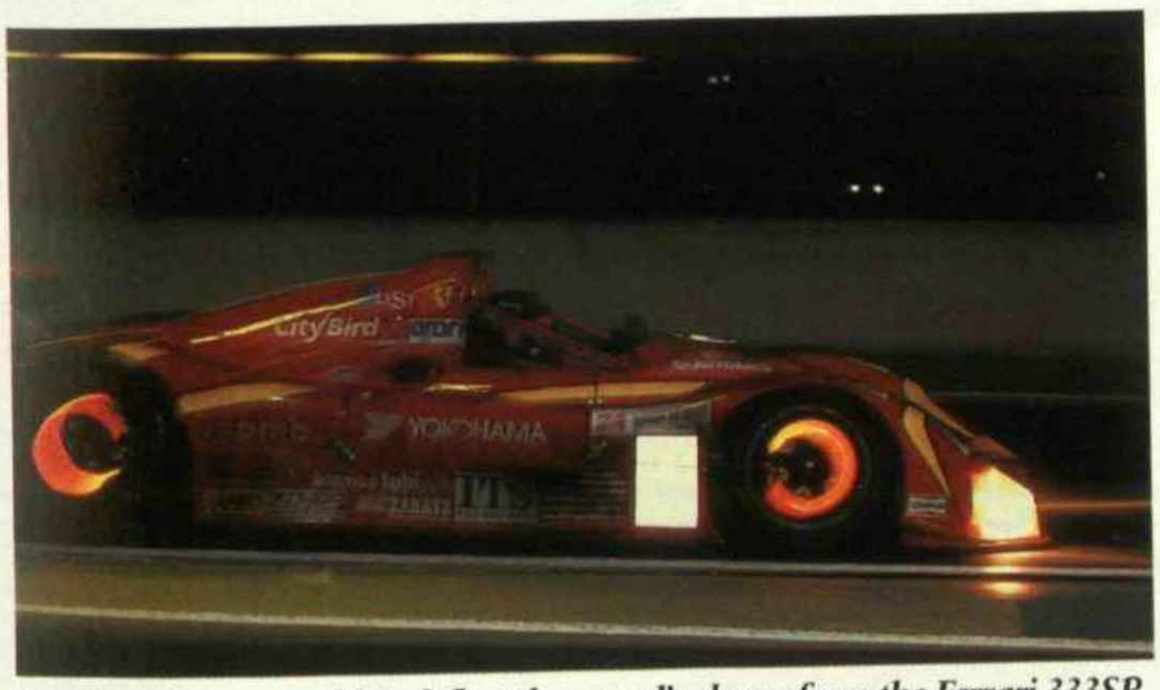
Group Two – and there is considerable overlap – are the true fans, not simply of motor racing, but of human endeavour. For this is the true appeal of the race, and is a thousand times more important than anything so trite as its result. By endeavour, I do not mean endurance alone, for the greatest stories came not just from the cars on the grid, but how they arrived there.

We all know how the works Porsches did it. But how did, for instance, the privately-entered Lark McLaren manage to qualify as the second fastest F1 GTR, ahead of all the Gulf-McLarens and one of the works Schnitzer cars? The scale of this achievement would scarcely be bettered by a Minardi making it onto the front row of a Grand Prix grid. Parabolica Motorsport, the team behind the car, is a microscopic outfit compared to BMW-backed Schnitzer yet, at Le Mans, they did their sums right, chose their moment and made their indelible mark.

The thing about Le Mans is the magic lives on in teams like Parabolica, and the two London stockbrokers who realised their two-year dream to take part at Le Mans, driving a GT2 Porsche 911. In Formula One, World Rallying and Touring Cars alike, such magic is denied.

And then there was the Ferrari's last lap. The sole surviving 333SP, which had flown, softly screaming, through the night, was coming into land. In the cockpit was Giampiero Moretti, 57 years old and back at Le Mans in a Ferrari for the first time since he raced a 512S here in 1970. On that last lap, we did not need to see him spin not once but twice, to know that the man and his Ferrari had given their all. And when he finished, they stood and cheered, and cheered and stood as if he had won. The history book will record, in fact, that he finished sixth but the history book was not there at 4:00pm that Sunday afternoon.

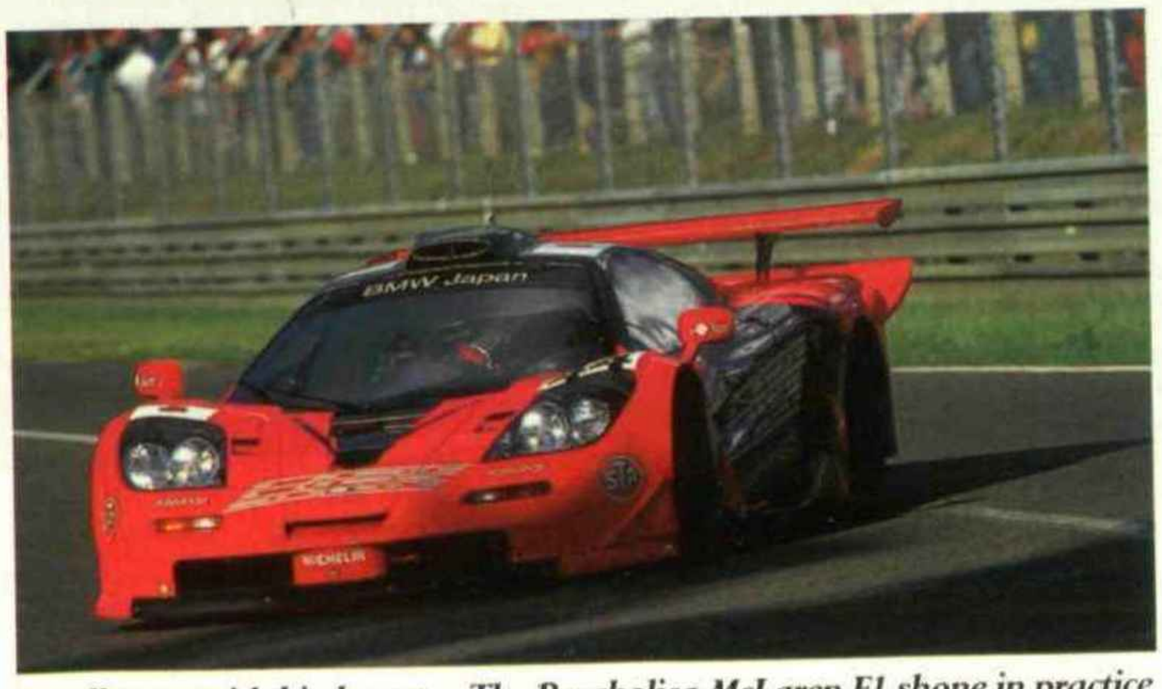
And it is that, so much more than the fact that yet another Porsche, peopled by Formula One drivers, started from pole and went on to win, which explains the magic of Le Mans. Like I said, as motor races go it was neither great nor particularly good but, as an event in its own right, which neither asks nor needs no further justification, I doubt another will come close until we all unthinkingly, religiously and joyously return once more to France next June. **AF**



Last lap slip-ups couldn't deflect the crowd's cheers from the Ferrari 333SP

Porsche was lambasted for creating the GT1, a car that was race car first, road car second and one which therefore flouted the spirit of, but did not actually break, the regulations. Porsche, in fact, was not in the least bit to blame any more than you or I would be for driving up the M1 at 120mph on the day the government says people should try jolly hard to stick to 70mph.

As is so often the case, the fault lay with those who engineered the loophole in the first place. And the fact that Porsche's GT1 won neither this year nor last is scarcely the point, any more than the fact that the design of



Small team with big hopes... The Parabolica McLaren F1 shone in practice

GIRARD-PERREGAUX

pour

Ferrari



Automatic Chronograph. £3.175

MANUFACTURE

GIRARD-PERREGAUX

DEPUIS 1791

Asprey, Selected Branches of Watches of Switzerland, Theo Fennell, Harrods Watch Dept., Kutchinsky, Moussaieff Jewellers, The Watch Gallery, *Heathrow:* Mappin & Webb Terminal 3 & 4, *Leeds:* Berry's.

For further information please contact, Girard Perregaux UK, 23 Grosvenor Street, London W1X 9FE. Telephone: 0171 416 4160. Fax: 0171 499 3671.

Eric Sawyer



With an inspired drive, Robin Lodge sprinted his Maserati from a 10-second penalty to victory... with a spin for luck

Caroline's single-drive Morgan takes Sir Henry Segrave Trophy

CONTINUING THE TREND SET AT Goodwood the previous weekend, this glorious summer did its best to dampen spirits at the VSCC's Sir Henry Segrave Memorial Trophy meeting at Oulton Park. A mere eight starters were mustered for a Pre-'65 Rear-engined Racing Cars encounter in which the first three places remained unchanged once Rod Jolley (Cooper T51) had displaced early leader John Beasley (F2 Cooper T45) on the opening lap. David Pennell (T51) held on to third in spite of a closing Fred Boothby (FJ Lotus 20).

Ill-suited to the conditions, Peter Morley (Napier Bentley) soon succumbed to the agile Parker-GN of Mark Walker, pursued by Gary Caroline's Morgan. Its single driving wheel proved a handicap at the start but once up to speed Caroline took the lead on lap six when Walker missed the chicane, and held on to take the Sir Henry Segrave Memorial Trophy, and fastest lap. Westle Mitchell (GN/AC) claimed third.

Substituting for an unwell owner, Ian Nuthall claimed pole position by five seconds in Tony Noble's Cooper Bristol in the Amschel Rothschild Trophy race, but a cautious start allowed Bob Gilbert's similar car to set the early pace with Robin Lodge (Ferrari Dino) in third, the Dino proving a real handful in the wet conditions. On lap five, Nuthall and Lodge had reeled in Gilbert and drew away, only for Lodge to spin four laps later when a backmarker moved onto his line at Lodge. He held onto second, only to spin into retirement on the Cascades grass. Spencer Flack inherited third to make a Cooper Bristol 1-2-3.

Spurred on by his earlier retirement, Lodge produced an inspired drive in the Pre-'41 Racing Cars race in his Maserati 4CM. Starting from the 10-second mark, he was up to second by lap three – admittedly helped by Sir John Venables-Llewelyn stalling the P3 Alfa on the line – and shadowed by Rod Jolley (Giron Alvis) before taking the lead on lap five while Ted Dunn (Riley Falcon Special) pressed Jolley for second. A spin at Shell on the penultimate lap dropped Lodge down to third but, harried by Venables-Llewelyn, he stormed back into the lead followed by the Alfa, with Jolley and Dunn completing the quartet. Mark Gillies (Brooke Special) was a little off his usual pace in fifth.

Fastest in practice, Nick Linney followed his recent Donington form to take a flag-to-flag victory in the 1950s Sports Car race with his Lister-Jaguar 'Knobbly', while Richard Austin maintained an unchallenged second with his Lotus 19 that showed such promise at Silverstone and, once again, took fastest lap but was unable to mount a challenge. Ron Gammons, his Devin-Chevvy now slightly detuned, was secure in third but a fine performance from Hugh Taylor with the Willment-Climax saw him closing as the flag fell.

Alan Cox

Chiles in charge after dominant Supersports wins

CHRIS CHILES DOMINATED JUNE'S International Supersports Cup rounds at Donington and the Nürburgring, his March 717 having the legs of the McLaren M8F pack once engine problems, carried over from Silverstone's opener, were licked by Racing Fabrications's engineer Ian Jones.

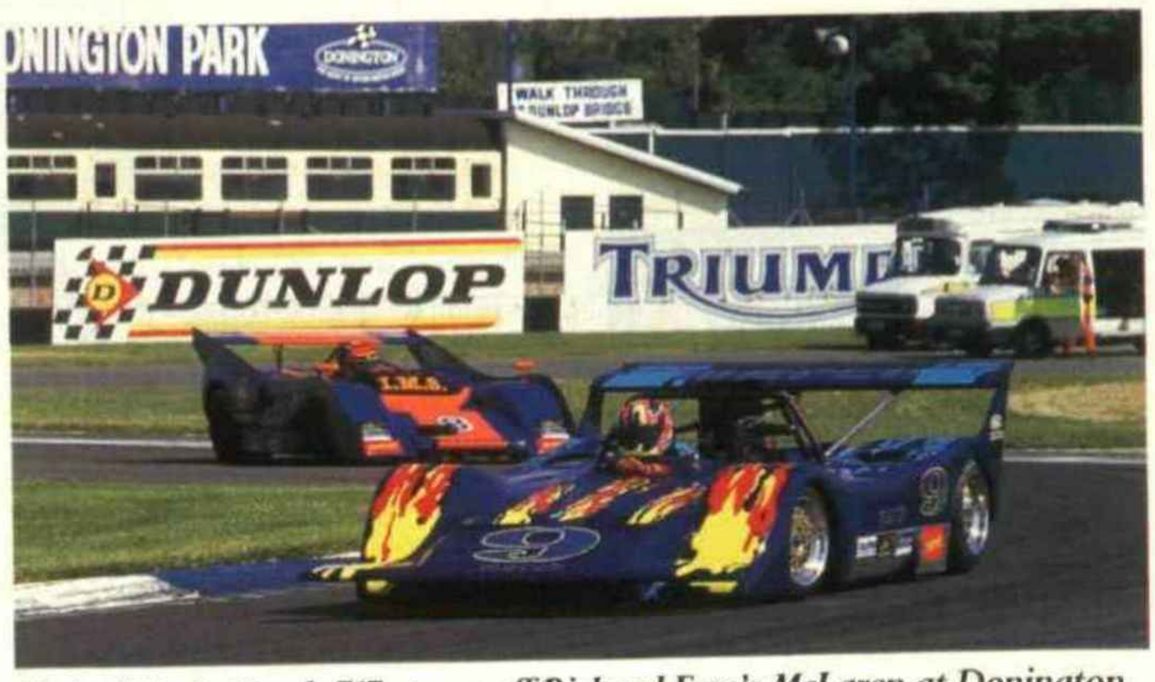
German veteran Peter Hoffmann outdragged Chiles in the first leg at Donington, only to spin his pink McLaren through the Craner Curves. Chiles, nursing a broken rocker, and pursuer Richard Eyre (whose M8F was overheating) cut their pace, but remained clear of ex-GP driver Mike Wilds's 2-litre Chevron B31/36.

Hoffmann's charge from the back of the grid to second was the talk of the second rubber, while Wilds and 1995 champion John Burton (whose Chevron B26 had non-started when its fuel pump failed the previous day) ducked past Eyre, busy wrestling with his ill-handling car.

Chiles was invincible in both wet and dry conditions at the Nürburgring's Jan Wellem Cup event a fortnight later, when another second day blast through the field by Hoffman gave his home supporters plenty to cheer. Chris's task was made easier the previous day when champion Paul Ingram spun his Chevron B19, having forged it into second place from the start.

Eyre was again Chiles's closest pursuer, but German Oliver Mathai drove Harm Lagaay's Chevron-BMW B8 to a superb third on the Saturday.

MP



Chris Chiles's March 717 staves off Richard Eyre's McLaren at Donington



Similar Ferraris in stock...

1951 340 America Touring Barchetta #0118 A

1953 250 MM Pinin Farina Berlinetta #0326 MM

1954 500 Mondial Scaglietti Spyder #0468 MD

1955 121 LM Scaglietti Spyder #0546 LM

1957 250 Testa Rossa (Prototype) #0666 TR

Picture.

Perfect.

Painting: Alfredo de la Maria



The Symbolic Collection of Automotive Art by the world's leading artists is one of the finest ever assembled. And our collection of the classic sports cars that inspired them—the world's largest—is a masterpiece in its own right.

In fact, every Symbolic "work of art", whether driven or displayed, is a superb example of the vision and passion of the world's leading auto makers.

Call today for an appointment, or fax for a comprehensive stock list. Let us put you behind the wheel of your own piece of art history.

7440 La Jolla Boulevard
La Jolla, CA 92037 USA

SYMBOLIC
MOTOR CAR COMPANY

tel **619.454.1800** *fax* **619.454.1890**
www.symbolicmotors.com

Marcus Pye



A look of concentration from Charles Wardle, deputising for Mike MacDowel as he launches the Brabham-Repco

RAC hillclimbs fifty not out

The evergreen RAC British Hillclimb Championship celebrated its Golden Jubilee in style at Shelsley Walsh on June 6, when all but two of the 19 living champions returned to the classic hill which – with the Bo'ness venue in Scotland, scene of the inaugural event, no longer available – hosted the second round on June 21, 1947.

Six-time champ Tony Marsh (who first won in 1955 in a Cooper-JAP, and still competes with the 4-litre, 575bhp Cosworth V8-powered Roman built by 1989 series winner Ray Rowan), earned a rousing cheer from the 6000-strong audience as he blasted his ingenious four-wheel-drive 1967 Marsh Special up the 1000-yard course in the cavalcade of champions.

With the unavailability of ERA R4D, in which Raymond Mays secured the '47 and '48 crowns, the demonstration was led by Bruce Spollon – a competitor at Shelsley's first round in the Triangle Skinner Special – in his ex-Earl Howe R8B/C. Seventeen champions, with 38 titles between them, followed the blue ERA to the summit, all bare-headed to enjoy the fresh Worcestershire air.

'Welsh Wizard' David Boshier-Jones, one-armed David Good, 72-year-old Arthur Owen (who flew in from his home in Portugal), Peter Westbury, Peter Lawson, Roy Lane (the five-time champion, with a record 73 round wins to his name), Alister Douglas-Osborn, Martyn Griffiths, Chris Cramer, James Thomson (at 21, the youngest ever winner in 1981), Martin Bolsover, Charles Wardle, Rowan, David Grace and Andy Priaulx followed Marsh up, some reunited with original cars.

Sir Nicholas Williamson Bt and Michael MacDowel had planned to complete the roll of honour, but for a hospital stay and a leg injury respectively. Apart from Mays, and his successors Sydney Allard, Denis Poore and Ken Wharton (who was totally invincible from 1951-'54), the sport is only without David Hepworth.

Hepworth's eponymous car, resplendent in its Guyson Sandblaster livery of 1971, made a rare appearance in the display of championship cars, which also included Westbury's '63 and '64-winning Felday-Daimler (undergoing total restoration) and Ferguson P99 Grand Prix car, the latter like Lawson's tiny '68-winning BRM P67 on loan from Tom Wheatcroft's Donington Collection.

With MacDowel indisposed, Wardle was delighted to reacquaint himself with the phenomenally torquey 5-litre Repco V8 engine in the newly-restored Brabham BT36X, which carried Mike to back-to-back titles in 1973-'74. Fifteen years later, the Australian-developed engine also motivated Wardle's winning Pilbeam.

Apart from tireless competitors Marsh, Douglas-Osborn, Lane and Grace (who won the RAC round on which the Jubilee was built by Tony Fletcher and the MAC, organiser of Shelsley events since 1905), fellow champions Franklin and Cramer broke long layoffs from the hills, the latter driving a state-of-the-art Gould Ralt-DFR as brilliantly as ever.

Half a century on, the RAC British Hillclimb Championship continues to develop the sheer precision and driving skill which stood four of its champions – Wharton, Marsh, Owen and Westbury – in good stead when they went on to race in Grands Prix, while MacDowel did it all in reverse.

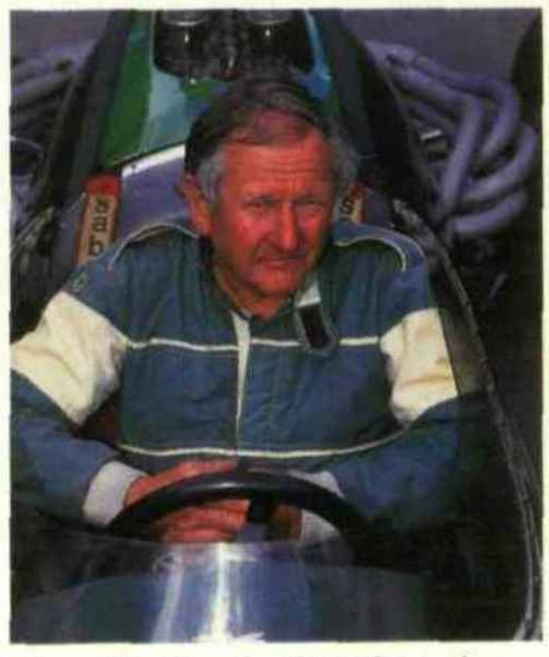
As the last bastion of traditional amateur motorsport, albeit an incredibly competitive one, racing uphill against the clock will always have a special following, especially at some of Britain's most scenic and historic courses. Here's to the RAC British Championship's next 50 years! **MP**

Jeff Bloxham



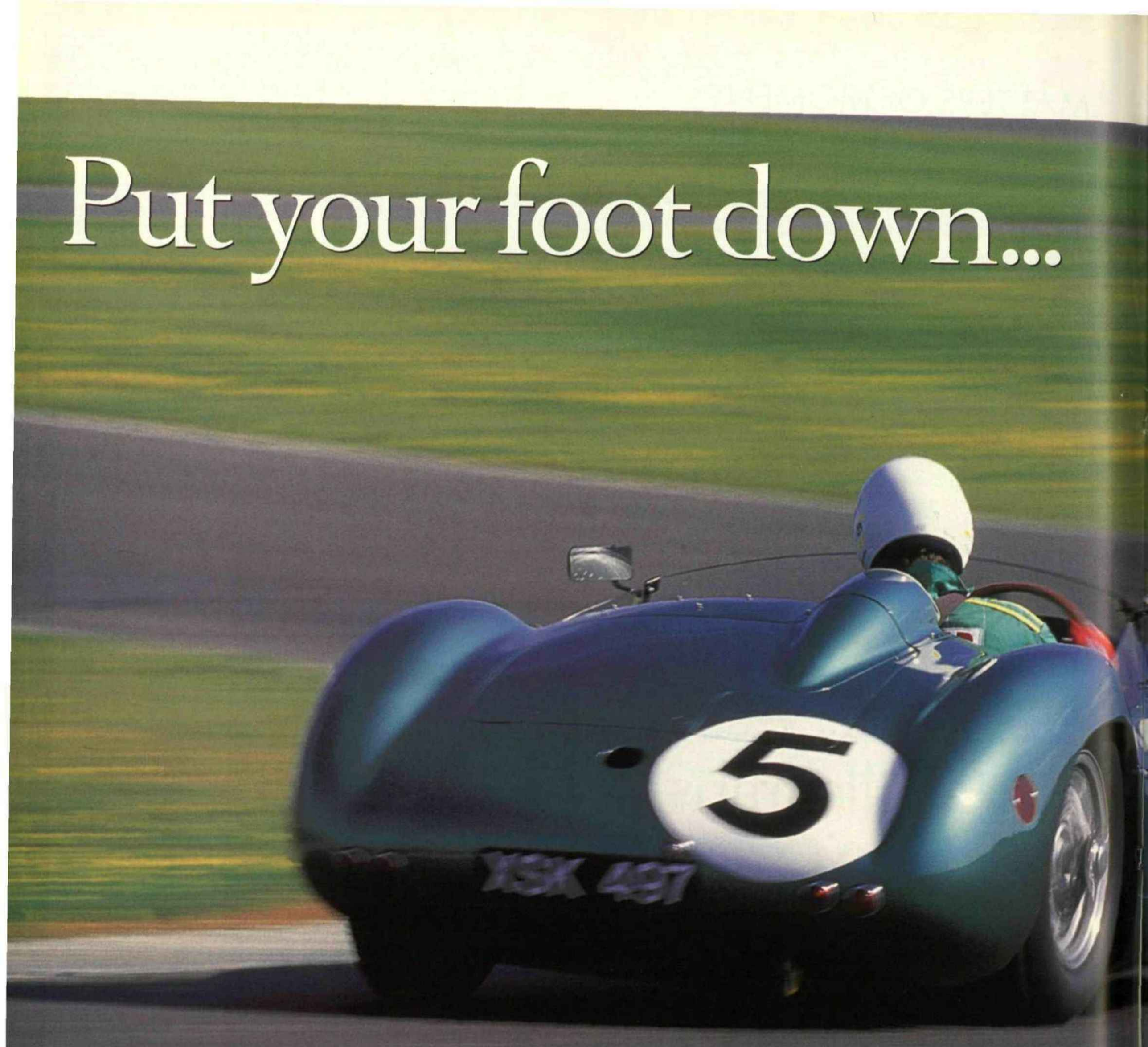
Seventeen of the nineteen living champions were united at Shelsley Walsh

Jeff Bloxham



Tony Marsh - six-time champion

Put your foot down...



The Le Mans winning Aston Martin DBR1/2, on the limit during a Motor Sport *test. Subscribe now and you'll read behind-the-wheel tests of cars of this calibre every month*



SPECIAL SUBSCRIPTION OFFER

...and save 15% on your subscription to

MOTOR SPORT

Subscribe to MOTOR SPORT now and you'll save yourself £5! You'll no longer need to make that trip to the newsagent, nor have to worry whether the magazine has sold out yet again. For just £28 we will deliver 12 issues of MOTOR SPORT straight to your front door. Simply fill out and return the coupon below (you don't even need a stamp) or call us directly on our MOTOR SPORT

SUBSCRIPTIONS HOTLINE 01483 733819

and quote ref. M87DP

☐ PLEASE START/RENEW MY 12 ISSUE SUBSCRIPTION TO MOTOR SPORT FOR JUST £28 (UK PRICE ONLY)

BLOCK CAPITALS PLEASE

NAME Mr/Mrs/Ms Surname .....

ADDRESS .....

.....

POSTCODE ..... TEL NO .....

Please tick/choose one option

☐ 1 I enclose a cheque for £28 payable to HAYMARKET MAGAZINES LTD

☐ 2 Please debit my credit card £28

VISA☐ ACCESS☐ AMEX☐ SWITCH☐ CONNECT☐ DELTA☐ CARD No

☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

VALID FROM ☐☐☐☐ EXPIRY DATE ☐☐☐☐ ISSUE No (switch only) ☐☐

SIGNATURE ..... DATE .....

Send this coupon (A photocopy is acceptable) with your payment details to:

MOTOR SPORT, FREEPOST TK1074, WOKING, SURREY GU21 1BR

Offer open to UK subscribers only. Overseas rates available on request please call +44 (0) 1483 733819.

Offer closes 31 August 1997. Your subscription will start with the next available issue.

☐ Please tick if you do not wish to receive further offers from selected companies. M87DP

NIGEL ROEBUCK



WHEN I WAS A KID, SOMEONE GAVE ME an EP – remember them? – of the BRM V16 on full noise. I once told Stirling Moss about it. "I'm surprised," he said, "that it ran long enough to fill an EP." It was a fair point.

To me, that is all the BRM V16 has ever been – a noise. And while, granted, its exhaust note is arresting, it doesn't approach the cultured eight-cylinder scream of an Alfa Romeo 158, the car at which it was vainly aimed. Shakespeare's line from Macbeth , "Full of sound and fury, signifying nothing," encapsulates British Racing Motors in the early fifties. To me, the BRM V16 has always seemed one of the silliest racing cars ever conceived. Power it had in plenty, perhaps as much as 600bhp at 12,000rpm, but it never gave it for very long, and, when it did, it gave it in such a way as to make the car virtually undriveable. Unlike the Roots-type blower used by Alfa Romeo, which peaked and then helpfully tailed off, the Rolls-Royce centrifugal supercharging used by BRM kept on coming.

For the wartime aero engines for which it had been developed, that was fine, for they ran at virtually constant speeds. For a racing car it was a rather different matter. The power increased as the revs did. Add in the primitive tyres of the time, and wheelspin was a way of life in the V16. The more the wheelspin, the higher the revs, the more the power, the more the wheelspin, the higher..., and so on.

"The V16 was a thoroughly nasty car," said Moss. "The brakes were OK, the acceleration was incredible – until you broke traction – but everything else I hated, particularly the steering and the driving position. Handling? I don't remember it having any..."

Some, though, were dewy-eyed about the car, and none more so than its father, Raymond Mays. Twenty years ago, not long before his death, we discussed the life and times of his company and it was clear that, above all the successes which later came BRM's way, the V16 remained uppermost in his affections.

It was launched shortly before Christmas in 1949. At the Folkingham Aerodrome, near Bourne, Mays briefly demonstrated the car, and its sound sent all present into rapture. Britain, Fleet Street asserted next day, had a world-beater on its hands.

In many ways, this was the high point of the V16's career. Before it finally disappeared from competition in 1955, no racing car promised more, nor delivered less. Mays, though, remembered it only with reverence. "The V16 was an awe-inspiring car to drive, particularly in the early days, when the power came in rather late, at about 9900 revs – with a bang!

"Before we went to Albi in '53, I drove Fangio's car at Folkingham Aerodrome and I had it up to 190mph on the 2000-yard runway. It was quite frightening, because you could re-spin the wheels at 9800 in fourth gear. I reached 11,800, with a high gear in..."

You couldn't but smile at Mays's rose-tinted memories, but it seemed never to cross his mind that a racing driver wouldn't actually want a car which could spin its wheels in fourth. When I mentioned Moss's distaste for the V16, Ray was airily dismissive: "Well, Stirling was not yet at his peak when he drove it. Without any doubt, the most impressive driver we ever had was Fangio." I asked why. "Oh, because he was the only man who didn't complain about the car. He said it was a monster, but he would master it. Fangio never blamed his car, and that's one of the reasons why he stands in a class by himself."

At the end of 1951, the Formula One for which the V16 had been built – 4.5-litres unsupercharged, 1.5-litres supercharged – was abandoned. By that time the BRMs had competed in precisely three Grands Prix, with a singular lack of success.

The V16 had made its debut at the Silverstone International Trophy the year before. Having missed practice – car unready – Raymond Sommer was nevertheless permitted to start. Down went the flag, whereupon the BRM lurched forward a few inches, then stopped, transmission broken.

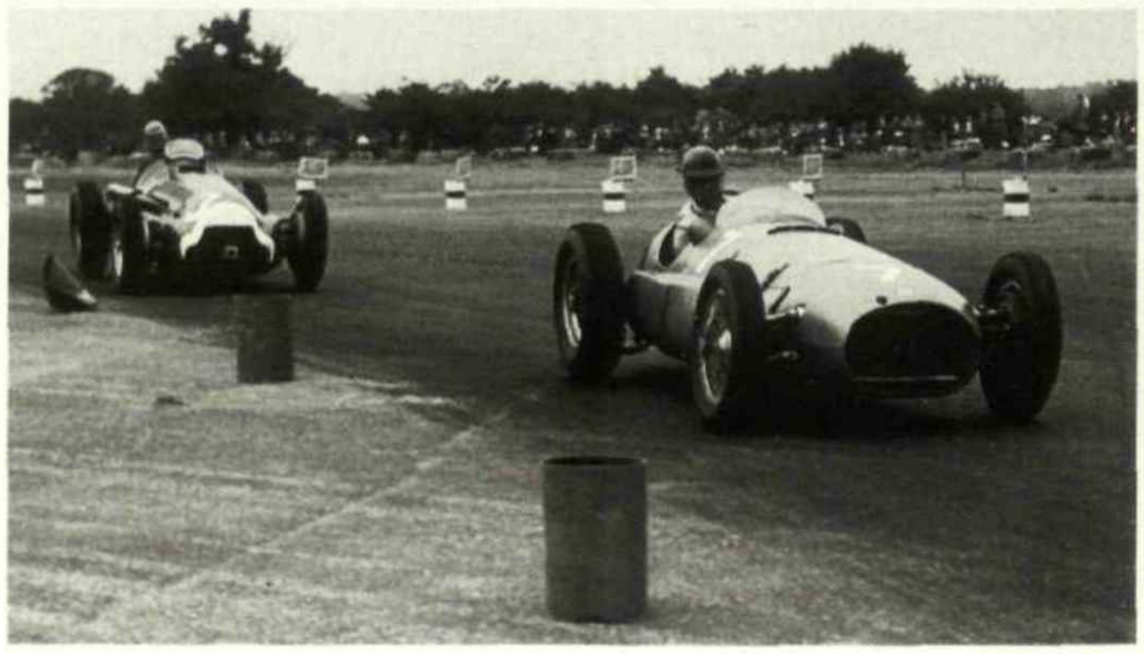
Mays found the crowd's response hurtful. "There was a BRM Supporters Club, and the members had put a lot of money in it. But when the car was pushed back into the paddock, some people very impolitely threw pennies in the seat. Really rather disgusting. If they'd only known what we'd gone through to get that car there..."

Well, yes, but then they had turned up in the hope of seeing the BRM at last show something. By 1952 it was eligible only for Formule Libre events and the very occasional race run for the old Formula 1. One such was at Albi, where Fangio and Gonzales dominated – until they retired. Victory went to journeyman racer Louis Rosier and his ancient Ferrari.

BRM returned there in 1953, with Ken Wharton backing up the two Argentines. The weekend was etched in Mays's mind. "It was two days before the Coronation, and we were determined to show how those cars could go. It meant the world to us...

"They virtually staged the race for us, you know, the Albi authorities. They were always friendly towards England, and they said they'd get Alfa Romeo to bring the 158s out of retirement, and persuade Ferrari to bring his 4.5-litre car. Here was our one chance of showing that we'd built a car capable of beating the cars in the formula for which it was intended." I don't believe Ray saw any irony in his own words.

"At the last moment Alfa decided not to come, which disappointed us, but we felt that if we could beat Ferrari, that would be good enough. Then the organising club said they had an awful blow for us: Ferrari would , after all, not be sending his car, for Alberto Ascari.



Peter Walker en route to 7th at '51 British GP despite exhaust-burnt ankles



Raymond Mays announces the first BRM at Folkingham airfield in December 1949. "A world-beater," said the press, perhaps a shade prematurely...

"I said, 'Well, this is absolutely dreadful. If we win against what's left, everyone will call it a hollow victory. For heaven's sake, *do* something!' They offered Ferrari more starting money – and he came like a flash..."

Towards the end of practice, Ascari beat Fangio's time, whereupon Juan Manuel went out again. "He knocked Ascari's time sideways, of course. Typically Fangio. And the whole grandstand got up and cheered. It was a very uplifting moment for me."

By the end of that lap, though, Fangio detected a misfire, and, as Mays admitted, "When you got a misfire on the V16, it could have been 1001 things...We worked through the night, and at 3.30am it was decided that I would test the car. At that time of the day – early dawn – there were horses and carts about, farmers coming out of gates, but on this long straight road I had the thing up to 180, and I scared myself stiff."

How wide was the road? I asked. "Narrow," said Mays. "Narrow."

Whatever the problem, it was now cured, and in the heat Fangio was unopposed, once Ascari had retired. Albi, over five miles in length, was an open road circuit, its back leg a t wo-mile, poplar-lined straight, both narrow and highly cambered. "Believe it or not, Fangio and Ascari overtook and re-overtook each other down there, at around 190mph!"

The final should have been a cake-walk for the V16s, but Fangio, leading, had a tyre failure, his car suffering consequent and irreparable hub damage, and Wharton had an enormous accident. "That was dreadful," Mays recalled. "He was lucky to get away with it, being thrown into a ditch, then seeing the car roll over three times, and land back on the circuit. Somehow he was almost unhurt." As for Gonzales, he finished second, after losing the lead when a rear tyre failed. The winner? Monsieur Rosier and his Ferrari, proceeding at a leisurely pace, as ever.

Mays clearly remembered Albi '53 as a day of redemption for the V16s, and they certainly gave a glimpse of what might have been. "It was the tyres, you see. In fairness to Dunlop, they'd never been able to test at the kind of speeds the cars were reaching." It didn't seem the moment to suggest that the V16's ludicrous 'power curve' might have had something to do with it, too. ■

The 60's style lives again

Compomotive's classic 'ML' wheel is manufactured entirely in-house, using primary heat treated aluminium for ultra strength, to exacting Motorsport Technical Specifications – the same process as our world championship winning 'MO' and 'TH' competition wheels. Backed by Compomotive's 25 years experience in motorsport the 'ML' wheel is available in all classic and modern vehicle fitments.

60's style – 90's technology





ML STYLE

Sizes available • 5.5 x 13 • 6 x 13 • 6 x 14 • 5.5 x 15 • 6 x 15 • 7 x 15 • 8 x 15

COMPOMOTIVE®
MOTORSPORT WHEELS

Components Automotive 73 Ltd., Wulfrun Trading Estate, Stafford Road, Wolverhampton WV10 6HG, United Kingdom
TEL: 44 (0) 1902 311499 FAX: 44 (0) 1902 715213

Available from: demon tweeks **Tel: 44 (0) 1978 664468**

Anne Hall

THE ONLY GRANDMOTHER TO HAVE BEATEN GRAHAM HILL IN A STRAIGHT FIGHT AROUND THE MONACO GP CIRCUIT

TWO YEARS AGO A BRITISH DRIVER WON AN HISTORIC rally in Holland, driving a Healey 3000. Not so unusual, perhaps; except that the driver in question is a petite white-haired grandmother who concedes only that the first digit of her age is a seven.

Between 1951 and 1964 Anne Hall became one of our most successful lady rally drivers. And we are not talking club events: her list takes in 13 Montes, 12 RACs, 11 Alpines, seven Tulips, four each of the gruelling Safari and Acropolis events, a roomful of Ladies' Cup and other awards and a joint European Ladies Rally Championship, in 1955. Having been a works driver for Jaguar, Sunbeam, Ford and BMC, she retired in back in 1964, but was tempted out again in 1987 to go historic rallying, and proved she had not lost a grain of competitive spirit. "I never go touring; I always drive to win," she says fiercely, in her light Yorkshire tones.

Choosing the Ford Anglia she was familiar with ("I knew I could drive it flat all the time, whereas I might have to back off in a faster car"), she was immediately back on the pace, placing 13th on her 'debut', winning the Ladies' Cup. In one of John Chatham's Big Healeys she beat all the other Healeys in the 1989 Viking Rally, and she has done four Classic Marathons; in 1992 she hurled her XK120 over the tortuous Stelvio Pass despite having broken a finger in a small 'off'. In 1993 she and Val Morley, her favourite co-driver in the Sixties, were leading the Paris-Marrakesh Marathon overall when their MGA broke a half-shaft. Two years ago she won a Dutch rally in an ex-works Healey lent by someone who was a fan in his youth, took second last year, and the only reason she didn't enter this time was because of a broken wrist.

Now she claims she has retired all over again. "I've done all my competition work now." Yet she marshals and commentates on historic rallies, and drove the course car at last year's HRCR MIRA Stages; her time would have placed her 17th.

This passion for cars goes right back to her childhood around the family garage in Huddersfield. Her father, in Paris to collect a Citroën sales award, demanded instead a miniature prototype sportscar he saw there, in which Anne began to drive at the age of four. By the age of 10, she could drive anything in the garage, and was expert in rapid reversing up and down the drive. Her 17th birthday present was a Wolseley Hornet, plus a driving test appointment that afternoon. Having shocked the examiner by her high-speed reverse, she thought she hadn't been fast enough, and repeated it even quicker. She still passed the test.



Anne Hall - "I never tour, I always drive to win".

Martin Holmes

Despite this indoctrination, it was only once Anne was married with three children that her father suggested she enter the 1951 RAC rally. At first Jaguar would not sell them an XK120 because the family was located too close to their works driver, Ian Appleyard, but after her father tackled 'Lofty' England he relented. The event was based on driving tests, which suited Anne perfectly: she won the Ladies Award and finished seventh overall, having watched Appleyard for clues.

She took the Ladies Cup again the next year, and soon Sheila Van Damme approached her to team up. They did 33 rallies together sharing driving, but since Anne refused to navigate, they took Françoise Clark, too. However, it was van Damme, owner of the notorious Windmill Theatre, who collected the publicity, insisting on starting and finishing every event. "Sheila was not all that quick," says Anne now. "We could often have finished much higher and I always said I wouldn't drive with her again, but I usually did. We were good friends really, and I learned a lot about competition."

When Sheila retired, both Sunbeam and Triumph wanted Anne's services, but instead she persuaded Ford to find her a Zephyr for the 1957 Tulip. Her 24th overall (and Ladies Cup) began an eight-year Ford stint, including third on the 1961 Safari and sixth on the '61 RAC in the Anglia she made her own. But in the 1964 Monte Carlo she excelled herself. She and Graham Hill were both driving Falcons for Ford America, and, as she had coached Hill when he rallied an Anglia, she asked him for help on the Monaco track section. He took her for a couple of 2am laps of the GP circuit, but the police stopped them before she took over, so her timed laps on the day were her first. "When I pulled up, there was Graham doing salaams to me, saying 'you beat me!'." She was 6.6sec quicker than Hill, third-fastest overall, and winner of the GT class.

Her time with Sunbeam was more frustrating, finishing only six out of 11 Alpine Rallies - "my jinx rally," she calls it - but she is proud of finishing that endurance classic, Liege-Rome-Liege, in a Healey with Nancy Mitchell. But it was Val Morley who was best on the maps. "A brilliant navigator, the best. We stayed together for ages." Unlike the lady navigator allocated to her during a Canadian event in the Falcon. "After 400yards of our first event, she started screaming. I couldn't stand the noise, so I reached over and pulled the recline lever; I drove the stage with her lying flat, still screaming." Anne herself was happy to remain an amateur: "I was never actually paid, I just got expenses. If I were driving today, I'd be rich. But there was such a fun atmosphere; we were all good friends. It was always 'see you on the Tulip'."

Today this relentlessly active lady runs a driving school in Huddersfield, having taught both her children and grandchildren to drive, and refuses still to slow down. "Oh, I never drive slowly," she says, sounding only slightly shameful as she recalls how she recently out-dragged two youths who jeered at the rally stickers on her Hyundai. A stalwart member of the exclusive Ecurie Cod Fillet, she is especially proud of a comment made when her rallying son, David, received an endurance award on the London to Mexico Rally, as she herself did on the Alpine : "Your mother never gave up either." **GC**



1992 Marathon: Hall on the Stelvio, ignoring a broken finger after an 'off'

Maurice Seldon

DON LAW

JAGUAR



If you are thinking "Who is Don Law?" then this selection of cars which we have recently prepared in our workshops should tell you all you need to know.

Tel:
Stoke on Trent
01782 413875
Fax:
01782 747063

TONY GARDINER 97

LETTERS FROM READERS

Write to... MOTOR SPORT, 60 Waldegrave Road, Teddington, Middx TW11 8LG, England

APPEAL FOR MODERNS, PARTS ONE...

SIR,

Having been an avid reader of your publication since 1984, I am devastated to find that you have chosen to ignore all current forms of motorsport.

It is all very well to concentrate on glorious days past but what you have effectively done is to strip younger readers of articles that will, in time, become motorsports legends. I appeal to you to use the title of MOTOR SPORT to enlighten *all* generations of motorsport enthusiasts and feel that your current editorial trend will ultimately lead to the decreased circulation and relegation of this great title to becoming a publication for historians

I AM, YOURS, ETC

BRIAN MOORE, CAPE TOWN, SOUTH AFRICA

... AND TWO

SIR,

I wish to concur wholeheartedly with the sentiments expressed by Mr Williams of Southampton in the June issue who has echoed my feelings precisely.

I also have been reading your publication for as long as I can remember and, having been resident in Nigeria for 30 years, I have used it to keep abreast of all the latest results which are sometimes very hard to come by in a country where it is not always possible to obtain copies of the British daily newspapers. As Mr Williams said I also have thoroughly enjoyed all the features you have published and neither will I consider cancelling my subscription but I would plead for at least a brief summary of what has been happening in the contemporary world.

Meantime I will continue to enjoy and I wish you every success with what has been a very brave change of course.

I AM, YOURS, ETC

CLIVE S STEWART, LAGOS, NIGERIA

(Thank-you for your kind thoughts, observations and constructive criticism. When we redirected MOTOR SPORT towards historic motor-racing we did think hard about coverage of current events for contemporary machinery. I sympathise particularly with people who, like you, live abroad and have relied upon the magazine for some time to keep them abreast of all areas of domestic motorsport.

Our problem is simply that a magazine such as this needs a very precise focus and the last thing any of us wants to produce is something that tries to do everything and, inevitably, ends up achieving very little. I am not saying that all contemporary motorsport has left the magazine for good, indeed we are actively considering ways in which some elements could be incorporated, but until I am convinced it serves the long-term prosperity of the title, I'm afraid we are going to stay away. **AF***)*

* * * *

ONE GOOD TURN

SIR,

WB's archive material from the first Goodwood meeting of 1948 picks on my having been the first idiot (later followed by many others) to overturn a car on that delightful circuit.

When the efficient Marshals had lifted the HRG off me, it wasn't a doctor who appeared to see what I'd done to myself, but a veterinary surgeon: Bill Boddy's and my friend, the late Holly Birkett.

How lucky I was not to have broken anything. When a racehorse breaks a leg in a fall, vets are expected to use their humane killer to shoot it without delay! That is one hazard to which drivers haven't been exposed, since Prof Sid Watkins took charge.

I AM, YOURS, ETC

JOE LOWREY, BUCKS

* * * *

ANOTHER CLASSIC

SIR,

The 1997 Norwich Union RAC Classic was without doubt the most enjoyable of the 12 so far organised by the RAC Motor Sports Association. Remarkably, only 39 of the 1,550 starters failed to reach the finish at Silverstone Circuit

I hope your readers will join us in thanking the hundreds of volunteer officials and marshals who worked so hard behind the scenes to make the event such a tremendous success.

We now bid a very fond farewell to our friends from Norwich Union, who have sponsored the event since its inception in 1986. We look forward to the 1998 RAC Classic, which takes place on Sunday 24 May, finishing at Silverstone.

I AM, YOURS, ETC

JOHN R QUENBY, CHIEF EXECUTIVE, RAC MSA

(We would like to add our congratulations to all those involved in making the last Norwich Union memorable for all the right reasons. **AF***)*

* * * *

A SATISFIED CUSTOMER

SIR,

Sir, I've been reading the Motor Sport for more years than I can remember. But, with 'hand on heart', can honestly say that Volume LXXIII no7 (July) is the finest yet. Fabulous stories and accounts from well-known drivers, plus the great cars – now and past greats. You, MOTOR SPORT, have put together this time a truly classic magazine.

Great.

I AM, YOURS, ETC

H WILLIAMS, CORNWALL

* * * *

BRIEF CHAPTER

SIR,

For the record, and contrary to the view expressed in the article on Brian Lister in the July issue, the Lister F2 *was* raced, at Goodwood in 1957. After just a few laps it retired, between Woodcote and the chicane, and I helped push it clear of the track. The reason for retirement was obvious – a liberal coating of oil covering most of the body. The driver was Archie Scott Brown. Jenks photographed it 'in situ' for his annual on single-seater racing cars and that, I suspect, closed that chapter of its life.

I AM, YOURS, ETC

GRAHAM BUTLER, BECKENHAM, KENT.

* * * *

ANTI-PRO

SIR,

I read with interest Rob Walker's letter regarding the Monaco Historique Grand Prix, and feel that, on this occasion, he has missed the point.

We dearly love to see the great heroes of the past and the exotic works machinery of yesteryear, and for which the many enthusiasts troop to Goodwood, Coys Silverstone and Monterey, but Monaco was to be something different.

All the great drivers have raced at Monaco in the past, but for the amateur historic racer, this was a once and for all opportunity to drive competitively around the streets of Monte Carlo. For those of us who had to break away from a full time job on a Thursday or Friday night, hitch up the trailer, cross the Channel and then drive some 15 hours across Europe for two 20-minute practice sessions and a 12-lap race in an historic Formula Junior, this was a dream come true. The 30 Formula Junior cars all driven by amateurs, with cars shipped at their own expense from as far away as USA and Cape Yown, provided a weekend of unforgettable experience.

It was of course great to see Stirling Moss and Susie there, plus other heroes of the past such as Ken Downing and Maria Theresa de Filipis, and modern greats such as David Coulthard, but for once this was intended to be the amateur's weekend – and we loved it.

I AM, YOURS, ETC

DUNCAN C P RABAGLIATI, WIMBLEDON, LONDON

* * * *

RAIN DANCE

SIR,

I have discovered the answer to the problem faced by those unfortunate countries who suffer frequent droughts. All they have to do is to organise a Festival of Speed. Guaranteed results!

Both my son and I loved every minute of it all and to hell with Sunday's soaking.

I AM, YOURS, ETC

DAVID F GEE, TYNE & WEAR

(Given that this was the first wet Festival in five attempts I think your suggestion might be slightly flawed, even if its sentiment is wholly laudable. **AF***)*

* * * *

WASHINGTON'S AXE

SIR,

The subhead to June's story on the 3-litre team Bentley describes it as "the only intact survivor" of the 1927 Le Mans crash. Then as we read on ➤

Blackhawk Expositions

"The alternative way of buying or selling an important classic car"

Pebble Beach '97

Classic Car Exposition

SPONSORED BY CHRYSLER CORPORATION



Included in the selection of cars will be this ...

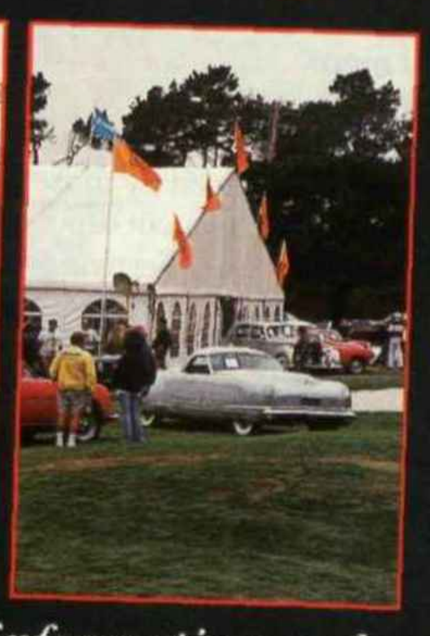
1931 Bentley 8-Litre Mulliner Sport Sedan

AUGUST 13 - 17, 1997

Peter Hay Golf Course at The Lodge
Pebble Beach, California

Consignments are being accepted.





SPONSORED IN PART BY:

Robb Report
MAGAZINE FOR THE AFFLUENT LIFESTYLE

Meguiar's since 1901

The Franklin Mint

HAGERTY
Classic Automobile Insurance

CLASSIC & SPORTS CAR





For further event information and current listing of the cars to be offered, please contact:

Blackhawk Collection
1092 Eagles Nest Place, Danville, California 94506
Telephone: (510) 736-3444 Facsimile: (510) 736-4375

NEXT EXPOSITION WILL BE AT HERSHEY, PA - OCTOBER 8TH - 11TH

LETTERS FROM READERS

Write to... MOTOR SPORT, 60 Waldegrave Road, Teddington, Middx TW11 8LG, England

we discover that firstly, the chassis was replaced in 1928 then the gearbox and front axle in 1932, and finally it seems the engine is from "an earlier 3-litre".

"Intact survivor" indeed.

I AM, YOURS, ETC

MARK KEITH BENENSON, NEW YORK, USA

(It all depends on how you interpret 'intact.' If its meaning is applied literally, then any car which has had so much as a tyre changed in its life fails to meet the definition. In this case, I chose to describe it so because almost all of the car that you can see is original and, therefore, I believe its essential identity to be unarguable. **AF***)*

* * * *

LATE-BRAKING NEWS

SIR,

With reference to the Bentley 3-litre in the article "Works Experience" in your June issue, the statement that YF2503's brakes "are barely adequate" calls for comment.

The featured marque at Laguna Seca in 1979 – and at Pebble Beach as well that year in as much as the organisers included a Class W O – was the vintage Bentley. A sister car of YF2503, MH7580 (shown coincidentally on page 138 of this same issue) was owned at this time by Don Weber, a Texan in Corpus Christi. As well as MH7580, Don owned some oil wells, while his friend Ed Swearingen was busy with the Metroliner that is still in use by feeder lines world-wide. I was working out of Detroit for Pierre Cibié, trying to save him from the feds at NHTSA over some doubtful practice in lighting (importing legal motorcycle halogens for illegal use on cars). Don decided that the three of us should drive MH7580 from Corpus Christi to Monterey and Laguna Seca, which we did.

Now, it is well known that the coefficient of friction between a rolling tyre and the road peaks fairly sharply around 20% slip, at which point the slope reverses, thus explaining why wheels suddenly lock up if the driver is inattentive. Don had spent a small fortune on MH7580's brakes, especially the Perrot shaft geometry. This was completely re-engineered to drawing, i e to original.

It was my good fortune to do a trick at the wheel on old Highway One in California, a dodgy stretch of road where it skirts Vandenberg Air Force Base. It was readily apparent that MH7580 could be set up on the point of maximum coefficient without locking either axle, and do this repeatedly. During the entire visit to California, motoring in all traffic conditions at the going rate of knots was undertaken with complete confidence.

In retrospect, dear old 'MH' had the finest brakes of any vintage Bentley I have driven, easily rising to any traffic demand made upon them. If someone says that a Bentley's brakes are barely adequate, it means merely that they are not to drawing and thus not providing the braking performance that WO had in mind in the first place.

I AM, YOURS, ETC

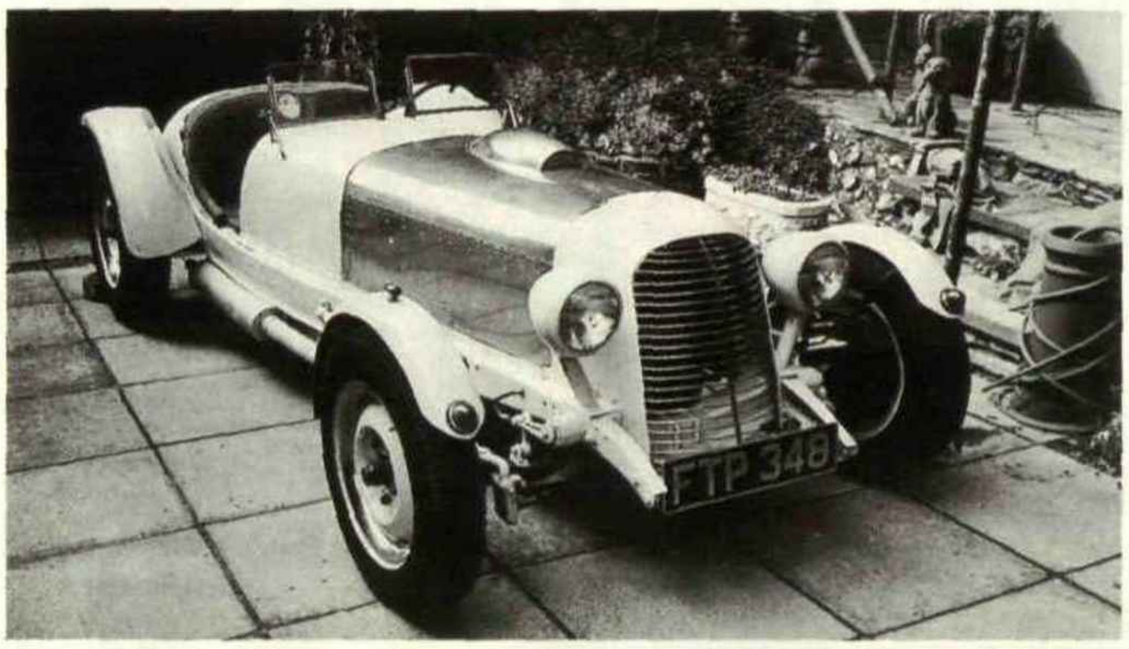
HUGH YOUNG, CHAIRMAN, W O BENTLEY SOCIETY

* * * *

HOT-ROD HISTORY

Sir,

I was delighted to read *From Our Archives* in the July issue, featuring my late father's hot-rod. Following a drive across America in a Brooklands Riley, he worked at International Motors of Los Angeles (the specialist European car dealer in Southern California) where he became actively involved in the local hot-rod scene, achieving successes in various events, both sprinting and hill-climbing. He had a speeding ticket from a judge with a sense of humour: "Any speed of 80mph for anything except an airplane is $50!"



The hot-rod encountered by WB as it is today, still with the same family

Returning to England, he was urged by his American friends to take MOTOR SPORT's WB for a run to show the potential of the latest Californian hot-rods – hence the article. He drove the car in events until the early '60s, when it was laid up, being far from the ideal family runabout.

You may be interested to know that the car proudly remains in the family, and I enclose a picture of the car taken recently.

I AM, YOURS, ETC

STEPHEN PAYNE, OLD PORTSMOUTH, HANTS

* * * *

AUTO-UNION ERROR

SIR,

Just for the record, Chris Nixon has a couple of errors in his works about the C-Type Auto Union – I suspect the most obvious has already come home to roost from a host of angry Latvians! Riga is in Latvia and believe you me they are very sensitive about their national identity, post-USSR!

I spoke with Mr Edvins Liepins, the Director of the Riga Motor Museum, in July 1995, when he told me that the C-type did belong to the Museum, although previously 'privately' owned. Once stored in pieces in various places, it had been re-assembled in Riga and was on display as a non-runner for more than ten years. At the end of 1994 it went back to Ingoldstadt for 'restoration'. At that time Mr Liepins was expecting the car back in Riga by spring 1997. It would now appear that the Museum had an offer it couldn't refuse.

I AM, YOURS, ETC

TONY HAYES, BRUSSELS. BELGIUM

* * * *

BRILLIANT BASILDON

SIR,

I wasn't going to go to the Retro '97 event in Basildon. I already had an engagement and, after Goodwood there was little indeed, I thought, that a parade through the streets of an Essex new town could offer by comparison.

How wrong I was! Engagement cancelled and faced with nothing else to do, I wandered off to Basildon in a sulk to encounter the most charming motoring event on the calendar. Unlike Goodwood, which has become increasingly corporate, it had a truly friendly atmosphere, where your heroes walked around with grins on their faces, not, I felt, because they had been paid to. The cars were incredible and all the more remarkable for the incongruous setting in which they were found. Man of the day was the chap driving the Simtek F1 car. Modern GP cars are not exactly easy to drive on purpose-built circuits, so what it must have been like in Basildon I can scarcely imagine.

I am sure all readers of MOTOR SPORT who attended this curiously wonderful event would want to join me in congratulating its organisers.

I AM, YOURS, ETC

B.F POM-BREWER, KENSINGTON, LONDON

(And so say all of us... **AF***)*

* * * *

IT'S MARANELLO, NOT MICHAEL

Sir,

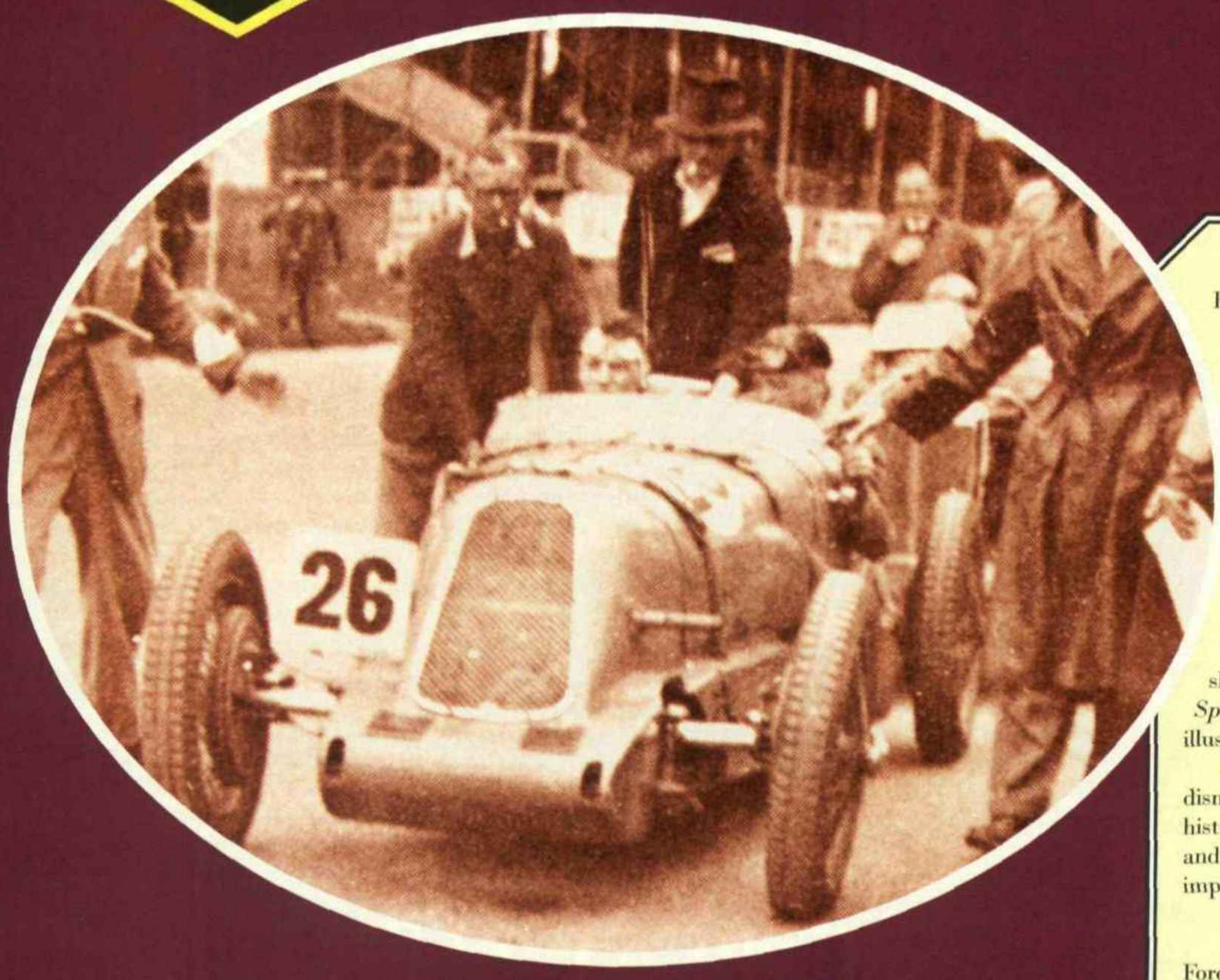
I was appalled, once more, at all the sycophantic adulation laid at the door of Michael Schumacher on the occasion of his victory in the French Grand Prix. Don't misunderstand me, I consider Herr Schumacher to be quite the best driver since Senna but when will we twig that it is Ferrari, every bit as much as its star driver, that deserves these plaudits? Witness if you will Irvine's four podiums from six races completed. Eddie is a fine number two but I don't think even he would say such results come courtesy of anything other than a fine car.

So come on, F1 reporters and commentators; you've been knocking Ferrari for decades, is it not now time for a little credit where it's long overdue?

I AM, YOURS, ETC

GIUSEPPE VERDI, SASSUOLO, ITALY

H&H CLASSIC AUCTIONS



IMPORTANT HISTORIC RACING CARS

24TH SEPTEMBER 1997

PAVILION GARDENS, BUXTON, DERBYSHIRE.

ALTA No14 - GX2281

Raced at Le Mans and Ards TT in 1930. The third production Alta, and the only complete and original 1100cc Alta sports two-seater left. One of only 12 made, believed the only 1100cc engine still fitted with its original skew-gear cam-drive. Supplied with magnesium alloy crankcase and sump, aluminium rods and four-speed crash gearbox for Le Mans; raced there by Ludovic Ford (retired) and in the TT (crashed into the butcher's shop in Comber!). Mentioned in *Motor Sport*, *Autosport*, *Autocar* and *Motor;* illustrated in Ulster VCC's 'The Ards TT'

Engine and 'box currently dismantled and partly prepared for historic racing; all parts present, listed and labelled for completion. Rare and important car with racing provenance.

TVR JOMAR

Fore-runner to the Grantura. One of six prototypes made in 1957/8 with the Coventry Climax FWA 1098cc engine. Twin-choke Webers give 72bhp at 6200rpm. Supplied new in December 1958 to Peter Jones, who kept it for 32 years. Frequently raced in early years (timed at Silverstone in 1960 at 130mph). Not used after 1961. Sold in 1990 to present owner.

Body-off restoration. Original engine, all running gear rebuilt. Car is complete apart from interior trim, needs finishing. Mileage of 20,000 believed genuine.

1939 SOLAR MIDGET RACER

VSCC blue form as seen Goodwood festival of Speed 1996

For entry forms, catalogues or simply more information please call either Mark Hamilton or Simon Hope on 0161 747 0561, or fax us on 0161 747 2839 and join the growing number of enthusiasts enjoying the H&H difference.

MOTOR SPORT

NEXT MONTH

ON SALE AUGUST 15

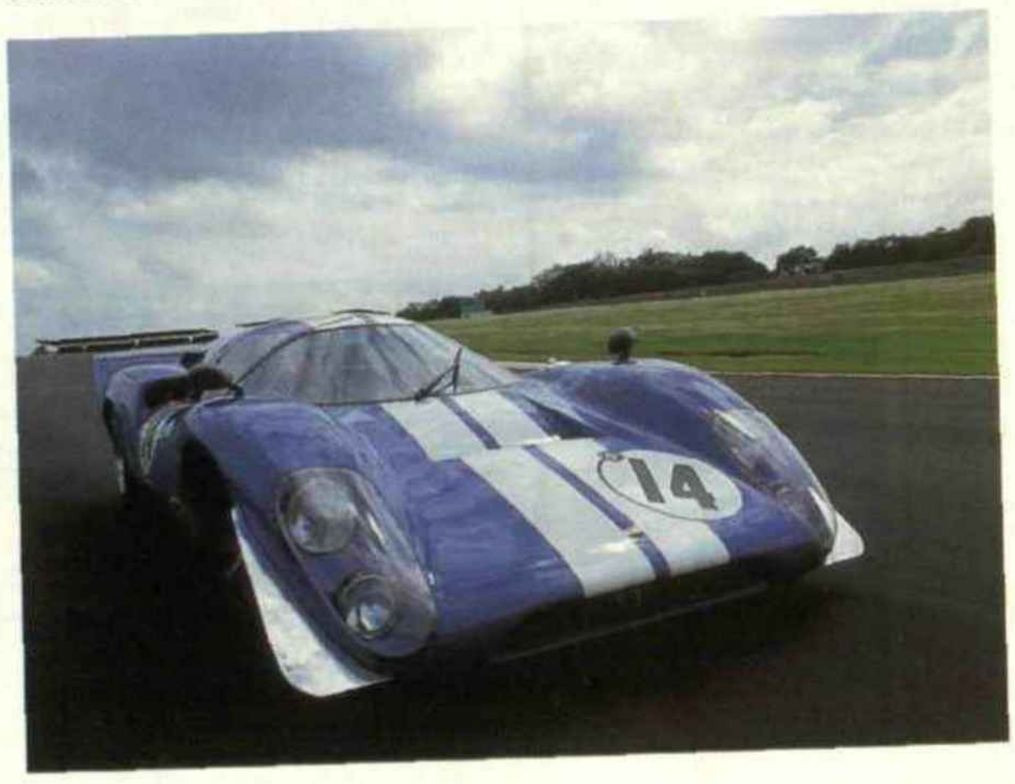
THE WORLD'S GREATEST RACING CAR...

The stars vote for the best racer of all time

LANCIA'S FINEST WORKS RALLY CARS
Flat out on gravel and tarmac in the Fulvia, Stratos, 037, S4 and Integrale



LOLA T70
Andrew Frankel climbs aboard and discovers that heaven comes with a large Chevrolet engine



Plus: Gunnar Nilsson remembered; Ford's Puma pounces on Croft; BRDC 70th anniversary

All contents are subject to change

Super Resin Polish

Widely acclaimed, this is the ultimate easy to use combined polish and sealant for all vehicle paintwork types and finishes, including metallics and clearcoats.



Extra Gloss Protection

Super tough **sealant only.** Without cleaning action. Provides extra protection and durability for already clean paintwork of all types, or after use of Super Resin Polish.



Aqua Dry

A unique structure which actually out performs natural chamois. Super absorbent, faster to use, longer lasting and cheaper!





Perfect Polishing Cloth

Specially developed 100% cotton light-weight material, free of synthetic fibres, with exactly the right degree of weave density for polishing fine surfaces.

Bodywork Shampoo Conditioner

Removes traffic film without harm to polished paintwork, forming a glossy water repellent barrier which protects and beautifies.



AUTO GLYM®

Where to get it...

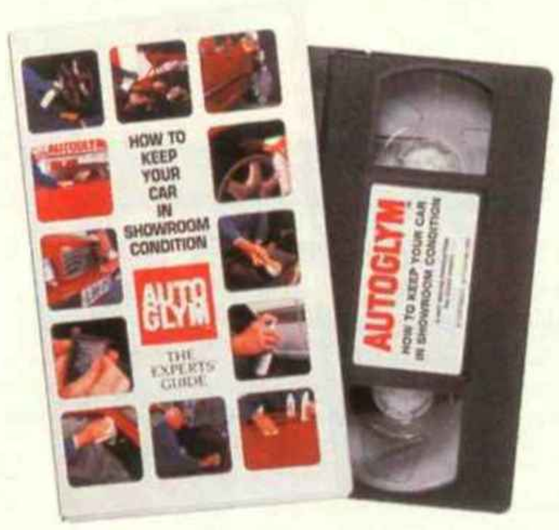
The Autoglym systemised car valeting range is respected by enthusiasts and professionals alike. That is why motor manufacturers such as Aston Martin, Jaguar, Lotus, McLaren, Rolls Royce and Mercedes Benz UK use Autoglym extensively for vehicle preparation and display.

Finding all the products you need has not always been easy, however.

Which is why we have introduced a new service to help you find the products you are looking for in your area If you encounter difficulty finding the products you want, just phone the *Freefone number below.* Be ready to give us your postcode and we'll give you the name, address and telephone number of your

NEAREST 5 STAR STOCKIST

who usually carries the widest Autoglym range.



How to Maintain your Car in Showroom Condition

The definitive guide to home car valeting. Running to 30 minutes this video demonstrates Autoglym products being used in a 12 step valeting sequence. Packed with useful tips, this video explains how to get the best results from the best products. £6.99

Phone anytime between 9am and 5pm, Monday to Friday and one of our operators will be ready to help.

Call Freefone 0800 515779



Bumper Care

Simple to use gel removes polish stains and grime from all unpainted exterior plastic and rubber, restoring original colour.

Car Interior Shampoo

Easy to use Spray-and-Wipe formula removes stains and grime from synthetic fabric seats, carpets and all plastics.





Fast Glass

For rapid cleaning, removal of insects and bird droppings from glass, acrylics, perspex and paint-work. Ideal travel companion.

Clean Wheels

Super effective cleaner rapidly dissolves brake dust, salt, grease and various forms of corrosion from alloy, steel and chrome wheels.



Leather Care Cream

Contains natural oils to gently clean and moisturise smooth finish leather for protection against stiffening and cracking.

Metal Polish

Imparts a brilliant long lasting finish on all types of polished metal, including chromium, stainless steel, copper, brass, aluminium and alloys.





Clean Machine

State-of-the-art biodegradable, anti-corrosive, water based degreaser cleaner for engines and wheels & machinery. Spray on, brush and water rinse clean.

Vinyl & Rubber Care

Gently cleans all interior and exterior plastics, vinyl and rubber, leaving a beautiful protective sheen to enhance appearance.



Car Glass Polish

Quickly removes traffic film, oil, grease and tar to leave a crystal clear smear free finish.





Intensive Tar Remover

Instantly dissolves tar on paintwork, plastics and synthetic fabrics. May be wiped or washed off.



Instant Tyre Dressing

Spray onto wet or dry tyres for an instant natural sheen when dry.

Vol L No 10 October 1974

Matters of Moment

■ BELT-UP!

As soon as the Election is over the busy-bodies will resume the campaign for compulsory seat belts. After all, the Civil Service treats drivers and motor-vehicle owners much the same whatever Government is in power. We wish they would all belt-up – the AA, Lord Montagu, the DOE, many so-called motoring journalists and the rest who are advocating compulsory wearing of seat belts. Let us make it clear that MOTOR SPORT is *not* dissuading anyone from putting on a safety-harness, if he or she wishes to wear one. But we are dead against compulsion. It may or may not be simple common sense to use seat belts in everyday, ordinary motoring. It is still a matter of opinion, a very open one. The editor, who dislikes being strapped to anything, even a motor car, is a non-belt man, but his wife wears a seat belt, whether in a Fiat 126 or BMW, while motoring with him. Whether or not one belts-up, it should be left to personal choice.

Those, like the writer, who have been thrown from an overturning car (an Allard, in a pre-war speed hill-climb), the cockpit of which was crushed, and who have seen cars catch fire, have sound reasons for being against compulsion. Others feel vulnerable unless they belt-up. Compulsion is wrong – your life is your own and how you safeguard it should be your affair. You can lead a horse to water but you can't make it drink! Compulsion seldom brings happy results. We have been compelled to fit seat belts to our modern cars. Motorcyclists are compelled to wear crash hats. If we permit more compulsion, motorcyclists may found themselves banned, on the grounds that riders gain no safety from being strapped to two-wheelers. We could find speed limits forever unrescinded, in spite of ever safer cars and better, very expensive roads.

Are the police soon to be busy checking for unbuckled belts? If so, endorsements for forgetfulness, or for deliberately ignoring a fresh compulsion, will cause further resentment between police and motorists and will further overload the Courts. It might be said that those who don't belt-up are either drivers well able to look after themselves or are so foolish they are unlikely to remember the clunk-click thing, anyway. So why the press for unwelcome compulsion?

If we go on like this, fussing about whether it is better to be flung through a laminated or a toughened screen, we had better give up motoring and risky sports altogether, indeed anything that involves the smallest possible chance of accidents – safety belts, crash hats, more speed limits, more Armco from the do-gooders and, of course, the over-60s must be compelled to put on water wings in the bath, in case of involuntary drowning.

We shall now be bombarded with arguments about the cost of crashes to the Health Service, to which most of us contribute, whether we wish to or not. This is no reason for inflicting compulsion on the community. Anyway, the service may not be there when it is most wanted, if the modern Florence Nightingales have their way, striking for more pay; once lost, never regained. So – by all means put on your seat belts but – NO COMPULSION.

■ THE ELECTION

It seen that we are soon to have another General Election inflicted on us by Harold Wilson. It is not for a motor journal to predict whether this will result in a continuation of Socialism in Britain, a return to Conservative rule, or whether, whatever the outcome, the Communist-influenced Trade Unions will eventually take control.

The political scene is now so complicated that many voters would see a motorists' charter as the most important aspect of an Election. They would back the party that promises to reduce the iniquities inflicted on drivers, by the Laws and Courts procedure, to ban the costly business of Big Brother in a helicopter (which we hope doesn't itself break any low-flying regulations) searching for motoring offenders, use the triple-endorsement punishment only for serious offences and stop this silly use of expensive radar equipment for apprehending those who go a few mph over the equally absurd 70-limit on our million-pounds-a-mile fine, new motorways.

Let us not overlook the fact that Germany is the only country which has no speed limit on its autobahns leading to dangerous traffic-bunching and frustration, and that this came about because of a strong Parliamentary motoring lobby. And that a healthy Motor Industry offers full employment to a great many people. **WB**



Sidney Allard hillclimbing the car from which WB was thrown,* sans *belts

SEAT BELTS

SIR,

After reading two letters in your September issue about seat belts I felt encouraged to write in support about this sensitive subject.

The value of seat belts cannot be denied but I certainly think that the publicity given to these devices has taken the subject completely out of proportion. Such statements as "If I had worn my seat belt this would not have happened to me" are totally misleading. Once could certainly say that it *might* not have happened but the only way of avoiding injury completely is to avoid the accident. Let us wonder how far the belt will go:

1. It can only assist when both fitted and worn properly.
2. It can only assist occupants of the vehicle.
3. It can only be applied to certain vehicles to be of value (ie motorcycles cannot be adapted.)

This difference between avoiding the accident and avoiding the injury is highlighted by looking at commercial vehicles and cars. Commercial vehicle safety has concentrated on raising design and performance standards and controlling the operation of such vehicles in the form of operator and drivers' licences. The whole accent is on avoiding the accident which I suggest is a far more worthwhile pursuit. The emotional element in the passenger car world has gone the other way by accepting the accident situation and trying to avoid injury. Introduction of collapsible steering columns, seat belts, collapsible frames and so on, none of which help the poor old pedestrian. They completely ignore spurious swing-axle suspensions, low geared wheel twiddling systems, and a terribly low driving standard and virtually no owner appreciation of the vehicle.

On the question of compulsion for the wearing of seat belts I do feel we sometimes lose sight of the reality of life. Frankly, statistics can be made to prove anything as we all know, and I am certainly sceptical about those produced for the seat belt case. If we are to accept 70% of all injuries are saved by wearing belts, and then argue that making the wearing of them a legal requirement is a must, I have a further even more powerful suggestion. Accepting the accident saves 100% of *all* injury, so let's make accident avoidance a legal requirement as the end result is much better.

The latter suggestion must be a ridiculous piece of logic, just as the former one is, so please, let us get everything in perspective and avoid emotion.

W. I. MAHANY,
HARPENDEN



1958 GOODWOOD TOURIST TROPHY, DUNCAN HAMILTON DRIVING JAGUAR D-TYPE XKD 601



DUNCAN HAMILTON
& CO., LTD.

Founded in 1948 by the late Duncan Hamilton, Formula One driver and 1953 Le Mans winner, the Company now under the guidance of his son, Adrian Hamilton, has become established as a market leader in the sales and brokerage of thoroughbred post-war historic competition cars

Acknowledged world-wide for its expertise and international contacts within this rarified and valuable market sector, Duncan Hamilton Ltd has found new owners for more than 60 historic Grand Prix cars alone, and has handled some of the world's finest and most significant sports-racing cars ever sold.

Duncan Hamilton Ltd's specialist knowledge, intimate everyday involvement with the market and its wide range of skills, reflect a lifetime association with the high performance motoring and historic motor racing scene.

From its attractive and discreet premises in rural Hampshire, only 40 miles from central London, the Company provides a highly experienced and all-embracing service, from confidential enquiries and acquisitions on behalf of prominent collectors to professional market advice.

High security storage facilities are also available together with a delivery and collection service with our own fully enclosed transporter.

Some cars recently handled by Duncan Hamilton Ltd include: Ford GT40 Road Car *(Ch no:1045)*, Ferrari 250LM *(Ch no:6217)*, Porsche 917 Gulf Car *(Ch no:017)*, Mercedes Benz W196 GP Car *(Ch no:0006)*, Ferrari 512M *(Ch no:1030)*, Williams FW07 GP Car *(Ch no:16)*, Maserati 250F GP Car *(Ch no:2524)*, Jaguar C-Type Lightweight *(Ch no: XKC 053)*, McLaren M23 GP Car *(Ch no:M23/8)*, Ferrari 246 F1 Dino GP Car *(Ch no:0003)*, Aston Martin DBR2 *(Ch no:02)*, Jaguar XJR-6 *(Ch no:286)*, Ferrari 375 Plus *(Ch no:0392AM)*, Lotus 49 GP Car *(Ch no:49B/R11)*

The above will give you an indication of several of the prominent Historic Cars Duncan Hamilton Ltd have enjoyed marketing.
Adrian Hamilton looks forward to receiving your enquiries.

P.O. Box 222, Hook, Nr Basingstoke,
Hampshire RG27 9YZ, England,
Tel: 01256 765000, Fax: 01265 766000,
Internet: http://www.racecar.co.uk/hamilton



SIXTEEN RACES, 128 LAPS, OVER 500 CARS, 65,000 spectators and a £3million Ferrari auction all add up to make three action-packed days at the Coys International Historic Festival at Silverstone on July 25-27.

In 1997, this burgeoning historic racing festival is celebrating 50 years of the world's leading motoring marque, Ferrari. And with over 500 of Maranello's finest machinery set to attend and at least 100 of those making it onto the track, Silverstone in mid-summer is the only place to be to savour the sight and sound of some truly exotic machinery.

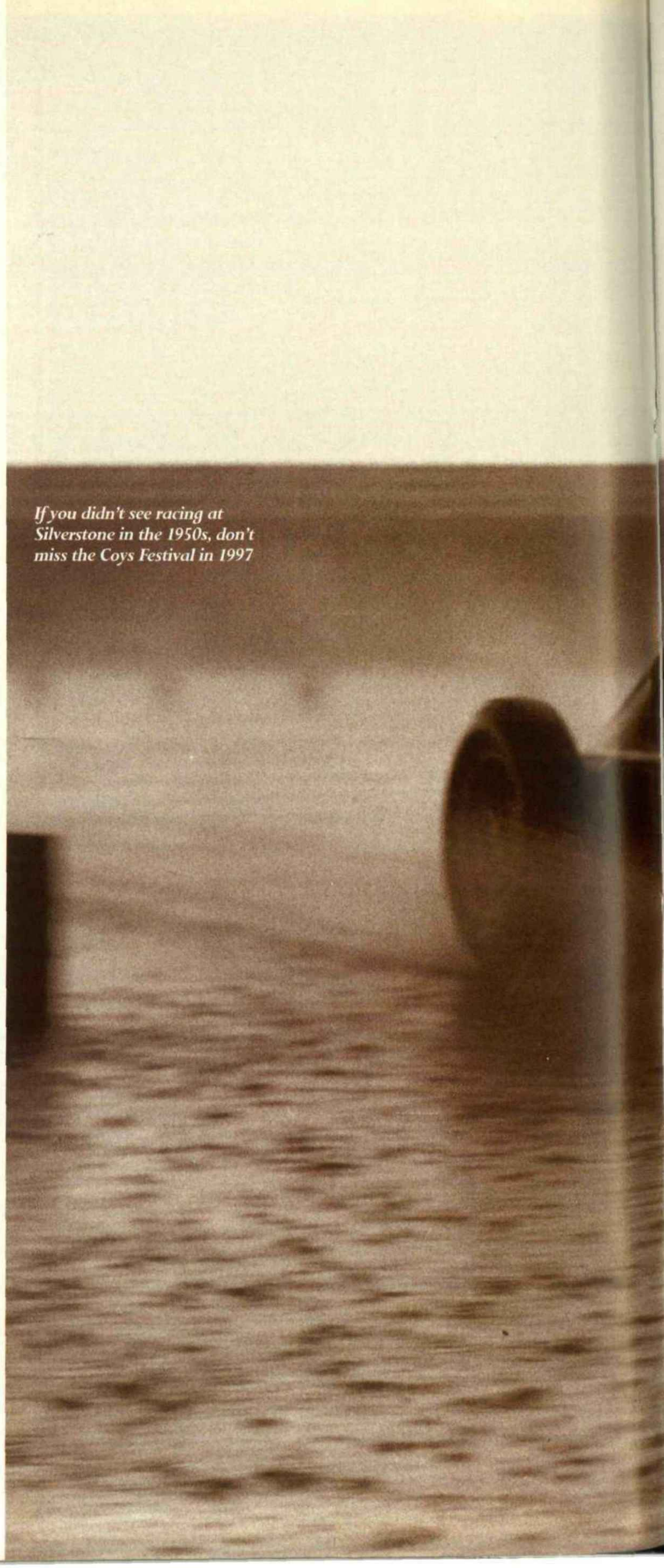
Some of the greatest names in racing history will return to the track, some in the cars in which they thrilled the crowds over the decades. Stirling Moss, Froilan Gonzalez, Phil Hill, John Surtees, Jody Scheckter, Chris Amon and many others will be in action in races ranging from a Pre-War Sports Car Race to the Maranello Ferrari Challenge. An extraordinary Ferrari GT race is due to take place on the Sunday, when over 30 of the marque's classic racers will take to the track together.



Over the following pages, you can read our exclusive track test of the Ferrari 555 Super Squalo, which, for the first time in over 40 years, is set to return to battle with 1950s rivals like Maserati in the Pre-1960 Grand Prix race. But there is much more to the Coys Festival than the Ferrari spectacular and this year's entry list promises rare cars from nearly every decade of motorsport.



Pre-war record-breaking Talbots, Aston Martin Le Mans racers, a Nuvolari Alfa, an ex-Malcolm Campbell Mercedes 38/250, Villeneuve's 312T3 Ferrari in which he took his first GP win – the list goes on and on. In the coming issues we will bring you a closer look at many of the machines you see on the track over the Festival weekend, but if you want to know just why people say that racing's not like it used to be, make sure you don't miss the Coys International Historic Festival.



If you didn't see racing at Silverstone in the 1950s, don't miss the Coys Festival in 1997

SILVERSTONE DREAM MACHINES

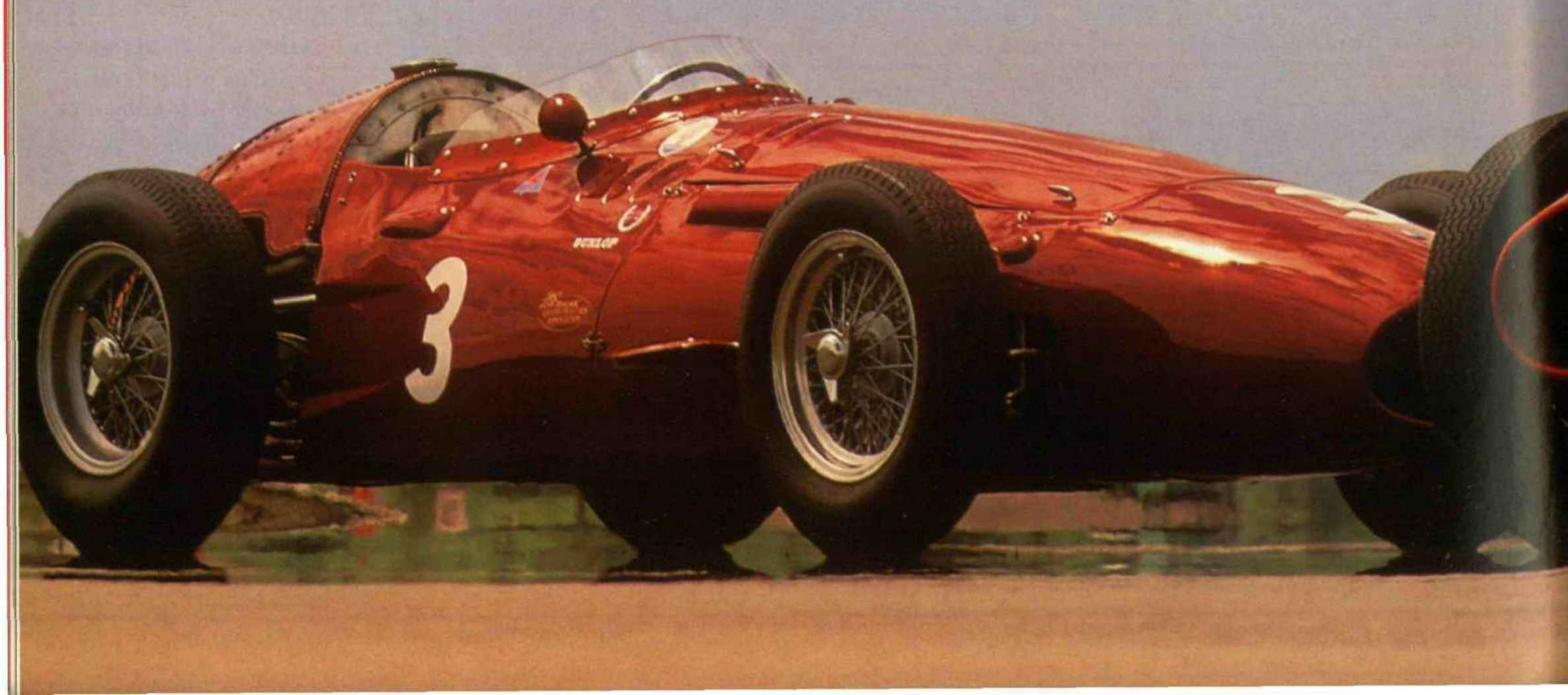
THE WORLD'S GREATEST RACING CARS CONVERGE ON SILVERSTONE FOR THE COYS INTERNATIONAL HISTORIC FESTIVAL. MAKE SURE YOU DON'T MISS IT



The Shark

FERRARI'S 555 RACER WAS CHRISTENED 'THE SHARK', BUT IN THE 1950s IT WAS MORE MINNOW THAN MAN-EATER. NOW, FORTY YEARS ON, WILLIE GREEN TAKES ON MASERATI'S FABLED 250F AND FINDS THE SUPER SQUALO FIGHTING BACK

photography by Andrew Yeadon



bites back

Italy, 1953.

Ferrari designer Aurelio Lampredi wheels out Maranello's answer to Mercedes' W196. Sleek and low, with curvaceous side-tanks, the 553 Squalo looks like a mean rival to the silver cars. Within 18 months it will be forgotten.

In one of his rare interviews with the press, Enzo Ferrari was once asked what he considered to be his most successful car. In typical fashion he replied: "I can't lay my finger on the most successful car in an absolute sense, because as soon as the latest product lets out its first infant sounds, I always feel the dissatisfaction of the engineer. It has to be that way. The most successful Ferrari is the one which has still to be built."

At the end of 1953, Ferrari must have felt that dissatisfaction more strongly than ever before, for two years of world championship domination were about to be swapped for a sustained period in the wilderness. Mercedes-Benz was due to unleash its unstoppable W196, and the Scuderia's riposte was a mixed bag of racers – none capable of holding off the German challenge.

For that difficult '54 season, Lampredi had set to work on an unusual new car that he hoped would bring the team the kind of success it had enjoyed with Alberto Ascari during Grand Prix racing's Formula Two period. With the 2-litre, four-cylinder Type 500, the brilliant Italian had dominated two world championships, and for 1954 – the advent of the new 2.5-litre formula – Lampredi hoped to keep that run going with the innovative looking Squalo – the 'Shark'.

LAT



The 555 Super Squalo was not the evil handling beast that Green expected

In its early F2 guise, the car developed 190bhp from its 2-litre four-cylinder engine. With the extra 500cc allowed under the '54 rules, that figure rose to over 250bhp – the first unblown Ferrari engine to develop in excess of 100bhp per litre. The new Squalo raced in conjunction with another Maranello chassis, the Type 625 – itself a direct evolution of Ascari's 500 – yet despite the obvious strengths of Lampredi's engine, the car enjoyed only limited success. Never as forgiving a racer as the 625 and certainly no match for its rivals, the drivers pointed accusingly at the short wheelbase and low slung, side-mounted fuel tanks, which gave the car its unusual head-on appearance, and complained of instability and handling problems.

Mike Hawthorn drove the 553 Squalo to a lone victory at the end-of-season Spanish Grand Prix, but for 1955 Ferrari modified its unresponsive chassis to become the 555 Super Squalo, with a yet lower profile, increased compression ratio and 270bhp. Like its predecessor, it was no match for Juan Manuel Fangio and the W196.

Although the Super Squalo raced through the '55 championship, its death knell had already been sounded. For in May of that year Ascari was killed while testing a Ferrari sportscar at Monza. His Lancia team opted to withdraw from the Grand Prix scene and Gianni Lancia gave six Type D50 cars to his rival Ferrari who, with the newly acquired J-M Fangio on board, went on to win the 1956 world championship. The Super Squalo was quickly consigned to the scrap heap.

LAT



Beautifully proportioned Maserati 250F took Behra to four GP podiums

Maserati's answer to the Ferrari/Mercedes battle of the period was the six-cylinder 250F. Like the Ferrari 555, the Maserati was an evolution of its F2 antecedent, the A6SSG. But unlike the 555, the six-cylinder 250F would remain at the forefront of the 2.5-litre formula for several years. In the early 1950s Maserati had stuck rigidly to a solid rear axle on its Grand Prix racers, but with the 250F, the marque relented and with a De Dion axle, single-unit rear-mounted gearbox and differential, the car was a joy to drive. A winner on its debut in Fangio's hands in Argentina, the 250F won seven further races before bowing out in 1958. Thirty-four 250Fs were built between 1954 and 1958, and Fangio took his fifth world title in one in 1957.

By which point the Super Squalo was just a distant memory in the minds of Maranello. The model did finally have its moment of glory, though. Two of the cars were fitted with 3.5-litre 860 Monza engines and shipped round the world to Australia, where they were raced with great success by Peter Whitehead and Reg Parnell.

One of those cars, chassis 555/1 (renumbered FL 9001, for Formula Libre) then went to New Zealand, where during the 1960s stock-car driver Garth Souness shoehorned a Chevrolet V8 inside, unbelievably bolted a Morris Minor body onto the frame, and took it saloon racing. In the early Seventies the original 2.5-litre power unit was discovered, and both engine and car came to rest in the Hayashi collection, eventually making their way to the workshops of Tony Merrick where Super Squalo 555/1 now rests, perfectly restored. ➤



England, 1997.

Chassis 555/1 stands ready to run on Silverstone's South Circuit. Alongside it, Jean Behra's Maserati 250F. For the first time since the mid-1950s, the Super Squalo is about to undergo direct comparison against one of its most illustrious contemporaries.

Super Squalo 555/1 raced in five Grands Prix, its best result coming at Spa in the hands of Paul Frère, who finished fourth, although Hawthorn, Giuseppe Farina and Piero Taruffi also raced it. The 250F on hand for comparison is an ex-works machine that Behra took to four podiums finishes in the 1956 season – Spa, Reims, Silverstone and the Nürburgring. Both are immaculate. Both are set to go head-to-head to see just what makes the archetypal 1950s monoposto racer. The results, as you will see, prove that you should not believe everything that you read in the history books.

A visual comparison gives early clues to just what one might expect from the two chassis. Parked side-by-side there are many similarities – front engine, rear transaxle, drum brakes, seat on top of the propshaft. But the 250F is more graceful to look at; a clean sweep of the designer's pen takes the eye from nose to tail. The Squalo is shorter and fatter; its 'side-pod' fuel tanks giving the impression of a wider track. The figures are, in fact, very similar.

A closer inspection of the two cockpits reveals further differences. The Squalo's nose rises sharply to an aeroscreen mounted on two swivelling hinges. The whole appearance is more aggressive, more purposeful; the flared cockpit concentrating the eye on the driver at work.

The Ferrari comes out ahead on points when you take a look inside the cockpit as well. You slide down into the beautiful, tan corduroy seat, your feet at least six inches further apart than in the 250F, yet still very comfortable. Ahead of you the dashboard is the work of an ergonomic master, all around the chassis reveals the work of a master craftsman. The attention to detail on every rivet, every fold of aluminium is outstanding. In front of you a huge Veglia rev counter fills your vision, as your hands grasp the wide, wooden wheel with the faded

LAT



Le Mans winner Paul Frère got his Ferrari drive simply by asking

REFLECTIONS ON A TEAM IN TURMOIL

Grand prix racer, Le Mans winner, journalist. Paul Frère's *curriculum vitae* is something to boast of, but even he recalls how difficult it was to come to terms with the Ferrari hierarchy on his debut for the marque in the 555 Super Squalo at Monaco in 1955.

"I was the new boy in the Ferrari team. It was my first drive for them and during practice I came into the pits and asked whether they would allow me to try the Super Squalo with the front anti-roll bar disconnected. The car was understeering terribly – the last thing you need around there – and I wanted to get some roll transfer to the rear and produce more front end grip.

"My engineer was almost terrified by my request and said, 'No! That's part of the design and we cannot touch that.' So that is how we went into the race.

"I don't think that the Super Squalo was an inherently bad car. At that time I just don't think some of the people at Ferrari had any idea how to set up a racing car. Aurelio Lampredi, who designed it, was a most interesting person and I liked him very much. He was very, very charming, courteous and helpful. He really knew all you need to know about engines, but he didn't seem to know much about handling!"

With four decades of hindsight it is clear to Frère that this little anecdote was symptomatic of the attitude of Ferrari at the time. A time when it took just a polite request to get a drive for the greatest team in history.

"In the 1954 German Grand Prix I had done some very good practice laps in my Gordini," he recalls. "I was consistently quicker in practice than Jean Behra but in the race my front wheel flew off together with the brake drum. Fortunately I was running up hill so I could roll to a halt.

"As I climbed out I swore that I would never drive a Gordini again and after the race I went to see Nello Ugolini, who was Ferrari's team manager at the time, and asked him if he could find a place for me in the team at the Nürburgring 1000Km. He didn't say no. But he didn't say yes, either. He more or less had to ask the big chief but before I got a response the race was cancelled. Later that winter I got a letter from Ferrari himself inviting me to test at Imola.

"I went along to drive with Maurice Trintignant and Harry Schell. Farina had set a bogey time for the three of us and after the test I was called into Ferrari's office. I announced immediately that I did not have any intention of doing the whole season as I was 38, had a good job as a journalist and a family as well. I didn't want to be a full-time driver. They agreed and said that they would call me whenever they needed me.

"So I got the call to go and race for them in Monaco, which I wasn't too happy about as I didn't like driving there. As it turned out there was no pressure for me to perform in the race as I was sharing the car with Taruffi and we lost 15 minutes with gear linkage problems."

Following Monaco, Trintignant took the Squalo away for testing and by the time of the next Grand Prix at Spa, Frère was struck by the improvements that had been made to it. So much so that the drivers opted to run the supposed ill-handling beast rather than the tried and tested Type 625.

"When I drove the car in Belgium it was transformed. It was so much better to drive. I had the opportunity to try the Type 625 and the 555 and both Farina and I opted to race the Super Squalo. In those long, fast curves it was just easier and more stable. The fact that it understeered meant that it gave you more confidence in the quick turns. The 625 was apt to snap to oversteer which you could do without at Spa."

The Belgian race was chassis 555/1's finest hour, Frère taking the little, squat Ferrari to a fine fourth place behind the two Mercedes W196s and his team mate Farina. But the car was never the target of great affection from its drivers.

"The next year we drove the Lancia-Ferrari D50. It was a much better car," admits Frère. "It was designed by Vittorio Jano and modified again by him when it went to Ferrari. He really knew something about handling. If Mercedes had not withdrawn from racing at the end of 1955, I genuinely believe that the D50 could have been a match for it.

"Overall I enjoyed my period racing for Ferrari. It could be quite a funny time. Once we got called into a drivers' briefing and Ugolini told us, 'We all know that the Mercedes will be unbeatable. But that doesn't matter. What is most important of all is that we beat the Maseratis!'"

Some priorities, it seems, never change.

Matthew Franey

yellow Prancing Horse strident in the centre.

The Maserati's cockpit and dash are less pure, more functional perhaps. Far fewer dials grace the panel ahead of you; just a rev counter winding its way to 10,000 revolutions per minute (2,000 more than the Squalo) hints at the difference in engine configuration. Both cars carry a five-speed gearbox, the Squalo's shift mounted low down to the left, the Maserati's more conventionally on the right.

Still set up to run methanol fuel, it took a little gentle persuasion to kick the Ferrari into life. Large four-cylinder racing engines always seem rough at low revs, but with a bit of throttle the exhaust note cleared to a crisp, even tone.

Heading out onto the South Circuit and down the Hangar Straight, the Ferrari pulled cleanly and powerfully through the range. There didn't, however, seem to be much above an indicated 6,000rpm – perhaps hinting at the rev counter running a tad slow. In reality the 2.5-litre block was probably pulling cleanly round to about 7,200. Nevertheless, the power was definitely there and allied to a smooth gear change – even if the lever seemed quite a long way away – progress was satisfyingly rapid.

The original 555 Super Squalo was fitted with a four-speed gearbox, but towards the end of its life the legendary designer Vittorio Jano added an extra ratio, something that transformed the car and – allied to improved handling – helped Eugenio Castellotti finish a brilliant third behind the two Mercedes of Fangio and Taruffi at the Italian GP. The Italian may have come in over 40 seconds behind the two German machines, but when you consider that fourth-placed Jean Behra's 250F was three minutes further adrift, the qualities of the much-maligned Super Squalo are put into some perspective.

At the end of the Hangar Straight the drum brakes seem adequate as you slow the scarlet machine for the right-hander at Stowe, but modern circuits can create a major problem for historic cars. Repeated chicanes and slow corners don't give brakes time to cool and as a result I never tested them to their limit.

It is as you turn quickly into Stowe corner that the first obvious difference between the two cars becomes apparent. The Ferrari seems to go into ➤

Ferrari 555 Super Squalo Chassis No 555/1

1955			
Bordeaux	Farina	DNF
Monaco GP	Taruffi/Frère ...	8th
Belgium GP (Spa)...	Frère	4th
Dutch GP (Zandvoort)	Hawthorn ...	7th
Italian GP (Monza)...	Hawthorn ...	DNF
1956			
Olympic GP (Melbourne, Aus) ...	Whitehead ...	3rd
1957			
New Zealand GP (Auckland) ...	Whitehead ...	2nd
Lady Wigram Trophy (Christchurch)	Whitehead ...	1st
Dunedin Trophy Race	Whitehead ...	3rd
NZ Championship Road Race ...	Whitehead ...	1st
Christchurch Fest Road Race ...	Tom Clark ...	1st
Hudson Trophy Race (Levin) ...	Clark	1st
1958			
Australian GP	Clark	DNF
1959			
New Zealand GP	Clark	10th
Lady Wigram Trophy	Clark	DNF
Hudson Trophy Race, Levin ...	Clark	1st
Teretonga Int	Clark	5th
Molesworth Trophy Race ...	Clark	3rd
1960			
New Zealand GP	R Smith	DNF
1961			
Dunedin	Smith	10th
Teretonga Int	Smith	12th
Waimate 50	Smith	10th

Maserati 250F Chassis no 2521

1956			
Monaco GP...	Jean Behra ...	3rd
Belgium GP (Spa)	Jean Behra ...	7th
French GP (Reims)	Jean Behra ...	3rd
British GP (Silverstone)	Jean Behra ...	3rd
German GP (Nürburgring) ...	Jean Behra ...	3rd
Italian GP (Monza)...	Jean Behra ...	DNF
1957			
Italian GP (Monza)...	Bruce Halford ...	DNF
Int'l Trophy (Silverstone)... ...	Bruce Halford ...	7th
Modena GP (Modena)	Bruce Halford ...	7th
Moroccan GP (Casablanca) ...	Jean Lucas ...	DNF
1959			
Monaco GP	André Testut ...	DNQ



Chassis 555/1 understeered its way to 8th at Monaco with Taruffi and Frère in 1955



Frère chose the Super Squalo over the 625 at Spa and earned his best finish – fourth



Maserati 250F/2521 drifts around Monza in the hands of Jean Behra

LAT



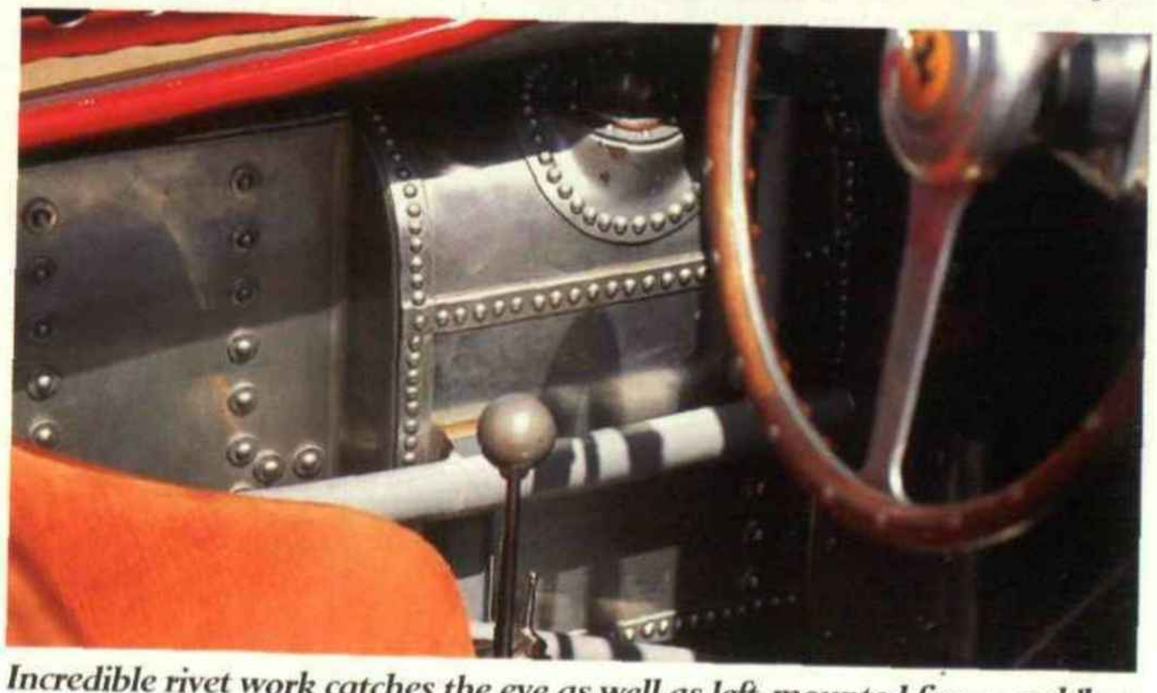
Side fuel tanks with gill-slits plus short wheelbase led to the 'Shark' nickname. It also gives the Super Squalo a tendency to roll oversteer according to Green



Enormous Veglia rev counter dominates the beautifully contoured cockpit



Flared cockpit rim and mini screen gives aggressive edge to Squalo's look



Incredible rivet work catches the eye as well as left-mounted five-speed 'box



Four-cylinder block no aural masterpiece but still gave over 100bhp per litre

roll-oversteer on approach to a corner; a complete contrast to the Maserati, which slides the rear-end dependent on the amount of throttle applied.

Do not, however, be fooled into thinking that the Squalo is a bad-handling car; it is still very quick round corners, and remains easy to control with a combination of steering and throttle inputs. Maserati 250Fs have been developed over the last 30 years in historic racing and the experts know them inside out. This Ferrari has had little serious testing and is far, far better than I had anticipated. With just minor development it is easily capable of running in the midfield with the mid-'50s GP cars raced today.

I have driven about 15 Maserati 250Fs in the past and this one, chassis 2521, was one I hadn't sat in; so it was a definite bonus. It was great to drive and you quickly remember how much fun they are. You don't really sit in a Maserati when you are out on the track, it's almost as if you are wearing it.

This car is raced regularly by its owner Burkhard von Schenk and on this track, with the historic section at Club Corner, you can really drift and enjoy it; you don't need a steering wheel – you can steer round the corner using the throttle alone and the chassis balance is near perfect. The true indicator of quality, of course, comes when the two cars go head-to-head and with fellow historic racer Martin Stretton at the wheel of the Ferrari, we had the perfect opportunity to compare the two cars sideways by sideways.

It was fascinating. The Maserati had much more power, probably 30 or 40bhp (the car has a state of the art Embrey-prepared engine developing at least 270bhp) but when it came to good, fast corners the Super Squalo stood its ground with comparative ease. Stretton and I seem to have similar driving styles, and pressing hard through corners like the quick Becketts complex there was genuinely very little in it. In fact I was having to try very hard in the corners to stay with the Ferrari.

Staring down its exhaust pipes from the cockpit of the 250F, the Super Squalo actually seemed to have slightly more grip, and certainly appeared to be as comfortable as the 250F at the same speeds. In a longer, faster corner than Club, the Maserati would arguably have an advantage, mainly because of its longer wheelbase and better balance, but it certainly shook me how competitive the car from Maranello showed itself to be. In slow corners, in fact, I would suggest that the Squalo is better at transmitting the power to the road, even allowing for the fact that it had slightly less to transmit.

With hindsight, it is easy to blame outside events for the short life-span of Aurelio Lampredi's 555 Super Squalo. Mercedes W196-beater it most definitely wasn't. Neither was it a Grand Prix failure. The low-riding, wide-bodied 'Shark' was arguably just races away from being developed into a consistent, front-running racer when Lancia's altruistic gesture halted any further development.

So next time you glance through the history books and read about the ignominious period that Ferrari went through in the mid-1950s, don't blame it all on the Super Squalo. It really wasn't that bad...

Thanks to Nick Harley, Burkhard von Schenk, Silverstone Circuits Ltd (01327 857271) for the loan of the track and the organisers of the Coys International Historic Festival. M

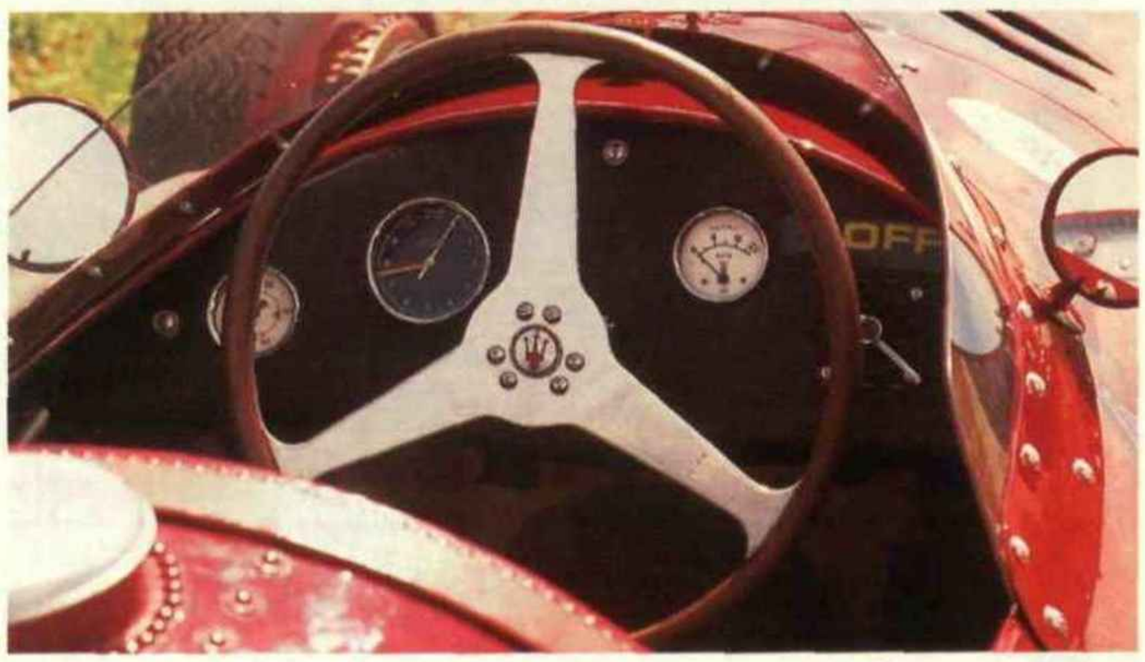
'Do not be fooled into thinking the Squalo is a bad-handling car; it is still very quick round corners'



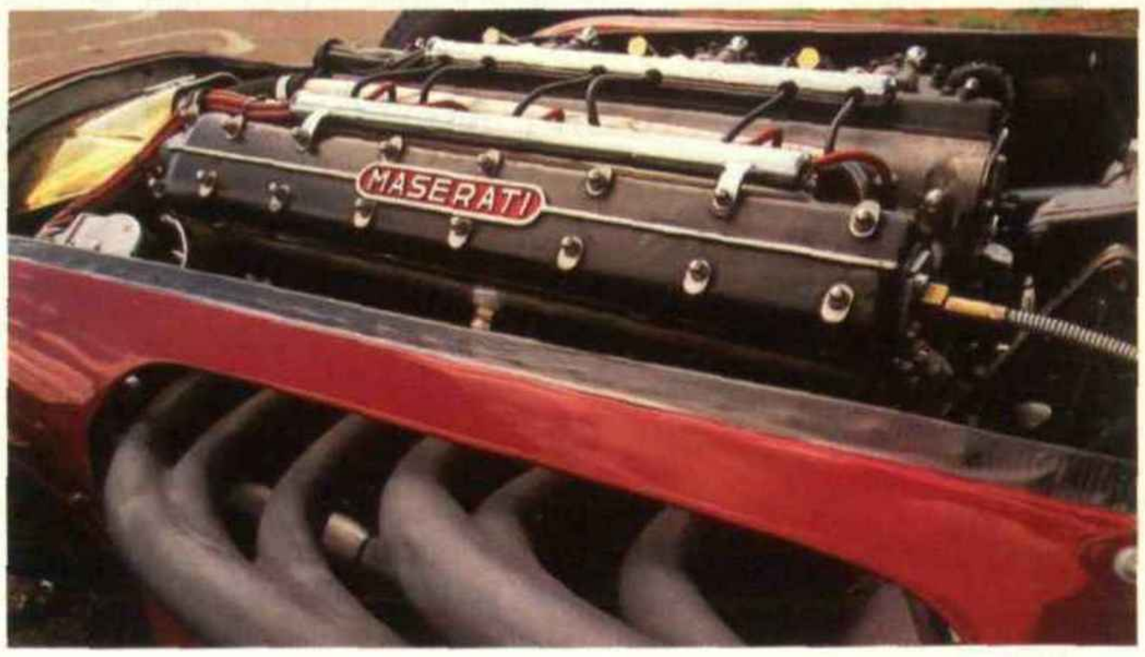
Maserati's 250F is perhaps the archetypal monoposto racer of the 1950s



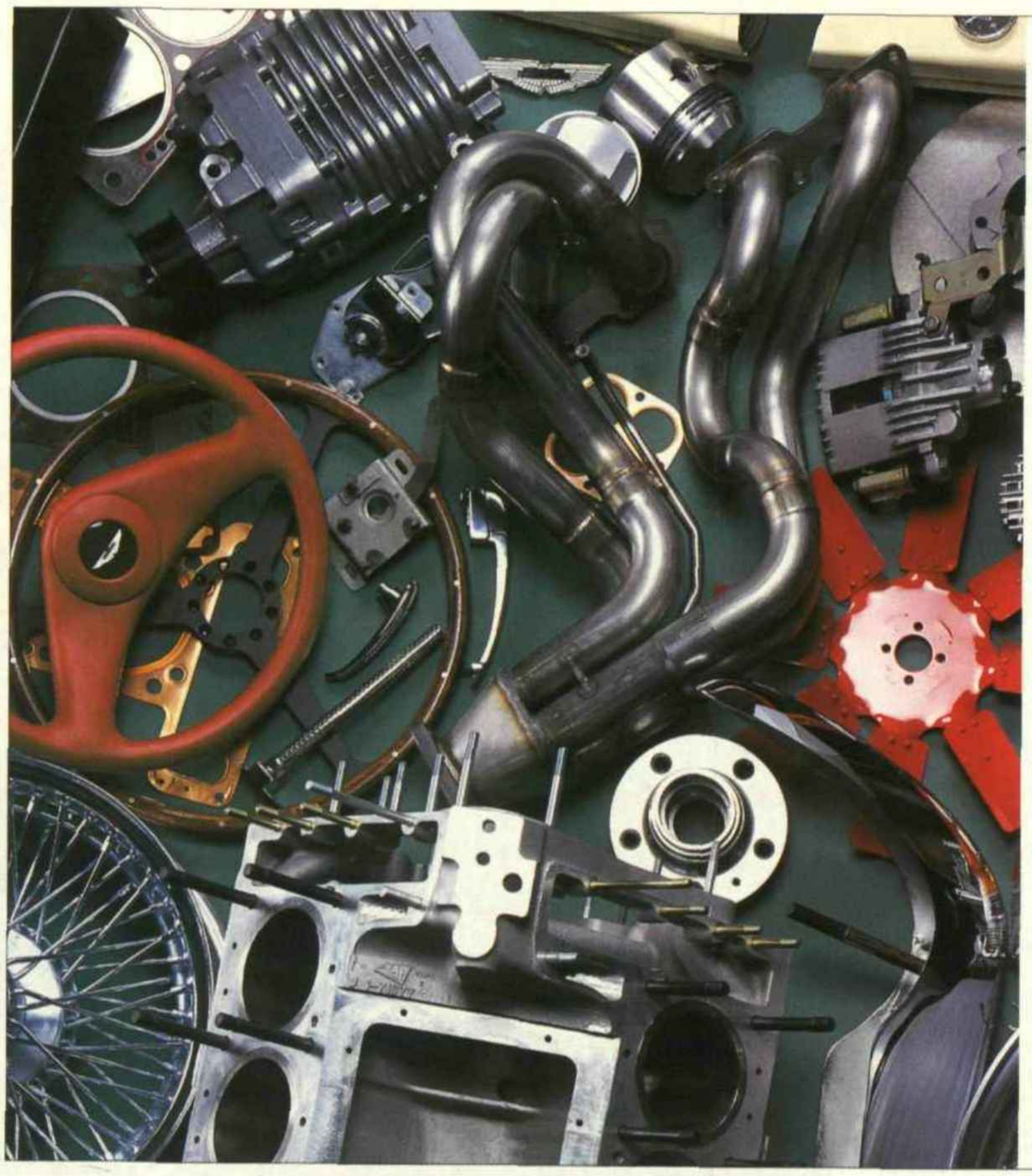
Air deflector less crafted than Super Squalo version but effective nevertheless



Spartan cockpit is complete contrast to Ferrari. Note 10,000rpm on counter



Roar of 2.5-litre six has the edge over Squalo. It is up in power stakes, too



GENUINE PARTS, GENUINE VALUE

Improving on perfection is an exacting task. At Aston Martin Lagonda we can help you do it piece by piece. That's why we've reduced prices on over 5,000 genuine part lines, so whether you need a body rebuild for your 1964 DB5 or a car cover for a 1997 DB7, only genuine parts protect your investment. With more than 24,000 different parts and original tools in stock, we can supply just about any component for every car we've made. Why not talk to us 'enthusiast to enthusiast', either through our extensive dealer network or direct to our technical experts at Newport Pagnell on 01908 619232 or 01908 619247 quoting reference CSC3.

ONLY GENUINE PARTS ADD VALUE

ASTON MARTIN LAGONDA LIMITED
Tickford Street, Newport Pagnell, Buckinghamshire MK16 9AN, England
Telephone 01908 610620. Facsimile 01908 615467.



Entries include: AC, Alfa Romeo, Bizzarrini, Facel Vega, Ferrari and Lamborghini

MAGNIFICENT MOTOR CARS INCLUDING THE IMPORTANT SPORTS & COMPETITION CARS OF THE MIMRAN COLLECTION

GENEVA, 8 SEPTEMBER 1997

SOTHEBY'S

For further information regarding buying or selling your vehicle at Sotheby's or for confidential valuations please contact:
MARTIN CHISHOLM (Director), PETER BLOND, RUPERT BANNER, JULIAN SHOOLHEIFER, or TOBY WILSON (Automobilia) on Tel (0171) 314 4469 or Fax (0171) 408 5958. To order catalogues please telephone (0171) 314 4444 or Fax (0171) 408 5909.
34-35 New Bond Street, London W1A 2AA



Three packed days of the Coys Festival will bring great cars of all eras together at Silverstone for the best international historic race meeting anywhere

Spectator guide

Admission prices:

Admission to the Coys Festival on Friday, July 25 to watch practice and qualifying is £10 for adults. Children under 15 accompanied by a guardian are admitted free.

On the two race days, Saturday, July 26 and Sunday July 27, admission is £20 each per day. A three-day pass is available at the discounted rate of £35 each, and grandstand seating and car parking are both free.

Festival sponsor, Coys of Kensington, is staging a £3million Ferrari auction on Saturday at 6pm. Entry is by catalogue only. Catalogues cost £22.50 each and admit two people to viewing and sale. Telephone Coys on 0171 584 7444 for details.

The Italian theme is continued with the Valerio Piazza running from Copse corner to the Becketts Complex. There's a choice of bistro restaurant, fast food Italian style and even a barbecue with a taste of Tuscany. Reservations for the restaurant can be made on 01327 858004.



Open your ears to the howl of the Lola T70's Chevrolet V8 power-plant in Sunday's Le Mans race, and the rumble of the Talbot team in amongst the two-part Pre-war Sports Cars race



TIMETABLE

Friday July 25

Qualifying for all races takes place between 09.00 and 17.45.

Saturday July 26

Second qualifying sessions takes place 09.00-13.05.

14.00 Vision Express Pre-war Sports Car Race
14.30 Pre-'68 GP and Tasman Cars Race for the Innes Ireland Trophy
15.00 Ferrari demonstration
15.15 Coys of Kensington Ferrari GT Race
15.45 Magneti Marelli UK Race for Pre-1952 GP Cars
16.15 Louis Vuitton 1950s Sports Car for the Duncan Hamilton Trophy
16.45 Chrysler demonstration
17.00 HGPCA Pre-'60 GP Cars Race
17.30 Shell Ferrari Historic Challenge
18.00 Coys Auction

Sunday July 26

12.00 Goodyear Maranello Ferrari Challenge Race
12.40 Magneti Marelli UK Race for Pre-'1952 GP Cars
13.20 Vision Express Pre-war Sports Car Race
14.05 Pre-'68 GP and Tasman Cars Race for the Innes Ireland Trophy
14.40 Pre-1972 Le Mans Cars Race
15.15 HGPCA Pre-'60 GP Cars Race
15.50 Ferrari demonstration
16.05 Shell Ferrari Historic Challenge
16.40 Louis Vuitton 1950s Sports Car for the Duncan Hamilton Trophy
17.15 Chrysler demonstration
17.30 Coys of Kensington Ferrari GT Race

YOU MAY REMEMBER IT AS BEATRICE. BUT IT WAS REALLY CALLED TEAM HAAS... OR WAS IT FORCE... OR MAYBE LOLA? ADAM COOPER LOOKS BACK AT THE 1980s BIGGEST F1 FLOP

IDENTITY CRISIS



The start of something big? Well, not really. Alan Jones and the Beatrice debut at Monza

WANT TO START UP A FORMULA ONE team? Tough job, eh? Well, let's make it a little easier. Imagine you have a five year contract with a multi-million dollar sponsor, and a works engine deal. Stick a former World Champion driver in the cockpit, employ management with years of winning experience, and hire some of the best young design and engineering talent in the business. What more could you ask for?

This world-beating 'dream team' perfectly describes the Beatrice/Haas outfit which, amid unprecedented hype, swept into the F1 arena towards the end of 1985. Little more than a year later the whole thing came crashing to a halt.

Some of the parties moved on to success elsewhere, among them three top men from the design department. Between them Ross Brawn, Neil Oatley and Adrian Newey, have overseen every World Championship-winning F1 car of the past decade.

Rarely have such resources been so spectacularly squandered. Rarely too has a team had such an identity crisis; most people remember it as Beatrice, the name of the sponsor, but the official entry was under Team Haas (USA), the company behind it was known as FORCE (Formula One Race Car Engineering), and the cars were called Lolas – when they had virtually nothing to do with the Huntingdon car constructor.

Alan Jones, the aforementioned driver, sums it up: "The only way I could describe it was that somebody said they had the best ingredients to make the best cake in the world. But several chefs buggered it up."

The man behind the team was larger-than-life, cigar chomping Carl Haas. Although best known now for the Indycar team he co-owns with Paul Newman, Haas's roots were in CanAm and US F5000 road racing. He'd always kept in touch with F1, and nurtured ambitions to one day have a crack himself.

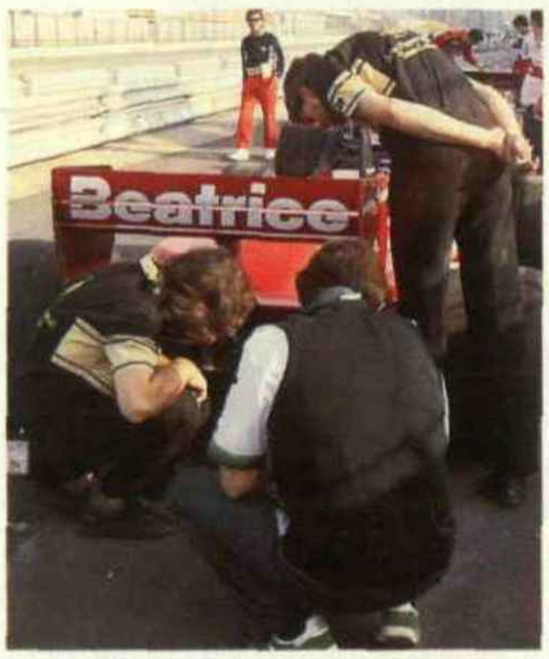
The US Lola importer's chance arrived when he came across the sort of race fan every team owner dreams about; one who also has access to a massive promotional budget. James Dutt was the president of Beatrice, a giant, faceless corporation with a wide and varied range of subsidiaries. Like everyone else, Jones initially had no idea of the company's pedigree:

"I admit that when I was first asked to drive for them, I thought 'Who in the hell is Beatrice?' I thought it was a bird or something. They said no, it's the eighth largest company in America. You might know them as Avis, Samsonite, and off they went naming all these companies..."

Already involved with Haas and Mario Andretti in Indycars, Dutt saw F1 as the perfect vehicle to rectify his company's international anonymity. He agreed a remarkable five year deal with Haas, who had the enviable task of setting up a team from scratch without worrying too much about what it cost.

His first step was to find someone to take care of the day-to-day running of the European operation. He chose fellow Americans and ex-McLaren bosses Teddy Mayer and Tyler Alexander; they'd been with McLaren from its birth in 1966, but left not long after Ron Dennis took over at the end of 1980. They subsequently set up an Indycar team under Mayer's name, and that provided some of the roots for the new F1 effort. They found a new factory in Colnbrook, near Heathrow, and chose Oatley and Brawn, two Patrick Head protegés at Williams, to head the design staff.

For reasons which weren't clear even to his colleagues, Haas called his cars Lolas, and Eric Broadley was duly named as a technical consultant.



Inquisitive Lotus boys sniff around

"Carl wanted to use the Lola name," says Alexander. "He'd been in business with Eric for a long time. Why were they called Lolas? No one ever understood any of that. It should never have happened. I really think if it had survived another year we would have sat down and sorted it out."

The critical decision was on engine supply, and Haas admits that he explored various options.

"Actually we were really interested in the TAG/Porsche engine," recalls Carl, "which of course McLaren had. It looked like they were interested for a while, but in the final analysis ➤

Alex Reade INTERNATIONAL

66 BREWER STREET LONDON W1R 3PJ

The ultimate in motorsport Imagery



'No Surrender'
by Arthur Benjamins (850 prints)
Gilles Villeneuve and Rene Arnoux's epic battle during the closing stages of the 1979 French Grand Prix. 475mm x 345mm
ABNS.....**£35**



▲ 'Deliverance'
by Arthur Benjamins (500 prints)
Jean Alesi on his way to his first Grand Prix victory, driving Ferrari 412T2 number 27 on the Circuit Gilles Villeneuve, Monteal 1995. Signed by Jean Alesi.
500mm x 390mm
ABD **£95**

Our West End Showroom - Open 6 days a week

Mon-Fri: 9am - 6pm • Sat: 11am - 4pm

Stocks the largest selection of Automotive art in Europe plus an extensive range of motorsport memorabilia from visor strips to original and replica driver helmets signed by the drivers themselves. we also stock a vast range of official teamwear and motorsport leisurewear

Delivery: £6 UK and EC • £12 worldwide
Fax Hotline: 0171 437 4714
Showroom Hotline: 0171 434 4324



◀ 'Young Giant'
by Arthur Benjamins
(750 prints)
Micheal Schumacher on his way to winning the '94 World Championship.
560mm x 400mm
ABYD.....**£35**

World Exclusive at Alex Reade International

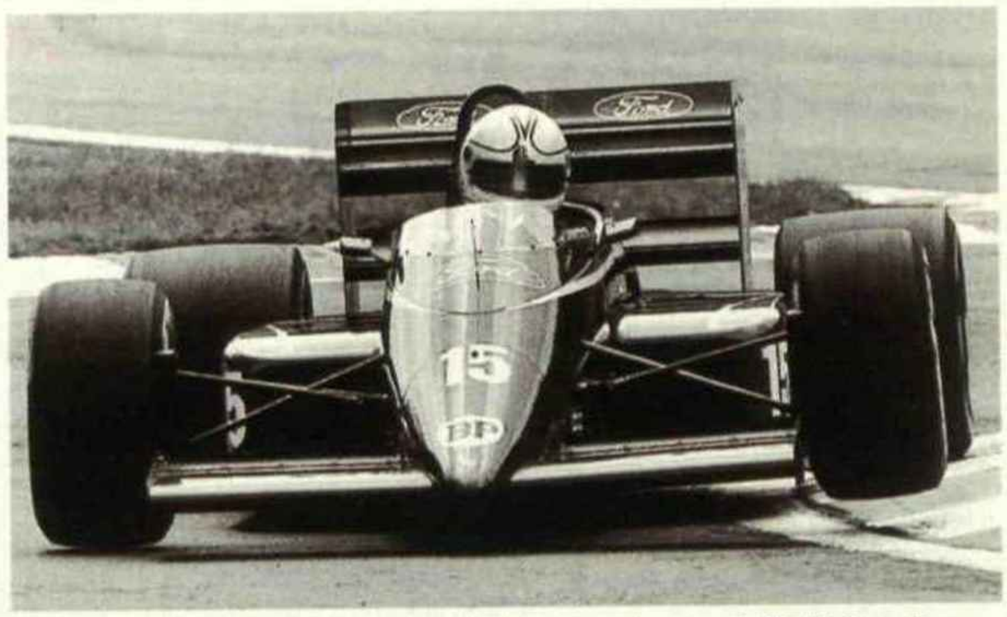
The ultimate '96 Damon Hill limited edition prints. Painted by Nicholas Watts this stunning image signed by Damon himself goes on sale in July. Don't miss out! Reserve yours today! Phone our 24 Hr hotline NOW!

FOR DETAILS OF OUR EXTENSIVE RANGE OF DRIVER SIGNED MOTORSPORT IMAGES

Order Hotline: 0171 437 3686



Beatrice brains trust... Teddy Mayer (left) and Ross Brawn were just two of the big names behind the ill-fated team



Jones cocks a wheel in the 1986 Ford Cosworth THL2 at Spa. It may look quick but it was hopelessly underpowered



Patrick Tambay strikes a more familiar pose at the Canadian Grand Prix. Reliability wasn't a Beatrice-Ford strong point

they didn't release them. We had a meeting with Renault, but at that time they had a couple of teams. But the Ford thing looked very promising."

So it did. Unblown engines had finally been written out of the regulations, and after burying his head in the sand for years, Cosworth's Keith Duckworth had finally accepted reality and started work on a turbo. Ford wanted to be back in F1, and for Haas a works engine deal was perfect. The potential of a link between the Detroit giant and an American-managed and sponsored team seemed obvious. After all, Avis bought rather a lot of Fords around the world...

The final piece in the puzzle was the driver. Alan Jones had retired from F1 at the end of 1981, and tried a brief comeback with Arrows in '83. He knew Haas from CanAm, and after a couple of quiet years a lucrative F1 offer was too tempting to resist.

"I decided well, bugger it, I'll give it a go. On paper it looked like being a good proposition."

The project gathered steam during 1985, and with the Ford unit not expected until the start of 1986, Brian Hart's four-cylinder was the stopgap. The Lola THL1 was ready in August, and the red and blue machine caused quite a stir at its high profile launch, prior to an end-of-season race debut.

The team appeared for the first time at Monza; practice was a tale of mechanical mayhem. Lacking track time, the 1980 World Champion qualified 25th, one place from the back and some nine seconds off pole. In the race debris caused early overheating and a pitstop to clear the rads, before distributor failure claimed him. Brands Hatch, Kyalami and Adelaide were similarly underwhelming, although Jones overtook a few cars when the thing held together.

Still, at least he had the Ford to look forward to. Or did he? The Haas team fulfilled its part of the deal and had a test hack built and ready to run by November, but progress on the V6 was slow. As the winter dragged by, the team waited in vain for the engine.



As Jones now admits, there was a fair bit of scratching heads in 1985

"We put a lot of effort into getting that 'muletta' ready," says Brawn, "and it just sat around and was never used. That all takes time off your major project; thousands of man-hours went into that thing, and it wasn't needed."

An exasperated Alexander tried to hurry Cosworth along, and the relationship between the team and engine supplier was soon on the slide. Eventually it was realised that the V6 would be so late that Jones and new team mate Patrick Tambay would have to start 1986 with the Hart, so the old THL1s were hurriedly readied for Brazil.

At Imola, Jones finally got his hands on the new Ford-powered THL2. But from the brief test outings, captured for posterity in a BBC2 documentary, the team knew that all was not well.

"The second car was actually a good car," say Brawn. "It was very tidy and it worked well. But there was no power from the engine. There was an opinion that 750bhp was enough, and it wasn't. Basically Cosworth wasn't in touch with what was happening with the fuel. They were also having engines detonating because they were running the wrong fuel."

During 1986 F1 reached its peak in all-out power terms, and 12-1400bhp was quoted for a BMW in qualifying trim. According to Brawn, 750bhp was a generous output for the Ford. Jones was not impressed.

"It was a magnificently engineered little motor, but totally gutless. To this day I'm bemused that I had two bakelite knobs either side of the steering wheel to adjust the twin turbo boost. Which meant that you had to go down the straight adjusting the left boost and then you had to wait for another lap to go down the straight to adjust the right boost. Things like overtaking boost, which were then considered to be fairly basic essentials for GP racing, we didn't have."

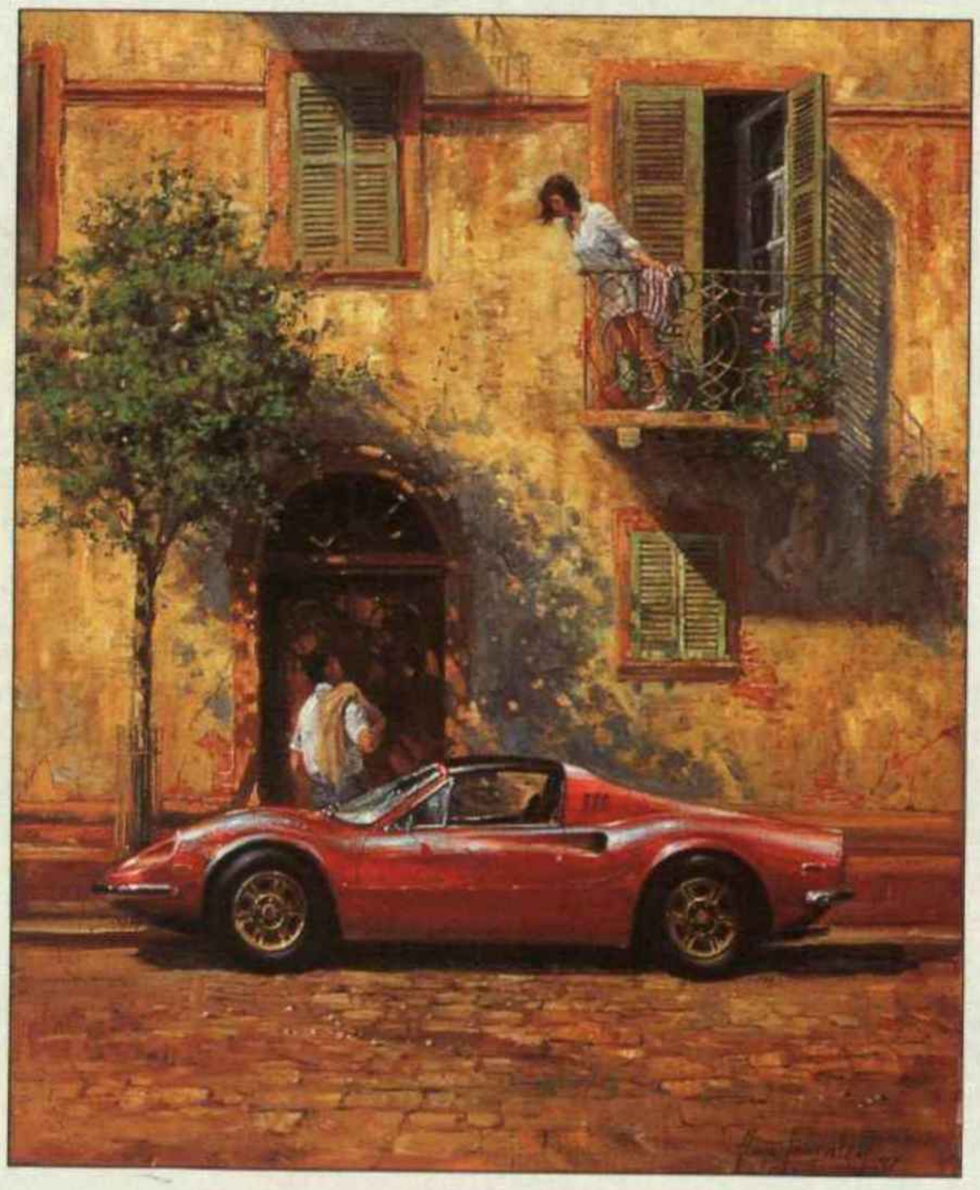
Alan admits that as the season dragged on, he lost interest. "By that stage I was pretty pissed off with the whole thing and to be honest wasn't giving as good as I could. I thought I was being let down in other areas. It's a team effort, and if you're not getting the support or the equipment, why should you give 100% yourself?"

Brawn, who had worked with ▸▸

GRAND PRIX SPORTIQUE

ANNOUNCE THE PUBLICATION OF NEW LIMITED EDITION PRINTS BY ALAN FEARNLEY

Each print individually hand signed and numbered by Alan Fearnley



◀ **"CIAO" by Alan Fearnley**
featuring the Ferrari 246 GTS
Classic Collection No. 6,
850 Limited Edition, Print Size: 20.5" x 27.5"
PRICE: £75 unframed



▲ **"EARLY START" by Alan Fearnley.**
featuring the Lancia-Ferrari D50A of Collins and Musso assembled for practice in the early morning sunshine 1956 Monaco Grand Prix
500 Limited Edition Print Size: 27.5" x 20.5"
PRICE: £75 unframed

GRAND PRIX SPORTIQUE EXCLUSIVE "TIE COLLECTION"

These specially commissioned 100% pure silk ties show the Grand Prix Sportique logo and have been produced as a limited edition of 500 in red.

This stylish eye catching tie, which was launched in Monaco to celebrate Alan Fearnley's 10th Anniversary of Motoring Art, was made exclusively for Grand Prix Sportique in Paris and comes complete with a silk handkerchief and special presentation box.

These ties have been presented to all signatories for Grand Prix Sportique and the remaining are now available at a cost of £40 per set plus postage/packing.



▲ *David Mills, Grand Prix Sportique with Baron "Toulo" de Graffenried at Alan Fearnley's 10th Anniversary Exhibition of Motoring Art at the Hôtel de Paris - 1997 Monaco Grand Prix.*



500 Limited Edition Tie Set ▶

Grand Prix Sportique Limited.
Upton, Tetbury, Gloucestershire, GL8 8LP,
England
Telephone: Tetbury (+44) 01666 503776
Telefax: (+44) 01666 504386

To: Grand Prix Sportique Limited, Upton, Tetbury, Gloucestershire GL8 8LP England. Tel (+44) 01666 503776, FAX: (+44) 01666 504386

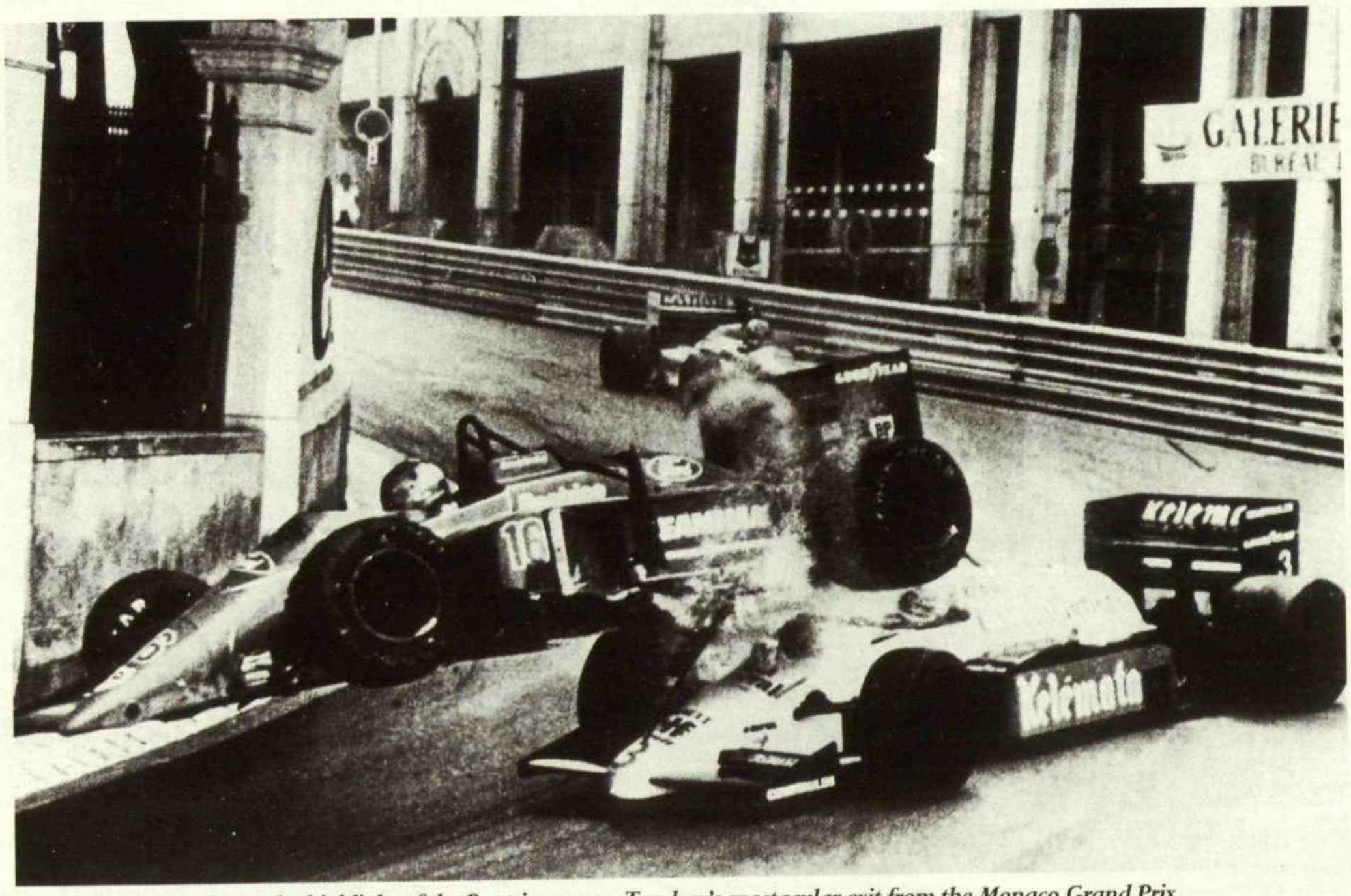
Please supply: _____ Limited Edition Print "Ciao" by Alan Fearnley at £75.00 unframed plus post/packing. £160 framed (UK) only
_____ Limited Edition Print "Early Start" by Alan Fearnley at £75.00 unframed plus post/packing. £160 framed (UK) only
_____ Commemorative Limited Edition Tie Set at £40.00 plus post/packing.
_____ Please send me your full colour brochure featuring the work of Alan Fearnley, Craig Warwick and Juan Carlos Ferrigno

Name: _____ Address _____

_____ Tel. No. (Day) _____

( ) I enclose my cheque made payable to "Grand Prix Sportique Limited" or ( ) I wish to pay by Credit Card _____

Number - - -



Almost the highlight of the Beatrice year... Tambay's spectacular exit from the Monaco Grand Prix in 1986 didn't earn any points for style but at least it got his team worldwide coverage

Jones at Williams, has his own views:

"Alan had a fantastic relationship with Frank and Patrick (Head), and I think he hankered after the old days. He never really hit it off with Teddy and Tyler. I think Alan, Patrick and Frank was a magic group, and Alan wasn't the sort of guy to function well outside of that sort of relationship."

Apart from Monaco, where Tambay's spectacular roll at Mirabeau made the TV news all over the world, Beatrice seemed to get little value for its massive investment. But race results meant nothing when, early in the season, Beatrice was the victim of a takeover. Dutt was ousted, and his personal motorsport crusade was of no interest to the new regime, with or without a five year contract.

"There was a palace coup," says Jones, "and the people that ousted him automatically pooh-poohed whatever he'd put into motion."

Haas faced both the imminent demise of his sponsorship package, and a continuing deterioration in the team's relationship with Ford and especially Cosworth. As early as July there were rumours that Brabham owner Bernie Ecclestone would take over the team, ostensibly to get his hands on the engine deal. Instead, Ford split with Haas and signed with Benetton for 1987. No sponsor, no engine... the dream team was falling apart.

Mayer and Alexander were keen to keep going, and had a deal with Barclay cigarettes and Thierry Boutsen in the offing, but Haas was the man who counted. Despite the five year contract being settled with a big payoff from Beatrice, Carl shut up shop to concentrate on his Indy efforts. His team had scored six points in the first full year, five of them when Jones and Tambay finished fourth and fifth in Austria – two laps behind the winner.

"I probably would have continued



Cigar-chomping team boss Carl Haas (left) went back to Indycars

if we'd had a good engine," says Haas, "but it would have been too difficult. It's one of my biggest regrets that I had to walk away from it, but that's the way it goes. I don't regret having done it. I regret that I didn't see it through to a conclusion, or a little better conclusion. You never know in hindsight... under the circumstances, it was the right thing to do."

During the season Adrian Newey had joined as Patrick Tambay's engineer, and thus a remarkable brains trust had to be dismantled.

"It would have been an incredibly strong group," says Brawn. "It's just that circumstances pulled the plug on it. I think Carl had just lost a little bit of the flavour for it. He was very generous with the redundancy payments and so on, but I don't think he had the confidence to keep it going without some decent sponsorship."

Brawn went to Arrows, and thence TWR and Benetton (where he linked up again with Ford with great success), before joining Ferrari. Oatley headed to McLaren, and soon became chief designer. Newey stayed with Haas in Indycars, before returning to F1 with Leyton House, and later Williams. This month he joins McLaren. Ironically Mayer teamed up with Roger Penske, Carl's longtime US rival. Alexander, who eventually went back to McLaren, still places most of the blame on the engines.

"The thing that annoys me is that we had quite a lot of good people there. We actually did some good things and made quite a lot of progress in a very short period of time."

After weeks of speculation, Bernie Ecclestone eventually did acquire what was left of the team, which he now recalls consisted mostly of 'aggravation'. He still owns several of the cars. Jones says he had talks with a couple of other teams, but '86 would prove to be his F1 swansong. Interestingly, Jones rates Carl Haas as highly as Frank Williams, and prefers to blame others for any management defects.

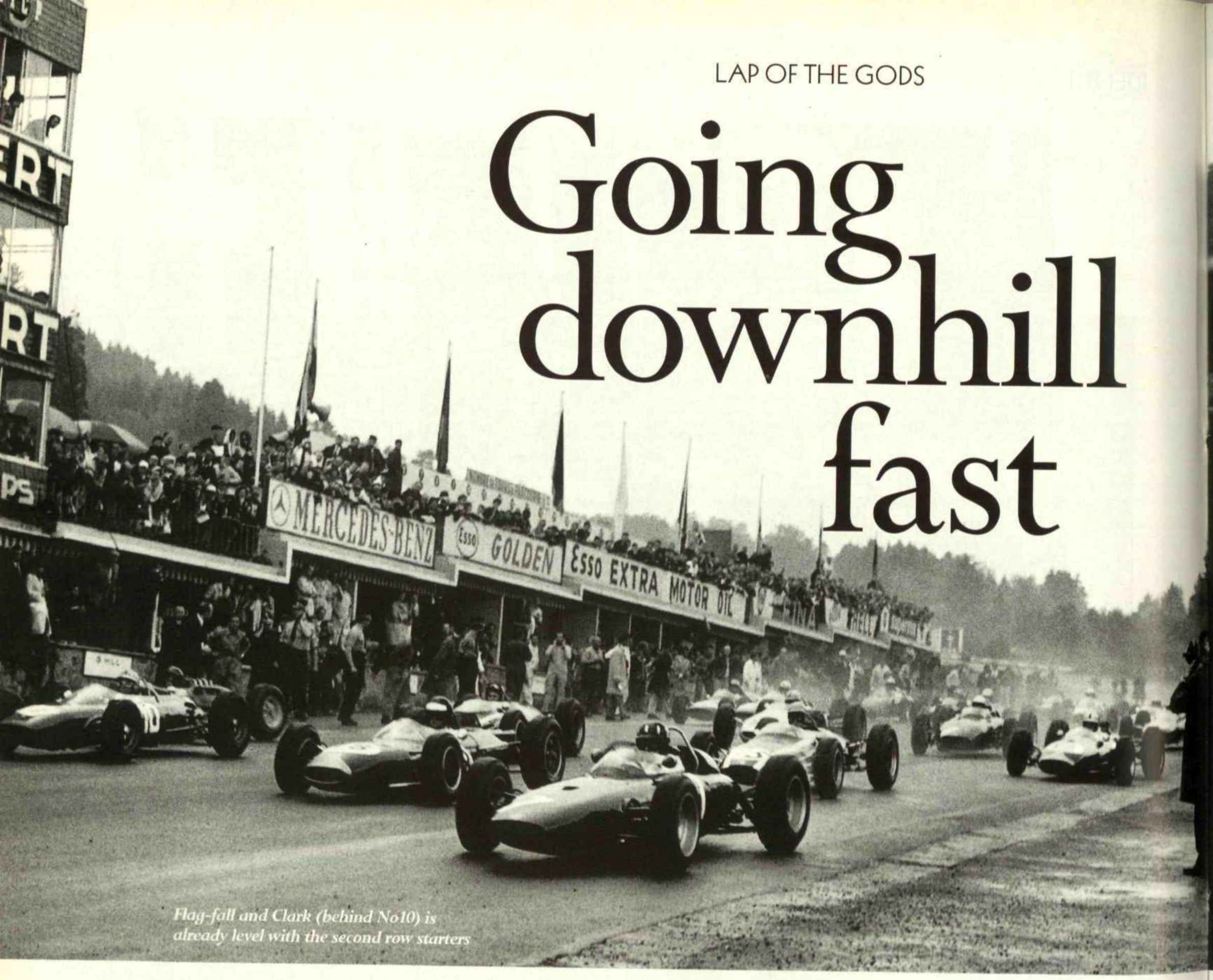
'One of the problems was that Carl didn't spend as much time on the F1 team as I would have liked. It was just a bit of a farce really. I was promised all sorts of things that didn't eventuate. Ford said that you're going to see American muscle at its best. Well Christ, I'd hate to see it at its worst...'

How close did the team come to getting it right?

'They didn't even nearly get it right. They spilt the whole ingredients before they even got to the oven...' ■

LAP OF THE GODS

Going downhill fast



Flag-fall and Clark (behind No10) is already level with the second row starters

JIM CLARK'S ABILITY TO ADMINISTER A SHORT, SHARP SHOCK STUNNED RIVALS. SHAUN CAMPBELL RECALLS HIS 1963 BELGIAN GRAND PRIX WIN, SEIZED OVER THE FIRST TWO CORNERS AT A SOGGY SPA

THE QUALITIES THAT STOOD JIM CLARK APART from his rivals were many. There was his versatility, for example – he was a driver who could win in single-seaters, sports cars and saloons on street circuits, road courses or ovals. There was also his mechanical sympathy – that uncanny capability to nurse cars with collapsing suspensions, burnt-out clutches and oil-leaking engines to the end. But it was surely the ability to wrap up a race in a single lap that most sublimely expressed his art.

It generally came either late in practice or early in the race, but whenever it happened the effect was the same. A roar from the crowds, stunned looks on the faces of the timekeepers, and the hopes any other driver might have entertained shot down in flames. In Clark's hands the lap out of the blue was the original short, sharp shock, a declaration of intent that left an indelible impression.

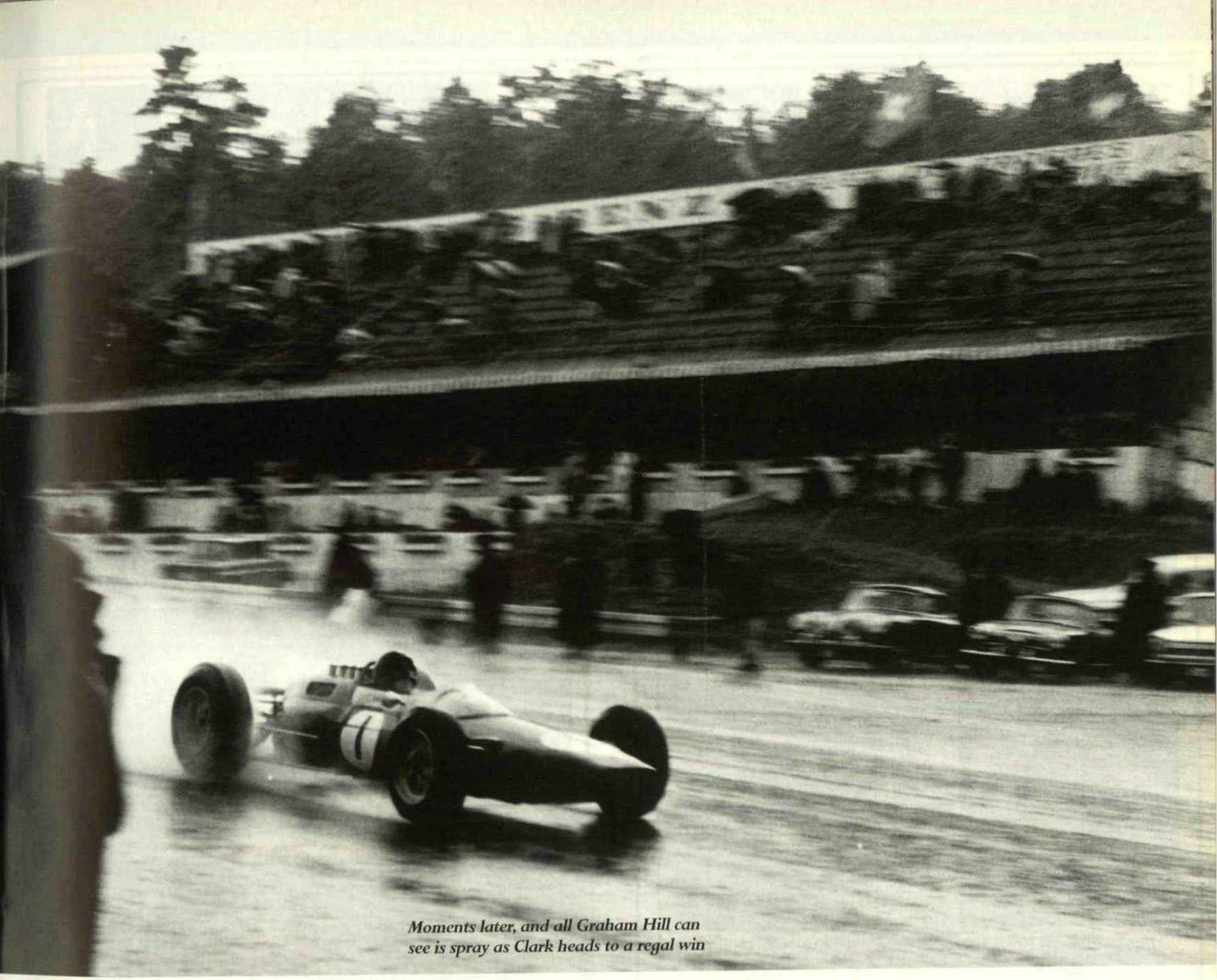
There are many examples. One thinks back to the start of the 1962 Nurburgring 1000km. Driving the tiny Lotus 23, Clark completed that first lap 27 seconds ahead of the Ferraris. At the same venue five years later, he qualified the Lotus 49 on pole for the German GP in the closing minutes of final practice with a lap that was 9.4s quicker than the second-placed man, Denny Hulme.

Choosing one lap from the career of a man who started from pole in 33 grands prix, set 29 fastest laps and was notorious for his blinding starts, is not easy. No one lap can tell the whole story. But the start of the 1963 Belgian GP tells more than most.

It was Spa-Francorchamps, of course, a circuit at which Clark was never at his most comfortable. On his first trip there, for a sportscar race back in 1958, fellow Scotsman Archie Scott Brown had been killed. Two years later, entering only his second Grand Prix, his Lotus team-mate Alan Stacey and Yeoman Credit Cooper driver Chris Bristow also died there behind the wheel. Clark finished fifth, his Lotus 18 spattered with Bristow's blood. But if he had good reason to fear Spa, and occasionally he admitted as much, it never showed in his driving.

Indeed, it was at Spa in 1962 that Clark notched up his first Grand Prix victory.

He arrived for the 1963 race – the second round of the World Championship – still on a high from his second place in the Indianapolis 500 two weeks before, but throughout practice his Lotus 25 was plagued by gearbox problems. In the season's opener at Monaco a gearbox failure had robbed



Moments later, and all Graham Hill can see is spray as Clark heads to a regal win

him of victory when he had the race in his pocket, and it was clear Lotus still hadn't sorted the problem.

The weather throughout practice had been glorious, but race day dawned dark and damp. Clark's best lap had only been good enough for eighth on the grid, on the outside of the third row. On pole, with a time that was three seconds quicker than Clark's, was reigning world champion Graham Hill. The BRM driver was heading the points table after his win at Monaco and was confident of extending his lead. On practice form, the greatest threat to Hill was posed by the Brabhams of Dan Gurney and Jack Brabham, the Coopers of Bruce McLaren and Tony Maggs and the Ferrari of local hero 'Wild' Willy Mairesse. Clark didn't look to be in the picture.

The prediction was blown within a few seconds of the start. As the field slithered and snaked on the wet track down the hill towards Eau Rouge, the little green Lotus seemed to be driving on a different surface. Into the left-hander Clark was already level with Hill and had ensured the advantage of the inside line for the daunting right-hander. By the time they came out of Eau Rouge there was already a sizeable chunk of daylight between the Lotus and the BRM, and it grew at a fantastic rate.

Clark completed that first 8.71-mile lap with a three second lead over Hill and the rest of the field were absolutely nowhere. Whatever had happened in practice was now history. Barring mechanical failure the race was his – won in the first few seconds and two corners. It was now simply a question of who was going to finish second.

In fact, it turned out to be slightly more difficult than that. For much of the race the Scotsman was still troubled by gearbox problems and resorted to driving with his right hand almost permanently on the lever to prevent it from jumping out of gear. And then, at around half distance, the damp track became a soaking one as the heavens opened. By then Clark had opened up a a lead over Hill of half a minute, but as the circuit became wetter the gap increased. When the BRM expired a few laps later Clark found himself something like two minutes in the clear.

The winning margin at the end of the 180-mile race was six seconds short of five minutes. It had been a one-man show, almost boring to watch except for that incredible start and a virtuoso display of wet weather driving.

Before that race Clark was already well established as one of the world's top drivers. After it he was the undisputed number one and would remain so until his death five years later. There would be many more great drives, some more spectacular, but the image it left implanted in the brain – of a spindly little green single-seater streaking away into the distance apparently in a race of its own – would never fade. ■

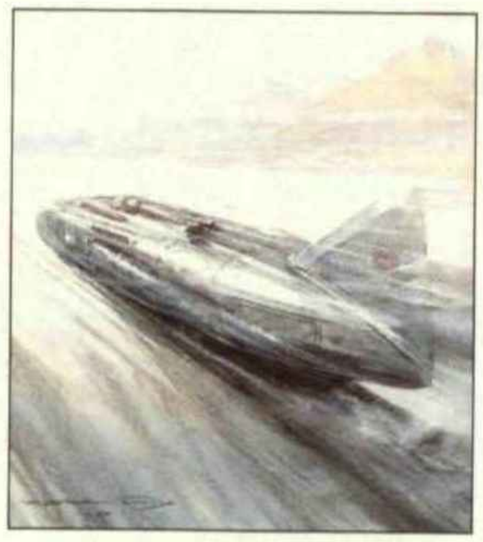
The Art of F. Gordon Crosby

I MECH E

Scenes from the Golden Age of motoring painted by F. Gordon Crosby (1885-1943) are available as a superb series of limited edition prints (750 each). Reproduced from six original works in the Institution of Mechanical Engineers, each image has been selected for its artistic excellence and historic interest. As single prints, in pairs, or as a full display set, the effect is dynamic!



A
Bernd Rosemeyer/Aui Union, 1936



D
George Eyston/Thunderbolt, 1937



B
Tazio Nuvolari/Alfa Romeo, 1935



E
Charles Dodson/Austin, 1938



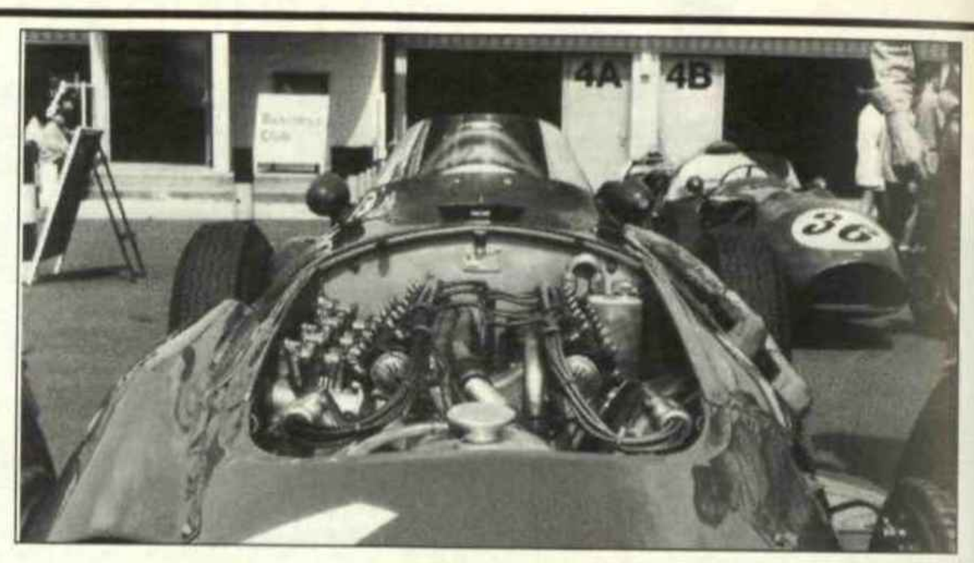
C
Malcolm Campbell/Bluebird, 1935



F
Freddie Dixon/Riley, 1936

Prints are full colour on 250 grm cream art paper, 48 x 41 cms, presented with a numbered certificate of authenticity.
Single prints £24 Pairs (A+B, C+D, E+F) £44 Full set £115
PLEASE ADD £3.00/£4.00 UK/OVERSEAS POSTAGE AND PACKING. 17.5% VAT MUST BE ADDED TO ALL UK ORDERS. IMECHE IS A REGISTERED CHARITY NO. 206882.
Orders by post to:
Keith Moore, Institution of Mechanical Engineers, 1 Birdcage Walk, London SW1H 9JJ.
Tel: 0171-973 1265. Fax: 0171-222 8762.
E-mail: ils@imeche.org.uk
Mastercard/Visa orders accepted by telephone, Mon-Fri 9.15 am - 5.30 pm.

On-line Photolist available now on http://www.sandbach.co.uk



Maserati 250F

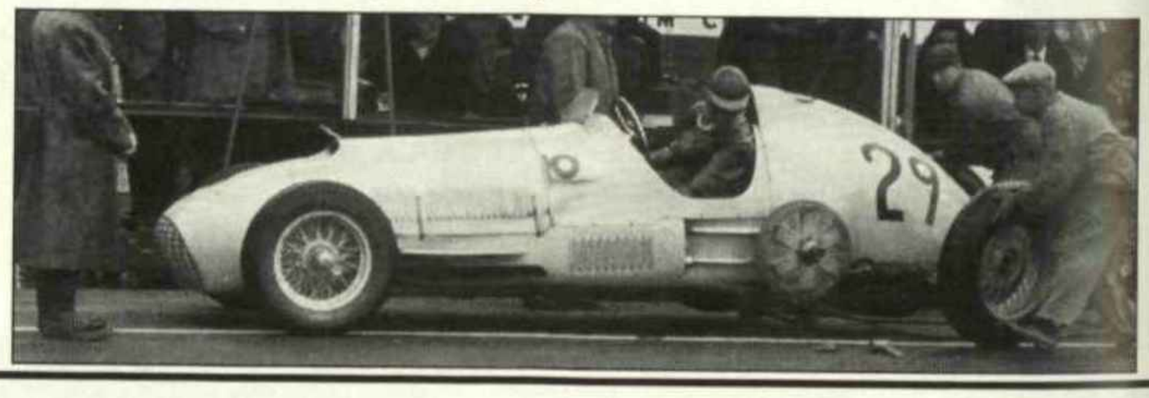
Just one of the photographs available from Sandbach of Sandbach Photographic Services, 12 Mortimer Drive, Sandbach, Cheshire, CW11 4HS. Please telephone 01270 753167 for further information.

Your One-Stop London Source for Automotive Photos and Research

Specialist Automotive and Motor Racing Photo Library that includes much rare and unpublished material from Edward Eves, Max LeGrand, Karl Ludvigson, Rodolfo Mailander, Stanley Rosenthall and others.

Ludvigsen Library Limited, 73 Collier Street, London N1 9BE
Tel: +44 0171 837 1700 Fax: +44 0171 837 1776
E-Mail: ludvigsen@mail.bogo.co.uk.

LUDVIGSEN



Meet us at the COYS FESTIVAL at Silverstone 25-27 July

Call about our other tours with Motor Racing Celebrities

The
MAGIC of LE MANS with DEREK BELL

14 - 17 NOVEMBER 1997

Join us along with the 5-times winner for a 4-day luxury trip to this most famous of circuits.
Good food. Good wine. Good company
Steep yourself in the history. Be part of the legend
BOOK EARLY FOR THIS ONE!!
From £355 per person

TRACK*tours*
Motor Racing History in a Tour

11, Woburn Street, Ampthill, Beds, MK45 2HP
Tel: 01525 840330 Fax: 01525 840660

LIMITED EDITION MOTOR SPORT PRINTS



A comprehensive selection of Limited Edition Prints signed by drivers such as, Mansell, Hill, Alesi, Prost, Coulthard, Herbert, Lauda, Piquet, Moss, and Fangio. PLUS MANY MORE.

Ring now for further details + price list

0181 977 5273

THE HAMPTON HILL FRAMING Co.

203 HIGH STREET, HAMPTON HILL, MIDDX, TW12 1NP

D-TYPE DOMINATION



In 1957 Jaguar D-types filled the top four places at Le Mans and scored the third successive victory for the marque in the classic 24-hour race. Graham Turner's evocative painting of Flockhart and Bueb's winning Ecurie Ecosse entry accelerating out of Tertre Rouge is now available as a print, reproduced in full colour on good quality acid free cartridge.

£25 each

Including post and packing in the U.K. Overseas orders add £3

Print size 53cm × 43cm

TO: STUDIO 88 LTD, PO. BOX 88, CHESHAM, BUCKS. HP5 2SN TEL: 01494 785193

Please send me .... copies of 1957 Le Mans print.
I enclose cheque/postal order/I.M.O. for £.....
or debit my Mastercard/Visa/Eurocard account

no.....

Expires.....Signature .....

Overseas orders by credit card or I.M.O. only.

NAME: .....

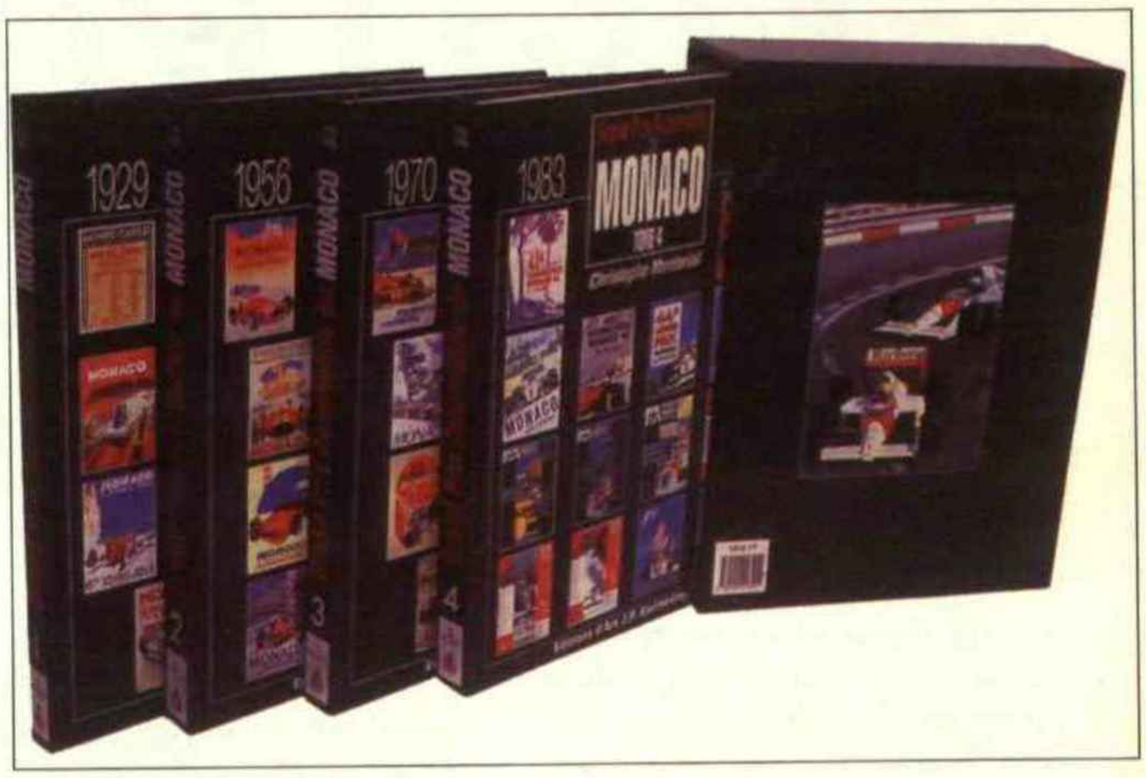
ADDRESS: .....

.....

.....

MS 7/97

The first complete history of Formula One



The blockbuster four slip-cased book set *Grand Prix Automobile de Monaco* is the first ever virtually complete pictorial history of F1 racing from 1929 to 1996. A majority of the photos are in full colour. Every race story is told - every result is fully detailed. Over 3,000 photos are included - many are of cars not previously fully documented. A full English translation is provided and this includes the story and details of every race.

Here - is an almost complete history of Ferrari in F1 from Enzo Ferrari's days with Alfa Romeo to Schumacher's argument with the armco in 1966. Here also is an almost complete pictorial record of the Bugatti GP cars, of Lotus, every team who ever ran a GP car worth the name. No other Grand Prix has ever attracted the cream of GP and F1 racing as consistently as has Monaco. That is why a pictorial history of Monaco IS a pictorial history of GP and F1.

Note however - these books will not be around for ever. They are a numbered limited edition of 3,500 copies which will probably appreciate in value.

Produced by Editions D'Art J-P Barthelmy - publishers of the famous twin-volume Le Mans history masterwork - the four huge (so large that we can't show them full size here!) Monaco GP books follow the same successful very high quality format as that of the LM books and are a similar bargain price - £230.

For a very limited period only you may order the four books - with their slip-case and the full English translation - post free in the UK for £230. Overseas post at cost. They are in stock now at Grand Prix Models.



GRAND PRIX MODELS

most credit cards accepted

3 Noke Lane Business Centre, St. Albans, AL2 3NY
Herts, England. Tel - 01727 845 645 Fax - 01727 845 858
e-mail address - mail@grandprixmodels.co.uk
Telephone enquiries - Tuesday to Fri 9 am to 1 pm & 2 to 5 pm,
Sats 10 am to 5 pm - closed Sun/Mon. Showroom open Sats 12 noon to 5 pm
Free access Internet Web Site - http://ww.grandprixmodels.co.uk

WITH THE 50 POST-WAR BRITISH GRANDS PRIX BEHIND US, GORDON CRUICKSHANK LOOKS BACK AT OUR PREMIER RACE

WHEN AN AERODROME NEAR A VILLAGE called Silverstone hosted the first Grand Prix in Britain after the war, it must have seemed unlikely that this desolate and hastily converted expanse of concrete would become central to motor racing in this country. Yet with last month's 50th running in post-war times of Britain's greatest race, Silverstone circuit can convincingly argue a place as the home of one of the world's finest motor races.

The honour of holding the country's top international event has of course been shared with others. Aintree and Brands Hatch have both been the show-ring for the Grand Prix circus, sometimes through the floating European Grand Prix fixture, which also brought the world's greatest drivers to the revived Donington Park in 1993. Yet these rival locations have usually alternated with Silverstone, so that time after time it has been the narrow hedge-lined roads of Northamptonshire which have echoed to the chatter of thousands of excited fans queueing to get there in time – and then to get out before nightfall.

It was really a little optimistic of the RAC to select the date of October 2, 1948 for its first post-war Grand Prix. It wasn't for any lack of enthusiasm; large crowds, starved of entertainment through the war, had attended the first renewed flickerings of motorsport. Nor was it because of a dearth of entries; there would certainly be enough proper racing cars from Italy, France and, a little way down the grid, Britain, to make a race.

No, there was another problem. A circuit. The only real road-racing circuit on the British mainland was Donington Park, scene of two spectacular pre-war Grands Prix, but it had been requisitioned by the military, and they weren't giving it up. Crystal Palace was desperately narrow for Grand Prix cars, and in poor shape. Brooklands, scene of the first two British GPs in 1927 and 1928, had little to offer except its old-fashioned bankings of ageing concrete.

Attention turned to the rash of suddenly redundant aerodromes, of which one seemed ideal. Silverstone airfield was extensive; it was in good shape, and it was relatively central. A one-year lease was signed in July 1948, leaving two months to prepare it for a major international motor race.

It was, though, only just an international event. Neither prize-fund nor prestige of the fledgling race was enough to attract the all-conquering Alfa Romeos or the Ferraris to this non-FIA event, but Maserati and Talbot came, putting exotic continental names onto the bill-posters.

What they found was a bare airfield with tents for pits, oil-drums for corners, and hay-bales for crowd protection; but the numbers attending were huge, jamming the lanes for hours. And though the British representation was far from strong, and the race hardly dramatic (Ascari and Villoresi first and second in Maseratis, with Bob Gerard's ERA behind) it proved there was the will, and the customers, to make it worth repeating.

As there were still no other circuit options, Silverstone was booked for the 1949 event, planned for May, well within the RAC's one-year lease. Now dignified by the FIA with full Grand Prix status, it was finally officially titled the British Grand Prix. On occasions it has also been granted the duplicate title of *Grand Prix d'Europe*, which can be confusing, for the European fixture has sometimes been an additional event here or abroad, and sometimes an honorific label attached to one of the existing GPs.

Heavy duty sponsorship of the GP began with that 1949 event, which displayed copious banners for the *Daily Express* newspaper. The paper, however, refrained from inserting its name into the race title, a practice which began in 1971 with Woolmark, and has seen it turn into the John Player, the Marlboro, the Shell Oils, and the Fosters British GP.

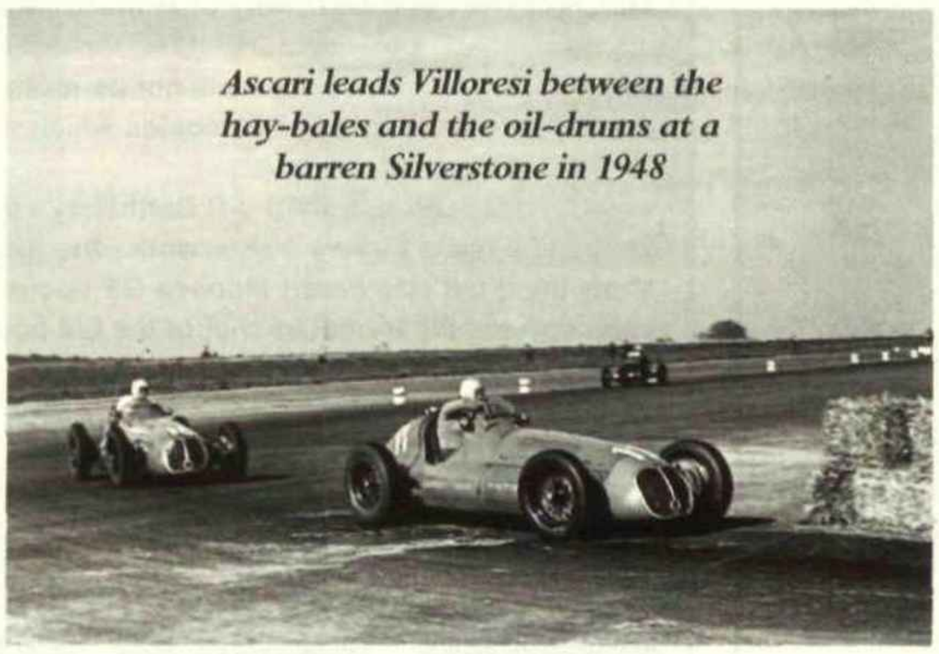
Despite its new status, the second Silverstone GP still failed to draw Ferrari, now the star Italian team; but 1950 would be different. Despite the crude facilities at Silverstone, the British Grand Prix was about to become the first event of the inaugural World Championship.

Ferrari not being ready, it was champion-elect Farina who took the flag from a front row of four Alfas, but with a Briton (Parnell) third in one, and the King and Queen present, the British Grand Prix had arrived.

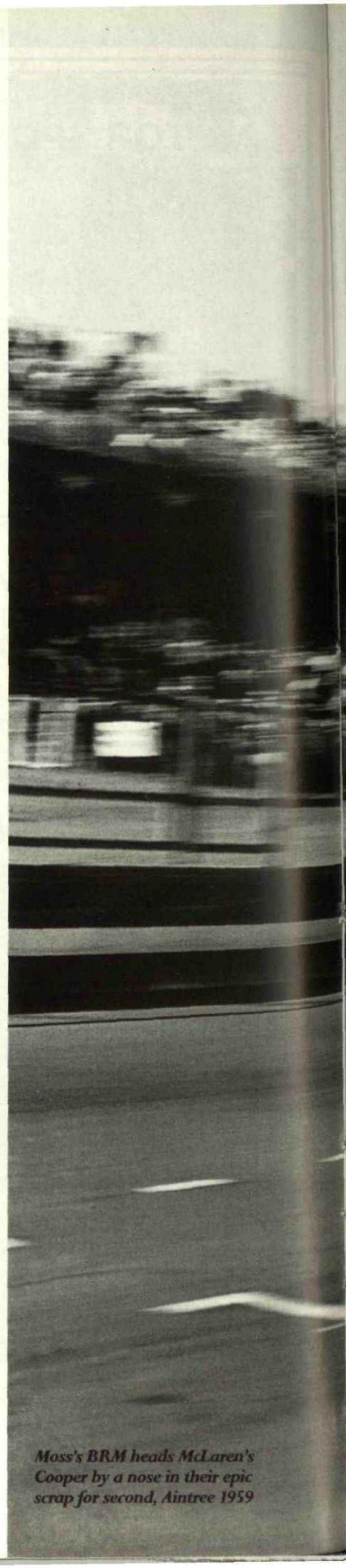
The next race, 1951, has gone down as one of the greats, when Froilan Gonzalez founded the Ferrari legend with the marque's first win. But during that year the RAC announced that it would not continue to lease Silverstone, deeming it inappropriate that the governing body should be so involved with the venue. Having kick-started the affair, it was time someone else took a hand. The obvious choice was the BRDC, whose secretary Desmond Scannell had been central to the Silverstone deal; backed by the *Daily Express*, the club took on the circuit, and built the first permanent buildings there, a new set of pits.

With the event now a permanent part of the championship, there was no more difficulty in attracting the right teams, even if British cars were way behind the Ferraris which took the 1952 and '53 races. But a novelty for 1953 was the arrival of BBC television cameras, the first time the Grand Prix had been broadcast.

Interest soared as the fans waited for a British win, finally delivered by Stirling Moss whose fractional victory over Fangio in 1955 confirmed his position as local hero. But it came in the first post-war GP not run at Silverstone, or by the BRDC. Mrs Mirabel Topham had spent £100,000 on a motor circuit at her Aintree racetrack, and the smart stands rather eclipsed the other track. Despite dreadful traffic jams from the huge ➳

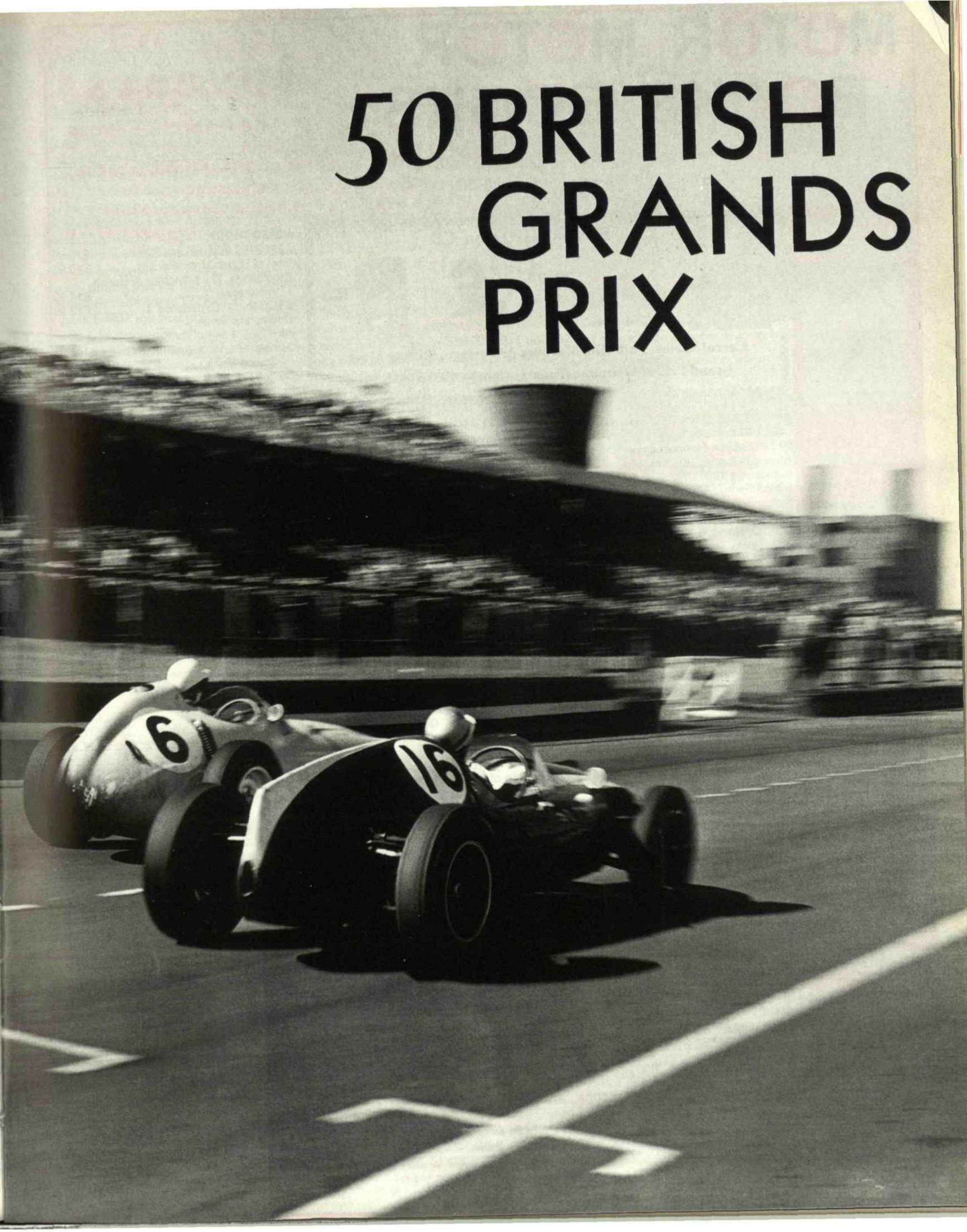


Ascari leads Villoresi between the hay-bales and the oil-drums at a barren Silverstone in 1948



Moss's BRM heads McLaren's Cooper by a nose in their epic scrap for second, Aintree 1959

50 BRITISH GRANDS PRIX

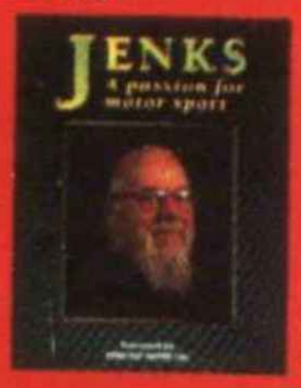


MOTOR MOTOR BOOKS BOOKS

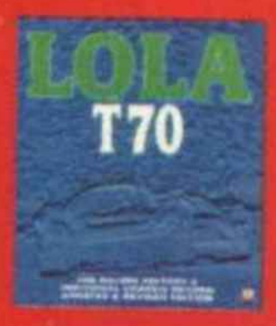
1957-1997
40years
At The Same Address

THE BEST CHOICE FOR MOTORING, RAILWAY, AVIATION, MILITARY, MARITIME BOOKS AND VIDEO TAPES
E-mail motor_books@compuserve.com Internet http://www.solnet.co.uk/motor-books
FREEPHONE ORDERLINE 0800 0267890 Please ask for our FREE Motorsport List

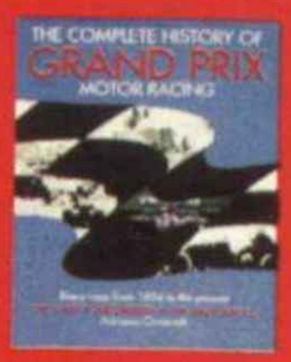
JENKS: A Passion for motor sport
£20.00



Also available
Racing Driver 19.99
AFN Story (Ltd Ed.) signed by Jenks
£49.95



Lola T70
Racing History & Chassis Record
£40.00



Complete History of
Grand Prix
Motor Racing
£30.00

*** NEW ***
Grand Prix Automobiles de Monaco
(4 volume set)
£230

Driver Interview's on CD





£8.99 each





Carrol Shelby, Phill Hill, Marques de Portago, Stirling Moss
Grand Prix of Gibraltar (Peter Ustinov) - Cassette £8.99

1996 GT Endurance (BRP Racing) ...£39.95
1996 Le Mans 24 Hours £39.95
24 Heurs/Uren Francochamps 1996 .£39.95
American Racing (Konemann) £19.99
Autocourse 1996-97 .....£30.00
Ayrton Senna, A tear out photo book ..£4.99
Ayrton Senna, A Tribute (pb).....£12.99
Behind the Scenes of Nascar Racing..£9.95
British Motorsport Year '96-97.....£20.00
British Rally Drivers, Their cars and awards 1925-39 .....£45.00
CAN-AM £29.95
Carambola!, nessun danno alle persone £39.95
Carlo Chiti: Sinfonia Ruggente, Roaring Sinfonia £29.99
Citroen 2CV (Italian text) £15.99
Competitive Carting (New Ed).....£11.95
Complete History of Grand Prix Racing, Every race from 1894 to present ..£30.00
Damon Hills Championship Year.....£20.00
F1 '96, Behind the scenes.....£21.95
Ferrari F1 Annual 1996 .....£39.95
Ferrari Formula 1 (Konemann).....£19.99
FIA 1997 Yearbook of Auto. Sport £43.95
Flat Out (A Grand Prix Novel) £5.99
Formula 1 Decades 1950-1997.....£16.99
Formula 1 Yearbook 1996-97.....£25.00
Gilles Villeneuve, life of a legendary racing driver £16.99
Grand Prix Automobile de Monaco 1929-1996 (4 vol.set) £230.00
Grand Prix Data Book 1997 .....£29.99
Grand Prix Fascination Formula 1.....£19.99
GT40 by Ronnie Spain £45.00
GT40 Photo Archive.....£17.95
Indianapolis 500 Yearbook 1996.....£13.99
Indianapolis Racing Memories'61-69 £29.95
Indy 500 Pace Cars.....£17.99
Indy Car Champion (ECS).....£9.95
Indy Review vol.6: 1996 .....£19.95
It Beats Working (Eoin Young).....£17.99
Jenks: A Passion for Motor Sport.....£19.95
Jim Clark (by Eric Dymock) £24.99
Jim Clark, The Legend Lives On.....£16.99
Life at the Limit (Sid Watkins) £16.99
Lola History (1957-1977).....[sept]£35.00
Lola T70, The racing history & individual chassis record (updated/revised) .£40.00
Lone Furrow, The Story of Arthur Mallock and his U2 Racing Cars £19.50
Michael Schumacher, A tear out photo book.....£4.99
Michael Schumacher, Formula for sucess £17.99
Mille Miglia 1947-1957 (Italian text) ..£14.99
Mille Miglia 1996.....£45.00
Mon Ami Mate £55.00
Motorcourse 1996-97 .....£27.50
Motorsport America 1996-1997, The Men & Machines of American Motorsport £19.99
Motorsport Art of Michael Turner £35.00
New Villeneuve(Jacques Villeneuve) £15.99
N.American touring car year '96-97...£12.95
Offenhauser, Legendary Racing Engine.....£23.95
Official ITV F1 1997 Grand Prix Gde ..£9.99
Phil Hill: Yankee Champion.....£29.99
Pits vol.IV (Autosport Cartoons).....£4.95
Porsche Sport '96.....£34.95
Portrait's of the 60's (Konemann).....£19.99
R8 Gordini, l'ecole des champions....£31.95
Race Car Engineering vol.7/4 .....£3.50
Race Tech vol.2/4 .....£2.95
Race Tech vol.2/6 .....£2.95
Racing Driver, The theory & practice of fast driving (Dennis Jenkinson).....£19.99
Racing The Silver Arrows, Mercedes-Benz vs. Auto Union 1934-1939.....£39.95
Rally Navigation £12.99
Rallycourse 1996-97 .....£27.50
Reg Parnell.....£18.99
Reynard Story, From Formula Ford to Indycar Champions £19.99
Team Lotus, Indianapolis years £24.99
Touring Car World 1996/97.....£11.99
Touring Car Year 1996-97.....£9.95
Villeneuve, My first season in F1 .....£20.00
Villeneuve (inc. CD ROM).....£49.95
Villeneuve, My First Season in F1.....£20.00

VIDEO TAPES
1996 ARC International Rally.....£15.99
Best of British Motor Racing.....£10.99
Brooklands, The birthplace of British motorsport.....£14.99
BTCC In Car Experience 2.....£12.99
Champions series:
Jim Clark, Fangio, Hawthorn & Collins, James Hunt, Jack Brabham, Graham Hill, Stirling Moss..... each£12.99
Cutting Edge F1 .....£12.99
Cutting Edge Indycar.....£12.99
Damon Hill, the fight for victory £13.99
FIA Formula 1 Review's: 1987, 88, 89, 90, 91, 92, 93, 94, 95, 96 ..... each£13.99
F3 Review 1996 .....£12.99
Great Racing Cars: Alfa Romeo.....£10.99
Great Racing Cars: Ferrari.....£10.99
Indycar Legends: Andretti & Rahal ...£10.99
Jackie Ickx, A profile £10.99
Lap of the Gods Pt.1 (GP circuits) £14.99
Lap of the Gods Pt.2 (GP circuits) £14.99
More Motorsport Mayhem £12.99
Nascar Legends: Bill Elliot, Rusty Wallace £10.99
Nascar Racing 2 (PC CD Rom) £39.95
NHRA Drag 1996 Review £12.99
Over the limit 1: Ferrari & Varzi.....£14.99
Over the limit 2: Nuvolari & Ascari £14.99
Over The Limit, Out of Control: Over 250 Rally Incidents.....£9.99
Quest For Speed, Eddie Hill Story £10.99
Racing Red £12.99
Racing Green £12.99
Racing Silver.....£12.99
Racing the Silver Arrows pt.1.....£17.99
Racing the Silver Arrows pt.2.....£17.99
Saga of Formula 1 vol's 1-7 ..... each£10.99
Senna, racing is in my blood £12.99
Sporting Rovers '96.....£10.99
Stage Times, 1996 Rally Review £12.99
The Grid, Guide to 1997 F1 Teams ..£10.99
World Rally Review 1996.....£13.99

MULTIMEDIA (CD ROM's)
Fabulous Ferrari.....£39.95
Formula 1, features every race 1950-96 (CD Rom).....£19.99

Brooklands Le Mans series
'Ford & Matra Years' 1966-74
'The Ferrari Years' 1958-65
'The Jaguar Years' 1949-57
£12.99 each

also available
24 Heurs de Mans 1923-92 - £190
1996 Le Mans 24 hours - £39.95

Postage & Packing: UK add £3.25 over £50 post free. Please ask for 1st Class/Express
Overseas 15% of value up to £150, 10% of value over £150. Air mail by request

LONDON
33(MS) St.Martins Ct
London WC2N 4AN
Tel+44(0)171 836 5376
Fax+44(0)171 497 2539

OXFORD
8 The Roundway, Headington
Oxford OX3 8DH.
Tel+44(0)1865 766215
Fax+44(0)1865 763555

SWINDON
10 Theatre Square
Swindon SN1 1QN
Tel+44(0)1793 523170
Fax+44(0)1793 432070

crowds (some say 150,000), and complaints about the BARC's organisation, Aintree alternated with Silverstone until 1962, when the RAC caused a furore by giving it to the Liverpool track in Silverstone's year.

That was Aintree's last Grand Prix, but now there was a new contender. Brands Hatch circuit in Kent. Facilities there had improved dramatically, and non-championship F1 races had already proved that the place was a real test of car and driver. The honour of the British GP was finally bestowed in 1964, beginning an alternating pattern with Silverstone which lasted until 1986. In those less restricted days, both also ran non-championship Formula One races in their 'off' year, Silverstone its International Trophy, and Brands its Race of Champions. But increasing safety worries in the early Seventies focussed on the Kent circuit, which had less latitude for adjustment than Silverstone, where the BRDC had been buying up land to ensure its future. Then, with no warning, the unwritten year-about system stopped dead in 1986, when FOCA announced a five-year deal with Silverstone. Brands ceased overnight to be a Grand Prix circuit, and Silverstone has hosted every British GP since.

The British event is one of the immutable fixtures in the World Championship, its mid-July date as firm since 1951 as the date of Le Mans or Monaco, and the range of 'firsts' it has witnessed is extensive. The first championship win for a British car came in 1957, when Moss took over Brooks' Vanwall; 20 years later Renault unveiled the first turbocharged GP contender; 1979 gave Williams its first Grand Prix victory. It was the first Grand Prix to carry a sponsor's name, and has done so more consistently than any other; scarcely a year has passed since 1971 without it promoting cigarettes, oil or beer.

Today the running of the event is considered to be at the top level, but that hasn't prevented several chaotic happenings in its time. In 1973, Jody Scheckter, on the first lap, spun across the track at Woodcote, then blisteringly quick and unforgiving. For following cars there was no margin; when the debris settled there were nine wrecked cars blocking the road. Soon work began to emasculate Woodcote with a chicane for '75. Ironically, that race saw an even bigger disaster, when heavy rain arrived



1964, and the first seconds of a new era as Brands Hatch hosts its first GP



The 1976 lap one shunt which caused a near-riot in support of James Hunt



Even in 1953, sponsorship and television dominated the Silverstone scene



Gonzalez admitted to tears as the Argentine flag rose on Ferrari's first win

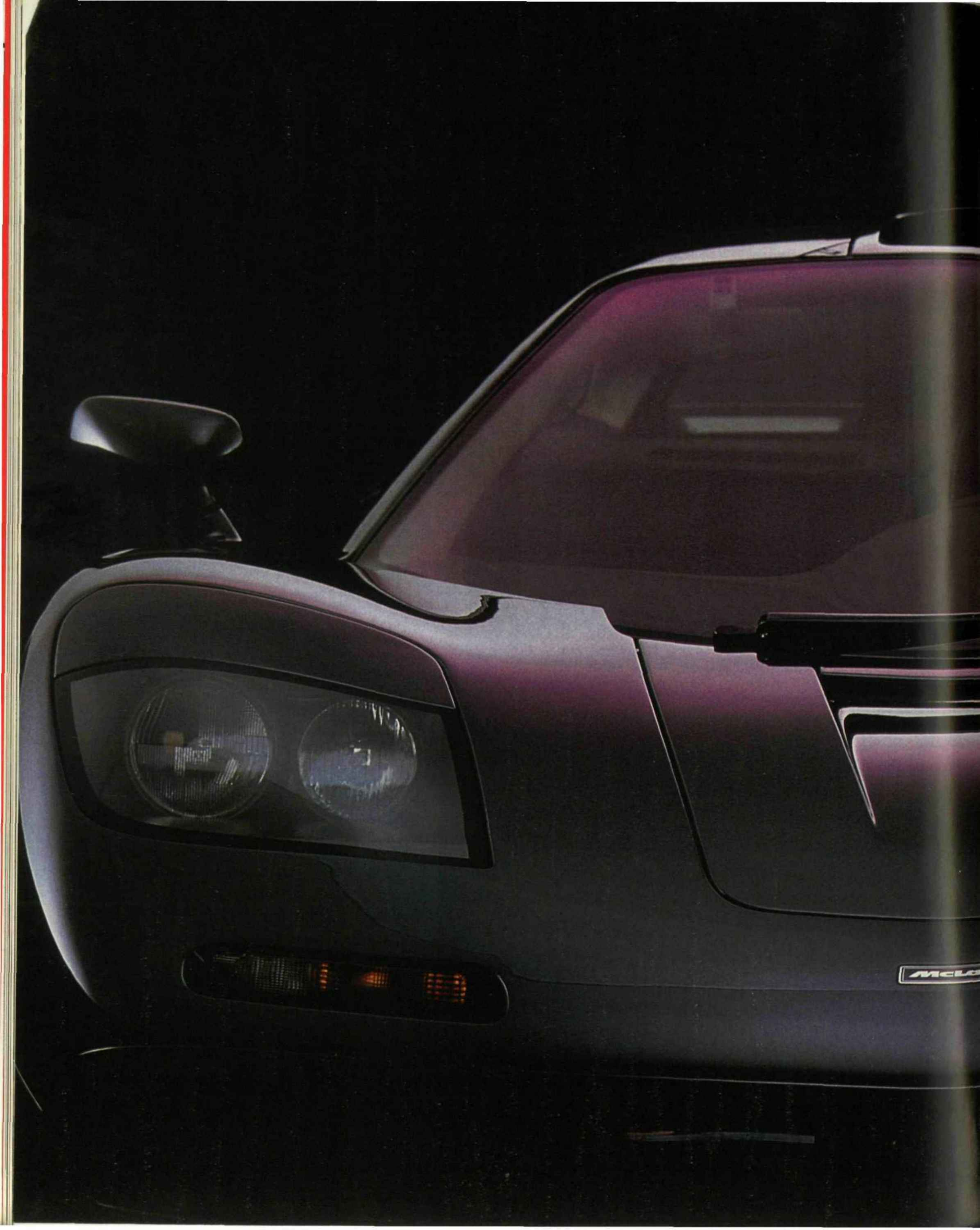
late in the race and sent a dozen cars into the barriers. Emerson Fittipaldi, leading when the red flag came out, had his last victory, one of only two cars running at the end.

The Brands '74 race was overshadowed by an FIA inquiry as to why Niki Lauda, pitting his punctured Ferrari with a lap to go, had his exit blocked by officials and lost a probable fifth place; though reinstated by a tribunal, it left a nasty taste. That, however, was eclipsed by what happened at the next Kentish race. James Hunt was Britain's hero in 1976; the Hesketh adventure had popularised him, and now he was winning races in a McLaren. But when the organisers tried to stop him using the spare car after a first-lap shunt, a wave of displeasure ran through the crowd; there were jeers, boos and whistles, and then beercans began to fly. It was an ugly moment, but in the end the authorities did not have to back down; the McLaren team got the original car repaired, and Hunt went on to win an emotive home Grand Prix. The FIA was lucky to be out of beercan range when it stripped Hunt of his win in a Paris courtroom months later.

However firm the rules, individuals must carry responsibilities, and in 1985 at Silverstone Alain Prost, having lapped the field in his McLaren, was surprised to see the chequered flag waved at him a lap early. It was a mistake, but it was official. The canny Frenchman did the extra lap to be sure of his points, but there were no legal recriminations, as the finish order was not going to change in the last tour.

A new wave of fans, boosted by BBC coverage, brought a new problem when Mansell won at Silverstone in 1992. Like a football crowd, onlookers surged onto the track while other cars still ran; Mansell himself bowled one of his fans over. Crowd restraint is now part of the circuit brief; even after Damon Hill's emotional 1994 British victory, achieving what his father never managed, the track remained clear.

With 50 manifestations behind it, the British Grand Prix is one of the core events in the calendar. As the Grand Prix map spreads ever wider, television brings an expanding worldwide audience. Our home event may not always be at Silverstone – a race at Donington or even an upstart rival is always possible. But as things are, for two hours every July, millions of people are watching those same corners – Woodcote, Copse, Abbey – whose names were invented to glamourise a barren airfield in 1948. M



THE BEST GOES WEST

THERE HAS NEVER BEEN ANOTHER SUPERCAR LIKE THE McLAREN F1 AND THERE NEVER WILL BE. AS IT MOVES INTO ITS FINAL FEW MONTHS OF PRODUCTION, ANDREW FRANKEL ASSESSES ITS PLACE IN HISTORY

photography by Andrew Yeadon



MUNICH LEGENDS

SALES

Exciting BMW's for those who know more about understeer and oversteer than hands-free dialling and on-board computers...and all cars are inspected by BMW- trained engineers to ensure no nasty post-purchase surprises. Buy with confidence...whatever the model.

SPARES

Everything you need to care for your BMW, with help and advice that's as genuine as the parts themselves. We offer enthusiastic support to owners of all classic and performance BMWs. Call 01825 740456 - the only part number you will ever need to know.

SERVICE

Full workshop support from a service to a complete mechanical rebuild including performance modifications for road or track, all carried out by BMW-trained technicians who never forget...only your satisfaction guarantees our success.

SUPPORT

Restoring a classic 3.0 Coupe or searching for a late model M6 ? Whatever your interest in the Munich Marque, we're here to help...with experience and enthusiasm that combine to provide a standard of service you can trust.

THE CLASSIC AND PERFORMANCE BMW SPECIALISTS

Lewes Road, Chelwood Gate, Sussex RH17 7DE

TEL:01825 740456 FAX:01825 740094

euro tec RACING

The UK's Alpine Renault centre

Service & Repair Specialists

Motorsport Preparation

Gotti & PLS Wheels

Renault Sport Tuning parts

Alpine Renault parts

OMP & Sparco

Sports Exhaust Systems

Worldwide Mail Order



Alpine Le-Mans £P.O.A.
Ex Patrick Collection. The best RHD example. Full leather & air cond. 4,800 miles with FSH.



Alpine GTA Turbo From £8,995
The best selection available. Phone for List.



Helem V6 GTR



Renault Sport Spider £27,995
1997 In Pearl Yellow. Delivery mileage.

Lulworth Garage, Lulworth, Dorset. U.K.
Tel: 01929 400711 or Fax: 01929 400618



Mill House Books

Mike, Jan and Sarah Kettlewell of MILL HOUSE BOOKS offer a unique personal service. We send out orders by return-of-post (subject to availability); our books are double wrapped for added protection; and our post & packing charge for UK customers is only £3 for orders up to £50 and FREE over £50.

Space does not permit us to list all of our books. Suffice to say we can supply virtually any motoring (or motorcycling) book generally available plus many motor sporting titles from overseas publishers

RACING

JENKS: A Passion For Motor Sport, The Words & Life Of Denis Jenkinson. Compilation of 50 articles and features written for BRDC Review and Motor Sport, for which he was Continental Correspondent for over 40 years. Foreword by Stirling Moss, tributes from leading authors. 224 pages, 150 illustrations.....£19.95

THE COMPLETE HISTORY OF GRAND PRIX MOTOR RACING (Cimarosti). Revised edition traces history from 1906-1996. 504 large pages, over 1000 photos.....£35.00

RACING THE SILVER ARROWS: Mercedes-Benz v Auto Union 1934-1939 (Nixon). Re-issue.....£39.95

THE MOTORSPORT ART OF MICHAEL TURNER (Turner). 96 large pages features 146 illustrations, 68 of them in colour.....£35.00

THE FRENCH SPORTS CAR REVOLUTION: Bugatti, Delage, Delahaye & Talbot In Competition 1934-1939 (Blight). 560 pages, 156 illustrations. Limited to 1500 copies.....£95.00

GRAND PRIX AUTOMOBILE DE MONACO. Four-volume slipcased work comprising 1100 pages and over 3000 b/w and colour photos. French text with English translation.....£225.00

LE MANS: The Jaguar Years 1949-1957. 172 pages of reports and features originally published in magazines of the era.....£12.95

LE MANS: The Ferrari Years 1958-1965.....£12.95

LE MANS: The Ford & Matra Years 1966-1974.....£12.95

CARRERA PANAMERICANA (Murphy). 160-page history.....£39.95

QUICKSILVER (Earl). An investigation into the development of German Grand Prix cars 1934-1939, originally published by HMSO in 1947. 160 pages.....£40.00

CAN-AM (Lyons). 256-page history of the fabulous CanAm series from 1966-1974.....£29.95

VANDERBILT CUP RACE 1936 & 1937 PHOTO ARCHIVE (Yates). 128 pages, 120 b/w photos. Hardbound.....£24.95

INDIANAPOLIS RACING MEMORIES 1961-1969 (Friedman). 60 pages, 100 colour and 75 b/w photos.....£29.95

GRAND PRIX DATA BOOK 3: Complete Record Of The Formula 1 World Championship From 1950 (Hayhoe & Holland). Covers up to 1996.£29.50

GUINNESS GRAND PRIX WHO'S WHO 2 (Small). Revised second edition. Profiles and full records of everyone who has started - or tried to qualify for - a Grand Prix.....£17.95

GILLES VILLENEUVE: Life Of The Legendary Racing Driver (Donaldson).....£17.99

VILLENEUVE: A Racing Legend (de la Plante). 222-page book with many colour photos on Gilles Villeneuve. Less CD-ROM.....£29.99

BRUCE McLAREN: The Man And His Racing Team (Young). 232 pages, 50 photos.....£15.99

PHIL HILL: Yankee Champion (Nolan). Revised and expanded edition of 1962 book. 280 pages.....£29.99

JIM CLARK (Dymock). 256-page biography with 250 colour and b/w photos.....£24.99

ARCHIE AND THE LISTERS: The Heroic Story Of Archie Scott-Brown And The Marque He Made Famous (Edwards).....£17.99

ALL ARMS AND ELBOWS (Innes Ireland).....£19.95

REG PARNELL: The Quiet Man Who Helped To Engineer Britain's Post-War Motor Racing Revolution (Gauld).....£18.99

MANAGING A LEGEND: Stirling Moss, Ken Gregory And The British Racing Partnership (Edwards). Biography of Ken Gregory, the postwar motor sport entrepreneur. 320 pages. Due September.....£19.99

IT BEATS WORKING: My 35 Years Inside Motor Racing (Eoin Young). Foreword by Jackie Stewart. 224 pages.....£17.99

LIFE AT THE LIMIT: Triumph & Tragedy In Formula 1 (Professor Sid Watkins). Paperback edition of best-selling title.....£5.99

THE RACING DRIVER: The Theory & Practice Of Fast Driving (Denis Jenkinson). Reprint of classic 1958 book. 207 pages.....£19.99

FOUR WHEEL DRIFT (Lawrence). 136 pages, 201 photos of motor racing 1945-1959.....£13.50

TT PIONEERS (Kelly). Car races held between 1904-1922. Profusely-illustrated.....£15.99

AERO-ENGINED RACING CARS AT BROOKLANDS (Boddy). 160 pages, re-issue.....£19.99

BROOKLANDS GIANTS (Boddy). Covers 'monster' racing cars with engines over 10 litres.....£19.99

THE ASTON MARTIN DB3S SPORTS CAR (Nixon). Two-volume set in a slip case. 522 pages, 590 colour and b/w photographs.....£375.00

CHAPARRAL (Falconer & Nye).....£28.95

CUNNINGHAM: The Cars Of Briggs Swift Cunningam (Batchelor & Bochroch).....£29.95

FIFTY YEARS OF FERRARI: A Grand Prix & Sports Car Racing History (Henry). Foreword by Jody Scheckter. 192 large pages, 150 colour & b/w photos. Due September.....£24.99

FERRARI MONOPOSTO CATALOGUE RAISONNE 1948-1997. 320-page catalogue of all single-seater Ferraris.....£59.95

FERRARI: A Dream Born In The Snow (Boccafogli). Inside story of Enzo Ferrari and his team. 160 pages.....£17.95

FERRARI 250LM (Nye). No 15 in Cavalleria series.....£55.00

FERRARI 250 GTO (Nye). No 14 in Cavalleria series.....£55.00

FERRARI 250GT 'TOUR DE FRANCE' (Starkey). 144 pages.....£25.00

GT40: An Individual History & Race Record (Spain).....£45.00

GT40 PHOTO ARCHIVE (Winer & Wyss).....£17.95

JAGUAR SPORTS-RACING CARS: C-type, D-type, XKSS, Lightweight E-Type (Porter). 160 pages, 80 colour and 170 b/w photos.....£24.95

LOLA T70: The Racing History & Individual Chassis Record (Starkey). New second edition. 176 pages.....£40.00

LOTUS: A Formula One Team History (Grant-Braham).....£19.95

TEAM LOTUS: The Indianapolis Years (Ferguson). 192 pages, 170 photos, including colour.....£24.99

THE LONE FURROW: The Story Of Arthur Mallock & His U2 Racing Cars (Lawrence). 320 pages, 16 pages of colour and 16 pages of b/w photos.....£19.50

OFFENHAUSER (White). 192 pages, 200 b/w photos on mainstay engine of Indy racing of years ago.....£23.95

THE REYNARD STORY: From Formula Ford To Indy Champions (Lawrence). 208 pages.....£19.99

UNBEATABLE SALE BARGAINS

GRAND PRIX: Fascination Formula 1 (Schlegelmilch). 400-page album, 1000s of photos. Promotional price.....£19.99

FORMULA 1 PORTRAITS OF THE 60s (Schlegelmilch). 320 pages featuring over 500 b/w photos. Promotional price.....£19.99

RACERS APART: Memories Of Motorsport Heroes (Tremayne). Was £24.95.....£14.95

THE 50 GREATEST GRAND PRIX WINNERS (Cowland). 109 pages, many colour photos. Was £8.99.....£1.99

ANDRETTI (Mario Andretti). 120-page photographic autobiography, many colour and b/w photos. Was £20.....£7.99

AYRTON SENNA: One Year On (Henry). Revised edition of 'Remembering Ayrton Senna'. 120 pages. Was £14.99.....£6.99

NIGEL MANSELL: The Complete Pictorial Record (Sutton). Photographic tribute. Was £18.99.....£6.99

NIGEL MANSELL: My Autobiography (Mansell & Allen). 351-page biography autographed by Mansell. Was £16.99.....£7.99

JIM CLARK: The Legend Lives On (Gauld). Was £16.99.....£8.99

MOTOR RACING THROUGH THE FIFTIES (Lewis). 152 pages, many b/w photos. Was £17.95.....£8.95

1950: The Year, The Races (Delsaux). Large 256-page review of the 1950 motorsporting season. Many photos. Was £59.95.....£24.99

THE ENTHUSIAST'S GUIDE TO VINTAGE SPECIALS (Bateman). 192 pages on 80 outstanding inter-war track and sprint specials. Was £24.99.....£12.99

VINTAGE & HISTORIC RACING CARS (Gabbard). 192 pages, 275 photos covering historic racing machinery. Was £19.95.....£12.95

FORMULA JUNIOR RACING CARS REMEMBERED (Cowdrey). Was £15.99.....£8.99

AMERICAN RACING: Portrait Of The '50s & '60s (Burnside). Photographic review of sports cars driven by Gurney, Shelby, etc. 330 large pages, 550 b/w photos. Promotional price.....£19.99

GUIDE TO MOTORSPORT CIRCUITS OF THE WORLD (Sakkis). 1994 edition. Was £12.95.....£3.99

MONACO GRAND PRIX: Portrait Of A Pageant (Brown & Newman). Published in 1989. Was £19.95.....£8.95

RACING AT CRYSTAL PALACE: A History Of Motorsports At London's Own Race Circuit 1927-72 (Parfitt). Was £12.95.....£5.95

A BIT BEHIND THE TIMES (Kenneth Neve). 176-page autobiography of VSCC personality. Was £7.95.....£3.95

ALFA ROMEO MODELLO 8C 2300 (Cherrett). Available again. 192 pages, over 170 photos. Was £45.....£25.00

DONALD HEALEY: My World Of Cars (Garnier & Healey). 216 pages, 125 photos. Was £16.99.....£8.99

FANTASTIQUES BUGATTI (Souzay & de Nombel). 207 pages of specially-commissioned colour photos of 27 selected Bugattis plus supporting French text. Was £79.95.....£39.99

57: THE LAST FRENCH BUGATTI (Price). Was £50.....£25.00

ERA: A Concise History (Barker). 71 pages. Was £15.95.....£7.95

FERRARI FORMULA 1 (Schlegelmilch). 800 photos of Ferrari Grand Prix cars over the years in 360 extra-large pages. Promotional price.£19.99

HRG: The Sportsman's Ideal (Dussek). Was £19.95.....£8.99

LANCIA CATALOGUE RAISONNE 1907-1990 (Bernabo). Two-volume slipcased set. Was £120.....£64.95

MASERATI 250F: A Technical Appraisal (Hall). Was £12.95.....£3.99

PORSCHE: The 4-Cylinder 4-Cam Sports & Racing Cars (Sloniger). Was £16.95.....£7.99

PORSCHE CATALOGUE RAISONNE 1947-1993 (Pasini). 2-volume set. Was £120.....£59.95

VANWALL 2.5 LITRE F1: A Technical Appraisal (Bamsey). Was £12.95.....£3.99

NEW & FORTHCOMING BOOKS

THE MOTORING CENTURY: The Story Of The Royal Automobile Club (Brendon). 432 pages, 400 photos.....£25.00

ABARTH CATALOGUE RAISONNE. Now reprinted.....£59.95

ALVIS: The Story Of The Red Triangle (Day). New third edition of classic Alvis history. 440 pages.....£35.00

THE AUDI FILE (Dymock). 416-page catalogue of all models....£19.99

THE AUSTIN SEVEN SOURCE BOOK (Purves). Definitive 544-page history of Austin 7 and its derivates. Re-issue.....£29.99

BUGATTI: Le Pur-Sang des Automobiles (Conway). New fifth edition, 416 pages, 485 photos.....£35.00

ORIGINAL FERRARI V8 (Bluemel).....£19.95

FERRARI 550 Maranello (Automobilia Great Cars series).....£24.95

JAGUAR E-TYPE: The Definitive History (Porter). Re-issue, 700 pages, 700 photos.....£60.00

LAGONDA (Holthusen). Limited to 1000 copies. 426 pages, 745 b/w and 241 colour illustrations.....£275.00

MG SPORTS CARS: Seventy Years Of The Marque From 18/80 To MGF. Autocar reprints.....£19.95

THE COMPLETE GUIDE TO MG COLLECTIBLES (Elman-Brown). 192 pages, 450 colour photos.....£24.95

MORGAN: Best Of British In Old Photographs (Hill).....£10.99

MORGANS TO 1997 (Bell). In popular Collector's Guide series..£14.99

RILEY: The Production & Competition History Of The Pre-1939 Riley Motor Car (Birmingham). Re-issue of classic work.....£24.99

ROLLS-ROYCE & BENTLEY: Best Of British In Old Photographs (Bobbitt). 160 pages, 240 archive photographs.....£10.99

SAAB: Half A Century Of Achievement (Dymock). 192 pages, colour photos.....£24.99

VIDEOS

Le Mans '97 (54m).....£12.99

FIA F1 Review 1996: A Champion And A Gentleman (90 mins).£13.99

Dream Teams - 1996 Goodwood Festival Of Speed (136 mins).£13.99

Grand Prix 1978/79 (52m).....£14.99

Grand Prix 1976/77 (46m).....£14.99

Grand Prix 1974/75 (52m).....£14.99

Grand Prix 1972/73 (55m).....£14.99

Grand Prix 1970/71 (56m).....£14.99

Ayrton Senna: Racing Is In My Blood (55m).....£12.99

Inside Track: Senna & McLaren (60m).....SALE £5.99

The Hills: Father & Son (60m).....SALE £7.99

The Niki Lauda Story (55m).....SALE £5.99

Formula Villeneuve (52m). Gilles Villeneuve tribute.....£12.99

Racing Green: Great British Racing Cars & Stars Of The '50s & '60s (65m).....£12.99

Racing Red: Great Italian Racing Cars (90m).....£12.99

Racing Silver: Great German Racing Cars (90m).....£12.99

Racing The Silver Arrows Part 1: Mercedes v Auto Union 1934-1937 (55m).....£17.99

Racing The Silver Arrows Part 2: 1938-1939 (50m).....£17.99

Auto Union 1933-1939 - The Official Story (50m).....£10.99

Brooklands, The Birthplace Of British Motorsport (50m).....£16.99

History Of Motor Racing: 1960s (132m).....£12.99

History Of Motor Racing: 1950s (132m).....£12.99

Tribute To Fangio (54m).....£17.99

Fangio Special: A Great Racing Driver (55m).....£14.99

Over The Limit Part 1: Enzo Ferrari & Achille Varzi (55m).....£14.99

Over The Limit Part 2: Tazio Nuvolari & Alberto Ascari (55m).£14.99

The Speed Merchants: 1972 sports car racing (92m).....£14.99

Mountain Legend: 1965 Targa Florio (43m).....£14.99

Great Racing Cars - Alfa Romeo (47m).....£10.99

The Bristol Car: Never More Than Three A Week (30m).....£10.99

The Bugatti Video Volume 1 (53m).....£14.99

The Bugatti Video Volume 2 (53m).....£14.99

Great Racing Cars - Ferrari (47m).....£10.99

The Lotus Story - Volume One: 1946-1959 (60m).....£12.99

The Lotus Story - Volume Two: 1959-1962 (53m).....£12.99

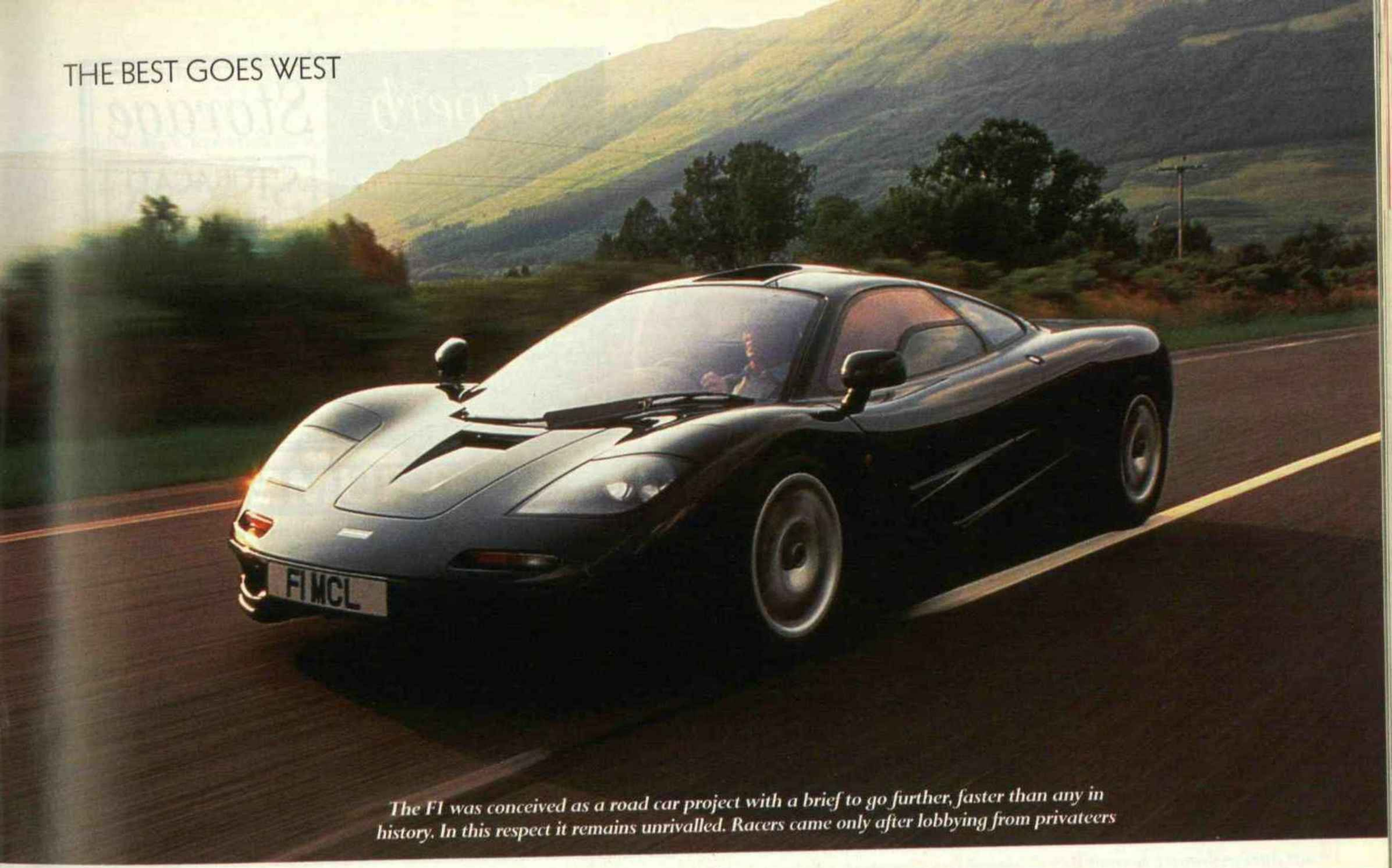
Porsche - The Racing Legend (80m).....£12.99

Tapes available in VHS PAL format only

VIDEO POST & PACKING: Britain & Northern Ireland: £1.50 for any amount of videos. THIS POSTAGE CHARGE DOES NOT APPLY if videos included with book order, but a minimum of £50 worth of BOOKS must be ordered to qualify for free p&p. Overseas: £1.50 for each video. Because of post office regulation, videos cannot be sent abroad in the same parcel as books.

BOOK POST & PACKING DETAILS: Britain & Northern Ireland - £3 for orders up to £50, FREE over £50. British customers should remit by cheque or PO or write or telephone using MASTERCARD/VISA/AMERICAN EXPRESS/SWITCH. Please quote expiry date and in case of SWITCH issue number. **Overseas: inc Republic of Ireland** - £4 for orders up to £25, 15% 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 plus expiry date. US $ cheques/drafts also accepted.

MILL HOUSE BOOKS, The Mill House, Eastville, Boston, Lincolnshire, PE22 8LS
Tel: 01205 270377, Fax: 01205 270551



The F1 was conceived as a road car project with a brief to go further, faster than any in history. In this respect it remains unrivalled. Racers came only after lobbying from privateers

You will remember the 1988 Italian Grand Prix. It was the one race that season which did not see a McLaren MP4/4 sweeping across the line to win. Until two laps before the end, it looked like the normal red and white walkover we had seen in the previous 11 races. Sure, Prost had fallen by the wayside on lap 34 with a rare failure within his Honda V6 turbo motor but that still left Senna, powering assuredly on his way to the flag.

That on lap 49 of the 51-lap race Ayrton, with a lead so comfortable it risked becoming tedious, failed to negotiate Jean-Louis Schlesser's Williams is well remembered; so too is the fact that Gerhard Berger and Michele Alboreto went on to record a one-two for Ferrari, in Italy, just weeks after the Old Man's death. It was indeed a momentous weekend.

But McLaren did not stop making history the moment Ayrton climbed out of his stricken car; they were still at it in the departure lounge of Linate airport as they waited for the plane home. It was there that Ron Dennis and Gordon Murray hatched an idea to build a road car.

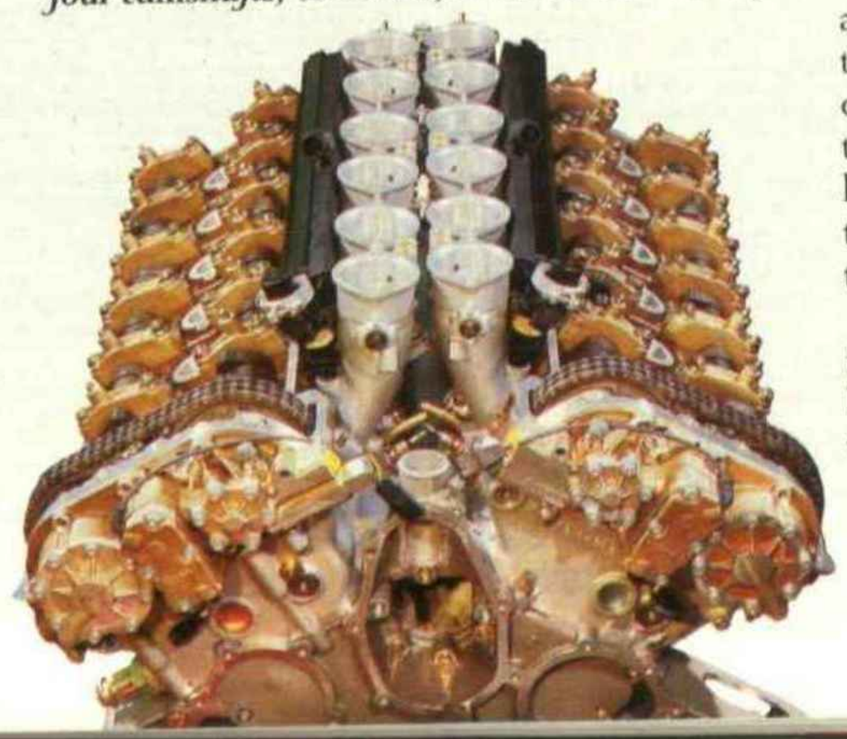
The late eighties were a peculiar time. I knew a city broker who often advised his clients to buy or sell depending on whether his lucky dart landed east or west of the bullseye on the board that hung on the back of his office door. When he took these momentous decisions he was invariably drunk and, on several occasions, blindfolded too. And if you wonder how he managed to stay in business, you do not remember the insanities of this, the silliest of financial seasons.

The city boys called it the tertiary stage of the bull market, knowing the fourth stage didn't exist, but that stopped no-one; while the sun shone, there was hay to be made.

The McLaren F1 didn't actually go on sale until 1993 by which time deep depression hung over the economic climate. It cost £634,500, and it is no secret that McLaren lost money on every one of the road cars it made. And by October this year, when production will cease for good, just 100 of the originally planned 350 will have been produced.

Economically, then, it was a failure, though it should be remembered that it fared rather better than those other supercars to which 200mph was just another number on the dial. Despite first being shown in 1988 and going into production in 1992 for the comparatively reasonable sum of £403,000, there is still a clutch of Jaguar XJ220s which have failed to find owners, despite being put back on sale with £150,000 lopped off the purchase price. And then there was the Bugatti... You will not need reminding of the fate that marque suffered in the wake of its occasionally brilliant but too ugly supercar.

Paul Rosche's masterpiece: twelve cylinders, four camshafts, 48-valves, 6.1-litres and 627bhp



And, economics aside, the simple truth is that the McLaren F1 was an immeasureably greater car than any of these. Great not because of the undoubted extravagance of its design but because of its sheer sense. Oh yes. There was only one thing you needed for the McLaren F1 to make sense and that was money. That was all that stood between you and not simply the fastest mid-engined supercar ever built, but the most practical too.

For the F1 not only had three seats, two of which were as adept at carrying golf clubs as humans, it also had a preposterously large bin on each side of the car for your luggage. And just so long as you didn't mind your clothes being kept rather warm, there was no distance too far for the car, while the likes of the Jaguar were so impractical it was hard to pack enough for a dirty weekend, let alone anything approaching a holiday.

There is so much more to admire in the McLaren, from its titanium pedal box to its gold-lined engine bay, from the little 'F1' motifs on the caps that cover the modem sockets to the fact that this allows you to download the engine diagnostics by telephone from wherever in the world you are.

But when you drive it for the first time, none ➤

PROTEUS



REPLICA JAGUAR C-TYPE

This is an exact replica of the car built by Jaguar between the years 1951 to 1953. The body is made from moulds taken from an actual C type No. 29. The space frame chassis follows the lines of the original exactly but has been modified to take the mechanical components from either a MK II Jaguar or XJ6 Series 2. It is available either as a kit of parts or fully built and is available with aluminium or glass fibre body work

Kit Price from £5,495 plus VAT. Complete car £30,000 plus VAT



REPLICA JAGUAR D-TYPE & XKSS

This is an exact copy fo the car built by Jaguar between 1954 to 1956 and is available either in short nose or long nose form. The XKSS version is also available. The space frame follows the lines of the original and has the floor/cill panels rivetted on to form a stressed skin structure for complete authentically. It is avilable either as a kit of parts or as a complete car with aluminium or glass fibre bodywork. The mechanical components can be taken from a series 2 Jaguar XJ6 or to build a really authentic car a combination of E type & MK II parts must be used

Kit Price from £5,995 plus VAT. Complete car £40,000 plus VAT



REPLICA JAGUAR XJ13

This is a copy of the car built by Jaguar in the early 1960's to develop the V12 engine and although it was designed as a racing car for use at Le Mans it never actually raced, and only one car was ever built. This car is powered by a V12 engine from a production Jaguar mated to a 5 speed ZF transaxle. The aluminium monocoque chassis/body unit incorporates a tubular steel frame for strength and ease of construction. The outer body panels can be either aluminium or glass fibre. All other details have been accurately reproduced including the 5 spoke magnesium alloy wheels. The car can be supplied either as a kit of parts or as fully built car.

Kit Price from £9,800 plus VAT. Complete car £50,000 plus VAT



REPLICA MERCEDES 300 SLR

This is a copy of the car built by Mercedes Benz for endurance racing in the 1955 season. Our prototype is modelled on the car which won the Mille Miglia in the hands of Sterling Moss in the record time of 10 hrs 48 mins 7 secs. We have constructed to be as close a copy of the orignal as is possible without it costing as much as the originals (Reported to be $500,000 each in 1955). The tubular space frame follows the exact lines of the original as does the body which is constructed of hand formed aluminium panels. The car is powered by a striaght six fule injected engine from a 1970 Mercedes 280 SE but larger engines can be specified if required. All other details such as the triple spoke wheels, instruments etc are also copied from the original. This car is not avilablein component form.

Complete car £68,000 plus VAT

ALL ENQUIRIES ABOUT THE ABOVE PRODUCTS TO PROTEUS CARS LTD, ALBERT ST. LITTLE LEVER, BOLTON, LANCS. BL3 1JH. TEL/FAX: 01204 709465

Superb *Storage*

Repairs, restoration, servicing, MOT's, valeting, collection and delivery world wide, cherished car insurance, and

the highest standards of car storage

STORACAR

THE HOTEL FOR FINE AUTOMOBILES LTD

Established since 1983

P.O. Box 374, Newport Pignell,
Buckinghamshire. MK16 8AA
Telephone: (01234) 391 206
Facsimile: (01234) 391 672

INSTRUMENTS



Europe's leading company established in 1967 specialising purely in the restoration and manufacture of classic and vintage vehicle instruments & dashboard fittings.

We can supply original or replica instruments for many classic racing cars; chronometric & magnetic revolution counters & speedometers; pressure, boost & temperature gauges: JAGUAR C/D, FERRARI, BUGATTI, MASERATI etc.

We provide a full restoration service on all instruments and dashboard fittings, including dial printing, plating, calibration etc. Special service for capillary temperature gauges using fittings to correct original 'Smith' and 'British Jaeger' patterns. Send for our leaflet V(MS) stating make & model.



Vintage Restorations

The Old Bakery, Windmill Street, Tunbridge Wells, Kent TN2 4UU.
Telephone: (01892) 525899: Facsimile: 01892 525499
www.mgcars.org.uk/vintage-restorations

SILVERSTONE 1950 — *WE WERE THERE!*

(International 2 litre Sports car race)



(photo Guy Griffiths)

Our Chairman Tony Crook (Bristol Engined Frazer Nash) equalling Ferrari driver Alberto Ascari's fastest lap. The following year Crook won the race.

.

Benefit by our 51 years experience of BRISTOL Cars and Engines.

Send your car to us for all requirements.

△ New BRISTOLS on view

△ Used factory inspected classic & modern BRISTOLS for sale. DEAL DIRECT!! We have no distributors, dealers, agents or representatives!

△ Bristol Service, to complete renovations, original supervision of factory staff using original drawings jigs and parts. △ Crash repairs to original drawings.

△ Paintshops △ Coachwork △ Turbocharging △ 2 litres to current worked on by WE WHO MADE EVERY BRISTOL!! 1946-1997.



1997 Blenheim, a modern car handbuilt to traditional BRITISH excellence.

COACHWORKS & PAINTSHOPS (for those wanting work to Bristol Fashion) Open to ALL MAKES

First contact us at

BRISTOL CARS 368/370 Kensington High Street, London W14 8NL 0171 603 5555

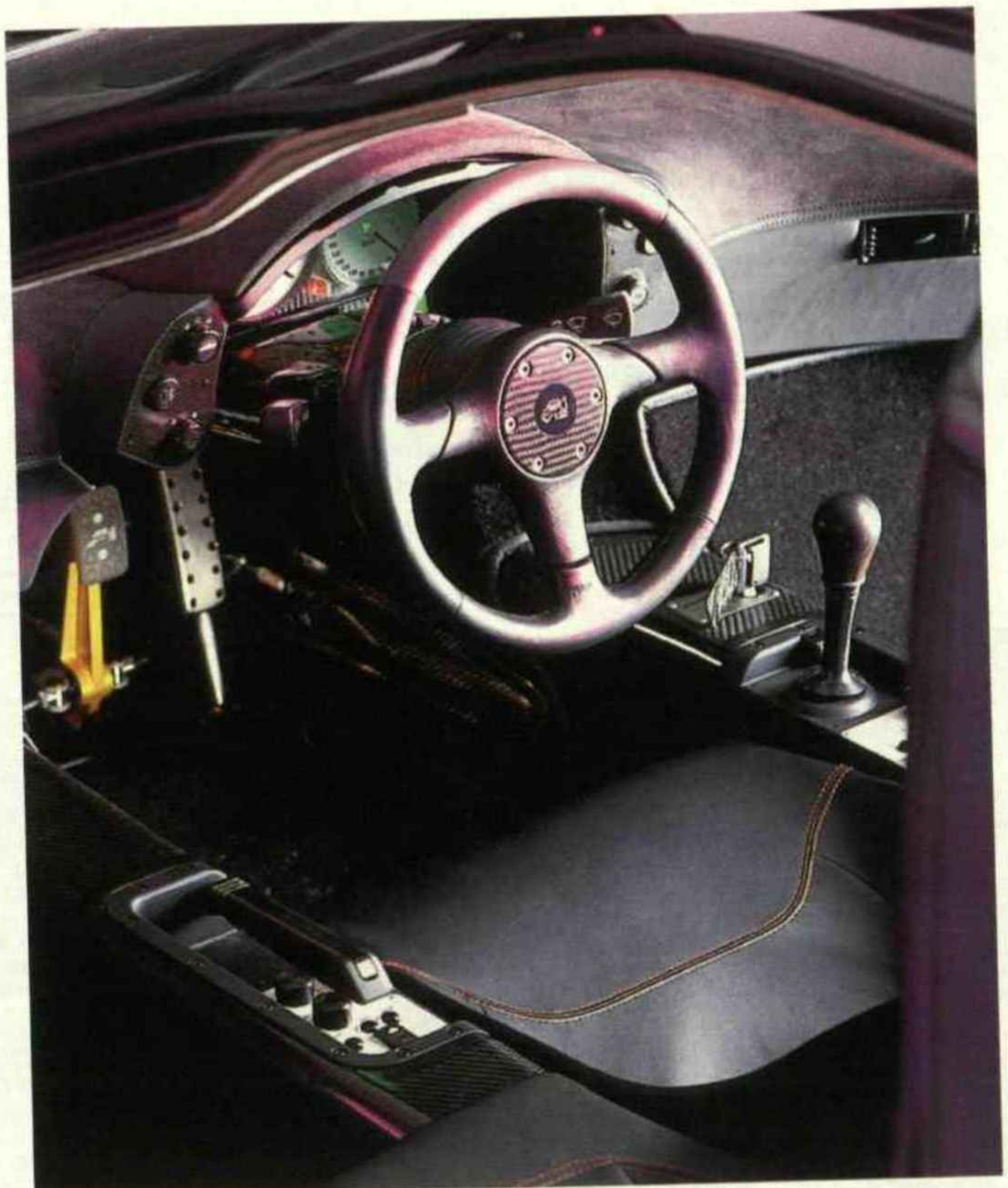
of this matters. You do not think of the carbon-fibre structure, each one of which takes over a man-year to create, nor of thousands of aircraft specification nuts and bolts with which this extraordinary car is screwed together. When first you climb awkwardly into that centre seat, clip on the four-point harness, turn the key and press the button, your thoughts are of one thing alone: a road-car experience guaranteed to be different to anything you have encountered, regardless of how old or experienced you may be.

And so it proves. By the time I drove the F1, I had spent the previous six years earning a living from testing every new car that was put on sale. I had driven both Jaguar and Bugatti and spent an absurdly fortunate amount of time in other people's Ferraris. Usually such privilege brings a certain sense of expectation and a knowledge that, however wonderful the experience to follow, it will fall somewhere within the bounds of what you already know. With the F1 this, emphatically, was not the case.

I was introduced to its driving seat on May 2nd, 1994, 24 hours after the death of the greatest driver of our generation and as harrowing a time for the staff of McLaren as any since the loss of its eponymous founder. We met at one end of a 10,000 ft runway. There were two McLarens there, both experimental prototypes, XP4 being the much-abused hack which was to provide our performance figures and XP5, the rather cleaner demonstrator which would pose for the photographs and provide the basis of the driving impressions.

I had been in an F1 before, slithering around a damp Nürburgring Nordschleife with Jonathan Palmer at the wheel, trying to remember his way around, but so fascinated had I become by watching Palmer trying to put 627bhp onto a damp track he only vaguely remembered that I recalled more of the noise and his flailing arms than I did of the outlandish performance.

At Bruntingthorpe and under full throttle in a straight line it was instantly overwhelming, and I became thankful for the fact that traction limitations meant that full acceleration in first and second gears, even on a dry runway, was simply not possible. Even so, it still reached 60mph in 3.2sec and, rather more significantly, sprinted from 30-70mph in 2.1sec. By the time 200mph had been and gone, just 28sec after releasing the clutch for the first time, I had confirmed what I had suspected. This was not simply the fastest car in the world, it rendered the performance of all others purporting to provide the thrill of ultimate speed, whether produced by Lamborghini, Ferrari, or Jaguar, instantly and utterly obsolete.



Central driving position unbeaten for comfort and ergonomic excellence by any other supercar. Note titanium pedals and right-hand gearchange

I drove a Honda NSX within five minutes of stepping out of the F1 and experienced for the first and, to date, only time in my life, a front-line supercar that felt suddenly and pitifully slow.

After that I drove the McLaren up to North Yorkshire, noting how easy and relaxed it was loafing along a motorway at 80mph, attracting a mere fraction of the stares that a Testarossa or Diablo would attract. For the fastest car in the world, the F1 is, remarkably, not in the least bit flashy.

The difficulties started as soon as I embarked on the 50-mile cross-country route from the motorway to our hotel on the edge of the moors. There wasn't a mile that passed under its wheels during which I didn't want the journey to end. I rounded every corner hoping for the sign which would signal the arrival of the small town and the completion of the route. Though the trip took just a few minutes, it seemed to last an age and when finally, I parked the F1, I had never felt so pleased to hand over a set of car keys in my life.

The problem was not the car, it was me. In those minutes I fought to keep control, not of the F1, but of myself. I felt drugged, fighting back the urge to drive along public roads at suicidal speeds. My brain would be screaming at me to slow down, but it was all I could do to lift my foot from the accelerator. I decided at least twice to stop the car and hand it over to the driver of one of the support cars that would soon pass by, but found myself unable to give in to such sense. The F1 took me to the limit of my sense of self-preservation and showed me the red mist that lay beyond.

I never ventured further, never abandoned the safety margin, never came close to being a danger to myself or the public but I was shocked to discover a car existed that could so starkly confront me with my own limitations. Today, I still am.

If there is a problem with the F1, that is it. Several have collided with the scenery while being driven by unusually able drivers and one wonders whether its uniquely addictive personality is at least partly to blame. It's not that the F1 is, in any way, a dangerous car; its roadholding and braking are barely rivalled in the dry and, when it starts to slide, it does so quickly but consistently; it needs watching in the wet but no more than you'd expect from any car with 627bhp, rear-wheel drive, no traction control or ABS. No, if it is to be doubted, it is because it is so good and inspires so much confidence as it doles out its unparalleled experience that resisting the temptation to dip ever further into its seemingly limitless charms is far and away the most difficult part of driving the car.

When the F1 came out, I remember a vast canon of hot air was produced decrying it as a meaningless car, in the main by those who had not driven it. One such miffed hack remarked to me that he admired the latest Escort more than McLaren's landmark motor car.

I accept that, to the world in general, the McLaren F1 is not important; but what supercar ever was? But to true car enthusiasts, who love the idea of a car created using the best brains and greatest technological resources simply so that it could go faster than any other, there is something wonderful about the F1 that no other before or, I suspect, after, will ever capture so fully again. M



The editor between Gordon Murray and Jonathan Palmer at the Nürburgring

TORQUE LIKE AN EGYPTIAN

GILES CHAPMAN TALKS TO THE PEOPLE WHO CREATED EGYPT'S ONLY LE MANS CONTENDER – THE PHOENIX

For Raymond and Neville Flower, and other colonials who treated Egypt as home, life would never be the same after 1956. Gamal Abdel Nasser had seized the Suez Canal and, as Britain and France declared him a tyrant, he sequestrated their assets in his country.

The fact that the two brothers were trying to establish the country on the international motor racing scene stood for nought.

"Nasser wasn't very nasty to the British," grins Raymond, "just firm. Like all British subjects, we received orders to leave."

I tracked them down in Cannes last November – 40 years to the month since they quit Egypt. Raymond, 75, lives in an Italian castle and writes books; Neville, 70 and an Egyptologist, lives in the south of France.

Their father Edmund, recuperating from illness in Egypt, had set up his own Cairo Motor Company in 1908, selling British cars like Rover and Napier. Flower worked his contacts assiduously, badgering the boss of Ford's Manchester plant until he granted him the Ford franchise for Egypt, Sudan, Palestine, Syria and Cyprus.

During the war Raymond was handed the reins, while afterwards Neville did a year's engineering at Rolls-Royce, returning in 1947 to become EAST Co's technical director... and clutching the lucrative Rolls and Bentley franchise for the entire Middle East. By 1951 Cairo was Rolls's largest export market, and the Flower brothers lived like playboys. Neville opened a nightclub in Antibes where Errol Flynn was a regular. Raymond, meanwhile, leaving the grubby business of assembling kit-form Austin A40s and Morris lorries to his faithful managers, went motor racing.

In 1949 he failed to finish the Alpine Rally in a Riley Roadster. Undeterred, he took part in the next six Alpines, but fared better in Ireland's Tourist Trophy. In a tuned MG TD, with George Phillips, he won the production car class in 1953, and again in 1954 with Ernest McMillen and a Porsche 356. "My success was in keeping four wheels on the track and lolloping round," he says. In 1955, in a Porsche RS100, he was part of the infamous Deer's Leap pile-up which spelt the end of racing at Dundrod.



Portrait by Christine Lalla

Neville and Raymond Flower together in Cannes, 40 years after their Le Mans sportscar foray

The good times, however, were to end. First, Cairo Motors and EAST Co's HQ was razed by a fire in the Cairo riots of January 1952, and no sooner had they been rebuilt than, in July, Nasser swept to power on a tide of Egyptian nationalism. Charismatic and clever, he quickly deposed King Farouk and vowed to stem the rising poverty of the country's underclasses – and, of course, the ballooning wealth of the privileged, including what he saw as the Imperialist British.

Car imports were banned. "But parts were still allowed in so we could assemble them," says Raymond. "We had 300 staff and we had to keep them busy. To me it was like a large family – I can't remember how many circumcisions I was invited to attend."

The genesis of what was to become Egypt's first and last Le Mans contender was just as painful.

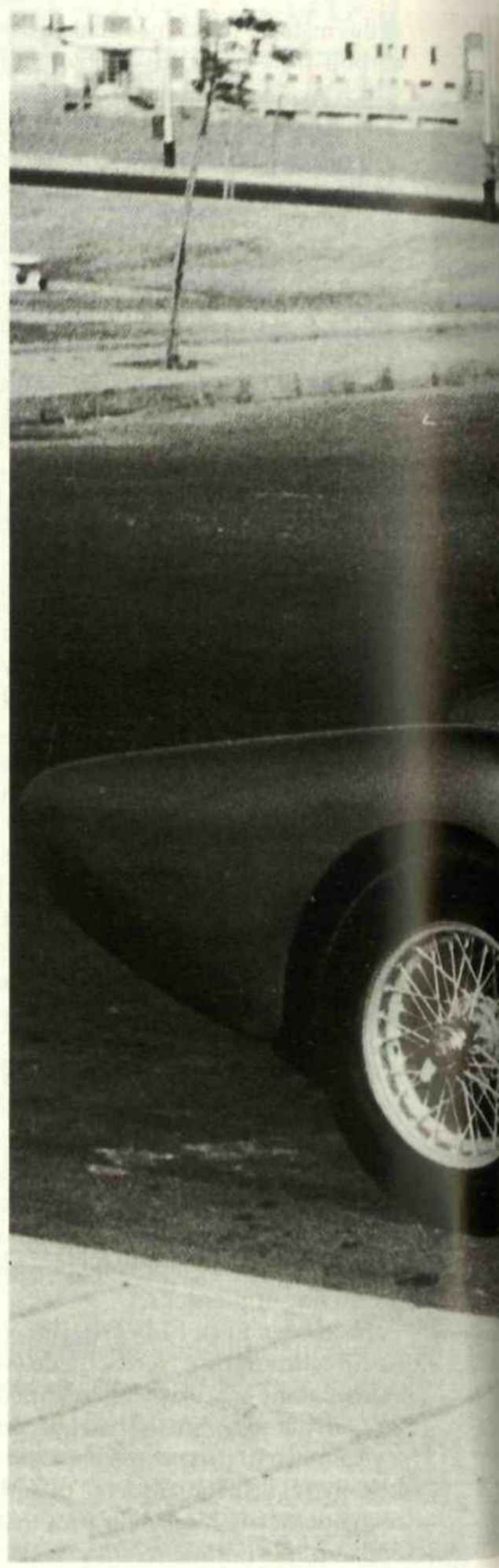
At London racing drivers' hangout The Steering Wheel Club, Raymond had met Gordon Bedson, the designer of the Kieft sports-racing cars, and persuaded him to design a simple tubular chassis to take imported Morris Minor bits. With a hand-beaten steel body this made a passable small sportscar, which Raymond christened the Phoenix Flamebird. A few dozen were sold.

But Bedson had racing in his blood. He also schemed a two-seater sports-racer for Raymond, called the Phoenix 2SR6 (sometimes titled SR150 in press references at the time).

"I wanted a Maserati engine but Gordon suggested a 2-litre Connaught. Brian Lister made the chassis and then we built the car in Alexandria." Lister remembers sending a chassis to Egypt in 1955, the early Lister-Bristol-type with ladder frame, equal front wishbones and de Dion rear. "There was some talk of production under licence," he recalls, "but I never thought it would get off the ground."

Contemporary press references to the project detail a Turner engine, which was based on the Lea-Francis block, as was the later Connaught engine; this may explain the differing recollections of the power source. Certainly one of the people involved, Fitzroy Somerset, now Lord Raglan, remembers it being a 2-litre Turner. "I was a friend of Raymond Flower and I went out to Cairo for a holiday in the winter of 1955. I actually designed the Phoenix body, using heavy wire as formers with alloy panels. But someone else added a sort of TR2 nose to it and rather spoiled it."

Press photos of a model of the Phoenix show streamlined, recessed headlamps, whereas the built car had conventional projecting units; yet it



Neville Flower at the wheel of the Phoenix in Cairo. Its elegant alloy body was well made and detailed

remains an elegant shape. "Very conventional for the time," says a modest Raglan now, "but it looked alright. Nice car to drive, too."

Tested around Cairo, the two-seater managed 80mph on the streets, in a novel hue to improve its chances of a Le Mans entry for 1956. "I'd never have got a Le Mans place if it hadn't been the Egyptian 'national car'. Egypt didn't have a racing colour so we thought we'd give it one: we chose purple," says Flower. "We were about to ship it back to Gordon Bedser's team in Wolverhampton for tweaks when Nasser took the Suez canal. So we called it the Nasserati!

"But now, because of Suez, there was absolutely no way the French would let it in; I got a polite postcard from the ACO saying they'd be happy to accept it *another* time! So we took it on to Reims, but there the car cooked a piston in practice. That was the end, really".

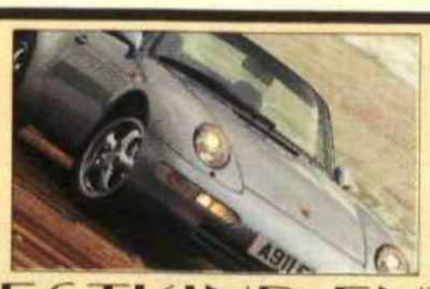
This was the Reims 12hr race in July 1956. Lord Raglan went as mechanic, at this period of political passion. "We practiced, but there was an engine problem, even talk of sabotage – sugar or sand in the tank."

By August 1956, both brothers had left Egypt for the tranquility of Cannes. "We just had to lock up and go, leaving the lads with 200 Morris commercials to assemble," sighs Neville.

With them went plans for a car that could have put the ordinary Egyptian on wheels, the Phoenix Frisky microcar. It later surfaced as the Meadows Frisky and enjoyed sporadic production in Britain, its brief popularity, ironically, due to the Suez-inspired fuel crisis. Gordon Bedson designed its chassis while Giovanni Michelotti styled it. Raglan even raced one, turning the three-wheeler over early on. But the Frisky was more important in introducing Neville to Michelotti. He soon became the designer's agent, a partnership that gave birth to such designs as the Triumph Herald, Spitfire, 2000, TR4 and Stag, BMW 700 and 1800 and the Alpine A110.

And what, I wondered, did Raymond think of old Nasser after all the trouble he'd caused him? "Well," he says contemplatively, "he made his people proud to be Egyptian. He gave them an identity."

And what of the Phoenix itself? Disappeared into mythology, as befits a project which was, says Lord Raglan, "really a *jeu d'esprit*". M





BESTKIND ENTERPRISES LTD

BENTLEY TURBO	For Hire	£349/Day
PORSCHE TARGA TIPTRONIC	For Hire	£349/Day
PORSCHE 993 COUPE	For Hire	£295/Day
PORSCHE 911 C4 CAB	For Hire	£189/Day
BMW M3 CONVERTIBLE	For Hire	£159/Day
NISSAN 200 SX TURBO	For Hire	£99/Day
LANDROVER DISCOVERY TDi	For Hire	£80/Day
BMW 316i COUPE	For Hire	£59/Day

★ Business User Accounts Welcome ★ Based on 7 Day Hire ★

CALL 0171-252 7963 OR EMERGENCY HIRE 0860 653 918



CLASSIC

DAVIDA

MADE IN ENGLAND

MANUFACTURERS OF TRADITIONAL HELMETS

THE DAVIDA CLASSIC

Fibreglass shell, leather lined, cotton webbing and cork interior. Over 25 colours available. Sizes S-54-58cm, M-58-60cm, L-60-62cm.

Aviator Goggle

BY LEON JEANTET
DISTRIBUTED BY DAVIDA

Sole (UK) distributors of Aviator Goggles. We have possibly the largest selection of goggles in the UK.

Ring us for full colour brochure on all products. We export and distribute around the world.

ORDERING: Davida (UK) Ltd, Millhouse, Holt Avenue, Moreton, Wirral, Merseyside L46 oSS. Telephone: 0151-678 4656 or fax: 0151-677 5398.

A boyhood dream come true!
Motor Racing - Sprints - Hill Climbs



Prescott
Lifting an inside wheel at Ettores

A COLLECTORS ITEM!

ORDERS FROM: (Cheques payable to Vintage Car Publishers)
VINTAGE CAR PUBLISHERS, FREEPOST
BILLINGSHURST, West Sussex RH14 0BR.
Tel/Fax: 01403 871272 Tel: 01403 871477

A Lifetime With Cars

The ultimate gift for the true enthusiast Rivers Fletcher's latest book - with the Foreword by Raymond Baxter

Superb photographic reproduction, good value'
Book Collecting Feature - Motor Sport

'This book should give much pleasure to all motoring enthusiasts, and no Bentley driver's coffee table should be without one.'
Bentley Drivers Club

'With over 190 period photographs, this book should prove of great interest to all who are fascinated by motoring's history.
(**Recommended) CLASSIC CARS**

'Beautifully produced and good fun' **Vintage Sports-Car Club**

Large format, 160 pages, printed on Parilux Silk gilt-edged paper, hard cased covered with Brillianta cloth - plus a gloss colour laminated jacket.



Aintree 1959
Stirling Moss B.R.P. P.25 B.R.M.

ONLY £39 (Signed copies £44)
Please state if you would like your copy personalised plus postage and package: UK £5 Overseas £10

Superb Bentleys and other exotic machinery
- 70 years of fun -

Barnato - Birkin - Campbell - Caracciola - FANGIO - González - Hill - Howe - Mays - Moss - Wharton

now open in SCOTLAND!! 0141 - 418 - 0021



PENTAGON AUTO-TINT

- ✔ Stay cool & comfortable during hot weather
- ✔ Cut down on glare and dazzle (day & night)
- ✔ Travel around more discreetly and safely
- ✔ Filter out Ultra Violet Light (protect interior)
- ✔ Avoid thieves spotting valuables at night

All Enquiries Telephone: 0181 749 9 749

We are the UK's No 1 Car Tinting specialists

For the ultimate in CAR WINDOW TINTING Call the Professionals



LIGHT SMOKE

SMOKE

MIDNIGHT

BRONZE



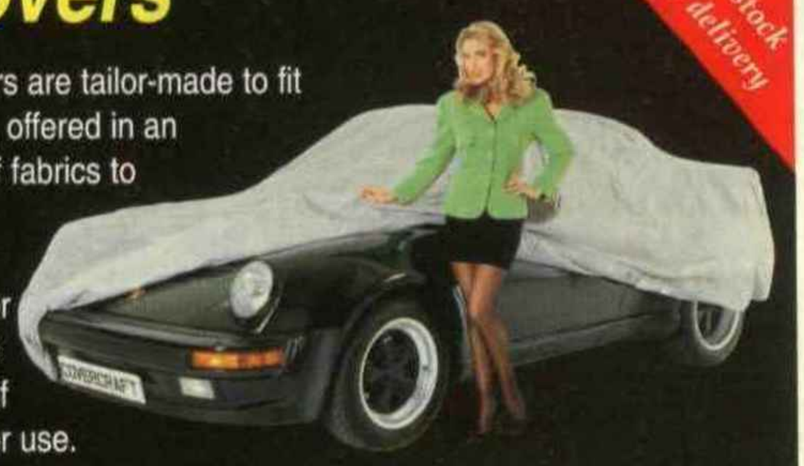
BUSINESS OPPORTUNITY

Our professionally applied **Teflon** reinforced coatings are unique. Product performance, first class service and integrity have earned **TST** a worldwide reputation within the automotive, marine and aviation markets. We are currently seeking **site specific** and **Mobile franchise partners** throughout the UK who recognise the growth potential of our business.If you would like our world class, highly profitable products working for you call 0800 52 52 92, fax 01483 766 660 or e-mail Roger @ TST.Co.UK.



The World's Softest Car Covers

Many covers available from stock for immediate delivery



Covercraft's Covers are tailor-made to fit your car precisely, offered in an extensive range of fabrics to suit your needs, whether that be permanent outdoor storage, in-garage use or a mixture of indoor and outdoor use.

New **Noah** - This revolutionary ***New*** fabric provides **Total Weather Protection** while remaining fully breathable and soft enough for even the most delicate paintwork.

Technalon II - Superior weather protection, fully breathable and soft.

Multibond - Quality in-garage cover that offers more protection than thin cotton covers.

Flannel Super Soft - The ultimate in-garage cover for the connoisseur who wants to pamper his car.

All covers are offered with cable and lock for added security and storage bag

Call for more information including Free Brochure and fabric samples:

0171 736 3214 COVERCRAFT OF EUROPE

60 Maltings Place, Bagleys Lane, London SW6 2BX Fax:0171 384 2384
email: Sales@Cover-craft.demon.co.uk

Whatever Car You Have Covercraft's Got it covered!!

Paul Matty Sports Cars



LOTUS SPECIALISTS









Paul Matty Sportscars has been established for 22 years. Our buisness is exclusively based around Lotus Cars — We buy and sell them restore them, repair their bodies, paint them, change their chassis, rewire them, rebuild engines, gearboxes and diffs

We also stock most parts to carry out these operations, which we export around the world

Phone for our latest parts catalogue

SALES • SERVICE • PARTS • RESTORATION

PAUL MATTY SPORTS CARS LTD

12 Old Birmingham Road, Bromsgrove, Worcestershire B60 1DE. Tel: 01527 835656. Fax: 01527 575172

BUYING, OWNING, RESTORING, IMPROVING OR SIMPLY ENJOYING MG? WE CAN HELP YOU . . .

OWNERS MG CLUB

JOIN THE WORLD'S LARGEST ONE MAKE CAR CLUB

Join Today by 'phone or fax
✆ **01954 231125** or fax 01954 232106

As a subscribing member, you will receive

- Enjoying MG, informative and entertaining colour monthly magazine, packed with MG features, MGs, spares and accessories for sale.
- Illustrated catalogues featuring Members' prices on Spares, Accessories, Manuals, Handbooks, Parts Lists and Club Regalia.
- The latest Members' Recommended Suppliers Book featuring spares suppliers, dealers and specialist workshops and services near to where you live.
- Savings through Special Members' Insurance Scheme with Agreed Value.
- Member free Technical Advice hotline.
- 140 UK Local Areas and affiliated Overseas Clubs for MG activity and friendship.
- MG Racing Championships and Giant National Events.

SAVE MONEY: IMPROVE YOUR MG KNOWLEDGE: HAVE FUN !

Joining Fee (once only) £5.00
Annual Subscription Rates
UK & BFPO - **£26**, REST OF EUROPE - **£31**
USA, CANADA, S.AMERICA, MIDDLE EAST, AFRICA, INDIA - **£34**
AUSTRALIA, NEW ZEALAND, FAR EAST - **£36**

MG Owners' Club, Freepost, Octagon House, Swavesey, Cambridge, CB4 1BR UK.



THE ORIGINAL FLYING FINN



FLYING FINNS HAVE NOW BECOME SO MUCH A PART OF RALLYING FOLKLORE, IT'S EASY TO FORGET THAT IT WAS ONE MAN, RAUNO AALTONEN, WHO STARTED IT ALL. JOHN DAVENPORT RECALLS A SUBLIME TALENT

WAGNER MAY HAVE PREFERRED Dutchmen, Erica de Jong may have been scared of it, and daring young men may have done it on a trapeze, but, in the world of rallying, flying and Finns are an item. There have been so many successful Finns in rallying and all of them skilled in the art of aerobatics that it is easy to overlook the driver to whom that epithet was originally applied – Rauno Aaltonen.

Aaltonen himself points out that the title itself was not new, as it had been coined in America for Paavo Nurmi, the great Finnish athlete and record breaker of the 1920s, but he was the first to whom it was applied in motorsport.

Rauno's career of speed started back in 1950 when he raced hydroplanes at the age of 12. The Finnish authorities did not actually permit anyone to hold a racing licence until they were 16, but as as Aaltonen recalls, "my father taught me how to manage things and we simply gave my age as 16. The organisers said that I was rather small to be 16, but we replied that people do not all come in the same size".

When he started winning races, naturally everyone agreed that this could not be the work of a 12-year-old and the matter of his age was dropped. He went on to win seven Finnish championships and the Scandinavian Championship in the 500cc class. Typically, his only regret was that the chap that he beat for the Scandinavian title went on to win the World Championship two weeks later. Rauno could not get out of school to compete…

In 1954, he turned to motorbike competitions. Although he had some difficulty learning to ride a push-bike, he had been expert with a motor bike from the time that he had started racing boats. "Every day I rode my motorbike," he recalls, "as my dream was to go race it. Boats were okay but one always wants more."

His first two-wheel event was a 24-hour winter enduro covering some 1,600 kilometres. The same year, he was Finnish champion racing a 350cc JAP on 1000-metre dirt ovals and also raced a 500cc JAP-powered bike on 400-metre speedway tracks. He motocrossed a home-made bike with an NSU 250cc engine, raced a MV Agusta 125cc on conventional tracks and then topped it all off with some ice racing.

In 1955 he was captain of the local Hakkapeliita speedway team that won the Finnish Championship and for circuits swapped the MV for a 125cc Ducati with desmodromic valves and three camshafts. The following year he won the Swedish GP at Hedemora with a fully streamlined 125cc Ducati and thus became the first Finn to ride to victory in a World Championship motorbike race.

The progression from boats to bikes lead naturally on to cars, and in 1956 he entered his first local rally driving a Mercedes 170S saloon. The following year, he acquired his first "real rally car", a Saab 93B, which "wanted to make car-sized holes in snow banks by understeering. The others used the handbrake. I invented left-foot braking". He failed to finish his first 1000 Lakes Rally in 1958 with it but the next year, now converted to a GT ➳



Aaltonen screams his Mini to third on the 1963 Monte Carlo Rally. A year earlier he was pulled from his burning car after crashing out

with 748cc, three carburettors, 70 bhp, and a three-speed gearbox, the Saab brought him home 17th. His idol, Erik Carlsson, finished fourth overall in a similar car.

It was in 1961 when he really put his name on the rally map when he won both the Finnish national championship and the 1000 Lakes Rally. He had gone to Sweden in June to drive his father's Mercedes 220SE in the Rally to the Midnight Sun, a European Rally Championship event. Apart from a strong sump-guard, minimal engine tuning and a low final drive, the car was very much standard.

The rally comprised secret stages mainly on "unsurfaced, winding forest roads with many brows and naturally tightening bends – but no hairpins. The Scandinavian cows three hundred years ago knew which way to go home and did not change their mind every five minutes!" In conditions like that Rauno was totally at home and was consistently beating the factory Mercedes until they broke down. He was lying second overall on the last day when one of those "naturally tightening bends" caused him to park his father's car less than tidily. But he had been noticed by Karl Kling, the formidable boss of Mercedes' sporting activities.

At this point in his career, Rauno thought that his sporting activities were virtually over and that the future might be the odd rally or race fitted in with his career in the family business of selling cars. However, not long after the Midnight Sun event a short telephone call changed his life.

"This is Karl Kling of Mercedes Benz," said the voice at the end of the line. "Would you like to drive for us? You must be in Stuttgart tomorrow morning with your helmet." After which there was a click and Rauno's career as a professional rally driver was launched. The following morning he was in Stuttgart being introduced to Eugen Böhringer, the man for whom he was to co-drive on selected European Championship events.

The first of these rallies was to be the Polish Rally which turned out to be a key event because also competing was Stuart Turner, co-driving for Derek Astle in a Healey 3000. Turner had won the RAC Rally of 1959 in partnership with Erik Carlsson, so he needed little convincing about the abilities of Scandinavian drivers on gravel roads and, as he was to become BMC Competitions Manager in a few months time, his thoughts were very much on rally drivers and their skills. Turner recalls that "one section and one section only was on the loose. Rauno took the wheel and murdered everybody. I came away from the Polish Rally convinced that if you were going to win on the loose you needed a Scandinavian driver, and preferably R Aaltonen, Esq."

The Böhringer/Aaltonen partnership won the Polish Rally and went on to finish fourth on the Liège-Sofia-Liège and second on the German Rally. They would have won the Liège had it not been for the tyres. Before the start, Mercedes was convinced that they would only need to change rubber once during the four day event. But as the tyres wore out and started to puncture, Aaltonen was continually changing and mending tubes in the back of the Mercedes just to keep going.

When Rauno won the 1000 Lakes in his factory-supported Mercedes 220SE shortly after the Polish success, Stuart Turner's mind was made up. The first BMC event for the Flying Finn was the 1962 Monte Carlo Rally. The 997cc Mini Cooper was as new to international rallying as Turner was to his appointment, but both were to show the stuff from which future success bloomed. Rauno was paired with Geoff Mabbs, a driver in his own right who had won the Tulip Rally the previous year in a Triumph Herald.

With Monte Carlo almost in sight, Rauno and Geoff lay second overall, hard on the heels of Erik Carlsson who was heading for the first of his two victories in the winter classic. Then on the road down to Luceron from the Col de Turini, they crashed, the Mini landing on its roof and bursting into flames. Mabbs got free and though already quite badly burned, he got back into the car to drag an unconscious Rauno to safety. It was a perilous start to a distinguished career with BMC.

The next call-up from Abingdon was to drive an MGA in the Tulip Rally on which he was accompanied by Gunnar Palm. Pat Moss won the rally outright in a Mini Cooper, but the task of the MGA was to stuff it up the works Triumphs. "It was a time when everyone was still obsessed with what went in the *Daily Express* advertisement on a Monday morning," admits Turner. "The TRs were dominant. So we shoved an MGA in to see what happened and, Graham Robson will tell you, as he was managing the TR4s, it was Rauno's canniness not the performance of the MGA that enabled them to win the class".

It would be fair to say that, despite his earlier results, it was only in 1963 that the rally world started taking Rauno Aaltonen seriously. He started by finishing third on the Monte Carlo Rally, swapped immediately into a Chrysler Valiant to win his class on the Swedish Rally and was then entrusted with BMC's first 1071 Mini Cooper S with which he promptly won the *Coupe des Alpes* outright. On the 1000 Lakes he finished third in a Saab and promptly got into an Austin Healey 3000 to lead the Liège-Sofia-Liège from the start as far as the





On his streamlined Ducati 125, Aaltonen won the 1956 Swedish Grand Prix



A class winner on the 1960 1000 Lakes, the Finn would win outright in '61

An exhausted Aaltonen climbs from his Austin Healey 3000 during the 1964 Liège-Sofia-Liège. He had just one hour of rest in over 5600km of driving

Vivione, the last Col but two, before crashing when the hard part of the rally was over. He rounded off his year with a finish on the Tour de France in a Mini Cooper S and a retirement on the RAC Rally with a Healey 3000.

The Liège accident on the Vivione had seen him and Tony Ambrose teetering over a sheer drop with just a bent iron railing preventing their fall. 'The steering arm under the steering box had snapped off,' relates Rauno. 'The Healey went like a toboggan between the very thin guard rail and the rock face. Finally, it dived under the rail and stopped, balanced on the edge. The doors were bent and I tried opening mine by hitting it with my elbow but the car inched forward with the movement. Tony got his door open and climbed out. With his weight gone, the car started rocking so he sat on the rear wing until I was out. It was late evening and dark. We threw a stone off the edge to guess the depth but we never heard it land!'

The 1964 Liège-Sofia-Liège was a classic in every respect. It had a fabulous entry with full participation from BMC, Ford (Europe and USA), Saab, Mercedes, Triumph, Citröen, Rover, Volkswagen, Tatra, and Volvo plus supported private entrants in Porsches, Sunbeams, Hondas and DAFs and the rest to a total of 98 and the list of competitors read like a Who's Who of rallying.

The Royal Motor Union, under the guidance of the De Gaulle-like Maurice Garot, had made the event a real cracker with all the best bits of Italy, Yugoslavia and Bulgaria pieced together to give a colossal route of 5,600km and create a very tough 90 hours of rallying tackled virtually non-stop. There was just a sole hour's rest halt in Sofia but all other recuperation had to be done in the car while the other person drove.

The event was destined to be the last open road Liège thanks to its uncompromising attitude towards non-stop motoring and high average speeds. The Yugoslav authorities had pointed out to Monsieur Garot that the maximum speed allowed on their single-carriageway *autoput* between Zagreb and Belgrade was 100kph. He replied that this was perfectly in order since the average speed set for the rally was only 99kph.

The event started in the evening from Spa and ran down through the dawn across Germany and Austria ➤

BEST CLASSIC INSURANCE

INSURANCE BROKERS
Established 1985

☎ 01621 840400
Fax: 01621 841401

Try Us!
for Your next Classic Car quotation!
Limited and Unlimited mileage, agreed value.
Underwritten by Leading Insurers

Peter Best Insurance Services Ltd.
The Farriers, Bull Lane, Maldon, Essex, CM9 4QB

CLASSIC INSURANCE

Heritage
•CLASSIC CAR INSURANCE•
AND
•CLASSIC RESCUELINE•

- ★ A range of limited mileage agreed value insurance policies incorporating a discount for Classic Car club members.
- ★ No age of car restriction.
- ★ Free valuation service.
- ★ Special policy for collections.
- ★ Wedding Hire by the day or year.
- ★ Option to retain salvage on historic vehicles.
- ★ Free green cards.
- ★ Rally cover available.
- ★ Lower premiums for pre 1969, 1956 and vintage cars.
- ★ Plus full breakdown and recovery service if required.

Prestige
•PERFORMANCE CAR INSURANCE•

- ★ An innovative, flexible and individual approach to Insurance for the prestige high performance car.
- ★ Substantial discounts for second and third cars and for limited mileage.
- ★ Special policy for multi vehicle ownership and collections including the "Driver" policy based on the driver not the cars.
- ★ VIP Gold Policy to include all your Classic Performance and everyday cars on one policy.

Heritage
•VINTAGE CAR INSURANCE
AND
•VINTAGE RESCUELINE•

- ★ A special scheme at reduced rates for vintage and other special vehicles. Further discount for high value 'historic' cars.

Heritage
•CLASSIC EUROPEAN RESCUELINE•

- ★ A European breakdown and recovery service only available to club members.
- ★ No age of vehicle limit.
- ★ No surcharge for cars over 10 years old.
- ★ Operated by National Breakdown from their European operations centre in Strasbourg.
- ★ Up to £40 cheaper than AA 5 star!

Established in 1965 we are Registered Insurance Brokers and members of the British Insurance and Investment Brokers Association and the Institute of Insurance Brokers. The company is run by and employs classic car owners and enthusiasts. It is our aim to provide the classic and prestige vehicle owner with the highest standard of professional service.

NORTON INSURANCE BROKERS
REGENCY HOUSE, 97-107 HAGLEY ROAD, EDGBASTON, BIRMINGHAM. B16 8LA
FAX: 012 12 46 80 80 TEL: 0121 246 6060
ESTABLISHED 1965 MEMBER OF IIB AND BIIBA

ClassicSure

Specialist insurance cover for the Classic Car enthusiast
Quality agreed value policies at a competitive rate for all classics including american, performance and modified vehicles.
Multi vehicle policies, wedding hire and laid up cover also available

Call today for a quotation

01767 600 767

Classic Sure Ltd, 40a High Street, Biggleswade, B ds. SG18 0LJ.
Fax 01767 600 509

Battling for Cheaper Motor Insurance?

For quality comprehensive cover, call Harry at Hastings Direct FREE on



0800 00 1066

Please quote ref.: MT001

Hastings DIRECT
0800 00 1066

Classic Car Insurance



- Free Legal Cover
- Wedding Hire
- Agreed Values

CALL OUR CLASSIC CAR HOTLINE ON 01536 414500 OR FAX 01536 519409



For a more personal service to the classic car owner
JARDINE FABER INSURANCE CONSULTANTS LTD
29 Market Street, Kettering, Northampton NN16 0AH

- Unlimited Mileage
- Restricted Mileage
- Modern Member Discounts
- Laid-up Cover



In his Mini Cooper, Rauno Aaltonen swept to a brilliant victory on the 1965 RAC Rally and with it the Flying Finn took the European Rally Championship

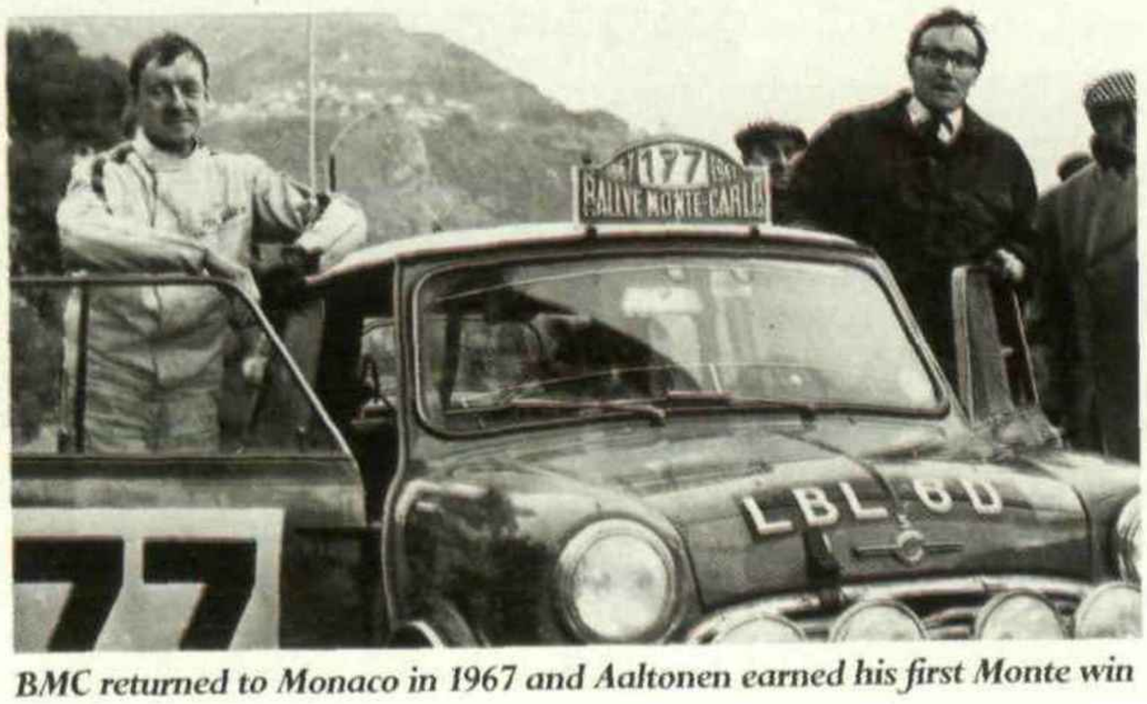
to a hot and dusty afternoon in the Italian Dolomites and on into the Slovenian mountains behind Trieste. The worst problem of this second night of the rally was dust combined with mist which made the chances of tangling with the scenery very high.

For Rauno and Tony, their progress was well planned with proper pace notes from a recce and it was thus no surprise that they were one of the crews who went penalty free over the notorious Moistrocca Pass and then excelled themselves between Col and Ogulin to lose only 12 minutes on the two-hour section and a further four minutes to the town of Novi on the Adriatic Sea.

From the Adriatic, the route lay back inland to Zagreb and then down the *autoput* to Belgrade before diving off onto country roads again before reaching Sofia for the "rest halt'. Time for the number one driver to sleep and for his co-driver to drive.

As the cars were leaving the Novi control, they were handed a tiny piece of paper which told of a deviation to the route thanks to a blocked road. At first, the pair thought that it would be no problem, but conditions in the dawn light were not a lot better than they had been earlier. After some time, the thought began to form in Tony's mind, provoked no doubt by the fact that a works Citröen driven by Lucien Bianchi had just come past him, that more talent was needed behind the wheel and they swapped over, forsaking all thought of rest.

The remainder of the section was taken at maximum attack and they eventually got into the Zagreb control 13 minutes late. Four crews had done the section in time despite the fact that the deviation had added 55km to a section of some 175km with no adjustment to the time allowed. But Rauno still led the rally, albeit by just eight minutes. From that point on, calm was restored in the Healey and, despite one worrying moment when, just before entering Bulgaria, they thought that an armed man gesticulating at them was a bandit only to discover the hard way that he was a guard warning them of dynamiting in progress on the road ahead, they came through without any major problems and always in the lead. Even the Vivione did not present them with any horrors though they both took a wistful look at the bent rail that had saved them the previous year.

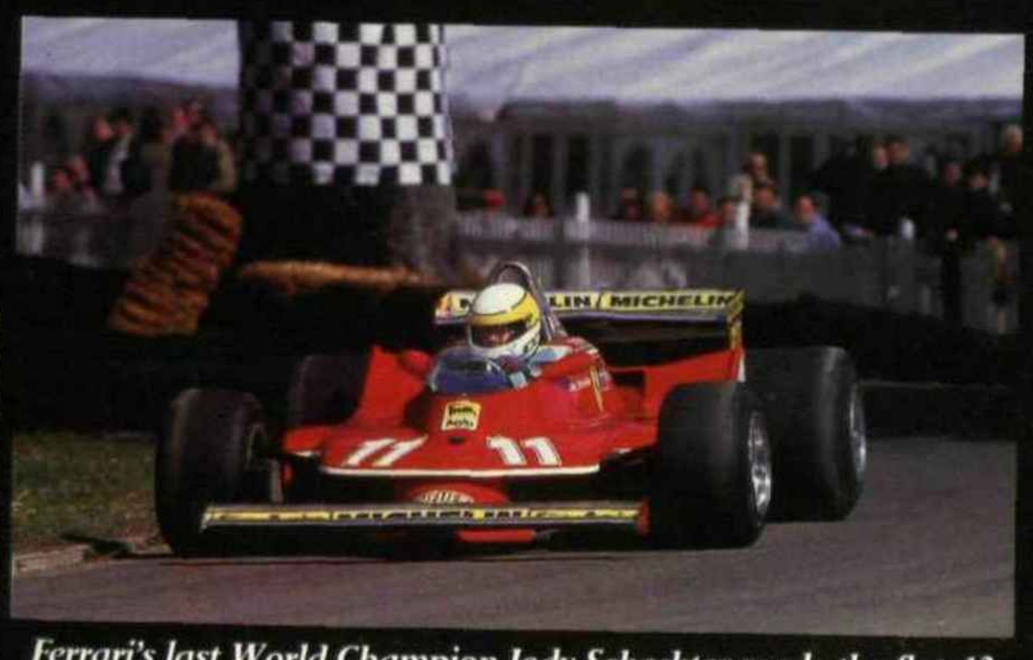


BMC returned to Monaco in 1967 and Aaltonen earned his first Monte win

Their winning margin over Carlsson was 28 minutes and they were the only crew to have less than one hour's total penalty. A truly remarkable performance and a rally won as much by careful preparation and intelligence as by skill and endurance.

In 1965, BMC made an all out attack on the European Rally Championship. Rauno's year started badly when he retired on the Monte Carlo concentration run with faulty ignition on his 1275 Mini Cooper S. It was not until his win on the Geneva Rally in June that his year started to go right and then it really took off finishing with a marvellous victory in a Mini Cooper on the RAC Rally, a win which gave him the championship. In 1966, he would have finished second on the Monte Carlo Rally if it had not been for a couple of iodine bulbs and some French-speaking scrutineers, so perhaps it was justice that, when BMC returned to that event in 1967, it was Rauno who won outright and made their point in the clearest possible way.

BMC's participation in rallies was nearing the end but, for Rauno there was another 20 years to go. And that's a story which, sadly, will have to be told at another time. M



Ferrari's last World Champion Jody Scheckter made the flat-12 engined 312T4 which took him to the 1979 title scream again



Stirling Moss – with DSJ's 'toilet roll' pace notes in his lap – drove Fangio's Mercedes 300 SLR in memory of our late correspondent

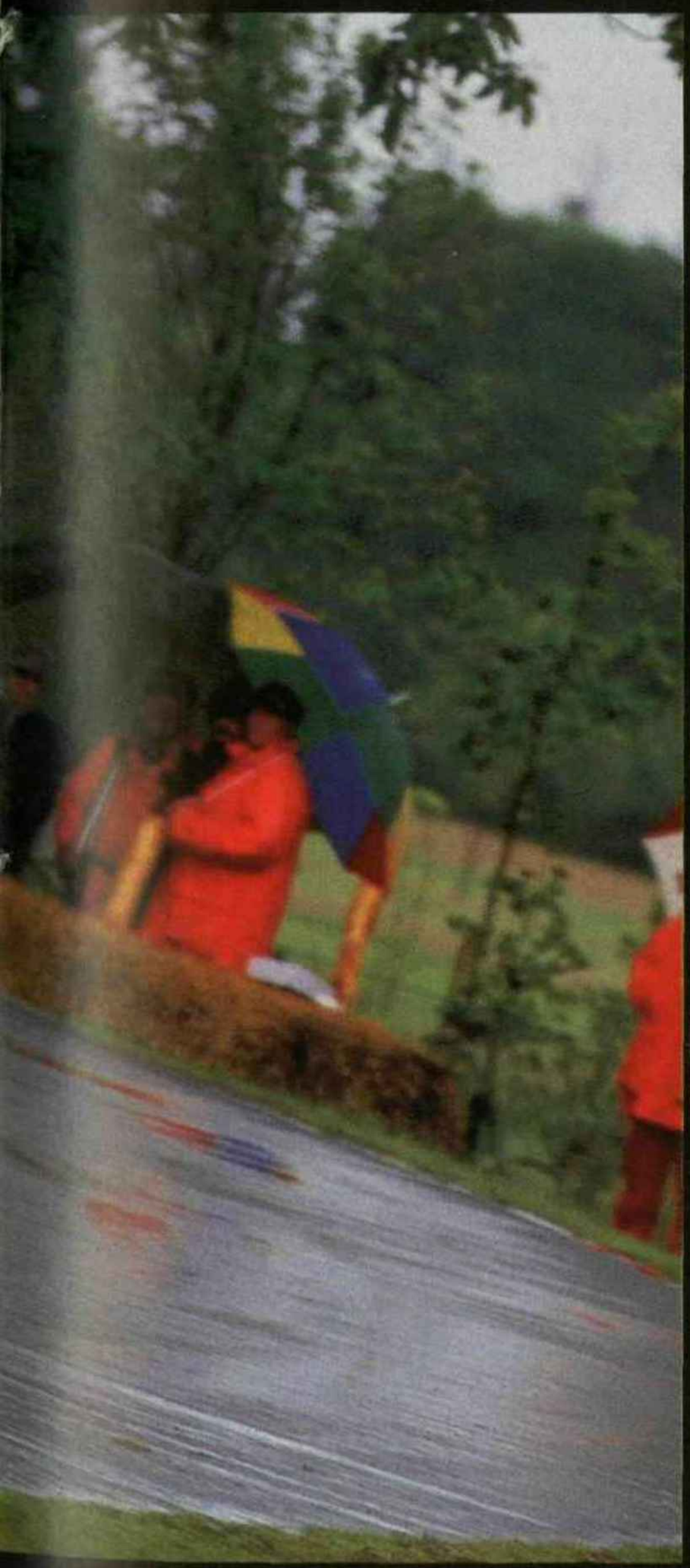
Auctioneer Robert Brooks blasts the Ecurie National Belge D-Type Jaguar off the line



photography by LAT/Laurence Baker

GOODWOOD
FESTIVAL OF SPEED

Pictorial review



Like father, like son… Resplendent in de rigueur white leather cap and race goggles, Hans-Joachim Stuck manhandles the fabulous Auto Union V16 hill-climber up the Goodwood course. Rarely will Stuck's legendary wet weather abilities have been put to better use

THE SIGHT AND SOUND OF THE SOLE-SURVIVING V16 AUTO UNION mountain climb car, a great silver fish of a machine which slithered and growled under expert control, twin rear wheels scrabbling for grip in the omni-present rain, was as unforgettable to the 100,000 people who watched, entranced, at the fifth Goodwood Festival of Speed, as it was to its driver, Hans-Joachim Stuck.

As if the clock was turned back to 1939, when his father Hans wrestled this 600bhp monster, and its sister car, up such fearsome roads as Germany's Grössglockner pass, magic reigned when the tall German climbed into the cockpit. Clad from head to toe in white, and wearing his father's goggles over the soft kid leather helmet, the younger Stuck gave a virtuoso display.

"To be in the seat where my dad sat all those years ago is a very emotional thing," said Hans-Joachim, a Festival debutant. "The response of this engine is fantastic and the chassis is surprisingly forgiving, but I have to thank my father for the idea of the extra wheels which give so much more grip in the wet. This whole weekend has been a great experience for me."

American racing legend Bob Bondurant drove Robert Sarrailh's stunning '65 Shelby Daytona coupe



It was a sentiment that echoed through the arboreal paddocks surrounding the majestic Goodwood House, once more host to perhaps the finest array of cars and motorcycles ever assembled in one place, providing a visual and aural feast for a sea of smiling faces from five continents.

Our host, the Earl of March, and the team of stalwart 'fixers' who share his passion for motorsport (inherited from his grandfather, 1931 Brooklands Double Twelve race winner Freddie March) left no stone unturned in their quest to attract hitherto unseen vehicles. If the Auto Union astounded everybody under the age of 60, the participation of Jim Hall and his legendary Chaparral sportscars, in all their innovative splendour, brought joy to all equally.

"The Festival is an unbelievable event, and we are proud to have been invited," said Hall, whose high-winged 2F roadrunner of 1967 brought to an end the Texan team's successful campaigns in Europe. "It has been our privilege to run three cars, and to be caught up in the enthusiasm of so many people for Chaparrals."

Former Le Mans winner Carroll Shelby was another American at the motorsport's greatest garden party for the first time. Blown away by it, he made light of the rain. "Three days before I left we had eight inches in two hours, so this is just a light shower." he joked, "but this meeting is absolutely a marvellous thing. Providing I'm on the right side of the grass next year I'll be back." ▶▸



Donington Park owner Tom Wheatcroft lent the keys of his Ferrari 'Thin Wall Special' to Rick Hall for this tyre-smoking display



Dr Geraint Owen unleashes 27 litres of Liberty aero-engine power in Parry-Thomas's ill-fated Land Speed Record car 'Babs'



Williams-Renault British Touring Car racer Jason Plato had a taste of Formula One power in his employer's ex-Alan Jones 1980 World Championship-winning FW07B



Jim Hall's stunning Chaparral racers drew admiring crowds – none more so than Phil Hill's bewinged 2F



Nearly 700bhp and a wet track kept Paul Radisich and Mark Hales very busy in Dale Jarrett's NASCAR Ford Thunderbird



The Hon John Dawson-Damer in the ex-Mario Andretti Lotus 79, one of the cars which marked 30 years of the Ford Cosworth DFV

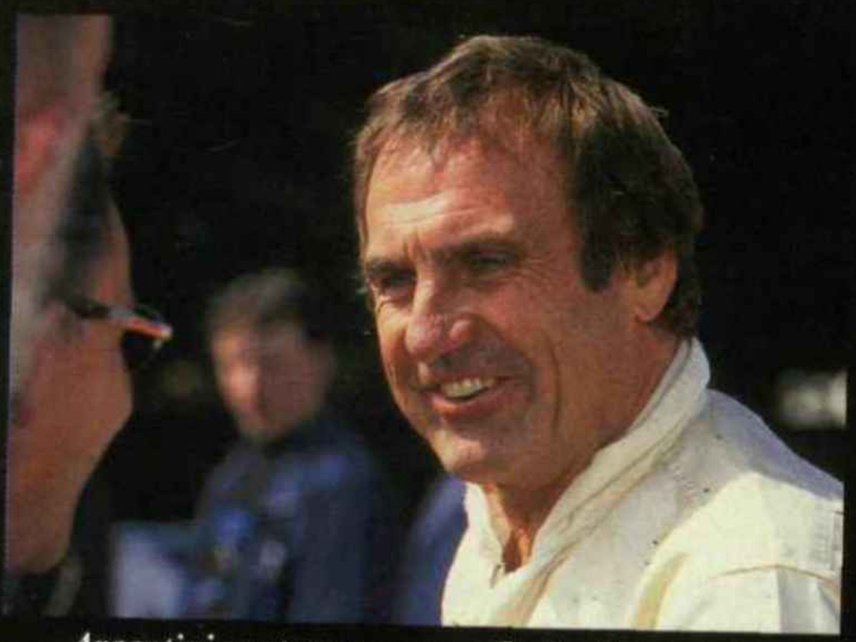
The modern monoposto in full flight… Double World Champion and Indycar title-holder Emerson Fittipaldi paid little heed to the rain as he tackled the treacherous climb in his 1996 Penske-Mercedes-Benz PC25 turbocar



Former East German EMW racer Paul Thiel (left) with Stirling Moss and Hans-Joachim Stuck

Former World Champion on two and four wheels, John Surtees





Argentinian state governor Carlos Reutemann

Chris Amon came from New Zealand to drive his 1967 312 Ferrari Grand Prix racer



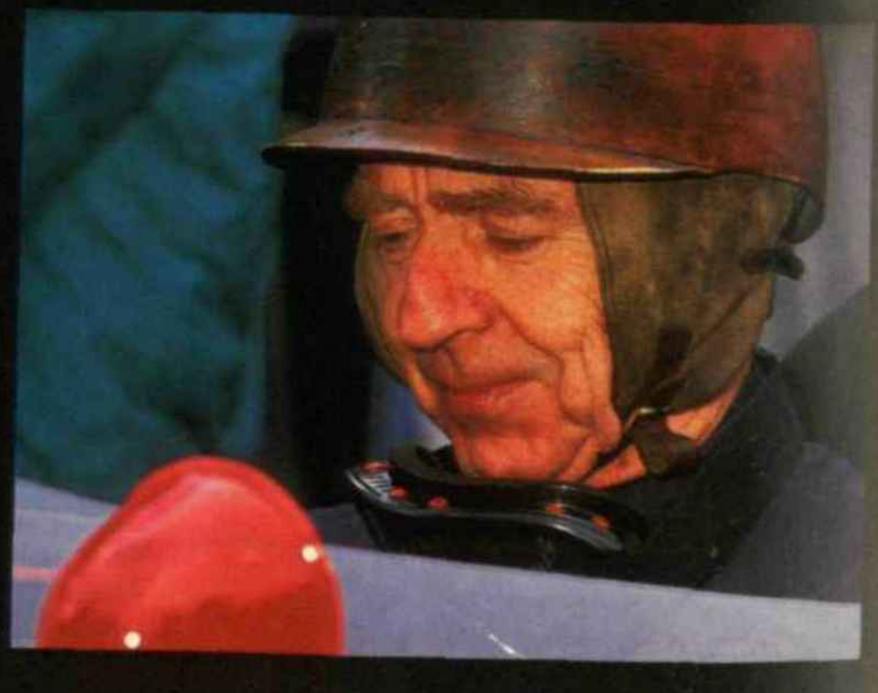


A return to the cockpit for Jody Scheckter



Alain de Cadenet interviews F1 driver Johnny Herbert

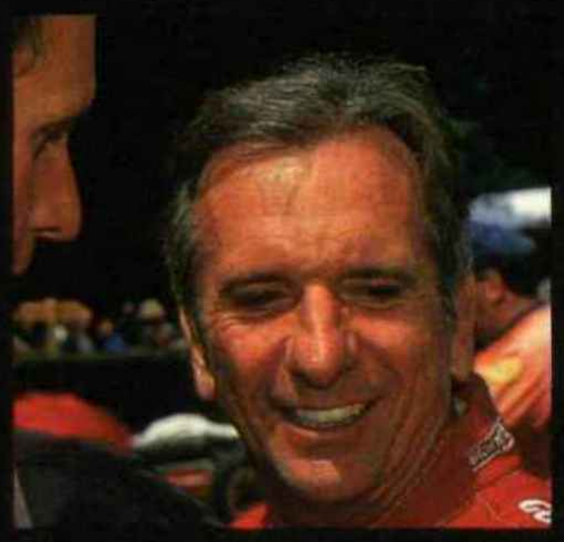
1957 British Grand Prix winner Tony Brooks recalled his great win for Vanwall alongside team mate Stirling Moss





Sportscar legend Derek Bell meets his fans

Brazil's Formula One and Indycar champion Emerson Fittipaldi





Jonathan Palmer (left) and Juha Kankkunen traded jokes and times



F1 team owner Jackie Stewart (left) with King Hussein of Jordan

Chaparral team owner Jim Hall prepares for action





Eddie Jordan (left) gives a few tips to designer Gary Anderson

With thunder and lightning playing overhead to emphasise the drama, even the torrential rain, unprecedented in the event's history, could not compete with cars and stars of this quality. "I've never seen weather like this in all my days at Goodwood," said Shelby's 1959 Aston Martin team mate Roy Salvadori, who would still rather be at the venue than anywhere else in the world.

Stars on the 1.16-mile hillclimb course, through the estate which has been home to the Dukes of Richmond and Gordon for 300 years, don't come greater than Formula 1 World Champions Sir Jack Brabham, Phil Hill, John Surtees, Emerson Fittipaldi (who was brilliant in last year's Penske Indycar) and Jody Scheckter, while Surtees's guests from the two-wheeled world included Barry Sheene and American Freddie Spencer for the first time, as well as Giacomo Agostini and Phil Read. "This event is sensational. There couldn't be a better thing for motor-sport," said Sheene, in from Australia to ride a Suzuki RG500.

Stirling Moss paid tribute to our late colleague Jenks with runs in Fangio's Mercedes 300SLR (which trailed them home in the 1955 Mille Miglia) and ran side-by-side with Tony Brooks in Vanwalls to remember Aintree '55. And first timers, Chris Amon, Carlos Reutemann (who wrung the neck of his old Brabham BT34 'lobster claw'), Bob Bondurant and quadruple World Rally champion Juha Kankkunen were among many stars who entered into the spirit.



When the rain finally came to the Festival, it came in a deluge

Current Grand Prix drivers Eddie Irvine and Johnny Herbert had fun, Eddie sharing a 1985 Ferrari turbo-car with Stefan Johansson (its original driver fresh from his Le Mans victory) and Rene Arnoux. "It's very important for the public to be able to make contact with drivers and see cars very near," said Arnoux. "At Goodwood I saw cars I have never seen in my life."

'Decades of Power' continued an evocative series of themes, and had it all – from American Buck Boudeman, who returned with the unbelievably sleek Stanley 'Turtle' Steamer which reached almost 60mph in 1903 to the current Jordan-Peugeot F1 car, driven by designer Gary Anderson. Team boss Eddie Jordan also drove the original 191 for the first time. "It's my little treasure and I've never enjoyed myself so much at an event," said Eddie. "Goodwood has been an unbelievable pleasure for all of us at Jordan Grand Prix, and I think every Formula 1 team should make the effort to come here."

Jody Scheckter revelled in the occasion too, fishtailing his 1979 World Championship-winning Ferrari 312T4 down the avenue to the first corner with gusto, its flat-12 wail reverberating through the trees. Thirty years of Cosworth DFV power was highlighted by Martin Stretton's dextrous and equally musical display in Jackie Stewart's '73 series-winning Tyrrell 005. "I only had one moment and it lasted from start to finish," grinned the Historic ace. Stewart, watching with King Hussein of Jordan, seemed to approve.

The battle for best time of the weekend, more a matter of pride than an official accolade, between Germany's rising star Nick Heidfeld (McLaren-Mercedes MP4/11B) and outright hill record holder Jonathan Palmer (in Damon Hill's 1996 Williams-Renault FW18), was won by the former in 47.3sec in the only dry spell. Palmer, out to get his own back, was quicker in the wet.

Despite the quagmire, competitors – supported by an army of officials – succeeded in providing spectators with memories to last a lifetime, against all odds. Lord March, still on a high after driving Porsche's 936 Le Mans winner and the wild 911 GT1, as well as the Chaparral 2A, could smile no wider when Ernst Schuster (who made a gorgeous Porsche 907 fly) described his Festival of Speed as "the best organised event in the World." **MP**

SEMI-TAILORED DUSTCOVERS

Standard Cotton, Engineer Designed, with elasticated ends. Sports, Saloon, Estate, or Fastback shaped, & right length and width for your car.

£44.75 UP TO 13 Feet LONG
£49.75 UP TO 15 Feet LONG
£59.75 UP TO 17 Feet LONG

OUTDOOR COVERS FROM £90

Engineer Designed with elasticated ends & sewn-in rope eyes. Evolution 4 fabric (™KCC) Blue or Grey, breathable, water repellent, non-scratch, durable.

Custom cut for your model of car

SOFT-BRUSHED DUST COVERS

Engineer Designed with elasticated ends. Blue, Green or Red Cotton
FROM £82.00 TO £125.00

Custom cut for your model of car

Thoroughbred Covers Ltd



Manufacturing Vehicle Covers Since 1979

REGULAR DUSTCOVERS

With tie-on corner tapes in white cotton - from £20.95

STORAGE BAGS £5.00 ● P&P Per Cover £6.00

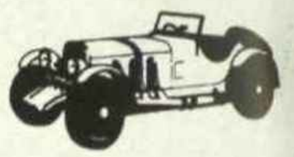
● ALL OUR PRICES INCLUDE VAT ●

PAYMENT WITH ORDER PLEASE (SPECIFY CAR MODEL) TO

Thoroughbred Covers Ltd

Dept. CSC, 349 Kirkstall Road, Leeds LS4 2HD, United Kingdom. Telephone: (0113) 279 5079
Office: (0113) 261 0695 Evenings/Weekends Fax: (0113) 231 0835 – *Overseas Orders Welcomed*

C.R.W. SERVICES



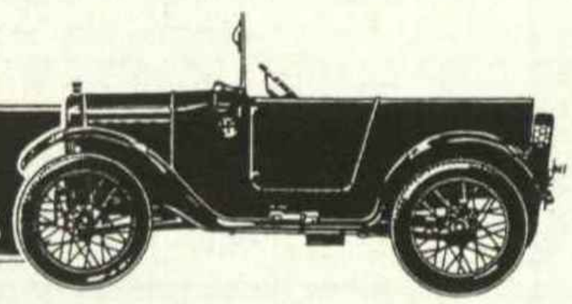
Undercover Transport anywhere in the UK and Europe.
Secure Indoor Storage facilities long and short term available.
11 Woodland Rise, Tasburgh, Norwich, Norfolk
Contact us 24hrs, 7 days a week on
TEL: 01508 470077 FAX: 01508 470404

The Wire Wheel Specialist

has moved to bigger premises

S.M. Hopkins, Langley Mill, Langley Road, Langley, Macclesfield, Cheshire, SK11 0DG.

Specialised Automobile Services



The leading manufacturer of wheels for Vintage and Veteran cars. We offer the most comprehensive range of RIMS and HUBS in the world.

*** BEADED EDGE RIMS ***
*** ROLLED EDGE RIMS ***
*** STRAIGHT -SIDED RIMS ***
RUDGE WHITWORTH HUBS
*** RESPOKING ***
*** BLAST CLEANING & STOVE ENAMELLING ***

Also for your 'top of the range' classic car
TORRINO ALLOY WIRE WHEELS
All wheels made to customer's specification.

TEL: 01260 253119. FAX: 01260 252699

Beaulieu
INTERNATIONAL
Autojumble
SPONSORED BY practical CLASSICS MAGAZINE

13 & 14 SEPT
Starts 10.00am

Over 1500 stalls for everything connected with motoring and motorcycling plus more than 100 cars for sale in the AUTOMART.

Admission includes entry to the National Motor Museum, Palace House & Gardens, Abbey & Exhibition.

Reduced Two Day Ticket	Adult £13.60	Child £ 9.60
One Day	Adult £ 8.50	Child £ 6.00

Beaulieu - 20 minutes from Junction 2, M27.

In the Heart on the New Forest, Hampshire.

Still the best Autojumble in Europe!
Ticket Hotline 01590 612888

Hayward & Scott

STAINLESS STEEL
EXHAUSTS AND FABRICATIONS



• Ferrari Exhausts,
• Manifolds.
Hand made in STAINLESS STEEL
One-offs a speciality.

Tel: (01268) 727256

We can also undertake chgassis manufacturing and modifications. Wings, petrol tanks and complete bodies hand made in aluminium. All work is carried out by Long time served expert craftsman.

Tel: (01268) 590772

Historic Formula One — 3.5 Litre



Tyrell 017

Superb throughout. Probably better than when on Grand Prix grid. In original immaculate livery and ready to race - offers invited

Contact: Don Wood Tel (01202) 578999 Fax (01202) 581611

MOTOR CLASSIC AND COMPETITION CORP.

MASTER METAL FABRICATOR

POSITION AVAILABLE

Fully experienced in all areas of body building. Capable of fabricating prototype sports car in aluminium.

Fax Resume to:

914 997 9136

Motor Classic & Competition Corp.
Ferrari & Vintage Racing Specialists
868 North Broadway, White Plains, NY 10603. Tel: 914 997 9133.



DUCATI 916BP

1996, red, 6,000 miles, FSH, polished Termigoni race pipes, braided hoses, gold Brembo wheels, tinted screen, Datatag, trackstand, cover. Prepared by Baines Racing of Silverstone. 'The nicest 916 we've ever seen.' - TS Magazine Jan 97.

£13,500

Tel/fax: 01225 427410
Mobile: 0402 022595

J.M.H. PRODUCTS
AUTOMOTIVE PRODUCTS



We undertake bodywork restoration. Rebody rare Ferraris, Maseratis, aluminium a speciality. All work carried out by skilled craftsman

Contact Micheal Hayward. Orders being taken for 1998 Tel: 01268 681589 or write to Unit 1, Charfleets Farm, Canvey Island, Essex SS8 0PA

MALLORY PARK

The Friendly Circuit

AUGUST 3rd

Classic & Touring Cars

BMW, AH, Formula Ford 2000, SSP

MALLORY PARK CIRCUIT, KIRBY, MALLORY, LEICESTERSHIRE LE9 7QE

TEL: 01455 842931 FAX: 01455 848289

KLASSISCHE AUTOMOBILE HGMBH
KLAUS WERNER

Westfalenweg 195 D-42111 Wuppertal
Tel. 02 02-75 25 75 Fax. 02 02-75 28 83



1956 MASERATI 250 F

Chassis No. 2513.
Engine No. 2504.
Well documented car, ready to race.
ASKING

£425,000

Wood Trim

As market leaders in the field of high quality car woodwork, Woodlift Limited,offer discerning manufacturers, restorers and individuals, superior veneering, polishing and design services.

Classic and Sportscar enthusiasts are particularly well served by the experience, resources and skills that we devote to cars.

With our feel for fine veneers and finishes, we can restore your woodwork to perfection or make new trim to order.

Please phone or visit Woodlift Limited to discuss your requirements.

Woodlift Limited

EXQUISITE WOODWORK FOR FINE MOTOR CARS
WOODLIFT HOUSE, 106 ROEBUCK ROAD,
CHESSINGTON INDUSTRIAL ESTATE, CHESSINGTON, SURREY KT9 1EU
TEL: 0181-974 1934 FAX: 0181-974 1935

SHERBORNE DORSET

in the historic surroundings of Sherborne School

VINTAGE & CLASSIC CAR & MOTORCYCLE RALLY

SUNDAY 24TH AUGUST 2P.M.

ROTARY CLUBS OF SHERBORNE

Sponsors British Car Auctions

Derek James
Vintage & Classic & Cars

Further information: Rtn. Frank Matthews on (01935) 812121

Great days at the Track – Bira's ERA leads Mays' to win the 1936 JCC International Trophy by 1sec

As a schoolboy who read the weekly motor magazines and who discovered *The Brooklands Gazette* (which became MOTOR SPORT the following year) on a London Station bookstall 24, I was aware that Brooklands Track must e most wonderful place in the world. I could ne it in the halcyon days before WWI, free of ising hoardings, a few primitive hangars denote Flying Ground, like the Track itself a pioneer tion, a true country estate but one where the ng sport of motor racing took place.

nting to know more, I obtained the back er of *The Autocar* in which the first Brooklands eeting, in July 1907, was reported, and mar- t how some spectators came in horse-drawn carriages, others in stately motors, to see what this new sport was all about. It was fascinating to learn how the renowned Dario Resta had mistakenly driven a lap too many in the Montagu Cup race in a giant Mercedes, thereby depriving its owner, FR Fry, of 1400 sovereigns in prize money, that the BARC President Lord Lonsdale had arrived in his yellow Mercedes, that the drivers of the racing cars wore jockey's 'silks', and that two of them raced everyday cars with their bodies removed, their steering columns pointing skywards because the rake had not been changed... It all seemed like magic, which one day I intended to enjoy.

So when did I first see this unique and fascinating place? On a winter's day with the youngest son of Jack Hobbs, the famous Test Cricketer, when we walked from South London, having eaten our sandwiches sitting on an embankment of the unfinished Kingston Bypass, to Esher where a faded sign-post reading "To Brooklands Track" prompted us to trudge onwards, through Walton and Hersham to arrive on the outskirts of Weybridge as dusk was approaching. No-one was there to stop us from entering the hallowed Motor Course, and from the Hill we saw an aeroplane make the last landing of the day, over on the Byfleet side of this magic estate. We had just enough money to catch a train home...

After which I had to see the racing. In the summer of 1927 I persuaded my war-widowed mother of this need and she accompanied me, probably wanting to see if this odd place of fast cars, bookmakers, and the occasional accident was suitable



Ninety years of Brooklands

Bill Boddy's random memories of the famous motor course

for her son to visit. At Weybridge Station a big notice-board told us to "Alight Here for Brooklands Motor Course" (much later I tried to buy this notice from British Rail, but it had just been scrapped), and by leafy paths and the disused two-way car-tunnel beneath the banking, I had my first proper acquaintance with what could only be described as Heaven on Earth. My mother was less impressed, as, in high-heeled shoes, she attempted to follow her enthralled son of 14 along rough ways to the best vantage places. But she approved, and thereafter I was allowed to go down on my own.

On my first memorable afternoon at Brooklands I saw such renowned drivers as Malcolm Campbell, Capt Frazer Nash, George Duller and George Newman in action and, being rather fond of the unusual, I was intrigued when a stripped Stutz tourer won another race.

I have been asked which Brooklands race has stayed longest in my memory. I was to see many exciting ones in later years but I have never forgotten the 100-mile handicap at that very first meeting I went to. Although I had never met him, I was an avid admirer of Parry Thomas, who had been killed at Pendine the previous March; when this news arrived with our evening paper I was completely devastated. "Your tea is uneaten, are you ill?" asked my mother, not understanding... Now here was Harold Purdy in one of Thomas' 1.5-litre straight-eight Thomas Specials, on scratch with the celebrated John Cobb in a 3-litre TT Vauxhall disguised as a track car with a new single-seater body. Naturally, I rooted for Purdy, who had previously raced 12/50 Alvis and Bugatti cars at the Track. It was pretty terrific stuff, as first one, then the other, came round in the lead. Alas, and I could have wept, Purdy then went clattering slowly past, the low-hung Thomas Special's undershield scraping along the concrete, a back spring having broken... Cobb went on to win at an exciting 111.92mph.

It is said that road-racing, the real thing, was more exciting than the racing at Brooklands. I have seen racing over 'proper' circuits, in the Isle of Man and at Spa for instance, and at many other continental courses, but I prefer to say that track-racing is not inferior, just different. There were some great contests at the old Surrey track; I remember good racing in those ingenious JCC International Trophy ➤

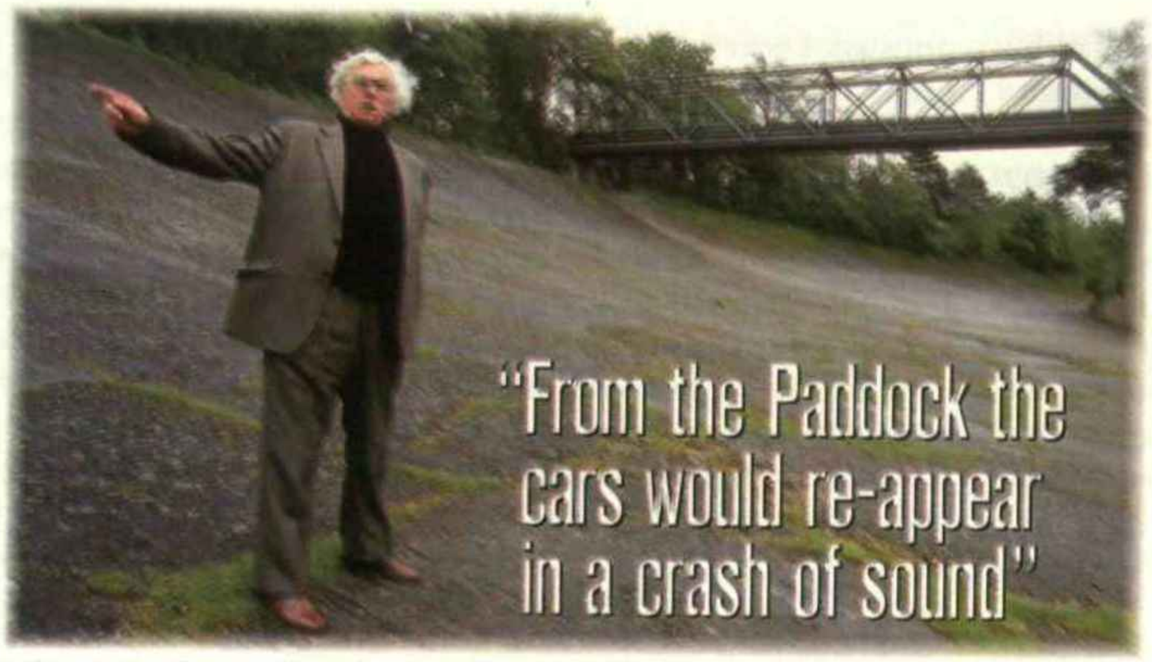


Sir Henry Birkin embodying the spirit of the outer-circuit record battles with the single-seater supercharged Bentley 4½, silk neckerchief blowing in the 130mph slipstream

'handicapped-by-chicanes' races we described recently. In 1933 for instance, the young American under-graduate Whitney Straight flew himself down from Cambridge and drove very fast in his 2.5-litre Maserati, wicked yellow flames crackling from its exhaust fan-tail on the overrun, back wheels spinning out of the corners, to a lap-record of 92.7mph, until the diff went. But Campbell in his 4-litre V12 Sunbeam, the Hon Brian Lewis in a 2.3 Monza Alfa Romeo and Kaye Don in the 4.9 Bugatti had been snapping at Straight's tail and now the heavy Sunbeam equalled his lap-speed. Then that, too, and the Bugatti, retired, leaving Lewis to go on to a fine win at 88.07mph for the 261.6 miles. Then there were the close races between Bira and Raymond Mays , with a knife-edge finish in the 1936 JCC IT race. And I saw popular Percy Maclure in his self-prepared 1.7-litre Riley beating the ERA by just 0.02mph in the 1938 International Trophy Race, enthusiastically acclaimed by his joyful supporters before he drove away in his tatty Riley Monaco saloon.

The most typical Brooklands car? There were so many contenders, from monoposto A7s and MGs upwards. Before my time as a spectator the great Leyland Thomases, the angular single-seater Lanchester Forty, and before that the aero-engined giants, from the Chitty-Bang-Bangs to the monster FIAT 'Mephistopheles' and the 27-litre Higham Special, etc; perhaps it was because I did not see them race that I felt the need to write a book about them. But I did have the chance of seeing how the 1914 TT Humber and Sir Alistair Miller's enormous Benz four-seater coped with handicap racing.

My answer, however, is that it has to be a tie between the blower 4½ Bentley single-seater driven by Sir Henry Birkin, and big-car lover John Cobb's Napier-Railton. The Bentley was an impressive sight as it leapt from the bump at the end of the Members' banking and sped down the Railway straight, to a second lap-record of 137.96mph, Birkin's silk neckerchief streaming behind his head. Who could resist the drama of such lappery, with Sir Henry then flying back to Cannes for his promised celebration dinner with Woolf Barnato?



WB at the Surrey Track where he saw his first motor race, 70 years ago

The Napier-Railton was designed from the start as a track car, built by T&T's within the confines of the Brooklands estate, to give placid John Cobb the ultimate lap-record of 143.33mph and many other records and race-wins.

I remember how, in one BRDC 500 Mile Race, a radio station had been set up on the aerodrome side of Brooklands so that Cobb's pit could be told as soon as the breaker-strip showed on the enormous tyres of his impressive 24-litre car and the 'Come-In' signal could be displayed. Partnered by the handsome young barrister Oliver Bertram and by stock-broker Tim Rose-Richards, Cobb twice won the BRDC's long outer-circuit race, all so typical of Brooklands and its "Right Crowd and No Crowding" of those times. Then, of course, the several Bentley-based Specials were typical Brooklands cars, the fastest being the slim Barnato-Hassan tamed by Bertram to a lap-pace of 142.6mph in 1935. And there was the beautiful 3-litre Multi-Union with which Staniland nearly, but not quite, bettered Cobb's lap-record. But when all is said and done, the Napier-Railton was the quickest of them all, at 151.97mph timed over a kilometre.

There was nearly always something happening at Brooklands. A record-bid, a new racing car being tested or a Press car to take out for assessment. I used to do a bit of the latter for MOTOR SPORT. We took it very seriously;

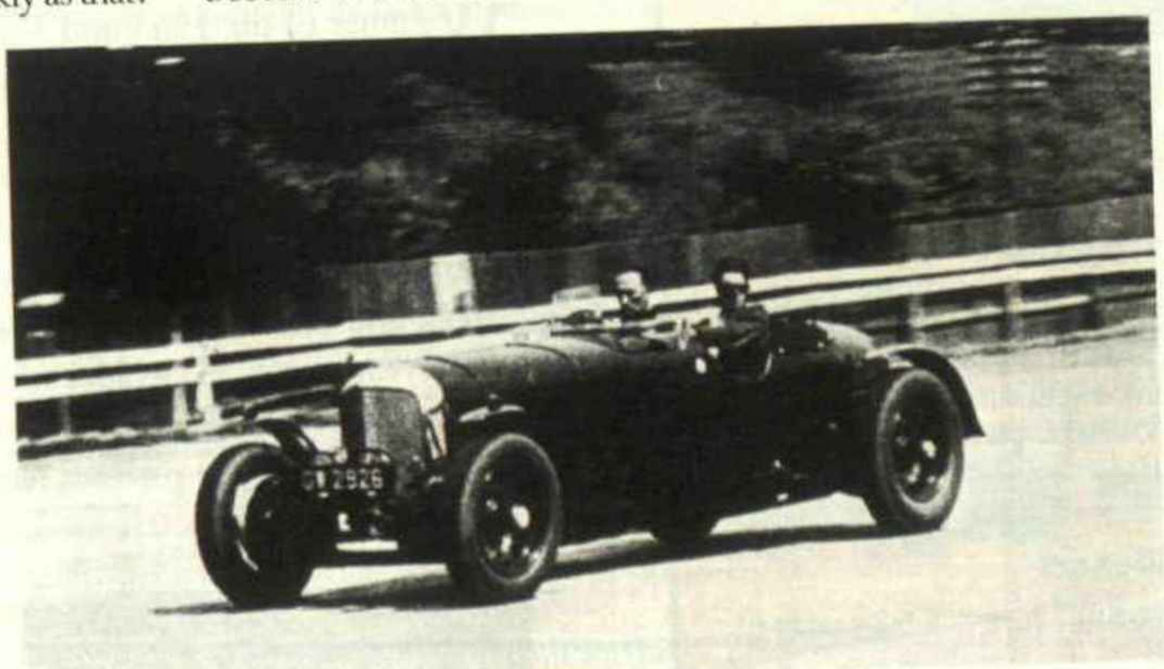


Contestants assemble for the start of a 1935 Light Car Club relay, which let smaller cars compete in longer races. Note driver by No16 wearing the sash which team drivers swapped as they took over

I remember how we tried and tried to get the speed of 85mph which AC Cars wanted from the 18/80 AC Ace, but had to settle for 83.28. I had to rely on trips with Forrest Lycett in his special 8-litre Bentley to experience real speed.

So many memories! Of seeing the entire engine fall out of Munday's aged Leyland-Thomas onto the concrete during a race, starting a mild fire. Of watching RL Duller go too high on the banking in a 2.3 GP Bugatti, slide down it, and overturn in the ditch, snapping a telegraph pole in two on the way. I confess to being shaken, until Duller rode back on the ambulance unhurt. More alarming was seeing Harry Clayton in a single-seater MG Midget going fast round the Members' banking one moment, then the next moment it wasn't there – as quickly as that! It had been nudged by a Monza Alfa Romeo and had shot over the top. By the time I had recovered and run to where the MG had ended up, the driver was being lifted over the spiked railings on a stretcher. But he survived, ever after to be known as 'Over-The-Top-Clayton', with double-page newspaper spreads to remind him of how lucky he was.

In lesser ways Brooklands was – well, enormous fun. Sydney Allard was down there trying out one of his cars, and after another motoring writer had refused to drive it in case the Ford wheels collapsed, I was offered it but I only got it round at 85.57mph. It was fun to sit in the pits while drivers in an LCC Relay Race sped past at full-chat in a torrential rain storm, Doreen Evans and the other girls included. I used to watch those battles between the works Austin 7s and the Morgan three-wheelers in that race, hoping that one of the brave pilots of the crackling cycle cars would prevail. To cover all the Brooklands personalities would fill this space, but I used to say that the Paddock was a mixture of the titled, the wealthy and the less well-off, honest men and rogues, all there because of a love of fast cars, the women drivers like attractive Mrs Kay Petre regarded as a bonus! You had to like the noise, the smell of burnt castor-oil and odd fuels, the heat of the sun when it beat off the concrete and the excitement of it all, to become an incurable habituée.



WB experiencing "real speed" alongside Forrest Lycett in his 8-litre Bentley

Amateurs got as much fun as more serious competitors. The JCC and MC catered for them with One Hour High-Speed Trials. I did one of these with John Eason-Gibson in his Fiat 500, the heat within intense, as he would not open a window for fear of increased wind-drag. I helped to push-start Dick Seaman, when he was down to drive Ballamy's ifs-converted Type 37 Bugatti in two Mountain races. The change of driver caused an immediate handicap increase, so famous was Seaman by that time. However, the car ran badly, the correct plugs not being available, and after a few laps in his first race Dick returned to the Paddock. When his entrant was looking for him before his next race it was to discover that Seaman had changed and driven away in his Ford V8 (also with LMB ifs); a good driver does not tolerate a poor car...

For a time I was at the Track almost every day, working on a journal devoted to aeroplanes and motor racing. Our office was a very small building by the aerodrome. When I emerged from it those racing men who knew me seemed distinctly amused – they had discovered my name was Boddy and that this place had been the war-time Brooklands mortuary. I remember being in The Mortuary after the 1933 500 Miles Race when the paper's owner returned. He had flown off that morning to an air display, taking with him in the front cockpit of the Moth two small boys and a pile of his ➤

WHEELS

MODEL CARS

QUALITY MODELS FOR THE COLLECTOR



FERRARI 365GTB4 DAYTONA 1975; FERRARI 250GTO TARGA FLORIO 1964. Beautifully made 1/43rd LIMITED models. **£120.00 each (£102.13)**



BUGATTI TYPE 45 16CYL. Grand Prix 1930. Extremely highly detailed and LIMITED to 100 pieces only. **£150.00 (£127.67)**



FERRARI F310 SCHUMACHER OR IRVINE; WILLIAMS FW18 RENAULT HILL OR VILLENEUVE. Superb 1/43rd models Australia GP96. **£110.00 each (£93.62)**



FERRARI 365GTC/4 CABRIOLET 1971. Metallic Blue or Red; **FERRARI DINO 246GT SPECIAL 1967** in Yellow. LIMITED 1/43rd. **£105.00 each (£89.36)**



BUGATTI TYPE 47 CHASSIS 1928 MUSEEE MULHOUSE. Extremely highly detailed 1/43rd scale model LIMITED 100 only. **£145.00 (£123.40)**

ALL PRICES INCLUDE VAT. UK + £3.00 CARRIAGE. OVERSEAS + INSURED CARRIAGE AT COST. OUTSIDE EC HAS VAT DEDUCTED (AS SHOWN IN BRACKETS)

**** WHEELS MAIL ORDER CATALOGUE ****

WHEELS MODEL CARS are the only Specialists in England to produce an Annual Catalogue. Our 1997/98 Issue lists OVER 12,500 Models & Kits and has Colour and Black and White illustrations. A very Comprehensive Catalogue and excellent reference.

SEND FOR YOUR COPY TODAY £5.50 UK/£6.50 OVERSEAS

WHEELS MODEL CARS VISA AMERICAN EXPRESS MasterCard JCB

ROCKBEARE, EXETER, DEVON EX5 2ED ENGLAND

TEL: 01404 822061 **MONDAY-FRIDAY 10.00AM-12.30 & 2.00-5.00PM**

FAX: 01404 823039 **INTERNATIONAL FAX: 441 404 823 039**

E-MAIL: wheelmod@aol.com · HTTP://www.members.aol.com-wheelmod/

Think Car Mats...
Think Autostyle

Autostyle manufacture the ultimate range of car mats, fully tailored to fit your vehicle. With far too many options to list call now to receive your free full colour brochure

01722 339977

AUTOSTYLE
— THE NAME IN CAR MATS —



From **£29.95** Full set tailored

Orders/Customer services 01722 330809

Autostyle, The Barn, Hilltop Business Park, Devizes Road, Salisbury SP3 4UF http://www.racecar.co.uk/autostyle

Bygone Era

For Traditional Motoring Accessories

Leather Driving Jackets, Sheepskin Hats, Sheepskin or Leather Flying Helmets, Panama Hats, White Fringed "Biggles" Scarves, Goggles, Willow Hampers, Leather Luggage Straps, Cool Bags, Picnic Rugs, Original Leather 1930s Suitcases, Suitcase Storm Covers.



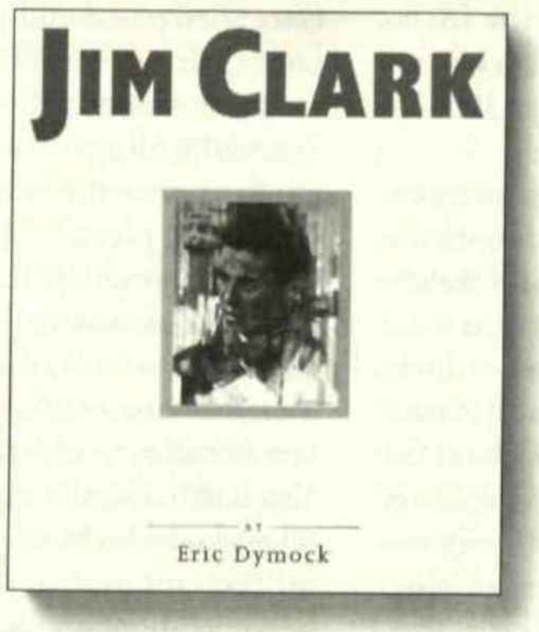
NOT ALL FLYING JACKETS ARE THE SAME!

Our Flying Jacket is made from finest quality sheepskin to our own unique road tested design. With storm straps at the wrist, shorter wool inside, higher collar and slightly longer jacket length, it has all the features necessary for comfortable, warm, open top motoring.

For our free Catalogue please contact
BYGONE ERA (MS), 197 Queensway, West Wickham, Kent BR4 9DU.
Tel 0181 462 6140 or Fax 0181 462 0708
Callers Welcome By Appointment.

MasterCard VISA

NEW FROM HAYNES



The man behind the legend

Winner of the 1963 and 1965 Formula 1 World Championships, the 1965 Indianapolis 500 and first time out with Lotus 49 in the 1967 Dutch Grand Prix, Jim Clark has become a cult figure since his fatal accident in 1968 during a Formula 2 race at Hockenheim. This biography, written by fellow Scot and long-time friend Eric Dymock, and the first to be endorsed by his family, looks beyond Clark's brilliant motorsport career, and offers fascinating new insights into the man behind the clean-cut boyish image. It includes interviews with Clark's family and friends and is illustrated with specially commissioned colour photographs, Ford archive material and pictures from the Clark family's own collection.

Hardback, 240 x 200mm, 256 pages, 250 colour and black & white illustrations
ISBN: 0 85429 982 3 **£24.99** *RRP*

For more information please contact: Customer Services Department, Haynes Publishing, Sparkford, Nr Yeovil, Somerset BA22 7JJ
Tel. 01963 440635 **Fax:** 01963 440001
E-mail: sales@haynes-manuals.co.uk **Web site:** http:/www.haynes.com

Haynes THE BOOK



Easter Monday 1937: the first live radio broadcast from the Track. John Cobb, standing by the Napier-Railton, and RL Duller, in the Duesenberg later owned by DSJ, prepare to be interviewed

magazines for them to sell, while he watched the flying. "Who won?" he asked. "Eddie Hall in his MG," I replied. Then he rushed out to the Flying Club, demanding that the Moth be got out again. There were protests. "You've had it all day, it will soon be dark, the nav lights are a bit ropey…" But my boss, a British ex-Indian Army Officer and a good pilot, who became a Wing Commander AFC in the war, insisted. He had left behind those small boys! He told me later that when he landed they were in tears, being questioned by a large policeman, who, as they had been told not to explain that they had illegally travelled two-up in the front of the Moth, was puzzled as to how they came so far from home without car, bus or train being involved.

Similarly, on one occasion a road-test MG Magna Coupé was brought to us and lunch was arranged for its delivery chap at the Aero Club. The test concluded for the day, we drove off to London and it was only then as evening approached, that I remembered we had left the driver behind…

Brooklands was different from most road circuits, where, unless you walked round them, you saw only one corner. Most of the Weybridge course could be seen from the Hill or, if you had the right pass, you could stand on the rickety wooden bridge that spanned the Byfleet banking, with the cars shooting by beneath you, then run to your car and drive back quickly to see the winner return in triumph to the Paddock.

From the Paddock the cars would disappear briefly behind the Hill, to reappear in a crash of sound before hurtling down the Railway straight.

Incidentally, the place never closed before darkness called a halt; I once went down on a wet Boxing Day to test a Palmer Special, the owner of which never turned up. Many, many times have I waited for a train on what was then West Weybridge Station to hear in late evening the faint noise of a racing car or the louder crackle of a racing bike doing some late testing before the Track was closed for the night.

Which reminds me that anyone could enjoy using it on a non-race day, cars for 10/- (50p), bike-riders for half that. When I persuaded my mother and her spinster sister to hire a chauffeur-driven car one Whitsun for a country outing, I convinced them that Weybridge was rather nice. We went on the Track, of course, but the all-white Armstrong Siddeley 14 landaulette soon burst a tyre – no matter! I was soon out with my Box Brownie, snapping EL Bouts going by at well over 'the ton' in the Indy Sunbeam and an Akela GN and others racing past. No restrictions, no red-tape you see…

Later I went down on the back of a friend's Cotton-Blackburne; we each paid half-a-crown and he was off (pillion-riding was out, to my sorrow). He soon came in and announced that the fork dampers seemed slack. To test this he bounced the bike up and down and the front wheel fell out… That rectified, he rode round and round, chased by the black-and-yellow BARC Austin 7 tourer full of irate officials who wanted to close the Track and go home. What fun it was!

My worst journey to the Track? One Sunday in 1937 I took a girl down (she did not know there would be no racing that day) in my 1922 ohc Rhode. I parked on the Hill, facing some ancient wooden palings guarding a sheer drop onto the finishing straight, and went into the bushes for a moment. There was a thud! The car, its hand-brake indifferent, had rolled forward with the girl in it and dislodged some of the fence uprights. Had it plunged over I could have faced a murder-charge. "Why did you go there on a Sunday, knowing no-one would be about? Why park the car as you did? You knew of the defective hand-brake?" I shudder as I think of it. In fact, the only penalty was that the girl never came to Brooklands with me again.

That's it. There is more in my book, which, with my usual modesty, I will say has been described as the definitive Brooklands history. Brooklands was a National Heritage which the greed of shareholders destroyed. A place of which two Kings of England were pleased to be Patron, which Royal Princes visited, HRH the Duke of York for the 1922 Royal Meeting, at which his chauffeur rode a Trump-JAP and lost. The Duke had come in an Armstrong Siddeley, driving himself, but was delayed by a puncture. One reporter got it wrong, saying the Duke did not win his race due to tyre trouble! A place enjoyed by countless numbers of people between 1907 and 1939, where flying flourished, which was to serve us well in two World Wars…

Now about all we have is the Paddock, Clubhouse, Test Hill, a few stretches of banking, some hangars, the Museum, and a Society I founded in 1967, with MOTOR SPORT's help. However, you can now shop at Tesco's, where pioneer aviators once flew from Britain's first aerodrome… M

REGISTRATION TRANSFERS

139 HIGH STREET SOUTH
DUNSTABLE, BEDS LU6 3SS
FAX (01582) 607713

TELEPHONE EST 1982

01582 477333

regtransfers@dial.pipex.com

(MON-FRI 9AM-7PM, SAT & SUN 9 AM - 5 PM)

ALL MAJOR CREDIT CARDS ACCEPTED

Retail Motor Industry Federation

BUYERS:- OVER 6 MILLION REGISTRATIONS AVAILABLE ON OUR DATABASE RANGING FROM £195 - £100,000
TELEPHONE NOW!
SELLERS:- FREE QUOTATIONS AND MATCHING SERVICE
TELEPHONE NOW!

Cherished Numbers Dealers Association

A 9901	996 AOH	BEY 69	H1 CAX	473 CRY	B7 DLH	EMO 431	FRV 138	GR 77	HLM 1	JFB 743	JSK 996	335 KOD	758 LKN	B9 MDC	MRK 51	A12 NOR	9556 PG	B12 RAH	H1 RWA	B1 SPA	H1 TMJ	VSV 767
B20 AAA	376 AOK	H1 BFA	CAZ 5321	A9 CRY	73 DLN	EMR 1W	853 FRY	16 GR	HLN 797	B12 JFB	B1 JSL	H1 KOG	A1 LKT	MDD 369	A5 MRK	NOU 1Y	5372 PG	B6 RAJ	RWC 74	B1 SPB	H1 TMK	8888 VT
619 AAA	89 AOU	A3 BFB	CAZ 7	B10 CSB	7 DLN	B14 EMS	B10 FRY	B13 GRA	309 HLT	B7 JFC	JSO 44	KON 5	LLB 834	MDE 1Y	B11 MRM	5 NOV	B1 PGB	B9 RAL	A11 RWL	B1 SPC	632 TML	M1 VTB
B1 AAB	9741 AP	H1 BFE	CAZ 654	CSC 123	1 DLV	769 EMV	777 FS	B7 GRB	66 HM	JFN 337	B7 JSP	A8 KON	A1 LLM	B6 MDH	A3 MRO	NOW 852	A17 PGC	RAM 902	RWL 152	244 SPD	M1 TML	VTK 891
953 AAB	B10 APB	951 BFK	CAZ 655	CSD 5T	DM 8435	999 EMW	816 FS	B1 GRC	B1 HMB	B1 JFS	B3 JSR	1 KOR	LLP 7	B8 MDL	B10 MRP	343 NPE	B1 PGH	B2 RAM	RWO 8Y	H1 SPF	760 TMM	717 VTU
B1 AAC	B1 APD	H1 BFM	CBD 4X	B1 CSD	4321 DM	EN 9225	FSD 537	824 GRR	864 HMC	JG 546	B1 JSW	A20 KOS	B16 LMB	B1 MDL	MRP 228	NPM 1M	1 PGL	B2 RAN	RWR 1	N1 SPH	1 TN	5308 VU
B8 ABB	B1 APF	67 BFR	A5 CBL	CSH 807	B1 DMF	ENA 19	FSE 3	545 GRY	M1 HMC	9999 JG	300 JT	8711 KP	A11 LMC	A15 MDL	B1 MRR	NPP 367	B1 PGM	B11 RAP	A4 RWR	921 SPJ	H1 TNC	VVF 2X
K1 ACB	APG 309	A1 BFT	907 CBM	CSK 592	B18 DMH	B7 ENA	A1 FSJ	GS 4330	B1 HMG	444 JGA	B7 JTB	265 KPC	B12 LMC	B9 MDM	B1 MRT	B8 NPS	1 PGT	RAS 10	RWV 749	SPK 7X	A1 TNE	A16 VVX
M1 ABC	B10 APH	H1 BGE	B1 CBM	1 CSP	B7 DMJ	H1 ENB	FSS 669	123 GS	178 HMK	B11 JGB	JTE 447	82 KPC	A17 LMD	B1 MDM	B5 MSA	227 NPU	H1 PHA	J1 RAT	39 RYA	SPK 514	A1 TNG	4526 VW
698 ABD	B1 APJ	H1 BGF	H1 CBN	B3 CSW	B6 DML	702 ENM	FSW 4Y	1 GSB	HMS 199	JGB 334	JTM 9Y	2 KPE	825 LMM	1 MDN	B1 MSA	A6 NSA	B1 PHC	RAY 639	A1 RYB	B1 SPL	TNH 62	VWG 1Y
A80 TTS	B1 APL	BGG 29	H1 CCE	CTB 7T	B1 DML	238 ENN	50 FTE	K1 GSB	J1 HNS	B6 JGC	B9 JTP	A1 KPK	280 LMS	MDP 417	B9 MSG	A3 NSD	PHD 97	RBJ 222	553 RYC	H1 SPL	TNJ 74	VWM 39
B1 ABT	B1 APM	BGH 292	H1 CCK	CTG 597	B16 DMM	B5 ENT	546 FTE	B11 GSB	J1 HNW	B1 JGC	JUD 11E	KPR 34	B16 LMS	B3 MDR	MSK 971	NSK 179	H1 PHE	RBN 402	RYD 867	SPM 433	TNY 4	VWT 329
A14 ABT	H1 APM	H1 BGJ	CCK 3Y	H1 CTJ	B13 DMS	5 ENU	1 FTF	H1 GSF	HOB 5W	B1 JGH	L15 JUN	A11 KPT	100 LN	B16 MDS	B1 MSM	NSU 5Y	H1 PHK	B10 RBS	818 RYD	B1 SPM	A12 TNY	711 VY
B1 ABW	A3 APM	H1 BGN	CCM 943	H1 CTT	B3 DMW	EOI 53	277 FUE	GSK 398	B8 HOG	3 JGN	B1 JUN	9564 KR	LNF 200	B5 MDW	B6 MSP	NSU 507	PHL 55	RBV 5X	RYE 7Y	B1 SPR	H1 TOC	926 VYA
ABZ 928	427 APO	B1 BGS	B1 CCM	B13 CTV	9570 DN	A5 EON	B1 FUN	GSK 4N	250 HOJ	B1 JGP	H1 JVA	27 KRB	LNJ 199	7125 ME	MSP 596	NSV 338	A13 PHT	RBV 2	A4 RYS	B10 SPS	TOD 775	VYD 333
B1 ACC	396 APP	A11 BHD	B11 CCM	CU 6182	H1 DNM	H1 EPE	FVV 1X	GSM 2	B1 HOL	JGR 6T	A16 JVS	KRD 61	LNK 452	B14 MEB	B12 MSS	NTA 476	H1 PHW	RBY 93	740 RZ	A1 SPU	TOF 53	VZ 12
J1 ACC	B1 APR	H1 BHK	H1 CCN	6 CU	707 DNR	H1 EPF										A1 NTC	74 PHY	A8 RBY	SAA 18	B1 SPW	TOM 901S	7664 W
B1 ACD	B1 APW	H1 BHN	A19 CCP	7 CU	H1 DNR	3 ERC										415 NTE	PIJ 333	B5 RCB	SAB 1E	B5 SPW	H12 TON	9 WA
B4 ACF	239 APW	213 BHO	CD 7012	A17 CUB	B1 DOD	796 ERC										9 NTH	P1 TYR	B4 RCB	A11 SAC	J1 SPY	A20 TOP	WAM 8
914 ACG	12 AR	A16 BHP	15 CD	CUI 373	B7 DOL	ERH 7Y	127 FWB	B1 GSM	913 HON	JGT 864	H1 JVS	KRG 49	987 LNK	MED 193	MSS 1P	NTK 13	PIW 9	B12 RCH	B14 SAC	SPY 326	B9 TOW	WAN 159
B8 ACG	B1 ARA	H1 BHW	A17 CDF	H1 CUL	36 DON	ERK 1T	545 FWC	B1 GSP	HOR 414	B1 JGW	JW 9323	B1 KRT	LNL 111	B1 MED	B5 MST	390 NTM	16 PJ	A17 RCK	B1 SAC	3801 SR	478 TPE	WAR 10R
88 ACH	B14 ARD	67 BHW	CDG 780	H1 CUM	A6 DON	17 ERM	B8 FWH	B1 GSR	5 HOS	74 JGY	B15 JWB	B9 KRT	A1 LNL	B15 MEE	A18 MST	7 NTT	A15 PJA	A4 RCM	35 SAF	B1 SRC	M1 TPE	5 WAY
329 ACJ	B5 ARE	BIB 3094	B9 CDH	H1 CUR	B16 DON	B15 ERN	39 FWN	B6 GSS	HOU 803	6000 JH	B1 JWC	B1 KSB	H1 LNS	MEG 571	B1 MST	962 NTT	K1 PJD	B6 RCM	B7 SAG	SRD 194	A8 TPG	B16 WBA
B1 ACL	B1 ARF	40 BJ	B8 CDL	17 CUT	DOR 1K	4 ERP	GA 1	GSV 914	HP 5	B5 JHC	B8 JWD	A15 KSG	400 LOE	A85 MEL	MSU 312	NTU 436	PJE 11	RCO 47	B1 SAG	SRL 46	TPL 3S	WBE 384
ACL 6S	B1 ARG	999 BJ	B1 CDL	B3 CUT	297 DOY	ERU 706	521 GAB	1 GSW	A1 HPD	B1 JHH	B11 JWG	N1 KSP	410 LOH	B1 MEM	MSU 477	3307 NU	B1 PJF	A11 RCO	B15 SAJ	SRL 11Y	TPR 917	227 WBH
B1 ACP	B12 ARH	B12 BJB	B11 CDM	H1 CVB	B6 DPB	488 ERY	B6 GAC	GTA 6Y	HPF 700	JHJ 7Y	B11 JWM	KST 1	54 LOL	B7 MEM	MSU 587	A1 NUT	H1 PJL	RD 69	SAK 1	H1 SRO	3423 TR	5 WBJ
B1 ACR	B3 ARJ	B5 BJC	B2 CDS	H1 CVF	B1 DPS	H1 ESA	B5 GAD	B7 GTA	A1 HPK	B5 JHL	JWM 533	KSU 674	849 LON	B3 MEP	MSV 693	NV 42	PJM 15	RDD 7	847 SAL	SRP 2R	B3 TRB	WBJ 62
B8 ACS	B14 ARL	44 BJD	A15 CDT	H1 CVJ	DRA 719	ESK 911	L1 GAE	GTD 186	HPW 1V	125 JHO	H1 JWN	KSV 196	A17 LOR	MER 855	5622 MT	NVB 2R	PJT 1W	RDJ 22	SAM 687	1 SRP	TRC 6X	WBW 70
B11 ACW	B3 ARL	B7 BJD	A17 CDT	CVS 930	B16 DRB	B16 ESP	792 GAE	H1 GTG	1 HR	B11 JHS	B1 JWP	KT 1	B10 LOR	B6 MES	B1 MTC	NVO 781	B14 PJW	RDN 11T	SAM 11E	B10 SRS	TRT 805	WCH 694
306 AD	B12 ARM	B5 BJF	932 CDV	CVT 1	J1 DRC	7509 ET	GAF 22W	GTL 871	HR 4255	860 JHU	JXI 612	M1 KTE	531 LOT	B3 MET	95 MTG	A3 NVP	B1 PJW	B18 RDS	B5 AMS	82 SRT	TRW 182	WCH 410
ADA 286	ARN 11E	B1 BJH	CDZ 641	B4 CWA	B16 DRD	ET 9	GAF 57	GTM 4Y	56 HRH	JIB 66	96 JYA	A7 KTH	B10 LOT	A30 MEX	MTV 377	NWF 73	8000 PK	REB 51	SAS 240S	H1 SSF	N1 TSB	WCJ 1T
B11 ADC	ARN 111E	A19 BJJ	B12 CEC	B1 CWB	993 DRE	ETH 623	A78 GAL	B15 GTS	HRS 44	JIJ 70	4 JYC	652 KTT	B7 LOT	A8 MEY	1659 MU	NWM 557	H1 PKE	A15 REF	H1 SAU	H1 SSR	TSD 46	WCL 911
605 ADD	7 ARP	B8 BJK	555 CEH	5 CWC	730 DRM	B1 ETH	GAR 175Y	B16 GTS	HRV 754	JIL 8156	JYF 848	248 KV	B17 LOU	MF 6011	MUF 1T	131 MY	H1 PKF	REG 22X	B16 SAX	SSU 9W	TSE 3X	WCW 4V
H9 ADE	B2 ARR	B6 BJL	H1 CEK	H1 CWK	784 DRO	ETK 426	B69 GAV	B1 GTT	H1 HSJ	J1 MXW	JYL 84	411 KW	L4 OVE	MFC 2W	MUF 1	J50 NYA	A18 PKG	B16 REG	B1 SAY	SSY 366	TSN 32	1 WCW
80 ADF	B8 ARR	B1 BJP	306 CEL	A6 CWM	B7 DRS	EUG 1	300 GAX	GVL 197	HSN 129	J1 MXO	8357 K	KWS 333	87 LOV	A2 MFD	A20 MUL	A1 NYS	H1 PKJ	K88 REN	SB 57	STD 629	A1 TSN	WD 6775
B5 ADG	868 ART	B8 BJR	B6 CEW	1 CWR	A19 DRW	A5 EUG	A1 GAX	1 GVS	H1 HSN	JIW 623	K 14	N1 KXX	978 LPB	B9 MFL	A333	140 OAE	A1 PKJ	REP 33	95 SBB	K1 STF	TSU 302	3273 WD
B14 ADH	P4 ART	B6 BJT	H1 CEX	588 CYA	B1 DRY	EUI 1	GAZ 555	GVV 619	J1 HSW	JIW 10	53 K	395 KYB	16 LPF	MFM 3Y	MUM	OAK 5X	A1 PKK	RER 2	A5 SBC	STM 814	TSY 840	WDH 2X
999 ADL	23 ARU	B10 BJW	CFB 1	H1 CYB	DS 8987	29 EVE	GAZ 345	GVV 318	49 HTM	JJ 131	B10 KAB	A3 KYM	262 LPL	MFO 722	M4 RAY	111 OAK	H1 PKL	A22 REV	SBD 657	STP 948	404 TTC	WDR 921
B1 ADL	B10 ARW	BKC 6X	H1 CFF	B1 CYN	DS 7055	B4 EVE	B3 GBB	B2 GWH	750 HTO	B9 JJA	972 KAC	KYX 24	B7 LPL	B11 MFS	MV 2909	A7 OBE	141 PKO	REX 15	H1 SBJ	STU 301V	N1 TTS	B9 WED
B12 ADM	100 AS	BKE 1Y	H1 CFK	CYP 80	B11 DSB	EVJ 1W	423 GBD	1 GWH	HTS 210	B14 JJB	KAC 9V	757 KZ	A1 LPN	1 MFT	MW 5953	OBE 273	PKR 11	RFA 849	B1 SBM	SU 9636	P8 TTY	WEL 88
B1 ADP	AS 2531	J1 BKH	B15 CFS	H1 CYS	B5 DSH	EVM 1Y	690 GBD	A1 GWJ	188 HUL	B1 JJC	KAF 494	B12 LAB	222 LPO	B12 MGB	5858 MW	OC 1	PKS 299	A11 RFB	B11 SBO	SUC 503	A10 TUB	P17 WER
B1 ADR	4 AS	A9 BKP	1 CFS	1789 CZ	DSK 221	B88 EWA	GBH 8K	B11 GWS	H1 HUN	B6 JJG	KAK 2W	A18 LAC	H1 LPY	B1 MGC	H8 MWA	OC 1	H1 PKT	863 RFC	A6 SBP	SUE 87W	TUD 1	WEX 1
ADT 215	AS 2626	6 BKP	A15 CGB	5648 DA	B10 DSM	EWB 4V	H1 GBK	B1 GWS	HVD 1D	B8 JJH	82 KAL	B6 LAC	9 LRA	MGJ 489	A71 MWD	A11 OCB	PLC 497	RFF 876	SBR 407	SUE	TUR 1D	90 WF
9 ADU	B16 ASB	A17 BKR	A19 CGC	400 DAA	B1 DSP	EWD 1T	694 GBM	A12 GWT	60 HWC	B1 JJJ	B11 KAL	921 LAF	A2 LRC	B4 MGJ	B10 MWM	OCF 193	H1 PLE	1 RFG	H1 SBY	965W	TUY 606	WFD 416
B1 ADW	B1 ASC	75 BL	9 CGK	B1 DAC	B7 DSR	15 EWP	A4 GBN	A14 GWW	587 HWN	JJK 265	15 KAN	LAG 899	LRL 3P	B2 MGK	MWM 736	OD 6262	PLE 54	RFL 414	A12 SCC	SUR 8R	86 TVO	WFH 71
B20 ADY	B1 ASD	B1 AME	H1 CGK	732 DAC	B1 DSS	EWR 1	B6 GBP	794 GWY	HWO 7W	B1 JJK	B12 KAS	B1 LAG	200 LRM	MGM 3X	57 MY	A1 ODG	PLF 502	RFO 913	SCF 268	948 SUR	P17 TVR	479 WFK
B1 AEB	A20 ASF	BLB 6Y	A7 CGL	B14 DAD	A11 DST	EWS 283	B12 GBS	GXI 147	613 HWP	B1 JJM	B1 KAT	B7 LAG	LRP 50	H1 MGN	MYC 1L	A5 ODT	H1 PLF	A10 RFS	SCL 600	983 SVO	TVR 232S	WFK 2S
AEC 682	B1 ASL	A17 BLH	CGL 78	B12 DAF	DSV 488	EWU 1T	694 GBM	A12 GWT	60 HWC	B1 JJJ	B11 KAL	921 LAF	A2 LRC	B4 MGJ	B10 MWM	OCF 193	H1 PLE	1 RFG	H1 SBY	965W	TUY 606	WFD 416
B1 AEG	B1 ASP	557 BLJ	H20 CHA	B6 DAG	B6 DSW	21 EY	B4 GCC	1 GYG	548 HWT	B1 JJR	KAW 15E	B12 LAH	74 LRR	B10 MGS	A2 MYM	A113 ODY	6 PLG	RGC 586	H1 SCN	H1 SVP	176 TVW	WFL 1X
B1 AEM	ASW 910	BLK 80Y	B2 CHA	B10 DAH	DTA 9T	B15 EYE										7 OE	H1 PLJ	RGD 320	SCP 7X	SWA 846	1986 TW	WGO 652
B10 AES	788 ATA	A18 BLM	CHF 1X	459 DAL	H1 DTD	25 EYH										A1 OEN	H1 PLL	B16 RGH	SCS 294	1 SWH	TWK 791	WHH 85
AEV 397	B8 ATC	A20 BLP	N1 CHJ	B13 DAL	A11 DTE	7 EYL										A2 OEY	B1 PLS	N1 RGJ	N1 SCS	H1 SWW	6 TWL	WHU 7T
B16 AFC	B9 ATE	B3 BLS	702 CHO	E714 DAN	86 DTR	40 EZ										L1 OGO	PLU 1R	A2 RGW	H1 SCT	SXE 1	TWN 504	WIA 670
132 AFC	H1 ATF	BM 556	634 CHR	B9 DAP	B5 DTS	7216 F	8 GCJ	B1 GYM	7 HYH	B12 JJW	KAY 226V	B12 LAL	1 LSB	B11 MHB	N 3	OHH 1W	H1 PLY	6524 RH	SCU 5Y	A4 SXY	TWW 817	WIJ 987
H1 AFE	ATG 353	B5 BMB	B1 CHS	23 DAT	2 DUH	B12 FAB	GCL 978	5 GYT	IIB 333	911 JK	KAZ 2653	11 LAN	B5 LSC	MHC 927	9365 N	520 OHW	22 PM	H1 RHE	B1 SDB	353 SYA	TYW 62	7 WJ
975 AFH	L1 ATH	B11 BMC	CIB 911	B10 DAT	DUI 119	258 FAB	H1 GCN	H 18	IIL 41	110 JKA	943 KB	B9 LAN	LSK 117	K1 MHD	B7 NAB	OJE 2	B1 PMB	H1 RHF	B19 SDB	58 SYB	7000 TZ	WJ 8
812 AFH	H1 ATM	341 BMJ	B1 CJC	B8 DAT	H1 DUL	H1 FAJ	GCO 955	21 HA	5555 IJ	JKA 37	H1 KBA	B8 LAP	A1 LSN	H1 MHJ	NAC 43	OJI 1	PMB 215	H1 RHR	SDD 2W	251 SYD	7152 U	WJG 24
444 AFJ	H1 ATN	954 BMK	B1 CJD	DAV 11	8 DUM	B3 FAN	HA 7957	3915 JA	N1 JKB	83 KBF	B12 LAS	LSO 433	606 MHO	B10 NAD	A14 OLT	PMJ 553	RHV 961	287 SDH	T 40	1745 UB	509 WJH	
AFK 1	B1 ATS	B4 BMM	B1 CJP	4 DAV	B3 DUN	A17 FAN	55 GD	5 HA	911 JA	B6 JKB	H1 KBL	H1 LAV	LSP 7X	MHR 677	NAK 24	OMO 196	PMO 924	RIA 497	H1 SDJ	TAA 68	UBH 6W	A5 WJM
H1 AFK	ATT 1A	696 BMO	B1 CJR	B1 DAW	84 DUS	H1 FAX	A18 GDB	9698 HA	B11 JAA	1 JKD	H1 KBM	LAW 430P	LSV 171	MHS 64	B5 NAN	A13 OMP	A6 PMR	RIB 3394	A2 SDN	B1 TAB	UBR 3	B16 WJM
H1 AFO	16 AV	B8 BMP	B7 CJT	77 DAY	795 DVE	505 FAY	H1 GDF	HAA 4	B1 JAA	JKE 5Y	KBO 609	B8 LAY	LTL 99	B8 MHS	105 NAR	A13 OMP	PMV 27	RIJ 305	H1 SDN	627 TAL	UD 7337	WK 121
991 AFU	A19 AVA	B12 BMS	B14 CJW	B18 DAY	A1 DVM	FAZ 4	465 GDH	B1 HAB	A53 JAC	360 JKJ	KBP 15	LBE 53	J11 LTS	MIL 67	NAS 111	OO 1426	PMW 732	RIW 92	SDP 403	TAW 309	7 UE	H1 WKA
AFW 3S	B2 AVA	62 BMW	H1 CKA	DAZ 6066	3862 DW	FAZ 55	B9 GDH	357 HAC	B14 JAD	785 JKL	H1 KBT	H1 LBH	560 LTT	MJ 19	NAS 1M	OOP 8985	A1 PNG	A11 RJT	H1 SDY	H1 TBE	B1 UFS	WKE 856
B1 AGA	AVB 2	123 BN	A18 CKB	DAZ 585	1402 DW	FAZ 405	H1 GDN	H1 HAM	B1 JAE	B1 JKB	H1 KCA	LBZ 222	LTY 57	B1 MJA	A18 NAY	A1 OPM	A1 PNK	H1 RKE	B6 SEA	TBJ 2	6 UG	WKJ 552
6 AGA	730 AVE	1 BNB	38 CKG	DAZ 58	411 DWC	FAZ 1011	B12 GDS	B12 HAN	B12 JAF	B12 JKP	L1 KCC	H1 LCL	938 LUR	B11 MJA	A1 NBB	L8 OPM	A1 PNP	H1 RKJ	K4 SEB	H1 RBK	UJH 876	WKP 518
B1 AGC	B1 AWA	291 BNN	CKL 7Y	DAZ 59	75 DWL	H1 FBA	A1 GDV	B19 HAR	B14 JAG	B1 JLC	996 KCG	A1 LCN	LUV 3	MJB 1L	NBB 29	OR 9268	H1 PNP	H1 RKJ	B10 RBS	818 RYD	B1 SPM	A12 TNY	711 VY
B1 AGF	B6 AWB	BNO 1L	40 CKL	DAZ 249	B5 DWP	H1 FBC	B12 GED	B9 HAT	B1 JAJ	B1 JLD	H1 KCN	LCT 413	LUX 915	B14 MJF	NBK 616	OR 9268	H1 PNP	H1 RKJ	K4 SEB	H1 RBK	UJH 876	WLL 197
B1 AGL	B1 AWC	BNR 1Y	CKP 3Y	DB 1111	B1 DWS	FBH 8Y	6 GEE	B6 HAY	JAP 282	B5 JLH	H1 KCT	33 LD	LW 21	B13 MJG	A1 NBM	ORK 1	799 PO	H1 RKK	B1 SEC	TBL 10S	522 UKM	WLM 85
B1 AGM	A8 AWE	2 BNV	275 CKP	1 DBA	71 DWY	FBJ 1J	B9 GEF	B7 HAY	B12 JAT	JLH 62	KDE 2X	K1 LDB	1 LWB	MJI 23	861 NC	ORP 660	8020 PO	H1 RKN	B14 SEC	H1 TBM	UMM 1M	WLT 606
B1 AGP	B1 AWF	A1 BOA	CKS 718	66 DBD	483 DYB	H1 FBP	GEF 911	HAZ 12	B1 JAX	JLL 907	H1 KDE	B1 LDB	A1 LWP	MJI 59	10 NCA	OSK 139	H1 POA	452 RKP	SEL 898	TBN 305	9665 UN	WLU 2
B1 AGT	B5 AWH	700 BOB	B16 CKS	106 DBK	A1 DYC	FBS 1	GEK 429	HAZ 84	JAY 74V	B8 JLL	H1 KDJ	J1 LDC	A8 LWS	1 MJJ	96 NCG	OSN 9	H1 POC	M17 RKP	B2 SEM	TBP 1M	5996 UN	WLW 853
A16 AHA	AWJ 22	K15 BOB	B11 CKT	DBM 124	1 DYK	7 FC	B12 GES	9 HB	JAZ 12	M1 JLP	H1 KDK	LDF 50	B1 LWS	B9 MJJ	NCM 7	698 OTB	H1 POE	RLJ 9X	SEN 292	H1 TBT	UNA 6	WM 1004
B7 AHC	B1 AWK	A17 BOC	H1 CKT	B9 DBM	DYN 26	B1 FCA	11 GEW	55 HB	JAZ 748	B12 JLS	KDO 93	H1 LDK	B16 LWS	B1 MJL	NCO 509	A10 OTG	A14 POO	H1 RLJ	24 SEP	H1 TBW	B19 UNS	123 WM
H1 AHK	B1 AWM	BOD 9Y	CKV 1T	1 DBR	25 DYR	1 FCB	H1 GFA	H1 HBM	JAZ 96	JLT 93	H1 KDR	H1 LDL	LY 1922	B16 MJT	NCT 74	OTK 927	B1 POR	RLJ 1R	B9 SET	TBY 6	UNU 1X	96 WMG
AHL 3T	AX 1930	A14 BOM	30 CL	B1 DBS	3005 E	H1 FCD	GFD 621	HBT 1	B1 JBA	B11 JLW	111 KE	A1 LDN	14 LYB	MK 4444	NCV 4X	OVG 1	8020 PO	H1 RKN	B14 SEC	H1 TBM	UMM 1M	WLT 606
H1 AHN	AY 7943	B15 BON	B9 CLA	DBW 281	9277 E	FCF 328	GGE 27	A1 HBT	B1 JBB	H1 JLY	33 KE	H1 LDP	E953 LYN	2279 MK	555 NCV	OVV 19	147 POT	RN 9402	H1 SFE	TCG 216	7 UPA	WNK 1S
AJ 44	567 AYB	780 BOT	H1 CLC	487 DBY	EA 941	FCL 1E	B8 GGG	HBZ 456	B7 JBC	B10 JMA	K3 NOK	A1 LDR	LYW 759	MKJ 86	NCY 348	OWL 324	A1 POY	H1 RNG	H1 SFF	A1 TCG	UPG 1S	WNO 178
B14 AJA	AYD 603	388 BOT	B7 CLC	B7 DCC	B9 EAB	H1 FDF	B18 GGS	HCA 1	A13 JBG	B1 JMD	K16 KEN	B10 LDS	E81 MAC	618 MKL	NDC 904	A6 OWN	H1 POY	H1 RNJ	SFJ 589	TCP 114	UPL 4M	WNP 1M
108 AJB	B 60	J7 BOW	18 CLG	444 DCE	B11 EAC	FDL 928	79 GGT	H1 HCD	1 JBH	B5 JME	KEO 3Y	LDT 535	E444 MAD	MKN 67	NDE 1	A1 OXY	6389 PP	RNJ 134	H1 SFK	TCW 9X	1 UR	WNY 5
773 AJB	66 B	B10 BOW	H1 CLL	B5 DCH	B1 EAG	FDZ 3000	GGV 580	123 HCG	B11 JBH	B12 JMF	639 KEV	896 LDV	B1 MAE	560 MKO	A6 NDE	11 OY	5854 PP	H1 RNK	H1 SFL	38 TD	944 URL	WOD 4X
B1 AJE	BAA 74	B1 BPB	B1 CLM	B11 DCM	H1 EAJ	2 FE	GH 224								NDF 279	6655 OZ	928 PPB	H1 RNL	SFO 763	TDA 3	USV 190	WOT 752
B16 AJF	114 BAA	140 BRA	CLO 40	A13 DCP	B13 EAN	229 FEA	1 GHM								NDK 470	PAB 205	B1 PPC	61 RNM	SG 5985	H1 TDA	USV 303	M1 WOW
AJH 1T	B17 BAB	B8 BRH	CLR 1T	B11 DCR	8 EAN	FEB 754	P1 GHN								602 NDT	PAD 674	PPM 4R	H1 RNM	A5 SGD	H1 TDF	UVM 1	WP 244
B4 AJJ	B14 BAC	BRK 7T	B7 CLS	B1 DCT	1 EAP	FEG 1Y	M11 GHT								NDZ 6	A16 PAD	H1 PPN	H1 RNR	B1 SGS	TDJ 40	UWB 1L	WPA 33
B1 AJK	B1 BAF	55 BRK	B3 CLS	DCW 332	B10 EAR	B3 FEN	GIB 594								42 NED	PAH 5	B1 PPP	H1 RNT	B16 SHG	TDM 479	UXJ 100	550 WPD
606 AJO	B8 BAH	B11 BRM	550 CLY	B1 DCW	204 EAT	A1 FEX	GIL 8268								A2 NEE	B1 PAK	N1 PPS	H1 RNW	H1 SHJ	H1 TDN	VAB 156	WPD 650
AJP 591	N8 ALL	B1 BRS	15 CM	6 DCY	EAV 575	FF 5811	GIL 9919								NER 820	PAK 726	A2 PPT	ROB 759Y	SHM 228	3602 TE	1 VAB	WR 2943
B19 AJW	B6 BAM	944 BRU	B1 CMA	A1 DCY	222 EAY	FFB 559	GIW 915								B17 NET	B12 PAM	PPY 322	ROB	H1 SHN	4514 TE	A1 VAK	WRD 24
B1 AKC	412 BAM	B15 BRU	B14 CMB	10 DD	H1 EBA	FFB 2	GJ 329								NEV 11L	PAO 2	70 PR	134M	H1 SHR	A20 TEA	D48 VAL	A20 WRG
95 AKE	B9 BAN	B5 BRU	A17 CMC	518 DDA	20 EBE	A12 FFF	B12 GJC								NEV 81V	564 PAR	B1 PRG	ROD 2X	SHR 404	TEC 60Y	11 VAP	WRK 97
AKH 5X	863 BAN	J2 BRY	B19 CMC	A9 DDB	7 EBF	98 FFW	B10 GJH								NEW 345	B10 PAS	PRL 37	607 ROD	H1 SHS	B16 TEE	VAS 1	A3 WRR
B12 AKS	B3 BAP	144 BRY	A17 CME	B8 DDD	71 EBL	H1 FGA	GJI 455								6858 NF	A94 PAT	H1 PRN	ROG 78Y	SHT 408	H1 TEF	VAY 147	19 WRR
447 AKT	B6 BAS	3 BS	P1 CMG	B7 DDD	L1 EBP	678 FGC	1 GJJ								NFF 338	446 PAU	B14 PRS	ROG	463 SHU	TEP 44	6023 VB	WRS 432
13 AL	B8 BAS	70 BS	B16 CMH	DDK 6L	946 EBP	647 FGH	A12 GJL								NFK 94	J1 PAX	77 PRT	377G	A9 SHY	1 TEP	VC 39	WRY 430
B1 ALA	BAT 22X	B12 BSB	277 CMJ	A1 DDN	EC 1944	74 FGP	B14 GJM	16 HD	B1 JBR	JMY 950	KFA 985	P12 LEE	B1 MAJ	B7 MLB	NG 2540	269 PBB	4 PRT	P3 RON	SIJ 98	TES 839	316 VC	WSA 2Y
2 ALA	977 BAT	B1 BSC	A9 CMM	B8 DDS	707 ECD	FGR 7	GJO 8Y	H1 HDA	B5 JBT	JN 5	KFA 234	H1 LEF	B14 MAJ	B12 MLC	1 NGD	B4 PBB	PRU 554	ROP 998	B1 SJA	TET 906	VCA 919	A11 WSG
B1 ALB	B1 BAW	B4 BSE	B1 CMM	DDS 2	B1 ECH	H1 FGS	GJO 5Y	H1 HDF	B1 JCA	3100 JN	KFB 19	A21 LEG	MAL 28	A16 MLR	N1 NGJ	PBF 561	PRY 136	A2 ROY	B1 SJF	TEV 81	VCD 25	A5 WSP
B10 ALB	A5 BAW	BSJ 925	A12 CMP	245 DDT	ECO 640	9714 FH	B9 GJP	H1 HDL	B16 JCC	A17 JNC	KFE 4Y	B1 LEG	M19 MMA	5278 MM	NGJ 1K	PBK 690	H7 PSC	F22 ROY	B1 SJG	A10 TEV	VCK 346	WST 38
ALB 11E	BAW 5	B11 BSM	B7 CMP	933 DDT	A8 ECY	FH 666	B9 GJS	A2 HDM	B3 JCE	B99 JNP	J1 KFH	H1 LEK	B10 MAM	B9 MMB	NGL 920	A1 PBN	PSC 767	RP 41	346 SJH	TEX 2	225 VDE	WSV 389
B1 ALC	BAZ 3828	A2 BSM	66 CMR	DEB 3	156 ED	779 FH	B6 GJW	HDR 559	B1 JCG	B1 JNS	H1 KFM	B1 LEL	A3 MAO	B1 MMB	P1 NGO	766 PBP	B1 PSC	A4 RPD	347 SJH	476 TF	VED 88	99 WTD
B1 ALD	BAZ 405	H1 BSN	B1 CMR	B6 DEC	EDB 5Y	114 FHA	77 GK	HDT 1W	JCK 9W	B2 JNS	KFN 65	F40 LEO	B14 MAP	H1 MMF	B11 NGO	B1 PBS	PSK 650	RPD 804	SJI 2398	TFB 2S	VER 437	5 WTE
ALF 203Y	BAZ 845	A1 BSO	B4 CMR	B7 DEH	A17 EDD	FHA 772	843 GKC	HE 144	B1 JCL	H1 JNY	KFT 45	21 LEO	P44 MAT	B2 MMG	NGY 1L	PBS 2	B1 PSL	RPE 768	B19 SJR	TFY 1	E1 VET	429 WTG
275 ALF	BAZ 422

CLASSIC NOUVEAU
REGISTRATIONS
Top Quality Cherished Number Specialists

01949 851000 FAX: 01949 851010

PO BOX 100 NOTTINGHAM NG13 9EG
WANTED : QUALITY NUMBERS.
'R' REG AVAILABLE CALL NOW! SOME + VAT

55 AA	£6,950
AAZ 786	£1,959
44 AM	£7,950
ARM I	£45,000
48 BCR	£2,450
I7 BD	£4,550
BDG 846	£1,975
BE 57	£6,450
BF II	£7,950
BI6 CAB	£2,850
67 BHW	£2,450
I BLE	£6,500
888 BM	£7,850
888 BMW	£6,950
K9 BMW	£1,950
22 BN	£4,850
BOO 546	£1895

If only the best will do
BE 57

BOY 1	£26,000
32 BOY	£5,250
BR I6	£7,950
CAZ 3	£4,950
6 CCJ	£3,650
9 CF	£7,650
23 CFH	£2,875
CJB 660	£2,750
COS 42	£3,850
11 CR	£6,500
CU7	£TBA
CUR IS	£5,000
5 DBC	£4,450
I8 DFW	£2,950
I DHN	£TBA
DL I00	£TBA
DM 29	£9,650
9 DN	£8,750
I9 DS	£6,700
DS 7055	£2,300
DRC 563	£TBA

DW 9007	£2,850
I2 ED	£5,450
7 EE	£7,650
EE II	£6,950
25 EK	£4,500
I3 EM	£5,750
ESK 9II	£TBA
I FDF	£7,950
FDZ I6	£750
50 FE	£5,950
5 FGB	£3,850

Leader of the pack
BOY I

FH 77	£7,250
FIL II	£3,950
FLY 8Y	£8,250
50 FM	£5,500
FRY 22	£4,950
I FT	£45,000
2 FT	£17,500
FT 38	£5,500
GBL 659	£TBA
694 GBM	£1,700
L4 GEM	£750
99 GM	£7,700
6 N	£I8,500
6OLF	£22,000
6ONE	£6,950

944 GT	£4,950
HAZ 6	£2,500
I HGD	£7,950
77 HH	£6,950
HIB 4	£4,500

Ultimate for Gary N
6 N

3087 HJ	£1,200
HJL 3	£3,850
I6 HM	£4,500
II HO	£4,950
23 HOT	£7,500
28 HOT	£6,450
HPW 556	£TBA
IIL I	£7,950
IIW I	£7,950
I8 J	£9,500
40 JA	£8,500
JIW I	£9,950
JIW II	£4,600
I8 JJ	£6,950
I JKN	£9,950
I JL	£40,000

5 JL	£I2,950
32I JM	£6,750
60 JO	£6,950
III JON	£8,250
I29 JON	£TBA

Is there a Doctor?
IIL I

4 JRH	£9,650
K 29	£7,400
KAF 494	£I,750
KBL 9	£3,850
9 KC	£TBA
I8 KJ	£3,950
KO2	£TBA
40 KO	£3,950
333 KS	£4,650
KU I	£22,500
I LCP	£12,950
LCT 747	£I,995
LGS 3I3	£I,850
LIL I4	£I,650
LJD 789	£2,500
I9 LJ	£4,950

I LMO	£9,500
55 LP	£5,500
LWG 12	£TBA
752 LYD	£TBA
9 MA	£8,950

Master of the Art
9 MA

3 MB	£I8,500
MBZ 2	£3,950
MEG II	£7,500
85 MG	£6,500
2 MGA	£9,975
6 MGB	£6,950
MIB I	£12,950
MIB 3	£4,500
MI POR	£2,950
MJ 42	£TBA
4I4 MM	£4,450
8993 MM	£2,900
MMG 99	£TBA
MOI 4	£3,600
MR I46	£TBA
MR I48	£TBA

2400 MV	£2,200
6 N	£I8,500
60 NE	£6,950
NIB 9999	£900
II NJ	£7,250
NJI 234	£I,450
9 NM	£7,950
5 NPJ	£3,500
2 OH	£6,850
ON A 9II	£6,850

Only for the Pro
6OLF

1 OR	£15,000
22 OT	£15,000
PIB I	£7,950
I2 PN	£7,350
5200 PO	£TBA
4 PTH	£3,950
PW 203	£5,450
4203 PW	£2,750
944 RBS	£TBA
40 RC	£7,250
RC 64	£6,950
83 RD	£5,950
REG 400	£3,950
AIII RGG	£950
REJ 38	£2,950

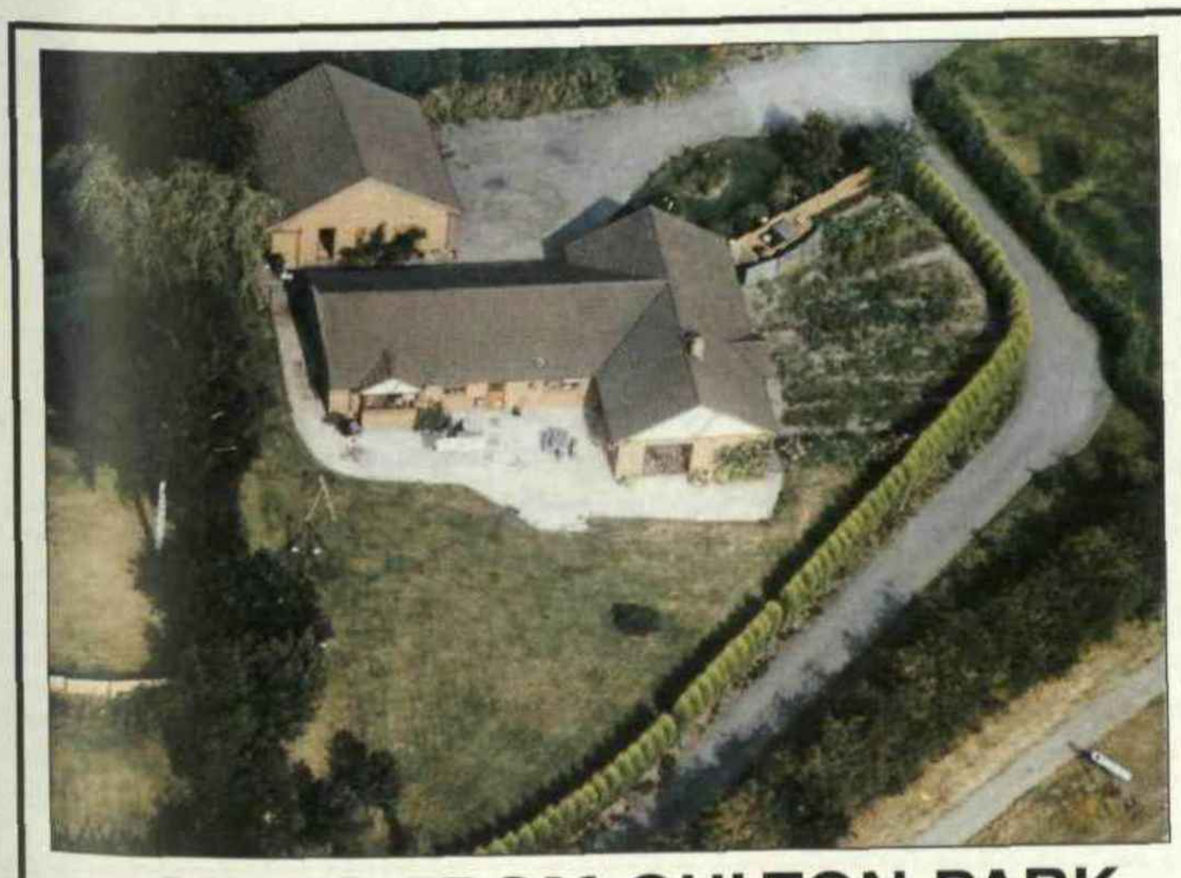
I RP	£45,000
I00 RRT	£2,600
85 RS	£6,250
RS 666	£7,500
I RTP	£14,950
RU I	£I5,950
I RUS	£19,000
RUS I	£30,000
SC 76	£7,200
I360 SC	£2,395
SDR 69	£2,950
SEK 2	£4,200
9 SH	£13,950
I453 SP	£I,850
9 SU	£5,950
T 2	£29,000
15 T	£9,950

Great number, great price
RU I

T 97	£8,995
TBL 47	£2,450
6 TDH	£4,850
TNJ 35	£2,750
II TOP	£5,500
VAK I	£7,950
VC 33	£6,250
VCS 2	£4,250
VKU I	£3,950
I VY	£I8,500
3273 WD	£I,800
WEH I3	£TBA
WG 999	£TBA
WH 22	£5,500
50 WH	£4,450
WLT III	£2,250
3 WPJ	£3,500
WSK 9II	£I,995
60 WW	£6,800
XXI 33	£1,150
77 YY	£5,450

Names & Novelty Numbers

A69 GAL	Dare you	£2,950
AII YOU	For me	£3,950
AI3 BYY	Abbey	£1,850
BI6 BAT	Big Bat	£2,950
BI6 CAB	Big Cab	£2,850
JI ANT	Giant	£2,850
NI CAM	Stereo	£10,000
NI6 ELS	Nigels	£9,500
NI MSH	Nimsh	£2,450
PI LLY	Pilly	£3,950
PII NKY	Pinky	£7,450
PIII LOT	Pilot	£2,950
P5 OAR	P Soar	£1,950
R7 NDY	Randy	£1,350
R7 MBO	Rambo	£1,350
R6 ALE	R Gale	£1,450
P6 ENT	P Gent	£1,450
R6 ENT	R Gent	£1,450
R8 LAX	Relax	£1,600
RII KYS	Ricky's	£4,650
RI5 KYJ	Risky J	£1,950
R60 ODE	R Goode	£1,450
R8 DDY	Roddy	£1,950
R8 SES	Roses	£1,950



4 MILES FROM OULTON PARK

Freehold 2,000 sq ft. Bungalow (4 bed, 4 recep.) with 825 sq ft. garage. Plentiful privte parking/hardstanding in ½ acre. 12 yrs. old built by owner for own occupation. Genuine reason for sale — No chain

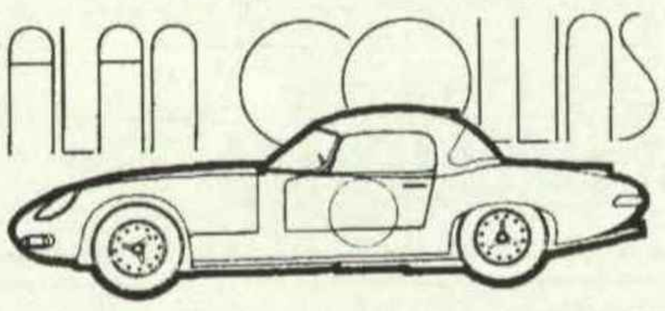
£225,000

Full details available on request

Tel: 01606 782960

FACTORY TRAINED TECHNICIANS WITH JAGUAR, CITROEN, FORD and AUSTIN ROVER

We carry out servicing, repairs, restoration and MoT work to the highest standards on all makes of cars



Servicing, Repairs, Restorations part and full to the highest standards. On all types of class and performance cars, 25 years' experience with Jaguars. Member of J.S.A. Replicas built and race cars prepared. Covered transportation. Courtesy service. Valet service.

20 YEARS IN HEYBRIDGE

We also run a courtesy service to your home or place of work. Please ring for a quotation or advice.

01621 852058

Unit K2 · Bentalls Complex · Colchester Road · Heybridge · Maldon · Essex CM9 7NW



We convert MPH to KPH

We professionally convert speedometers for British Classic cars from Mph to Kph.

Instrument repairers: Smiths specialist, any gauge – any age – repaired – rebuilt – replaced.

Control cable manufacturers: Brake – clutch, control speedometer – tachometer.

Wir rüsten ihre Geschwindigkeitsmesser britischer Classic Cars professionell von Mph auf Kmh um,

Reparaturdienst für instrumente: Spezialist für Smiths – Geräte – jedes Messinstrument – jedes Alter – Reparatur – Überholung – Austausch.

Hersteller von Steuerseilen: Bremsseil – Kupplungsseil Steuerseil – Geschwindigkeitsmesser –Tachometer.

Nous assurons la conversion des compteurs de vitesse de voitures anglaises d'origine, de miles en kilometre/heure.

Réparations d'instruments: Spécialiste de la marque Smiths. Toute jauge acceptée – peu importe l'âge – réparation – remise a neuf – remplacement.

Fabricants de câbles de commande: Câbles de frein – câbles d'embrayage – câbles de commande – tachymètre – cinémomètre.

Speedograph Richfield

Speedograph Richfield Ltd.
Rolleston Drive, Arnold, Nottingham NG5 7JR
Telephone: (0115) 926 4235
Fax: (0115) 920 9912

Peter Gethin

HE'S REMEMBERED FOR THE CLOSEST, FASTEST GRAND PRIX WIN EVER, BUT THE RACE INSTRUCTOR FROM GOODWOOD HAS EVEN FONDER MEMORIES OF PAU, 1972

1972 Grand Prix de Pau



Gethin's Chevron B20 was perfect for twisty Pau until the engine cut out allowing Depailler to close at the death

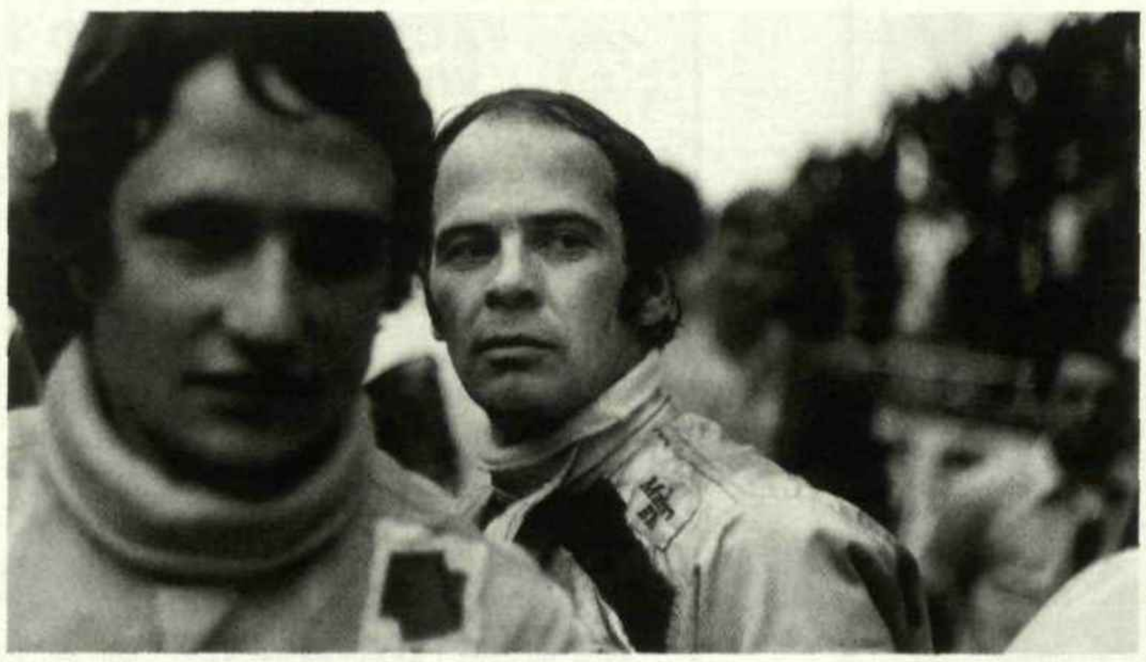
THE RACE THAT EVERYONE REMEMBERS AND was certainly my most famous win was the 1971 Italian Grand Prix. That was the last of the Monza slipstreamers, before the chicanes, and is still the closest and fastest Grand Prix ever. There was less than a fifth of a second between the first four cars at the finish, and the average speed was more than 150mph. Can you imagine what a race like that would look like with all the in-car cameras and things they have these days? It would just be unbelievable.

I think I drove pretty well that day. I lost the tow and at one stage was around 12 seconds behind the leading pack. But I clawed it back in tenths and fifths, by driving really smoothly and not making mistakes. Once I was back in the leading group it was really a question of thinking back from the finishing line and working out where you wanted to be on the last lap. By then I thought I had already done the hard bit, so I might as well win it.

Monza was my only Grand Prix victory, and I thoroughly enjoyed it, but the race that gave me the most personal satisfaction was the Formula Two race at Pau in 1972. In those days it was a very prestigious event – just about all the top guys of the time were there – and the whole place had a magic atmosphere. The people were real enthusiasts, the hotels were lovely, the food was wonderful and the town seemed to be full of pretty girls. It had everything as far as I was concerned.

I've always liked street circuits – Monte Carlo until they put in the chicanes around the swimming pool, and Trois Rivières in Canada – but Pau was my favourite. It was very tricky, mainly first, second and third gear corners, and very narrow. In places there was room for only one car. You had to be very precise and accurate – if you hit a kerb you were stuffed. And there were all kinds of other hard things to hit – not just the Armco, but monuments and walls.

The fastest part was past the pits. You were pretty well flat out at 130mph, maybe135mph, through the right-hander afterwards but then you had to get the car braked and down through the box for a right-hand hairpin. That sort of driving, keeping the car in control when it's out of shape while braking and changing down, is what I think I used to be good at. Really tossing it into corners. You had to set the car up with a bit of oversteer so the front end would turn in easily and it was up to you to catch the tail on the way out. Any understeer and you were dead.



France's young hotshoe Patrick Depailler (foreground) gave Gethin ten of the hardest laps of his career during the 1972 Formula Two race at Pau

I was driving the Chevron B20, which was the first F2 car which they had taken seriously. It was a crude looking thing, but it worked very well on medium and slow corners. You could always set it up for this neutral-to-oversteer handling and it was a lovely little car to drive. It wasn't so good on fast circuits though, and it was fragile. I had wheels come off and suspension breakages at other places that year.

At Pau, though, it was just terrific. I won my heat from start to finish, and in the final I went straight into the lead. It was so easy it just wasn't true. There I was, cruising around, about 20 seconds ahead of Patrick Depailler, waving to people I knew in the crowd, when suddenly I had a problem. The fuel metering unit had gone kaput and I was getting the wrong mixture. The power was either full on or full off, there was nothing in between.

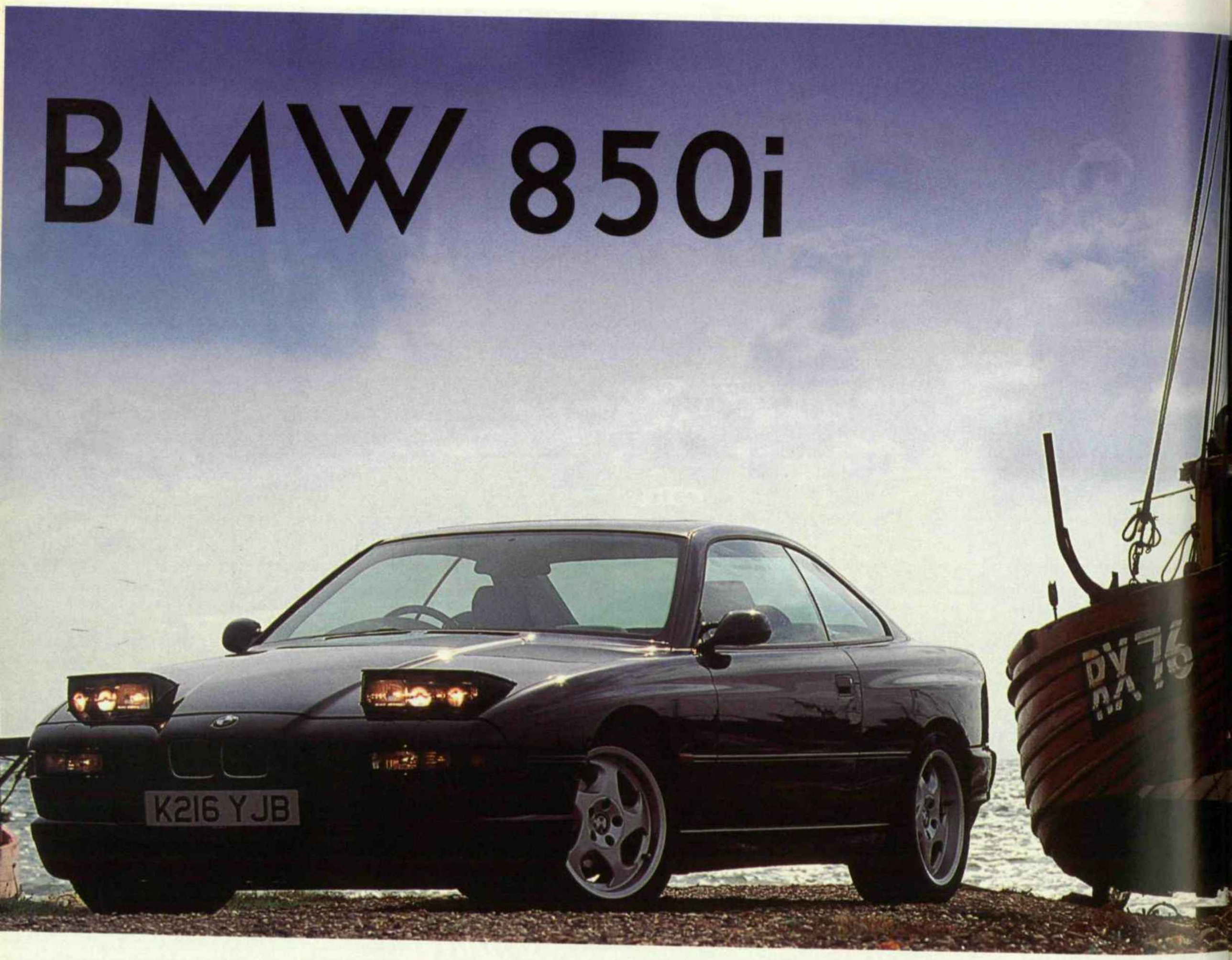
It's hard to describe how difficult it made that car to drive. I couldn't blip the throttle to help me change down so I just had to whack it into first and then put my foot down. At first nothing would happen and then all the power would come in with a rush. You need good throttle control – to be able to feed the power in – when you've got an oversteering car through slow and medium speed corners. But this was flat out or nothing. The car was very unstable and every lap I thought I was going to lose it. I really had to drive my balls off.

Depailler, who was a real hot-shoe at that time, caught me quickly and for the last 10 laps or so he was right up my tail. Pau isn't the easiest circuit to overtake on, but there are places where you can grab the inside and give the other bloke nowhere to go. I had to dig deep to hold him off, and not hit anything in the process, but I clung on to win by a split second. I remember getting as much satisfaction from that as any other race I've driven.

It was Chevron's first F2 win and it meant a lot to the team. We had a hell of a party and I remember meeting an extremely attractive young woman that night. We weren't paid as much as drivers today – I think I got £400 for winning at Pau – but we did have a lot of fun. ■

"I was cruising around waving to people I knew in the crowd, when suddenly I had a problem"





WHEN BMW BUILT ITS 850i, HOPES WERE THAT A SUCCESSOR TO THE M635CSi WAS ON THE CARDS. ANDREW FRANKEL WAS DISAPPOINTED

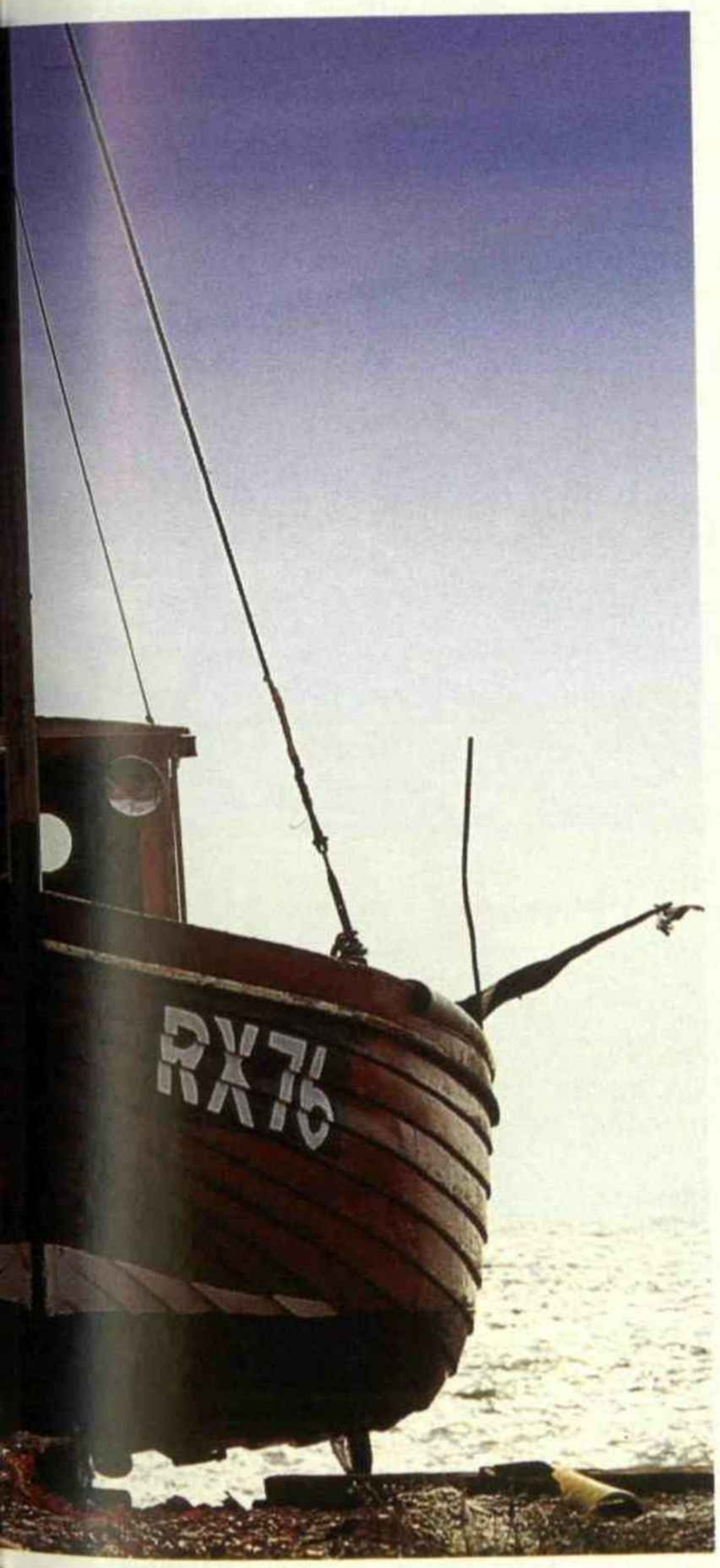
IT CAME WITH HIGH HOPES AND A VERY BIG ENGINE. It had five litres and, more significantly, 12 cylinders. BMW had finally healed the wounds of the M1 and was about, once more, to produce its supercar. And, BMW being BMW, it was unlikely to make the same mistake twice.

We knew, of course, that, 12-cylinder engine or not, the 850i was not going to be a rival for the Testarossa. The engine was in the wrong place, it seemed to have seats in the back and was priced more in line with the Mondial. Even so, it seemed the perfect successor to the M635CSi, one of the most beautiful and beautifully balanced coupes ever built. It had twice as many cylinders as the M6, an extra litre and a half of engine capacity, six gears and the whispers said that, were you to find a way to bypass the device that limited its top speed to 155mph, it would reach 170mph. Or more.

We should, perhaps, have looked a little more closely for the signs, paid attention to the fact that, despite all those extra pistons, the V12 had the same number of valves and camshafts as the straight six it replaced and that its power output of 300bhp sounded good only until you read that the M6 possessed just 14 fewer horsepower yet weighed over 300kg less. In one stroke, the power to weight ratio of BMW's flagship coupé fell from over 180 to under 160bhp per tonne. This was not good news.

Its styling fell particularly wide of the mark too following, as it did, M1 and M6, both of which boasted a combination of purpose and elegance that the 850i could not hope to match. It had a certain presence, for sure but in its coldly brutal lines lived no sign of passion.

And that was the way it drove. I was shocked to discover a car which, far from behaving like a purpose built sports-car, felt more like a competent but cramped saloon. There was no doubting the grip



howl of intention from under the bonnet now there was mere muted whirrings rising to a crescendo of mechanical indifference as the unadventurous red-line approached. Those looking for the character of a Ferrari, or even a Jaguar V12 motor, left to look elsewhere.

The 850i's defence is that it was never intended to be the next M6 and, to be fair, BMW released pictures of the still-born M8 as proof that the real replacement had, at least, been thought about seriously enough for it to reach the prototype stage. The defence says that the 850i is a grand-touring coupé, a sort of latter-day, German XJS, something which would smoothly cosset you all the way across Europe and still cut a dash when you arrived. It is a more practically minded car than the M6 ever was, more of a tool, less of a toy.

The defence has a point. At high speed and spared the rigours of enforced entertainment, the 850i always was a fine device. Comfortable, attractive from within and ergonomically resolved like no other coupé produced to date, it made light of the serious business of maximising the miles-to-effort ratio. In this one respect, it even had the measure of the altogether more crude though dramatically more rapid Porsche 928GT.

It's not enough, least of all for a car with a blue and white propeller on its nose claiming to be the flagship of the company with 'The ultimate driving machine' as its motto. And it's not as if the 850i could even claim to be a wonderfully useful and practical device. For sure two could sit in the front in airy comfort and the boot was big, but the rear seats were a complete joke. A mid-engined Ferrari Mondial had more room in the back. For such a large car, the 850i represented a profligate waste of space.

There are few cars indeed of which so much was expected and so little delivered. Where the M6 had been fast, thrilling and beautiful, the 850i was slow, dull and ugly. Today, the looks remain but the car inside has been transformed for the better. Fitted with V8 engine, the 840Ci proved a markedly more characterful, satisfying and considerably cheaper and better route into 8-series ownership while the



Huge V12 failed to give performance to match

850CSi, with its 380bhp, 5.6-litre V12 motor at least possessed a similar turn of speed to the by now much missed M6.

As a breed, however, the 8-series in general and the original 850i in particular, is likely to be remembered as one of those few examples of BMW getting it wrong, the exception which proved the rule of its otherwise deeply impressive range of cars. At the time the 850i must have seemed like a good idea, but in years to come we will wonder how BMW, usually one of the most dependable sources of great driver's cars of all, came to build a V12 coupé that, in pure driving terms, was no more fun to drive than its cheapest saloon.

VERDICT: Rotten apple

nor the innate security of the chassis but if it was poise and balance you sought, both had left with the M6. What remained was, put simply, a dull car to drive. The steering did no more than determine the direction in which the large car travelled: there was no feel, no real sense of involvement or enthusiasm for the job at the helm. The soft suspension made sure the 850i rode tolerably well but was engineered to disallow the sort of throttle-adjustable progress that made its predecessor such an enduring delight.

The engine was a sore disappointment too. Not only did it lack entirely the ability to bowl the fat 850i up the road with anything approaching the conviction of the old motor in the M6, it lacked its manners too. Where once there was a rich, crisp



Big on the outside, small on the inside... the BMW 850i drove like a large car but provided no more fun than a simple 318i. Latest evolution at least provides cheaper entry to the market



Great cars: The 24hp 1920 Delage

LOUIS DELAGE WAS A MUCH RESPECTED member of the French automobile industry. Rightly so, for in the very first year of production, Delage was on the circuits with a racing voiturette designed by the ex-Peugeot engineer Legros. Delage had left Peugeot to produce his own cars only in 1906, yet that year he had two de Dion-powered cars competing in the *Coupe des Voiturettes*, which was at that time a six-day trial. One Delage hit a tree, the other was second. This set the pattern for this autocratic manufacturer to make good cars and have a very notable impact on racing.

Before the war he had cars in the 1908 *Coupe des Voiturettes* at Dieppe, won for him by Guyot, the Boulogne race of 1910 was a Delage victory for Bablot, as was the 1913 GP de France, even if neither the advanced GP Delage of 1913 with horizontal oh valves nor the 1914 twin-cam four-wheel-braked GP car finished higher than fourth in the French Grand Prix.

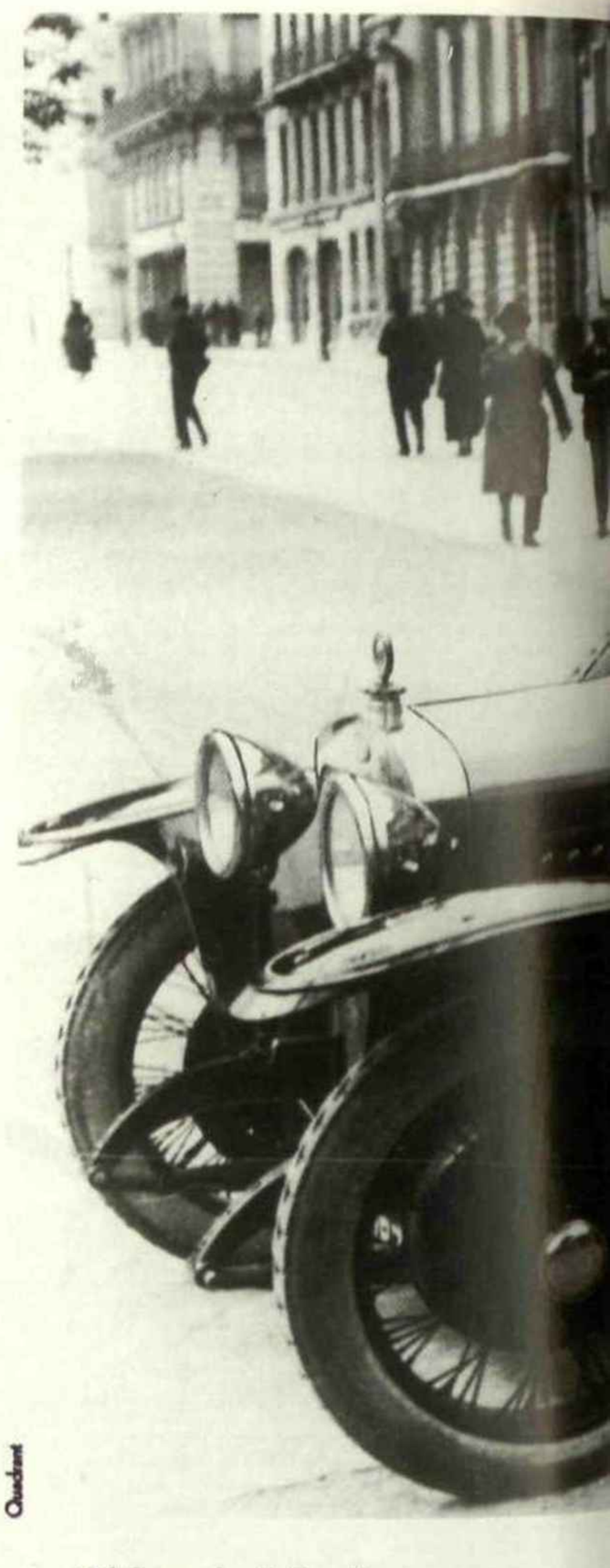
Then came those splendid 1923 V12 and 1926/27 straight-eight Grand Prix Delage cars, technically advanced and complicated, but beautifully made and winners of the 1927 Manufacturers World Championship. It can safely be said, I think, that Louis Delage, from his Courbevoie factory, never made a bad car. Most of them were exceptionally good, bringing wealth to their constructor, who was able to spend it on lavish balls of up to 500 guests at his magnificent chateau. Justifiably, because in the 1920s and 1930s Delage produced some splendid automobiles, notably in six-cylinder form, and then those great D8, D8S and D8SS, D8 20 and D8SS100 straight-eight cars.

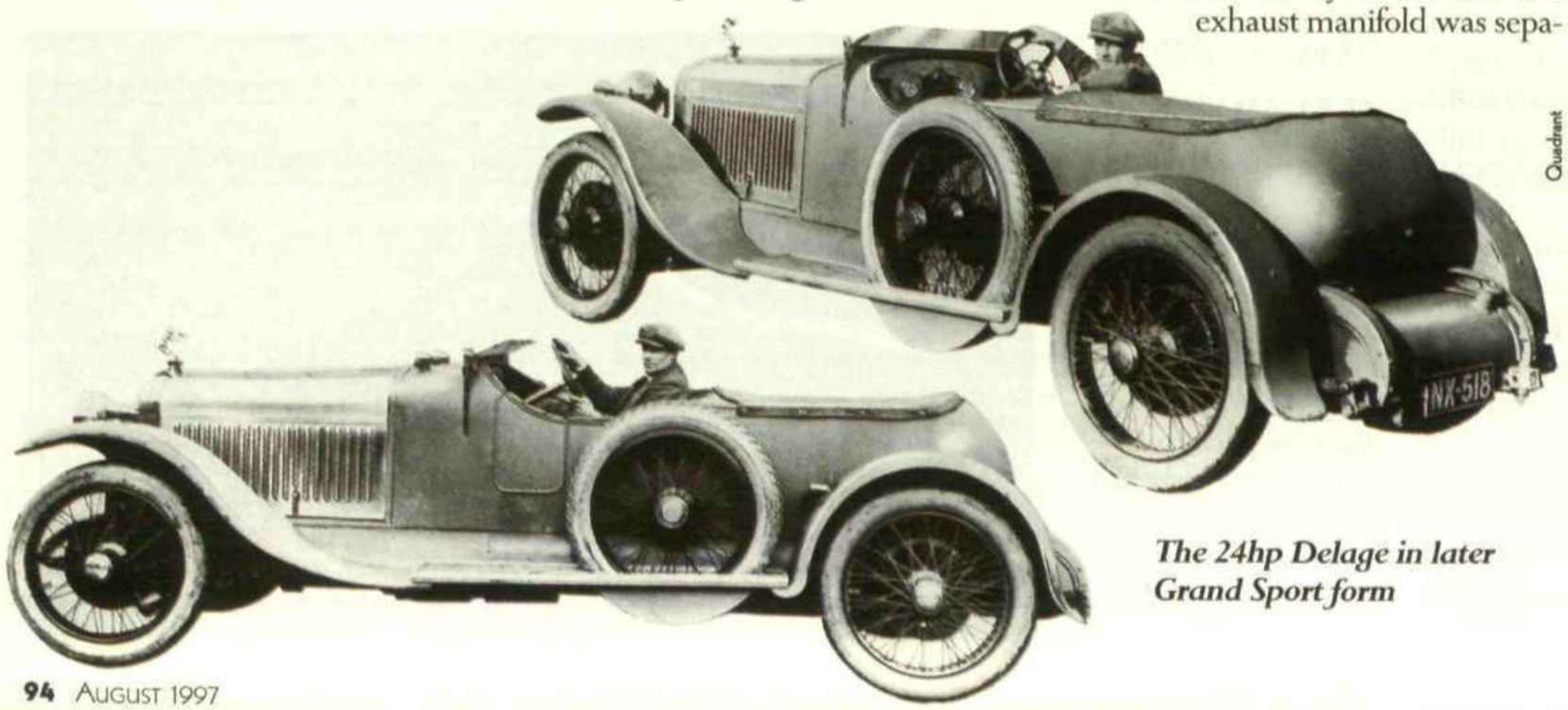
Here we are concerned with a Delage which, scarcely before the war clouds had begun to disperse, was as good as any of the later models, given the state of engineering development at that time.

This new 24hp Type C0 six-cylinder Delage was announced before the end of 1919, in sporting-bodied form as elegant as any other fast European car. A socialite Louis Delage may have been, but he tested his new model himself, first with a run from Paris to Nice in 15hr 55min, the running-time average speed being 41.53mph. This may not impress those who compete in today's retrospectives, but the poor state of France's war-torn roads should be remembered.

The car was laden to the equivalent of six people in the open body, and 49.2 miles were covered in the 'best' hour. Delage drove the whole way; 1½ pints of oil were used, the brakes adjusted once, and the Michelin 935x135 tyres gave no trouble.

The new Delage had a 4524cc engine (80x150mm) and the side-valves were very slightly inclined. The inlet manifold was cast with the monobloc cylinders but the exhaust manifold was separate. Oil from the 2.5-gallon sump was fed to the bearings and two Zenith carburettors fed the neat engine. A multi-disc clutch and unit four-speed gearbox were modern features, and the Perrot four-wheel brakes, of which Delage had had experience on his 1914 GP cars, worked extremely well. The celebrated motoring-writer WF Bradley had gone on this Paris-Nice run – his express train back to Paris took 5hr17min longer...


Quadrant



Quadrant

The 24hp Delage in later Grand Sport form

But Louis Delage was not content. He set out on a six-day 1320-mile run round France, covering 626 miles in one day, Bradley again the observer. The fearful state of the roads broke one of the three-quarter-elliptic back springs, quickly repaired by the mechanic. The handsome tourer cruised at 60 to 72mph and again the efficiency of the brakes was evident. The new Delage appeared at the



Louis Delage in his first post-war creation during his Paris-Nice run

London shows of 1919 and 1920, chassis price £1400.

But better was to follow, in the guise of the push-rod ohv Type CO2 Grand Sport version. The valves were now vertical in a detachable head, with wick-feed to the push-rod extremities. Oil was fed under pressure to the rockers. The engine was, if anything, neater than the side-valve unit, with its enclosed valve-gear. A single double-choke Zenith carburettor was now used, on a six-branch water-heated external manifold. With sporting open bodywork the top-gear ratio was 3:1, tyre size now 880x20. An alloy dash and a neat aluminium instrument-panel were individual features.

The new engine gave 88bhp at 2380rpm, being planned to provide an 80mph maximum with good pick-up, rather than a higher pace. It was possible to start the 24hp Delage in top gear. Incidentally, the ohv engine had a dual magneto firing plugs on both sides of the head, and even the sidevalve power-unit had central plugs. Ready for test very early in 1921, the prototype averaged 83mph over a two-way four-mile check on an ordinary road.

Very sporting bodies were soon to appear on the 24hp overhead-valve Delage, which was a magnificent car, but which never got quite the acclaim accorded to the 37.2hp overhead-camshaft Hispano Suiza, although the four-speed gearbox of the Delage should have been better suited to British roads than the Hispano's three speeds. And in 1923 the Delage cost £800 less than the Hispano in chassis form.

I find this tendency to praise the Hispano but to overlook the Delage rather odd; one discerning observer said "The six-cylinder Delage, which was produced during the war and offered to the public immediately after the Armistice, was not long in earning for itself a reputation for high maximum and average speed, this double result being obtained by the use of a very efficient engine and a chassis developed by long racing experience".

It was not surprising that discerning motorists over here bought the 24hp Delage. Special bodies began to appear on this chassis, such as a rakish Speed Model with disappearing hood in 1919, while the Curtiss Company chose one on which to display their all-weather four-seater coupé coachwork, Charlesworth made a six-light saloon for a Liverpool client, and by 1921 an Australian motorist had had a body made on one of these fine chassis. So, among the great cars of the past, let us not forget this masterpiece of Monsieur Delage.

miscellany

FURTHER NEWS ABOUT THE mystery aero-engined car referred to recently: a reader recalls that, when a GP in Hartlepool in the 1960s, he had a patient who had run the local scrap yard. He remembered scrapping a chain-drive 'Chitty' in the 1930s, which had an enormous German or French engine. So it does look as if the car we described was broken up in Yorkshire.

* * * *

NOT ONLY HAS THE RACMSA issued a most interesting book of all world and UK records (price £5) and a very useful 1997 list of all motor sporting fixtures and organisers addresses, (£3) but it has now published a *Guide To Motor Sport*, priced at £3.00, all available from Motor Sports House, Riverside Park, Colnbrook, Slough, SL3 0NG.

* * * *

NICE TO SEE THAT A THIRD generation of the Delaney family is into vintage motorsport. Geoffrey Delaney competes with his Hyper Lea-Francis, and his daughter Lucy drove her grandfather Tom Delaney's well-known 1928 TT-winning Lea-Francis at VSCC Colerne.

* * * *

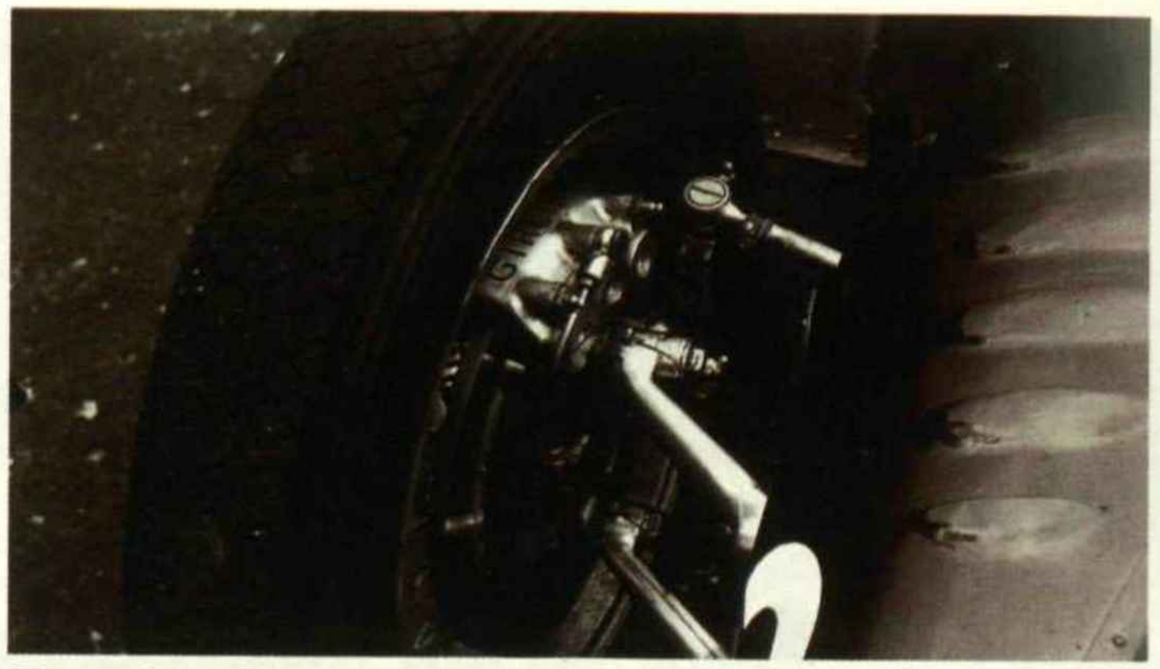
I RECEIVED RECENTLY A VERY CLEAR photograph, circa 1913, of a Belsize tourer, most likely the same one that I had gone to see over 50 years ago at a garage in Driffield, near Brough, when I was stationed in Yorkshire during the war. It is shown outside Swindlehurst's Garage in Elloughton (not far from where I encountered it) in the company of two motorcycles, a Lincoln Elk and a Royal Enfield, with adverts for cycles, Sturmey-Archer gears, 'Motor For Hire' and 'electric bells inserted and orders taken for plumbers work'. A fine period piece.

F1 Asides

WHEN F1 IS ON THE AIR, DARE I SAY IT, TELEPHONES are disconnected, knocks on the study door ignored and curtains drawn if sun is likely to diminish the ITV reception. Since I ceased to attend actual races, that is how I follow the F1 scene, although Jenks, who had no use for TV, used to tell me he preferred Simon Taylor's commentaries on Radio 5. (Simon has since joined the ITV F1 team, of course.) The braking distances and temperatures in modern GP racing I find almost unbelievable, which raises the question of when brakes became a significant factor in motor racing.

In the very early days the tyres would not have withstood anything more than the primitive rear-wheel and transmission brakes which were all the drivers of those times were provided with, to steady their monsters before the corners. By 1914, in that significant French GP at Lyon on the eve of war, Delage, Peugeot, Fiat and Piccard-Pictet used four-wheel brakes that gave them an advantage at the twists and turns over conventional, rear-braked rivals. Not withstanding which, the Mercedes, without such an innovative means of retardation, drove the leading Peugeot into retirement and went on to come home a triumphant 1,2,3.

In the 1920s front-wheel brakes became part of racing, and there can be no doubt that Duesenberg with their 'water brakes' gained a considerable advantage in the 1921 French GP, over cars using more normal 4wb systems. By now brakes on all four wheels were the norm for GP cars, with mechanical servo actuation on the Ballot, Fiat, Sunbeam and Delage cars, but it is possible that these were only more effective than those now beginning to appear on ordinary cars because the racing cars were lighter and better maintained. When the fabulously powerful German GP cars appeared just before WW2 it was their superior acceleration and speed rather than good braking that made them unbeatable, and even after WW2 it was some time before rapid retardation was seen to be as important in racing as good pick-up and high-speed. Limitations of drums and linings set a limit, which Mercedes-Benz sought to cure in 1955 with inboard brakes, enabling wider drums to be employed and reducing unsprung weight, and the air-brake experiment at Le Mans. But they met problems with cracked drums and snatching, and sought to cure the latter with oil-injection under the driver's control! By 1952 disc brakes had arrived and late braking into corners had become of greater importance than any other performance factor.



The crucial performance factor: early Girling disc brakes on the BRM V16

A Clyno Day

ONE SUNDAY RECENTLY I WAS ABLE TO sample a a 1926 Clyno four-door saloon that had not been on the road since 1947. In completely original condition, it required little fettling before being ready for the road again. Its owner, David Filsell, has been preaching the Clyno gospel to me for many years, so he took me out in this fortunate find and also showed me his Clyno 9 saloon which will be a usable companion to the bigger Clyno.

I needed no convincing of the practicality of these once-popular family cars, because I had a 1926 10.8hp tourer back in 1951, which ran well, and had exceptionally light steering and very good four-wheel brakes. So it was a pleasure to make my reacquaintance with the fine Wolverhampton product. You sit very high; I do not recall being quite so dominant in my tourer. The brakes are better than those of my car, as this late 1926 10.8hp saloon has larger rear drums. Individualities? Well, the long, lockable toolcase beneath the n/s running board, window winders that lower and raise the windows with continuous forward winding, and a glass-tube petrol gauge. The body is by A Jacobs & Sons of London's Mile End Road.

During the day we looked in on the Tebbetts' VSCC Light Car Rally, intercepting it at the lunch stop at the Penny-farthing pub near Ross-on-Wye. Here a fine selection of pre-1931 small cars were assembled, in a miniature hurricane but bright sunshine. The only sadness was that Rosoman's de Dion Bouton had to retire due to a porous petrol tank hose, after a good run with Neil Murray as one of the passengers. As the drivers left for more navigating the Le Zebre was seen to have a head-scarved lady in its sternsheets, somehow reminiscent of French 1920s motoring. A Calcott left with a squeak from its clutch, while Tim Jones crackled away in the Carden he has acquired.



WB's Clyno transport for the day



Light cars and cyclecars assembled near Ross-on-Wye for the VSCC rally

Almost before the event was over the results were ready, showing Paula Thorpe (A7) to have won the Lady Rachel Trophy, A Jeddere-Fisher (1913 Landia Theta) the Edwardian Award, and, out of 34 starters, C Hamilton-Gould (Morris Minor), J Stammers (Riley) and Deborah Evans (A7) to have gained First-class Awards, P Morgan (Humber) a second-class Award and C Hancock (Humber), J Talbot-Cooper (1919 Le Zebre), M Bartlett (A7), A Tongue (Morris Cowley) and D Rouse (Singer Junior) Third-class awards.

As we left for our Clynoing, down a notably narrow downhill lane, Hill wisely stopped to check the fluid level of the superior hydraulic brakes of his Triumph Super 7.



Ex-Moss Lotus and Elva feature in pits display in new Hall of Motorsport

Haynes Motor Museum

THE HAYNES MOTOR MUSEUM AT Sparkford, Yeovil, has been expanded several times since John Haynes, OBE, opened it many years ago. A further extension was seen there in June when Stirling Moss, OBE, declared open the Hall of Motorsport. Some of the great competition cars from the main hall have been transferred there, and new exhibits include the BRMs not seen in public since they were raced in the 1970s by Lauda, Regazzoni, Siffert and Rodriguez, together with Stirling's Lotus 23B and BMW-powered Elva Mk7SS. This new hall also has an exciting life-size mural of racing pits, and another which re-enacts the accident which befell a Porsche 911 at Thruxton so as to emphasise in an honest and non-sensational manner how race safety is maintained.

I have a great admiration for the way in which the Haynes Museum displays its enormous range of exhibits, from 1900 Clement on, in six well-lit and staged halls, a reception area of A7s, a motorcycle area, and bus and tank shows outside. The Museum has its own workshops for this purpose, with hot-air paint oven. So, another reason for a visit to Sparkford, to one of the most interesting Motor Museums in the UK.



John Haynes and Stirling Moss

CARS IN BOOKS

Both the author, Nic Portway, and I recalled that a 30/98 had figured in Aldous Huxley's novel *Barren Leaves*, when he was writing and I was Forewording Nic's epic Vauxhall book. It is probably less well-known that a 1920s Vauxhall is to be found in another work, namely, Anthony Powell's *A Question of Upbringing* in his *A Dance To The Music Of Time* series. "The car was adapted for speed, having had its windscreen removed". In it some youths and two girls are trying it for speed when it is involved in a minor accident, going off the road, into a ditch, after it had got up to "... about 75 or 80". Surely a 30/98?

A few other cars, from Rolls-Royce to Ford, and a 1920s Buick, are mentioned in this novel, which is to become the subject of a TV film. There is also an amusing piece about an ancient Morris which refused to start after a house party, having to be pushed by the guests, and eventually reversed into a stone urn. This is yet another book to mention Brooklands, a wealthy playboy competing there. Did the well-known author, Anthony Powell, have a 30/98 and know Brooklands, I wonder?

miscellany

FOLLOWING OUR RECENT reference to different brands of castor oil, apart from the well-known Castrol-R , Penrite Oil advises us that it now supplies such a lubricant, Penrite Castor R40. Suitable for pre-1939 cars, two-stroke and racing motorcycles, if not mixed with mineral or synthetic oils, it can be used with methanol fuel. Penrite R40 costs £26.82 per 5-litre bottle.

* * * *

AUTOCAR HAS ISSUED THE RESULTS of its resumption of the 0-100-0 mph competition, a performance target introduced by Aston Martin in the 1950s. The best time was 12.41sec, by a Caterham JPE. But a word of warning! We tried this in 1958 with a road-test V8 Facel-Vega, with a time of 32.3sec. Returning the car to the concessionaries, George Abecassis remarked that we must have done some hard braking, because we had cracked the alloy drums...

* * * *

THE STANDARD REGISTER IS holding a rally for vintage and older Standards on August 9/10, based at Charlecote, Warwicks, which is to visit places after which Standard models were named, like Canley, Kenilworth, Warwick, etc... if not quite as far distant as some other model names would imply. Hence the Catalogue Run, to include a visit to what remains of the Canley factory. Details from Brian Blackwell on 01452 302436.

* * * *

THE LEA FRANCIS OC'S Coventry/Stamford Hall weekend was the usual success again this year. 85-year-old Tom Delaney won the vintage driving-tests in his well-used Hyper TT, and skilful John Fellows (1927 14/40 tourer) won overall. Over 50 cars attended, Allen Lupton's Corsica-bodied 'LeaF' being judged most desirable. Overall Concours winner was Bill Mattingley (1927 12/40 M-type) and Robert Deeley took the prize for best recent restoration, with his 1929 Hyper 12/50.

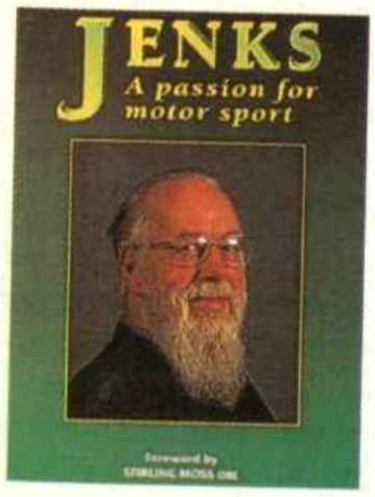




NEXT, A READER'S QUERY ABOUT A 1929 Corsica-bodied SS Mercedes-Benz two-seater, SV 6394, which is now in very good condition. The joint owners cannot trace its history from the time when Gordon Watney purchased it from M-B late in 1929 to when 'Bud' Cohn had it in Los Angeles in 1964, apparently bought from Arthur Gould in London and overhauled by LG Motors before shipment.

* * * *

THE EDITOR OF THE VSCC *Bulletin* has raised the question of whether the club, which is planning a move to new headquarters in Chipping Norton, should now follow the lead of such shows as Coys and Goodwood and allow recent *copies* of historic cars into its meetings. He has in mind such recent creations as the 1923 GP Voisin and the Tipo 806 Fiat, so accurate as to be indistinguishable from the original cars. I found it rather droll, however, that the person suggesting this was also advertising for motoring art, stating that he was interested only in originals, not prints!



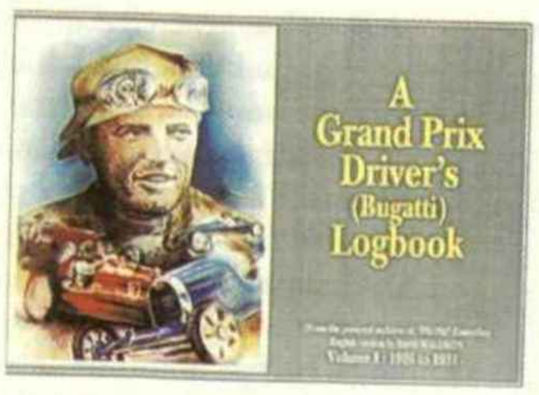
JENKS - A PASSION FOR MOTORSPORT.

MRP, £19.95, ISBN: 1-899870-22-9

I worked with DSJ for many years, and it was not the unalloyed delight outsiders imagined. Helpful and amusing when it suited him, he was often difficult, and always utterly rigid about his copy. Neatly hand-written, it was completely unpredictable in length. Even if he had been told there were only two pages free, he would say, "If it's interesting I'll write four pages, if not, just a half." Any attempt to cut a word brought trouble.

Not only that, but he would not write in MOTOR SPORT about the past, or his own recollections. "History is over. I wrote about it then and nothing's changed." That was one of the elements in the dispute which ended his connection with us.

It's both fascinating and frustrating, therefore, to open this collection of short pieces Jenks wrote for the BRDC journal and find that he wrote exactly what we wanted, but for another organ. Short, pithy, reflective, and, I've little doubt, written precisely to length, these make entrancing reading. Tales of roadside repairs, his continental trips, listening to Verdi in Verona – the myriad things which excited his probing mind. Some subjects he had already touched on here, some are new to me, and some are reprinted, including *that* Mille Miglia. All are infused with the unquenchable interest he had to the end, and the man himself is illuminated by several contributions under "The Jenks I Knew". **GC**

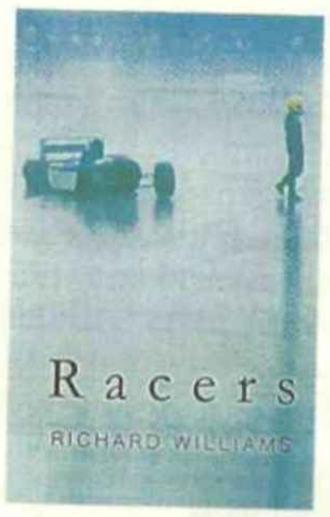


A GRAND PRIX DRIVER'S LOGBOOK
BY ANDRE ETANCELIN

Connoisseur Carbooks, 650FF, ISBN: 2-9508990-0-5

A curiosity, this; some years ago the grandson of Phillippe Etancelin bought the personal archives of the great driver, and has made this three volume 'logbook' compilation. Volume One is full of fascinating glimpses into the everyday details of a pre-war racing career: driving licences, press cuttings, personal notes, correspondence between 'Phi-Phi' and Ettore Bugatti, contemporary interviews, lap-charts and photos public and private, some occupying the entire 17x12in page. All this is linked by small amounts of text in French; non-speakers get a 12-page 'digest', translated by David Waldron.

The result is a rich picture of the man who raced at the top level as a true amateur, paying his own way right into the Fifties, and, as the press extracts show, impressing his contemporaries. He famously retained the Edwardian habit of reversing his cap, of course, and the trademark headgear gets a lot of attention to itself, including a Brockbank drawing. Not cheap, but a limited edition of 1000, so it may appreciate... **GC**



RACERS
BY RICHARD WILLIAMS

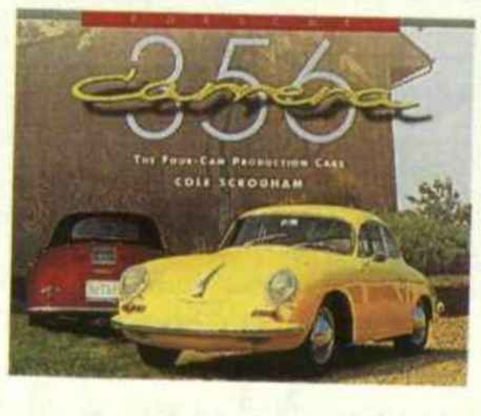
Viking, £16.99, ISBN: 0-670-87225/3

The life of a modern Grand Prix driver is a strange one. Paid huge amounts to do something they love, the pressure of expectation heaped upon the very best is unimaginable to the armchair viewer.

In his 290pp book, Richard Williams (Sports-writer of the Year in 1995 and '96) tries to show this, with some success. Using Damon Hill's World Championship season as his back drop, Williams explores the rare breed that fill the grid on Sundays at two o'clock. Based largely around the camps of the three main protagonists – Hill, Michael Schumacher and Jacques Villeneuve – *Racers* probes at the whims, fancies, insecurities and psychological wargames that can mean the difference between glorious success and ignominious failure.

Damon Hill's career in general and the 1996 season in particular come under the closest scrutiny as Williams examines the way in which this thoroughly decent man struggles to come to terms with being first a media scapegoat (as Schumacher wins his second world title) and then a national hero as he takes the world crown despite being unceremoniously dumped by his team mid-season.

'Racers' is an original way to tackle the reporting of Grand Prix racing in general. There's not a picture in sight, but Williams' thoughtful and precise writing style paints all the images you need from a season filled with melodrama. I've spent the last three years reading more Grand Prix copy than most would want to in lifetime and didn't think I could learn much more. I was wrong and that's some recommendation. **MF**

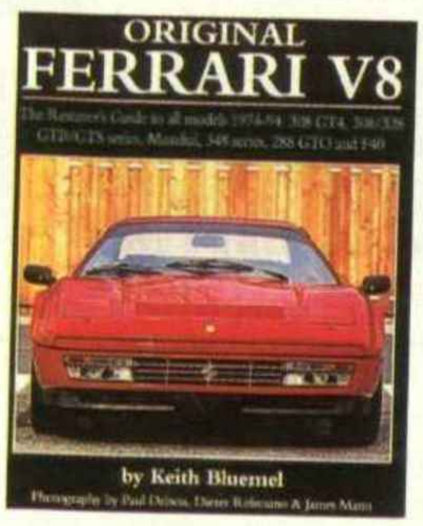


PORSCHE 356 DEFINED -
A PICTORIAL GUIDE
BY BRETT JOHNSON. ISBN: 0-929758-14-5

356 CARRERA - THE FOUR-CAM CARS
BY COLE SCROGHAM. ISBN: 0-929758-13-7

TPR Inc, Indianapolis, $29.95 ea.

Of these two books, Johnson's is probably one for concours judges only, as it illustrates 356 variants in exhaustive detail, down to such things as door striker-plates and window-winders. Almost all photos are of restored cars, rather than original shots, even to the point of 'colourising' a period B&W. Scrogham has a more interesting tale to tell concerning the production four-cam cars, touching on the competition machines, and produces the better read, backed up by technical drawings of the confusingly various types. **GC**



ORIGINAL FERRARI V8
BY KEITH BLUEMEL

Bay View Books, £19.95, ISBN: 1 870979 78 8

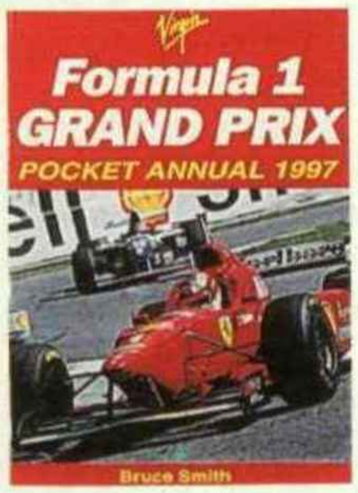
This is a book seemingly stuck with an identity crisis. Read the introduction and you'll see the book attempts to unravel the 'specification evolution' of the road-going Maranello V8s produced between 1974-94, and yet the front cover bills the work as a "restorer's guide."

Taken as a chronological record of the changes that affected each car, it succeeds totally, thanks to the extraordinary attention to detail with which Bluemel has pursued his quarry. As a guide book for restorers, though, it misses the mark by a mile, as you'd expect from a photo-heavy book of just 128 pages addressing six entirely different models of Ferrari.

So let us forget the restoration side and, instead, concentrate on what this book does well. For those fascinated by these cars, it is a mine of technical information from valve clearances to suspension geometry. All areas of each car are plundered in headed sections so that by the end of a chapter there is little left you wish to know. My only beef here is that one more section describing the driving experience too would have added both authority and interest to the book. Even so, the author's style is pleasantly and appropriately straightforward, helping the book work better as a work of reference to be dropped into rather than a cover to cover yarn.

The only real disappointment is the inconsistent standard of photography and the unimaginative layouts. Ferraris photograph better than most but to see so many photographs plagued by shadows, reflections, messy background and often slack composition is a shame and stands out, particularly as the some of the very simple, elegant studies contained in the book are quite pleasing.

In the end, it's a book that fans of this breed of Ferrari should not be without. Less partisan readers will find staying away rather easier. **AF**



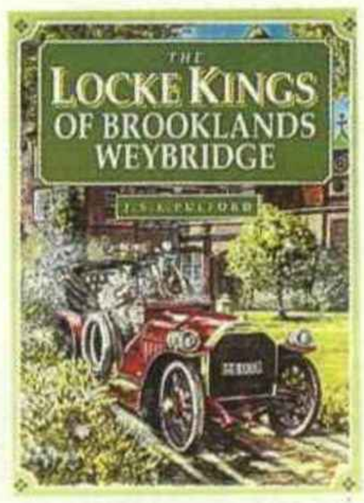
FORMULA 1 GRAND PRIX POCKET ANNUAL 1997
BY BRUCE SMITH

Virgin Publishing, £4.99. ISBN: 0-7535-0117-1

Ignore the dodgy photo that shows two Williams-Renaults heading up to the Druids Hairpin at Brands Hatch with the caption 'Williams dominated in 1996' and the *Formula 1 Grand Prix Pocket Annual 1997* is really not a bad little book.

It is, in fact, just what it says: a pocket-sized tome full of facts, figures and data that could pass the hours sitting in a jam trying to get to Silverstone for the British GP. Want to know which driver has won the most 'home GPs' or what races have seen F1 fatalities? All these facts and a thousand more are listed in anorak's order. A full 1997 F1 team guide, driver biographies and circuit maps round it all off and at £4.99 it's not bad value either.

To be dipped into, this book is, indispensable it is not. For the record, Alain Prost won six French GPs and 27 drivers have died at 24 different events. Just in case you wanted to know. **MF**



"THE LOCKE KINGS OF BROOKLANDS, WEYBRIDGE"
BY J S L PULFORD

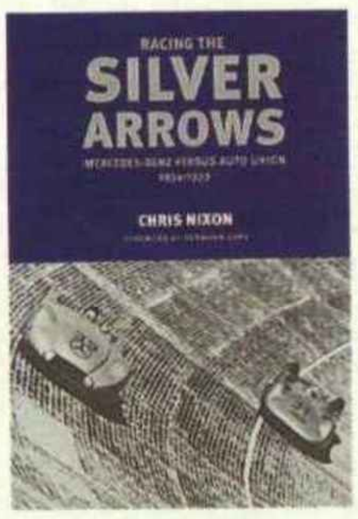
Brooklands Museum, £6.70, ISBN: 0306-1248

This is a book which everyone who has any interest in Brooklands Track cannot afford to ignore. Apart from it being a very interesting and complete account of the Locke King family, of whom Mr H F Locke King was responsible for the idea of what became the World's very first motor course, it dispels the long-held myth – quoted by everyone who has written about the famous Track, including myself - that Hugh Fortesque Locke King built the course with £150,000 of his own fortune for the good of the British Motor Industry.

In a painstaking survey, the author shows from papers recently released by Surrey CC that Locke King was only able to meet the bills by selling off land and property, setting up mortgages, and accepting help from his friends. This remarkable new disclosure provides fresh and revealing aspects of the track's beginnings. It is also clear that Hugh King intended to make money from Brooklands.

For this alone it is essential, and fascinating, reading for all motor-racing followers with a taste for history. I could scarcely put it down, it taught me so much that was new to me about a subject I thought I had mastered, apart from explaining in much detail who the Locke Kings were – he a grandson of the seventh Baron King; Dame Ethel, the daughter of Sir Thomas Gore-Browne.

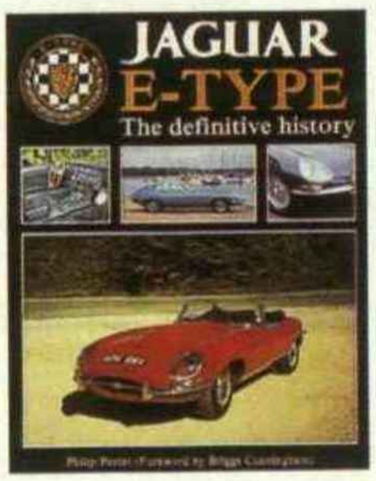
Wealthy as he was, HF was nearly bankrupted by the cost of Brooklands Track, £8.5 million in current terms, and his health affected. In this 96-page book more than 20 pages with early maps are devoted to this problem, why HF refused to give in, and aspects of the Track from 1906 on. Did you know that the surface intended was never laid, who "rescued" the project, how close a friend of the Locke Kings Rowdacowski was, or about the marriage of the instigators of the Track? This book, published by Walton & District Local History Society, tells you. The rest is devoted to the many projects – houses, hospitals, shooting ranges, post offices, cemeteries, etc, with excellent photographs and location of buildings still existing. Finances are given in contemporary and present-day figures and the book is of high quality. It is trite, perhaps, to say "highly recommended" but in this case I mean it – all Brooklands followers should send £6.70 to the Brooklands Museum, Brooklands Road, Weybridge, Surrey TW13 0QN for a copy, post free. **WB**



RACING THE SILVER ARROWS
BY CHRIS NIXON

Transport Bookman, £39.95. ISBN: 0-85184-055-8

Considering the acclaim which greeted Nixon's book on the Mercedes-Auto Union rivalry of 1934-39, and its rapid sell-out, it surprises that it has taken 11 years for a reissue to appear. But here it is, no doubt displeasing the book traders as first edition prices drop. Highly recommended; still one of the great motor racing books. **GC**



JAGUAR E-TYPE - THE DEFINITIVE HISTORY
BY PHILIP PORTER

Haynes, £60. ISBN: 0-85429-580-1

Expensive, yes, but it really is definitive. Not only does it include all the expected production run data, but also fascinating inside detail: sketches of still-born projects, internal correspondence, test reports, personal recollections... Reissued unchanged, this is both thorough and readable. **GC**


LULAM BAR
SAN PELLEGRINO
LULAM BAR
SONIA CAFFÈ
Latte Verhano
3
GOODYEAR

PARTING SHOT

Arturo Merzario, Ferrari 312PB,
1973 Targa Florio

ST MARTINS ACCESSORIES LTD

AMERICAN EXPRESS

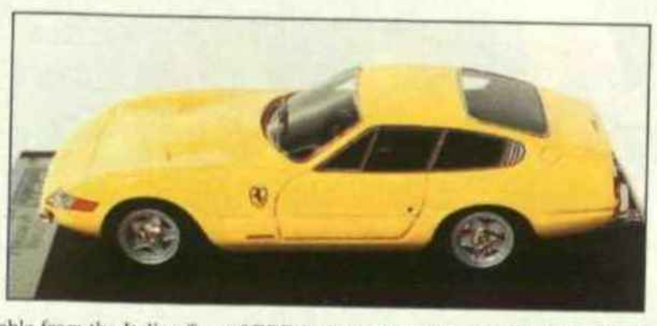
SPECIALISTS IN MODEL CARS



We cannot wait for this 1/18th scale diecast model of the Farrari 312T by Minichamps which will be available in Late summer. It features a lift-off body and fine engine detail. The price of this superb diecast will be £49.94 plus U.K. parcel post of £4.50. We are taking orders now phone or write confirming your details.



Art models of Italy have released the Farrari Dino 206/s as a pretty 1/43rd scale diecast model. Five versions are available of this 50's sports racer. Shown is the Rodriguez/Ginther car. Priced sensibly at £20.95 plus U.K. postage of £2.00.



Available from the Italian firm of BBR is the famous Farrari 365 GTb/4. The beautiful 1/43rd scale resin, hand-built model is available in metalic blue, red or yellow. Priced at £125.95 plus postage U.K. £3.00.



Also in the BBR range is the 1959 Farrari 250 GTE. This 1/43rd scale resin, hand-built model is available in red or as "Enzo Ferraris" personal car in metalic silver. Priced at £125.95 plus U.K. postage of £3.00.

POSTAGE RATES ARE FOR THE UK
OVERSEAS ORDERS ALSO TAKEN, P&P CHARGED AT COST
TELEPHONE AND FAX ORDERS WELCOME

ST MARTINS ACCESSORIES LTD

BARCLAYCARD VISA

95 St. Martins Lane, London WC2N 4AS
Tel: 0171-836 9742 • Fax: 0171-240 1219

MasterCard

OPENING HOURS - MON-FRI 9.30am-6.00pm, SAT 10am-4pm

MARANELLO SALES LTD

FERRARI



89G 412GT Blu Sera Metallic, Magnolia Hide, 1 of 24 UK cars - last 412GT, 6,850m
£52,750



89G Testarossa Rosso Corsa, Magnolia Hide, Full Service History, 14,800m
£59,950



94L Mondial t Cabriolet Blu Sera Metallic, Blue Hide, Valeo Semi auto box, FSH, 8,650m
£54,950



90G Mondial t Coupe Rosso Corsa, Crema Hide, Electric roof, Full Service History, 9,500m
£39,950



90H F40 Giallo UK supplied, Full Service History, 4,000m
£189,500



95M 456GT Rosso Monza, Crema Hide, 8,850m
£124,500

OTHER MAKES IN STOCK

94L Jaguar XJ 220 RHD Silver, 1,800m	**£170,000**
96N Porsche Targa Iris Blue, Blue Hide, A/con, 8,600m	**£62,950**
97P Porsche Turbo Silver, Grey Hide s/s, 7,000m	**£93,950**
96P Porsche C4S Ocean Blue, Full Blue Hide, A/con, 6,600m	**£69,950**
95N Porsche Tip S Midnight Blue, Grey Hide, A/con, 18,600m	**£57,950**
94L Porsche 968 Tip Cabrio Black, Grey Hide, 20,000m	**£34,950**
97P M-Benz E50 Silver, Black Hide, 5,500Kms	**£65,950**
96P Aston Martin DB7 Volante Silver, Grey Hide, 11,400m	**£79,950**
96P TVR Cerbera Halcyon Rose, Terracotta Hide, 3,350m	**£39,950**
90G AC Cobra MkIV White, Black Hide, 6,000m	**£59,950**
96N Chrysler Viper All Black, 1,000m	**£39,950**

Tower Garage, The By Pass (A30),
Egham, Surrey TW20 0AX
Telephone 01784 436431
Fax 01784 436510
Web Site:- http://www.racecar.co.uk/maranello_sales

Ferrari





CORNS & CHILTERN-HUNT

Engineering Limited

★ Service & Repairs — All Ferraris
★ Engine and Gearbox Rebuilds
★ Competition Suspension & Braking Systems
★ Restoration, Service & Concours Preparation
★ Secure Long/Short-term Storage
★ Pre-purchase Evaluation & Procurement of Fine Vehicles

Easy access — 10 minutes from M1/M25. All offered at VERY COMPETITIVE RATES from a team with 35 years of Ferrari experience. Phone Neil or Nigel.

Hemel Hempstead, Hertfordshire, England
Tel: (01422) 832944 Fax: (01442) 832747

SOUTHERN CLASSICS



The ultimate in panel and paint refurbishment
Accident repairs and mechanical work catered for
All work guaranteed
Specialists in Ferrari, Jaguar & Aston Martin

Tel: 01932 567671 **Fax: 01932 564482**

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 4 Fabric by Kimberly-Clark water resistant breathable covers or exclusive Nylon Coated Waterproof covers for outdoor use or transportation.
- Prices (including storage bag) from £100-£185 + VAT • Delivery: 14-21 days.
- IF YOU CHERISH IT – INVEST IN THE BEST

For free colour brochure contact: **SPECIALISED CAR COVERS,**
Concours House, Main Streetm Burley in Wharfedale,
Yorkshire LS29 7JP Tel: 01943 864646 (24 hrs) Fax: 01943 864365

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
JAGUAR SPORT LTD · NISSAN (UK) LTD · ROVER CARS LTD · LOTUS CARS LTD AND MANY OTHER LEADING MANUFACTURERS

Kent High Performance Cars

FERRARI SPECIALISTS



SALES

Call Simon Furlonger for our latest stock list

LAMBORGHINI DIABLO RHD. 1993 L. Red with Magnolia hide (piped red), 9,000KMS, FSH with Lamborghini UK. Rear wing, sports exhaust, fastidiously maintained. Probably the most usable 'supercar' in the world! **£89,995**
FERRARI 512 BB. 1978 S. Red over Black with Black hide, 29,000 miles, FSH, air conditioning, sports exhaust, spent many years in a private collection **£54,995**
FERRARI 348 TS. 1991 H. Black with Black hide, 11,000 miles, FSH, air conditioning, alarm/immobiliser, CD ... **£51,995**
FERRARI 328 GTS. 1987 E. Red with Magnolia hide, 15,700 miles, FSH, air conditioning, immaculate condition **£43,995**
FERRARI 328 GTS. 1986 D. Red with Magnolia hide, 22,000 miles, FSH, excellent condition **£41,995**
FERRARI 308 GTB. 1978 S. Light metallic Blue with Dark Blue hide, 24,000 miles, DGS A/C, excellent value ... **£26,500**
FERRARI 512 BB. 1990 V. Dark Blue metallic, Magnolia hide with blue insert, restored 1994 ..... **£49,995**
FERRARI 328 GTS LHD. 1989 F. Red with Black hide, 27,000 KMS, FSH in Germany, now registered in the UK, serviced by ourselves, air conditioning, rear A/F sports exhaust, excellent condition **£32,500**
FERRARI MONDIAL QV. 1984 B. Red with Tan hide, 54,000 miles, service history, air conditioning, well maintained **£19,995**

SERVICE, MAINTENANCE & REPAIRS

We can cater for every aspect of your Ferrari. For all your Ferrari needs call Roger Collingwood.

UNITS 1&2, TARGET BUSINESS CENTRE, BIRCHOLT ROAD, PARKWOOD INDUSTRIAL ESTATE, MAIDSTONE, KENT ME15 9YY, TELEPHONE: 01622 663308. MOBILE: 0831 324224. SALES MOBILE: 0370 447348. FAX: 01622 663512

SALES
01451 861042
SERVICE
01451 861051
FAX
01451 861044

MORTIMER HOUGHTON TURNER LIMITED



1967 330 GTC
Ch#09289. Restored concours award car. Complete history back to 1970 **£71,000**



1970 365 GT 2+2
Ch#013857. Excellent condition, 30,000 miles, known history, all tools etc. **£38,000**

97P 355B. Rosso/crema	£POA	**89F 328 GTB.** Rosso/nero	£47,750
95M 355 GTS. Rosso/nero	£91,000	**88F 328 GTB.** Blue/tan	£50,000
90G Testarossa. Rosso/crema	£53,500	**87D 328 GTB.** Blue/beige	£39,750
88E Testarossa. Blue/grigio	£45,000	**86D 328 GTS.** Rosso/crema	£39,750

AUTHORISED Ferrari DEALER

Midwinter Road Northleach
Gloucestershire GL54 3JD

NEW USED CLASSIC RACING

Ferrari 166 to 330 P4

Parts manufactured to order or from stock. Oval chassis tube from stock. Aluminium castings welded and re-machined. Bead and vapour blasting service.

R. M. WILSON ENGINEERING
Tel: 0116 2863832
Fax: 0116 2750035



KONI
J. W. E. BANKS LTD

NEW SALES AND FULL RECONDITIONING SERVICE ON KONI SHOCK ABSORBERS
FAST SERVICE AT COMPETITIVE PRICES

St. Guthlac's Lodge, Crowland, Peterborough PE6 0JP
TEL: 01733 210316 FAX: 01733 210920

NEWLANDS MOTORS



THE SPECIALISTS IN SERVICE RESTORATION & COMPETITION RESTORATION OF ALL FERRARI MODELS, ESPECIALLY FRONT ENGINE V12's.

WE REGULARLY SUCCESSFULLY COMPETE IN THE ISLE OF MAN TT IN OUR 275 GTB.

To find out more about our services and how we can solve any problems on your Ferrari, contact

BILL GOODALL
TEL: (01342) 822274. FAX: (01342) 824367

FOSKERS
(BRANDS HATCH) LTD

FERRARI 365 GTB 4 1970. Red, black leather, 52,000 miles, ground up restoration in 1988 by official Ferrari dealer. Full Ferrari history. Full photographic restoration history, mint condition. Please phone for more details **£86,000**

FERRARI 512 BB CARB 1979. 49,000 miles, red, magnolia leather, red carpets. Full bare metal body restoration in progress, full engine out service just completed. Supplied with original tool kit. Service books and leather wallet, mint condition **£65,000**

FERRARI 246 GTS 1973. 43,000 miles, red, tan leather interior. Full service history, new interior, major service just completed. Excellent condition throughout **£46,000**

FERRARI 246 GT 1972. 46,000 miles. Red, black leather interior, bare metal restoration to bodywork, rebuilt engine, gearbox, full photographic history of restoration. Excellent condition **£42,000**

FERRARI 308 GT4 1976. Red, black interior, 63,000 miles. Engine just rebuilt, also brakes, suspension and body, not yet run in!! **£17,500**

UNIT 5, BRANDS HATCH CIRCUIT, SCRATCHERS LANE, FAWKHAM, KENT DA3 8NG
TEL: 01474 874777. FAX: 01474 874555.

Stratstone of WILMSLOW

Ferrari

PRE OWNED FERRARI STOCKED

90 Ferrari F40 Rosso Corsa
97 Ferrari F355B Rosso Corsa/Crema
96 Ferrari F355B Rosso Corsa/Crema
96 Ferrari F512M Rosso Corsa/Crema
95 Ferrari 512TR Rosso Corsa/ Crema
94 Ferrari 348 Spider Rosso Corsa/Nero
93 Ferrari 348TS Rosso Corsa/Nero
94 Ferrari Testarossa Rosso Corsa/Crema
91 Ferrari Testarossa Rosso Corsa/Crema
90 Ferrari Mondial 34T Rosso Corsa/Crema
89 Ferrari 328 GTS Rosso Corsa/Tan
86 Ferrari 328 GTB Rosso Corsa/Crema

STRATSTONE SERVICE

- All Ferraris are hand picked and prepared to the highest standard
- All Ferraris are supplied with 12 month warranty nationwide viewing of used cars in stock
- Premium prices paid for the best pre-owned Ferrari

STRATSTONE THE TIFOSI

- Faxed information on up to date events at grand prix results
- Please call for dates on 1997 track dates
- Phone for your interery of events for 50 remarkable years of Ferrari.

PHONE RICHARD ROGER " NOW " FOR THE BEST
FERRARI ADVICE 01625 522222 7 DAYS

Ferrari
OFFICIAL MERCHANDISE

NEW



HORSE T-SHIRT
100% cotton, printed prancing horse on front & Ferrari logo on back.
No XXL
BLACK with silver horse F313
WHITE with black horse F312
£17.99

NEW



F310B T-SHIRT
100% cotton, with stunning print of car to front, and Ferrari logo to sleeve. No XXL
BLACK - F316
WHITE - F317
£17.99



CAPS
Heavyweight wool/acrylic mix with embroidered Ferrari badge on front and embroidered logo on the back. Adjustable
ADULT £14.99
RED-F201 BLACK-F202
CHILD £12.99
RED-F605
BLACK/RED-F606

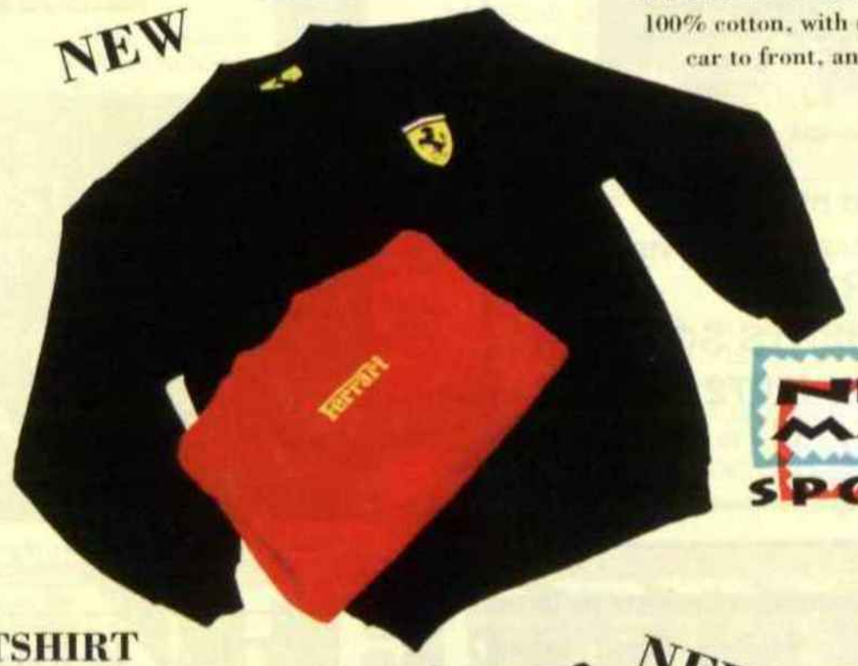
NEW



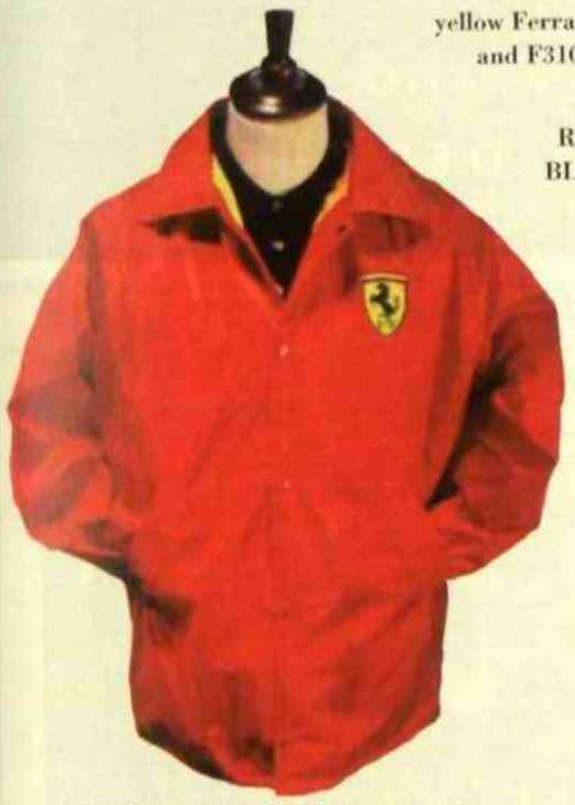
LOGO T-SHIRT
100% cotton, printed with yellow Ferrari logo to front and F310B to back.

No XXL
RED - F314
BLACK - F315
£17.99

NEW



NICE MAN SPORTS



COACH JACKET- RED
Nylon jacket with cotton lining embroidered on the front with Ferrari badge and print logo on the back.
F703 ADULTS (lightweight) £44.99
F611 CHILDRENS £39.99

SWEATSHIRT
Heavy weight cotton/acrylic mix, embroidered Ferrari badge on front and Ferrari logo on the back.
ADULT £39.99
RED-F401
BLACK-F402 (NEW)
CHILD £24.99
RED-F607
BLACK-F608

NEW



BASEBALL JACKET
Heavyweight melton jacket with leather collar, embroidered Ferrari badge on front and embroidered logo on back.

ADULT	£129.99	RED-F704	BLACK-F709
CHILD	£99.99	RED-F616	BLACK-F617

SIZES AVAILABLE

ADULT	S (32"-34)	M(36-38)	L(40-42)	XL(42-44)	XXL(46-48)
CHILD (AGE)	3-4(14")	5-6(15")	7-8(16")	9-12(17")	12-14(18")



F913 HOLDALL
Heavy-duty red nylon multi purpose bag with embroidered Ferrari Badge. £59.99

We are very excited to be able to feature these brand new Ferrari lines, along with the introduction of new colours and childrens sizes to existing favourites.



POLO SHIRTS
100% cotton embroidered on the front with Ferrari badge and on the back with Ferrari logo. Available in Black, Yellow, Red & White (New for 1997)
ADULT £29.99 – F101 CHILD £22.99 – F603

To place order complete form and send to: CHEQUERED POST
Unit 21 Meadowcroft, Stansted, Essex CM24 8LD. Tel: 01279 817765 Fax: 01279 817608

Mr/Mrs/Ms Surname _____
Address _____
_____
_____
_____
Postcode: _____
Tel No: _____

Code	Colour	Size	Qty	Cost

Sub Total: _____
Please allow 28 days for delivvery. Full terms & conditions available on request. P&P _____
EO&E Cheque/Postal orders in £ Sterling payable to : CHEQUERED POST TOTAL _____

Post & Packing Charges			
	UK	EU	ROW
Upto 30	£3	£5	£7.50
£30-£50	£5	£7.50	£10
£50-£100	£6.50	£10	£15
Over £100	£8	£12.50	£20

☐ *Other Teams & drivers official merchandise also available. Please tick box if you do not wish to receive details.*

F1 MEMORABILIA
GRAND PRIX TOPGEAR

WE SPECIALISE IN ORIGINAL F1 ITEMS

ORIGINAL BODY PARTS, WHEELS, TEAM CLOTHING, RACE SUITS, SIGNED ITEMS, HELMETS, VISORS, EVEN COMPLETE F1 CARS

HUGE SELECTION OF DRIVER SIGNED PHOTO'S



Team clothing



F1 disc brake clocks



Formula 1 Coffee Tables



Signed photos

OPEN SATURDAYS 10.30-3.00PM! WEEKDAYS PHONE PLEASE BEFORE VISITING

GRAND PRIX TOP GEAR

THE OLD MILL, MILL END, STANDON, HERTS SG11 1LR

Tel: 01279 843999 • Fax: 01279 842072

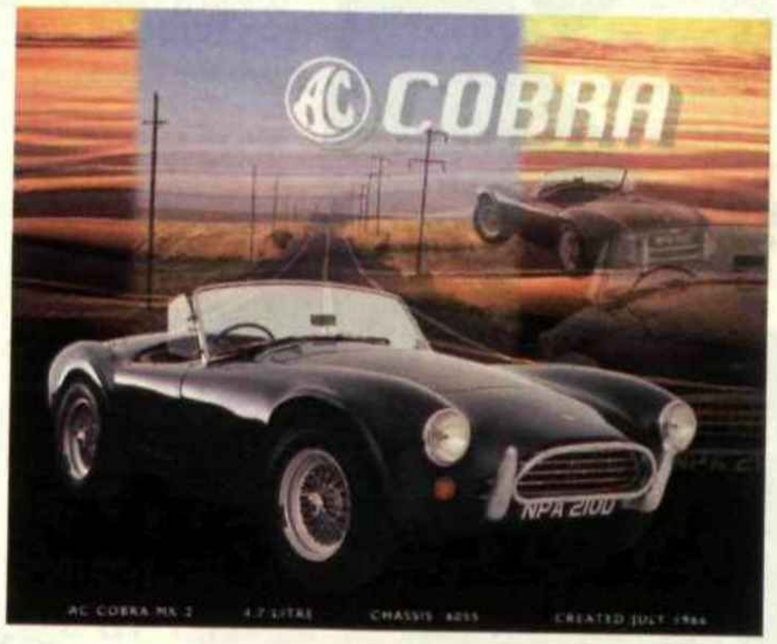
Brochure request line: 0897 161155

Call cost £1.50 covers cost of brochure and postage

E-MAIL GRANDPRIXTOPGEAR@????????????????

THE GENUINE ARTICLE

Commissioned by the owner, this limited edition print is now available.



Size : 900 x 700 mm

£12.00 EACH P & P UK free / Overseas £5.00

VISA • ACCESS / MASTERCARD • AMEX

Order by phone : 01703 632159 or by Fax : 01703 332352

TANDEM DESIGN

Eastgate Street, Southampton SO14 3HB

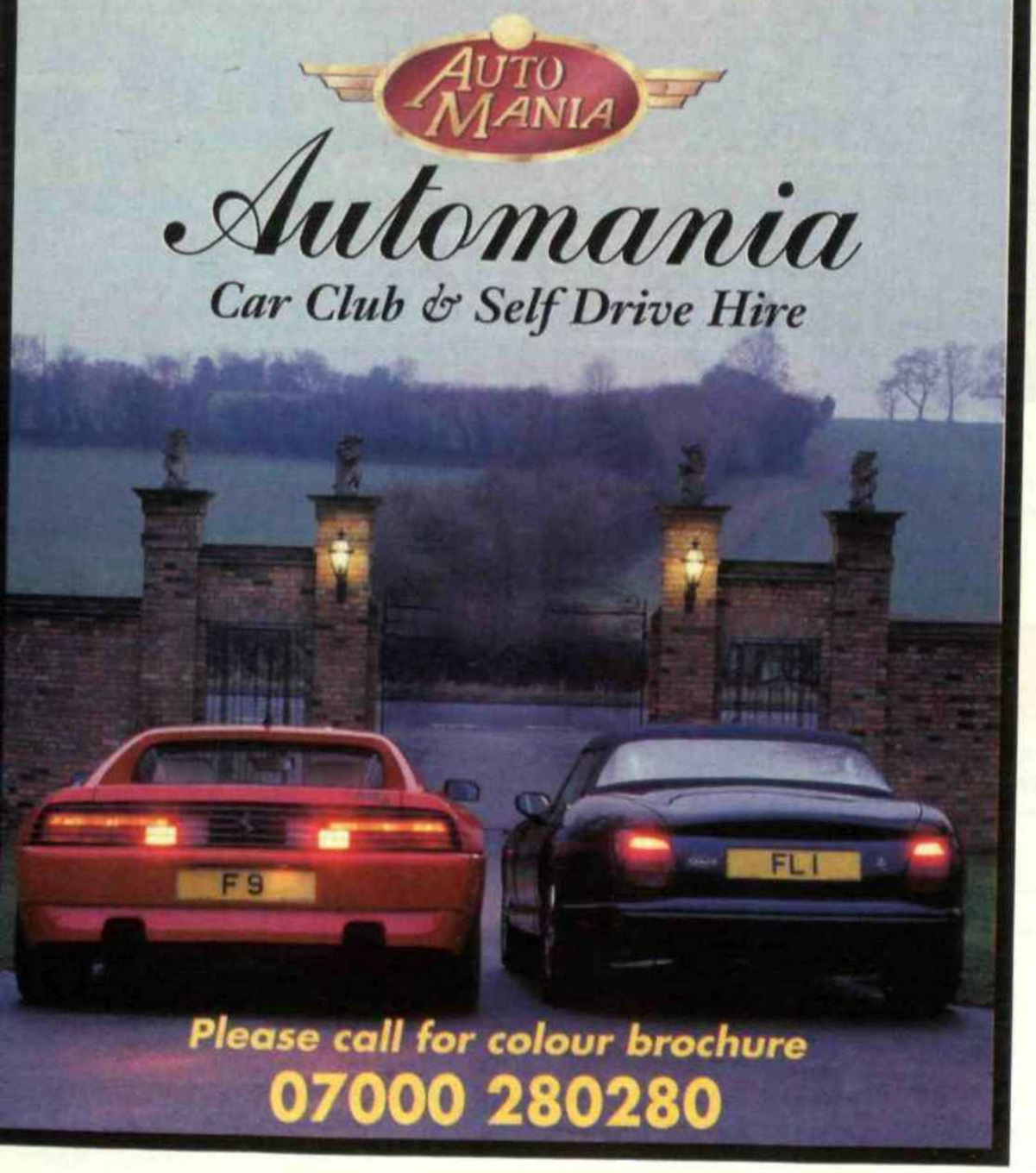
You print will be dispatched by return of post. If not fully satisfied, you may return your print within 21 days for replacement or full refund.

The Ultimate Ride From £99!

AUTO MANIA

Automania

Car Club & Self Drive Hire



Please call for colour brochure

07000 280280

The Walnut Dash Company



Using the latest technology and precision cutting, high "ROYAL" quality wood look is now available for a host of vehicles. Panelling is manufactured in Germany to fine precision standards, with a 2mm+ depth of clear lacquer to protect the fine grain and polish of each component. **10 year guarantee.**

- Break, scratch and splinter proof
- Temperature resistant
- Tested to Germany TUV standard
- Quick and easy to install

BMW 3 Series	£234.41	Peugeot 306	£217.38
Citroen Xantia	£234.41	Renault Laguna	£220.31
Toyota Colorado 4x4	£233.24	Volvo 440	£220.66

Available for all car makes and models

7 DAYS A WEEK, 24 HOURS A DAY
(answerphone outside office hours)

187 Lower Road, Great Bookham
Surrey KT23 4AU

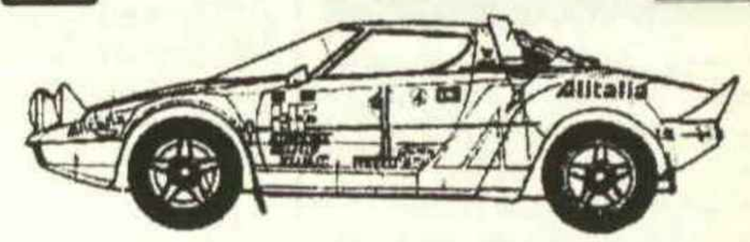
Tel: 01372 451659 **Fax: 01372 450961**

ALL PRICES INCLUDE VAT AND FREE 24 HOURS DELIVERY ANYWHERE IN THE UK

Carkits

RARE PLASTIC CAR KITS BOUGHT AND SOLD

101 Kensington Road,
Southend -on-Sea,
Essex SS1 2SY, England
Tel: 01702 615 397
Fax: 01702 615397



ACADEMY 1/24 KITS	£
FERRARI 250 LM-G. MARQUET	24.00
MARCH 707 CAN AM	21.00
FORD CAPRI RS3100 MK.1	21.00
AURORA 1/25 KITS	
ASTON MARTIN DB4	24.00
MASERATI 3500 GT COUPE	36.00
AURORA 1/32 KITS	
ALFA ROMEO 2600 SPYDER	25.00
JAGUAR E-TYPE COUPE	20.00
AMT 1/25 KITS	
MERCEDES 300SL GULLWING	34.00
"INDY 500" DOUBLE KIT INC. LOTUS INDY 1963 & WILLIAMS BATTERY SPECIAL	95.00
DOYUSHA 1/24 F1 KITS	
"MARLBORO" BRM P160 F1	32.00
TYRELL 002 "ELF" - J. STEWART	24.00
LOTUS 720 "JPS" - E. FITTIPALDI	30.00
FUJUMI 1/20 KITS	
LANCIA STRATOS HF "MALBORO"	35.00
ALPINE A310 "TOUR DE CORSE"	30.00
ALPINE A310 "GITANES"	32.00
MITSUBISHI LANCER 1600 "RALLY"	28.00
GUNZE SANGYO 1/24 KITS	
TRIUMPH TR7 "T DE CORSE" RALLY	23.00
LANCIA STRATOS HF "ALATALIA"	25.00

L.S. 1/24 KITS	£
PORSCHE 9245 "MARTINI" RALLY/RACE	22.00
PORSCHE TWIN TURBO 935 "MARTINI"	22.00
BANDAI 1/20 KITS	
LAMBORGUINI MARZAL BERTONE	62.00
VOLKSWAGEN GOLF MK.1	27.00
ENTEX 1/20 KITS	
LANCIA STRATOS "ALITALIA" '77 M. CARLO	39.00
CORVAIR MONZA '67 SHOW CAR	33.00
ENTEX 1/16 KITS	
1906 ROLLS ROYCE SILVER GHOST	37.00
1948 MG TC ROADSTER	34.00
1939 JAGUAR SS-100	34.00
ESCI 1/24 KITS	
MERCEDES 450 SLC "P. DAKER"	17.00
FIAT 131 ABERTH "FIAT" '77 M. CARLO	27.00
FIAT 131 ABERTH "ALITALIA" '77 A. ALLEN	25.00
FIAT 131 ABERTH "TOTAL" '77 T. BICLE	25.00
FIAT 131 ABERTH "ESCI" '#6	24.00
RENAULT RS "GITANES" RALLY	24.00
MARUI 1/24 KITS	
TOYOTA CELICA GR5 'RODEN STOCK'	28.00
LANCIA STRATOS TURBO 'ALATALIA'	28.00
MAZDA RX-3 SAVANNA 'NGK'	22.00
MITSUWA 1/24 KITS	
MATRA SIMCA 570C - J. BELTOISE	21.00
ALPINE RENAULT A441 - A. SERPAGGI	23.00

NITTO 1/20 — 1/24 KITS	£
LANCIA STRATOS HF '74 M. CARLO - 1/20	44.00
BMW 3.5 CSL TEAM RACE - 1/20	42.00
PORSCHE RSR TURBO '74 'MARTINI' - 1/24	23.00
LANCIA STRATOS HF '74 M. CARLO - 1/24	27.00
LIGIER JS-11 F1 - J. LAFFITTE - 1/28	16.00
MONOGRAM 1/24 KITS	
SEFRAB REAR ENGINE	17.50
FORD GT 1 1964	17.50
OTAKI 1/24 KITS	
TOYOTA CELICA GR.5. 'RODENSTOCK'	27.00
PORSCHE 930 'MARTINI' RACE	23.00
PYRO 1/24 KITS	
VOLKSWAGON BEETLE 1200 SEDAN	36.00
TAMIYA 1/20 — 1/24 — 1/24 KITS	
FIAT ABARTH 131 'ALATALIA '78 - 1/20	37.00
TOYOTA CELICA 'RODENSTOCK' GR.5 - 1/20	35.00
PORSCHE 935 TURBO 'VALANT' - 1/20	39.00
PORSCHE 935 TURBO 'MARTINI' - 1/20	37.00
ALPINE RENAULT A442B '78 - 1/24	28.00
TOYOTA CELICA 'RODENSTOCK' - 1/24	24.00
VW GOLF GTi Grp 2 'KAMEI' - 1/24	26.00
LANCIA STRATOS HF 'ALITALIA' - 1/24	24.00
RENAULT 5 TURBO '81 M. CARLO - 1/24	25.00

UNION 1/24 KITS	£
FERRARI 330 P4 V12#21	28.00
RENAULT R8 '68 M. CARLO	29.00
PORSCHE 907/8 'DAYTONA'	24.00
GALOOB 1/24 REMOTE CONTROL (INJECTION)	
DATSUN 2802 'E. AFRICAN' SAFARI RALLY	41.00
PROCISION 1/16 - 1/24 R. CONTROL (INJECTION)	
'MARLBORO' MCLAREN M23 F1 - 1/16	74.00
LANCIA STRATOS 'ALATALIA' HF - 1/24	39.00
BURAGO 1/24 DIE CAST MINT BOXED	
ALFA ROMEO 75 GRP A 'OLIVETTI'	32.00
ALFETTA GTV CORSA RACE	32.00
FIAT ABARTH 131 'OLIO' RALLY	35.00
FORD ESCORT RS1800 'D+W' Grp.2	30.00
FORD ESCORT RS1800 'HALB' Grp.2	30.00
LANCIA DELTA S4 'MARTINI' RALLY	34.00
TOYOTA GR.5. 'RODENSTOCK' CELICA	34.00
SOLIDO 1/43 DIE CAST	
FORD ESCORT RS1800 'LOMBARD'	26.00
LANCIA STRATOS '78 M. CARLO	23.00
GULF MIRAGE #S LE MAN	18.00
ALPINE RENAULT A44i 'H/HELM'	22.00
'GULF' FORD GR.8 '75 LE MANS	18.00
SOLIDO 1/43 DIE CAST KIT	
FIAT ABARTH 131 '77 RAC	23.00
ALFA SUB Ti TRUPUEE RACE	21.00
RENAULT 5 COUPE RALLY	18.00



FIAT 131 RALLY MONTECARLO

WORLDS LARGEST CARKIT SPECIALIST

DATSUN 240Z



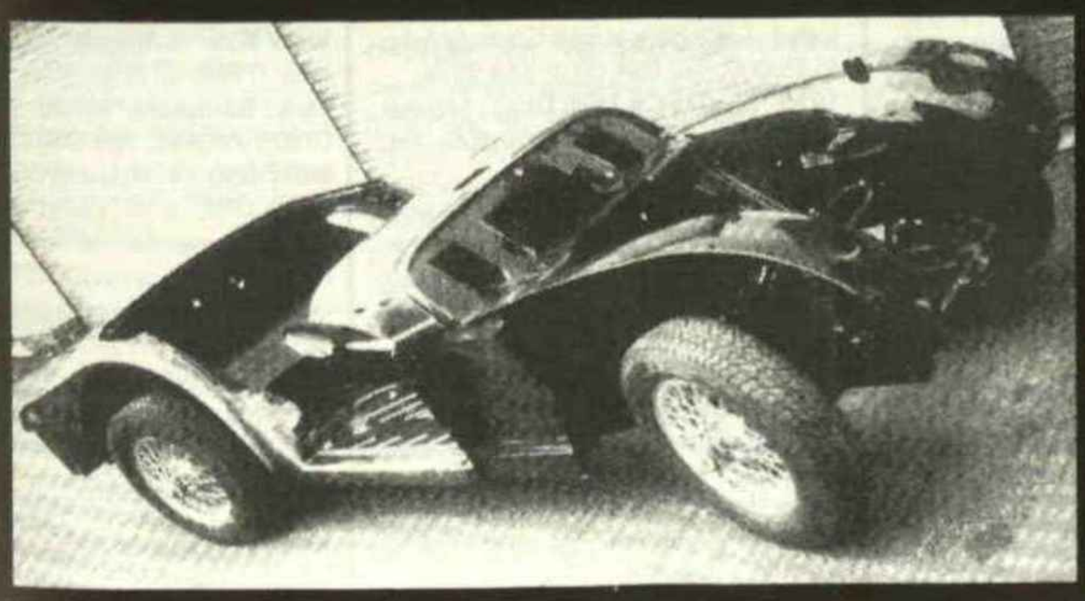
1,000s OF OTHER KITS AVAILABLE IN OUR 36-PAGE CATALOGUE — SEND £2.70. SUBSCRIPTION AVAILABLE P&P AT COST. OVERSEAS POSTAGE CHARGED AT COST. ALL EUROPEAN ORDERS PLUS 17.5% VAT.



TR ENTERPRISES

Re-Building Historic Sporting Cars





PARTS
RESTORATION
COMPETITION PREPARATION

At TR Enterprises, we offer the full range of services for the sportscar owner. We keep large stocks of standard and tuning parts for the TR range. Our workshops carry out all aspects of servicing, repairs and restoration, including a low bake paint facilty.
Call us and discuss your requirements.

Telephone 01623 793807 • Fax: 01623 799043

TR ENTERPRISES

SEE US ON STAND 4A 030

Dale Lane • Blidworth • Notts • NG21 0SA
Open 8.30am-5.30pm Mon-Fri • 8.30am-1.00pm Sat.

MotorSport SMALL ADS

A

AC COBRA MKIV 7 LTR LIGHTWEIGHT, RHD. Yest - 7 litres! Factory built by AC Cars Ltd. to special commision. c400 bhp gives immense but useable performance. Lots of original '427' features. Alfa Zagato red, black trim, Reg. A7 COB. 6,900 miles. Sensational car, unrepeatable opportunity! Rod Leach's 'Nostalgia'. Tel: 01992 500 007. Fax: 01992 558 891.

ALFA ROMEO DUETTO SPIDER, 1969, 1300cc, RHD, red, restored, new hard and soft tops, 1 owner, superb throughout, £8,950 ono. Tel: 0117 968 2893.

ALFA ROMEO GIULIA SPIDER 101 SERIES, 1963, red/black interior, less than 2,000 miles since full detailed restoration with pictures, rarely used, reluctant sale, £12,750 ono. Tel: 01782 720303.

ALFA ROMEO SPYDER, 1986 (C), Altra red, convertible with black roof, leather interior, excellent condition, 38,000 kilometres, RHD, £7,995. Tel: 01703 253723. Private sale.

ALFA ROMEO SPYDER JUNIOR, rare 1600, original LHD model, 1973, white coachwork, red interior, low mileage, hard and soft tops, very good condition, MOT & tax, £5,500. Tel: 0114 236 7632. Fax: 0114 262 1657. Private sale.

ALFA ROMEO GTV 6, 1986 C, Graphite, Alfa FSH. Excellent body, mechanicals and interior, all bills, 2 owners from new, £4,450 ono. Tel: 01793 770244.

AC COBRA MkIV LIGHTWEIGHT. Genuine lightweight, having covered 6,500 dry miles, dark metallic green with dark green interior and black dash. Reg. B8 COB. Over £7,000 spent in addition to a standard lightweight; eg: Smith gauges, full suspension, Goodyear blue streak tyres, blueprinted carb/engine, period harnesses, Lucas headlamps, straight indicators etc. Featured in two magazines. Full AC history, one of best MkIVs available, £49,950. Tel: 0181 894 7559 eves/weekends. Private sale.

AUSTIN HEALEY FROGEYE SPRITE, complete mint renovation, all steel burnished in powder blue, very little work required to complete, stood on wire wheels with full running train assembled, MG1098cc engine and running gear, chroming and upholstery as new, Ashley GT hardtop in silver, all other parts as new, excellent opportunity to save a lot of hard work, £7,000 ono. Tel: 01204 495219 eves and weekends. Private sale.

AUSTIN HEALEY 3000 MkI. Totally authentic, LHD, BT7 (Longbridge built), brand new, 60 spoke wheels, excellent condition throughout following total rebuild less then 2,000 miles ago, £16,000. Tel: 01487 830610, (m) 0850 307640.

AUSTIN HEALEY FROGEYE SPRITE, 1275cc with disc brakes wanted, in very good condition. Please help me in my search. I will travel anywhere. Tel: 01695 421405.

AUSTIN HEALEY 3000, factory built 1991 in USA. Not registered or used until 1996, 3,000 miles, absolutely stunning car, £14,500. TEl: 01548 581 120, 0589 832 080.

AUSTIN HEALEY FROGEYE SPRITE, 1959, Iris blue, new hood, lady owner, reluctant sale, recon. engine, £5,000 ono. Tel: 0410 401175.

AUSTIN HEALEY 3000 BN7, 1959, rare 2 seater, red with black leather interior. Latter spec engine, centre change gearbox, o/d, s/s exhaust, wire wheels, tonneau, double duck hood, heater, MOT, Heritage certificate, immaculate condition, £17,750. Tel: 0116 2717372 eves.

AUSTIN HEALEY 3000MkIII PHASE 2 BJ8. 1966, Ice blue over white, recent bare metal respray and mechanical overhaul by Northern Healey Centre. Wire wheels, excellent condition and history. Documented rebuild in Thoroughbred and Classic Cars. 1975 to 1977. Pictured on front cover of 'The Big Healeys' by Graham Robson. New MOT, £19,950 ovno. Tel: 01132 665533 eves.

AUSTIN HEALEY 100/M BNI. Reno red with black leather. British car. Fully restored. Alfin brakes, 72 spokes, modified engine, 4 speed, very quick and very pretty, £15,500. Tel: 01703 660911 work, 01703 866185 home.

ALVIS TD21 SALOON, 1960, dark blue, white leather interior, chassis number 26107. Registration 454 AYV. Automatic, wire wheels, 62,000 miles, engine runs car drives. Brakes and bodywork needs attention. Full history available, £5,850 ono. Tel: 01932 867997.

1938 ALVIS SPEED 25 SPECIAL. 2 seat tourer. Well known VSCC competition car that is just as exciting on the road, £22,500. Tel: 01949 837219 or fax: 01949 831778 for details.

AUSTIN HEALEY SPRITE, 1969, 1275cc, Signal red, black trim, wire wheels, beautiful car. Tel: 01932 853085 or 0410 393864.

AUSTIN HEALEY SPRITE MKI (Frogeye), 1961. Restored 1991, original registration, MOT, immaculate, £6,495. Tel: 01992 812614 (Essex).

1962 AUSTIN HEALEY 3000 MKIIA, 2+2, folding hood, wire wheels, overdrive, original RHD car with documented history, taxed, tested, £12,500 firm. Tel: 01279 843606.

AUSTIN HEALEY 3000 Mk1 BT7, 1960, overdrive, wires, hard and soft tops, MOT, engine to Mk3 specification, fibreglass wings, hence £10,250. Tel: 01653 692617 NC.

AC ACE BRISTOL ROADSTER, excellent condition, English & German spoken. Tel: Germany 0049 2743 930410. Fax: 0049 2743 930411, mobile 0049 171 2750322.

AC ACECA, 1957, excellent condition following comprehensive rebuild. Presently fitted with Triumph 2.5 engine, gearbox, overdrive and very useable, £18,500. Tel: 0161 428 8949.

ALVIS TA21 SALOON, 1952, Mulliner body. Twin carbs, mechanics and body in excellent condition, very original, MOT, £7,495. Tel: 01773 823948.

ALVIS 1929 SILVER EAGLE TOURER, superb Cross Ellis replica body, red/black with Connelly interior, Speed 20 head crank pistons, very fast road car with many spares, £25,000 ono. Tel: 01703 711346.

AM VANTAGE VOLANTE, USA, Suffolk, red/cream, second owner, 6020km, LHD, like new, from $106,600, 1988, to sell. Price £65,000 sterling (DEM 169 std). Tel: Dietmar Pistol. Germany (0)651 29243. Fax: 0049 (0) 651 29651.

ASTON MARTIN DB4 SERIES 1, 1959, mid blue metallic/grey leather, totally rebuilt, exceptional throughout, history from new, 84,000 miles, £42,500. Tel: 01565 873402.

ASTON MARTIN V8, 1978 S, total restoration including chassis, body. Complete new interior and chrome, £25,000. Details on 01276 25150.

ASTON MARTIN V8, 1972, dark green/black interior, 53,000 miles, HBE suspension, F1 manual, beautiful condition, new bills, spent £28,000, £16,500. Tel: 01829 260584 Cheshire.

ASTON MARTIN V8, 1972, automatic, carb/single headlight model. Some history, 68,500 miles, BRG, loads of money spent on car, interesting history, drives well, £14,750. Tel: 0171 706 7873 days or 0181 203 2987 home or 0836 794781.

ASTON MARTIN V8 SERIES 2, 1973. Gold with green leather upholstery. Immaculate condition, £30,000 ono. Tel: 01373 830731. Private sale.

ASTON MARTIN DBS 6 AUTO. Reg. Aug. 68, met blue, red hide, extensive renovation, chrome wire wheels, 86,000 miles, £12,995. Tel/fax: 0114 2886527 or mobile 0468 144665. Private sale.

ASTON MARTIN VANTAGE VOLANTE, 1988, automatic, X-pack, white/magnolia piped in red, one owner, factory LHD, FSH, 4,000m, concours, £79,500. Also LHD Lagonda 1986, 20,000m, white, as new, £29,500. Tel: 0181 209 0481 or 0836 560300.

ASTON MARTIN V8, 1972, dark green/black interior, 53,000 miles, HBE suspension, F1 manual, beautiful condition, new sills, spent £28,000, £16,500. Tel: 01829 260584. Cheshire.

ASTON MARTIN DB6, 1967, manual, red/black hide, CWW, tiny mileage since total no expense spared restoration by Aston Workshop. Car shown at both Essen and NEC Classic Car shows. This superb car is in concours condition, £49,000 p/ex considered. Tel: 0191 232 7174 ask for Peter or fax: 0191 232 6781.

ASTON MARTIN DB2/4 MKIII, 1959, LHD, very original low mileage, fitted hardened exhaust, valve seats, superb condition, burgandy. Dual stainless exhaust, $65,000 Can. Tel: Hugh Sinnott 250 248 1228. Fax: 250 248 6127.

ASTON MARTIN of New England, Lotus Motorsports Inc. 617.783.1800 phone, 617.254.1733 fax. 1961 DB4 RHD Coupe, complete for restoration or racing, $18,975 firm. 1966 DB6 RHD Coupe, RHD, auto, white/blue, 60k miles, original UK car. Extremely good example, £29,975. 1986 Volante LHD, black/tan, auto, injected, only 20k miles, $79,995. New England's Aston Center. www.astonmartin-lotus.com

ASTON MARTIN DB6 MKII, 1970 manual, silver, blue hide, 103,000 miles, factory bare metal rebuild, 13,000 miles ago, £40,000. Original owner. Tel: 01564 742591.

ASTON MARTIN DBS V8, Serial #DBS810, 182 P, mileage 5,920, red with black interior, right hand drive, automatic, can be re-imported into Great Britain, $26,500. Tel: 304 624 4102 days, 304 842 2206 eves, Clarksburg, W.V., USA.

ASTON MARTIN V8, 1972, automatic, carb/single headlight model. Some history, 68,500 miles, BRG, loads of money spent on car, interesting history, drives well, £14,750. Tel: 0171 706 7873 days or 0181 203 2987 home or 0836 794781.

ASTON MARTIN V8 SERIES 2, 1973, gold with green leather upholstery, immaculate condition, £30,000 ono. Tel: 01373 830731. Private sale.

ASTON MARTIN DB6, 1967, manual driven, 10,000 miles, 20 years ownership, correctly maintained, £28,000. Tel: 01789 731247.

B

BENTLEY S1, 1958, finished in dark blue with light blue leather interior, fitted power steering, new MOT, £7,495. Tel: 01903 263972 or 0860 333920.

BENTLEY S2 CONTINENTAL 2DR FHC, 1962, Regency red/parchment hide, power steering, totally restroed by RR & Bentley specilaist. Commended at the annual Concours de Elegance, Broughton Castle 1995. Must be seen. Further details call Meridien 01202 525111.

BENTLEY TURBO R, original factory LHD, 1992, 12,000 miles, FSH, 1 owner, virtually as new, £59,500. Also 1990 Corniche Convertible LHD, white, 28,000 miles, fitted with cocktail cabinet, as new, £65,000. Tel: 0181 209 0481 or 0836 560300.

BENTLEYS: 1952 MK6 R-TYPES, coachbuilt, HJ Mulliner and James Young. Regularly used, history, above average condition, £13,950 and £12,950. Both cars taxed and tested etc. Any inspection. For more information phone 0181 882 3267.

1932 BENTLEY 8 LTR ROADSTER, chassis #YX5125, possibly the finest example in existence, magnificent, no expense spared restoration. 1st place Pebble Beach Concours, RROC Natl. Meet and Amelia Island Concours, Road & Track Award, original body and engine. Breathtaking woodwork, disappearing top, comp tool kit and original owners manual, absolutely perfect in every respect. Partial trades considered, asking $1,100,000 ono. Knox Kershaw, 334 262 0251 days, 334 272 5100 nights/weekends, AL, USA.

1959 BENTLEY SI CONTINENTAL PARK WARD DHC. Geneva show car, #BC40LFM. One of thirty one Park Ward LHD convertibles ever produced. This very late model is equipped with factory power steering, finished in two tone Garnet over Masons black, with black Everflex top and red Connolly hides, makes this car 'a true crowd pleaser', $395,000. Tel: USA (213) 466 3526.

BENTLEY S1, 1958, finished in dark blue with light blue leather interior, fitted power steering, new MOT, £7,495. Tel: 01903 263972 or 0860 333920.

1957 BENTLEY SI CONTINENTAL PARK WARD COUPE, #BC11LCH. Rare LHD, 92,000 miles California car. Fresh 3 year ground up restoration just completed. Tudor grey, scarlet Connolly hide, $195,000. Tel: USA (213) 466 3526.

1953 BENTLEY R TYPE DHC. Mulliner coachwork, #E52LR2, $150,000. Tel: USA (213) 466 3526.

ONE OF THE MOST beautiful Bentleys made, Bentley Continental S1 Mulliner (fast back), 2 axle rigid body, 2 door saloon, 1958, reg. TPH3. Tudor grey/light gret interior. Many unusual features including manual gearbox (only 3 made), fluted wing rims and other unique features, altimeter, alpine horns, air conditioning & power steering etc. Immaculate condition, mileage guaranteed only 67,000 approx. Car recently completely repainted. Price: Best offer, private sale. Can be viewed in Central London. Tel: 0171 493 1336 office or fax: 0171 629 2644. Mobile: 0385 226567.

BENTLEY 6½ LE MANS SPEED 6 SPEC. New radiator body, Le Mans tank, etc, needs completing, offers £150,000. Contact Gordon Russel on 01491 641428, 01488 681044.

BENTLEY 1954 R TYPE HJM Continental Fastback, dark blue/grey hide, manual gearbox, heavy front seats, excellent car, £60,000, possible p/ex WHY. Tel: Dublin 2808126.**BEAUFORDS.** Pair of wedding cars. 2 door, blue, 6 cylinder Datsun engine, new mohair hood, £12,000. 4 door, gold/charcoal 2 litre pinto engine, more than usual extras, excellent car, £14,000. Tel: 01829 271528.

BMW 2000CS COUPE, 1968, body by Karmann, 4 cyl, manual, twin, side draught Webbers, electric windows, MOT, very rare. Tel: 01704 550930, 0468 904544.

BMW 2002 TURBO, 1975, 1 of only 54 imported into the UK, rebuilt extensively inside and out, with ne wpanels, trim and pistons, 20,000 recorded miles, much history, £13,950 or serious offers. Tel: 0181 348 3300.

BMW 3.0CS, 1975 P, totally original, show condition, FSH (BMW), garaged, documented 74k miles, all bills, MOT's, recently serviced, interesting history, £6,750 ono. Tel: (Cheltenham) 01242 221300 eves or 0385 907021 days.

BMW Z1, black, camouflage leather, 1989, 13,000 miles, FSH, real pizazz. Munich Legends. Tel: 01825 740456. Fax: 01825 740094.

BMW M6, red, black hide, 1989, 56,000 miles, FSH, rare full spec 'highline'. Munich Legends. Tel: 01825 74056. Fax: 01825 740094.

BMW M6, white, black hide, air con., 1985, 63,000 miles, FSH. A superb M Series. Munich Legends. Tel: 01825 740456. Fax: 01825 740094.

BMW 635. Burgundy metallic, cream hide, 1989, 61,000 miles, FSH, automatic, all options. Munich Legends. Tel: 01825 740456. Fax: 01825 740094.

BMW 850 Ci. Burgundy metallic, black hide, LHD, 6 5 speed Alpina alloy wheels, suspension, M Tech spoilers, CSi mirrors, two owners, 1991, 77,000 miles, FSH, georgous. Munich Legends. Tel: 01825 740456. Fax: 01825 740094.

BMW M3 CONVERTIBLE. Black, black hide, 1990, FSH, genuine 16,000 miles, also 1992 model, Macao blue, Lotus hide ((215 bhp), air con., 2 owners, 47,000 miles. Munich Legends. Tel: 01825 740456. Fax: 01825 740094.

BMW 2000, 1972, genuine 50,000

To advertise in the September issue, on sale 15 August, your advertisement must reach our offices no later than 30 July. Please print your name and address clearly, followed by your copy details in capitals. Rate: £15.00 inc VAT for 15 words, £1 per word thereafter. For box numbers add £12 (UK), £18(overseas).

Please make cheques/postal orders payable to Haymarket Publishing Ltd.

Send to MOTOR SPORT Classified Advertisements Dept, 60 Waldegrave Road, Teddington, Middlesex TW11 8LG. Telephone 0181 943 5689; fax: 0181 943 5619.

Please note no alterations, cancellations or refunds are possible once payment has been processed. We reserve the right to refuse or withdraw advertisements at our discretion, and the publishers do not accept liability for printers' or clerical errors, although care is taken to avoid mistakes. Trade Descriptions Act 1968: advertisers should pay attention to the requirements of the Act, particulary regarding accurate descriptions of all goods offered for sale

miles, 4 door version, one owner since 1975, immaculate interior, garaged, MOT, tax, any trial, original condition, very rare version, £3,200 ono. Tel: 0181 290 0912 or 0410 753233.**BMW 2000 CS,** 1968, pillarless coupe body by Karman, 4 cylinder manual, twin side draft webers, electric windows, MOT, free road tax, classic insurance, a very rare and usable investment, £4,750 may p/x. Tel: 01704 550930 home, 540626 work, Southport, ask for Tony.

BMW CSL ALPINA. Genuine lightweight Coupe, 33,000 miles only from new. In original condition, unmarked interior, rare opportunity, £18,000. Tel: Swansea 01792 363085.

BMW 2002 1971, RHD, FSH, handbooks, tool kit, radio, Cox and Perry restored, £8,000 worth of receipts, stunning, 3 owners, me from 1980, £9,000 or $15,000. Tel/fax: (44) 1603 737083.

BRISTOL CARS LTD. The manufacturers for 51 years. Buy direct, specially selected factory inspected classics. Original drawings, jigs tools and supervision for renovations, crash repairs, paint shops, coachwork. Contact: 368 Kensington High Road W14 8NL. Tel: 0171 603 5536

BRISTOL 400, 1948, Claret and Monte Carlo rallies, 1986 and 1995 potential concour vehicle, £19,500. Tel/fax: 01929 405102.

1928 T35B BUGATTI. Chassis no. 4913. Engine no. 157T. Very good condition. Very original including bodywork, aluminium wheels. Twin spares, Marchal lighting, same owner 26 years. 1st Targa Florio 1928 (Divo). 1st Antibes GP 1929 (Lepori). Rome GP, San Sebastian GP, 7th place. 1st Monaco GP 1929 (Lepori). Tel: 01531 640674.

BUGGATI TYPE 37, 1969, only 6 built, 2 overseas, 4 in UK. Aluminium body, wire wheels, blue colour, 1600cc, vgc, £10,000 ono. Tel: Worksop 01909 475466.

USED CLASSIC AND MODERN MODELS direct from actual manufacturers can cost no more and benefit by factory inspection and service. BRISTOL CARS LTD have no agents. The manufacturers. 368/370 Kensington High Street W14 8NL. Tel: 0171 603 5555.

C

1941 CADILLAC 4DR CONVERTIBLE. Car is basically all original. Show winner in Classic Car club. Bare metal respray 6 years ago, immaculate throughout, 44,000 original miles, mechanically perfect. Call Dick 201-743-3866 NJ USA.

CATERHAM 7 ROADSPORT, 'P', 30th of 30, yellow, 1400k Supersport, 6 speed, 5000 miles, leather, LSD, FIA roll bar, c/fibre wings, £18,850. Tel: 0181 460 4922 (anytime).

CATERHAM 7 1600, 1981, vgoc, 25,000 miles, new adjustable shocks and springs, harness, electronic ignition, blue/alloy, £7,750. Tel: 0181 864 1703.

CATERHAM SEVENS. Factory appointed centre for sales, new and used. For service, repairs, parts etc. Call the specialists 01455 841616.
http://www.streamnet.co.uk/classic carriage

1931 CHEVROLET 2DR COUPE HOT ROD, small block Chevrolet V8, auto, Jaguar rear axle, much chrome, LHD, too much to list, stunning car, £8,500. Further details 01189 626769, mobile 0467 221719.

PRIVATE COLLECTORS CLEAR OUT. Mk2 Cortina 2 door savage, 2994cc, white, tax and MOT, 1969, sun roof, alloy etc, £2,900. Mk2 Cortina 1600E. Based savage bare metal, respray various new panels etc, 2994cc, 5 speed box, 4 door in gold, 2 previous owners, £3,900. Mk2 Cortina 1600cc Super, 1 owner from new, full history, 4 door, very tidy chrome work, T&T, blue, F reg., £950. Mk2 Capri 3 door, 2994cc, distinctive reg 1978, white, PAS, sun roof, Pepperpots etc, £495. Tel: 015395 60252.

COBRA 427 REPLICA. Red, black leather with red piping, Y reg, 400 Cleveland engine with 300 Magnum cam, in superb condition, drives superbly, no callers with heart problems, £13,995. Tel: 01462 815654. Fax: 01462 850935.

1951 COOPER MKV JAP 500 FORMULA III. Norton gearbox, polished aluminium body with pannier tanks. Original badges, steering wheel, $16,500. Tel/fax: 717-732-3361 USA.

D

DAIMLER 2.5 V8 SALOON, 1965, superb original condition, gunmetal with unmarked red leather, automatic, new carpets, £4,950. Tel: 0161 962 6304 Manchester.

DAIMLER 6.6 COUPE, 1976, 77,000 miles, Lavender blue, rare opportunity to purchase an original car in excellent condition, one years MOT, Ziebarted from new, s/s exhaust, factory electric sunroof, £5,450. Tel: 01208 841677.

DAIMLER V8 250, first reg. Dec 67 (F). Automatic, Morse burgundy in and out, chrome wire wheels, excellent condition, £9,000. Tel: 01353 777277.

DAIMLER 250 V8, 1967, new interior, engine and gearbox rebuilt, £1,000's spent, 12 months MOT, very good condition, £4,000 ono. Tel: 01483 424752 evenings.

CLASS WINNING DATSUN 240Z, 1972, sand blasted, zinc coated shell, nylon bushed adjustable platforms + Konis, o/hauled diff + g/box. Engine lightened + balanced with racing cam, ally fuel tank, solid state fuel pump. Tim Riley Engineering set up. Safety Devices cage, 2 sets wheels, tyres plus many spares. Over 15k spent, sell £5,750 ono inc spares. Tel: Miko 01993 779000 (w), 01993 705519 (h).

DATSUN (NISSAN) 260Z, 2+2, 79 T, red, very good condition, 1 owner 20 years, MOT July, tax Dec., 4 new tyres, e/aerial, Wolf racers, all original equipment, £1,800 ono. Tel: 0181 924 7190 after 12, Ilford, Essex.

DAX COBRA, 5 speed, 6300cc V12, race tuned with webers, 450 bhp professionally prepared for predictable race handling, fully adjustable suspension, road legal, BRG with Shelby stripe, all parts as per original, £7,500. Tel: 01483 285222.

DELOREAN DMC 12 GULLWING, 1981, auto, 12,000 miles from new, stainless steel finish, air con., c/l, e/w, one of only 30 in the UK, still appreciating reg no. BAK 5T. Classic insurance, approx £200 pa. Spares easily available, superb original condition, £10,995 ovno. Tel: Dominic on 01992 653113 days or 0802 812942 eves.

DE TOMASO PANTERA GTS, 1976, red, black leather hide, 45,000 klm, LHD, one owner 19 years, full spec, completely original, £25,995 ono. Tel: 0181 785 7430 or mobile 0831 502515 England. Private sale.

E

ELVA COURIER FASTBACK COUPE. One of only three RHD cars made. 1963, lots of hard work done, restoration needs finishing. Choice of 1622cc or 1800cc MG motors, £3,950. TEl: Jim Lowry, Chelmsford 01245 358028.

F

1973 FERRARI DAYTONA SPYDER, RHD. Highly regarded Autokraft of Brooklands - latterly AC Cars LTd - conversion (1 of only 10) from an original Coupe. 38,000 miles from new, metallic blue, black trim. Extremely well maintained. Rod Leach's 'Nostalgia'. Tel: 01992 500 007. Fax: 01992 558 891.

FERRARI 308 GTB. Red, tan leather, air con, DFS, 16" wheels, beautiful genuine car, fully serviced with excellent recent history, £22,000. Tel: 01480 880423.

FERRARI 512 BBI, s/n 48049, red with black boxer trim, black leather, EPA and DOT releases, all books and tools, 6,000 miles. Concours condition, $99,500. Tel: 608 255 5166. Fax: 608 255 2325.

FERRARI 412i AUTO. Reg. June 87, met grey, honey gold hide, 35,000 miles, 2 owners, FFSH, £29,995. Tel/fax: 0114 2886527 or mobile 0468 144665. Private sale.

FERRARI 246 DINO GT, 1971, LHD, yellow/black, perfect, 75,000DM. Tel: Belgium (32) 75 247 190 or (32) 87 44 41, fax: (32) 87 35 44 42.

FERRARI 250 GTO REPLICA, 330 chassis alloy, LHD, yellow, $130,000. Tel: USA (619) 551 0500, fax: (619) 551 0583. Tel: Belgium (32) 75 247 190 or (32) 87 35 44 41, fax: (32) 87 35 44 42.

FERRARI 365 GT4 2+2, 1974, blue chiaro/tan leather, 44,000 miles, absolutely mint condition. Aircon, power steering, £26,950 p/x considered. Tel: Motorshop 01638 711177 days, 01284 830520 eves.

1995 FORD MUSTANG, Cobra R - race prepared for IMSA Endurance, raced only twice in 1996, never crashed, $30,000/OBO. Tel: (602) 585 1742 or fax: (602) 502-0785 AZ USA. Private sale.

FORD GT40 REPLICA, 95% finished, 302 Hi Performance engine, £15,000 spent on parts, best offer accepted. Tel: 0161 881 0515.

FIAT X19 VS BERTONE 1.5, C reg., 12 months MOT, 38,000 miles, 2 owners with FSH, fully restored leather seats, e/windows, alloy wheels, radio cassette, genuine car. First to see will buy, £2,795 ono, private sale. Tel: 01225 810401 or 0370 761511.

FIAT 124 SPYDER 1800cc, 1977, ivory, very good condition, full years MOT, £3,900 ono. Tel: 01932 888139.

G

GINETTA G4. Genuine 1996 car, 1500cc, pre crossflow, 200E gearbox ratio's superb condition, road registered, £17,500 ono. Tel: Dorchester 10305 853389.

H

HEALEY 3000 RACE REPLICA, 1963, 600 miles only since total rebuild (chronicled in AHOC magazine). Webers on works manifolds, s/s exhaust, 20 gallon tank with D-Type filler. Rear discs, high ratio steering box, black leather bucket seats, many period details, £24,500. Tel/fax: 01480 468775.

HILLMAN CONVERTIBLE, 1946 model, immaculate order, MOT May 1998, £5,500. Ron Read. Tel: 0181 500 4009.

HONDA ST1100 PAN, Aug 96, met black, private plate, 3,000 miles, £9,995. Tel/fax: 0114 2886527 or mobile 0468 144665. Private sale.

NATIONAL HOT ROD, SHP Mass Peugeot engine (recently rebuilt), spares included, £13,000. Call Liam 0504 22262 or 08758 1489. Southern Ireland.

J

JAGUAR E-TYPE LIGHTWEIGHT ROADSTER, 1974, white/blue stripe, not for the fainthearted, £20,000. Tel: 01283 548811. Fax: 01283 509988. Exclusive Classic Car Ltd.

JAGUAR E-TYPE 2+2 S2, 1970, porcelain white, red leather, matching no's., RHD, excellent condition, 71,000 miles, might part ex., £10,500. Very reluctant sale. Tel: 0410 227938 or 0113 2508674.

JAGUAR E-TYPE S1 4.2. 1966, Webasto roof, red/black, bare metal restoration, JEC valuation, £22,000, only 1,700 miles since engine rebuild, £20,000. Tel: 01342 893296 (Surrey).

JAGUAR MK10 AUTO. Reg. Jan. 63, British Racing green met., magnolia hide, 3.8 with Gold High compression cyl head, superb car, 50,000 miles, £4,995. Tel/fax: 0114 2886527 or mobile 0468 144665. Private sale.

JAGUAR MK2 3.4 MOD 1964, 68k miles, fully restored, dark blue, s/s exhaust, no expense spared, excellent condition throughout, £10,500. Tel: Mon-Fri 01505 702081 Strathclyde.

JAGUAR MK2 3.8 AUTO, 1963, original, unrestored, rust free, ex NSW RHD, very good mechanically, full MOT, £10,000. Tel: 01775 630210 or 0836 522229.

1969 JAGUAR E-TYPE. Truely a ground up restoration inside and out. This car is correct down to the new rubber bushings. Winner of 1997 Boca Ration British Classic Car show. Own a true concours car, an absolutely new 1969 E-Type that will turn heads. Not mint, new. Tel/fax: 561-447-7020 Florida, USA.

JAGUAR D-TYPE L&R REPLICA, meticulously constructed by aeronautical engineer. Original specification trim, extensive aluminium panelling, Dunlop racing tyres, standard 4.2 engine. Essential viewing. £22,000. Tel: 01497 831413.

JAGUAR MKII 2.4 LITRE, 1967, manual with overdrive, Sherwood green, original rust free example for use, £7,450. Tel: 01275 856259.

JAGUAR MK2 3.8, 1962, manual, blue metallic with cream leather interior, RHD, power steering, new gearbox, photo history, show condition, no expense spared. Number plate 666 COU, £23,000. Tel: 01925 263491 eves, 0151 4243229 office.

JAGUAR E TYPE SERIES 1, 1967, FHC, midnight blue, original condition, RHD car, one owner 20 years, MOT, excellent oil pressure, £17,000 ono. Tel: 01625 828198.

JAGUAR MKII, 1966, 3.8 MOD. British Racing green, Coombes type, fully restored in 1990 to Vicarage spec. Very low mileage since, £23,000. Tel: 0181 6732651.

JENSEN 541, needs total restoration, 3.4 Jaguar engine/gearbox, original 4 litre Austin engine/gearbox included, sensible offers. Tel: 0181 390 9880.

JENSEN HEALEY CONVERTIBLE, 1974, very low mileage, 2 litre Lotus twin cam, s/exhaust, spare engine, long MOT, good all round condition, yours for only £5,250 ono. Tel: 01634 686060, home 01843 866615.

JENSEN HEALEY, 1974, completely renovated, hard + soft top, 12 months MOT, excellent condition, £6,750. Tel: 01543 671890, 0121 357 7890 days or 0374 621098.

L

LAGONDA DROPHEAD 2.6 LITRE. 1953, maroon aluminium coachwork, grey leather upholstery, walnut dash and trims, re-chromed, original number plate, beautiful condition, £17,500 ono. Tel: 01246 568358. Private sale.

1938 LAGONDA V12 RAPIDE, original unrestored condition, RHD, imported to US when new, a sound example of an extremely rare automobile in running condition, factory Le Mans 4 carburetor set up, asking $165,000 ono. Knox Kershaw, 334 262 0251 days, 334 272 5100 nights/weekends, AL USA.

LAMBORGHINI URRACO, 1973, LHD. Only 10,000 km from new, metallic blue, £25,000. Tel: 01283 548811. Fax: 01283 509988. Exclusive Classic Cars LTd.

LANCIA FLAMINA SPORT 3-C ZAGATO, double bubble, covered headlight, total restoration, concours winner, $ offers and information phone USA 561 844 7772, fax 561 844 2119.

LANCIA DELTA 16V & EVO INTEGRALE 16V. Ex-works car, boxes of spares, also Evolution shell with welding cage. All parts to build EVO rally car. Engine, gearbox, too much to list. Both must go, genuine reason for sale, lock stock and wheel nuts, £8,000 for 16v, £10,000 for EVO. Tel: 0123 232 5598 N. Ireland.

LANCIA FULVIA 1600HF LUSSO, 1972, rosso Corsa/black interior, excellent condition, aluminium doors, bonnet, boot lid, ground up restoration 2 years ago. Engine, gearbox, carbs etc, superb. Too many new parts to list, full MOT, £8,000. Tel: 01978 262685.

SMALLBONE & SON

Established 1929



1902 WOLSELY 5HP PHAETON. Once property of fitted owners. Restored over a number of years now in first class condition. Reg No. M60 ..... £22,950



1929 MORRIS MINOR OHC. This car has been the subject of a total nut and bolt restoration. Totally colours, mint condition £6,950



1937 WOLSELEY 25 SALOON. Restored from the chassis up to Concours winning standards. Red leather trim. Suitable collectors Concours or weddings. Rare car and rare opportunity at only £8,950



1912 HUMBER 4 SEATER TOURER. Restored beautiful condition. Lots of brass £16,950



1912 HUMBER 4 SEATER TOURER. Restored beautiful condition. Lots of brass £16,950



1922 WOLSELEY 10. 2 seater + dickey, possibly the best original example of this model. Showroom exhibit many years £9,950



1913 OVERLAND TOURER. Very robust and straight Edwardian long distance car. Electric start, dual ignition. Excellent throughout, leather trim, VCC dated.



1921 CALTHORPE 2 SEATER & DICKEY. Total nut & bolt restoration by ourselves. Mint condition. Interesting history £14,950



A line up of cars in front of our premises of the sort we sell and have done here since 1929.

ALSO IN STOCK:
1912 Austin 10/12 4 Seater Tourer,
1914 Singer 10, 2 Seater + Dickey £12,950
1922 Austin Healey 12/4 Tourer.
1926 Morris Cowley chassis restored + running £2,950
1929 Austin Heavy 12./4 Saloon £9,950
VETERAN AND VINTAGE CARS WANTED FOR CASH
PART EXCHANGE WELCOME.
FREE DELIVERY MAINLAND UK.
SELECTED CARS SOLD ON COMMISSION.
VINTAGE AUSTIN SPECIALISTS
116 RADDLEBARN ROAD, SELLY OAK, BIRMINGHAM B29 6HQ
Tel: 0121 472 7139 day
0121 472 1473 eve
Fax: 0121 471 2013

LANCIA INTEGRALE EVO. Red with black leather Recaro seats, FSH, 30,000 miles, ESR, 2 owners, immaculate condition (plastic coating still on interior), £60,500. Tel: 01425 273682.

LANCIA INTEGRALE ITALIA, quality, original cars sold with FLSH, new engine belts, full tat, MOT, warranty, serviced, HPI'd and valleted. Purchase with complete confidence. Graham Nabb. 0161 764 5445, 0370 627 159.

LOTUS ELAN +2, 1967 (the 27th +2 ever made). Pearlslight cherry with silver top, total restoration including retrim, rechrome, gel coat up respray, Lotus exhaust and lots more. Same owner 9 years with lots of history. Full MOT, an absolutely stunning car. Has to be seen, £7,500. Tel: 0121 421 7587 after 6pm Sun-Fri.

LOTUS ELAN SE, 29,000 miles, H reg, impeccable condition, expensive radio/CD, full history, £15,750. Tel: 01946 834328.

1993 LUMINA NASCAR ROAD RACER, Texas Pete sponsored, Joe Nemechek, turnkey, vintage eligible, call Gene Felton 770 594 9660 or fax: 770 594 9152 USA.

1986 ROTUS, hand built, not a kit car. Built in Hagerstown, MD, body modelled after Lotus 7, 1986 Nissan 2000cc fuel injection engine, Toyota 5-speed gearbox and running gear, soft top, 10,500 +/- miles, literature available, $15,000 obo. Tel: 410-239-8808 weekdays, 410-239-7668 weekends, MD. Fax: 410 374 5804 USA.

M

MARCOS 3.0, rare beautiful and fast, electric windows, stainless exhaust tuned engine, new tyres, very special classic car, £5,875. Private sale. Tel: 0116 276 8178 eves/weekends, 0121 703 3357 days, Leceister.

MASERATI GHIBLI 4.9 SS, RHD, 1972, 2 owners from new, 15,000 original miles, blue with new cream interior, ZF 5-speed, original log book with history, just serviced in Italy, rare opportunity for £25,000. Tel: 00-33-388 947493 France. Private sale.

MASERATI MERAK 2.9 LITRE V6, RHD, 1975, 42,000 miles, light metallic blue, unmarked cream leather upholstery, stainless steel exhaust, new tyres, perfectly restored, excellent car. Maserati owners club member, £10,950. Tel: 0151 336 1326 South Wirral.

MASERATI MERAK SS RHD, 1982, red with grey interior, 26,000 miles, a/c, e/w, e/m, same owner last 9 years, Maserati service history, summer use only, garaged and 1 years MOT, immaculate, £17,000 ono. Tel: 0181 749 4766 or 0468 877411. Private sale.

MERCEDES-BENZ 300SL ROADSTER, 1960, complete body-off restorationm maroon with correct German Roser leather in tan, both soft hard tops, European headlights, correct numbers, absolutely, $185,000. Tel: 415 592 6600. Fax: 415 592 0689.

MERCEDES 450 SEL, rare 6.9 auto, 1978 T, bronze met with beige velour interior, stainless exhaust, recent service, full MOT, needs cosmetics to be first class, £3,995 p/x warranty available. Tel: 01623 723922 Trade.

MERCEDES 500K REPLICA. Built by Heritage Motor Co. LHD, 1989, 17,000 miles, blue leather upholstery, V6 - fuel injection, automatic, fully loaded including cruise control, air con., PAS and brakes. Most external bright-work in stainless steel. Beautiful car with classic looks and modern day comfort, £19,950. Tel/fax: 01903 742308 office, 01903 745556 home.

MERCEDES BENZ 560 SEC. First reg. June 1990 (G). Two high mileage owners. Full supplying dealer MBSH. Pearl grey and all the extra's, immaculate, £14,000. Tel: 01353 777277.

MERCEDES 230SL, 1965, dark blue, auto, both tops, long history, MOT, £13,750. Tel: daytime 0171 6267337.

MERCEDES 250CE, 1971, silver/red, two owners, exceptional, original, used daily, 98,000 miles, full history, serviced, MOT March 1998, £4,250. Tel: 0181 876 9007.

MERCEDES 280SL, 1970, green, saddle leather, near showroom condition, restored 1944, both tops, 88,000 miles, $30,000. Call Mark at Clark Motor Cars 918 749 9506, fax: 918 747 0153 OK, USA.

1979 MERCEDES 350SL, excellent car, family owned from new, metallic blue, long tax/MOT, service history, £11,750. Tel: Chichester 530133 daytime.

MERCEDES 560 SEC, personal export in 1988 to Tanzania. Imported to UK in 1995, now having covered only 1·2,000 miles with no expense spared. A rare opportunity to obtain an immaculate low mileage example. P/x finance and warranty available, £24,995. Mercedes Trade Center. Tel: 01623 723922.

YARDLEY McLAREN F1 CAR driven by Revson 72-73 seasons. Mint condition, well sorted, fast, reliable. Vintage raced last 10 years. $225,000. Tel: USA 317 543 0306/d, 546-1000/e IN. Fax: 317 593 0451.

MGA ROADSTER, 1960, red, black interior, original UK car, excellent sound condition, lots of restoration, d/d hood, registration VRD550, £9,500. Tel: 01270 256463 eves or 01745 351036 w/ends.

MGB ROADSTER SPORT, 1977, red/black bumper, MOT until December 1997, vgc, £5,500 p/x possible. Tel: 01945 410005 night, 01945 410517 day, 0410 905558 mobile. Private sale.

MG TD, 1952, total rebuild in 1991 chassis shot blasted, bodywork bead blasted, no rust or rot, engine and all mechanical work replaced or rebuilt, new leather interior, hood, side screens and tonneau, 11 months MOT, £11,500 ono. Tel: 01332 873726 eves only.

MGB ROADSTER, 1981, recently replaced re-con engine and clutch, vgc, very reliable, FSH, MOT, blue, overdrive, alarm, immobiliser, luggage rack, tonneau, half tonneau and soft top, £4,750 ono. Tel: Swindon 01793 875614.

MGB ROADSTER, 1974, Tartan red with black interior. Photographic rebuild including engine, all new panels, floor, sills etc, s/s exhaust, new hood, full tonneau. A little beauty for someone to enjoy, but alas not me, sickness forces sale, £6,250. Tel: 01726 832579. No time wasters.

MGB ROADSTER, 1973, rare automatic, Old English white, exceptional condition and specification, must be seen, OIRO £14,750. Tel: 01159 490196.

HAYTOR SPORTS & VINTAGE. MGB GT SEBRING REPLICA, 1978, road race engine, fully loaded, £6,995. MGC GT, 1968, complete respray, last owner 14 years, £5,695. MG MIDGET, 1965, rebuilt engine, wire wheels, £3,500. MGB GT V8, 1974, Holley carb, Offenhauser manifold, Webasto s/roof, £6,000. MGB GT, 1978, black, new tyres, 12 months MOT, £1,650. MGB ROADSTER, 1964, blue, MOT'd, £3,350. Tor House, Haytor, Dartmoor, Devon, TQ13 9XU. Tel/fax: 01364 661514.

1972 MGB, 11,335 miles only from new, blaze/navy interior, chrome bumper, very original car, almost as new condition, £6,250. Details: 01484 720930 eves, 01484 722171 work.

MGB ROADSTER, 1966, BRG, overdrive, black leather, beautiful condition, £6,500 ono. Tel: 01932 853085, 0410 393864.

MGB ROADSTER, 1979, primrose yellow, FSH, only 38,000 miles from new, excellent condition, new top, MOT, £6,550. Tel: 01483 281988 (Guildford).

MGB GT, 1970, overdrive, red, chrome bumpers, wire wheels, fully restored, 14,000 miles, Goldseal engine, tax exempt, MOT, many receipts, excellent throughout, £3,600 ono. Tel: Brentford, Middx 0181 560 3254. Leave a message daytime.

MGB ROADSTER, 1980 V, red, overdrive, MOT August, excellent condition, garaged, s/steel exhaust, many new parts, reluctant sale, £3,900. Tel: 01252 624720 after 6pm.

MGB ROADSTER. Original RHD car built in December 1962. Two owners from new. Iris blue, dark blue trim. Unused for many years and requires straightforward restoration. For sale with valuable registration number 51 TYA, £3,650. Tel: Jim Lowry Chelmsford 01245 358028.

MG TC FOR RESTORATION, 1946, only token apart just recently. A complete original motor car in every respect. Stored for nearly 40 yrs, all the detail, difficult parts are there. Super and easy proposition if you're looking to pace yourself over a restoration, £8,500 ono. Tel: 01789 400181.

MG M TYPE SPECIAL on 1930 chassis, reg. GC3063, boat tail fabric body, very authentic, 1275cc Midget running gear, fast fun car, T&T, £6,500. Tel: 01579 351034.

MG MAGNETTE, 1954, Almond green with nice original suede green leather trim. A good old car in solid condition with a fresh MOT test. An elegant and sturdy motorcar for only £2,650. Tel: Jim Lowry, Chelmsford 01245 358028.

MG TD 51, black, lovely original example, recent rebuild/reupholstered, rechrome, one years MOT. Tel: Mr Stokes 01622 862 356.

MG TF 1250, 1954, ivory/black interior, wire wheels, very pretty car, excellent condition, £16,350. Tel: 01380 724543 eves or 01249 715590 days.

MG TF 1250cc, 1954, original, ivory with red leather upholstery, wire wheels, luggage rack. One owner, 58,000 miles from new. Very good order all round, £15,750 ono. Spares available. Tel: 01243 814550. Private sale.

MITSUBISHI GALANT VR4 TURBO. Full FIA GrpN spec, 1991 LHD Championship winning car. Ex Mika Sholberg, last event 1996 RAC rally, body seam welded, roll cage, proflex suspension, 5 point Sparco seats, Rally Master tripmeter, engine Evolution spec, 260bhp Plenum camber intercooler, Ronald Hoizer MGMT system Evolution gearbox, 4 bolt drive shaft and competition mountings. Comprehensive spares inc gearbox, dogbox, exhaust. Compomotive wheels, forest tyres and many more on application, £9,000 ono. Tel: 0171 5819191 or 0976 351498 mobile. Fax: 0171 581 2226.

MITSHUBISHI COLT GALLANT GTO 2000 GSR, 1976, red, 2 door coupe, only 500 sold in UK, vgc inside and out, garaged, complete with loads of spares, must be seen, £5,500 ovno. Tel: 01373 464570.

MORRIS 8 OPEN TOP TOURER 4 seater, Series 1, excellent condition, green/black, 1 years MOT, fully restored, OIRO £6,500. Tel: 0181 852 3202.

MORGAN +4 T16, June 1993, 2 seater, finished in Royal ivory with green leather piped in stone, matching hood and tonneau, spots, knock offs, leather instrument panel, 48,000 miles, serviced by Morgan Factory only, £20,995. Tel: 0121 350 1517 or 03746 99007. Fax: 0121 3500807.

MORGAN 4/4, 1992 (K reg), 2 seater. Absolutely pristine condition, only 392 miles, never rained on, hood never used, indigo blue, stone leather upholstery piped in blue, reclining bucket seats, walnut dash, undersilled, alloy body, wings, chrome wire wheels, MOT March 98, £19,500. Tel: 01704 563436.

MORGAN 4/4, 1973, 4 seater, beautiful red with black interior, 1600cc high performance engine, twin 40's dellortos, chrome wire wheels, complete bottom up rebuild, galvanised body, fully shot blast, 13,200 miles. A great car, must be seen, £15,000 ono. Tel: Laurie Browne 01705 469682.

MORGAN PLUS 4, 2 seater, 1989, G reg, Corsa red, full spec, modified suspension, 44,000 miles, FSH, £15,400. Tel: 01453 835886.

1977 MORGAN 4/4 2 STR, 1 owner, 4,650 miles from new! York blue, cream leather, chrome wires plus every conceivable option/extra available. Totally original, unrestored and as new. Probably unique!

MORGAN 4/4, 2 seater, 1973, green with black leather, engine and body restored, 44,000 miles, £8,950. Tel: 01642 712027.

MORGAN PLUS 8, May 1995, red, under 1,000 miles! Alloy body, many extras, £31,000. Tel: 01606 48684.

MORGAN PLUS 8, 1986, dark velvet green with tan hide, many extras, immaculate condition, £19,500. Tel: 01765 658933.

MORRIS EIGHT, 1935, 4,500 miles, history, colour black/dark green, vgc, MOT, reg. no. JT2456, £3,500. Tel: 01753 654099 (Iver).

EUROCAR V6 MONDEO. Race winning car built regardless of cost to high spec, excellent condition, complete car less engines and box, £9,950 + VAT. TEl: 01245 491702. Malcolm Forbes.

MUSTANG 68 GTA 390 California car, all available options, 39k original miles, last registered in 1976, completely original, $30,000. Call Mark 716 298 5500 New York, USA.

N

NAAS CAR, 2 BUSCH RACE CARS BUY OR RENT, one Monte Carlo, Allison chassis, driven by Davey Allison. Lots of spares and other stuff, $100k. For both or will seperate. Buy one, go racing next week, or rent a ride for Watkins Glen (August 9th). Tel: 718 264 2100 days or 516 676 7522 NY USA.

O

OPEL GT, 1972, LHD, 12 months MOT, excellent condition throughout, mildly tuned, nice original car, sensible offers invited. Tel: 01485 520394 days, or 520506 eves & weekends.

P

PEERLESS GT, 1959, immaculate car prepared to excellent standard for road or race, original Laurence Tune engine and interior, MOT, £7,000 ono. Tel: 01462 712055.

PLYMOUTH ROADRUNNER, 1968, 2 door HT, 383 cubic inch, 4 speed Hurst, imported from California 1991, very good mechanically and body, blue metallic. A classic American muscle car, £5,400. Tel: 01703 455464 or 0831 328982.

PORSCHE 911 CARRERA, LHD, 2.7 bhp, 1974. The ultimate classic, never raced or rallied, one owner, FSH, a/c, e/w/a, Blaupunkt, 25k miles, unused original tool kit etc. Garaged and maintained at Rolls/Porsche agent all its life, Apr 1997 service, totally original, unrestored, as new, £19,000 ono. Tel: Clive Lorkin 01705 380759 (H), Portsmouth UK.

PORSCHE 356A SPEEDSTER CARRERA GT, 1959, red, never restored, US$ 180,000. 356A Coupe Carrera GS, 1959, red, with Spyder 550 engine, Speedster seats, US$ 70,000. 356A Speedster Carrera GS, 1957, silver, 100 points restoration. Various 4-cam Carrera engines and parts. 904 with 6 cyl. and 4-cam, good condition, street vers. 962 ex BRUN, 004, perfect running condition with lots of spares and Mercedes truck. DM 385,000. Elevenparts AG, PO Box 107, 8046 Zurich, Switzerland. Tel: 4113721785. Fax: 371 53 68.

PORSCHE 911 RS TOURING 2.7, LHD, 1973, wide body (steel), all matching numbers, leather interior, 4 new heat exchangers, p/x possible, £27,995. Tel: (0) 1462 815654. Fax: (0) 1462 850935 England.

PORSCHE 356A COUPE, 1959, classic, original English RHD, completely restored, signal red, period radio, luggage, ski rack, looks superb, £16,950. Tel: 01580 752927.

PORSCHE 928 S, 1986, black, rare manual, leather, alloys, sunroof, in storage past 3 years, 80,000 miles, great opportunity, £10,995. Tel: 01993 830393.

PORSCHE 912, LHD, 1966, ex-Californian, white/red leather, totally original, used daily, £7,495. Tel: 01282 427231 or 0973 667230 (Howard) or 0973 692733 (Lee).

R

RANGE ROVER VOGUE SE AUTO. Reg. Aug. 89, black, biscuit hide, 69,000 miles, side steps, lamp guards, £7,995. Tel/fax: 0114 2886527 or mobile 0468 144665. Private sale.

OVER 90 ROLLS-ROYCE & Bentley motor cars (the properties of private owners). Vendors pay no fees and have no obligations, buyers pay scale fee only when they purchase. John Fletcher (Broker). Tel: 01678 520321. Fax: 01678 521234.
Email: Jefletcher@aol.com

ROLLS ROYCE SILVER DAWN PARK WARD DHC, 1953, #LSNF41, rare (one of twenty), LHD, automatic. Everflex powered convertible top, maroon over garnet, biscuit Connolly hide, first time offered, $195,000. Tel: USA 213 466 3526.

ROLLS ROYCE SILVER DAWN Freestone and Webb saloon, #SNF107, one of five Freestone and Webbs on Silver Dawn chassis. Model 4202 radio, maroon over black with grey hides, $40,000. Tel: USA 213 466 3526.

ROLLS ROYCE SILVER CLOUD III, 1963, Masons black, tan hide, 2 owners only from new, very low mileage (46,000 miles), 1st in class, RREC - Castle Ashby 1989 and only occasional use since, much original documentation and service history. Complete to the last detail and very beautiful. One of the finest in existence, priced to sell, £28,500. Tel: 01932 886866.

ROLLS ROYCE SILVER SHADOW MK1, 1972, burgundy, MOT'd, cream interior, 57,000 miles, good condition, air conditioning, e/seats, e/w, c/locking, £8,000 ono. Tel: 01743 718206.

ROVER 5000 SE SDI, 1986, one of only sixe produced by Austin Rover, one owner since factory, mint condition, very fast, £4,750 ono. Tel: 01702 557595, 0468 372405.

ROVER 100, 1960, excellent condition throughout, grey with red leather upholstery, all original, tool kit, radio, full service history, 12 months MOT, taxed, £2,000. Tel: 01372 742648.

S

SUNBEAM TIGER V8, 1966. A highly collectable original BRG. Fully restored, immaculate in every way, £14,000. Tel: 01283 548811. Fax: 01283 509988. Exclusive Classic Cars Ltd.

SUNBEAM TIGER, first registered July 65 (C), hard and soft tops, extensive renovation in Royal blue, photo record. Many spares, fitted 289 engine, overdrive, handling package, eats Cobra's, incredible value, £15,000. Tel: 01353 777277.

T

TERRAPIN 500CC SINGLE SEATER sprint/hillclimb car, rebuilt one event ago by Jedi Racing, immaculate and very competitive car, £2,500. Tel: 0121 308 8450.

TIGER MOTH G-ARAZ, immaculate condition, full documented history, 3 years C of A, only 150 hrs flight time with new engine, £43,300. Tel: Daytona 01522 883333, eves 01522 810964, mobile 0860 378333. Fax: 01522 883280.

TRIKING 1000cc MOTO GUZZI, 1986, 9,500 miles, yellow/black, A1 condition, £6,995 ono. Tel: 01903 690471.

TRIUMPH HERALD 1360 CONVERTIBLE, 1969, 45,000 miles. Totally original in Wedgewood blue. Always garaged. Same lady owner since 1970. New MOT, beautiful, £4,950. Tel: 01703 790090 or 0836 263471.

TRIUMPH TR3, 1962, genuine British built LHD. Completely original, colour red, exported USA 1962, re-imported UK 1989. Full body off re-build 1991-94. British Heritage certificate, veteran of Norwich Union RAC, classic events and Le Mans visits. Receipts available. Spare set of new side screens and two doors. A beautiful car destined for Europe, £11,950 or nearest offer. Tel/fax/answer phone 01233 740611.

TRIUMPH TR4A, 1966, vgc, green, o/d, Surrey top, complete history and original invoices etc, £7,500. Tel: 01277 841242 or 0976 652405. Private sale.

TRIUMPH TR6, 1973, totally rebuilt, signal red with black interior, full MOT, excellent example throughout, OIRO £9,500. Tel: 01327 857125 or 0802 310303.

TRIUMPH TR6, 150 bhp, 1972, Pimento red, o/d 2nd, 3rd, 4th, chassis up restoration. Present owner last 18 years, immaculate condition. Tel: 01908 668594 or 0860 590611.

TRIUMPH TR6, H reg., 1971, re-imported 1989, good order, needs new hood, £6,000. Call Henry on 01277 823896. Fun in the sun!

V

VW KARMANN BEETLE CONVERTIBLE, 1970, 1776cc engine, RHD, metallic green with black mohair hood, leather interior, 8 spoke EMPI wheels, stereo, 1 years MOT, many extras, £7,000 ono. Tel: 0181 749 4766 or 0468 877411. Private sale.

W

WESTFIELD SE1, 2 litre Pinto engine, 150 bhp, twin webers, professionally built with Westfield parts. Yellow, alloy wheels, Luke harness, classic hood tonneau, heater. Never raced, 4,800 miles only, indistuinguishable from new, £8,250. Tel/fax: 01254 248058 6pm.

HISTORIC RACING

ACURA INTEGRA, factory built by Comtech. Doug Peterson's sister car to Parker Johnstones. Won all IMSA class titles. SCCA World Challenge eligible. No costs spared. Fresh V-Tech engine, numerous spares, $12,400. Competition Engineering. Tel: 770 441 0748 days, 770 963 8799 eves/weekends. Fax: 770 242 6386 GA. USA.

CLUBMAN GRPA SAPPHIRE COSWORTH 4x4, Harvey Gibbs GrpA engine, P8 management, ALS, Quaife dog box, 7½ inch rear diff, 6½ inch front diff with Quaife LSD, new ATL fuel cell, Dave Cook welding cage, £13,995. Donovan Jenkin on 01522 869100 or 0860 424545.

FERRARI P REPLICA, #6873. Unique, one in the world, built from 1965 330GT 2+2 by Auto Italia. 4 litre Ferrari V12 two cam engine breathing through three twin Weber carburetors, 330 tube chassis, semi monocoque frame, alloy boy, valuable ZF transaxle gearbox, original P4 windscreen molding, red leather interior, knock off wheels, superb condition, ready to race. $119,000. Recent exotic trades considered. US title, car located in New York area. Please inquire by phone (212) 580-8249 or e-mail (dermotobrien@webtv.net) for additional information on this one of a kind opportunity. USA.

LOTUS ELEVEN 1958 LE MANS, 1220cc, Billet crank, Carillo rods, 5 bearing cam, MGA close ratio trans, original body with headrest, BRG, fresh engine, great handling, fun racer, 1.29 Blackhawk, race ready, $57,000 ono. Tel: 847 251 2051, CST, Illinos USA.

LOTUS ELAN 26R, interesting documented history, superb condition. March 752 Roller restored/new. Tel: 01920 830037.

POST HISTORIC TOURING CAR Mk1 Rs2000, mint, freshly painted seam welded shell. FIA cage, 190bhp fresh engine, 44 IDF webers. Fully adjustable front and rear suspension. Vented disc front and rear. 6pt belts, 2 new sets of OZ alloys and Dunlop tyres, new Quaife LSD on the button and ready to race, 70% new parts, will take p/x WHY, £3,495. Tel: 0181 524 8177, 0958 285476 or 0958 226567 anytime.

TECHNO FORMULA 2, 1970, ex-works car and Tecno Formula 3, 1968. Fax: Italy 003930 9918819.

MOTORING COLLECTORS ITEMS

CAR ART DECO from 1930-1980, extensive collection of automobile brochures, road tests, specialist articles and posters, many rare items including Mercedes, Pegaso, Maserati, Aston Martin, Isotta Frashini, Lamborghini and many others. Please phone/fax 00-45-31874841 for complete list. Denmark.

MOTOR RACING BOOKS, posters, models, kits and memorabilia for sale. For free list phone 01582 451850.

BACKDATED YEARS OF MOTOR SPORT magazine starting from 1967 to 1991. Open to offers, please telephone 01525 270206.

FORMULA 1 MARCH 711 DFV Coffee table, STP 1971, Petersen/Pescarolo. Concours, £59,995 p/x. Tel: 0117 9731760.

MOTOR SPORT 1950-1980, every issue in every volume (except 8 issues missing), unbound and untouched, and only 11 slightly damaged, rest are in as new condition (1950s are particularly excellent). Offers. Tel: 01284 704546.

SPEED, FIRST 4 and only 4 volumes 1935-1039. 100% complete except Feb/May 1939 missing, most issues in exceptional condition. Offers. Tel: 01284 704546.

MOTOR RACING HISTORIAN, specialises in race programmes 1900-1995 worldwide. Also seeking books, autographs, autocourse, photos, posters, foreign books and magazines, racing memorabilia. Mike Crittenden, 270 Miles Lane, Appley Bridge, N. Wigan, Lancs WN6 8EB. Tel: 01257 255975.

MOTOR RACING/MOTORING BOOKS for sale, SAE please, Roger Godden, 50 Barton Hill Drive, Sheerness, Kent, ME12 3NE.

SIMON LEWIS TRANSPORT BOOKSHOP. The mail-order shop for MOTORSPORT FANATICS. World-wide mail-order service or just call in 9am-4.30pm weekdays, 10am-1pm Saturdays. No appointments needed, browsers welcome. The best range of motorsport collectables around: BOOKS, thousands of back numbers; PHOTOS, POSTERS, MODELS, MEMORABILIA, RACE PROGRAMMES, AUTOGRAPHS. Summer 97 Mail-order Catalogue No.46 £3 in Britain, £4 overseas, 11 The Marine, Harbour Rd, Lydney, Gloucestershire GL15 4EJ. Tel: 01594 843151, fax: 01594 843158.

MOTOR SPORT 1969-1992, Classic & Sportscar, Supercar Classics, call for listing, offers. Tel: 0121 603 8672.

MOTOR SPORT, 115 issues, late 1955 to 1966 including complete years. Offers. Tel: Ellison 01252 510666.

SUMMER CATALOGUE now available, listing motoring and motor racing books, magazines, programmes etc, interesting Bugatti and Nuvolari items. SAE to: David Thomas, 1, The Mews, Orchard Lane, Ledbury HR8 1DQ.

'VICTORY' BY TONY SMITH, limited edition (3,000) print. Signed by Nigel Mansell and artist, £300. Tel: 0181 361 9688.

WANTED

ALLARD J2 OR J2X. Tel: Germany 0049 6073 4191. Fax: 0049 6073 4236. Pay cash.

AUTOGRAPHS & SIGNED PHOTOGRAPHS WANTED. Farina, Ascari, Hawthorn, Clark, Rindt, G Villeneuve, Senna, Enzo Ferrari, Hailwood, Steve McQueen. Jarrots, 62 Albert Road, Ashford, Kent TN24 8NU. Tel: 01233 640049. Fax: 01622 681703.

DO YOU HAVE A redundant flying jacket hanging in your wardrobe. We would like to buy it from you, any age, any size. For details of the above offer or our latest period motorist accessories brochure - Bygone Era, phone 0181 462 0708, fax 0181 462 0708.

RILEY 9 GAMECOCK WANTED. Private enthusiast buyer. North Cheshire. Please tel/fax details 0151 339 4695.

HAS ANYONE IN THE WHOLE COUNTRY got a Lotus Europa 5 speed for sale, I am having no luck in finding one for myself. Please help! Tel: 01695 421405.

WANTED: JAGUAR MKIIs, XKs, E-types, urgently required dead or alive. Cash waiting, will collect. Tel: 0973 358392.

Geoff Forty

Specialists in Rolls-Royce, Bentley and Classic Cars in Devon

1919 LA FRANCE. This is the best you will see. The body style is Roi des Belges and was based on the famous Rolls Royce Silver Ghost. Totally restored, it is superb to look at with its brown leather interior, green wings. Do not miss this one **£24,950**

1929 AMILCAR CGSs. Finished in French racing blue with tan interior. This particular car is well known as it was formerly part of the famous Nigel Moores collection and it was during his ownership that the lightweight 2 seater racing body was fitted for competition events. Owned in VSCC events and is sold with the VSCC blue form. This extremely attractive vintage motor car is for sale at **£19,950**

1929 CITROEN C4 pick up truck, left hand drive. Used for grape picking in France and has been superbly restored at vast expense and is like new! Being sold for a fraction of the restoration costs **£8,995**



1935 HUMBER 16/60 3 POSITION DROP HEAD COUPE. Coachwork by Thrupp and Maberley. Finished in Dove grey with a black hood, ace polished wheel discs, complete engine rebuild in 1993 and 3,250 miles since. Regularly used and serviced three times a year. Very rare and usable **£19,995**

1967 JAGUAR 340. Metallic silver, red leather, manual gearbox with overdrive, all MOT's and 4 owners, wires, also full tool kit, compare the price, this is good value **£6,995**

1964 JAGUAR MKII 3.8 MANUAL GEARBOX WITH OVERDRIVE in Jaguar Warwick grey with blue interior. This car has had a very low ownership which we believe to be only two owners! It is sold with the original manufacturers warranty card, original green log book and the original Jaguar maintenance voucher book. Last used in 1984 and stored since it has had some restoration work carried out recently and is being sold as a running restoration project. With restored cars selling at £25,000 plus, this has got to be a rare opportunity at **£8,995**



1965 ROLLS ROYCE SILVER CLOUD 111 LONG WHEEL BASE WITH DIVISION. Originally supplied to a British company called Lansing Bagnell, the second owner obtained the car in 1972 and owned a company called Robert Fisher (packing and shipping) Ltd., a large international company with an office in London but based in America. The Rolls Royce was kept in England until 1976 when it was shipped by container to Miami for Mrs. Ruth Fisher's personal use. Mrs. Fisher kept the car until 1990 (We have all the service receipts of the work she had carried out) it was then shipped back to England. Finished in silver with black interior. This Rolls Royce is the best driving long wheel base Cloud I have ever driven. Very rare and sought after **£27,500**

1960 JAGUAR MK9. Grey over cream with magnolia leather interior complete with tool kit and picnic tables. Purchased by its current owner in 1995 and further improved to make this Mk9 possibly one of the best driving cars. Featured in Classic & Sports Car Dec. 95, p134. Should be with us by the time you read this ad.

1976 ROLLS ROYCE SILVER SHADOW I in Walnut metallic with beige leather interior, fitted with air conditioning, automatic gearbox, power steering, electric windows and seats etc. This Rolls Royce has been serviced at the following mileages 2686, 4915, 7908, 11388, 16191, 21963, 26863, 34791, 40829, 43765, 44268, 48120, 53575, 57719, 60115, 66222, 81281, and 85942. Ex Rolls Royce enthusiasts club committee member's car who has now purchased pre-war **£8,995**

1976 DAIMLER 4.2 COUPE in Greensand with matching leather interior, fitted with electric windows, automatic gearbox, power steering etc. Sold with personalised registration number at a very reasonable price, bargain **£4,999**

1977 ROLLS ROYCE SILVER SHADOW II. This Rolls Royce, the rare pre-headlight wash Shadow II has been serviced at the following mileages, 6585, 15026, 25812, 28741, 35054, 39235, 40547, 41064, 46258 and 52185 miles. It is fitted with electric windows, automatic gearbox, power steering, central locking and air conditioning. It is sold with copies of various work which has been carried out on the car, together with the handbook, the service record and old MOT's in Caribbean blue with magnolia interior, possibly the nicest colour combination you will find on a four door Rolls Royce Shadow II. This superb driving car is very good value at **£16,950**

1978 DAIMLER DOUBLE-SIX VANDEN PLAS SERIES II. In black with beige leather interior, owned by its last owner since 1982, mileage now showing 56,000 miles. Just arrived into stock, please telephone for full details **£3,999**

Possibly coming - 1937 Bentley 4¼ Open Tourer, 1968 Austin Cooper 1275 'S', 1984 Bentley Turbo.

AS ALWAYS WE ARE WILLING TO TAKE CARS IN PART EXCHANGE AND WILL OFFER HELP AND ADVICE IF REQUIRED.

TELEPHONE:
01404 822324 or 0385 284821
FAX: 01404 822994

COLLECTOR'S CARBOOKS



WE CAN SUPPLY ALMOST ALL NEW BOOKS AND WE ALSO HAVE THE WIDEST RANGE IN EUROPE OF OUT OF PRINT MOTOR RACING BOOKS ON DISPLAY! WORLDWIDE MAIL ORDER. FREE BOOKSEARCH.

CHRIS KNAPMAN'S COLLECTORS CARBOOKS
167 Watling Street, Radlett, Hertfordshire WD7 7NQ
Telephone anytime - 01923 857870. Fax - 01923 853198
Open Monday to Saturday 10 am to 6 pm

SPECIALIST CAR STORAGE COMPANY

TigaStor

Offers a high security, comprehensive storage service.

We are a long established and extremely flexible organisation. We aim to make life easy for anybody who is living or working overseas, or who simply has no space for their car. Our rates are amongst the most competitive. Convenient for Heathrow, Silverstone or London.

DE-HUMIDIFIED STORAGE AVAILABLE

Tel: 01296 681211 Fax: 01296 681837

Details from: **TigaStor, Neales Farm, Cublington, Leighton Buzzard, Beds LU7 0LE**

(Callers strictly by appointment only)

AMERICAN EXPRESS BARCLAYCARD VISA

Gran Turismo Engineering



CLASSIC ALFA ROMEO SPECIALISTS FOR ROAD, RACE & RESTORATION
KEW GARDENS, SURREY.
TEL: (0171) 460 0007 MOBILE: 0860 538 437
Secure Storage Available. Viewing by Appointment.



DUETTO FAST-ROAD PROJECT currently being completed in our workshops. This car has been sold but ring for details on handling kits and engine performance options for all 105 Series models.

CARS AVAILABLE

1966 ALFA ROMEO DUETTO. Dutch blue/red interior, RHD, fitted 1750 running gear. Exceptional dry state bodyshell **£9,250**

1980 ALFA ROMEO SPIDER 2000. Red/black interior, LHD European car, very good condition, new seat trims & hood **£6,750**

1987 ALFA ROMEO SPIDER 2000. Red/black interior, LHD European car, 21,000 miles from new, mint condition **£9,950**

1972 ALFA ROMEO 2000 GTV. Currently being restored, shell 90% complete & totally rust free, can be completed to spec ..... **£ASK**

1977 FIAT 124 SPIDER. Red/white hood, LHD **£4,650**

SPARES AVAILABLE

105 Series mechanical & trim, some body panels available for Coupe & Spider. Engines available for rebuild, 1600, 1750 & 2000.

STOCK CONSTANTLY CHANGING — RING FOR DETAILS

PARTS FOR SALE

ASTON SPARES. New, service exchange, secondhand Aston Martin DB4/5/6 parts specialist. Gasket sets, water pump kits, water hose sets, engine, suspension, transmission, starter motors, alternators, dynamos, propshafts, chassis parts. Contact Johathon Wardle with your requirements. Tel: 01782 550308. Fax: 01782 550027. Mobile: 0850 835572. Export enquiries welcome.

PRE-WAR MG SPARES for disposal. Complete MGPA drive-train (engine, clutch, gearbox, remote ... the lot, ready to drop in); another complete PB engine, 2 J2 engines (rebuilt); PA bonnet, 4 star steel p/n diff; pr J/P carbs; pr TC/D carbs; 2 PA/B rad. shells; pr TA/B/C h/lamps (restored); P/TA fuse box; J/L fuse box; complete XPAG engine; eng/rod mounting; M instruments/switches; TC Speedometer; octagonal gearknob; University motors bage (£175); set 12" PA/B cable brakes; PB close ratio gearbox; J2 g/box and much more. Tel: Barry Walker on 01789 400181 or fax on 01789 400230.

NEW PRODUCTS. 109/112 300 SE, SEL 3.5, 4.5, 6.3. Polyurethane suspension bushing rear trailing arm kit, £159.00. Rear sway bar kit, £49.00. Also available: 108, 111, 113. 30mm frt sway bar and flat spring, rear trailing arm kit. Cox Racing Group. Tel: 503 244 7342. Fax: 506 244 1899. 10220 SW 5th Avenue, Portland, OR 97219.
email: crg@teleport.com

WREN CLASSICS LTD. Classic road and race car workshops and sales. Service, restoration, sales on all types of Classics specialising in Aston Martin. Restorations in progress to DB2 and short chassis Volante. We have years of experience ranging from the ex-factory Aston Martin Lagonda mechanic and engine builder to the historic race car restorer and preparer, who believe in perfection at the most competitive price available. Rates: Servicing £22 per hour, Long Restoration £20 per hour. Contact Steve Farthing or Ron Washer on 01747 852899. Fax: 01747 854988.

MOTORHOMES

1994 MOTORHOME on a one ton, 460 V8 Turbo automatic, 4-wheel drive, Ford 350 Series Crew cab pickup, extended chassis with tag axle and cable winch on front, off the road mountain vehicle, good for hunting, fishing and antiquers, fully equipped with stand-up shower and head, full galley, compressor and air conditioner, $40,000 or best offer. 1995 Transport Design trailer, 103" wide, 27" long, heavy duty with heavy duty ramp, and winch and car winch, aluminium diamond plate floor, 12,000 lbs gvw, $10,000; would consider swapping both vehicles for antique or classic car. Dick, 201 743 3866 after 6pm EST, NJ.

TRAILERS

TRANSFORGE TRAILERS, galvanised or re-galvanise your trailer. Add that new touch to your old trailer, stripped and rebuilt professionally. Work carried out to customer specification. Call for further info. Tel: 01572 787504. Fax: 01572 787565.

HISTORIC

F2 CHEVRON B48-08-79. JE/Rovertech 5.0 Rover V8, FGA 400. 2 sets Dymags, wets and drys, ratios, 4 wheel box trailer. Excellent condition, owner retiring. Tel: 0181 814 4061 (24hrs) or 0831 120555 mobile.

CHEVRON B8. Chassis no. 63, FIA papers, ready to race. Osells PA3. chassis no. 27, complete with BMW M12, has to be restored. Offers to Fax +46.11.317870.

FROGEYE 1958 HAMISH, immaculate restored, thousands spent, w/w all steel, BRG. Tel: 01872 225775 (9-5), 01205 872 757 (eves). Chris Littler.

LOTUS ELAN SPRINT. 1972. FHC, MOT, ex racer rebuilt/resprayed, dry sump, rebuilt engine. Looks standard but roll cage/racing spec. Ideal HSCC 70's road sports, £12,750. Tel: 01747 840169 or 01283 552955.

LOLA T-70. 1967, ex-Surtees SL750123 Coupe and Spider bodies. Lucas fuel injection, many spares, $325,000. Tel/fax: 504 778 7386. Private sale.

LOTUS ELEVEN LE MANS RACE CAR SERIES II. 1957, fully restored, frame off restoration, Serial no. 317. Coventry Climax, 1260 strong engine, Old English white with red interior, race ready, must be seen. Tel/fax: 812-894-2028 CT, USA. Private sale.

1970 MARCH FF1600 #709-1. Immaculate throughout. Fully sorted. Race and concours winner. Professionally maintained. Uprated motor, fire system, fuel cell, log books, $25,000.00 US (905) 646-5464, (905) 937 5160 Canada.

PARKER SPEEDWAY MIDGET. 1955, rear 500cc JAP. Pretty alloy body, totally restored, £4,500. Tel: 01985 840880 photo. http://www.btinternet.com/-bizarre.cars.

SUNBEAM TIGER 289 CU IN. Highly modified for circuit/road, 1 year MOT, £10,500 ono, p/x Mallock considered. Tel: 01462 712180 for spec.

TOLEMAN TG280 F2. 1980, rolling chassis. Fresh gearbox, 3 sets of wheels. Some spares. Priced to sell. Tel: 01225 837083.

EVENTS

RIVERS FLETCHER TALK & FILM SHOW. Wednesday 4th June 1997, The Angel Hotel, Bourne, Lincs. 8pm - Tickets £8 each. Wednesday 18th June 1997, Inn on the Lake, Godalming, Surrey. 8pm - Tickets £8 each. Historic and Vintage, pre-war and post-war films - with great personalities, famous drivers and their cars. Rivers takes you 'behind the scenes' from 1929. With motor racing, sprints and hill climbs and more! An entertaining evening for the true enthusiast and all the family. Some things never go out of fashion. Tickets are limited - so please apply early with an SAE to Elizabeth Wigg, Melbourne Place, Plaistow, Billingshurst, Sussex RH14 0PT. Tel/fax: 01403 871272. Please make cheques payable to: E.A. Wigg. Admission by ticket only.

MOTORING COLLECTORS ITEMS

COLLECTION OF FERRARI and other motoring books for sale. SAE for list. Box AI.

LOOKING FOR OLD PICTURES, programmes and other memorabilia, preferably autographed from the 60s, 70s and early 80s - especially Formula 1, IMSA, Can-Am, Sebring, Daytona 24 hours Le Mans and all european venues and the Indy 500. Especially looking for Donhaue, McClaren, siffert, Revson, Cevert, Holbert, Hulme, Rindt, Von Tripps, Rodriguez Brothers, Senna, Collins and Gregg. Have numerous similar items for sale, trade or will buy your items outright. Terry Clark, 864 6540 5680 eves, 864 885 7113 days, fax 864 885 7383, USA.

MOTORING LITERATURE bought, sold, exchanged. Extensive list, £3.00. Callers welcome by appointment. David Ellnor, 31 Swinnate Road, Arnside, Carnforth, Lancs., LA5 0HR. Tel: 01524 762271.

ERIC THOMPSON BUYS & SELLS rare quality motor books, annuals, magazines, programmes, autographs, badges and motoring miscellaneous. Booklist UK £2.00. Overseas £3.00. Hullhatch, Shamley Green, Guildford GU5 0TG. Tel: 01483 893694. Fax: 01483 892219.

Jarrotts - Motor Racing Photographs produced to the highest standard plus leather-bound albums comprising our finest images. Send £3/$5 for brochure pack. Also wanted to buy - autographs, signed photographs and motor racing memorabilia. Jarrotts, 62 Albert Road, Ashford, Kent TN24 8NU. Tel: 44 0 1233 640049. Fax: 44 0 1622 681703.

MECHANICAL ELEPHANT! c.1950 ex Belle Vue Zoo. Pedestrian operated, powered by JAP 4 stroke approx. two thirds full size, carries 4 children, realistic good usable condition. Unique opportunity, £4,500. John Hornby-Smith. Tel: 01985 840880. Fax: 01985 840990 (Wilts).

MOTOR SPORT 1948-76, bound, loose copies 1977-1994. Veteran/vintage 1958/69. Binder Classic Cars 1970/94 loose. Realistic offers: David Clark 01213 531045.

MOTOR SPORT 1958-1976 complete. Odd copies 1953-1957 (28), best offers. Tel: 0191 4772212.



Classic Vehicles Collections

Carriers of Fine Vehicles

Nutwood, Burntcommon Lane, Ripley, Surrey GU23 6HD

Whether it be large or small we have the knowledge and equipment to transport or store your valuable vehicle
Either in the United Kingdom or Europe our carefully trained staff are working for you our client at all times. We have the latest equipment and can offer discrete covered transport if required. We offer every client the very best personal attention at all times. So whatever your requirements contact us first for a quotation.

Telephone:
Business (01483) 233566 Mobile (0836) 227070 Fax: (01483) 222247

WANTED



Do you have a redundant flying jacket hanging in your wardrobe. We would like to buy it from you, any age any size

For details of the above offer, or our latest period Motorist Accessories Brochure contact:

Bygone Era 0181 462 0708
Fax 0181 462 0708



Cars go even faster when you advertise in

MOTOR SPORT

HOW TO ADVERTISE YOUR CLASSIC CAR

It's simple. Write your advertisement clearly in these boxes, in block capitals, with one word per box. (You can write on a photocopy of this page if you prefer.) Then fill in the form below and send it to the address quoted on the bottom right of this page. The cost is £15 for up to 15 words and then £1 per word thereafter.

Next issue: August. Closing date for advertisements: June 23. On sale: July 18.

				£15 for 15 words inc. VAT
£1 for each extra word				

Name

Address

❑ Visa ❑ Mastercard ❑ Diners ❑ Amex ❑ Switch ❑ Delta

Card no ❑❑❑❑❑❑❑❑❑❑❑❑❑❑❑❑❑❑❑❑

Valid from ❑❑/❑❑ Expiry Date ❑❑/❑❑ Issue no (Switch only) ❑

Signature date

❑ *Tick if you require a* ***Box Number*** *for your ad. All replies to your ad will be sent to your individual box number and then forwarded to your address. The additional charge for this service is £12 for UK addresses and £18 for overseas.*

Please make cheques payable to: *Haymarket Publishing Limited.*

Send to: *MOTOR SPORT, Advertising Department, 60 Waldegrave Road, Teddington, Middlesex TW11 8LG. Tel: 0181 943 5000.*

Ferrari
OWNERS CLUB

Join THE Club for Ferrari owners, former owners and a non owners register, sponsored by the Ferrari Factory and Ferrari UK. Club magazines, help with insurance, rebated RAC Membership, over 80 events and invitations, area group activity, race, sprint and hillclimb series and regular track days.

For Membership Brochure contact Peter Everingham, 35 Market Place, Snettisham, King's Lynn, Norfolk PE31 7LR
Phone 01485 544500
Fax 544515

BLACK PHEY LTD
MORGAN SPECIALISTS



Restorations, Repairs, Ash Frames, Wooden Parts; in fact anything MORGAN. (We manufacture FRONT WING SHEILDS in A.B.S. to stop paint starring from stones.)
CONSULT THE ENTHUSIAST:
Contact:



Vic Champness
Black Phey Ltd, Raleigh Cottage, The Street, Takeley, Nr Bishop's Stortford, Herts CM22 6QS. Tel/Fax: 01279 870698

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 (01404 871) 282

THE COMPLETE AUTOMOBILIST

Offers from stock....

GOGGLES, LEATHER MOTORING HELMETS, LINEN HELMET, ALL-LEATHER GAUNTLETS, FUEL TANK SEALANT

Also available: Aeroscreens, Badges, Badge Bars, Battery Master Switches, Door Handles, Greasers, Hide Food, Horn Bulbs, Instruments, Jointing and Shim Materials, Lamps (various, Lift-the-dots Fasteners, Mirrors, Number Plates, Running Board Rubber, Shock Absorbers, Switches, Taps, Tenax, Union Jack Plaques, Upholstery Materials, Wiper Sets and much more

CATALOGUE £1 IN UK, £2 IN EUROPE AND £3 ELSEWHERE

HAPPY MOTORING

THE COMPLETE AUTOMOBILIST
35 Main Street, Baston, Peterborough, PE6 9NX
Telephone: 01778 560312
Fax: 01778 560738

MasterCard · BARCLAYCARD VISA · VISA

IAN MASON
OFFICIAL PARTS & SERVICE AGENTS

139a FRESTON ROAD, NORTH KENSINGTON LONDON W10.

TEL. 0171 727 7678 or 0171 7271944

POOKS MOTOR BOOKSHOP

Access · VISA

BUYING — SELLING — EXCHANGING

Car, Motorcycle & Commercial Literature 1896 to date
Specialising in Sales Brochures but also stocking Handbooks, Shop Manuals, Parts Lists, Magazines, bound and loose. Postcards, Showroom posters, Race programmes, Badges, Mascots, Enamel/Tin/ Board advertising signs and a wealth of automobilia.

Write, phone or visit our shop at —
Fowke Street, Rothley, Leics LE7 7PJ England
Tel: (0116) 2376222 Fax: (0116) 2376491

Superb *Storage*

Repairs, restoration, servicing, MOT's, valeting, collection and delivery world wide, cherished car insurance, and

the highest standards of car storage

STORACAR
THE HOTEL FOR FINE AUTOMOBILES LTD

Established since 1983

P.O. Box 374, Newport Pignell, Buckinghamshire. MK16 8AA
Telephone: (01234) 391 206
Facsimile: (01234) 391 672

THE ELECTRIC CHARIOT

www.chariot.co.uk

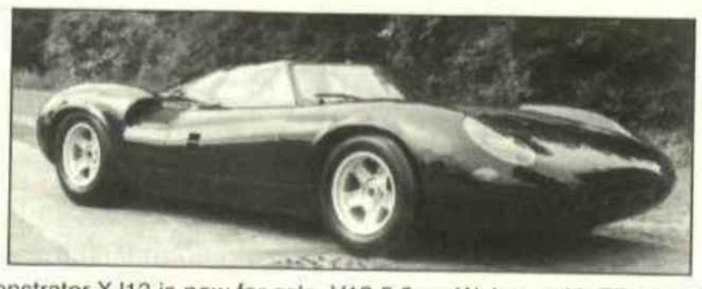
Fax: 0171 602 5352

WITTER
TOWBARS TO TRUST
- First choice for safety-conscious drivers with over 4 million towbars supplied.
- Safety testing to B.S. and I.S.O. standards.
- Guaranteed for life.

See Yellow Pages for your nearest specialist fitter or stockist.
WITTER TOWBARS, CHESTER CH1 3LL
Telephone: 01244 341166

RESTORATION SERVICES

OLD PORTSMOUTH ROAD, PEASMARSH, GUIDFORD, SURREY
TEL: 01483 570713. FAX: 01483 453637



Our demonstrator XJ13 is now for sale. V12 5.3 on Webers with ZF 5 speed transaxle, as road tested by numerous magazines. Full spec on request..... **£49,995 + VAT**

Demonstrator 'C' Type in Grp with 4.2 engine on Webers, I.R.S. model in Ecosse Blue. Normal mileage..... **£29,995**

'C' Type 53 Lightweight Spec. All aluminium live real axle. Full house specification. Competition July 97..... **£55,000**

'E' Type 4.2 Series II FHC. Restored by us about five years ago and in excellent condition throughout..... **£20,000**

Ferrari 400i Manual. Excellent both bodily and mechanically with known history. Maintained by us..... **£17,995**

André Bloom THOROUGHBREDS · O.F.I.

Specialist Consultants in the SALE & ACQUISTION of Aston Martins

'Serving the Discerning'

REVERED FOR OUR PERFECTIONIST APPROACH, EXPERTISE, FRUGALITY & INTEGRITY.

There's no such thing as a cheap Aston, you always get what you pay for, and more often than not a great deal more than you bargained for!
Never judge a book by its cover

AFER 20 YEARS IN SPECIALISING IN ASTON MARTINS WE CONSIDER OURSELVES
'MASTERS OF ONE' RATHER THAN 'JACK OF ALL'
Tel/Fax: +44(0)1543-480120

MICHAEL FISHER

Tel 01344 872755 Fax 01344 872029
Mobile 0802 353779

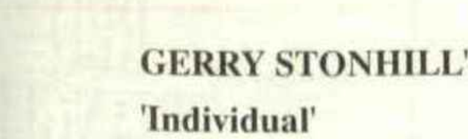


1966 FERRARI 275GTB/4

Finished in Red with Tan trim and Borrani wire wheels. Totally rebuilt by Maranello Concessionaires with photographic record six years ago. This is the London Motor Showcar and the fifth four cam to be built. Mint condition throughout, RHD with history.

ALSO IN STOCK

1974 FERRARI 365 GTB/4. Red/Black, 33,000 miles, 9" rear wheels, RHD.
1966 FERRARI 275 GTS. Red/Black, mint condition, RHD with history.
1966 FERRARI 330 GT 2+2. Metallic blue, single headlight, five speed box, alloy wheels, RHD with history.
1986 FORD GT40 MKV SAFIR. Yellow with Black trim, 289 Hipo Ford engine, BRM wheels, 5,000 miles from new.
1995 (N) BMW M3. Black/Silver Grey leather, 15,000 miles, RHD with full history.



VIEWING BY APPOINTMENT PLEASE

1975 ALFA ROMEO 2000 SPIDER



Italian Racing Red, 69,000 miles detailed restoration early 90's, huge history file (12 old MoTs), Mohair hood, sold in 1991 for £13,000. Still in beautiful condition.

£8,750

Tel: (01703) 790090/(0836) 263471

CATERHAM SUPER 7



1600cc crossflow 1984 (B reg) striking in Lotus silk red (similar to new anniversary Lotus). Vecta, Yokohama tyres on Revolution alloys, full harness, ignition cut-out, full weather equipment, well cared for and becoming hard to find in this condition.

£7,950

Tel: (01703) 790090/(0836) 263471

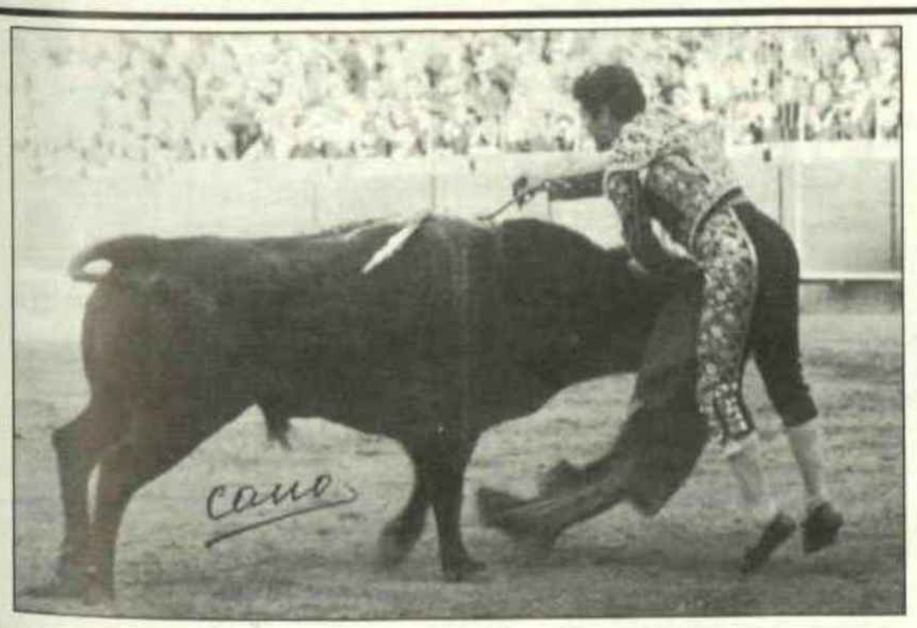
PROTEUS C-TYPE REPLICA



All aluminium, single door, Ecurie Ecosse blue, modified 3.8, Cosworth pistons, gas flowed heads, modified valves, lightened flywheel, Livc axle, LSD, adjustable brake balance, authentic period gauges, 4-speed syncro box with overdrive, full harness belts, 16" wires on Dunlop racing tyres, 1996 paperwork, under 1,000 miles covered since built. Only serious enquiries please.

£29,500

Tel: (01703) 790090/(0836) 263471



This is a big risk, but there is no risk at all eating at

GERRY STONHILL'S *'Individual'* Mason Arms

Our food is fantastic .....

GERRY STONHILL's
'Individual' ✿✿✿ XXXXX
MASON ARMS
SOUTH LEIGH, NEAR WITNEY,
OXFORDSHIRE, ENGLAND.
TELEPHONE NUMBER 01993 702485

'OUR QUALITY IS REMEMBERED LONG AFTER THE PRICE IS FORGOTTEN.'

Established 1941

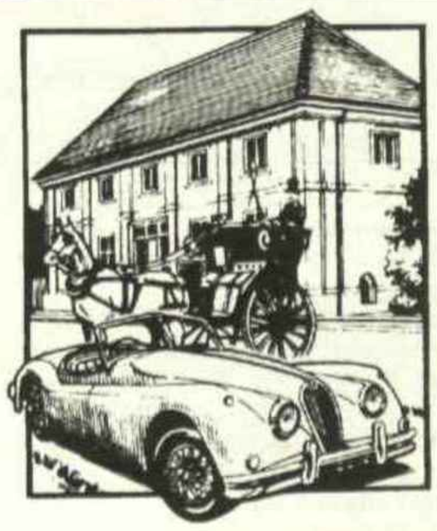
Establishment for eating, drinking and smoking.
No children.
No dogs.
No mobile telephones.

VEGETARIANS BY APPOINTMENT

COACH HOUSE – CLASSIC – CAR STORAGE

Classic car owner and enthusiast has storage on quiet country estate in South East England adjacent to own home.

Temperature controlled, alarmed etc. Rates from basic-winter to full active storage.



TELEPHONE:
01825 840006

Cornwall's only

MORGAN

Appointed Service Agent

MORGAN 4/4. 2 str 1984. Red, black folding and reclining seats. Last owner for 9 yrs. many extras.....**£12,500**
MORGAN 4/4. 2 str. 1986. Black, black leather, alloy body and wings, 28,000 miles, a worthwhile buy at **£15,000**
MORGAN 4/4, 2 str, 1994, Con. Green, Stone lether, walnut dash, 4,500 miles 1 owner "breathtaking" **£21,000**
MORGAN +4 GT, 1995 Jaguar G.R.G. Beige leather. Rivenhood, numerous extras, 6,500 miles, as new.....**£26,500**
MGB GT, Grampian Grey, chrome, wires, black leather. A 1969 MG butin the condition is as new.....**£8,950**
DUE IN: 1989 MORGAN PLUS 4, 2 seater.

SALES • SERVICE • SELF DRIVE HIRE

PERRANWELL MORGAN GARAGE



PERRANWELL STATION, TRURO : TEL/FAX 01872 **863037**

NATIONAL SERVICE AWARD WINNERS

P&A Wood





BENTLEY S2 CONTINENTAL 1961 2-DOOR COUPE BY HJ MULLINER

Original Velvet Green with Beige Connolly hide. Meticulously restored throughout with no expense spared. Winner of major Concours de Elegance competitions. A unique opportunity to acquire this rare and attractive model in remarkably excellent condition. Possibly the best in the World.

Sales, service, repairs and complete restorations for all Rolls-Royce and Bentley cars from 1904 to the present day

ROLLS ROYCE

GREAT EASTON, DUNMOW, ESSEX CM6 2HD
Telephone: (01371) 870848 Fax: (01371) 870810
'ATTENTION TO DETAIL'



DUCATI 916BP

1996, red, 6,000 miles, FSH, polished Termigoni race pipes, braided hoses, gold Brembo wheels, tinted screen, Datatag, trackstand, cover. Prepared by Baines Racing of Silverstone. The nicest 916 we've ever seen.' - TS Magazine Jan 97.

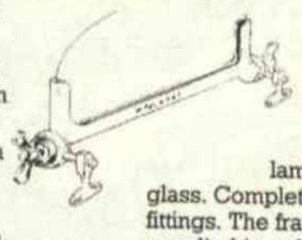
£13,500

Tel/fax: 01225 427410
Mobile: 0402 022595

The BROOKLANDS Duo



We manufacture this Brooklands Wheel from the **ORIGINAL BLUEMEL** Tooling in Birmingham, England. Supplied in Black with a production run in Brown now available. The **CENTRE BOSS** fixing kit adapts to many cars, e.g. **MG TC,** pre war **MG TD/TF.** Other makes also.



Our ever popular Brooklands Aero Screen is made with round or square laminated safety glass. Complete with universal fittings. The frame is normally supplied in polished aluminium but can be powder coated in selected colours.

26 YEARS

KIMBLE ENGINEERING LTD
33 Highfield Road · Hall Green · Birmingham B28 0EV
England. Tel: 0121-777 2011 Fax: 0121-777 4298

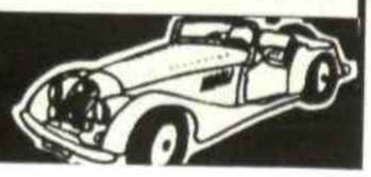
Morgan & Classic Cars



1980 (Oct) 4/4 2 Seater. Ivory/Black trim, wire wheels, door handles, bonnet strap.....**£10,950**
1984 4/4 2 Seater. Red alloy/Black leather, c/w/wheels, walnut dashboard, 17,500 miles.....**£15,250**
1992 4/4 2 Seater 1600 EFi. Indigo Blue/Stone leather, chrome wire wheels, luggage rack, 8,200 miles.....**£18,995**
1982 4/4 4 Seater. Brunswick Green/Brown leather, wire wheels, luggage rack, rear seat belts.....**£11,250**
1989 Plus 4, 2 Seater. Connaught Green/Cream leather, chrome wire wheels, walnut dashboard, luggage rack, 14,500 miles.....**£17,950**
1989 Plus 8 3.5i. Mercedes Dark Blue alloy/White leather, luggage rack, 1,500 miles, one owner.....**£28,950**
1969 Austin Mini Cooper 1275S. White, Minilite wheels, walnut dashboard, totally rebuilt engine, history.....**£3,995**
1962 Jaguar E-Type 3.8 Roadster. Gunmetal Grey metallic/Grey leather, chrome wire wheels, restored condition, immaculate....**£32,950**
1973 Jaguar E-Type V12 FHC 2+2. Red/Black leather, chrome wire wheels.....**£9,950**
1980 Triumph Spitfire 1500. White, hard and soft tops, radio, 44,000 miles.....**£4,500**
1969 Triumph Vitesse Saloon. Grey, sun roof, radio, restored condition including mechanics.....**£5,950**

PACKER DUNCAN

Waterloo Garage, Hagley Road, Oldswinford, Stourbridge DY8 2JB. Tel 01384 395186 390582



BARRY WALKER

BRITISH MOTOR HERITAGE APPROVED

ESTD. 1968

MG

....for the very best in vintage MGs



1947 MGTC, GROUND-UP, TOTAL RESTORATION. A correct & proper rebuilt finished in our own work shops to the highest standard. All correct fittings, all No's. match. Documented history with previous owner of over 30 years. Finished in Raven black with deep red connolly hide and beige weather equipment. Its just superb .....**£P.O.A.**



1934 MGPA. An oldr restoration, but the one you all ask for. A thoroughly well cared for and sorted motor-car. Has a Patina of age and a good feel to it. We now its history too. Blue, all matching No's. Not many come up like this. A car to get on to use and improve **£14,950**

•Look at this.... 1946 MG TC. For restoration. Only taken part recently. A complete, original motor car in every respect. Stored for nearly 40 tears, all the detail, difficult parts are there aswell. Don't miss , it will be a hassle free-restoration.....**£8,500 o.n.o.**

COMING SHORTLY - A MAGNIFICENT 1947 MG TC. Painstaking 3 year restoration. Thoroughly checked by us esuring exacting detail. Deeo red with red hide and black d/duck.

•Breaking now, MG PA. Complete with spare PB engine (ie. both engines available) and a brand new skinned body tub (£1,500) PA c/ratio g'box, 12" brakes, 4-star diff., front/rear axles, h'brake assy., gauges, rad shell, w/screen,wheels,etc. (see box below)

•1932 MG J2. A long and accurate restoration. Mint condition in B.R.G., with beige hide upholstery, tool kit, etc.....**£P.O.A.**

•Another, also cycle wing. Unrestored but running. Needs cosmetics but sound **£12,750**

COMMISION SALES - it is often difficult to acheive the price you expect to get when it comes to privately selling the MG into which you have put so much money. High prices of course depend on the quality of the car, but are often topped or acheived through proper marketing, good advertising and in-depth knowledge of the product. We invariably acheive the top prices we advertise, offering excellent returns for our clients. We are expanding this service and invite you to contact us for a professional approach and a totaly hassle-free sale - no advertising costs, no insurance costs; and NO SALE, NO COST.
Of course we still buy and own a high %age of the cars we stock, but commision or purchase please give us the call if your thinking of selling - you'll be suprised how quick the results are, it's because we have the buyers.



ORIGINAL TOOL KITS (no Repro) MG TOOL KITS
Fully restored original 40 and 50 year old pieces. Each part is of the correct specification and can bne supplied as asingle item, or built into an original tool kit. Jacks, tyre pumps, spanners, oil guns, tyre levers, adjustables, screwdrivers, etc. Rubber tool trays, tool rolls and inspection lamps to complete. Prices range £8 to £400 for a ***CONCOURS DISPLAY.***

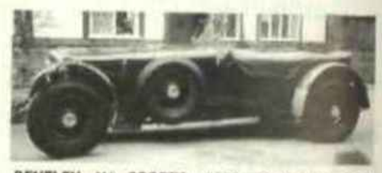
P/WAR SPARES FOR SALE

Complete PA drive train (eng., clutch, box, the lot, altogether to drop in); PA bonnet; 4 star steel diff; rad. shell; J2 short engine all rebuilt; pr. TA/B/C h'lamps; J2 fuse box; P/TA fuse box; MMM vert. dynamo; XPAG engine (cheap to clear at £750)
Stacks more to any caller.

TEL: 01789 400181. FAX: 400230
BARLEY LEYS FARM, TEMPLE GRAFTON, NR STRATFORD-ON-AVON B49 6NH

UNICORN MOTOR COMPANY

Brian R. Chant, M.I.M.I.,
Station Road, Stalbridge, Dorset, DT10 2RH.
Tel: (01963) 363353. Fax: (01963) 363626



BENTLEY 4¼ SPORTS. 1936. Successful road equipped competition car .....**Offers Invited**



TRIUMPH TR3A. Superb, restored, overdrive, wire wheels **£13,995**



SUNBEAM 14 HP. 1923. Excellent, original, full history **£18,000**



MORRIS COWLEY 'WIDE TRACK'. 1929. 2 seat with dickey, excellent **£15,950**



SUNBEAM ALPINE. 1954. Restored **£14,000**

RED TRIANGLE

THE AUTHORISED MANUFACTURER OF GENUINE ALVIS PARTS.

RESTORATION OF ALL MODELS BY ALVIS TRAINED ENGINEERS.

Common Lane, Kenilworth, England
Tel 01926 857303
Fax 01926 857305

RESTORATION, SALES & SPARES

HARPERS

RESTORATION, SALES & SPARES

+44 (0) 1923-260299 (PHONE)
+44 (0) 1923-264813 (FAX)

MORGANS FOR SALE



MORGAN +8 1983 (A499 LJK) **£15,950**
Silver/Gunmetal, red leather interior, stainless steel exhaust, 15" alloys, aluminium body and wings, luggage rack, spare wheel cover, 51,000 miles.

MORGAN +8 1981 (BAB 624W) **£14,950**
Red with black leather interior, folding and reclining seats, stainless steel exhaust, stainless steel luggage rack, door handles, 34,000 miles.

MORGAN +8 1981 (OCK 615T) **£13,950**
Red Ivory with maroon leather interior, alloy body and wings, 29,000 miles, door handles, bonnet strap, spot lamps.

MORGAN 4/4 2 seater 1982 (PBV 84X) **£12,500**
Signal Red with black interior, wire wheels, aluminium body and wings, stainless steel manifold and exhaust system, 39,000 miles.

MORGAN 4/4 2 seater 1975 (KUR 41P) **£9,500**
Royal Ivory with black leather interior, folding and reclining seats, wire wheels, alloy body and wings, wooden dashboard, radio/stereo.

MORGAN 4/4 4 seater 1985 ..... **£12,500**
Corsa red with black leather interior, stainless steel exhaust system, walnut dashboard, 16,000 miles, luggage rack, radio/stereo.

MORGAN 4/4 4 seater 1983 ..... **£11,500**
Green with black interior, folding and reclining seats, wire wheels, alloy body, wooden dashboard, radio/stereo.

Austin 10 Saloon 1974 (MSV 782) **£1,950**
Black with brown leather, MOT, and in good running order.

60 YEARS OF MORGAN EXPERIENCE

MORE MORGANS WANTED

ESSEX LANE — HUNTON BRIDGE — NR. WATFORD — HERTS.

Performance Engineering offer

Lamborghini ESPADA S2. Red, black interior. Requires T.L.C. **£12,950**
Lamborghini ESPADA S3. Undergoing complete restoration ..... **POA**

DE TOMASO MODELS

Pantera GT5 1974 red/black **£15,950**
Pantera GT5 1973 Turquoise. Total nut & bolt restoration ..... **Details**
Pantera GT5 spec, arches, rear wing, new engine **£23,500**
Pantera GT5 S, black, 6,000kms ..... **POA**
Mangusta 1969. Yellow, new, black interior **£27,500**

OTHERS

Jaguar XK 150 DHC. LHD De White restored **£23,750**
Jaguar Sovereign 1985 Claret 58,000 miles **£5,950**
Jaguar XJS 1988 BRG/Tan Manual **£5,250**
Aston Martin Lagonda 1983 Silver/Magnolia. T.L.C. required **£9,950**
Mercedes 450 SL. Silver/Red. 1 owner **£8,950**
Pontiac Catalina Estate. 1979, 69,000 superb **£3,450**

Full Garage Service & Restoration Facility. De Tomaso parts, books, T-shirts etc. Transportation & Vehicle Inspectors.

0121 778 6082
Cars always wanted

HALL & FOWLER
Offer For Sale

FRONT ENGINED G.P. CARS

1959/60 Tec-Mec Maserati, the ultimate 250F. But not finished by the factory. It was finished by Colotti the gearbox man. It is in all the Maserati books, it has disc brakes, telescopic shockers and adjustable suspension £400,000
1958/59 B.R.M. P25. A very nice car, engine currently being rebuilt. In beautiful condition. A winner. F.I.A. forms £295,000
1951 H.A.R. Jaguar. F.I.A. Forms. Currently fitted with 3.8 Jaguar engine. Beautifully restored in Australia, would make perfect hill climb car £55,000

PRE 65 SINGLE SEATER

1961 Lotus 18/21. Coventry Climax FPF restored. B.R.P. car. F.I.A. forms £65,000
1961 Emerson F1. Coventry Climax FPF. Rebuild by original constructor. F.I.A. forms £60,000

3 LITRE F1 CARS

1967/8 B.R.M. P126 V12. The Very First B.R.M. V12 Car. Totally rebuilt by ourselves, good history and perfect £145,000
1972 B.R.M. P160 3 Litre V12. Superb car. Chassis No. 02 of 2 cars built in Marlboro colours F1. Race winner with J.P. Beltoise £130,000
1982 Tyrell 011. Ex Alberetto. Las Vegas G.P. winning car in Benetton colours £100,000

SPORTS RACING

1966 McLaren M1 B/C. Superb. Ready to Go. Spare wheels & body. Spare engine available £65,000
1964/65 Brabham BT8. 2 Litre Climax. In superb condition. Ready to go £75,000

SINGLE SEATERS

Formula Junior Brabham BT6. Superb rebuilt. F.I.A. form. Ready to go £30,000
1971 Lotus 69. Chassis No. 71-69-1-F2 F.V.A. Ex Tetzu Iruzawa. Totally original car. Superb condition, spare wheels and shockers £57,500
1975 Chevron B29. 2 Litre Alloy. B.D.G. Big valve. Some spare £17,500
1978/79 Chevron B48 Hart B.D.A. Injection FT200. Spare wheels £15,000
Chevron B53 Alloy B.D.G. FT200. Spare wheels £15,000
1967 McLaren M4A No. 17 Ex Jo Schessler. Totally original, restoration project rolling chassis less bodywork & gearbox £10,000

OTHERS

1974 Alfa Romeo Montreal. Genuine mint car. Low mileage £21,000
1967 Mallock F2 Mk 6B Twin Cam £10,000
1957 Healey 100/6 BN4. stripped for rebuild. Chassis rebuilt ready for spraying. Heritage Certificate £6,500

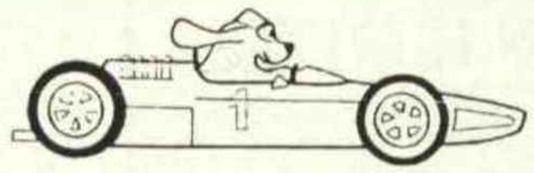
MOTORCYCLES

1931 A.J.S. 350. Mint. Ex Henk Venk Museum £4,000
1926 Terrott 350 Twin Port. Needs little work, otherwise mint ..... Offers

ENGINES & GEARBOXES ETC.

Chev 427. All alloy. Brand new £8,000
2 Litre Climax FPF. Stripped for inspection £14,000
Climax FPF. Show engine £4,750
Colotti Type 34 6 speed ..... £POA
Colotti Type 37 Gearbox, bench tested, never fitted into a car £4,750

TEL: (01529) 497366 FAX: (01529) 497259 OR MOBILE: 0370 8455540410 971277
PLEASE NOTE: OUR WEBSITE IS— WWW.RACECAR.CO.UK./HALL-&-FOWLER



CHRIS ALFORD RACING & SPORTSCARS

NEWLAND COTTAGE, HASSOCKS, WEST SUSSEX, BN6 8NU
PHONE: 01273 845966, FAX: 01273 846736

SUMMER SALE



1970 Gropa Gp6 Sports racing car. Blue. FVC engine, FT200 gearbox, ideal Supersports or RJB events. Was £35,000 now only... **£31,000**



1969 Lenham P70 GT. Metallic Green. Very rare and unusual Gp4 1600cc twin-cam. Reduced from £25,000 to **£20,000**



1968 Chevron B8 BMW. Blue, Superb, race ready, ideal for new Gp4 series. Previously £55,000, now **£49,500**



1968 Chevron B8 BMW. Yellow. In need of some TLC, has not raced since 1989. Was already a bargain at £32,500 but now it's down to **£29,500**



1962 Marcos "Luton" gullwing. Yellow. Race ready, an almost certain championship winner. Has been racing all its life **£13,950**



1964 Reliant Sabre 6 historic rally car. White. Successfully completed three marathons and Spa 6 hours. In superb condition and a great deal of car for only **£8,950**



1951 Cooper Mk5 Jap 500cc Formula Three. Green. Very successful and on the push. VSCC eligible, surely must be worth **£11,000**



1960 Bandini Formula Junior. Red. Unique – the only rear engined one and now exceptionally good value **£10,000**



1968 Merlyn Mk12A Formula Two. Red. The second Gerrard works car. Ideal for HSCC Classic Racing Car Series. Rolling chassis only **£11,000**



1962 Cooper T59 Formula Junior. Green. Ford engine, E.R.S.A. gearbox. Ideal for FIA Coupé Lurani **£25,000**



1971 Elden Mk8 "Historic" Formula Ford. White. The car in which Tony Brise won 22 races in 1971. The ultimate historic Formula Ford **£13,500**



1971 Palliser WDF2 "Historic" Formula Ford. Red. Restoration needs completing. Would be very welcome in HSCC Series **£10,000**



1973 Dastle Mk10 "Classic" Formula Three. White. Ex-works car, superbly engineered, very good March alternative. Reduced to **£9,950**



1978 Chevron B43 "Toyota" Formula Three. Lime Green. Totally restored by Chevron expert. Ideal for HSCC events. You could not possibly restore one for this price **£11,500**



1970 Lotus-March Formula Four Special. Blue. Underneath this remarkably well engineered special there lies a perfectly good Historic Lotus 61 Formula Ford. An interesting project **£4,950**



1974 Supernova Super Vee. Red & Yellow. In need of mild restoration. Eligible for HSCC Derek Bell Series. Ideal for sprints and hill-climbs or the cheapest entry into historic racing. Only **£3,000**

PHONE 01273 845966
1st FOR HISTORIC RACING CARS
MOBILE 0585 722962
View by appointment only
FAX 01273 846736

CHURCH GREEN LIMITED

Semley, Shaftesbury, Dorset, SP7 9AH



NEW MASERATI "BIRD CAGE" BODIES

Years of experience in aluminium/steel bodywork and fabrication. Prize winning paintwork and mechanical overhauls. Please visit us at Coys Historic Festival Stand No. 10 "Grandstand Village"

Tel: 01747 853456

Fax: 01747 854848

Peter Smith

SPORTS CARS LIMITED

THE HOME OF PERFORMANCE AND PRESTIGE VEHICLES

1987 Scimitar SS1. Finished in Powder Blue, hard & soft top, alloys, 45,000 miles **£4,500**

1927 Morris "Flat Nose" Doctors Coupe. Painted Maroon with fabric roof and Black wings and wheels, just an investment **£8,750**

1990 Toyota MR2 Automatic. Finished in White with Grey hide cloth trim, sunroof, alloys **£9,950**

1956 MGA. Finished in red with black interior **£13,750**

1993 Jaguar 3.2 Auto Flamenco red doeskin hide, sun-roof, as new **£14,250**

1991 Maserati 228 Coupe Automatic. Finished in Etna Black with Grey hide, air con., alloys and electric sunroof, total history **£16,995**

1988 Lotus Esprit Turbo, Monaco White with black hide. A.C.U. full history .. **£16,995**

1984 Rolls Royce Silver Spirit in Willow Gold, Beige hide, piped Green with Green carpets **£17,995**

1938 MGTA. Finished in black and red leather interior, excellent condition with history **£17,995**

1985 Mercedes Benz 500SL Auto Diamond blue, blue hard and soft top, rear seat, 5,600 miles with documented history **£18,750**

Ford GT $) Replica, White, professionalt built with history and documents.... **£19,760**

1994 Mercedes Benz S280. Finished in Pearl Blue with Mushroom hide. Air conditioning, alloy wheels and CD system, quite stunning **£32,995**

1995 Range Rover 4.6 HSE. Finished with Willow Green with Charcoal hide. 15,000 miles. FSH **£36,995**

1996 Lexus LS 400, Metalic green with beige hide, 4000 miles **£42,500**

1992. Rolls Royce Silver Spirit II. Balmoral Green, green hide piped St. James, 35,000 miles, quite stunning **£45,750**

1978 Rolls Royce Corniche convertable Willow Gold with chocolate hide piped cream, chocolate hood superb example ..... **£POA**

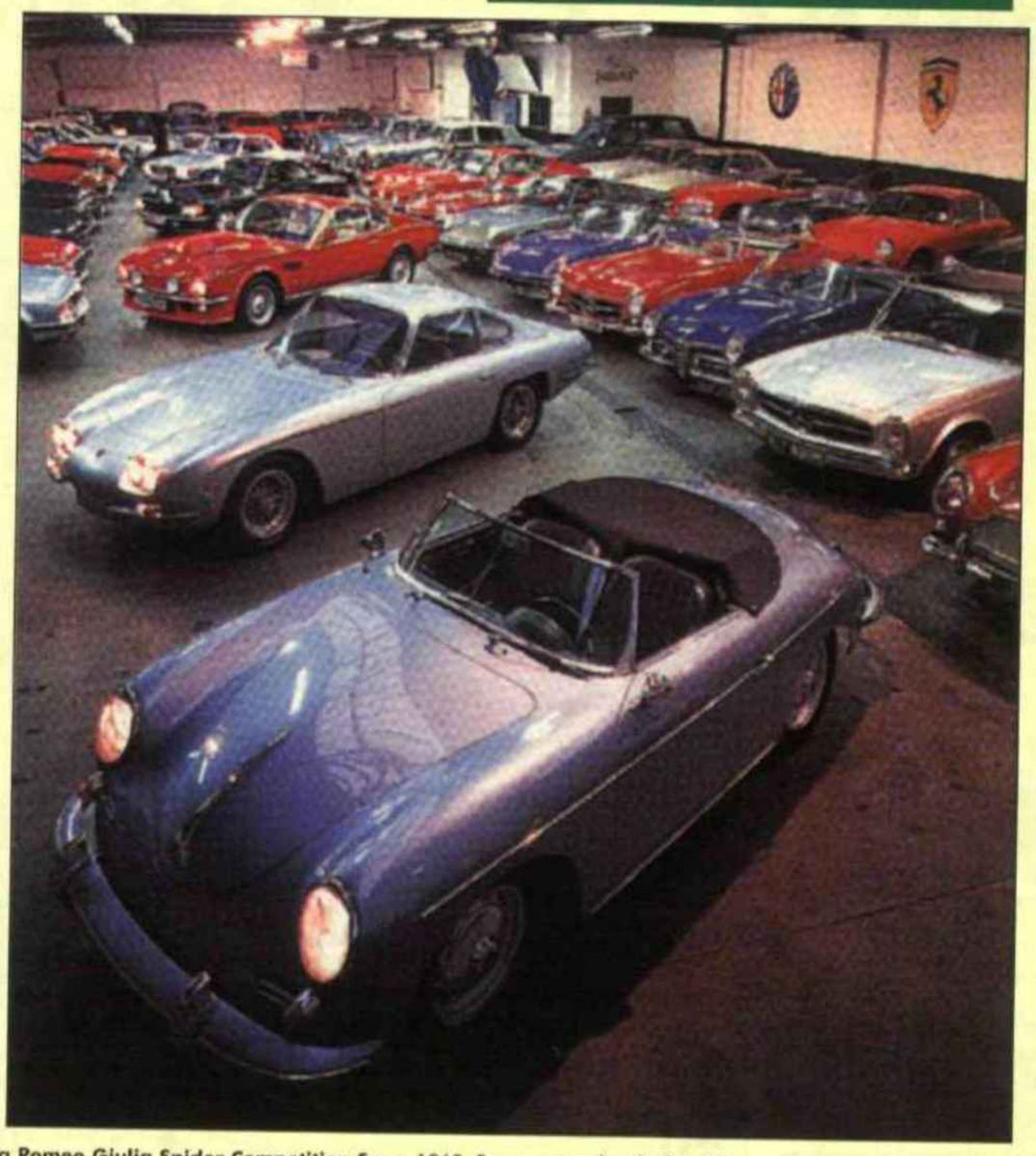
1997 Lotus Esprit GT3. Finished in Calypso Red, Black interior ..... **£POA**

STATION ROAD, HATTON, DERBY

TEL: 01283 813593

FAX: 01283 815491

THE GARAGE ON THE GREEN



Alfa Romeo Giulia Spider Competition Spec, 1963, Rosso, properly rebuilt, LHD **£13,995**
Alfa Romeo 2000 Spider, 1976, Green, Bell & Colville RHD **£7,995**
Aston Martin DB5 Vantage, 65, Sage, factory 330BHP **£55,000**
Aston Martin DB5 Convertible, 64, Carib Blue, desirable **£69,995**
Aston Martin DB6 manual, 67, Silver Birch, every option **£29,995**
Aston Martin DBS6 Vantage, 72, Salisbury Blue, manual ..... **£POA**
Aston Martin V8 manual, 1973, Dubonnet, 16,000 miles **£19,995**
Austin Healey 3000 Mark 1, 60, Colorado Red, wires ..... **£ to be sold**
Bentley S1 Continental 2 dr by Park Ward, 57, Regal Red **£45,000**
Bentley S2 Continental Drophead by Park Ward, 61 ..... **£45,000**
BMW 3.0 CSL, 73, Sky Blue, superior example, Alpina wheels ..... **Offers**
Daimler 250V8, 65, Black/red hide, C&S featured **£12,995**
Ferrari 330 GT 2+2, 64, Navy, low mileage, rare RHD V12 ..... **£27,995**
Ferrari 275 GTB/4 Cam, 67, 1 owner, 38,000 miles, LHD ..... **£POA**
Fiat Dino 2400 Spider, 71, racing green, black leather **£22,995**
Jaguar XK140 Roadster, 57, OEW, superb restoration, LHD **£29,995**
Jaguar XK140 Drophead, 57, Carmine Red, spats, LHD **£32,000**
Jaguar MK II 3.8 mod, navy, many special features **£13,995**
Jaguar E Type Series II 4.2 Roadster, 70, Primrose, ... **£16,995**
Jaguar E Type V12 Roadster, 73, Lavender, original RHD **£22,000**
Jensen Interceptor S4 Convertible, 90, Blue, very rare **£45,000**
MG TF Roadster, 54, Black, tan hide, wires, LHD ..... **£best offer**
MGA Roadster, 58, Ruby Red, leather, original UK history **£10,995**
MGB Roadster, 63, BRG, black leather, wires, walnut dash **£6,995**
MGB GT "LE", 81, Pewter, one of the last, best offer over **£3,000**
Maserati Ghibli 4.7 manual, 70, Silver, **13,000 miles,** LHD **£32,995**
Maserati Indy 4.7 manual, 76, Rosa, superb example, LHD **£15,995**
Maserati Khamsin, 78, Argento, navy hide, low mileage **£24,995**
Mercedes 190SL, 57, choice of two excellent examples from **£18,000**
Mercedes 250SE Convertible, 66, China Blue, 5 seater ..... **£POA**
Mercedes 280SL Sports, 69, choice of 3 LHD/RHD, from **£17,995**
Mercedes 280SE 3.5 Coupe, 71, Metallic Blue, best offer over **£7,500**
Mercedes 350SL Sports Manul, 72, rare rhd V8, super value **£9,995**
Mercedes 280SE 4.5 saloon, rare in Europe, leather, ac **£4,995**
Porsche 356B, 1961, vanilla, rare UK car, recent restore **£12,995**
Porsche 911S, 67, SWB, Black, red interior, super LHD **£10,995**
Porsche 911 2.4T Targa, 1973, Pale Yellow, drives well **£11,995**
Porsche 911 2.4E Targa, 1973, Roman Purple, Recaros **£13,995**
Rolls Royce SCIII Continental Flying Spur, one of 19 ..... **To sell**
Triumph TR4A IRS, 67, Red, surrey top, good history **£8,995**
Triumph TR250 RHD, 1968, BRG, very unusual history **£8,995**
Triumph TR6, Pimento Red, walnut dash, £11,000 bills **£8,995**

MODERN MARQUES

Aston Martin V8 Vantage look, 79, Red, cream leather, ... **£19,995**
Aston Martin V8 Volante, 79, British Racing Green/tan, stunning LHD
Aston Martin V8 Vantage, 81, Salisbury Blue, BBS alloy wheels ..... **£Call**
Aston Martin V8 Vantage X pack auto, 86, Royal Blue, LHD **£47,500**
Chevrolet Corvette 5.7 Roadster, 89G, Black, leather **£12,995**
Ferrari 400, 78, Black, cream leather, 330 BHP V12 ..... **£11,995**
Ferrari 412, 87, Nero/magnolia, total history, low mileage **£27,995**
Ferrari 328 GTS 89, Silver, 9,000 miles, ABS, LHD **£32,500**
Jaguar V12 Sovereign, 88, Silver, 30,000 miles, 1 owner ..... **Best offer over £4,500**
Jaguar XJS V12 Convertible, 89F, Blue, leather, ac **£11,995**
Lotus Carlton, 91, Imperial Green, low miles **£18,000**
Mercedes 450SL, 79, BRG/cream, aircon, low miles, LHD **£9,995**
Mercedes 280SL, 1984, Navy BLue, aircon, both tops **£14,995**
Mercedes 500SL, 81, Champagne, tan leather, low miles **£14,995**

We have Central London storage facilities

Excellent Part Exchange Allowance

40 PETERBOROUGH ROAD, PARSONS GREEN, FULHAM, LONDON SW6 3BN.

Telephone: 0171 384 1100 Facsimile: 0171 371 8769 Mobile: 0831 10 20 30

Open from 9.30am until 7.00pm Weekdays, 11.00am until 4.00pm Saturdays

12 Old Birmingham Road,
Bromsgrove, Worcestershire B60 1DE

Tel: 01527 835656

Fax: 01527 575172

All Historic Lotus Wanted — Now

Paul Matty

Sports Cars



LOTUS SPECIALISTS





2 VERY SPECIAL LOTUS ELITES

Lotus Elite S2 1962. Genuine 29,000 miles ZF box, factory built car supplied to Singapore and raced in the Maccau Grand Prix 62-63. (Pictures) then returned to the UK — second owner purchased 1978 till now — car never been advertised before, never been in accident, 100% original interior **£37,500**

Lotus Elite S1. XLD 141 early prototype used by Mike Cestin. Ex-Coupe Des Alpes (std form), Tour De France index of performance, Classic GT Championship (several 1st places). Fully rebuilt by BGM and all original road trim and wheels **£39,950**



CATERHAM 7. 1990. 1700. Live axle, prisoner colours. 2 owners. Heater, full weather gear, revolutions, bucket seats, full hardeners **£10,494**



LOTUS ESPRIT TURBO. Giagaro. Silver with red half hide, A/Con. FSR. An exceptionally good example **£12,750**



NEW LOTUS ELAN SE? No — but nearly. 1,700 miles only. BRG. What an opportunity **£23,950**



LOTUS 7. 1959. 1600 crossflow. Restored to S3 spec. BRG with yellow nose. Good value **£12,950**



LOTUS ELAN 2 'S' 130/5. Replacement chassis, engine rebuild etc. Oatmeal interior **£6,950**



LOTUS ELAN S1. Galvanised chassis. Rebuilt to 26R style. Dark blue body. Everything replaced. Minilite knock-on wheels. Ready to go. Superb spec **£17,950**



WESTFIELD. Professionally prepared for Westfield Calss 'A' Race Series or Hillclimb. Bargain **£7,995**



LOTUS ESPRIT HC. 1988. Whte with half grey hyde interior, colour coded wheels. In lovely condition. FSH **£14,950**



LOTUS ELAN SE. 1992. Norfolk mustard with green/yellow full hide interior, yellow carpets, special green hood with green tinted windows. S2 wheels colour coded. 29,000 miles only. Spectacular **£20,950**



CATERHAM 7 HPC. 1993. BRG/yellow stripe. Wobbly-Web wheels. Fuel injection management. Special red leather interior. The ultimate **£16,995**



LOTUS EXCEL. 1989. Red. Half grey leather. FSH. Excellent car. Good value at only **£8,995**



AUSTIN HEALEY 100/6. Black/red. 4 seater. Rebuilt to exacting standards. Fantastic car. Must be viewed to appreciate **18,950**

Paul Matty Sports Cars Ltd. Historic Lotus. Hillclimb Class Next Round

Loton Park July 20th Llys-y-fran July 27th

HENDON WAY MOTORS

AC		
1990 MK IV	Blue	3,000m
1965 COBRA MKIII 427	RHD, Black	10,000m
FERRARI		
1996 355 SPYDER	Red	800m
1967 275 GTB4	Red	20,000m
1989 F40	Red	2,000m
1993 348 TS	Red	11,000m
1992 348 TB	Blue	14,000m
1989 328 GTS LHD	Red	32,000m
1987 328 GTS	Met Black	31,000m
1986 328 GTS	Red	52,000m
1972 DAYTONA 365 GTB/4	Giallo Fly	32,000m
1972 365 GTC4	Red	38,000m
1981 BOXER 512 BB	Red	21,000m
1977 BOXER 512 BB	Red	22,000m
1974 BOXER 365 GTB4	Red	16,000m
1992 512 TR	Black	21,000m
1991 TESTAROSSA	Red	12,000m
1990 TESTAROSSA	Red	14,000m
1988 TESTAROSSA	Red	25,000m
1989 412 AUTO	Black	32,000m
1991 MONDIAL CABRIOLET 3.4	Red	23,000m
1987 MONDIAL COUPE	Metallic Grey	53,000m
1985 308 GTS QV	Red	32,000m
1979 308 GTB	Red	25,000m
1972 DINO 246 GT	Red	41,000m
1966 330 GT 2+2 MKII One of only 29 manufactured	RHD, Blue	37,000m
JAGUAR		
1973 E-TYPE V12 ROADSTER	Primrose, 2 owners	52,000m
1966 E-TYPE 4.2 FHC 2+2	Yellow	62,000m
1961 E-TYPE 3.8 ROADSTER	Red, Concours	3,000m
1968 E-TYPE 4.2 ROADSTER	White	59,000m
1970 E-TYPE 4.2 FHC	Red	54,000m
1965 E-TYPE 4.2 FHC Comp	Carmen Red	58,000m
1965 E-TYPE 4.2 FHC	1 owner, Ivory	30,000m
1962 E-TYPE 3.8 FHC	Burgundy, Concours	
1951 XK120 ROADSTER	Black, Concours	
LAMBORGHINI		
1994 DIABLO	Yellow	5,000m
1990 COUNTACH ANNIVERSARY	Met Red	14,000m
PORSCHE		
1997 SERIES TURBO 4	Polar Silver	2,000m
1996 SERIES TURBO 4	Iris Blue	10,000m
1992 911 TURBO	Black	23,000m
1991 911 TURBO 2	Red	40,000m
1997 911 CARRERA 4S COUPE	Midnight	2,000m
1996 911 CARRERA CABRIOLET TIP	Midnight	9,000m
1996 911 CARRERA CABRIOLET	Iris Blue	8,000m
1996 911 CARRERA COUPE	Midnight	10,000m
1994 911 CARRERA CABRIOLET	Aventura Green	12,000m
1995 911 CARRERA COUPE	Speed Yellow	19,000m
1995 911 CARRERA CABRIOLET	Speed Yellow	18,000m
1995 911 CARRERA 4 COUPE	Polar Silver	32,000m
1993 911 CARRERA 4 TARGA	White	11,000m
1991 911 CARRERA 2 CABRIOLET	Black	61,000m
1990 911 CARRERA 4 CABRIOLET	Tahoe	51,000m
1990 911 CARRERA 4 COUPE	White	64,000m
1990 911 CARRERA 4 CABRIOLET	Blue	49,000m
1990 911 CARRERA 2 TARGA	Black	49,000m
1989 911 CARRERA SSE COUPE	Slade Grey	42,000m
1988 911 CARRERA SE CABRIOLET	Black	65,000m
1989 911 CARRERA SSE TARGA	Red	41,000m
1987 911 CARRERA SSE COUPE	White	65,000m
1986 911 CARRERA SSE CABRIOLET	Silver	58,000m
1987 911 TURBO COUPE	White	44,000m
1993 928 GTS	White	32,000m
1993 928 GT	Red	27,000m
OTHER MARQUES		
1960 MGA 1600	Blue, Concours	
1936 BENTLEY 4½ PILLARLESS COUPE	Gurney Nulting, Navy, Sunroof, Very original	
	Full history	90,000m
1994 VW GOLF VR6	Blue	22,000m
1997 TVR CERBERA AC PAS HIDE	Pearl Blue Metallic	5,000m

WE ARE DESPERATELY SEEKING MODELS OF FERRARIS, ASTON MARTINS, JAGUAR E-TYPES AND ACs
LOOKING FORWARD TO SEEING OUR CLIENTS AT THE GOODWOOD FESTIVAL OF SPEED. PLEASE VISIT OUR STAND

Triple Championship Winners of Maranello Challenge Cup

393-395 Hendon Way London NW4 3LP.
Telephone 0181-202 8011/2 FAX 0181-202 8013

EST 1952

Derek James

Sherborne, Dorset

9am-9pm
Seven days a week

PHONE: (01935) 813223 Showroom
(01935) 813737 Fax
(01258) 861414 Home
Viewing by appointment only.



1965 AUSTIN HEALEY 3000 MK3 PHASE 2. Colorado Red with Black interior and top, 42,000 miles. Lady owner many years
ARRIVING SOON



1967 JAGUAR 420G LEFT HAND DRIVE, CALIFORNIA CAR. Unmarked BRG paintwork. New Red leather and wood. Show standad. A must for the serious collector **£14,950**



1952 HEALEY TICKFORD SPORTS COUPE. 2.5 litre Riley engine. Powder Blue coachwork with Dove Grey leather, restored to show condition **£14,950**

1939 LAGONDA V12 DE-VILLE SPORTS SALOON. Black over Royal Blue coachwork, Dove Grey leather. Cased twin sidemounts. Ace wheel discs. The very epitome of quality motoring **£28,950**

1955 JENSEN 541 CONVERTIBLE, built by Abbott of Farnham as a prototype, substantially different body than production coupe. Finished in deep burgundy with black Mohair hood. Four litre triple carb engine, lots of history and unique **POA**

RUSSIAN GAZ 4×4 'JEEP', early 1950s model in excellent condition. Complete with black-out lamps. Recent soft top. As seen in many a Red Square Parade. Only **£5,950**

1963 ROLLS ROYCE SIVLER CLOUD 3. Finished in Silver Chalice over Burgundy with superb Dove Grey hide interior. Lambs wool over-rugs. History. A truly magnificent example **£29,950**

1963 BENTLEY S3. Stunning Silver coachwork with excellent Dove Grey leather. A magnificent example **£16,950**

1952 DAIMLER 2½ LITRE BARKER SPECIAL SPORTS CONVERTIBLE. Distinctivly finished Sable over Beige with complimenting leather interior & hood. This thoroughbred gentleman's carriage is available for only **£12,950**

1977 ASTON MARTIN V8. Finished in Aston Racing Green metallic with Tan leather interior. History **£17,950**

OT 810 HALF TRACK. Czechoslovakian version of Germanys W.W.2 Half-Track APC in appropriate markings. V8 Diesel. Taxed and ready to go! **£7,950**

1956 HUMBER 'PIG' APC 4×4. Ideal for transporting unruly kids on the school run! Rolls Royce 6-cyl engine **£4,950**

1966 JAGUAR E-TYPE SERIES ONE 4.2 LITRE. Original right hand drive 2+2 with automatic transmission. Finished in black with black leather. Sunroof. History **Only £14,950**

1959 FORD FAIRLANE 500 CONVERTIBLE. Left hand drive. Turquoise & white with matching interior. V8 auto, power top, Whitewall tyres. The ultimate 50's cruiser? **£8,950**

1946 WOLSELEY 14. Gleaming Raven black coachwork with fine original tan leather interior. Sliding sunroof. Pre-war elegance for only **£7,950**

1935 VAUXHALL 12/6. Black over Royal Blue coachwork with original Blue leather. A charming 30s family saloon. Sliding sunroof & period fittings **£5,950**

1919 RENAULT 15.8HP 'EU' CONVERTIBLE COUPE. Pale Green with Black wings, coachwork by Hayes & Miller of New York. All mod cons including electric lighting and self starting device **£15,950**

1927 AUSTIN 20HP TOURER. Red coachwork with Black wings. A very usable example of this desirable vintage Austin. Complete with weather equipment **£14,950**

1927 ROLLS ROYCE PAHNTOM 1. Dual cowl open tourer. Stunning Black coachwork with Mahogany decking and running boards. Brown leather interior. Complete with polished wheel discs, Grebel hunting lamp, rear screen and Barker patent headlamp dipping system! **£62,500**



1947 TRIUMPH ROADSTER. Stunningly finished in Ivory with fine brown leather and Mohair hood. Restored and sympathetically up-graded mechanically to provide greather drivability and performance. Fortune spent. Only **£15,950**



1956 LAGONDA 3 LITRE DROPHEAD COUPE, by Tickford. Deep Gunmetal Metalic with Red leather. Floor change gearbox. Believed one of only five series 2 dropheads built. Very rare and desirable **£18,950**



1948 ALLARD M-TYPE V8 DHC. Stunning Black coachwork with Red trim and weather equipment. This two owner car has been restored at vast expense and represents a unique opportunity at only **£19,950**

All vehicles have long Mot's, are serviced and ready to drive away.
Similar car purchased. Part exchange bravely borne.



1970 'E' TYPE 4.2 ROADSTER, white, black hide, c/w/w. Total ground up restoration, over 3000 HRS. Left hand drive. Still to be run in. **£24,950**



1953 'R' TYPE CONTINENTIAL CONVERTIBLE by Graber (the only one). 5,000 miles from new, ex Geneva 54 Show car. Superb car. Cannot be more unique. **£135,000**



1962 AUSTIN HEALEY 3000 MKII TRI CARB, genuine 36,000 miles. 1 previous owner, Healey blue, left hand drive. Had very careful repaint but never restored. Exceptional condition. **£24,950**



1929 CHRYSLER 75. Fully restored to museum quality, LHD. Golfers Coupe Roadster coachwork with dicky start. **£19,950**

WILLIAM QUINT TEL: 0171 243 8362, 01624 880523.
MOBILE: 0589 923530. FAX: 01624 880813.

TYPE 51 GP BUGATTI



Constructed from mainly new parts supplied by well known Bugatti authorities. This is an opportunity to purchase a post production brand new and unused GP Bugatti. Finished in black with contrasting brown leather trim as seen at the recent International Bugatti Rally at Newmarket

Offers around its ten year build cost of £150,000 invited
For further information and photographs, please contact Richard Leeson on
0181 390 4200 or fax: 0181 390 5753

HUNTER *Classics*

Dealer in Fine Automobiles
Tel: 01622 813374
Mobile: 0410 222206
Fax: 01622 817594



1949 Bentley Mk VI two door 'fastback' by H. J. Mulliner. Very rare & attractive. (See Green's Page 264) £38,000



1990 Jaguar XJS V12 HE. 45,000 miles, JSH magnolia leather. Impeccable condition, many extras £9,950

1979 Aston Martin V8 Oscar Indy. 65,000 miles, mint £26,500
1979 Morgan 4/4 2 Str. Faultless with history £12,500
1957 Austin Healey 100/6 2+2. Wires + overdrive £17,500
1980 Mercedes Benz 280 SE. 55,000 miles FMSH £3,500

ROYLE

01833 660452/660630

Long established, wealth of experience, whole or part restorations, originality a priority, no compromise on quality. Please ring for a brochure which illustrates our comprehensive services.

RESTORATION



CONSERVATION

THE OLD SCHOOL, STAINDROP, DARLINGTON DL2 3NH

BEAULIEU GARAGE LIMITED

Incorporating Rory Stokes & Beaulieu Classic Cars
Beaulieu, Hampshire, England SO42 7YE
Tel: 01590 612999. Fax: 01590 612900
Mobile: 0836 642279.



1955 Bentley 'R' Type Continental Convertable by Graber. The original Geneva Shoe car with an amazibg 6,700Km'sm only. Manual and RHD. A fabulous car with an impecable history. £175,000



1959 Jaguar XK150s 3.4 Roadster. Cotswold blue with blue leather. Last owner 25 years. A very original example of this rare model. Fitted with crome wires and mechanical overdrive. £48,500

Our stock includes:

1961 PORSCHE 356B SUPER 90 CABRIOLET. Concours
1966 AUSTIN HEALEY 3000 Mk3 PHASE II. Stunning
1952 JAGUAR XK120 ROADSTER. Fully restored
1957 TRIUMPH TR3A
1977 ASTON MARTIN V8 VANTAGE. First one built
1960 ASTON MARTIN DB4GT. Mint
1989 PORSCHE 911 TURBO. Baltic Blue, 5 speed

MG SPORTS & VINTAGE MOTORS SHREWSBURY LIMITED

Upper Battlefield
Shrewsbury SY4 3DB
Telephone: 01939 210458
Fax: 01939 210644

Access VISA

- *LARGE STOCKS*
- *BEST PRICES*
- *BEST QUALITY*
- *WORLDWIDE SERVICE*

Catalogue:
UK postage paid
USA airmail $8
(bills please)
EUROPE £4

NEW CATALOGUE
SEND NOW
FOR OUR COMPLETELY UPDATED AND REDESIGNED SPARES CATALOGUE
7th Edition, only **£3**

"The N°1 Name in Pre - War MG Spares"

BIG TOYS FOR SMALL BOYS
Suitable for children between the age of 5 & 12

SONIC SEVEN CARS



THE DREAM BECOMES A REALITY

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

SEE YOU AT COYS

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



GT 40 MkV Roadster

Lightweight car with special Mk2 bodywork, plus many other unique features. One of only forty SAFIR/JW cars built. Also available a full race spec. car.

Tel/fax: (UK) 01932 352621

COTTAGE CLASSICS

GINETTA SALES, RESTORATION PARTS AND SERVICES



Tel/Fax U.K. (01)245 362945
Mobile 0831 843 922

G33. 1991 3.9i V8, 2,500 miles. Mica sunflash yellow. T&T sorted suspension and pedal box. Cosworth vents. Leather interior. Full monty motoring. £13,000.



G15. Classic. All new car. 80 BHP. Twin 40s. Half cage. Beautiful interior with harnesses and bucket seats. Aluminium tanks. Aeroquips. Leda suspension. Electronic ignition and speedo. Minilites. And much much more. £13,000.

G15. Early car. Red. Nice interior. Sound chassis. New MOT. Tax exempt. £4,000 or £3,500 with suspension parts needed for MOT.

G15. Another early car. British Racing Green. Restoration nearly completed by previous owner. Stainless pipes, hinges and window frames. All parts to complete. £4,500 as is.

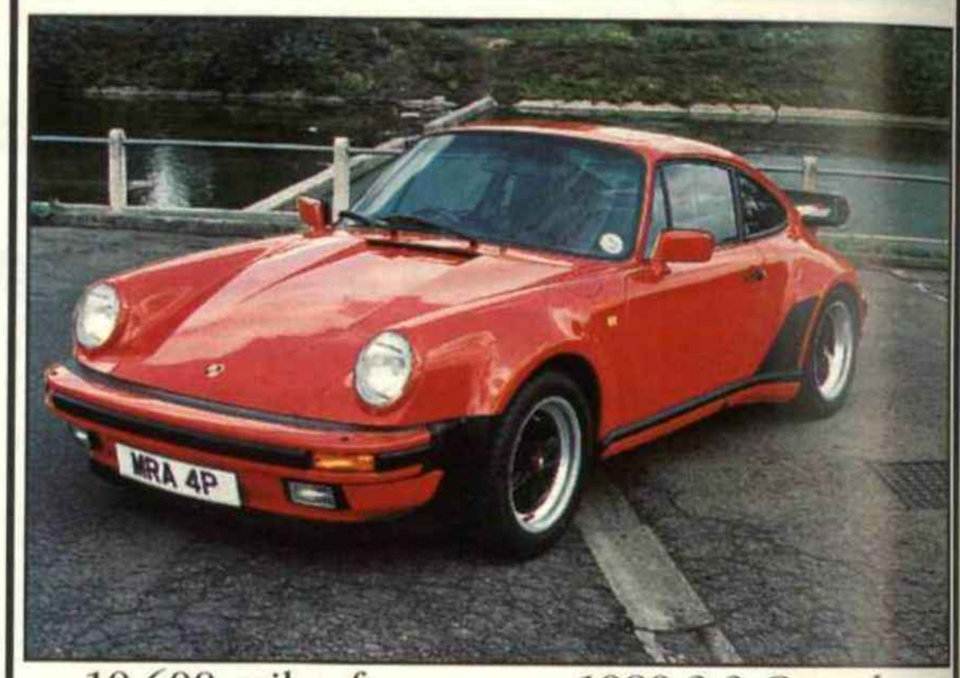
G15. 998cc. Very desirable features. Low mileage. Straight. Needs full restoration but is complete and original. £2,600.

G15. Complete car with extras. Lots of work needed. £1,650.

G15. Stripped shell on sound chassis. Interesting history. Many parts needed but on a good basis. £1,200.

G4, G12, G15 and other Ginetta parts sold.

A UNIQUE PORSCHE 911 TURBO



10,600 miles from new. 1989 3.3 Guards Red. Black leather. Piped in Red, air conditioning, sunroof, tinted windows. 1996 Concours winner. Auto Glym Concours d'Elegance. This car is possibly the best 3.3 Turbo in the world!

£39,000 ono

TEL: 0181 599 3692



2/3 SCALE D-TYPE JAGUAR

A superb hand-crafted replica to very exacting standards
~ Body of carbon/Kevlar/glass fibre ~ Two leather seats
~ 180cc Four stroke engine with electric starter
~ gears, 2 forward/reverse ~ discs ~ independent suspension
~ Full instrumentation ~ Size 8' 8"

Tel: 01684 833424 Fax: 01684 833837





We create superb new Replicas of the 1938 Jaguar SS100 2 seater Sports and the 1963 Jaguar E Type Lightweight. All correct period detailing and full Jaguar mechanicals. Cars fully built to clients specification or available as chassis & components. E Type dry sump & competition parts, alloy radiators and lightweight panels. Photo's details specifications - **£2.50 per car.**

See us and our cars at the Coys Festival.

SUFFOLK SPORTS CARS LTD
PO BOX 55, WOOLPIT, SUFFOLK, IP30 9QS
Tel: 01359 242277
Fax: 01359 240055

Andy Bell
Judy Hogg

ECURIE BERTELLI — Pre-war Aston Martins

Tel: 01234 240024
Fax: 01234 240054

No. 53, Stilebrook Road, Yardley Rd. Ind. Est., Olney, MK46 5EA



ASTON MARTIN 1936 2 LTR SPEED MODEL
Chassis number H6/711/U ex-Dick Seaman, Le Mans, Mille Miglia, Spa, Monthlery history. A competitive car for Rally or Race.
£165,000
SERVICES, SPARES, RESTORATION AND RALLY PREPARATION
THE SPECIALIST IN ALL PRE-WAR ASTON MARTINS

1920-1960 VINTAGE & CLASSIC

HARTFORD — GIRLING — LUVAX — ARMSTRONG

SHOCK ABSORBERS

NEW • SECONDHAND • RE-MANUFACTURED
RECONDITIONING SERVICE • PARTS
COMPETITION UNITS

Suppliers and advisers to private owners, clubs, and top restoration companies

FOR THE ECONOMICAL ANSWER TO RETAINING ORIGINAL SPECIFICATION

Phone 0181 651 5347

V&C SHOCK ABSORBERS, 203 SANDERSTEAD ROAD, S. CROYDON, SURREY CR2 0PN.

Visitors by appointment

JAYMIC

The Classic BMW Specialists

BMW 02 &CS Europe's leading specialists have 15 experienced and trained staff to cater for your every need, be that spares, repairs or restoration. Details available of 200+ classic BMW's for sale in the UK. Free comprehensive 02 & CS parts catalogue. Worldwide mail order. Jaymic Ltd, Cromer, Norfolk NR27 0HF.
Tel: (44) 01263 511710/512883.
Fax: (44) 01263 514133

Historic Formula One – 3.0 Litre



Surtees TS9 B. Chassis 06

Raced in numerous Grand Prix events by Tim Shenken, then James Hunt for his Formula One debut.
Many Historic Race/Championship wins and lap records – offers invited.
Contact: Don Wood Tel (01202) 578999 Fax (01202) 581611

BEAULIEU CARS LIMITED



Our business is pre-war Alfas. We own them, we sell them, we rebuild them. If you have an Alfa requirement, give us a call

BEAULIEU CARS LTD

Beaulieu, Hampshire
Tel: (01590) 612689/612444
Fax: (01590) 612642

JOHN KNOWLES

Specialist Dealer in Rare, Secondhand and Out-of-Print Motoring Books

Visitors are most welcome at the bookroom but please telephone before coming.
Catalogue available - UK and overseas - £2.00.
I am always interested in buying single items or full collections or motorbooks.

Brick Kiln Farm, Hingham Road, Great Ellingham, Norfolk NR17 1JE.
Tel: 01953 452257
Fax: 01953 452733

LIBRA MOTIVE

LONDON'S LEADING *Morgan* AGENT



MORGANS FOR SALE

+8 1997 CAT DELIVERY MILEAGE	Blue	£35,995
+8 1996 CAT DELIVERY MILEAGE	Green	£33,495
+8 1996 CAT	Indigo Blue. 1,493 miles	£32,995
+8 1995	Maroon, 2,862 miles **Only**	£31,495
+8 1995	Silver Mink, 17,522 miles	£29,495
+8 1992	Rosso Red, s/c, 8,500 miles	£25,995
+8 1970	Moss Box Dark Blue, overdrive	£17,995
+4 2str 1991	Rosso Red, 9,200 miles	£19,995
+4 4str 1996	B.R.G., 4,217 miles **Only**	£26,495
+4 4str 1995	Toyota Wine Red **Now only**	£24,995
+4 4str 1987	Dark Blue, 45,583 miles	£14,995
4/4 2str 1997 DELIVERY MILEAGE	Indigo	£22,495
4/4 2str 1995	Green 16,850 miles	£20,495
4/4 2str 1995	Green, 10,858 miles	£19,995
4/4 4str 1984	Ivory, 46,800 miles	£11,995
4/4 4str 1984	Red, 28,519 miles	£10,995

Librands Products

PERFORMANCE EXHAUSTS
in stainless steel
To fit all models : 4/4, +4, +8
LUGGAGE RACKS
in polished stainless steel
Large capacity with or without lockable sidescreen stowage, good rear vision
WALNUT DOOR CAPPINGS
£160 +VAT per set

EASY TO REACH
Easily accessible from M25, M1 and Town
UNRESTRICTED PARKING ON OUR OWN PREMISES

QUALITY USED MORGANS URGENTLY WANTED

SALES * SERVICING * REPAIRS * PARTS * TUNING
2 - 10 CARLISLE ROAD, COLINDALE, LONDON NW9 0HN
Tel: 0181-205 4488 Fax: 0181-205 2233

Melvyn Rutter Limited

Morgan sales, service, parts & worldwide mail order

Established 1976

Morgans For Sale

1996 Plus 8. Corsa Red/stone leather. Alloy body/steel wings, scuttle roll bar, walnut dash. 1,200 miles. Cherished Reg No. **£34,950**

1990 Plus 8. Corsa Red/stone leather. Beige Sonneland "mohair" weather equipment. Folding windscreen, aeroscreens, stainless rack, walnut dash, Moto-Lita woodrim wheel. 5,850 miles **£27,575**

1990 4/4 2 Str. Connaught Green/tan leather. Alloy body, spots, reversing lights, badge bar, radio/cassette, 27, 841 miles

1990 4/4 4 Str. Connaught Green/black leather. Sonneland "mohair" weather equipment. Stainless rack, aerial & speakers, other extras. One owner. 4,741 miles **£17,650**

1959 Plus 4 Drophead Coupe. New chassis, crosshead, fr. suspension, bodyframe, etc. Car was part way through restoration. Sell as is, or can be finished at additional cost .. **£13,750**

1954 Plus 4 2-str. Twin spare wheel. Green/brown leather, a ground-up restoration by us. Show standard **£26,750**

COMING SOON

1995 Plus 4 4 Str. Dark Blue/stone leather

1996 Plus 8. Connaught Green/stone leather

1995 4/4 2 Str. Connaught Green/stone leather

1994 4/4 2 Str. Corsa Red/black leather

1995 Plus 4 2 Str. Silver Blue/blue leather

Largest parts stores outside Malvern.

- Luggage racks - stainless or chrome
- Fold down windscreens
- Aeroscreens and wind deflectors
- Tailored dustsheets
- Telescopic rear shock kits
- Koni and Spax
- Stainless threshold plates
- Wire wheels-chrome & painted
- Chrome on brass fittings
- Moto-Lita steering wheels
- Badge bars
- Bonnet stay kits
- Badges books
- Steering/suspension
- Brakes, cables, cooling
- Ali and steel body panels
- Wooden bodyframe parts
- Stainless fastenings
- Electrical components
- Hoods, tonneau, interior trim
- Over 5,000 different parts available, ex-stock, FAST DELIVERY

Scorpion/Rutter Stainless Exhausts
Worldwide distributors for Morgans Systems made in finest 304 stainless steel

Catalogue
48 pages packed full of Morgan goodies. Send £4 or US $8 (notes) for a copy

Appointed Service Agent
MORGAN & OTHER MARQUES
Works Department-Service/Repair/Restoration
From the smallest job, to a ground up restoration
You name it - we can do it

- Rolling chassis assembly
- Wooden bodyframe
- Engine
- Steering
- Brakes
- Suspension
- Painting in two pack paint
- Trimming in leather or vinyl
- Instrument/restoration
- ALL CLASSIC AND VINTAGE CARS RE-TRIMMED

Morgan Carpet Sets
Black, all bound edges inc. fasteners. **£99** + post + VAT at 17.5%

LEATHER INTERIORS FOR MORGANS
From £1,250 + VAT at 17½%

Accident Repair Specialists
Major or minor, fast professional service.

ALL MORGANS URGENTLY WANTED
Brokerage or outright purchase



Melvyn Rutter Ltd

The Morgan Garage, Little Hallingbury,
Nr. Bishops Stortford, Herts CM22 7RA
Tel: 01279 725725
Fax (Sales & Service): 01279 726901 Fax (parts dept): 01279 600498

AC COBRAS

(1963-1996)

FROM ROD LEACH

N.B. ONLY GENUINE AC COBRAS - NO KIT/REPLICARS



1985 AC COBRA MK IV - R.H.D. 240 bhp (Holley carb.) Reg. No. 878 COB. **3,800 miles and condition to match.** *Photo.*



1991 AC COBRA MK IV LIGHTWEIGHT - R.H.D. 1 of only 25 genuine, original Lt. Wt.'s (MkIII interior, no heater, 345 bhp etc). Reg No. 9301 AC. **2,900 miles - as new.** *Photo*



1993 AC COBRA 7 LITRE LT. WT. - RHD. Yes - 7 litres! Factory built by AC Cars Ltd to special commission; c.400 bhp; lots of original '427' features. Reg No. A7 COB. **6,900 miles. Sensational car, unrepeatable opportunity!** *Photo*

ALSO SEVERAL OTHER RHD/LHD MK IV's from £45,000, all of which show huge savings over 1997 new list prices.

TEL: 01992 500.007 or FAX 01992 55.88.91 (HERTS)

BRANDS HATCH Morgans

APPOINTED SALES AGENT — APPOINTED SERVICE AGENT

THE MORGAN AGENTS FOR SOUTH EAST ENGLAND

Sports car specialists - for road or competition use

MORGANS FOR SALE

+8 1995	Burgundy, 3,000 miles	£29,995	
+8 1992	Cobalt Blue, 13,408 miles	SOLD	
+8 Cat 1992	Maroon, 10,959 miles	SOLD	
+8 1973	Orange, 12,546 miles	SOLD	
+4 4str 1996	Connaught, 600 miles	SOLD	
+4 2str 1994	Ivory, 4,054 miles	£25,495	
+4 2str 1992	Green, 2,690 miles	£21,500	
4/4 2str 1994	Ivory, 8,500 miles	SOLD	
4/4 2str 1990	Indigo, 6,703 miles	£16,995	
4/4 2str 1988	Black,15,741 miles	£15,250	
4/4 2str 1988	Indigo,18,524 miles	£14,495	
SERIES ONE 4/4 2 str 1948		£12,895	



Bumper sales in recent weeks mean
WE NEED YOUR MORGAN !
QUALITY CARS WANTED FOR WAITING CASH BUYERS
WE PAY CASH OR SELL ON COMMISSION

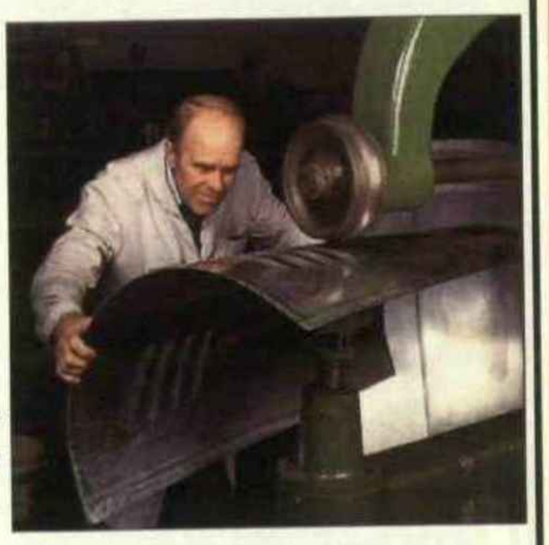
NEW MORGAN ORDERS TAKEN
PARTS & ACCESSORIES
Worldwide mail order. Wide range in stock.
SERVICING
MOT TESTING CENTRE
specialising in MORGANS and CLASSIC CARS
TRANSPORTER
Fully enclosed, custom built

Librands Products
PERFORMANCE EXHAUSTS
in stainless steel - up to 25 bhp gain for 4/4, +4, +8
LUGGAGE RACKS
in high quality stainless steel
Lockable sidescreen stowage
WALNUT DOOR CAPPINGS
£160 per pair + VAT

BRANDS HATCH MORGANS LTD.
BOROUGH GREEN GARAGE, MAIDSTONE ROAD, BOROUGH GREEN, KENT TN15 8HA
TEL: 01732 882017 FAX: 01732 886387

Rod Jolley Coachbuilding

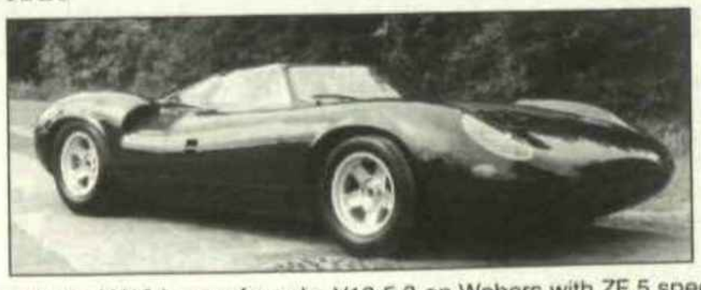
SPECIALIST PANEL BEATING & ASH FRAMING
37 GORDLETON INDUSTRIAL PARK, SWAY ROAD, LYMINGTON, HANTS SO41 8JD.
TEL: (01590) 683702. FAX: (01590) 683634.
INTERNET: http://www.racecar.co.uk/rod-jolley-



Putting louvres into a Bentley Bonnet, using the wheeling machine..

RESTORATION SERVICES

OLD PORTSMOUTH ROAD, PEASMARSH, GUIDFORD, SURREY
TEL: 01483 570713. FAX: 01483 453637



Our demonstrator XJ13 is now for sale. V12 5.3 on Webers with ZF 5 speed transaxle, as road tested by numerous magazines. Full spec on request ..... **£49,995 + VAT**

Demonstrator 'C' Type in Grp with 4.2 engine on Webers, I.R.S. model in Ecosse Blue. Normal mileage **£29,995**

'C' Type 53 Lightweight Spec. All aluminium live real axle. Full house specification. Competition July 97 ..... **£55,000**

'E' Type 4.2 Series II FHC. Restored by us about five years ago and in excellent condition throughout **£20,000**

Ferrari 400i Manual. Excellent both bodily and mechanically with known history. Maintained by us **£17,995**

Jim Lowry's

HISTORIQUE

RACE & RALLY



1962 JAGUAR 3.8 E-TYPE
Road legal ex club race car. All steel panels. Superb no rust condition. Original. RHD.

£27,500



1963 TRIUMPH TR4
Road/Rally prepared and absolutely ready to go. Rust free U.S. import. LHD. With FIA papers etc.

£8,500



1959 JAGUAR 3.8 MK1
Very famous ex Albert Bett's special saloon, Last raced in 1986. An old freind that needs a good home.

£8,500



1965 JAGUAR 3.8 E-TYPE
The ultimate Modsports 'E' racer. Ex-Dick Whittington. Lots of history and spares.

£14,950

Also: Some good project cars, priced to sell .....

1966 AUSTIN MINI COOPER.
1963 ELVA COURIER FAST BACK COUPE.
1960 TVR GRANTURA MK2.
1965 A/HEALY SPRITE. EX CLUB RACER.
1962 (VERY EARLY RHD) MGB ROADSTER.
1954 MG MAGNETTE. TAXES & TESTED.
AND MORE .....

*** UP TO DATE FAX LIST AVALABLE***

Contact:- JIM LOWRY
Tel/Fax: CHELMSFORD 01245 358028



1962 BENTLEY S2 CONTINENTAL
H J MULLINER 2 DOOR COUPE, CHASSIS NO. BC26CZ, ORIGINALLY SUPPLIED THROUGH JACK BARCLAY IN THE UK, FINISHED IN ROLLS ROYCE REGAL RED WITH IVORY LEATHER INTERIOR, A BEAUTIFULLY DOCUMENTED CAR IN SUPERB ORDER THROUGHOUT.
£64,995





1938 PACKARD 8 COUPE CONVERTIBLE
A FAMOUS CAR OWNED BY ONE OF THE WORLD'S MOST KNOWLEDGEABLE PACKARD ENTHUSIASTS, IN 'PEBBLE BEACH' SHOW CONDITION, THE BEST IN EUROPE.
OFFERS CIRCA £50,000

MERIDIEN MAJESTIC

Telephone: MERIDIEN MAJESTIC on 01202 525111 or Fax 01202 519208

GUY BROAD

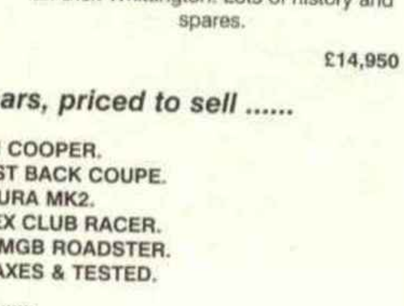
PARTS

XK 120 • 140 • 150 SPARES SPECIALIST

BROADACRES, WALL HILL ROAD, CORLEY, COVENTRY CV7 8AD
PHONE: 01676 541980 FAX: 01676 542427 MOBILE: (0860) 505619



5 SPEED GEARBOX CONVERSION £1250.00



NEW! EXCLUSIVE TO GUY BROAD SPARES SILICONE HOSE SETS £95.00
"SEE US AT COYS — SILVERSTONE JULY 26-27TH"

MANY MORE NEW LINES FOR UPRATING. RACING. RESTORATION AND SEVICING YOUR JAGUAR XK.

- Expert advice
- Largest stocks!
- Mail order worldwide
- Free catalogue (state model)
- Quality parts
- Competitive prices

QUALITY. SERVICE. ADVICE. VALUE VISA

TERRY HOYLE

ENGINEERING LTD

FOR ENGINE PREPARATION AND SERVICING IN RALLYING, RACING AND HISTORIC FORMULAES

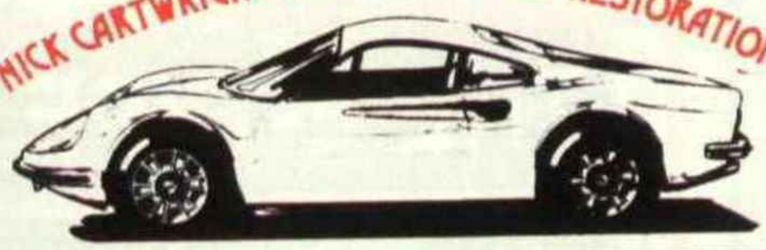
SPECIALIST IN ALL COSWORTH TYPES, FORD B.D.A. AND TWIN CAM, FERRARI, MASERATI ETC.

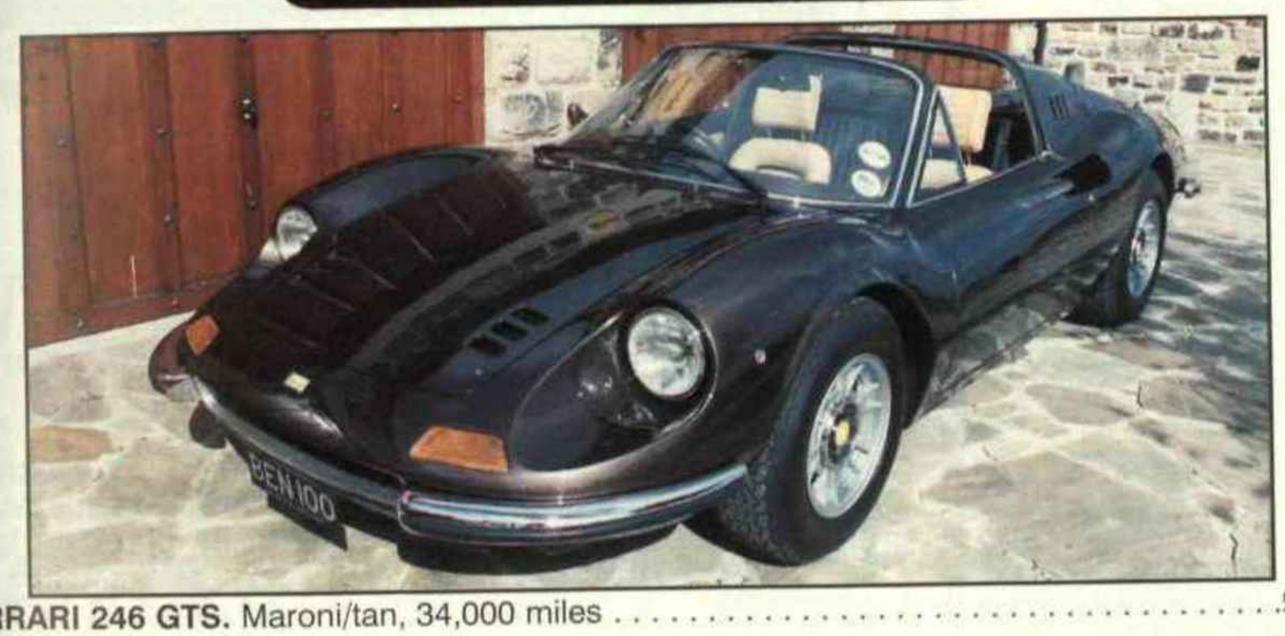
BALANCING, MACHINING, CRACK DETECTING AND DYNO FACILITIES AVAILABLE.

CONTACT: TERRY HOYLE ENGINEERING LTD
HAYBRIDGE HOUSE INDUSTRIAL ESTATE
THE CAUSEWAY, MALDON, ESSEX CM9 4XL

Tel: 01621 850440 *Fax:* 01621 854495

NICK CARTWRIGHT SPECIALIST CARS-RESTORATIONS





FERRARI 246 GTS. Maroni/tan, 34,000 miles ..... **£POA**

FERRARI TESTAROSSA. (89), red/crema, 11,000 miles, unmarked **£56,995**
FERRARI TESTAROSSA. (87), blue/grey. 24,000 miles, f.s.h., stunning **£47,995**
FERRARI 246 GTS. (73), marrone/tan, 34,000 miles, 1 owner **£52,000**
FERRARI 246 GTS. (73), red/black, LHD, flared arches ..... **Offers**
FERRARI 328 GTS. (88), p/p, black/crema, 21,000 miles, f.sh.. ..... **£42,995**
FERRARI 328 GTS. (89), G reg/black, 9,100 miles, f.s.h. unamarked **£47,995**
FERRARI 308 GTS. (83), red/tan, 42,000 miles, unmarked, f.s.h. **£32,995**
FERRARI 308 GTS. (79), red/black, 46,000 miles, a/c, Speedlines **£28,995**
FERRARI 308 GTS, (76), red/black, 51,000 miles, a/c, spoiler **£27,995**
FERRARI 308 GTB. (76), yellow/tan, 32,000 miles, glassfibre, concours **£36,000**
FERRARI 308 GT4. (78), black/black, concours restoration, 1 owner **£23,500**
PORSCHE CARRERA 2. (90), blue/silver, 56,000 miles, f.p.s.h. **£26,995**
ASTON MARTIN DB7. (95), green/crema, 7,000 miles.

DESPERATELY REQUIRED — 355, 318, 328, 308, 246 especially 246s for restoration

TEL: 01629 56999/583287 or (0836) 621520

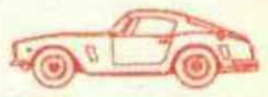
PAUL BABER
FERRARI SPECIALIST
FOR ALL TIPO 1950-1980



1959 FERRARI 250 SWB. Alloy competition. LHD. Rosso Chiaro. Black hide. The actual 1959 Turin Motor Show Car, the second 250 SWB manufactured. Fully re-furbished and now certified matching numbers **£575,000**
1958 FERRARI 250 LWB. California Spyder. LHD. CH 1077. Rosso. Tan hide. Black hood. Covered headlight model. Good service history and perfect provenance. Totally exquisite **£350,000**
1966 FERRARI 330 GT MK2. RHD. CH 7849 Dark blue. Light blue hide. 39,000 miles. Lots of history. Recent Maranello service. The best I have ever seen **£36,950**
1970 FERRARI 365 GT 2+2. RHD. CH 12897. Blue Chiaro, black hide, FSH. Borrani chrome wire wheels, superb **£36,950**
1973 FERRARI 365 GTB/4 DAYTONA. RHD. CH 16711. Blue Chiaro. Tan hide. F.O.C. Concours winner 1994 11,000 miles REPEAT 11,000 miles. Air con and 9 inch rear wheels. This car is totally as new **£85,000**
1974 FERRARI 246 GT DINO. RHD. CH 06802. Rosso Chiaro. Tan hide. FSH. 63,000 miles **£39,950**
1974 FERRARI 308 GT4. LHD. CH 08772. Blue metallic Dino. Air con. 1 owner. Dry stored many years ..... **Enquire**
1980 FERRARI 512 BB. RHD. CH 24927. Rosso Chiaro, Magnolia hide. 33,000 miles. Immaculate **£53,000**
1961 ASTON MARTIN DB4. Series III. RHD. Ch633R. Black Pearl Met, beige hide, 73,000 miles. 1 owner. FSH. All tools, perfect and untouched **£34,500**

MANY OTHER FERRARI IN STOCK
URGENTLY NEEDED ANY PRE-1980 FERRARI
Viewing central London by appointment

TEL: 01732 864340
FAX: 01732 864250. MOB: 0831 875805



PAUL BABER IS THE TRADING NAME OF 250 SWB LTD

MARTIN STRETTON
RACING
RACE PREP - DESIGN - RESTORATION



CARS FOR SALE

TALBOT AV105 - Original 9' 6" chassis with light weight sports body, regular VSCC competitor.
MARCH F2 - Very successful championship winning car.
ALFA ROMEO - GT Junior, subject of expoensive restoration.
HUDSON - Bertelli bodied five seat tourer, very rare.
DAIMLER EL24 - Factory built Limo in resonable running condition.

WINNEBAGO - 37FT MOTORHOME - BUT NO HGV REQUIRED !

Oak Farm, Far Forest, Nr. Kidderminster,
Worcestershire DY14 9EA
TEL: 01299 266966 FAX: 01299 266933
MOBILE: 0836 360932



'72 FERRARI 246GTS (RHD) Red, new black hide, matching carpets. A really superb example in fine order **£48,250**

'60 AUSTIN HEALEY 3000 COMP.
Four owners, previous racing history, Full comp, engine and susp, £14,000 of bills, recent extensive restoration.
..... **£28,500**





'65 MGB Rally/Comp.
Bills for over £20,000, 2 litre engine, webers, mini-lights, bucket seats etc., superb **£12,850**

'63 AYSTIN HEALEY 3000 MkIIA
(RHD) 3 owners from new, chrome W/W, O/D, Wind-up windows, superb drivers car.
£22,000



Nigel Dawes Ltd
Tel: (01684) 833 424

Birtsmorton Court, Nr. Malvern
Worcestershire England
Fax: (01684) 883 837

Lifes Motors Ltd.

The oldest Morgan agent in the World

Morgan

Morgan Agents since 1926

Morgan & Liles
71 years together 1926-1997
1926-1990

WEST STREET, SOUTHPORT, PR8 1QN. Tel: (01704) 531375. Fax: (01704) 531126.



1989 4/4 2 SEATER 1.6 CVH. 5 speed. Rosso red. Black leather. Wood rim steering wheel, s/steel rack, s/steel exhaust, 33,730 miles **£15,950**



1991 (Oct) +4 4 SEATER 2.0 ROVER. 5 speed. Dorchester Met. grey. Grey leather piped maroon. Galv. chassis, walnut veneered dash, wood rim steering wheel, alloy, other extras **£18,500**



1985 (Dec) 4/4 2 SEATER 1.6 CVH. 5 speed. Brunswick green. Stone leather, walnut veneered dash. Door handles, K&N air filter, Koni shocks all round, 23,000 miles **£13,950**



1989 (Nov) +8 3.5 Pi. 5 speed. Corsa red. Stone leather piped red, galv. chassis, beige mohair weather equipment. Alloy, s/steel exhaust, other extras, 11,500 miles **£23,950**

THIS IS A SAMPLE OF OUR LARGE STOCK OF MORGANS FOR SALE.
PLEASE PHONE FOR DETAILS OF OTHER CARS.

As the oldest Morgan agent in the world, and because we deal in Morgans and Morgans only, we probably have the largest stock of good, used Morgans for sale in the world – our stock is always changing, so please phone/fax for an up to date list. New orders taken and test drives given.
Please phone Dave Randall for details.

DO YOU HAVE A MORGAN FOR SALE? WE WILL BUY YOUR MORGAN FOR CASH OR SELL IT FOR YOU ON A COMMISSION BASIS. PLEASE PHONE FOR DETAILS

WYKEHAMS

LONDON AGENTS FOR MORGAN SPORTS CARS



RENT A MORGAN!
Our fleet is equipped with latest model 4/4 1800's & +8's

PRE-OWNED STOCK LIST

1996P +4 T16 *CATALYST.* Royal Ivory, blue leather piped in tan, walnut dash, galvanised chassis, luggage rack, chrome wires, alloy body, 770 miles.... ..... **£27,995**

1996 +4 T16 4 Seater *CATALYST.* Connaught green, tan leather piped in green, Mohair weather, walnut dash, galvanised chassis, spotlights, 900 miles **£28,995**

1993 Morgan +4 T16 4 Seater *CATALYST.* British Racing green, tan leather piped green, walnut dash, galvanised chassis, alliminium body and wings, 3,000 miles..... **£23,995**

1997 4/4 Zetec *CATALYST.* British Racing green, tan leather, chrome wires, reclining seats, walnut dash, spotlights, delivery mileage..... **POA**

1997 4/4 Zetec *CATALYST.* Connaught green, stone leather, walnut dash, galvanised chassis, alloy body, 1,800 miles **£22,995**

1995 4/4 Zetec *CATALYST.* Rosso red, walnut dash, Mota-Lita wheel, galvanised chassis, 8,000 miles..... ..... **£20,500**

1995 4/4 Zetec *Wide Body CATALYST.* Old English white, blue leather, blue Mohair weather equipment, galvanised chassis, walnut dash, luggage rack, 18,000 miles..... **£20,995**

1994 4/4 Zetec *CATALYST.* Black, black leather, walnut dash, spotlights, 14,000 miles..... **£19,995**

1991 4/4 4 Seater. Corsa red, black leather piped in red, walnut dash, luggage rack, 14,000 miles. **£17,995**

6 KENDRICK PLACE, REECE MEWS, SOUTH KENSINGTON, LONDON SW7 3HF

Tel: 0171-589 6894/8309 Fax: 0171-589 8886

THE E-TYPE *Centre*

ESTABLISHED OVER 17 YEARS



"E-TYPE MAIN AGENTS?"

At the time of going to press we had 49 E-types for sale, all owned by ourselves, sensibly priced, viewable at the same location. Stock of 50 E-Types has become normal for us. During the last 17 years we have sold over 1,000 E-Types. We therefore know what we're doing.

There are no photographs/exact listings in this advertisement as by the time it appears many examples will be sold, although we will ensure that replacements have been bought, (if you are selling please call us.)

- THE LARGEST SELECTION OF E-TYPES
- SENSIBLE PRICES, COURTEOUS SERVICE
- CLASSIC OR MODERN EXCHANGES ALWAYS CONSIDERED
- Carcoon Stockists
- CLOSE TO M1, M6, M40 AND M42

*"**Telephone** us for a friendly informed chat, obtain our information pack and directions, then make an appointment to visit the world's best-stocked E-type shop!"*

Wanted: Very good E-Types, XK's, MkII, 3.4 and 3.8. Nationwide viewing. Please call if you are considering selling

Expansion: Having expanded our showrooms we are now keen to take high performance modern cars in part exchange - cash either way, **particularly** Ferrari, TVR, Morgan, Porsche, BMW, Mercedes, Jaguar, Audi, VR6 Golf/Corrado etc.

*"**Did you know** that the largest physical (we don't deal with computer lists) stock of E-Types in the world is available for your inspection in the Midlands, just 1½ hours from London or Manchester. Sensibly priced!"*

NON E-TYPES FOR SALE

JAGUAR XK 140 FHC. 63000 miles recorded, 4 owners, carefully maintained. Superb condition £26,950
JAGUAR XK 150 FHC. RHD. white, chrome wires. Carefully maintained £16,950
JAGUAR Mk 2 3.8 M.O.D. Silver grey, chrome wires, restored in 1988. Excellent £12,950
MG MAGNETTE 2 A SALOON. 1956. Birch grey, original tools etc. Very carefully maintained £4,950
JAGUAR MK2 3.8 M.O.D. Dark blue, red hide, CWW, restored, beautiful condition £19,950
JAGUAR XK 150 SE DHC. BRG. Original RHD. Extensively restored. Lovely £34,950
JAGUAR XK 150 SE FHC. Original RHD, Pearl Grey. Low mileage. History, Superb original £19,950
JAGUAR XK 120 ROADSTER. LHD. Red/Tan. Extensively restored. Beautiful £26,950
JAGUAR 3.4 S-TYPE. Mod, opalescent dark green, 30,000 miles recorded, probably best available £15,000
MG MAGNETTA ZA 1956. Very carefully maintained, excellent condition £4,950

EASILY ACCESSIBLE IN THE MIDLANDS. CLOSE TO M1, M6, M40 AND M42
TEL: 01827 373247 FAX: 01827 373604
or HOTLINE: 07000 E-Types 3 89737

THE VINTAGE SPORTS-CAR CLUB

VINTAGE SPORTS-CAR CLUB LIMITED

2-3 August

Prescot Reed Hill Climb

(near Gotherington, Gloc)

£4 Saturday

£8 Sunday

VSCC ÚM

VINTAGE RACING

121 Russell Road,

Newbury, Berks,

RG14 5JX

Telephone

01635 44411

Fax

01635 580612

Julius Thurgood



1964 850TC HRSR/HSCC Abarth spec
Eligible for Gp5 series and road events
Fully rebuilt with nice period detailing
Road registered, MOT, Tax exempt
A charming historic racer **£6,950**



1967 Alfa Romeo GT HRSR/HSCC spec. Eligible for Gp5 series and road events
Many GTA period modifications. RAC scrutineered. Road registered, MOT, Tax exempt. A dramatic period racer **£8,950**



1969 Nerus Silhouette Period raced as Gp6 car. Current HSCC Gp6 papers
Eligible for RJB Mining & Gp4 series
An affordable entry into the 'Big Bangers'
£12,950 + VAT



1978 Dulon MP21 Formula Ford, Scholar engine. a properly set-up FF
A great yet inexpensive introduction to single-seater racing **£5,950**

Also:
1960 DKW Formula Junior **£4,950**
1965 MK1 Cortina rally car **£2,350**
1983 Ferrari 400i fsh **£16,950**
1958 Lancia Aurelia B24S competition roadster **£call**

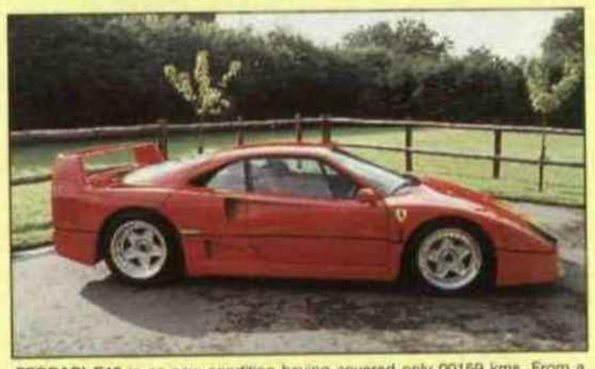


TEL/FAX 01827 720361

OAKFIELDS

FOR SPORTS, RACING & CLASSIC CARS

INTERNATIONAL SALES OF ALL RIGHT AND LEFT DRIVE FERRARI



FERRARI F40 in as new condition having covered only 00159 kms. From a private collection we offer a rare opportunity to buy. This perfect car registered 1990 KAT non adjust suspension car with all relevant documentation from impeccable background **£195,000**



FERRARI 328GTS. 1990G new condition having only covered only 00900 miles. One private owner with all original documents, wallets and service bills perfect inside and out. Finished in Rosso Corsa with cream hide and red carpets **£59,950**



FERRARI 288GTO 1985. Finished in Red with Black trim this left hand drive car has covered 07100 kms from new with fully documented ownership (one owner) and history from a private collection and in exceptionally good condition **£225,000**



FERRARI 275 GTB LONG NOSE 2 CAM. Finished in Red with Black trim. Triple carb, torque tub model with Borrani chrom wires old MoTs and bills for recent work, very good condition **£145,000**

EXPREIENCED IN THE IMPORT AND EXPORT OF RIGHT AND LEFT HAND DRIVE SPORTS RACING AND CLASSIC CARS
TAX FREE SALES AVAILABLE WE ACCEPT ALL MAJOR CURRENCIES AND CAN ARRANGE WORLD WIDE DELIVERY
WE ARE LOCATED 25 MINS FROM HEATHROW AIRPORT AND ONLY ONE MILE FROM J5 OF THE M3 MOTORWAY
PLEASE CALL FOR AN APPOINTMENT TO VIEW OR FOR A COPY OF OUR CURRENT STOCK LIST

Tel: (01256) 760256 Fax: (01256) 762415

DK ENGINEERING



Ferrari 220 GTC. 1967 Blue chiaro/beige. Restored . . **£71,500**



Ferrari 512BBi. Red/black, 28,000 miles. FSH. Extremely good example **£58,000**

FERRARI 512BBI. 1982. Red/black, 28,00 miles. FSH. Recent major service. Outstanding example **£59,500**
FERRARI 246GT. 1973. Yellow/black interior, Outstanding example **£49,500**
FERRARI 246GTS. 1974. Red/tan interior. Extremely good example **£52,500**
FERRARI 275GTB/2 CAM. 1966. 6 carb. Alloy body, red, black, long nose. 1 of 6 cars built. RHD **£185,000**
FERRARI 275GTB/4. 1967. LHD. Silver, restored ..... **Enquire**
FERRARI DAYTONA. 1973. Red/black. Concours condition. W.W. 40,000 miles **£85,000**
FERRARI 355 BERLINETTA. 1994. Yellow/black, 2,000 miles. Perfect RHD **£91,000**
FERRARI 348TS. 1990. Red/magnolia, 13,000 miles **£49,995**
FERRARI 348TB. 1993. Red/magnolia, 7,200 miles, 3 owners . . **£58,000**
FERRARI 328GTS. 1989/magnolia, 11,000 miles. ABS, RHD . . . **£51,500**
FERRARI 328GTS. 1988. Red/cream, 3,000kms. Left hand drive. Perfect condition **£46,000**
FERRARI 308GTSQV. 1982. Blue Chiaro/tan. AC, DFS, 36,000 miles **£33,000**
FERRARI 365GT4 2+2. 1974. RHD. Yellow/beige. Restored in 1987. New S/S exhaust, superb **£24,000**
MERCEDES 230SLK KOMP. 1997. Silver/black leather. Good spec. LHD **£33,950**
MASERATI 300S. 1957. Genuine car. Good history, 4th overall in Mille Miglia **£480,000**
JAGUAR C TYPE REPLICA. Very good replica of 1952 C-type. Assembled with many original Jaguar parts **£65,000**
LANCIA STRATOS GROUP IV. Built to race standard with many spares. Excellent car ready to go ..... **Enquire**
McLAREN M8C. In need of restoration. Chassis 07 ..... **Enquire**
LOTUS 11 SERIES 11 LE MANS. Genuine car. Only 500 miles from new. In need of minor restoration **£47,000**
AUSTIN HEALEY 3000 Mk3. Red/white hardtop. John Chatham conversion. Full works spec **£28,500**

Wanted 328's, 348's, 355's, Testarossa
(1980s early car), 456 and 550 Maranello
We have customers waiting for all models of Ferrari.
Please telephone if you have one which you wish to sell.
Cars sold on commission

FERRARI SALES, SERVICE, RESTORATION, AND RACE PREPARATION

200D RICKMANSWORTH ROAD, WATFORD, HERTS, WD1 7JS, ENGLAND
TEL: 01923 255246. FAX: 01923 249966. MOBILE: 0385 283139

Browse on the internet and find our current stocklist on: www.race car.co.uk/dk-eng

LOMBARDA SPORT

2, RAILWAY MEWS, LADBROKE GROVE, LONDON W10 6HN TEL: 0171 243 0636. FAX: 0171 792 9773

ALL VEHICLES FULLY SERVICED PLUS 1 YEAR WARRANTY. ESTABLISHED AWARD WINNING REPUTATION FOR PROVIDING IMMACULATELY PREPARED ALFA ROMEOS

Alfa Romeo



ALFA MONTREAL 4 CAM V8. 76 P, FSH, RHD, £20k restoration, sport pack suspension, leather, £2k stereo, very special very rare, as featured in May edition of Motor Sport magazine. This car is used regularly and it should not be confused with some of the "Cosmetically pretty" vehicles available in the market place .**£18,950**



GIULIA GTC. No 96 of 99 cars made, full tan leather trim, Mohair soft top, black willoy carpets, £22k restoration which included new engine, gearbox, differential, all suspension and brake components etc. Very special stereo, central locking, considered by many to be the best GTC available. This does not include train spotters. All original in style but with leather quality materials.....**£18,950**



BLUE BERTONE 2.0 GTV, 1972, 68k FSH, tan interior, immaculate condition **£10,950**

RED BERTONE 2.0 GTV, 1974, 79k, FSH, black interior, immacualte **£11,950**

MORE BERTONES SIMILAR TO ABOVE AVAILABLE, RING FOR DETAILS







SPIDER CLASSIC, 1979, RHD, Dark blue, fully restored including body, engine, gearbox, suspension, brakes etc. Fully retrimmed in dark tan leather inc, centre console, new dark blue Wilton carpets, new soft top. Pristine in every respect.....**£12,950**

SPIDER CLASSIC, 1976, RHD, dark blue same spec and condition as above but with light tan leather trim **£12,950**

SELECTION OF SPIDERS, 1991, S4. 1988 Mk3, Red Duetlo 1968, 2.0 Classic 1975. Ring for information. From.....**£9,950**

LANCIA DETA 1300, classic chrome bumper model, 58IL, FSH, original immaculate interior with wood veneer kit, stereo immobiliser, immaculate bodywork, just serviced.....**£3,950**

ALFETLA GTV 2.0 SE, white, 69k, FSH, sunroof, air conditioned, electric windows, offered immacualte with Mk3 Recaro style black interior **£5,950**







"75 SPORT". Full Lombarda Sport conversion including: Evo wheel arches, sports suspension, new Evo spoke alloys's with low profile tyres, sports 4-2-1 exhaust manifolds and complete system, full burgundy leather trim, new carpets, carbon fibre dash board kit, aluminium pedals, gear lever and petrol cap, Momo 3 spoke wheel, stage 2 engine ECU, modified air induction, Corsa cam cover, steel braced hoses, 4 head light conversion, electric sunroof, stereo, immobiliser, very fast, stunning in every respect **£8,950**

TEKNIS Classics



Northcahpel Garage Petworth Road, Northchapel, West Sussex. GU28 9HL

Tel: 01428 707170 or

Fax: 01428 707169



MGB 1972. Red, wire wheels. Good history, new MoT, new roof. Superb example only **£6,995**

TVR 1963. Gratura Mk3 Racing Car 1800 by Brown & Gammors. Prepared to FIA appendix K & HSCC Classics. Total mileage 850 sincde rebuild.....**£POA**

Alfa Romeo 2600 Sprint 1964. Road/Race car with HSCC papers. Never raced, White superb order throughout. Ring for further details.....**£POA**

MGB 1973. 1 owner, 89,000 miles, FSH, Maroon, new MoT.....**£6,250**

MGB 1978. LHD, BRG, drives nicely, new MoT, only.....**£2,950**

Bentley 1971. Larch Green with Green leather interior. All usual refinements, new MoT, exhaust, lots of history.....**£10,950**

Lancia Beta Monte Carlo 1978. Full history, new MoT, Ferrari Red, clean example.....**£3,950**

Mercedes 450SLC 1974. One owner car, metallic Green, very orignal and in superb order.....**£7,995**

Daimler Drophead Coupe 1957. One owner, new MoT, aluminium body, FSH, BRG. This car must be seen only 57 ever made & this is the one to buy.....**£POA**

Volvo Amazon 1230T 1968. Blue, totally rebuilt with a full documented history including magazine articles. Not expensive at.....**£4,250**

RACING CARS

Trojan 101 F5000 1973. Ex-Jody Shockes. Competitive as well known car. Sensibly priced at.....**£17,950**

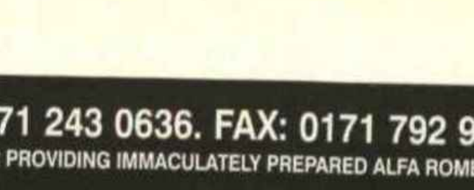
IBEC 1978. Ex-Le Mans car. Suitable RJB Championship. A unique and beautiful car. Ring for details.....**£POA**

Surtess T515 1974. F2 2 litre BDG. Suitable Derek Bell Series.....**£POA**

Also now open Classic Car Centre for all your classic car needs. Competitive rates, car teams service, transport arranged. We also offer a discreet commission service. P/exhange & finance available. Open 9-30 to Mon-Fri. 10-5 Saturday. 10-3 Sunday viewing preferably by appointment

Forza288

INDEPENDENT FERRARI SPECIALISTS



Ferrari 308 GT4 1979. Graphite grey with cherry red leather interior. Wide wheels, sports exhaust, a/c, personal plate. Extensive documented service history. All unmolested 308 GT4 complete with original tools, jack. Recent cam-belt service. **£18,500**

Ferrari 308 GTB. Fibreglass in Giallosolfy yellow with black hide interior. Konig body fitted by Emblem Sports Cars in 1985 (Ferrari Main Agents). Split rim wheels. P7 tyres, sports exhaust, personal plate, sprint pack engine also fitted by Emblem Sports Cars. Stunning.....**POA**



Ferrari 308 GTS Carb. Red with magnolia hide. Red carpets. Speedline rims, P7 tyres, a/c, personal plate, deep front spoiler, rear spoiler, stereo. Extensive documented service history complete with tool kit and jack.....**£28,995**



Ferrari Mondial QV. 1982, red with magnolia, 49,000 miles, FSH, sunroof, stereo, a/c, magnolia head linng.....**£17,750**

Ferrari 246 Dino LHD, part exchange, engine requires attention.....**£24,000**

Ferrari 355 Berlinetta LHD, Giallowfly yellow with black hide, 1998, 2 owner car, 8,000 miles, FSH.....**£57,000**

I deal exclusively in Ferrari's but will take any car in part exchange. Buying or selling a Ferrari, please speak to me, David Miller, first.

*** Arriving shortly - Ferrari 246 Dino GT, LHD, £30,000 circa approx and Ferrari 400 5 speed manual, blue/magnolia.**

Tel: 01425 273682. Fax: 01425 270293. Mobile: 0860 274455.

VIEWING STRICTLY BY APPOINTMENT

HENRY PEARMAN

THE E-TYPE SPECIALISTS

EAGLE E-TYPES

EST 1982
EAST SUSSEX

(01825) 830966
Fax: 830872





S1 4.2 Coupe. British Racing green, black trim, superb .**£29,500**

S1 3.8 Coupe. Opalescent dark green, ex George Best .**£28,500**

S1 4.2 Coupe. White, black trim, 1 owner 10 years . . .**£24,950**

S2 4.2 Coupe. Signal red, black trim, superb example .**£24,500**

S3 V12 2+2. Signal red, black trim, low mileage **£22,750**

S1 4.2 Coupe. UK, matching no's, for full restoration . . .**£6,500**

S1 3.8 Roadster. Opalescent dark green, 1 owner! . . .**£48,500**

S1 3.8 Roadster. Dark blue, very special specification .**£46,500**

S2 4.2 Roadster. Dark blue, full RS panels restoration .**£42,500**

S2 4.2 Roadster. Primrose, black trim, stunning example **£39,950**

S3 V12 Roadster. British Racing green, really excellent .**£37,500**

S1 4.2 Roadster. Opalescent dark green, tan trim, Euro LHD **£24,500**

JUST PART OF OUR FABULOUS RANGE OF E-TYPES. EAGLE PICK THE *VERY* BEST.

William Loughran



97 FEARRI 550 MARANELLO. RHD. Delivery miles.....**POA**



97 FERRARI 355 BERLINETTA. Black hide. Delivery miles.....**POA**



97 BENTLEY CONTINENTAL T. Very rare, 3,000 miles.....**POA**



64 FERRARI LUSSO. Rare RHD model.....**POA**



86 MERCEDES 300 SL. 1 owner. Hide. Air con., 300 miles, professionally stored from new, unique.....**£37,950**

97 FERRARI 550 MARANELLO. Red, black hide, RHD, del miles	£POA
97 FERRARI 355 BERLINETTA. Red, black hide, del miles. New car	POA
88 FERRARI 412i Auto. Graphite, beige hide, 38,000 m, full Maranello history	£29,950
64 FERRARI LUSSO Silver. black hide. Rare RHD model, exceptional	£POA
97 PORSCHE BOXSTER Silver. Black hide, AC. VH spec., delivery miles	£44,950
97 PORSCHE BOXSTER Red. Black cloth, 17" alloys. Delivery miles	£39,950
88 PORSCHE 959 Red. Triple silver hide. 15,000kms. FSH	£159,950
96 PORSCHE TURBO 4 Arena Red, black hide, 1,500 miles	£94,950
95 PORSCHE CARRERA 4 CABRIOLET. Iris Blue. Marble hide, AC. 12,000 mls	£59,950
95 PORSCHE CARRERA 2 CABRIOLET. Iris blue. Marble hide, AC. 9,000 mls	£57,950
NEW JAGUAR XJ220 LHD Silver. Grey hide. Delivery miles	£POA
75 JAGUAR E-TYPE Commemorative, 24,000 miles. Exceptional, only 50 built	£57,950
88 A M VANTAGE VOLANTE. Suffolk red. Magnolia hide & hood. 20,000 mls. FSH	£74,950
89 A M VANTAGE VOLANTE POW Royal blue. 22,000 miles. 1 of only 22 cars built	£119,950
57 A M DB2/4 MkII Red. Total restoration. Concours cond. Mille Miglia eligible	£36,950
37 DELAHAYE 135M. Chapron roadster body. Extremely rare. Totally restored	£POA

97 BENTLEY CONTINENTAL T. Atlantic, blue sandstone, 3,000 miles	POA
94 MDL BENTLEY CONTINENTAL R. Storm grey, 20,000 miles	£109,950
93 BENTLEY CONTINENTAL Brewster Green. Tan hide/hood. Many ex. 16,000 miles	£109,950
86 RR CAMARGUE Light Oyster over Walnut. Stone hide. 10,000 miles. Superb	POA
65 RR SILVER CLOUD III Garnet over Alpine Grey. 50,000 miles. Exceptional	£34,950
97 MERCEDES E50 AMG. LHD. Silver. Hide. V/high spec. Delivery miles	POA
96 MERCEDES SLK 2.0 MANUAL. Imperial Red, Black trim, alloys, 4,000kms	£POA
94 MERCEDES S600 COUPE Blue/black. Mushroom. Total spec. FSH. 48,000 miles	£59,950
95 MERCEDES SL600 Azurite. Grey hide. CD. Total spec. 7,000 miles	£79,950
86 MERCEDES 300SL Ivory. Tan hide. AC. 1 onr. 280 miles. Stored from new	£37,950
90 MERCEDES 300SE Smoke silver. Beige hide. AC. FSH. 54,000 miles (H)	£14,950
NEW BMW Z3 Met. black. Tan hide. Good spec. Delivery miles	£25,950
96 BMW 740i AUTO. Oxford green. Beige hide, 10,000 miles	£39,950
94 DUCATI 916 STRADA. Single seater. 1,400kms. 1 owner	£12,250
95 VW GOLF 1.8 CABRIOLET. 90bhp. White. Blue hood. 1 owner, 11,000 miles	£13,750
78 VW BEETLE CONVERTIBLE. LHD. White. Blue hood. Totally restored	£8,950

IN ADDITION TO THIS LIST OF FINE VEHICLES WE HAVE MANY OTHER EXAMPLES IN STOCK AND CAN BE RELIED UPON TO LOCATE THE VEHICLE SPECIFIC TO YOUR REQUIREMENTS. WE ARE ALWAYS KEEN PURCHASERS OF INTERESTING VEHICLES EITHER OUTRIGHT OR IN PART EXCHANGE.

THE HAWTHORNES, GILL LANE, WALMER BRIDGE, PRESTON PR4 5QN. TEL (01772) 613114 FAX: (01772) 615104

Jeremy Wade



ACE COBRA BRISTOL (100D2). This outstandingly original, low mileage, LHD Ace was the last delivered, It's in very good unrestored condition and remains taut and responsive. An extremely rare opportunity **£38,500**



FERRARI 308 GTS QV 1985. Skilfully converted to a V12 by Emblem early in it's life (400i 4 cam). Very rapid but flexible performance and in outstanding condition. New clutch just fitted! **£35,000**



MGA 1600 MK1 ROADSTER. Recently repatriated this RHD 'A' is in very nice order and fitted with a stainless system, chrome rack and lovely red leather upholstery. New MOT and delightful to drive **£10,950**



JAGUAR XK120 ROADSTER 1950. This very early LHD car has been extensively restored and uprated. All alloy body (RS panels), 3.8 Dave Butcher engine, all synchro close ratio box, rack and pinion, discs, LSD, watts linkage and much more. The ultimate 120! **£40,000**



BENTLEY 3½ DROPHEAD 1935. Lying dormant since 1972 but now running sweetly! Engine rebuilt by Brunts. Handsome 3 position coachwork by Richard Mead. Scruffy but very wholesome and with a super history **£26,500**



JAGUAR V12 ROADSTER 1972. Manual gearbox, original black leather, lowish mileage, luggage rack, works hard top (option), chrome wheels, lots of MOT certificates etc. Good condition and extremely good value! **£26,500**

ALSO IN STOCK:-

1930 LEA FRANCIS 'P' TYPE. A beaufifully constructed 'hyper' special ready for panelling. Top quality and all the right ingredients (4 ED twin port engine, Allen crank etc) **£10,500**

1965 JAGUAR 4.2 'E' TYPE FIXED HEAD. A wonderfully restored and well sorted 'E' in Coniston green (light BRG) with black hide. Recently magazine featured and terrific to drive **£24,500**

1970 JAGUAR 4.2 'E' TYPE ROADSTER. A good useable Series Two in Regency with black hide. New MOT **£19,500**

1959 JAGUAR 3.4 MK1 in Black with Red hide leather (super original), fitted with overdrive and disc brakes. This underated Jag is both quick and a joy to drive **£9,750**

1954 JAGUAR MKVII. Restored in 1987 and then 'carefully rallied (Monte etc) by it's fastidious and enthusiastic Jaguar agent owner! Super history and complete with FIA papers. Ideal for Le Jog (or other strenuous activities) **£9,500**

WANTED: Unusual cars, barn finds, interesting projects, customers and some sunshine!

Part exchanges treated with sympathetic generosity. Rude and amusing messages on the answerphone are greatly appreciated!

MARKET DRAYTON (01630) 657502 (NOT FAR FROM ANYWHERE)

R.S. Williams Ltd



ASTON MARTIN DB4GT. 1960. CHASSIS NO 126. SILVER WITH BLACK HIDE PIPED GREY. FULL R.S.W. REBUILD COMPLETED 1994 INCLUDING 4.2 LTR UNLEADED SPECIFICATION ENGINE. 5,000 MILES SINCE REBUILD £165,000



ASTON MARTIN V8 VOLANTE. 1985. AUTOMATIC GEARBOX. SILVER WITH GREY HIDE PIPED RED. 29,000 MILES. 2 OWNERS. FULL SERVICE HISTORY
£68,500

ASTON MARTIN V8 VANTAGE. 1983. Storm red with parchment hide piped red. 25,000 miles. Full service history. 2 owners. **£48,500**

ASTON MARTIN DB5 ESTATE. 1965. Burgundy with natural hide. Manual gearbox. Rebuilt by Aston Martin Lagonda Ltd. **£80,000**

ASTON MARTIN DB4 SERIES II. 1961. R.S.W. green with red hide. 4.5-litre 3x SU engine. 4-speed gearbox with overdrive. Borrani wheels. Currently being rebuilt – completion October 1997. **£79,000**

ASTON MARTIN DB4 SERIES 1. 1959. R.S.W. green with black hide. Fitted 3xSU 4.2 litre engine, Borrani wheels, converted to negative earth and alternator. Full handling kit - superb. **£65,000**

ASTON MARTIN V8 ZAGATO VOLANTE. 1988. Manual gearbox. Red with black hide. 5,000 miles. Stunning to look at and superb to drive. **£110,000**

ASTON MARTIN V8 VOLANTE. 1988. Fuel injection. Balmoral green with tan hide. Automatic gearbox. 24,000 miles. Lead free conversion. **£78,000**

ASTON MARTIN V8 VOLANTE. 1984. Auto gearbox. Royal blue metallic with grey hide piped blue. 22,000 miles. One owner. Full service history. **£68,500**

ALL OF THE ABOVE CARS ARE FULLY PREPARED AND SERVICED IN OUR OWN WORKSHOPS AND ARE COVERED BY TWELVE MONTHS' PARTS AND LABOUR GUARANTEE.

Protech House, Copse Road, Cobham, Surrey KT11 2TW (M25 – Junction 10)
Tel: 01932 868377 Fax: 01932 865515

GRAHAM SCHULTZ CORDWALLIS GROUP

LAMBORGHINI MASERATI FERRARI

Established 22 Years.

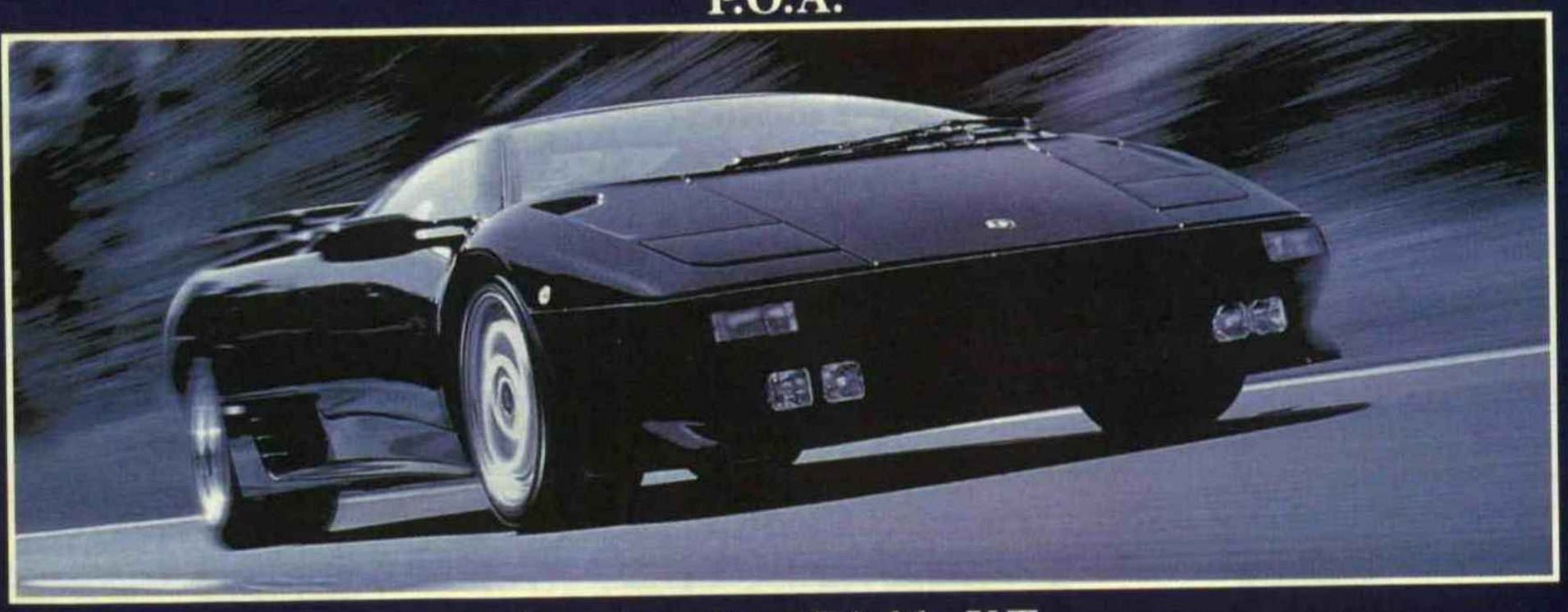
PPG



Lamborghini Muira P400 1968.

28,000K, two owners fast appreciating and becoming rare.

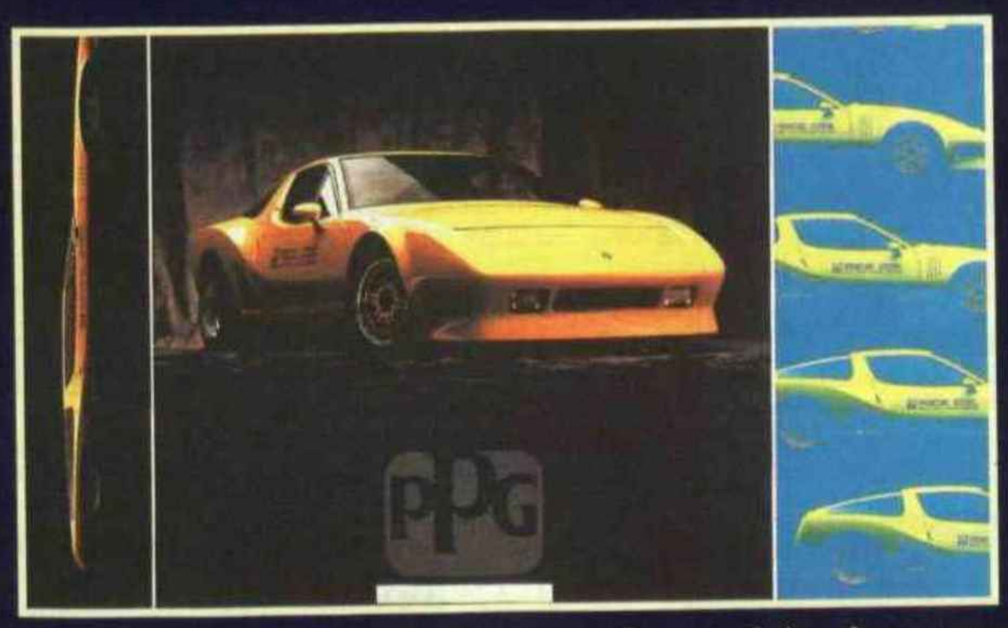
P.O.A.



Lamborghini Diablo V.T.

Midnight Blue, Grey Hide, Special car.

Phone for details



PPG Indy Car World Series

PPG's involement with Indy Car began in 1975, when it began manufacturing tough urethane paints that were able to resist attack from splashes of fuel and lubricants as well as the fading effects of strong sunlight. In 1997 PPG will again be sponsoring the Indy Car World Series and the same product used by bodyshops around Britain will be found on the cars lining up on the starting grid!

Two thirds of the vehicles manufactured in the western world use PPG coatings technology and PPG Industries has long been paint supplier to Lamborghini. It is this pedigree which has led Cordwallis to appoint PPG Auto Refinish as approved refinish paint supplier to its bodyshop in the UK, to keep up to the standards set by Lamborghini and PPG in Italy. Lamborghini customers will only be satisfied if the colour is right both at manufacture and repair. With PPG and Cord Wallis they can be sure of getting the right result

To find out about our comprehensive services contact GRAHAM SCHULTZ

Daytime Tel: 01628 22264 Mobile: 0860 333760 or Fax: 01628 770446

Internet: http://www.racecar.co.uk/cordwallis

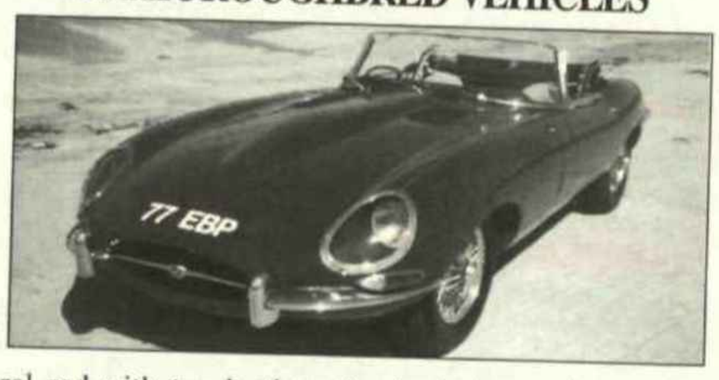
MAIDENHEAD, BERKSHIRE

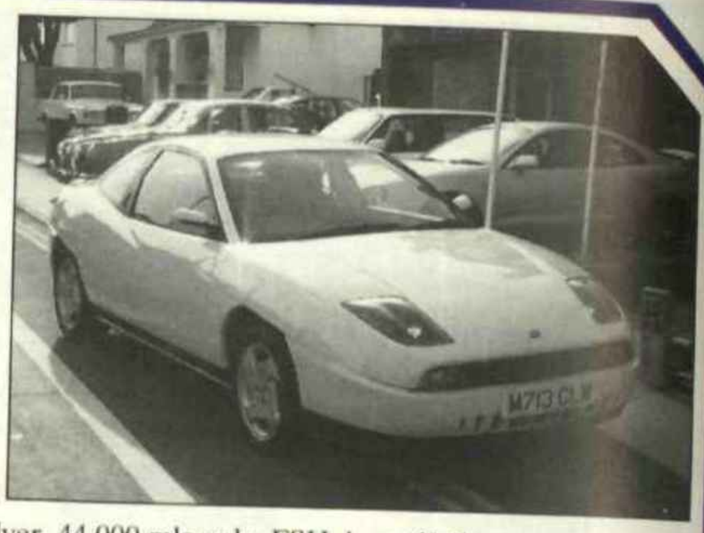


Panorama Bay
Motor Company

36 Panorama Road, Sandbanks, Poole, Dorset, England

SPECIALISTS IN THE PURCHASE & SALE OF CLASSIC & THOROUGHBRED VEHICLES





SPORTS/PRESTIGE

1989 ROLLS-ROYCE SILVER SPIRIT. Dark blue, mag leather, piped blue, all usual refinements, fuel injection **£24,995**

1989 mod PORSCHE 911 CARRERA SPORT TARGA. 3 owners. FSH. Diamond blue, black Porsche logo trim **£20,995**

1995 RANGE ROVER 4.6 HSE. New shape. Kingfisher blue, grey leather, CD, Air-Con, FSH ... **£31,995**

1993 BMW 318i SE COUPE. Twin-cam, 1 owner, 36,000 mls, F.S.H., white, grey trim, alloys, E/S/R, E/M, body kit **£14,995**

1989 VOLVO 240 GL ESTATE. Silver, black trim, FSH **£3,995**

1995 LANDROVER TDi DISCOVERY. 7 seater, ES, estate. 1 owner, 38m, FSH, CD, leather, air con, alloys **£21,995**

1989 BMW 320i TOURING. White/grey trim, cross spoke alloys, front spoiler, E/S/R, P.A.S. F/S/H **£8,995**

1992 K REG PORSCHE 928S4 (PHOTO) GT COUPE MARUAL. Coral red with tan leather piped, absolute mint condition, FSH **£27,995**

1994 Series TOYOTA CELICA GT, new shape, silver/black trim, CD/R cassette, air con, fantastic exciting **£12,995**

CLASSIC/COLLECTORS

1956 AC ACE CONVERTIBLE. Red, grey leather, restored. Mill Lane, 1st class reg no TOJ 222 (Tojeiro) **£49,995**

1956 ALFA ROMEO 1900SS. Special body by Ghia, one of only six made, red with black trim, aluminium body... **£39,995**

1962 JAGUAR E Type 3.8 Roadster (PHOTO). Red tan trim. CWW. groun-up restoration, concours **£39,995**

1969 ROLLS ROYCE MPW CORNICHE CONVERTIBLE. Ivory. ex-Tom Jones **£29,995**

1965 JAGUAR E-TYPE 4.2 ROADSTER. Red, black leather, CWW. total restoration **£29,995**

1962 LOTUS ELITE SE. Coventry Climax, Super 90 spec, red, silver, 44,000 mls only, FSH, beautifully presented **£26,995**

1955 TRUMPH TR2. BRG, tan interior, w/w, o/d, £37,000 rebuild, photo record, concours **£21,995**

1967 LANCIA FLAVIA CONVERTIBLE. RHD, Vignale, extensively restored £30,000 invested **£16,995**

1978 LANCIA BETA 1.3 COUPE. 24,000 mls, time warp car. China blue, grey trim, immaculate **£4,995**

1986 MG MONTEGO TURBO. Control/Pace/Winners Parade. Factory owned built, 2,000 miles, true collectors item **£4,995**

1982 TRIUMPH DOLOMITE 1500 HL. 2 owners, 30,000 mls **£2,995**

1976 FORD ESCORT 1.3L. 2 door, 16,700 mls only from new **£2,995**

1960 FORD CONSUL 375 LOW LINE SALOON. 1 Wing-commander owner from new 68,000 miles with history **£2,995**

1935 AUSTIN 10 ARROW. 4 seat convertible, BRG, black trim, beige hood, 1 of 3 remaining restored record..... **£13,995**

1977 TRIUMPH STAGE SPORTS CONVERTIBLE. With hard top, manual with overdrive, yellow with black trim **£7,995**

SIMILAR STOCK URGENTLY REQUIRED, CASH WAITING, BUYER WILL CALL
PART EXCHANGE CLASSICS FOR MODERNS — MODERNS FOR CLASSICS

TEL: (01202) 709407 FAX: (01202) 709810 AFTER HOURS: (01202) 700654

AGENTS FOR DORSET
Carcoon

Facsimile (01753) 646909



1973 JENSEN INTERCEPTOR MARK III J SERIES. This car is probably the best Interceptor currently on the market. It is finished in bright red with top quality magnolia Connolly hide interior piped red with partially colour-coded five spoke alloy wheels and original Jensen wood-rimmed steering wheel. This car has been the subject of the most extensive rebuild, photographic evidence of which is available and is the nicest we have ever seen **£14,950**



1972 ASTON MARTIN DBS 6 AUTOMATIC. Finished in dard blue with tan hide. This car has been in the same ownership for the last 13 years during which time it has been very well maintained and now has the benefit of new chrome wire wheels and stainless steel exhaust system and new carpets throughout. The underbonnet and boot areas of the car are nicely detailed and there is no rust whatsoever. Sensibly priced at **£12,950**



1953 ASTON MARTIN DB2/4 MARK I CHASSIS NUMBER LML581. Finished in pale blue with cream hide. This car is a very rare find in that it has only one owner from new and it has with it considerable service history. In its history it is recorded that the engine was replaced by Aston Martins in 1959 and since then the car has covered only 44,000 miles with a total of 88,000 miles in all. The car has a very unusual split rear seat which is mentioned on the car's build sheet and the whole car is rust-free and mechanically sound **£22,500**

RUNNYMEDE MOTOR COMPANY



1966 JENSEN CV8 MARK III. Finished in Masons black with black interior. This '60s Art Deco style classic has been magnificently maintained and was a winner of the Jensen concours in 1993 and had remained in that condition. Powered by the robust Chrysler V8 engine and fitted with automatic transmission. Correct in every respect and sensibly priced **£15,950**



1965 AUSTIN HEALEY 3000 MARK II BJ8. Finished in primrose yellow with blue hood and blue leather interior. The car has been well and regularly maintianed and is in superb condition throughout **£17,500**



1979 ASTON MARTIN V8 VOLANT. Finished in Suffolk red with magnolia hide and having covered a total mileage of 77,000. This car is fitted with automatic transmission, electric hood and electric and is a joy to drive **£47,500**

Telephone (01753) 644599



1961 JAGUAR MARK II 3.8. Finished in carmen red with grey Connolly hide and fitted with a manual overdrive gearbox and chrome wire wheels and louvered bonnet. This car has been in the ownership since 1964 during which time it has been exceptionally well maintained and is a joy to drive **£16,950**



1967 ASTON MARTIN DB6 SERIES I. Finished in pale metallic blue with dark blue leather interior. This is a nice original example fitted with chrome wire wheels and has recently had the advantage of four new shock absorbers. It has been in same ownership for many years and has been well maintained. Very sensibly priced at **£25,950**



1959 ASTON MARTIN DB4 SERIES I. This is a very early car being Chassis Number 146, and was first registered on the 22.10.1959. This car has an excellent rust-free chassis and the advantage of much expenditure during the last two years which includes a brake overhaul, a gearbox rebuild and a totally refurbished engine by R S Williams, making this a strong reliable grand touring car. Very sensibly priced at **£29,500**

We are constantly seeking more stock — telephone us if you have something to sell — Commission sales undertaken. We are situated 12 miles west of Heathrow — please phone or fax for appointment to view. We will pick up from Heathrow by prior arrangement

Photographs and more detailed specification on request

Straight EIGHT

For the Ultimate!



ASTON MARTIN LAGONDA 1987. Left hand drive. Windsor Red with Magnolia hide piped red. Two owners, low mileage **£29,950**



BENTLEY 'R' TYPE 4.9 CONTINENTAL LIGHTWEIGHT BY H.J.MULLINER. 1954, superb in Midnight Blue with Oxblood leather. Sympathetically restored throughout



MERCEDES 280SE CONVERTIBLE. 1969 H. Metallic burgundy, with black hide and hood. Automatic transmission. Comprehensive service history **£36,950**



JAGUAR 3.8 E-TYPE ROADSTER FLAT FLOOR MODEL. 1962. Pearlescent silver grey with claret interior. Much history/paperwork..... **£33,950**



MERCEDES 600 GROSSE SALOON. 1966. LHD. Metallic bronze with tan hide upholstery. Ex-property of Coco Chanel. Unique 600 features! **£39,950**



ASTON MARTIN VANTAGE VOLANTE. 1987. Chichester blue with tan hide piped blue/blue hood. 28,000 miles, FSH, automatic transmission **£69,950**

AC 428 Frua Convertible 68 Black white
Aston Martin V8 Volante 1989 4,000 miles Graphite
Aston Martin Lagonda 1982. Metallic blue
Aston Martin V8 Vantage Volante. 1987. 28,000 miles
Canco Cobra 4.7 Sports High specification
Bentley Turbo 'R' 2-Dr Coupe. 1989. Many extras
Bentley 'T' 1967 LHD. Duo blue
Bentley Azure '96. PeacockMag, delivery miles
Bentley 4¼ DHC. Coachwork by Kellner. Superb
Bentley S1 Continental Fastback. Tudor Grey/Claret
Bentley S1 Continental Fastback 1956 Superb Red

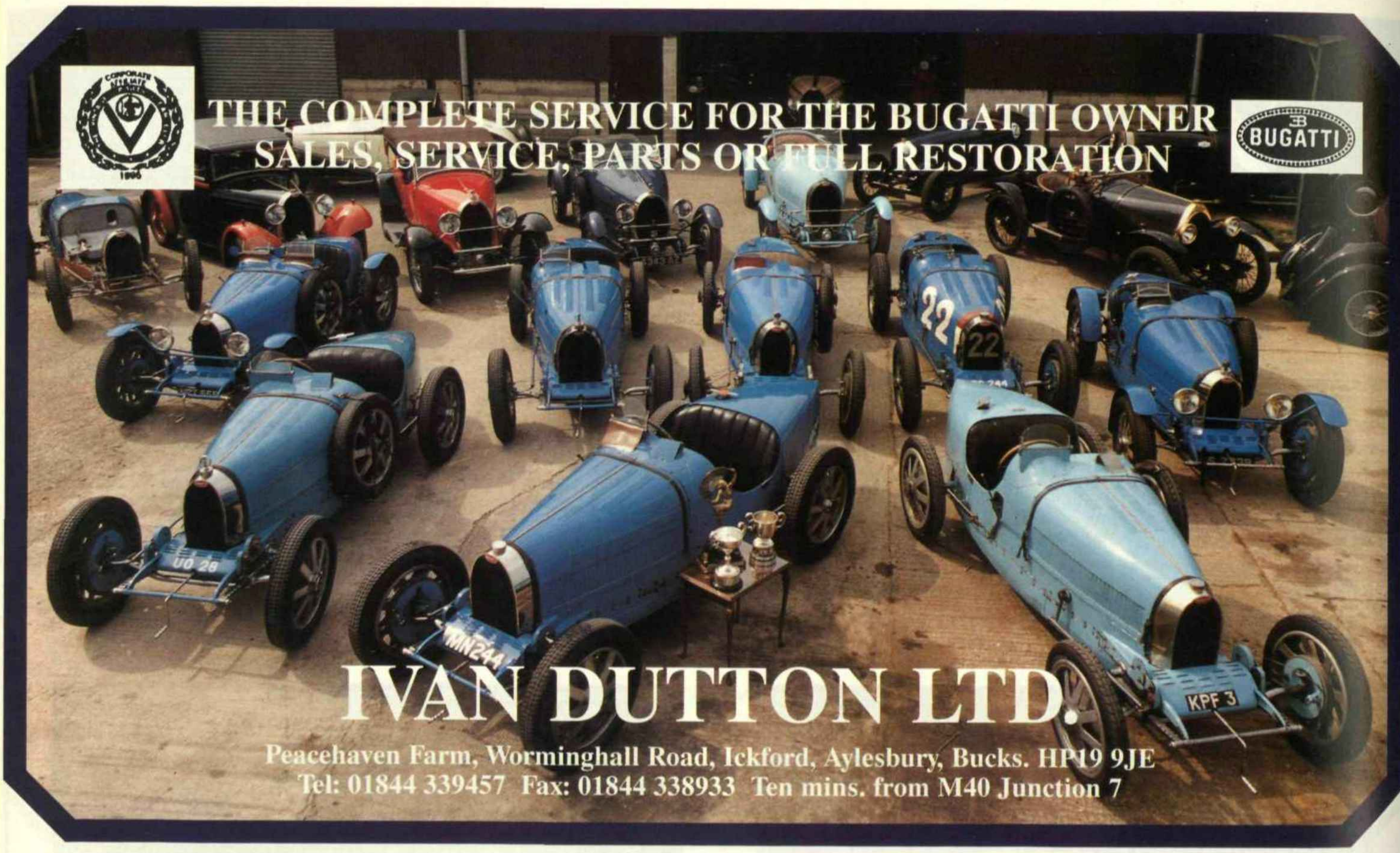
Bentley S2 Continental 2-Door Mulliner R-R converted
Bentley Continental R LHD Black 1995
BMW 635 CSIA '89G Highline hide, A/C, Lachs silver
Cadalliac Sedan De Ville 1991 Silver
Jaguar 3.8 E-Type Flat Floor. 1962. Grey
Jaguar XK150 DHC. Pearl grey, chrome wires
Mercedes 600 Pullman, 1974 LHD. 34,000 kms. Stunning
Mercedes 280SE Convertible Auto. '69 Red/Black
Mercedes 280 SE 3.5 Coupe 1971. White/black hide, auto
Maserati Ghibi 4.9 SS 1969. LHD
Mercedes 600 Saloon. LHD. Choice of two models

Mercedes 500 SEL 92. LHD. Nautic Blue, loaded
Mercedes 260 E, 1986, LHD, E/roof, a/wheels, blue
Porsche 911 Speedster 89, 31,000 mls, Velvet red
Range Rover 3.5. 1989. 35,000 miles. A/c, e/r
Rolls Royce Cloud III Continental DHC. 1965. Silver
Rolls Royce Spur II Limousine. '93 LHD. 35,000kms
Rolls Royce Phantom II '30. Sports saloon by Barker
Rolls Royce Silver Cloud III Continental by James Young
Rolls Royce Silver Shadow 1974. Silver/black
Rolls Royce Silver Shadow 1976. 68,000 mls, nutmeg
Rover 3.5 Coupe. 1971. 13,000 miles only!

Straight EIGHT Int. Ltd.
12, Lee Chung Street, Chai Wan, Hong Kong. Tel: 00852-2556 6631

158-160 Goldhawk Road
London W12 8HJ
Tel: 0181-743 1599. Fax: 0181-740 8496

Straight EIGHT Pollak & Co. Gmbh
Hennersdorferstrasse 13, 2333 Lepoldsorf, Vienna. Tel: 0043-2235 4498/9



Blackhawk COLLECTION



1938 MAYBACH SW38 GLASER FOUR-DOOR CABRIOLET



1934 ROLLS ROYCE PHANTOM II CONTINENTAL KELLNER CABRIOLET

Partial Listing of Cars in Inventory

- **1932 Auburn** 12-160A (V-12) Cabriolet
- **1955 Bentley** S1 Continental Mulliner LHD Fastback
- **1954 Buick** Skylark Convertible
- **1933 Cadillac** 355C Dual Cowl Phaeton
- **1953 Cadillac** Ghia Coupe
- **1938 Delahaye** Type 135M Figoni et Falaschi Cabriolet
- **1953 Dodge** Firebomb Convertible
- **1932 Duesenberg** J Franay Convertible Sedan
- **1933 Duesenberg** J Rollston Torpedo Convertible Victoria
- **1955 Jaguar** 'D' Type
- **1956 Jaguar** XK140 Ghia Coupe
- **1966 Jaguar** XJ13 Re-creation
- **1938 Mercedes Benz** 540K Cabriolet A
- **1960 Mercedes Benz** 300 SL Roadster
- **1931 Packard** Kellner Town Car
- **1932 Packard** 905 Twin-Six Dietrich Sport Phaeton
- **1926 Rickenbacker** Super Sport
- **1920 Rolls Royce** Silver Ghost Barker Boattail
- **1930 Rolls Royce** Phantom II Brewster Trouville Town Car
- **1957 Rolls Royce** Silver Cloud 1 '7410' Mulliner Drophead Coupe
- **1930 Stutz** MB Weymann 'Fabric' Monte Carlo
- **1938 Talbot Lago** T150C SS Figoni et Falaschi 'Teardrop' Coupe

BLACKHAWK COLLECTION • 1092 Eagles Nest Place, Danville, California 94506 USA
Telephone: (510) 736-3444 • Facsimile (510) 736-4375

SALES SERVICE RESTORATION



1991 FERRARI TESTAROSSA £66,995



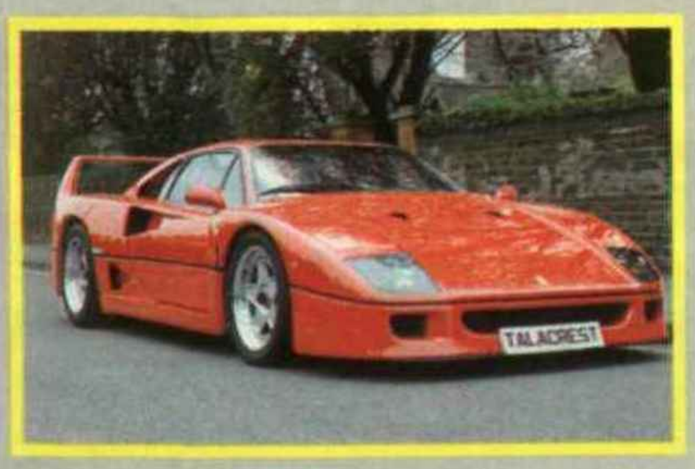
1973 FERRARI 246 GTS DINO £51,995



1970 FERRARI 365 GTB/4 COMPETITION £425,000



1984 FERRARI 308 GTS QV £36,995



1989 FERRARI F40 £184,995



1988 PORSCHE 959 £139,995



1991 FERRARI 348 TS £51,995



1980 FERRARI 308 GTS £32,995

T A L A C R E S T

EUROPE'S LEADING FERRARI SPECIALIST

A SELECTION OF OUR CURRENT STOCK

FERRARI

1949	TIPO 166 STABILIMENTI BERLINETTA	**£134,995**
1951	340 BARCHETTA, COMP. HISTORY	**£750,000**
1953	250 EUROPA	**£124,995**
1955	750 MONZA	**£395,000**
1955	500 MONDIAL	**£349,995**
1955	250 GT LWB	**£395,995**
1955	250 GT TOUR DE FRANCE PROTOTYPE	**£395,995**
1956	250 GT BOANO	**£89,995**
1959	250 GT TOUR DE FRANCE	**£325,000**
1960	250 GT SWB (COMPETITION ENGINE)	**£475,000**
1961	250 GTE	**£29,995**
1964	250 GT LUSSO (LHD)	**£99,995**
1970	365 GTB/4 COMPETITION DAYTONA	**£425,000**
1973	365 GTB/4 DAYTONA	**£74,995**
1973	246 GTS	**£51,995**
1973	246 GT	**£44,995**
1974	365 GT4 BB	**£49,995**
1978	308 GTB	**£29,995**
1980	400 GTi (MANUAL)	**£16,995**
1980	308 GTS	**£32,995**
1982	512 BB/i	**£59,995**
1984	308 GTS QV	**£36,995**
1986	MONDIAL 3.2	**£24,995**
1986	328 GTS	**£39,995**
1987	412 GTi	**£31,995**
1989	F40	**£184,995**
1990	MONDIAL 3.4T CABRIDLET	**£41,995**
1991	TESTAROSSA	**£66,995**
1991	348 TS	**£51,995**

WANTED

FERRARIS SIMILAR TO THE ABOVE URGENTLY REQUIRED.

PORSCHE

1988	959 CONFORT	**£139,995**

REG. NO.

VRP 1 **OFFERS**

For more information
Contact Mike Wheeler, John Collins or Guy Tedder

Talacrest Limited, 74 Station Rd, Egham, Surrey TW20 9LF. England
http://www.racecar.co.uk/talacrest
Tel: 01784 439797 Fax: 01784 472990

half a mile from M25, Junction 13, A30

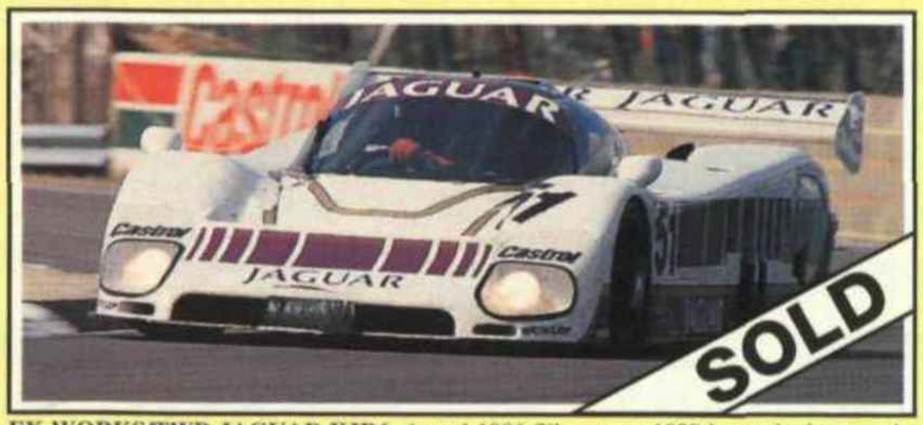
DUNCAN HAMILTON
& CO., LTD.



1983 EX-WORKS TWR JAGUAR GROUP A XJS. The only road registered race car. Many E.T.C. wins. Still complete with air jacks, roll cage etc, very usable and in outstanding condition. Very Sensibly Priced .....



JAGUAR D-TYPE SHORT-NOSE. A well known car, successfully raced in U.K. Historic series. Fitted with 3.8 litre wide angle head engine ..... **£POA**



EX-WORKS/TWR JAGUAR XJR6. Actual 1986 Silverstone 1000 kms winning car. An original Silk Cut Sponsored Car. Now eligible for the new Motor Sport Historic Group C Series. Buy now to avoid disappointment ..... **£POA**



1994 McLAREN PEUGEOT GRAND PRIX SHOW CAR. Very rare and beautifully made, visually indistinguishable from the real car. ..... **£POA**

FOR FURTHER DETAILS OF THE ABOVE MENTIONED CARS PLEASE CONTACT ADRIAN J. HAMILTON

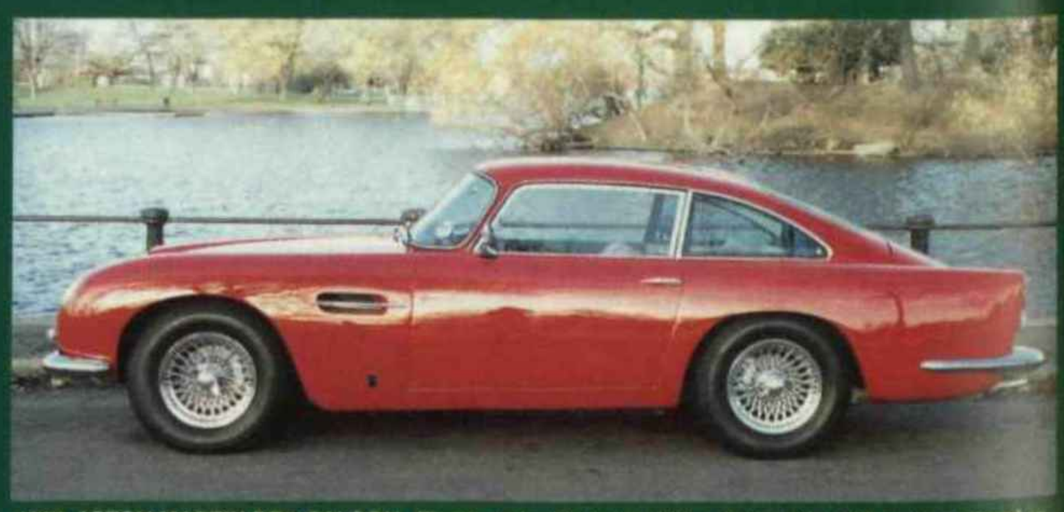
P.O. BOX 222 • HOOK • HANTS • RG27 9YZ • ENGLAND
Telephone: 01256 765000 Fax: 01256 766000
Internet: http://www.racecar.co.uk/hamilton



Paradise
GARAGE



1932 ALVIS SILVER EAGLE. A very original motorcar in first class order. Wonderful to drive and displaying all the qualities associated with the marque.



1965 ASTON MARTIN DB5 SALOON. Fiesta red with beige hide. Automatic with power steering. Chrome wires. Fully restored to a very high standard in the late 1980's by a well known Aston Martin specialist.

A SELECTION OF OTHER VEHICLES AVAILABLE

1956 AC ACE BRISTOL. A very well known and highly competitive Ace
1964 AC COBRA 4.7 LITRE MKII. Chassis no. COB 6008
1952 ALLARD J2X. An extremely historic J2X. The actual car on the front cover of Allard by David Kinsella
1961 ASTON MARTIN DB4GT. A superbly well restored DB4GT
1966 ASTON MARTIN DB6 MKI SALOON. Dubonnet Rosso with tan hide. Manual. Choice of two
1980 ASTON MARTIN V8 VOLANTE. Primrose with black hide. Low mileage, factory service history
1984 ASTON MARTIN V8 VOLANTE. Tourmaline blue with parchment hide
1930 BENTLEY 4.5 LITRE LE MANS TOURER. Chassis no. PB3550
1930 BENTLEY SPEED SIX. Chassis No. LR2780
1931 W. O. BENTLEY 8 LITRE VANDEN PLAS STYLE LE MANS REP. 11ft. wheelbase, chassis no. YR5096. Expertly rebodied in the style of a Vanden Plas Le Mans tourer
1971 BENTLEY T TYPE 2 DOOR COUPE BY MULLINER PARK WARD. Brewster green with black leather. A superb and very rare car with history
1964 DAIMLER DART. Pillar box red with red leather. C specification. Superb
1974 FERRARI 365 GT BERLINETTA BOXER. Finished in Rosso with black hide. Very low mileage
1925 FRAZER NASH. Polished aluminium with maroon button back hide. Plus Power engine
1932 HILLMAN WIZARD '65' TOURER. A totally original motorcar in excellent order
1959 JAGUAR XK 150 S ROADSTER. Total restoration. RHD. Choice of two
1955 JAGUAR XK 140 ROADSTER LHD. Red with tan hide. Chrome wires. Overdrive
1974 JAGUAR V12 ROADSTER LHD. Metallic blue with black hide
1955 MASERATI 300S. Chassis No. 3057. Originally supplied to Benoit Musy. Excellent provenance and fascinating racing history
1933 MORGAN SUPERSPORTS TRICYCLE. Matchless engine
1973 ROLLS ROYCE CORNICHE. Nutmeg with beige hide. Superb low mileage example
1965 SUNBEAM TIGER. White with black interior
1929 VAUXHALL 20/60 HURRLINGHAM. Green over white with green interior. One of only six cars with this body believed to exist

Price and further details of the above mentioned cars and a list of our full inventory available on request. Hours of business: 9.30am-6.30pm Monday-Friday. At all other times by appointment only. Alway available on **0171 720 0054**

WANTED URGENTLY FOR OUTRIGHT PURCHASE OR CONSIGNMENT SALE PRE AND POST-WAR CARS OF THE ABOVE QUALITY.

Scout Lane, Old Town, Clapham, London SW4 0LA

Tel: 0171 720 0054. Fax: 0171 720 4394

GREGOR FISKEN

Specialist Dealer in Fine Historic Automobiles



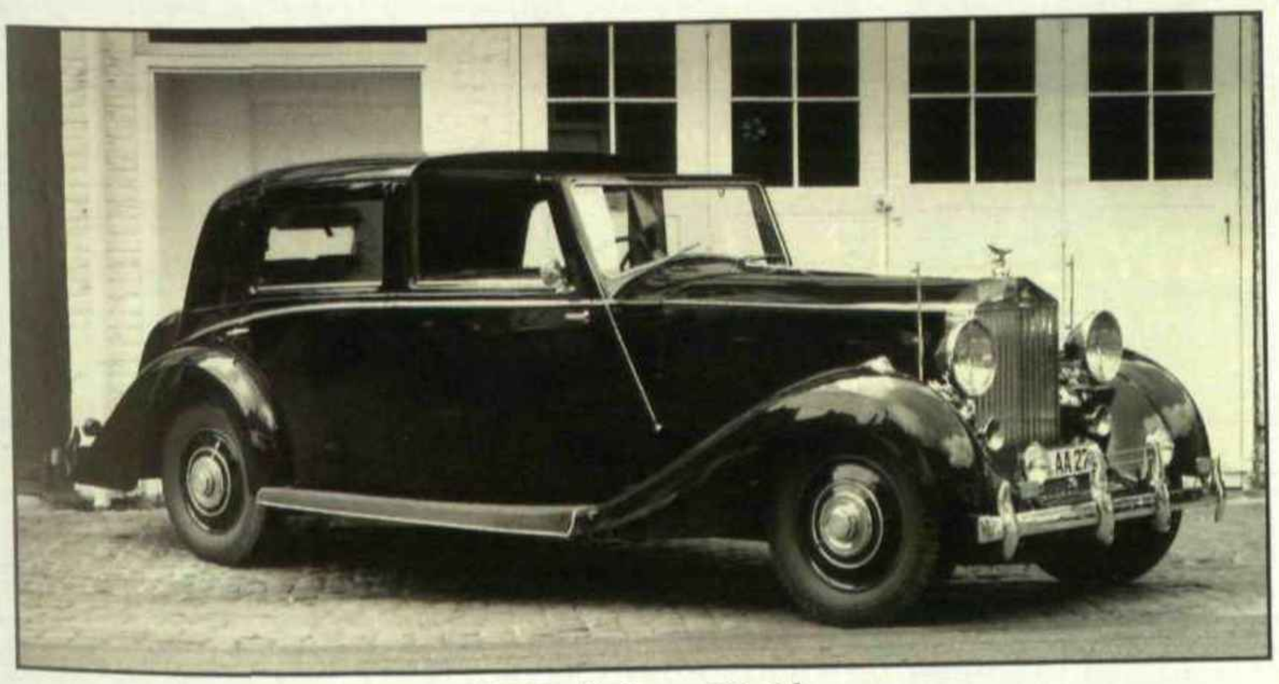
1926 Bentley 6½ Litre

This sporting 6½ Litre open four seater is fitted with the most stiking coachwork by H. M. Bentley and is finished in dark midnight blue with grey leather to the interior. The car was built to the order of Colonel Rabagliatti with many special features such as the Carl Zeiss lighting equipment, outside gear lever, SSK style wings, competition instruments and low rakish screen. A comprehensive history file detailing the restoration accompanies the car.



1962 Ferrari 250 GTE

This Drogo styled 250 GTE has just been completed by Marque specialist Terry Hoyle and is finished in metallic grey with a red stripe. Mechanically the car has been uprated towards GTO specification with a dry sump, six twin choke carburettors, a new GTO gearbox and final drive along with many other details. The car is in superb order throughout and is available for half its build cost.



1939 Rolls-Royce Wraith

This magnificent Rolls-Royce Wraith is fitted with stylish Sedanca de Ville "Crocodile Top" coachwork by Henry Binder. The car has been in one important family's ownership from new and still retains its original fitted luggage. The car is finished in dark blue with biscuit cloth to the rear interior and black leather to the front.

14 Queens Gate Place Mews London SW7 5BQ
Telephone 0171 584 3503 Fax 0171 584 7403

CARS IN STOCK

●

1960 AC Ace Bristol

1948 Alfa Romeo Freccia D'Oro

1950 Aston Martin DB2 Prototype

1924 Bentley 3/4½ Litre Sports Two Seater by Corsica

1926 Bentley 6½ Litre Sports Tourer by HM Bentley

1934 Bentley 3½ Litre Vanden Plas Tourer

1928 Bugatti Type 35C Grand Prix Ex-Nuvolari

1937 Delahaye 135 M

1958 Ferrari 250 GT Tour de France

1962 Ferrari 250 GTO Drogo Replica

1972 Ferrari Group 4 Competition Daytona

1952 Fiat 8V "Supersonic" by Ghia

1954 Frazer Nash Le Mans Coupe

1924 Hispano-Suiza H6B "Dubonnet Tulipwood"

1936 Jaguar SS 100

1933 Lagonda M45 Tourer by Vanden Plas

1958 Mercedes-Benz 300 SL Roadster

1914 Rolls-Royce Alpine Eagle Tourer

1939 Rolls-Royce Wraith Sedanca de Ville "Crocodile Top"

by Binder

1956 Talbot Maserati Le Mans

1920 Vauxhall 30-98 E Type Velox Tourer

●

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 today's 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.

STANLEY MANN RACING

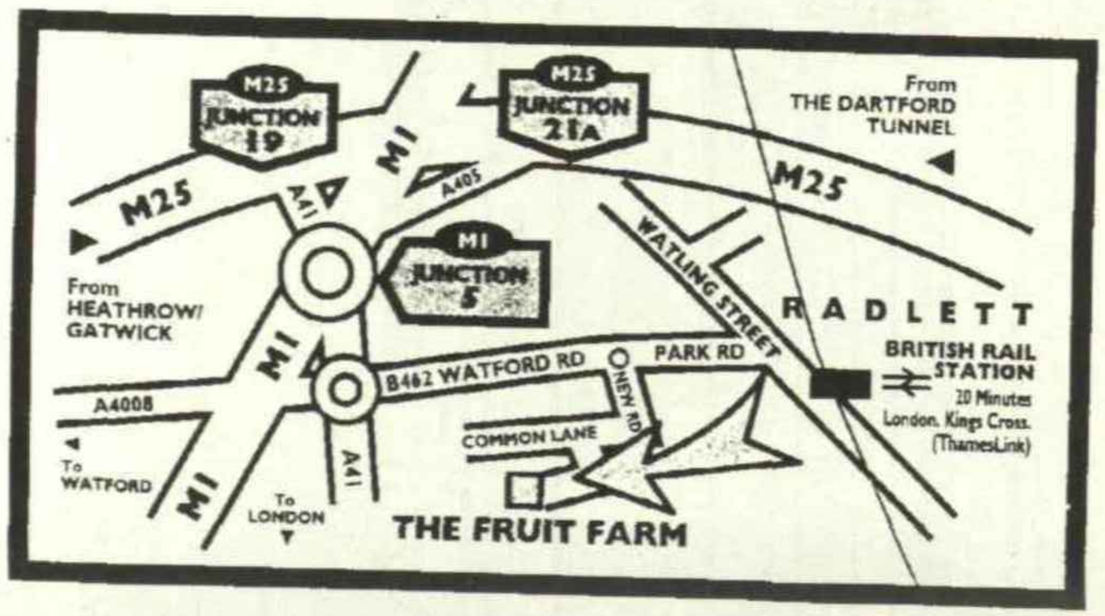









Hey kids, when Dad's not around cut up this copy of MOTOR SPORT and stick pics together so he can see this lovely car. Or alternatively, tell him you're on holiday and would love to come down to us and see our fabulous collection of Vintage Bentleys.
Free T-Shirt to first 10 heroes!



The Fruit Farm, Common Lane,
Radlett. Herts WD7 8PW
Tel: (01923) 852505 Fax: (01923) 853496
Open from 9am to 6pm Weekdays — 9.00am to 1pm
Sundays — Closed Saturday —
(so I can play with my Bentley!)

Exceptional

Motor Cars at Christie's



1957 MASERATI 300S, CHASSIS NO. 3062
ONE OWNER FOR NEARLY 40 YEARS. TO BE SOLD ON 14 JULY 1997

LONDON

Important Collectors' Motor Cars, related Automobilia and Motoring Art
and
The Personal Archive Collection of the late Alfred Neubauer

14 JULY 1997

BEAULIEU

Important Vintage, Collectors' and Unrestored Motor Cars.
The Brian Sharp Collection of Allards.
Automobilia and Motoring Art.

13 SEPTEMBER 1997

Further entries are invited for this annual sale

Catalogues: (0171) 389 2820

For further information please contact:

LONDON: Malcolm Welford, Jonathan Procter, Colin Warrington Tel: (0171) 389 2851 Fax: (0171) 627 8917
LOS ANGELES: David Gooding, Miles Morris, Fiona Spence, Christina DeFelice Tel: (1 310) 385 2699 Fax: (1 310) 385 0246
PARIS: Christian Philippsen Tel: (33 1) 40 65 90 50 Fax: (33 1) 40 65 90 51

CHRISTIE'S
INTERNATIONAL
MOTOR CARS LTD

THE POWER AND THE GLORY

Motor sports and Lynx have always been closely connected over the past 25 years. The Lynx-prepared Ecurie Ecosse Tojeiro-Jaguar finished a very creditable third in the 1996 BRDC Louis Vuitton Sports Car Championship. Its first full season of racing since 1959!

The experience, engineering knowledge and discipline required to consistently succeed in historic racing is applied to all the company's projects.



Our in-house facilities include CAD systems for the manufacture and modification of components, a fully-equipped machine shop, aluminium fabrication and race-bred technicians.

For historic race car preparation, event support, consultancy or the restoration and development of your sports car, please contact us to discuss your individual requirements.

lynx

LYNX MOTORS
INTERNATIONAL LIMITED

68 Castleham Road St Leonards on Sea
East Sussex TN38 9NU England
Tel 44 (0)1424 851277 Fax 44 (0)1424 853771
E-MAIL enquiries@lynxmotors.co.uk
URL http://www.lynxmotors.co.uk