February 2001 • £3.75 • Founded in 1924

# MotorSport

Austria OS120 Belgium 320BF Italy 15,600IL US $7.95

## Formula One's Greatest year

- Hunt vs Lauda
- McLaren vs Ferrari
- America vs Japan
- Tyrrell vs convention




PLUS:
HOW TO LOSE AN INDY 500
BATHURST: FAR BETTER THAN SPA
MASERATI 300S TEST AT THE 'RING

9 770027 201117 02

1000s of CLASSICS FOR SALE

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

COYS
OF
KENSINGTON
—
FOUNDED *1919*

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

# MASERATI

This enormously important coachbuilt Maserati sports racing car was the show car at the 1951 Paris Auto Salon before being raced in the 1952 Tour de France - one of the most important of all European road races. In later years the car has been restored to the highest possible standard with class wins at the most important of all international concours d'élégance - Pebble Beach. As a sports racing Maserati with such excellent competition history it is more than ideally suited for historic road and rally events such as the Tour Auto and with its exquisite coach built style and elegance it is equally suited to continue to grace the lawns of the international Concours d'Elégance circuit.



## *A6G 2000 Vignale Coupé*

# TOJEIRO CLIMAX

This 1958 Tojiero-Climax was one of four cars produced in 1958 and the works car. It ran as a works entrant in the 1958 Daily Express Silverstone meeting before being road-registered 77 NO and prepared for the famous Le Mans 24 Hours. After Le Mans the car was fitted with a 1500cc FPF Climax and continued to campaign. The third owner purchased it some 30 years ago and it has been in that ownership ever since. With the posibility of running in historic events with an FPF 1500cc engine and its Le Mans provenance 77 NO would make a superb historic sports racing car and an excellent entry for the Le Mans 24 Historic to be run in June 2001.



## *Ex Works Le Mans Car*

2-4 Queen's Gate Mews, London, SW7 5QJ. Tel 020 7584 7444 Fax 020 7584 2733 sales@coys-of-kensington.co.uk

# editorial




THEY CAME FROM OPPOSITE ENDS of the motorsport spectrum. One had been imbued in all things fast and mechanical from an early age by his garage-owning, racing-mad father. The other stumbled into the arena, unencumbered with knowledge or interest, after a meteoric career in journalism. Different, yes, yet both carved an indelible niche. For both possessed an uncanny ability of seeing through what was considered the norm, of cutting through to the quick and of turning the sport on its head.

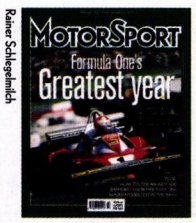
To lose the founding father of the British *garagiste* Formula One coup, John Cooper, and the founding father of the Ford-Cosworth DFV, Walter Hayes, in a two-day spell over the Christmas period, is cruel in the extreme. I met neither face-to-face, but spoke to them on the phone on a variety of topics: nothing was too much trouble, time was not of pressing importance and events and anecdotes were recalled with alacrity and precision.

And these brief insights proved to be a microcosm, for when I spoke to the great and the good, nay, the legends of the sport, people whose lives were inextricably woven with those of Cooper and Hayes, my suspicions were confirmed: intelligent, perspicacious, brilliant at their respective jobs.

When Jackie Stewart tested his first single-seater, a works BMC-powered F3 Cooper at a chilly Goodwood in March 1964, John Cooper stationed himself at the first, sweeping corner, Madgwick, to assess this little-known Scot. After a handful of laps, he dashed back to the pits. Not to haul back a rookie, in way over his head, or even to inquire about his lap times; no, he just wanted to tell all and sundry that the young man should be signed up – there and then.

At the end of that year, after JYS had won 11 of the 13 F3 races he'd contested, after he had signed for BRM for his maiden season in F1, he was stood on the Ford stand at the Earls Court Motor Show, gazing wistfully at a white Zodiac. Up popped Hayes, asking if he would like the car. Jackie explained that he was skint. Hayes pounced, offering Stewart the Zodiac, £500 ("That meant a lot to Helen and I at the time, saw us through a difficult time") and a works Cortina drive in exchange for a signature. This was a long-term investment, very long-term, one that gave a massive return, and one that Ford still benefits from today.

Their biggest legacy is that Cooper and Hayes realised it is people who count, not money. It matters that Hayes raised £100,000 for the DFV's development, but it matters more that he gave it to genius Keith Duckworth. Cooper would have swooned had that amount been offered him in the halcyon period, 1959-61. His mechanics were paid peanuts, but worked like Trojans – because it was fun and their boss was a diamond. Shine on.




Rainer Schlegelmilch

*Cover: Niki Lauda's Ferrari 312T2 on its way to second in the 1976 Spanish GP*

Vol LXXVII No 2 FEBRUARY 2001

# CONTENTS

SEVENTY-EIGHTH YEAR OF PUBLICATION

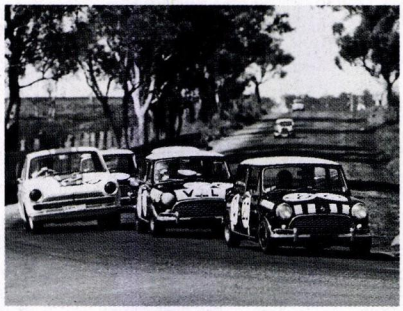
*MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE*



***Hunted by Hunt*** *The inside story of the most intense title battle in F1 history. Page 22*



***Six of the best*** *A gimme or a gimmick? Tyrrell's incredible Project 34 remembered. Page 42*



***Wonder of Down Under*** *We visit the great circuit that has avoided the PC police. Page 50*



***Svelte skelter*** *Best-looking Fifties sports-racer on the 'Ring's swoops and plunges. Page 76*

MATTERS OF MOMENT ... ... ... 4
LETTERS FROM READERS ... ... ... 10
MODERN TIMES/*Simon Taylor* ... ... 12
SUBSCRIPTIONS ... ... ... ... 14
LEGENDS/*Nigel Roebuck* ... ... ... 16
NEXT MONTH ... ... ... ... 19

1976: THE YEAR THAT HAD EVERYTHING 21
Niki Lauda vs James Hunt/*Mark Hughes* 22
The Politics: Part One/*Paul Fearnley* ... 31
Japanese teams at Fuji/*Marcus Simmons* 32
Penske and Parnelli/*David Malsher* ... 36
The Politics: Part Two/*Paul Fearnley* ... 41
Six-wheeled Tyrrell/*Andrew Frankel* ... 42

Track Test: Bathurst/*Marcus Simmons* ... 50
Warhorses/*Gordon Cruickshank* ... ... 61
The One that Got Away: Rick Mears ... 66
Famous Racing Drivers/*Bill Boddy* ... 68
Technofile/*Keith Howard*... ... ... 74
Maserati 300S test/*Paul Fearnley* ... 76
The Car I Wish I'd Designed: Mike Pilbeam 84

BILL BODDY ... ... ... ... 86
PARTING SHOT ... ... ... ... 92

***Rover and over*** *Land-Rovers are tough, but here's a car that puts them to shame. Page 61*



# MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

## JOHN COOPER: THE UNASSUMING PIONEER



***John Cooper – the unlikely force behind one of the greatest revolutions in the history of motorsport***

Photographs: LAT

**obituary**

John Cooper

WHEN JOHN COOPER SUCCUMBED TO CANCER ON CHRISTMAS EVE, he died not only as one of the most profoundly influential characters in motor racing history, but also one of the most widely popular. Here we celebrate the life of a genial, pipe-smoking, warm-hearted, straight-as-a-gun barrel man through comments from those who knew him best.

Sir Jack Brabham: "Without John, Cooper's would have petered out very early on, because his father, Charles, simply would never spend the money once they'd first made their mark. Once a Cooper was winning his attitude was, 'Why change it?', while we knew we had to change to catch up – or to keep ahead.

"It was John who covered for us so Charlie wouldn't know we were getting the ZF limited-slip diffs and the strengthened ERSA gearboxes, and then our own gearbox for the 1960 Lowline car. Without them we wouldn't have won a thing. John just kept saying, 'Don't tell The Old Man'. Yet when we won, Charles Cooper absolutely loved it. John really was a great bloke. A great friend."

John Coombs was one of the Cooper Car Co.'s first customers, and vividly recalls John's early business methods: "He was always bursting to please, he'd promise the earth. Once he telephoned to say my new car was ready. I drove up to Surbiton to see it, and sure enough there was this lovely shiny thing with a big label on it bearing my name. I was very happy, but what John didn't bargain for was that soon after leaving I remembered there was something else I needed from the stores, so I called back – and my lovely shiny new car now had a label on it with a different customer's name."

Sonia Lundstrom was John's secretary through Cooper's most successful years: "I was very surprised when John died to find he'd been a Roman Catholic. When I worked for him he knew I was Catholic, and the reason I remember this so vividly was that one time [probably after the fatal accident in the 1961 Italian GP], when the Vatican said motor racing should be banned, John rushed into my office shouting, 'Sonia, you're Catholic. Quick, phone the Pope!'

Roy Salvadori recalls John with obvious, deep, wry affection: "You could fill an entire book with stories about John Cooper and his father Charles. In fact Charles was the really vivid character, while John spent most of his time mending things in The Old Man's wake, or covering up what we were really up to.

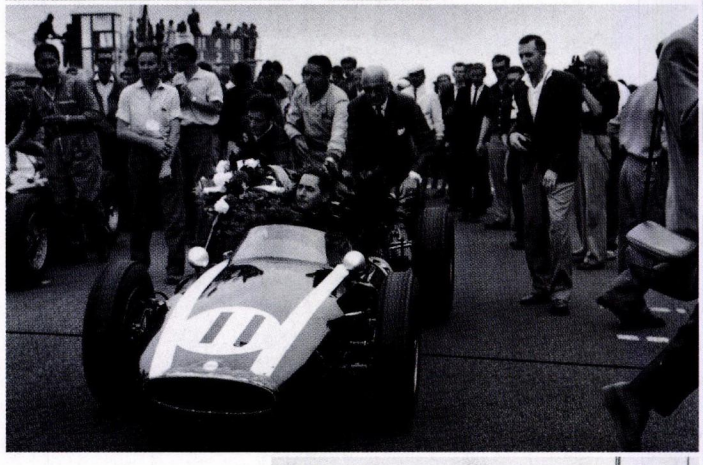
"Collecting the team's start and prize money from race organisers was a terrific ritual. Once John had drawn our money – always in cash – he'd divide it into three packs, and put one in one pocket for the company, one in another pocket for himself, and a third for Jack and myself, as the drivers, in another. Back at the works, the first thing Charlie



*Left: John Cooper larks about with Rivers Fletcher and Sydney Allard. Right: Competing at Prescott in '47 in one of his 'funny little machines'. Below: Cooper's reigning champion Jack Brabham after the first of five GP wins in a row, at Zandvoort, 1960*

Guy Griffiths








*Right: To the man in the street, Cooper means quick Minis. Far right: John lets Jack Brabham know he's on his way to victory in the 1960 Silver City Trophy at Brands Hatch. Bottom: Last hurrah – Pedro Rodriguez took Cooper's final Grand Prix win, at Kyalami in 1967*




Cooper would ask would be, 'Where's the money?' John would hand over one pack of notes, and Charles would look at it suspiciously and grunt, 'Is that all?' However much John might assure him it was, Charlie would frisk him head to foot – and inevitably find the rest. I'm sure John finally got wise, and began divvying up the cash into four packs, one of which he'd hide before reporting to The Old Man."

John was immensely proud of the company and factory that he and his father had built at Hollyfield Road, as design-draughtsman Eddie Stait relates: "He loved showing people around the works, but sometimes it might have been an idea for him to warn us that visitors were on the way. One day early in '64 there wasn't much to do, and a young Australian trainee and I were the only people in the office when John strode in showing our new team driver, Phil Hill, around the splendours that were The Cooper Car Company. Sadly I don't think either John or Phil were quite prepared for the activity that was absorbing the drawing office. We were playing conkers."

Ken Tyrrell founded his Formula 2 and later Formula Junior, F3 and Mini Cooper saloon car team after a useful career as a Cooper owner/driver. "But when you start out," says Ken, "you make mistakes, and it was John Cooper who was always there to say, 'No, boy, you ought to do it this way'. He just helped us make things happen. Without his influence and input, the Tyrrell team would have gone under early on."




Two final recollections, both from Cooper men now reunited with John and Charlie in that great saloon-bar in the sky. Firstly, the late Andrew Ferguson, team administrator, later – celebratedly – at Team Lotus: "I don't think there was ever a day at Cooper's when I didn't go home chuckling because something hilarious was going on." And works manager Ron Searles – killed in a 'Bobtail' during a record attempt at Monza – who in the '50s told Cyril Posthumus of *Autosport*: "I love working for Charlie and John. They pay bugger all, but you'd never have as much fun anywhere else. Nobody has as good a time as us chaps at Cooper's."

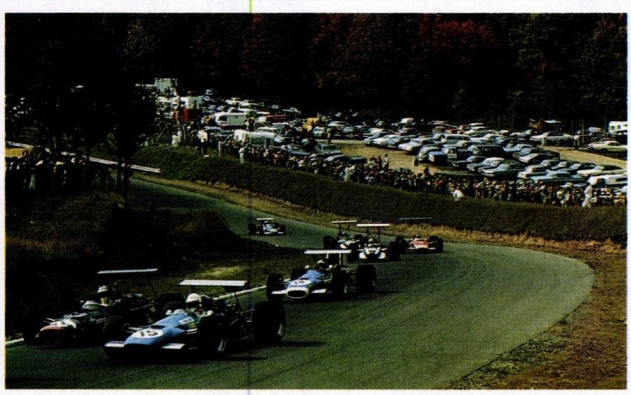
All that, a revolution accomplished, and multiple championship titles too; by any standards, not a bad resumé of a lifetime fulfilled. We will miss him. **Doug Nye**

# MONT TREMBLANT REOPENS FOR INTERNATIONAL RACING

THE MAJESTIC ST JOVITE CIRCUIT, HOME to the Canadian Grand Prix in 1968 and '70, and the very first Can-Am Challenge round in 1966, is to reopen for international events this season as Le Circuit Mont Tremblant.

Nestling high in the Laurentian mountains 90 miles north of Montreal, the track (initially shorter than its ultimate 2.65-mile length) was built in 1964, in memory of Pete Ryan, the exceptionally promising Canadian killed in a FJ race at Reims two years earlier.

The top ski resort's tricky woodland course has been subtly altered and totally rebuilt since it was last used for front-line events. Widened to 11 metres, and in the throes of being completely resurfaced, it now meets FIA safety and operational standards for all events below grand prix status, with gravel traps, run-off areas and barriers, according to former Brands Hatch manager Alan Wilson, now president of the operating/marketing company.



*Careful track revisions should retain feel of St Jovite's Grand Prix era*

While the outline of the historic layout remains, an alternative chicane has been added inside the apex of the old Turn Two, a super-fast, blind right-hander known as Le Diable (The Devil) leading into the fearsome plunge of Redman's Hill, where the Briton flipped his Can-Am Lola in 1977. The final two bends have been realigned to create more pit and paddock space.

As with Goodwood, massive efforts to maintain the charm and heritage of the venue have been made. The control tower is being rebuilt with an additional floor, but it will look just like the original, and similar make-overs are planned for other buildings. The only grandstands will be for a few corporate guests, but spectators will enjoy great views from tree-sheltered grass banks. Future plans include a Historic jamboree.

"With its history and wonderful setting, it has the potential to be a truly unbelievable retrospective event," said Wilson. **MP**



All photographs: LAT

*Redman was the 'main man' of American F5000*

## F5000: REDMAN RETURN

LEGENDARY BRITISH DRIVER BRIAN REDMAN MIGHT return from the USA to contest a round of the FORCE's Formula 5000 Transatlantic Challenge series, after agreeing to put his name to the trophy for its 1972-77 class.

The expatriate Lancastrian not only starred here, but also swept to three straight SCCA/USAC Formula A titles from 1974-76, at the wheel of Carl Haas' Lolas, against the likes of Mario Andretti, Al Unser, Jackie Oliver and David Hobbs. He still competes occasionally in a Lola T330/332.

A big reunion party is planned for former F5000 competitors and team members at the Brands Hatch round on 21-22 July, and it is hoped the likes of Redman and former British champions Frank Gardner and Peter Gethin will attend.

The seven-race competition kicks off at Ireland's Mondello Park (extended since it hosted early F5000 battles) in May, and is scheduled to visit Donington Park, Brands Hatch (including a BTCC support race in October), the A-1 Ring, Zolder and Most on the continent.

Pre-72 F5000s also have a class within the Force's Classic GP series. **MP**

## FESTIVAL'S THEMES

Mercedes-Benz's centenary and a pageant marking the 50 years since Ferrari's maiden GP victory are the key themes of the ninth Festival of Speed in Goodwood Park, guaranteeing a bevy of stars and cars on 6-8 July.

Other anniversaries celebrated under the event's evocative title 'The Will to Win', include 90 years of the Indianapolis 500 and the Brabham marque's 40th birthday, both of which will also pull in marvellous entries.

A Ferrari single-seater class should attract cars spanning Froilán González's British GP-winner of 1951 to reigning World Champion Michael Schumacher's F1-2000.

A popular new departure this year will be a Superbike section, showcasing the 1980s and '90s. Britain's newly-retired multiple world champion Carl Fogarty is set to play a starring role. **MP**

## EVENTS OF NOTE

**JANUARY**

26-31 MONTE CARLO (MC) Fourth annual Rallye Monte Carlo Historique for cars built from 1954-76. Tel: 00 377 93 15 26 00

27 BROOKLANDS Vintage Sports-Car Club's New Year Driving Tests at the spiritual home of British motor racing. Tel: 01608 644777

**FEBRUARY**

1-3 DAYTONA (USA) Superb GTP field promised for HSR's Rolex Legends of Daytona showcase race at 24-hour spectacular. Tel: 00 1 888 477 5999

8-11 MOROSO MOTORSPORTS PARK Florida sunshine welcomes HSR competitors to shake off the winter cobwebs at the Palm Beach Road Races. Tel: 00 1 888 477 5999

9-18 PARIS (F) Retromobile is a mecca for Classic and Historic car enthusiasts at the Paris Expo centre. Plenty of motorsport interest on show. Tel: 00 33 4 49 26 93 85



*Elio de Angelis tested the 88 in Rio before its ban*

## TWIN-CHASSIS DEBUT

ONE OF THE TECHNICALLY BRILLIANT BUT ILL-STARRED 'twin-chassis' JPS Lotus 88 Formula One cars, banned from the world championship by the FIA in mid-1981, is to race for the first time, in this year's Thoroughbred Grand Prix Car Championship.

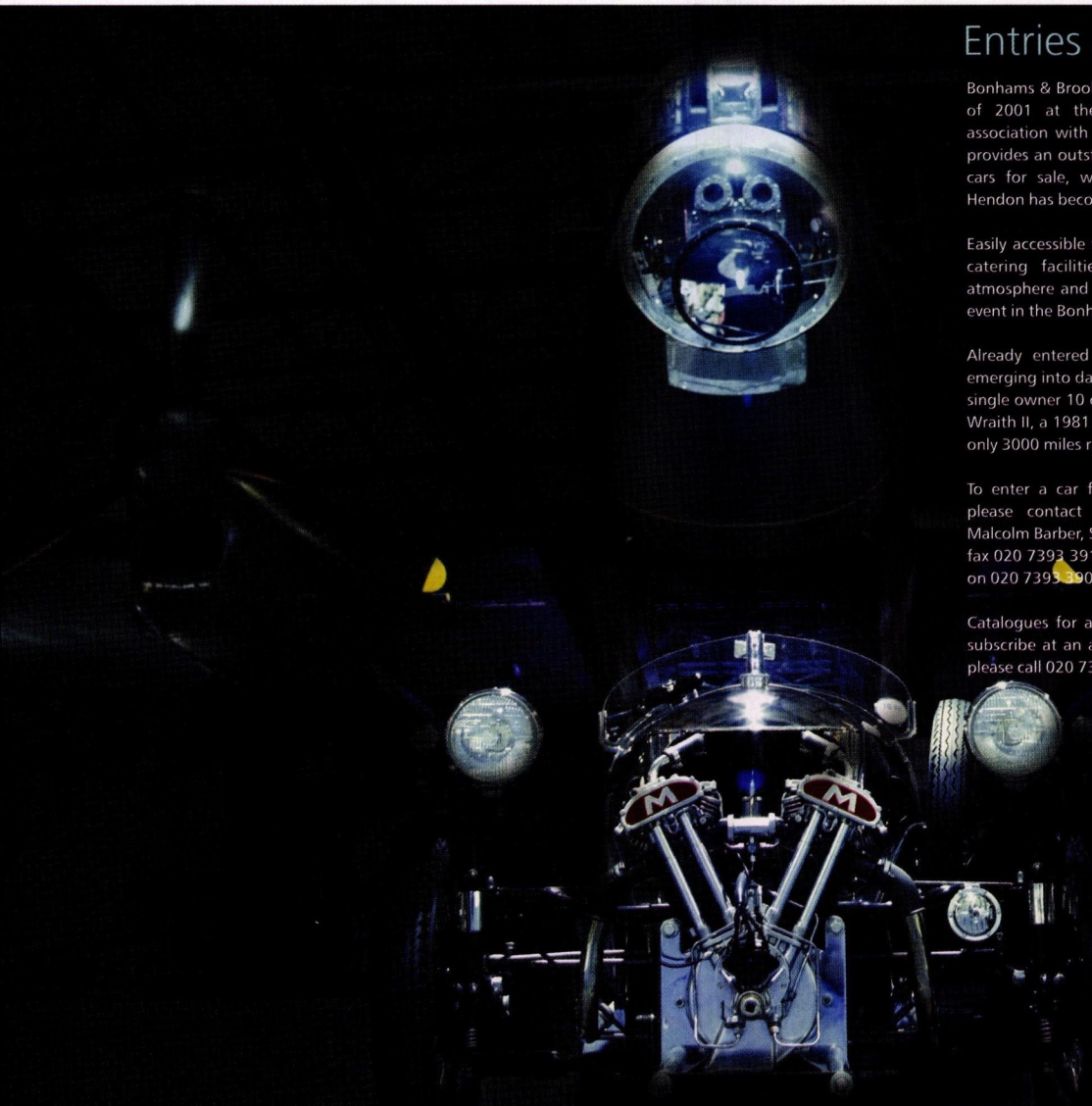
Lotus specialist Steve Hitchins has bought chassis 88-2 from a private collector in the USA. Used by Nigel Mansell in opening practice for the British GP at Silverstone, it was then transformed overnight into single-chassis 87 specification for the race.

Any 3-litre normally-aspirated car scrutineered for a world championship or national F1 race between 1966 and 1985 is eligible to compete in the FIA's flagship Historic series, so it may run in both forms. Said Hitchins: "It's being rebuilt in 88 guise by Vin Malkie Racing. I can't wait to start testing. If we find it's no use, we can easily switch."

Brainchild of Lotus founder Colin Chapman, and detailed by Martin Ogilvie and Peter Wright, the 88 featured a 'primary chassis' comprising the bodywork, wings and radiators. Like a giant wing, it fed downforce directly to the suspension; a 'secondary' inner carbon honeycomb tub carried the driver, engine and gearbox. **MP**

# RAF Museum, London
## 26 February 2001
A Sale of Collectors' Motor Cars and Automobilia

# HENDON



## Entries are invited

Bonhams & Brooks are pleased to announce their first major sale of 2001 at the RAF Museum Hendon. Renowned for its association with collectors' cars in the past, this historic venue provides an outstanding environment in which to present motor cars for sale, within a theatre of historic aircraft for which Hendon has become internationally famous.

Easily accessible from the M1 and M25 with ample parking and catering facilities, Hendon provides a warm and inviting atmosphere and entries are invited for this important inaugural event in the Bonhams & Brooks sale calendar.

Already entered is a 1914 Rolls-Royce 40/50hp Silver Ghost emerging into daylight for the first time in 25 years, and a private single owner 10 car collection including a 1977 Rolls-Royce Silver Wraith II, a 1981 Bentley Mulsanne and a 1983 Range Rover with only 3000 miles recorded.

To enter a car for sale by auction or for further information please contact James Knight, Nick Lumby, Tim Schofield, Malcolm Barber, Stewart Skilbeck (motor cars), on 020 7393 3822, fax 020 7393 3915. Peter Card or Jonathan Vickers (automobilia) on 020 7393 3900.

Catalogues for all sales can be ordered individually or you can subscribe at an annual discounted rate. For further information please call 020 7393 3822 and ask for catalogue sales.

**Forthcoming Sales**
Bonhams & Brooks, London
25 January 2001
Garage Equipment, Spares
and Automobilia
*Catalogues are available*


UK
Bonhams & Brooks Inc
Montpelier Street
Knightsbridge, London SW7 1HH
United Kingdom

T:+44 (0) 20 7393 3900
F:+44 (0) 20 7393 3905

Europe
Brooks Europe SA
10 Rue Blavignac
1227 Carouge-Geneva
Switzerland

T:+41 (0) 22 300 3160
F:+41 (0) 22 300 3035

USA
Brooks Auctioneers Inc
500 Sutter Street
Union Square, San Francisco
California 94102

T:+1 (415) 391 4000
F:+1 (415) 391 4040

Australia
Brooks Goodman Pty Ltd
7 Anderson Street, Double Bay
Sydney, New South Wales
Australia 2028

T:+61 (02) 9327 7311
F:+61 (02) 9327 2917


BONHAMS &BROOKS

## obituaries

### Walter Hayes, CBE

WALTER HAYES, THE 'FATHER OF THE DFV', FORMULA ONE'S MOST successful engine, has died, aged 76. This eloquent and intelligent former Vice-President of Ford Motor Company, and past Vice-President of Ford of Europe, had been battling with cancer, and appeared to be responding well to treatment, when his condition suddenly deteriorated on Christmas Day, and he passed away on Boxing Day.

Hayes joined Ford of Britain in 1962 after a mercurial rise through the Fleet Street ranks – from copy boy of the *London Daily Mail* to its Associate Editor, and thence the Editor-in-Chief of the *Sunday Despatch*.

Though best remembered for the £100,000 he raised and handed over to Cosworth's Keith Duckworth, which led to the DFV, his achievements spanned the entire motorsport horizon – and beyond – during a 36-year career with Ford.

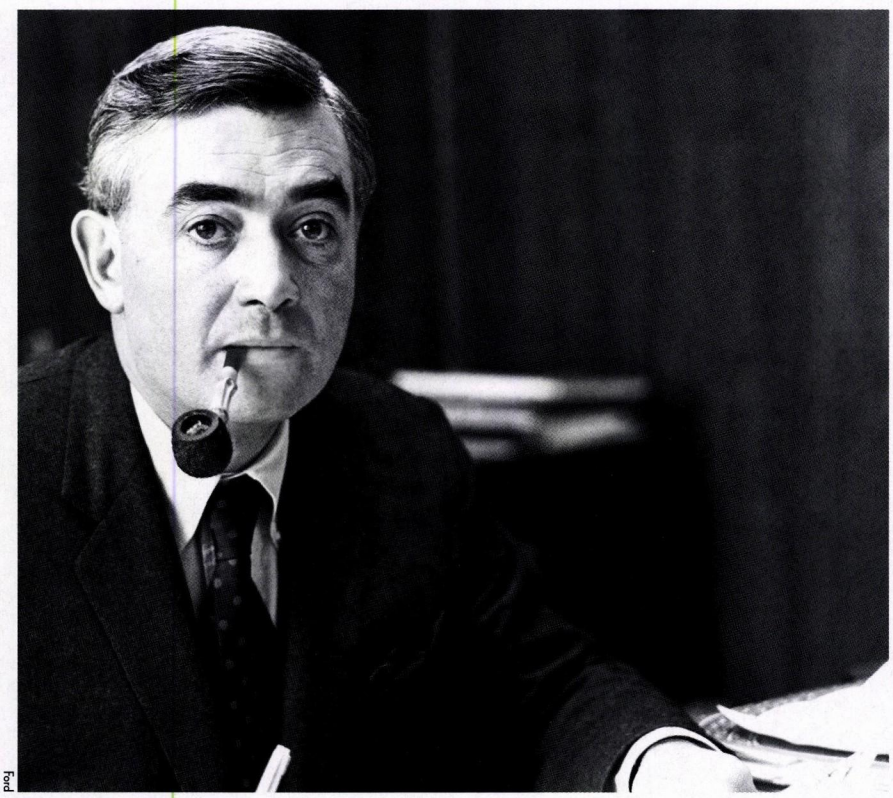
When he arrived the company was considered a staid, blue-collar brand. When he left it boasted perhaps the greatest sporting heritage of all – and he'd had a hand in all of it: the Lotus Cortina, the GT40, Formula Ford and the rally Escorts. He got things done, cut through red tape, yet charmed his bosses and won them over. He soon became a trusted confidante of Henry Ford II, and worked closely with him during a five-year spell as Vice-President, Public Affairs, Ford US, during 1979-84.

"Walter had a knack of saying the right thing at the right time," says Duckworth. "He knew how to deal with people. He was well managed, well mannered and organised." But blessed with a streak of devilry.

Jackie Stewart: "Sometimes he'd speak to his bosses to get his ideas cleared. But he always made sure that he'd done them first.

"Walter was a tremendous man and I don't think Ford Motor Company will ever know his true value to them. He brought a genuine dignity to Public Affairs, and he had a great way of doing business too – very polished. Walter was a true gentleman.

"He had a great feel for the media and had a sense of when was the best time to leak things. And he carried it all off with style. No one comes close to him these days.



Ford

***Walter Hayes' career could have gone in any direction; fortunately he chose motoring and motorsport***

"He wasn't a motoring man, but motoring was his chosen field. But such was his breadth of knowledge, such was his ability, I think he would have had a similar energising effect in whatever task and arena he put his mind to."

Born in Harrow on 12 April, 1924, Hayes was educated at Hampton Grammar School. He joined the Royal Air Force, for whom he was a cadet pilot, and after WWII embarked on a journalistic path.

It was during his time with the *Sunday Despatch* that he made his first motorsport contact, inviting Colin Chapman to be the paper's guest motoring columnist. He had a knack of gathering the right people around him: Chapman, Duckworth, Stewart, Mike Costin, Ken Tyrrell. Achievers all.

In 1965 he was voted onto Ford of Britain's Board of Directors, and in '68 was appointed its Vice-President, Public Affairs. In '77 he was elected a Vice-President of FoMoCo in the United States. He also enjoyed two spells as Vice-Chairman of Ford of Europe – 1976-79 and 1984-89, and was awarded a CBE in 1979.

He left Ford in 1989 to join Aston Martin Lagonda as Director (1990), then Chairman ('91), and retired in '94.

He was buried at a private ceremony on 5 January.

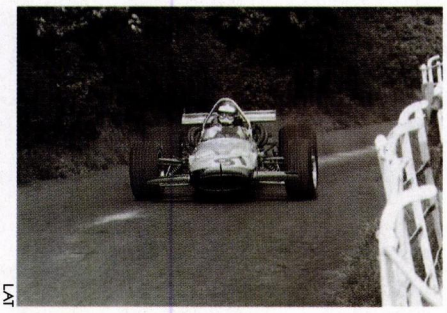
MOTOR SPORT offers its sincerest condolences to his family and friends. **PF**

### Sir Nicholas Williamson, Bt

OF ALL THE CHARACTERS IN OFF-TRACK MOTORSPORT, NONE WAS more splendidly eccentric than twice RAC British Hillclimb champion Sir Nicholas Williamson, who died on New Year's Eve, aged 63.

The dashing Baronet – the honour bestowed upon his family in 1647 – was fearless in battle. 'Sir Nick' won his titles in 1970 and '72, following an impressive three-year apprenticeship with a Brabham BT21.

The first to unleash a Formula 5000 car 'up the garden paths' – at the end of '69, Nick's McLaren M10 won at Prescott and Harewood out of the box. Five wins secured the coveted crown the following season.



LAT

***Sir Nicholas giving his all in the McLaren M10, in which he scored seven wins in the 1969-70 period***

But he duly bucked the V8 trend, returning to F2-based cars, and topped the pile again with a 2-litre BDA-powered March 712S – despite rolling it mid-season at Bouley Bay.

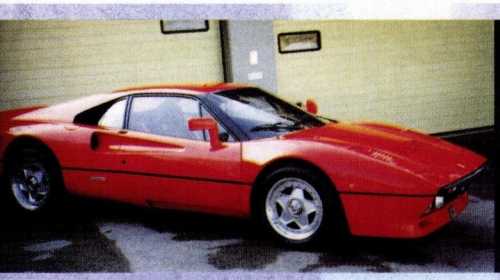
With an F1 Cosworth DFV transplanted into the chassis (by Lyncar's Martin Slater) he scored a debut win in '73. This led to an influx of redundant grand prix cars. Like his first win in '68, his last came at Bouley in '76, driving a March 741.

Asked what he did for a living, Nick once memorably replied, "Not very much at all, actually." But the tweed-jacketed nobleman enjoyed life to the full.

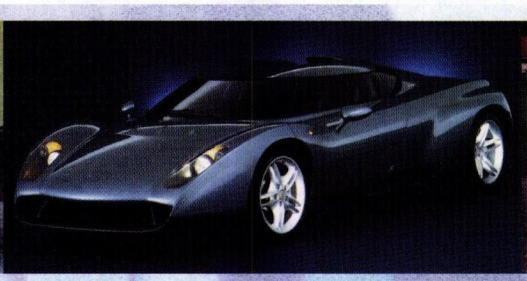
Despite declining health, he remained omnipresent at Wiscombe Park, the Devon venue co-owned by his uncle, Major Charles Lambton. **MP**

# Musée International de l'Automobile
# 5 March 2001
## A Sale of Important Collectors' Sports and Grand Touring Cars

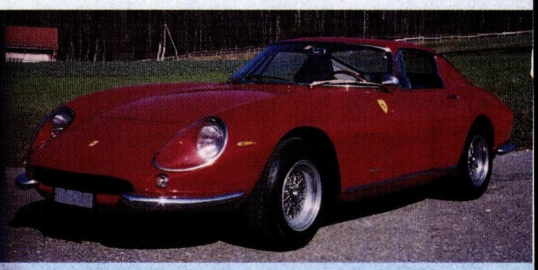
# Geneva



1985 Ferrari 288 GTO *Berlinetta*,
sold in 2000 for CHF 377, 500 (£142,992) + VAT.



1996 Zagato Raptor,
sold in 2000 for CHF 380,000 (£143,939).



1966 Ferrari 275GTB Aluminium *Berlinetta,*
sold in 2000 for CHF 399,500 (£151,326).

## Entries are invited

Opening the European auction season, Bonhams & Brooks Europe's now traditional Sale at the Geneva *Salon de l'Automobile* every March promises an exciting selection of cars from the finest Continental collections and attracts enthusiasts from around the world.

Having achieved record prices in Geneva every year to date, for 2001 we continue the theme set by our previous *Salon* Sales to include an impressive line-up of pre and post - war sports and touring motor cars.

**For further information on this International Sale, please call Simon Kidston or Max Girardo in Geneva on +41 (22) 300 3160.**


Europe
Brooks Europe SA
10 Rue Blavignac
1227 Carouge-Geneva
Switzerland

T:+41 (0) 22 300 3160
F:+41 (0) 22 300 3035

UK
Brooks Auctioneers Ltd
Montpelier Street
Knightsbridge, London SW7 1HH
United Kingdom

T:+44 (0) 20 7393 3900
F:+44 (0) 20 7393 3905

USA
Brooks Auctioneers Inc
500 Sutter Street
Union Square, San Francisco
California 94102

T:+1 (415) 391 4000
F:+1 (415) 391 4040

Australia
Brooks Goodman Pty Ltd
7 Anderson Street, Double Bay
Sydney, New South Wales
Australia 2028

T:+61 (02) 9327 7311
F:+61 (02) 9327 2917


BONHAMS &BROOKS

# LETTERS FROM READERS

**Write to:** MOTOR SPORT, Somerset House, 80 Somerset Road, Teddington, Middx TW11 8RT, Great Britain. **E-Mail (please include address):** motorsport@haynet.com
The Editor reserves the right to edit all letters

## FORMULA ONE TEST SERIES

SIR,

In his December column, the excellent Simon Taylor hit several nails firmly and squarely on the head. Why should there not be a series of non-championship events for Formula One cars?

I envisage a number of stand-alone 100-mile events, run on a mix of existing tracks and other approved circuits. New, old and current drivers could compete, and cars (current or last season's) could either be factory or private team-owned. And such short-duration races would avoid the costly paraphernalia of refuelling.

Such events would fulfil the test purposes of engineering development and driver selection and training, provide a competition programme for constructors and teams not engaged in the current world championships, increase circuit revenues, add greatly to spectator and media coverage choice, and presumably, therefore, please team sponsors.

One could imagine the less competitive championship teams enjoying the opportunity to run near the front; away from a championship meeting, a Minardi or Prost on full song at, say, Pembrey, driven by an up-and-coming driver with a point to prove, would be worth going to see.

*I AM, YOURS ETC,*
*GAVIN T N ROSS, ALFORD, ABERDEENSHIRE*

* * * *

## FAN OF THE SEVENTIES

SIR,

I was delighted to read the superb article on Tony Brise in the December 2000 issue. David Tremayne captured the essence of Tony, who would've gone on to great things given the chance.

During my impressionable early teens, Tony was always the driver I wanted to see race, and I have clear memories of him hurling the Modus through Knickerbrook in a full-blooded slide, trying to keep everyone at bay in Formula Atlantic.

He was able to race using his head and his natural talent. This allowed him to adapt his style according to the conditions. Who can forget him stalling at Silverstone and then setting off with a clutchless March F3 car to destroy the field in a Formula Atlantic race? The man had such ability.

Whenever I saw him in the paddock, there was no sign of any arrogance. He always had a word to say to me, and acknowledged my request for an autograph or a picture every time.

I am encouraged that not all motor racing nostalgia stems from the 1950s. Racing in the '70s was close, fast and boasted full grids in every formula. Even with the petrol crisis in the mid-70s, racing carried on, and the development of the cars became more lateral. This allowed the likes of Chapman to develop ground effects, with its major influence in F1 design today.

*I AM, YOURS ETC,*
*M BROADBENT, HASLINGTON, CHESHIRE*

## SENNA'S F1 DEBUT SEASON

SIR,

The Turbo Years were indeed one of the most thrilling periods in motor racing, as your articles made very clear in the January 2001 issue.

The picture of Ayrton Senna in the 'old' TG183B Toleman brought back memories of the very first time I ever saw a Formula One car in the pitlane at the Zolder racetrack, which is where your picture of it was taken, so not Kyalami and Ayrton's second GP, but Belgium and his third. A few weeks before the Belgian round a number of teams had come to Zolder for tyre testing, and I clearly remember seeing Ayrton being towed in having spun off (near the medical building, I believe).

The new TG184 (at the back of the garage – imagine this kind of access into a Formula One pit these days!) was present two rounds before it was first raced, something I found most fascinating.

I only wish I had known at that time who Brian Hart was, as he indeed deserves far more respect than he is generally given.

*I AM, YOURS ETC,*
*FIK GEUENS, BELGIUM*

* * * *

## RENAULT'S GUIDING LIGHT

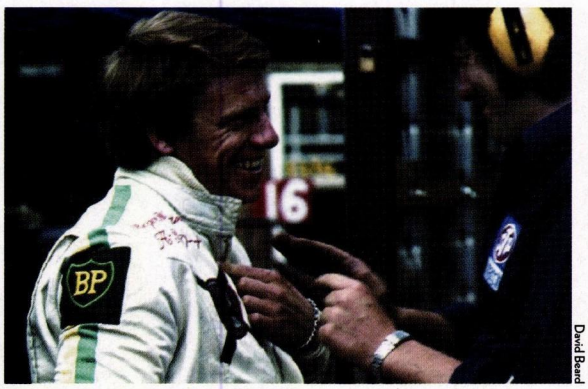
SIR,

It was fascinating to read Mark Hughes' piece about Renault's early F1 aspirations in the late 1970s and early '80s. For the sake of accuracy, however, I should point out that the Renault President responsible for the revival of their motorsport ambitions was Bernard Hanon, not 'Anot'

He was unceremoniously fired by the French Government as he had managed Renault from substantial profits to enormous losses. Most of these were due to Renault's unsuccessful foray into the United States. But Formula One had to share the blame and was pruned back by Georges Besse, who replaced Hanon and had to go on a major cost-cutting exercise.

I believe Bernard Hanon should be properly recognised for his enormous contribution.

*I AM, YOURS ETC,*
*STEPHEN BURGESS, SWAYTHLING, SOUTHAMPTON*




David Beard

***Roger Williamson: one of Britain's brightest prospects in the '70s***

## BRANDS AWARENESS

SIR,

Of the many positive things to come from the agreement between the BRDC and Octagon, what delights me the most is that Brands Hatch will retain its classic track layout.

As a spectator there since I was a little boy, it has always been a magical place. Nowhere else allowed you so close to the action, and let you see so much of it from almost wherever you stood.

Now, as a club racer, Brands, for me, is the complete racing experience; fast, difficult and challenging. Finesse and commitment is everything at this track.

On the rare occasions that I have driven each corner well enough to put in a good lap, Brands Hatch makes me feel like a racing driver in a way that surpasses any other circuit – with the exception of Oulton Park – in the country.

This agreement is wonderful news for the higher echelons of British motorsport, given that Britain is the centre of Formula One. But importantly, it helps us ensure that the National and grass-roots scenes in this country continue to be one of the healthiest in the world.

*I AM, YOURS ETC,*
*MARC SELZER, IVER, BUCKS*

* * * *

## U.S. AND THEM

SIR,

Your magazine continues to offer a valuable insight into Indy racing, with driver features on the likes of Jimmy Bryan.

In reading these articles I am constantly re-assessing who was who in terms of relative merit. It almost appears as if all the Indy guys were hard-charging, hard-nosed sonofabitches.

It would be wonderful if you could run a Top 100 feature, along the lines of the recent 100 Greatest Drivers, to sort the men out from the boys. Any chance?

*I AM, YOURS ETC,*
*SIMON DAVIS, ST ALBANS, HERTFORDSHIRE*

* * * *

## ANOTHER GREAT BRITON

SIR,

I really enjoyed the article on Tony Brise in the December 2000 issue. You must surely be following this up with a similar feature on his great racing contemporary, Roger Williamson?

I took the attached photo (left) in the paddock at Silverstone way back in 1973. It's just before Roger's first grand prix in a Formula One March, and a mechanic is taping over the GRD badge (from F3) on his overalls.

It's one of the favourite, but saddest, photos I possess.

*I AM, YOURS ETC,*
*DAVID BEARD, LEYLAND, LANCS*

# COYS AUCTION

## An Important Auction of British and Continental Touring Cars

## 5th March 2001

## London



Auctioned Birmingham NEC 2000


Auctioned Monaco 2000


Auctioned Silverstone 2000


Auctioned London 2000

**Coys achieved new levels of success in 2000.**

With eight important auctions scheduled for 2001, we're sure we have the right sale for you.

With our world wide advertising and international contacts gained over decades of handling the sale or acquisition of some of the worlds most important motor cars, we are confident of our unrivalled ability to achieve the maximum value for your cherished motor car, motorcycle or automobilia.

With a highly competitive commission structure and our expertise there has never been a better time to talk to Coys.

## Further entries are invited for this important sale

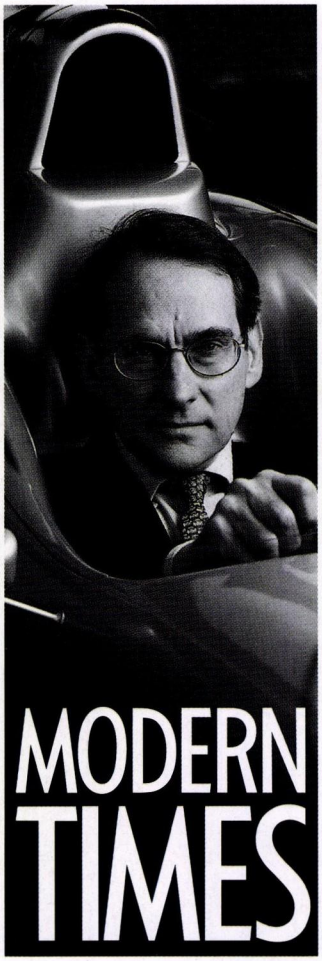
For further information please contact our Auction Department.

**Motor Cars**
Cameron Brownlee
Robin Hanauer
Richard Heslop

**Automobilia**
Alain Duval

COYS
OF
KENSINGTON
FOUNDED 1919

2-4 Queen's Gate Mews, London SW7 5QJ Tel: 020 7584 7444 Fax: 020 7584 2733
auctions@coys-of-kensington.co.uk www.coys.co.uk



# MODERN TIMES

ONE WAY OR ANOTHER, EVERY FORMULA One driver over the past 23 years has cause to be grateful to Professor Sid Watkins. More than a handful owe their very lives to his inspired skill at the trackside, within moments of a major accident. And all of them have benefited from his work as President of the FIA Medical Commission, relentlessly forcing circuits to comply with higher medical standards, and putting into place rescue systems to ensure that, when an accident does happen, an injured driver will get the most appropriate aid within the shortest possible time.

Not all his work happens during the races, of course. As Chairman of the FIA's Expert Advisory Committee, he has been centrally involved in far-reaching improvements to car safety, like cockpit side-impact protection and the removable seat. Drivers tend to consult him about anything that bothers them, and he probably knows more about their personal affairs than anyone on earth. All of them have enjoyed his unselfish friendship and down-to-earth humour. To everyone, from world champions to autograph hunters, he is simply known as Prof. Throughout the paddock, he is probably held in higher regard and greater affection than anyone else in F1.

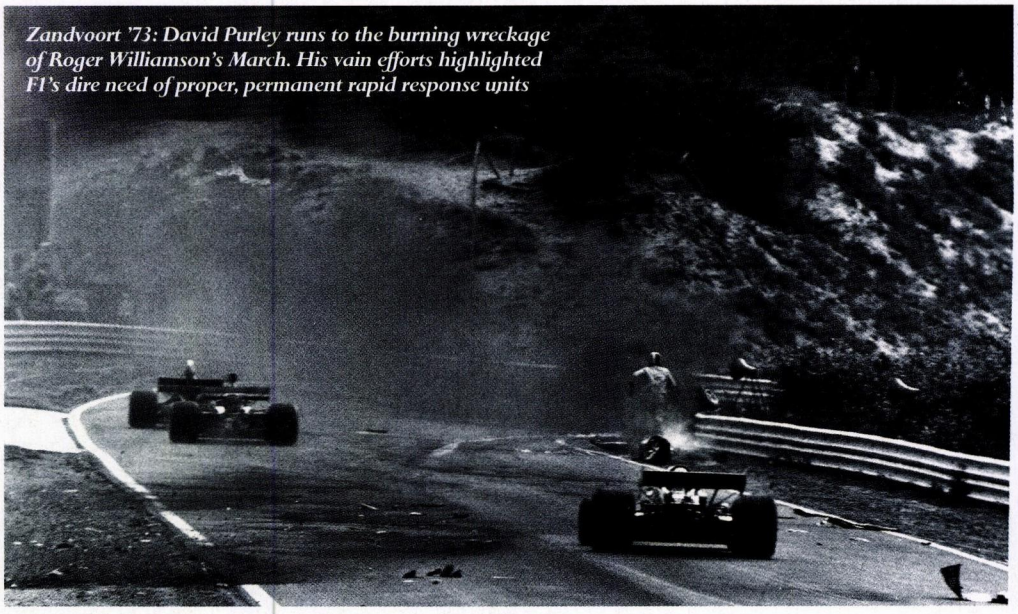
A top neurosurgeon who has operated for almost 40 years in Britain and America, Prof's daily responsibilities outside F1 have always been more than enough to consume an ordinary man. But he's anything but that. When anyone in the F1 circus, at any time, anywhere has a serious medical problem he gets involved at once. As soon as he heard of Frank Williams' dreadful hire-car accident in France, Prof borrowed a private jet from Bernie Ecclestone and was at the Marseilles hospital within hours. After several operations in France, Frank was flown to the London Hospital where Watkins, as the incumbent Professor of Neurosurgery, was able to manage his treatment.

Mika Häkkinen, Martin Donnelly, Rubens Barrichello, Karl Wendlinger, Gerhard Berger, Jacques Laffite, Didier Pironi and Clay Regazzoni are among those whose lives have probably or certainly been saved by the rapid intervention procedures of Prof and his colleagues. And there have been the ones whom even Prof could not save: Ronnie Peterson, Gilles Villeneuve, Riccardo Paletti, Roland Ratzenberger and of course Ayrton Senna.

Prof and Senna had an extraordinary relationship. Ayrton, not one to suffer fools and with his own very trenchant view of the rights and wrongs of life, recognised a kindred spirit in Prof. They spent time between races at Ayrton's backwoods ranch in Brazil, and Ayrton found time to fish with Prof at his place in Scotland. Sometimes he'd call at the London Hospital and they would go for a meal at the local Chinese restaurant. There was tremendous affection between them, and Prof's feelings at Imola in 1994, as he went to the aid of his dying friend against the Tamburello barriers, can only be guessed at.

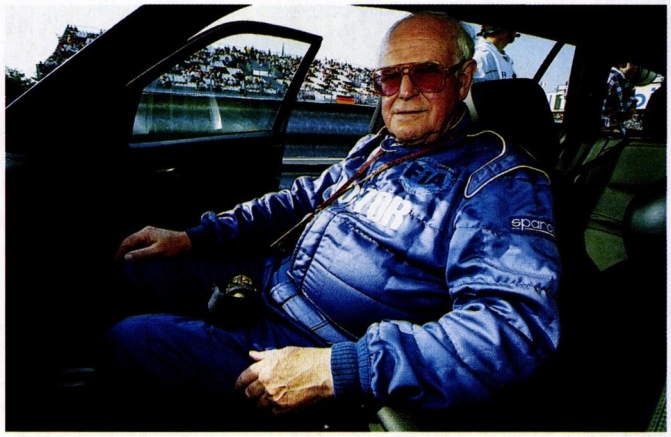
For me, one of the most remarkable things about Professor Sid Watkins is that he really does treat all human beings the same. His usual patients are the likes of Michael Schumacher, and he is probably the one person to whom Bernie Ecclestone will defer. Yet if a mechanic has a burn, a fire marshal has a twisted ankle or a journalist has food poisoning, Prof gets involved, at once caring, decisive and effective.

I know whereof I speak. Long ago, in a touring car race at Brands Hatch, my car went end over end at Paddock Bend, leaving me with a spinal complaint that came back to plague me 28 years later. Chatting to Prof at the end of a qualifying day at Spa – Prof out of his fireproof overalls at last, and relaxing with his favourite whisky and a cigar – he took one look at my posture and told me my back must be killing me. Immediately solicitous, he asked to see my MRI scans, and I found myself benefiting from the same level of expertise just enjoyed by Jacques Villeneuve (who had that afternoon gone upside down at 150mph). When, more than a year later, it became clear I needed an operation on my spine, I had no intention



*Zandvoort '73: David Purley runs to the burning wreckage of Roger Williamson's March. His vain efforts highlighted F1's dire need of proper, permanent rapid response units*

All photographs: LAT



*'Prof' Sid Watkins has been an integral part of Formula One since 1978*




*Ex-single-seater talent Alex Ribeiro drives Sid around in the Mercedes Medical Car at each GP*

of bothering Prof with it. But having seen me at last December's *Autosport* Awards, bent like an old man, he called me next morning and insisted on organising everything without delay. Prof was present throughout while the top neurosurgeon that he'd recommended performed a 3½-hour operation. Next morning, as I surfaced from the anaesthetic, he was sitting on the bed regaling me with unexpurgated stories about Nigel Mansell that made me laugh so much my stitches were in danger.

The more publishable of those have already appeared in Prof's book *Life at the Limit* published in 1996. One of the most revealing books I've ever read about F1, it's full of hilarious anecdotes, just like sharing a dinner table with Prof. (So it's excellent news that he's just finished another one, which will be published this year.) But it also shows in horrifying detail just how inadequate were the medical provisions at some grands prix back in 1978. That's when Bernie Ecclestone first called in Prof, knowing him to be an enthusiast who'd already been medically involved at Silverstone, Watkins Glen and elsewhere.

Medical facilities are now excellent in top-level motorsport because Bernie wanted it, and made it happen. Formula One is effectively an autocracy, and because Bernie's word was law, he was able to insist that what Prof wanted, Prof got. The temporary medical bus at Hockenheim, the flapping tents at damp Zolder and dusty Imola, the tin hut at Dijon, all were rapidly replaced by first-class medical centres. After initial resistance at one or two circuits, Prof got his wish for a fully equipped medical car, driven by an experienced racer, to follow the field around the opening lap, when so many accidents happen. Soon Prof had steered the FIA's Medical Commission into a tightly-worded network of regulations which now ensures that at every grand prix medical provisions are of an equally high standard.

All this was uppermost in my dozy mind the day after my operation because, as I lay in my hospital bed watching TV, the news bulletins were full of boxer Michael Watson's negligence action against the British Boxing Board of Control (BBBC). Watson, you will remember, suffered a severe injury in a fight nine years ago against Chris Eubank, which left him in a wheelchair with irreversible brain damage. The claim was that, due to inadequate medical provisions, vital time was lost before he was able to get the correct surgery. Now his appeal had been successful, there was talk of the BBBC being bankrupted by the seven-figure damages.

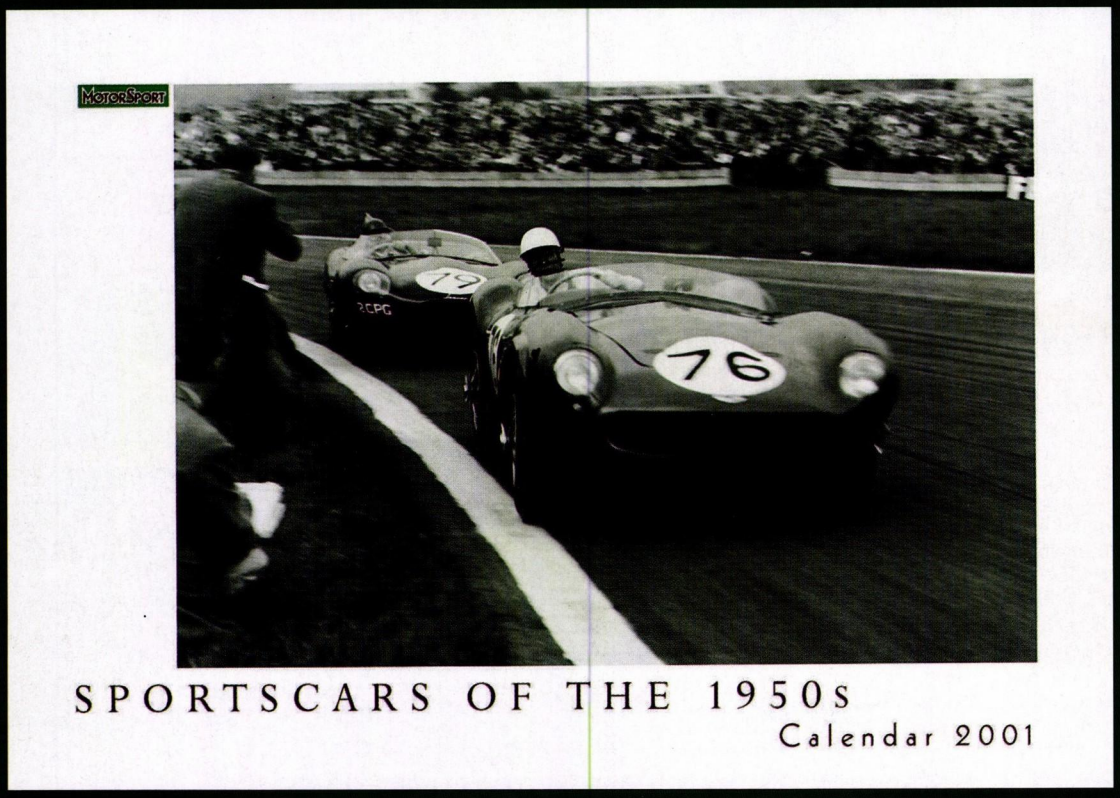
On TV the neurosurgeon who had operated on Watson expressed the hope that better provisions would now be made for rapid access to injured boxers at a time when each minute between injury and appropriate medical procedure could make a dramatic difference to the future health, and even life, of the patient. He got my attention because he was the very surgeon who had operated on me the previous night, and also because I felt that if there were an Ecclestone at the top of boxing, no time would be wasted getting the best possible facilities in place.

I talked this over with Prof next day. In his view, motorsport has shown the way, particularly in rapidity of treatment, that other dangerous sports – boxing, rugby, equine eventing – should be obliged to follow. Any organising body has a responsibility to offer the best possible medical facilities, and future legal suits could cripple such bodies, like the BBBC. Having watched, and worried, as his own daughters rode in eventing, which has suffered six fatalities in the past two years, Prof was asked to suggest improvements. He had a fund of ideas and submitted a detailed paper, which proposed having proper medical aid beside every inaccessible jump. He received a polite acknowledgement, but has heard nothing more.

If you willingly take part in a dangerous sport, you must be prepared to take the consequences, of course. But if things do go wrong, is it not reasonable to benefit from all that modern medicine can do, as quickly as it can be made to do it? In sports run by committees, anxious about budgets, it may be hard to make the dramatic and rapid changes that have happened in Formula One. It takes someone with the uncompromising power and will of Bernie Ecclestone to ensure that it happens, without delay, without argument.

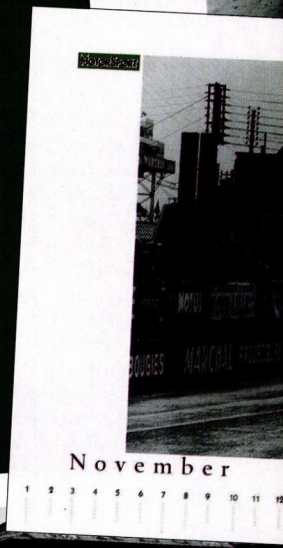
In Melbourne, at 11am local time on Friday 9 March, as the first practice session of the first grand prix of the season gets under way, Prof will be strapped into the passenger seat of the Medical Car as usual, engine ticking over, in contact with race control, ready to be at an accident scene within seconds to dispense his special brand of emergency procedure or good-humoured reassurance. As Gerhard Berger once said, "Whatever has happened to you, you just have to see Prof and you feel better at once." M

# FREE MOTOR SPORT 2001 C



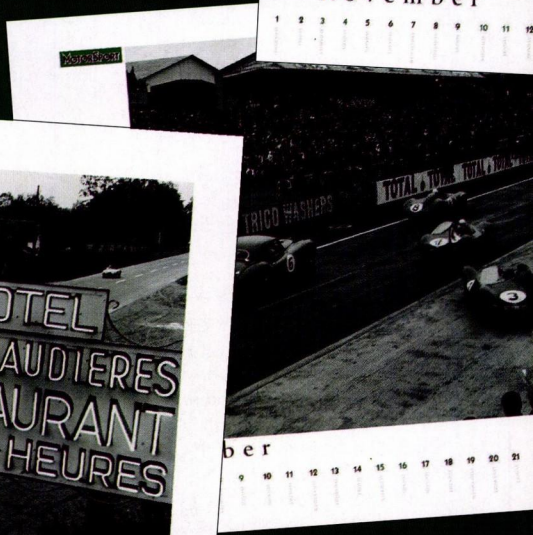


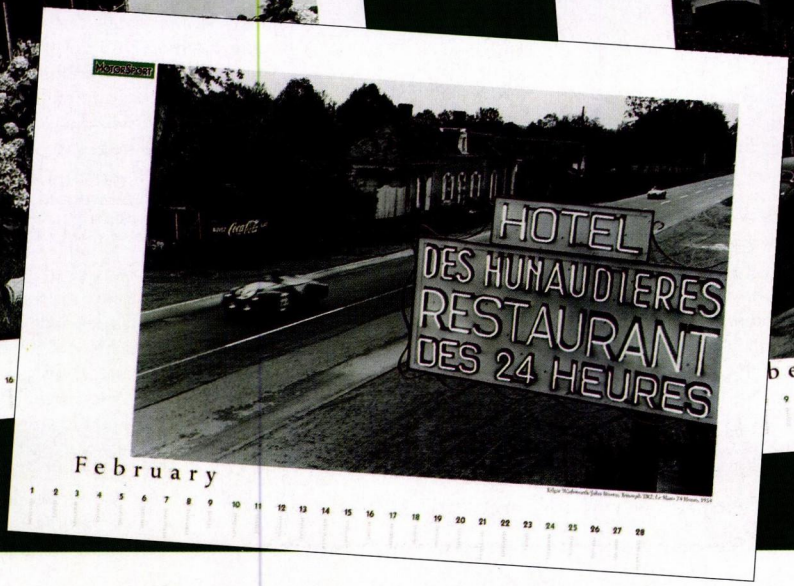










# ALENDAR WORTH £21...

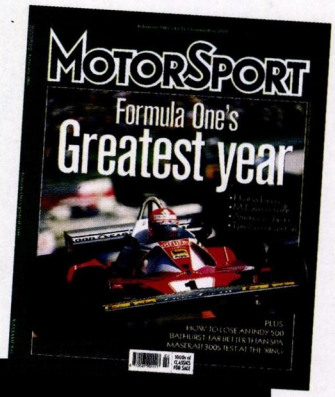


# ...PLUS

## SAVE 10% OFF THE USUAL COVER PRICE

Subscribe to MOTOR SPORT and receive:

- Fantastic 2001 calendar, worth £21, absolutely free
- 10% saving on the cover price
- Free delivery to your door every issue
- Money-back guarantee if you are not completely satisfied
- Easy quarterly payments of only £10.13




## SUBSCRIPTION ORDER FORM

☐ *Yes I would like to start my subscription to MOTOR SPORT for £10.13 per quarter*

☐ *Yes I would like to renew my subscription to MOTOR SPORT for £10.13 per quarter*

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

*Title* *Initial* *Surname*

*Address*

*Postcode* *Tel No*

*e-mail*

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

DIRECT Debit Originators ID No 850699

*To the manager: Bank name*

*Address*

*Postcode*

*Name of account holder(s)*

*Bank Sort Code* ☐☐☐☐☐☐

*Account No* ☐☐☐☐☐☐☐☐

*Reference Number (Office use only)*

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

*Signature* *Date*

**TERMS & CONDITIONS**

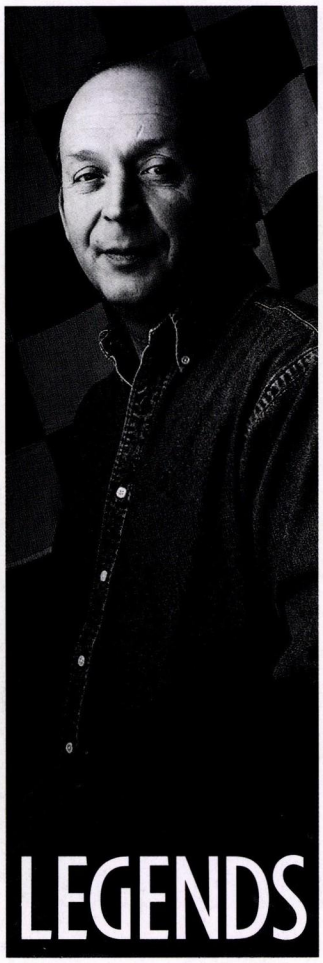
*This offer is open to UK subscribers only and is a direct debit offer only. Overseas rates available by calling +44 1795 414819. Please allow six weeks for receipt of your first issue and gift. Offer is subject to availability. Offer closes 14th February 2001. Details of the Direct Debit Guarantee will be sent to you.*

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

***Please send this form to:*** **M0201DP**

**MOTOR SPORT, FREEPOST SEA5374, Sittingbourne, Kent ME9 8PR**

**Customer Service Number: 01795 414819**



# LEGENDS

## DON BRANSON

MARIO ANDRETTI IS NOT GIVEN TO hero-worship. He will readily concede that Alberto Ascari was the man who fired in him the ambition to race cars, but that was an adolescent thing. In 1954, when aged 14, he was taken to Monza, saw Ascari in a Ferrari, and was forever changed.

The next summer the Andrettis left for the New World, in search of a better life, and as soon as they settled, in Nazareth, Pennsylvania, Mario and his brother Aldo set to finding out about motor racing in the USA.

"One day this guy pulls up at my uncle's filling station in a pick-up truck – and on the back is a trailer, with a sprint car on it! Man, for us it was like it was a Mercedes W196! I flat fell in love with sprint cars right there and then."

By the early '60s, Mario was racing them himself, and his love for that era endures. "They had skinny tyres and no rollcages, and driving them was like a really delicate thing – you steered them on the throttle, you balanced them through a turn. They were lethal, but they were gorgeous. These days they have huge tyres and wings and stuff, and all the finesse has gone."

When Andretti was doing it, sprint car racing was horrifically dangerous, and there was little money to be made from it. Traditionally, a driver ran the sprints until he graduated to championship cars, to Indianapolis, but some found sprint cars so addictive that still they kept on with them. "Nothing else in racing," Mario says firmly, "gave you the sheer animal pleasure you got from pitching one of those things sideways, and holding it there."

It was a specialised art form, well divorced from anything else in racing, and has its own history and legends. When Andretti harks back to that time, he speaks of A J Foyt and Parnelli Jones, but the greatest of all in this particular craft, he maintains, were Don Branson – a man who never raced a car until he was 26 – and Jud Larson.

"They were great pals," Mario says, "and used to go fishing together, and stuff, but they were very different as individuals. Jud was a guy who liked a party.

"I remember once we were running over in Minneapolis, and I was sharing a room with him. One night he runs into one of his old girlfriends, and he staggers in at four in the morning. He's got a six-pack of beer, and he wakes me up, and he says, 'Hey, Andrecki!' – he always called me Andrecki – 'Wanna beer?' I says no, I don't, I'm asleep. 'OK,' he says, 'I'll drink yours, too.'

"Next morning, we're walking through the State Fair Park to the track, and we pass one of these greasy hamburger stands – and I see his face starting to change colour. You can guess what happened next.

"Over the previous days, he, Foyt and myself had been running quickest, so I figure, 'Well, that's one out of the way'. Ha! That sonofabitch qualifies on pole, and the race is a 100-lapper. I'm behind him, and the whole race I hammered him. Towards the end, you know, you'd get tired – I'd give him a nudge, and I'd see his head jerk, but he did not make a mistake.

"Afterwards I says, 'Why didn't you let me by? You were holding me up'. And he looks at me with these bloodshot eyes, and he says, 'Mario, you gotta believe me, nobody wanted to get this thing over with more than I did!'"

Brilliant as he was in a sprint car, Larson was something less than dedicated, and in this respect was very different from Branson.

"When I came into it," Andretti says, "Don *was* sprint car racing. The driver's driver."

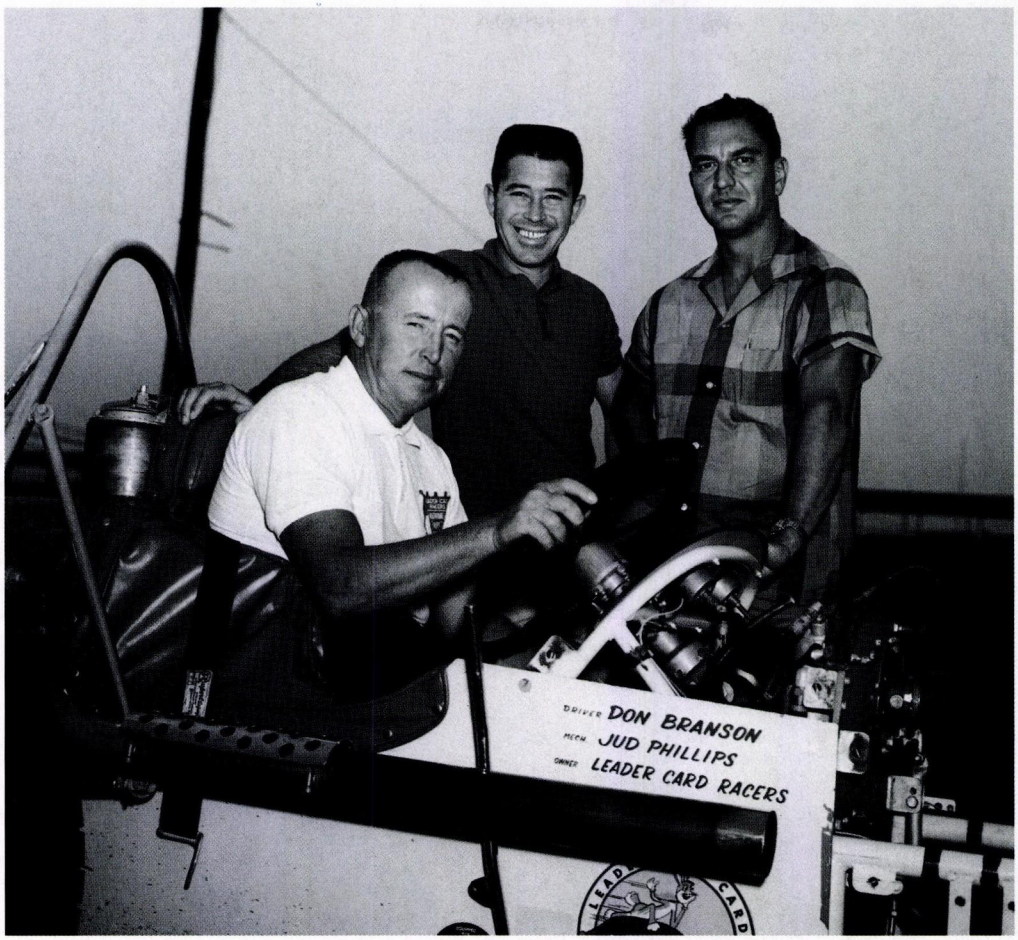
By this time – the early 1960s – Branson was into his forties, and by no means in peak health. All his adult life he suffered from low blood pressure, and so tended to tire towards the end of a long race.

"He was racing a lot of guys half his age," Mario goes on, "but he compensated with experience and a beautiful light touch he had with a race car. He was plain quicker over



*1964, Sacramento 100. Branson was regarded as the quickest sprint car driver over one lap*

Bob Tronolone




Indianapolis Motor Speedway

***Left to right: Branson, Roger McCluskey and Jud Phillips pose with the Offenhauser-less Leader Card dirt-track racer***

one lap than anyone else.

"We didn't have mirrors on those things, of course, so you never knew which side the guy behind was coming from. And Don just made that into an art form; I would watch him wrong-footing guys, sending them the wrong way, putting them out of the groove – all that stuff. It was just something else to see the man in such absolute control. If he'd had the strength of a guy in perfect health, no one would ever have got near him. As it was, quite often no one did."

Andretti concedes that he and Branson did not get off to the greatest of starts. In his youth, Mario was wildly ambitious, and many of the established stars felt strongly he was driving over his head. More than once, he says, "Branson gave me tongue-lashings that nearly peeled the skin off my face.

"One time, though, I remember particularly. In '64 I was just going for it the whole time, and at Williams Grove I spun Branson out – not on purpose, but because I overdid it.

"Couple of days later, I'm having breakfast, and Don's at another table, and he calls me over – Jesus, I knew what was coming. 'Mario,' he says, very quietly, 'how much money did you make at the Grove the other night?' Not much, I says. 'I know, Mario,' he says. 'You made about as much as I didn't make – because you took me out. Now, listen,' he says, 'let's cut out that sort of crap, and we will both get to eat much better, right?' He never raised his voice, but I was shaking. 'Do you hear me, Mario?' he says. And you'd better believe, I heard him; after that we were great pals."

If Branson was supreme on a dirt oval, he was also very competitive in the Indy roadsters, even if he got into them late, racing in the 500 for the first time in 1959, at the age of 39. He was at the wheel of the Bob Estes Special, whose crew chief was Jud Phillips, an Indianapolis mechanic of legend.

"What really sold me on Branson," Phillips said, "was the way he took to the 'Hills' – the half-mile, steeply-banked, paved ovals at Salem and Winchester. Back then, we figured that anyone who could run them consistently fast and not get killed was a legitimate Indy talent. That was sort of a blood-stained philosophy, but it was reliable. Most guys coming from the flat dirt were terrified by the 'Hills', but not Don."

When the rear-engine revolution came to Indianapolis, in the early '60s, however, Branson was less at ease. After they paved his beloved Langhorne, he nevertheless ran a front-engined dirt car there in 1966, startling everyone by qualifying it second. In 1966, though, he decided it was time to stop. Goodyear had offered him the job of racing manager and, at 46, he was happy to accept. "They don't care if I drive at Indianapolis and a few other championship races," he said, "but, after this year, sprint cars are out. Hell, you can't blame Goodyear – you can get killed real easy in these things."

Indeed you could. Already that season three drivers had lost their lives in USAC sprint car races, including Branson's big buddy, Larson, at Reading, Pennsylvania, in June.

What should have been Don's final race was the last championship event of the year, at Phoenix, but a week before there was a USAC sprint car race at Ascot, California. Foyt, Andretti and the rest were there, and so also was Branson.

It was a track he had always disliked, and this particular Saturday night in November it was especially spooky, with heavy moisture in the air, and fog swirling in from the ocean. There had been a lot of rain, which made track conditions heavy, and plastered the walls with mud, making them difficult to see under the lights.

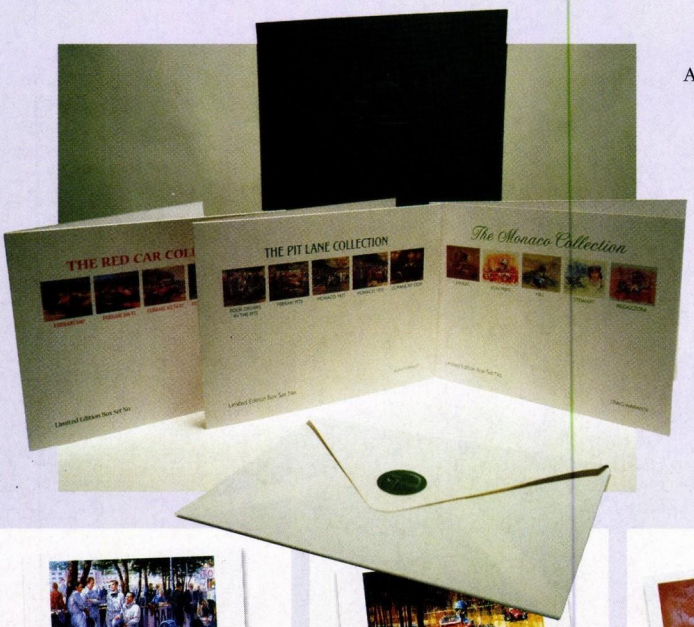
On the fifth lap Branson hit the wall at the first turn head on, bouncing back into the middle of the track, upside down. Dick Atkins, very much the coming USAC star of the time, hit Don's car and somersaulted in flames. Almost unbelievably, there was no fire truck at the track, nor even a proper medical crew. Atkins died the next morning; Branson had been killed instantly.

There was talk, of course, that the old man had made a mistake, some even suggesting a heart attack, for he had never started even to get into the turn. Andretti, though, was right behind, and saw it all.

"It was very obviously a stuck throttle," he says. "I knew instantly what had happened. That evening broke my heart, and we all felt the same, because everybody loved the guy, and this happens to him just as he's about to quit.

"You know what? When Branson used to go out and qualify, even A J Foyt would stop what he was doing, and go to watch. He was one fantastic race driver – one of the greatest I ever saw." M

# Motoring Magic in a Box




## LIMITED EDITION WRITING CARD SET

A very attractive dark green linen covered box holding twenty five art cards of five images, reproduced to the highest of standards, plus a certificate of authenticity hand signed by the artists and numbered to preserve the edition.

The quality white envelopes are lined inside dark green, making receiving just as exciting as giving when your personal message arrives written on one of these cards.

**The Box Sets are limited to 1333 per artist worldwide.**

**Alan Fearnley Limited Edition Writing Card Set**
**Code AF BC01**

**Juan Carlos Ferrigno Limited Edition Writing Card Set**
**Code JF BC01**

**Craig Warwick Limited Edition Writing Card Set**
**Code CW BC01**

**Price per box £45 plus Post and Packing**

**UK P&P £2.95 Rest of World P&P £5.95**

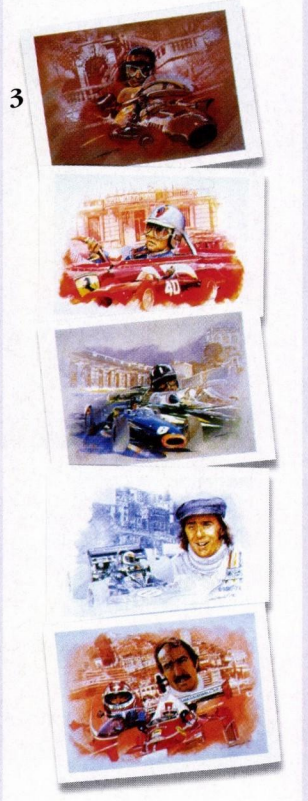
1



2



3



### CARD SET 1
### ALAN FEARNLEY
**The Pit Lane Collection**

Four Drivers in the Pits
Ferrari Pits
Monaco 1937
Monaco 1933
Le Mans Pit Stop

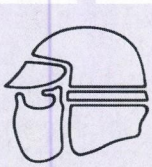
### CARD SET 2
### JUAN CARLOS FERRIGNO
**The Red Car Collection**

Ferrari 500
Ferrari 246 F1
Ferrari 312 T4 F1
Ferrari 126 CK F1
Ferrari F310 F1

### CARD SET 3
### CRAIG WARWICK
**The Monaco Collection**

Fangio
Von Trips
Hill
Stewart
Regazzoni

**To obtain one or more of these exclusive Limited Edition Writing Card Sets place your order today by using any of the methods below.**



## GRAND PRIX SPORTIQUE

## +44 (0) 1234 772029

1 CHURCH HILL • RAVENSDEN • BEDFORD • MK44 2RL • ENGLAND • FAX: +44 (0) 1234 772028
E-MAIL: mail@grandprixsportique.com • WEBSITE: www.grandprixsportique.com
CHEQUE OR CREDIT CARD

LIMITED TO 1333 SETS WORLDWIDE

MOTOR SPORT

EDITOR
Paul Fearnley
FOUNDER EDITOR
Bill Boddy MBE
DEPUTY EDITOR
Gordon Cruickshank
MANAGING EDITOR
David Malsher
ART EDITOR
Alison Lane

PICTURE EDITOR
Ian Marshall
NEWS EDITOR
Marcus Pye
GRAND PRIX EDITOR
Simon Taylor
OFFICE MANAGER
Cathrine Keen

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

PICTURE LIBRARY
LAT Photographic – 020 8251 3000

ADVERTISING MANAGER
Russell Whitehouse
NEW BUSINESS DEVELOPMENT
Martin Woollaston
DISPLAY SALES
David Ward-Penny
SALES EXECUTIVES
Hugo Mabbott, Sam Perryman, Tamsin Haughton
US BUSINESS MANAGER
Joel Hudson

EDITORIAL DEPARTMENT
Telephone 020 8267 5256. Fax 020 8267 5222

ADVERTISING DEPARTMENT
Telephone 020 8267 5247. Fax 020 8267 5360
Somerset House, 80 Somerset Road, Teddington, Middlesex TW11 8RT, England

PRODUCTION MANAGER Wolfgang Harles
PRODUCTION EXECUTIVE Lisa Harris
SUBSCRIPTIONS MARKETING MANAGER Julie Hamilton
SUBSCRIPTIONS EXECUTIVE Claire Austin

SPECIAL PROJECTS John Deverell
SYNDICATION MANAGER Simon Fox
PUBLISHING MANAGER Martin Stahel
PUBLISHER David Prasher

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

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

EDITORIAL DIRECTOR Mel Nichols
CHAIRMAN Eric Verdon-Roe

SUBSCRIPTION RATES – 12 ISSUES
UK £45.00; Europe & Eire £51.00; Airmail: Middle East, Africa, India £76.00; Rest of the world £87.00. Postage is free. Payment may be made by VISA, Mastercard or Amex to: Motor Sport Subscriptions, PO Box 280, Sittingbourne, Kent ME9 8FB. Tel 01795 414819. Fax 01795 414555
USA (airfreight) per annum $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.
Telephone 732 424 7811. Fax 732 424 7814

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

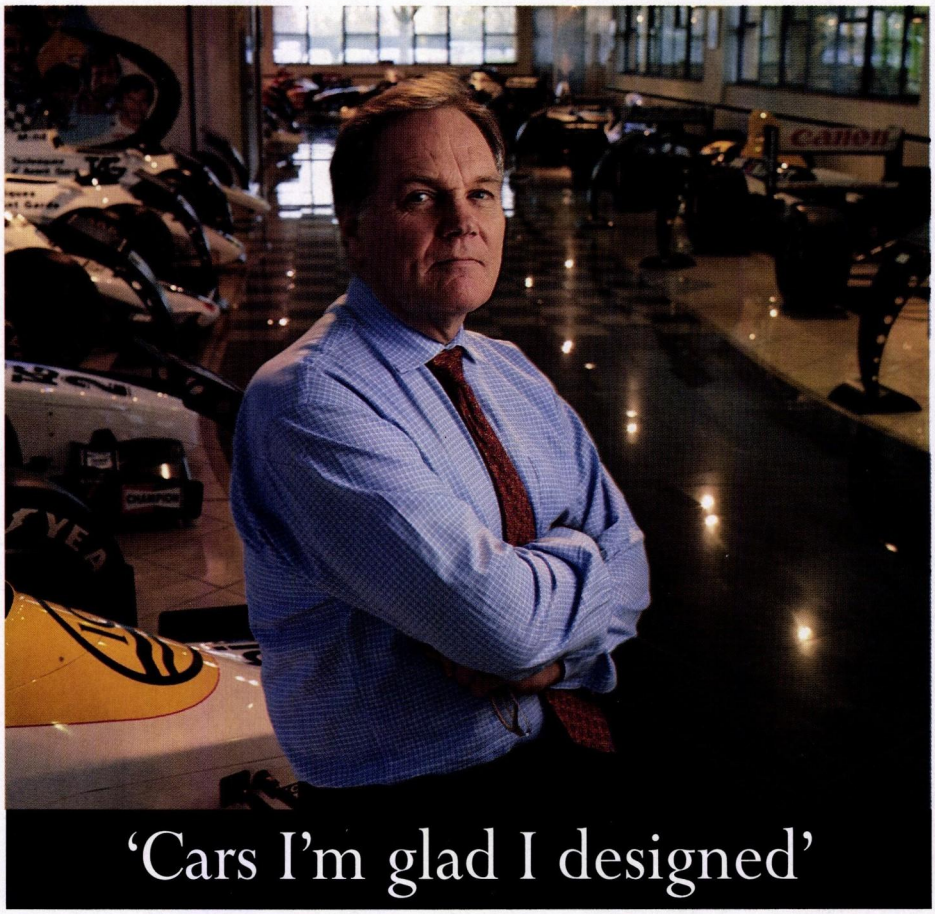
DISTRIBUTION
UK Frontline Ltd., Park House, 117 Park Road, Peterborough, Cambridgeshire PE1 2TR. Telephone 01733 555161

Colour Origination by: Colour Systems Limited. Printed by St Ives plc
We take every care when compiling the contents of this magazine but can assume no responsibility for any effects arising therefrom. Manuscripts submitted entirely at owners' risk. Advertisements are accepted by us in good faith as correct at the time of going to press. No part of this publication may be reproduced in any form without the written permission of the publisher.
Copyright © 2001 Haymarket Magazines Limited, all rights reserved.

# NEXT MONTH

On sale Friday 16 February

## *In the March edition...*



'Cars I'm glad I designed'

**PATRICK HEAD TALKS US THROUGH HIS FAVOURITE WILLIAMS**

**PLUS**

**Brooklands like you've never seen it**

**Britain's very own Formula One series**

**Meet the biggest fan of Brabham's 'fan car'**

**Life as BMC's competitions boss – in pictures**



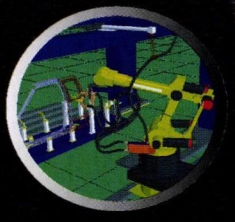














# *Engineering the future...*

Developing the new generation of automotive vehicles depends upon the application of engineering experience to integrate component systems and produce totally successful vehicle solutions.

As the worlds leading engineering and technical services company, MSX International is able to integrate the wealth of knowledge, experience and expertise from all corners of the globe to provide fully developed vehicle programmes.

To find out more about our expertise in engineering, programme management and the unique advantages MSX International can offer, call our team at :

Auburn Hills, USA Tel: + 1-248-299-1000

Basildon, England Tel: + 44 1268 245000

Cologne, Germany Tel: + 49 221 94700300

msx INTERNATIONAL






*IT'S 25 YEARS SINCE JAMES HUNT AND NIKI LAUDA FOUGHT F1'S MOST AMAZING TITLE BATTLE. WE LOOK BACK AT THE YEAR THAT SPARKED OFF THE SPORT'S MODERN-DAY ERA*

# 1976

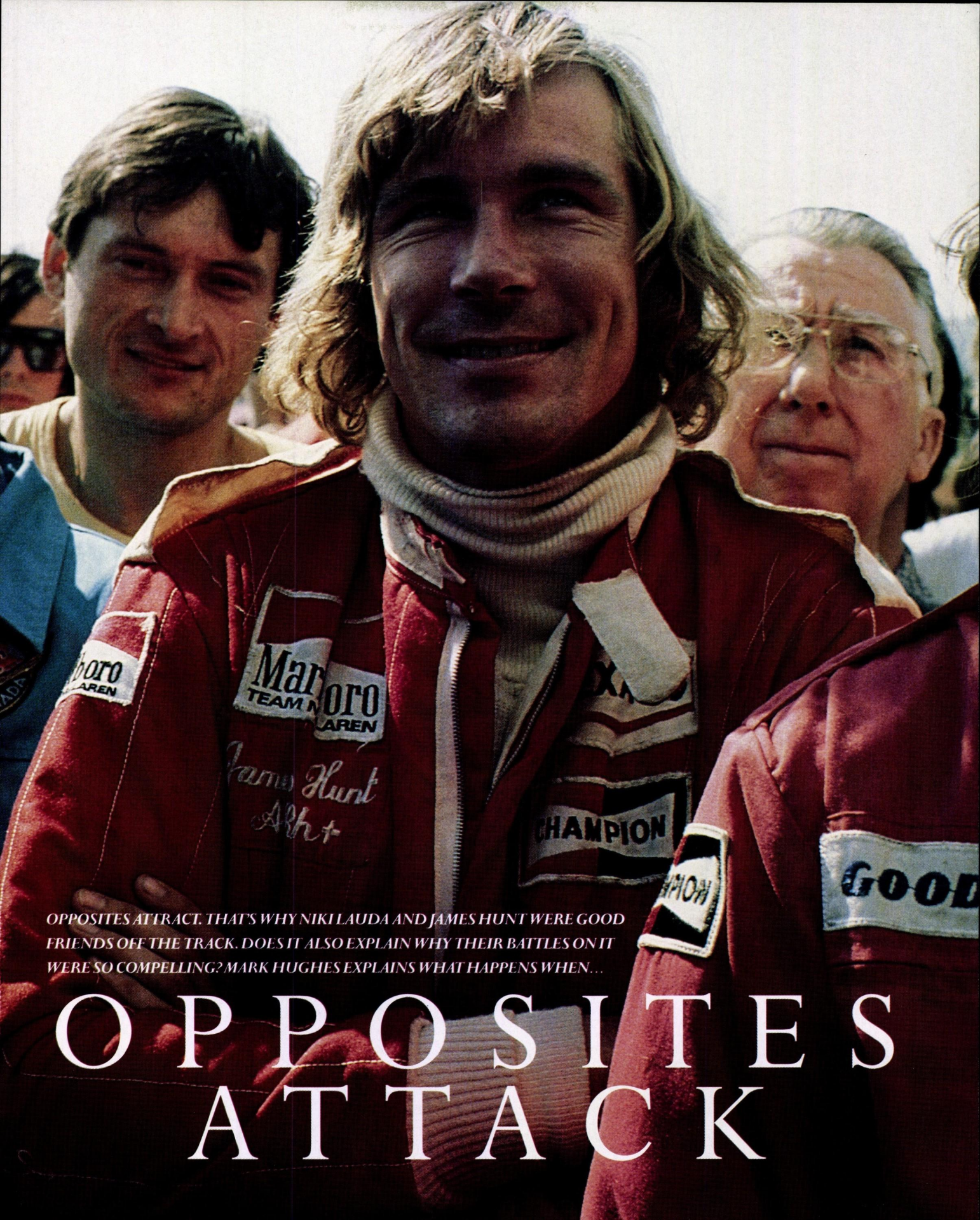








Rainer Schlegelmilch




*OPPOSITES ATTRACT. THAT'S WHY NIKI LAUDA AND JAMES HUNT WERE GOOD FRIENDS OFF THE TRACK. DOES IT ALSO EXPLAIN WHY THEIR BATTLES ON IT WERE SO COMPELLING? MARK HUGHES EXPLAINS WHAT HAPPENS WHEN...*

# OPPOSITES ATTACK


Marlboro
TEXACO
CHAMPION
Marlboro

INTERLAGOS, FIRST ROUND OF THE 1976 championship, the dying moments of final qualifying. There's a face-to-face row going on in the McLaren pit. Team boss Teddy Mayer and his new driver James Hunt are screaming at each other. "He wanted the windscreen further forward," recalls Mayer, "so that he was more comfortable."

With the minutes ticking away and Niki Lauda's Ferrari on pole as usual, Teddy could have done without this – a stroppy driver demanding an untested change that could significantly compromise the car's aerodynamics. Mayer told his driver what he thought. Firmly. Hunt, adrenaline pumping, related his feelings in return. Rudely. The change was made. Hurriedly.

It hadn't been like this with Fittipaldi. They'd won a world title with Emerson a couple of years before, they were runners-up the year after – and he'd been no bother. Calm, methodical, utterly professional and a gent. Why had he left them in the lurch so late in the day, leaving them with this rebel, this rude … lout? He'd already told the sponsors he would not be turning up at their functions in regulation blazer. If he came at all, he'd probably be in T-shirt and jeans, his feet bare. Now he was playing the prima donna in the pitlane.

If Teddy had such thoughts, they were gone one warm-up lap and a 2min 32.5sec flyer later. Hunt was on pole. It had been an incredible lap, the sort of lap we would see in years to come from Mansell at his best.

And Hunt hadn't even driven the M23 in anger before practice began; the deal had come together that late, and the two Silverstone test sessions had been rained out. It was a lap that established a few things, once and for all. Hunt – and not incumbent Jochen Mass, a year-and-a-half Fittipaldi's understudy and, he'd assumed, ready to step out of the shadow – was the team number one. It was the hardest an M23 had been driven in a long time – probably since that wild but raw novice Jody Scheckter had briefly created chaos in one three years earlier. Fittipaldi may have been a double world champ, but he'd never been able to drive a lap like Hunt had just driven. Mayer recognised this. He also suspected how much of a part their little tiff had played.

John Watson – a good friend of Hunt's and later his replacement at McLaren – saw it so: "Teddy would have seen that the strengths James had were very, very valuable to the team. Emerson had not been prepared to drive the car as close to the edge as James. Teddy would have recognised that and possibly adopted a devil's advocate role. Not in winding James up, but in allowing James to wind himself up. There was a funny psychology Teddy and some of the other team members had. They knew how to extract James' blue riband performance. I don't think James was even aware of that."

Hunt had always hyped himself up. It was a central part of his performance. What he hadn't always done, though, was win. He'd taken that great '75 Dutch GP, under pressure from Lauda, but he wasn't certain in his own mind if, as he put it, "the Hesketh was a great car being driven slowly or a mediocre car being driven brilliantly". Now he had his answer and his confidence soared.

From across the pit garage, Mass, 1.1sec slower, looked on. What he saw unnerved him: "James was so intense, really highly strung, like a racehorse. In the morning before a race he would be quivering. Totally oblivious to what was happening around him – totally gone. Amazing. I remember in Japan he went to pee against the fence and did it facing the public instead of away because he hadn't noticed, he was in such a state."

Driving racing cars as fast as Hunt was then driving them scared him – he made no bones about that. But it was a fear subjugated to an intense competitive will. The tension between these two extreme pulls meant ➤➤



Both: Ludvigsen Library

***A Lotus mechanic dashes to the stricken 77 of Mario Andretti before the formation lap of the second British GP start. The race was one of the most controversial in Formula One history***

**'James was so intense. In the morning before a race he would be quivering'**

**Jochen Mass**

***Opposite: James Hunt psyching himself up in the pits was a common sight. But it didn't help him here at Anderstorp, an oversteering fifth place being the last in a run of poor results***

## INSIGHT: BARRY SHEENE

"JAMES WAS A MATE AND WE BOTH HAD GREAT SEASONS THAT year. We both won our championships and I met my future wife Stefanie. A good year.

James and I thought about a lot of things in the same sort of way. We both had Texaco contracts that year too, so we saw a lot of each other. I came to three grands prix – Monaco, Brands and Fuji. I knew him from before then, though. I'd met him in '75. When I was recuperating from a leg injury I used to hang out at my friend Alexander Hesketh's place. That's when I met James.

"There was the same sort of pressures on each of us from the British media. We were winning and so attracted attention to ourselves and our activities away from the track. At the Austrian 'bike grand prix I was on the front page of *The Sun*, with the headline 'Race Ace Stole My Wife', and all the British reporters were surrounding the hotel. James had had a similar thing when his wife left him for Richard Burton.

"I won five of the six GPs I did that year and, after winning the title, I missed the last three because they were road courses and very dangerous. That meant I was able to go to Japan with James and be a calming influence!

"When Niki stopped in Japan I could absolutely relate to it. If you've had a bad accident it has to come out sometimes. You get over your physical injuries but you have no time for mental recuperation until it finds its way out.

"The conditions were awful. As he came in, everyone is saying, 'Why's he stopped?', and I said, 'I can guarantee why he's stopped'. In '75 I'd had a tyre blow out at Daytona at 180mph and I did everything to get back to physical fitness. But I remember afterwards, racing at the old Spa, on the last lap, I was just sitting behind the two guys on Agustas when I felt something grab. I was thinking, 'What's that?' and I backed right off and toured round. Then I was thinking, 'What if it's nothing and I've backed off for no reason?' Turned out it *was* something. But suddenly you're bothered by stuff like that."



Rainer Schlegelmilch

Hunt was a star who shone brightly but briefly. It also meant he would frequently be ill at the thought of climbing into the car. "He'd often disappear around the back of the pits to throw up," recalls Mayer.

Flighty, offbeat and nervous, he wasn't a McLaren driver in the tradition of the dependable, down-to-earth Bruce or Denny, or even Emerson. But he was fast, brave, intelligent and a fighter, and Mayer was prepared to go along for the ride.

"Everyone loves an eccentric driver," says Mass, "and you especially love eccentric drivers who deliver. He was a tougher team-mate than Emerson had been. Emerson arrived there as the golden boy, a world champion already, and was left to do the job, so he was almost nonchalant. But James was very demanding within the team; there was more of a performance, a drama, about him. My personality meant I found it very difficult to deal with that."

Watson: "McLaren was already a well-organised, very structured team with a good, competitive car when James arrived, and he was able to plug into that. They, in turn, were able to plug into James' speed. He was also very fit, a natural athlete – certainly fitter than Niki was. But that wasn't all.

"He'd 'grown up' with Hesketh. That was such an organic process, with a team so young, you wouldn't have thought his experiences there would have brought much to the McLaren party, but actually I think it did. They were a team less tradition-bound than McLaren and they gave him an openness and freedom of mind and, because he was so very assertive, he wasn't necessarily prepared to be told what to do, even by a powerful, established set of people."

Hunt didn't win in Brazil – Lauda did, continuing where he'd left off in his championship year of '75. Hunt retired with an engine problem, but the point had been made in qualifying: James, and James alone, looked set to form a genuine challenge to Lauda. A dynamite season appeared to be in store.

The strands forming the cable of the fuse came together by chance. The core of it was that Ferrari dominance was being threatened, for several reasons: to Lauda's unease, their testing effort post-title had lost its intensity; the '76-spec standard-issue Goodyear tyre had been developed around the M23, which hurt the competitiveness of the Ferrari (it had more of its weight at the front and took an age to get heat into the new-spec rears); and Hunt was showing himself to be faster than Fittipaldi, further bridging the performance gap.

All it needed was a tiny spark. It came in the form of a Goodyear that had a slightly bigger bulge to its sidewall than its '75 predecessor.

Against a backdrop of Bernie Ecclestone's long-term aim of acquiring control of F1, the weak governing body of the day had introduced new technical regs to take effect from the fourth race, and they were determined to enforce them strongly. Hunt's McLaren, its new-spec Goodyears still warm after 77 victorious laps of Jarama, was discovered to be 1.8cm too wide. Had a Tyrrell or a Penske been too wide that May day in Spain, it would have become little more than an historical footnote. But because it was a McLaren – the car that was taking the fight to Ferrari – the episode smacked of complicity, yet another example of the Italian team using its power and influence.

These things combined to produce a Big Bang, the fallout of which can still be seen today in the tension between McLaren and Ferrari.

The pieces were thus in place for conflict. All it needed for this to truly capture the public's imagination was for the two lead players to be caricatures from opposite ends of the scale. Hunt and Lauda. Perfect.

"Their images were diametrically opposed," says Watson. "Niki was perceived to be a very mechanical, ➳

## INSIGHT: MURRAY WALKER

"I WAS A MOTORCYCLE MAN IN '76. I DID THE ODD F1 GRAND prix, but I was really into Sheene's season more than James'. But I really began to see how big a story it was becoming when I did the British Grand Prix for BBC Radio. After the race stoppage, I was standing at the bottom of the control tower as Alistair Caldwell and others from McLaren were getting very agitated and working on the car. I was absolutely flabbergasted the way the crowd reacted when they were told James couldn't take the restart. We Brits aren't supposed to do that sort of thing.

"The BBC decided, late in the day, that in view of the importance of the race in Japan, and the fact that James could win the title, they had better do it on the box. So I got the call and was told to go to the studio in London.

"I spent the night at what is now the Kensington Hilton, got up at 2.30am to get myself ready for a 4am start in the studio. Just when you're right at your lowest ebb, at the bottom of your sleep pattern, you're standing in a bloody great studio trying to give the impression you were at the race without actually saying you were and trying to be excited and dramatic.

"James' championship had an enormous bearing on the BBC giving Formula One full-time coverage, even though it didn't start until '78. Another thing that I think popularised the sport, got it onto the front pages, was Suzy Hunt running off with Richard Burton. Plus there was a chap at the BBC called Jonathan Martin who was an F1 fanatic, and who subsequently became head of sport. He was undoubtedly behind the BBC pushing into it.

"I'm sure there was an element of nationalism about it. James was a glamorous ex-public schoolboy who had made good, married the glamorous girl. He smoked, drank, all the rest of it. The fact that he was up against a foreigner added interest. It took the sport into the mainstream for the first time, really. Plus it was a bloody good season. The controversy over Spain and Britain, winning the points and losing them, just made it even better."

***McLaren appeared to have the upper hand by the time the circus reached Germany in August, but Lauda had a sizeable points lead. And then his Ferrari got out of shape at Bergwerk...***

**'He was very fit, a natural athlete. He was certainly fitter than Niki was'**

**John Watson**

***Opposite: Play Misty For Me – Niki Lauda watches a title slip away at Fuji. The Austrian has always stood by his decision to pull out of the race because of the appalling conditions***


GOODYEAR
GOODYEAR
GOODYEAR




LAT

Teutonic computer-type of driver – which is how he was professionally, because he was able to focus on what he wanted to achieve and how he would achieve it. James, on the other hand, gave the perception of being the archetypal dashing racing driver. Blonde, tall and athletic, he'd jump into the car having just been to an all-night party, then race like a champion. That was the common image."

Playing perfectly to this image, his wife Suzy left him for Richard Burton early in the season. "For James that was a great result," relates Watson. "They'd married probably before they really knew each other and his focus was more intense than she'd anticipated. It relieved him of that conflict."

In public at least, it was very amiable. Hunt's happy awareness of his caddish image was perfectly captured in a comment he made in his *Autosport* column of the day. Relating how he had spent a weekend on a sailboat with his new girlfriend, he described how the sails had turned suddenly and he'd been forced to pull her out of their path otherwise, "she would have gone for a burton. And I didn't want to lose another one like that!"

On another occasion he found himself the victim, albeit a willing one, of a female undercover reporter from a men's magazine looking to bed him for a story. He happily relayed that tale in his column too, saying he was looking forward to reading how many marks he would be awarded.

"As he got success, he certainly became more confident," says Mayer. "That improved him as a driver. It also made him believe he could behave however he wanted to out of the car, as long as he was the star. It made him a wilder person, less conventional. But he was able to keep that side of him separate from the racing driver."

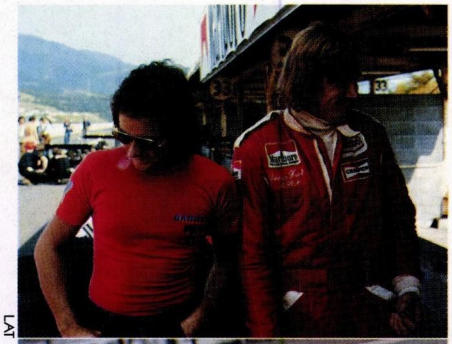
Says Watson: "Ironically, beneath their different images, James and Niki were quite alike. They were good friends. Away from the working side, Niki enjoyed life in every form and shape available to him. It's just that there was more of a contrast between the work and non-work side of him.

"Niki was there functioning as a race driver for 24 hours in the four days he was at a race. With James there was more demarcation. He'd go back to the hotel and play backgammon or tennis, or chase women. He'd get in the car, drive it, tell the team what it was doing and, if they made the right changes, it would go quicker; if they didn't, he'd have a nosebleed and give them the biggest bollocking.

"Niki's strength was his ability to think very clearly. He went to Ferrari and had the wisdom at a very young age to realise here was a team that lacked direction. He guided the team into raising its game. I don't think he was quite as quick as James over a lap, and I don't know whether he could have dragged every last ounce from the McLaren in the way James did. On the other hand I don't think James would have had Niki's motivation and clarity at Ferrari. Teddy lit the adrenaline in James, whereas Niki was the person who lit Ferrari's fuse."

The dynamics of the fight between this finely-balanced pairing are well-known enough not to bear repeating in detail. Lauda dominated the season's first half, Hunt the second, including Lauda's three-race absence after his grave Nürburgring injuries. After protests, disqualifications and counter-protests, they came to the final race in Japan with Lauda leading by three points. Niki withdrew, spooked by the appalling visibility in the Fuji rain, leaving Hunt needing third place or better. After leading most of the way, there was confusion between the McLaren pits and their driver about when he should come in to change his worn-out tyres. He made third place by the skin of his teeth but returned to the pitlane believing he hadn't, and that it was Teddy Mayer's fault.

The season ended as it had begun – with a screaming match. Only this time Teddy was smiling. M

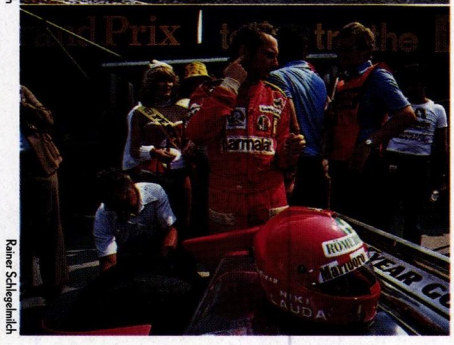






LAT

Rainer Schlegelmilch




Rainer Schlegelmilch

***Hunt was suddenly big news and found himself endorsing a number of products, including Vauxhalls (above), but he was more suited to living it up with soulmate, Barry Sheene (left)***

**'It made him believe he could behave however he wanted out of the car'**

**Teddy Mayer**

***Doth protest too much: Hunt lost his win in Spain (above) – and got it back again. Is Lauda turning a deaf ear to the crowd at Brands (left)? He was later given the win on a technicality***

# VINTAGE MOTOR CARS

## Ritz-Carlton Hotel
### Amelia Island, Florida

**March 10, 2001**



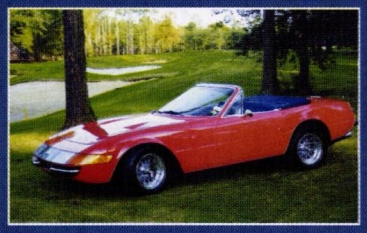
**1966 Ferrari 275 GTB/C**
Ex-Pedro Rodriguez. One of only twelve light weight race models built by the factory. Finished 6th overall at Nassau TT Bahamas 1966. Chassis# 09063



**1958 Devin SS**
Serial# SR3-1 is the 5th of 15 cars built. This charismatic Anglo-American is road registered and Vintage Race legal with every club. One owner for the last 25 years.



**1937 Jaguar SS100 Roadster "Barn Find"**
Complete and original, this 2.5 litre pre-war classic deserves to be treated to a full restoration. Chassis# 18107



**1973 Ferrari 365 "Daytona"**
This proper Spyder conversion won a recent Concours d'Elegance as part of a trouble-free 1,000 mile journey.

## OTHER FEATURE CONSIGNMENTS

1958 Devin SS Roadster
1959 Kellison J-4R Coupe
1971 Maserati Ghibli Spyder
1957 Porsche 550A Spyder
1952 Jaguar XK120 Roadster
1958 Chevrolet Corvette Roadster

## CONSIGNMENT & MARKET EVALUATIONS:

**David Gooding, President & CEO** (866) 762-8284 david@rmauctions.com

**Jack Boxstrom** (613) 476-9132 jack@rmauctions.com
**Mike Fairbairn** (800) 211-4371 mike@rmauctions.com
**Ian Kelleher** (866) 762-8284 ian@rmauctions.com
**Rob Myers** (800) 211-4371 rob@rmauctions.com
**Dennis Nicotra** (203) 397-0734 dennis@rmauctions.com
**Dan Warrener** (800) 211-4371 dan@rmauctions.com

## CATALOG REQUESTS, BIDDER REGISTRATION & SALE INFORMATION:

(800) 211-4371 or www.rmauctions.com

RM AUCTIONS INC.

HAGERTY INSURANCE

dR duPont REGISTRY

9300 Wilshire Boulevard, Suite 550, Beverly Hills, CA 90212

LEFTBID.com bid live online!

PASSPORT TRANSPORT

# SMITHS

**Smiths** were probably best known in the '70s for their range of clocks and speedos fitted to a wide range of contempory sports cars. What is not so well known is that they also supplied a number of the British grand prix teams with the instrumentation (rev counters, oil pressure gauges, etc.) for the Formula 1 cars of the day including James Hunt's championship-winning McLaren M23.

Although cutting edge at the time, Grand Prix cars of the '70s did not have the high-tech driver aids and telemetry systems that are the norm today. There were no semi-automatic gearboxes to prevent drivers from over revving on down shifts and feedback to the pits was confined to the stopwatch and the driver's memory. Therefore the quality of the instruments and gauges was paramount.

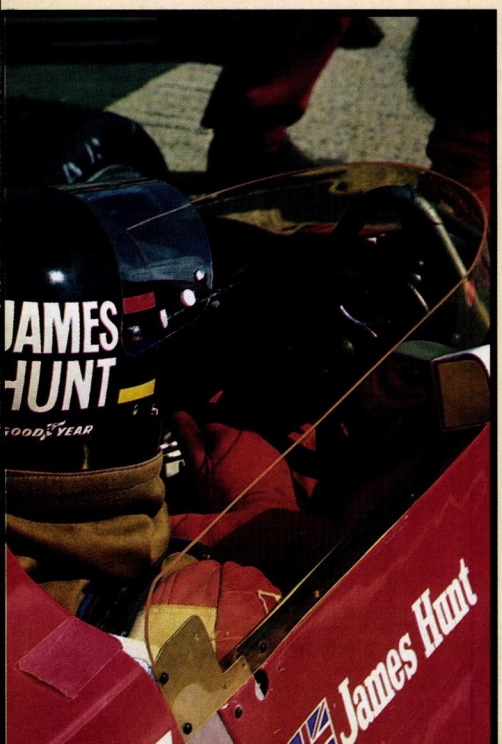
The 1976 season gave James Hunt his World Drivers Championship after a season-long battle with Ferrari's Niki Lauda. They had raced in 13 countries and covered over 3000 racing miles between them, yet at the end, only one point separated Hunt and Lauda in the championship standings. In a season this close, when an over-revved engine or missed gearchange could have affected the outcome, **Smiths Instruments** played a vital role in ensuring mistakes did not happen.

Today, **Smiths** continue to supply a wide range of speedos, rev counters and gauges suitable for anything from a single-seater racecar to a classic Jaguar saloon.




# Out in Front






*James and the McLaren M23. In 1976, they scored six wins, eight pole positions and the World Championship – helped by Smiths!*




Smiths Instruments, Wilson House, Dockray Street, Colne, Lancashire BB8 9HT
tel **01282 859510** fax **01282 859511**

ADVERTISEMENT FEATURE

## THE POLITICS: PART ONE

# FIRST BLOOD...

***THE BATTLE OFF THE TRACK WAS AS FIERCE AS THE ONE HUNT AND LAUDA WERE WAGING ON IT. PAUL FEARNLEY UNRAVELS THE TANGLED WEB OF INTRIGUE THAT WAS 1976***

THE WAR HAD YET TO TRULY KICK OFF – THAT BEGAN IN 1978 WHEN RUMBUSTIOUS JEAN-MARIE BALESTRE was elected President of the FIA's sporting commission and moulded it into FISA – but the many skirmishes of '76 marked a departure in the way Formula One's battles were waged. Blind eyes were no longer always turned; contentious matters were no longer always silenced by a quiet word in yer shell-like. Bigger sponsors, bigger budgets, bigger pressures.

Compounding this, the English national press were over F1 like a rash. It wasn't the first time – but this time it was personal. Private lives were no longer private. Tit-bits, snippets and minor technical infractions were suddenly big news. British public schoolboy and free-wheeling playboy James Hunt versus cool, calculating Germanic automaton Niki Lauda – it was too good to ignore. Racing drivers' wives eloping with Hollywood megastars, near-death experiences, near-rioting British crowds – this one had everything.

The teams were dragged along and into this media mire. Paranoia set in. There had been tooth-and-claw title fights before in F1. But not like this one: lawyers, courts of appeal, half a centimetre here, an octane decimal point there. It was the spark that lit the fire that still rages between McLaren and Ferrari.

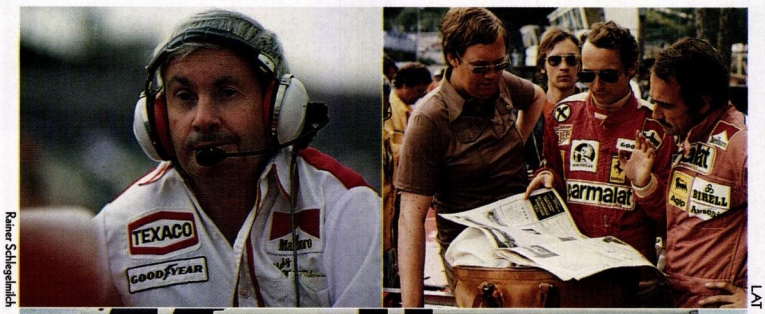
Without a shadow of doubt, the Italian outfit wielded more influence than the rest of the teams put together. But the other teams were getting together – as much as rival outfits can – in an attempt to put that right. Under the guise of the Formula 1 Constructors' Association (FICA was dropped for FOCA when someone pointed out it meant something rude in Italian), street-wise Brabham boss Bernie Ecclestone *et al* began a slow erosion of the CSI, the FIA's ailing sporting arm. It had already ceded its calendar-setting and sanctioning powers: now FICA turned their attention to the sporting regs.

They were an easy target. The F1 rule book was unwieldy and, barring a bright yellow cover, distinctly grey. The teams wanted matters tightening up, they said, and to this end met with CSI representatives at Kyalami, scene of the year's second grand prix, in March. New regulations were thrashed out, including the beheading of monstrous airboxes – remember Ligier's 'teapot'?

A keen air pervaded. But were FICA's movers and shakers planning to sit back while an ineffectual governing body made a complete Horlicks of it, before muscling in to show how a championship should be organised and policed? Perhaps. What was sure was that the teams had to absorb several bumps and thumps in the short term.

The ordure well and truly clogged the cooling apparatus at the Spanish GP in May. CSI representatives arrived at Jarama, at the behest of FICA, all bushy-tailed, ready to enforce the new-for-this-race regulations with unheard-of fastidiousness. Until they discovered the ruler handed them by the Royal Spanish Automobile Club proved too short.

Ironically, FICA's technical consultant, Peter Jowett, had a tape measure in his pocket, and it was with this that James Hunt's McLaren M23 was discovered to be 1.8cm too broad across its rear track. Gordon Coppuck's design was the widest in the field and so had been chosen as the yardstick beyond which no car could venture. And then Goodyear altered the profile of its slick, and the 'balloon' saw the car burst out of the specified box. Hunt's victory was erased. For now.




Rainer Schlegelmilch LAT




Rainer Schlegelmilch

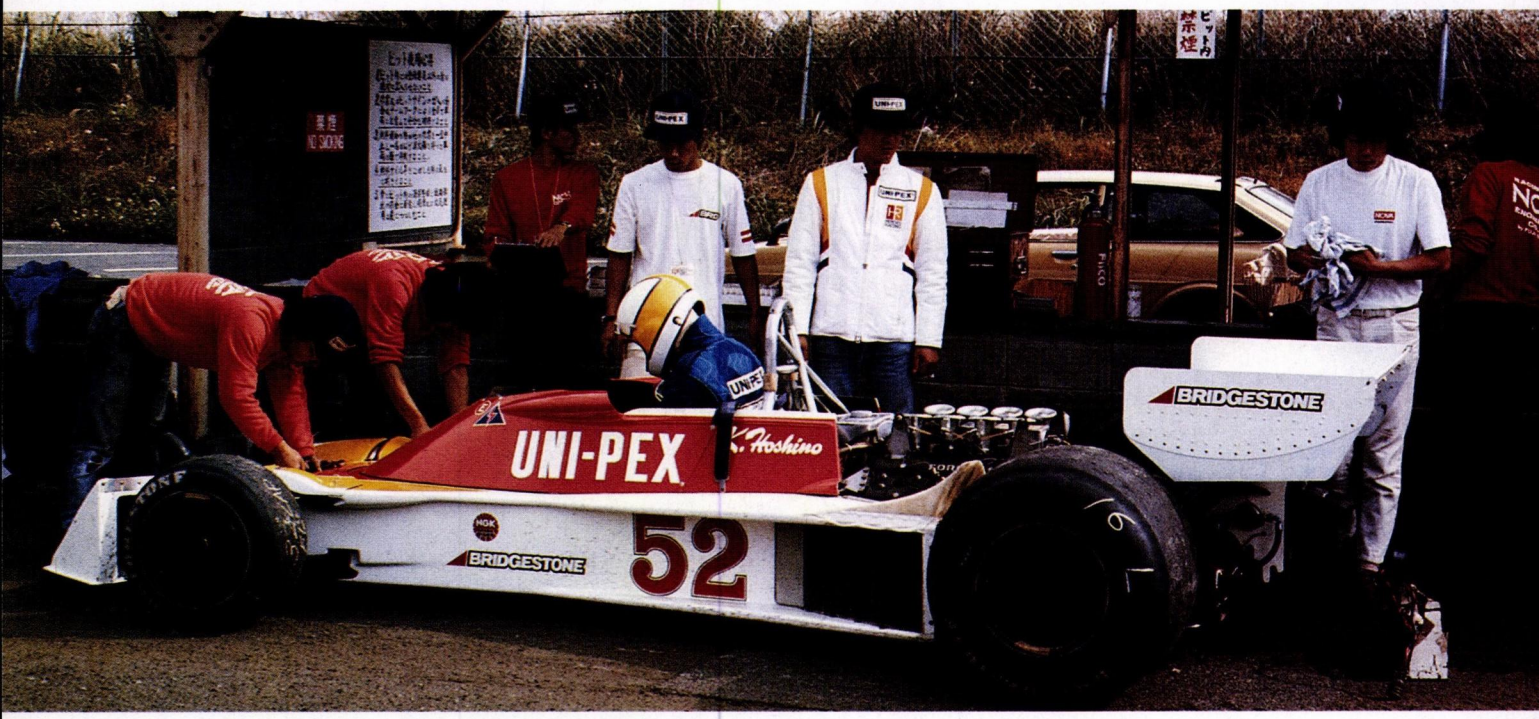
***Caution: wide vehicle. McLaren's minor transgression in Spain triggered a huge row. Teddy Mayer (above left) was in the thick of it. The press had a field day (above right)***

Teddy Mayer, a sharp American lawyer, was McLaren's team boss at the time: "Before then, if there was a small irregularity, you were simply told not to let it happen again. I think that's a good system. Being a stickler for the rules is a good system too, as long as everyone knows that's how it's going to be. We didn't know it was going to be like that in Spain. Plus it was all pretty crude the way things were done. James won that race fair and square. The car was outside the regulations, but we didn't gain advantage by it."

Where McLaren gained was in some neat loophole-threading. Rear wings could now extend no further than 80cm beyond the centre line of the rear wheels – eight inches further forward than in 1975. This was made an even bigger problem when airbox profiles had to be simultaneously reshaped, radically. These weren't just ramming air into engines, they were channelling airflow over rear wings. And now they were gone. McLaren's 'solution' was to extend the M23's wheelbase – repositioned anti-roll bar, longer radius arms – by two inches, moving the wing into cleaner air. But perhaps their neatest touch was an organisational one. They turned up at Jarama with a third M23 in 'old' spec. The new rules did not come into force until 1 May – Friday practice was on 30 April. It was a small thing, a show of strength, indicative of the fact that no stone was being left unturned. Mayer: "There was a lot of needle out there."

The next drama was played out at Paul Ricard in June, when Hunt won two GPs in one weekend. The first, the French, he secured on the road; the second, the Spanish, was recaptured in a French courtroom the following Monday.

Just two days earlier, Lauda had been 43 points ahead of Hunt. Now his advantage was slashed to 26. Suddenly the impossible seemed possible. Brands Hatch was next, though. Surely a sense of order would be restored there... *(continued page 41)*




*HEROS ALL: HOSHINO AND BRIDGESTONE (ABOVE) MADE A BIG FIRST IMPACT IN FORMULA ONE, THEIR MODIFIED OLD TYRRELL 007 RUNNING AS HIGH AS THIRD PLACE EARLY IN THE 1976 JAPANESE GP AT FUJI (BELOW RIGHT) BEFORE RUNNING OUT OF FRESH RUBBER*

# BIG IN JAPAN

***WHEN FORMULA ONE EVENTUALLY VENTURED EAST, IT GOT A SHOCK. TWO LOCAL DRIVERS – ONE IN A JAPANESE CAR – TOOK THE FIGHT TO THE REGULARS. IT COULD HAVE BEEN THE SPRINGBOARD TO SUCCESS, BUT THEY WERE DENIED THEIR BIG SPLASH, EXPLAINS MARCUS SIMMONS***

SOME PASSAGE OF TIME IS USUALLY required before an event, an artefact or an era can be defined as a classic. But the 1976 Japanese GP was different. In pouring rain on a circuit built in the shadow of Mount Fuji, what was possibly the most exciting season of Formula One came to a spectacular conclusion in a race memorable for many different reasons.

Because it was the Hunt versus Lauda championship showdown, the fact that Mario Andretti gave Lotus its first grand prix win in more than two years is often overlooked. But these weren't the only remarkable things about this race, for Formula One's first visit to the Far East threw up two local heroes who had scarcely been heard of outside their homeland; what's more, they were driving Japanese-entered cars – one of which had been built just outside the circuit gates. Even more incredibly, that car – the Kojima KE007 – was to top the qualifying times for a substantial period in the first session and would go on to 'officially' set the fastest lap of the race.

This machine was the project of Matsuhisa Kojima, formerly a rider for the factory Suzuki motocross team, who'd set up Kojima Engineering in 1970 to construct single-seater and sports-racing cars. The company had worked its way through the ranks, toiling in the unique-to-Japan FJ1300 category and then breaking into the strong domestic F2 series.

The KE007 was not taken seriously before the regular teams arrived at Fuji, principally because the designer was Masao Ono, of Maki infamy. But Ono had obviously learned his lessons, for the new car was neat, conventional and quick. Featuring the ubiquitous DFV and Hewland gearbox, it stood on Japanese-made Dunlop tyres, successful in the local series but hitherto untried in F1.

Its driver was 30-year-old Masahiro Hasemi, who had known the team owner since 1960, when they competed together on two wheels. Kojima had maintained Hasemi's FJ1300 as they rose up the motorsport ladder together – and they remain good friends to this day.

Hasemi reveals that testing was very limited: "I think only three times. We had a shakedown at Suzuka and twice went tyre testing at Fuji. Dunlop Japan had got some information from Dunlop in England. They made two types of race tyre, and one for qualifying. I remember the softer race tyre was very good. Actually, the performance was better than I had expected."

The other big local hope was 29-year-old Kazuyoshi Hoshino, who was entered by Heros Racing in an ex-works Tyrrell 007. Driver and team arrived at Fuji as the reigning Japanese F2 champions, winning with a March-BMW.

All photographs: LAT




*LICENSED TO THRILL: THE KOJIMA 007E WAS A CONTENDER FOR POLE POSITION UNTIL HASEMI CRASHED IT HEAVILY. THE FUJI-BASED TEAM (BELOW) SOMEHOW REPAIRED IT FOR THE RACE, BUT IT NEVER FELT AS GOOD AGAIN, AND SEVERAL PITSTOPS FOR TYRES SAW IT FINISH LAST*

They had restyled the Tyrrell by replacing its chisel nose with a broader March-style affair. "That was designed especially for the Fuji course," says Hoshino. This car would run on Bridgestones, marking the first foray into F1 for the firm which would dominate the sport more than 20 years later.



Heros, like Kojima, had not got much testing in before Fuji. "I did five tests in two days before the race," says Hoshino. It didn't seem to matter though: Hoshino placed a respectable 21st out of the 27 runners in qualifying, while Hasemi stunned the Europeans. For the first half-hour of Friday's opening session the Kojima topped the timesheets. Goodyear then produced some softer tyres to enable title combatants Hunt and Lauda to move to the fore. Hasemi had dropped to fourth by the end of the morning, but held high hopes of vaulting to the front in the afternoon.

"I knew Fuji," he recalls. "I knew how I could set the fastest time. I was waiting in the pitlane for one of three drivers – Hunt, Lauda or Andretti – to come into the hairpin [the track's first corner]. When Hunt came by I went out onto the track. He was ahead of me and Andretti also overtook me, so I had two cars to slipstream. I overtook Andretti at the end of the main straight at the start of my lap, and I followed Hunt – but I crashed at the final corner."




It was an enormous impact and Hasemi's pole position bid ended with a wrecked car. Somehow his mechanics built up a brand new monocoque in time for Sunday's race, for which his Friday morning time was still good enough for 10th on the grid.

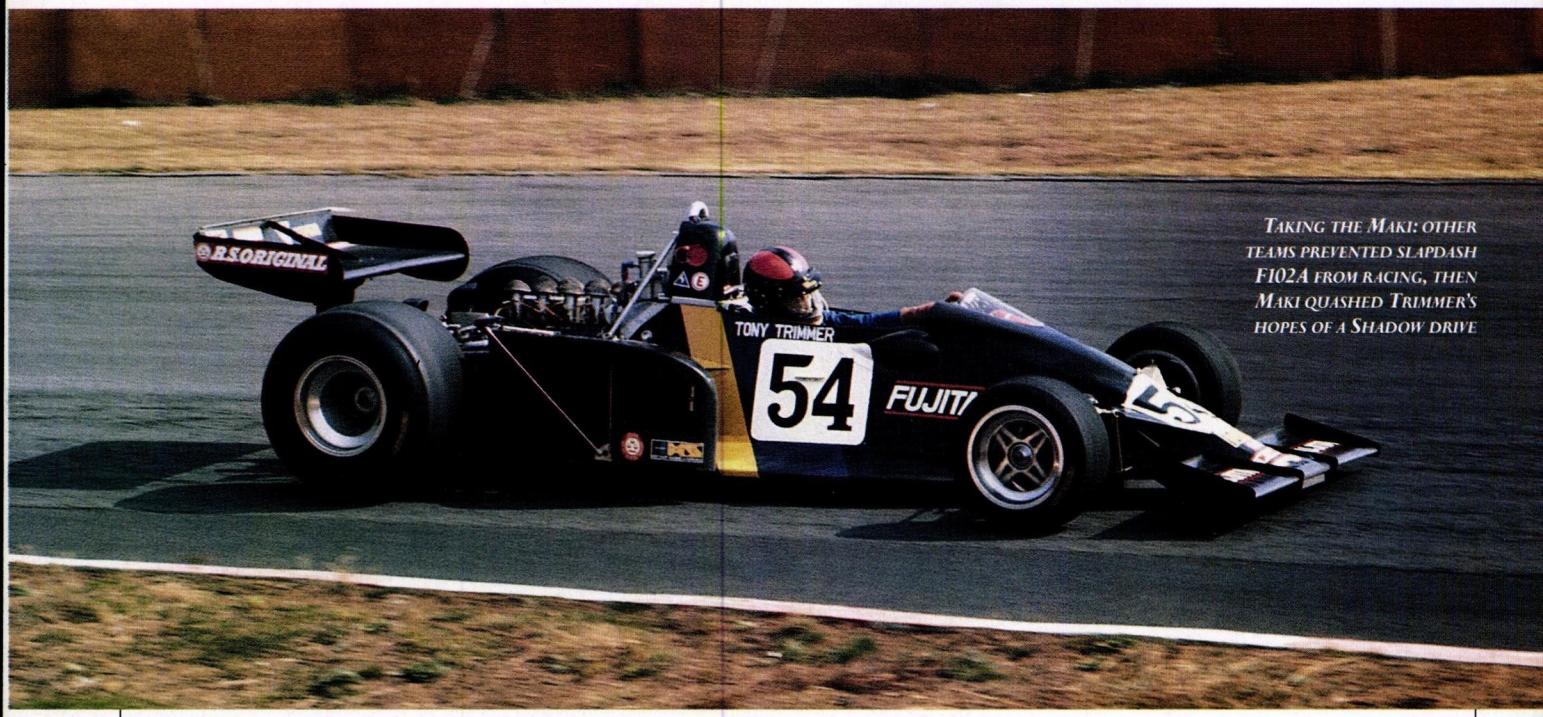
Luckily for him, the heavens opened wide on Sunday, for the patched-up car would surely have been less competitive in the dry: "The steering rack was very tight. They did a good job to get the car running, but I could not drive straight!"

Hasemi dropped back in the opening laps, but Hoshino was on a charge, leapfrogging from 21st to eighth by the end of the first tour. By lap seven the old Tyrrell was ahead of Clay Regazzoni's Ferrari and into fourth. Then, to the roar of the crowd, it dived past the six-wheeled Tyrrell of Jody Scheckter to take third three laps later. Only Hunt and Andretti were ahead.

"I was very excited when I passed Scheckter," Hoshino admits. "When I reached third place I could see the tail-end of Andretti. I tried hard to overtake him, so I pushed as hard as I could. I was fighting for myself; I wanted to be recognised and thought this was my best opportunity."

Unfortunately, tyre problems soon intervened and, after pitting, Hoshino eventually retired – there were simply no Bridgestones left.

At about the same time, Hasemi pitted to swap his wet rubber ➳




*TAKING THE MAKI: OTHER TEAMS PREVENTED SLAPDASH F102A FROM RACING, THEN MAKI QUASHED TRIMMER'S HOPES OF A SHADOW DRIVE*

## WHAT HAPPENS WHEN THE INSCRUTABLE BECOME UNSCREWED

NOT CONTENT WITH DRAGGING DOWN THE REPUTATION of the Japanese motor racing industry in an ill-starred European campaign in 1975, the Maki team broke a one-year lay-off to make its Formula One return at Fuji in '76. Once again talented Briton Tony Trimmer (right) – a man who spent most of the '70s on the fringes of F1 – would be the victim in the cockpit.

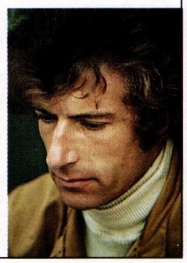
The F102A was thrown together at the last minute and was based on the Masao Ono-designed F101C, which itself had never qualified for a grand prix.

"It was worse than the old one," shudders Trimmer. "I did about half a lap at Fuji before it broke down and I don't think I ever did a full lap. I don't remember ever crossing the startline.

"It was so bad that the other F1 team managers came around to look at it and wouldn't allow me to run. They decided it was so flawed in design it would be dangerous to drive. The whole of the front end was held on by a small bracket which looked as though it would cave in as soon as you got going and you'd run over the front of your car."

During his Maki career Trimmer estimates there were "26 major breakages in the five races I tried to do. At least I got an award from the drivers – bravest but stupidest!"

Ironically, Trimmer nearly got his big chance at Fuji: "Because everyone felt sorry for me I was fitted into the spare Shadow, but then the Maki sponsors said, 'We can't let you do that – you're contracted to us.' I said, 'Keep your money', but they refused. That would have been the best break of my life and, at the last moment, I was told I couldn't take it. Would you believe it?"



for intermediate Dunlops. He would stop again later in the race to move onto slicks, a move which cost him a lot of time and dropped him to last by the finish. At the time, designer Ono opined that they had too big a choice of tyres. "Maybe that's right," says Hasemi. "But our grooved tyres had a short life and I had to pit more than those on Goodyears."

Incredibly, the Kojima was credited with the fastest lap. It's a time which is often disputed, but it's there in the record books. "Maybe yes, maybe no," Hasemi says. "I did not care!"

It was planned for Kojima to contest the first four grands prix of the 1977 season, Hasemi reckoning that the car would have suited fast circuits with similar characteristics to Fuji (such as the flowing Buenos Aires and Interlagos). In the end, though, the works team couldn't even find the money to compete that year at Fuji. Instead, Heros ran a pair of KE009s – an evolution of KE007 – for Hoshino and Noritake Takahara. This time there was to be no 1976-style sensations, merely a respectable midfield run from Hoshino.

That was the last GP at Fuji, and it would be 10 years before Formula One returned to Japan. Hoshino and Hasemi went back to their domestic careers, the former notching up a Formula 3000 title as recently as 1993, and the pair of them linking up to win the Daytona 24 Hours for Nissan in 1992.

Hoshino is reckoned by many to be Japan's greatest racing driver of all time. Among the many Europeans who have taken him on, and been defeated by him, he is regarded as "a Jean Alesi with brains". Yet when Honda returned to F1 in the '80s, he was passed over in favour of Satoru Nakajima. "One of the reasons he was chosen was age," explains Hoshino. "I was so affected by this that I refused to know anything about F1 for three years after that."

**Hoshino is reckoned by many to be Japan's greatest racing driver. Among the many Europeans who have taken him on, he's regarded as 'a Jean Alesi with brains'**

Hoshino still races on in the Japanese GT championship, while Hasemi did the same series until hanging up his gloves at the end of 2000. As he went on a lap of honour at Suzuka, an old friend looked down from the sky: "Mr Kojima was in a helicopter. He'd come to see my final GT race.

"He says he wants to race again. I hope he does." M

# H&H Classic Auctions



## THE CLASSIC AUCTION MARKET LEADERS ARE ON POLE POSITION IN 2001

Gentlemen, start your engines and let H&H make you a winner

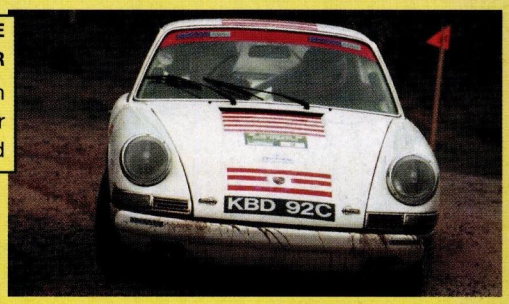
**1964 AUSTIN HEALEY 3000 MK II**
Warwick-built Sebring race car. FIA registered

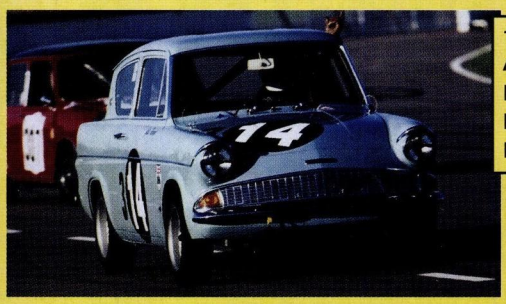





**1965 SUNBEAM TIGER MK 1**
LHD. Works rally car with spares. FIA registered

**1965 PORSCHE 911 RALLY CAR**
LHD. Well proven rally winner FIA registered




**1964 FORD ANGLIA 1200**
LHD. 'Goodwood Revival' star. FIA registered

## 14th February 2001, at the Pavilion Gardens, Buxton

**ALSO ENTERED**

1973 PORCHE 911 2.7 RS Carrera
1966 MORGAN 4/4 4 seater tourer
1935 LAGONDA RAPIER 2-seater
1968 ASTON MARTIN DB6 Volante
1968 ROLLS-ROYCE SCIII DHC
1963 BENTLEY SIII Continental
1963 DAIMLER DART SP250 sports
1954 LOTUS Six sports
1956 CITROEN 11B Traction Avant
1965 TVR GRIFFITH 200 coupé
1929 LAGONDA 2-litre high chassis tourer
1996 DEON 246 'Dino' replica
1997 MGTD 3/4 scale model
1967 JAGUAR E-Type roadster
1970 MERCEDES-BENZ 280SE convertible
1959 AUSTIN HEALEY 3000 Mk.I BT7
1924 FIAT 505 open tourer
1976 JAGUAR XJ6 4.2 coupé
1964 ASTON MARTIN DBS saloon
1976 FERRARI 308 GTB

**80+ CAR ENTRIES WITH 100 LOTS OF AUTOMOBILIA**

## The John Atkins Collection

Over 500 Lots of Automobilia and Motoring Memorabilia
A unique opportunity and mainly at no reserve

The Old Manor, Cropredy, Nr Banbury 17th March 2001

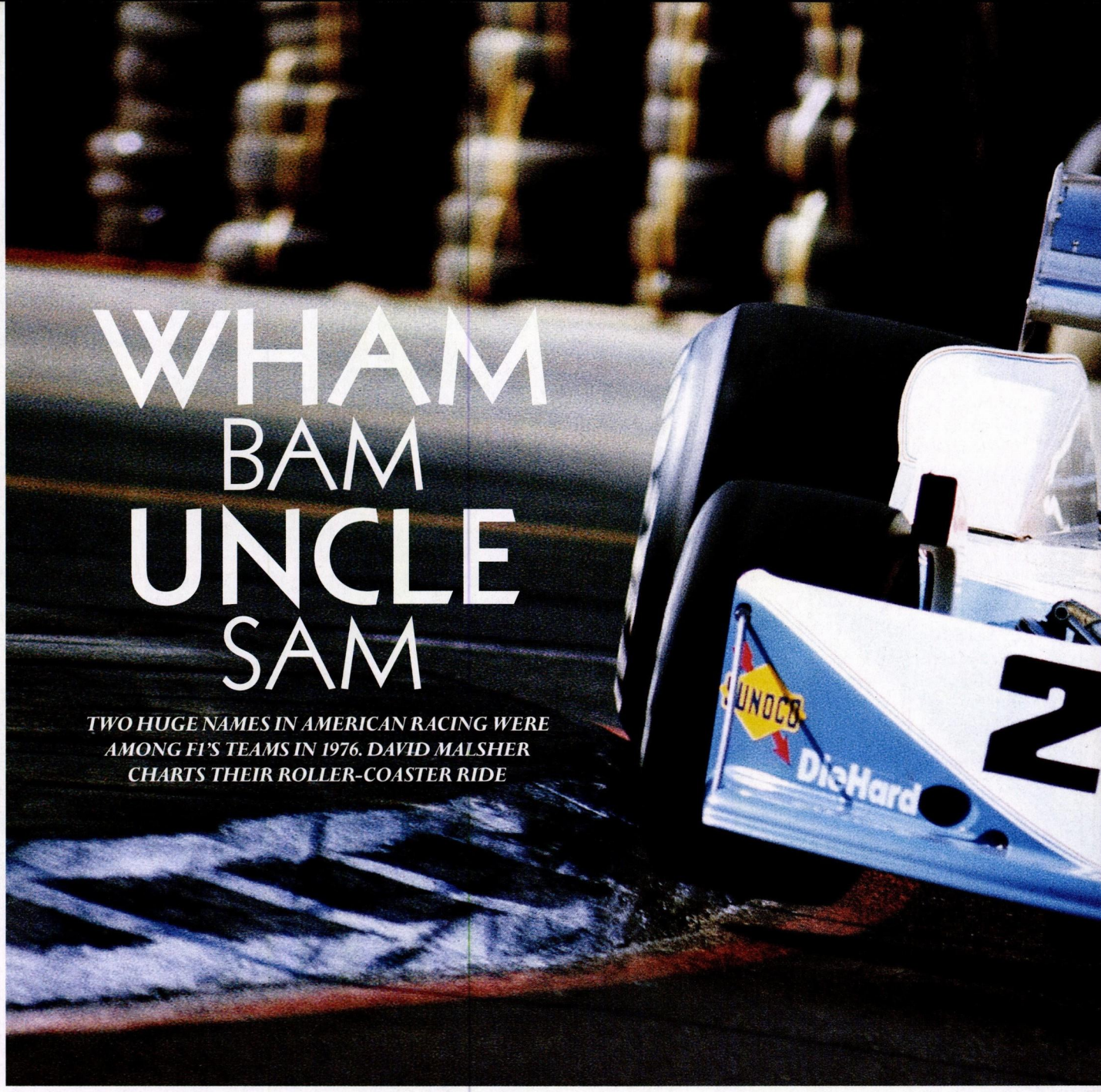
CATALOGUE AVAILABLE IN FEBRUARY

Further details on these two important sales from: SIMON HOPE & MARK HAMILTON

tel: 01925 730630 fax: 01925 730830

www.classic-auctions.co.uk email: info@classic-auctions.co.uk

H&H CLASSIC AUCTIONS LTD Whitegate Farm, Hatton Lane, Hatton Cheshire WA4 4BZ




# WHAM BAM UNCLE SAM

***TWO HUGE NAMES IN AMERICAN RACING WERE AMONG F1'S TEAMS IN 1976. DAVID MALSHER CHARTS THEIR ROLLER-COASTER RIDE***

A VIGOROUS BATTLE BETWEEN THE PARNELLI OF MARIO ANDRETTI AND JOHN Watson's Penske enlivened the early stages of the 1976 South African GP, the second round of the championship. And although the Parnelli had a lame engine, and the Penske was suffering from acute oversteer because of incorrect tyre pressures, they went on to finish sixth and fifth respectively.

The following year, at the season-opener in Argentina, both these American teams were conspicuous by their absence. Penske had departed during the off-season, heads held high, having proved they had what it takes. Parnelli, by contrast, had already been gone nine months, its F1 efforts having succumbed to indifference on the part of all but one of its major players.

If their departures from GP racing differed wildly, so too had their attitude when they made their debut at the penultimate round of 1974, Canada's Mosport. Nick Goozée, now Managing Director at Penske Cars, joined the company the day the PC1 was shipped to North America: "Roger [Penske] doesn't ever do anything unless he's dead serious about it. Penske at the time was one of the most successful teams in the USA; he'd just won Indianapolis, a huge number of Can-Am races, and he had been one of America's most successful sportscar drivers. First National Citibank were interested in promotion in Europe, approached Roger and he decided he would set up a team. But he was anxious to do it without a fanfare. So when his manager at the time, Heinz Hofer, learnt that Graham McRae wanted to sell his premises in Poole, Dorset, that's where we settled, because it was easy to get ferries over to Europe and well out of the way of the motor-racing fraternity around the Home Counties."

The only un-Penske part of the whole affair was the dearth of testing. "The PC1 was tested principally at our test track in Reading, Pennsylvania, although it was really just a large skid-pan," Goozée recalls. "Mark Donohue liked to set cars up by going round and round, and then turning round and going the other way. But our car had about three weeks' testing."

By contrast, the Parnelli VPJ4 had tested at a proper racetrack – and been found wanting. "I was the driving force behind Parnelli in F1," says Andretti.




*Penske's PC3 would have won a March-lookalike competition, if little else. But its successor, the PC4, showed what the team could do*

Rainer Schlegelmilch

"I was racing for them in Indycars and Formula 5000. [Parnelli] Jones wasn't aspiring to get into F1, but I thought it might be timely to have Firestone – which at the time was pretty much financing all Parnelli's endeavours – step up to the plate and allocate a budget to F1, which they did. But the only enthusiastic piece of the puzzle was me. What Maurice Phillippe designed for us was a Lotus 72, so we were already a couple of years behind when we started. And it wasn't even a good 72. The tweaks he put into the car looked pretty, but left a lot to be desired. In testing at Riverside, I was about 1.5sec off my F5000 time.

"Well that's when we panicked and got John Barnard involved. His immediate response was, 'We must destroy this thing!' but, you know, we didn't really have the time. We were way too soft on suspension, so John got down to basics, threw away the torsion-bar system at the rear, because the spring rates were all wrong. More traditional suspension improved our time by about 1.6sec."

Yet for those last two races of '74, Parnelli looked a better prospect than Penske. Mario qualified third in the US GP – "the 'Glen was so bumpy and the car so goddam soft, we kinda hit a balance" – and that trend continued in 1975. At Penske, things were not going as Roger wished.

"The PC1 was a good starting point," says Goozée, "but Geoff [Ferris, its designer] was under fairly strict control about how far he could go. We had very little experience of F1, so it was a very unsophisticated car. After testing in South Africa, Donohue said he thought PC1 had reached the extent of its abilities. So we bought a March 751 mid-season, and set about replicating that."

Until the PC3 was ready, however, Donohue campaigned the March twice; he was classified fifth in the bizarre Silverstone monsoon, matching his best PC1 result, secured at Anderstorp. Then came tragedy in Austria. It seemed another regular shunt, a suspected deflating tyre pitching Mark into the barriers, the driver unhurt and talking lucidly about the incident. He complained of a headache, but no one suspected he would die of a blood clot on the brain three days later. John Watson, his eventual replacement, knew the size of hole he was expected to fill: "It was truly devastating for the team because the ➳




Photographs: LAT

## 'Mario, what's your reaction to this being your last race with Vel and Parnelli Jones?' I'm like, 'What?'

Penske-Donohue connection was like Clark-Chapman. And it transcended Can-Am, Trans-Am, Indycars and F1. And," adds John, "Mark was more than a driver: he was an engineer-driver."

While mercifully never plumbing the same depths of tragedy, Parnelli's '75 season was proving far from straightforward. There had been flashes of promise but, frustratingly, the VPJ4 tended to be reliable only on circuits where it didn't work.

"Sounds about right," sighs Mario. "Montjuich Park is a case in point. We could have won that. The two Ferraris had a coming-together at the start, and when James Hunt went out, I took the lead. Then a toe-link in the rear suspension gave out. From mid-season, we made no progress. I didn't have much help in developing the car because Parnelli wouldn't give us any testing."

Yet again, at Watkins Glen, the Parnelli worked and Mario was on the third row – and out after 10 laps. Penske, meanwhile, headed into the winter break with optimism. True, Watson had raced the PC1 when the new model had problems before the parade lap at the 'Glen, but the PC3 had been 12th on the grid on its debut. Their new driver seemed fast too.

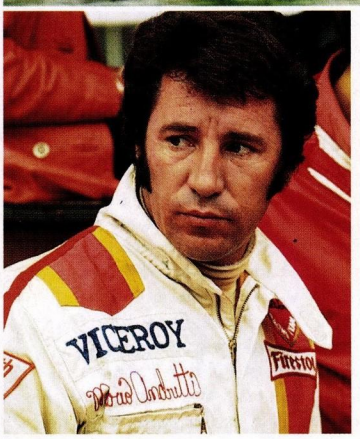
"I'd always been impressed by John's driving," says Ferris, "and I was one of the people who recommended he got the drive. His speed made up for any lack of experience in sorting the car. We really started to make progress with Watson."

Across The Pond, Parnelli were floundering. "I was disappointed there wasn't any real development going into 1976," remembers Andretti. "I thought we'd have a new car, but unbeknownst to me, Vel [Miletich, team principal] and Parnelli were dragging their feet. But there was no hint they were about to quit.

"We'd just got the five-minute signal on the grid at Long Beach, and Chris Economaki [TV commentator] comes to me and says in that shrilling voice, 'Mario, what's your reaction on this being your last race with Vel and Parnelli Jones?' I'm like, 'What?' And he says, 'I just got word from Vel that he and Parnelli have decided to bag it after this race.' Well, I was so upset,




Rainer Schlegelmilch




***Top: Parnelli's last F1 outing was at Long Beach in '76. Andretti was told on the grid the team was folding. Above: There'd been some strong showings the previous season, but reliability and pace rarely coincided. Left: Mario discovered he was the only principal Parnelli player with any enthusiasm for Formula One***

I think I forgot to put it in gear at the start.

"I had a contract, but it was just a bit of paper to give me a payment schedule, not binding. So when Vel said to me, 'Now we'll go and do Indycars' and so on, I said, 'No, I carved this time in my career, in my life, to devote to Formula One. I'm not getting any younger, I must do it *now*.'

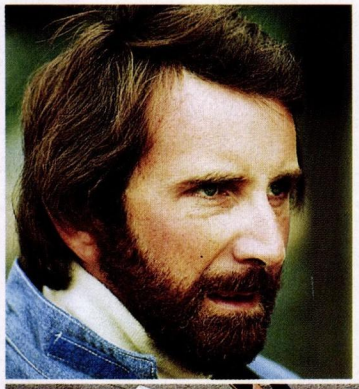
"When I told him I wouldn't drive for him in ChampCars either, Vel said, 'Oh yes you will. We have a contract.' I said, 'You can wipe your behind with that!' Vel's a good man, so when he made some threats, I knew he wouldn't follow them through. There was no animosity after that."

There was no animosity at all over at Penske, even though the PC3 suffered acutely when a regulation change in '76 meant airboxes had to be removed. "The airbox had a major influence on the performance of the rear wing," says Watson, "and we never really got the thing that balanced thereafter. The grid performances after Kyalami just went down: I got lost, as did the team. So it was decided to move on and create PC4.

"The first time I drove it, at Anderstorp, still with a full-width front wing, it was almost undriveable. So Roger looked down the pitlane, saw the McLaren's conventional front wing and much longer wheelbase, and basically said, 'Make us one of those'. So Geoff Ferris put a big spacer between the engine and gearbox and put a conventional front wing on it and suddenly, at the French GP, the car was transformed." After thirds at Paul Ricard and Brands Hatch, and a poor showing at the Nürburgring, the team travelled to Austria.

"We found one set of tyres that was magic," says Watson. "I actually used those tyres in qualifying, the race, and again in qualifying the following fortnight in Zandvoort. Also we ran little plastic skirts on the nose, which gave you a lot of front-end bite. So although the car was oversteering initially, as those skirts wore down, the car got a better balance.

"The track was partially damp at the start and there was Ronnie Peterson, James, myself, Jody Scheckter and Tom Pryce, and we were all mixing and






***Left: John Watson honoured his deal with Roger Penske to remove his beard if they won a grand prix. Below: With conventional front wing and extended wheelbase, the Penske PC4 was transformed from dud to winner in just four races. This wasn't enough to keep the team in Formula One, however***

## 'It was poignant, especially considering what happened to the team on the same track, a year earlier'

mingling. And I got through, got the lead, lost the lead, claimed it back and then drove away from the rest to win. It was poignant and emotional, especially considering what happened to the team on the same track, just a year earlier."

Watson starred in the next round at Zandvoort, fighting a hard duel for the lead with Hunt until his gearbox expired with two-thirds of the race gone. Monza and Mosport delivered nothing, Watkins Glen just a point. The Fuji finale promised much, but Watson spun behind Hunt, and eventually retired with engine troubles.

And then Penske pulled the plug.

"I wasn't MD back then," says Goozée, "so I wasn't privy to Roger's plans. I got a phone call shortly after Japan which basically said, 'We're not going F1 anymore', but immediately added we were going to design and build our own Indycars. So though there was shock at the first piece of news, it was quickly assuaged by the news that we were continuing and wouldn't lose our jobs.

But why, when Penske had proved so adept at F1?

"Roger isn't like the team managers we now know in F1," explains Goozée. "He's a pragmatic businessman who runs an empire with a turnover of $10 billion a year. The racing team is the flagship of that empire. Being away in Europe didn't really help the US-based corporation in terms of marketing. It was very important that we raced in the Indycar series. That's the reason behind Roger's decision."

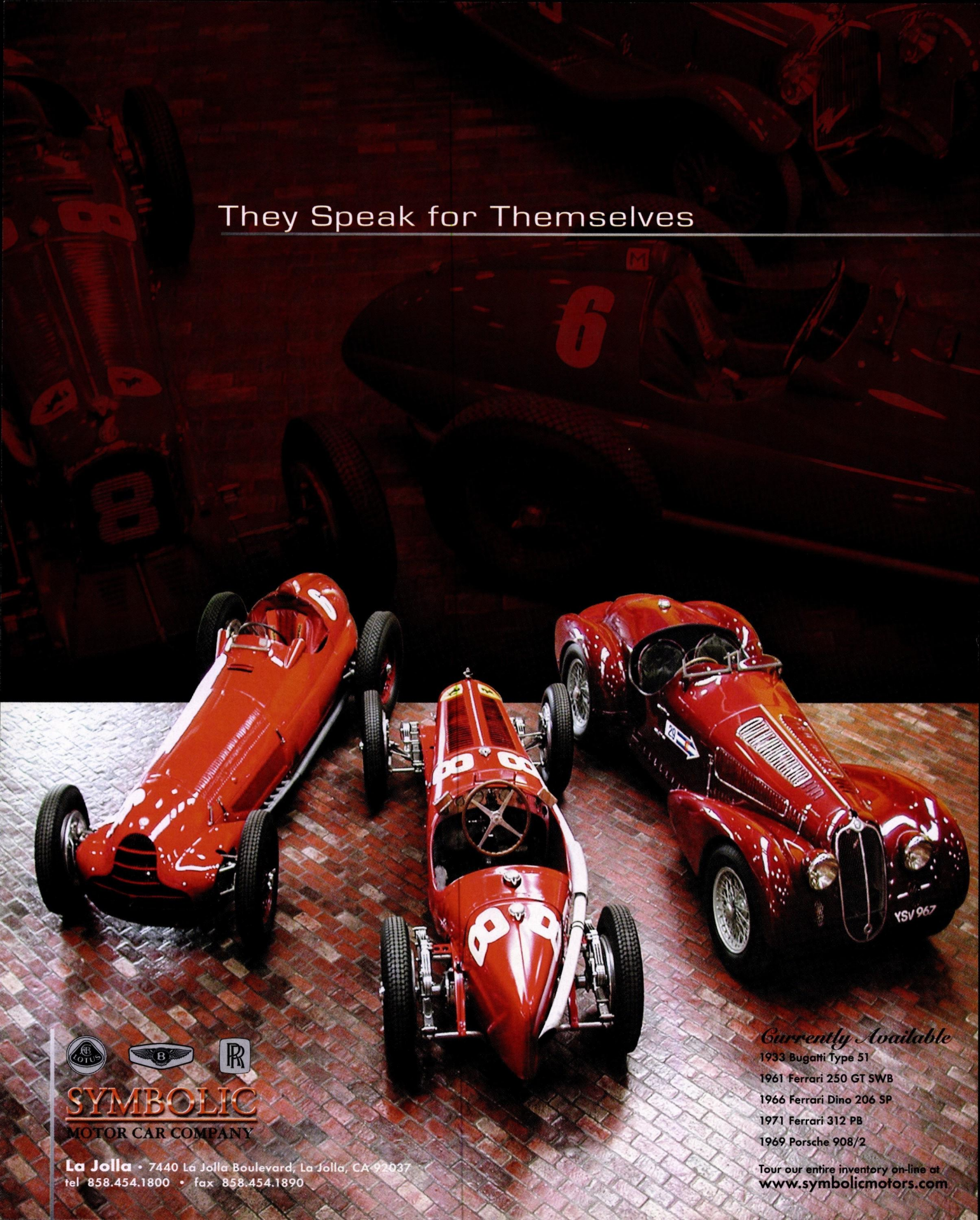
Watson recalls his Penske days with fondness – and sadness: "It was a super little team, due largely to team manager Heinz Hofer. He was one of the best people I worked with. Having got me a ride at Brabham, he came to see me in December to tell me he was getting married, and to sound me out about being best man. Fifteen minutes after he'd left, he was involved in an accident, in which he and a lady in an oncoming car were killed."

In the space of 16 months, Penske had suffered a double tragedy, yet went on to become the most successful ChampCar team ever – resilience and resourcefulness that would surely have made it a major F1 player. M






***Above: Watson's Austria win was no fluke; his Penske shared the front row of the grid with Hunt's McLaren. Left: The elation in Austria was in stark contrast to the scenes there a year earlier when Mark Donohue (left, with Roger Penske) suffered a huge accident, the effects of which killed him three days later***


They Speak for Themselves
YSV 967
SYMBOLIC
MOTOR CAR COMPANY
La Jolla • 7440 La Jolla Boulevard, La Jolla, CA 92037
tel 858.454.1800 • fax 858.454.1890
Currently Available
1933 Bugatti Type 51
1961 Ferrari 250 GT SWB
1966 Ferrari Dino 206 SP
1971 Ferrari 312 PB
1969 Porsche 908/2
Tour our entire inventory on-line at
www.symbolicmotors.com

## THE POLITICS: PART TWO

# THE LAST WORD?

***THE SECOND HALF OF THE 1976 SEASON WAS EVEN MORE CONTENTIOUS THAN THE FIRST. HUNT WON THE BATTLE, BUT WAR WAS JUST AROUND THE CORNER, SAYS PAUL FEARNLEY***

LUCA MONTEZEMOLO TURNED UP AT BRANDS HATCH. FERRARI'S ACE TEAM MANAGER OF 1975 WAS driving a desk in '76, but Ferrari felt they needed all their strength in FICA's backyard. Even he, though, couldn't prevent people-power from turning the British GP on its head.

It was Ferrari's Clay Regazzoni, though, who nearly tipped Hunt over. The Swiss made a superb start from the second row, only to tangle with team-mate Lauda at Paddock Bend. Chaos ensued. Hunt's McLaren flew high, landing heavily, wrecking the steering. Red flags flew. Hunt said he saw these and, rather than drag his hobbled car for a whole lap, he parked up on Bottom Straight, behind the pits, from where his mechanics retrieved it.

And then it came, the PA announcement: James Hunt won't be allowed to take the restart. The reasoning was that he'd not completed the red-flag lap, a fact that carried no truck with 77,000 so-called stoic Brits, who bellowed their disapproval and bombarded the track with whatever came to hand.

While Regazzoni and Jacques Laffite (Ligier) lined up on the reformed grid in their spares – there was much argument whether this was allowed too – McLaren's mechanics fought against time to repair Hunt's race car. Fortunately, the unrest gave them 50 minutes to complete the task. The stewards, meanwhile, were under intense pressure, and decided that, as Hunt was "moving in a forward direction" at the time of the red flags, he should be allowed to restart. Translation: let's get on with it and sort it out later.

The crowd got what they wanted, a Hunt victory, and went home happy. Ferrari did not, and went home unhappy. Their appeal to the stewards had been thrown out, but the precedent of Spain meant it wouldn't end there.

All this bickering was pulled sharply into focus by Lauda's crash at the Nürburgring, but even that was used for political gain – by his own team. Shorn of his number one on the eve of Austria's race, Enzo announced he was sick of the politics and that he was withdrawing his team from the rest of the season. They missed Österreichring, but it turned out to be an empty threat; they returned at Zandvoort – and broke a gentleman's agreement about only using tyres Goodyear nominated for each particular meeting.

Even so Hunt won, as he had in Germany. He'd finished second in Austria, too. This was a charge that spurred on Lauda's superhuman return at Monza in September – and sparked Italy's powers-that-be into action. On Saturday, after the second qualifying session – the first had been ruined by rain – samples of fuel were taken from several cars. On the Sunday morning, at 11am, it was announced that both of the McLarens and the lone Penske had been excluded because they'd exceeded the octane limit, the McLarens by 0.6. It was then decided they could keep their Friday times. Cheers. This meant they hadn't qualified.

They did all make the grid – tail-enders Arturo Merzario and Guy Edwards withdrew, and Otto Stuppacher, believing he'd failed to qualify, had left for Vienna – but there was to be no fairy-tale ending for Hunt, who tangled with Tom Pryce's Shadow. The amazing Lauda was fourth, and he embarked for Canada with a 17-point cushion. The pendulum had swung again. But not without a big shove from the CSI who, two weeks later, admitted their checking procedure was inadequate. And that James Hunt's British win had been annulled. You can imagine Teddy Mayer's mood: "That whole Monza thing was sheer Italian nonsense. The rule book stated the octane could be plus one over the five-star of the country of origin. But the Italian officials thought 100 was the highest octane rating you could get. It wasn't.

"As for Brands Hatch, James won fair and square. That wasn't justice."

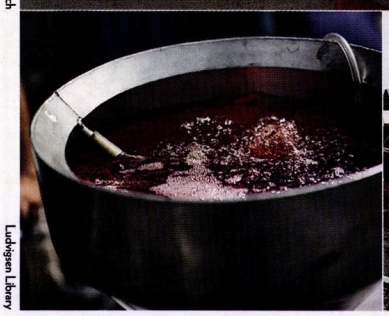
Hunt won in Canada and America to ensure more fun and games in Japan, where McLaren broke a gentleman's agreement about not testing at Fuji. Touché. It was the weather that had the last laugh, though, monsoon conditions causing threats of a driver boycott. The race might not have happened had not the Grand Prix Drivers' Association been disbanded at Kyalami; instead resolve weakened and it went ahead. But not for Lauda, who stopped after two laps and walked away from a championship. Hunt understood and supported his rival's decision, but only after he had secured the most amazing world drivers' title of them all.

The jostling didn't end there. The FIA, worried by the increasing commercial power of FICA, created World Championship Racing (WCR), a body meant to liaise between them and Formula One. They immediately stuck in their oar and, by November, word was that the 1977 championship was in doubt. FICA insisted it did not intend to break away *à la* NASCAR; the CSI said it understood the need for WCR, but that it was nothing to do with them. Chaos.

The 1977 season did go ahead, of course, and proved quiet – as if the sides were regrouping. But out of the confusion of 1976 had sprung the modern F1 era. It was pivotal. It probably took Ecclestone longer than anticipated to take control – Balestre was a fierce, unpredictable foe – but he now knew the strengths and weaknesses of teams joined in a 'united' front, and the foibles of the Paris 'Old Guard'. Most important of all, he now knew the huge pull that F1, with its new-found glamour and soap-opera plots, could exert on a global audience. M



Rainer Schlegelmilch





Ludvigsen Library

LAT

***Main picture: McLaren mechanics work frantically to repair Hunt's car at Brands. A fuel row bubbled to the surface in Italy (left). Niki Lauda calls a halt in Japan (right)***




*Patrick Depailler quelled some doubts on the P34's debut at Jarama in 1976, qualifying third. Jody Scheckter (behind) in the conventional 007 was 14th*




# TWO TOO MANY

***THE SIX-WHEELED TYRRELL P34 WAS NOT ONLY ONE OF F1'S MOST RADICAL INNOVATIONS, IT STILL SHARPLY DIVIDES OPINION. WAS IT A TECHNICAL LEAP OR A BLIND ALLEY? ANDREW FRANKEL DECIDES***

photography by LAT

"I ACTUALLY HAD THE IDEA BACK IN 1968 BUT FOR A completely different application." The words belong to Derek Gardner, designer of the Tyrrell Project 34, one of the most memorable and innovative Formula One cars of all time, which carried the unique distinction of being the only six-wheeled car to start a grand prix. And the limited nature of its success, says Gardner, had little to do with the idea in itself and rather more to do with mid-70s technology proving unable to keep up with it.

Even as it was, the Project 34 was a winner, not perhaps in early '70s Tyrrell terms but certainly by any other objective measure. It won only the fourth grand prix it contested and finished its 1976 maiden season having put one or other of its drivers on the podium 10 times in the 13 races it contested that year. By the season's end Jody Scheckter and Patrick Depailler – not then considered quite Premier League drivers – finished the championship respectively third and fourth behind world champion James Hunt and Niki Lauda. And in the constructors, Tyrrell scored 71 points, just three behind Hunt's employer McLaren, itself some way behind winners Ferrari. The next best team, Lotus, scored just 29. And even 1977, now remembered as the season it all went wrong for the P34, brought one second and three thirds.

Spool back nine years, jump across the Pond and land in the 1968 Indianapolis 500, the event which sowed the seed that became the Project 34.

Gardner takes up the tale: "I was over there on secondment to Lotus, working on its four-wheel-drive gas turbine car. The drivers were having a terrible time with the way the all-wheel-drive transmission was making the car react when they came on and off the throttle, and that despite a gas turbine motor which naturally behaves better in this respect than a conventional engine.

"I then went to work on the four-wheel-drive Matra F1 car and the problem was even worse. And it occurred to me then, as it had at Indy, that if you split the load over four front wheels, only two of which would be driven, then reasonable stability could be found without losing drive to the front."

The idea came to nothing either at Matra or at Indy – Gardner wrote to Andy Granatelli proposing a six-wheel, four-wheel-drive gas turbine car and notes with a chuckle that he didn't even get a reply – but it was firmly lodged in his head.

"Then we found ourselves in the '70s and in a strait-jacket. Almost everyone out there had the same engine, the same gearbox, the same tyres: we needed to find a way out, we needed an unfair advantage, and the six-wheeler was it."

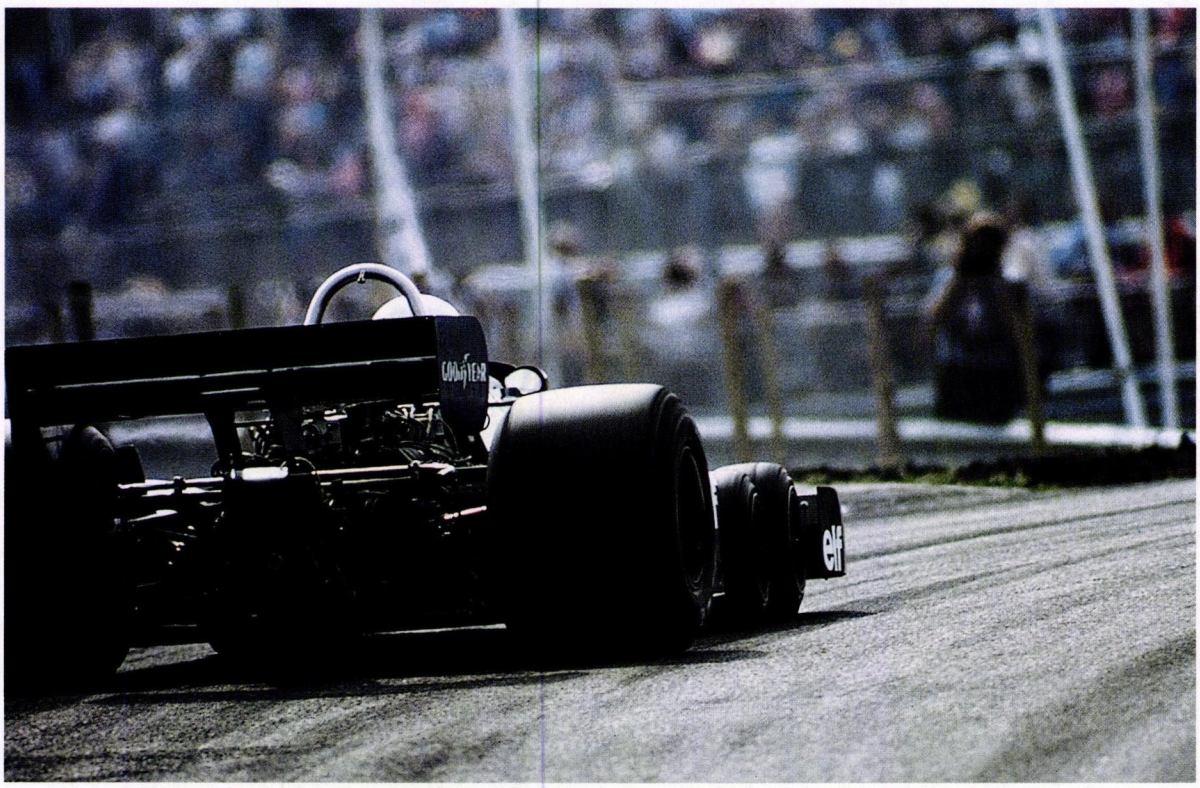
Clearly, however, the original four-wheel drive concept for the six-wheeler had written itself out of consideration in Formula One, so the idea was adapted to serve an altogether different purpose.

It is popularly supposed that the rationale behind the Project 34 was to reduce frontal area; the truth is that though this had a little to do with it, frontal area was actually governed by the vast width of the rear tyres, so this was never its true purpose. There were many issues that spoke in favour of four front wheels, from the extra rubber it put on the road to the greater swept area of brake disc, but the real reason was downforce.

A small slice of science. Introduce an exposed wheel and tyre to a moving flow of air and it will generate a force at right angles to its cylindrical axis; and the size of that force is directly related to the size of the wheel and its tyre. In short, exposed tyres

**'Almost everyone out there had the same engine, same gearbox, same tyres. We needed to find a way out, an unfair advantage. The six-wheeler was it'**
**Derek Gardner, designer**

***Despite scoring one win, four second places and a pole position in the Tyrrell P34, Jody Scheckter remains disparaging about the car, in both principle and practice. But it gave him third in the 1976 championship***



create lift, and the bigger they are, the greater the lift they will generate.

The simple answer would have been to enclose them under bodywork but F1 regulations, then as now, forbade this. Gardner's idea was to use smaller wheels, double their number to maintain or improve tyre rubber and brake pad area, and translate the resulting reduction in lift into more good old-fashioned grip. In theory this meant that while everyone else dealt with the problem by using more wing on the front to counteract the lift of the tyres, the Tyrrell would not need to and therefore have a straight-line advantage too.

As a concept it was brilliant and one that, in reality, had some interesting and positive by-products. These included massively reduced brake pad wear and, thanks to the vastly higher speeds at which the front wheels turned, much better brake cooling too.

At first, all went splendidly. Gaining the bespoke components needed for the P34 (suspension, brakes, shock absorbers) was easy enough and Gardner was amazed by just how eager Goodyear was to develop and supply the tiny 10-inch front tyres. Developing the car, however, took an age.

"When we first announced the car," Gardner remembers, "it was the end of 1975, it hadn't turned a wheel and, while we had confidence in it, we told everyone it was a concept for research purposes which might or might not have racing applications."

The problems, some of which were more perceived than real, were these. First, the driver could not see the front tyres which at first made Gardner sufficiently worried about the P34 pilots being able to place the car accurately in the corners that he cut portholes into the bodywork; this way a driver could also keep an eye on tyre condition. In fact, the portholes soon became covered in dirt and the drivers, once used to the car, never had trouble aiming it into the apex.

A more thorny issue was brake balance, since it not only had to be achieved between the front and rear, but also between the four front wheels. If one axle locked before the other, it would have the effect of either shortening or lengthening the wheelbase. This would, of course, introduce rather unwelcome characteristics into the handling.

Scheckter, despite winning the 1976 Swedish GP in it, is scathing about the P34. "It was a rubbish car. I never agreed with the two fundamental concepts behind it, reducing frontal area and improving braking. Frontal area is determined by the rear tyres, and as for the brakes, as soon as one set locked you had to lift off. It only really worked on very smooth surfaces and, back then, there just weren't many of those around."

Even so, as the winter drew on and '75 turned to '76, it did become abundantly clear that the Project 34 was nothing if not swift. The team tested almost non-stop, not simply ironing the bugs out of the six-wheeler but also doing comparative tests against its still-extant predecessor, the 007. "And soon," Gardner says, "on any circuit and with either driver, the P34 was quicker."

To an extent it would have been rather concerning had it not been. The 007 had made its debut in 1974 and while it had proved itself more than capable then – Jody and Patrick came first and second in Sweden just as they would two years later – the game had rather moved on.

Even so, the 1976 season would be already four races old before the concept became reality at the Spanish Grand Prix. In the heat of Jarama, a lone ➤

**'It was a rubbish car. I never agreed with the fundamental concepts behind it. It worked on smooth surfaces but, back then, there weren't many of those around'**
**Jody Scheckter, driver**

***Left: The P34s qualified second (Scheckter) and seventh at Watkins Glen, and Jody led for a total of 41 laps. Right: Glory day! When Andretti's Lotus retired in Sweden, Scheckter and Depailler took a Tyrrell 1-2 (bottom)***





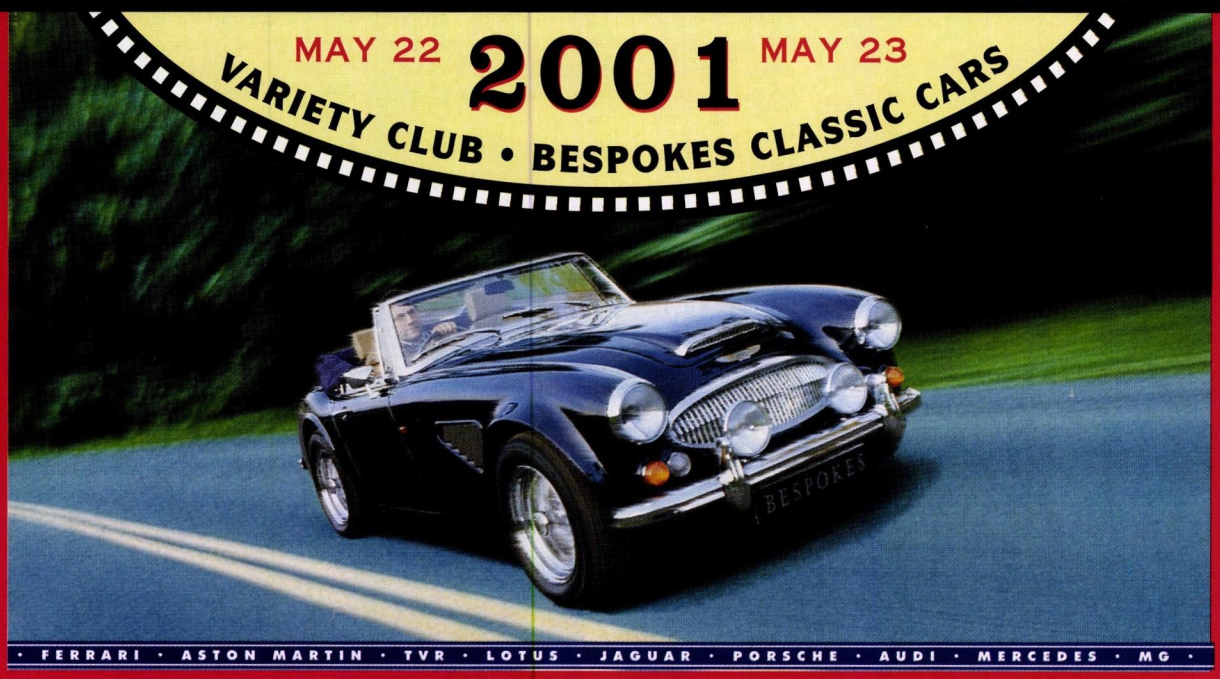



# ★DRIVE FOR CHARITY★

# VARIETY CLASSIC CAR
## CHARITY CHALLENGE

MAY 22 **2001** MAY 23

VARIETY CLUB • BESPOKES CLASSIC CARS




• FERRARI • ASTON MARTIN • TVR • LOTUS • JAGUAR • PORSCHE • AUDI • MERCEDES • MG •

The Variety Club, in conjunction with Bespokes Classic Cars, is now calling for entries in the inaugural VARIETY CLASSIC CAR CHARITY CHALLENGE. This is open to ALL - whether you are just a classic car enthusiast, or if you own your own classic car. We are looking to raise in excess of £100,000 through this event and all proceeds will benefit The Variety Club, the Greatest Children's Charity in the World.

### THE CHALLENGE: ENGLAND-FRANCE-ENGLAND

♥ Up to 100 classic and sports cars will depart Brooklands Motor Museum, Weybridge on 22 May returning 23 May 2001.

♥ Drive, via a P&O Stena Line Dover-Calais ferry crossing, to the historic town of Cambrai, where all participants will stay overnight and participate in a treasure hunt the following day.

♥ Gala Dinner on the evening of 23rd May at Brooklands, attended by showbusiness and motorsport celebrities.

### THE CLASSICS & SPORTS CARS

Bespokes are donating 50 of their classics and sports cars for the Challenge.

♥ To participate in the Challenge, a donation of £2500 will hire you a Bespokes FERRARI or ASTON MARTIN. A donation of £2000 will hire you a Bespokes JAGUAR, LOTUS, TVR, PORSCHE, MERCEDES, AUDI, HMC, JENSEN, TRIUMPH or MG.

♥ Those wishing to enter their own car will be asked to donate £1750 per car. Any owner of a Ferrari, Aston Martin, Bentley, Lamborghini, OR any pre-1975 classic will be valid for entry.

♥ All entry donations allow for 2 persons per car, ferry transportation, the treasure hunt in France, overnight stay and meals in France and 2 tickets to the Gala Dinner at Brooklands upon your return.

### WHAT DO I NEED TO DO ?

To register your interest, contact The Variety Club on 020 7428 8100, or e-mail, fundraise@varietyclub.org.uk for an entry pack and further details. Visit www.bespokes.co.uk to check out the fantastic classics and sports cars that YOU could be driving in this truly unique event and by taking part, help sick, disabled and disadvantaged children.

**CALL NOW ON 020 7428 8100 FOR ENTRY PACK & FURTHER DETAILS**

Variety Club
The Greatest Children's Charity in the World

BESPOKES

P&O Stena LINE

The Spirit of BROOKLANDS

P34 was provided for Depailler who duly qualified it ahead of everyone save Hunt and Lauda. The 007-borne Scheckter could manage just 14th.

Patrick ran out of brakes after just a third of the race but P34 would score its first points with fourth place for Jody at Zolder a fortnight later, and then claim both remaining podium positions behind Lauda's winning Ferrari at Monaco.

The curve peaked at Anderstorp on 13 June. Jody gave the P34 the one and only pole of its career and followed Mario Andretti's Lotus 77 until the American's DFV blew 45 laps into a 72-lap race. Mario was operating anyway under a one-minute penalty for jumping the start, so effectively Jody led from the flag. He won, with Patrick second again and Lauda a distant third for Ferrari. Today Scheckter puts it down to no more than, "Tyrrells always seemed to go well in Sweden."

Flat this may sound, but there is a point of sorts in there: Anderstorp had always been an odd circuit where odd things happened, and few thought that the result had much to say about the true pace of the car.

Gallingly, the car itself *was* getting quicker but this would not be shown in its relative pace through the rest of the season. There would be many more podia, races led and fastest laps, but its winning was already over. Gardner has no trouble identifying the source of the problem.

"It was the front tyres," he recalls. "Ferrari and McLaren were the real front-runners that season and, understandably, Goodyear put most of their efforts behind these two teams. So while our rear tyres improved considerably, development of those at the front was almost non-existent."

There was also an inherent problem in the crossply construction of the Goodyear slick when applied to such tiny tyres with such consequently high rotational speeds. Michelin were approached and were keen to develop a 10-inch version of its radial tyre which Gardner believes might have been the answer but, by the time it was ready, Goodyear would be yet further down the track.

The season ended with a fine and fighting second place for Depailler in the rain of Fuji, but by the time the grid reconvened in Argentina on 9 January 1977 with Ronnie Peterson replacing Scheckter, the dream was almost over. By now ➤

## TYRRELL P34 – 1976

Jarama Depailler qualifies 3rd but retires with fading brakes.
Zolder Scheckter qualifies 7th, finishes 4th. Depailler 4th on grid, but retires with engine failure.
Monaco Tyrrells qualify 4th and 5th, finish 3rd and 2nd.
Anderstorp Scheckter and Depailler take pole and 4th on grid, and finish 1-2 after Andretti's Lotus retires.
Paul Ricard Depailler 3rd on grid, 2nd in race; Scheckter 6th.
Brands Hatch Scheckter qualifies 8th, finishes 2nd after Hunt excluded. Depailler 5th on grid, but engine fails.
Nürburgring Depailler qualifies third but crashes lap 1; Scheckter qualifies eighth, races to second with fastest lap.
Österreichring Both Tyrrells languish mid-grid and are out before half-distance with suspension failures.
Zandvoort 8th and 14th on grid, 5th and 7th in the race.
Monza Start 2nd and 4th, fade to 5th and 6th in the race.
Mosport Depailler and Scheckter climb from 4th and 7th to 2nd and 4th, respectively.
Watkins Glen Scheckter 2nd on the grid, and maintains it in the race. Depailler retires lap 8 when fuel line breaks.
Fuji Scheckter qualifies fifth but retires with overheating; Depailler rockets up from 13th on the grid to finish 2nd.

**'Goodyear put most of their efforts behind Ferrari and McLaren. So while our rear tyres improved, development of those at the front was almost non-existent'**
Derek Gardner, driver

***Watching the wheels. P34's designer, Derek Gardner, worried that the drivers would be unable to accurately place the car in corners, cut small portholes in the cockpit sides. They proved largely unnecessary, however***



the front and rear of the car were dramatically imbalanced and, says Gardner, "poor Ronnie just couldn't get on with it at all, unlike Patrick who took to it as if it were his own." Ronnie qualified 14th and spun into retirement in the race. Scheckter, by contrast, was now driving the Wolf WR1 in the team's first season as a constructor – and won.

We will not dwell on the rest of the season. A disillusioned Gardner left the team before its end, and was replaced by Maurice Phillippe who widened the front track and moved the oil radiators forward, all to get back the very front-end grip which had been its secret weapon the season before. It did not work.

James Hunt predicted at the end of 1976: "There's nothing special about the six-wheelers and, as yet, they've done nothing that you can't do with a four-wheel car. When the car has reached the end of its development life, they have either got to take the theory substantially further or go back to four wheels. I don't see that there's a future for them or anyone else building a six-wheeler to the configuration they've got at the moment." He was right.

Formula One is full of what ifs, but at least how the P34 would have performed on tyres that were up to the job is no longer one of them. Last year Martin Stretton won outright the Thoroughbred Grand Prix championship driving an early '77-spec P34 running on Avon tyres that are as good at the front as back.

"I tell you," says Stretton, "it has the best front-end grip of any non-ground effect grand prix car. The brakes are also fabulous. Those Avons we run have at last allowed the car's potential to be fulfilled. It's not as quick in a straight line as it perhaps should be, that's only because we have to run with much more wing on the car to keep up with the later cars from the ground-effect era that it now races against."

No one, least of all Stretton, is making direct comparisons between then and now. The drivers, tracks and surfaces have all changed so it is not possible to even suggest how the P34 would have got on in 1977 had it run on tyres of the calibre of the Avons. All we do know, however, is that Gardner left Tyrrell after the 1977 Italian Grand Prix having written down by hand the set-up for the race. When the car was restored to race again and it returned to Monza, he produced the same piece of paper and applied exactly the same settings. "And the car," says Stretton, "was brilliant straight away." Not something either of its original drivers would have been tempted to observe at the time.

We'll never know, but neither Gardner nor Stretton doubts that the true pace inherent with Project 34 went unrealised in 1976 and '77. And what remains beyond doubt is that, so competitive was the car back in early '76, it would have only taken a small improvement to put it at least on a par with the top performers – the McLaren M23 and Ferrari 312T2. Had this been the case, Goodyear might well have paid more attention to its front tyres and, instead of falling off the pace, the P34 might have gained the hardwear to set it.

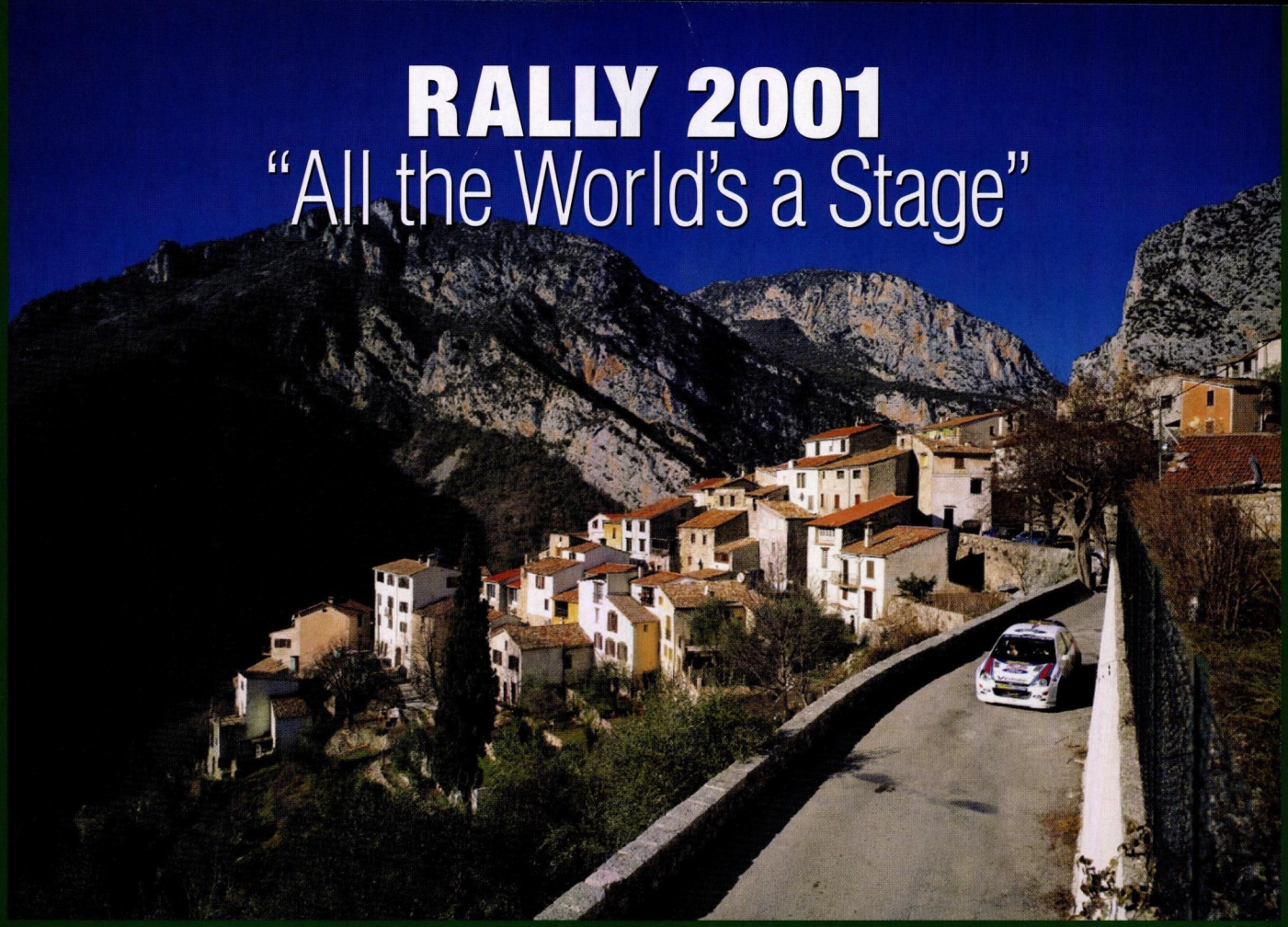
What this would have meant for the future of the car, the project and perhaps even Formula One is something over which we can now only speculate. But back then, F1 only looked forwards. On the 15 January 1978, the team appeared in Argentina with the new 008 and it put Depailler on the podium at its first attempt. Like every other car to start a grand prix since, it had just four wheels. Tyrrell's Project 34 was dead. M

**'It has the best front-end grip of any non-ground effect Grand Prix car. The Avon tyres we now run have allowed the Tyrrell's potential to be fulfilled'**
**Martin Stretton, current driver**

***Goodyear enthusiastically created the 10-inch tyres specifically for the Tyrrell, but development ground to a halt. Brakes were bespoke too, but Scheckter felt they locked up too easily on anything but smooth track surfaces***



# RALLY 2001
## "All the World's a Stage"



The now World-famous McKlein Rally calendar captures the colour and excitement of a truly global sport. From the snow-covered roads of the Monte Carlo rally to the wide-open plains of the African bush, this calendar has it all. This the 22nd of year of publication and for this edition it has the theme of 'All the World's a Stage', where many of the top drivers, past and present, talk about a famous stage which is special to them. The calendar is printed in high quality colour over twenty-four pages giving you a choice of two different images per month one following the 'All the World's a Stage theme and the other featuring the World Rally Championship 2000. It is limited to 4500 copies worldwide, each copy being individually numbered.

**Sales price is £25+postage+packaging.**

**Please send me** _____ calendars at £29.60 each (inc. UKp&p) Air mail Europe £34.50

**Name Mr/Mrs/Ms** **Initials** **Surname**

**Address**

**Postcode** **Daytime Tel No**

**Payment Method** (choose one option)

☐ 1. I enclose a cheque/postal order for £ Payable to LAT PHOTOGRAPHIC

☐ 2. Please debit my credit card £

**Card No.** ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

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

**Signature** **Date**

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

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

LAT PHOTOGRAPHIC, RALLY CALENDAR, PO BOX 280, SITTINGBOURNE, KENT, ME9 8FB

*Code McK201*

**Technical specifications for the calendar:**

Because of its weight the calendar will have two hooks.
**calendar size:** 480mm x 670mm x 14mm
**carton box size:** 500mm x 700mm x approx. 20mm
**weight:** 2100g (including the carton box).
All calendars are shrink wrapped and packed in a carton box
The calendars will be available from early October.

**Credit card Hotline**
01795 414818
**or Fax**
01795 414555

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

# BATHURST

***AMAZING MOUNT PANORAMA IS FAMOUS FOR HARD DRIVERS, TOUGHER CROWDS AND MIGHTY MUSCLE-CARS – NO PLACE FOR WHINGERS, SAYS 'POM' MARCUS SIMMONS***

photography by Ray Berghouse

They don't build racetracks like Mount Panorama anymore. That's why a visit to the fabled 3.862-mile circuit in New South Wales is not a visit at all, it's a pilgrimage. Ask Dick Johnson, one of the many no-nonsense heroes whose reputations have been forged on this incredible stretch of road, about what it means and he'll reply, in deadpan fashion, "It's the sort of place that makes legends; and it's the sort of place that can prove you're a wuss."

What's incredible about Mount Panorama is that a track deemed one of the world's most dangerous still hosts an FIA-sanctioned touring car classic – the Bathurst 1000. Race and venue are steeped in tradition, which is why worshippers return each year. Although ramshackle, with facilities on a par with the average British club circuit, it oozes history and charisma.

Ironically, the Bathurst 1000 – its most famous race – only moved there from Phillip Island in 1963. Even then it was known as the Armstrong 500 (miles). Australia's conversion to metric gave the organisers an excuse to make it even longer, and it became the 1000 (kilometres) in 1973. But the history of the circuit had begun more than a quarter of a century before Harry Firth and Bob Jane steered their Ford Cortina GT to victory in '63. The first race was held on Easter 1938, when Peter Whitehead (a Pom!) took victory in the Australian Grand Prix over the still-unsealed track in his ERA R10B.

Yet in 1935, no one had heard of Mount Panorama – because it didn't exist. The area on which the track would be built was known by the rather less emotive name of Bald Hills. That year, Bathurst mayor, Martin Griffin, and Bathurst Motor Sports Club president, Ray Fry, had the idea of building a tourist road over Bald Hills to alleviate post-Depression unemployment. It is speculated that they had no interest in tourists and were simply thinking about a racetrack; Griffin was a known motorsports enthusiast.

That same year, the NSW Light Car Club began to lobby Bathurst Council to hold racing on the new site. The plan met with a lukewarm reception, notably from the dairy farmer who felt motorsport would make his cows dry up. But the club persisted and, in 1937, got approval. City engineer Hughie Reid ➳



*There was little protection for driving errors at Skyline in 1965*




*Australia's 5-litre V8 touring cars will hit about 130mph as they head for Skyline turn, and approach the most daunting part of the circuit*




*Out of the Esses and straight into the Dipper – there's barely time to catch a breath. This sequence takes years to learn and perfect*

revamped bits of the road to make it 'suitable' for racing, and the plan was for the work to be completed by early 1938, with racing to be held that Easter. Remarkably, it was, but few realised how popular it would become. We know this because there were just six toilets along the pit straight, and six on the Mountain at McPhillamy Park. The queues must have been long, because more than 20,000 spectators turned up.

Whitehead was one of two foreigners (both English) to enter that first race. The other was Alan Gascoigne Sinclair, a colourful character who raced an 1100cc Alta back home before venturing to Australia. Unfortunately, he spent Friday night in a police cell on drunk and disorderly charges and didn't make the start.

The fun continued after the race when the mayor was hit on the head with a large cauliflower, followed by a host of other vegetables, as he presented Whitehead with the trophy. And later that night a police station was attacked and a tyre and petrol-soaked clothes were set on fire in the street – a fine tradition of anarchy that is upheld by the 'ferals' who have gathered on the Mountain since to cheer on 'Skaifey', 'The Cowangie Kid', Peter 'Perfect' and 'The Enforcer' – racers, not wrestlers, I assure you.

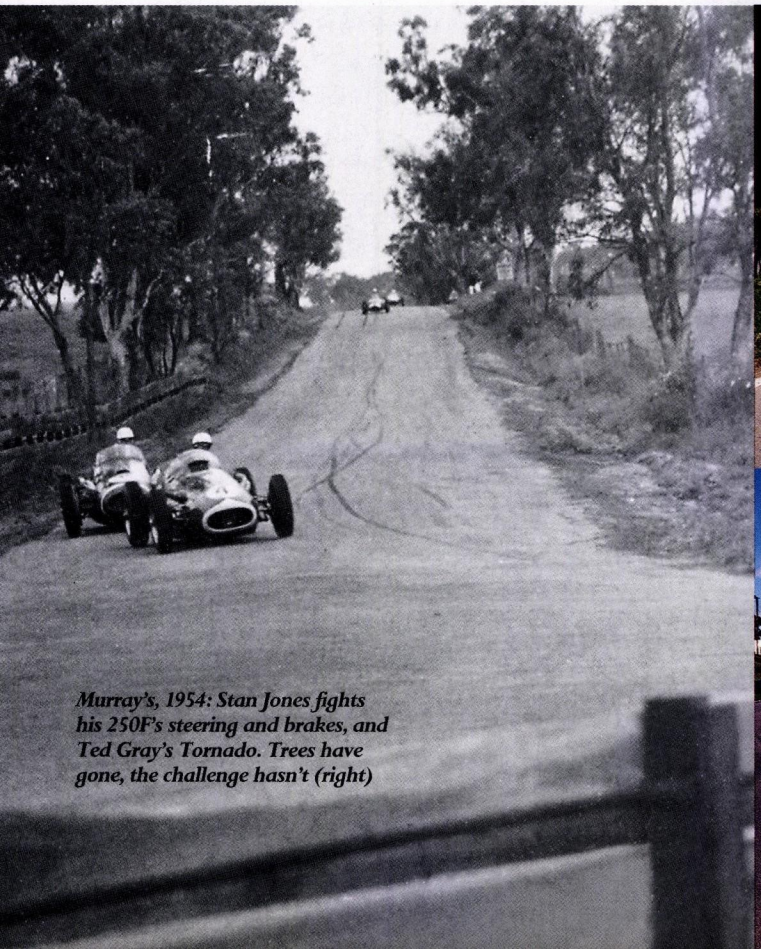
The 1938 race was a big success and the circuit was tarred, at a cost of £1200, for 1939. That year there would be two meetings – one at Easter, one in October – a sequence which would continue largely unbroken until 1973. What the competitors found then was not too dissimilar to today. The surface was acknowledged as being good in its day, and the circuit was a great challenge, featuring two long straights up and down Mount Panorama and a winding ribbon of road across its top. Indeed, the only layout change came for 1987, when the 1.19-mile Conrod Straight was split up by the construction of the Chase, a chicane which removed the notorious final crest but still offered the challenge of a 150mph kink-over-crest. That year also saw the introduction of the US oval-style concrete walls which now line the circuit. Until then, the course across the top of the Mountain looked a little like Richmond Park.

**'The mayor was hit on the head with a cauliflower as he presented Peter Whitehead with the trophy'**

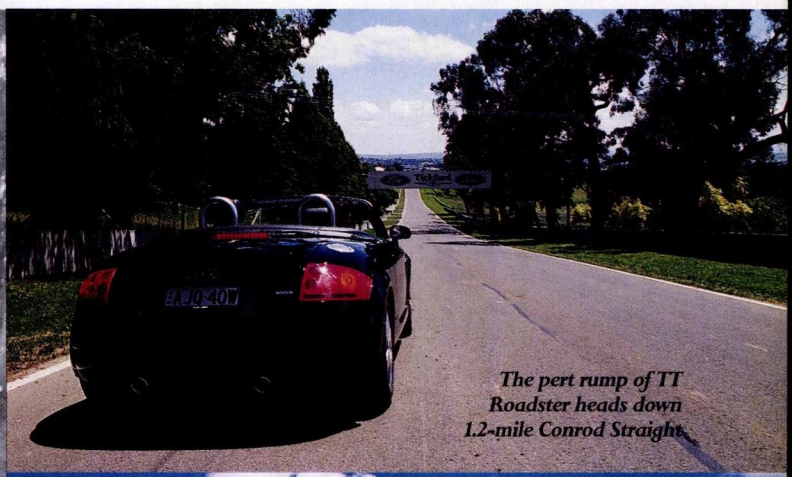


***Conrod Straight, 1965. Final crest replaced 22 years later by 150mph kink***

Of course, the infrastructure has changed too. Relations between racers and the community had deteriorated since the initial honeymoon. There had been no racing between 1941 and '46 because of WWII, but the sport also took a sabbatical from Bathurst in '53 when local feeling soured further.



***Murray's, 1954: Stan Jones fights his 250F's steering and brakes, and Ted Gray's Tornado. Trees have gone, the challenge hasn't (right)***



***The pert rump of TT Roadster heads down 1.2-mile Conrod Straight***

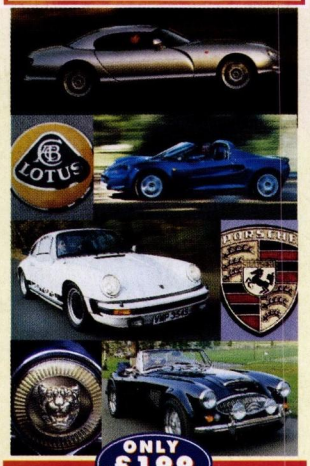


# SPORTS CAR HIRE

NEW FOR 2001

ACTIVITY DAYS

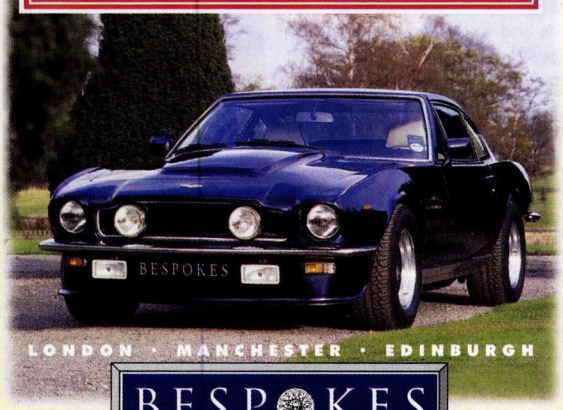
## SPORTS CAR DAYS



FULL DAY ONLY £199 PER PERSON · PLUS VAT EXPERIENCE

• DRIVE 5 CLASSICS & SPORTS CARS • • MINIMUM 5 HOURS DRIVING • • TREASURE HUNT • REFRESHMENTS, INCLUDING LUNCH •

## CLASSIC & SPORTS CAR HIRE




LONDON · MANCHESTER · EDINBURGH

BESPOKES

THE UK'S PREMIER SPORTS CAR HIRE COMPANY

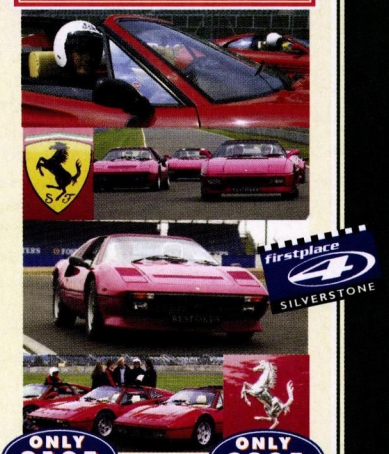
OVER 60 CLASSICS & MODERN SPORTS CARS FOR SELF DRIVE HIRE FROM £350 + VAT FOR A 4 DAY WEEKEND.

DELIVERY & COLLECTION AVAILABLE • GIFT VOUCHERS AVAILABLE

COTTAGE & HOTEL BREAKS | WEDDING CHAUFFEUR HIRE

ACTIVITY DAYS

## FERRARI TRACK DAYS




ONLY £195 PER PERSON · PLUS VAT HALF DAY FULL DAY ONLY £395 PER PERSON · PLUS VAT

DRIVE 5 CLASSIC FERRARIS • EXPERIENCE THE THRILLING SILVERSTONE & GOODWOOD CIRCUITS • 308GTS • DINO 246GTS 328GTS • 348TS • 355GTS DRIVE 30 YEARS OF FERRARI HISTORY

• FERRARI • ASTON MARTIN • TVR • LOTUS • JAGUAR • PORSCHE • AUDI • MERCEDES • MG •

**CALL NOW ON 01923 250250 FOR FURTHER DETAILS**

www.bespokes.co.uk | e-mail: sales@bespokes.co.uk



Fortunately, the Australian Racing Drivers' Club, a go-ahead organisation at the time, negotiated with the council and won the right to organise racing at Mount Panorama from 1954. The ARDC also bought land on the inside of the circuit to enable the construction of a paddock.

What of the circuit? After the rising start-finish straight, it turns 90-degree left at Hell Corner to begin the long climb up the 0.69-mile Mountain Straight, passing the driveways of local residents' homes and continuing alternately through bright sunlight and the shady canopies of trees. Glance to the left and you can see the words 'Mount Panorama' etched on the hill, on a clear day visible miles before you arrive in Bathurst itself.

Still going steeply uphill (no wonder they grimly hang on to 5-litre V8 torque), a fast, slightly banked right-hander sucks the car in nicely. Traditionally known as Quarry Bend, it is more commonly referred to as Griffin's these days, or otherwise bears allegiance to one of the sponsors who irritatingly hijack the corner names for Bathurst 1000 week. The road then turns through a left kink before the famous Cutting, also left-handed. Here, the concrete walls create a funnel effect, heightened by the tightness of the corner itself and the fact that this turn marks the beginning of the steepest uphill climb on a circuit where gradients reach 1:6.

Accelerating hard you enter the long right-hand curve at Reid Park, scene of the famous 'Dick Johnson Rocks' incident in 1980 (see sidebar). That leads into the fast left at Sulman Park – flat for the really brave – then into the awesome left at McPhillamy Park,

**'The entry to McPhillamy Park is the most thrilling spectating point on any road course in the world'**




***Aussie crowds really enjoy themselves – and ex-racer Bob Jane made good***

the most thrilling spectating point on any road course in the world. Australia's V8 supercars leap over the crest, waving their left-front wheels in the air and crunching down on the front splitter's hard-worked right-hand corner before turning in. Just before this point the fans are within touching distance of the cars.

Along a short straight, the highest point on the course, and then hug the right-hand wall into Skyline, the Esses and – take a deep breath – the Dipper. This is a right-left-right-left plunge downhill. Always steeper, steeper, steeper.

"Very few people I've seen have mastered the art," says Johnson. "It's a very difficult bit of road, but if you get it right, it chops big pieces off your lap time. It's anything but a conventional line. You have to go very close to the wall on the right and try and straight-line it as much as you can. Get it wrong there and you'll have ➤

## DICK JOHNSON: HITTING ROCK BOTTOM PAID

ALONG WITH PETER BROCK, DICK JOHNSON IS the most famous Australian touring car racer of the past 20 years. And, even more than Brock, he owes a great part of his status to Mount Panorama.

Johnson first raced at Bathurst in 1970, but it wasn't until 1980 that the celebrated incident occurred which changed his life. The Queenslander, a Ford privateer, was leading the Bathurst 1000 when he ran over rocks on the circuit (right). His car ground to a halt, an emotional Johnson broke down on TV, and the Australian public sent in enough donations to set up his 1981 season.

"A number of people have sort of got careers from this racetrack," says Johnson, "but I guess none would be more outrageous than the incident that got me to the point where I could be a professional racing driver. It was something you could never orchestrate.

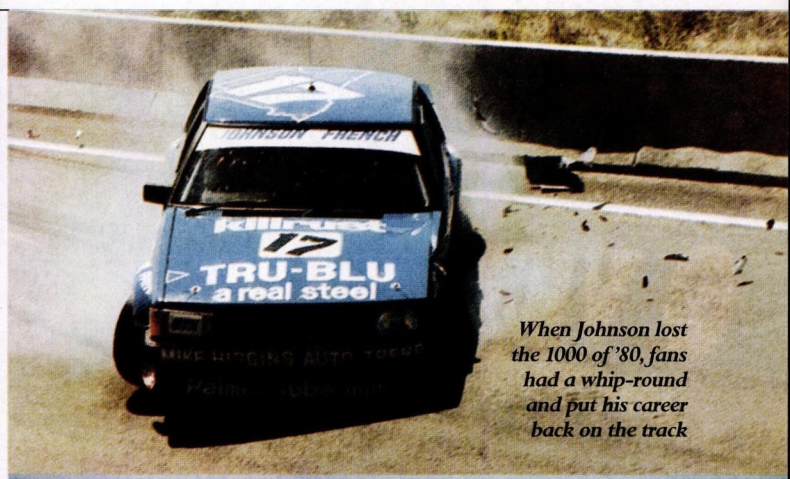
"I've always had to get things for myself; when people helped me it wasn't something I was used to. It was probably the worst best thing that ever happened to me. We got an awful lot of money, but that was probably the most pressure I've felt in my life – starting the year with a virtually new Ford and the hopes of all those people on your shoulders. I would have felt so bad had I failed, but we won the championship and Bathurst."

The other famous Johnson incident at Bathurst was his plunge into the trees at Forrest's Elbow during the qualifying Top 10 Shoot-Out in 1983. "That was a bit special!" he remembers. "On the end of the concrete wall, where it used to finish, they had this big bunch of tyres. The other 363 days of the year it's a two-way road, so if people driving up the other way fell asleep before they got to the top, they ran into these tyres filled with concrete.

"After I clipped the wall it was no big deal because I just gave it a bit of a nudge with the back of the car. But those tyres just stuck out a foot or 15 inches past the end of the wall. It hooked the front wheel and broke the steering arm, and from then on I was a passenger and she sort of leapt into the trees.

"When I was heading off the road at 90mph and there was just trees, I was thinking, 'I could be in a bit of trouble here'. As it turned out, when I stepped out of the car I could remember no more for 10 or 15 minutes. But I was fully conscious and the boys proceeded to put a car together and we ended up out on the grid the next morning."

Johnson believes the track is "very safe" these days. The concrete walls protect from the trees, there are huge gravel traps at the superfast McPhillamy Park and the Chase, and escape roads elsewhere. "In that respect, it's world class," he asserts, "although there are certain cars you wouldn't want to drive here. F1 would be awesome, wouldn't it? I doubt they'd get through the Dipper though. They might wear their wings out on the ground."




***When Johnson lost the 1000 of '80, fans had a whip-round and put his career back on the track***





***Notorious Dipper:Cortina GT, Viva HA and (below) Audi take the plunge***

it wrong all the way down the Mountain."

An unnamed right-hander follows and then it's Forrest's Elbow, the most crucial corner on the track. The ying to the Cutting's yang, it is again narrow, claustrophobic and daunting, but this time it's downhill, faster than a lift in free fall. And, because it leads onto Conrod Straight, you have to get it just right. Even with the Chase, constructed around four-fifths of the way down, Conrod is one of the longest straights in the world. Its name originates from the second meeting, Easter '39, when a rod punched a hole in the side of the block in Frank Kleinig's Kleinig Hudson. The 1940 programme named the straight Con-rod, and Kleinig got the rod chrome-plated to keep as a souvenir. Until his death in 1976, he used to carry it to the pub with him.

Conrod's final crest was too dangerous. It had claimed its first life in 1949, when Jack Johnson crashed his MG TC, and in '55 a car ploughed into the crowd, killing a spectator. Johnson: "The first time I came down Conrod Straight, I ended up with white knuckles. The cars left the ground over the final hump at 300 kph, and that was quite an eerie feeling. If the cars were side by side, it created a low pressure in between them and, when they took off over the hump, they'd touch in mid-air." Enough said.

The Chase was a good compromise. It cut out the notorious crest, but introduced a mind-numbingly fast right-hand sweeper before competitors have to hit the anchors for the second-gear left and right. From there it's the short chute down to Murray's Corner, known as Pit Corner until 1946, when Bill Murray crashed his Hudson into the sandbags. That night, race winner Alf Najar took some charcoal from a campfire and etched 'Murray's Corner' on the wooden fence. Another Bathurst legend was born.

And that completes a lap of one of the wonders of motorsport. The outright record still stands to Niel Allen's F5000 McLaren, which at Easter 1970, lapped in 2min 09.7sec, a speed of 107.6mph. By the late 1990s, V8 touring cars were qualifying in 2m09sec (with the Chase) but race lap times are still two or three seconds off.

In the post-war years, the circuit's popularity with fans ebbed as the shorter Warwick Farm, Catalina Park and Amaroo Park tracks sprang up around Sydney. But Mount Panorama, a three-hour drive on the other side of the Blue Mountains, outlives them all. For this is where the gods of Australian racing do battle each year. And theirs is a truly inspiring arena. M

**'If cars were side by side, it created a low pressure in between. When they took off, they'd touch in mid-air'**



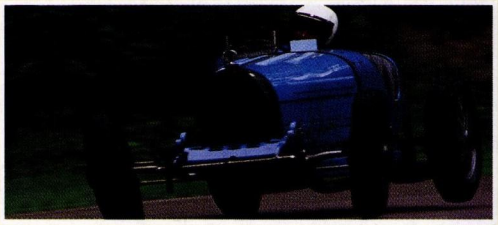



***Hell Corner, Doug Whiteford's Talbot (1) heads for Australian GP win in '52***




***Hell Corner today: pits empyting after 2000's big race; roads re-open to public***

# THE VINTAGE DAYS OF 2001







Ben Redgrove

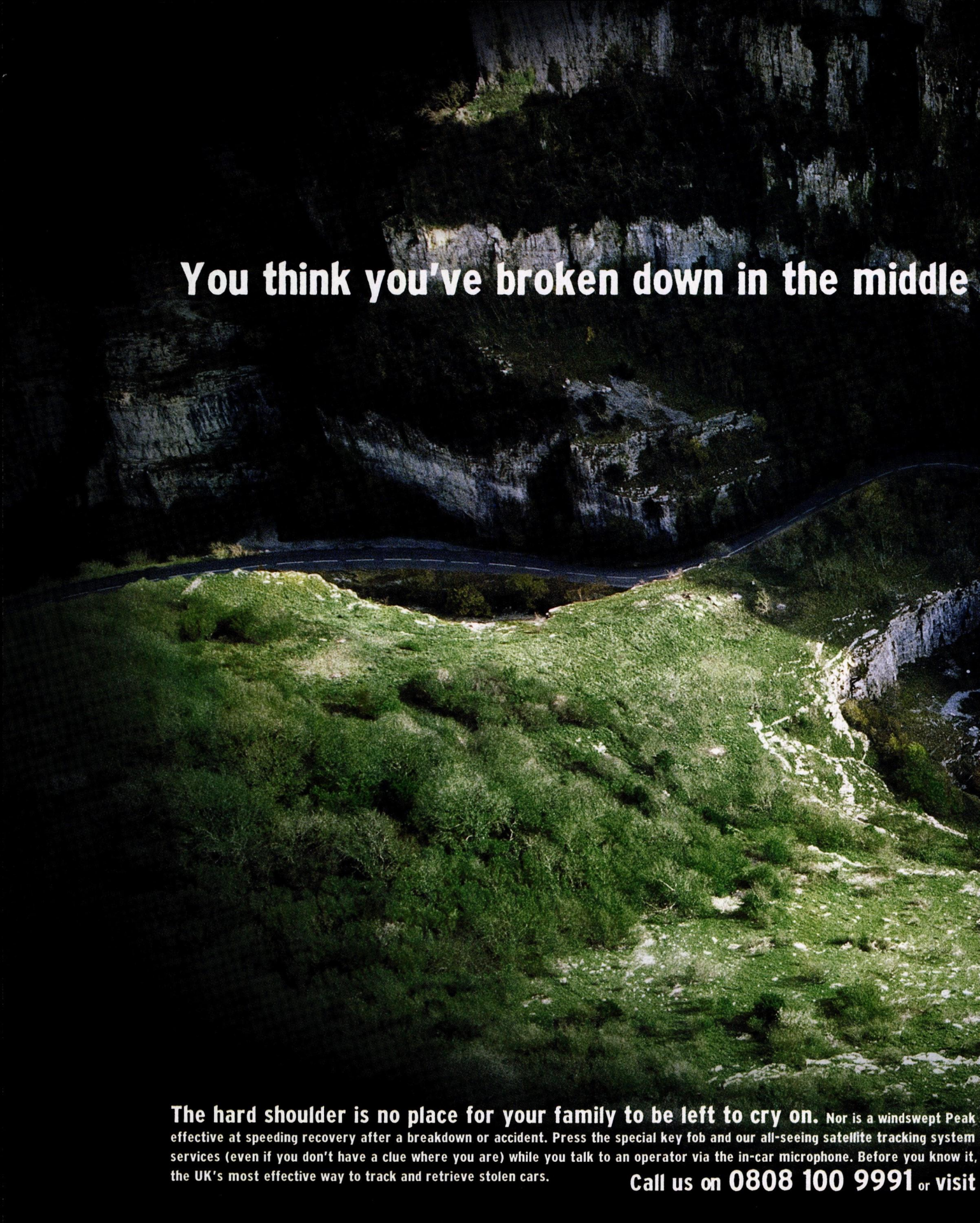
Make sure the following dates are entered in your diary. They will all be occasions when you can see the finest cars being used as their makers intended, in a competitive but relaxed atmosphere. You will find that the admission charges will not break the bank and you will have lots of opportunities to see the cars at close quarters.

| | |
|---|---|
| Saturday 21 April | **'Spring Start' Race Meeting Silverstone** – just off the A43 near Towcester |
| Sunday 6 May | **Curborough Speed Trials** – Lichfield, Staffordshire |
| Sunday 13 May | **Wiscombe Park Hill Climb** – near Honiton, Devon |
| Saturday & Sunday 19 & 20 May | **Celebration Race Meeting Donington Park** – just off the M1 junction 23A |
| Sunday 10 June | **Shuttleworth and Nuffield Trophies Race Meeting Cadwell Park** – on the A153 between Horncastle and Louth |
| Sunday 22 July | **Bob Gerard Memorial Race Meeting Mallory Park** – just off the A447 near Hinckley, Leicestershire |
| Saturday & Sunday 4 & 5 August | **Prescott Hill Climb** – near Gotherington, Gloucestershire |
| Saturday 11 August | **'Racing Green' Race Meeting Silverstone** – just off the A43 near Towcester |
| Saturday & Sunday 18 & 19 August | **MAC Centenary Celebration Hill Climb Shelsley Walsh** – near Droitwich, Worcestershire |
| Sunday 2 September | **Loton Park Hill Climb** – Alberbury near Shrewsbury |

in association with MOTORSPORT

The dates given may be subject to change; please call the VSCC on 01608 644777 (Tuesday to Friday, 9.00am to 5.00pm) to confirm them before travelling.

THE CLUB THAT SPARKED A PASSION




**The hard shoulder is no place for your family to be left to cry on.** Nor is a windswept Peak effective at speeding recovery after a breakdown or accident. Press the special key fob and our all-seeing satellite tracking system services (even if you don't have a clue where you are) while you talk to an operator via the in-car microphone. Before you know it, the UK's most effective way to track and retrieve stolen cars.

**Call us on 0808 100 9991** or visit


RAC Trackstar is a member of the Trafficmaster™ Group
of nowhere.
WE KNOW YOU'VE BROKEN DOWN ON THE
B3543 CHAPEL ROW TO LANGTON PASS.
(ON THE LEFT HAND SIDE OF THE ROAD.)
District B road. Which is why we've made RAC Trackstar so
gets a fix. We give your precise location to the appropriate
we'll be telling you help is on its way. RAC Trackstar is also
www.ractrackstar.com We'll respond immediately.
RAC Trackstar™
Keep track of what you value most

# AVE 0% OFF THE COVER PRICE

# GET ON THE GRID IN 2001

## WITH A SUBSCRIPTION TO LE MANS SERIES & Sportscar Racer

- BEHIND THE SCENES ACCESS TO DRIVERS AND TEAMS
- EXCLUSIVE INTERVIEWS
- TRACKSIDE RACE REPORTS
- FANTASTIC ACTION PHOTOGRAPHY




**RDER ETAILS**

| a | | Price |
|---|---|---|
| UK | ~~£35.40~~ | £31.80 |
| Europe | ~~£50.00~~ | £45.00 |
| Zone 1 , Middle East, Africa, India) | ~~£74.00~~ | £66.60 |
| Zone 2 an, New Zealand, Australia, China) | ~~£84.00~~ | £75.60 |

Please start/renew my subscription to Le Mans Series & Sportscar Racer for 12 issues at the price of £ _____

**ur details** (must be completed – Please use BLOCK CAPITALS)

Mrs/Ms _____ Initial _____

name _____

dress _____

_____

t/Zip code _____ Country _____

_____

ail _____

**YMENT INSTRUCTIONS**

I enclose a cheque drawn on a UK bank, or International Bank Draft for £_____

de payable to **Haymarket Publishing Ltd**

Please charge my card £_____

Mastercard ☐ Visa ☐ Amex ☐ Diners ☐ Switch ☐ Other _____

☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

d from ☐☐☐☐ Expiry date ☐☐☐☐ Issue no (switch only) ☐☐

nature _____ Date _____

**rm this form to Le Mans Series and Sportscar Racer, PO Box 280, Sittingbourne, Kent ME9 8FB, UK** or call: **+44(0) 1795 414 800**, Fax us on: **+44(0) 1795 414 555** E-mail **haymarket@galleon.co.uk** (PHOTOCOPIES ARE ACCEPTABLE)

**r Special USA & Canada prices please call: 1800 800 3921, fax us on: (732) 424 7814 or e-mail: va@ewacars.com**

**s & Conditions:** This offer is open to UK and Overseas subscribers. Please allow 6 - 8 weeks for delivery of your first issue.
We may use your contact details to inform you about other offers and reputable companies, whose products and services may be of interest to you.
Please tick this box if you do not wish to receive such offers

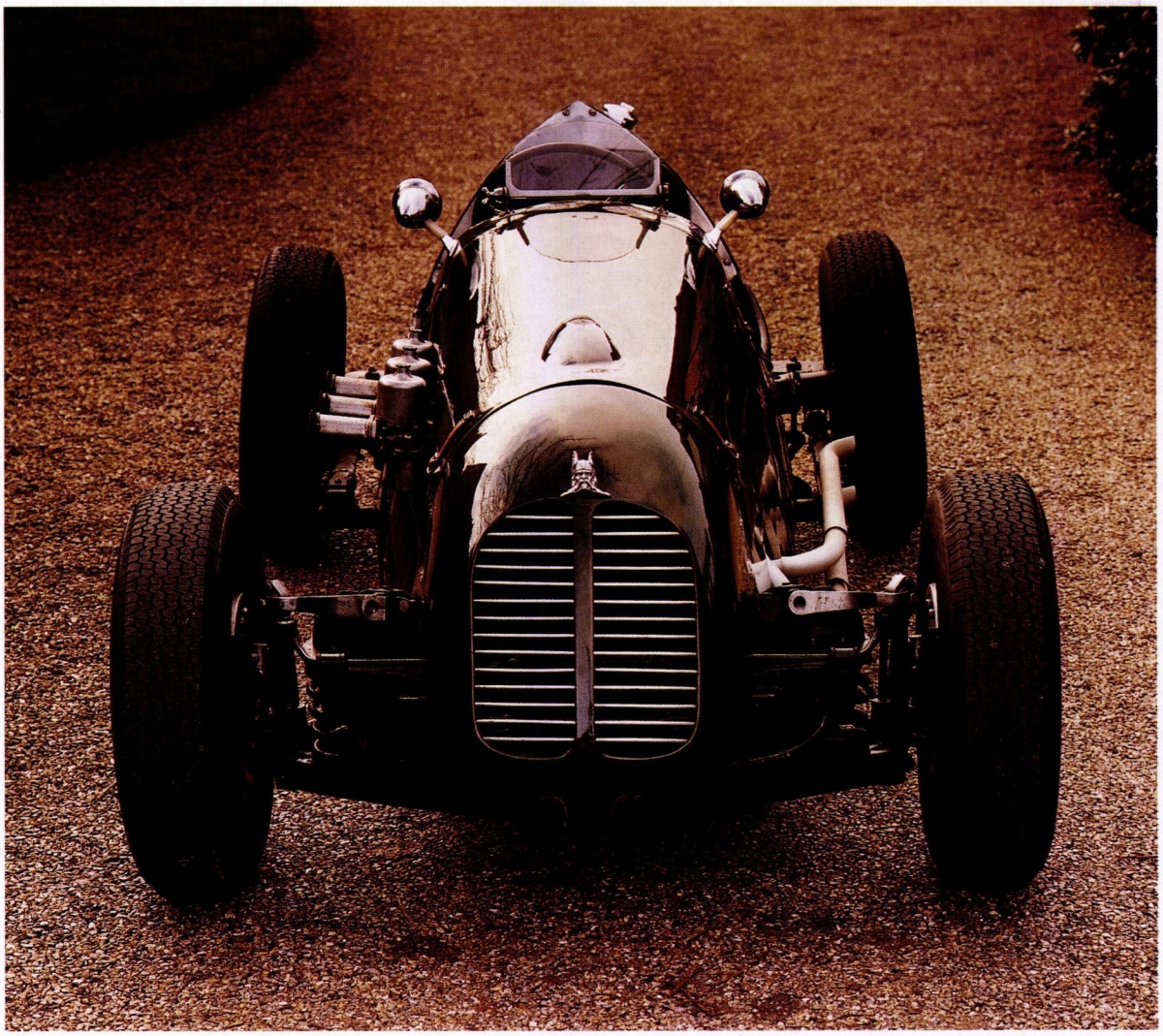
MS1DP

**ll for a sample copy. US. $5.95: 1 800 800 3921. Europe. £2.95 (+44) 01795 414800. All prices include postage and packing.**

WARHORSES

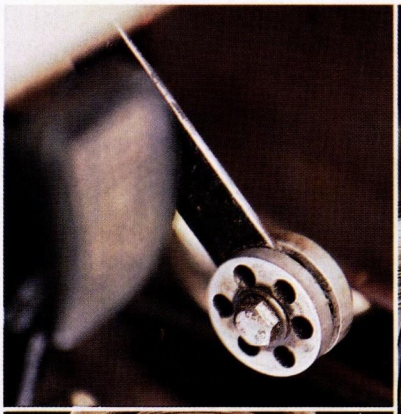
# Rover Special

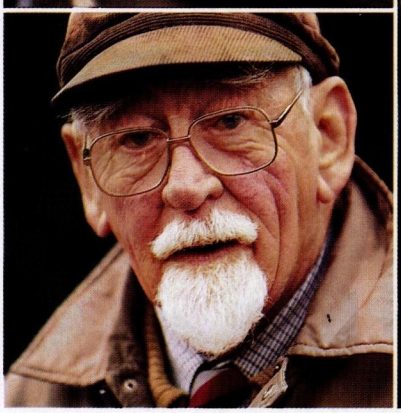
***IF IT LOOKS RIGHT, IT IS RIGHT, THE SAYING GOES. BUT THERE ARE EXCEPTIONS TO EVERY RULE. ROVER'S ONLY SINGLE-SEATER IS HARDLY BEAUTIFUL BUT, AS GORDON CRUICKSHANK DISCOVERS, IT HAS RACED TO GREAT EFFECT FOR 50 YEARS, UPSTAGING MANY ITALIAN EXOTICS***



photography by Charles Best

*DESPITE THE VIKING RADIATOR BADGE, FRANK LOCKHART'S ROVER SPECIAL IS BRITISH TO ITS CORE – UPRIGHT, STURDY, RELIABLE AND SUCCESSFUL, AS BEFITS ITS CREATORS, WHO BECAME THE BRAINS BEHIND LAND- AND RANGE ROVER*








Frank Lockhart has a worry about the VSCC's new ruling that specifies only full-face helmets. He's concerned this will obscure his trademark – the white spade of his beard. "The spectators won't recognise me!" But they surely will, because Frank Lockhart and his Rover Special are synonymous. They've been together for 37 years, and have done over 300 races together, most of them VSCC events. "There have been 99 VSCC meetings, and I've done 75 of them."

In his Buckinghamshire cottage, rows of silver prize tankards hang from the beams above a cabinet packed with awards; photos of Frank in the Rover, his Bébé Peugeot, and racing Alta, ERA and Lister-Jaguar clad the walls, while this week's *Autosport* lies on a table. It's not hard to guess this man's passion. Now 82, he is spry and enthusiastic, keen to show off his bulky scrapbooks crammed with cuttings about the two of them, and excited by the prospect of a new season. "Just had my medical – I passed. But I made sure I sent off the forms that afternoon just in case."

The stubby green racer with the Rover

**'For 110,000 miles, it carried out testing duties under a Rover 10 body'**

badge, a perpetual fixture in vintage paddocks since the 1960s, began life in 1938 as a factory prototype for what would eventually become the Rover 75, and featured that exciting innovation, independent front suspension.

For 110,000 miles, and throughout WWII, it carried out testing duties under a Rover 10 body. It was saved from scrapping in 1946 by three Rover employees who wanted something, anything, to build a racing car from – Spen King, Peter Wilks and George Mackie. For £35 they removed the old hack to a lock-up behind the Forrest Hotel, Dorridge, where on evenings and weekends they set to work.

While they narrowed the chassis, there was no need to shorten it: the P3, or 75, mounted the rear of its leaf springs on the body, so the chassis was already three-quarter length. They simply bolted quarter-elliptics to the siderails, and created a rather upright single-seater, which Mackie first drove at Goodwood in 1948.

Initially it was powered by a 1.5-litre four, breathed on quietly at the works to extract 80bhp. Not much, but it brought some results in club events, and the three then prevailed on the firm to let them have an experimental 2-litre six-cylinder 14hp engine. With three SU carburettors and fuelled on methanol, this rasped out 112bhp and, helped by fitting an ENV pre-selector gearbox and removing the differential, the stubby Rover took second in the 1949 Goodwood Easter handicap.

From this point the factory's blind eye became an unofficial blessing, and with easier access to works facilities, the trio, driving in turn, had a successful season in the unlikely machine. Jenks even included it in his 1950 MOTOR SPORT Racing Car Review, in between grand prix Cisitalia and Ferraris, because it was "so typically English".

But the heavy Rover 10 rear axle was letting the independent front down, and for 1950 the three made the bold decision to chop off the back of the chassis and graft on a new de Dion rear, designed by Spen King – the design which later supported the tail of

***THE ENORMOUS STEERING WHEEL AND SIMPLE DASHBOARD SUIT THE UNPRETENTIOUS STYLE OF VENERABLE ROVER SPECIAL, WITH ROVER'S VIKING BADGE PROUDLY DISPLAYED ON FLANKS; FRANK LOCKHART, THE MAN WHO RESUSCITATED THE CAR 10 YEARS AFTER ITS CONSTRUCTION AND WHO HAS RACED IT EVER SINCE; ROLLER THROTTLE, ACCORDING TO LOCKHART, IS FAR MORE EFFECTIVE THAN THE BRAKE***

*ROAD-CAR REV-COUNTER SHOWS RED AT 5500RPM, POWER PEAK IS 1000RPM BELOW THAT. CAR ORIGNALLY HAD SCUTTLE FUEL TANK; LOCKHART MOVED IT INSIDE THE BEVELLED TAIL. WOODEN HANDLE OPERATES ENV PRE-SELECTOR GEARBOX LIKE ERAS – BUT WIDER RATIOS. FAT SPRINGS GIVE GENTLE RIDE THROUGH WIDE LOWER ARM/LEADING LINK SUSPENSION, DEVELOPED PRE-WAR FOR LATER ROVER 10 DESIGN*

the innovative Rover 2000. This transformed the car, giving it the traction and grip which would eventually cope with engines twice as big as its original. Hoping to run the car in Formula Two, our trio also tested a short-stroke version of the new Rover 90 unit.

Despite this leap in specification, the three suddenly had less time to use the car: Wilks and Mackie temporarily left Rover to manufacture the Marauder sportscar, benefiting from experience with the Special, while King was discouraged from further racing thanks to his rising position. (As Chief Engineer he was later responsible for the 2000, the gas-turbine cars and the Range Rover. Mackie later became the boss of Land-Rover Special Projects, and Wilks became Rover's Technical Director.) So in 1953 a Luton Rover dealer, Gerry Dunham, took the car over. He only raced it sporadically, fitted with a 2.4-litre six from the 75, but fortunately competed in a few international events, which would later qualify the car as a historic vehicle under VSCC rules.

It was while working for Dunham's firm that Frank Lockhart came across the Rover, lying idle and neglected, and volunteered to



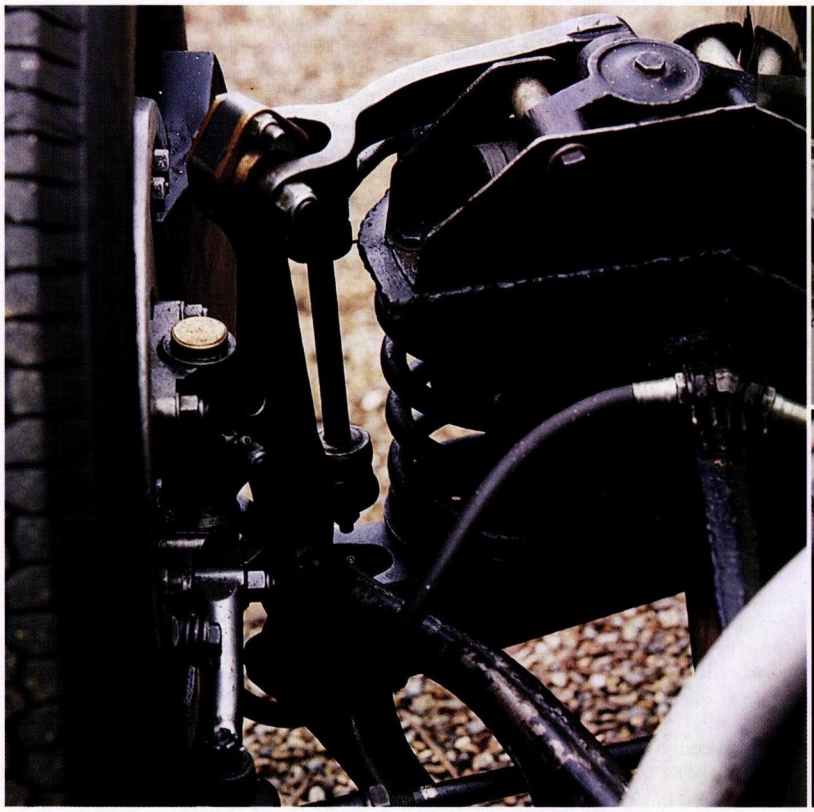

bring it back to life. It was a step up from the Bébé Peugeot (albeit JAP-engined) he had begun racing in 1953 (though he moved on to single-seat MG K3 and Alta), and he chose to install the special short-stroke engine.

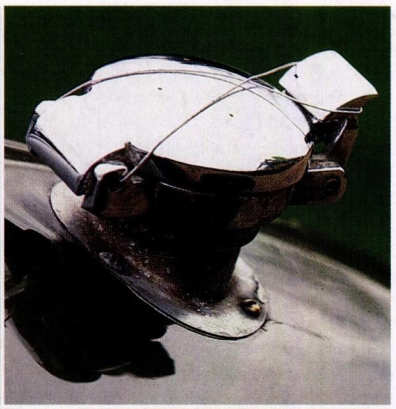
**'With its excellent traction and no differential, the car shone on the hills'**

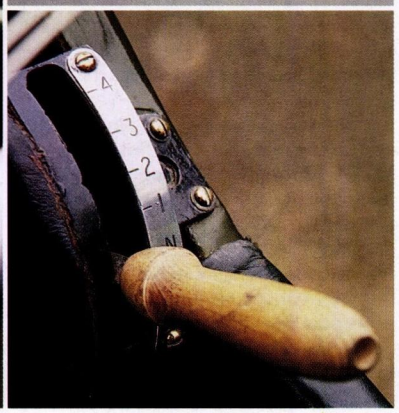
He raced it first at Brands Hatch in 1964 and, apart from some forays in a chain-drive Edwardian Fiat and a stint in a Lister-Jaguar, it's been his constant mount since. In fact, as he proudly points out, he never actually bought it – it just became his. "And I inherited my 3-litre Bentley. Not bad to have two nice cars I didn't buy!"

In 1965 the special short-throw crank began to complain. Replacing it with a standard one brought the unit back up to 2.6 litres, and the extra poke brought the Rover up the grid. 'That funny Rover of Lockhart's' began to be a regular contender in the vintage world, not only against single-seaters but often seeing off XK Jaguars and Austin-Healeys in the Shell/JCB Historic series. And with its excellent traction and no differential, the car shone on the hills. Indeed one of Frank's finest moments was when he beat the thoroughbred racers to collect FTD at vintage Prescott in 1967.

All this hard work took its toll on the old engine, and finally a piston blew at Silverstone; but being an experimental unit, ➳



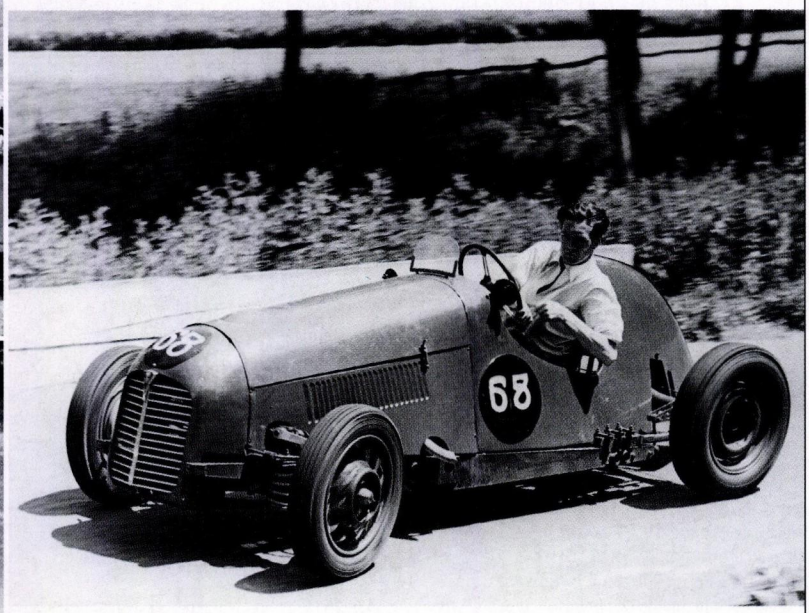




## ROVER: YOUR 'AUNTIE' WOULDN'T LIKE IT







LAT

*ABOVE, THE ROVER SPECIAL TACKLES PRESCOTT HILLCLIMB IN ITS 1948/49 INCARNATION, WITH ROVER 10 REAR AXLE ON QUARTER-ELLIPTICS. LEFT, LOCKHART RACES THE CAR FOR THE FIRST TIME AT A DAMP BRANDS HATCH MEETING, 1964. NOTE NEW NOSE AND SLEEKER TAIL. ABOVE LEFT, DRIVER SITS HIGH ABOVE PROPSHAFT; CAR HAS NEVER BOASTED A SELF-STARTER*

Frank couldn't replace it. He was allowed instead to fit a later 3-litre, on the grounds that the 2.6 would have been capable of being bored out to this size – and in 1968 the car really began to fly.

As his bulging scrapbooks show, Lockhart often mixed it with Connaughts, Cooper-Bristols and ERAs, and there were times when the stumpy Special bloodied the noses of exotics like 250F Maseratis. Almost anyone who has watched VSCC racing in the last 30 years will know that Frank's bravura style has a lot to do with it. Even by the Seventies, the pair were becoming an institution, constantly described in race reports as "venerable", "remarkable", "unstoppable". Being the affable, approachable chap he is, everyone got to know him, and at one meeting, well into his mature years, the lady marshals voted him 'Dish of the Day'.

But in 1977, while threading through the tortuous confines of Ingliston, and having made FTD for historics, Frank had a major off: "Only time I've ever lost all four wheels at once," he reckons. Anywhere else there might have been space to stop, but this tight little Scottish track allowed no such luxuries. He hit the barriers, crushing the suspension, folding the front chassis leg and damaging the engine – and breaking a leg. Though it didn't stop him driving home – "It wasn't the main supporting bone, it was the little one

**'There were times when the stumpy special bloodied 250F noses'**

alongside" – he was out of action for much of 1978, an extremely rare gap in his relentless racing record.

Rover straightened the chassis for him, but the worst of it was that the VSCC 'recommended' that he did not install another 3-litre engine – too recent – so Frank had to revert to a 2.6.

"But driving the same car with less power was very frustrating, so I reapplied to the VSCC and they allowed me to put the 3-litre back. But it's really very standard – that's why it's so very satisfying to do well. At last year's BDC Silverstone meeting I was only a second or two behind a C-type Jaguar."

He reckons that the single-cam unit with its three SU carburettors puts out about 150bhp at the flywheel. Not much when you consider some of the machines which have fallen in its wake.

For a while Frank split his loyalties between VSCC and HSCC, where in 1986 he won the Pre-65 single-seater championship – aged 68. "Only because I was a consistent finisher," he points out modestly.

Throughout its history the Rover firm has been kind to its distant offspring. When the stub axles began to crack in 1970, the factory machined up new ones, and for the firm's 75th anniversary in 1980 Frank and car were invited to the Nürburgring . "Oh no, I didn't drive the old circuit," he says, looking slightly alarmed. "I just did a couple of demonstration laps of the new bit." That is the Rover's only trip abroad.

It's no stranger to showbusiness though – not only did it appear in *Dance with a Stranger*, the film about murderer Ruth Ellis, but also in a children's television programme fronted by Barbara Windsor and Mike Read.

Although Frank used to do all the work on the car, maintenance is now handled by local firm Marshall & Fraser – that's Ginger Marshall of indecently quick Reliant Kitten Special Saloon fame. Not that there's much work to do; with its production components it's been as reliable as any shopping car. No winter overhauls are required – Frank just puts it up on blocks until the season restarts. And when raceday nears, it's enthusiastic neighbours who load the car up and look after it at the circuit. Preparation is dead easy – there are no adjustments to worry about. Says Frank, "That's the beauty of it – we don't even have a choice of ratios. We just unload it, scrutineer it, and get on the track."

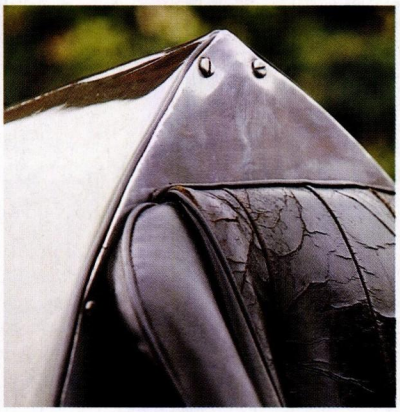
Even a casual look at the green machine

*TAIL PROFILE SEEMS TO ECHO VIKING HELMET BADGE; LEATHER SEAT HAS SEEN A FEW RACES. TRIPLE SU CARB SET-UP HELPS TO EXTRACT 150BHP (AT FLYWHEEL) FROM UNSOPHISTICATED 3-LITRE ENGINE; CAR'S FREQUENTLY SURPRISING PERFORMANCE DUE MORE TO EXCELLENT HANDLING AND LOCKHART'S DRIVING THAN EXCESS OF HORSEPOWER. MOST RECENT LOWLINE SNOUT IS MORE APPEALING THAN FORWARD-SLOPING VERSION*

confirms its production origins – the chunky suspension and steel wheels mark it out from the blue bloods it often races against. The driver sits at pre-war height, the seat perched high over the bulky pre-selector box and central propshaft. Like an ERA, the large wheel skews off sideways to clear the tall engine, situated practically between Frank's feet. Above a roller throttle, a big wooden lever like the haft of a bayonet slides through the gears, while the rev-counter shows a modest 5500rpm red-line, with peak power at 4500. A tiny pedal triggers a brake system which Franks declares cheerfully has never been very effective, though replacing the two tiny Austin 10 rear drums with a single unit on the locked axle has helped. It's never had a starter fitted, relying still on a hefty shove from behind.

Spanning the rear wheels is a Forth Bridge of a de Dion tube. It looks massive, but in fact the unsprung weight is low and the car rides comfortably on relatively soft springs, hence the impressive grip it has always boasted.

To accommodate the movement arc of the halfshafts, or 'plunge', something between final drive and wheel has to allow sideways



movement. Designers sometimes use telescopic shafts, and in the end the 2000 featured a telescopic de Dion tube; but King went a simpler route with the single-seater: the axles slide through the hub carriers. It's simple but tough, like the rest of the car. It has in the past been described as 'the ugliest racing car ever made', but that harsh comment came while it carried its previous forward-leaning nose; nowadays it carries a neater, retroussé snout more like the original. All the other body work is original, and while no-one could call it beautiful, it has a muscular appeal – like a friendly bull mastiff.

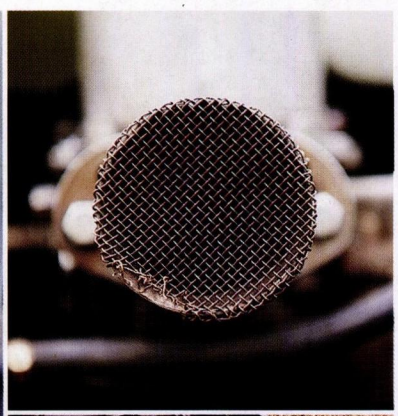
**'It's never had a starter fitted, relying still on a hefty shove from behind'**

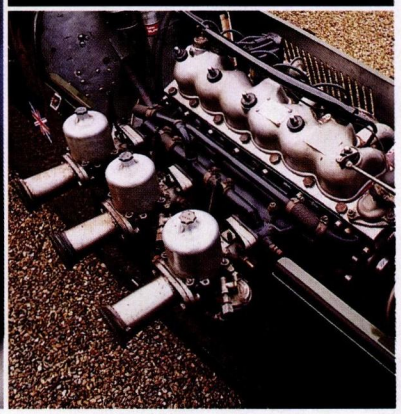
While proud he's still racing, Frank points out slightly wistfully that Lea-Francis expert Tom Delaney is some years ahead of him. Has he reduced the amount of events nowadays? "Oh yes, I probably only do about 10 or 12 races a season now." Only.

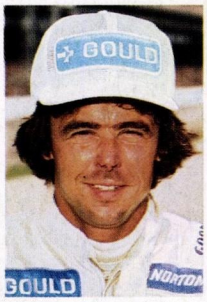
As we part he reverts to the question of helmets, and it turns out the other reason he's displeased is because he has just bought a new open-face one – because he recently came off his motorbike and his crash-hat took a bit of a bashing. It hasn't put him off; he still loves his 'bikes, and his cars, and he can't wait to fire up the Rover for their 37th season together.

Pound to a penny it will start first time. M












# ALL GOOD THINGS...

**RICK MEARS** 1982 INDIANAPOLIS 500

***FOUR OF RICK MEARS' 29 CHAMPCAR WINS CAME IN THE INDY 500 BUT, EVEN 18 YEARS ON, THE TIME HE LET THE RACE SLIP FROM HIS GRASP STILL AGGRAVATES HIM, HE TELLS DAVID MALSHER***

THE OMENS WERE GOOD FOR RICK MEARS. THE biggest race in the world it may have been, but he was never one to be overawed. In 1978, his first race at Indianapolis, he had started third on the grid, and the following year took pole and victory on his way to the inaugural CART championship. In 1981, he was champion again.

The reigning champ's tally of two wins from two pole positions in the opening rounds of 1982 also boded well. Penske's PC10 was a superb car which offered huge grip on corners, but was also easy on tyres, and so its handling remained consistent from pitstop to pitstop. Still, however good his car was, by the end of Indy's month-long qualifying, there was no doubting Mears' contribution to his pole position. A four-lap average of 207.004mph was almost 3mph up on his team-mate, Kevin Cogan.

Behind the Penskes, Patrick Racing's Wildcats of Mario Andretti and Gordon Johncock lined up fourth and fifth, and were considered the strongest threat to Mears' ambitions, despite having struggled for a handling balance between light tanks and full. Still, both Wildcat drivers were experienced and hungry for success – and it could be taken as read that third-placed man, A J Foyt, 21 years on from his first win here, would give his all in a March.

A J very nearly went missing at the start though, when Cogan got sideways, tagged him, and then spun in front of Andretti, leaving Mario with nowhere to go. Mario was furious: a whole month of qualifying had been ruined by a moment's inattention from a fellow competitor. Scrub one Penske and one Wildcat. But then, bearing in mind Gordon Smiley's horrific accident just a fortnight earlier, onlookers were just pleased everyone had stepped out without injury.

If both Andretti and Foyt were frustrated, A J at least still had a car in which to express his emotions: at the restart, he took the lead and stayed there for almost 100 miles. Mears, predictably his nearest challenger, was not too bothered.

"I still had something in hand. We didn't run away from everyone, but we didn't need to. That way we could save the tyres, the car, engines, whatever. The PC10 was a very good race car, definitely the quickest on the track all day long."

After the first fuel stops, Mears took the lead and then Johncock's Wildcat too, drove round Foyt. As long as they stayed healthy, this looked like being a two-car race. A J's bid for a fifth Indy victory descended into a morass of pit and car traumas ➳

All photographs: Indianapolis Motor Speedway



*The first start and Rick Mears has a huge lead – but the yellows are out already. Kevin Cogan has spun, been T-boned by Mario Andretti (here facing backwards), and a midfield fracas ensues*

*Close but no cigar, no trophy, no milk. Rick's Penske is beaten by the Wildcat of Gordon Johncock after 500 miles of racing. Just 0.16sec apart, it was the closest finish Indy had seen*

that would lead to his retirement, while the Marches Tom Sneva and Pancho Carter would only be of a threat should similar troubles afflict the leaders.

"We were just doing our normal deal," recalls Mears. "Working the first half of the race to get to the second half, tweaking the chassis and set-up at the pitstops, making sure it was right for the closing stages. Johncock and I were going back and forth with each other, just swapping places through pitstops, traffic. But whenever I got up to him, I didn't have any problems getting by him.

"So we had just followed our normal game plan all day long, and towards the end of the race, heading for our final stop, two things happened. I dived into the pitroad, and caught up with Herm Johnson who'd come into the pits just ahead of me. He just stopped in the fast lane before he turned into his pit, and I hit him. Fortunately we didn't damage a wing, but it still meant I stopped and then got going, adding three or four seconds to the stop. That hurt the fight between Gordy and I.

"Then when I reached my pit, we stayed in too long and took on too much fuel; we didn't need a full load to get to the end, but we messed up in that stop, and basically filled the car up. So in addition to the extra time caused in the incident with Johnson, and in addition to sitting in my pit for another three or four seconds that I didn't need, we now had a heavy car.

"Gordy, by contrast, had a good, clean in and out pitstop – splash and he's gone. So on the pitstops, once everything's settled, I'm about 12 seconds down with 12 laps to go.

"Well, my first thought was, 'No way, we won't catch him', because I'm effectively gonna have to go qualifying. But we started running as hard as we could, and I kept an eye on the clock and saw I was catching Johncock a second a lap, getting closer and closer. I just kept bearing down and, sure enough, we caught him, between Turns Three and Four coming onto the front straightaway to get the white flag, one lap to go.

"As I said, I'd never had trouble passing Gordy all day. So when I had a nice run at him coming off of Four, I thought, 'Go ahead, get it done instead of waiting.' I mean, we only had one lap left to wait.

"So I jumped outta the draft to his inside and my momentum carried me right alongside him, so that I actually had a nose on him at the start-finish line.



***The final pitstop: Mears has been delayed on entry, taken on too much fuel, and is now in a heavy car***

And all of a sudden, he reversed that momentum and came back at me. Now he was either using some boost that he hadn't shown me all day, or it was because I still had a half a load of fuel and he was running empty.

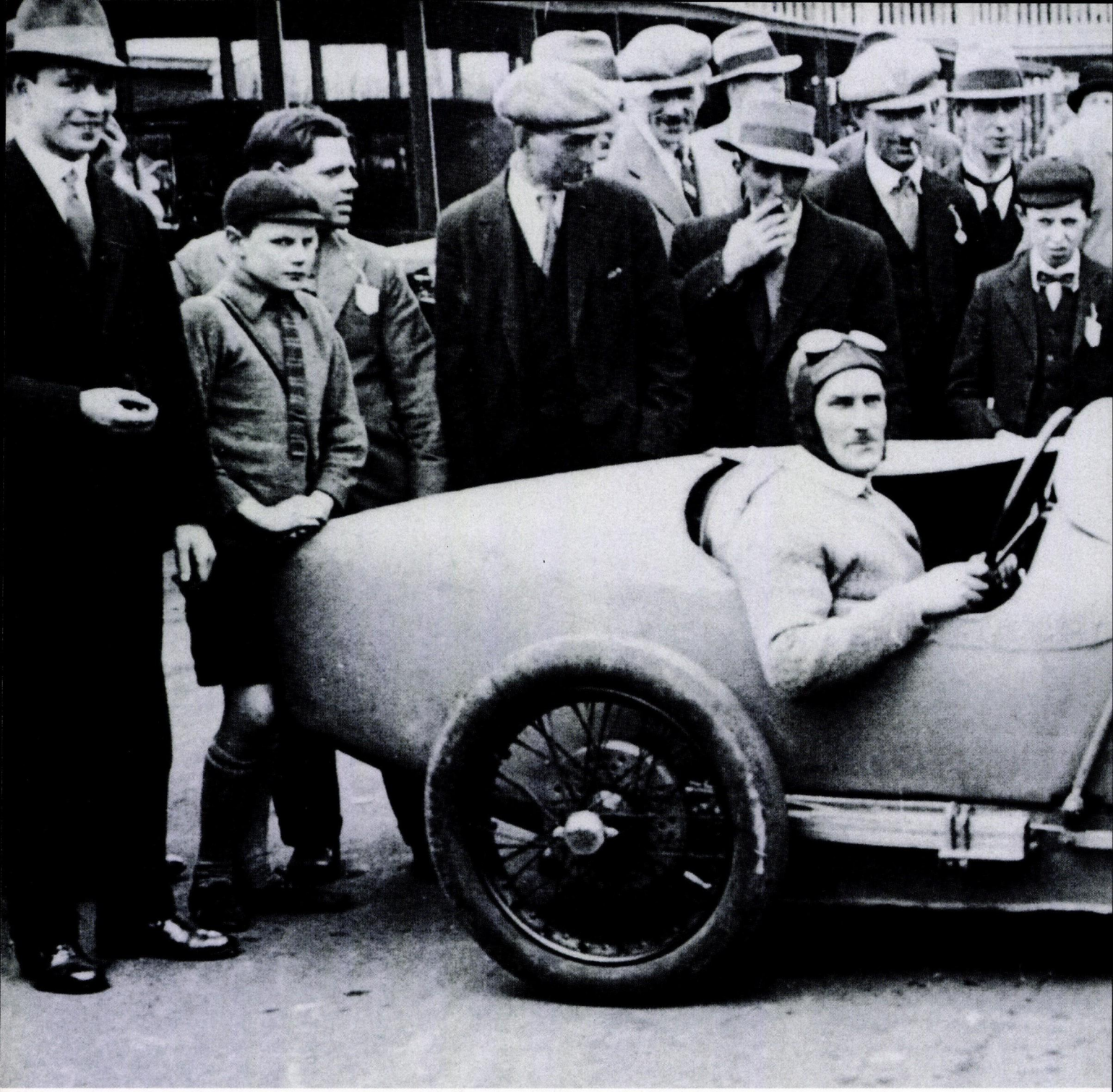
"Whatever, he had the nose going into Turn One so it was his corner, and I had to ease up, bob around in his turbulence. Obviously that lost me time, but I got the throttle down and cut the time. Going into Four, I was with him and pulled out, but it was too late, the start-finish line was there."

So, having done the hard part, charging through from 12 seconds down, and setting a new lap record of 44.88sec (200.535mph), Rick had shown his hand, made his move a lap too early, and lost the biggest race in the world by 0.16sec – hitherto, the Brickyard's closest finish. Mears has won four Indy 500s and set pole there six times. But, a pure racer, the way he lost the 1982 race bugs him to this day.

"Had I known what was going to take place, I would have waited until the run to the chequered flag, and just stayed close behind him on the last lap, made sure I got my distance right going into Three, to get the right amount of run on him coming out of Four. With the line being halfway down the front straightaway, by the time Gordon had the advantage again, it wouldn't have mattered.

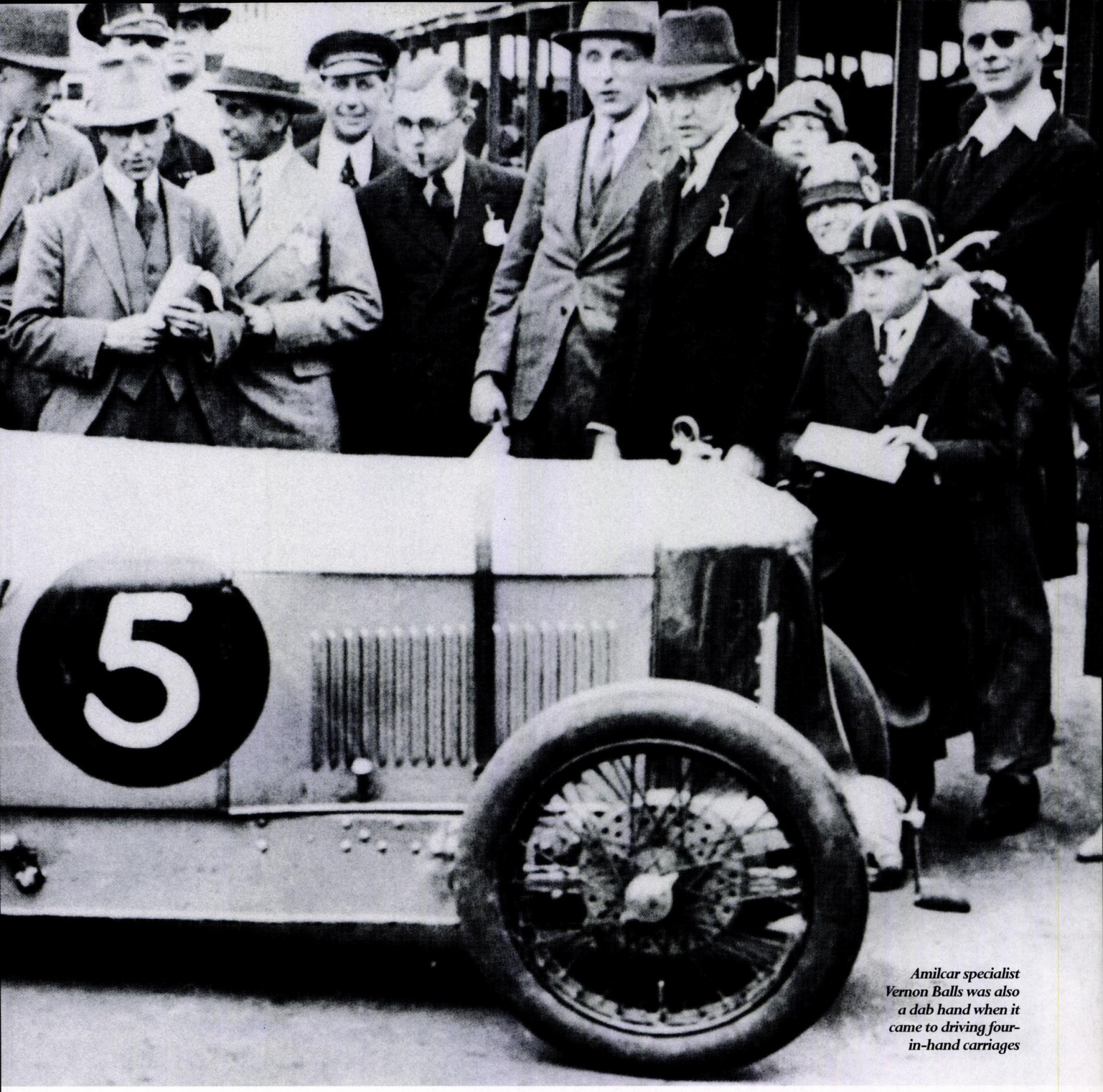
"That was '82," sighs Rick. "I was quite inexperienced at that point, and Gordon had been around a long time. But after everything I had experienced with him all day, there just seemed no reason to it.

"Still, the day you stop learning, it's time to go." M



# Face to face

***BILL BODDY REMEMBERS SOME OF THE RACING DRIVERS AND MOTORING PERSONALITIES HE HAS MET***



*Amilcar specialist Vernon Balls was also a dab hand when it came to driving four-in-hand carriages*

National Motor Museum

ONE OF THE FIRST PERSONALITIES I WENT TO SEE WAS Felix Scriven, because during the war I was posted to Harrogate and he lived in Bradford. He had successfully raced his 95mph Austin 20 'Sergeant Murphy' and the Scriven Special 'No No Nanette' or 'Mother Goose', the latter because it was stuffed with sage (a Sage engine). It was later given a Hooker engine, which handicapper 'Ebby' apparently heard was designed by Parry Thomas and duly adjusted the car's penalty. After his first win in the improbable Austin, a fellow competitor complained that it must have an oversize engine, and before the long haul back to Bradford, Scriven suffered the time-wasting process of stripping the head for the officials and refitting it.

I had interviewed John Bolster, of 'Bloody Mary' fame, long before he wrote for *Autosport* and raced an ERA. Wartime found him with a Delage DS/100, an Isotta-Fraschini, his mother's D6/70 Delage, the Brighton Run 1900 Panhard and a Rolls-Royce 20 *mit* gas producer, and the four-engined, 4-litre 'Mary', now laid up.

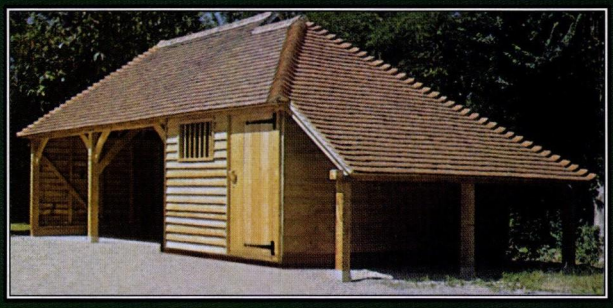
From Harrogate, my wife and I went to see Kenneth Neve, whose 1914 TT Humber had been discovered by MOTOR SPORT in a shed together with a 1914 Zust, which Roger Collings bought after reading my test of it, and which he still owns; Judy Neve now races the Humber. We had with us in the two-stroke Scott-engined Morgan 4/4, Ray Griffin, an all-round knowledgeable friend, an A-licence pilot and Bentley owner pre-war, who rode Neve's electric motorcycle, while I looked at his vintage cars, all described in his irresistible book,

ENGLISH HERITAGE BUILDINGS products

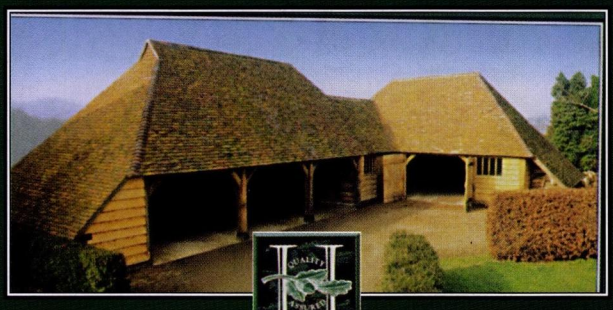
# TRADITIONAL BUILDINGS

BARN HOUSES, ANNEXES, GARDEN-ROOMS, GAZEBOS, GARAGES, OUTBUILDINGS, SWIMMING POOL-ENCLOSURES & STABLING









MADE FROM THE FINEST OAK ~
MARKET LEADERS IN QUALITY AND VALUE

BROCHURE LINE 020 8938 3828

Woods Corner East Sussex TN21 9LQ Web site http://www.ehbp.com

Scotland 01330 825517 Southern Ireland 00353 (061) 376716 00353 (087) 2562647

Belgium +323 685 2000 France +331 4614 8245 Germany +49 815 173677 Holland +31 522 241800

Our next adventures in

2001

**The Ringmeister Rally**
24th, 25th February



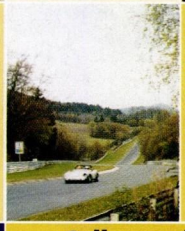


**Spring at the 'Ring'**
23rd, 24th, April



**Spa Evo Active & Spectacular Spa**
13th, 14th, 15th, 16th, 17th June
17th, 18th, 19th, 20th, 21st October

**Les Circuits X Sweden**
2nd - 8th September



**Autumn Blast**
3rd, 4th Spa
5th, 6th Nürburgring
November



**Call us to be on our mailing list?**

**Tel: +44(0) 1429 881812**

**Wheeltorque Ltd., 29 Station Road West, Trimdon Station, Co. Durham TS29 6BP**
**Tel: +44(0) 1429 881812 Fax: +44(0) 1429 880517**
**www.wheeltorque.net**

Wheeltorque

JUST TICKETS & JUST MOTORING

# GRAND PRIX RACING
# * HOSPITALITY *
# LE MANS

***INCLUSIVE ARRANGEMENTS** *Self drive to European events*

***TICKET ONLY SERVICE*** *THE BEST for all FORMULA 1 and to LE MANS (also camping & parking).*

***HOSPITALITY*** *Special viewing apartments in MONACO - Silverstone (also helicopters) - most European F1 - Le Mans.*

***MONACO** *Special 4 day flight with hotel in Nice also a one day flight (with Air Track ATOL 2989)*

For **FREE** brochure contact
**JUST TICKETS**
**1 Charter House,**
**Camden Crescent,**
**Dover, Kent, CT16 1LE**
**Tel: 01304 228866**
**Fax: 01304 242550**
**www.justtickets.co.uk**



Mr/Mrs/Ms.....

Address .....

.....Postcode .....

Event.....Ref: MS03/21

***Right: Cyril Paul (left) and Jack Dunfee accept the plaudits after victory in the Brooklands' 1931 BRDC 500-Mile Race. Sharing a 6½-litre Bentley, their average speed was 118.39mph. Below: Archie Frazer-Nash after winning the 1100cc class of the 1921 JCC 200-Mile Race in an ohc, four-valve GN. Archie ran non-stop***



Brooklands Museum

*A Bit Behind The Times* (Grenville, 1988).

In 1939 I interviewed, not a racing driver, but Claude Hill, who had designed the revolutionary post-war Aston Martin, which by winning at Spa in 1948 seemed to have proved itself. He was definitely an AM man, having begun with Renwick & Bertelli around 1924, and had started the engine of the R&B prototype. He went with AC Bertelli to Feltham and worked there, with two brief lapses, at Morris and Vauxhall. His Atom AM had a 2-litre pushrod ohv engine, begun in 1944 while dodging flying-bombs. I talked with the confident Claude in the disused fire station on Hanworth aerodrome, and plenty of technical 'meat' was disclosed to me by this Technical Director of Aston Martin.

Racing drivers soon followed. Cyril Paul was into marine matters when I found him but remembered his days with Dixon and the Rileys, the old 200hp Benz, and his Shelsley record in the Beardmore.

I recall going down to the Marina at Hove to renew acquaintance with Aubrey Esson-Scott. I had often seen him racing his immaculate black Type 51 Bugatti single-seater, in overalls to match. I was seen in full flight from it when he lost the car in practice at the Crystal Palace and left the course. I had also met E-S in London, when his mother brought him a special energy drink in preparation for his sport of punt-racing, on the Thames. Given a Brescia Bugatti when the Bugatti Owners' Club was formed, he graduated via a T35 to the special-bodied T51. His third hobby was Savile Row clothes, his collection later being donated to the V&A.

Next it was off to Kensington to see C E C (Charlie) Martin, who remembered his boyhood in the family mansion at Abergavenny, now a college. He had a motorcycle while at Eton and graduated to an ohc GN, a Brescia Bugatti and a £25 Lancia Lambda. Apprenticed to Austin's, he got a s/c Ulster A7 which gave him a second place in his first-ever race, at Southport Sands. After Austin's he had a rear-braked three-speed Frazer Nash but preferred the T37 Bugatti that replaced it. His competition career really commenced after an aunt had given him an L-type MG on his 21st birthday. And his love of racing, abroad as well as at Brooklands and Donington, is well known.

A great character, cheerful, carefree, Martin told me wonderful tales, such as being on his father-in-law's boat in the Baltic, then suddenly remembering the Deauville GP, so he had to hasten to it by train, and how on their honeymoon, his wife, reluctant to watch him competing, had to wait a long time before he walked back after overturning the Alfa Romeo at the Eifelring.

We talked of how he had been flown out to Molsheim by Shuttleworth to collect his 3.3 Type 59 Bugatti and, borrowing a mac, set off in the rain with the car in racing trim. It proved to have an unreliable transmission system and his P3 Alfa was the better proposition.

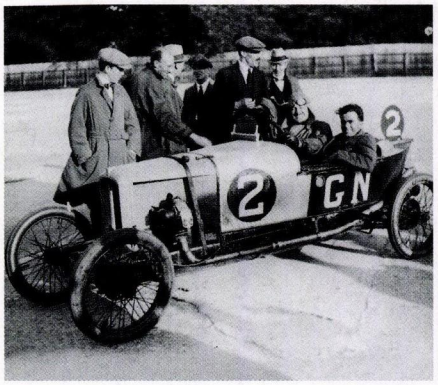
C E C's interest in Brooklands had been prompted in 1931 by seeing the versatile prankster Charles Brackenbury win a race. I regret I never interviewed this other great character, who once tried to set Jenks' beard on fire with a lighter when we were flying – to a race, of course.

Martin's cars were looked after by Symes and Brackenbury at Byfleet Motors, even the ex-Scuderia Ferrari P3 Alfa Romeo he bought from Luis Fontes for £1800, with 3.2-litre spare blocks. He also had the ex-Norman Black ERA, and his T59 Bugatti was No1, with engine No3, costing £2000 after a works overhaul.

On starting money, Martin told me, "At Budapest we got a handsome £25. Sometimes we only got a fiver, when you would go out and get rotten on it. There had been none at Nürburgring, but with prize money, the occasional meagre starting money, and the ackers we got from Esso, Dunlop and Ferodo, you might make £1000 a year."

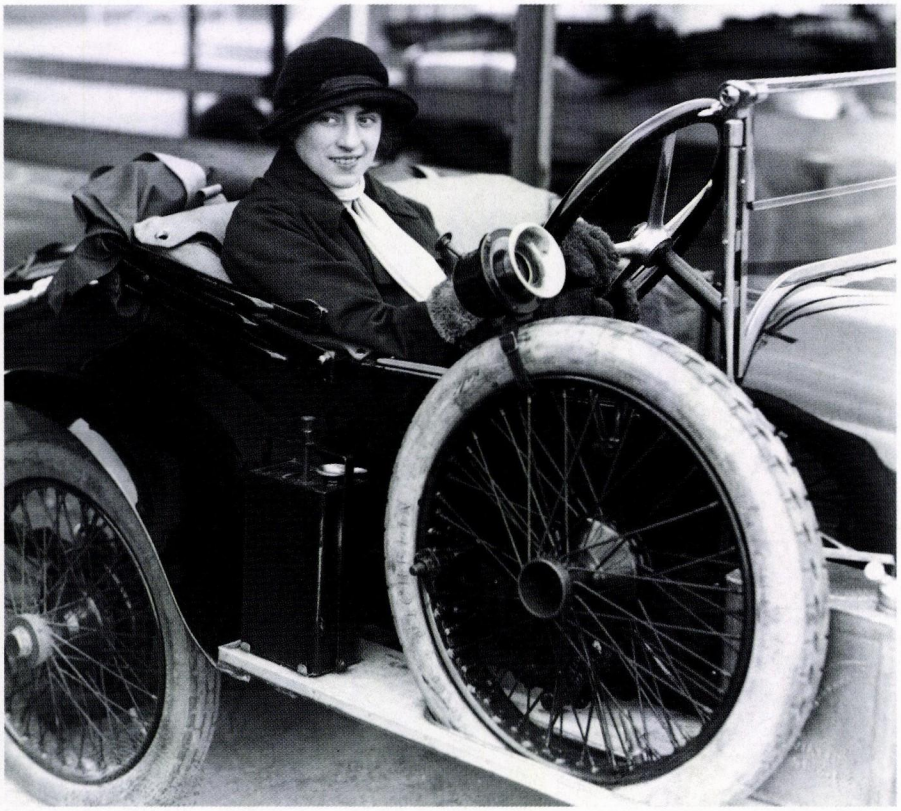
An even greater character than Charles Martin was WB 'Bummer' Scott, an all-round sportsman almost too large to get into his 'flatiron' Thomas Special. I went to visit him near Cambridge, long after his racing was over. He told me of the two greatest days in his life, when he scored the lone try for Cambridge in the Varsity rugby match at Twickenham, and when he beat Malcolm Campbell at Brooklands, both starting from the same mark in 1.5-litre GP Delages.

It was then up to Yorkshire to visit a former 30/98 racing driver, Col L Ropner, who had been notably successful, as the trophies he had had brought from the bank to show us confirmed. But when I enquired how he had made his Vauxhalls go quicker and quicker, he said he just sent them back to the Luton factory. So no technical titbits. Michael Tee and I had gone up to this majestic estate in Yorkshire in a road-test R-R Shadow. Our host, who was running a well-used R-R Cloud with a Police lamp ➠




National Motor Museum

**'I regret I never interviewed this other great character, who once tried to set Jenks' beard on fire with a lighter while we were flying'**



Brooklands Museum

*Left: Violet Corderey was very active at the Track in 1920, helping Gedge set several records in a Silver Hawk. But on this occasion she had to wait, for the Easter Monday meet was rained off. Below: Ron Horton (in beret) and Jack Bartlett (foreground) won the 1932 BRDC 500-Mile Race at 96.29mph in a streamlined 750cc MG Midget*



The Brooklands Society

## 'Jack Dunfee said driving at Le Mans was less exacting and exciting than lapping really quickly around Brooklands'

on its roof, asked to try this latest Royce. We could hardly refuse, any more than, when a halt was called in our conversation to watch the Grand National, in which he had a horse running, we could tell him that it had fallen at the first fence when he asked if we had heard the commentator mention it.

The Duke of Richmond & Gordon granted us an interview at his London address, saying I could park in his private space adjacent. I found it occupied by two other cars, but I locked mine, trapping them. The Duke was delighted, saying they had no right to be there; but I wondered whether I would find the Rover in the road with a broken window when I left. The Duchess was helping a maid to hang curtains and it was all very informal. We spoke of the Duke's racing, as the Earl of March, of his Bentley apprenticeship, and of his motor trade period, with Keville Davis and March, and with the Horden-Richmond aeroplane.

Jack Bartlett, whose first car was a Blériot Whippet, then a Brooklands-type A7 and an ABC, gave me an excellent insight into his racing exploits at Le Mans with Arrol-Aster and a Healey, and with a Monza Alfa and the Alta which was so successful in the Southport 100-mile races, and how he began at Brooklands in a supercharged Salmson, although I had declined to write a book about his motor-trading days.

On a trip to Canvey Island I met George Chaplin, who began with a £5 ABC before racing A7s. Prior to his s/c Ulster he had competed at the Track with two A7 Chummies, 'Mr and Mrs Flea'. Querying their names I was told the latter had (crankshaft) periods. 'Mr Flea' (1924) did 70mph. True; I have checked from an MCC one-hour High Speed Trial. 'Mrs Flea' (1926) was not so fast. We had gone to collect Chaplin's genuine ex-works orange TT Ulster A7, which Tom Lush was acquiring, in exchange for a Ruby A7 and some cash.

I left meeting Archie Frazer Nash rather late, as so much was known about the cars he had weaned, but we met in the end and cranes as well as GNs and 'Nashes figured.

There was a weekend, too, with the great Basil Davenport, discussing GNs and the invincible 'Spider', and a run in his normal 1922 GN. Maurice Falkner, who had forgotten I had been invited to dinner, turned up in the end, and if the food was overcooked, his reminiscences fully made up for this, starting with his Amilcar Six and going on to his Aston Martin period and Le Mans.

Vernon Balls was naturally all Amilcars, but his albums were also devoted to four-in-hands, of which family members had been expert drivers.

I tracked Jack Dunfee down to his farm in the delightful tract of open country between Stow-on-the-Wold and Burford and was interested when he said driving at Le Mans was less exacting and exciting than lapping quickly round Brooklands.

A 390-mile haul in an MG Metro from Wales to Wimbledon Common drew out Violet Corderey (Mrs Hindmarsh). She had forgotten having broken records in Silver Hawk and Eric-Campbell cars, but I was regaled about her long-distance Invicta runs, here and at Monza.

The enthusiastic G P Harvey Noble was very willing to discourse long and technically about his racing days, as the 'Mr Brooklands' of his era, having tested and raced such a range of fast cars, from his lap-record 132mph single-seater 750cc MG to the Bimotore Alfa Romeo. So long, in fact, that I had forgotten the address of the friend my wife had gone to visit when it was time to collect her.

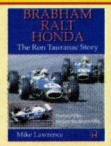
In 1981 I talked with Tom Delaney, at his Maida Vale works where some of G E T Eyston's record-breaking cars were built, about how he taught himself to drive, aged 10, in a Ruston-Hornsby, the exotic cars his father had dealt in, notably Delaunay-Bellevilles, and his own Lea-Francis racing, which Tom continues to this day. From the advent of the *Traction Avant* Citroën he became an enthusiast, but George Roesch told him they were rubbish.

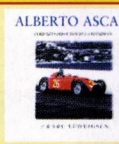
Later, discovering that Ron Horton lived near us in Herefordshire, I obtained a full account of his racing days, fast Morgans in speed-events and a 'softer' one for the Scottish Six-days Trial. Shelsley Walsh was tried in the Avon-JAP, leading to Robin Jackson building Ron the Horton Special with new Frazer Nash chassis and hot JAP vee-twin engine, and later an Alta power unit, class records falling to it. After which came the offset single-seater MG Midget and Magnette, with some significant results, including a win, with Bartlett, in the 1932 '500', and records. The Mannin Beg and other long races were also tackled, with T&Ts and faithful mechanic Fred Clarke working on the cars, so that the MGs were, by 1934, the fastest at the Track, with lap records of 116.64 and 123.58mph. RH then bought, for £990, a Maserati from Whitney Straight. But business was now the priority, and he gave up racing. M

# Mill House Books

Mike, Sarah and John of MILL HOUSE BOOKS offer a unique personal service. Books are double wrapped for added protection. Orders are despatched promptly (subject to availability) but allow seven days for UK delivery. Our post & packing charge for UK customers is only £3.60 for orders up to £50 and FREE over £50 (overseas rates below)
Space does not permit us to list all of our books. Telephone, fax, write or E-Mail for your FREE catalogue










## RACING

THE GREAT ENCYCLOPEDIA OF FORMULA 1 1950-2000 (Menard). Large two-volume boxed set, 864 pages, over 1200 photos, 425 colour paintings. Lots of statistics and all the information you need.....**£75.00**
AUTOCOURSE 50 YEARS OF WORLD CHAMPIONSHIP GRAND PRIX MOTOR RACING (Henry). 336 pages, over 280 photos offering definitive history.....**£40.00**
RIVALS: The Lancia D50 & Mercedes-Benz W196 (Nixon). 200 large pages on 1950s GP cars with special colour cutaway drawings..**£39.95**
MONTJVIC: 40 Years Of Motor Racing History At The Park (Izco). Enormous 589-page history of racing at Barcelona's Montjuich Park. Very detailed, hundreds of b/w and colour photos.....**£35.00**
LE MANS Vol 1: 1923-1974. A compilation of four previously published books - The Bentley & Alfa Years, The Jaguar Years, The Ferrari Years and The Ford & Matra Years. Hardbound, 698 pages.....**£54.95**
LE MANS Vol 2: 1975-1999. A compilation of The Porsche Years, The Porsche & Jaguar Years and The Porsche & Peugeot Years. Hardbound, 516 pages.....**£41.95**
LE MANS. Two-volume set.....**£94.95**
THE CORK MOTOR RACES 1936-1938 (Fitzsimmons). 32-page booklet.....**£4.50**
THE DUNDROD TT RACES 1950-1955 (Moore). 32-page booklet..**£4.50**
THE IRISH GORDON BENNETT RACE 1903 (Montgomery). 32-page booklet.....**£4.50**
THE 1903 IRISH GORDON BENNETT: The Race That Saved Motorsport (Montgomery). 224 large pages, 164 photos.....**£49.99**
THOUSAND MILE TRIAL 1900 (Bennett). Full story of the 1000-mile event which brought the motor car to the British public. 376 large pages, over 450 photos.....**£35.00**
DRIVEN: The Racing Photographs Of Jesse Alexander 1952-1962. 144 pages with 100 duotone photos covering GP and sports car racing...**£22.50**
SIXTIES MOTOR RACING (Cooper & Parker). Large-format 440-page book featuring 390 superb photos by Michael Cooper. Limited to 1500 copies.....**£195.00**
AMERICAN SPORTS CAR RACING IN THE 1950s (Lynch, Edgar & Parravano). Story of growth of sports car racing in USA. 172 large pages, 150 b/w and 50 colour photos.....**£29.99**
CAN-AM CARS 1966-1974 (McKinney). 112-page history.....**£12.99**
PRO SPORTS CAR RACING IN AMERICA 1958-1974 (Friedman). 196 large pages on the rise in popularity of sports car racing once it became professional.....**£27.99**
A FRENCH KISS WITH DEATH: Steve McQueen & The Making Of Le Mans (Keyser). 464 pages, 855 photos.....**£39.99**
GRAND PRIX WHO'S WHO (Small). Third edition of a statistical guide to every driver who has competed in a Grand Prix 1950-1999. 624 pages.....**£19.99**
MURRAY WALKER'S FORMULA ONE HEROES (Walker & Taylor). 192 pages, 200 colour photos.....**£20.00**
BOBBY RAHAL: The Graceful Champion (Kirby). Story of the successful US racer, now head of Jaguar's racing team. 256 pages.....**£24.99**
JACKIE STEWART: Triple-Crowned King Of Speed (Ludvigsen). 208 pages.....**£24.99**
STIRLING MOSS: Racing With The Maestro (Ludvigsen). Foreword by Phil Hill. Lavishly-illustrated large-format book.....**£24.99**
JUAN MANUEL FANGIO: Motor Racing's Grand Master (Ludvigsen). 208 pages.....**£25.00**
ALBERTO ASCARI: Italy's Great-Double World Champion (Ludvigsen). 208 pages on the 1952/53 champion with 250 excellent b/w and colour photos.....**£25.00**
DAN GURNEY: The Ultimate Racer (Ludvigsen). 208 large pages on popular US driver.....**£25.00**
Leatherbound edition of above signed by author.....**£100.00**
THE UNFAIR ADVANTAGE (Donohue & van Valkenburgh). New enlarged edition of the late top US driver's story.....**£34.99**
Softbound editon of above.....**£19.99**
PILOTI BIELLESI: Giovanni Bracco & Umberto Magliola (Fila & Russo). Italian-language biographies on two great sports car drivers. 206 pages.....**£24.95**
TOUCH WOOD (Hamilton, Scott & Nye). Originally published in 1968, Duncan Hamilton's classic autobiography has been reprinted. 168 pages.....**£29.95**
ROSEMEYER: A New Biography (Beinhorn-Rosemeyer & Nixon). Hardbound edition reprinted, signed by Chris Nixon, 191 pages.....**£24.99**
SHOOTING STAR: The Life Of Richard Seaman (Nixon). Detailed 230-page story of Britain's pre-war hero who raced for Mercedes. 130 b/w and 2 colour photos.....**£39.95**
TONY RUDD: It Was Fun - My Fifty Years Of High Performance (Rudd). BRM and Lotus engineer's biography. 352 pages.....**£19.99**
CATCHPOLE & THE F WORDS (Barry Foley). Compilation of the Autosport cartoonist's work from 1970 to 1994, 216 pages.....**£13.95**
FIRST AMONG CHAMPIONS: The Alfa Romeo Grand Prix Cars (Venables). Full GP history of Alfa from the pioneer days, through the golden era of Vittorio Jano designs, including the 158, to the brief return in the 1970s. 272 pages, over 200 photos.....**£30.00**
ALTA & CONNAUGHT, Unique Portfolio.....**£9.95**
AUTO UNION ALBUM 1934-1939 (Nixon). 272 pages, over 280 illustrations.....**£39.95**
COVENTRY CLIMAX ENGINES. Unique Portfolio.....**£9.95**
JAGUAR: The Sporting Heritage (Skilleter). 256-page motor racing history, over 500 colour photos.....**£35.00**
LOTUS RACING CARS 1968-2000: Dominance, Decline & Revival (Tipler). 160 pages.....**£14.99**
MASERATI: A History (Pritchard). Re-issue of 1976 book, 400 pages, 62 pages of photos.....**£39.99**
McLAREN SPORTS RACING CARS (Friedman). 192 pages, 300 b/w and 50 colour photos on McLaren's all-conquering Group 7 and CanAm cars of the 1960s and '70s plus the F1 Le Mans winner.....**£24.99**
THE LAST GREAT MILLER: The Four Wheel Drive Indy Car (Borgeson). 346 pages, many illustrations.....**£32.00**
PORSCHE RACING CARS: A History Of Factory Competition (Oursler). 192 large pages.....**£24.99**
PORSCHE IN MOTORSPORT: Fifty Years On the Track (Morgan). 192 pages on the evolution of the racing Porsche, 200 photos.....**£25.00**
PORSCHE 917. The Winning Formula (Morgan). 200 pages.....**£25.00**
PORSCHE TURBO: The Full History Of The Race & Production Cars (Vann). 160 pages, 100 colour and 25 b/w photos.....**£29.99**

## AMAZING SALE BARGAINS

KLEMANTASKI & ASTON MARTIN 1948-1959 (Nixon). Ultra large-format, 167-large pages featuring the best of Louis Klemantaski's b/w photos. Was £99.50.....**£49.99**
HITLER'S GRANDS PRIX IN ENGLAND: Donington 1937 & 1938 (Hilton). 224 pages, 75 b/w photos on the classic pre-war events. Was £19.99. For a limited period only.....**£14.99**
GRAND PRIX CARS 1945-1965 (Lawrence). Thoroughly researched A-Z of GP cars from one-off specials to top makes. 264 pages, 184 b/w and 16 colour photos. Was £19.95. For a limited period only....**£14.95**
FORMULA 1: 50 Golden Years (Tremayne). Published by the F1-50 Council, 116-page look at half a century of World Championship GP racing. Hardbound edition. Was £14.95.....**£3.99**
BRABHAM RALT HONDA: The Ron Tauranac Story (Lawrence). 288 pages, 60 photos, on the extraordinary engineer. Was £16.99. For a limited period only.....**£13.99**
AYRTON SENNA: As Time Goes By ( Hilton). A study of Senna written five years after his death. 304 pages mainly colour photos. Was £19.99. For a limited period only.....**£14.99**
50 YEARS OF BRITISH GRAND PRIX DRIVERS (Scherer). 240 pages covering 137 British drivers who have competed in half a century of GP racing. Was £25.....**£14.99**
JIM CLARK: Tribute To A Champion (Dymock). Excellent 256-page biography, 250 colour & b/w photos. Was £24.99. For a limited period only.....**£19.99**
ALL ARMS & ELBOWS (Ireland). A Personal record of seven years of success and tragedy, Innes Ireland's highly-acclaimed autobiography. 160 pages (one page has slight smudging). Was £19.95.....**£9.99**
GRAND PRIX DE MONACO (Schlegelmilch & Lehbrink). Extra-large format photographic book. 460 pages. Promotional price.....**£19.99**
MODENA RACING MEMORIES: Italian Sports Car & Grand Prix Racing 1957-1963 (Gauld). 160 pages, 125 b/w and 25 colour photos on the centre of Italian racing. Was £24.99. For a limited period only....**£19.99**
INTO THE RED: Twenty-One Classic Cars That Shaped A Century Of Motorsport (Mason & Hales). Track tests and technical descriptions plus 40-min CD of racing car sounds. 176 pages. Was £20.....**£9.99**
ASTON MARTIN (Schlegelmilch & Lehbrink). Large-format 260-page book covering history of Aston Martin with superb colour photos. Promotional price.....**£9.99**
COOPER (Lawrence). 160-page photographic history, 200 b/w photos. Was £10.99. For a limited period only.....**£8.50**
COSWORTH: The Search For Power (Robson). Fourth (1999) edition. 392 pages, 258 illustrations including colour. Was £19.99. For a limited period only.....**£14.99**
FERRARI 1947-1997: The Official Book (Cancellieri). Superb story of Ferrari with 408 extra-large pages and 1000 colour and b/w photos. Was £50. For a limited period only.....**£40.00**
CARS: The Early Years (Laban). Extra-large format. 352-page volume packed with expertly-captioned photos of the first 75 years of the motor car from the Hulton-Getty Picture Collection. A must! Promotional price.....**£19.99**

## NEW & FORTHCOMING BOOKS

THE BEAULIEU ENCYCLOPEDIA OF THE AUTOMOBILE (Georgano). Two volumes totalling 1780 pages listing 6871 makes of car, with 3556 b/w and 192 colour photos.....**£195.00**

CLASSIC ACs: Autocarrier To Cobra (McLellan). 224-page history, 200 b/w photos.....**£25.00**
AUDI QUATTRO: The Complete Story (Meredith).....**£19.95**
MEN AND MOTORS OF 'THE AUSTIN': The Inside Story Of The Longbridge Factory, 1905 To Today (Sharratt). 272 pages, 300 illustrations.....**£30.00**
FORD RS ESCORTS: The Complete Story (Robson).....**£19.95**
JAGUAR XJS: The Full Story Of Jaguar's Grand Tourer (Long).....**£29.99**
JAGUAR XK8 & XKR: Plus XK180 & F-type Concept (Blunsden). 128 pages, colour and b/w photos.....**£9.99**
THE LOTUS COLLECTABLES BOOK (Taylor). 256 pages, 1400 colour photos.....**£39.95**
MY LIFE FULL OF CARS (Paul Frere). 256-page story of the still-active 82-year-old motoring writer, former Le Mans winner and occasional F1 driver.....**£19.99**
PININFARINA: Industrial Art 1930-2000 (Prunet). 372 pages, 1000 illustrations including colour.....**£50.00**
WHEELS WITHIN WHEELS: An Unconventional Life (Lord Montagu). 322-page autobiography.....**£20.00**

## VIDEOS

2000 FIA Formula 1 Review (130m).....**£14.99**
2000 Le Mans 24-Hours (75m).....**£12.99**
2000 Coys International Historic Festival (120m).....**£12.99**
2000 Goodwood Festival Of Speed (100m).....**£14.99**
2000 Goodwood Revival (100m).....**£14.99**
2000 FIA World Rally Review (130m).....**£14.99**
The World's Greatest F1 Cars (120m).....**£12.99**
Ken Tyrrell: Surviving Formula 1 (52m).....**£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 1934-1939 - The Official Story (50m).....**£12.99**
History Of Motor Racing: 1970s (132m).....**£14.99**
History Of Motor Racing: 1960s (132m).....**£14.99**
History Of Motor Racing: 1950s (132m).....**£14.99**
BRM Story Vol 1: The V16 Years (60m).....**£14.99**
BRM Story Vol 2: The P25 Promise (60m).....**£14.99**
BRM Story Vol 3: V8 For Victory (60m).....**£14.99**
BRM Story Vol 4: 3-Litre Finale (60m).....**£14.99**
BRM Story. Boxed set of four tapes.....**£50.00**

***Tapes available in VHS PAL format only***

**VIDEO POST & PACKING:** Britain & Northern Ireland: £1.50 for up to two videos, £3 for three or more. 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 over £50 p&p. Overseas: £1.50 for each video. Because of post office regulation, videos cannot be sent abroad in the same parcel as books.

**POST & PACKING DETAILS FOR BOOKS: Britain & Northern Ireland:** £3.60 for orders up to £50, FREE over £50. British customers should remit by cheque or PO or write, telephone or fax using MASTERCARD/VISA/AMERICAN EXPRESS/SWITCH. Please quote expiry date and in case of SWITCH issue number. **Channel Islands & BFPO:** £3.60 up to £36.00; 10% of book value £36.00-£150; 7½% over £150. **Overseas:** inc Republic of Ireland - Minimum £5 up to £33.33 book value, 15% of value of books £33.33 to £150, 10% over £150. Air mail rates on application. Overseas customers should remit by £ sterling bank draft, Eurocheque or international money order or write or telephone using VISA, AMERICAN EXPRESS, EUROCARD or MASTERCARD number plus expiry date. US $ cheques/drafts also accepted.

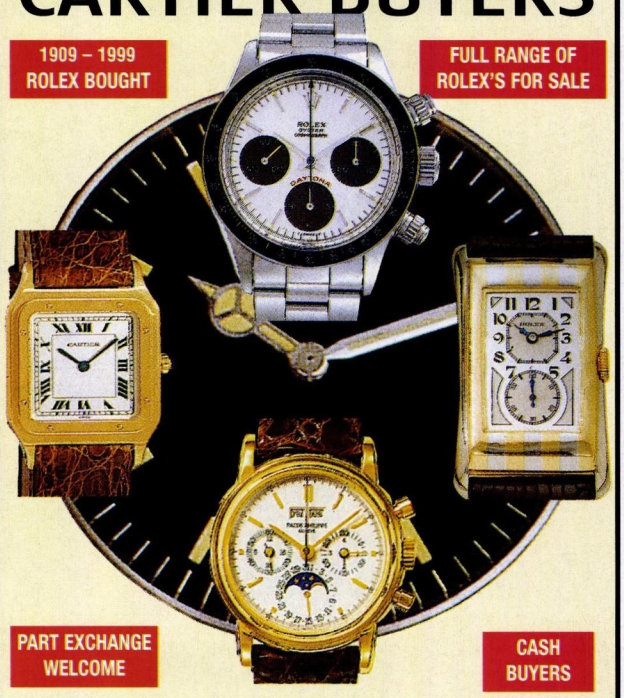
**MILL HOUSE BOOKS, The Mill House, Eastville, Boston, Lincolnshire, PE22 8LS**
**Tel: 01205 270377, Fax: 01205 270551, E-Mail: MHBooks2@aol.com** **Web: www.millhousebooks.com**

# THE ROYAL ARCADE WATCH SHOP

# THE ROLEX PATEK PHILIPPE CARTIER BUYERS

**1909 – 1999 ROLEX BOUGHT**

**FULL RANGE OF ROLEX'S FOR SALE**



**PART EXCHANGE WELCOME**

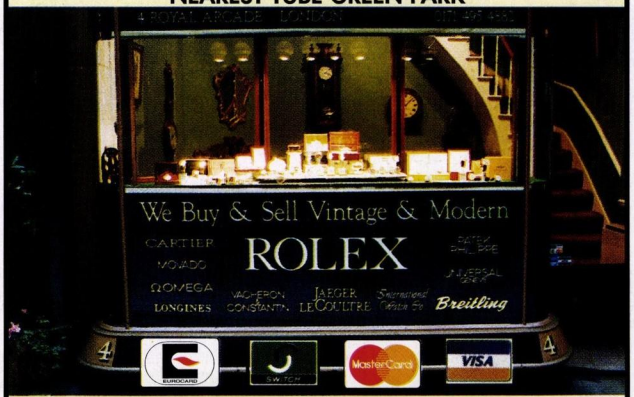
**CASH BUYERS**

**We pay the highest prices for modern and vintage:**
**ROLEX • PATEK PHILIPPE • CARTIER • IWC • BREITLING • PIAGET • VACHERON CONSTANTINE • OMEGA • JAEGER LE COULTRE etc**

**Please phone for offer or call in at:**

## ROYAL ARCADE WATCHES

**4 Royal Arcade, 28 Old Bond Street, London W1X 3HD**
**NEAREST TUBE GREEN PARK**




# Tel: 0171 495 4882

**Fax: 0171 493 4111**


Varley Racing

# VARLEY BATTERY

***VITAL BUT HEAVY, AND A LIABILITY IN AN ACCIDENT, OLD-FASHIONED BATTERIES SIMPLY DID NOT PASS MOTOR RACING'S ACID TEST. BUT THEN SOME BRIGHT SPARK IN THE AEROSPACE INDUSTRY SOLVED THE PROBLEM – WITH KITTY LITTER! KEITH HOWARD EXPLAINS***

**photography by Charles Best**

A recurring theme of this series is that new components and technologies introduced into motorsport often have their origins in the aircraft industry. This is not surprising: aircraft components have to be lightweight, yet capable of demonstrating excellent reliability under operating conditions where they are exposed to high levels of vibration and extremes of temperature. Race car requirements are much the same.

In the case of the Varley Green Top battery, still more similarities came into play. Conventional lead-acid batteries are bad news in aircraft because if you turn them upside down they leak sulphuric acid. For the same reason, they're not very welcome in a racing car because of what might happen in a shunt, acid burns being every bit as nasty as those caused by fire. Aircraft – piston or jet – also need a battery that can produce high short-term currents for engine starting, another requirement mirrored in many motorsport applications.

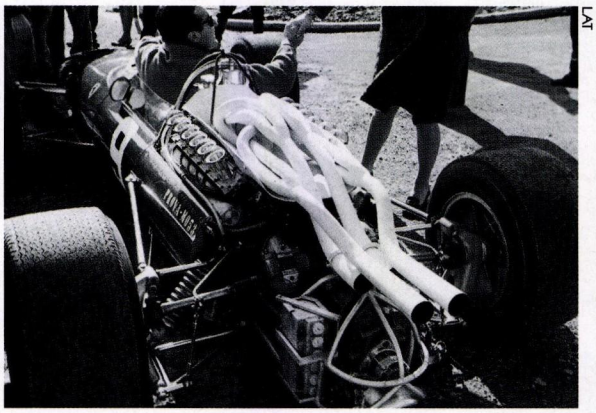
There was an inevitability about aircraft battery technology making the transition to the racetrack, which it eventually did in the form of the famous Green Top, adapted from Varley's own aircraft products. Varley, a British company owned by Berec (the British Ever Ready Company), had begun making aircraft batteries during WWII. Its design combined two important features.

First, it used a larger number of thinner plates than a conventional lead-acid battery, which gave it improved cranking performance for the weight. As a rule of thumb, cranking performance was typically two to two-and-a-half times better than that of a conventional battery with the same capacity.

Second, the Varley design immobilised the liquid electrolyte using plate separators that contained fuller's earth. Plates and separators were compressed together to form a solid but porous block, into which the sulphuric acid electrolyte was absorbed. It would eventually leak out if you inverted the battery for a protracted period, but it was vastly safer than the conventional alternative.

For readers who've only encountered fuller's earth in cat litter, a few words of explanation. A natural deposit, it comprises mostly hydrated aluminium silicates plus metal ions such as magnesium, sodium and calcium, locked within their structure. Originally used by textile workers (fullers) to clean wool fleeces, whence it gets its name, it is widely employed in industry because of its high absorbency for oil and grease. Unlike clay, which it otherwise resembles, it crumbles rather than forming a plastic solid when exposed to water. So to use it to absorb battery acid, it has to be supported somehow – a technology Varley mastered in its aircraft batteries.

When exactly the Green Top was first offered for sale to the motor-racing community I haven't been able to determine, but it was certainly in use in F1 by the early '60s. The Lotus 25, for example, used a Varley and exploited the chance to place the battery wherever was most convenient for weight distribution, access or packaging. Ahead of the driver's seat, under his knees, became a standard position – unthinkable with a battery that might leak in a roll-over.



LAT

***With no chance of a leak, a Varley battery can be stowed like so***

Modern F1 cars don't have on-board engine start, of course, but the Varley Green Top enjoyed a long career in the premier formula before off-board starting became the norm. Ferrari, which resisted the change longer than any other team, was still using a Green Top to fire up the T4's flat-12 in 1979.

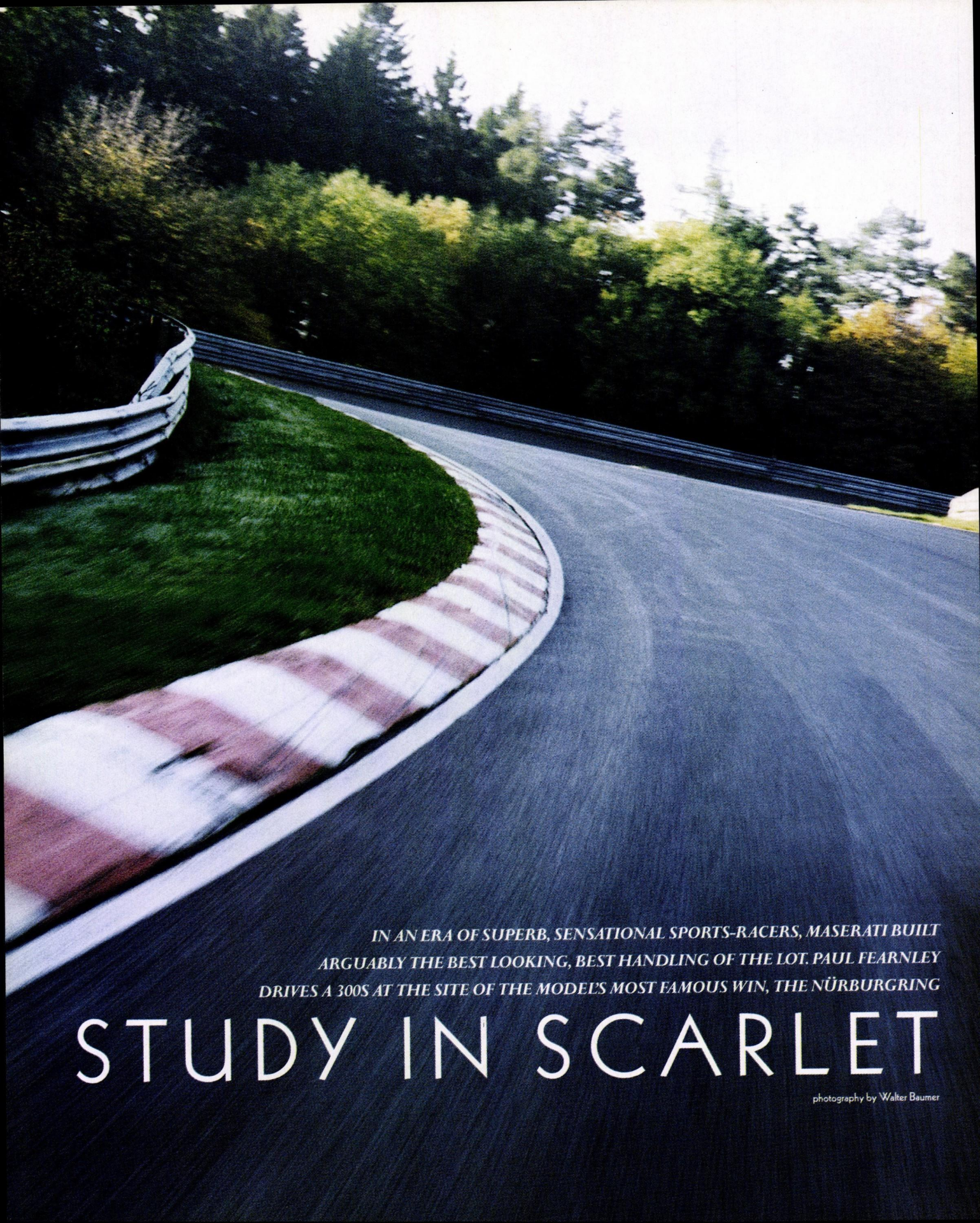
Ironically, the Varley bowed out of F1 just before the major technical change that gave birth to the Red Top, an even safer battery. In the early 1980s, Varley was bought by the American battery manufacturer Gates Energy Products. Gates had invented the truly sealed lead-acid battery, and it quickly melded its know-how with Varley's to produce the SBS – sealed battery system – launched in 1983.

Previous lead-acid batteries had had to incorporate vents in their casing because of what happens when they are overcharged. Once the battery can accept no more charge, the charging current begins to electrolyse the water within the electrolyte, producing hydrogen and oxygen gas. To prevent a dangerous build-up of pressure, these have to be vented to the outside. This is why old types of lead-acid battery had to be topped up occasionally, because gassing reduced the volume of electrolyte. Even the Green Top could be topped up, although it was a somewhat arcane procedure: extra electrolyte was added, the battery was allowed to stand while the fuller's absorbed it, and any excess was carefully poured off.

What Gates had developed was a means of remixing the hydrogen and oxygen within the battery to reform water, a process known as gas recombination. Again, it was the separators between the plates which were the key to achieving this. Oxygen is evolved from the positive plate before hydrogen is produced from the negative plate, so the essence of the technique is to transport the oxygen across to the negative plate before hydrogen is released, the recombination taking place within the spongy lead on the plate surface. In practice, a recombination efficiency of greater than 95 per cent is achievable this way, which means the battery case can be sealed, save for a pressure relief valve that limits overpressure *in extremis*.

Gates' neat AGM (absorptive glass mat) separator did this by using thin borosilicate glass fibres. As well as absorbing the electrolyte to their surface – mimicking the function of the fuller's earth in the original Varley design – these also provided a path for the transport of oxygen.

Gates was taken over by Hawker, the world's largest manufacturer of industrial batteries, in 1993. The Varley name is no longer used but the battery lives on, under the name of Red Top, manufactured by Hawker Energy Products for DMS Technologies in Hampshire. Today's product range is wider than ever, encompassing capacities from 8 to 51 amp-hours, and the batteries are still used in high-level competition. Prodrive and Ralliart, for instance, fit them in their Subaru and Mitsubishi WRC cars. M



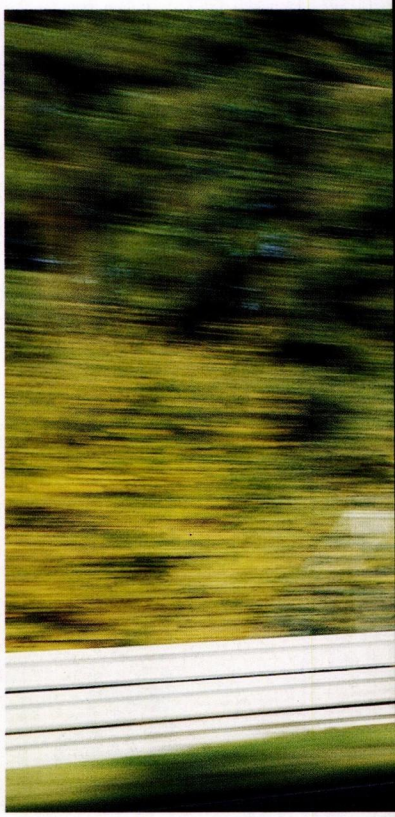
*IN AN ERA OF SUPERB, SENSATIONAL SPORTS-RACERS, MASERATI BUILT ARGUABLY THE BEST LOOKING, BEST HANDLING OF THE LOT. PAUL FEARNLEY DRIVES A 300S AT THE SITE OF THE MODEL'S MOST FAMOUS WIN, THE NÜRBURGRING*

# STUDY IN SCARLET

photography by Walter Baumer







***My dad always told me that if you can't do something, at least look like you can – hence period garb. Some things never change – 300S cockpit is for jockey-sized racers***

WHEN I THINK FERRARI SPORTS-RACERS of the late 1950s, I think foundry; unburstable engines, sturdy gearboxes, beefy back axles. I also think 'bit rough around the edges' – show put to the sword of go. When I think of their Maserati counterparts, I think machine shop; superb detailing, neat design touches, polished finish – show echoing go. I think tubby genius Medardo Fantuzzi, hammer in hand, bucking and forming another sensuous shape; I think legendary test driver Guerrino Bertocchi sliding another superbly-balanced chassis around Modena, or giving it the gun down an *autostrada*.

Ferrari might have had the last laugh over their impecunious across-town rival, an unstaunchable flow of new bodies and engines, combined with sheer weight of numbers and impressive reliability, pummelling them into submission, but Maserati could allow themselves a knowing smile. For it was they who had produced the better car: the 300S. Just ask Stirling Moss. He loved it, felt at one with it. Thirteen 300S starts (plus three team-mates' car secondments) brought him nine wins, three seconds, a third, a fifth – and two retirements.

The most famous of these victories was achieved here, on the Nürburgring's Nordschleife. It was a typical Moss comeback charge, his delight in racing adversity verging on perversity. His early lead in the 1956 1000 Kilometres came to nothing when a rear spring broke away from the chassis with co-driver Jean Behra's stint but a few laps old. Team boss Nello Ugolini swiftly commandeered the second works 300S, originally assigned to Piero Taruffi and Harry Schell, and the chase was on.

The prey, no less, was Juan Manuel Fangio, sharing a Ferrari 860 Monza with Eugenio Castellotti. Behra got to within 10 seconds of 'El Chueco', the powerful but live-axled Ferrari cumbersome compared to the Maserati, but the rescheduled handover put Moss more than a minute behind his great rival. It was a situation he relished. His action plan? To brake later and get on the power earlier.

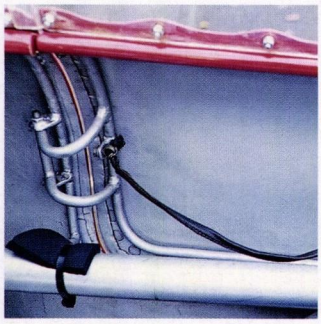
His genius is without question, but this simple-to-say process was made possible by the peerless 300S. It could have been built especially for the Nürburgring being, for all intents and purposes, a two-seater 250F: gobs of torque from its long-stroke (90mm) 3-litre straight six, excellent traction via its 250F-derived de Dion, transverse leaf spring rear end, and well-mannered handling as befits a car with copycat 250F weight distribution, wheelbase and track. A fired-up Moss sliced six seconds a lap from Fangio's lead, so that when the Ferrari pitted for a splash-'n'-dash, Stirling swept by to win by over half a minute.

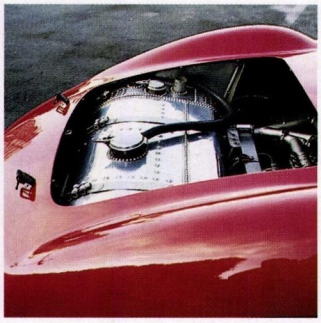
**'Ferrari had the last laugh, but Maserati could allow themselves a knowing smile. They had produced the better car: the 300S'**

And now here I am picking carefully over the same ground. Jackie Stewart's 'Green Hell' description of the Nürburgring has taken on a russet-red-orange hue with the onset of autumn. The surface is wet-dry-damp on a bright morning and there are enough leaves mulching on the track to cause Railtrack-type paranoia.

Undaunted, the 'Ring's regular biker loons are champing on their chin-straps. I, however, face a dilemma. This car needs to be driven with the right foot, its heavy worm-and-sector







*Above: Chassis consists of massive ladder frame with elliptical and round outriggers for the body. Below: Massive 120-litre fuel tank was perfect for long-distance races*

*This is perhaps the Maser's worst angle, appearing ever-so slightly slab-sided – exhausts don't help. And if this is the worst, it must be one of the most beautiful cars ever*

steering verging on spear-carrying status when matters are conducted as they should be. But this car is worth six times more than my house, is sensationally svelte and boasts a works, repair-free chassis and body. This is no time to be a hero, that was Stirling's job, this is a time to savour. A place to savour too, especially as only the run to the Karussell accesses my recognition chip. I'm green when it comes to the 'Green Hell'. A bit yella, too.

Every 300S is picture perfect pretty, but this particular one, Hartmut Ibing's chassis 3056, is the Sophia Loren of the lot, with its long-nose body and chrome side grilles glinting in the low sun. It's a seductive process, the way its headrest fades into that shapely rump, the way the rear wheelarches fractionally break the plane of the Dunlop racers before they sweep around, down and away from those purposeful, heavily-offset Borranis and their *Ben Hur*-chariot spinners. Superb detailing flows into neat design touch flows into polished finish to provide the classic shape of the era. It's sublime, yet given an aggressive edge by a slightly nose-up, hunkered-down-tail stance that suggests never-ending acceleration, even when stationary. A car poised on muscular haunches.

The 300S first pounced in 1955, and 3056 was the sixth chassis to emerge from the factory, and the first to find itself in European privateer hands, Swiss Robert Jenni taking delivery of it on 20 June 1955. Fellow countryman Benoit Musy received his the following day. Beating Ferrari was almost the model's secondary purpose; its first was to earn much-needed money for the Orsi brothers, Omer and Adolfo, Maserati's owners, which is why the first three that rolled out of the door and onto Viale Ciro Menotti were shipped directly to America. Unlike Ferrari, who made a bewildering menagerie of models, Maserati, once happy with a prototype, tended to put it into production, and then gradually develop the basic design thereafter.

What they did change at will – displaying a sleight of hand that any Mississippi riverboat huckster would be proud of – were chassis numbers.

**'And paperwork, I am happy to report, was bottom of Maserati's list of priorities – if such a list existed, of course'**

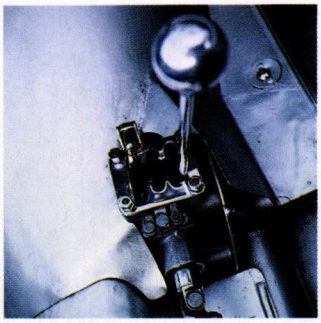
And paperwork, I am happy to report, was bottom of Maserati's list of priorities – if such a list existed, of course – so the historian plunges into murky waters. There's even debate about how many 300S were built – 28 or 30.

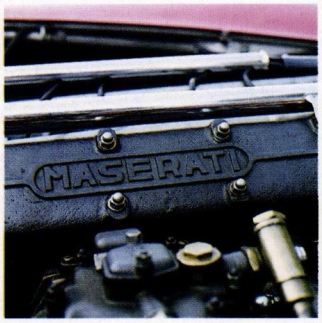
What we do know is that Jenni's first notable 300S act was to loan 3056 to his good friend Baron Emmanuel de Graffenried, who finished second with it in the Lisbon Grand Prix on 24 July 1955, after which the car was sold back to the factory.

The rest is conjecture.

It would seem that the car had a long-nose body fitted in 1956, but there is no record of it racing, certainly not internationally, that year.

It then reappeared at Le Mans in 1957, when co-driven by Joachim Bonnier and Giorgio Scarlatti. At least the chassis number reappeared, for this car boasted the five 'shark's gill' air outlets just behind the front wheels, part of the third and final 300S body shape, whereas 3056 today features the three-bar grille outlet, part of the second phase. It ran as high as 12th before the clutch failed after 73 laps. ➠






***Above: Simple up-and-over catch prevents any calamitous selections of reverse. Unit is delight to use. Below: Long-stroke 250F power unit was outgunned by its rivals***




***Outside the 'Ring's old garages. The 300S scored its greatest win here, as did its single-seater cousin, the 250F. That's because Maseratis had better chassis than Ferraris***

The car's next outing was at the Venezuelan Grand Prix in Caracas, the final round of the sportscar world championship. The race proved an unmitigated disaster for the hard-up Maserati, three of their works cars being badly damaged in accidents, as was the Temple Buell-run 450S of Masten Gregory.

Bonnier was running third in 3056, and being caught by team-mate Schell in a 'big banger' 450S, when a blow-out caused the Swede to spin right in front of the happy-go-lucky racer. The pair collided. The 450S hit a wall and burst into flames, while 3056 smashed into a lamp post, knocked it flat, and was bent like a banana. Or was it?

Many historians now believe that the wrecked 300S was chassis 3072, which puts the kibosh on suggestions that 3056 had to be rebuilt using chassis 3077. Maserati actually entered four cars for this title-decider, but one them didn't make the grid. And one of them was a 300S fitted with a V12, a fact clearly shown by a photograph in Tom Burnside's superb book, *American Racing*. And this car carries Bonnier's race number, six. On which would you put your money making it to the start – the tried-and-trusted straight six or the new-fangled, tricky V12? Were the engines (or, even easier, the numbers) swapped? Did 3056 sit on the sidelines and miss the demolition derby and so begin its life in Argentina with not a mark on it? Ace 300S restorer Steve Hart, who has been under a host of these cars at one time or another, says there is no sign of damage on 3056 today.

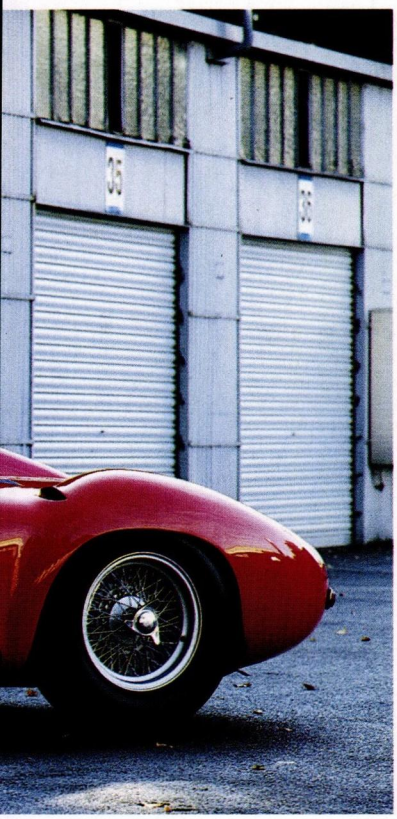
**'Chassis numbers mean nothing when the ignition is flicked, fuel pumps tick and the little light in the starter button glows'**

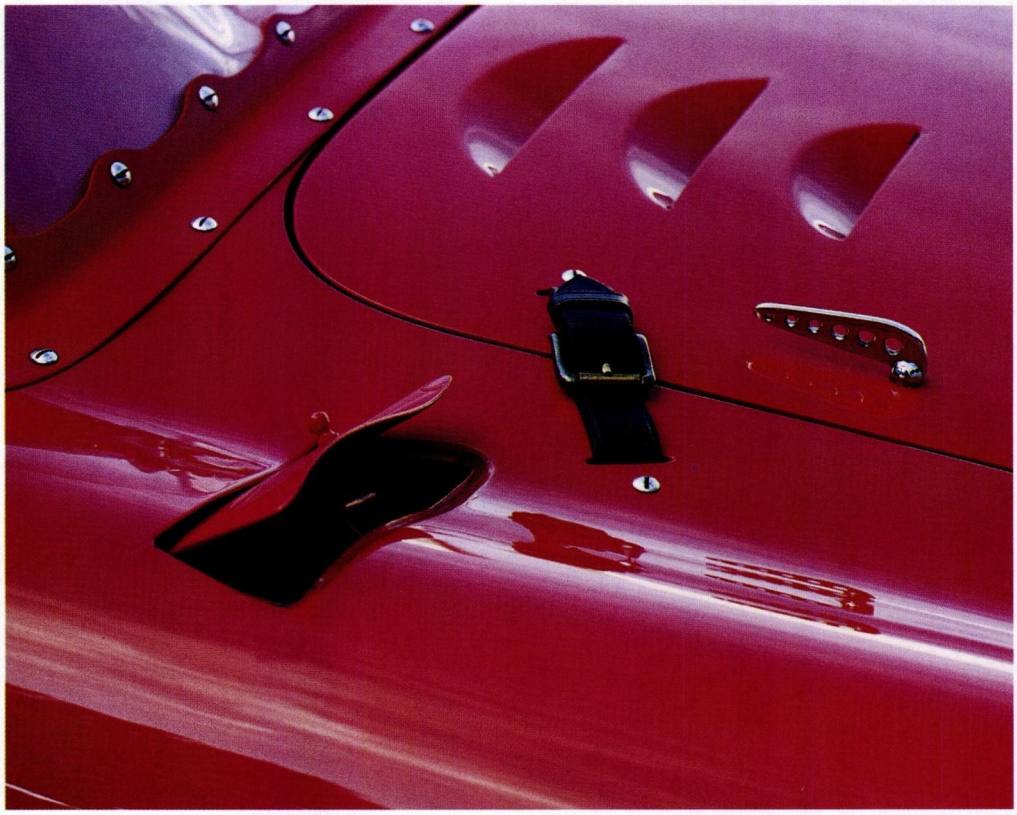
One suggestion is that the car acted as some form of factory testing hack. Does this explain its lack of racing in 1956? Does this explain why it was only one of two 300S to be fitted with the needle-roller-bearing five-speed 'box (probably in '57)? This unit was being developed for the car Maserati was pinning its F1 hopes on, the V12 250F. Would a privateer sportscar be given such an important task? Added to this, Hart believes 3056 was fitted with a different engine at some point. A 3-litre V12? Finally, 3056 features the bigger 450S drums front and rear – a common tweak on the fronts only.

So this car would appear to be a works-favoured example. And if it had a testing/development role, might it also act as a donor car? Does this explain why some of its bits appear on other cars? Chassis 3077 has carried rear backplates marked 3056 and 450S front brakes stamped 3066, another 300S. These three cars seem to be linked, intertwined even. The singleton 300S at Le Mans in '58, co-driven by owner Francesco Godia and Bonnier, is listed as 3066, yet it bears all the marks of how 3056 looks today.

The speculation is endless. And I have just added to it. Sorry. But there are two things I know for sure: the car is here, and I am in it. Chassis numbers mean nothing when the ignition is flicked, fuel pumps tick and the little light inside the starter button glows. Press here. Now.

The car has stood for months in the Nürburgring museum alongside Fangio's 1957 German GP-winning 250F, another prized Ibing possession, but a few squirts of fuel down the chokes of its three Weber 45DCO3s has it spitting, then firing. That extra





*Sting in detail: bonnet catches are drilled within an inch of their lives; leather bonnet straps were feature of Le Mans 24 Hours contestants; note unusual wavy cockpit coaming*

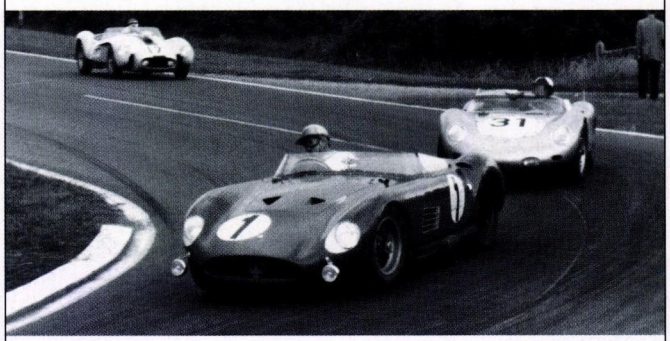
15mm of stroke above and beyond the 250F, and those marginal silencers on the over-under twin exhausts, give it a deeper sound than its single-seater cousin. A darker sound. An unseen thumb jabs my solar-plexus.

I note the 'bent tube' door hinges and the leather strop door handle. Lightness is everything. Maserati must have spent hours aligning the holes on a jig and then welding them all together. Even the flared swing-wing bonnet and boot catches have five holes drilled in them, varying in size from small to tiny to teeny-tiny.

The wood-rimmed, three-spoke wheel sits closer than I'd anticipated – no straight arms here – and to my left lies the understated gearlever, slumped flaccidly, return spring-free, in the top gear plane. This lacks the mechanical 'I'm home!' chonk of a Ferrari unit, but proves a doddle to use, moving swiftly and easily up, down and across the gate, and only requiring two stabs of the clutch for downchanges. It is the best Maserati transaxle of them all, providing a quicker change, closer ratios and a

**'Lightness is everything. Maserati must have spent hours aligning the holes on a jig and then welding them all together'**

## 'IF I SAID YOU HAD A BEAUTIFUL BODY...'

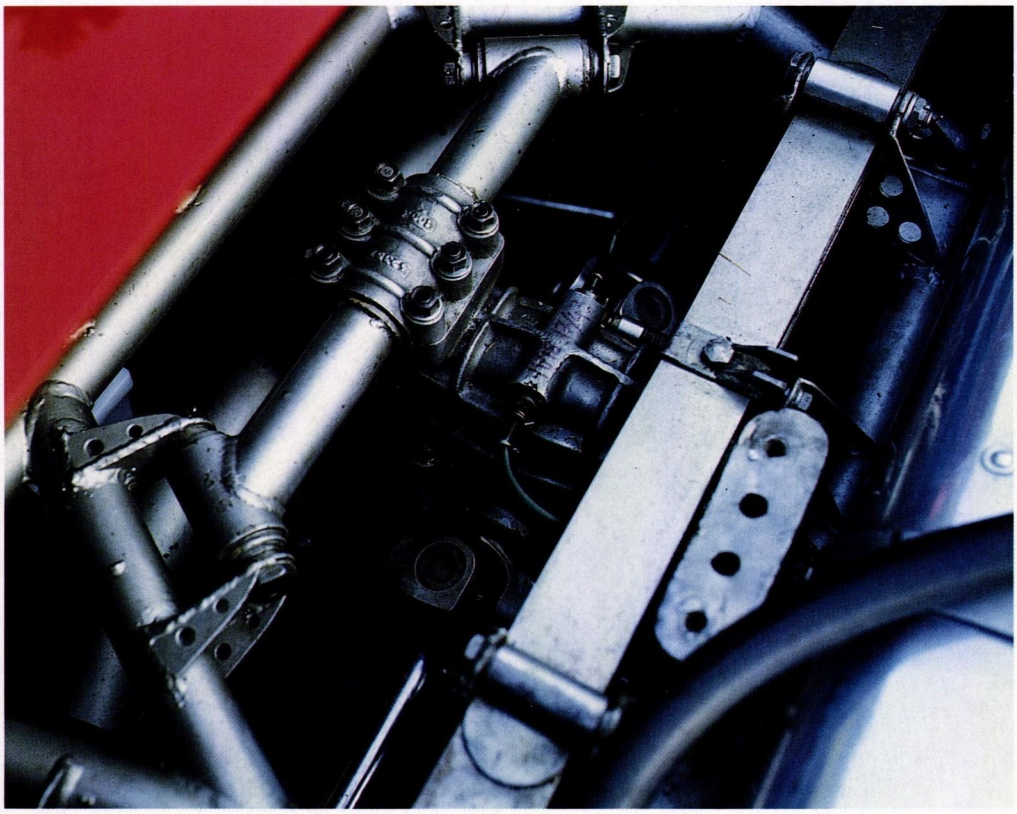


Geoff Goddard

*Chassis 3066 at Le Mans in 1958 (above) bears striking resemblance to 3056 today – whereas the car billed as 3056 at Le Mans in 1957 (below) features the later style body, complete with five 'shark's gill' air outlets*



Louis Klementaski





*Hefty leaf spring and chassis members contrast with dainty, finned transaxle. Drivetrain was car's weak point. Gearbox was difficult to access for mechanics*

## SPECIFICATIONS 1955 Maserati 300S (chassis 3056)

**ENGINE**

**Type** ... ... all-alloy, 6-cylinder in-line, DOHC, 2 valves per cylinder, hemispherical combustion chambers
**Capacity** ... 2992.5cc
**Bore/stroke** 85 x 90mm
**Comp ratio** ... 9.25:1
**Max power** ... 260bhp @ 6500 rpm
**Carburation** ... 3 Weber 45DCO3s
**Oil system** ... dry sump
**Fuel system** ... 2 electric pumps plus 1 mechanical pump
**Ignition** ... ... Marelli, double with two magnetos

**DRIVETRAIN**

**Transmission** 5-speed transaxle, needle-roller bearings
**Clutch** ... ... dry, multi-plate
**Final drive** ... 3.6:1

**CHASSIS**

**Type** ... ... ladder frame
**Suspension (f)** independent, coil springs, unequal-length wishbones, hydraulic Houdaille lever-arm dampers
**Suspension (r)** de Dion, transverse leaf spring, hydraulic Houdaille lever-arm dampers
**Brakes (f)** ... 350 x 60mm, hydraulically-actuated, finned and ventilated alloy drums, iron liners, twin leading-shoe
**Brakes (r)** ... 340 x 50mm hydraulically-actuated, finned and ventilated alloy drums, iron liners, twin leading-shoe
**Steering** ... worm-and-sector
**Wheels** ... ... Borrani, centre-lock
**Tyres** ... ... Dunlop, 5.50 x 16 (f), 6.50 x 16 (r)

**DIMENSIONS**

**Length** ... ... 4150mm
**Width** ... ... 1450mm
**Height** ... ... 980mm
**Wheelbase** ... 2310mm
**Front track** ... 1335mm
**Rear track** ... 1255mm
**Dry weight** ... 730kg
**Kerb weight** 880kg

**PERFORMANCE**

**Top speed** ... approx. 160mph

**'I note the fuse box. From the top it reads: *claxon, fari antinebbia, cruscotto, avviamento*. Why does it sound better in Italian?'**

more useable first gear than the others.

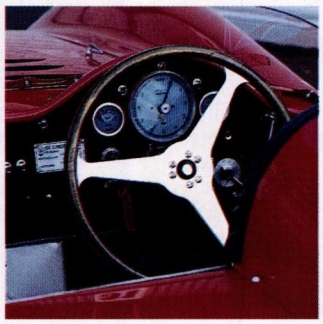
In fact, the car is extremely user-friendly and tractable. I am surprised to discover upon checking its spec sheet after my drive that the clutch is a multi-plate affair, so light and progressive did it feel on the move. The throttle is weighted perfectly too, and requires minimal movement to summon response, power kicking in at 3000rpm and pulling smoothly through to 6500rpm.

From the cockpit, which borders on cramped for my 5ft 11in frame, I stare out over two red rollers called wings, a theme picked up by the 'choppy sea' metal surround that fixes the shallow screen to the scuttle, and the azure Veglia rev-counter which, rather optimistically, reads to 10,000 rpm. Optimistic for the straight six, but spot-on for a 2.5/3-litre V12.

As the engine warms up, and I unashamedly pose by blipping the throttle for the benefit of the biker loons, I note the fuse box in the centre of dash. From the top it reads: *claxon, fari antinebbia, cruscotto, avviamento*. Why does it sound better in Italian? *Acqua,*







***Above: Few 300S had side grilles – early cars had single 'box' outlets, later ones boasted five 'shark gills'. Below: Oil pressure, rev-counter, water temperature, all a deep blue***

***Only bit of the Nordschleife our man recognised – the Karussell. 300S might have been its element, but its nervous new pilot was not. It's a good job he wasn't in a 450S***

*olio*. I love everything about this car.

Except the brakes. Without doubt I never get them up to working temperature, being too concerned about them grabbing and locking up, but I also guess it's going to take time for me to get used to 50-year-old stopping technology. I find I'm in good company, though; the tigerish Behra often burned through his on the 300S. The car had a habit of breaking rear axles and snapping driveshafts too, but with Moss behind the wheel, it lacked for nothing.

Except power. The first idea was to use a bigger-bore 250F unit of 2.8 litres, but it tended to overheat. 300S designer Vittorio Bellantani (Colombo had recently left the firm to design, of all things, Bugatti's mid-engined GP challenger) was a fan of the long stroke approach and, with different cams and carbs, coaxed 260bhp from the eventual power unit.

Being particularly adept on long straights, I touch 130mph during our final run from Döttinger Hohe. That would have left me with a further 30mph to play with. Trouble was, the 4-litre Ferraris had 15-20mph to add on top of that. Even Moss was up against it on the quicker circuits, and Maserati knew it. Hence (mainly in 1956) the 350S, featuring a dry-sump racing version of the 3500GT straight-six engine, and the 'bazooka' 4½-litre V8 450S (mainly in 1957). The former never worked, while the latter had its moments, and wins, but was a real handful, hardly relaxing over a long-distance race.

Maserati had to try – motor racing never stands still – but, in hindsight, this diversification might have cost them their most memorable sports-car victory, possibly a world title.

Moss defended his Mille Miglia crown in 1956 at the wheel of the untested 350S. It was faster than the 300S in a straight line, but had none of its poise or finesse, and understeered for Italy. When he found himself unable to shake off the 300S of Cesare Perdisa, an honest journeyman he would usually have brushed aside, Moss knew a mistake had been made. Given a 300S, given the miserable conditions that prevailed throughout the event, it's difficult to see him not winning for a second time. Instead, he was plunged down a ravine by his recalcitrant new mount.

**'The 350S was faster than the 300S in a straight line, but had none of its poise or finesse, and understeered for Italy'**

It's less sure that he would have won the round-Italy race in 1957, but he would surely have got further in a 300S than the handful of miles he managed before the brake pedal of his 450S sheared clean off.

His anger on that occasion was dissolved by the tears of anguish from his dead-on-their-feet mechanics. Maserati people loved their motor racing. And I would argue that theirs was a purer love than even Ferrari's. They could not really compete with the 'foundry' when it came to bolting together ground-shaking straight-shrinkers, but when it came to crafting a pure thoroughbred racing car for pure thoroughbred racing circuits, their 'machine shop' was simply where it was at.

The 300S is proof of that. M

*Thanks to Hartmut Ibing, Walter Baumer, Dirk Küster, Steve Hart, the German Maserati Club and Nürburgring GmbH for their help*

# BRM P160

***INHERITING AND DEVELOPING ANOTHER'S DESIGN CAN BE A SOURCE OF FRUSTRATION FOR SOMEONE WITH HIS OWN CLEAR IDEA OF HOW THINGS SHOULD BE; BUT OCCASIONALLY IT PROVES A REVELATION***

MIKE PILBEAM
Managing Director,
Pilbeam Racing Designs



I WAS IMPRESSED BY THE BRM P160, DESIGNED BY Tony Southgate. I took the car over and developed it when I rejoined BRM in 1972 (I first went there in the '60s), but it had already been running for some time. I actually went there to do a different job, but when Tony left I took over as chief chassis engineer. The 160 was his design, though, and I always felt it was such a nice car.

Aerodynamically it was clean – he'd put a lot of effort in at the Imperial College wind tunnel. That was before people started to put the wing right back, but for the time it was a class leader – I felt it gave more downforce than the opposition.

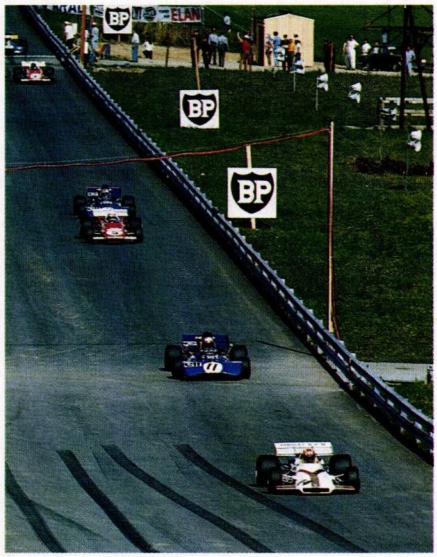
But where the car really scored – the crux of a good racing car design – was that it gave the driver a lot of good feedback. He always knew what the car was doing and what effect any changes had had. That helps the driver to drive quickly. He has to be happy to drive it at ten-tenths and know it isn't going to bite back. There are cars which are quick without having that capability. That's where the 160 was so good.

It also avoided a common problem of that time, which was the variation of downforce as ride-height changed. The 160 always retained its feel; almost anyone could drive it quickly, though a good driver would always extract that bit extra.

It wasn't revolutionary like the Lotus 25, but it was finely thought out, and it was widely adjustable. More importantly, the adjustments made a difference: if you changed the roll bar, it responded, which is an indication that the chassis is quite rigid and the geometry is well worked out. It would run with very soft tyres, which some cars couldn't tolerate. Some can only run with stiff suspension, which to me says the geometry is wrong because the roll-centres move around, the camber changes and the whole car loses its way. But if correctly designed it should cope with more travel, which helps the driver to get the feedback he needs. That was before ground effects, of course, when no part of the car was less than three inches from the ground.

Rear suspension used radius arms and links, pretty conventional, really; the only unusual thing was that at the front the springs and dampers were steeply angled. Rather than progressive springing, it was digressive, with the result that on a full fuel load damper effectiveness dropped off. That meant understeer was inevitable on full tanks, not helped by the tanks being rather forward. But in spite of that, Beltoise and Regazzoni, and later Lauda, could put it on the front row of any GP. Beltoise in particular got some fantastic results out of it.

When Niki Lauda joined the team, he turned up at Ricard where we were testing. I didn't know him at all, but he said he'd been at March and had driven the 711 with the Spitfire front wing, and he'd almost begun to wonder if he was in the right business. He just couldn't make the car work, and the team said, 'What's the problem? Ronnie Peterson seems to manage.' But when he drove the BRM he said, 'This is so much better. Now I know I was right;




***Jo Siffert's P160 led '71 Austrian GP from start to finish – he also set pole position and fastest lap***

there was something wrong with the March.'

Niki was getting suicidal until he came to us and realised his instincts were right. And he went very rapidly from a lad to a team leader. Shame he left us when he did, but it says a lot for the quality of the car that it suited experienced drivers and still allowed someone inexperienced to develop his skills.

Niki was the best at feedback; very precise. He could drive the car near its limits and still notice what it was doing. Regazzoni was quick but didn't have the ability to describe it; I'm sure he felt it, he just couldn't pass it on. I designed the P201, the triangular-section car, around Lauda; he was going to be our lead driver, but he went to Ferrari instead.

The 160's structure had fabricated steel bulkheads with folded alloy interior sections and welded alloy exterior, individually hand-formed because of the complex curves. But it was a more difficult engine to package than most. If you had mounted that long V12 like a Cosworth, only bolted at the front, it wouldn't have handled at all. So it had a monocoque extension which carried two mounts part-way back along the engine, then a tubular structure back to the bellhousing, so that it was only partly stressed.

It was a nice responsive engine, it just didn't have the power of the Cosworth. My feeling was that we had one of the best-handling cars, and that if it had the same power as the Cosworth, it would have been hard to beat.

Even the gearbox was a BRM unit; historically it almost seemed as important to produce a fine piece of engineering as it was to win races. In a way, the reason for the H16 was to try to bring back the days of fine engineering. It was different at Lotus, where design came first.

The problems I tried to tackle on the 160 were this empty/full tank thing and some aero development, moving the rear wing back and redesigning the airbox for clear entry.

The actual tank went right forward to where the wishbone joined the chassis; I would have liked to alter that front set-up with a different system, but that would have meant a new car. And with the V12 being so long, you couldn't sneak a few inches into the wheelbase to even it out. I altered the suspension a bit and we changed the front end to a wide nose for more downforce to try to cut the understeer, which worked all right, but was far less elegant than Tony's original.

With hindsight there were other things I could have tried – but then you're always thinking that. Even on the car I've just finished, there are things I'd like to change – but if you don't stop it'll never reach the track.

However, the goal is always the same: to have a sort of empathy between driver and car. I'm sure every designer aims for that quality, but it's a subtle mix of aerodynamics, suspension and structure. It's always been my target to get that characteristic, and the P160 was a car which showed it very well. I learned a lot from it.

**Mike Pilbeam was talking to Gordon Cruickshank** M

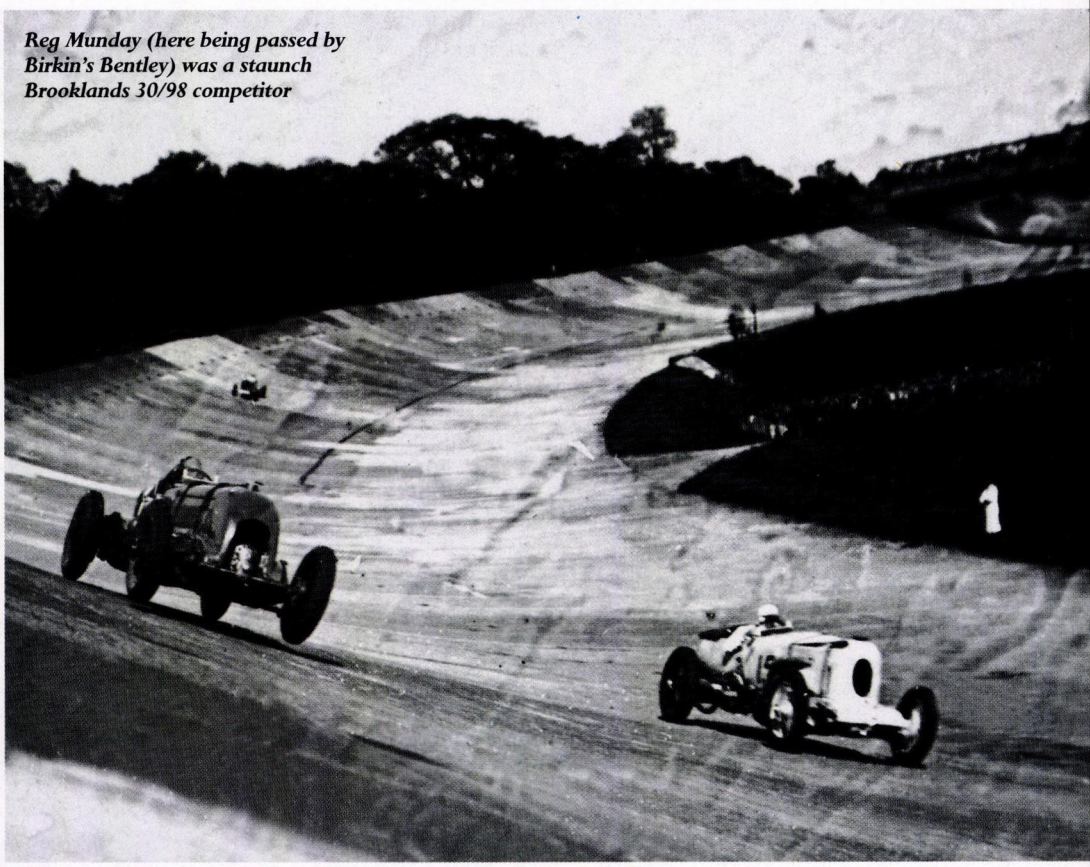



*French GP of '71 was the last F1 race for Pedro Rodriguez. He was killed a week later and Vic Elford took his place in Germany (below)*





WB



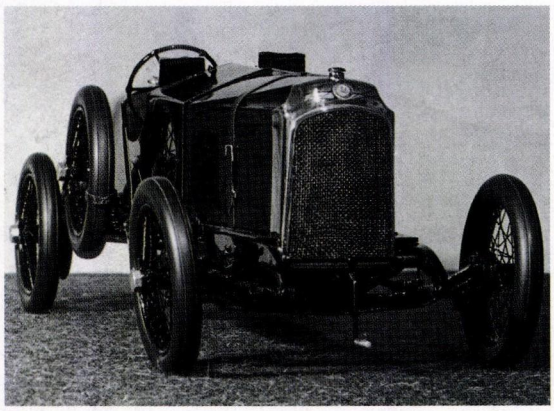
*Reg Munday (here being passed by Birkin's Bentley) was a staunch Brooklands 30/98 competitor*

# 30/98s at Brooklands

I WAS READING SOMEWHERE ABOUT the 100 best sportscars, which said the 30/98 Vauxhall seldom appeared at Brooklands. Come on! Even before WWI, Laurence Pomeroy's E-Type 30/98s were doing well at the Track, in company with other types of racing Vauxhall. But let's just take the period of full-season BARC short handicaps, 1921-1939.

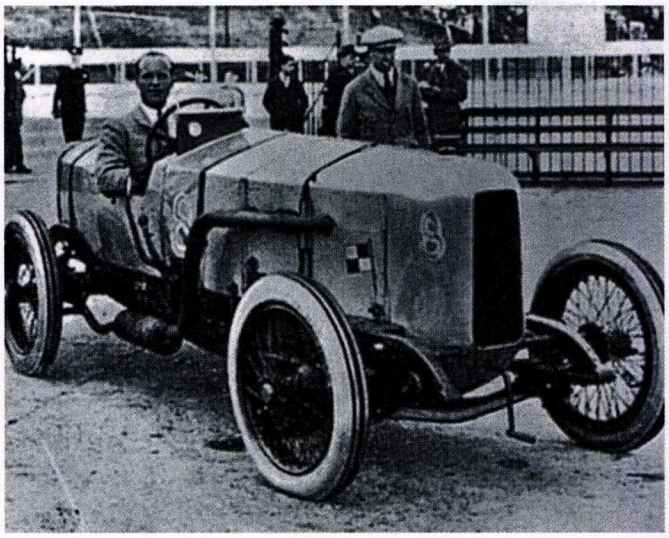
Humphrey Cook, the man who later financed ERA, used his E-Type 'Rouge et Noir' 30/98 for 15 races in 1921 (reaching a best lap of 98.62mph) and in 1922 he did almost as many, although concentrating also on a big Ballot and then on a TT Vauxhall.

Other regular 30/98 competitors were Major Lionel Ropner MC MP with his beautiful 'Silver Arrow' (best lap: 102.27mph) and Major C G Coe's Wensum (99.85mph). N F Holder ran a bored-out E-Type-engined car, and a very regular entrant was E L Meeson in his lavender and purple Velox (103.54mph). He also ran a 30/98 coupé in a long-distance race, with a young boy passenger (lucky kid), until a mild fire had to be put out by a trackside policeman. Later Coe rolled his handsome new racing two-seater 'Vixen' almost as soon as he had begun to race it. Another 30/98 regular was Sir Ronald Gunter, in 'Greyhound' (103.54mph), while Jack Barclay soon transferred to a TT Vauxhall (that alarming skid!).



*'Rouge et Noir' was a regular 30/98 contender at the Track*

The General Motors take-over of the Luton marque was hardly noticeable down at Brooklands. Meeson raced continually up to



***Major Lionel Ropner broke the 100mph barrier with his 30/98 'Silver Arrow'***

1927 with a fine number of wins and placings (108.74mph), while R J Munday began his significant 30/98 contribution, in his yellow car (103.74mph) and even did a 'Mountain' race (59.83mph).

Geoffery Daybell's twin-carburettor black ohv OE Velox won its first race and then another (103.11mph), and he had a straight-eight TT Sunbeam as well. He ran a second-hand car business called Modern Cars in Great Portland Street, who were encouraged to put the 30/98 on sale for £365 10/-. Daybell was, I believe, killed in a brawl at his own pub on the London-Oxford Road. EAA Stone did one race, as did a Barclay customer, and Tim Carson who usually drove a TT Vauxhall.

By 1930 Munday was going faster (103.54mph) and Mrs Meeson now entered her husband's green OE 30/98 (95.05mph), while Oliver Bertram, his great lap-records career ahead of him, tried two 'Mountain' races in a maroon Vauxhall (59.32mph). GDM Blackwood, who let me do motoring pieces for the renowned *Blackwood's Magazine*, came from Scotland to have fun but very soon blew up his 30/98 (89.74mph); on the other hand H E W Lamplough went very well indeed (103.76mph).

Already there were ploys like boring out the 98x140mm (4234cc) engine by one or two mm, and/or using the 150mm-stroke E-Type crankshaft. Ken Kirton had a brief go with a bore of 98.5mm (86.32mph), and others of the vintage Vauxhall fraternity were Butler and Hardwich-Sewell. After many non-starts Dr R Beaver got it right, with a second on his favourite 'Mountain' course (65.41mph) when not racing on the outer-circuit (96.71mph).

The peak for one of the greatest vintage sportscars came at Whitsun with the 1932 20-Mile 'Gold Star' handicap, which Reg Munday's stripped four-seater primrose-coloured 98x150mm (4526cc) Vauxhall won at 109.46mph by 21.8sec from E L Bouts' GP Sunbeam and John Cobb in the 10½-litre Delage (114.23mph).

Munday's 30/98 engine was tuned by Laystall, and had two Zenith 48 carburettors, a four-branch external exhaust manifold, a Scintilla magneto with 40deg advance, and a compression ratio of about 10:1. Reg told me that to save the aged engine he had borrowed over-size back wheels from 'Dunlop Mac' but, even so, he was surprised to be able to hold some 4000rpm. Utilising this engine, he had made the fastest 30/98 lap of all time. He was less lucky with the aged Leyland-Thomas, which deposited its engine on the Track.

The 'domestic' Meeson was still going well (108.03mph) but G B Gush, a friend of Clive Windsor-Richards, had a no go-go; but soon Clive became a noted 30/98 exponent, and in 1935 made the best-ever lap in a normal-engined OE (112.47mph). He even took to the new Campbell Circuit in 1937 (59.83mph).

Speeds of over 100mph were somewhat exciting in these ageing cars, but Munday took a passenger on his 'Gold Star' win. Dr Beaver returned (with a supercharger for one meeting), on the outer (96.90mph) and 'Mountain' courses (65.41mph), and R Hughes did likewise (99.15mph) and (63.25mph).

Point proven?

# War on car owners?

NOT ONLY ARE PETROL PRICES ASTRONOMICAL BUT THE COST AND PROCEDURE for renewing a driving licence likewise. The paper licence is no longer valid. We all have to have Photocard licences, motorists thus being the only British citizens, criminal or otherwise, to need photographic identity. To comply, you have to buy a passport-type photograph, which then has to be signed on the reverse in your presence by an MP, a magistrate, a police officer, or other person "of good standing" who has known the driver for at least two years, and is not a relative. Problems here for these new to a district or living in remote areas! Checks are made on the signees of the mugshot, so even a Magistrate or Police Officer is not trusted by the DVLA.

The only way to obviate the photo signing is to part with your passport, and you have in any case to send the DVLA your birth certificate. If these are lost or mislaid, goodbye to driving? Make a mistake on the application form and you may face prison or a £2500 fine. If all is well you receive two items for the Police to consult on request, at a cost of £6, plus any expenses incurred in complying with the above. Gone long ago the nice red-book licence, at a cost of five bob (25p).

You could ditch the car and go by train – but these seem to be coming off the rails more frequently than on a model layout. And there are rumours that soon those over the fearful age of 50 will have to take stringent driving and other tests before being granted a licence. Never mind; an election is pending.

## miscellany

IAN WILLIAMSON, WHO OWNS the 'Cream Cracker' MG PB is helping to organise '100 Years of Trials Cars' at the Midland AC's Brooklands meeting on 6 May 2001. He will handle cars up to 1940, Eric Wall the 1945-2001 cars. Ian hopes for 40 cars, and while 1930s examples are easy, later ones may be more difficult. He hopes those with appropriate cars, ex-works or otherwise, of trials or similar type will contact him on 01993 823366.

* * *

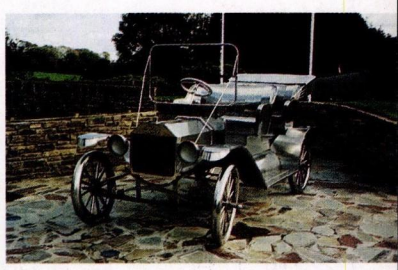
THE MARENDAZ SPECIAL PIECE last month has been well received. One point: Marendaz listed his 11/20 in supercharged form as an 11/120. The £140 *Beaulieu Encyclopaedia* of the Automobile rather flatteringly refers its readers to the long series of *Fragments on Forgotten Makes* I used to do in MOTOR SPORT, in respect of the rarest makes even this book does not cover...

* * *

THERE IS HOPE THAT IT MAY BE possible to revive the Southport sand-races of the 1920s and to commemorate Segrave's 152.33mph LSR of 1926 there with the 4-litre V12 Sunbeam. The VSCC is discussing this with Sefton Council.

* * *

THE PICTORIAL PROOF OF THE item we mentioned last month – a full-size stainless-steel sculpture of a model-T Ford erected at Ballinascarthy, West Cork, where Henry Ford's father was born in 1828.

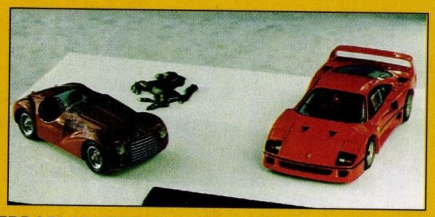


# WHEELS

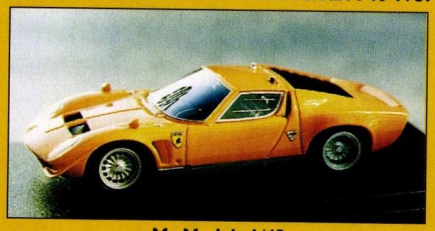
**MODEL CARS**

**E-mail: contactus@wheels-modelcars.com**

**Celebrating the 1970's Ferrari, Lamborghini, Porsche, BMW**



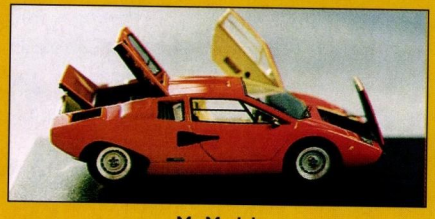
**FERRARI LIMITED EDITION - Special Anniversary Set**
**Models of Ferrari 125c 1947 and Ferrari F40 1987**



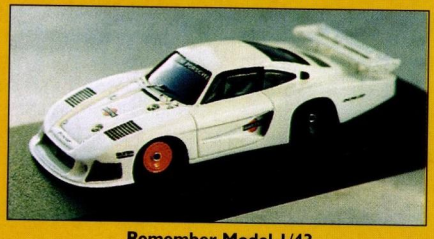
**Mr Models 1/43**
**Lamborghini Jota 1970**



**Heco Models 1/43**
**Ferrari 312 B3 - Italian Grand Prix 1973 Driver ICKX No.3**



**Mr Models**
**Lamborghini Countach LP400 1978. Limited Edition of 200**



**Remember Model 1/43**
**Porsche 935 Test Car 1978**

**ROLLS ROYCE, BENTLEY, DAIMLET, JAGUAR PLUS CLASSIC CARS, HEARSES, FORMULA 1, RALLY CARS, TRAMS AND MANY MANY MORE**

**JOIN OUR MAILING LIST FOR OUR NEW 2001 CATALOGUE**

**PHONE: 01766 522552 fax: 01766 522277**

**HIGH STREET, CRICCLETH, NORTH WALES LL52 0HB**



# *MIDLAND RACING MODELS*

**Suppliers of Quality Handmade Models, Model Kits & Diecast Models in all scales.**

**NEW 1/18th LIMITED EDITION MODELS by G.M.P. from the USA**

All Can-Am and Trans-Am Models are made to the highest standard, with fully detailed chassis, cockpit, engine, suspension and opening or detachable bodywork. All are Limited Editions of 3500 worldwide, most will be sold in USA, only very limited quantities to the UK. Well presented in graphic box with L/Edition number.



Lola T70 Mk3B Sunoco of Mark Donohue, Daytona 1969, just arrived but limited supply to UK. ORDER NOW **£95**



Lola T70 Spyder Sunoco of Mark Donohue, Can-Am 1966 - now sold out by manufacturer, only a few left in UK **£95**



McLaren M8A, Can-Am 1968 in full works livery of either No4 Bruce McLaren or No5 Denny Hulme



McLaren M8B, Can-Am 1969, in full works livery of Dan Gurnay, also low wing version available of Denny Hulme

The McLaren's also feature super detailing of removeable body to show full engine with plug leads, fuel lines etc. Opening side doors, again Limited Edition with individual serialized plate on base. **Price £110 each.** Available early January 2001 so order now and reserve one to avoid disappointment. They will sell out fast!



Scott Pruett/Motorcraft Mustang



Ron Fellows/Sunoco Camaro



Bruce Jenner/Citgo Mustang



Dorsey Schroeder/Whistler Mustang

All the above American Trans-Am Series Cars come with removeable bonnet, full engine detail, full interior detail etc, superb models, again Limited Editions **£95 each** all available.
To follow Loa T70 Spyder, John Surtees, Can-Am champ 1966; McLaren M8B/1969; M8D/1970-71; Ford GT40 and Ford MkIV.

*Mail Order postage/registered £7 UK, £10 EEC, Worldwide at cost.*
*We also supply handbuilt and model kits in 1/43rd and larger scales of F1, both modern and classic sports cars from Le Mans and Can-Am, Rally cars etc.*

***MIDLAND RACING MODELS***
*Churchside Arcade, 20 Little Church St, Rugby, Warks, CV21 3AW.*
***Tel or Fax: 01788 552133, after hours 01788 815220***

**CREDIT CARDS - VISA - AMERICAN EXPRESS - MASTERCARD**



# HEDINGHAM MODELS & COLLECTABLES

7 MARKET ST., PHOENIX SHOPPING CENTRE,
BRAINTREE, ESSEX CM7 3YA. Tel: 01376 320522.
www.hedinghammodels-collectables.co.uk - EMail: niall.t@hedinghammodels-collectables.co.uk

**1/43rd SPECIALISTS 1/18th**
**IN MOTORSPORT MODELS**
**Large Modern Shop or Mail Order**



1/43 Diecast Porsche 917-20. Pink Pig. Joest/Kauhsen. Le Mans 1971. Limited Edition in presentation box. **£44.99** Pre Order



1/43 built. Resin. Good quality. Lola T98 Le Mans 1999. Tinseau, Montagny, Terrien. Motorola. Fat-turbo and Talkline also available. **£29.99 each**



1/43 Die Cast. Audi R8 Le Mans winner 2000. Biela/Kristensen/Pirro. **£22.99**



1/43 Die Cast. Super quality Jaguar D-Type Ecurie Eccosse. Le Mans winner 1956. **£21.99**



1/43 Die Cast. Porsche 936/81. Jules. Ickx/Bell Le Mans winner 1981. Super quality. **£25.99**

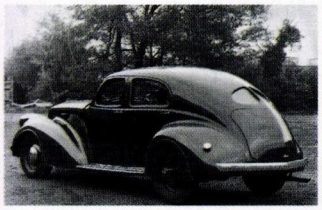
***WE STOCK A VAST & VARIED SELECTION OF MODELS***
ROAD, RACE, RALLY, GT CARS, LE MANS F1,
RACE BIKES, CART AND MORE

**P&P AT COST. PRICES SUBJECT TO CHANGE**
**WE HAVE THE KNOWLEDGE TO HELP AND ADVISE - *JUST ASK NIALL T.***
**MULTI AWARDS FOR CUSTOMER SERVICE**
HOURS: Monday-Wednesday 10am-5pm - Closed Thursday - Friday 10am-6pm - Saturday 9am-5pm

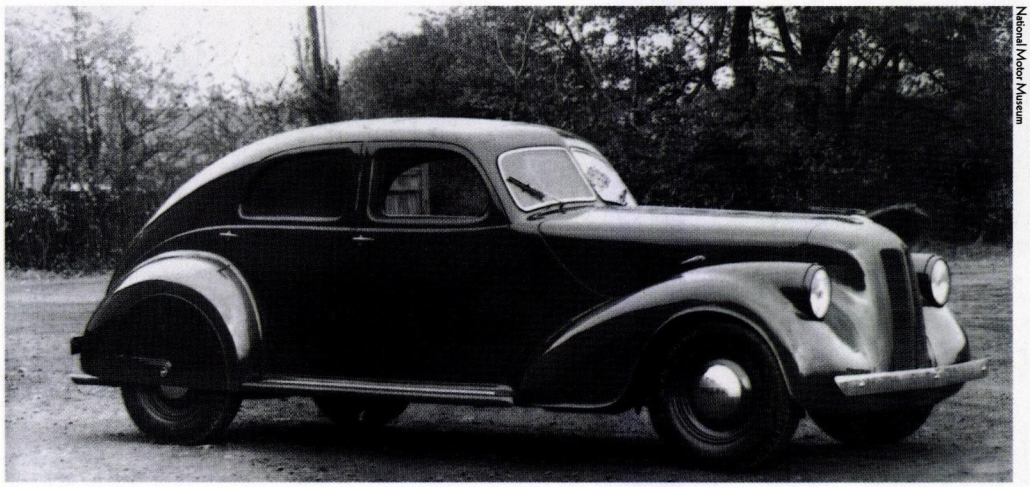
# Eyston's Chrysler links

A RECENT COMMENT ON THE GEORGE Eyston Chrysler saloon said it was surprising that the great racing driver and record man, who took the LSR to 357mph in his improbable 4700hp 'Thunderbolt', had given his name to this restyled production Chrysler.

After refreshing my memory of this 1937 car, it seemed as good as any others of the 'Airline' period. Certainly Eyston had Chrysler connections. I once asked the great man what chassis he had used for the AEC diesel saloon with which he took the class record to 106mph in 1936, and the reply was, "Chrysler". His companion Ernest Eldridge broke the Class C 24-hour record at Montlhéry with a near-standard Chrysler 72 in 1929 at 72½mph. I have great admiration for Eyston, and am not surprised at his name being linked to the big saloon.



***Though dubbed the 'Super Power', the underpinnings were standard, relying on low drag for more speed***



National Motor Museum

***Apparently designed by Eyston himself in 'Airline' style, the rakish Chrysler was an Imperial 8 rebodied by Carlton***

# Non-Standard entrant

SOME TIME BACK I MARKED OUT A STANDARD AS AN UNUSUAL make to be raced at Brooklands. But, would you believe it, another joined in, in 1927. This one was even more improbable as it appeared to be a Standard Ten to which a supercharger had been added.

I do not know much about such Standards, apart from once buying a 1929 worm-axle Nine saloon, Jenks accompanying me. The house smelt strongly of cats, causing DSJ to say "Hand the money over quickly, Bod, and let's get out". This I did, but the car smelt even worse…

It had been snowing so I opted for avoiding Birdlip Hill, but Jenks insisted; luckily the old Nine climbed steadily, past moderns which had gone into the ditches. However, the end came not long afterwards, when I was intent on winning the distance award in a local car-jolly, and the brakes and axle objected.

Back to the improbable Standard racer. It appeared in October 1938, in a Campbell-circuit Handicap. The owner of the magazine for whom I worked at Brooklands had a 1934 Standard Ten saloon, smartened up with Ewart wheel-discs. But it was never thought of as racer material.

But a Mr J M Powell had entered this 1131cc supercharged Standard. The handicappers must have feared it was a secret experimental arrival, as it had to start the 11-mile race round the 'road' course with Michael May, that dashing driver of a rather special Alvis Silver Eagle, successful at Brooklands and winner of the Irish GP. He had a small garage at Ripley, and when war came he put his lathes to turning out nuts and bolts for the RAF, expecting they would be worth about a penny each, but the Government costing chaps put a much higher price on them. The local Debs, who didn't wish to be called up as Land Girls or factory hands, came to help, and I understood that a good time was had by all…

Back to the lone Standard. It was given only a 5sec start from a s/c 2.3 Monza Alfa and Fane's very quick 328 FN BMW. No way! Poor Mr Powell did two of the five laps at a pedestrian 49.62 and 54.41mph and then gave up. He was never seen again. It was left to a 1½-litre Bugatti to win, with a fastest lap of 65.29 mph. So what was this mysterious Standard, which had made its bow some eight years after the catalogue Ten had gone out of production?

## miscellany

AFTER A VERY LONG SPELL AS Director of the National Motor Museum Trust at Beaulieu, Michael Ware retires in April. The new Director will be Andy Lane who was the first Education Officer at the NMM at Beaulieu from 1979 to 1988, before leaving to join the Royal Marines Museum.

* * *

UNTIL APRIL THE NMM IS staging a display of cars associated with the James Bond 007 movies, plus relevant props and videos etc. After that there will be a 'Motoring Through Childhood' exhibition of children's toy cars. Among the small objects collection is the 130mph Brooklands badge awarded in 1934 to Whitney Straight, and the Friends of the Museum's Newsletter has an old Brooklands Race Game, played with dice and sponsored by Pratts High Test petrol, from around 1933.

* * *

A READER, MR ALLAN SCOTT, has sent us the accompanying photograph of his MG PA with



the memorial to Raymond Sommer in the background, the Sommer factory apparently still extant beyond the road.

* * *

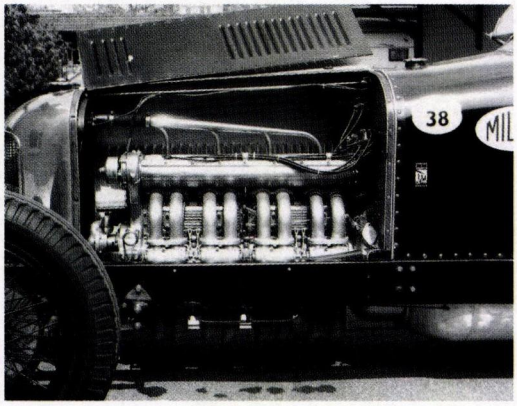
A SURPRISE ANNOUNCEMENT from the VSCC is that the Committee has asked David Thirlby to cease his editorship of the VSCC Bulletin after 15 years toil for it, bringing it to the forefront of club journals. The new editor is Mr John Warburton.

# Miller updraught

I HAVE RECEIVED A RATHER interesting photograph from Karl E Blochle of Zurich of his straight-eight Miller, showing the eight long air inlet pipes to the four dual carburettors, so long that they extended below the car's left chassis side-member. When Count Zborowski brought his Miller to Brooklands in 1923, many people thought, before seeing it with bonnet opened, that these paired air intakes were stub exhausts.

Blochle makes the interesting point that if the Miller is used on the road, the float chambers fill on left-hand bends, making the mixture too rich, whereas on right-hand corners the mixture is too lean. On board tracks or at Indianapolis (or indeed Brooklands), for which the Miller engines were intended, this would not apply, but the Miller's carburetion is very involved, with a total of 40 jets, five per cylinder!

Karl intends to substitute four Zenith carburettors – as did Zborowski for the French Grand Prix of 1924 – and these should function much better.




***Miller's updraught carb intakes confused some onlookers***

# Land and air rotaries

THE REFERENCE IN THE FEBRUARY ISSUE OF *Classic & Sportscar* to Felix Wankel's rotary engines and editor James Elliot's comment that every time he drives a rotary it starts him off on the theme that the rotary engine should have been the future for all motorised transport, reminds me that I felt the same after driving the rather nice NSU Ro80, the jolly little NSU Sport and the rather less attractive Mazda RX-3 coupé of 1973.

It does seem very odd that we still have pistons which mercifully withstand going up and down at phenomenal speeds in spite of having to make two full stops per stroke, as well as valves which subject themselves to similar punishment, and bounce when excited.

This reminds me of an experience I had with rotary aero-engines, although these did have pistons and poppet valves. In 1940, having volunteered at Woolwich for military service but hearing nothing, I answered an advertisement in *The Aeroplane* for technical writers at Farnborough's Air Publications Department. I went from London for the interview by Green Line coach (no petrol for A7s) taking with me a few magazines containing my humble aeroplane articles.

I was surprised when the board of its top(ish) brass who interviewed me, having asked to see anything I had written, began to whisper amongst themselves. They found a piece I had published on the Gnome, Clerget, Le Rhone and Bentley BR rotaries.



***NSU's Ro80 – it looked like the way ahead***

"Who was the fool who accepted this nonsense?" asked one gentleman, telling me engines were always bolted to the airframe. When he read of carbs feeding through the crankshaft and of valves in piston heads, he nearly exploded. They had never heard of Monsieur Seguin's wonderful designs, only of radial engines.

No need for this to impede the war effort, but I was surprised – the more so as I got the job and was trapped in this 'reserved occupation' for the rest of the war.

## miscellany

COLIN WILSON OF THE RACMSA kindly faxed his thanks for our coverage of last year's London-Brighton Veteran Car Run, which, he reminds me, finished officially at Preston Park, as it did on the 1896 Emancipation Run and has done since 1998 and, I recall, once prior to that. He tells me I made "a glaring error in saying that this ever-popular event is organised by the VCC, as it is not, and never has been, organised by this club, but by the RAC". Quite! The VCC, in its official history, reminds us that the event was started by a newspaper in 1927, and did not become an RAC undertaking until 1930.

* * *

THE VSCC SEASON IS NOW underway, the next fixtures being the all-years Pomeroy Trophy at Silverstone on 24 February, the Herefordshire Trial on 24 March and the Light Car Welsh Weekend on 31 March/1 April. The first Silverstone races happen on 20/21 April, the Curborough speed-trials on 6 May and the Wiscombe hillclimb on 13 May.

* * *

IT WILL BE INTERESTING TO see how VSCC members respond to their alliance with the Historic GP Cars Association which president Ghosh announced as "representing progress from the nurturing in the 1960s by the VSCC to the full-blown commercialism now commonplace". One hopes that the original spirit and atmosphere of the VSCC will not be affected by this. Their new development has as its slogan 'The Power and the Passion'. At least the Light Car and Edwardian and Frazer Nash Sections of the VSCC adhere to the traditions, and the former does not need the power while maintaining the passion.

* * *

GRAHAM CHAMBERS, WHO is hoping to institute low-cost racing for normal-class Austin A7 at major circuits, has had 36 enquires, of which 25 are definite supporters. His target is 30 of the latter. Those in favour should ring him on 01227 831102

* * *

IT IS SPLENDID THAT THE Midland AC is to hold its Grand Centennial Dinner exactly 100 years to the day after the club's founding, and at the hotel which was the location of the MAC's birth in 1901. Less good is that, in spite of official mandatory notifications of 2001's fixtures, and calendar agreement meetings, the Goodwood Festival of Speed has been allowed to move to July 2001, dates previously allocated to MAC for its Centenary Celebrations, which have had to be moved to 17 -19 August.

* * *

LAST YEAR'S FLOODS DID considerable damage to the Brooklands Museum, and the Brooklands Society's annual dinner had to be held in a heated marquee instead of in the Paddock Clubhouse. The VSCC will transfer its Autumn speed-trials from Brooklands to another venue until the runway surface is repaired.

*For Authentic Reproduction Racesuits, there is only one choice!*

www.advanced-wear.co.uk







**ADVANCED WEAR & SAFETY (1996) LTD**

120/131 ELLINGHAM IND. EST.,
ASHFORD, KENT,
TN23 6LZ.
Tel: (01233) 638498
Fax: (01233) 632687

www.raceweardirect.com

**Official Supplier to the Goodwood Festivals**



*Trident*
Racing Supplies



*James Hunt winning the 1974 Silverstone International Trophy*

*'Simply a pleasure to watch'*

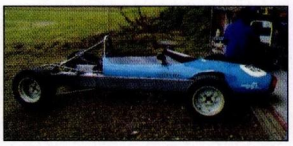
**Trident Racing Supplies Ltd**
Unit 31, Silverstone Circuit, Silverstone, Northamptonshire NN12 8TN
tel **01327 857822** fax **01327 858096**
Visit our website at www.tridentracing.co.uk



**classicracingcars.com**



**BRABHAM BT21X.** Totally unique, ex Shenken Peter Blankstone.



**1966 BWA F2.** Extremely rare Colotti gear-box, SCA engine.



**1973 PORSCHE 911 2.4S.** LHD. Immaculate condition, blood orange.



**1993 JORDAN F1.** Ex Barichello Jordan F1 car, ideal for Boss Formula USA/UK.



**BRABHAM BT28.** Ex Tim Shenken, championship winner 1969, fully restored.



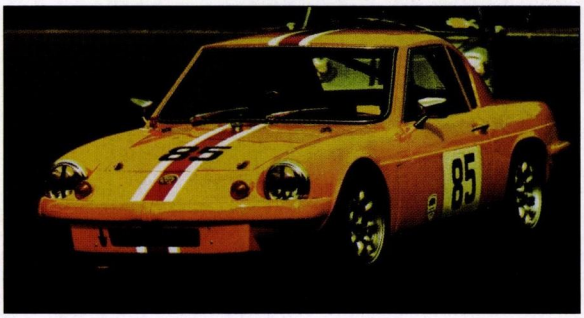

**BRABHAM BT18 F2.** 1 of 6 BT18 F2 cars built, fitted BRM twin cam, beautifully restored.

**RACE CAR SALES SITE - ADVERTISE YOUR CAR**
**F1 CLOTHING + MEMROBILIA**
**EVENTS AND INFORMATION**
**RACE CAR SPARES AND PROJECTS**
**DYMAC AND REVOLUTION WHEELS**



**COOPER MOTORSPORT LTD**

Race and rally preparation, Specialist in Historic cars. We have prepared the 2000 Historic Sports Car Club HRS championship class E winning Ginetta G15, and the 1999 class C winning Lotus Elan.



The Lotus Elan is available for hire in the 2001 season.

In 2000 we also prepared:
Historic Merlyn FF MKIIA
Cooper BMC formula junior
Brabham BT40 Formula 2

For further information view our web site
**http://www.coopermotorsport.co.uk**
or contact us at
**Unit 2 Rake Business Park, London Road, Rake, Liss, Hants. GU33 7PN**
**Tel: 01730 895785**
or E-mail us at **enquiries@coopermotorsport.co.uk**

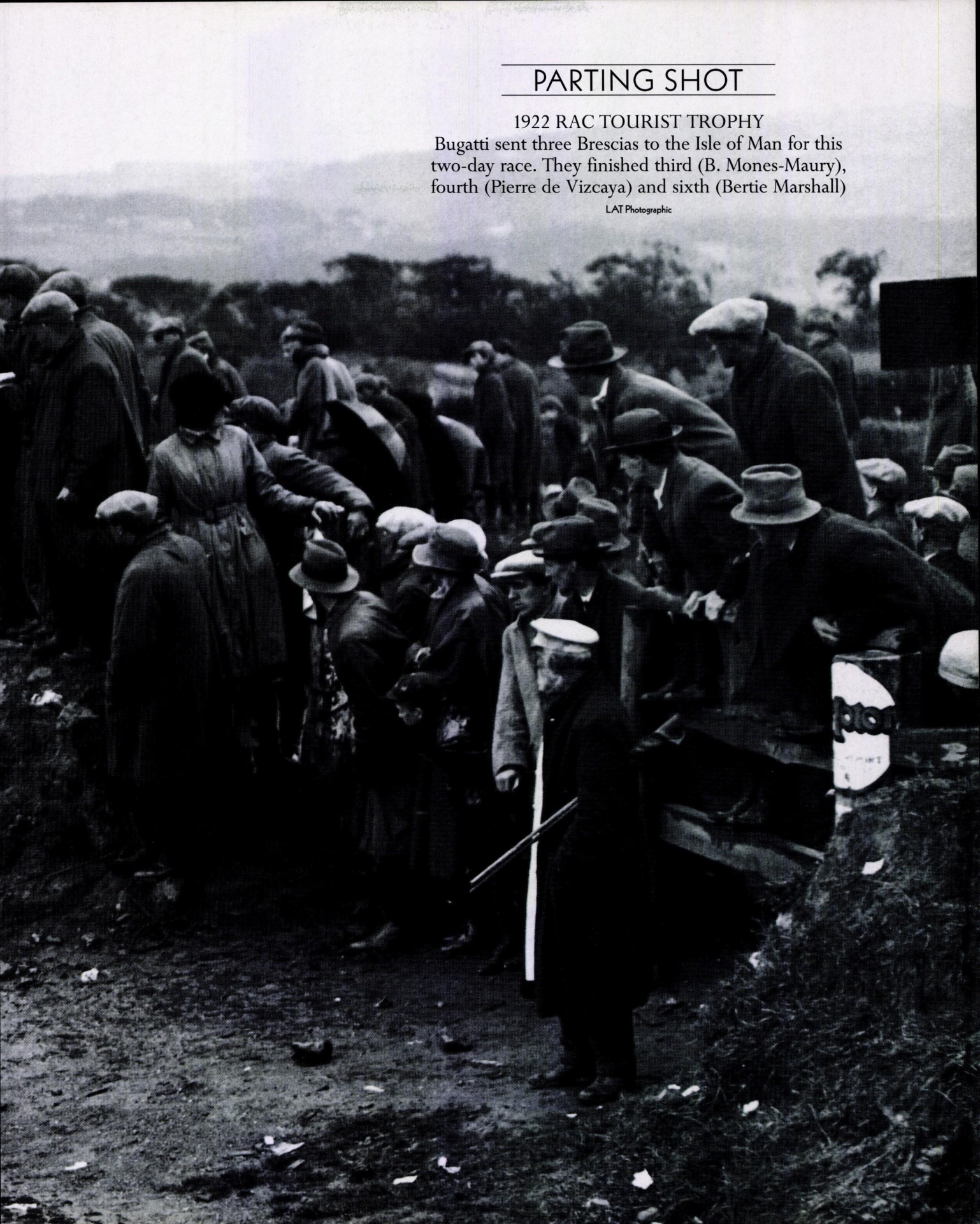

TYRES

# PARTING SHOT

## 1922 RAC TOURIST TROPHY

Bugatti sent three Brescias to the Isle of Man for this two-day race. They finished third (B. Mones-Maury), fourth (Pierre de Vizcaya) and sixth (Bertie Marshall)

LAT Photographic



NEW LARGER SIZE

MOTOR SPORT

# 2001 CALENDAR




# SPORTSCARS OF THE 1950S

The LAT Photographic Archive is full of historic moments captured by Michael Tee for MOTOR SPORT during the two decades after WWII. And 12 classic images of sportscar racing from the 1950s have been selected for the 2001 MOTOR SPORT calendar. From D-type to Testa Rossa, from 300SLR to DBR1; from Moss to Hawthorn, from Gurney to Hill; from Le Mans to Nürburgring, from Goodwood to Bari – this truly was a golden age of motor racing.

To reflect this, the calendar is printed to the highest quality on silk matt art paper to a **new larger size format** 594 x 420 mm. The print run is limited so don't miss out on this rare opportunity to own 12 unique pictures which are ideal for framing after use. Calendars will be issued on a first come, first served basis and will be posted in early November.

**CREDIT CARD HOTLINE: 01795 414808 or FAX: 01795 414555** (All major credit cards accepted)

## ORDER FORM

***PLEASE SEND ME ____ CALENDARS AT £21.00 EACH (inc. UK p&p).*** *Air mail Europe £22.00, all other countries £26.00.*

*YOUR DETAILS (BLOCK CAPITALS)*

NAME Mr/Mrs/Ms

ADDRESS

POSTCODE

DAYTIME TEL NO.

*PAYMENT METHOD (CHOOSE ONE OPTION)*

☐ *1. I enclose a cheque/postal order for £ ____ payable to LAT PHOTOGRAPHIC*

☐ *2. Please debit my credit card £ ____*

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

*CARD No* ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

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

*SIGNATURE* *DATE*

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

*Send this coupon (a photocopy is acceptable) with your payment details to:* ***LAT PHOTOGRAPHIC, MOTOR SPORT Calendar, PO Box 280, Sittingbourne, Kent ME9 8FB***

*Close Date 31.12.2000*

**code MS. CAL01**

Display Advertising
tel 020 8267 5260
fax 020 8267 5360

# MOTORSPORT

Classified Advertising
tel 020 8267 5252
fax 020 8267 5360

in association with RH Specialist Car Division

## MARKET PLACE CONTENTS

Engineering Page 96
Insurance Page 96
Motoring Art Page 96
Restoration & Race Preparartion Page 97
Websites Which Work Page 98
Storage Page 99
International Auction Houses Page 100
Motorhomes Page 100
Transportation Services Page 100
Parts & Services Page 101
The 2001 Auction Calendar Page 102 -103
Classified Advertisments Page 104

Simply pick up the phone for competitive

## Classic Car Insurance 01277 206911




Cars supplied by Stanley Mann Racing

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

**BENEFITS INCLUDE:**
**The most competitive and comprehensive policy**

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

| TYPICAL PREMIUMS FOR MILEAGE UP TO 5,000 p.a. | | | |
|---|---|---|---|
| 1926 | Bentley | £150,000 | £268.00 |
| 1969 | Triumph TR6 | £9,500 | £121.00 |
| 1967 | Ferrari 330GT | £30,000 | £240.00 |

Ring now for an immediate quote **01277 206911**

RH Specialist Car Division, Freepost, Library House, New Road, Brentwood, Essex CM14 4ZP
A member of the Coyle Hamilton Group of Companies

## Your One-Stop London Source for Automotive Photos and Research

Specialist Automotive and Motor Racing Photo Library that includes much rare and unpublished original material from John Dugdale, Edward Eves, Max Le Grand, Peter Keen, Karl Ludvigsen, Rodolfo Mailander, Ove Nielsen, Stanley Rosenthall and others.
**Tel: +44 0171 837 1700 Fax: +44 0171 837 1776**
E-Mail: library@ludvigsen.com.



LUDVIGSEN

"... but what about the insurance?"

**No problem, just call Carole Nash**

FOR MORE GREAT QUOTES, FREEPHONE
**0800 298 5566**

Open 8-6.30 Mon.-Fri. 9-12 Sat. Instant cover & free breakdown recovery on all policies. www.carolenash.com. email: classiccars@carolenash.com
IRISH POLICIES AVAILABLE N.Ireland: 0800 298 5566 - Ireland: Dublin 636 9191

CAROLE NASH
INSURANCE CONSULTANTS LTD

## THE WIRE WHEEL SPECIALIST




- **All wheels hand built to customers specification**
- **Tyres supplied with free fitting and balancing**

World's largest range of veteran and vintage hubs and rims.
Comprehensive range of Turrino alloy wire wheels.

**Catalogue and prices available on request.**

**Langley Mill, Langley Rd, Langley, Macclesfield, Cheshire, SK11 0DG**
**Tel: 01260 253119 Fax: 01260 252699**
**E-mail: steve@wirewheels.co.uk www.wirewheels.co.uk**

## FARNDONENGINEERING



Do you want to retain the authenticity of your original engine **and** take advantage of modern advances?
**WE CAN HELP YOU**
Crankshafts - Connecting Rods - Flywheels
Manufactured to Order
Full Design Service Available
Extensive Database of Drawings

**Telephone: 024 76366910 Fax: 024 76644698**
**E-mail: sales@farndon.com**
**website: www.farndon.com**

MOTORSPORT INDUSTRY ASSOCIATION

## www.f1-classics.com

**Ready-to-frame F1 prints at exceptional prices**



*Jack Brabham looks unbelievably relaxed as he wins the 1967 French GP (on the Bugatti circuit at Le Mans), at the wheel of his 3-litre Brabham BT20-Repco V8.*

A superb black & white print on heavy art paper with a rich gloss finish.
Dimensions: 30 x 40 cm (12" x 16").

Prints fit standard off-the-shelf frames & mounts. Mailed immediately in rigid tubes.

**READY-TO-FRAME PRINTS INCLUDE :**
Jim Clark, Graham Hill, Jack Brabham, Jackie Stewart, Denny Hulme, Niki Lauda, Jody Scheckter, James Hunt, Ayrton Senna...
**POSTER-SIZE PRINTS :**
Damon Hill, Michael Schumacher, Mika Hakkinen...

£7 + £2.50 post & packing

**Jack Brabham**
**World Champion 1959-60-66**
**Brabham BT20-Repco V8**
**French GP 1967**

**TO ORDER :** Mail your cheque for £7 + £2.50 post & packing (total= £9.50) to:
Communiquer / F1-classics,
15 av. du Chateau de l'Espée, 06600 Antibes, France.
Tel +33 (0)4 9395 2875 • Fax +33 (0)4 9395 2876

**New: order online at www.f1-classics.com**

# When Only The Best Will Do Carcoon.co.uk

MILLENNIUM PRODUCTS

Carcoon AIRFLOW SYSTEM

0161737969 0

**Colbornes**

RESTORATION SERVICES



Historic Race Preparation, circuit attendance and testing, race tutition available. Full restoration facilities with Jaguar trained engineers for your 'C', 'D', 'E' or MkII.
Beacon Hill Garage, Hindhead, Surrey GU26 6HX
Phone Stephen Markey on 01428 609 822



**HACKBRIDGE ENGINEERING**
COMPREHENSIVE FACILITIES FOR VINTAGE/CLASSIC/HISTORIC VEHICLES

- Restoration projects
- Service & repair
- Race preparation trackside support
- Transport & storage



Contact:
Adam Moody
Graham Hill Way,
Bourne, Lincs.
Tel: 01778 424940
Email: hackbridge@hotmail.com
Website:
www.hackbridge-engineering.co.uk

**ROYCE** SERVICE & ENGINEERING

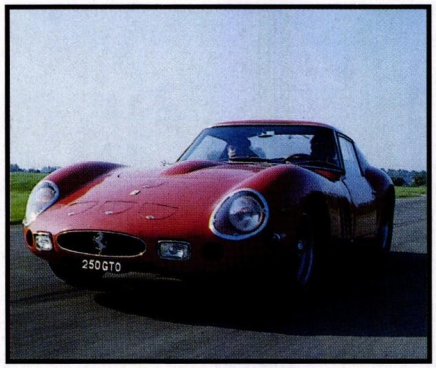
Specialists in Sales & Service of Rolls-Royce & Bentley Cars



*Always a Fine Selection of Chosen Rolls-Royce and Bentleys available for sale*

Royce Service & Engineering,
40 The Street, Ashstead, Surrey
KT21 2AH
Tel 07000 4 ROYCE (76923)
Tel 01372 276546
Fax 01372 277704
Proprietors
Paul Brightman,
Patrick Lloyd-Jacob

- *Routine Servicing*
- *Overhauls*
- *Restoration*
- *Full Coachwork Facilities*
- *We offer an efficient personal service to Rolls-Royce and Bentley owners*
- *Our work is of the highest standard, carried out in our fully equipped workshop.*
- *Collection and delivery service available.*




**G. P. PANELCRAFT**

Specialising in hand crafted panelwork in either steel or aluminium.



"Cooper 500" to polished standard.

**Tel/Fax: 01344 860575**

**BEAUFORT RESTORATION**

BB

Bexon Lane • Bredgar • Near Sittingbourne • Kent ME9 8HG
Telephone: 01795 830288 • Fax: 01795 830199

**Comprehensive in house facilities for Vintage and Historic motor vehicles**

Competition Preparation
Engine & Rolling Road Dynos
Coachwork & Fabrication
Engine Building & Development
Engineering & Machining
Paintshop



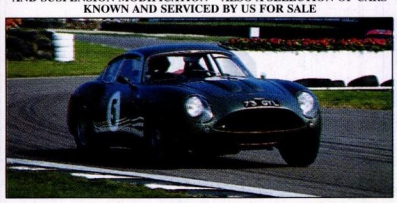

The Chelsea Workshop
(SPECIALISTS IN ROLLS-ROYCE & BENTLEY MOTOR VEHICLES)

*High Class Restoration*

The Chelsea Workshop
Nell Gwynn House, Draycott Avenue,
Chelsea, London SW3 3AU
Telephone: 020 7584 8363/4
020 7581 1761 and 020 7589 1522
Fax: 020 7581 3033
Website: www.chelseaworkshop.co.uk
Email: chelseaworkshop@compuserve.com

**GOLDSMITH & YOUNG LTD**
**ASTON MARTIN SPECIALISTS**

SERVICING • FULL RESTORATION • UNLEADED CONVERSION • DYNAMOMETER • INSURED TRANSPORT • PRE PURCHASE INSPECTION AND REPORT • PERFORMANCE ENHANCING ENGINE AND SUSPENSION MODIFICATION • ALSO A SELECTION OF CARS KNOWN AND SERVICED BY US FOR SALE



Unit 2C, Quarryfields Industrial Estate, Mere, Wiltshire BA12 6LA.
**Tel: 01747 860715. Fax: 01747 861109**
Email: gyl73@aol.com Website: www.aston-gyl.com




**ARIAS**
**PISTONS**

**FORGED PISTONS AND SPECIALIST ENGINE COMPONENTS**

- Forged pistons for every application to 140mm bore
- Steel, titanium and aluminium connecting rods
- Piston rings and pins
- Liners, block sleeves & lightweight pushrods

***ARIAS PISTONS LTD***
Brookers Road Industrial Estate, Billingshurst,
RH14 9RZ. England
Tel: +44(0)1403 784022 Fax: +44(0)1403 782022
Email: pistons@arias.co.uk

Design Council

**Insist on the Award Winning Carcoon AIRFLOW SYSTEM**

BIKE BUBBLE

# WEBSITES WHICH WORK

## Aston Martin

www.djsmail.demon.co.uk

## Books

**COLLECTORS CARBOOKS**

*Specialists in Out of Print and New Motoring Literature*

www.collectorscarbooks.com

CHATER'S

www.chaters.co.uk

01924
264936
www.gmundbooks.com

1960 2000 Haynes THE BOOK

www.haynes.co.uk

## Jaguar

J.D Classics

Premier Dealer for Classic Jaguars
www.jdclassics.co.uk
Tel: 01245 400060

classicjag.com
the online jaguar car showroom

## Morgan

BRANDS HATCH Westcars

The Morgan Agent for South East England
email: info@bhm.uk.com
www.bhm.uk.com

Melvyn Rutter Limited

MORGAN, SALES, SERVICE, PARTS & WORLDWIDE MAIL ORDER

www.rutter.clara.net

Mike Duncan
MAIN AGENTS FOR THE MIDLANDS

Visit
www.morgans4sale.co.uk

SIMMONDS
HOOD CONVERSIONS FOR MORGANS

www.simmonds.uk.com
click onto HOT NEWS!
Tel: 01684 593 197

*Click with:*
***www.lotus.uk.net***

The smart way to your next Lotus

## Restoration

www.classicaffairs.co.uk

Tel: 01547 540555

Goldsmith & Young Ltd
Aston Martin Specialists
Restoration, Service, Sales
www.aston-gyl.com
Tel: 01747 860 715

Rod Jolley
COACHBUILDING
Specialist Panel Beating and Ash Framing

www.rodjolley.com
Tel: 01590 683 702

## Rolls Royce

BALMORAL UK
Rolls-Royce and Bentley Independent Specialists

www.balmoraluk.com
Tel: 01562 711 114

## Misc

BALMORAL UK
Rolls-Royce and Bentley Independent Specialists

www.balmoraluk.com
Tel: 01562 711 114

Race Car Warehouse

www.racecar.co.uk

www.paulmills.com
Formula 1
& Motoring Art
Tel: 01780 757555

**To advertise here e-mail: David.Ward-Penny @haynet.com**

# COLLECTORS CARBOOKS

*Specialists in Out of Print and New Motoring Literature*

**Visit our extensive website:**
**www.collectorscarbooks.com**

# racecar

**We build websites for companies like yours!**

**at www.racecar.co.uk**

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

*Join the Brooklands Society - visit our web site at: www.brooklands.org.uk*



*Or telephone 01737 217221 for an application form*

*Patron: The Earl of March*
*President: Sir Stirling Moss OBE*

## HIGH SECURITY CAR STORAGE

AutoStore

To facilitate ownership of any car not in daily use,
- living, working or holidaying abroad
- restoration projects or investments
- vintage, classic or modern

The AutoStore offers a **secure** and **discreet** service.

- **De-humidified, High Security Storage**
- **Customised Maintenance/Exercise Programmes**
- **Worldwide Collection, Delivery and Shipment**
- **Most Competitive Storage and Insurance Rates**

Collection and delivery with expert 'in-store' attention ensure a worry-free obsence and an immaculate car on your return. Full Brochure and Tariff from:

MasterCard VISA **The AutoStore** AMERICAN EXPRESS

PO BOX 833, SAWSTON, CAMBRIDGE, CB2 4UE. Tel: (01223) 872879 Telex: 317210 Fax: (01223) 872983
www.autostore.co.uk e-mail: autostr@ibm.net

---

PROFESSIONAL QUALITY CAR STORAGE

**Classic Car STORAGE LIMITED**



- ◆Specialised Professional Care◆High Security Storage
- ◆Customised Maintenance Programmes
- ◆Collection, Delivery and Shipment
- ◆Digital Photographic Records
- ◆Computerised Accounting

Classic Car Storage Ltd. P.O. Box 29, Petersfield, Hampshire GU31 5YH
Telephone: 01730 825 826 Fax: 01730 825 077
Email: info@classiccarstorage.co.uk Web: www.classiccarstorage.co.uk

---

## PARAGON
VEHICLE STORAGE

Active Storage Programme Including Comprehensive Insurance Cover
In Our High Security Heated Premises @ £25+v.a.t. Per Week.

MasterCard VISA AMERICAN EXPRESS

Other Services Available:
Valeting & Storage Preparation • Mechanical Workshop, M.O.T's/Tyres
Covered Vehicle Transportation • Bodyshop Facilities - Low Bake Oven

**PARAGON • EAST SUSSEX • TN20 6HY**
**Tel: 01825 830424 • Fax: 01825 830427**
**www.paragon.gb.com • Email: info@paragon.gb.com**

---

**DE-HUMIDIFIED**
## CAR STORAGE
**IN THE SOUTH**

Fully insulated indoor storage with high security and 24 hour surveillance. Easy access to Gatwick with mainline railway links to London and the South Coast. Short or long term for home and overseas owners. Very competitive rates for fully dehumidifed storage. Maintenance service available. We also have our own covered transport service. Access seven days a week. Illustrated brochure available

# CARLINES

VIOLETS, SLINFOLD, Nr. HORSHAM, WEST SUSSEX, RH13 7RA.
Tel: 01403 790503 or 790397. Fax: 01403 791593. Mobile: 07803 253299.
Email:carlines@clara.net

---

STORACAR
THE HOTEL FOR FINE AUTOMOBILES LTD

★★★★★



Comprehensively insured by
CGU
for your security

## www.storacar.co.uk

- *Secure and discreet location*
- *Dry/de-humidified storage*
- *Full valeting service*
- *Servicing, repairs & MOT's*
- *Collection/delivery worldwide*

P.O. Box 374, Newport Pagnell,
Bucks., MK16 8AA
Tel: +44 (0)1234 391 206
Fax: +44 (0)1234 391 672
**E.mail: storacar@compuserve.com**

---

## LONDON CAR STORAGE
Bride Street, Caister House, Underground Storage
London N7 8AX



. Short Term .
. Long Term Stay .
. Complete Valeting Service .
. C.C.T.V 24hr Surviellance .
. Collection & Delivery can be Arranged .

L.C.S offer a Secure & Discreet Service to suit all your needs
Comprehensively Insured for your piece of mind
For more details & information
**Please call 020-7609-8533**

---

## 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 with or without logos.
- Manufactured in the U.K. from the finest breathable sateen cotton.
- Also available Block IT 400 Series fabric by Kimberley Clark water resistant breathable covers
- **Storage bag included. Delivery: 14-21 days.**
- IF YOU CHERISH IT – INVEST IN THE BEST

For free colour brochure contact: **SPECIALISED CAR COVERS, Concours House, Main Street, Burley in Wharfedale, Yorkshire LS29 7JP. Tel: 01943 864646 (24 hrs) Fax: 01943 864365**
**E-mail: scc@specialisedcarcovers.com**

SPECIALISED CAR COVERS
WORLDWIDE EXPORT SERVICE

Certificate No. 17766/98

Official Suppliers to:
**...SPECIALISED CAR COVERS**
ASTON MARTIN LAGONDA LTD · PORSCHE CARS (GT. BRITAIN) LTD · PORTMAN LAMBORGHINI · JAGUAR CARS · MASERATI LTD · TVR ENGINEERING LTD
AND MANY OTHER CAR MANUFACTURERS
**WEBSITE: http://www.carcoversuk.com E-mail: sales@carcoversuk.com**




fast vintage

On Sunday 18th February 2001
in Sydney, Wemyss auctions

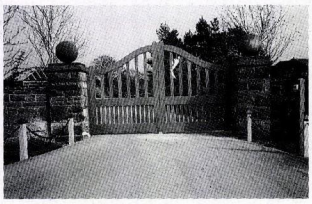
IMPORTANT VINTAGE CARS

includes: 1925 30/98 Vauxhall - one owner since 1948 (est A$180,000/220,000) and twenty other significant cars.
View our web site for details
Bid by telephone, email or commission
Condition reports & inexpensive shipping available



wemyss australia
www.wemyss.com.au

10 Wentworth Avenue SYDNEY NSW 2000 AUSTRALIA
tel +61 2 9283 4900 fax +61 2 9283 5600

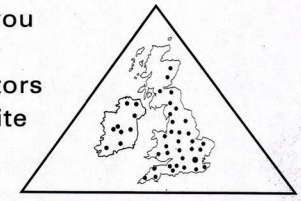


POWERDOOR™
AUTOMATIC GATE SYSTEMS



FOR NEW OR EXISTING IN WOOD/STEEL WROUGHT IRON

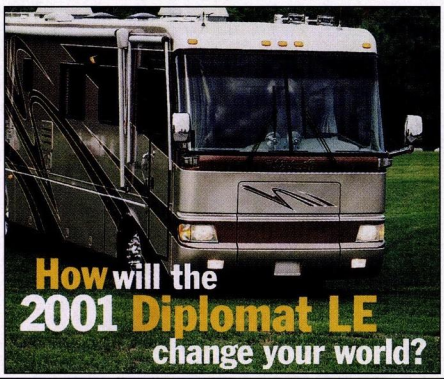
**SECURITY AND CONVENIENCE** controlled by you from a simple push button to complex video entry
**NATIONWIDE** over 150 approved installers/distributors
**INFORMATION/BROCHURE** please phone or write



**TEL: 01798 815700 Fax: 01798 815900**
Powerdoor, Old House Farm, Thakeham, Sussex RH20 3EH

Visit our web site www.powerdoor.co.uk
e-mail us at sales@powerdoor.co.uk

TRAVELWORLD MOTORHOMES
01902 420724 / 422780 www.us-rv.com




CBR
MOTOR BODIES

TRANSPORTATION OF CLASSIC & PERFORMANCE CARS



- EXPERIENCED CLASSIC CAR RESTORERS
- COVERED/OPEN TRANSPORT ANYWHERE IN EUROPE/UK
- FULLY DE-MOUNTABLE BODY CARS LOADED AT GROUND LEVEL
- MIDLAND BASED
- COMPREHENSIVE INSURANCE

CONTACT ANDREW WATERS
TEL/FAX 01543 422625 MOBILE - 0976 793642



LUXURY AMERICAN MOTORHOME HIRE AND CORPORATE HOSPITALITY

Top of the range Motorhomes delivered and collected from any European destination. Self drive also available. Short of long term hire

USA RV-RENTAL

CONTACT DAVID ERRINGTON AT:
USA RV RENTALS, 68 SOMERS ROAD, RUGBY, WARWICKSHIRE CV22 7DH
TEL: 07775 813040, FAX: 07775 819111, E-MAIL: D.ERRIN@U.GENIE.CO.UK

# The Ultimate Garage!



Combination as shown £1995* Includes VAT & Delivery

**Tidy Practical Secure Stunning!**

Transform your garage into a clean, tidy and secure workspace with a Dura Fitted Garage as used by the professionals. It's a unique range of high quality modular units and accessories made from durable 1.2mm steel for extra strength and rigidity with a smart and practical silver stoved finish. Drawers run on bearings and are foam lined to protect valuable tools and all units include locks.

All cabinets are delivered ready assembled for simple DIY installation. We also offer a nationwide fitting service.

*Excludes accessories

MS8/00

*Call for a free colour brochure:*

**01295 712800**

www.dura.co.uk

DURA

The Fitted Garage™



CAMBRIDGE MOTORSPORT

**SPECIALISTS IN 1950s and 1960s BRITISH SPORTS CARS**

## Brand New On-line Store!

Browse 1000s of specialist products on the Web. Make instant purchases on-line...



...all at the touch of a button at

**www.cambridgemotorsport.com**

HAWK PERFORMANCE CARBOTECH PISTONS



EDGE PERFORMANCE PRODUCTS

**High Performance Starter Motors**

High torque, reduction geared, lighweight (from 4kg) and compact. Low current draw. Suitable for many modern and historic applications.

**Tel: 01767 677969**

Fax: 01767 677026 E-mail: sales@cambridgemotorsport.com

Cambridge Motorsport Ltd., Caxton Road, Great Gransden, Nr Sandy, Beds. SG19 3AH



# RED TRIANGLE

The authorised manufacturer and supplier of genuine Alvis parts and restorer of Alvis cars since 1968



*We have more experience than anyone else in the restoration, repair and servicing of Alvis cars.*

*By using our original Works drawings and specification data we are able to ensure your work is carried out to the highest standards which issupported by our large stock of Alvis parts.*

*We have several Alvis cars in stock which can be detailed to your own particular specification.*

*SEND FOR OUR 96 PAGE FULL COLOUR CATALOGUE.*

e-mail: enquiries@redtriangle.co.uk

www.redtriangle.co.uk

Quality Assurance BSI REGISTERED FIRM No. FS 38477

RED TRIANGLE, COMMON LANE, KENILWORTH, WARWICKSHIRE CV8 2EL ENGLAND. TEL: SERVICE & RESTORATION 01926 864867 PARTS 01926 857303 FAX: 01926 857305


www.proaction-design.com

# MOTORSPORT 2001 INTER


DRIVE A BARGAIN

For first news of what's coming up where and when visit the new web-site of the Collector's Car Auction List at: www.classics-at-auction.com

Auction preview Fax-U-back
09067 110066
Calls cost 50p per minute

For more information about the Collector's Car Auction List call us on
020 8534 3883

*Insuring the important things in life*

0990 70 80 90

AON

Vintage and Veteran Cars
Post War Classics
Instant Classics
Classic Motor Trade
Classic Motor Cycles

CLASSIC AND HISTORIC

For more information on any aspect of buying or selling important motor vehicles, please contact Robin Lawton on

01252 877317
fax 01252 878741

Classic and Historic Automobile Division,
Blackbushe Auction Centre,
Blackbushe Airport, Blackwater,
Camberley, Surrey GU17 9LG

British Car Auctions
www.classic-car-auction.co.uk


## JANUARY

**7** RTS, Royal Norfolk Showground, Norwich. Tel: 01603 418200

**11-14** Kruse International, Scottsdale, Phoenix, Arizona, USA.Tel: 001 219 925-5600

**13** Coys, Autosport 2001, NEC, Birmingham. Tel: 020-7584 7444

**17-21** Barrett-Jackson, Scottsdale, Arizona, USA. Tel: 001 480 421-6694

**19** RM Auctions Inc, Phoenix, Arizona, USA. Tel: 001 519 352-4575

**20** Bonhams & Brooks, Italian Marques, Palm Beach, Florida, USA. Tel: 020 7393 3900

**25** Bonhams & Brooks, Garage Sale, Clapham, London. Tel: 020 7393 3900

**27** Cheffins: The Frank Smith collection of Historic & Vintage Tractors, Springfields Exhibition Centre, Spalding, Lincs. Tel: 01223 358731

**29** BCA, Blackbushe Airport, Blackwater, Camberley, Surrey. Tel: 01252 878555

## FEBRUARY

**4** Purely Classic Vehicles, AUTOJUMBLE, Southend, Essex. Tel: 01702 461600

**6** Barons, Sandown Park, Surrey. Tel: 02380-840081

**9-18** Poulain le Fur-Sotheby's, Retrombile, Parc des Expositions, Porte de Versailles, Paris, FRANCE. Tel: 00 331 5805 0607

**14** Christie's: James Bond memorabilia, (includes Goldeneye DB5), South Kensington, London. Tel: 020 7581 7611

**14** H&H, Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630

**17** Bonhams & Brooks, BEN charity auction, Brooklands, Weybridge, Surrey. Tel: 020 7393 3900

**18** RTS, Wood Green Animal Sanctuary, King's Bush Centre, London Road, Godmanchester, Huntingdon, Cambs. Tel: 01603 418200

**24&25** Keith McCormick, Convention Centre, Palm Springs, California, USA. Tel: 001 760 320 3290

**26** Bonhams & Brooks, RAF Museum, Hendon, London. Tel: 020 7393 3900

**26** Poulain le Fur-Sothebys, Palais des Congrès, Hôtel des Ventes du Palais, Paris, FRANCE. Tel: 00 331 5805 0607

## MARCH

**4** RTS, Royal Norfolk Showground, Norwich. Tel: 01603 418200

**5** Bonhams & Brooks, Geneva Salon, Switzerland. Tel: 020 7393 3900

**10** RM Auctions Inc, Ritz-Carlton, Amelia Island, Florida, USA. Tel: 001 519 352 4575

**11** Purely Classic Vehicles, Southend, Essex. Tel: 01702 461600

**17** Cheffins: Vintage & Classic Commercial Vehicles, Castle Donington, Derbyshire. Tel: 01223 358731

**13** Barons, Sandown Park, Surrey. Tel: 02380 840081

**26** BCA, Blackbushe Airport, Blackwater, Camberley, Surrey. Tel: 01252 878555

**26** Christie's, Jack Barclay Showrooms, London. Tel: 020-7389 2851

## APRIL

**TBA** Poulain le Fur-Sothebys, Palais des Congrès, Hôtel des Ventes du Palais, Paris, FRANCE. Tel: 00 331 5805 0607

**5-8** Poulain le Fur-Sotheby's, Tecno Classica, Essen, GERMANY. Tel (France): 00 331 5805 0607

**7** Cheffins, Vintage & Classic Cars & Automobilia, Chilford Hall, Linton, Cambs. Tel: 01223 358731

**8** RTS, Wood Green Animal Sanctuary, King's Bush Centre, London Road, Godmanchester, Huntingdon, Cambs. Tel: 01603 418200

**11** H&H, Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630

**17** Barons, Sandown Park, Surrey. Tel: 02380 840081

**21&22** The Auction, Imperial Palace Hotel, Las Vegas, Nevada, USA. Tel: 001 702 794 3174

**23** Bonhams & Brooks, RAF Museum, Hendon, London. Tel: 020 7393 3900

**26** Husseys, The Auction Centre, Matford Park Road, Marsh Barton, Exeter. Tel: 01392 425481

**28** Cheffins: Steam engines, vintage and classic tractors, Sutton, Near Ely, Cambs. Tel: 01223 358731

**28** Christie's, New York. Tel: 020 7389 2851

**29** Purely Classic Vehicles, Southend, Essex. Tel: 01702 461600

## MAY

**12** Bonhams & Brooks, Aston Martins, Newport Pagnell. Tel: 020 7393 3900

**13** RTS, Royal Norfolk Showground, Norwich. Tel: 01603 418200

**21** BCA, Blackbushe Airport, Blackwater, Camberley, Surrey. Tel: 01252 878555

**21&22** Bonhams & Brooks, Monaco, Monte Carlo. Tel: 020 7393 3900

**22** Barons, Sandown Park, Surrey. Tel: 02380 840081

**26** Coys, Rockingham Motor Speedway, Corby, Northants. Tel: 020 7584 7444

## JUNE

**6** H&H, Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630

**10** Purely Classic Vehicles, Southend, Essex. Tel: 01702 461600

# NATIONAL AUCTION CALENDAR

**11** Poulain le Fur-Sothebys, Palais des Congrès, Hôtel des Ventes du Palais, Paris, FRANCE. Tel: 00 331 5805 0607

**14** Bonhams & Brooks, Great Yorkshire Showground, Harrogate. Tel: 020 7393 3900

**17** Christie's, Los Angeles, USA. Tel: 020 7389 2851

**17** RTS, Wood Green Animal Sanctuary, King's Bush Centre, London Road, Godmanchester, Huntingdon, Cambs. Tel: 01603 418200

**26** Barons, Sandown Park, Surrey. Tel: 02380 840081

**30** Bonhams & Brooks, Rolls-Royce & Bentley, Towcester Racecourse, Northants. Tel: 020 7393 3900

## JULY

**5-6** Bonhams & Brooks, Goodwood Festival of Speed, Goodwood, West Sussex. Tel: 020 7393 3900

**7** Cheffins: Vintage & Classic Cars & Automobilia, Old Warden Aerodrome, Biggleswade, Beds. Tel: 01223 358731

**8** RTS, Royal Norfolk Showground, Norwich. Tel: 01603 418200

**22** Purely Classic Vehicles, Southend, Essex. Tel: 01702 461600

**23** BCA, Summer Evening Sale, Bridgwater Auction Centre, Bristol Rd, Bridgwater, Somerset. Tel: 01252 878555

**25** H&H, Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630

**26** Bonhams & Brooks, Summer Vintage, venue TBA. Tel: 020 7393 3900

**31** Barons, Sandown Park, Surrey. Tel: 02380 840081

## AUGUST

**4** RM Auctions Inc, Meadow Brook Hall, Auburn, Indiana, USA. Tel: 001 519 352 4575

**11** Bonhams & Brooks, Oldtimer Grand Prix, Nurburgring, GERMANY. Tel: 020 7393 3900

**17&18** RM Auctions Inc, Monterey, California, USA. Tel: 001 519 352 4575

**18** Bonhams & Brooks, Quail Lodge, Monterey, California, USA. Tel: 020 7393 3900

**19** Christie's, Pebble Beach, California, USA. Tel: 020 7389 2851

**19** RTS, Wood Green Animal Sanctuary, King's Bush Centre, London Road, Godmanchester, Huntingdon, Cambs. Tel: 01603 418200

**25** Bonhams & Brooks, Silverstone Festival. Tel: 020 7393 3900

## SEPTEMBER

**2** Purely Classic Vehicles, Southend, Essex. Tel: 01702 461600

**4** Barons, Sandown Park, Surrey. Tel: 02380 840081

**9** Bonhams & Brooks, Beaulieu Autojumble, National Motor Museum, Beaulieu, Hants. Tel: 020 7393 3900

**14** Bonhams & Brooks, Goodwood Revival Meeting, Goodwood, West Sussex. Tel: 020 7393 3900

**16** RTS, Royal Norfolk Showground, Norwich. Tel: 01603 418200

**22** RM Auctions Inc, New York Auto Salon, Waldorf-Astoria, New York. Tel: 001 519 352 4575

**24** BCA, Blackbushe Airport, Blackwater, Camberley, Surrey. Tel: 01252 878555

**26** H&H, Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630

**27** Husseys, The Auction Centre, Matford Park Road, Marsh Barton, Exeter . Tel: 01392 425481

## OCTOBER

**TBA** Bonhams & Brooks, London. Tel: 020 7393 3900

**6** Greens, Three Counties Showground, Malvern, Worcs. Tel: 01684 575902

**9** Barons, Sandown Park, Surrey tel: 02380 840081

**12** Bonhams & Brooks, Hershey, Pennsylvania, USA. Tel: 020 7393 3900

**13** Cheffins: Vintage & Classic Cars & Automobilia, venue TBA. Tel: 01223 358731

**21** Purely Classic Vehicles, Southend, Essex. Tel: 01702 461600

**27** Cheffins: Steam engines, vintage and classic tractors, Sutton, Near Ely, Cambs. Tel: 01223 358731

**28** RTS, Wood Green Animal Sanctuary, King's Bush Centre, London Road, Godmanchester, Huntingdon, Cambs. Tel: 01603 418200

## NOVEMBER

**TBA** Bonhams & Brooks, Paris, FRANCE. Tel: 020 7393 3900

**13** Barons, Sandown Park, Surrey. Tel: 02380 840081

**15** Bonhams & Brooks, Great Yorkshire Showground, Harrogate. Tel: 020 7393 3900

**18** RTS, Royal Norfolk Showground, Norwich. Tel: 01603 418200

**28** H&H, Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630

## DECEMBER

**TBA** Christie's, London. Tel: 020 7389 2851

**1** Cheffins: Vintage & Classic Cars & Automobilia, venue TBA. Tel: 01223 358731

**3** BCA, Blackbushe Airport, Blackwater, Camberley, Surrey. Tel: 01252 878555

**3** Bonhams & Brooks, London. Tel: 020 7393 3900

**10** Poulain le Fur-Sothebys, Palais des Congrès, Hôtel des Ventes du Palais, Paris, FRANCE. Tel: 00 331 5805 0607

**17&18** Bonhams & Brooks, Ferraris, Gstaad, SWITZERLAND. Tel: 020 7393 3900

**18** Barons, Sandown Park, Surrey. Tel: 02380 840081


CHRISTIE'S
INTERNATIONAL MOTOR CARS

*Exceptional Motor Cars*
*Exceptional Results*

*For further information please contact one of our specialists:*

NEW YORK
**Tel: (01) 212 636 2277**
**Fax: (01) 203 341 9849**

LOS ANGELES
**Tel: (01) 310 385 2699**
**Fax: (01) 310 385 5875**

www.christies.com


Please note that this is a provisional auction calendar compiled with information available at time of going to press. Many dates will be added through the year and others may be amended or changed. Readers are advised to phone auction houses for confirmation of dates, venues and viewing arrangements. MOTOR SPORT accepts no responsibility for any effects or results of errors or omissions.


COYS
OF
KENSINGTON
—
FOUNDED 1919

SPECIALISTS IN FINE HISTORIC AUTOMOBILES VALUERS AND AUCTIONEERS

Telephone 020 7584 7444
Fax 020 7584 2733
http://www.coys.co.uk

auctions@coys-of-kensington.co.uk

# WORKING HARD . . .
## SO WHAT ARE YOU WAITING FOR?




## . . . YOU ONLY LIVE ONCE!

The Most Beautiful Car in the World. The Jaguar E-Type enjoys universal acclamation - and rightly so! For no other sports car has ever come anywhere near to emulating the E-Type's sensual beauty and thoroughbred power.

At the E-Type Centre we always have over 50 of the very best examples for sale, all owned by ourselves, and prepared so thoroughly that we are able to offer our own unbeatable warranty.

Contact us today for your copy of our new brochure, stock list and information pack, then make a date with the car you've always promised yourself.



**E-Types, XK's and MK2 Saloons always wanted**

THE E-TYPE CENTRE

THE WORLD'S LARGEST RETAILER OF E-TYPE JAGUARS
ESTABLISHED 20 YEARS

Tel: 01827 373247 Fax: 01827 373604
Web site: www.e-typecentre.co.uk
Email: info@e-typecentre.co.uk



A

AC

**AC COBRA MK IV CRS**
**AC SUPERBLOWER**
**AC 212 C/S**

EARLY DELIVERY
on these handmade sports cars
from £38,950
Plus always a selection of
pre-owned AC's

DUNCAN HAMILTON & CO., LTD.

P: 01256 765 000
F: 01256 766 000
**WWW.duncanhamilton.com**
email:davidjohn@duncanhamilton.com



**Alvis Wanted**
Pre-War Tourers or DNC's
any condition - cash paid.
**Contact Barrie Pountney**
**Red Triangle 01926 864867**


# MOTOR SPORT SMALL ADS

**ABARTH OT.** 2000 Corsa Coupe. 220 CV. 650 KG. Beat everything. www.classicscars.com.database chassis numbers with complete history. www.classicscars.com we also buy or sell cars.

**ABARTH,** many models. www.classicscars.com.database chassis numbers with complete history. We also buy or sell cars. www.classicscars.com

**AC ACE 'BROOKLANDS',** 5 litre V8. May 1996. Manual, green, FSH. Immaculate. 18,000 miles, hand built, stainless steel chassis. Aluminium body. £39,900. Part exchange considered. Tel. (01953) 681078. Mobile (07940) 330747. Private sale.

**AC ACE 1959,** LHD. 22,000 miles from new. Private sale. Much illustrated in Rinsy Mills book "Original AC ACE & COBRA": P9 and 41 etc. Tel/fax 32 9 2823335 (Belgium).

**ABARTH OT 2000 CORSA COUPE,** 220 CV, 650 kg, beat everything. www.classicscars.com Database chassis numbers with complete history, www.classicscars.com We also buy or sell cars.

**ABARTH.** Many models. www.classicscars.com Database chassis numbers with complete history. We also buy or sell cars. www.classicscars.com

**ABARTH 207 BOANO BARCHETTA,** (10 built) 1955, racing history. Restoration pebble beach. Elligible mille miglia, Targa Florio. www.classicscars.com.database chassis numbers with complete history. We also buy or sell cars. www.classicscars.com

**AC COBRA,** genuine factory lightweight, 1990, mohair weather equipment, factory fitted side exhausts, 5,200 miles and absolutely perfect. B1 GAC plate available separately. Looking for Ace Bristol with competition mods/history to buy or part exchange. Tel: 07884 314100 office hours, 01623 486003 evenings and weekends.

**ALFA GTV 2000,** 1974, in yellow ochre, restored four years ago. Good radio and alarm and fully retrimmed inside. Mechanically excellent and a pleasure to drive. Body sound but will need some attention, hence £3,250. Please contact Paul on 07720 398609 or crabtreeds13@aol.com

**ALFA ROMEO 1750 GTV MK 1,** 1969. Red, super condition inside and out. Recent engine rebuild. Classic & Sports car feature car. Stunning and original. £7,950. Tel: 020 8940 8262 or 0831 727 042.

**ALFA ROMEO 2.0 GTV,** 1972. Red with black interior. Part of a private collection for last 14 years. In outstanding condition throughout. £5,500. Tel. 07710 456315.

**ALFA ROMEO 2000 GTV BERTONE,** 1974. Dutch Blue. Black trim, 62,000 miles, over £14,000 spent on full body & mechanical restoration to as new condition 2 years ago. Fully waxoyled, drives superb. £7,950. (01529) 469035. Veloce sport.

**ALFA ROMEO 2000 GTV,** 1972, Rosso Red, black trim, fully rebuilt 1995. Still in excellent condition, drives superb, 4 new tyres & exhaust. MoT/tax, fully waxoyled. Good value £4,995. (01529) 469035. Veloce Sport.

**ALFA ROMEO BERTONE SPRINT 2600,** 1964. Very rare RHD. Restored, re-chromed, re-sprayed, red, leather interior. Original sills and floors, ex-Jersey car. Dry stored 21 years. Low mileage. May exchange for Mk 2 Daimler or 3.4 Jaguar in same condition. £8,500. Tel: (01406) 330426.

**ALFA ROMEO DUETTO SPIDER,** 1969. RHD, White, black trim. 3 owners from new. Fully waxoyled, new double duck hood, dry use only, full photo restoration, good history. £7,995. (01529) 469035. Veloce Sport.

**ALFA ROMEO GTC 1967,** Rare & pretty convertible Giulia. Four seater, vgc, ready for summer. £8,495. Tel: 01243 774366 or 07967 132221, 01243 861631.

**ALFA ROMEO GIULIA SPIDER,** 1600 cc. Rare RHD with 5 speed gearbox. Fitted with twin carburettors. 67,500 miles recorded. Blue/black trim. In excellent all-round condition, having been cared for. £9,950 ono. Corley Motors. Tel: 01676 541393 or Mobile 0788 4002321.

**ALFA ROMEO SZ LHD,** 1959, chassis #1012600048, in Germany, full restoration 1993, excellent condition, fast car, third in its class 2000, ready for racing season 2001, incl. spares, £44,000. Write to: Mark Harris, Classic & Sportscar Ads, Box No. 312, Somerset House, Somerset Road, Teddington, Middlesex, TW11 8RT.

**ALVIS TA14 SALOON,** 1952, two tone grey, fitted sunroof, 3 litre engine factory fitted, nice history file, nice genuine example believed moderate mileage, £6,950. Tel: 07768 630969. Pioneer automobiles, Newbury, Berks. Website: www.secant.co.uk/pioneer.

**ASTON MARTIN... FULL RESTORATION SERVICES BY,** Brooklands Motor Company, Paint mixing system, expert colour matching, low bake ovens, ultimate paint finish, fabrication, car bench jigs, welding, retrims, hoods, auto electrician, cars, parts, projects wanted, free loan cars, recovery, storage, for free estimates, friendly advice, personal service call 01932 828545/0860 912217 or fax 01932 828550 located Byfleet Road, Weybridge, Surrey, England.

**ASTON MARTIN DB2/4,** 100% restored LHD. www.classicscars.com Database with chassis numbers with complete history. We also buy or sell cars www.classicscars.com

**ASTON MARTIN DB2/4,** 1955 FHC, red with beige leather interior new MOT and tax. Good original condition. Many invoices and old MOT's. £15,500. Tel: 01892 730254.

**ASTON MARTIN V8 LAGONDA,** 1982 Metallic green/magnolia leather. Piped green - 36k miles. FSH. £15,000 Coney Carriage Company. Tel: 01895 831736 or www.coneycarriage.co.uk

**ASTON MARTIN DB7 VOLANTE,** 1997 Grampian Green/Forest Green LHD manual, ex/warranty Sept/01, sports exhaust, CD 45k km. Recent 30K miles. AM service £58,000. Tel: 00 49 8324 8369.

**ASTON MARTIN V8 AUTO,** with Vantage spoiler. '79, Dark Red with Magnolia leather interior. Carefully maintained and respayed in '97 with SS exhaust throughout. New aluminium fuel tank and complete underbody renovation last year. Drives extremely well. All recent service history. 125k miles. Owner retiring abroad. £22,000. Tel: 01458 251680. Fax: 01458 259191 Private Sale.

**ASTON MARTIN V8 OSCAR INDIA,** 1983. Finished in Metallic Buckingham Green. Full parchment leather, Piped Green, BBS alloys, 3 owners, 37,000 miles. Full service by Aston main agent. Outstanding condition. £29,995. Tel: 01323 411310. Devonshire Motor Company. www.dmc-porche.co.uk.

**ASTON MARTIN V8,** 1974. Rosso Red with Saville Grey interior. Only 3 owners from new. Comprehensive history file. Very correct. Condition 1. £15,750. P/x possible. View at 'Charles Leslig Cars', Aberdeen. Tel: 01674 840745.

**ASTON MARTIN DB6 AUTO MKI,** 1967, Red with black hide, PAS, aircon, good oil pressure, excellent chrome, a very honest car, requires some TLC, 1 years MOT, tax exempt. A very useable project, £22,995. Tel: Brooklands Motor Company 01932 828545 or 0860 912217.

**ASTON MARTIN VANTAGE VOLANTE,** 1988, white/black mohair hood, LHD, one owner, 7,000 miles, only, FSH, original concours condition, £59,500. Tel: 020 8209 8481 or 07836 560300.

**AUDI QUATTRO TURBO 20v,** 1989 (G), white, full black leather, Rekord seats,

To advertise in the March issue, on sale February 16th, your advertisement must reach our offices no later than January 26th. 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 made payable to Haymarket Publishing Ltd.*

*Send to MOTOR SPORT Classified Advertisements Dept, Somerset House, Somerset Road, Teddington, Middlesex TW11 8RT. Telephone: 020 8267 5251; fax: 020 8267 5360.*

Please note no alterations, cancellations or refunds are possible once payment has been processed. We reserve the right to refuse or withdraw advertisements at our discretion, and the publishers do not accept liability for printers' or clerical errors, although care is taken to avoid mistakes. Trade Department Act 1968: advertisers should pay attention to the requirements of the Act, particularly regarding accurate descriptions of all goods offered for sale

air conditioning, immobiliser, alarm, s/roof, 80k, immaculate example of rare classic, £12,995 ono. Tel: 01372 386687 day or 01372 379526 eve.

**AUDI QUATTRO TURBO,** 1987, D reg, 94,000 miles, FHS, pearl white metallic, superb condition inside and out, maintained regardless of cost, reluctant sale, £7,800 ono. Tel: 01737 216664.

**AUSTIN HEALEY 3000,** 1967, virtually unused since Northern Healey Centre concours restoration, fastidious collector owned, expensive but perfect, £2,995. Tel: 01489 877873.

## B

**BENTLEY CLOUD I,** 1956, truly stunning restoration, new magnolia leather upholstery, roof lining, wood, carpets, chrome, re-conditioned brakes, engine etc, all photos of work, may p/exchange, £14,900. Tel: 020 8693 1003 or 078844 28546. London SE22.

**BENTLEY SI,** 1959, Blue over silver, later high compression, 6 cylinder engine car with PAS, superb example with enormous history file, and a subject of a major restoration by RR Motors Factory at Crewe. Find a better example at £22,950. A choice of 18 other Rolls Royce and Bentley cars in stock. Tel: Anthony Copsey 01245 400239 or fax: 01245 401151. E-mail: ajcopsey@aol.com. (10 mins Junction 30 M25).

**BENTLEY S3,** 1964, LHD, fully prepared high quality car, PJ Fischer retired. Best offer secures, see other cars left at: www.pjfischer.com or 0044 (0)208 876 7272. Fax: 876 5534. E-mail: peter@pjfischer.com

**BENTLEY MK VI,** 1952. My ownership 31 years. Photographic record of extensive restoration of this outstanding car. Any trial £14,000 ono. Tel: 01429 263551.

**BENTLEY MARK V1 H.J. MULLINER,** 4-door saloon (1947). A most handsome 'petite' Bentley built to almost perfect proportions and in first rate original unrestored condition. Modest mileage from new with superb history. Black with brown interior. Reasonable offer buys. PJ Fischer retired. See other cars on www.pjfischer.com or call 0044 (0)208 876 7272.

**BENTLEY MULLINER PARK WARD,** 2 door coupe 1968. Gold/black hide, £20k restoration in 1968. Superb condition £17,500. Tel: (01883) 713223 or 0831 464478 Surrey.

**BENTLEY S2,** 1960, coachwork in Georgian silver over midnight blue, light grey hide, 66,000 miles, service history, new over rugs, a beautiful rust free example with MoT and a guarantee, £19,950. Another S2 available. Tel: 020 8690 2929, further selection on www.ghostmotors.co.uk

**BMW 2002 TURBO,** 1974, silver, 65,000km, immaculate condition throughout. £8,500. Jonathen. Tel: 020 8868 1868 or 07971 988735.

**BMW M3 EVO II,** 215bhp, 1990 G, white, black full-leather, alarm, stereo/CD, full electrics, outstanding original condition, 41,000 miles, FSH, sold by Munich Legends, £11,900. Tel: 07968 007 632, 020 8673 1498. cblanc@mac.com

**www.bmwmpower.co.uk,** the UK's largest M3 and M power specialist, alpinas, Z1's and other interesting BMW's £3,995 - £33,995. Tel: 01189 713939 or 0802 627362.

**BRISTOL 410,** Must be seen, two owners, only 45,000 miles. Dark green, grey hide, full length sunroof, extensive history. £15,995. www.no-name-garage.co.uk. Call 07768 170445.

**BRISTOLS, BRISTOLS, BRISTOLS!** Bristol BRG, grey leather in 'very nice condition' having had much major work done in last 35k miles including bare metal respray with new panels and new leather. Lots of bills & history £17,500. Also 2.6 litre Lagonda saloon 1951. £8,500. Other Bristols wanted/available. New and used spares & high class restoration. Work carried out. Contact Brian May Tel: 0121 430 3767.

**ELVA BARCHETTA,** 1955. alloy. FIA papers, restored. Mille Miglia, tour auto, targa florio. Full history. www. classicscars.com database chassis numbers with complete history. www. classicscars.com We also buy or sell cars.

## C

**CATERHAM CATERHAM CATERHAM,** Buying or selling contact the specialist, Caterhams purchased for cash, full dealer facilities. Paul Stephens Specialist Cars. Tel: 01440 714884, www.paul-stephens-cars.co.uk

**CATERHAM 7,** 1700 Super sprint. 1984 (B). Fully painted in red. History file from new. MoT. Excellent condition (£6,950 for a prompt hassle free sale!) Tel: John Heda (02380) 556300 or 0836 263471.

**CATERHAM SUPER 7,** 1700x. Q (1997). Only 7,000 miles. Professionally built by Ratrace Motorsport London. Green with yellow nose, full weather gear, superlites, cycle wings, Vectora immobiliser . Recent unleaded head conversion, full history. Original car in immaculate condition. £11,950. Tel: (07785) 751838. daniel@super7.screaming.net. Private sale.

**CHEVROLET,** 1920's restored to high standard. Black/silver European taxes paid. All enquiries tel. UK 020 8450 5252 Fax: 020 8450 5135.

**CHEVROLET CORVETTE C5 CONVERTIBLE,** 1999, (T99VET). Sebring Silver, black hood & leather, auto, head up display. 350 bhp, one owner, very low mileage, stunning car. 0-60mph. 4.5 secs, 170 mph. £34,999. Please telephone Andy Lerry on 01452 855511 (office hours). May consider interesting part exchanges.

**CITROEN DS,** a quality Citroen DS from France direct to your door at 30% to 50% below UK prices. Contact Brian at Citroen Classique. Tel/Fax: 0033 296 61 41 19. E-mail: josgarage@compuserve.com

**CITROEN DS 21,** 1969, Pallas trim, black with excellent black leather, beautiful car, fabulous driver, years MOT, £4,950. Tel: Brian 0033 296 61 41 19.

**CITROEN DS SPECIALISTS.** We always have a selection of excellent ID and DS models all fully serviced with MOT's in stock. For a complete stock list please contact French Classics on 01474 703125 or fax 703129. www.frenchclassics.co.uk

**CITROEN LIGHT 15,** Small boot, sunroof, RHD, Old English White, black leather/wood interior. Completely restored, MoT'd. Very pretty car. From 1046 with original number. Tel: Shaun (01832) 226262. £5,850.

**CITROEN SMEFI,** 1974, metallic gold with black leather, original UK car in superb condition, 41k miles with new engine at 35k. My car for most of its life, £13,500. Alistair 01403 784903 or 07802 355577 Sussex.

**COBRA MUSTANG SVT,** 1995, 5 litre V8, 72,000 miles, black/black leather, serviced every 3,000 miles from new. FSH, Mach 460 sound system, superb condition and excellent value, £12,999. Tel: 01945 772793 or 07971 271 724. Private sale.

**COBRA (DAX SPORTS)** Jaguar based with 5.3 V12, cream leather interior, MoT, stunning looks and performance, £11,995 ono. Tel: 07744 326607 or 01995 604648.

**COBRA DAX 3.5 V8,** Built 1985 (tax exempt). Ford racing blue/white stripe. 9,800 miles, 5 speed, Jaguar running gear and instrumentation. Holley carb, maintained regardless of cost. (£3,000 recently spent). Comprehensive history, wet weather gear. Absolutely mint condition throughout. £14,995 ono. Tel: 01274 772151 or 07930 473942.

**COBRA... PILGRIM AC COBRA,** 1996, Q-Reg, 2,600 miles, replica, professionally built, British racing green, 3.9 EFI Rover tuned, 5 speed manual, Jaguar running gear, halibrand wheels, black with green, piping interior, £10,500. Tel: 01945 582957 or 0374 895526.

**COBRA DAX,** 1999, Jaguar V12 engine, 5-speed manual gearbox, power-loc diff, 17" Halibrand wheels, Webber downdraft carbs, cream leather blue piped interior, side winder exhausts, moto-lita wood rimmed steering wheel, white faced dials, dark metallic blue, single chrome roll bar, breathtaking performance, absolutely stunning, £21,950. Tel: 01763 221504 or mobile: 0976 659101.

## D

**DAIMLER SP250 DART,** 1960, green, soft top, owners manual, extensive renovated early 90's, recent MoT & engine overhaul, immaculate, £14,500 ono. Tel: 01428 641308.

**DAIMLER DOUBLE SIX,** 1989 (G), Solent blue, magnolia hide, piped blue, FJSH, 88,000 miles, £1,575. Tel: 01302 321621 or 01302 750210.

**DAIMLER V8 250,** 1968, manual, OEW with leather interior, original log book, history file, £3,000 recently spent, full engine rebuild, private plate, MoT and tax, walnut dash, very reliable daily runner in excellent condition, £5,750 ono. Tel: 01333 360207 St Andrews.




# Moto-Lita®

The original all British hand crafted steering wheel.
Many styles and diameters with wood or leather rims available for hundreds of car models.
For nearly half a century we have been suppliers to many famous car makers including AC, Aston Martin, Cooper Car co, Jensen, Lister, Lola, MG Car Co, Morgan, Rolls Royce and many more.

*"Every wheel is a fine example of British Craftsmanship"*

Stirling Moss O.B.E F.I.E

- Custom wheels a speciality.
- SVA compliant wheels available to order
- Colour Catalogue sent on request.
- Callers welcome Mon - Fri 9am-5pm

MOTO-LITA LTD, Thruxton Racing Circuit, Nr Andover, Hampshire, SP11 8PW
Tel: 01264 772811 Fax: 01264 77 3102

# Straight EIGHT

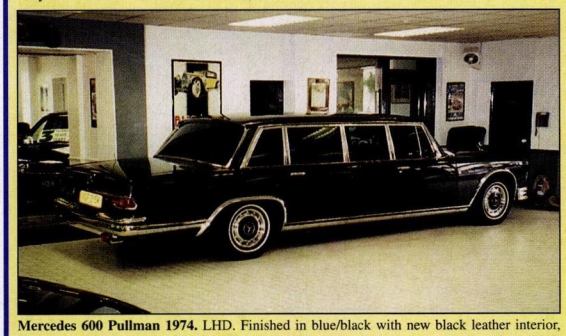
*For the Ultimate!*



**Mercedes SLK 230 Kompressor.** 1997, one owner only, 23,000 miles with full service history. Finished in Linerite blue with black hide. Air-con, CD player, AMG alloys and bodykit.....**£21,995**



**Mercedes 190SL 1962.** Finished in an original Mercedes red, fortune spent in last ten years, engine rebuild, new leather, hood. Must be one of the best available . **£26,950**



**Mercedes 600 Pullman 1974.** LHD. Finished in blue/black with new black leather interior, dark tinted windows, rear sliding sunroof, division and refridgerated cocktail cabinet. DVD player with drop down screens. Superb four door conference seating model.....**£89,950**



**Bentley 8 litre.** Finished in British Racing Green to full Le Mans specification. Build by Reg Parker RT8484 is a 4-8 litre short chassis. Fitted with triple SV's. Halogen hidden headlights and twin Kenlow fans. Excellent condition inside and out..... **£POA**



**Aston Martin Vantage Automatic.** November 1995. Only 2,000 miles from new. British Racing Green with tan piped green hide. Stunning performance, recent factory service..... **£99,950**



**Rolls Royce Phantom 5.** 1996 by James Young. Finished in black with black hide upholstery. Air conditioning, CD player front and rear. Good all round condition. A rare coachbuild car for ..... **£59,950**



**Rolls Royce Silver Shadow I.** 1974. Finished in light metallic blue with dark blue hide upholstery and blue everflex roof. Only 10,000 miles from new with good history, fantastic original car ..... **£16,995**

**Aston Martin Vantage '94.** Six speed, 3,500 miles.
**Aston Martin Vantage '95 Auto.** 2,000mls. BRG.
**Bentley Arnage '00.** 'W' red label. fireglow, Tangier
**Bentley Arnage '99.** Red label, Verdant Green, 5,000.
**Bentley Arnage '99.** Diamond Blue, Grey hide only, 15,000 mls.
**Bentley Brooklands '94.** Rosewood, Sandstone, 43,000 miles.
**Bentley Con/R '96.** Diamond blue, grey hide only, 15,000 mls.
**Bentley Con/R '95 model.** Black, sandstone, picnic table.
**Bentley Mulsanne '85.** Forest Green, Magnolia.
**Bentley S2 Four door saloon '64.** Dust Grey over Garnet.
**Bentley S3 Chinese Eye '65.** Maroon/Black Hide.
**Bentley Turbo RT '97R.** Black Sapphire, Silverstone hide.
**BMW 750 IL, '97 R.** Calypso Red, Sandstone, full spec.
**Chrysler Voyage LE '97.** LHD, atuo, air, 47,000 kms.
**Ferrari 412 89G.** Auto Black/Scarlet 53,000 miles.
**Honda CRV, '96 'P'.** Burgundy, grey int.,auto., alloys.
**Jaguar Sovereign V8 LHD '98 Model.** Green black, Mushroom.
**Jaguar SS100 3½.** Alloy bodied copy, grey/red interior.
**Jeep Grand Cherokee 4.0 Ltd. '97P.** Met blue/charcoal.
**Mercedes 600 SWB.** Met Blue, blue velour, 48,500 miles.
**Mercedes 280SL '70.** White, auto, 55,000 mls.
**Mercedes CL420 Coupe '97.** Azurite blue, full spec.
**Mercedes CL500 Coup LHD, '96.** Blue/black.
**Mercedes E36 AMG. '96P.** Silver/black. 40,000 mls.
**Mercedes SLK 230 Komp 97P.** Linerite, black AMG alloys.
**Rolls-Royce Silver Cloud III.** Cont 4-door Sports Saloon. '64. Coachwork by by James Young, Opal over Garnet. One of 26.
**Rolls-Royce Silver Seraph '98R.** Royal Blue, Mag 32,000 mls.
**Rolls-Royce Silver Spirit '85.** Lagoon Blue, beige hide, 21,000 mls.
**Rolls-Royce Silver Spur '97.** MY LHD. Silica, Sandstone, one-owner.
**Rolls-Royce Silver Wraith DHC '53. Park Ward.**
**Saab 900SE.** Turbo Conv. '97 Yellow Black hide.

**✻ CARS URGENTLY REQUIRED FOR CASH ✻**
**✻ CONSIGNMENT SALES ✻ RESTORATION & REPAIRS ✻**
**158-160 Goldhawk Road, London W12 8HJ**
**Telephone: 020 8743 1599 Fax: 020 8740 8496**

*Straight* EIGHT **Int Ltd**
**26A2 Skek Kong San Tsuen, Yuen Long, Hong Kong**
**Tel: 00852 2 556 6631**

*Straight* EIGHT **Pollak & Co Gmbh**
**Hennerdorferstr 14, 2333 Leopoldsdorf, Vienna.**
**Tel: 0043 2235 44498**


**DAIMLER V8 2.5,** 1964, excellent original condition, gunmetal grey, red leather, big bumper model, private plate, unleaded conversion, some history, maintained regardless of cost, £7,950 ono. Tel: 0121 445 3584 or 0410 607608 Alvechurch.

**DATSUN 240Z,** 1972, red, Wolfrace alloys, Recaro seats, two owners since 1977, garaged, £4,500 ono. Tel: 07775 896309.

**DATSUN 240Z,** 1972, red, Wolfrace alloys, Recaro seats, two owners since 1977, garaged, £4,500 ono. Tel: 07775 896309.

## F

**FERRARI,** Database chassis numbers with complete hsitory. www.classicscars.com We also buy or sell cars. www.classicscars.com

**FERRARI DINO 246 GT,** 1971, red, black leather, restored only 12,000 miles ago, lovely car, £49,500. Details at www.rosneathengineering.co.uk or call 01892 770032.

**FERRARI DINO 246,** 1972, Dino red, black leather, Daytona, professionally restored, £36,000. Tel: +39 335 5350770. Email: beonet@libero.it

**FERRARI 308 GT4 LHD,** white/beige leather, 12 months MoT, sunshine roof, new tyres, wide Ferrari wheels, £11,950. Tel: 01892 771170 or 00 33 247980153.

**FERRARI F40,** 1990, 6,600 km, FSH, GTi, FIA eligible and ready, 720bhp+, road registered, perfect original condition, £185,000. Tel: 020 8209 8481 or 07836 560300.

**FERRARI 308 GT4 DINO,** 1978, blue, fortune spent, 40,000 miles from new, full history file, new belts, clutch, MoT just done, a/c, wide wheels, very good condition, phone for details, private sale, n/c £14,750 ono. Tel: 01747 850086 or 07770 382299.

**FERRARI 512 BB,** 1980, carb model, 29,000 miles, very extensive history, superb condition, £35,000 ono. Part exchange may be considered (or WHY), private sale. Tel: 07881 785626 days or 01621 892053. Strictly no canvassers.

**FERRARI 512 BBi,** 1982, 25,000 miles, FFH, black, cream upholstery, air conditioning, excellent condition, £47,500. Tel: 01235 868590 (Oxford). Email: ferrari512bbi@hotmail.com

**FERRARI 400i,** 1982, automatic, RHD, original UK car, blue, 51,312 miles, very good condition, £10,000. Tel: 00 33 145 502186.

**FERRARI 308 GTS,** 1978 (T), fitted with twin turbo chargers at Nigel Mansell's, full documented history from new, one owner 20 years, unique, £23,750. Part exchange considered. Tel: 01904 798150 (York).

**FERRARI F40,** 1990, 6,600 km, FSH, GTi, FIA eligible and ready, (720bhp+) road registered, perfect original condition, £185,000. Tel: 020 8209 8481 or 07836 560300.

**FERRARI 196S DINO REPLICA,** LHD, V6 Dino, alloy. www.classicscars.com database chassis numbers with complete history. We also buy and sell cars. www.classicscars.com

**F3 TECHNO,** spares wanted. Will travel to collect. Contact Simon Drury Tel/Fax: 01730 810420.

**FERRARI 308 GT4,** LHD, white/beige leather, 12 months MOT, sunshine roof, new tyres, wide Ferrari wheels, £11,950. Tel: 01892 771170 or 0033 2479 80153.

**FERRARI 400i MANUAL,** 1984, mid-metallic blue, beige leather, aircon, 60k miles, full history, as new £19,500. Coney Carriage Company. Tel: 01892 831736 or www.coneycarriage.co.uk.

**FERRARI 308 GTB,** 1981, spider conversion by Daytona Motor Co. MOT July 2001, sports exhaust, very rare (one of only 3), excellent condition, recent service, £26,000 ono. Tel: 01280 700896. Reluctant private sale.

**FERRARI 250 PF,** 1961, LHD, silver/black. www.classicscars.com database with chassis numbers with complete history. We also buy and sell cars. www.classicscars.com

**FERRARI 512 BB,** 1980 carb model, 29,000 miles, very extensive history, superb condition, £35,000 ono. Part exchange may be considered (or WHY) private sale. Tel: 07881 785626 days or 01621 892053. Strictly no canvassers.

**FIAT 206 DINO SPYDER,** 1968 F, bright red with tan leather, original knock-off wheels, new hood, last owner 13 years, lots of history, excellent condition, £12,995. Tel: 001179 372288 or 0836 700 804 (T).

**FIAT X 19 VS,** 1984, cherry red with red leather interior, only one previous lady owner, 50,000 miles, £2,100. Tel: 01248 372810.

**FIAT X 19 1500,** 1984, X reg., red, Bertone badged X19 in good and original condition, 35,000 miles, FSH since 1995, second owner, MoT October 2001, great value at £2,000. Tel: 0117 973 3289 (Bristol).

**FORD RS200 (GROUP B CAR),** totally unmarked road going version (350hp), 3,000 miles, very well maintained, finished in white, £48,000 ono, part exchange may be considered (or WHY), private sale. Tel: 07881 785626 or 01621 892053. Strictly no canvassers.

**FORD CAPRI 1.6 LS,** manual, 1983, one owner from new, blue, complete history, low mileage, excellent condition, always garaged, MoT'd, maintained regardless of cost, £1,500. Tel: 01395 265152.

**FORD CORTINA 1600E,** 1968 red with black trim, two owners 82,000 miles, very tidy car which drives particularly well. Highly useable, £3,450. Tel: 07768 639969. Pioneer Automobiles, Newbury, Berks. Website: www.secant.co.uk/pioneer

**FORD GT40 VIN 1048,** French car, ready to race, www.classicscars.com database chassis numbers with complete history. We also buy or sell cars. www.classicscars.com.

## G

**GINETTA G33 V8,** 1992 (J), red, full leather, full history, one previous owner, superb condition throughout, £10,995 ono. Tel: 01525 403064.

**GINETTA G15 RACE CAR,** suit MSCC, 750MC etc £8,500. G15 selection £2,500 to £9,500. G32 1.9 £6,500. G32 1.6 £3,500. Immaculate Hillman IMP £4,750. Davrian MK7 998cc £3,750. Bodyshop. Workshop. Restoration. Race preparation and support. Cottage Classics Ltd. Tel/fax: 01728 724315. Mobile: 0831 843 922. www.ginetta.co.uk. E-mail: ccginetta @aol.com

## J

**JAGUAR E-TYPE,** 1969, 13,000 miles, LHD, in collection since new, a superb original car, expensive but perfect, £29,995. Tel: 01489 877873.

**JAGUAR E-TYPE 4.2 FHC,** 1969, superb example of the marque with intensive concours pedigree. Lovingly cared for and sparingly driven throughout its 31 year history. Carmen red with matching interior. Offers over £20,000. Tel: 01279 814961.

**JAGUAR E-TYPE SERIES 1 2+2,** auto, original RHD, 3 owners, 80K miles, needs relatively small amount of work to make lovely car. £5,950. Tel: 02478 349879. Mobile: 0831 715400.

**JAGUAR E-TYPE 3.8 FHC LHD,** 1964, complete for restoration £5,950. Tel: 02476 349879 or Mobile: 0831 715400.

**JAGUAR E-TYPE,** 1964, series 1 Roadster, LHD, 4.2 engine fitted for restoration. £6,9500. Tel: 02476 349879 or Mobile: 0831 715400.

**JAGUAR: LISTER JAGUAR 7 LITRE MANUAL.** 1989, XJS registration number. Cobalt blue with bespoke cream Lister interior with dark blue carpets. Extremely rare, phone for details, £21,995. Tel: 01179 372288 or 0836 700804 (T).

**JAGUAR/SOVEREIGN 420,** 1968, one owner 18 years, well maintained. £1.950 Tel: 02476 349879 or Mobile: 0831 715400.

**JAGUAR XK's.** Firstly 1961 RHD 150 FHC, auto, BRG, CWW, extensively restored, lovely condition, £22,950. 1959 RHD 150 FHC, SE, MOD, wires, good condition, £17,950. 1952 LHD 120 FHC, superb condition, £26,950. All with new MoT and warranty, exchanges considered. The E-Type Centre. Tel: 01827 373247 (Midlands).

**JAGUAR XJ220 S,** LHD, 680 CV. Fantastic, only five cars built. www.classicscars.com Databse chassis numbers with complete history. We also buy or sell cars. www.classicscars.com

**JAGUAR E-TYPE SERIES 1 3.8 FHC,** BRG, w/w with black interior, same JDC member owner last 14 years, recent big service and MoT, immaculate condition, £19,000. Tel: 07710 456315.

**JAGUAR E-TYPE SII 2+2,** 1970, 4.2 litre, a lovely LHD car in immaculate condition with MoT, one previous owner from new, regularly used, 76,000 miles, £13,750 ono. Call Rob - evenings 01753 880278.

**JAGUAR MK2 SALOONS.** Firstly 1966 3.8 manual, golden sand, properly converted from 2.4, wires, £6,750. Secondly, 1968 Daimler V8 250 auto, silver blue, good history, very good condition, £9,950. Both with new MoT and warranty. The E-Type Centre. Tel: 01827 373247 (Midlands).

**JAGUAR E-TYPE SERIES 1 3.8 LITRE FHC,** BRG, w/w with black leather interior, same JDC member owner last 14 years, recent big service and MoT, immaculate condition, £19,000. Tel: 07710 456315.

**JAGUAR E-TYPE V12 CONVERTIBLE,** 1974 M, black, 18,000 miles believed genuine, automatic, leather, power steering, recorded mileage, stereo, same owner since 1991, extensive service records by Jaguar dealer/specialist, an absolute delight to drive, unique opportunity, to view our full stocklist www.cars.uk.ws £27,999. David Turner Cars. Tel: 01952 820450.

**JAGUAR XJ 220 S,** LHD, 680 CV, fantastic only 5 cars built. www. classicscars.com database chassis numbers with complete history. We also buy and sell cars. www.classicscars.com

**J.C. HEMINGTON SPECIAL THREE WHEELER,** 1987 very well built device powered by 850 c.c air cooled D.A.F. engine. Very exciting with vintage feel £2,995. Tel: 07768630969. Pioneer Automobiles, Newbury, Berks. Website: www.secant.co.uk/pioneer

## L

**LAMBORGHINI,** Countach LP400s. Red/black. www.classicscars.com database chassis number with complete history. We also buy or sell cars. www.classicscars.com

**LAMBORGHINI MIURA S,** Orange/black LHD. 100% perfect condition. www.classicscars.com database chassis number with complete history. We also buy or sell cars. www.classicscars.com

**LAMBORGHINI DIABLO,** 1992, LHD, perfect. www.classicscars.com database with chassis numbers with complete histo-

ry. We also buy or sell cars. www.classic-scars.com

**LAMBORGHINI DIABLO RHD,** 93 K, red with parchment leather, air conditioning, rear wing, three owners, 23,000 miles, AFN supplied and serviced, £53,995. Tel: 01179 372288 or 0836 700804. Trade.

**LANCHESTER 30h.p,** 1929 8-cylinders, overhead camshaft, servo brakes, first class working order. Aluminium landaulette coachwork, division, occasional seats, in-car telephone, dunhill trunk, exsword collection, large history file. £32,500. Tel: 01256 763285.

**LANCHESTER 10 SPORTS TOURER,** 1933, rare Abbott of Farnham body, some work needed. Tel: 01491 574614.

**LOTUS CARLTON'S LITTLE BROTHER,** Carlton 3000 GSI 24V. Manual. Regd 91 (J). Star silver. Totally original and unmarked. History from day one. £4,950. Tel: 01294 835419.

**LOTUS ELAN +2S J,** 1970, white, MoT april 2001, 89,500 miles, engine rebuilt approx 500 miles ago. New sills this spring, brakes rebuilt including new servo, lots of work done on it, receipts available. Club Lotus valuation £6,750, willing to negotiate on price, drives well, £6,000. Tel: 01506 845810 or mobile 0468 413795. steven@grangepharmacy.sage-host.co.uk

**LOTUS ELITE NO. 1681,** 1962, present (3rd owner) since 1974, known history and 27,364 miles from new. New front sub-frame, wishbones, brakes, discs, bearings and fuel tank, new instruments, clutch, water pump, steel timing gear, carburettors, stainless stage 2 manifold and exhaust, re-sprayed, re-chromed and now fitted with new tyres and double lace 60 spoke wires, £31,000. Tel: 01794 516214 Romsey, Hampshire.

**LOTUS ESPRIT TURBO,** 1988, 53,000 miles, pearlescent white, FSH, leather interior, air con, glass sunroof, alarm, immobiliser, T&T, beautiful looking car, £11,000 ono. Tel: 01729 850860 or 0973 817809 Yorks.

**LANCIA 037 RALLY,** 9000km, LHD, Car in Belgium. www.classicscars.com database chassis number with complete history. We also buy or sell cars. www.classic-scars.com

**LANCIA - THE HF 3000 BY HAWK CARS.** A beautifully crafted re-creation of one of the world's most successful rally cars of all time the Lancia Stratos. Starter kits available; Hawk Cars, Oakdene, Riverhall Hill, Frant, East Sussex TN3 9EP. Tel: 01892 750341/750282 or fax: 01892 750071.

**LANCIA EVO,** 1992, red, 58,000km, grey alcantara, excellent throughout, new Bridgestone SO2's. £9,800. Tel: Jonathen 020 8868 1868 or 07971 988 735.

**LANCIA FLAMINIA 2.8i SALOON,** 1966 LHD 3B spec, 140bhp floor-change, blue/grey alcantara exc. cond. work by Omicron, £12,000 ono. Tel: 020 7963 9410 days, 01227 750528 eves/weekends. Email: bns@jssldn.co.uk

**LANCIA LANCIA,** for the best selection of Lancia consult the specialists. Auto stradale 020 8868 2868/07971 988 735 or www.autostradale.co.uk

**LANCIA MARTINI LIMITED EDITION,** 1988 (F) FSH, all bills, new engine, martini racing stripes, special exhaust, lots of extras, rally fans, dream car. £2,300 ono. Tel: 01223 210933.

**LANCIA MONTE CARLO SPIDER S2,** 1982, Rosso red, 67k, very original, excellent condition, recent MoT, £5,000 ono. Contact: Morgan 0207 636 2104 days, or 0403 460680.

**LINCOLN MERCURY,** 1951, black flat-head engine, RHD, ex-Ford showcar in 51, lots of spares, totally stock £5,995. Tel: Brooklands Motor Company, Weybridge 01932 828545.

**LOTUS ELEVEN S2,** wobbley web wheels, currently undergoing chassis up rebuild by Mike Brotherwood, choice of engines, HLR, authenticated, stage payments welcome, built to your specification. Tel: 01380 859989, fax: 01249 760530.

**LOTUS ELAN +2,** 1967 RHD White with black interior, fully restored to a high spec and photos, original registration book and owners manual. Extensive and full history. Full MOT, used regularly. Very good condition. £7,499. Tel: 01273 845164.

**LOTUS EUROPA S2,** 1969, RHD. Totally rebuilt at vast expense to Richard Winter Banks Service Station spec. 190bhp, 16 valve Vauxhall engine with fuel injection mated to 5 speed gearbox. Upgraded chassis, suspension, brakes, etc. Beautiful car in metallic blue with matching blue leather. Very quick. £14,950. Tel: 01260 223440. Fax: 01260 223469.

## M

**MARCOS MARCOS MARCOS,** buying or selling, contact the specialist classic and modern Marcos purchased for cash, full dealer facilities. Paul Stephens Specialist Cars. Tel: 01440 714884. www.paul-stephens-cars.co.uk

**MASERATI,** database chassis numbers with complete history. We also buy or sell cars. www.classicscars.com

**MG MIDGETS!** Small selection of properly restored midgets, some with new Heritage bodies, £3,995-£6,495. Mike Authers Classic Midgets, Abingdon. Tel: 01235 834664.

**MG MIDGET 1275cc,** 1974, orange, history file, c/bumper, RWA, just had body restoration, sills r/wings etc, mint condition, MoT, £3,950. Tel: 01252 834121.

**MG MIDGET 1500,** 1979 T, white with dark interior, extensively restored, full MoT and 6 months tax, new hood and tonneau, lovely condition, £3,250 ono. Tel: 01386 852298 eve or 01789 400140 daytime.

**MG MIDGET 1500,** 1978, clean and great fun, has had professional restoration in 95, bills to show, needs minor cosmetics hence £1,995. View Portsmouth or www.no-name-garage.co.uk Tel: 07768 170445.

**MG RV8,** leather, 1994, only 9,500 miles, CDPL, five gears, 1st owner, perfect condition, £17,950. Mobile: 0032 475723761, tel/fax: 0032 26540956 Brussels (RHD car).

**MG TD ROADSTER,** 1950, black with new green trim, outstanding car, ready to show, hard to find like this, £12,750 part exchange possible. View at Charles Leslie Cars, Aberdeen. Tel: 01674 840745.

**MG TF 1500 LHD,** completely rebuilt and in immaculate ocndition, all original with original engine, gearbox, axle etc, £16,500. Tel: 01843 823274 Kent.

**MGB ROADSTER,** 1966, LHD, nice interior, good body, easily put back on road. £2,500. Tel: 02476 349879. Mobile: 0831 715400.

**MGC ROADSTER,** 1968, Tartan red, red piped, black leather, manual overdrive, wire wheels, £9,950. Tel: 01944 728 264 or 07831 425870.

**MERCEDES 280 FHC,** 1968, C reg, 92,000 miles, elegant and desirable classic, pillarless coupe, metallic gold/black leather, automatic, always garaged, owned by me for the last 21 years, original '280' reg no VML 280G, cost the same as a DB6 in 1968, been to all the the best places! £13,750. Tel: 07836 291791 (London).

**MERCEDES 280SL AUTO,** 1969, silver/black Tex interior, 55,000 miles believed genuine, last owner 15 years, MOT's from 1985/50,000 miles, recent major service, £18,750. Tel: 01932 828900 or 0961 417820.

**MERCEDES C180 ESPRIT,** 1994, Nautic metallic blue, switchable automatic, electric windows, mirrors and sun roof, alarm, CD player/stereo radio, ABS, power steering, 74,000 miles with full Mercedes history, recent major service and tyres, carefully maintained, very good condition, MoT and taxed, £7,500. Exchange considered, classic or modern. The E-Type Centre. Tel: 01827 373247 (Midlands).

**MGF VVC,** P registration, British racing green, 16,000 miles, full history, one family owned, fastidiously maintained, mint condition, £10,750. Exchange considered. The E-Type Centre. Tel: 01827 373247 (Midlands).

**MILLE MIGLIA BARCHETTA,** 1950. Mille Miglia. www.classicscars.com database chassis number with complete history. We also buy or sell cars. www.classic-scars.com

**MARCH 803b/21,** Stefan Johannson championship winning car, being restored by us. www.rosneathengineering.co.uk or Tel: 01892 770032.

**MGB GT V8,** 1976 (P), Brooklands green, black cloth sunroof, o/drive, alloys, last owner 15 years 84k miles, FSH inc Heritage Certificate, £5,250. Tel: 01895 831736. Coney Carriage Company www.coneycarriage.co.uk

**MERCEDES 230SL,** 1964 B, RHD, Royal blue with mushroom leather, total rebuild, absolutely lovely condition, £13,950. Ashgate Cars. Tel: 0114 2780087.

**MERCEDES 280SL AUTO,** 1969, silver/black tex interior, 55,000 miles believed genuine, last owner 15 years, MoT's from 1985/50,000 miles, recent major service, £18,750. Tel: 01932 828900 or 0961 417820.

**MERCEDES 500 SL ROADSTER,** 1994 M, graphite/black hide, H&S tops, 56,000 miles, FSH, AMG alloys, CD etc, superb, £29,990. Longstone 0131 443 8440.

**MGB GT,** 1978, overdrive, stainless steel exhaust, full MoT, leather interior, taxed, total restoration completed in 1997 at a cost of £9,750. Photo's and receipts available, has completed less than 400 miles since restoration. In mint condition, certified insurance value £8,500, reluctant sale £7,950. Tel: 01252 876302 Surrey/Berks.

**MGB GT V8,** British racing green, black hide, £20k, total photographic rebuild, 3.9 litre Fi Rover V8, Minilites, Webasto etc, immaculate throughout, £11,950. Tel: 01883 713223 or 0831 464478 Surrey.

**MGB ROADSTER WANTED** in exchange for Omega 2.5 V6 GLS Auto Estate, 98R, 25,000 miles, one owner, MG must be mint, value £11,000. Tel: 020 8398 7900.

**MGC GT BV V8** (Class A - road legal), racer, class winner in right hands, new tyres, clutch and gearbox, ready to race, £4,750. Also 4-wheel trailer with winch, £750. Richard Crossman on 01428 751980 or r.crossman@am-publishin.co.uk

**MINI AUSTIN COOPER MK1 998cc,** 1965, a superb example with full engine, gearbox, body and interior restoration, red with black (Webasto roof), only two owners, full history and green log book, £5,395. Tel: 0207 7230043.

**MINI COOPER S RSP,** 1990, one of only 77 fitted by John Cooper Garages with its Cooper 'S' conversion, full history from new, all MoT's and substantial history file. In standard tune this conversion produced 78 bhp, with a cat and standard air filter, new fitted with non cat, Janspeed exhaust and K&N air filters hence power output now 90+ bhp, adjustable suspension, Yokohama tyres, 52,000 miles, £4,800 ono. Tel: 0850 862106 mobile or 02476 506359 home, also for sale registration H175 BMC, offers.

**MINI SPRINT,** 1964, sound and solid body, no GRP panels, all windows glass, re-engineered interior for long distance, comfortable driving position (for tall people, I am 1.92m), period look, 20,000 km since rebuild (+/- 10,000 km regularity




THE ORIGINAL

**RAF IRVIN**

**SHEEPSKIN WWII FLYING JACKET**

The Original Battle of Britain Flying Jacket manufactured by us under exclusive licence from the WWII manufacturer, to exacting Air Ministry standards. Each jacket carries the OFFICIAL RAF IRVIN label.
From £375.00 inc. VAT.
Ladies and Gentlemans sizes.



NEW - Lightweight IRVIN jackets
Hand tailored from fine lambskins.
From £425.00 inc. VAT.
Ladies and Gentlemans sizes

**AVIATION LEATHERCRAFT**

*Designers and Suppliers of Flight Clothing to Her Majesty's Forces*

Write telephone or fax for our colour catalogue.
Callers welcome
Mon-fri 9 a.m - 5 p.m

THRUXTON AIRPORT
Nr ANDOVER,HAMPSHIRE
SP11 8PW UK.
Telephone: (01264) 772811
Fax: (01264) 773102

MoD APPROVED SUPPLIER

*Visit our website to see the best range of motoring and flying jackets ever at www.flying-jacket.com*

rally, adjustable ride height, ground clearance from 4cm to 12cm, weight 625 kg, waxoiled, restored by Boxersport, £22,500. Tel: 0032 496 202081.

**MORGAN AERO 3 WHEELER,** (UCP-100-289) 1929, completely restored 1991 by professional, polished aluminium body over wood, club licensed, unique Jap motor 1100 cc. 2 cylinder water-cooled Ref MDG9971 $38,000 AUS. Tel: 00618 9061 1217. Fax: 00618 9061 1497 (Western Australia).

## O

**OPEL GT,** 1971, only 36,000 miles, one family owner from new, FSH, original car, very rare, best available, £15,000. Tel: 0118 9311469.

**OSCA BARCHETTA 273 S,** 1957 Elligible Mille Miglia. Many victories, www.classicscars.com database chassis numbers with complete history. We also buy or sell cars. www.classicscars.com

## P

**PEUGEOT 304 CONVERTIBLE,** 1975, 1288cc, r/h, black, excellent condition, 39,000 miles, £2,750. Tel: 020 8930 1109 Edgware, Mddx.

**PORSCHE 911 CARRERA 3.2 TARGA,** 1984 (A), white coachwork, pinstripe trim, electric windows £10,995. Coney Carriage Company. Tel: 01895 831736 or www.coneycarriage.co.uk

**PORSCHE 924 CARRERA GT,** RHD, original UK car, high mileage, but has been used continuously since new, good history, £7,950 ono, part exchange may be considered (or WHY), private sale. Tel: 07881 785626 days or 01621 892053. Strictly no canvassers.

**PORSCHE 911T (CIS),** 1973, LHD, superb Viper green, history/workfile, listed example, 'Porsche 911' Zeibart treatment from new, recent exhaust/exchangers, £10,750. Tel: 01978 710564.

**PORSCHE 911 CARRERA 3.0,** 1977, chocolate brown, gold sidescript, immaculate, original, FSH, LHD, imported 1981, timewarp car, unique! £9,250 ono. Tel: 01780 721102.

**PORSCHE PORSCHE PORSCHE,** Buying or selling contact the specialist. Classic and modern Porsche purchased for cash, full dealer facilities. Paul Stephens Specialist Cars. Tel: 01440 714884. www.paul-stephen-cars.co.uk

**PORSCHE FULL RESTORATION SERVICES BY,** Brooklands Motor Company, paint mixing system, expert colour matching, low bake ovens, ultimate paint finish, fabrication, car bench jigs, welding, retrims, hoods, auto electrician, free loan cars, recovery, storage, cars, parts, projects wanted, for free estimates, friendly advice, personal service call 01932 828545 0860 912217 or fax: 01932 828550. Located Byfleet Road, Weybridge, Surrey, England.

**PORSCHE 911 2.7 RS CARRERA,** 1973, lightweight spec, rose red with black lightweight trim. 7-8 x 15 inch Fuchs wheels. Competition exhaust. Totally rebuilt to the above specification using a bare shell in 1995. Francis Tuthill built 210 bhp RS engine and 915 gearbox. Substantial service history. Fabulous machine. £16,500. Tel: 01260 223469.

**PORSCHE 911 TURBO,** 1980 3.3, dark green, black leather, restored 3 years ago. Included, topend rebuild and turbo, new tyres, lots of money spent. Excellent condition throughout. 80's supercar for £17,995. Tel: 01932 828545 or 0860 912217. Brooklands Motor Company.

**PORSCHE 911 2.4T,** 1973, LHD, light yellow with black interior, european spec, well maintained, excellent condition. Always garaged. £12,000. Tel: 020 7733 6625. Mobile: 07957 433424. Private Sale.

**PORSCHE RST,** 1973, probably the best original RHD first 500 car in the world, concours engine, interior, and bodywork, 7 and 8in wheels, letter confirming never taken out in rain from 1976 to 1992 and rarely since, three fastidious owners, never restored, incredible condition, beautifully presented, rare opportunity, £65,000, call Mark on +44 (0)208 643 0456 England.

**PORSCHE CARRERA 3.2 SC,** 1988, 94,000 miles, diamond blue metallic with black half leather interior, MoT, FPSH, garaged, second car, PCGB member, Thatcham Cat 1 alarm, immaculate, £17,500 ono. Tel: 01823 332305 Taunton.

**PORSCHE 911 CARRERA 3.0,** 1977, chocolate brown, gold sidescript, immaculate, original FSH, LHD, imported 1981, timewarp car, unique! £9,250 ono. Tel: 01780 721102.

**PREWAR, MANY MODELS,** www.classicscars.com Database with chassis numbers with complete history, we also buy or sell cars. www.classicscars.com

**PORSCHE 917, 911 RS,** www.classicscars.com Database chassis numbers with complete history. www.classicscars.com We also buy or sell cars.

**PORSCHE 911 2.4S,** 1972, dark blue, tan interior, LHD, 87,000 kilometres recorded, extensively restored, impressive history file, exceptional condition, £18,750. Exchange E-Type, XK, Mk2 etc. The E-Type Centre. Tel: 01827 373247 (Midlands).

**PORSCHE SPYDER,** 1959, RSK 718-024, ex-Carlos de Beauford, 1959 Le Mans, one of four centred-steering cars. Tel: 001 760 244 6451. Fax: 001 760 948 4856, California, USA. John Penner.

**PORSCHE 911 2.2T,** 1969, LHD, red with black interior, dry use only since restoration two years ago, MoT, serviced, must sell quickly, hence £8,000 ono. Tel: 01905 356325 or 01905 427367.

**PORSCHE 911 3.2 CARRERA RHD,** G reg., bright red, half leather, EW, ES roof, E mirrors, E seat, stereo, stunning example, just £14,995. Tel: 0115 9312340 or 07973 535767 www.taillights.net

**PORSCHE 911 CLUB SPORT,** 1988, lightweight, Grand Prix white, 1 of 53 UK cars, 78,000 miles, FSH, exceptional condition, regional concours placement 1998/9, optional rear seats, 7 & 8in Fuchs wheels, viewing essential, £20,995 ono. Tel: 0780 8742775 days, 01524 854970 evenings after 7pm.

**PORSCHE 911 CONVERTIBLE,** RHD, 1985 model, air conditioning, two owners, leather, Porsche service history, 100,000 miles, perfect condition, DM37,500. Tel: 0049 7253 953639.

**PORSCHE 911 SC TARGA,** 1979, full history, GP white, black leather, glass out respray, total engine rebuild 2k miles ago, gearbox overhaul 5k miles ago, wheels refurbished, new Targa top, excellent condition throughout, £10,995 ono. Tel: 01480 214718.

**PORSCHE 911 SUPERSPORT,** 1987, D reg, LHD, 66,000 miles, metallic blue, full leather, immaculate condition, G50 gearbox, alarm, immobiliser, sports exhaust, lowered suspension, e/windows, mirrors and seats. Turbo body, rare side sills, FPSH, sounds and looks beautiful, very reluctant sale due to expanding business, fitted cover, £18,500. Tel: 0151 6069349 or 0468 292599 Cheshire.

**PORSCHE 911T CIS,** 1973, LHD, superb Viper green, history/workfile, listed example 'Porsche 911' Zeibart treatment from new, recent exhaust/exchangers, £10,000. Tel: 01978 710564.

**PORSCHE 911 3.0 SC TARGA,** 1983, 140,000 miles, p/p, service history, six months MoT & tax, very good condition, Cat 1 alarm/immobiliser, full leather, excellent runner, summer use only, £12,950 ono. Tel: 01403 268781 days or 07887 748476 (P).

**PORSCHE 912 COUPE,** 1967, LHD, superb condition throughout, believed to be the finest example in the UK today. Definitely a collectable investment, and for every day use! £9,250 ovno. Full details phone 020 8646 0782 - genuine enquiries please, London SW.

**PORSCHE 917, 911 RS,** www.classicscars.com database chassis number with complete history. We also buy or sell cars. www.classicscars.com

**PORSCHE 928s MANUAL,** 1980 (W) Reg, white, black ½ leather int. service history, 1 years MOT and TAX £2,795. Tel: 01932 828545 or 0860 912217. Brooklands Motor Company.

## R

**RELIANT SCIMITAR GTC,** 1982 (X), v. good condition, 10 months MOT, electric windows, PAS, s/s exhaust, wolfrace alloys, only 3 owners, red with black velour interior. £4,950 Halifax. Tel: 01422 244490 or 07050 073831. Private sale.

**RILEY BROOKLANDS,** first registered in Ireland on the 31/12/1929. First time advertised after long ownership for last 25 years, original steel body, believed once the property of Freddy Dixon's mechanic and raced at Phoenix Park. Delightful unrestored condition, complete with new MoT certificate and numerous spares, £35,000. Will consider part exchange. Tel: John Heda 02380 556300 or 0836 263471.

**ROLLS ROYCE SILVER SHADOW,** 1976, yellow with cream leather interior, automatic, excellent condition, ideal for weddings. £12,950. Tel: 020 8443 4229.

**ROLLS ROYCE CORNICHE CONVERTIBLE,** 1982, later series 5000 car with high level fuel cap. Silver with grey hide piped blue, with new blue mohair hood and 5 new Avon tyres. FSH with £8,000 just spent at Rolls Royce Main Dealers. £27,950. Tel: Peter Byrne 020 8467 6916 (A) or peter.byrne3@virgin.net

**ROLLS ROYCE 20/25,** 1935, coachwork by Arthur Mulliner, finished in masons black over ivory, glass division, ocassional seats, side mounted spare wheel, rear trunk, new tyres and exhaust, MoT and guarantee, a fine example, £24,950. Tel: 020 8690 2929. Further selection on www.ghostmotors.co.uk

**ROCHDALE OLYMPIC,** phase one, complete, registered, undamaged, full history, needs restoration. £3,000. Tel: 01992 713312.

**ROVER P6 3500S,** 1975, paprika, full specialist restored this year, runs unleaded, private sale, Nottingham, £4,250. Tel: 0115 9475545 work, 0115 9202210 home.

**ROVER P5B COUPE,** 1969, silver birch over blue, tan hide, overall good condition, £5,995 ono. Tel: 01737 223388 (w), 07776 140820 (m).

## S

**SAAB 95/96 MODELS,** at the SAAB V4 Restoration Company. We always have a good selection of SAAB 95s & 96s for sale. Priced from £500-£7,500. For servicing, spares, restoration, call Nick 020 8735 9858. saabdoctor@veefour.demon.co.uk or 020 8267 5404.

**SHELBY MUSTANG GT500,** 1969, Royal maroon, rebuilt to original, many spares included, £25,000. Ring for further details on 01760 337888 (Norfolk).

**SUNBEAM MKI,** 1966, metallic green, many LAT options, excellent car. £13,500. Sunbeam Spares Company Tel: 01207 581025/0121 313 1668.

**SUNBEAM ALPINE MKIV GT,** 1965 blue with light blue trim, detachable hardtop, reconditioned engine, drives very well. £3,750 Tel: 07768630969. Pioneer Automobiles, Newbury, Berks. Website: www.secant.co.uk/pioneer

**SUNBEAM TIGER,** 1968, Red, South African built, RHD, excellent condition, looks gorgeous, used daily, hard top included. £12,000. Tel: 01926 431872.

**SUZUKI CAPPUCCINO TURBO CONVERTIBLE HARD-TOP,** M reg, original UK spec car, FSH, e/windows, PAS, a/c, stereo, very rare silver metallic, immobiliser, 34k miles, 10 months tax, MoT, vgc throughout, lady owner, very reluctant sale due to moving abroad, £7,000 ono. Tel: 01273 728404 or 07773 309287 Hove or 01832 293232.

## T

**TALBOT LAGO BI PLACE,** sport, RHD, 1951, 4500cc Body by motto. Fax: 0032 2687 26 48. www.classicscars.com database chassis numbers with complete history. We also buy or sell cars. www.classicscars.com

**TRIUMPH TR6 P.1,** 1973, overdrive, works hardtop, soft top. Tonneau cover, s/s sports exhaust. Ziebart rust protection from new. UK car, only 3 owners from new. FSH with genuine 44,000 miles. Excellent original condition £11,000 ono. Tel: 01263 862351 or 01263 860200.

**TRIUMPH TR3,** 1957, original RHD, superb Carl Needs viewing. £10,950. Tel: 02476 349879 or Mobile: 0831 715400.

**TRIUMPH TR8,** 1981, 32,000 miles, rare genuine car in collection since new, LHD, featured in original TR7/TR8, £8,995. Tel: 01489 877873.

**TRIUMPH STAG,** 1977, blue, auto, doting owner, always garaged, 95,720 miles, engine rebuild 83,280 (July 1986), a superb totally original specification, £7,000 ono. Tel: 01277 373348.

**TRIUMPH STAG,** 1974, two owners, soft and h/top, red, 29,800 miles only, manual and overdrive, excellent condition, £10,000. Tel: 01277 200482.

**TRIUMPH TR6,** 1971, red, twin carbs, ex-Californian, garaged, present owner has replaced hood, tyres, radiator and brake servo. Not been drive for two years and therefore needs attention, £4,500. No offers or canvassers. Tel: 07980 649148 (Plymouth).

**TRIUMPH STAG,** 1971, immaculate condition, hard/soft top, Woolf exhaust/wheels, stunning car, tax exempt, full MoT, £6,500. Tel: 0207 293 4550 or 0831 431809. Private sale.

**TRIUMPH TR6,** 1970 H, UK car, 150 bhp, new gearbox, differential, chrome, lights, injection, tyres, quick rack, radiator, battery etc. Sapphire black, full documented bare metal restroation, thousands spent and now virtually 'as new', £8,900 ono. Tel: 01344 621717.

**TRIUMPH TR8,** 1981, 32,000 miles, rare genuine car, in collection since new, LHD, featured in original TR7/TR8, £8,995. Tel: 01489 877873.

**TVR 350i CONVERTIBLE,** 1989, retired dentist's toy, 53,585 miles, FSH, full MoT, red, black leather interior, all MOT's, £8,500. Tel: 01470 582269.

**TVR CHIMAERA 4.0 V8,** pearlescent BRG, magnolia leather, 97P, lady owner from new, FTVRSH, 25,000 miles, quick sale, hence £19,500. Tel: 01296 621161.

**TVR GRIFFITH 4.0LT,** 92J, pre-cat model, storm grey metallic with green half hide/green carpets, 49,000 miles, FSH, p/ex welcome, £15,995. Hillfoot TVR, Sheffield 0114 233 6611, 07881 518142.

**TVR GRIFFITH 4.0LT,** 1992 (K plate), 250 bhp model, pre-cat model, 23,000 miles, FTVRSH, crimson red/tan hide interior, Griffith 500 alloys, weekend car only, new house forces sale, £18,000. Tel: 01259 213999 or 07909 696481 (Scotland).

**TVR TVR TVR!,** Buying or selling any model. Contact Adrian Blyth Specialist Cars on 01428 714578 or 0831 295373 or www.adrianblytg.co.uk.

## V

**VAUXHALL CHEVETTE 2300 HS,** Homologation model, all original road spec and condition. Twin Delortos 5 speed Getrag C/R gearbox. ideal for classic rallies. £3,950. Tel: 01294 835419.

**VIPER COUPE 5.7 V8 CHEVY,** 5 speed manual, full aluminium chassis, 17" split rim alloys, original Viper lights front/rear, 7,000 miles since built, leather Recaro's, p/s, e/w, private plate M111 PER (MVIPER), £19,500 ono, may p/ex (Scotland). Tel: 01259 213999 or 07909 696481.

**VOLVO 122S AMAZON,** 1965, 1800cc, dark blue, 115,000 miles, driven approximately 14 miles per day for last 6 years, good interior, goodish body, very good working order, 10 years service history, £2,200 ono. Tel: 01278 653449.

**VOLVO P1800,** 1969, red with black leather interior, full MoT, current owner seven years, in regular use, long history, excellent condition, £4,500. Tel: 0161 286 2955 or 0860 888700 mobile.

## W

**WESTFIELD S EIGHT TUR 4.0 V8,** R reg, marine blue, injected motor, very special, quick motorcar, professionally built, call for further details, bargain, £12,000. Tel: 01562 887676, 07970 836001.

## WANTED

**ALFA'S WANTED,** Montreal's, Spiders, Bertone Coupe's, SZ, 101, 750, SS and Gulia saloons. Any condition. We pay cash and collect. Tel: 'Veloce Sport' 01529 469035.

## SPARES & ACCESSORIES

**ALFA SPARES.** Dismantling all Alfa's, Bertone's, Spiders, 75's, 164, 155 etc, cheapest prices, mail order, cars wanted, we collect. Tel: 'Veloce Sport' 01529 469035.

**FERRARI SPARES.** Absolutely best stock of secondhand spares. We also do repair panels and fibreglass spoilers etc etc. We also do mail order, credit cards accepted. Contact Eddie Walsh, 01206 251 475 (Essex) or visit our website: www.ferrarispares.com Email: sales@ferrarispares.com

**LANCIA SPARES AND RESTORATIONS:** Aurelia, Flaminia, Flavia, Fulvia, Stratos original, reproduction and secondhand parts full or part restorations. Fast international mail order service. Omicron Engineering, Mulbarton, Norwich, UK. Tel: ++44 (0) 1508 570351, fax: ++44 (0) 1508 570795.

## TRAILERS

**40FT RACE CAR TRAILER,** (Large single or 2 medium cars only) 13.5ft front living conversion, 26.5ft of parking, 7ft high. Extended tail lift, belly dropped, TV/Video, microwave, fridge, sink, large water tanks, compressor & generator. Snap-On tool chest, Super winch £10,995 ono. Tel: 01582 457549, after 5pm or 07977 845424.

**20FT COVERED TRAILER,** Roller rear door, 2 side doors, forward locker, electric winch. 240V light & power. 15' professional awning. £3,750 ono. Tel: 02392 484378 or 07836 693868.

## AMERICAN CARS IN UK

**AMERICAN CARS,** we are the United Kingdom's largest and longest established dealers in classic American cars and trucks from the 1950's onwards. At our warehouse we have a huge selection of vehicles including several Cadillac convertibles. We also import specific vehicles to order from California including the

Chevy Tahoe, 4x4 LT, the ultimate vehicle in its class. If you want a show winning piece of Detroit Iron, a late model daily driver or a rust free cruiser, call for details and stock list. Tel: 020 7627 5775. Fax: 020 7498 7556. Dream Cars. www.dreamcars.co.uk E-mail: info@dreamcars.co.uk.

**STILL LOOKING FOR AMERICAN PARTS?** Look no further. We offer a full range of replacement items for all American vehicles. Brakes, Chassis Parts, Drive-train, Engine, Exhaust systems, Fuel & ignition parts. Contact us now to see how we can help. US Automotive. Tel: 01234 273155. Fax: 01234 273064. E-mail: sales@usauto.co.uk

### HOOD REPAIRS

**HOOD REPAIRS, HOODS SOFT TOPS,** perspex Vision. Replacement windows for soft top cars. Save money on a new hood/soft top by using our service. Some examples: Suzzuki Jeep (per panel) from £15, MG Midget (all 3) £40, Triumph Spitfire (all 3) £40, Peugeot 205 GT's £60, MX5 Convertibles £85, Porsche from £100. Same day turnaround post/carrier or personal callers 7 days 7am to 10pm. Call Alan 020 8777 6764 (Croydon)

**ALL KINDS OF MOTORING LITERATURE BOUGHT AND SOLD**

Comprehensive catalogue lists many marque histories, driver biographies, Autocourse etc free copy from:

**David Thomas, 1 The Mews, Orchard Lane, Ledbury, Herefordshire HR8 1DQ.**
**Tel/fax: 01531 635114**
**Email: davidthomas@tesco.net**
Mail order worldwide. Credit/debit cards accepted.
**www.allautobooks.com**

### MOTORING COLLECTORS ITEMS

**CAR AND MOTORCYCLE BOOKS,** programmes and magazines included. SA/SS Autocourse. S.A.E. for lists. 64 Central Avenue, Bangor, Northern Ireland BT20 3AU.

**ERIC THOMPSON**

Buys and sells rare motoring books, magazines, annuals, programmes, autographs, badges and photographs.
Booklist UK £2.00
Overseas £3.00
**Hullhatch, Shamley Green, Guildford GU5 0TG**
**Tel: 01483 893694**
**Fax: 01483 892219**

**FERRARI F40**
**FERRARI TESTAROSSA**
**FORD GT40**
Limited number of superb art prints for sale.
**www.cliff-ruddell.co.uk**

**FORMULA ONE BOOKS & MEMORABILIA,** Winter catalogue now available. £3 each of £4 outside Britain. We are the No.1 shop for motor sport collectibles, books, original race posters, photos, autographs, and memorabilia. Open Mon-Fri 9-4.30. Callers welcome. Massive web catalogue at www.simonlewis.com: Visa and Mastercard welcome. Simon Lewis Transport Bookshop, 11 The Marina, Harbour Road, Lydney, Gloucestershire, GL15 4EJ. Tel: 01594 843151m Fax: 01594 843158, E-mail: simon@simonlewis.com

**MOTOR SPORT COMPLETE YEARS** 1966-1969 plus sundry others. Tel: 023 802744773 or 07801 500802.

**MOTOR SPORT MAGAZINES,** 50s to present, mint condition, single or full years issues, we will post, tell us what you require. F.S.E Tel: 07860 700896. Fax: 01902 701448.

**WORKSHOP MANUAL SPECIALISTS,** Large stock of original manuals, handbooks and parts books sold and bought. Margaret Motorsm 157 Aylsham Road, Norwich NR3 2AD. Tel: 01603 407747. Fax: 01263 577366.

**CAR HANDBOOK SPECIALISTS,** Handbook specialist, large stock of car original owners handbooks, also workshop manuals and parts books sold, bought and exchanged. Tel: 020 8337 7452. Fax: 020 8241 8012.

**VINTAGE MOTORSHOP,** still has the largest variety of motoring literature, new and secondhand books, handbooks, workshop manuals, parts books, magazines and brochures, open Thursday, Friday and Saturday 11.00-5.00 or by appointment, world wide mail order service available. 749 Bradford Road, Batley, West Yorkshire WF17 8HZ. Tel/Fax: 01924 470773. www.vintagemotorshop.co.uk. E-mail: Books@vintagemotorshop.co.uk.

**CHELSEA MOTORING LITERATURE ORIGINAL SALES,** Literature, Specialists in Postwar British, European and American Classics & Sports catalogues, brochures and related items. We travel worldwide to buy literature. Highest prices paid for your collection. 34 Jonesdale Ave, Metuchen, New Jersey, 08840, USA. Tel: USA 001 732 321 0146, Fax: 001 732 548 0696, E-mail: Chelsealit@hotmail.com www.chelsealit.com

**BRITAINS BEST FOR BROCHURES,** Books, magazines, manuals and automobilia. We buy, sell, exchange tremendous stock, visitors welcome. Postal service. Pooks Motor Bookshop, Rothley, Leicester LE7 7PJ. Tel: 0116 237 6222. Fax: 0116 237 6491. E-mail: pooks.motorbooks@virgin.net

**ORIGINAL SALES BROCHURES AND PRESS KITS. 20TH CENTURY STOCK.** All the latest material from the European and Detroit motor shows, classics and exotics, most years covered, including cars of the nineties! Mail order welcome, too many to list, please state your particular interest, friendly service. Motorama 2000 Studio 3, The Old Brewery Centre, High Street, Hastings, East Sussex TN34 3ER, England. Tel: 01424 440100. International Fax: +44 1424 440100. E-mail: motorama2000@hotmail.com

**J M FANGIO & JACKIE STEWART AUTOGRAPHS** on 1971 Monaco GP ticket plus programme, official practice and results sheets in display binder. Other memorabilia, race programmes, motor sport and aviation books and magazines. Prints available from Historic Photographic Library. List available from Steve Wyatt/Quilter House. Tel: 01379 586225 anytime.

**COLLECTORS CARBOOKS,** specialists in out of print motoring literature, we can supply any new book in print and we also have the widest range in Europe of out of print motoring and motor racing books on display! Worldwide mail order, free book-search, close to Junction 12 to 13 off the M1, free car parking behind shop, open Monday to Saturday 10am to 5pm. Tel: 01525 290088, Fax: 01525 290044. 14 Bedford Street, Woburn, Beds MK17 9QB. www.collectorscarbooks.com

### TRANSPORT

**ENCLOSED VEHICLE TRANSPORTATION.** Specialist enclosed vehicle transport. Up to 4 vehicles carried UK and Europe, 24 hours , 7 days. Ring anytime for quote. Tel: 01388 720395 & 0468 052623. Fax: 01388 720590. E-mail: geoffrey@gssclassics.freeserve.co.uk. Website: www.gsclassics.freeserve.co.uk

**40FT RACE CAR TRAILER,** (Large single or 2 medium cars only) 13.5ft front living conversion, 26.5ft of parking, 7ft high. Extended tail lift, belly dropped, TV/Video, microwave, fridge, sink, large water tanks, compressor & generator. Snap-On tool chest, Super winch £10,995 ono. Tel: 01582 457549, after 5pm or 07977 845424.

### MOTORHOMES

**OAKWELL MOTORHOMES,** 1998 Gulfstream Sunvoyager 32" Cummins 5.9 Turbo diesel pusher with alison gearbox, spartan chassis, 6 berth £69,500. 1997 Gulfstream Sunvoyager pusher 30', Spartan chassis, 6 berth £53,000 +VAT.1997 Fleetwood Flair slideout, only 6,000 miles £48,995. 1995 Safari Trek 25' 6.2 Chevy diesel £39,995 + VAT. 1995 Georgie Boy Persuit, 6.2 Chevy, 28', 6 berth fully loaded £36,995. 1993 Gulfstream Ultra C Class 27' diesel, fully loaded £28,995. 1989 Gulfstream Sunsport 31' Oshkosh chassis, 5.9 Cummins, turbo diesel, basement storage £26,995. 1989 Gulfstream Sunsport A Class 27' 7.4 petrol £21,995. 1983 Georgie Boy Swinger, 6.2 Chevy Diesel, 29' outstanding condition £16,995. 1983 Winnebago Certauri 2.1 Diesel, manual 4-berth £8,995. 65/67 Ponteract Road, Barnslley, S. Yorkshire S71 1HA. Tel/Fax: 01226 293300. Web: www.oakwell-motorhomes.fsnet.co.uk. E-mail: sales@oakwell-motorhomes.fsnet.co.uk

### PROPERTY

**PROPERTY FOR SALE - 15 MILES FROM CASTLE COOMBE RACE TRACK,** 3 Bed detached house with adjoining workshop, garage and 47'x7' outbuilding. Total workshop space 55'x20' with double door access. £159,950 contact Guy Wood 0468 935441

### HISTORIC RACING

**E.R.A REPLICA,** single seat road/racing car built on 1930's MG Chassis with 1960's running gear and MG 1798cc engine, central gearchange use for hill-climb, sprints, pre 70 racing or fast road use. Glorious sounding, not a kit car, nicely mellowed. £14,995 or may p/ex. Can ship worldwide. Tel: (w) 44 (0) 1282 455776 or 615614. Fax: 455315. E-mail: swilkie@calderglen.net.

### STORAGE

**STORAGE BETWEEN PORTSMOUTH, SOUTHAMPTON,** offered by private collector, a few spaces available, new building, alarmed, de-humidified, secure, NO VAT. Tel: 01489 877873.

### PROPERTY

**PRIME MOTORSPORT WORKSHOPS,** in historic environment, choice of 2,000 and 1,250 square foot units for rental close to A1, A14. Cambs 07771 648411.

### REGISTRATIONS

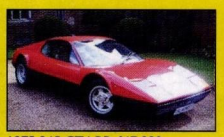
**REGISTRATIONS,** Registrations for sale on retention certificates for immediate transfer. V12 DBR, V12 MER, V1 AGR - £4,950 each. V16 BEN - £1,950. No VAT. Tel/Fax: 01788 860540.

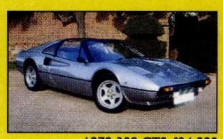

**a selection from Europe's leading Ferrari specialist**

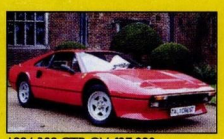

1971 246 GT £64,990

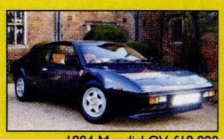

1972 365 GTC/4 £34,990

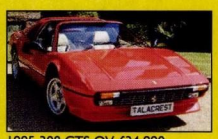

1972 365 GTB/4 (LHD) £67,990


1975 365 GT4 BB £47,990

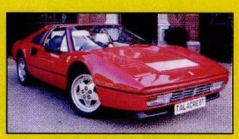

1979 308 GTS £24,990


1984 308 GTB QV £27,990


1984 Mondial QV £19,990


1985 308 GTS QV £34,990


1988 328 GTS £37,990


1989 328 GTS QV £42,990


1990 348 TS £39,990


1994 348 Spider (Grigio Met) £49,990


1994 512TR £57,990



1997 550 Maranello (LHD) £77,990

FULL STOCK LISTING AT
talacrest .com

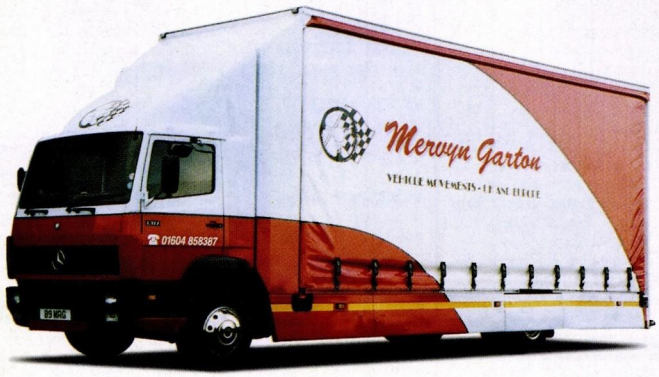
**SALES, SERVICE & RESTORATION AT**
**74 STATION RD EGHAM SURREY 01784 439797**
**(ALL FERRARIS URGENTLY REQUIRED)**

# Merwyn Garton

VEHICLE MOVEMENTS - UK & EUROPE

*central location - near Silverstone Circuit*
*purpose-built covered transport*
*over 10 years experience in valued vehicle movements*
*full menu of secure storage facilities*

*tel/fax 01604 858387*
*email mervyngarton@talk21.com*




## LONDON MOTORSPORT COLLECTORS' FAIR

This event will feature stalls buying, selling and exchanging any motorsport related items. Models, books, magazines, relics, printed matter, artwork, clothing and miscellaneous items, should all be available in abundance.

**SUNDAY 18th FEBRUARY 10.30-16.00**

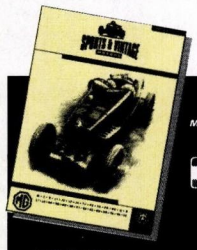
**DULWICH COLLEGE, SOUTH CIRCULAR ROAD (A205) LONDON SE21**

*LARGE CAR PARK - A SHORT WALK FROM WEST DULWICH STATION*

**ADMISSION:** ADULTS £1.50
SENIOR CITIZENS & CHILDREN 75p

**Bring along your surplus items to sell or exchange!**
**This event will be a MUST for all motorsport enthusiasts**

**Enquiries 01372 725063 (Eves)**



MasterCard VISA SWITCH

## SPORTS & VINTAGE MOTORS

**Send now**
for our completely updated and redesigned spares catalogue.

More than **2000** new parts available.

*8th Edition only* **£4**

**Catalogue**
- UK postage paid
- USA airmail $10 *(bills please)*
- Europe £5

***"The No1 Name in Pre-War MG Spares"***

Upper Battlefield Shrewsbury SY4 3DB **Tel:** +44 (0)1939 210458 **Fax:** +44 (0)1939 210644

## JOHN KNOWLES

**Specialist Dealer in Rare, Secondhand and Out-of-Print Motoring Books**

Visitors are most welcome at the bookroom but please telephone before coming.

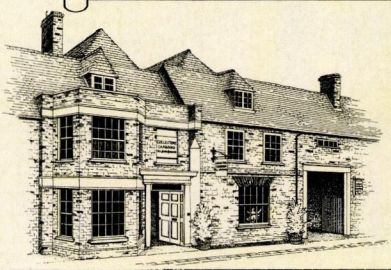
Catalogue available - UK and overseas - £2.00.

I am always interested in buying single items or full collections of motorbooks.

**Brick Kiln Farm, Hingham Road, Great Ellingham, Norfolk NR17 1JE.**
**Tel: 01953 452257**
**Fax: 01953 452733**
**Website: johnknowlesbooks.co.uk**
**E-mail: john@johnknowlesbooks.co.uk**

## COLLECTORS CARBOOKS

*Specialists in Out of Print and New Motoring Literature*



**14 BEDFORD STREET, WOBURN, BEDFORDSHIRE, MK17 9QB.**
**TELEPHONE: (01525) 290088 - FACSIMILE: (01525) 290044**
**OPEN MONDAY TO SATURDAY 10AM TO 5PM**

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

WE CAN ALSO SUPPLY ANY NEW BOOK CURRENTLY IN PRINT.

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

WORLDWIDE MAIL ORDER. FREE BOOKSEARCH.

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

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

**Visit our new website: www.collectorscarbooks.com**

## POOKS MOTOR BOOKSHOP

VISA

**loose or bound issues available for**

**AUTOCOURSE - AUTOSPORT - AUTOMOBILE YEAR - AUTOCAR - MOTOR - MOTOR SPORT - MOTOR RACING - MOTOCOURSE - RALLY-COURSE - SPEED WORLD RALLYING**

**Goodish stock of autobiographies, motorsport titles, programmes and posters also in stock.**

**VICTORIA MILLS, FOWKE STREET, ROTHLEY, LEICS LE7 7PJ.**
**Tel: (0116) 2376222 Fax: (0116) 2376491**

# The TVR Centre

Sales
Service
Parts
Repairs
Hire

*The U.K.'s Largest TVR Dealership*



● Tel: 020 8440 6666 ● www.tvr-centre.co.uk

**MOTOR SPORT**

81% of MotorSport readers own their own car.

(Source: Experian Data Ventures October 1998)

If your company can help our readers keep their pride and joy in the best possible condition

**Call 020 8267 5247**





**MGB ROADSTER**

1974, MoT/tax October, teal blue, chrome bumpers, overdrive, superb condition, garaged Oxfordshire.

**£5,950 ono**

**Tel: 020 8789 3320 or 07802 273 387**



**MERCEDES 300 SL SPECIALISTS**

*Full Restoration, Servicing + Parts*

**O'KEEFFE**

**01883 626721**



**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**



1927 Chevrolet Capitol Tourer.

RHD

IMMACULATE

WHAT OFFERS?

Grant(H): 020 8877 1590



The Great British **Steering Wheel**



**The Brooklands** We manufacture the **BROOKLANDS** Steering Wheel from the original **BLUEMEL** tooling. It is not a Far Eastern copy and is made using the original methods and traditional materials. The **CENTRE BOSS** fixing kit, again from the original tooling, not only fits the MG TC and pre-war MGs, but the TD, TF and MGA. There are boss kits for other makes and kit cars too.

**BROOKLANDS AEROSCREENS** are made using laminated glass to original specification to suit all vintage and sports cars.

**MG 'T'-TYPE SPARES OUR SPECIALITY: SEND FOR A FREE LIST!**

30 YEARS

**KIMBLE** Tel: 01803 835757 Fax: 01803 834567

Unit 5, Old Mill Creek, Dartmouth, Devon TQ6 0HN.



**K2 RACE ENGINEERING**

Please contact us for a driver information pack.

Phone Mark Higgins on 07721 841346

email: mark.higgins@k2raceengineering.co.uk

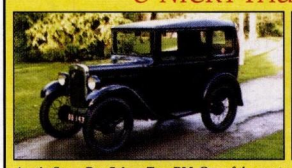
or visit our web site at www.k2raceengineering.co.uk

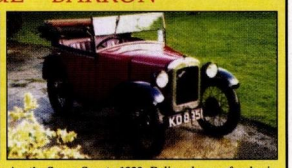
**2001 Championship contenders sought for an assault on the Radical Pro-Sport Series.**

**Have the most enjoyable season of your motorsport career, driving the best car in a great championship.**



*CLASSIC & SPORTSCAR CONSULTANTS LTD & NICKY PAUL – BARRON*





**Austin Seven Box Saloon Type RM.** One of the most rare Box variants. Very good condition with rebuilt engine..... **£3,995**

**Austin Seven Sports 1930.** Believed one of only six built. Boat tailed two seat tourer. Fully rebuilt..... **£6,450**

**Plus:** Austin Healey 3000 Mk3 ph2. 1967. Morris Oxford Bullnose Tourer 1913. Morris Cowley Bullnose Tourer 1925. Morris Eight Tourer – Choice of four in stock. MG YB Saloon 1952. Sunbeam Talbot 90 Mk2A 1953. BSA Trike 1934. MGB Roadster 1962. Austin Seven Ruby 1936. Austin Seven Wydor 1929. Austin 10/4 Saloon 1932. Dodge Roadster 1925. Saab 96 historic rally car 1964. Reliant Sabre 4 1963. MGB GT 1967.

SIMILAR CARS REQUIRED - CASH WAITING - PART EXCHANGE WELCOME.

PHOTOS/VIDEO AVAILABLE ON REQUEST - VIEWING BY APPOINTMENT.

**Contact: Nicky Paul-Barron: 01442-833613. Mobile: 07831-328308.**

**Fred Jenns: 01494-434414. Mobile: 0385 588557.**

**WEB SITE: http://www.classic-sportscar.co.uk**



**SOUTH CERNEY ENGINEERING LTD.**

A comprehensive specialist machining service to owners of vintage and classic cars

- Valve seat inserts
- White metalling
- Line boring
- Cylinder boring and sleeving
- Crankshaft grinding
- Surface grinding
- Cylinder head reconditioning
- Components manufactured

**Tel: Cirencester (01285) 860295**

**Fax: (01285) 860604**

North End, Ashton Keynes, Swindon, Wilts.

**www.vintagecarrestorations.com**



**Silver Arrows Automobiles**

Classic Mercedes Dealers



The finest selection of classic Mercedes in the country

Buying, selling or just advice, we welcome your enquiry

**Tel: 020-8789 8525 Fax: 020-8789 7205**

**Putney - London**

**www.silverarrows.co.uk**



**ASTON MARTIN DB3S (Replicas)**



We build or you build.

Send £3 for brochure or telephone 01885 490671

**W-A-M** *Classic Car Replicas*

**Richley Grove, Stoke Lacy, Bromyard, Herefordshire HR7 4HY**



**ASHTON KEYNES**

**VINTAGE RESTORATIONS LIMITED**

Past winner of the Supreme Award by the Hon. Company of Coachmakers & Harness Makers, R.R.E.C. & B.D.C. awards. 1992 Louis Vuitton class award, 1993 Louis Vuitton, 3 class awards and supreme award (Hurlingham). 1995 R.R.E.C. National Rally, Althorpe: 4 top awards. 1995 Louis Vuitton R-R Motors Ltd. award for engineering excellence. 1997 & 1998 R.R.E.C. Masters. B.D.C. class award.

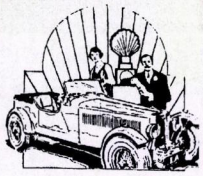
***Restorers of vintage to modern classic cars.***

**Tel. Cirencester (01285) 861288. Fax: 860604.**

**Ashton Keynes, Swindon, Wiltshire.**

**akvintage@mcmail.com**

**www.vintagecarrestorations.com**

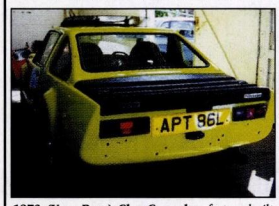


# The School Garage

Martin J. Daly (Est 1979)

47 Buxton Road,
Whaley Bridge, High Peak,
Derbyshire SK23 7HX
Telephone 01663 733209
Mobile 0467 617507
www.classiccarshop.co.uk

4 GEMS FROM UP TO 50 CLASSIC AND PRESTIGE CARS



**1973 (Very Rare) Clan Crusader,** factory built mod/sports/road racing car, one of 5 built, chassis no. 726, rebuilt 1998/99 by LAD Motorsport, Morecombe. Very fast, circa 120bhp, set of race wheels and tyres, phone for full details ...£7,950



**1995 (Model) Ferrari 355 Berlinetta.** LHD. Rosso Corsa with full black leather trim, aircond, CD system, top alarm. 2 owners 20,000 miles FFSH. 4 new tyres (last 100 miles). Valuable Reg No. 355-HLE, perfection.....**£47,950 inc plate**



**1955 Bentley R Type Hooper Body** - in the Empress style, black over grey over black, restored to a very high standard, superb history file, one of 39 built, one of the best in the world, stunning .....**£39,950**



**1985 Lotus Excel 2.2 SE.** Manual, lagoon blue, half blue leather trim, aircond, alloys, sunroof, PAS, 41,000 miles with FSH. Superb example.... .....**£5,950**

*NB. Warranted vehicles of the above quality cannot be test driven nor purchased from an auction*

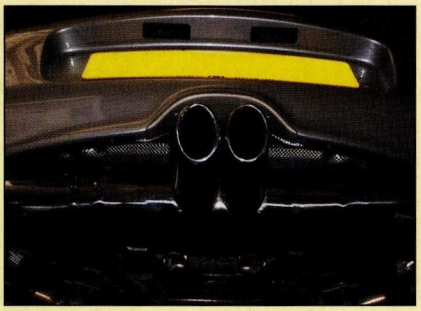
WEBSITE UPDATED WEEKLY WITH NEW ARRIVALS

# Hayward & Scott

## THE STAINLESS STEEL SPECIALIST



The first photo is a special 911 with twin outlets and waste gates.



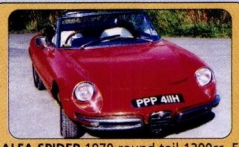
The second photo is a sports exhaust on a Boxster S.

The 2001 Historic Racing Car season is soon to be upon us. Our experienced staff can make one-off exhaust systems, fabricate header tanks, design and manufacture chassis including allprototypes. Road, Historic Rally and Rally Cars

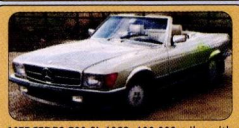
**UNIT 11, NOBEL SQUARE, BURNT MILLS INDUSTRIAL ESTATE, BASILDON SS13 1LS.**
**Tel: (01268) 727256 Fax: (01268) 590772**
**www.haywardandscott.co.uk**

# BOB's Affordable Classics

Near the N.E.C Birmingham
**0121 743 5276 or 01564 779746**
**Autumn Sale - Everything Must Go**



**ALFA SPIDER** 1970 round tail 1300cc, 5 speed, 10 months MoT, recent new hood and exhaust only **£3,750**



**MERCEDES 500 SL** 1983, 100,000 miles with service history, flat faced alloys, cherished number VFF included, immobiliser, hard top/soft top. ~~£11,950~~ **£9,950**



**1934 ROVER SPECIAL** Alloy body, fitted in late 40's early 50's, B series engine and box, MoT'd, tax exempt, reg number included Now only **£5,950**

P/X a pleasure or, due to loss of space, I would swap two or three cars for one. I regret I am not on the internet as I don't understand modern technology



# ROBIN LACKFORD
## *MOTOR ENGINEERING*
## CLASSIC & SPORTS CAR SPECIALISTS

RACE PREPARATION • SERVICING • REPAIRS
RESTORATIONS • CLASSIC CAR SALES

LEAD FREE CONVERSIONS FOR CLASSIC CARS



MG OWNERS' CLUB MEMBER RECOMMENDED SUPPLIER 2000

Appointed Stockist Castrol Classic Oil

**UNIT 1, FOWLERS BUSINESS CENTRE, HENFIELD ROAD, COWFOLD, SUSSEX, RH13 8BS**

Collection and Delivery by arrangement



**TELEPHONE: 01403 864600**
**MOBILE: 0836 720507**



# PHANTOM MOTOR CARS

**PANKRIDGE STREET, CRONDALL, FARNHAM, SURREY GU10 5QT, ENGLAND.**
**ROLLS-ROYCE** (Independent Specialists since 1961) **BENTLEY**



**Members of The Rolls-Royce Enthusiasts Club & The Bentley Drivers Club**
**Our Carefully Selected & Prepared Motor Cars**



**Bentley Turbo S '95. LHD. Limited Edition (1 of 75).** British Racing Green with Magnolia hide. Only 14,000 kms from new. The most powerful engine ever developed for a production Bentley. 0-60 in 5.8 seconds with a governed top speed of 155 mph. Liquid cooled intercooler. Viscous control differential. Active Ride, 4-speed gearbox with shift energy management. Mulliner modifications to suspension. Micro alloy brake discs. Satellite navigation. 17" vented alloy wheels, twin airbags. Bentley Continental 3D grill. In car entertainment and security system. Two level air-conditioning system. One piece integral bumpers and air dam. **For sale on behalf of Ex-Ferrari Chief Test Driver and Team Manager. £69,950 or equivalent.**

**Bentley Turbo R '90. Active Ride.** Balmoral Green with Black hide. 58,000 miles. Full Service History. Previously serviced & maintained by ourselves. Sports memory heated seats. Efi & ABS. Outstanding condition. **£29,000.**

**Bentley Turbo R '93. Active Ride.** Storm Grey with Magnolia hide piped grey. 46,000 miles. Full Service History. Previously serviced and maintained by ourselves. 4-speed centre gearchange. Sports memory heated seats. High level brakelight. CD player. **£36,950.**

**Bentley Turbo R '90 H. Active Ride.** Midnight Blue with Parchment hide piped blue. Dark Blue carpet-scarets. 55,000 miles. Full Sole Dealer Service History. Picnic tables. Front & rear armrest storage. **£31,500.**

**Bentley Mulsanne S '90 G.** Midnight blue with parchment hide piped blue. Active ride, ABS & EFI. FSH outstanding unmarked condition. Only 66,000 miles and 2 previous owners. **£24,995.**

**Bentley Turbo R '89 G.** Ebony with Red leather interior piped in red. Full Service History. Efi & ABS with intercooler. In excellent condition with recent in house major service just completed. **£24,950.**

**Bentley Turbo R '88.** Royal Blue with Parchment hide piped blue. 53,000 miles. Blue dash roll. Full Service History. Memory seats. Venered door panels. 10 stack Sony CD. Lambswool over rugs. **£26,950.**

**Bentley Mulsanne Turbo '84.** Brewster Green with deep red hide. Red Wilton carpets. Twin headlights. Alloy wheels. In very good condition. Awaiting our final service preparation. **£13,750.**

**Rolls-Royce Silver Spur '89.** Royal Blue with Parchment hide piped in dark blue. Very comprehensive FULL DEALER SERVICE HISTORY His tory. Efi & ABS. Picnic tables. Memory seats. Dark blue lambs wool over rugs. Telephone positions in front & rear arm rests. Leather steering wheel. 46,000 miles. All the usual refinements. Many extras fitted. In outstanding condition. **£24,995.**

**Rolls-Royce Silver Shadow 11 '78.** Caribbean Blue with Magnolia hide. 4 headrests. **Full Service History. ONLY 21,000 miles from new.** Full hydraulic overhaul & service just completed. Serviced and maintained by ourselves. A Show Winning Car in exceptional condition! **£21,900.**

- **Specialising in Carburettor Turbo Tuning**
- A.B.S. & Fuel Injection.
- **Engine Re-building.**
- Air conditioning (R12 & 134a).
- **Computerised Four Wheel Alignment.**
- Upgraded Front Brake Kits.
- Mechanical Restoration.
- Schedule Servicing.
- Engine Re-building.
- Woodwork Re-lacquering.
- **Suspension Packages (Agents for Harvey-Bailey).**
- Cavity & Underbody Waxing.
- **Hydraulic Braking & Self-Levelling Systems.**
- Viscous Control Differentials.
- **Transient Boost for Additional Power for Turbo.**
- Alarms & Accessories fitted.
- **Active Ride Diagnostics & Chip Replacement.**
- Dedicated Wheel Balancer exclusively for Rolls-Royce & Bentley wheels. Improves balance accuracy by up to 25%.

**TELEPHONE: (01252) 850 231 OR FAX: (01252) 8505165**
**Web Site www.pmcuk.com**
**come-mail: phantommotorcars@cs.es.com**


# BOB's Affordable Classics

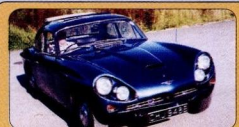
Near the N.E.C Birmingham
**0121 743 5276 or 01564 779746**
**Autumn Sale - Everything Must Go**




**AUSTIN HEALEY 100S REPLICA** Tubular chassis with resin and alloy body, Pinto engine, discs all round, limited slip diff, fraction of the price of a real one and just as much fun. ~~£12,950~~ **£9,950**



**RO80** This must be the best known car of this model having belonged to Martin Buckley and has appeared in National Motor magazines on a regular basis, Metallic Blue, factory sunroof, alloys, Harvey Bailey Handling Kit etc. ~~£3,500~~ **£2,995**



**JENSEN CV8** Blue with grey leather. A very sound example used on a regular basis only **£7,950.** Much better than the price would suggest.


P/X a pleasure or, due to loss of space, I would swap two or three cars for one. I regret I am not on the internet as I don't understand modern technology

DRIVE ON!



1913 Fiat Type 55 £50,000

1903 Panhard 4 cyl £POA
1910 Fiat Type 53 £POA
1919 Ford Model T £8,500
1926 Fiat 509 Special £11,950
1927 Crossley 14 £10,750
1927 Hillman 14 £7,750



1920 Vauxhall D-Type £29,500

THESE ARE A FEW OF THE RANGE OF VETERAN TO POST-VINTAGE CARS WE HAVE FOR SALE

1928 Lagonda 2 Litre £27,500
1934 Singer 9 Sports £12,500
1935 AC 2 Litre DHC £POA
1935 Sunbeam Dawn £12,500
1950 Jaguar MkV DHC £42,500
1953 Healey 100/4 £35,000



1935 Rolls-Royce 20/25 £19,250

PLEASE CALL FOR OUR STOCK LIST OR IF YOU HAVE A CAR TO SELL

Gavin McGuire's Fine Automobiles

Phone/fax: 01892 770310

Mobile: 07770 316482

web: http://gavinmcguire.com

e-mail: gavin.mcguire@virgin.net

TANDRIDGE, SURREY
Near Junction 6 on M25



Arundel Autograph Gallery

Suppliers of Quality autographs, specialising in motorsport. Members of the U.A.C.C. with good standing.

Andretti, Bonnier, Brise, Cevert, Deppalier, Fangio, Hawthorn, Musso, Rindt, Senna and many others.

*Telephone: 01903 883210/885900*
*Fax: 01903 884944*
*Email: sales@autographs.co.uk*
*Internet: www.autographs.co.uk*
Located 10 Minutes from Goodwood







RILEY BROOKLANDS

First registered in Ireland on the 31/12/1929. First time advertised after long term ownership for last 25 years. Original steel body. Believed once to be the property of Freddie Dixon's mechanic and raced at Phoenix Park. Delightful unrestored condition, complete with new MoT certificate and numerous spares.

£35,000 will consider part exchange

Tel: John Heda

01703 556300. Mobile: 0836 263471.



DAVID A. C. ROYLE & CO. LTD.
01833 660452

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

www.david-royle.co.uk e-mail: enquiries@david-royle.co.uk
THE OLD SCHOOL, STAINDROP, DARLINGTON DL2 3NH



MOTOR RACING BOOK SALE

Brian Newbould's 7th Annual Winter Sale.

Free lists.

Tel/Fax:

01423 540545

Email:

briannewbould@waitrose.com





MG MIDGET 1965
Red BHO855C

A well sorted condition 2 car, current MoT and Heritage Certificate. Restored and has recent new hood, carpets, SS exhaust and all weather cover. History, bills and garaged.

£5,000
Tel: 01285 760424
Cirencester



MALCOLM C. ELDER & SON 01869 340999
www.vintageandclassiccars.co.uk

THE MOTOR SHED, MIDDLE ASTON, NR. BICESTER. OXFORDSHIRE. OX25 5QL.
*Part exchanges considered. Callers preferably by appointment. Enquires welcome*





1909 HUPMOBILE type 20 runabout ..... £14,750
C1912 CHARRON Model 15 2-seat sports ..... £14,000
1915 PAIGE six-46 Fairfield 7- passenger tourer. Lhd ..... £18,000
1920 AUSTRO DAIMLER 20/30hp 4-seat tourer ..... £24,000
1921 SUNBEAM 16 2-seat tourer with dickey ..... £17,250
1921 SUNBEAM 24hp 4/5 seat tourer ..... £31,000
1923 AUSTIN Heavy 12/4 4-seat tourer ..... £23,000
1923 MORRIS Cowley 2+2 seat chummy tourer ..... £10,750
1923 MORRIS Cowley 4-seat tourer ..... £14,000
1924 STANDARD SL0N 13.9hp 4-seat Warwick tourer ..... £13,750
1924 SUNBEAM 14/40 4-seat tourer ..... £16,750
1925 ALVIS 12/50 SC 4-seat tourer by Cross & Ellis ..... £34,000
1925 METALLURGIQUE S-type VdP tourer 2-litre o.h.c. ..... £24,000
1925 ROLLS ROYCE 20 (1937 Southern Coachworks saloon body) ..... £15,250
1926 AUSTIN 7 Chummy ..... £7,750
1926 FORD model T 4-seat tourer ..... £10,250
1926 MORRIS Oxford long chassis 4-seat tourer (2 owners) ..... £14,250
1927 DODGE 25 4/5 seat tourer ..... £10,500
1927 HUMBER 14/40 sporting tourer. None original coachwork ..... £13,500
1927 SALMSON VAL3 sport, 1100cc Fiat engine fitted ..... £13,750
1928 HUMBER 14/40 4-seat tourer ..... £18,450
1928 MORRIS Cowley 2-seat tourer with dickey seat ..... £6,950
1929 AUSTIN 7 saloon ..... £6,650
1929 MORRIS minor 4-seat tourer (o.h.c. model) ..... £6,750
1930 FORD Model A 4-seat Phaeton. 3,285cc ..... £12,000
1930 MG M-type Midget ..... £10,750
1931 ALVIS 12/50 TJ 2-seat tourer & dickey ..... £18,750
1932 ALVIS 12/60 TL Beetleback ..... £19,750
1932 M.G. 8/33 Midget sports series D (Long chassis) ..... £12,000
1932 SUNBEAM 20.8 closed coupe ..... £18,750
1933 AUSTIN 7 saloon ..... £5,500
1934 AUSTIN 13.9 Newbury sports 4-seat tourer ..... £12,750
1934 LAGONDA Rapier 4-seater tourer by Abbott ..... £27,000
1934 TALBOT 65 six light saloon ..... £10,500
1935 AUSTIN 7 Speedy Car No. 12 ..... £17,750
1935 AUSTIN 10/4 Clifton 2-seat tourer with dickey seat ..... £5,250
1935 AUSTIN 10 Gordon Pixie Vitesse ..... £6,000
1935 BUICK series 60 straight 8 saloon ..... £16,750
1936 ALVIS Silver Eagle 3-position drophead coupe ..... £32,250
1936 FRASER NASH-BMW 319/2 Drauz 2-seat Cabriolet ..... £23,250
1936 HUMBER 12 6-light saloon ..... £5,750
1936 MORRIS 8 series I saloon ..... £3,750
1936 ROLLS ROYCE 20/25 limousine by Park Ward ..... £24,000
1937 FORD Model Y saloon ..... £5,500
1937 MORRIS 8 series II 2-door saloon ..... £4,250
1939 BUICK 40 Special sedan ..... £12,750
1939 DAIMLER DB18-1 Ritz saloon ..... £7,250
1947 LANCHESTER L10 6-light saloon by Barker ..... £3,750
1947 M.G. TC ..... £18,000
1949 ARMSTRONG SIDDELEY Typhoon sports saloon ..... £6,950
1950 ALVIS TB14 roadster ..... £8,500
1950 LEA FRANCIS 2.5 litre 2+2 seat sports ..... £23,500
1950 M.G. TD wire wheels & supercharged ..... £11,500
1950 RILEY 2.5 litre 2-seat RM roadster ..... £24,000
1952 BRISTOL 401 saloon (Paris salon exhibit) ..... £14,750
1952 SALMSON S4 272 twin-cam 2300 drophead coupe ..... £30,000
1952 TRIUMPH Mayflower 2-door saloon ..... £3,750
1953 ARMSTRONG SIDDELEY 346 Sapphire. Preselect ..... £12,500
1953 CITROEN 11B Legere. Lhd ..... £6,500
1953 MORRIS MO saloon. o.h.v. engine replacement ..... £1,400
1954 TALBOT LAGO Type 26 Grand Sport 4.5 litre coupe ..... £P.O.A.
1955 ALVIS TC21/100 "Grey Lady" saloon ..... £9,250
1955 DAIMLER Conquest Century ..... £3,250
1955 LAGONDA 3-litre 2-door fixed head coupe ..... £19,000
1956 A.C. Aceca. Zephr engine ..... £26,000
1956 LANCIA Aurelia B20 series V coupe (2.5 litres) ..... £22,500
1957 FORD Popular ..... £1,900
1958 JAGUAR XK150 3.4 SE fhc ..... £22,000
1959 BRISTOL 406 ..... £15,000

1959 JAGUAR Mkl saloon. 3.4, automatic ..... £12,000
1959 ROVER P5 3L saloon. Auto ..... £1,100
1960 ABARTH 2200 coupe by Allemano ..... £29,500
1960 JAGUAR XK150 3.4 SE fhc ..... £24,000
1960 MORRIS Minor 2-door saloon ..... £1,950
1960 ROVER 80 ..... £2,000
1961 ALVIS TD21 saloon. 4-speed manual ..... £6,750
1961 ASTON MARTIN DB4 series II ..... P.O.A.
1961 ROVER 100 ..... £3,250
1963 ALVIS TE21 drophead coupe. 5-speed ZF g'box, w/w ..... £19,000
1963 JAGUAR Mkll 3.8 saloon. Manual gearbox with o/d ..... £10,250
1963 ROVER 110 ..... £4,250
1964 ALVIS TE21 saloon. Auto ..... £10,250
1964 OLDSMOBILE ninty-eight convertible 6.4ltr. 345bhp ..... £9,500
1965 ALVIS TE21 Saloon. Manual, PAS ..... £16,250
1965 DAIMLER 2.5 litre V8 saloon ..... £3,950
1965 JAGUAR E-type series I 4.2 roadster ..... £32,500
1966 JAGUAR E-type series 1.5, 2+2, LHD, triple SU's ..... £10,000
1966 LANCIA Flavia sport Zagato (one of 25 r.h.d.) ..... £12,750
1966 ROLLS ROYCE Silver Shadow ..... £10,500
1967 MERCEDES BENZ 250SL Auto, PAS, hard top (no hood) ..... £12,250
1968 ROLLS ROYCE Silver Shadow ..... £6,500
1968 ROVER P5 2000SC saloon ..... £1,800
1969 DAIMLER Sovereign 420 ..... £7,000
1969 MORRIS Mini Cooper. Competition spec ..... £4,500
1969 ROLLS ROYCE Silver Shadow ..... £8,250
1969 ROVER 3.5 litre coupe ..... £5,500
1969 WOLSELEY Hornet Mkill saloon ..... £3,850
1971 ALFA ROMEO 1750 Spider Veloce ..... £9,250
1971 CITROEN SM. Lhd ..... £9,999
1971 ROVER P6 2000 SC Automatic ..... £1,125
1972 MATRA M530 SX. Italian spec. Lhd ..... £4,500
1972 ROVER P6 2000 TC ..... £2,250
1972 M.G. B GT (Chrome bumper) ..... £3,200
1973 TRIUMPH Stag. Automatic ..... £7,500
1974 JENSEN-HEALEY Mkll sports. Steel bumpers ..... £7,250
1974 JENSEN Interceptor Mkill ..... £10,500
1974 M.G. Midget. Oscelli 1275 engine. Roll cage. Hard top etc ..... £4,150
1974 TRIUMPH Stag. Automatic ..... £7,500
1975 FIAT 124 spider. Lhd ..... £6,950
1976 TRIUMPH 2500S saloon ..... £1,800
1977 FORD GT40 Replica Mkl (302 engine) ..... £24,000
1977 TRIUMPH Stag. Automatic ..... £8,000
1977 TRIUMPH Stag. Manual + o/d ..... £8,500
1978 M.G. B GT ..... £4,000
1979 RELIANT Scimitar GTE series 6 automatic ..... £3,800
1980 M.G. B GT ..... £3,500
1981 JAGUAR XJS HE coupe (V12) ..... £2,100
1981 ROLLS ROYCE Silver Spirit 27,000 miles ..... £19,000
1982 MASERATI Quattroporte. 4.9 V8 Auto. 46,000 m/s. Lhd ..... £8,250
1983 ROLLS ROYCE Silver Spirit ..... £9,850
1984 ALFA ROMEO GTV RS coupe ..... £3,250
1986 MERCEDES BENZ 420 SEC Lhd ..... £8,500
1990 EVANTE 2 seat sports 140bhp (hard & soft tops) 4,000m/s ..... £12,750
1991 MOSS MALVERN 4-seat sports ..... £2,950
1992 A.C. Cobra 289 B.R.A. replica (1969 registered) ..... £12,750
C1994 KOUGAR sports Mkll (1973 registered) ..... £16,250

MOTORCYCLES

1949 VELOCETTE LE ..... £875
1957 PANTHER M100 600cc ..... £2,950
1959 N.S.U. Quickly ..... £150
1967 B.S.A. B40 350cc. Ex WD ..... £1,750

COMMERCIALS

1929 PEUGEOT 201 pick-up truck. Lhd ..... £5,950
1938 AUSTIN 12/4 delivery van ..... £5,800
1949 MORRIS 12 semi-control 8cwt van ..... £4,250
TRAILER braked twin axle, bed 5.2m x 2m, can carry 2.5 tons, covered ..... £4,500

www.vintageandclassiccars.co.uk - Visit our web site.



Andy Bell
Judy Hogg

ECURIE BERTELLI Vintage Aston Martins

ASTON MARTIN

Telephone: 01234 240024
Fax: 01234 240054
e-mail:ecubert@nccnet.co.uk
www.ecurie-bertelli.co.uk

The Specialist in all Vintage Aston Martins



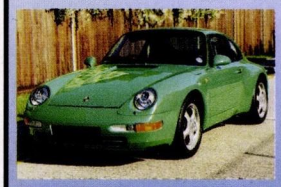
1933 Aston Martin Le Mans,
complete rebuild approximately 3,000 miles ago, engine with steel rods and crank.
Multiple concours winner. The best in the world.
Eligible for FIVA and FIA papers.

£80,000

Car Sales, Service, Restoration, Race and Rally Preparation

No. 53 Stilebrook Road
Yardley Road Industrial Estate
Olney MK46 5EA

# DREAM CARS





Ferrari 360 Spider available to spec for May .....**POA**

Porsche 996 Turbo, silver/black. 2000 W.....**POA**

360 Modena, red/black, 3,200 miles .....**£105,000**

Ferrari Dino RHD Concours condition, 20,000 miles ..... .....**Enquire**

355 GTS LHD, Giallo fly with black, 37,000kms.**£49,995**

348, red/black TS, 1994 LHD, 18,000kms. 2 owners ..... .....**£31,995**

348, red/tan TB 1991, 13,000 miles, LHD .....**£27,000**

348, red/magnolia. 1994 Spider RHD, 26,000 miles ..... .....**POA**

328 GTS 1987, 25,500 miles, concours condition. Red, magnolia.....**£37,500**

996 Turbo. Available for February .....**POA**

***Other Ferrari's + Porsche for sale***

***All interesting cars wanted espeically 996 Turbo's, Ferrari 360 Spider's, excellent premiums paid***

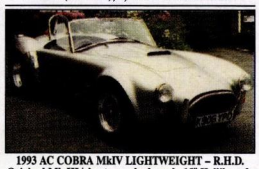
**Tel: 07050 360996**
**Fax: 01745 816550**
**E-mail: dreamcars@omserve.net**

## AC COBRAS

(1963-2000)
FROM ROD LEACH
*N.B. ONLY GENUINE AC COBRAS - NO KIT/REPLICARS*



**2000(W) AC COBRA MK IV SEMI-LIGHTWEIGHT – RHD**
A 'one-off' special commission with many superb features incl. 250 b.h.p. Holley carb. engine, full suspension conversion, '427 S/C' fascia, instruments & steering column & much more. Factory warranty. 1 owner (AC Cars); 1,600 miles. Sensational!



**1993 AC COBRA MkIV LIGHTWEIGHT – R.H.D.**
Original Mk III 'short-nose bodywork, 15" Hallibrands with Pirelli P7R's etc. Factory handbuilt and blue-printed Stage 3 SVO engine (aluminium heads, roller cam etc.) giving c.350 b.h.p. & 0-100 m.p.h. in 10.1 secs. 4,700 miles and condition to match.



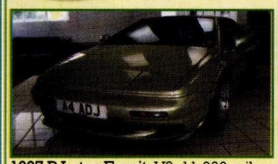
**1996 MORGAN +8 – 3.9 – REG. P40 MOG**
Actual car featured in Morgan's Sales brochure, with separate photographic record of build-stages. Decatalysed with Librand's exhausts – c.220bhp. Every conceivable option and extra and more besides - (£9,000+). 2 owners, 9,980 miles, just serviced. Utterly gorgeous!

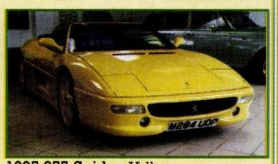
ALSO SEVERAL OTHER COBRAS, FROM c. £45,000

**ROD LEACH's 'NOSTALGIA'**
**TEL: 01992 500 007**
**FAX: 01992 55 88 91 (HERTS-U.K.)**

## Simon Gamble

### Specialist Cars





1997 P Lotus Esprit, V8, 11,000 miles, very Light metallic Green .....**£34,500**

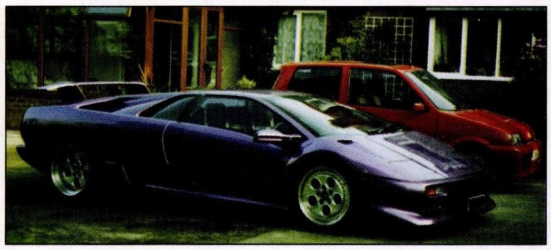
1998 355 Spider, Yellow ..... .....**sensible offers.**

Ferrari 348 TB, in Silver.....**£27,500 (arriving shortly)**

1992 Ferrari 348 CHallenge, Red, LHD, 20,000 kms.....**£30,000**

1992 Ferrari 348 TS LHD. Rosso Red with Tan leather, fully loaded with history, just serviced inc Cambelt, exceptional original condition.....**£31,000**

75 Main Road, Smalley, Derbyshire DE7 6DS
Tel: 01332 880279 Fax: 01332 880399



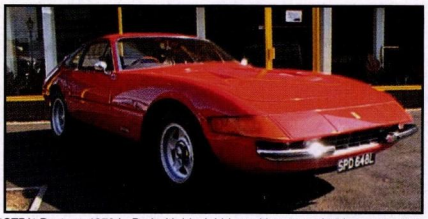
## LAMBORGHINI DIABLO RHD 1992

Reg. No. LAM 207 (official top speed Diablo), special colour scheme - Viola with black hide piped Viola. Superb unmarked condition throughout. Sports exhaust, rear wing, tracker, Alpine CD system etc. Cost when new £161,200 (original invoice with history), 16,000 miles, FSH, taxed and MoT'd until June 2001. Complete with fitted cover. A stunning vehicle.

**£56,000**
**Tel: 0831 122888**

## Kent High Performance Cars (Sales) Ltd

### *SPECIALIST FERRARI SALES*



Ferrari 365GTB/4 Daytona 1972 L. Red with black hide, red inserts and red carpets, air conditioning. This car was runner up in the 1998 Ferrari Owners Club Concours and there has never been a better time to aquire one, unrepeatable value .....**£59,995**



Ferrari 512BB 1977. Black with beige hide, 38,000 miles excellent history including major restoration works, fitted with air conditioning and a stainless steel sports exhaust .....**£39,995**

**Over 20 Ferrari's displayed for sale in our showrooms**
For our full stockist visit our web site - **www.khpc.co.uk**
or contact Simon in our sales department.

**SERVICE, MAINTENANCE & REPAIRS**
**Restoration and an unsurpassed trimming service.**

**We can cater for every aspect of your Ferrari.**
**For all your Ferrari needs contact Roger Collingwood**

**Tel: (01622) 663308 Sales mobile: 0370 447348 Fax: (01622) 663512**
**Target Business Centre, Bircholt Road, Parkwood, Maidstone, Kent ME15 9YY**

## MOTOR IMPORTS

(Belgium)
**PH 00 32 14 635124**



**Ferrari 360 Modena FI,**
LHD, Red with cream leather.
July 99, 7,000 miles.
Just serviced.
**5,650,000 Belgium Franc's**



**Ferrari 360 Spider,**
LHD, Red with black leather.
July 95 with double airbags,
23,000 miles. As new condition.
**3,250,000 Belgium Franc's**



**Ferrari 456 GTA,**
LHD, Dec 96, Blue/blue leather,
27,500 miles,
**4,000,000 Belgium Franc's**

Let us source your LHD Ferrari, Masarati or Porsche for you. We also supply new RHD Jaguar, BMW and VW, check our prices before you buy.

E-mail:
Motor_Imports_Belgium@Hotmail.Com

## MILLWOOD

*Motor Company Ltd.*

## CATERHAM

AGENTS FOR GLOUCESTSHIRE AND THE SOUTH WEST

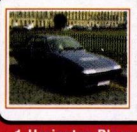
**NEW 1600 SUPERSPORT.** Monte Carlo blue. Full matching 'S' trim . .**P.O.A.**
**1999T 1600 CLUBSPORT.** Red. Drysump. 6 speed big brakes etc . . .**£19,500**
**1999T 1600.** Yellow, green stripe. Cycle wings. 5,000 miles . . . . . **£16,950**
**1995N 1400 SUPERSPORT.** Blue. 6 speed. Leather. Full history . . . .**£14,950**
**1990H 1700 SUPERSPRINT.** Green. 5 speed. De-Dion. Leather . . . .**£11,950**
**1989Q 1700 SUPERSPRINT.** Green. 4 speed. One owner. Leather . . .**£9,950**
**CATERHAM 21 1600 SUPERSPORT.** 1996P. 6 speed. Leather . . . . .**£14,950**
**CATERHAM 21 1800.** 1997R. Silver. Motor Show car . . . . . **£16,950**

MILL GARAGE
CAM DURSLEY
GLOUCESTER
01453 544321

SALES - JON VICKER
SERVICE - RHYS WOODS
www.millwood-mc.co.uk

## SPECIALIST CARS DIRECT

*– pure italian passion –*



**Ferrari 412 GT Auto**
**1988 (F) 43,000 miles**
Grigio Metallic/ Sabbia Lthr Interior, Full Service History, recently serviced at Maranello....**£20,995**

1, Harington Place, Bath BA1 1HF.
Telephone - 01225 483000
Mobile - 07770 753754
E-Mail sales@specialistcarsdirect.co.uk

## SPECIALIST CARS DIRECT

*– pure italian passion –*



**Ferrari 328 GTS**
**1989 (F) 18,000 miles**
Rosso Corsa/Crema Lthr Interior, Full Spec Incl ABS, A/C, Alloys, Rear Aerofoil, FSH, Covered by a one year warranty .....**£39,995**

1, Harington Place, Bath BA1 1HF.
Telephone - 01225 483000
Mobile - 07770 753754
E-Mail sales@specialistcarsdirect.co.uk

*Combining traditional virtues of engineering, innovation and enthusiasm with a passion for automotive excellence, Racing Green Cars makes the ownership of fine cars a unique and enjoyable experience.*

RACING GREEN Cars



**1963 JAGUAR Mk2 3.8** Manual o/d. BRG with matching w/wheels. Original Suede Green leather. Coombes style arches, rack and pinion steering; Harvey-Bailey suspension, 2" SU's, 190 bhp. A very taut and excellent driver's car. Substantial history file and photos. Terrific! **£19,950.00**

**1966 JAGUAR E-Type S1 4.2 Roadster.** Gunmetal with Red trim. Immaculate former Hurlingham Champion. Fully restored in the mid 1990s. All that an E-Type should be and more **£ 49,950.00**

**1968 DAIMLER 250 Automatic.** 42,000 miles only. A prime example in Opalescent Blue. Dark Blueleather interior. Chrome wire wheels. Substantial history. Absolutely superb. **£13,995.00**

**1968 JAGUAR 420G.** 26,000 miles only from new. The best in the world? Flawless in Black with Red interior trim; championship-winning example. Perfection personified. **£22,950.00**

**1990 (H) JAGUAR XJ12 Series 3.** Solent Blue, Magnolia trim piped blue with Grey carpets. Only 62,000 miles with FSH. Outstanding example, superbly cared-for. A car to keep forever. **£9,950.00**

**1998 (S) JAGUAR XJR V8 4.0. Supercharged.** An immaculate, one owner, example in met. Anthracite with superb Ivory leather. £3,000 of extras. FSH. Outstanding value at only. **£26,995.00**

**1996 (P) JAGUAR XJR 4.0 Supercharger.** Met. Black. Nimbus Grey leather. A/C, e/roof, CD,. Superb and immaculate. Only 84,000 miles. FSH. **£15,995.00**

**1997 (P) JAGUAR XJ6 3.2 Executive.** Glorious 29,000 mile example in elegant met. Spruce Green. Oatmeal leather. Flawless. FSH. **£16,495.00**

**1998 (S) JAGUAR XJ8 3.2 Executive.** Superb Sapphire Blue/ Oatmeal. A/C, cruise, Twin air bags. Only 24,000 miles. FSH. **£22,995.00**

**We can source, sell and service any Jaguar. To discuss sales, servicing, repairs or just a little TLC, talk to people who feel *passionately* about all Jaguars (from SS to XJ!).**

**Racing Green Cars Limited**
**PO Box 336, Guildford, Surrey GU5 0YH**
**Tel/Fax: 01276 683378. www.racing-green-cars.com**

*The Snake is back....*



**AC COBRA MkIV CARBON ROAD SERIES (CRS)**



A new Cobra has emerged - The AC MkIV Cobra, Carbon Road Series. The Carbon Fibre bodied CRS is manufactured by AC with the latest F1 Carbon technology and is now available from only £38,950 (inc. VAT).

Orders for this evocative hand built legend can now be accepted by us for early delivery to your specification; please contact us to arrange an appointment to try our Cobra CRS demonstrator and for further information.

*Officially appointed distributors of AC Cars*

DUNCAN HAMILTON & CO., LTD.

P.O. Box 222 • Hook • Basingstoke • Hampshire RG27 9YZ
**Telephone: 01256 765000 Fax 01256 766000**
e-mail davidjohn@duncanhamilton.com www.duncanhamilton.com

## Porsche

| | |
|---|---|
| 1999 BOXSTER 2.5 SILVER 10,000m | 1994 993 COUPE POLAR SILVER 63,000m |
| 1999 996 COUPE OCEAN BLUE 16,000m | 1994 993 COUPE TIPTRONIC BLACK 26,000m |
| 1998 996 CAM ARCTIC SILVER 15,000m | 1994 911 SPEEDSTER 3.6 AMAZON 31,000m |
| 1998 COUPE 25 TIP MIDNIGHT 13,000m | 1990 911 C2 TARGA BLACK 98,000m |
| 1997 993 COUPE 2S SILVER 23,000m | 1990 911 CABRIOLET RED 54,000m |
| 1996/7 911 TURBO 4 SILVER 16,000m | 1989/90 911 C4 COUPE WHITE 78,000m |
| 1996 993 TARGA BLUE 45,000m | 1989 911 SE COUPE RED 53,000m |
| 1995 993 COUPE BLACK 30,000m | 1989 911 TURBO TARGA BLUE 29,000m |
| 1995 993 COUPE SILVER 34,000m | 1986 911 SSE CABRIOLET SILVER 58,000m |
| 1995 993 COUPE MIDNIGHT 73,000m | 1985 911 SE COUPE GUARDS RED 99,000m |
| 1995 993 CABRIOLET BLACK 21,000m | 1980 911 SC COUPE WHITE 76,500m |
| 1995 993 CABRIOLET BLACK 33,000m | 1976 911 LUXE CHOCOLATE BROWN 90,000m |

## Ferrari

| | |
|---|---|
| 2000 360 MODENA F1 SILVER 1,000m | 1979 BOXER 512 BLUE 21,000m |
| 1998 456 GTA RED 7,000m | 1974 BOXER 365 GTB4 RED 15,000m |
| 1998 355 GTS F1 RED 8,000m | 1975 308 GT/4 RED 63,000m |
| 1998 355 SPIDER YELLOW 7,000m | 1972 DINO 246 GT AZURE 42,000m |
| 1996 456 YELLOW 31,000m | 1967 275 GTB4 RED 27,000m |
| 1995 355 GTB RED 12,000m | 1966 330 GT 2+2 BLUE 57,000m |
| 1992 348TS RED 15,000m | AC COBRA/JAGUAR/OTHERS |
| 1990 348 TS RED 31,000m | 1966 AC COBRA MARK III EX JOHN WOOLF 10,000m |
| 1992 512TR RED 5,000m | 1998 ALFA ROMEO COUPE 156 29 13,000m |
| 1990 MONDEO 3.4T CABRIOLET RED 34,000m | 1990 ASTON MARTIN VIRAGE SILVER 34,000m |
| 1989 412 BLACK 39,000m | 1995 BENTLEY CONTINENTAL R, WILDBERRY 22,000m |
| 1998 412i BLUE 45,000m | 1988 BENTLEY CONTINENTAL CONVERTIBLE |
| 1988 328 GTS RED 43,770m | WENDSOR BLUE 40,000m |
| 1988 328 GTS RED 68,000m | 1936 BENTLEY 4L GURNEY NUTTING BLUE 90,000m |
| 1986 GTS RED 30,000m | 1973 JAGUAR E-TYPE V12 ROADSTER RED 7,700m |
| 1982/3 GTS QV YELLOW 23,000m | 1968 E-TYPE RDSTR WHITE 5,500m |
| 1981 308 GTS CARB RED 50,000m | 1966 JAGUAR E-TYPE 2.2 AUTO PRIMROSE 9,200m |
| 1980 308 GT4 RED 76,800m | 1961 JAGUAR E-TYPE 3.8 ROADSTER SILVER CONCOURS |
| | 1950 JAGUAR XK120 ROADSTER, GREEN 48,000m |

HWM HENDON WAY MOTORS

www.hwmnet.com

for collectors of *modern art*

393-395 Hendon Way London NW4 3LP

Telephone 020 8202 8011 Fax 020 8202 8013

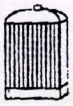
## D. S. AUTOMOBILE UPHOLSTERY

***Specialist in the upholstery of Vintage, Veteran and Classic Cars to proven concours standard***

Vast experience in all aspects of coach-trimming including deep buttoning, full weather equipment, padded, lined hoods, carpets, leatherwork etc.

**Tel: Dave Strange**
**Guildford**
**(01483) 303914**

## THE TANK & RADIATOR COMPANY



Unit 3 Agrimee Yard,
Bromyard Road,
Ledbury HR8 1LG
**Tel: 01531 631711**
**Eves: 01905 350296**

***Specialists in the repair & manufacture of fuel tanks & radiators for Veteran, Vintage, Classic & Motorsport cars***

**Radiators:** From a Bentley to an Austin. We cater for all makes & models manufacturing complete radiators using Honeycomb cores to modern day cores to standard recoring of your radiator.

**Fuel tanks:** Manufactured to either original tank or drawings, from a Rolls Royce to an A35, using lead coated steel, ali or stainless.

***Please ring for a friendly chat and a quote.***

Visit our website on **radiatorsuk.co.uk**

## IAN MASON

OFFICIAL PARTS & SERVICE AGENTS

**139a FRESTON ROAD,**
**NORTH KENSINGTON**
**LONDON W10.**
**TEL. 020 7727 1944**
**Email: imason1@powernet.co.uk**
**Website: www.ianmason.co.uk**

THE HISTORIC LOTUS SPECIALIST

## MIKE BROTHERWOOD



EARLY SPACE-FRAME SPORTS RACERS AND SINGLE SEATERS SPECIALISTS IN COVENTRY CLIMAX ENGINES

**FOR SALE -** LOTUS 11 SERIES 2 LE MANS WITH MAGNESIUM WHEELS
**WANTED -** EARLY LOTUS SPORTS RACING CARS OR SIMILAR TO RESTORE




**TEL: 01380-859989 Days**
FAX 01249-760530 24 Hours
Website: lotus-specialists.com

## WITTER

**TOWBARS TO TRUST**

- EC Type Approved bars use all car manufactures fitting points
- Fitting does not affect the vehicle warranty
- Lifetime guarantee under the Shield of Safety

See Yellow Pages for your specialist fitter or stockist.
**WITTER TOWBARS, CHESTER CH1 3LL**
Tel: 01244 405800 Web: www.witter-towbars.co.uk

## MIKE THE PIPE

**ONE-OFF, PROTOTYPE & PRODUCTION EXHAUST SYSTEMS**

Custom built for the world's sporting motor trade.

**128 STANLEY PARK ROAD,**
**WALLINGTON, SURREY**
**SM5 3JG.**
**PHONE: 020 8669 1719**
**FAX: 020 8773 4096**

## D.C.COOK Motorsport

FERODO THE FIRST NAME IN BRAKES
AP RACING
MINTEX
Lumenition
EARL'S PERFORMANCE PRODUCTS
MOCAL
Facet
PACET
GIRLING
NGK Spark Plugs
RED LINE

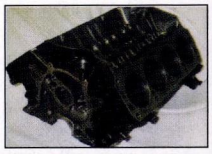
***Free 84 page Catalogue***

**TEL: 0044 (0) 1327 857875**
**FAX: 0044 (0) 1327 857653**
Unit 33 Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN.

## CONNOR COMPETITION ENGINES

We are a family business that has over 30 years experience in building and modifying American V8 and V6 engines for Formula 5000, Can-Am, Historic and Classic Cars

**Tel: 01285 652365 Fax: 01285 642450**
**www.connor-comp.co.uk**
**e-mail@connor-comp.co.uk**
**Connor Competition Engines, Purley Rd Garage, Purley Rd, Cirencester, Glas GL7 1ER**



## www.raceparts-direct.com

## JAYMIC

**The Classic BMW Specialists**

**SPARES, REPAIRS & RESTORATION**

**BMW 02 &CS** Europe's leading specialists. **OE PARTS** supplier for the whole BMW range.

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

E-mail: enquiries@jaymic.com

## THE COMPLETE AUTOMOBILIST

'. . . the first stop for all your vintage and classic parts'

visit:
**www.completeautomobilist.com**

**NEW** millennium colour A4 catalogue

(£2 UK, £3 Europe, £4 rest of world)

**Tel: 0 (+44) 1778 560 312**
**Email:**
**colincrabbe@completeautomobilist.co.uk**

## CAMBRIDGE MOTORSPORT LTD

We are seeking a classic car mechanic experienced in road and race car preparation, preferably holding a class 1 HGV licence.

Please send a CV to:
Jeremy Bullock at:
Cambridge Motorsport Ltd,
Caxton Road,
Great Gransden, Nr Sandy,
Beds SG19 3AH.

## Rod Jolley COACHBUILDING

*Specialist Panel Beating and Ash Framing*

SPECIALIST PANEL BEATING & ASH FRAMING
**37 GORDLETON INDUSTRIAL PARK, SWAY ROAD, LYMINGTON, HANTS SO41 8JD.**
**TEL: (01590) 683702. FAX: (01590) 683634.**
**INTERNET: http://www.rodjolley.com EMAIL: rod@rodjolley.com**



As the ash frame nears completion on this custom built 4 door **Bentley Mk6 Shooting Brake** we prepare to undertake the final stages of metalwork.

## INTROCAR LIMITED

*DEDICATED WORLDWIDE ROLLS-ROYCE & BENTLEY PARTS SERVICE*

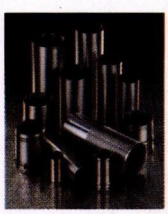
*Call us at 020 8546 2027 for our free special offer catalogue or visit our website*
*http://www.introcar.co.uk*
*E-MAIL ADDRESS:*
*introcar@globalnet.co.uk*

*1 MANORGATE ROAD, KINGSTON, SURREY KT2 7AW*
*Tel: (++44) 0208 546 2027*
*Fax: (++44) 0208 546 5058*

## Westwood CYLINDER LINERS

TEL 01299 878727 FAX 01299 824232

GEMINI SITE, BARRACKS RD, SANDY LANE IND EST
STOURPORT ON SEVERN, WORCESTERSHIRE, DY13 9QB
E-MAIL : WESTWOOD@LINER.DEMON.CO.UK
WEBSITE : WWW.WESTWOOD-TRADING.CO.UK



- Ø Wet & Dry Cylinder Liners
- Ø Made from Drawing or Sample
- Ø Specialists in One-off orders
- Ø Large quantities also manufactured
- Ø Over 4000 Straight Repair Sleeves in stock for next day delivery
- Ø Past & Present Projects include : Lancia D50 Ferrari 512LM Coventry Climax V8 Alfa 8C 2.3 Maserati V8 Hispano Suiza

## TetraBOOST

**Real Lead For Your Engine**

TetraBOOST, when mixed with unleaded petrol makes **real leaded fuel** for road or racing use - wherever and whenever you need it. TetraBOOST makes 3, 4 or 5 star petrol to 100 octane or more. For only **£99.50** plus delivery, we will supply 8 containers of TetraBOOST to your door - sufficient for over 4000 miles of 4 star motoring.

Call us or visit our website for more details
Tel: **020 8870 9933**
Web: **www.tetraboost.com**

# The World's Historic Racing Cars For Sale

## GT40 – 1965 FIA SPECIFICATION




**2000 TOUR AUTO WINNER FOR SALE IN EXCELLENT CONDITION**

Chassis GT40P 1062 – rebuilt thoroughly by Charringtons Motorsport (whose other GT40 came second on the Tour Auto) before the event which included new Mathwall 4.7 engine, zero timed gearbox and transaxle, new doughnuts, suspension, rebuilt brake calipers/discs, new wheels (8 and 10). The car has been reprepared since its success this year and is available to do it again next year. Would also be ideal for Targa Florio or Tour of Spain.
Possibility of Charringtons support on 2001 Tour Auto with our other GT40 if required. Further possibility of converting to later specification with 5.0 litre Gurney Weslake engine, ventilated disc brakes and bigger wheels if required.

**Contact Charringtons Motorsport:**
**Tel: +44 1773 590525**
**Fax: +44 1773 874160**
**Email: info@cchltd.demon.co.uk**


Q

Engine building and development

Twin dyno cells In-house

Rolling road In-house

Comprehensive parts department

Race support

***Question: what have all these winning drivers got in common?***

| | | |
|---|---|---|
| Bernd Schmidt | Klaus Mutschler | Barrie Williams |
| Jim Baynam | Paul Ingram | Bill Wyckeham |
| Sandy Watson | Barry Sidery-Smith | Adrian Van Der Croft |
| Joe Ward | Michael Hess | Martin Freestone |
| Roy Chamberlain | Jon Milicevic | Richard Marshall |
| Frits Kremer | Barry Lee | Chris Conoley |

**For all your Classic and Historic engine rebuilds and modifications please contact Chris Conoley on:**

**01767 677969**

Cambridge Motorsport Ltd., Caxton Road, Great Gransden, Nr Sandy, Beds. SG19 3AH. England.
Fax: 01767 677026 e-mail: sales@cambridgemotorsport.com

CAMBRIDGE MOTORSPORT

Cambridge Motorsport Incorporating MASS Race Engines

RACE MASS ENGINES

Answer: They all have won races or rallies with Chris Conoley engines prepared by Cambridge Motorsport

www.proaction-design.com

CARBOTECH HAWK PERFORMANCE

**www.cambridgemotorsport.com**

PISTONS EDGE PERFORMANCE PRODUCTS

# 33 TT 12
# TELAIO 007





JAY D. FELTER
001.214.522.8597
FAX 001.214.522.8598
jdfelter@swbell.net


PHOTOS BY ALBERTO MARTINEZ

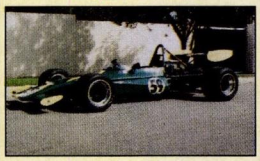
# The World's Historic Racing Cars For Sale

**TO ADVERTISE YOUR HISTORIC RACE CAR, CALL SAM ON 020 8267 5251**

---

**TEKNIS**
HISTORIC RACING & CLASSIC CARS

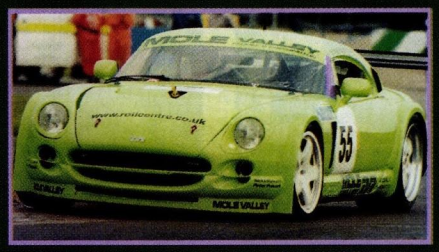
TEL/FAX: 01252 613015.
MARTIN DADSWELL: 0780816 0003
LINCOLN MOBILE: 07776 143766.
CONSIGNMENT SALES SPECIALISTS
www.tekniscars.co.uk



1970 Lotus 59/69B – Atlantic.....Offers
1974 Trojan 103 F1.Offers
1973 Ensign F3.....£9,999
Lola F5000 .....Sold
1968 Rae Clubmans 1300cc.....£4,999
1963 MGB Racing Car.....£10,995
1978 FF2000 Merlin Mk28.....£12,000
1970/1971 Techno ..Offers
Laser F Ford.....£4,950
1978 Lola T670 F3.....£12,995

---

**MOLE VALLEY**
The Leading TVR Dealer





CHESSINGTON
0208 394 1114 (Sales)
REDHILL
01293 822911 (Sales)
www.moletvr.co.uk

---

**Race Car Warehouse**

Telephone: +44 (0)1273 549323,
Mobile: 0411 660691
Fax: +44 (0)208 771 1042
e-mail:
Kevan@McLurg.Freeserve.co.uk

**F5000 cars**
Ex VDS Team cars as raced to 1st & 2nd in Rothmans Series 1977 • Lola T430 successful car W.Brown drove to many wins/ podium positions Race ready car ideal for UK or USA F5000 scene.



Chevron B37 only 1 built many spares superb privateer car present owner past 20 years • Also choice of 2x Lola T332 cars • All cars are race ready with good history and ideal for UK /USA F5000 scene

**F1 Show cars**
Lotus 107, Ex Herbert.....£27k
"Ferrari" F1 Show Car 95/96 style.....£22.5k
Others Available

**Historic F1 cars**
Range of cars suitable for TGP 1974-83 Hesketh Tyrrells Fittipaldi Wolf Williams March
some require restoration.....£30-£120k

**BOSS F1 cars**
Dallara 190 DFR used for private testing.....£65k
Dallara 191 Judd V10 choice of 2 cars.....£70-110k
Leyton House 881-901 cars rollers or with Judd V8.....£40-100k
Tyrrell 025 race ready car Cosworth ED.....£120k
Others available Minardi Footwork Dallara Tyrrel rollersfrom £35-70k

**Sports cars/ Group C**
Porsche 962 choice of 3 cars with history and some spares
Spice Group C car as open cockpit roller - others available Argo JM19 turbo.....£55k
GT Lancia Stratos Argo based car takes any 4 cyl or V8 motor...£16k
March 84S sports 2000 ideal UK series or Euro Endurance.....£13k
Lotus 26R restored unused since.....£37k

**F3000 cars ideal Sprints / BOSS or Euro Hillclimbing**
Lola 96/51 roller to take Mugen Judd BV /DFV spares.....£25k
Reynard 92D roller Mugen / Judd fitting kit 1 season use only.....£14k



Reynard 93D roller to take DFV Mugen or KV motor.....£20k

**Historic F2**
March cars from 732 restored £17k 742 x 2 rollers.....£8-12k
772 roller restored needs assembly.....£15k
March 822 roller.....£12k.....842 roller £14k
Lotus 59/69 FVA to restore

**F3**
Dallara 397/8 roller ideal Scholarship/ ARP call for details
Dallara 391/2 Alfa cars.....£13k ea
Reynard 903 VW.....£12k
Ralt RT 31 –34 VW.....Toyota cars £11-13k
March 803 Toyota.....£10k

**Historic Saloon**
Hillman Imp over 10 years & £12k to build never turned a wheel • 998 race motor J.Knight 5 sp box £7k shipped to any port



**Classic FF 1600 cars**
Lotus 61 wedge restored 2 years ago £15k
Nike Mk6 immaculate just restored by Ken Nicholls cost over £18k, ex works car
new motor g/box.....£14,500



**Engines & Gearbox**
Porsche 962, Judd EV & BV GV V10 motors Cosworth 2x DFR, BDG & DFV`s in bits Hart 420R BMW M12 FF1600 motors 962 gearbox F1 sequential/longitudinal boxes FT200 FGB Reynard 90-93 boxes

**Race car spares**
Worlds largest stock of new Reynard 1988-98 F3000 & F3 parts wishbones uprights Front/rear wings gearbox parts misc chassis parts also 2 new carbon monocoques ideal bike hillclimb / race cars. 6 ft sports car wings. throttle /ARB cables Camloc Dsuz fasteners misc discs pads clutches
Dallara 95-98 parts body wings w/bones etc • Ralt RT1 uprights w/bones misc Ralt parts F3/ F3000, RT3 suspension body misc parts Tub skins • March Tyrrell Ralt Reynard wheels many rear wings & WEP wishbones parts ideal for DIY kit car builders • New Hewland FT radios. TPT- R, Mk 5A gears CWP misc gbox parts • Many Spice & Porsche Gp C parts • Misc rolling chassis available for sprint hillclimbing ask for details.

**Tel / fax: +44 (0)1273 549323**
**Mobile: +44 (0)7711 660691**
**24 hr fax: + 44 (0)208 771 1042**
**E Mail:**
**Info@racecarwarehouse.co.uk**
**Check out our new Web:**
**www.racecarwarehouse.co.uk**
20 mins Gatwick Airport

---

**HISTORIC FORMULA FORD ALEXIS Mk15**



(AT/FF – Mk15/61) 1969.
The car is race ready and has HSCC papers. Still a very quick car
**£10,500 ono extras included**
**Trailer available**
**Tel/Fax Bill Croxson: 01252 311899**

---



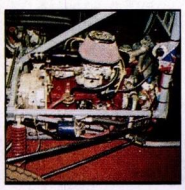
**NERUS 1600**
1969, Ford x/flow, FIA/HSCC forms, race ready
**GBP 14,950**
**maxundmoritz@t-online.de**

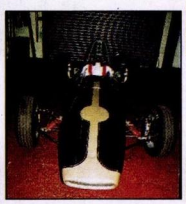
---

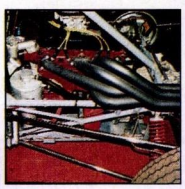
**Robin Lackford**
**Motor Engineering**
**Classic and Sport Car Specialist**

Unit 1
Fowlers Business Centre
Henfield Road
Cowfold, Horsham
West Sussex, RH13 8BS
Tel: 01403 864600
Mobile: 0836 720507

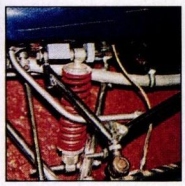
Ready for 2001 HSCC F Ford 1600 Championship 1970 Nike MK6 ex-works car rebuilt in 2000 with mainly new parts @ a cost of close on £20,000 and only covered a handful of test laps since built. This car has been scrutinerred by HSCC but not raced owing to a change of direction by owner. This car is now for sale @ a price of only £14,950 ono. Please only serious enquiries. No time wasters or tyre kickers.











**Performance and Race Preparation, Sales Servicing, Repairs and Restorations.**

MG OWNERS CLUB RECOMMENDED
MG CAR CLUB TRADE MEMBER

---

**SPECIALIST CARS DIRECT**
*– pure italian passion –*



**2000W Spider 3.0 12v LUSSO**
Nuvola Blue, Blue Style Momo Lthr, Blue E/Hood, Dual Twin Outlet Stainless Steel Spts Exhaust System.....**£24,495**
(excl. alloys as shown)

1,Harington Place, Bath BA1 1HF.
Telephone - 01225 483000
Mobile - 07770 753754
E-Mail sales@specialistcarsdirect.co.uk

---

**MG METRO 6R4**



Rally car, ex-works, Tony Pond body styling, rare 3L works developement engine, International suspension, power steering quick rack, heavy duty diffs etc.
5 events, 3 wins & 2 thirds, since complete rebuild
**£35,000**
**may consider p/x**
**Tel: 01942 864205**

## SIMMONDS
HOOD CONVERSIONS FOR MORGANS




Our hoods are made from finest mohair and include a new frame, windscreen frame and all necessary bodywork changes.

**S.J. Simmonds,**
Buckman Works, Longdon Heath,
Upton-uon-Severn Worcs. WR8 0RJ
Tel/Fax 01684 593197
www.simmonds.uk.com
Check out our website for latest news and your nearest dealer

## RW
RACING SERVICES

+4 TR Engine Morgans a Speciality
Competition Car Preparation
Restoration & Repair
General Servicing

Redgate Workshop
College Farm, Evenley, Nr. Brackley,
Northamptonshire NN13 5SD

Tel: 01280 840799 Fax: 01280 840899
Mobile: 0370 764465
Email: r-w.racing@virgin.net

## THE MYSTERY MORGAN BUYER
tries hardest,
travels furthest,
pays most.
Tel: 020 8200 9404
or (07836) 229 800

Melvyn Rutter Limited
Est. 1976

The Morgan Garage
Little Hallingbury
Nr. Bishops Stortford
Herts CM22 7RA
England
Tel: 01279 725725
Fax & ISDN:
01279 726901
(SERVICE)
Tel: 01279 726605
(PARTS)
Fax: 01279 600498
E-Mail:
melvyn@rutter.clara.net
Website:
www.rutter.clara.net

**RUTTER PARTS CATALOGUE IN FULL COLOUR**
Our 7th edition with 56 pages packed full of new things, it's fantastic.
£4 UK
£5 Continental Europe
£6 Elsewhere

***NEW CD***
The Rutter Catalogue on CD. Full range of parts and accessories for your Morgan

MAIN DEALER

**MORGAN, SALES, SERVICE, PARTS & WORLDWIDE MAIL ORDER**
MAIN DEALER

***Order your new Morgan here including the new Aero 8***
***Come and talk to Melvyn personally***



**Morgans For Sale**

- 1997 Plus 8, Corsa red/black leather, 6,765 miles £29,500
- 1992 Plus 8, Mustard yellow/brown leather. Cheap Bargain £20,995
- 1989 Plus 8 Connaught green/stone leather, 11,315 miles £22,500
- 1988 Plus 8, Connaught green/stone leather, full spec £18,950
- 1997 Plus 4, Connaught green/stone leather £21,950
- 1966 Plus 4, 4str. Dark blue, rebuilt, 2 owner car £14,950
- 1964 Plus 4 Plus (partway through restoration) £24,750
- 1952 Plus 4 Drophead Coupe £POA
- 1991 4/4 2str. Corsa red, 6,474 miles from new £16,850
- 1983 4/4 2str. Signal red £10,950
- 1978 4/4 4str. Red/black leather, fully rebuilt £14,995

***NEW MAGAZINE***
**THE MORGAN WORLD**
A new 48 page quarterly colour magazine by Melvyn Rutter for the Morgan owning community. Lots of interesting articles from around the world, includes technical articles, Moggie stories, features, beautiful photography, reports from the MogDoc and more.
Available by subscription, £16 UK, £24 Europe, £25 Elsewhere (air mail)
Web: www.the-morganworld.com
Order by phone/fax/E mail or go to the web site

WEBSITE UPDATE: www.rutter.clara.net

**Melvyn Rutter Ltd**

## CLIFFSEA CARS
654 Sutton Road,
Southend-on-Sea,
Essex SS2 5PX

MAIN DEALER
MORGAN DISTRIBUTOR FOR OVER 25 YEARS
SALES • SERVICE • PARTS AND ACCESSORIES




PLUS 4 DEMONSTRATION CAR AVAILABLE FOR TEST DRIVE BY APPOINTMENT
FINANCE ARRANGED SUBJECT TO STATUS
PROFESSIONAL FRIENDLY SERVICE
USED CARS BOUGHT AND SOLD
MORGAN REGALIA & ACCESSORIES

**Telephone**
**01702 602042**
Mobile: 07802 252005
Fax 01702 469188
web site: www.cliffsea.co.uk
email: morgan@cliffsea.co.uk

## Thomson & Potter
Morgan Dealers in Scotland

1999 PLUS 8. 3.9, ex-demo, granite grey, burgundy trim, Simmonds Easifit hood. Stunning.....£36,000
1998 R 4/4. Ivory, black leather, 12,000 miles.....£19,750
1992 J PLUS 4, 4 seater. Red, tan leather trim, black weather gear .£18,995
1990 G 4/4. Indigo blue, stone leather trim, black weather gear, wire wheels, immaculate low mileage example.....£16,795
1952 Plus 4 Coupe, in green, LHD, loads of history, Classic Malts class winner.....£15,795

**Burrelton, Blairgowrie PH13 9NX.**
**Tel: 01828 670247**

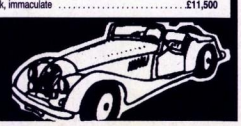
## Morgan & Classic Cars
**SERVICING, REPAIRS & MoTs**

**1979V MORGAN 4/4 - 2 seater,** Silver/black trim, w/wheels, l/rack, d/handles, spotlamps, bonnet strap, very good order, 28,000 miles.....£10,750
**1980 MORGAN 4/4 - 4 seater,** Ivory body & brown wings/brown leather, w/wheels, l/rack, very attractive Morgan.....£12,950
**1986 MORGAN 4/4 - 4 seater,** Brunswick green alloy/stone leather trim, w/wheels, 26,000 miles.....£15,250
**1983 MORGAN 4/4 - 2 seater,** Brunswick green/red leather, w/wheels, d/handles, l/rack, Simmonds hood, side screens & tonneau, s/s exhaust.....£13,950
**1990 MORGAN PLUS 4 - 4 seater,** Rosso red alloy/leather trim, c/w wheels, l/rack, walnut dash, folding screen & aero screens£14,950
**1996 MORGAN 4/4 - 2 seater,** Ivory/black leather, galv. chass., scuttle roll bar, w/wheels, d/handles, l/rack, h/rests, 1 owner, 3,000 miles.....£19,750
**1990 MORGAN PLUS 8 - 3.9i,** red alloy/cream leather recl. seats, h/rests, walnut dash, d/handles, galv. chass., scuttle roll bar, s/s exhausts, 22,000 miles.....£21,950
**2000 MORGAN PLUS 4 - 2 seater,** Corsa red/magnolia leather piped in red, c/w wheels, walnut dash, sports seats, rad/CD, mohair hood & tonneau, 2,500 miles.....£29,750

**********

**1955 AUSTIN HEALEY 100/4 BN1.** Red/black leather, overdrive, w/wheels, complete re-build a few years ago and still in superb condition.....£16,750
**1959 AUSTIN HEALEY 3000 MKI.** Tartan red/black trim, c/w/wheels, overdrive, in really good condition.....£16,750
**1971 JAGUAR E-TYPE V12 - 2+2,** Red/black leather, c/w wheels, rad/cass., in excellent condition, drives superbly.....£14,000
**1972 TRIUMPH SPITFIRE 1300 MKIV.** Dark blue/blue trim, hardtop model, 31,000 miles. Totally original with history.....£4,950
**1974 PORSCHE 911 CARRERA 2.7.** White with red decals, s/roof, same owner for many years and very tidy. Drives well.....£13,750
**1975 TRIUMPH TR6.** Dark red/black trim, roll bar, radio, all original bodywork, immaculate.....£11,500

TIM PACKER LTD
Waterloo Garage, Hagley Road, Oldswinford,
Stourbridge DY8 2JB. Tel 01384 395186 390582
www.worc.com/packerduncan



## LIBRA MOTIVE
***LONDON'S LEADING Morgan AGENT***

NEW CAR ORDERS
TEST DRIVES
SERVICING REPAIRS
PARTS • TUNING
SALES

Aero 8 demonstrator coming soon
Book your test drive now




***Compare our prices for used Morgans***
***See pictures of cars for sale on our web site***

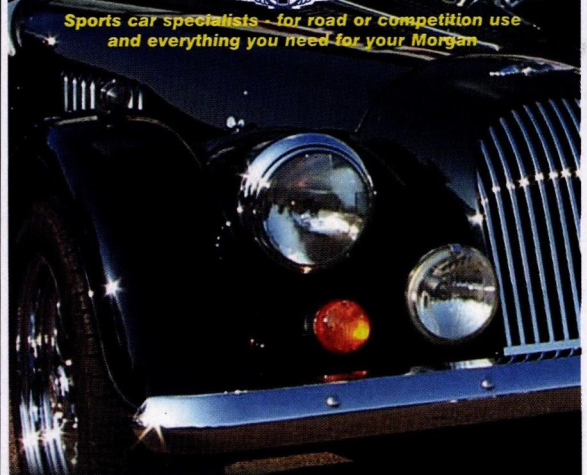
| | | | | | |
|---|---|---|---|---|---|
| +8 | 2000 Solent Silver 744 miles | £34,000 | +4 | 2str 1999 | Conn Green 1,708 miles £27,495 |
| +8 | 2000 Indigo 1,884 mls NOW ONLY | £32,995 | +4 | 2str 1955 | DHC Maroon, NOW ONLY £13,495 |
| +8 | 1999 Corsa Red 2,394 miles | £32,495 | 4/4 | 4str 2000 | Conn Grn delivery mileage £28,995 |
| +8 | 1998 Conn Green, many extras | £37,995 | 4/4 | 2str 1997 | Indigo Blue 19,471 miles £21,495 |
| +8 | 1985 Indigo Blue Comp spec | £22,995 | | | |

***MORGANS URGENTLY WANTED***
*Best prices paid • We travel anywhere • Cash or commission*
2 - 10 Carlisle Road, Colindale, London NW9 0HN
Tel: 020-8205 4488 Fax: 020-8205 2233
Email: sales@libramotive.com
**www.libramotive.com**

BRANDS HATCH Motorsports

The Morgan Agents for South East England

*Sports car specialists - for road or competition use and everything you need for your Morgan*



**MORGANS FOR SALE**

Visit our web site for full details and photographs of cars for sale

+8 3.9 1997 LHD Silver Frost .....£29,750
+4 4str 1996 T16 Jaguar BRG .....£24,950
+4 4str 1994 T16 Connaught Green ...£23,950
+4 2str 1996 T16 Connaught Green ...£21,990
4/4 4str 1982 1600 CVH Signal Red ...£11,950
4/4 2str 1999 1800 Zetec Connaught ..£21,750
4/4 2str 1984 1600 CVH Silver .....£12,950
4/4 2str 1978 1600 X-flow Blue .....£11,950

**NEW YEAR...NEW CAR**

Go on, treat yourself to this beauty 4/4 2str 2000 1800 Zetec, Connaught Green, gorgeous.Unregistered, DELIVERY MILEAGE .....£24,990

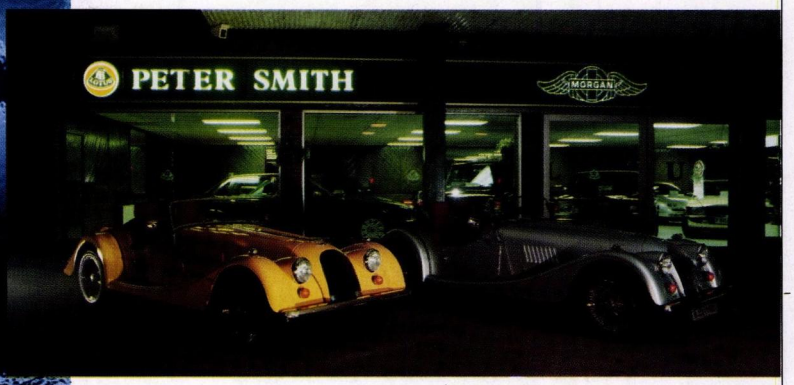
Morgans urgently wanted
New car orders taken

**BRANDS HATCH MORGAN LTD.**
BOROUGH GREEN GARAGE, MAIDSTONE ROAD, BOROUGH GREEN, KENT TN15 8HA
TEL: 01732 882017 FAX: 01732 886387
Email: sales@bhm.uk.com www.bhm.uk.com



MORGAN

**Pick up your set of wings**




**1996P MORGAN +4** 2.0 Connaught Green, Black Leather, Piped Green, 18,000 Miles, 1 owner.....£22.500

**2000X MORGAN +8** 4.6 Royal Ivory, Red Leather and Hood, Bonnet Strap & Badge Bar.....£LIST

**1996N MORGAN +4** 2.0 Connaught Green, Magnolia Hided, Piped Green, 11,000 Miles.....£24.750

**Peter Smith Sports Cars**
*YOUR LOCAL MORGAN DEALER*

Station Road, Hatton, (A511) near Derby
Telephone 01283 813593



**F. H. Douglass**
M. CORAM

Morgan Main Dealer
Sales, Service and Spare Parts
World-wide service
Established 1929
www.fhdouglas.co.uk

1A South Ealing Road, Ealing, London W5 4QT



LONDON'S OLDEST MORGAN DEALER
5 MINUTES SOUTH EALING UNDERGROUND
*WE SELL, BUY, NEW AND USED MORGANS ONLY,*
*FOR FURTHER INFORMATION ON OUR CARS OR ORDERS FOR NEW MORGANS CONTACT TONY HEMPEL ON*
***020-8567-0570, FAX: 020-8840-8132***

**99 +8.** Porsche speed yellow, black leather, chrome wheels, 5,000 miles.....£34,995

**95 +8 3.9.** Jaguar Old English white, maroon leather sports seats, chrome wire wheels, 8,500 miles, 1 owner ....£27,995

**96 4/4.** Indigo blue, stone leather, walnut dash, scuttle bar, 4,000 miles.....£20,750

**93 +4 4 SEATER.** Red, stone, chrome wires, Simmonds hood, 16,000 miles.....£21,000

**95 +4.** Connaught green, chrome wires, walnut dash, 6,000 miles.....£19,995

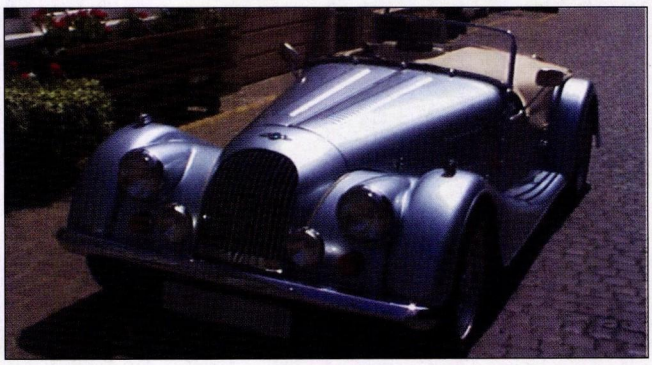
**90 +8.** Royal Ivory, soft grey leather, grey leather equipt, 21,000 miles .....£21,000

**85 4/4.** Nut brown over royal ivory, chrome w/w, 2 litre twin cam, 37,000 miles.....£10,500



**WYKEHAMS**

www.wykehams.com
LONDON AGENTS FOR MORGAN SPORTS CARS



**STOCK LIST**

**NEW MORGANS – orders gladly accepted. Aero 8 orders aceepted with highest priorty!**

**1959 +4 Highline super sports spec FIA historic race car.** Light blue, wire wheels, black leather interior, bucket seats, ally body, ground up restoration in 1996 to correct period, Cambridge m/sport motor, much work carried out by Alex engineering, RW m/sport, John Smith, MMC and Wykehams engineering. Since 96 competed in Tour de France 3 times, (best finish 3rd), Coy's Silverstone, Goodwood TT, Goodwood Fordwater Trophy + various HSCC etc. Possible the most successful contemporary historic +4 racing today .. **POA**

**2000W +8 long door.** Connaught, green leather interior, walnut dash, Mota Lita walnut wheel, Cibie Oscar spots, galvanised chassis, stainless steel bulkhead etc, ally body, luggage rack, 3,000 miles.....**£32,995**

**1970 Morgan +8 Moss Box.** Brilliant green/stone, unbelievably original, new clutch, front suspension, serviced and MOT, 36,000 miles shown .....**£19,500**

**1999 Morgan 4/4 2 seater long door.** Corsa red, black leather interior with red piping, sports gearshift, chrome wire wheels, ally body, luggage rack, stainless bulkhead and inner wings, 23,000 miles .....**£20,995**
**(or £17,868 if exported outside EU)**

**1996 Morgan 4/4 2 seater 1800cc zetec.** Ferrari Fly yellow, black leather interior, chrome wire wheels, alloy body, luggage rack, Motalita steering wheel, 38,000 miles.....**£16,995**

**Rent a Morgan**
6 KENDRICK PLACE, REECE MEWS, SOUTH KENSINGTON, LONDON SW7 3HF
**Tel: 0207-589 6894/8309 Fax: 0207-589 8886**



*Four Elms Morgan*
*The Morgan specialists in the South West*



**AFFORDABLE & RELIABLE Warranted MORGANS for SALE**

**1998 4/4 4str.** B lack, red interior. Wires. Much recent work including repaint.....**£11,795**
**1974 4/4 4str.** Wires. Many extras including tuned engine.....**£11,595**
**1973 4/4 4str.** Yellow over black, black interior and weather equipment. Block Mohair tonneau. Rebuilt 10 years ago.....**£11,695**
**1998 4/4 2str.** Imperial Crimson, natural leather, maroon carpets. Wires, walnut dash.....**£22,995**
**1993 +8.** 3.8l Connaught Green, stone weather equipment and leather. Walnut dash. Librands exhaust.....**£23,995**
**1990 +4 2str.** Connaught Green, stone leather piped green, stone weather equipment. Wire wheels. Walnut dash.....**£17,895**
**1982 +4 2str.** Flame Red, grey wing piping. Grey leather interior. Previously owned by MMC Ltd.....**£13,795**
**1982 4/4 2str.** Signal Red, black interior. Wings off repaint some years ago.....**£10,295**
**1976 +8.** Tahiti Blue, dark blue leather interior and weather equipment. Genuine lightweight, 28,000 miles.....**£15,995**
**1975 +8.** Azure Blue, red lelather. Full dealer servic history. One owner. Excellent condition.....**£15,295**
**1950 4/4 SI.** BRG, brown interior. Great fun at only**£8,495**

**Morgans desperately wanted - any condition**
**Cash settlement or brokerage**

Suspension Tuning • Accessories • Spares • Repairs • Racestorations
IN STOCK: Konis • Spax • Safety Devices Rollcages • Moto-Lita steering wheels
Scuttle roll bars • Full range of suspension tuning parts
Tel: 01934 712974 Somerset Fax: 01934 713851
See our latest stock with photographs at: **www.fourelms.com**



## JOHN GILL LIMITED

**98R Plus 4 4 Seater**
Royal Ivory, Chocolate Leather, Alloy Body, Luggage Rack, Light Bar, 3200 miles .....Summer Price £26,995 **Winter Reduction price £24,995**

**94L 4/4**
Calypso Red, Beige Leather, Chrome Wire Wheels, Alloy Body and Wings, 13400 miles .....Summer Price £18,995 **Winter Reduction price £17,995**

ARRIVING SHORTLY • ARRIVING SHORTLY
80V Morgan 4/4 4 Seater
In Red, 1.6, 56,000 miles, Grey Leather, Wires, Luggage Rack.....**P.O.A.**

Orders taken on New Morgans for only £250 initial deposit
View the cars on the morgan web site at:
www.morgan-motor.co.uk

CENTRAL GARAGE, OTLEY ROAD, KILLINGHALL, HARROGATE
**TEL: 01423 705005**
14 KATHRYN AVENUE, MONKS CROSS, YORK (OPPOSITE SAINSBURYS)
**TEL 01904 611157**



## JOHN GILL LIMITED

**2000X Plus 4**
Delivery mileage only, Corsa Red, Black Leather, Chrome Wire Wheels .....Summer Price £29,495 **Winter Reduction price £28,995**

**99T Plus 8 4.6**
Ferrari Fly Yellow, Black Leather, Chrome Wire Wheels, Walnut Dash, 2500 miles ..... Summer Price £36,995 **Winter Reduction price £34,995**

ARRIVING SHORTLY • ARRIVING SHORTLY
80V Morgan 4/4 4 Seater
In Red, 1.6, 56,000 miles, Grey Leather, Wires, Luggage Rack.....**P.O.A.**

Orders taken on New Morgans for only £250 initial deposit
View the cars on the morgan web site at:
www.morgan-motor.co.uk

CENTRAL GARAGE, OTLEY ROAD, KILLINGHALL, HARROGATE
**TEL: 01423 705005**
14 KATHRYN AVENUE, MONKS CROSS, YORK (OPPOSITE SAINSBURYS)
**TEL 01904 611157**

## Techniques
Established 1988

MORGAN SERVICING
Take advantage of our racing experience and have your Morgan serviced by Technicians who take the greatest care and pride in their work.

ACCIDENT REPAIR CENTRE
Techniques have vast experience in repairing Morgans. Our attention to detail will ensure your Morgan is returned to its former glory.

MORGAN PARTS/MAIL ORDER SERVICE
For all Morgan parts and assessories - Call today!

Trade Enquiries Welcome

**CARS FOR SALE**

| | |
|---|---|
| 87 +8, silver/blue | **£18,750** |
| 80 +8 3.9 ltr, Connaught green | **£17,750** |
| 76 4/4 2 str, black, 26k | **£11,450** |
| 88 Lotus Excel SE, 1 onr FSH | **£4,950** |
| 79 Mercedes 420 SL FMSH | **£12,950** |

SERVICE AGENT

86/88 High Street, Stotfold, Hitchin, Herts SG5 4LD
**Tel: 01462 835500 Fax: 01462 835400**

## Lifes Motors Ltd.
Morgan Agents since 1926 the oldest in the world




NEW MORGAN ORDERS TAKEN, TEST DRIVES GIVEN

*OUR CURRENT STOCK INCLUDES*

2000 + 8.3.9. Connaught green, stone leather, chrome wires, other extras, delivery miles .....£36,300

2000 + 8.3.9. Connaught green, stone leather, chrome wires, other extras, delivery miles .....£36,400

1998 + 8.4.6. Mett silver, blue leather, chrome wires, many other extras, 5,000 miles .....£34,500

1993 (Oct) + 8.3.9. indigo blue, blue leather, alloy, rivenhood, F&R seats, S/S rack, 16,100 miles .....£24,950

1992 + 8.3.9. Non cat, corsa red, black leather piped red, alloy, dash and wood rim wheel, 19,700 miles .....£22,950

1986 + 8.3.5. Carb royal ivory, blue leather, alloy S/S exhaust & manifolds, 2+2 conversion, 28,600 miles .....£18,950

1997 + 4.2. seater, mett green, stone leather, chrome, wires, sports seats, dash, CD player, 1,900 miles .....£25,950

1996 + 4.2. seater, mett silver, grey leather, chrome, wires, Simmonds weather equipment, aero screens, many other extras, 6,950 miles .....£25,950

1995 + 4.2. seater, corsa red, black leather piped red, chrome wires, aero screens, other extras, 7,600 miles .....£21,950

1991 + 4.2. seater, diamond white, black leather, alloy aero screen, wood rim wheels & dash, 12,400 miles .....£18,500

1991 + 4.4 seater, black, blue leather piped black, wood rim wheel & dash, polished bumpers, 12,400 miles .....£17,950

2000 4/4.2 seater, Ferrari fly yellow, black leather, chrome wires, rivenhood, ex-motorshow car, delivery miles .....£26,500

1991 4/4.4 seater, royal ivory, black ambla interior, wire wheels, walnut veneered dash, 21,100 miles .....£15,950

1985 (Dec) 4/4.2 seater, diamond white, black leather, chrome wires, F&R seats, S/S exhaust, 39,100 miles .....£13,950

1985 4/4.2 seater, brunswick green, black ambla interior, wire wheels, S/S exhaust, 25,250 miles .....£14,500

WE ALWAYS HAVE A LARGE SELECTION OF WELL PREPARED MORGANS FOR SALE

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? IF YOU HAVE A GOOD QUALITY, LOW MILEAGE FOR SALE, PLEASE LET US KNOW. WE WILL BUY YOUR MORGAN OUTRIGHT OR SELL IT FOR YOU ON A COMMISSION BASIS. PLEASE PHONE FOR DETAILS***

**WEST STREET, SOUTHPORT, PR8 1QN. Tel: (01704) 531375. Fax: (01704) 531126.**

**Telephone (01753) 644599**

## RUNNYMEDE MOTOR COMPANY

**Facsimile (01753) 646909**



**1992J Aston Martin Virage Automatic.** Finished in Winchester blue with cream hide piped dark blue, with cream alcantara head lining and dark blue carpets. This exquisite example has covered only 19,000 miles in the hands of one fastidious owner and has always been serviced at "Aston works service". **£43,500**



**1953 Aston Martin DB2 Chassis No LML/50/213.** This is a comparatively rare car restored to a very high standard in the early nineties, finished in original crimson with pale grey hide interior and a very strong and quick engine. Fitted with Cintuarato tyres.



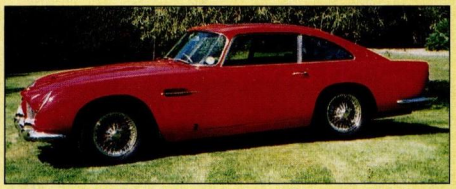
**1992 Aston Martin Virage Automatic.** Finished in Salisbury blue with beige hide piped blue and fitted with various upgrades including a 'Brodie Brittain' engine enhancement, Brembo brake calipers with cross drilled discs, sports exhaust, Volante wheels, 38,000 miles with full Aston Service history. **£42,500**



**1961 Aston Martin DB4 Series III.** Finished in original burgundy with original black hide interior, fitted with new chrome wire wheels, and overdrive gearbox and a stainless exhaust system. It is in excellent condition **£38,750**



**1967 Aston Martin DB6 Volante.** Finished in dark metallic blue with blue hood and contrasting tan hide interior. Specification includes electric hood, electric windows, five speed ZF gearbox, chrome wire wheels. This is a very nice engine and is priced to sell.



**1964 Aston Martin DB5.** Finished in Fiesta red with new black hide interior. Fitted with power assisted steering, chrome wire wheels and new webasto sun roof. This car was totally rebuilt to a very high standard in 1992 and is excellent throughout.



**1979T Aston Martin V8 OSCA India** (similar to the above). Beautifully finished in British Racing Green with matching 'House of Commons' green hide interior. 84,000 miles, one owner since 1985, well maintained, recent new sills, manual transmission. Excellent value. **£19,995**



**1977 Aston Martin V8 Vantage.** Finished in storm red with new black hide interior. Modifications include OSCA INDIA tail, BBS alloys, Xpack engine and a long and comprehensive service history. Very quick and stunning to drive **£25,950**



**1979 Aston Martin V8 Vantage.** Finished in Chichester blue with magnolia hide and fitted with manual transmission and air conditioning. It has been in the same ownership since 1982 and is in excellent condition with comprehensive service history **£26,950**

**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.**

# I. S. POLSON

VINTAGE & PVT RESTORATION AND SALES
WE SPECIALISE IN ROESCH TALBOTS & DELAHAYE

A TALBOT SELECTION





1933 Talbot AV105 Vanden Plas Tourer – £33,000





1933 Talbot AX65 Sports Saloon (Darracq) – £12,000

*Please send for our free stock list.*

**Mill Farm, Ashfield Green, Wickhambrook, Newmarket, Suffolk CB8 8UZ**

**Telephone: Wickhambrook (01440) 820371 Fax: (01440) 820057**



# IVAN DUTTON LTD

## New lamps for old

I read somewhere that if your remove the water from a human being, leaving only their consituent compounds, the resulting chemicals are worth about £36.00, not a very satisfactory way to value a human being. When we employ people they are valued by experience, and for that lifetime of experience you only pay £30/hour, icons of popular culture count their pay in millions, but they don't do magnetos. If you take a Bugatti and weigh it in as scrap the mixed metal appears to be worthless now, but not that long ago you would have received £30/ton, try valuing a car by how much it costs to reproduce and that would make a Type 35B racing car worth about £150,000.

The point of all this is just as it is impossible to value a person on their components, or even their abilities, it is also difficult to value the contribution that history and originality make to the value of a car. Take the Lydia Bugatti which is a super charged Type 40 designed by Jean Bugatti for his sister Lydia. It was built in the racing department at Molsheim and had all the hall marks of a factory hot rod, special big brakes, super charged engine, centre change gearbox and a striking Fiacre body.



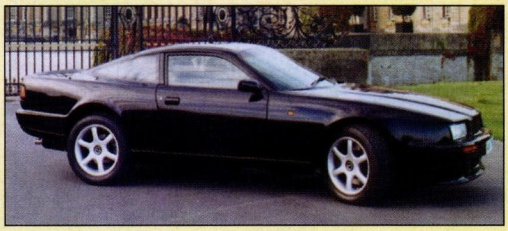
Although it was Lydia's car, it was used as a factory run about, most of the famous racing drivings of the period borrowed it for transport between the factory and their hotel while inspecing the progress of their racing cars. Lydia kept the car until the early 1970s when she decided that she was too old to drive, it was then purchased by Pat Preston whose husband Ian has owned and raced Bugattis including a Type 35B and a Type 43. She kept the car for 20 odd years before selling it to its current owner. The car has never been neglected, is completely original, has had only three owners from new and has an emotive history relating to the golden age of the Bugatti car and family.

This car is again for sale as the current owner, a customer of many years, uses it very little and feels it is tragic to leave such a unique vehicle garaged, if history has a value this must be one of the most valuable Bugatti's in the world. Does history have a value? Every year at auction cars with exceptional histories sell for many times what they would cost to recreate, auctions provide a comfort zone for the buyer knowing that someone else in the room similarly values the object of desire. Our business is the restoration and maintenance of Bugatti's we don't sell cars, but should someone purchase the Lydia, or any of "our" Bugatti's, our comfort zone extends to cover years of ownership, it doesn't stop at the fall of the hammer. Our race support and preparation extends beyond Bugatti and focusses on reliability performance and a professional approach, next time you run out of fuel on the last lap we'll talk budgets. We aim to make enjoying the cars at race meetings, social rallies or the Bugatti Garden Party a satisfying experience, with such an ongoing commitment, to us, happy customers are worth their weight in gold.

**Peacehaven Farm, Worminghall Road, Ickford, Nr Thame, Bucks, HP18 9JE.**

**Tel: 01844 339457 Fax: 01844 338933 Ten minutes from M40 junction 7 west, junction 8 east.**

# R. S. WILLIAMS LTD.



**ASTON MARTIN VIRAGE**

Raven black with black hide. Automatic gearbox, 800 (eight hundred) miles from new. Unique spec. having been recently upgraged by Aston Martin Lagonda Ltd. at a cost of over £100,000 for its previous Royal owner. 2000 AMOC Elite Class Concours winner. Stunning to look at and drive. A wonderful opportunity to own a very important Aston. **£87,500**



**ASTON MARTIN V8 VANTAGE. 1985**

Charcoal with Parchment hide piped red, 48,000 miles, RSW service history, superb colour combination and condition. **£57,500**

**ASTON MARTIN V8 VOLANTE. 1979.** Automatic. Royal blue with dark blue hide. Full service history. Road test mileage only since full RSW rebuild .....**£79,000**

**ASTON MARTIN V8 VOLANTE. 1989.** Manual. One of 25 POW specification cars. 2,700 miles. Balmoral green with tan hide .....**£125,000**

SOLD

**ASTON MARTIN V8 ZAGATO. 1988.** Javelin grey with deep red hide. 16,000 miles. Lead free conversion, handling kit. Two owners. Full history .....**£107,500**

**ASTON MARTIN LAGONDA 4 DOOR V8. 1977.** One of only seven cars and the only manual gearbox car. Currently undergoing mechanical and bodywork restoration. Two owners with full history.....**£POA**

**ASTON MARTIN DB6. 1966.** Dark blue with black hide. Manual gearbox. Vantage engine rebuilt to 4.2 lead free specification. Available March 2001 .....**£64,500**

**ASTON MARTIN V8 VANTAGE. 1985.** Charcoal with Parchment hide piped red. 48,000 miles. RSW service history. Superb colour combination and condition.....**£57,500**

**ASTON MARTIN DB4GT.** DP199. The factory development car. Superb racing, concours & Aston Martin Lagonda Ltd. history including full factory refurbishment .....**£POA**

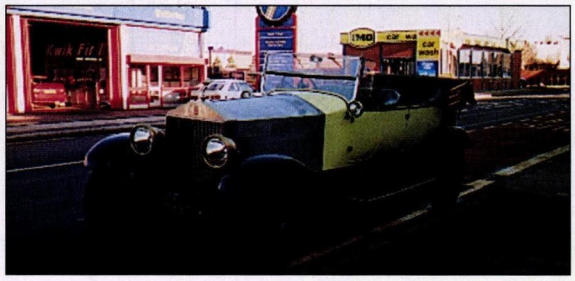
**ASTON MARTIN DB4. 1962. SERIES IV.** Black pearl with burgundy hide. 4.2 lead free Vantage engine - overdrive. Full RSW rebuild. Completion February 2001....**£120,000**

**ASTON MARTIN DB4. 1962.** British Racing Green with red hide. Rebuilt lead free engine. Overdrive. Handling kit, radial tyres .....**£79,500**

***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 Parts Dept Fax: 01932 866513*
*E-mail: astons@rswilliams.co.uk http://www.rswilliams.co.uk*

# epping motor company



**1925 ROLLS ROYCE PHANTOM 1 OPEN TOURER.** Chassis 37HC. Yellow over black with green leather. Ex Colin Laybourn. Ground-up restoration in the 1970s and subsequent RREC concours winner. Brooks luggage trunk. Still in superlative condition. Expensive .....**£ PRICE ON APPLICATION**



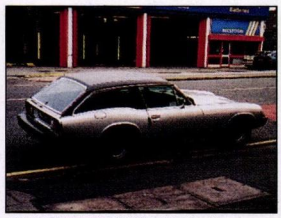
**1966 FORD MUSTANG HARTOP COUPE.** Black with black trim. Just totally restored. Rebuilt unleaded 351 cu in. Windsor. 4 speed toploader gearbox, power steering, power brakes, near show condition .....**£10,995**



**DAX COBRA REPLICA.** 383 cu.in. (6.3 litre V8). Dark metallic blue with white stripes, burgundy hide, 4-speed, Halibrand alloys, side-pipes, lowered, side-pipes, un-used soft-top, registered as 1967 AC! Tax exempt. 5000 miles, as new .....**£18,995**



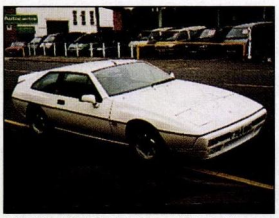
**DAX COBRA REPLICA.** 440 cu.in. (7.2 litre V8). Cobalt blue with white stripes, black hide, 4-speed, Revolution alloys, tonneau cover, only 1500 miles, 1966 registration papers, tax exempt, pristine throughout .....**£17,995**



**JENSEN HEALEY GT.** 1976. Very rare. Silver with black trim. Lotus 2 litre twin cam, 5-speed, 63000 miles recorded, e-windows, stereo, alloys, s/s exhaust, history, absolutely superb condition .**£5,995**



**DE TOMASO PANTERA GT5 S.** 1988. LHD. Giallo Fly with black/yellow hide. Rear wing. Low mileage. Very special 351 Cleveland with aluminium Ford Motorsport heads and four twin-choke downdraught webers! Awesome **£22,995**



**LOTUS EXCEL SE.** 1989. White with navy half-leather trim. Power steering, 5-speed, 70,000 miles with full history, CD player, alloys, good condition .....**£6,495**



**MGB GT.** 1971. Tax exempt. Burgundy with black trim. Rostyle wheels, overdrive, new MoT, very tidy car with excellent paintwork .....**£3,295**



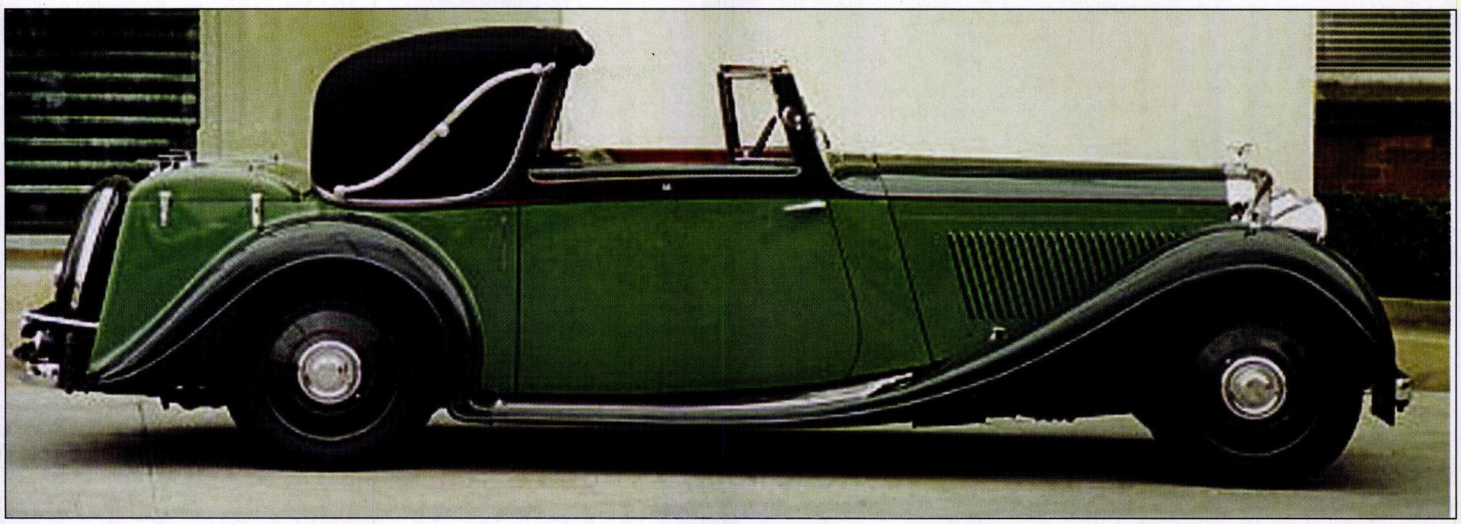
**CHEVROLET CORVETTE STINGRAY CONVERTIBLE.** 1964. Metallic blue with white stinger (1967 bonnet), Le Mans style body modifications, side-pipes, rare factory hardtop, special alloys, fitted 350 cu. in. (5.7 litre), 4-speed manual, not standard but looks great .....**£18,995**

**SHOWROOM AT**
**556-558 HIGH ROAD,**
**ILFORD, ESSEX IG3 8EQ**

**E-MAIL: brett.lyons@tinyworld.co.uk**

**TEL: 020 8590 3103**
**FAX: 020 8597 6160**
**EVES: 01277 365415**

PLUS 4



**1937 Bentley 4¼ litre Owen Sedanca Coupe by Gurney Nutting**

A rare and highly desirable combination of chassis and coachwork, this is one of the most sought after pre war touring cars, equally at home on the Champs-Elysees, an Alpine Pass or at the most prestigious Concours d'Elegance. Finished in two shades of green with green leather interior it is presented in excellent condition and has recently been fitted with a Club overdrive. It is offered for sale with a comprehensive file of history including log books and correspondence dating back to the second owner in 1947, and is one of the finest Derby Bentleys we have had the privilege to own.

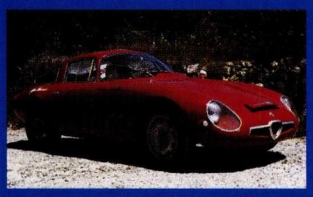
**Jonathan Procter. Tel: +44 (0) 20 7262 8330 Fax: +44 (0) 20 7262 8340 e-mail: j.procter@btinternet.com**

***The car is located at our central London premises. Please telephone for further information or an appointment to view.***

www.classicscars.com

WE BUY CARS

bob@classicscars.com



ALFA ROMEO TZ1



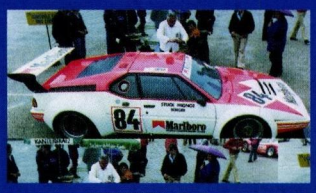
TALBOT LAGO T26



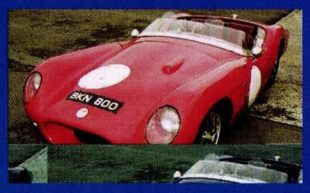
CAN-AM SBARRO



M.M. BARCHETTA



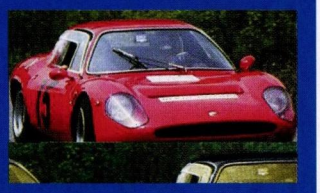
BMW M1 PROCAR



ELVA BARCHETTA



OSCA 273 S



ABARTH OT

DATABASE CHASSIS NUMBERS

HISTORIC RACE JUNE 2001

GIRO DI SICILIA TARGA FLORIO

# Paradise GARAGE




1956 BENTLEY S1 CONTINENTAL by PARK WARD. Metallic silver green with suede green leather. Fitted with power assisted steering and air conditioning. Probably one of the finest examples in existence with extensive rebuild documentation.



1950 JAGUAR XK120 ALUMINIUM ROADSTER. Black with black and tan interior. A fabulous example of one of the exceedingly rare early aluminium XK 120's, having been fully prepared for historic rallying. Full FIA papers. Superb.

***A SELECTION OF OTHER VEHICLES AVAILABLE***

1964 ASTON MARTIN DB5 SALOON.
1968 ASTON MARTIN DB6 VANTAGE SALOON.
1970 ASTON MARTIN DB6 MKII VANTAGE SALOON.
1986 ASTON MARTIN ZAGATO VOLANTE.
1931 W.O. BENTLEY 8 LITRE SPORTS SALOON by VANDEN PLAS.
1935 BENTLEY 3.5 LITRE DHC by PARK WARD.
1937 BENTLEY 4.25 TOURER VDP STYLE.
1939 BUGATTI TYPE 57C DHC by LETOURNEUR & MARCHAND.
1932 LAGONDA 2 LITRE CONTINENTAL.
1932 LAGONDA 2 LITRE CONTINENTAL.
1935 MG PB. Supercharged.
1953 PORSCHE 356 'PRE-A' CABRIOLET.
1930 ROLLS ROYCE PHANTOM I NEWMARKET by BREWSTER (LHD).
1934 ROLLS ROYCE PHANTOM II COUPE by HOOPER.

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: 020 7720 0054. Fax: 020 7720 4394.**

**Email: sales@paradisegarage.co.uk Website: www.paradisegarage.co.uk**

# Paul Matty Sports Cars

**Tel: 01527 835656** **Fax: 01527 575172**







**LOTUS ESPRIT V8.** 1998. Silver. Red leather. 16,500 miles. Latest spec. Competition exhaust. Incredible entertainment centre to include television/video/stacking CD. Blow your mind for only ..... **£37,500**

**LOTUS ESPRIT S4.** 1994. Calypso red with as new tan hide/red piping. 35,000 miles only. FSH. A/C. PAS..... **£21,950**

**LOTUS ESPRIT GT3.** 1996. Chrome orange bodywork with black interior. 52,000 miles. FSH. This is the factory car used for publicity photos and road tests. Only one owner since..... **£21,000**

**LOTUS ESPRIT SE.** 1990. Calypso red with sand full leather. 41,000 miles with FSH ..... **£15,995**

**LOTUS ESPRIT TURBO HC.** LOOK! LOOK! LOOK! 1989. Only 2,400 miles from new. Unused until 1998. Black. Full magnolia leather (still smells like new). Cars like this are very difficult to find ..... **£21,950**

**LOTUS ESPRIT S4.** 1994. Calypso red with magnolia full leather. A/con. FSH. 30,000 miles only ..... **£21,950**

**LOTUS ESPRIT N/A.** Red. Gold leather. Excellently maintained example for only ..... **£10,950**

**LOTUS ESPRIT HC.** 1989. Silk red. Full leather. Good service history ..... **£10,950**

**LOTUS ELAN S2.** 1994. Medina green metallic. Full charcoal leather. Good service history ..... **£15,995**

**LOTUS ELAN SE.** 1991. BRG (excellent paint condition). Half grey leather. 64,000 miles. Good service history. Alarmed ..... **£10,950**

**LOTUS ELAN SE.** Red. Full leather with stripe. Full Main Dealer service history. 77,000 miles. Alarmed. Excellent car .. ..... **£10,950**

**LOTUS ELAN SE.** 1991. BRG. Full grey leather with yellow stripe. 51,000 miles recorded. Immobiliser etc ..... **£10,950**

**LOTUS ELAN SPRINT FHC.** White. Galvanised chassis. New paint etc. What a cracker! ..... **£13,500**

**LOTUS ELAN SPRINT FHC.** Lagoon blue over white. Replacement chassis, Mick Miller parts. Smells, looks and drives the business! ..... **£13,500**

**LOTUS ELAN S3 DHC.** Lotus yellow. New body/chassis. Total restoration. Superb condition. Ready for summer use **£16,950**

**LOTUS ELAN +2S 130.** Complete. Needs chassis ..... **£2,950**

**LOTUS ETNA.** Unique piece of Lotus history. Exhibit only... ..... **OFFERS**

**LOTUS EUROPA SPECIAL.** Black and gold. Replacement chassis. All the nice bits. A very pretty car ..... **POA**

**LOTUS CORTINA MK1.** 1966. This is the actual car featured in the Taylor Lotus book. Total last nut and bolt restoration to exacting standards. Certainly the best we've ever offered for sale. Please - not to be used for classic rallying! ..... **£15,995**

**LOTUS 7 SERIES 3.** 1600 crossflow. 1 owner from new. Runs and drives. Totally original needs restoring ..... **£6,995**

**CATERHAM 7.** This is the actual "Auberge" car. It was first prize in a competition. Comes complete with documentation and picture to prove provenance. 1600 Supersprint. 5 speed DeDion. Obviously, blue ..... **£10,950**

**CATERHAM 7.** 1995. Bright red with black screen surrounds. Rebuilt in 1999 with Ford Zetec engine. LSD. Fuel injection, strengthened gearbox, 'S' seats, cycle wings. Stunningly quick. Ideal for track days, etc ..... **£13,500**

**CATERHAM 7.** 1991. 1700 Supersprint. Yellow. Black leather. Competition exhaust, LSD and FIA bar. Full harness. Nicely modified engine. 160 bhp. Used for road and hillclimbing. All MoT's. A beauty ..... **£10,500**

**WESTFIELD SEi.** Wide body. 1994. 2.0 Ford engine. Twin Dellorto carbs. LSD. Five speed gearbox and weather equipment ..... **£5,995**

**WESTFIELD SE.** 1600 C/F. Red. Runs well. Chrome wheels etc. Needs love ..... **£3,995**

**WESTFIELD 11.** BRG. Red interior. MG mechanicals. These cars now have a cult following. Mega nostalgia for only **£9,500**

**LOTUS 61 F/FORD.** FIA papers. Fresh engine. Smart example finished in gleaming white. Ideal Hillclimb/Sprint./Formula Ford ..... **£11,950**

**MARCH 712.** Full rebuild including tub. Fresh Richardson engine. Spare wheels etc. FIA papers. Ready to play ..... **£8,750**

**VISION** Clubmans car. Vauxhall engine. Hillclimb/Sprint circuit. Bright yellow. Ready to go ..... **£8,750**






## LOTUS WANTED

**www.pmattysportscars.co.uk**

**enquiries@paulmattysportscars.co.uk**

# J.D Classics®

## THE PREMIER DEALER FOR CLASSIC JAGUARS

*Office:* (01245) 400060 *Facsimile:* (01245) 400330 *Mobile:* (07850) 966005





## CURRENT STOCK LIST

**JAGUAR COMPETITION CARS, Please call for current stock of genuine competition cars.**

**SS100 WITH COMPETITION HISTORY –** An original, fully documented, ex competition car, wonderful history, please call for full details.

**JAGUAR XK 140 DROPHEAD, RHD –** British Racing Green/Green hide and carpets, J.D. Sport competition wire wheels, full J.D. Classics restoration 2 years ago to include: rack and pinion power steering, J.D. Sport disc brakes with ABS, J.D. Sport 5 speed gearbox, J.D. Sport wiring loom, J.D. Sport fast road 3.4 litre engine with our unique ram air induction system, J.D. Sport suspension, J.D. Sport stainless steel exhaust manifold and system, etc, etc, very highly detailed, 6,000 miles since restoration, looks original until you open the bonnet. Truly stunning.

**JAGUAR XK 140 DROPHEAD, RHD –** British Racing Green/Black hide and carpets, 16" chromed wire wheels, overdrive gearbox, subject of a total chassis off restoration 8 years ago to a very high standard and now nicely mellowed, excellent example.

**JAGUAR XK 140 ROADSTER RHD –** Pastel Blue/Blue hide and carpets, 16" chromed wire wheels, 4 wheel disc brake conversion with Servo, subject of a total chassis off restoration to a high standard, an excellent useable example.

**JAGUAR XK 150 'S' 3.8 LITRE ROADSTER, RHD. –** Black/Red hide and carpets, 16" chromed wire wheels, original right hand drive, total chassis-off restoration 10 years ago to a very good standard, nicely mellowed useable car. The rarest of all XK Jaguars.

**JAGUAR XK 150 'S' 3.4 LITRE ROADSTER, RHD. –** Dark Blue/Grey hide and carpets, 16" chromed wire wheels, matching numbers, subject of a total chassis off restoration 5 years ago to a very high standard, many updates. Stunning.

**XK 150 'S' 3.4 LITRE ROADSTER, RHD.** Red/Black hide and carpets, 16" chromed wire wheels, subject of a total chassis off restoration to the highest standards, full matching numbers and original colour specification, rare example in excellent condition.

**JAGUAR XK 150 SE 3.4 LITRE DROPHEAD, RHD. –** Primrose Yellow/Black hide and carpets, black hood, colour coded wire wheels, subject of a total chassis off restoration, unique colour specification, matching numbers, free sunglasses included! What can I say.

**JAGUAR E-TYPE SERIES 1½ 4.2 LITRE ROADSTER.** Red/Beige hide and carpets, chromed wire wheels, a superb original 2 owner example with low mileage, all correct original RHD specification. VERY RARE.

**JAGUAR E-TYPE SERIES 3 V12 2+2 MANUAL.** Opalescent silver/grey hide piped blue, dark blue carpets, chromed wire wheels, JD Sport engine, Weber carburettors, hand made stainless steel exhaust manifold and system, JD detailed engine bay, etc. Stunning example.

**JAGUAR E-TYPE SERIES III V12 2+2 MANUAL.** Red/beige hide and carpets, chromed wire wheels, subject of a major restoration 2 years ago, recently fitted with JD Sport Brakes and ignition system. Excellent example.

**JAGUAR MARK I 3.4 LITRE SALOON SPECIAL EQUIPMENT –** Cotswold Blue/Grey hide and carpets, colour coded wire wheels, manual with overdrive, matching numbers, restored by ourselves for our director 5 years ago, purchased by a client 12 months ago who commissioned us to fit J.D. Sport power steering, winner of numerous concours awards, many subtle modifications. Probably the most highly detailed Mark I Saloon you are likely to see. Unique and very traditional.

**THE J.D. SPORT MARK II SALOON –** Developed over 10 years, and hand-built by J.D. Classics for modern motoring, with a little old-fashioned excitement! Colour specification to your choice, J.D. Classics sports front seats, complete leather interior, including door panels, parcel shelf etc., inertia reel belts to front and rear, our own unique walnut veneered centre dash to match your choice of woodwork, CD/music etc. to your choice. Highest specification, completely rebuilt sports engine, choice of either 3.4 or 3.8 litre, 4.2 litre fuel injection or our latest XJR V.8 Supercharge. 3.4 to 4.2 litre engines are gas flowed, lightened and balanced, unleaded fuel head, electronic ignition, fast road camshafts. 2" stainless steel manifolds and exhaust system, catalytic converter, rack and pinion power steering, remote adjustable sports suspension, competition wire wheels, sports braking system, VR tires, choice of gearbox, air-conditioning, etc. Our work is carried out to an impeccable finish, and we will build to your individual specification if you wish. The world is blessed with 'look-alike', efficient, luxury vehicles. But are you excited? Boredom can be very expensive! The "J.D. Sport" is exclusive. It is a car that will express your taste, and your individuality. You may even get excited, again...!

**J.D. SPORT MK II SALOON 4.0 LITRE J. GATE AUTOMATIC –** Opalescent Dark Blue/Grey hide and carpets, competition chromed wire wheels, X300 4 LITRE JAGUAR engine, electric windows, power steering, electric sunroof, central locking, CD player, remote adjustable seats, air conditioning etc. 2,000 miles only. Superb specification.

**J.D. SPORT MK II SALOON 4.0 LITRE 5 SPEED AUTOMATIC.** Opalescent Black/Sand hide and carpets, chromed wire wheels, X300 engine and gearbox, air conditioning, electric windows, electric steel sunroof, central locking, modern stereo, electric seats etc. modified suspension, A.B.S. brakes. Beat our waiting list.

**JAGUAR MK II 3.8 LITRE SALOON, 5 SPEED MANUAL –** Opalescent Silver/Beige hide and carpets, chromed wire wheels, 5 speed Getrag gearbox, air conditioning, restored 8 years ago (not by J.D. Classics) to a good standard, very useable.

**JAGUAR MK II 3.8 LITRE SALOON MANUAL –** With overdrive, dark blue/grey hide and carpets, chromed wire wheels, an excellent original low mileage example. Recently fitted with J.D. Sports rack and pinion steering and brakes. Excellent example

**JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE –** Opalescent Dark Blue/Grey hide and carpets, competition chromed wire wheels, full syncromesh gearbox, J.D. Sport modifications include fast road engine, suspension, exhaust system, brakes, alloy radiator, seats, etc. Alpine stereo system, tinted glass, fully restored by ourselves three years ago. Very low mileage since. Superb detail throughout.

**JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE –** Opalescent Dark Green/Beige hide and carpets. Competition chromed wire wheels, J.D. Sport seats, J.D. Sport fast road engine, J.D. Sport stainless steel exhaust system and suspension, louvred bonnet, J.D. Sport braking system, modern stereo system, etc. Restored by ourselves 7 years ago. STUNNING.

***WE ARE THE PREMIER DEALER FOR CLASSIC JAGUARS. WE HAVE FULL SERVICING AND RESTORATION FACILITIES TO THE HIGHEST STANDARDS.***

***CORRECT CARS WANTED:***

*We urgently require for stock, more Classic Jaguars of the highest quality, particularly 'E' Types and XKs. If you own a superb Jaguar, and are thinking about selling, please contact us with an accurate description of your vehicle.*

***IF THE CAR YOU ARE LOOKING FOR IS NOT LISTED ABOVE, PLEASE TALK TO US ABOUT IT. WE ARE HAPPY TO DISCUSS EVERY ASPECT OF CLASSIC CAR OWNERSHIP INCLUDING CLASSIC CAR FINANCE, AND TO GIVE YOU OUR BEST ADVICE.***

**WEB SITE: www.jdclassics.co.uk**
**Email: j.d.classics@virgin.net**
**OFFICE: (01245) 400060 FACSIMILE: (01245) 400330**
**MOBILE NUMBER: (07850) 966005**

J.D Classics®

**UNITS 1-10 MORELAND INDUSTRIAL ESTATE, OLD BARN LANE, RETTENDON, CHELMSFORD, ESSEX CM3 8HA U.K.**

# Sherwood Restorations Ltd.

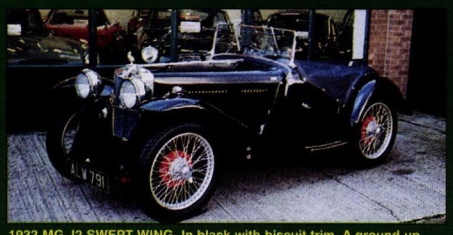
**Established 1966**

Upton Fields Garage, Upton Road, Southwell, Nottingham NG25 0AQ
Telephone: (01636) 812655/812682/812700 Fax: (01636) 816830

www.sherwoodrestorations.co.uk

*Classic & Sports Car Specialist*

Email:
sales@sherwoodrestorations.co.uk



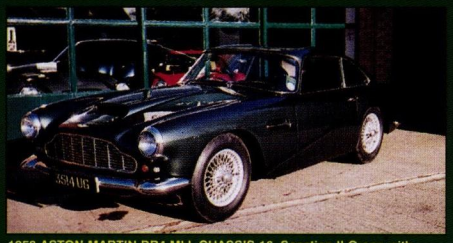
1933 MG J2 SWEPT WING. In black with biscuit trim. A ground up concours restoration carried out in 1993. First owner Viscount Anson, a most extensive and fascinating history. Many period extras including deluxe dash. They don't come any better .....£19,995 - RHD



1965 LOTUS CORTINA Mkl, APPENDIX K. The ex-Max rostron, Gerry Marshall, Paul Haywood-Halfpenny, FIA race car. Outright winner of this years HRSR/HSCC Championship. Lap record holder just about everywhere. Vast amount of spares, wheels & tyres. Recent engine by Dick Langford, gearbox & diffs by Tony Thompson. If you want to win next year this is the car. For sale due to purchase of Lola Mk6. Price negotiable with/without spares package .....£30,000 – RHD



1963 JAGUAR E-TYPE 3.8 FHC. British Racing Green with contrasting Cinna-mon hide. This exceptional example has covered only a few miles since being the subject of a £40,000, fully documented and photographed restoration, completed to the highest of standards. Specification includes CWW and an unleaded fuel conversion. Impeccable in all respects .....£29,995 – RHD



1959 ASTON MARTIN DB4 Mkl, CHASSIS 16. Sanction II Green with Black hide. 2 owners, the last since 1970. 91k, extensive his tory. Shortly after purchasing it at 75k miles, the 2nd owner had the engine and gearbox totally overhauled and the coachwork repainted. Since then only 16k dry miles. It would be hard to find a more original, correct vehicle in such wonderful order .....£54,995 – RHD



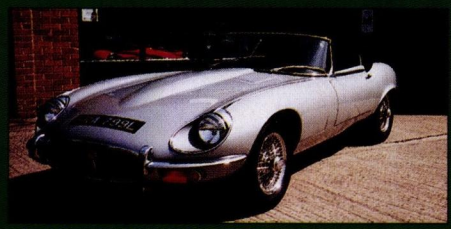
1959 AUSTIN HEALEY FROGEYE SPRITE. Just undergone a total concours restoration on the most original rust-free shell imaginable. Has been uprated, modified and fitted with hard top, mag. race wheels, built to Sebring spec. The finest example available .....£14,995 – RHD



1955 AUSTIN HEALEY 100/4 BNl. In Ice Blue with Black hide. Ground up restoration carried out 1990, less than 500 miles since. O/D, wire wheels, M spec engine, exceptional value .....£16,995 – RHD



1965 FORD CORTINA GT MKI, 2 DOOR HISTORIC RALLY CAR. Full RAC & HRC papers. Built with no expense spared, circa £20k. One owner low mileage shell, competed successfully for the last three years on both tarmac and stage events. LSD, CR gearbox, FIA cage, fire eater system, Halda, HR rack. Plus everything you could want to compete in historic rallying .....£7,995 - RHD



1972 JAGUAR V12 E TYPE ROADSTER. Manual box in silver with black hide and black Mohair hood. Reputedly 43K miles and I am sure this is correct. Lightly restored 93/94 by John Cooke. Equipped with C.W.W. radio cassette, tracker etc. A simply stunning example, would be hard to find better .....£29,995 - RHD



1959 MGA TWIN CAM ROADSTER. In Glacier Blue with Black trim and Black mohair weather equipment. A no expense spared three year restoration comp-leted 1995 at a then cost of £40k, only 400 dry miles since. All engine mods and upgrades have been carried out. Equipped with C R gearbox, 4.1 diff. adjustable steering column, heater etc. Very rare and sensiibly priced .....£24,995 - RHD




1965/67 TVR GRIFFIFTH 200, 289 Hi Po, CHASSIS NO. 200-003. Red with black hide. 72 spoke competition wires, SE dash, CR T10 gearbox. Was the 1965 Barnet Motor Co. Demo, sold by Gerry Marshall to Colin Skeaping. Competition history, restored 1990, less than 3,000 miles since. Equipped with roll cage, Holley 600, race headers, Koni shockers, large anti roll bar etc. Shattering performance and in imprecckable condition.....£29,995 - RHD



1964 JAGUAR 3.9 MkII AUTO SALOON. In Opalescent British Racing Green with Champagne hide. Restored and uprated to the hightest of standards at a cost well in excess of £60k. PAS, CWW, unleaded head, Koni shockers, LSD woodrim wheel, Reuters reclining seats radio, driving lamps, large capacity radiatork Kenlow fan. An English matching number, very low mileage cr that is hard to better.....£29,995 – RHD



1973 FERRARI DINO 246 GT. Only 3 owners and a warranted 60km with extensive history. Finished in Rosso Corsa with Biscuit hide. Wide wheels, elec windows and a very appropriate registration number. Recently restored incl. engine & transmission, to an exceptional standard. Little use since, outstanding .....£44,995 - RHD

1967 LANCIA FLAMINIA 2.8 3C. Convertible. Ivory with black hide. Last owner since 1972 and a warranted 25K. One of only 17 RHD out of a total production of 180. Works hard top, Nardi steering wheel, period radio. This must be the lowest mileage example available .....£29,995

1960 AUSTIN HEALEY 3000 BT7 MK1. Colorado Red over Black with Red Hide. UK car, equipped with overdrive, wire wheels, heater and motolita steering wheel. Restored from chassis up to perfection and only 2,500 miles since. They don't come any better.....£19,995

1962 TRIUMPH TR4 SURREY TOP. In Blue with Black top and trim. 415 VC is one of the most important TR4's available, to works spec, stage 2 head, overdrive, wire wheels, twin spot lamps, Kenlowe fan, features in numerous books and magazines incl. The Original TR by Bill Pigot, Classic & Sports Car – July 95, TR Action etc. Winner of many concours. A very special car .....£19,995

1947 MGTC. Red with Biscuit hide and weather equipment. Very well restored with many period extras. A delightful example ready for this summer's rallies and shows .....£17,995

1966 JAGUAR 3.4 MK2 M.O.D. Warwick Grey with Red hide. Only 28K miles from new with a most comprehensive service history. CWW, period radio, reclining seats, original, unrestored and superb. Hard if not impossible to find in this condition .....£19,995

1983 A MERCEDES BENZ 500 SL AUTO. Ivory with Brown trim and mohair hood. 50k, FSH. Equipped with hard top, rear seat, elec windows, cruise control, CD, alarm, ABS, alloy wheels, twin spots, H.L.W.W. etc. Summer use only and in impeccable condition.....£15,995

1964 TRIUMPH TR4 SURREY TOP. British racing green with tan hide, restored to the highest of standards in 92/97. Second in class at T.R. concours, Malvern 1999. Overdrive, wire wheels, immobiliser, unleaded head etc. An exceptional example.....£15,995

1965 SUNBEAM TIGER MKI. British racing green with black trim. Ground up restoration carried out 90/95 at a then cost in excess of £25,000. C/R T10 gearbox, adjustable shocks, mohair hood. Minilite wheels. A stunning early round panel example .....£14,995

1972 LOTUS ELAN S4 SE FHC. Sunburst Red with Black trim. Restored by Vegatune to the highest of standards some years ago and only 7,000 dry miles since. 150 BHP, uprated suspension and cooling system, centre lock wheels, H.R.W. and immobiliser. It would be hard to find a nicer example..... £13,995

1965 FORD CORTINA GT Mkl, 2 DOOR HISTORIC RALLY CAR. Full RAC & HRC papers. Built with no expense spared, circa £20k. A one owner low mileage shell, completed successfully for the last 3 years on both tarmac and stage events. LSD, CR gearbox, FIA cage, fire eater system, Halda, HR rack. Plus everything you could want to compete in historic rallying .....£7,995

1974 MGB GT JUBILEE. British Racing Green. Restored to the most finite detail with full photographic records. Winner of many major concours. V8 wheels, radio, overdrive etc. A very proper car.£6,995

1984 MERCEDES BENZ 230 CE COUPE. Astral Silver with Blue cloth. 2 local owners, 50k, FSH, elec sunroof/windows/mirrors. Radio/cass, PAS, C/L. Only used in summer months as third car. Totally original and unmarked, possibly the finest example in existence .....£6,995

1975 FIAT X19. Finished in Bright Red with contrasting Biscuit and Beige interior. This is new, one owner example has covered approximately 12,500 miles from new and comes with full factory specification including tinted glass and heated rear window. A time warp example, impossible to duplicate .....£4,995

1968 MGC GT AUTO. Black with Black trim. Alloy wheels, webasto sunroof, period radio. Restored in 1991 to a good standard and very usable. Lots of history .....£3,995

1935 MORRIS 10/4 SPORTS SALOON. Black over Brunswick Green with Green trim. Only 3 owners from new. Professionally restored in 1989 to the highest of standards, over £11,000 spent. Your search is over, this one is superb .....£5,495

1949 MORRIS Z TYPE GPO VAN. Green with Black wings. Brown rexin trim. Restored at great expense by Ristes Motor Co and used very sparingly for promotion work. A rare opportunity and sensibly priced .....£3,495

*VEHICLES SIMILAR TO THE ABOVE URGENTLY REQUIRED*
*ENTIRE COLLECTIONS PURCHASED WITH DISCRETION – EXTENSIVE FUNDS AVAILABLE - HIGHEST CASH PRICES PAID*

**WE ARE NOT TYRE KICKERS OR TIME WASTERS – WE ARE SERIOUS CASH BUYERS ~ OPEN SUNDAYS BY APPOINTMENT ~**

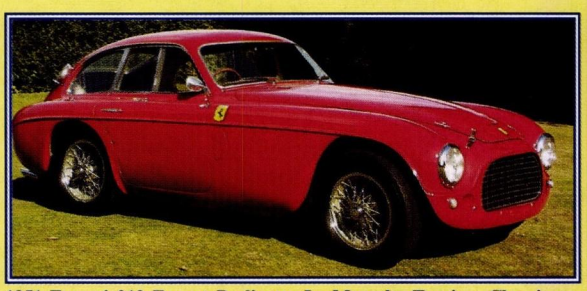
# DUNCAN HAMILTON
## & CO., LTD.



**1979 Ferrari T4 Grand Prix Car.** Bearing chassis no: 037. An opportunity to acquire an interesting Ferrari Grand Prix Car in magnificent condition . . . . . **£POA**



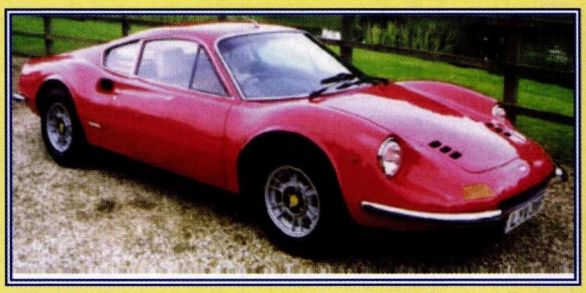
**1953 Ferrari 375MM Spyder by Pininfarina.** Chassis number 0362AM, a stunning and fully restored car with great provenance and eligible for all events including Mille Miglia. Please enquire for further details. **....£ POA**



**1951 Ferrari 212 Export Berlinetta Le Mans by Touring, Chassis no. 0112E.** A very rare and unique Ferrari. Engine size increased by factory to 225 in 1953, prior to competing in the Mille Miglia of the same year and again in 1955. Immensely fast and eligible for every rally, a true investment. **.....POA**



**1964 Ferrari 250 LM, Chassis no. 6023.** Surely one of the most beautiful and sophisticated sports racing Ferraris ever built. C/n. 6023 is an ex-Ecurie Francorchamps Team car, with an admirable and highly successful race history, including a number of famous victories. This car is in stunning and fully restored condition. Available immediately .....**£POA**



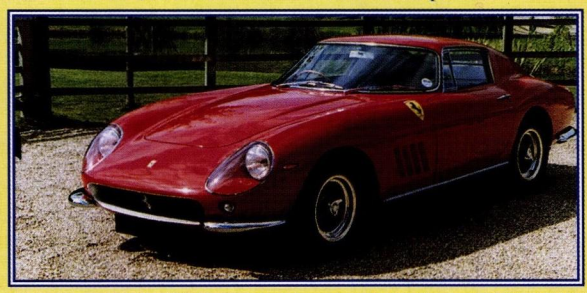
**1974 Ferrari Dino 246 GT.** Finished in Red with Tan leather trim, 30,000 miles only with a full service history. A rare and fine classic.....**£54,500**



**1960 Ferrari 250 SWB.** A fine steel bodied car finished in Giallo Fly, with black leather trim, recent restoration. For further details please call.




**1997 AC Cobra Superblower.** British racing green with tan hide interior. LHD, 4,000 miles only from new. One owner, full factory service history. An exceptional example of this aluminium hand built sportscar . . . . . **£37,500**



**1968 Ferrari 275 GTB/4.** Finished in red with black trim. RHD, 12,000 miles only. A magnificent motor car in every respect.

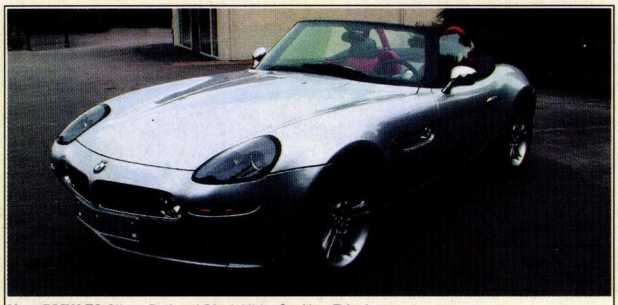
**For further information on either of the above outstanding cars please call: Adrian J. Hamilton**
**P.O. BOX 222 ● HOOK ● HANTS ● RG27 9YZ ● ENGLAND**
**Telephone: 01256 765000 Fax: 01256 766000**
**E Mail: sales@duncanhamilton.co.uk**
**www.duncanhamilton.co.uk**

1948 50 Years 1998
Our first fifty years



# View all our cars on our website:

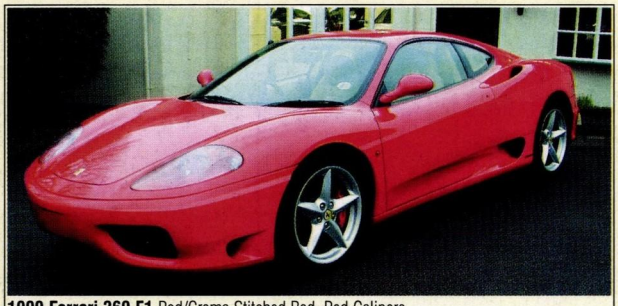
# www.williamloughran.co.uk



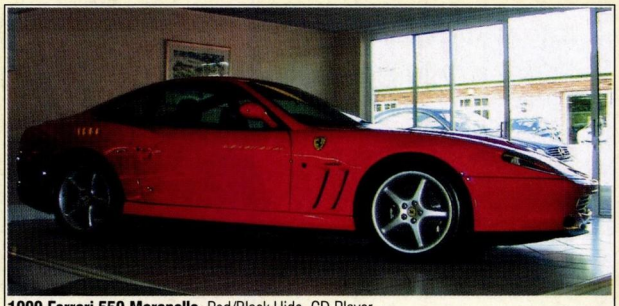
**New BMW Z8** Silver, Red and Black Hide, Sat Nav, Telephone, Delivery Miles, Immaculate, Delivery Miles ..... **£POA**



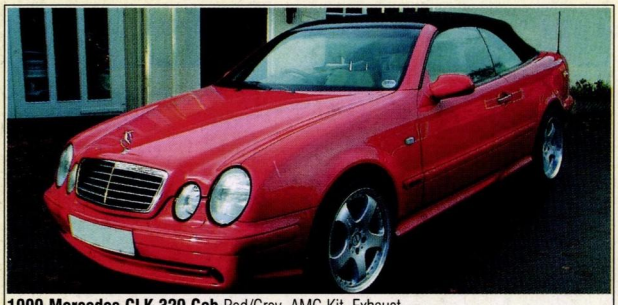
**New Mercedes 500 'Pullman' RHD** Silver/Black Hide, Huge Spec, One of First Factory Limo's ..... **£POA**



**1999 Ferrari 360 F1** Red/Crema Stitched Red, Red Calipers, CD Player, 13,000 Miles ..... **£104,950**



**1999 Ferrari 550 Maranello,** Red/Black Hide, CD Player, Climate Control, One Owner, 4,000 Miles ..... **£119,950**



**1999 Mercedes CLK 320 Cab** Red/Grey, AMG Kit, Exhaust, T Alloys, Electric Seats, 13,000 Miles ..... **£35,950**




**1994 Mercedes E500 LTD LHD,** Blue Sapphire/Grey, Brabus Brakes, 1 of 2 Cars, 16,000 Miles, Immaculate ..... **£27,950**

**New Mercedes S500 "Pullman" RHD,** Silver, Black Hide, Huge Spec, On Of The First Factory Limos ..... **£POA**
**New Mercedes S500 "Pullman" LHD,** Black, Black Hide, Huge Spec, One Of The First Factory Limos ..... **£POA**
**New Mercedes CL55 AMG** Silver, Black Nappa, BOSE, 19" Alloys, Big Spec ..... **£POA**
**New Mercedes CL500,** Silver, Black, 18" Alloys, CD, Keyless Go, Del Miles ..... **£72,950**
**New Mercedes C220 CDi** Silver, Blue Cloth, Elegance Pack, AC, Alloys, UK Car ..... **£29,950**
**New Mercedes SLK320 Auto** Silver, Black, 17" Alloys, Wood Trim, CD ..... **£35,950**
**New Mercedes SLK320,** 6 Spd, Silver, Blue Hide, Big Alloys, AC, CD, Saving ..... **£POA**
**New Mercedes SLK230 Auto** Lazulite Blue, Black, 17" Alloys, CD, Big Spec ..... **£31,950**
**New Mercedes SLK200** Six Speed, Silver, Black Cloth, CD, AC, Del Miles ..... **£POA**
**00 Mercedes S600L,** Silver, Black, 18", Keyless, Fridge, R'climate, Huge Spec ..... **£79,950**
**00 Mercedes ML430,** Black, Black, Sat Nav, S'rf, Privacy Glass, CD, 3,000 Miles ..... **£37,950**
**00 Mercedes C43 AMG** Silver, Black, Climate, CD, Elec Seats, 6,000 Mls ..... **£32,950**
**99 Mercedes S500,** Azurite, Grey, 18" AMG, CD, BOSE, 23,000 Miles, UK Car ..... **£47,950**
**99 Mercedes ML320** Black, Tan, Lux & Family Pack, Big Alloys, CD, 20,000 Mls ..... **£27,950**
**96 Mercedes SL60 AMG** Silver, Black, Glass Roof, CD, 18" Split Rims, Rare ..... **£44,950**
**99 Mercedes CLK320 Cab** Red, Grey, AMG Kit & Exhaust, Elec Seats, 14,000 Mls ..... **£35,950**
**New BMW Z8** Silver, Black & Red, Sat Nav, T'phone, Climate, Del Mls, UK Car ..... **£79,950**
**New BMW X5 Sport,** Silver, Black Hide, CD, Good Spec, Delivery Miles ..... **£POA**
**93 Jaguar XJ220 RHD,** Blue Le Mans, Grey Hide, AC, CD, 5,000 Miles ..... **£POA**
**97 Jaguar XJ220 LHD,** Spa Silver, Grey Hide, CD, Climate, 4,000 Kms ..... **£POA**
**New R'Rover 4.6 Vogue** Icelandic Blue, Lightstone, 18" Cyclone Alloys, Sat Nav , Del Mls ..... **£43,950**

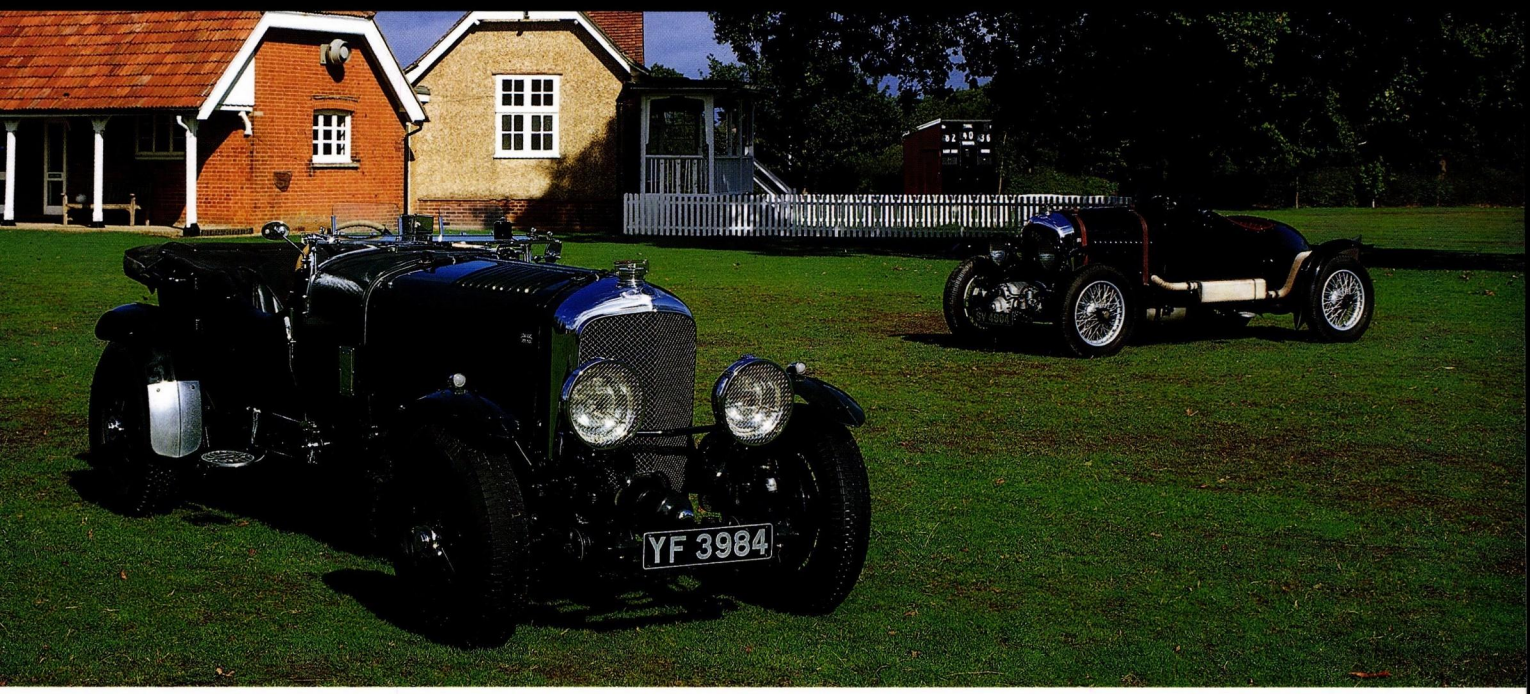
**00 Audi TT 225,** Black, Grey, CD, BOSE, Htd Sts, Latest Spec, UK Car, 5,000 Miles ..... **£24,950**
**New Ferrari 360 Spider,** Red, Black Daytona Hide, Red Calipers, Del Miles ..... **£POA**
**New Ferrari 360** Blue, TDF, Crema Stitched Blue, CD, Good Spec, Del Mls ..... **£POA**
**New Ferrari 360** Silver, Bordeaux, Fitted Luggage, Full Hide, Del Miles ..... **£POA**
**99 Ferrari 550M** Red, Black Hide, CD, Climate, 5,000 mls ..... **£119,950**
**97 Ferrari 456 GTA** Silver, Black Hide, Climate, CD, 9,000 miles, One Owner ..... **£99,950**
**99 Ferrari 355 GTS** Silver, Bordeaux Hide, Colour Coded Roof, CD, 5,000 Miles ..... **£89,950**
**97 Ferrari 355 GTB** Rosso, Black, Climate, 4,000 Miles, Totally Pristine ..... **£79,950**
**96 Ferrari 355 Spider** Verdi Silverstone, Tan, Climate, Power Hood, 6,000 Miles ..... **£74,950**
**66 Ferrari 275 GTB 4 Cam** Red, Fully Restored, Probably of the Best in UK ..... **£POA**
**00 Porsche 996 Turbo,** Silver, Blue Hide, CD, S'roof, Sport Seats, 3,000 Miles ..... **£POA**
**00 Porsche 996 Millenium** 1 of 911 Worldwide, Unique Col Scheme, Sat Nav, Phone, Huge Spec **£POA**
**00 Porsche 996 Cab** Ocean Blue, Blue Hide, 18" Alloys, CD Changer, 5,000 mls ..... **£64,950**
**00 Porsche 996 C2,** Red, Grey, GT3 Aerokit & Alloys, Big Spec, 3,000 Miles ..... **£62,950**
**99 Porsche GT3,** Zanzibar Red, Black, Climate, CD, 4,000 Miles, UK Car ..... **£76,950**
**99 Porsche 996 C4 Cab** Black, Black, 18" Alloys, CD, Alum Dials, 9,000 mls ..... **£69,950**
**99 Mod Porsche 996 C2,** Silver, Grey, Full GT Aerokit & Alloys, Full Carbon, 10T ..... **£59,950**
**99 Porsche Boxster 'S' 3.2** Ocean Blue, Blue Hide, Red Calipers, 4,000 Miles ..... **£41,950**
**90 Porsche C2,** Red, Black, Piped Red, 17" Cup Alloys, S'roof, Outstanding, 49,000 Miles ..... **£25,950**
**98 Bentley Arnage** Emerald, Barley Piped Green, S'Roof, Climate, 12,000 Miles ..... **£76,950**
**91 RR Corniche III Conv.** Bordeux/Magnolia, 18,000 Miles, Stunning ..... **£71,950**
**90 RR Spirit II** Vermillion Red, Magnolia, White Walls, 27,000 mls, Unique ..... **£24950**
**70 Morris Minor Traveller** Ivory, Black, Full Restored, Exceptional ..... **£7,950**

William Loughran

THE HAWTHORNES, GILL LANE,
WALMER BRIDGE, PRESTON, PR4 5QN.
TEL (01772) 613114. FAX (01772) 615104
E-MAIL sales@williamloughran.co.uk
www.williamloughran.co.uk

# Simply pick up the phone for competitive

# Classic Car Insurance




Cars supplied by Stanley Mann Racing

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

**BENEFITS INCLUDE:**
**The most competitive and comprehensive policy**

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

| TYPICAL PREMIUMS FOR MILEAGE UP TO 5,000 p.a. | | | |
|---|---|---|---|
| 1926 | Bentley | £150,000 | £268.00 |
| 1969 | Triumph TR6 | £9,500 | £121.00 |
| 1967 | Ferrari 330GT | £30,000 | £240.00 |

## Ring now for an immediate quote 01277 206911

RH Specialist Car Division, Freepost, Library House, New Road, Brentwood, Essex, CM14 4ZP
A member of the Coyle Hamilton Group of Companies

SPECIALIST CAR DIVISION

# CHRISTIE'S
## INTERNATIONAL MOTOR CARS

*Entries are currently invited for our forthcoming auction of*

## *Exceptional Motor Cars*

**Amongst entries consigned is a Private Collection including an historic sports-racing Maserati T60**

At the Jack Barclay Showroom, Nine Elms Lane, London

**26 March 2001**



*The ex-Odoardo Govani, Italian Hillclimb Championship-Winning, first production model*
1959 Maserati Tipo 60 Birdcage 2-Seater Sports-Racing Car

*For further information please contact one of our specialists:*

Beverly Hills
Tel: (1) 310 385 2699
Fax: (1) 310 385 5875

New York
Tel: (1) 212 636 2277
Fax: (1) 203 341 9849

London
Tel: 44 (0)20 7389 2851
Fax: 44 (0)20 7627 8917

Belgium
Tel: 32 (0)476 879 471
Fax: 32 (0)2 513 3279

www.christies.com

LONDON