THE ORIGINAL MOTOR RACING MAGAZINE

Founded in 1924

MOTOR SPORT

BRIAN SEWELL ON MOTOR RACING POSTERS

In-depth profile of the flat-12 winner

BOXER!

FERRARI'S ALL-CONQUERING 312PB



NIKI LAUDA
JUAN PABLO MONTOYA
NICO ROSBERG
JONATHAN PALMER

NOVEMBER 2006 £4.95
11
9 770027 201179



PHIL HILL
AMERICA'S RACING HERO TELLS HIS STORY

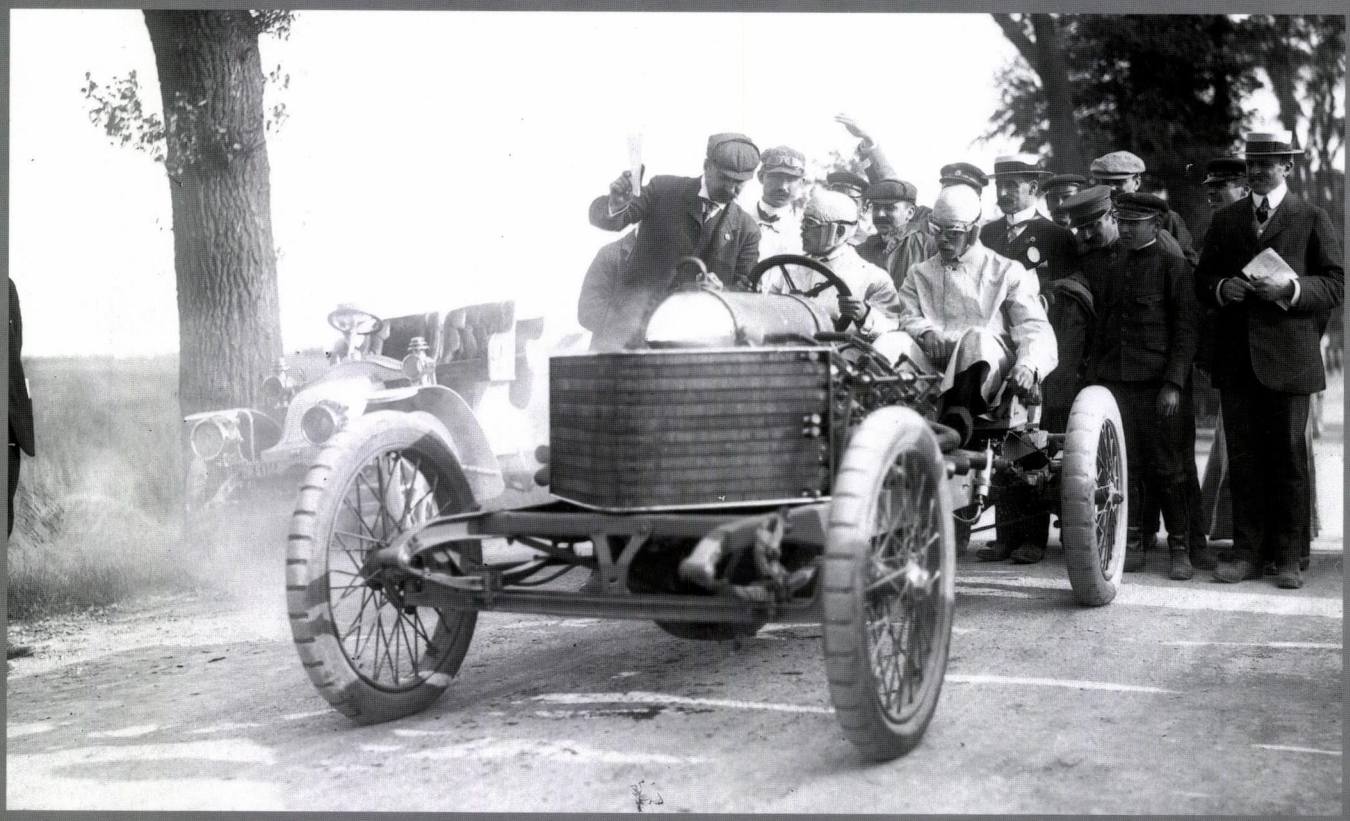


"YOU MUST HAVE NO FEAR"
HANS STUCK – RINGMEISTER

Bonhams 1793



Olympia, London
Monday 4 December 2006
Entries now invited for our sale of Important Collectors' Motor Cars, Pioneer and Vintage Motorcycles and Fine Automobilia



London's 1930s Olympia landmark is synonymous with world famous motor shows and plays host to Bonhams' flagship end of season sale. Historically the most successful sale of the season by value, volume and sold rates, it offers vendors an ideal platform upon which to offer property to the most discerning and diverse group of collectors in the world.

For further information please contact Tim Schofield, Marcus Ross, Robert Glover, or James Knight
+44 (0) 20 7468 5801
+44 (0) 20 7468 5802 fax
ukcars@bonhams.com

For all automobilia enquiries please contact Toby Wilson
+44 (0) 8700 273 619
+44 (0) 8700 273 625 fax
automobilia@bonhams.com

Illustrated:
The World Land Speed Record Breaking, ex-Sir Algernon Lee Guinness 1905 25.4-litre 200hp Darracq V8 Motor Car.

Bonhams
101 New Bond Street
London W1S 1SR
+44 (0) 20 7447 7447
+44 (0) 20 7447 7400 fax
www.bonhams.com/cars

November 2006

The Original Motor Racing Magazine

contents

Features

America's F1 Champion 34
Phil Hill talks to us about Enzo, Le Mans, and that ATS move

Profile – Ferrari 312PB 43
Small, light and pretty, the 3-litre sports car that swept the board

Goodwood Revival 54
It's unique, it's special, it's the meeting you simply can't miss

Hans Stuck on film 58
Spectacular shots of the German ace, captioned by the man himself

Poster Points 70
Art critic and car fan Brian Sewell discusses Thirties racing posters

Jonathan Palmer 78
The circuit entrepreneur outlines his plans for British motorsport

Grand Designs 86
Britain's latest record-breaker: Dieselmax analysed in depth



Three wins at the Sarthe, the F1 world title – Phil Hill had a glorious career



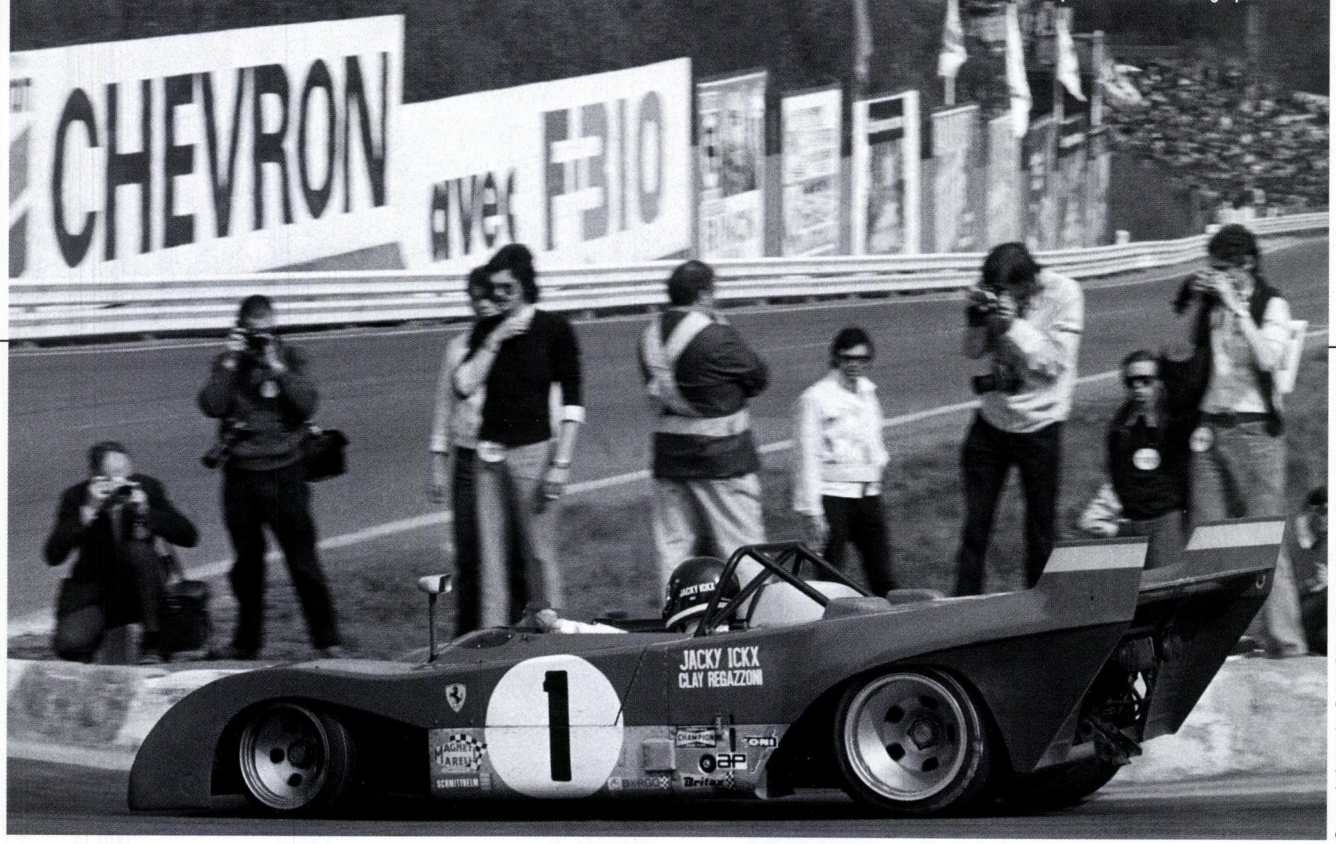
Costumes and cars combine at the theatrical Goodwood Revival meeting



"A miniature Nürburgring" – Hans Stuck's view of the Sears Point circuit



Motor racing message – how the sport was represented in 1930s graphic art



Cover photography: Rainer Schlegelmilch/McKlein. This page: LAT/Ian Fraser

AON

Not your average cars.
Not your average insurance.



In a cut price, quick-fix world filled with 'call centre solutions' isn't it reassuring to know that you can still experience quality service from a traditional insurance broker?

At Aon, our aim is to find you a car insurance policy that provides the 'ultimate accessory' to complement your lifestyle. Whether you are looking to cover an everyday, sports or classic car, or have a high value family fleet to cater for, we are confident that our Client Managers can guide you through our range of competitive products. Should you require, they are also able to provide information about other aspects of your personal insurance portfolio.

To discuss your requirements further, please call us on

08705 70 80 90

insureyourcar@aon.co.uk

www.aonprivateclients.co.uk

Aon Limited is authorised and regulated by the Financial Services Authority in respect of insurance mediation activities only. V2-08-09

Other insurance products available through Aon, High Value Home • Investment Property • Holiday Home • Travel • Yacht • Aviation

Volume LXXXII Number 11

Eighty-third year of publication

contents

Regulars

News 10
Schumacher bales out, diesel LSR and Pebble Beach concours

Desirables 20
Timepieces and artworks

Book Reviews 22
Another Wimpffen bible

Auctions 24
Swiss Ferraris and a Mirage

Letters, You Were There 26
Memories of Peter Brock

Nigel Roebuck 28
Lauda's astonishing comeback

Guest Column 31
Nico Rosberg on the difficulties of going too fast, too soon

Andrew Frankel 32
Exercising Jaguar's XKR

Busman's Holiday 53
Montoya and the dramas of ITC

Collection 69
Inside Nürburgring's museum

Dealing with... 88
Legends Automotive

Bill Boddy 90
An appreciation of Rolls the flier

Marcus Pye 94
Quick Rovers and a fast woman

Tour Brittania 96
Tackling races, 'climbs and stages

Reports 101
Oulton Park Gold Cup; Laguna

Parting Shot 104
Taylor and Trintignant clash...



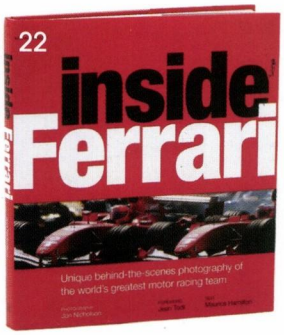
Bugatti as art. T51 makes its way onto our Desirables page



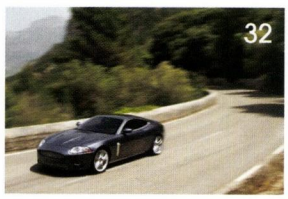
A teenaged Ricardo Rodriguez sprints to his NART Ferrari 250GT SWB. See Letters...



Legends in their own time – a multi-national historic race car operation



All the latest motorsport-related books to build up the ideal library



Frankel tries a Jaguar that marries style with performance like no other



Bill Boddy relates the aerial achievements of Charles Rolls

Subscribe today to receive *Motor Sport* delivered direct to your door. Call **08456 777819**

LAT./Charlie Hopkins

Sixth



Of the



Best...



The Sixth Running

Great Racing...
Great Atmosphere...
Great Weekend.

2001	2002	2003	2004	2005
Neil Fowler	Gavin Wills	Joey Foster	Joey Foster	Joey Foster

www.brdc.co.uk BRDC - Champions of British Motorsport

BRDC WALTER HAYES TROPHY

Silverstone National Circuit

November 3-4-5 2006



ACTION PACKED FORMULA FORD 1600 RACING AT ITS VERY BEST

SUPPORTING RACES INCLUDE...





TICKET PRICES

On the day: £10
Weekend advanced tickets: Adults £18
Children 15 and under: Free of charge
Telephone: 01327 850920
Email: info@walterhayestrophy.co.uk
www.brdc.co.uk

WALTER HAYES TROPHY



Order genuine parts from the Jaguar Classic Parts Programme online at www.jdht.com

Also available from the jdht.com web site: JDHT Merchandise, Special Offers, Jaguar Trace Certificates, JDHT Museum Tour, Jaguar Classic Car Hire, Wedding Car Hire, Chassis Number Look-up, History of Jaguar, Friends of the JDHT, Photo Library, Technical Publications, Jaguar Heritage Archive Magazine, Technical Specialist Support, Quick Order, The Classic List.

Jaguar Classic Parts

JAGUAR

For further information regarding other Jaguar Classic products and services, email - jaguarparts@unipart.co.uk or call +44 (0) 1865 381193



Schlegelmilch

The perfect mix

Sometimes in a car all the right ingredients come together; the look, the noise, an attacking driver wrestling the wheel and leaning in to Eau Rouge's right-hander... The Ferrari 312PB looks evocative no matter what image of the car one looks at, even if it's stationary in a studio. Gordon Cruickshank writes our cover feature this month (p43) – a profile of the 312PB and its short but stunningly successful track record.

Phil Hill was closely linked to the Prancing Horse, and our in-depth interview (p34) uncovers some fascinating insights into those Ferrari days, his time in Can-Am and his part in the development of the Ford GT40. He was so desperate for a grand prix drive that he privately rented a Maserati to race at Reims in 1958. Three years later he was World Champion.

Also in the issue Hans Stuck talks us through images from his varied career (p58), we have lunch with Jonathan Palmer (p78), and art critic Brian Sewell gives us his views on motor racing posters from the 1930s (p70).

● You may have noticed that *Motor Sport*'s publication date has moved forwards during the past couple of months. We now publish the magazine closer to its traditional start-of-month date – albeit dated one month ahead.

Richard Robinson, Editor

MOTOR SPORT
Founded in 1924
Incorporating *Speed* and *The Brooklands Gazette*

Teddington Studios, Broom Road,
Teddington, Middlesex TW11 9BE, UK

Editorial

Telephone 020 8267 5255 *Fax* 020 8267 5222
E-mail editorial@motorsportmagazine.co.uk
Editor Richard Robinson
Deputy Editor Gordon Cruickshank
Features Editor Rob Widdows
Founding Editor Bill Boddy MBE
Art Editor Simon Wallis
Picture Editor Ian Marshall
Senior Contributing Writer Andrew Frankel
News Editor Paul Lawrence
Editor at Large Simon Taylor
Special Contributors Adam Cooper, John Davenport, Paul Fearnley, Alan Henry, Richard Heseltine, Keith Howard, Mark Hughes, Marcus Pye, Nigel Roebuck, Gary Watkins
Picture Library LAT Photographic: 020 8251 3000

Advertising

Telephone 020 8267 5351 *Fax* 020 8267 5222
E-mail sales@motorsportmagazine.co.uk
Advertisement Director Steve Ross
Advertisement Manager Richard Stillman
Sales Executive Matt Rayner

Publishing

Publisher Martin Nott
Business Manager Jacky Cirne
Managing Director Paul Dobson

Subscriptions

UK Subscriptions 08456 777819
US Subscriptions 1 800 272 2670
Overseas Subscriptions +44 8456 777819

Motor Sport subscriptions, QSS, Haywards Heath, West Sussex RH16 3BR, UK. Telephone: 08456 777819
E-mail: motorsport.subs@QSS-UK.com
www.motorsportmagazine.co.uk
Subscription rates: 12 issues UK $47.40; USA $72;
Rest of the world $59.40. Postage is free.
Payment may be made by Visa, MasterCard or Amex, from everywhere except USA and Canada.
For USA and Canada: second-class postage paid at Berkeley Heights, NJ, and additional mailing offices. USPS 698570 POSTMASTER: Send address corrections to: Motor Sport, EWA, 205 Highway 22 East, Green Brook NJ 08812, USA. Tel: 732 424 7811 or 1 800 272 2670
E-mail: subs@britmags.com Online: www.ewacars.com

Distribution: Comag. Telephone: 01895 433600
Colour origination: Wyndeham Graphics and All Points Media
Printing: Wyndeham Heron, Heybridge, Essex, UK
Cover printing: Hubbards, Chesterfield, UK
No part of this publication may be reproduced in any form without the written permission of the Publisher.
Copyright © 2006 Stratfield Limited, all rights reserved.

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 © 2006 Stratfield Limited, all rights reserved.
Motor Sport is a trademark of Haymarket and is published under licence by Stratfield Ltd. Its contents include material reproduced from the Motor Sport Archive and/or the LAT Archive which are the copyright of Haymarket

recycle
When you have finished with this magazine please recycle it.
ABC PPA

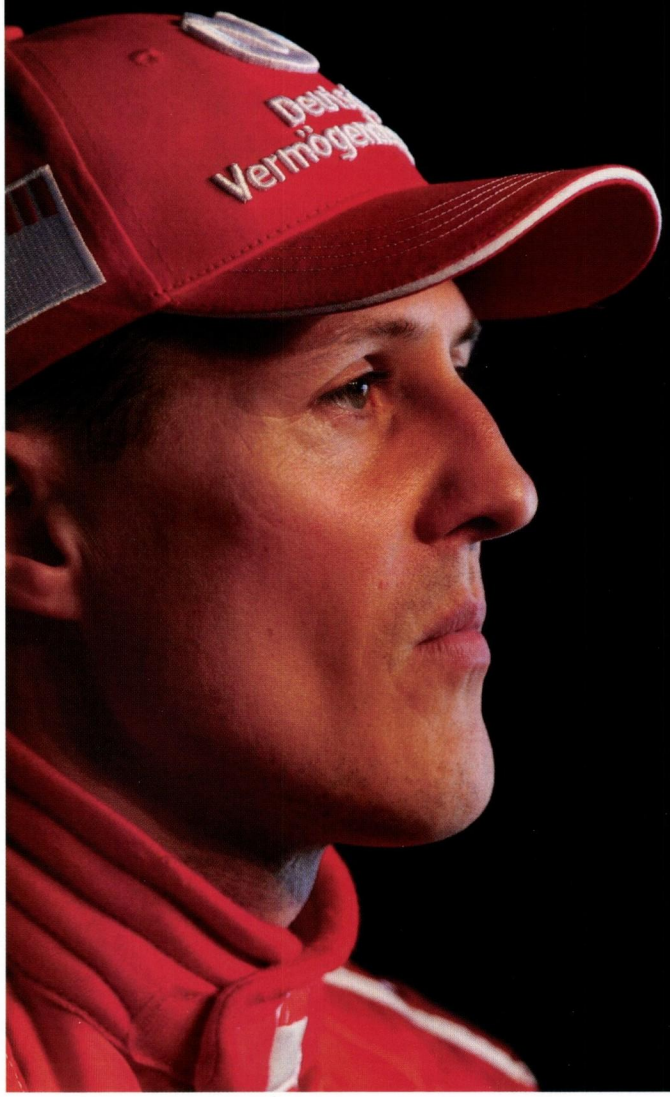
Matters of Moment

NEWS

Bowing out

SCHUMACHER CALLS TIME ON EPIC CAREER

Michael guns for another title but will quit at season's end



Michael Schumacher, statistically by far the most successful grand prix driver in history, has announced his retirement as of the end of this season. His 15-year F1 career will be remembered as much for its controversy as its astonishing heights.

All those world championships and grand prix victories will forever have a 'but' associated with them. His apparent inability to draw the line between hard play and foul, as seen in his title-deciding clashes with Damon Hill at Adelaide in 1994 and Jacques Villeneuve at Jerez '97, was with him to the end. As recently as Monaco this year he created an outcry by deliberately parking his Ferrari at Rascasse at the end of the session, preventing anyone from beating his provisional pole time. His first title with Benetton in '94 was further clouded by the discovery of his car's banned launch and traction control features.

For all but one year of his career he has had the immense talents of technical director Ross Brawn and designer Rory Byrne around him. This three-man group grew symbiotically, but at its nucleus was the driving talent of Schumacher. It could make otherwise unfeasible race strategies work, could tease victories from a car not quite the best. And when allied to the best car it made for total annihilation.

Although some might say the towering statistics of Schumacher's career are flattered by the quality of the machinery he's driven, it's his combination of talent, white-hot competitive intensity and relentless work rate that has brought such machinery to him.

But amid the statistics, history will probably recall him foremost as the driver who finally brought world championship status back to Ferrari after a barren patch longer than any other in its history. When he joined in 1996 he found a technical desert behind the glittering façade. In 2000 he became the first Ferrari-driving world champion since Jody Scheckter in 1979.



Schumacher may be remembered as much for his sometime lack of sportsmanship as his colossal talent: witness him parking his Ferrari during qualifying at Monaco



Diesel on the salts

JCB DIESELMAX BREAKS 300MPH

Wing Commander Andy Green OBE adds wheel-driven record to jet car achievements

It's a little after 8am on the Bonneville Salt Flats and a yellow streamliner is easing to a halt. Wing Commander Andy Green clambers out. There is a crackle on the radio and a cheer – the JCB Dieselmax has just set a new diesel land speed record of 328.767mph, smashing the previous record of 236mph.

For JCB's Chairman, Sir Anthony Bamford, this marks the fulfilment of a dream. "I grew up reading about Stirling Moss, Donald Campbell, Salt Lake and Bonneville," he says. "I thought that a record attempt would be a great way of publicising our diesel engines."

It was left to JCB's Engineering Director, Dr Tim Leverton, to turn the dream into reality, the streamliner employing two turbodiesels, each engine tuned to produce 750bhp, giving a total output of 1500bhp.

For Green, last seen doing 763mph in Thrust SSC, this was a different kind of challenge. "A wheel-driven record is very different," he says, "and 300mph never feels slow!" See page 86 for our technical analysis.



PROTOTYPE GT40 IN RACE RETURN

An original Ford GT40 prototype returned to racing at Goodwood for the first time in nearly 40 years. Chassis 105 debuted at Reims in 1964 in the hands of Richard Attwood and Jo Schlesser. It was used in Le Mans tests in 1965, but not enterred in the race, and was later driven by Paul Hawkins. Former BTCC man Richard Meins was ninth in the Whitsun Trophy in the car's post-restoration debut.

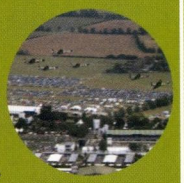


NEWS IN BRIEF

Goodwood Revival brought a remarkable return to the track for the 1922 TT-winning Sunbeam; it was the first time that Chassagne's car has raced in England in 83 years. Bentley stalwart Stanley Mann conducted it in the Brooklands race and enjoyed it hugely despite its 30-year old tyres and some fuel problems.

The British Historic Rally Championship will have a round in the Kielder forest complex in 2007 following confirmation that the Pirelli International Rally has been added to the schedule.

A total attendance of 110,000 people set a Goodwood Revival gate record in September during the ninth running of the historic race meeting. Despite mixed weather, the crowd enjoyed some excellent racing and an amazing eight Spitire fly-past; a date for the September 2007 event is due to be announced shortly.



The Eastern Creek circuit in Australia will host a special 'Tasman Revival' meeting in early December to recreate the memorable Tasman series of the 1960s. The venue will be 'dressed' in period trim and races for cars from the era will take centre- stage.

Jacques Swaters will be honoured with a central display of his Ecurie Francorchamps Ferraris at the 25th Brussels Retro Festival on October 20-21. More details available on +32 (0) 25820857

Morris & Welford, LLC

Specialist Historic Car Consultants and Brokers



CREDIT: LAT ARCHIVE

EMERSON FITTIPALDI, 3RD, BRANDS HATCH RACE OF CHAMPIONS, MARCH 1974.

1973 McLaren M23 F1

Chassis Number M23/004 is the ex Jacky Ickx / Peter Revson / Emerson Fittipaldi M23 McLaren that in 1973 finished 3rd at the Nürburgring (Ickx), 3rd at Monza (Revson), 1st at the Canadian GP at Mosport Park (Revson) and 5th at the US GP Watkins Glen (Revson). For the 1974 season and with Texaco-Marlboro sponsorship, World Champion Emerson Fittipaldi drove it to 3rd in the Race of Champions at Brands Hatch and then Denny Hulme took it to Silverstone for the International Trophy. Offered with impeccable history and having had only two owners since being a factory team car, fully prepped and race ready.

Other Cars Available

1927 BNC Supercharged Two Seat Open Sports
1935 Jaguar SS 90
1937 Cord 812 Supercharged Phaeton
1937/40 Alvis 8C 'Barson Special'
1938 Bugatti Type 57 Cabriolet by Letourneur & Marchand
1954 Kurtis 500KK
1957 Mercedes-Benz 300SL 'Gullwing'
1960 Rolls-Royce Silver Cloud II Drophead Coupe by Mulliner
1962 Kellison Corvette
1984 Porsche 956 Group C/GTP
1986 Ferrari Testarossa

Miles Morris
Connecticut
Tel: 203 222 3862
Fax: 203 222 3863
Cell: 203 722 3333
E-Mail: miles@morrisandwelford.com

Malcolm Welford
California
Tel: 714 434 8562
Fax: 714 434 8155
Cell: 949 500 0585
E-Mail: malcolm@morrisandwelford.com

www.morrisandwelford.com

NEWS

Endurance greats on show

LE MANS TO BE CELEBRATED BY *MOTOR SPORT*

The Le Mans 24 Hour race will be a central theme of the Autosport International Exhibition at Birmingham's NEC on January 13-14. The *Motor Sport*-backed display, in association with BEN, aims to reunite famous drivers with cars from the event. Already confirmed is the ex-Duncan Hamilton/Tony Rolt Jaguar C-type which won the 1953 event, as well as the XJR-9 that won at la Sarthe in 1988, an Aston Martin 1½-litre LM, a Ford GT40, an Audi R8 and the 2003 winner, a Bentley Speed 8. Tickets are now available at www.autosport-international.com



LAT

INDY ACE AND DESIGNER IN E-TYPE SHUNTS

Two major accidents for lightweight Jaguar E-types marred the first day of the Goodwood Revival meeting this year. Both Adrian Newey and Dario Franchitti escaped major injury, although both were knocked unconscious in unrelated accidents during qualifying for the RAC TT Celebration race. Newey, who had heavily damaged his Ford GT40 at Le Mans in July, crashed just after Lavant Corner, and almost as soon as the qualifying session was re-started, Franchitti crashed heavily at Fordwater. Both drivers were taken to hospital for observation, but released the following day. Newey had been due to share his car with Bobby Rahal, while Franchitti was partnered by Jackie Oliver.



Indy veteran and former DTM star Franchitti was knocked unconscious in E-type practice crash

LAT



Jim Houlgrave

F5000 SET TO ROCK ALBERT PARK FOR AUS GP

Formula 5000 cars from Australia, New Zealand and Britain are set to race at the 2007 Australian Grand Prix at Albert Park. The Victorian Historic Racing Register has entered advanced negotiations with the Australian governing body to provide a grid of up to 30 classic monsters for a pair of races in support of the opening grand prix of the 2007 season. If given the final green light, the high-profile March 17-18 event would form a back-to-back double-header with Australia's most important historic race meeting at Philip Island a week earlier. Subject to approval, as many as six cars from the UK could be shipped out to the event.



1973 FERRARI 365 GTB/4 DAYTONA

UK RHD. Two extremely good examples available. One with very low mileage. £POA

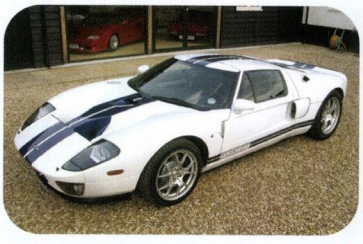


1963 MERCEDES 230SL

Orig RHD. Auto. Power steering, lthr int, hard/soft tops. Much work by marque spec. £24,995

THE HAIRPIN COMPANY

Desire at every turn.



2006 FORD GT

One of 29 official UK examples. Full warranty. Wheel upgrade. Only 500 mls. £140,000



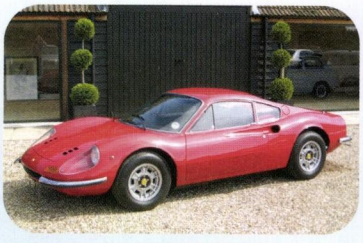
1973 TRIUMPH TR6

This is a completely original example with just 6k mls from new. Unrepeatable! £25,000



1977 FERRARI 308 GTB

RHD. Rare early dry sump fibreglass model. Super condition with much history. £25,000



1974 FERRARI 246GT DINO

UK RHD. An excellent restored example. Maintained by Bob Houghton. £65,000



1989 PORSCHE 911 TURBO

Rare 5 speed model. Original, unmarked. Every factory option. 19k mls. FPSH. £35,000



1963 FIAT 750 SIATA

Very rare Elaboratzione model. Just 38k mls and two owners from new. Exquisite. £7,000



This is just a selection from our extensive stock. Call us today to discuss your requirements or to arrange a visit to our showroom. Or see our constantly updated website.

The Hairpin Company are active purchasers of quality contemporary and classic sports cars.

The Hairpin Company Compton Bassett Wiltshire SN11 8RH

Tel: 01249 760686

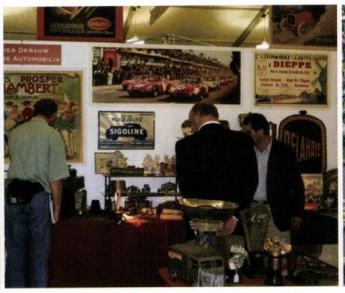
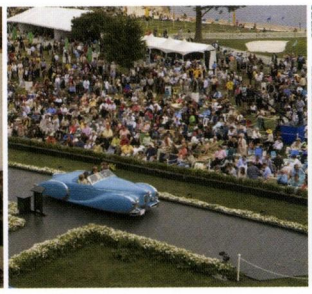
www.thehairpincompany.co.uk

NEWS

V12 beats straight-eight

DAIMLER BEATS ALFA FOR CONCOURS CROWN

Pebble Beach doesn't disappoint as Coventry-born classic bodied by a London coachbuilder takes the top spot


Left to right: Corsica-bodied Daimler took best of show; automobilia now a huge part of the weekend; Joseph Figoni coachwork on Delahaye 175 captivated; sublime Voisin C27

Though the entry list was significantly down on previous years, the 2006 Pebble Beach Concours d'Elegance reaffirmed its place as one of the world's premier old-car events. Despite one of the central themes being cars that raced at the Pebble Beach circuit in the early '50s, the coveted Best of Show award was a close play-off between Miles Collier's sublime Alfa Romeo 8C2900B Berlinetta with Touring coachwork and Robert Lee's 1931 Daimler Double-Six 50. And it was the British car that ultimately scooped the silverware, its dramatic Corsica body being a hit with judges who included BMW designer Chris Bangle and Ken Okuyama, architect behind many recent Pininfarina Ferraris. In total, 175 cars (down from last year's 225) appeared on the precisely manicured 18th Fairway on August 20, with major standouts including Arturo Keller's Mercedes-Benz 540K Autobahn Kurier coupé. The event also included a special class for the fabulous creations of Gabriel Voisin.



BELGIAN REVIVES TR LE MANS LEMON

The unique Triumph TR8 Le Mans sports car is due to return to racing in 2007 thanks to Belgian Bert Smeets. Built by Janspeed with a 550bhp twin-turbo Rover-derived V8, it failed to qualify at Le Mans in 1980. "I hope to have it running next year and race at the Le Mans Classic in 2008," says Smeets. After failure at Le Mans, the TR8 was entered in some World Sportscar Championship races in 1981 and '82 with ADA Engineering. Drivers Ian Harrower, Ray Mallock and Bill Wykeham were first to retire in the '81 Brands Hatch 1000Kms.



Collins celebration

TRIBUTE TO FALLEN GP ACE AT SHELSLEY

Ferrari and Aston Martin racer to be honoured at hillclimb

The life of Peter Collins will be celebrated at Shelsley Walsh in August 2008. To mark the 50th anniversary of his passing, a tribute will be held at the Worcestershire hillclimb venue, focusing on cars from his career. Collins, the winner of three grands prix, and a sports car star for Aston Martin and Ferrari, competed at Shelsley Walsh from 1949 to 1951 in F3 single-seaters (left). He lost his life in the 1958 German Grand Prix. In the meantime, the August 2007 event at Shelsley will celebrate 60 years of the British Hillclimb Championship.

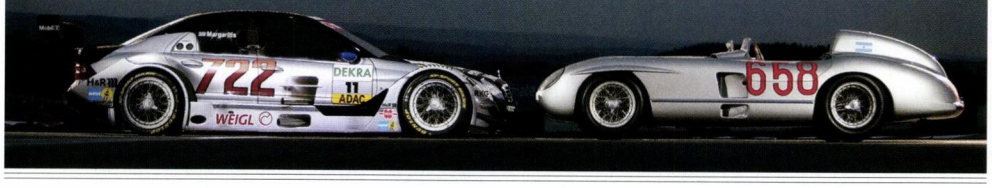
NEWS

History in action

MILLE MIGLIA MERC IN DTM

German manufacturer uses saloon racer as rolling billboard to promote its heritage

Mercedes-Benz is promoting its newly opened museum on the German Touring Championship car of Alex Margaritis. The C-Class AMG-Merc carries on its flanks the painted profile of the Moss/Jenks 300SLR, Mille Miglia winner in 1955, a star exhibit in the impressive new facility. The number 722 shows Moss's start time; Fangio's car (right) started at 06.58am



Morning meet

EGGS, BACON AND CARS

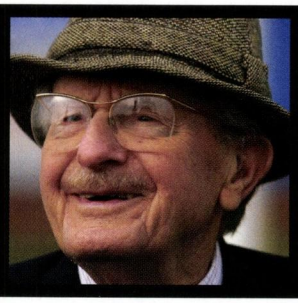
Goodwood club proves a resounding success

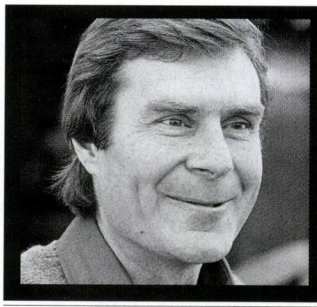
The Goodwood Breakfast Club held its sixth meeting in August, and *Motor Sport* gate-crashed in an Aston Martin V8 Vantage. Each Sunday morning is themed, and the August focus was German sports cars. The events are free for all to come and view, but only cars linked to the theme gain access to the main circuit viewing area. Full English breakfasts, using produce from the Goodwood organic farm, filled the need for food, and the cars on show helped fill our Sunday morning with car talk. More than 100 cars, old and new, met the theme in total – Porsche 356s and Speedsters and a Carrera GT, a BMW 635CSL and the latest M6, and three Mercedes 300SL Gullwings and today's SL55 AMG. Plus some Audi Quattros and a dragster Beetle. For more details, visit www.goodwood.co.uk/breakfastclub

OBITUARY

Tom Delaney 1911-2006

The oldest active racing driver in Britain – and possibly the world – passed away in early September. Aged 95, C T (Tom) Delaney raced as recently as April 2006 in the Lea-Francis Hyper which he first raced at Brooklands in 1930. Born in 1911, Delaney raced his faithful car over a 76-year period and remained an enthusiastic competitor with the VSCC and at other events. He was granted a 'lifetime achievement award' in 2005 by the MSA in recognition of his career. WB's appreciation will appear next month.





OBITUARY

Creighton Brown 1938-2006

Creighton Brown, the co-founder of McLaren International, has passed away at the age of 68 following a brief battle with cancer.

One of motorsport's true gentlemen, Brown was a seasoned racer in the 1970s, notably winning championships in Clubmans cars. His association with Arthur Mallock led to the creation of Ardmore Racing to field F2 cars for Ray Mallock. Indirectly, that led to his role at McLaren in partnership with Ron Dennis; Brown later set up McLaren Cars to produce the F1 supercar.

DIARY

Oct 7 Donington Park
Aston Martin OC race meeting.
Tickets: £12
www.donington-park.co.uk

Oct 7 Trackrod Historic Stages
MSA British Historic Rally Championship round eight.
www.rallyyorkshire.co.uk

Oct 7/8 Dijon (F)
Euro F2, TGP, Formula Junior and Group C/GTP races.
www.tgpf1.com

Oct 8 Mallory Park
Top Hat race meeting.
Tickets: £12
www.mallorypark.co.uk

Oct 21 Silverstone
Historic Sports Car Club race meeting. Tickets: £10
www.silverstone-circuit.co.uk

Oct 21 Goodwood
Vintage Sports Car Club sprint.
www.vscc.co.uk

Oct 21/22 Val de Vienne (F)
HGPCA and Gentleman Driver races.
www.hgpca.com

Oct 28 Somerset Historic Stages
MSA British Historic Rally Championship round nine.
www.somersetstagesrally.com

Oct 28/29 Paul Ricard (F)
Grand Prix Masters and World Sportscar Masters.
www.themasterseries.com

Nov 5 Silverstone
Keith Duckworth Trophy F1 race at Walter Hayes meeting, Tickets: £10
www.brdc.co.uk

Nov 5 London
RAC/VCC London to Brighton Veteran Car Run
www.vccofgb.co.uk

Nov 9-12 Llandudno
Rally of the Tests
www.classicrally.org.uk

Nov 18-21 Harrogate
Roger Albert Clark Rally
www.rogeralbertclarkrally.co.uk

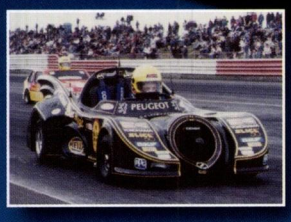
Nov 24-26 Valencia (E)
Final round of TGP F1 Championship.
www.tgpf1.com

Thoroughbred legends

An auction of fine historic motor cars and automobilia

KEMPTON PARK RACECOURSE, LONDON
October 17th & 18th, 2006







ENTRIES ALREADY INCLUDE:

1936 Lagonda LG45 Drophead Coupe plus a collection of unique handbuilt children's dragsters and powered ride-on cars

FURTHER ENTRIES NOW INVITED

EXPECT MORE. PAY LESS. APPOINT H&H.

UNBEATABLE SERVICE ■ RECORD BREAKING RESULTS ■ LOWER CHARGES

For further entry details or to consign your item to auction, visit our website or call us on +44 (0)1925 730630.

CLASSIC H&H AUCTIONS

www.classic-auctions.com **e: info@classic-auctions.co.uk**

OBITUARY

Peter Brock...1945-2006

Australia's motorsport ambassador and giant of touring car racing loses his life in a rally accident

Peter Geoffrey Brock died on September 8 while competing on the Targa West rally. The Daytona Cobra replica he was driving left the road and hit a tree. Co-driver Mike Hone was taken to hospital and is in stable condition as we go to press.

That Brock's death occurred just one week after he wowed the crowds at the Goodwood Revival in his Holden 48-215 makes his loss all the more palpable. A touring car titan with a record nine wins in the Bathurst 1000, in addition to Le Mans starts, Spa 24 Hours class success, rally wins and a rallycross title, he was Australia's consummate all-rounder, renowned for his smooth driving style.

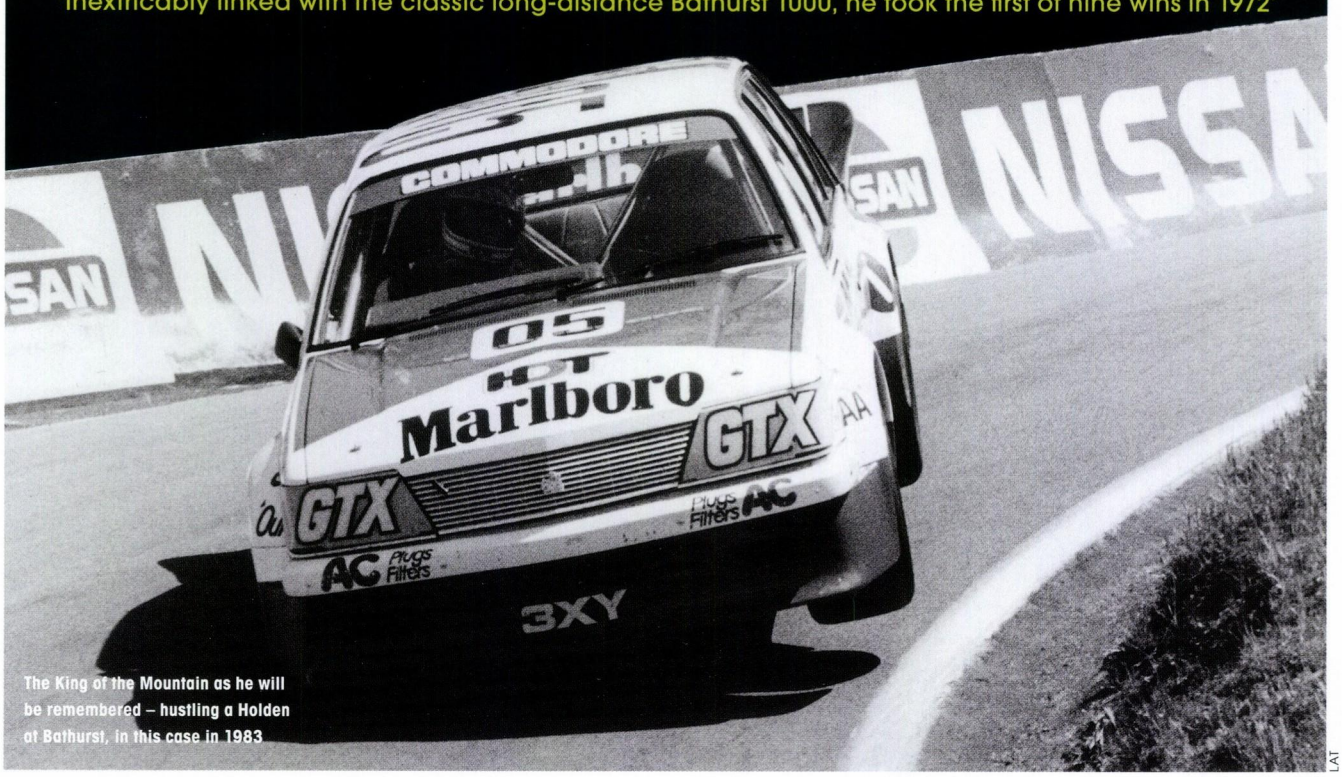
Brock's father was a gifted mechanic who enthusiastically passed on his knowledge. Together with friend Ken Mitchell, 'Brocky' built a Holden-powered Austin A30 with which he started his first race at Winton in November 1967. His run ended in retirement but over the next two seasons he would win countless races and hillclimbs which led to him being offered a factory Holden drive for the '69 Bathurst 500.

It was the start of a long relationship with the marque with which his name would become synonymous (he worked on the parts desk at a Holden dealership during his youth). With only brief excursions to other marques, including Ford and BMW, he remained loyal to the brand right up to his death.

Inextricably linked with the classic long-distance Bathurst 1000, he first won this punishing event in 1972. He repeated the feat three years later before a hat-trick from 1978-80. He backed this up with another trio from 1982-84 and a final triumph in '87, the monicker 'King of the Mountain' being more than just PR puff. In addition came nine wins in the Sandown endurance classic along with three Australian Touring Car titles (1974, '78 and '80; he was runner-up five times). Brock enjoyed a record 57 poles and 111 front row grid positions from 206 ATCC starts, scoring his final win (of 37) at Wanneroo in 1997.

Brock retired from driving that same year although not from public life. A tireless campaigner against drink-driving, he was also a TV host and keen spiritualist. But he soon missed racing and made more returns to Bathurst (winning the 2003 24-hour race) and in selected historic events. His loss is a huge one for Australia and for motorsport as a whole.

'Inextricably linked with the classic long-distance Bathurst 1000, he took the first of nine wins in 1972'



The King of the Mountain as he will be remembered – hustling a Holden at Bathurst, in this case in 1983

LAT

The Showrooms – Since 1919

Coys showrooms have been synonymous with fine and elegant motor cars since the company first opened in 1919. We are able to offer our clients unrivalled facilities for sale. Our long established showroom facility along side its sister international auction department makes Coys a unique and iconic international specialist company.

COYS

FOUNDED 1919



1922 Bentley 3 Litre Saloon by Gurney Nutting

This highly original 3 litre saloon is believed to be the oldest surviving saloon, finished in Navy Blue over Black with Beige upholstery. The car retains the original Smiths 5 Jet carburettor, B Gearbox and brakeless front axle with beaded edge tyres. The car comes complete with FIVA identity card, VSCC Eligibility document and UK V5. An opportunity to acquire a totally unmolested and important example of Bentley history.



1970 Lancia Fulvia 1600HF Fanalone

This Right Hand Drive homologation car is a genuine fanalone that has been extensively prepared for historic race events. Finished in Red with the correct black bonnet and Lancia livery, the car has a full roll cage, race seats and fog lamps. Presented in excellent condition and fully road registered, it is ready to be campaigned in the forthcoming seasons events.



1971 Ferrari 365GTB/4 Daytona

This original UK supplied Right Hand Drive Daytona is finished in Rosso Corsa coachwork with Black hide. Having covered just 35,000 miles, it is complete with extensive history and very low ownership. A magnificent early plexiglass example, one of only 149 Right Hand Drive examples ever produced.



1992 Jaguar XJ220

A Left Hand Drive example finished in Silver with Grey leather. This car has covered a mere 6100 kms from new and is UK registered with a 6CD Alpine audio system. These cars cost in excess of £400,000 when they were new are superb value today. A genuine 200 MPH plus car with awesome styling and a price tag that is a fraction of its original retail price.

For further information or to arrange a private view please contact COYS showroom specialists:

Christopher Routledge, Dylan Miles

THE SHOWROOMS,
Manor Court,
Lower Mortlake Road,
Richmond, TW9 2LL

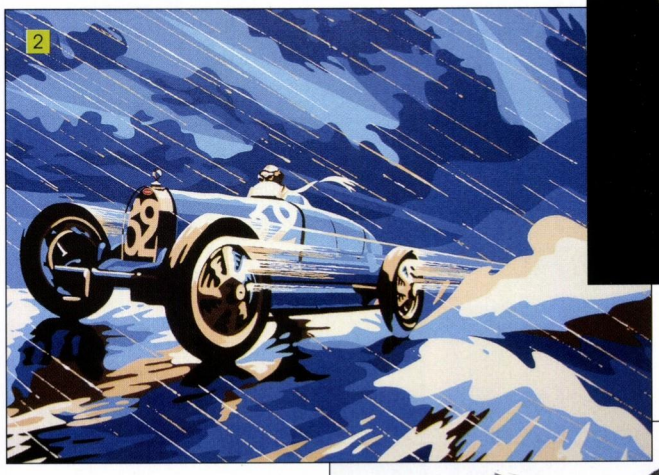
T. +44 (0)20 8614 7888
F. +44 (0)20 8614 7889
sales@coys.co.uk
www.coys.co.uk

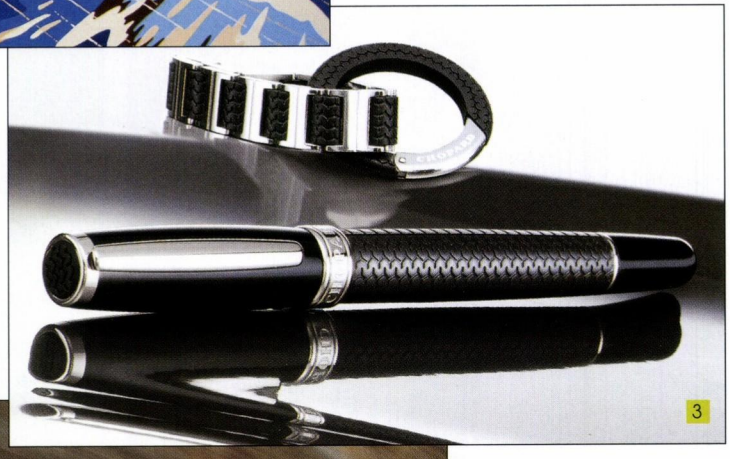
DESIRABLES

The month's finest... Rubber and acrylic

Hi-tech wrist wear and old-school artistry









1 RICHARD MILLE TOURBILLON
€175,350
No discerning (rich) gentleman's wrist should be without this chunky (6.35mm chunky...) watch from Richard Mille. The snappily titled RM002-V2 is the first timepiece of its kind to feature carbon fibre, titanium and ceramic in its construction.
www.richardmille.com

2 BUGATTI T51 PAINTING
£1750
This dramatic painting, says artist Matthew Stevens, "is inspired by the style of the Thirties and is my take on the motifs used at the time; the sun rays, dramatic perspectives and visual devices to suggest speed. After the design has been drawn, the painting is executed with the time-consuming technique of layering to achieve a vibrant depth of colour." Prints of this painting are also available.
www.ukartstore.com

3 CHOPARD ROLLER RACING PEN AND KEYRING *£190/364*
New from Chopard's Gentleman Racing Collection, this exquisite pen consists of a platinum and rubber finish, aping the tread pattern of Dunlop's racing tyre of the 1960s. Bought with matching keyring, it comes in a black gift case with red stitching.
www.chopard.com

4 MINI COOPER S
£15,995
It may look remarkably like the old one but this latest strain of the hugely popular Mini shares not a single body panel with the outgoing model. Also new is the 1.6-litre four-cylinder engine. With 175bhp, the factory claims a top speed of 140mph and a 0-60mph time of 7.1 seconds.

True Greats

An Important Auction of British & Continental Sports & Touring Cars, Motorcycles & Collectors Items
at the Royal Horticultural Hall, Vincent Square, Westminster, London SW1

Thursday 30th November 2006



COYS Traditional and Highly Successful Annual Christmas Auction

Entries are invited to this prestigious Festive event

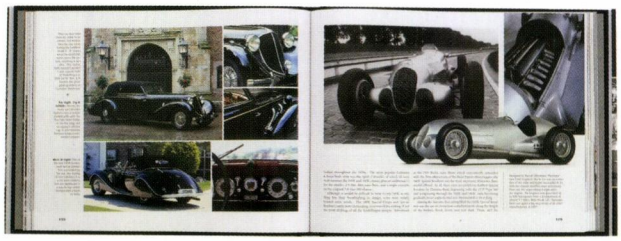
COYS
Anthony Godin,
Edward Bridger-Stille,
Nick Wiles, Gregor Wenner,

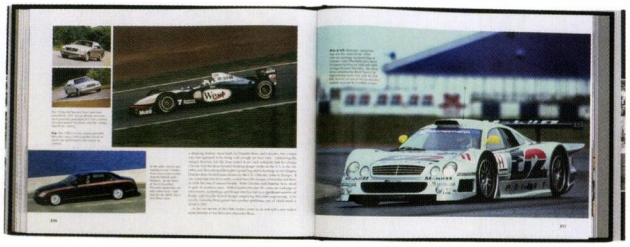
Tel. +44 (0)20 8614 7888
Fax. +44 (0)20 8614 7889
auctions@coys.co.uk
www.coys.co.uk

COYS
Founded 1919
LONDON

Matters of Moment

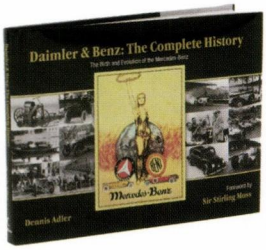
BOOKS





DAIMLER & BENZ: THE COMPLETE HISTORY *Dennis Adler*

The oldest car manufacturer in existence by definition has more history than any other, and in this highly illustrated landscape-format book Denis Adler tries to fit all 120 years of it in. It's a complex tale, as the two German inventors and entrepreneurs begin their experiments as rivals trying to circumnavigate the Otto patents, their two names becoming conjoined only years later in the aftermath of World War One.



Adler makes clear the part Emil Jellinek played in pushing the Daimler company with demands for more powerful engines (plus ça change...) leading to the four-cylinder Phoenix, and sadly to an early motor racing fatality when test driver Wilhelm Bauer crashed his Phoenix during the Nice-La Turbie hillclimb in 1900. But if the 'racing improves the breed' mantra is harder to sustain nowadays, back then it was proved by the car Daimler brought to La Turbie the following year – the first Mercedes, low, stable and powerful – which eclipsed the other offerings. Racing continued to be a crucial part of self-promotion for both firms, and there are plenty of pre-WWI race photos here for fans of the era, as well as the later glory years.

In among a very thorough history of the firms' products, the motorsport activities are reasonably well reported, including the rallies Mercedes engaged in, successfully, as almost always. There's even a picture of a McLaren-Mercedes. But I would happily have traded some of the brochure shots which dominate the latter parts of the book for larger historical pictures. Indeed, while the early history is informative, the latter part of the book, the last three decades, reads more like a PR exercise. However, it finishes on a high note, with an interesting gallery of advertising posters.

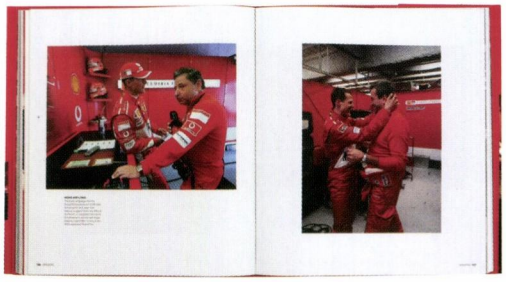
It is clearly an American book, with details of the firm's doings in the US but only the barest mentions of the British Daimler firm; Adler thus misses the irony that Gottlieb Daimler's name was rapidly supplanted on his own cars but continued for years elsewhere. Photo quality is variable – some display those orange top-tints which were so trendy a few years back – and the design is untidy, with overlaps and even cut-outs over other images. And there's one picture upside-down – but that's happened in MS occasionally... A lot of history for £20. **GC**

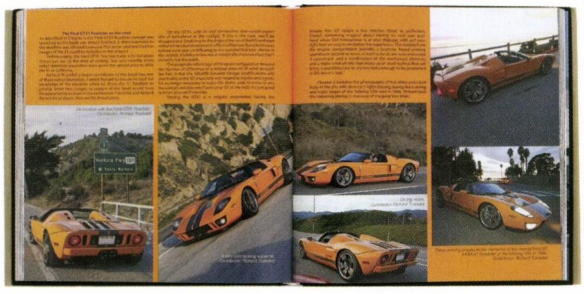
Harper-Collins US, £19.99. ISBN: 0060890266

INSIDE FERRARI *Maurice Hamilton*

Better reinforce your coffee tables as this thumping 288-page hardback is a bit on the hefty side. As the title suggests, this is essentially a fly-on-the-wall look at the Ferrari GP team, with 300 or so images by Jon Nicholson. There's stuff you won't have seen before – photographs of everything, including the factory, debriefing sessions, closed-door tests, race build-ups and the the obligatory champagne spraying. Hamilton's overviews to each chapter are succinct and captions move the story along. **RH**

Mitchell Beazley, £25. ISBN: 1845332709



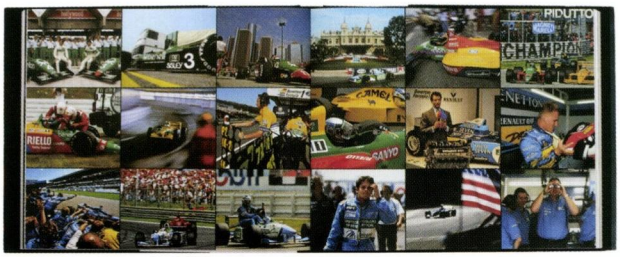


FORD GT, THEN AND NOW *Adrian Streather*

The 40th anniversary of Ford's Le Mans-conquering great was always bound to prompt a rash of cash-ins but this 240-page hardback isn't a bad effort. Backed up by a decent picture selection, it does a commendable job of relating the stories behind the legend, and not just with the obvious anecdotes. If there is a criticism, it's that repro is poor in places and having ads cheapens it a bit. Some of the replicas featured here are fun, though: we were fascinated/appalled by the BMW V12-powered GT40NZ. **RH**

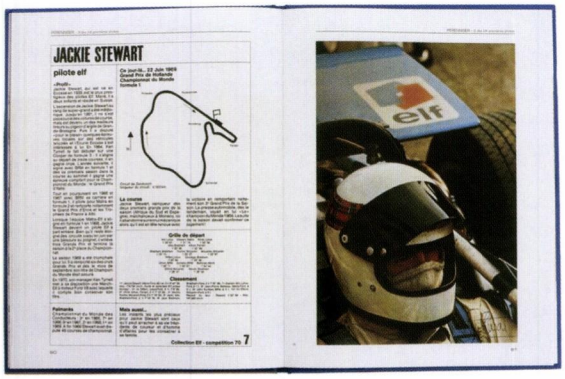
Veloce, £40. ISBN: 1845840522

BENETTON F1: A STORY *Pino Allievi*



The Benetton F1 team occupies an important but curious position in F1 history. It was largely responsible for introducing the commercial sophistication prevalent today. This book is an official record of Benetton's 19-year involvement in F1, initially as sponsor and then entrant. There are abundant colour photographs and interviews with those involved, including drivers. These largely follow the company line – this is after all a celebration rather than an objective history. **IM**

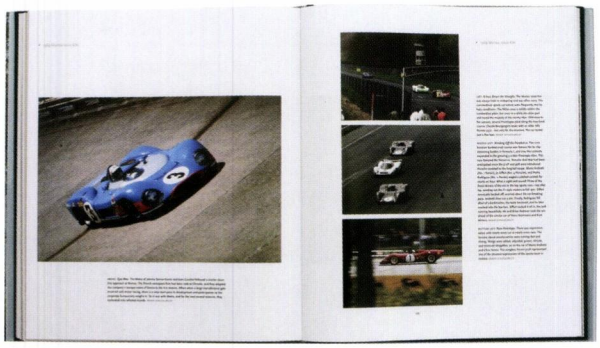
Skira, £34. ISBN: 8876246037



LES RONDS ROUGE ARRIVENT *Jean-Marc Chaillet*

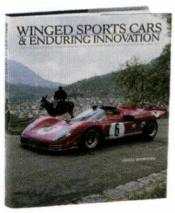
We would not normally run memoirs of a PR guru, except that this particular one master-minded the launch of the Elf petrol brand and its intimate tie-up with Matra. That event, and this book, are relevant to us because the oil company's funds allowed Matra to challenge the world in Formula One and sportscar racing, while Elf's highly effective PR operation made great mileage out of the resultant successes. What I hadn't appreciated until reading this was the constant, intense use that Elf made of racing via its striking graphics and sharp ad campaigns, even down to a presence in children's comics. Panels on the great Matras add depth to an eye-catching work. French only. **GC**

Editions du Palmier, €32. ISBN: 2914920601





WINGED SPORTS CARS & ENDURING INNOVATION *Janos Wimpffen*



Sports car racing in the period from 1962 until 1971 was often more thrilling than F1. It was also complex and heterogeneous, encompassing road-going GTs and, by the end of the era, uncompromising prototypes faster than their GP contemporaries. The array of events constituting the various permutations of championship series included local hillclimbs and classic endurance races. The commercial rewards of success, especially at Le Mans, were not lost on the major manufacturers, most notably Ford, but they withdrew from the scene once their objectives had been met. Well-known privateer entrants such as NART and Maranello Concessionaires fought it out when the works teams were sparse, but nonetheless, the category's reliance on the vicissitudes of the car-builders resulted in instability. This book is a photographic sibling to *Time and Two Seats* and is the second of five proposed volumes offering a visual record of the category up until the '90s. Wimpffen is a diligent historian and the hundreds of pictures have been judiciously selected from an array of sources. The captions with each image are intelligently written - and occasionally witty – and contribute to a magnificent portrayal of the colour and diversity of sports car racing's golden age that is as good to read as it is to look at. **IM**

David Bull, £89.99. ISBN: 1893618781

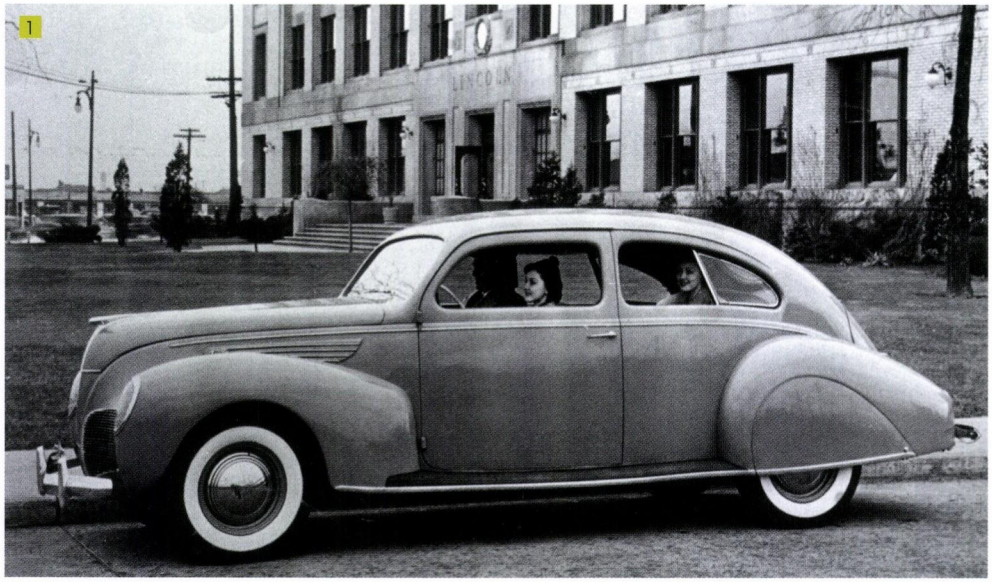
Photography: LAT

AUCTIONS

This month's lots... Mirages and Procars

Le Mans finisher brings top price at Bonham's Goodwood sale

An unusual crop this month. Ferraris remain anything other than bargains, but any car with a Le Mans pedigree is going for big money. Fancy a BMW M1 for Le Mans Classic in a few years?



1 LINCOLN ZEPHYR
Among the many stars of RM's sale of Jerry Capizzi's collection of significant Fords is an array of fabulous V12 Lincolns, similar to the car pictured.

2 FERRARI 250GT SWB
Star of the Sportscar Auction Company's Geneva sale at Palexpo in early October will be with this ex-Daniel Sieberimann 250GT, seen here in the '63 Auvergne 3 Hours at Clermont-Ferrand. It finished 23rd overall.

3 BMW M1 PROCAR
The first ever Procar racer is to be offered at the Sportscar Auction Company sale in October. The M1 was sold new to Walter Wolf and later used by AC Schnitzer.

4 AC COBRA 427
Bidding was fierce for this '66 AC Cobra MkIII 427 at Coys' *The Excellence of Porsche* sale. Imported in 1973, it had done just 23,914 miles from new.

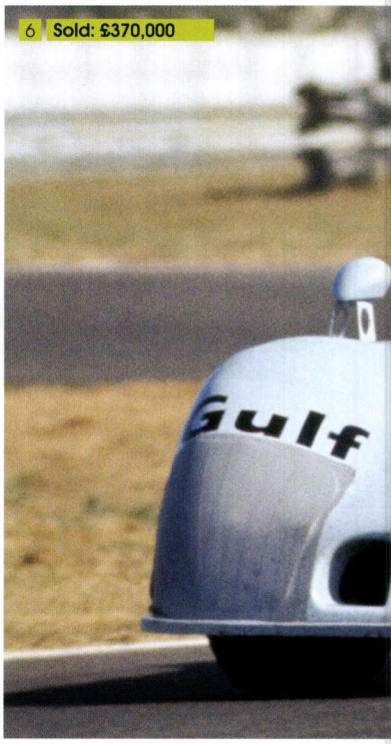
5 PROTEUS D-TYPE
This impeccably made Jaguar D-type replica comes up at the SAC Geneva auction in October.

6 GULF-MIRAGE M8
Liberated from a museum, this Cosworth-powered Mirage, which Vern Schuppan and J-P Jassaud placed third at Le Mans in 1975, was top seller at Bonhams' Goodwood Revival sale.









2 **Estimate: £850,000**



DIARY

October 5
Bonhams' automobilia sale at Hershey weekend.
Tel: 020 7447 7447

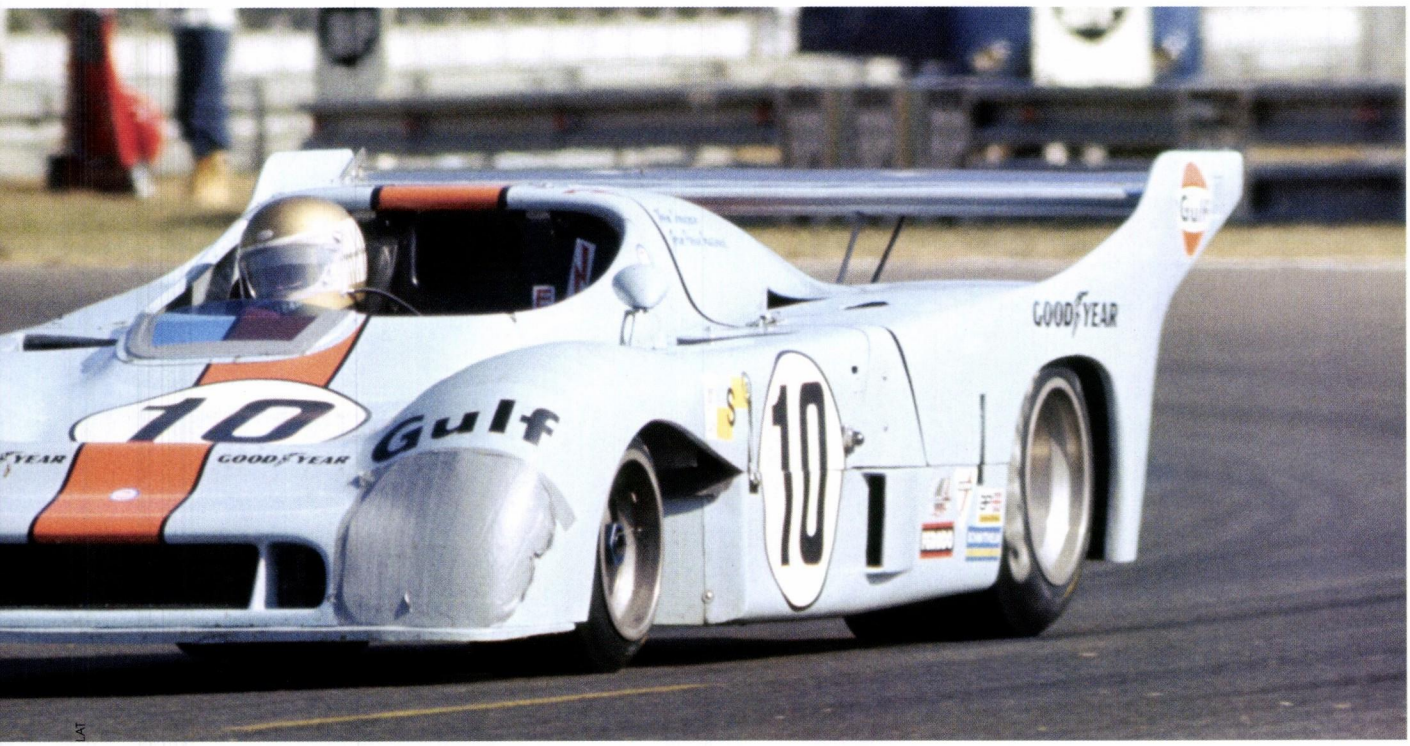
October 5
BCA classic cars and automobilia, Brooklands Museum. Tel: 0845 600 66 44

October 7
The Sportscar Auction Company, Palexpo, Geneva.
Tel: +41 31 812 1373

October 7
Hershey Auctions, sale of classic cars and automobilia.
Tel: +1 800 851 3706

October 28
Coys Auto Moto d'Epoca sale: classic cars and automobilia, Fiera di Padova, Italy.
Tel: 020 8614 7888

November 11
RM's sale of the Jerry Capizzi collection of significant Fords
Tel: +1 519 352 4575



Matters of Moment

LETTERS

CAN-AM AND TIN TOPS

Sir,

Your September issue of *Motor Sport* is, yet again, so full of evocative subjects. I refer in particular to the 40 years of Can-Am, a class of machinery that we will never ever see again in serious competition, certainly in the unlimited format applied to the rules of that time.

I never saw Can-Am, but as a spectator at Silverstone on numerous occasions when Europe's Interserie championship series visited the circuit, well remember the aura that surrounded such machinery.

The memory of Kauhsen and Kinnunen on one occasion, having a mighty battle for the lead and banging wheels at high speed in the Porsche 917/10TC, is something never to forget.

And then the *Cologne Rangers*. I recall the 1973 Silverstone ETC round (Tourist Trophy), at which the sight of those Capris coming through Woodcote, wheels waving as depicted in the picture, just sent one into raptures.

If I remember correctly, on that day both the Capris and the BMWs for once put Frank Gardener on the back foot as his 7-litre Chevrolet Camaro ZL1 was shredding its tyres in his attempt to keep pace with those machines. This has got to be what motorsport is all about...

Arthur McColl, Somerset

MCQUEEN CORRECTION

Sir,

Re Busman's Holiday (October *Motor Sport*), Steve McQueen was in the UK during 1961 making a film called *The War Lover* in which he played a Flying Fortress pilot. His co-star was the English actress Shirley Ann Field. It was not until 1963 that *The Great Escape* was made.

Brian Morland, Luton

WHIZZO SAVES DROWNED RAT

Sir,

What a pleasure to read the interview with Barrie Williams in your October issue. I enjoyed Barrie's conversation 34 years ago when I was a penniless student, hitch-hiking from Preston to London to meet my girlfriend. I had reached the Coventry exit on the M6 and it was pouring with rain and freezing cold.

Mr Williams pulled up in a BMW CSL and asked where I wanted to go. Warmth poured from the new car and when I told him I was trying to get to London, he replied that he was 'going up to town, too.' Barrie told me that the car behind was being driven by his girlfriend and therefore he couldn't 'cane it'. I, of course, was perfectly happy in the dry, warm splendour of this car. Far from being aloof, haughty or in possession of any airs or graces, he proceeded to engage me in a conversation which has stayed with me to this day. We spoke of his racing with Mazda, his experience of testing behind a Porsche 917 at Silverstone which achieved wheelspin at 120mph while pulling away from him on the straight. I owned an NSU Quickly moped at the time and dreamed of these cars. I had never even had the money to attend a motor race; I was enthralled. All of these anecdotes were told with a laugh which Simon Taylor's interview confirms has, thankfully, remained with him.

I wonder how many current racing drivers would stop and pick up a drowned rat on the M6, and entertain him with tales of 'derring do' that would stay with him until his 50th year? Thank you Mr Williams.

Brian McHale, Milton Keynes

PETER REALLY WAS PERFECT

Sir,

In the same week that Steve Irwin was killed by a stingray, it was inconceivable that another of Australia's heroes, Peter Brock, could be killed.

Brock was one of Australia's favourite sportsmen and a household name like no other.

'Brocky' was probably responsible for my lifelong fascination with the sport. It is hard to describe the affection with which he was held. Everyone will have their own anecdotes but I'd like to toss in a few.

How often do you see a Formula 1 world champion elbowed out of the way so a child can get a touring car driver's autograph? At least Alan Jones had the grace to look amused when asked to 'Get outta the way, mate. I want Brocky's autograph.'

Walking through the pits late in the evening at Lakeside, I saw 'Peter Perfect' sitting on a drum signing autographs for a circle of kids. He didn't leave until every child's programme was signed.

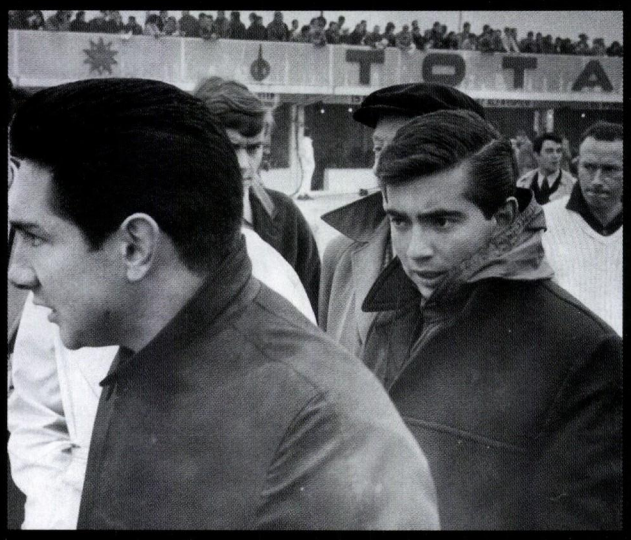
Lewis Thomas, Queensland.

YOU WERE THERE

Here we have an all too rare shot of youthful race sensations Pedro and Ricardo Rodríguez before the start of the 1000 kms de Paris in 1961 at Montlhéry courtesy of Patrick Champlin from Cannes.

"I was myself an enthusiast as a teenager," recalls the Frenchman. "Having a professional camera was as good as a pass to get on the grid in those days. Ricardo (right) made the start of the race."

Armed with Luigi Chinetti's NART Ferrari 250GT SWB - one of 12 in the race - it looked like being a Willy Mairesse benefit until the closing stages when the Belgian's Ferrari was hobbled by suspension damage following an argument with Jean Vinatier's Fiat-Abarth 700. Ricardo held on to take the flag first. Tragically, he would lose his life while attempting to qualify Rob Walker's Lotus-Climax for the following year's Mexican GP.



Teenage sensation Ricardo Rodríguez (right) and his pensive looking older brother Pedro are photographed shortly before start of the '61 Paris 1000kms at Montlhéry

WE NEED YOUR PHOTOGRAPHS

We always love to receive readers' photos, from famous grands prix to national touring car races. If you feel you have some gems, and anecdotes to share, we'd like you to send them in to the address on page 9. We will return your photos safely after use but suggest you hold onto the negatives.

CHATERS

FREE DELIVERY on orders over £50 (UK)

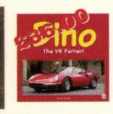
1957 MOTORING BOOKSELLERS 2006
8 South Street, Isleworth, Middx TW7 7DH.
Phone: 020-8568 9750 Fax: 020-8569 8273
www. chaters.co.uk

FREE DELIVERY on orders over £50 (UK)

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

ALL NEW WEBSITE www.chaters.co.uk NOW LIVE!
PLEASE CHECK OUR CHATERS SPECIAL OFFERS SHOWN BELOW













BARGAINS! BARGAINS! BARGAINS!
HURRY WHILST STOCKS LAST!

A-Z OF GRAND PRIX CARS £25.00.....NOW £11.99
ASTON MARTIN THE STORY OF A SPORTS CAR 2004 REPRINT D Coram £100.00.....NOW £49.95
BRIGHTON SPEED TRIALS £12.99.....NOW £4.99
COMPLETE OF FORMULA ONE £34.99.....NOW £11.99
COOPER CARS. D Nye £26.99.....NOW £12.99
GOODWOOD FESTIVAL OF SPEED: A CELEBRATION OF MOTORSPORT. £40.00.....NOW £17.99
HUSCHKE VON HANSTEIN £9.99.....NOW £4.99
INTO THE RED (REVISED EDITION). £25.00.....NOW £9.99
LANCIA SPORTING COUPES. £19.95.....NOW £9.99
MOTOR RACING AT BRANDS HATCH IN THE SEVENTIES £12.99.....NOW £4.99
PORSCHE BOXSTER (NEW GREAT CAR SERIES) £32.99.....NOW £14.99
PORSCHE 911: THE DEFINITIVE HISTORY 1971 TO 1977 £29.99.....NOW £12.99
PORSCHE 911: THE DEFINITIVE HISTORY 1977 TO 1987 £29.99.....NOW £12.99
PORSCHE 911: THE DEFINITIVE HISTORY 1987 TO 1997 £34.99.....NOW £14.99
PORSCHE 911: THE DEFINITIVE HISTORY 1997 TO 2004 £34.99.....NOW £14.99
RED ARROWS: FERRARIS AT THE MILLE MIGLIA £60.00.....NOW £34.99
RISE OF JAGUAR: A DETAILED STUDY OF THE STANDARD ERA £37.50.....NOW £14.99
VANWELL: GREEN FOR GLORY £19.95.....NOW £9.99
1950'S MOTORSPORT IN COLOUR. £49.99.....NOW £29.99

MARQUE A-Z

● **ALFA ROMEO TIPO 33: RACE & INDIVIDUAL CHASSIS HISTORY.** Ed McDonough. For the first time the long career of the Carlo Chiti designed Alfa 33 is recorded in detail covering all the variants and championship wins. 224pp. 200 b/w & col. illus £39.99.....Special Price £36.99

● **ASTON MARTIN: A RACING HISTORY.** A Pritchard. Aston Martin's a racing record began in 1919 and ran without interruption, war years apart, until 1963.The author chronicles the company and its competition during those years and describes Aston's return to sports racing in 2005 with the DBR9. 272pp. 200 b/w illus, 50 colour. Hbd. DUE SEPTEMBER. £35.99.....Special Price £31.50

● **ASTON MARTIN 1921-2006: CELEBRATING 85 YEARS OF ASTON MARTIN CARS.** This enormous Brooklands Books compilation contains their usual mix of road test, technical and performance data, motor show reviews and race reports together with historical articles by Bill Boddy, Karl Ludvigsen, Doug Nye and others. Limited to 600 copies, each has a foil-stamped imitation leather cover. 1000 pp, over 3000 illus. 350 pages of colour. £107.00.....Special Price £97.00 (leatherbound with dark green slipcase £157.00 our price £140.00)

❑ **BENTLEY ERA: THE FAST AND FURIOUS STORY OF THE FABULOUS BENTLEY BOYS.** N Foulkes. The fast and furious story of the fabulous Bentley Boys. For a few fast and colourful years during the 1920s the Bentley Boys in particular, Barnato, Birkin, Kidston and Rubin- carried all them, both on and off road. 192pp, 100+ illus Hbd. **DUE OCTOBER** £30.00.....Special Price £26.00

● **COBRA: THE FIRST 40 YEARS.** T.Legate. This major new work covers the story in depth, from the first road cars to the 7-litre 427 and the racing models including the Daytona Coupes. 288pp, 280+ col. illus. £60.00.....Special Price £54.95

● **DAIMLER & BENZ COMPLETE STORY.** D Adler. In this lavish 80-year official history, Dennis Adler presents a decade-by-decade look at the company. 288pp, 300 colour illus. Hbd. £19.99.....Special Price £17.99

● **DE TOMASO: THE OFFICIAL RACING HISTORY.** P Olczyk. Photographic history of the Formula cars, sports racers and GT cars, plus race results and chassis-by-chassis histories. 462pp and approx. 600 b/w illus, 400 colour. Hbd £59.99.....Special Price £55.00

❑ **DE TOMASO PANTERA.** D Adler. Colour book presenting all models of Panteras that offered by the factory, including the GTS, GTS/GTS-S and the very rare group 4 race cars. 96pp, 160 colour illus. sbd. **DUE NOVEMBER.** £13.99.....Special Price £11.99

● **DINO: THE V6 FERRARI.** B Long. Though the Dino was far from the fastest or most powerful Ferrari, This book covers the full story of the Dino and its Fiat sibling. 224pp, 250 illus. **DUE OCTOBER** £39.99.....Special Price £36.00

● **EMOTION FERRARI (EUROPE 1947-1972).** M.Louche. One of the most fascinating and unique photographic compilations depicting Ferrari in motorsport you are ever likely to see! 500pp, 1000+ b/w & col. illus. French/English text.....£65.00

● **FORD GT: THEN, AND NOW.** A Streather This important new book contains fresh information and a different view of the Ford GT Legend. 240pp, 491 illus. HBD. (Velocé) £40.00. **SIGNED COPIES AVAILABLE**.....Special Price £36.00

❑ **JAGUAR SCRAPBOOK.** P Porter. Having been writing about Jaguars for 20 years, Philip Porter has acquired an immense archive of material including styling sketches, photographs, interviews, memoranda and much more. 160pp, 400 B/W & colour illus. £34.95.....Special Price £31.50

❑ **LAMBORGHINI TODAY: A TEMPO FURIOSO.** P.Vann. Created in co-operation with Lamborghini and with photographs from the factory and design studios. This book focuses on the company's latest supercars. 176pp, 150 colour illus. Hbd. **DUE OCTOBER** £34.99.....Special Price £29.99

● **LOTUS ESPRIT: THE OFFICIAL STORY.** New publication, from the award winning Coterie Press and written by Jeremy Walton. The Esprit in all its Lotus Type numbers and derivatives from the first Type 79 on, is fully revealed in this comprehensive work. 208pp,552 col. illus. £34.95.....Special Price £31.50

● **LOTUS (HAYNES CLASSIC MAKE SERIES)** R Hayes.....160pp, 40 b/w illus, 120 colour. Hbd. £19.99.....Special Price £17.99

● **MAZDA MX-5 MIATA: THE BOOK OF THE WORLDS FAVOURITE SPORTSCAR.** B Long. Revised and updated edition. 208pp Hbd. **DUE OCTOBER** £29.99 (P/B £18.00).....Special Price £26.00

❑ **MERCEDES SPORT.** R Schlegelmilch. From the era of the pioneers and trailblazers of 1901 to 1933. This book captures in words and superb pictures the unique racing history of Mercedes- Benz. 400pp, 500 colour illus. Hbd. **DUE OCTOBER** £19.99.....Special Price £17.50

❑ **MINI.** G Robson. This latest title in Haynes Great Car Series follows the development of the Mini from 1959 to 2000. 160pp, 100 b/w illus, 150 colour. **DUE OCTOBER** £19.99.....Special Price £17.99

● **PORSCHE AT LE MANS 1972-1981.** F Hurel. Following the first volume published in 2005 which chronicled the years 1966-71. This second book continues the story with further fortunes which include the 908 and the 936 turbo £24.99

● **PORSCHE MOMENTS.** J Alexander. From 1953 to 1962 photographer Jesse Alexander lived and worked in Europe, driving to the races in the Porsche Super 90 Coupe which he brought direct from the factory. Through his many visits to Porsche he developed close relationships with its technicians and Huschke von Hanstein. This is Porsches photographs of this period. **DUE SEPTEMBER.** £36.95.....Special Price £36.00

★ **PORSCHE 917: THE UNDERCOVER STORY.** G Wingrove. Hailed by many as the greatest racing car of all time, the 917's story is packed with superlatives. It began with an incredible display of 25 complete cars to achieve homologation in 1969. The following year, the 917 gave Porsche its first ever win at Le Mans and repeated result in 1971. 192pp à 200 colour illus **DUE OCTOBER** £34.95.....Special Price £31.50

● **PORSCHE RENNSPORT.** Jeff Zwart built a temporary studio at Daytona International speedway during a recent Rennsport Reunion to photograph more than 125 attending Porsches. Porsche supported and approved this photographic project and the book carries an official Porsche part number. 160pp. 215 col. illus. £99.99.....Special Price £79.99

❑ **PORSCHE: THE ENGINEERING STORY.** J Daniels. A chronological journey through Porsche's technical history, with each chapter starting at a crucial point in the companys evolution. 240pp, 200 illus hbd. **DUE OCTOBER** £25.00.....Special Price £22.50

● **SAUBER-MERCEDES C9: THE RETURN OF THE SILVER ARROWS.** I Bamsey. Sauber's C9 Brought the might of Mercedes back into international motor racing for the first time in over 30 years, taking on the likes of Porsche, Jaguar and Aston Martin and beating them all. 168pp, 175 b/w illus & 20 colour illus. £19.95.....Special Price £17.99

● **SM: CITROEN'S MASERATI ENGINED SUPERCAR.** B Long. Aided by the full cooperation of Citroen the author documents all SM production models. 224 pp, 250 illus mainly in col £39.99.....Special Price £35.99

● **S.S. I & S.S. II CARS: THE BIRTH OF THE JAGUAR LEGEND.** A Crouch. This first major major chronicle of the S.S. years is written by the register of S.S. and SS Jaguar cars for the Jaguar Drivers Club. Approx 200pp. Hbd **DUE OCTOBER** £24.95.....Special Price £22.50

● **TRIUMPH: SPORT & ELEGANCE .** B. Piggott. New in the Haynes Classic Make series. 160 pp, 100 col. Illus. Sbd.....£19.99

● **TVR: ALL THE CARS: A MODEL-BY-MODEL HISTORY OF TVR.** I Ayre 160pp, 300 colour illus. Hbd £19.99.....Special Price £17.99

● **VW GOLF: FIVE GENERATIONS OF FUN.** R Copping. The high performance Golfs, this handsomely illustrated book combines knowledgeable text with comprehensive photo-shoots of GTI S from earliest examples to the modern. 176pp, 200 illus most colour. Hbd. £25.99.....Special Price £24.00

MOTORSPORT

● **12 HOURS OF SEBRING 1965.** H Hurst. A full review of the 65 event, with well-defined photos of race action. 196pp 140 b/w, 30 colour. £24.99.....Special Price £22.50

● **12 HOURS OF SEBRING 1970.** H Hurst. Same format and approach as 1965 volume. 128pp, 130 b/w illus, 10 colour. £19.99.....Special Price £17.99

● **1 1/2-litre GP Racing 1961-1965: LOW POWER, HIGH TECH.** M Whitelock. Sometimes overlooked due to the perception that the cars were underpowered and unspectacular, the 1 1/2 – litre formula saw the career of Sir Stirling Moss come to a premature end and the arrival of a new breed of british drivers in Clark, Hill and Surtees. The author documents all 21 marques and 101 drivers participating in one or more of the Grand Prix contested during the formulas lifespan. (veloce) 336pp, 204 b/w & 30 col. illus .....£39.95.....Special Price £35.99

● **24/16 – NORBERT SINGER SIGNED IF REQUESTED BY DEREK BELL:** Le Mans 24 hours / 16 Wins With Porsche. Edited by Michael Cotton, is a racing story told by senior engineer at Porsche, Norbert Singer. Amazingly, Singer has played a key role in every one of Porsches 16 overall race victories at the 24 Hours of Le Mans. Produced with the co-operation of Porsche Stuttgart. 208 pp 300 color illus. (Coterie Press).....£39.95

❑ **AUTOCOURSE 2006-2007 (POST FREE PRIOR RELEASE DECEMBER)**£40.00.Special Price £33.99

❑ **AUTOMOBILE YEAR 2006/07** Usual high-quality of both industry and sport throughout the year. 304pp. 620 + illus most colour. Hbd. **DUE DECEMBER** £43.00.....Special Price £37.99

● **BAHAMAS SPEED WEEKS.** Author Terry O'Neil spent six years researching this first-ever history of this unique racing series staged at one of the world's most exotic locations, during the 50s and 60s. The fascinating text is complemented by a wealth of unpublished photos, programme covers, badges and newspaper clippings. 336pp, 350 illus. £55.00.....Special Price £50.00

● **BARRY SHEENE: MOTORCYCLE RACING'S JET SUPER STAR.** M Scott. Barry Sheene was one of the true greats of motorcycle racing. He was racings first two-wheel superstar. 208 pages, 120 b/w illus. & 80 col. Hbd. (Haynes) £25.00.....Special Price £21.00

● **BRITISH AT LE MANS: 85 YEARS OF ENDEAVOUR.** I Waggstaff. Such has been the scale of the UKs involvement with Le Mans that many think of it as "the British race held in France". Here, in 32 chapters and scores of sidebars, Ian Waggstaff pays tribute not only to the likes of Tim Birkin, Duncan Hamilton, John Wyer, Derek Bell and to other luminaries. 288 pp, 300 b/w & colour illus. Hbd. £40.00.....Special Price £36.00

● **BRM V16** K Ludvigsen. BRM bid fait to lift the UK to the very top of the racing tree. It did eventually come good, but only after the Formula 1 for which it was built had expired. Outstanding photos from the Ludvigsen library. 96pp, 100+ illus. HBD. £17.99.....Special Price £16.99

● **BROOKLANDS GIANTS: BRAVE MEN AND THEIR GREAT CARS.** W.Boddy. Single-volume reissue of Boddy's two classic books, Brooklands Giants and Aero- Engined Racing Cars At Brooklands. 320pp, 300 illus. £35.00.....Special Price £31.50

● **FORMULA 1 IN CAMERA 1960-69.** P Parker. Following earlier volumes on the 70s and 80s, and with the same combination of if informative text, statistic and vivid colour photos, this book brings alive the exploits of Clark, Hill, Mclaren, Brabham, Rindt, Moss, Stewart and others during a period when formula one was at its peak. 240 pp, 300 color illus. Hbd. £50.00.....Special Price £27.00

● **FORMULA 1 TECHNICAL ANALYSIS 2005/2006.** G Piola. Giorgio Piola reveals all the technical secrets of the cars which contested the previous years championship. 175pp, 100 b/w illus and 50 colour. £22.50.....Special Price £20.00

● **GOLDEN ERA: THE GROUP C & IMSA GTP CARS OF 1981-1992.** I.Briggs. Two-volume box set providing a race-by-race history of the era, together with a database of every car and subsequent history where possible. 1400pp total with 600 b/w & col. illus. £85.00.....Special Price £75.00

● **GRAND PRIX! : RARE IMAGES OF THE FIRST 100 YEARS. Q SPURRING.** This richly illustrated photographic essay captures the human drama and technical ingenuity that have characterised Grand Prix £29.99.....Special Price £27.00

● **GRAND PRIX YESTERDAY & TODAY: 100 YEARS OF MOTOR RACING.** B Jones. A celebration of GP racing juxtaposing pictures from the pioneering days with those from more recent times. 192pp, 200 b/w & colour illus Hbd. £20.00.....Special Price £18.00

● **INSIDE FERRARI: UNIQUE BEHIND-THE -SCENES PHOTO-GRAPHY OF THE WORLDS GREATEST MOTOR RACING TEAM.** M Hamilton. Great in depth information on Ferrari. 288pp, approx. 300 colour illus. Hbd £25.00.....Special Price £20.00

● **JIM CLARK: LIFE AT TEAM LOTUS (LIMITED EDITION)** P Darley. A feast of previously unseen photographs from the mid- 1960s when the Scottish maestro was at his peak. All the pictures were taken by Team Lotus official photographer at the time, Peter Darley. The text is given an added dimension by several team lotus mechanics of the day. Each book comes in a deluxe covered slipcase and is a limited print run of 2000 copies. 296pp 250+ illus **DUE OCTOBER** £75.00.....Special Price £67.50

❑ **LE MANS 24 HOURS 2006 YEARBOOK.** C Molty. Usual detailed and copiously illustrated coverage of the event. 256pp, approx. 500 colour illus. Hbd. £35.00.....Special Price £31.50

● **LOST GENERATION.** D Tremayne. The brilliant but tragic lives of rising British F1 stars Roger Williamson, Tony Brise and Tom Pryce. 240pp, 110 col. & 110 b/w illus £30.00.....Special Price £27.00

● **MARQUIS DE PORTAGO: THE LEGEND.** E Mcdonough. Spanish Marquis Alfonso De Portago swaggered across the international motor racing stage for a stunningly short time, but left behind a legend and legacy like no other racing driver before or after. This is full account of the legend and reality. 320 illus £39.95

● **MOTOR RACING AT OULTON PARK IN THE 1960S (THOSE WERE THE DAYS).** P Mcfadyen. Racers at Oulton Park during the 1960s included Formula 1, Formula 2, and Formula 3, Sports & GT, vintage racing and club racing. 96 pp, 111 illus. hbd. (veloce) £12.99.....Special Price £11.99

● **RACING DRIVER: F1 THROUGH A DRIVERS EYE, HEART AND SOUL.** N Howell. Racing drivers are complex characters. They are mostly instinctive and reactive, yet they must plan and analysis the minutiae of their cars and driving styles. This book ask what goes on in there heads. 304pp, 20 b/w & colour illus. Hbd. £18.99 **DUE OCTOBER**.....Special Price £17.00

● **RACING IN THE RAIN: ENGNEERING VICTORIES WITH ASTON MARTIN AND GULF SPONSORED FORD GT40S, PORSCHE 917S, AND MIRAGES.** J Horsman. Horsman keen observations and detailed accounts brings this glorious era to life. 210 b/w, 40 colour illus. DUE AUGUST 29.99.....Special Price £27.00

❑ **RALLYCOURSE 2006-2007 (POST FREE PRIOR RELEASE DECEMBER)** £30.00Special Price £25.00

● **RAPID RESPONSE: MY INSIDE STORY AS A MOTOR RACING LIFE-SAVER.** DR Stephen Olvey, Foreward by Alex Zanardi. Here is the compelling story of the authors life in Motor racing, providing fascinating insight into crashes involving many famous racers and circuits. DUE AUGUST £18.99.....Special Price £16.99

● **REMEMBERING ELIO: THE LIFE OF ELIO DE ANGELIS, ITALIAN HERO.** Lorie Coffey. With a foreword by Nigel Mansell, this detailed account of young Elio's life and career was written with the help and support of his family in Rome. 224pp, 350 col. illus. Coteries Press £34.95.....Special Price £31.50

★ **STIRLING MOSS SCRAPBOOK 1961.** S Moss. Follow-up to the very successful 1955 scrapbook. 160 pp, 250 illus. Hbd. £34.95.....Special Price £31.50

★ **TARGA FOLIO : 20TH CENTURY EPIC.** P Fondi. Second in the tame only to Mille Miglia, the Targa Florio road race was fun the first time in 1906, at the very dawn and continued until 1977. This heavily illustrated official centenary book work recreates the whole thrilling story. 400 pp, 500 b/w & color illus. Hbd. £75.00. **SIGNED BY VIC ELFORD £75.00**.....Special Price £67.50

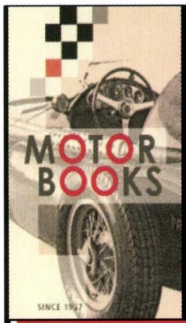
● **VIC ELFORD: REFLECTIONS ON A GOLDEN ERA OF MOTORSPORT.** Vic Elford provides a vivid and entertaining account of an era in motorsport during the 1960s & 70s, where quite often speed outpaced technology. 280pp, 40 illus. £19.99.....Special Price £17.99

● **WINGLED SPORTS CARS & ENDURING INNOVATION: THE INTERNATIONAL CHAMPIONSHIP FOR MANUFACTERS IN PHOTOGRAPHS, 1962-1971.** J Wimpffen. The sequel to the author James Wimmffens critically acclaimed Open Roads and Front Engines, this book celebrates the men and the machines of the decade with engaging writing and hundreds of evocative writing and hundreds of evocative images from each race, most of which have never been published. £89.99.....Special Price £79.99

DVD's

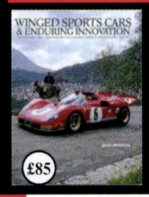
● **100 YEARS OF TARGA FLORIO (SPECIAL EDITION)** 92 MINS.....£24.99
● **BROOKLANDS: THE BIRTHPLACE OF BRITISH MOTORSPORT** 65 MINS.....£19.99
● **GOODWOOD FESTIVAL OF SPEED 2006 110 MINS**.....£19.99
● **LE MANS 2006: (DUE AUGUST)**.....£16.99
● **MOTORFILMS QUARTERLY VOL 16** 86 Mins.....£19.99
● **RACING THE SILVER ARROWS** Mercedes-Benz Versus Auto Union 1923-1939 DVD. TWO DVD SET 105 MINS.....£24.99

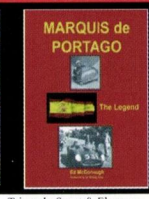
CALLERS: OPEN MONDAY-FRIDAY 9.00AM - 5.30PM. SATURDAY 10.00AM - 5.00PM. AMPLE STREET PARKING.
MAIL ORDER: UK MAINLAND: Customers please add £4.00 to orders up to £49.99. £50.00 and above POST FREE!
N.IRELAND, CHANNEL ISLES & OTHER OFF-SHORE ISLES: please contact us direct to confirm postage rates
Overseas customers: Add £7.00 (minimum order) on orders up to £25.00; add 15% on orders between £25.00 & £150.00; add 10% on orders over £150
(These are surface mail rates, airmail charged at cost) Cheques and POs payable to CHATERS. Overseas cheques must be in sterling and drawn on a London bank. Credit Cards: Visa, Mastercard, Amex, Switch. Please quote Dept CSC when ordering. SPECIALISTS OF CURRENT AND OUT-OF-PRINT MOTORING LITERATURE

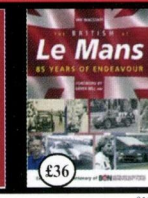


www.motorbooks.co.uk

PLEASE VISIT OUR WEBSITE FOR OUR FULL LISTING OF BOOKS, DVD's, MANUALS AND COLLECTABLE BOOKS.







AUTHOR SIGNED BOOKS

(While stocks last!)

Ferrari By Mailander (Karl Ludvigsen).....£65.00
Formula 1 in camera 1960-1969 (Paul Parker).....£30.00
Jack Brabham Story.....£30.00
Martin Brundle: Behind the Wheel £18.99
Rapid Response: My inside story as a motor Racing life-saver.....£18.99
Thunder in the Part (Ton Wheatcroft).....£22.50
V12 Engine (Karl Ludvigsen).....£40.00
Marquis de Portago - The Legend By Ed McDonough.....£39.95

NEW & FORTHCOMING

Introductory prices for a limited time only

Aston Martin: A Racing History.....£32 ~~£35.00~~
Armstrong Siddeley Motors.....£70 ~~£75.00~~
Autocourse 2006-2007.....December £36 ~~£40.00~~
Automobile Year 2006/7 (No.54).....December £40 ~~£43.00~~
Bentley Era: Fast & furious story of the fabulous Bentley Boys.....£27 ~~£30.00~~
British at Le Mans: 85 years of endeavour.....£36 ~~£40.00~~
Dino: The V6 Ferrari.....£36 ~~£39.99~~
Inside Ferrari.....£22 ~~£25.00~~

Unique behind-the-scenes photography of the World's greatest motor racing team

Ford GT Then and Now.....£37 ~~£40.00~~
Jim Clark: Life at Team Lotus.....£72 ~~£75.00~~
Le Mans 2006 Yerbook.....£33 ~~£35.00~~
Pirelli World Rallying 29, 2006-07.....December £22 ~~£24.95~~
Porsche 917: The Undercover Story.....£32 ~~£34.95~~
Porsche Moments.....£38 ~~£39.95~~
Racing in the rain.....£28 ~~£29.99~~
Targa Florio - 20th Century Epic.....~~£67.50~~
Winged Sports Cars & Enduring Technology.....£85 ~~£89.99~~

International Championship in Photos 1962-71

CARS BY MARQUE

Alfa Romeo Argentina.....£99.50
Amilcar.....£95.00
Andre Citroen: Engineer, Explorer, Entrepreneur....£27 ~~£30.00~~
Aston Martin 1921-2006 (Brooklands).....£107.00
Aston Martin 1921-2006 (Leatherbound Edition)).....£147.00
Aston Martin 1921-2006 (Slipcase).....£10.00
Keith Martin on collecting Alfa Romeo.....£12.99
Alvis Three Litre 1950-67 in Detail.....£35.00
Aston Martin DB2/4 & DB3 in detail.....£35.00
Austin-Healey 100 in detail.....£35.00
Big Healeys in Competition.....£19.95
Les Healey du Marathon 1951-1964.....£24.99
Bentley 3 1/2 & 4 1/4 Ltr 1933-40.....£35.00
Coachwork on Vintage Bentleys.....£35.00
Cobra: The First 40 Years.....£55 ~~£60.00~~
Daimler & Benz: The Complete Story.....£19.99
De Tomaso: Official racing history.....£59.99
Delage, belle voiture française (Fr.text).....£67.50
Delage: Style and Design.....£25.00
Ferrari Prototype Era 1962-1973.....£39.99
Ferrarissima - New Series No.19.....£34.99
Ford That Beat Ferrari (GT40).....£75.00
Ford GT40: then & now.....
Fiat Nuovo 500 Reference.....£69.99
Hispano-Suiza:Origins of a Legend.....£45.00
Jaguar Scrapbook.....£34.95
Jensen Interceptor - Complete Story.....£14.99
Jensen Interceptor Ultimate Port.66-92.....£19.95
Lagonda 4½ Litre & V12 in detail.....£35.00
Lancia: Innovation und Faszination (German text).....£29.99
Lotus Book Series 3.....£39.95
Lotus Esprit: The Official Story.....£34.95
Lotus: The Competition Cars.....£35.00
Rebuilding of the Lotus Elan.....£72.00
Maserati Tipo 151: Last monster from Modena.....£49.99
Karl Maybach: His engines & automobiles.....£39.99
MG T-Series in Detail.....£35.00
Porsche 911 Story (8th Edition).....£25.00
Porsche Data Book.....£30.00
Riley: The Legendary RMs.....£19.95
Rolls-Royce & Bentley.....£19.99
Skyline GT-R.....£17.99
Sunbeam: Supreme Car 1899-1935.....£49.95
Triumph: Sport & Elegance.....£19.99
TVR: All the Cars.....£19.99
TVR: An Illustrated History (2nd Ed.).....£14.99

BIOGRAPHIES

Issigonis: Official biography.....pb£12.99
Alberto Ascari.....sale£8.99
All Arms & Elbows (Innes Ireland).....£29.95
It Still Beats Working! (E.Young).....sale£6.99
Jo Ramirez: Memoirs of a Racing Man.....£18.99
Memoirs of James Hunt.....£19.99
Mon Ami Mate.....£59.95
Only Here For The Beer (G. Marshall).....£14.99
Ralph de Palma:Gentleman Champion.....£54.95
Ltd .Edition of 1500 numbered & signed
Remembering Elio: The life od Elio De Angelis, Italian Legend.....£34.95
Toj - John Tojeiro and his Cars.....£20.00
Walt Hansgen.....£29.99

MOTORSPORT

1 ½ Litre Grand Prix Racing '61-65.....£37 ~~£39.99~~
12 Hours of Sebring 1965.....£24.99
12 Hours of Sebring 1970.....£19.99
100 Years of Grand Prix.....£30.00
Bahamas Speed Weeks.....£50 ~~£55.00~~
BRM Volume 1.....£70.00
BRM Volume 2.....sale£60.00
Brooklands (Bill Boddy).....£65.00
Brooklands Giants (Bill Boddy).....£35.00
Formula 1 Technical Analysis 2005/6.....£22.50
Heavenly Weekend at the Green Hill: 80 years of racing at Nurburgring.....£34.99
Grand Prix Century.....£19.99
Cyril Kieft & his racing cars 1949-55.....£19.99
Kings of the Nurburgring.....£45.00
Motor Racing: Reflections of Lost Era.....£35.99
Open Roads & Front Engines.....£89.95
Racing At Crystal Palace.....£12.99
Sauber-Mercedes C9: Return of the Silver Arrows.....£19.95

SALE & BARGAIN BOOKS

1950s Motorsport in colour.....£15.99
Alberto Ascari (Ludvigsen).....8.99
Emerson Fittipaldi (Ludvigsen).....8.99
Lancia Sporting Coupes.....£9.99
Legendary Alfa 2.3.....£199.50
Nuvolari (Hilton).....£11.99
Rise of Jaguar.....£15.99
Rivals (Nixon).....£19.99
Sportscar Heaven (Nixon).....£29.99

More Price Reductions On Our Website







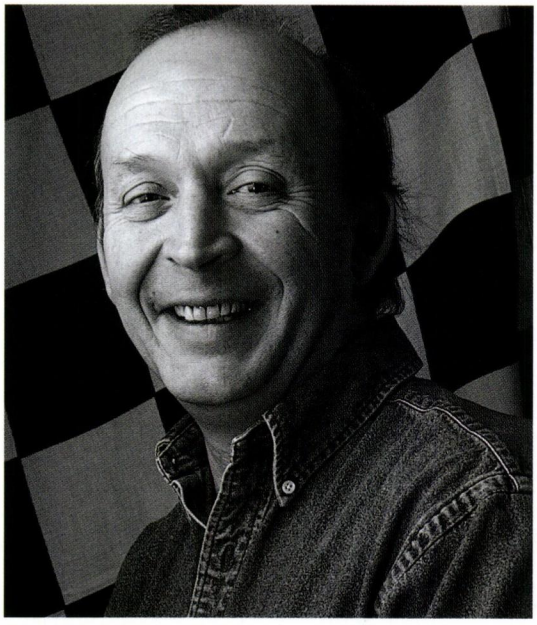
DVD TITLES

100 Years of the Targa Florio - Official DVD.....£24.99
50 Years of Ferrari.....£19.99
Brooklands: Birthplace of British Motorsport.....£19.99
Grand Prix of Austria 1972.....£10.99
Goodwood Festival of Speed 2006.....£19.99
Goodwood Revival 2005.....£19.99
Golden Age of Rallying.....£12.99
Grand Prix (The Film! 2 disc set with many extra)....£15.99
In Car 956.....£16.99
Lap of the Gods (2 disc set).....£24.99
Le Mans - Steve McQueen.....£9.99
Lotus Story (Vol's 1-4, boxset).....£39.99
Mansell: Challenge for the Championship 1991.....£10.99
Motorfilms QuarterlyVolumes 1-16.....each£19.99
Porsche: The Legendary Cars.....£16.99
Racing the Silver Arrows 1934-39 (2 disc set).....£24.99

PRICE PROMISE - We will match any lower prices advertised in this magazine

LONDON 33 St Martin's Court, London WC2N 4AN
Tel (+44) 020 7836 5376 Fax (+44) 020 7497 2539
Mon-Fri 09hr30-18hr00 (Thurs19:00) Sat 10hr30-17hr30
OXFORD 8 The Roundway, Headington, Oxford OX3 8DH
Tel (+44) 01865 766215 Fax (+44) 01865 763555
Tues-Sat 09hr15-17hr30
Freephone Orderline 0800 0267890

Postage & Packing
UK : Add £4.00, over £60 Post Free
Single Video/DVD Title £1.50
Overseas: Minimum £5.00, Add 15% for orders up to £150.
Add 10% for orders over £150
(Air Mail rates on request)
All prices subject to change.



NIGEL ROEBUCK'S

Legends

"NIKI WAS NOWHERE NEAR HEALED. IT WAS THE MOST COURAGEOUS THING I HAVE EVER WITNESSED IN SPORT"

It is 30 years since Niki Lauda's fiery crash left him hovering between life and death; 40 days later he raced again, and finished fourth in a grand prix. It was an extraordinary feat of determination and personal bravery

Monza. The 2006 Italian Grand Prix is a few days away as I write, and 30 years have passed since the most remarkable happening I have ever encountered in motor racing. In the '76 Italian Grand Prix reigning World Champion Niki Lauda finished fourth in a Ferrari. It doesn't sound much at all as a bald statistic. Already that season, after all, he had won at Interlagos, Kyalami, Zolder and Brands, finished second at Long Beach and Jarama, third at Anderstorp. Going to Monza, he was well ahead on points, his nearest challengers James Hunt and Jody Scheckter. That's what the record book will tell you.

Look more closely, though; Lauda had not so much as taken part in the two most recent grands prix, at the Osterreichring and Zandvoort. And neither did he score in the one before that, at the Nürburgring. Indeed, by the time the German GP started, they were fighting to keep Niki alive.

In point of fact this was a restart, with the race to be run over the full 14 laps. In effect, a whole new grand prix, with original grid positions. "The first race," said someone years later, "never happened," and Lauda responded vigorously. "If it never happened," he said, in that deep growl, "then what happened to my f****** ear?"

If you weren't around in their era, the black humour in which Lauda and his contemporaries still indulge might take you aback. In these 'plain vanilla, health and safety, days', as Martin Brundle calls them, we are not used to joking of that kind, but time was when black humour necessarily abounded in motor racing. A pressure valve, if you like, an escape route.

At around lunchtime on August 1, 1976, rain began to come down over the 14-mile Nürburgring. By two o'clock it was declared a 'wet race' and 25 of the 26 cars were put on to wet tyres. Only the McLaren of Jochen Mass, who figured it was worth gambling on improving conditions, remained on slicks. He was right. He completed a first, tricky, lap in third place, behind Ronnie Peterson and Hunt, but on the second lap the track, drying swiftly, really came to him, and he went by the pits leading Peterson by 30sec! Jochen was going to walk his home race.

As it was, though, only 12 more cars followed him. The remaining 13 were stopped on the circuit, near *Bergwerk*, where Lauda had unaccountably – disastrously – crashed. It was a scene from Hades. One of the Ferrari's fuel tanks had ripped open, and a piece of catch-fencing had plucked Niki's helmet off, leaving his head protected only by a fireproof balaclava. Following drivers tried to miss the wreck, but Brett Lunger and Harald Ertl were unable to. They, along with Arturo Merzario and Guy Edwards, leaped from their cars and ran to Lauda's aid. There was no medical help immediately available, no time for worrying about possible neck injuries. Niki simply had to be got out of that fire.

Lauda has always acknowledged a particular debt of gratitude to Merzario, for he it was who put his hands into the fire to release the seat belt buckle. "It wasn't easy," Arturo remembers, "because Niki was obviously in agony, and straining hard against the belts, trying to get away from the flames. Thank God he eventually lost consciousness – it was only when he relaxed that I could free the buckle..."

Finally an ambulance arrived, and away went Lauda to the University Clinic in Mannheim. They ran the race without further serious incident, and James Hunt won, the last man ever to do so at the *Nordschleife*.

His team-mate Mass, meantime, had to be content with third place.



Very gently, Niki Lauda is lifted from his Ferrari after practice at Monza. His fourth place the next day was a victory of sheer willpower over pain, and fear

LAT

"Yes, I'd have won if the race hadn't been stopped," Jochen smiles now, "but it wasn't really the time to moan, was it?"

That evening at the Nürburgring was edgy as hell, for the news of Lauda's condition was dire. Apart from the burns, he had inhaled toxic fumes, both from the burning bodywork and from fire extinguishers.

I remember having a beer with Denis Jenkinson. "A great pity," said Jenks. "He was the best of this generation..." Then I set off for the ferry, listening constantly to radio reports, expecting to hear Niki had died.

But Lauda, to our relief, made it through the night. He had felt himself going to sleep, letting go, he later said. It was vital, he somehow knew, not to give way and he forced himself to stay awake.

By the Tuesday Lauda was in serious breathing difficulties, and his blood oxygen level was perilously low. That day he was given the Last Rites but Niki railed at that; thereafter his condition began to improve, and dramatically. A week later he was having skin grafts, and word began to emerge that not only did he intend to race again, but maybe *this year*.

That seemed fanciful, to say the least, but who would ever bet against Niki Lauda? He missed the Austrian and Dutch races, but on September 10, just 40 days after the accident, he was back in the Ferrari at Monza, and ready for the opening day of practice.

In fact, as Niki later allowed, he wasn't ready at all, physically or mentally. He was by no means healed, or even close to it, and when he took to the track he frightened himself severely, to the point of throwing up. Back in his hotel he thought things through, and the next day he was fine. Better than fine. Remarkably, he qualified fifth, faster than fellow Ferrari drivers Clay Regazzoni and Carlos Reutemann, the latter hired by Enzo on the assumption that Lauda wasn't coming back, maybe ever.

And the next day Niki finished fourth, behind Peterson, Regazzoni and Laffite. No one could quite take it in. I was in the Ferrari pit afterwards, watching silently as he gingerly peeled his balaclava from the fresh wounds.

"Niki had no right to be driving there," said Jackie Stewart, "because he was nowhere near healed. It was the most courageous thing I have ever witnessed in sport."

Lauda, of course, puts forward a more pragmatic explanation of that weekend, but none exists. Everything I have seen of the man since has been coloured by those few seconds in the pits at Monza.

Black humour again. In May of this year Lauda and Merzario, together with Bernie Ecclestone and Niki's son, Mattias, went back to the *Nordschleife*, to the place where the accident happened. Photographs, and the odd schnapps, were taken.

"For years some journalists tried to get me to go back to *Bergwerk*," says Lauda, "maybe in the hope that I'd let my emotions run riot and burst into tears. Unfortunately for them, I was always more likely to say, 'Ah, yes, the Grill Room...' "

GICLÉE PRINTS

NOW AVAILABLE FROM ALMOST ANY PAINTING BY MICHAEL TURNER OR GRAHAM TURNER

Studio 88 are delighted to announce a new and unique service - individually produced, artist signed, high quality giclée prints from almost any painting Michael or Graham Turner has ever painted.

If you have seen one of their paintings - maybe in a book, at an exhibition, on a card or calendar - and been disappointed to find it not available as a print, this could well be the answer.

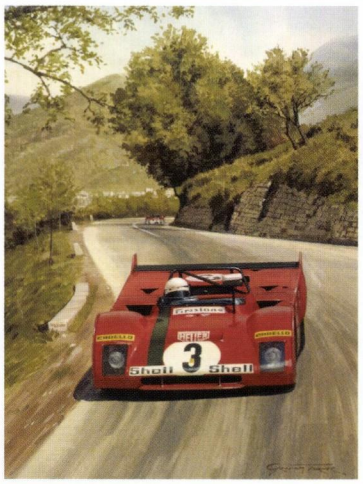
A small selection of suggested subjects are shown here, but the list of possibilities is vast - contact us or see the Studio 88 website for further details or to check on the availability of a particular subject.



1926 TARGA FLORIO

Bartholomeo Costantini crosses the start/finish line in his Bugatti Type 35T on his way to victory.

Giclée Print published from a painting by Graham Turner.



1972 TARGA FLORIO

The Ferrari 312P of Sandro Munari and Arturo Merzario holds off the Alfa Romeo 33 TT33 of Marko/Galli to win by just 17 seconds.

Giclée Print published from a painting by Graham Turner.



1969 BRITISH GRAND PRIX

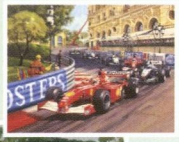
Jochen Rindt leads Jackie Stewart during their epic battle.

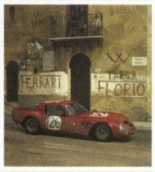
Giclée Print published from a painting by Michael Turner.

PRINTS AVAILABLE IN THREE ALTERNATIVE SIZES -

Approximate overall print size, including a border -

16"x 12" (40cm x 30cm) **£55 each**
20"x 17" (50cm x 43cm) **£75 each**
24"x 20" (60cm x 50cm) **£95 each**
(plus p&p)









Also available -
Log on to **www.studio88.co.uk** for further details.

HOW TO ORDER

By Phone, Fax, Post or On-Line, giving full details of your requirements. We accept payment by cheque (payable to Studio 88 Ltd.), Postal Order or Mastercard, Visa, or Maestro/ Switch. Please remember to include the card valid from and expiry dates, security number (found on the signature strip on the reverse) and Maestro/Switch issue number. Overseas payments by the listed Credit Cards or I.M.O. only.

Ask for our **FREE COLOUR CATALOGUE** for details of Studio 88's complete range of prints & cards by Michael & Graham Turner, or visit the Studio 88 website.

POSTAL CHARGES

Please add the following amount to cover post and packing -
£6 per order in the U.K.
£8 to Europe
£10.50 to the rest of the World

Studio 88
LIMITED

P.O. Box 568, Aylesbury,
Bucks. HP17 8ZX
Phone & Fax: 01296 338504
www.studio88.co.uk
info@studio88.co.uk

Quality Insurance For Classic and Performance Cars

I don't want to pay more than I have to for quality insurance cover.

Adrian Flux had the best deal for my performance car, what's more they offer great service and competitive prices too.

Want to save time & money? text "call me" to 81232
We will call you back and provide you with a quote*



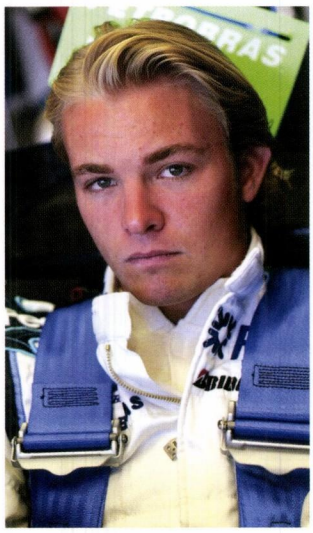
Freephone 0800 505 3000

www.adrianflux.co.uk | email: quotes@adrianflux.co.uk
Quoteline Hours: Mon to Fri 9.00am - 7.00pm Sat 9.00am - 4.00pm
Authorised and Regulated by the Financial Services Authority
* texts cost 50p plus normal network charges.

VISA MasterCard SWITCH DIRECT Debit

ADRIAN FLUX
modern approach, traditional values

GUEST COLUMN





Racing the Matra MS10 "must have been like sitting in a rolling bomb," says Nico. He would have liked the drifting and sliding, though

Nico Rosberg

The WilliamsF1 driver on first-year pressure, his father's role helping his rise to Formula 1, and his drive of the Matra MS10 at the Goodwood Festival of Speed

There was definitely too much hype around me after my first race in Bahrain; it was just too much straightaway. I knew that seventh place and fastest lap was probably too much too soon and it wouldn't always be like that. But that's Formula 1, it's a fast-moving place to be and it became obvious to me that the hype was too much, especially when the next races were not so good and nobody was hassling me.

It's been an up and down sort of season, but that's only to be expected. There's a lot of expectation in year one, pressure to do well, but that's been the same all through my career. Yes, I need to become more consistent, but so does the whole team as well.

Everyone asks me about my father's role in all this. He's been a big help to me, very supportive and he's, you know, a very wise person, he knows a lot about motor racing. But he's tough on me, he's a pessimistic sort of person in many ways, he tends to be quite negative about things and that can be tough. He doesn't push me, it's not a question of him pushing, it's more that he can be negative as a person, even though he's supportive.

I did underestimate the pressure in Formula 1 but you can't be prepared completely for all the things that come with competing at this level. You have to try and make sure it doesn't affect you. There's a lot of things to do. But that's the way it is, the way it's always been. In the end the pressure is just part of the job.

The main thing is I need to get this first year under my belt. I need to get to know the tracks, to get accustomed to the routine of Formula 1. Once the season is under my belt I need to get working with the team during the winter, and again this is a team thing, it's not just me.

Away from Formula 1, I went to the Goodwood Festival of Speed this year and that was a really nice experience. It's just a great event and it was so nice to see so many fans getting close to the cars and the action on the track. Williams brought last year's car and both Mark Webber and I drove it up that hill. Frank Williams and Patrick Head were there too, and lots of the other F1 drivers. There should be more events like this as it only seems to happen in England.

I drove a Matra MS10 grand prix car at Goodwood, too, as part of a video with RBS and Jackie Stewart who raced the car back in the '60s. It was fun, a bit like driving my old Formula 3 car, but it was a crazy time in racing. It must have been like sitting in a rolling bomb. Racing a bomb with wheels is not really my thing. The chassis ends around your hips and the rest of you is kind of hanging in the air. All you have around you is about seven millimetres of aluminium and there's 220 litres of fuel floating around in there. That's mental, and not my cup of tea, but then no one knew about anything better in those days.

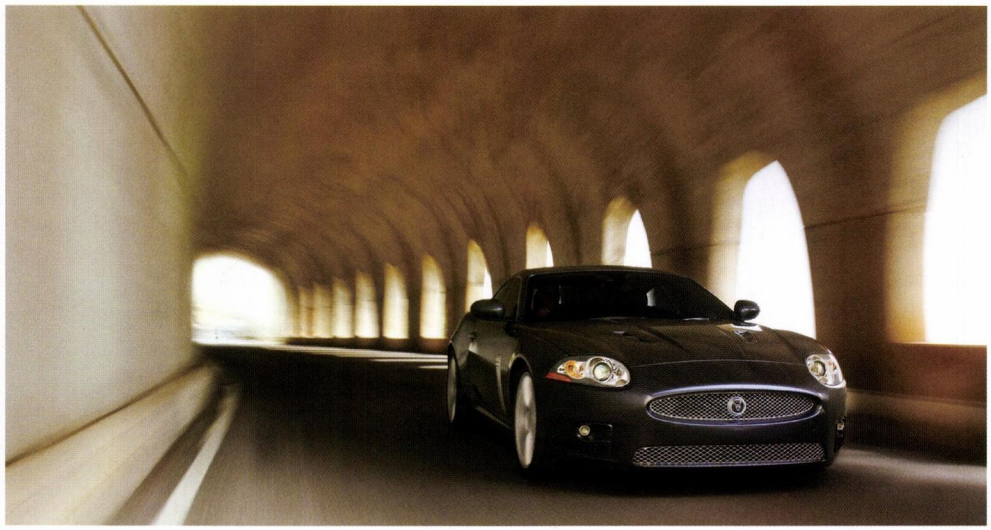
If you don't think about the danger then it must have been amazing racing with all that four-wheel drifting and sliding. Yes, it was a nice experience to do that at Goodwood.

> There's a lot of expectation in year one. I need to become more consistent, but so does the whole team as well

Matters of Moment

ANDREW FRANKEL





With its tauter, more forceful lines, the new XKR has phenomenal presence on the road and sits squarely in Jaguar's home territory

Jaguar XKR

A drive in Coventry's latest proves that there's a lot to be said for the cobbler sticking to his last

If there were a single rule that all car manufacturers interested in survival should follow it is simply: stick to what you're good at. Examples abound of those which forgot what made them great in the first place, only to find the ice cracking around their feet. Lotus stopped making lightweight, affordable sportscars in the 1970s and suffered accordingly. Renault, Citroën and Peugeot have always struggled to make their large cars sell because the public sees them as small-car manufacturers. Mercedes-Benz built its formidable name by over-engineering its cars, so when it started building cars to standards no better than its rivals its customers soon gave it the kicking it so rightly deserved. And then there's Jaguar: whoever had the idea of turning it into a volume manufacturer spinning unworthy cars off a Mondeo platform has done so much damage to a cherished marque that time alone will tell if the situation can be recovered.

The only good news in all of this is that, at least so far as emotive marques like Jaguar are concerned, the public has both a long memory and rose-hued specs. How else could Alfa-Romeo have made it into the 21st century? Moreover, history in general, and the Lotus Elise in particular, tells us that if a marque sees the errors of its ways and goes back to making the type of car on which its reputation was founded, said public will tend once more to queue down the street for it.

Which is exactly what they're already starting to do to get their hands on the new Jaguar XKR. Quick, light, equally great when driven hard or at a steady cruise, it is an XK120 or an E-type for the modern generation. It looks great in the flesh and has a phenomenal presence on the road: you'd need blue flashing lights to materially improve its ability to clear an outside lane.

At its heart lies the same 4.2-litre supercharged V8 motor found in the last XKR, but with its output tickled up some 20bhp to 415bhp, and with the XKR's all-ally frame reducing weight by 80kg, performance has taken a significant step forward, taking it to 60mph in less than five seconds despite the traction limitations of its front-engine, rear-drive configuration and its auto 'box. Its acceleration is more imperious than apocalyptic but with a power-to-weight ratio superior to that of an Aston Martin DB9, few are likely to find it inadequate.

Indeed the real appeal of the XKR is that it is an everyman without ever seeming a jack of all trades. If you want to waft calmly down to the South of France, few cars will deliver you in better condition, while should you for some reason wish to burn your rear tyres in an orgy of oversteer, it will be obliging and tolerant when other cars would have planted you in the nearest hedge.

It's not perfect: the interior is a little cheap-looking, I hate its tacked-on rear spoiler and the supercharger has an awesome thirst when pushed, but on the whole, and as a car to return Jaguar to the sunlit uplands, I can think of few better, more appropriate ways of getting there than this. Ⓜ

Quick, light, equally great when driven hard or at a steady cruise, it is an XK120 or E-type for the modern generation

The GRAND TOUR of INDIA

7 OCTOBER - 5 NOVEMBER 2007



discover

Incredible India

in your own 4x4

HISTORIC ENDURANCE RALLYING ORGANISATION
HERO PER ARDUA AD INVENTUS
4x4xplore
The HERO 4x4 Explorers Club

The Town House, Leigh, Worcester, WR6 5LA, UK

tel (+44/0) 1886 833505 • fax (+44/0) 1886 833144 • email info@4x4xplore.com

www.4x4xplore.com



Hill briefly fends off future employer Bruce McLaren at Monaco '60. Phil was third in antiquated Ferrari against the mid-engined Cooper. Bruce was second

LAT



Interview

PHIL HILL



Ian Fraser

The first American to be crowned F1 world champion and a three-time Le Mans winner, Phil Hill always was a man apart. Rob Widdows enjoys the company of one of racing's gentlemen

More than half a century ago a young man called Philip Toll Hill Jr turned his back on California sunshine and came to England, joining Jaguar as a trainee. He'd already won his first ever race back home but Europe had always captured his imagination, and later in life he became a confirmed Anglophile.

Now very frail, Phil Hill has made what will probably be his last journey to his adopted homeland of Europe for a celebration of his extraordinary career at the Goodwood Revival. The words that follow do not pretend to detail his achievements but simply offer an appraisal of the man, a feeling for the character of the first American to play the Europeans at their own game and win.

And win he did, with intelligence and the mechanical sympathy he'd learned and nurtured as a teenager with a passion for cars and what made them tick. The bare facts speak for themselves, Hill winning his first race in 1948 at the age of 21, then taking the first of three Le Mans victories just a decade later before clinching the World Championship at Monza in 1961. Six years later he won his last race, in the Chaparral 2F at Brands Hatch, and returned to his home in Santa Monica. Job done.

Like all great achievers, he is frustrated and sometimes flustered by the imperfections of old age and failing health. But the glint in the eye is there, the sharp humour not yet extinguished and the sheer passion for racing still in the bloodstream. This is a rounded individual, so gifted in a racing car and yet so humble with it, and always intrigued by the wider world. The closed and shrink-wrapped world of Formula One today would have suited him not a bit.

"I don't know if I can recall the facts and the figures," he tells us as we surround him with cameras, microphones and notebooks. Doug Nye is here to prompt him, the historian preparing a book of sensational photographs taken by Hill during his racing career to be published next year. And Phil's wife Alma is by his side making sure he's looking his best.

"Goodwood is an important place for me," says Hill. "I first came here on Easter Monday in 1950 and I've loved the place ever since. There were those great Tourist Trophy races with Ferrari and the Daytona Cobras, and all the testing with the Ford GT project. Bruce McLaren and I spent days and days at Goodwood, testing that car. Then coming back to race twice at the Revival, and now this tribute with so many old friends and my old cars. Just great."

We need to go back a lot further, though, to understand the achievements. The victory at Le Mans in 1958 was the breakthrough, the first big moment when the relaxed driving style caught the attention. It was a watershed year. In late June he won at La Sarthe with Gendebien in the Ferrari and was then promoted to the Scuderia's GP team not long after.

"Le Mans '58 was my first big race, the first really ▸



LAT



Legends of Le Mans
CALENDAR 2007

MOTOR SPORT CALENDAR 2007

Legends of Le Mans

The 2007 *Motor Sport* Calendar celebrates The Legends of Le Mans, in a unique 13-image, high-quality wall calendar with one cover image and one single photograph to view each month.

This stunning selection of black & white and colour images from the LAT archive reflects the rich history of the Le Mans race, featuring many of the star drivers and cars that have given Le Mans its unique character.

The collection has been specially selected to reflect the many exciting races held over more than eighty years, but also the evocative moments that make the race so special. The classic images in the calendar combine to form a superb present and the photographs are suitable for framing.

The calendar is printed on fine 250gsm art paper, size 594 x 420mm. The print run is strictly limited, so don't miss out.



MOTOR SPORT

January

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
monday	tuesday	wednesday	thursday	friday	saturday	sunday	monday	tuesday	wednesday	thursday	friday	saturday	sunday	monday	tuesday	wednesday	thursday	friday	saturday	sunday	monday	tuesday	wednesday	thursday	friday	saturday	sunday	monday	tuesday	wednesday

CREDIT CARD HOTLINE **08456 777819** OR FAX **08456 775555**

All major credit cards accepted

Please send me ____ copies of the

***MOTOR SPORT* 2007 CALENDAR**

UK £29.95 (inc. p&p) / Europe £34.95 (inc. p&p)

Rest of World £38.95 (inc. p&p)

Mr/Mrs/Ms Initials

Surname

Address

Postcode Country

E-mail

Daytime tel. no.

PAYMENT

I enclose a cheque/postal order for £_____

payable to *Motor Sport*

Please debit my credit card by £_____

Visa ☐ MasterCard ☐ American Express ☐

Card No.

☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Valid from

☐☐/☐☐

Signature

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

Motor Sport
PO Box 568
Haywards Heath
RH16 3XQ, UK

Calendars will be despatched at the beginning of December

MOTOR SPORT
Founded in 1924



LAT

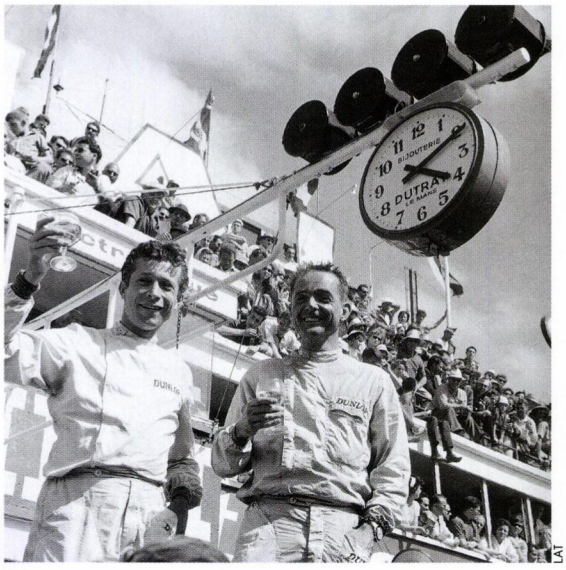
"Some team-mates are so concerned about their own status. But we had faith in each other, Gendebien and I. We'd never kid ourselves. We were open with one another"

important race and unquestionably the best of my three wins there," recalls Phil. "It's such a huge thrill reeling off all those laps and then coming in to cross the line almost at a crawl, all those people flooding onto the track. In '58 we had terrible weather. It was hard to see, the rain was torrential, and my trick was to get the tool bag out from under the passenger seat and sit on it so I could see over the windshield. The other guys had mops, towels, and sponges but they were floundering while I'd duck down, look up, duck down and look up again over the screen. Boy, I had the worst neck ache for a month after that. But hey, the need to see was so much greater than the pain. I picked up a whole lap on the guys that night in the rain, just because I could see. It was an important win for me, period."

That first win at Le Mans in the Testa Rossa was shared with Olivier Gendebien, with whom he also won in 1961 and 1962. "It was something special," says Hill, "that feeling when you know you can win, when the sun shines after the rain and there's no tension any more. We were a good team, we had faith in each other. Some team-mates are so concerned about their own status and they lead you down the garden path. But we had faith in each other, Gendebien and I, and we'd never kid ourselves, we were always open with each other. I liked Peter Collins a lot as well. We got on real good, and Mike Hawthorn too. They both liked to party, especially Mike."

Promotion to the grand prix team followed a run in Joachim Bonnier's Maserati 250F at Reims. Joining the Scuderia's F1 squad for the German GP, Hill was quick in the Ferrari 156 straightaway but it was by no means all sweetness and success. Enzo Ferrari ran the team with an enormous amount of discipline and there was a huge level of internal politics. At Monza that same year he was asked to slow down, not an order a young racing driver likes to receive. The new boy was about to be summoned by the headmaster.

"I led the first few laps, then a tyre went down and I had to make a stop. Later I got the lead back and Tavoni came out in front of the pits and signalled me to slow down. I was a new boy, I wasn't supposed to be up at the front. He was on his knees at the side of the track and the message was clear, the board reading HAW HILL, meaning Hawthorn was to be allowed to pass me and take second behind ▶



LAT

Above: Hill mastered Allen Guiberson's 4.5-litre Ferrari 375MM to finish a close second in the '54 Carrera Panamericana, with protegé Richie Ginther riding shotgun Right: 1962 Le Mans: Hill and Gendebien celebrate after their third victory together in the 24 hour classic



PHIL HILL'S KEY SUCCESSES

1955 SCCA Champion (with wins at Elkhart Lake and Pebble Beach), Nassau Trophy
1956 Swedish GP, Messina 5 Hours
1957 Venezuela GP
1958 Buenos Aires 1000km, Sebring 12 Hours, Le Mans 24 Hours
1959 Sebring 12 Hours
1960 Italian GP, Buenos Aires 1000km
1961 Belgian GP, Italian GP, Le Mans 24 Hours, Sebring 12 Hours, F1 World Champion
1962 Le Mans 24 Hours, Nürburgring 1000km
1964 Daytona 2000km
1966 Nürburgring 1000km, Can-Am Laguna-Seca round
1967 BOAC 500, Brands Hatch

LAT



> "We didn't know how bad the crash had been. I mean in those days there were so many like that. I was in cold turkey. It wasn't pleasant at the time, I can tell you"

Brooks in the Vanwall. Anyhow, I started messing with the ignition switch, popping and banging past the grandstands for a few laps, so it looked like I had a problem and Hawthorn just went by. The Brits always seem to leave that story out when they talk about the '58 season! It was kinda silly really, and the same thing happened in Casablanca, that time Enzo Ferrari and Tavoni had planned for Hawthorn to finish ahead of me. There was less than a second between us at the finish. But he was, you know, the team leader, and he had disc brakes on the car by then, you know."

Compare this with recent machinations to keep Schumacher ahead of Barrichello and the clumsiness of that most public debacle just yards from the line in Austria. But it was ever thus at Ferrari, and Hill went through the school of hard knocks before winning the championship for the Italians four years after joining the team.

The title came in 1961, at Monza, Phil having already won at Spa. Both fast circuits, demanding skill and bravery from the American in the famous shark-nose Ferrari 156.

"I don't know if I loved those tracks, or it was just that I wasn't afraid of them," he says. "People spoke badly about Spa and Monza: they were afraid of being hurt bad I guess.

And the Nürburgring, I liked that, the car flew so beautifully, landed so beautifully, and lap by lap we went faster and faster. We got the lap record, first time under nine minutes. Incredible, yeah."

But the victory at Monza was an emotional rollercoaster, a storm inside his head, the news of Wolfgang von Trips' death during that race thrusting a dagger through the celebrations for his world championship.

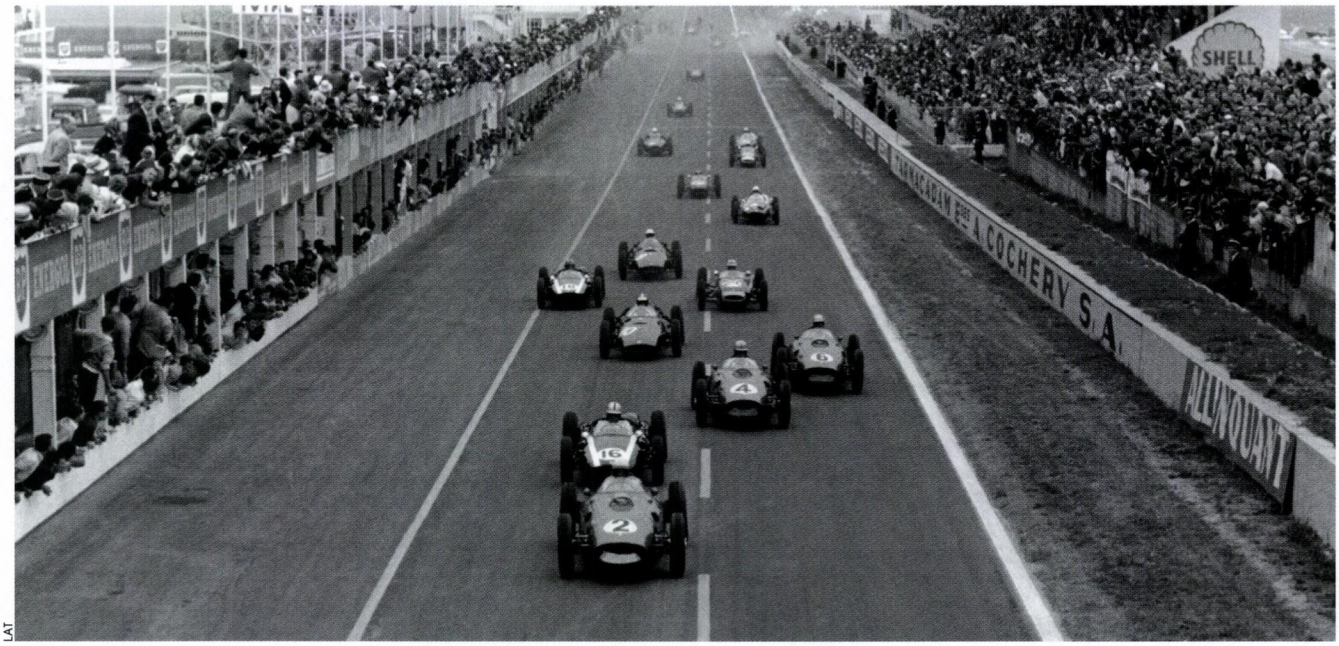
"It was blighted alright. Of course it was. We didn't know how bad the crash had been, you know. I mean in those days there were so many like that. Then we got the news and part of me wanted to be so happy for the championship and part of me was so full of grief. I'd gotten to a point by then when I was more sensitive to things like that and then the press asked me all this crazy stuff about inheriting the championship and all of that. It was ridiculous. I was in cold turkey. It wasn't pleasant at the time I tell you."

At this point in Hill's career there were those who talked of a lucky title, that the American was a one-hit wonder. Perhaps they chose to ignore three wins at Le Mans, three more at Sebring and two at the Nürburgring 1000kms.

The Ferrari days came to an end in '62, a massive row resulting in a wholesale walk-out by team insiders.

"Looking back I got myself in a bit of a fix with Ferrari and I often felt some guilt about all the stuff that went on there. But Enzo was the toughest of them all, and if I'd had another couple of years in Italy I could have handled him. He never got that much the better of me either – we communicated in schoolboy French and maybe I should have learned to be fluent in Italian. There was a lack of fairness in that team and that made it difficult. Things were being ▶

Left: Hill leads team-mate von Trips to win the '61 Belgian GP at Spa. Tragically, the German would lose his life later that year during the Italian GP, souring Hill's sole F1 championship title



LAT

stirred up all the time and there came a point when there just had to be a breach, and there was. I stayed another year after the championship and that was bad. I only functioned as I did because of my relationship with the engineers."

The move from Modena to Bologna was not a good one. ATS was chaotic and the car was never competitive. "They were never going to achieve what they set out to do," says Phil. "It was just way too ambitious. I thought about quitting but it didn't take long for the juices to get going again." A subsequent move to Cooper brought little in the way of results, with one notable exception.

In those days, the grand prix drivers wintered in New Zealand, taking in the Tasman series. Hill claims that his battle with Jack Brabham for third place in the South Pacific GP at Longford was one of his best ever performances, and the old flair was back in evidence for those few races with Bruce McLaren's team of Coopers. "It was my very last single-seater start. I'd given the best engine to Bruce after practice: he asked for it and he was the boss. But still I had a quick car and it was one of my very best races ever."

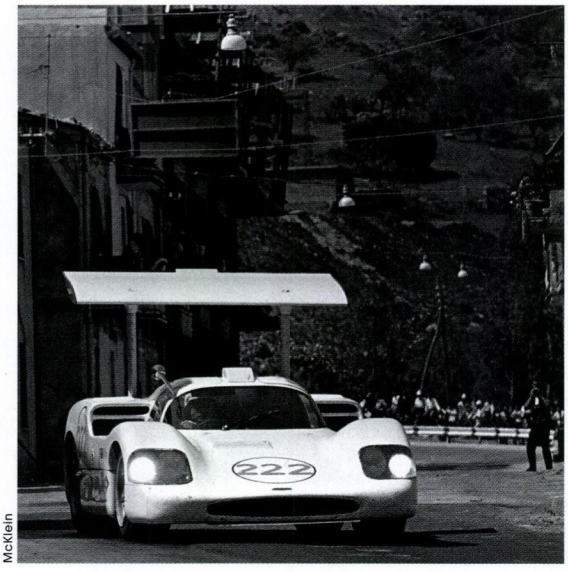
> Jim Hall was a wonderful guy. We had good times and Jim was always fending off the media who wanted to know the secrets of the transmission and the wings

Things get better, though, towards the end of this story. Leaving single-seaters behind, Hill went out on a high with Ford and Chaparral, and he made a huge contribution to bringing the Ford GT project to fruition.

Moving to Chaparral he was able to take some valuable information from Detroit to Texas. "Jim Hall was a wonderful guy," he says. "Going from a big company to a smaller race team was great fun. We had good times and Jim was always fending off the media who wanted to know the secrets of the transmission or the secrets of the wings. It was simple really. You know, it was really just a fluid coupling, a torque converter and a dog clutch with three speeds. But the aerodynamics, the wings; that was marvellous gadgetry."

And it was in the Chaparral 2F that Hill took his final win (with Mike Spence) in the BOAC 500 at Brands in 1967. It was a great way to bow out, and one that showed all the old skill. He will be remembered, even revered, for the intelligence and the humility that he brought to the sport and for the dry humour.

"I guess it all came a little late," smiles the 79-year old all-American hero. "It was a short time to be in Formula One, but that's life. You can't explain all the whys and wherefores. Good and bad times, you know".



McKlein

Above: Hill leads the field at Reims, '60. He would finish second. Left: Hill (sharing with Hap Sharp) failed to finish the '67 Targa Florio in glorious Chaparral 2F. Later that year he drove the Chevy-powered monster to win the BOAC 500 at Brands

What's your classic?

...the answer is at the UK'S biggest classic car show!

A CLASSIC MIX OF OVER 1000 CARS



Classic motor 2006 show

27-28-29 October

The NEC Birmingham

Restoration Theatre • Dream Rides • Accessories • Parts & Services
Seminar Theatre • Autojumble • Cars for sale

...tickets on sale now!

Book online:

www.necclassicmotorshow.com

or call the Ticket Hotline:

0870 060 3776

Ticket includes show guide to the value of £6 and FREE entry into the MPH Show (excludes live action theatre)

OFFICIAL PARTNERS

FOOTMAN JAMES
Insurance specialists. At your service.

OFFICIAL PARTNERS

Meguiar's since 1901

ORGANISED BY

CLARION EVENTS
nec

All bookings are subject to a single transaction fee. All information is correct at time of publishing.

GREGOR FISKEN

Fine Historic Automobiles



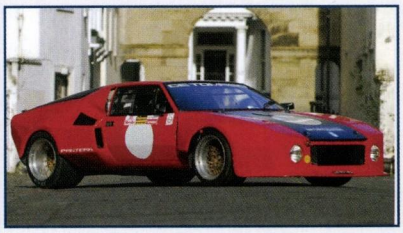
FERRARI DINO 246 F1

The 246 F1 was the last great front engined Grand Prix Ferrari running through the 1958-60 seasons and driven by stars such as Mike Hawthorn, Tony Brooks and Phil Hill to name but a few. In the early 1970's the great English Ferrari collector Sir Anthony Bamford bought all the remaining parts from the disassembled Works team cars direct from the factory, and had Graypaul Motors reconstruct the three 1960 specification F1 Dinos back to full racing condition. Since then this Dino has proven itself a winner in Historic racing, notably in the hands of Willie Green and Tony Merrick and latterly for its current owner running as ever right up at the front at Laguna Seca and most recently at the Goodwood Revival. Gregor was driving the car and put the car on pole and, after a tricky race in the wet, bought it home second overall!



1960 AUSTIN HEALEY 3000 MK1 'RUDDSPEED'

The Austin Healey, at the hands of such drivers as Pat Moss, Paddy Hopkirk and the Morely brothers, was highly successful in international rallying and racing. It was with this in mind that Ken Rudd, by then already well known in the world of Motorsport for his successful work with AC Ace's, ordered a standard road car. Rudd was keen to give 9380 PO the full Ruddspeed treatment. The engine was upgraded to an alleged 178bhp and appeared in pretty much every motoring publication of the day, making its racing debut in the 1960 Snetterton meeting. This FIA eligible Healey is perfect for many of today's historic motor racing events.



1972 DE TOMASO PANTERA

One of only 14 examples built with the special Group 4 '874A' type lightweight 'Allegretto' chassis for the 1972 World Championship, chassis #2343 was sold new to racing driver Cazzago (Pooky) who raced extensively throughout the season including the 1000 kms of Monza and also entered for Le Mans that year. In 1973 2343 passed to Moretti and Manfredini of the famed 'MOMO' racing team who continued to campaign the car internationally. In 1976, 2343 was up rated to full Group 5 specification – the only Group 4 to be up rated to this specification - weighing only 900 kgs! Following the Giro d'Italia, the car was stored until 2000 upon which a full restoration was embarked upon. Presented in full Group 5 trim, the Pantera is an awesome and highly eligible entrant for a multitude of prestigious events.

GREGOR FISKEN

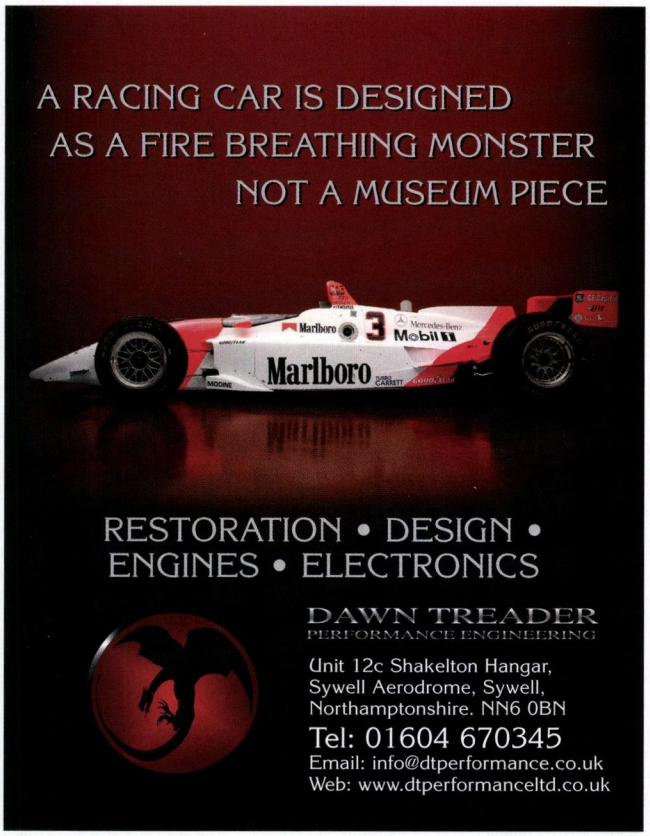
CURRENT STOCK

1961 Aston Martin DB4 GT
1972 Alfa Romeo T33/3
1960 Austin-Healey 3000 'Ruddspeed'
1964 Austin Healey 3000 MkIII Works Car
1964 Abarth Simca
1955 Bentley R-Type Continental(Manual)
1931 Bentley 4 1/2 Supercharged
1972 De Tomaso Pantera Group4/5
1967 Ferrari 275 GTB/4
1973 Ferrari Daytona
1949 Jaguar XK120 – Aluminium
1974 Lancia Stratos
1954 Maserati A6GCS
1973 Porsche 911RS Lightweight
1970 Porsche 911 2.2S

Situated in a Kensington Mews, internationally famous for old cars, we are proud to offer a varied selection of historic automobiles. Our prices are keenly competitive in today's market and we are always interested in buying, part exchanging or selling on clients' behalf cars similar to the above. Please write, phone, fax or e-mail with your requirements.

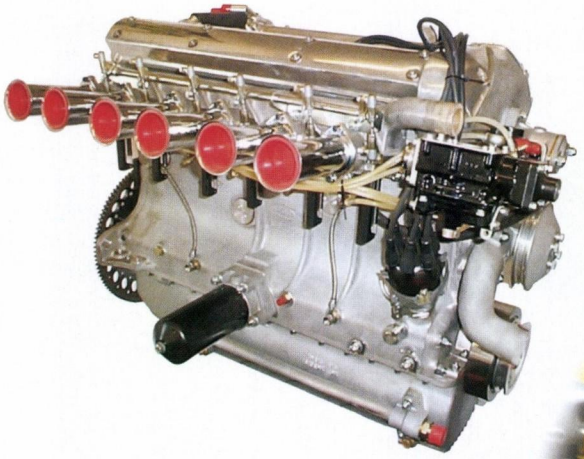
14 Queens Gate Place Mews, London, SW7 5BQ
Tel: +44 (0) 207 584 3503
Fax: +44 (0) 207 584 7403
cars@gregorfisken.com • www.gregorfisken.com



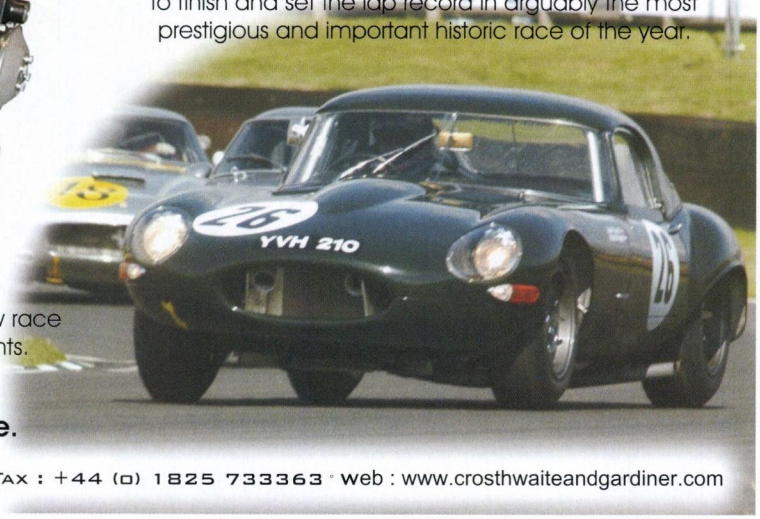


CROSTHWAITE & GARDINER LTD

BESPOKE CARS & PARTS FOR THE HISTORIC RACING CAR INDUSTRY



Congratulations to Juan Berazi, Michael Vergers and the whole team at D.K Engineering for the victory in the 2006 Goodwood TT. Powered by a Jaguar LWE engine with dry sump, aluminium block, wide angle cylinder head and Lucas fuel injection all re-manufactured by Crosthwaite & Gardiner. YVH 210 qualified in pole position, led from start to finish and set the lap record in arguably the most prestigious and important historic race of the year.



To gain the winning advantage with a brand new race engine, contact us to discuss your requirements.

Crosthwaite and Gardiner...
The winners' choice.

PHONE : +44 (0) 1825 732240 · FAX : +44 (0) 1825 733363 · web : www.crosthwaiteandgardiner.com

Profile

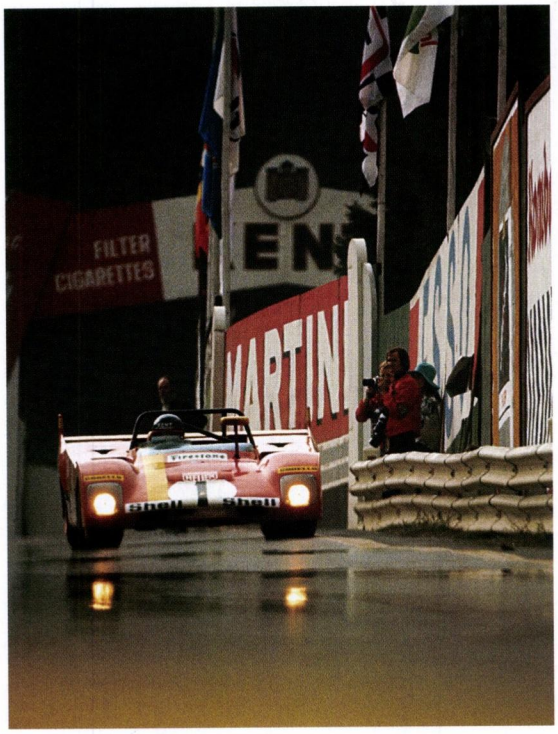
FERRARI 312PB

Compact, light and powerful, Maranello's 3-litre sports car collected race wins and captured hearts around Europe. This example was crucial to the model's success

Words: Gordon Cruickshank. Photography: Alex P




Continental
Shell
Firestone
Pirelli
61
51
CHRONOGRAPH
HEUER
UNIROYAL



The compact, pretty and punchy 312PB, the twinkle in designer Mauro Forghieri's eye, had begun its birth pangs. An increase in minimum weight for prototypes to 650kg made Porsche's 908 an uncompetitive prospect for the 3-litre era, as it relied on light weight rather than high power for its speed, and rather than develop a new engine, Porsche announced it would withdraw from prototype racing after 1971. That confirmed Ferrari's resolve, and Forghieri took the bold decision to develop the new car by running it throughout '71 against the 917; meanwhile the brutal 512 would receive no more works development, but in its last valid year would be left to the privateers.

Unlike Porsche, Forghieri already had a strong 3-litre engine, the new flat-12, introduced in F1 in 1970. Theoretically you can't run an F1 engine in a sportscar, at least not without detuning it substantially. But Ferrari's unique set up, the recent injection of cash from Fiat's partial buyout, and the Old Man's drive for success in all spheres allowed it to spend whatever time and money were necessary to turn its F1 engine into an enduro unit.

Forghieri's central aim in flattening the iconic V to a boxer flat-12 was to lower the centre of gravity and offer clean airflow to the F1 car's rear wing. With its four chain-driven overhead camshafts, the 48-valve unit was relatively wide but short, aided by using only four main bearings, which also reduced friction. By the time it went into the sports car the engine had upgraded to a bigger bore, shorter stroke spec ▶

A death sentence for the 917 also meant the 512 was heading for euthanasia, but in the way of great dynasties there was an heir in prospect. The compact, pretty 312PB, the twinkle in Mauro Forghieri's eye, had begun its birth pangs

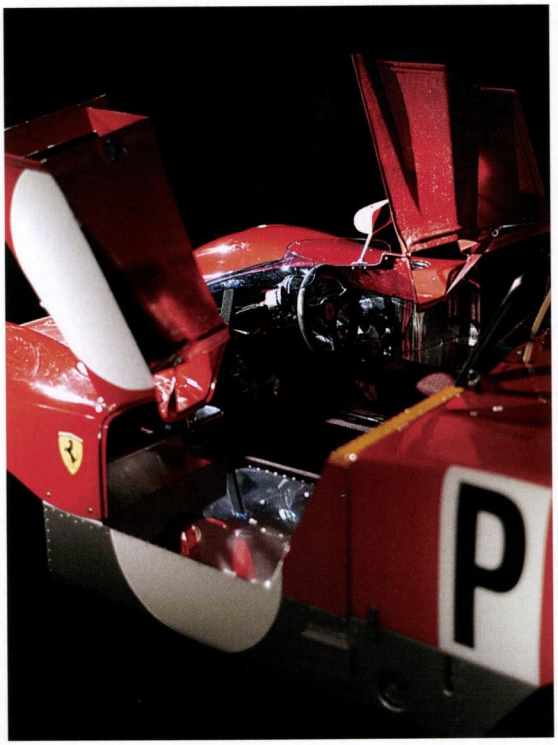
It's the height that hits you. At the track, among its rivals from the Seventies, it's not so obvious. But in the studio, floodlit against bare walls, even with its 12-cylinder yowl silenced, this knee-high wedge of Maranello artistry is redolent of Enzo Ferrari's unending compulsion to win.

Ferrari's 312PB fought the sports car championship for three seasons, and dominated it for one glorious year before Matra stole its crown. The chassis featured here was central to that title – an early prototype, it served as the development car and single-handedly carried Maranello's shield into battle for much of the 1971 season, driven by Clay Regazzoni and Jacky Ickx. The only PB to remain in original short-wheelbase form, its gorgeous noise is still to be heard on race tracks around Europe and America.

First, the name. Ferrari always listed it as plain 312P – 3-litre 12-cylinder *prototipo* – but to differentiate it from the earlier V12 cars the press soon added B for its boxer (flat) engine. For simplicity we'll use the PB label here.

Curbing sports cars to three litres went back to 1968, but the rulemakers left a 25-car loophole which Porsche rammed the 917 through, smartly followed by Ferrari with the 512S. Though the FIA reacted relatively quickly, the two 5-litre monsters still had a couple of years to blitz the races until a new regulation banned them from 1972.

If it was the death sentence for the magnificent 917, it also meant that the 512 was heading for euthanasia, but in the way of great dynasties there was an heir in prospect.

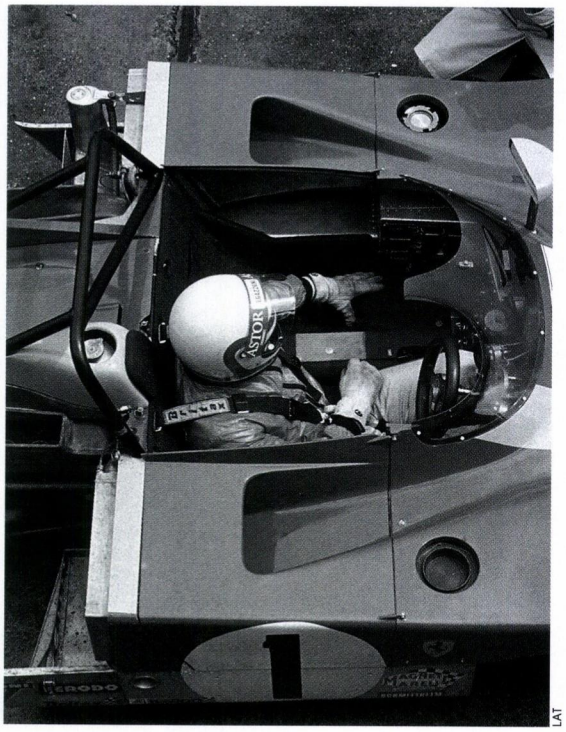


Left: chassis 0880 in Nürburgring pits, '71 – Forghieri talks to Ickx as Regazzoni buckles up. Car will break while leading. Top: Ickx heads for '72 Spa win. Right: flip-up doors include radiator air ducts; wide sills house fuel

with larger valves, offering more power and revs. Also the Lucas injection fuel metering unit had moved from the side to the top of the block to improve access, crucial in endurance races. Screwing back the F1 tune by some 40 horses left the PB with about 440bhp, with the red line arriving almost two grand earlier than the GP car at 10,800rpm.

This refined power source sat in, or rather hung from, an ally-clad spaceframe with an extension over the engine to share the suspension loads. On each side of the cockpit were wide sponsons; a main fuel tank filled the left one to counterbalance the driver, with a smaller reserve on the right. Unusually there was a sight gauge for the oil set into one sill. Large surface ducts scooped air to vertical radiators ahead of the rear wheels with the oil cooler crouching on the clutch housing.

If there was a snag in the boxer layout it was that the heads, the rear suspension, and the underslung exhaust pipes all wanted to share the same space, so the sports car copied the F1 rear suspension, with reversed lower wishbone locating on the five-speed gearbox, single top link and twin radius arms. Up front the usual double wishbones sufficed, with the steering rack mounted above the driver's knees. With these commonalities it was inevitable that the PB was labelled a 'two-seater grand prix car' – which didn't do Maranello's image any harm at all. To clothe its new machine, Ferrari abandoned the lovely curves of the 312P for a minimal hard-edged, slab-sided form which, with its cutaway tail kick-up, still has a chunky appeal. And thanks to magnesium



LAT

It was inevitable that the 312PB was labelled a 'two-seater grand prix car' – which didn't do Maranello's image any harm at all. By the end of 1970 it was lapping Modena circuit in similar time to the 312B2 grand prix car



suspension components it came in under the new weight limit.

By the end of 1970 the new car was lapping Modena in similar time to the 312B2 grand prix car. Things looked good as the factory prepared its two chassis for battle. Only one of them would survive the season – the car profiled here. In January's Buenos Aires 1000km, Ignazio Giunti, driving 0882, slammed into a stationary Matra and was killed. It was little compensation that the PB had been challenging 917s and 512s for the lead. The wrecked car was not rebuilt, and for much of the '71 season Ferrari had this car as its sole flag-bearer. Strictly speaking it had two chassis numbers: this car began the season as 0878, but during the year it was involved in a series of accidents; before the final race, the gruelling Kyalami 9 Hours, the factory rebuilt it and renumbered it as 0880, the number it has worn since.

It was a frustrating season, that first one. Repeatedly the 312, looking tiny alongside its 5-litre rivals, nipped at their heels like a terrier hassling a Labrador, sometimes lapping fastest, sometimes grabbing pole, making fewer pitstops thanks to its lighter thirst. But constantly there was a breakage, or an accident; Clay Regazzoni's spectacular fight back in the BOAC 1000km at Brands Hatch after tripping over a spinner, grabbing a stupendous second place, was a rare highlight. In successive races, Monza and Spa 1000km, 0878 crashed, and while Jacky Ickx and Regazzoni were running away with the Nürburgring 1000km a cylinder seal failed. At the Osterreichring in June the diminutive 312 faced the 917 for the last time, but during a spectacular battle with ▶

Top: Regazzoni in the office, '72 Nürburgring 1000km. Though this car crashed, Peterson and Schenken won in another 312PB. Left: bodywork of 0880 was updated through 1971 season. Right: Ickx and 0880 lead 1971 'Ring 1000km



RACE RECORD FERRARI 312PB, CHASSIS NO 0878/0880

As 0878 - 1971

Sebring 12Hr: Ickx/Andretti - DNF
Brands 1000km: Ickx/Regazzoni - 2nd
Monza 1000km: Ickx/Regazzoni - DNF
Spa 1000km: Ickx/Regazzoni - DNF
N'ring 1000km: Ickx/Regazzoni - DNF
Zeltweg 1000km: Ickx/Regazzoni - DNF
Watkins Glen 6Hr: Ickz/Andretti - DNF
Imola 500km: Regazzoni - 1st Heat 1, DNF final

Renumbered 0880 - 1971

Kyalami 9Hr: Regazzoni/Redman - 1st

Renumbered 0880 - 1972

Targa Florio: Merzario/Munari - practice car

From Maranello 0880 went to Albert Obrist, then passed to Bernie Ecclestone. It was briefly owned by a Japanese collector before US racer Bill Binnie bought it in 2000. After recommissioning by Paul Lanzante, Binnie raced it for two seasons in the Shell Ferrari-Maserati Historic Challenge, winning 10 races. This summer it was bought at Coys auction by Ernie Prisbe who will race it in the USA



Regazzoni powers out of the Brands pits in the 1972 BOAC 1000km. His fifth place with Brian Redman didn't matter – Ferraris finished first and second

LAT



TECH SPEC – FERRARI 312PB

CHASSIS

Front suspension double wishbones with outboard coil dampers
Rear suspension single top link, reversed lower wishbones (twin parallel links for '73), twin radius rods
Wheelrim width 10in front, 16in rear
Tyres '71-2, Firestone; '73, Goodyear
Brakes outboard discs front and rear (rears inboard from '72)
Steering rack and pinion

ENGINE

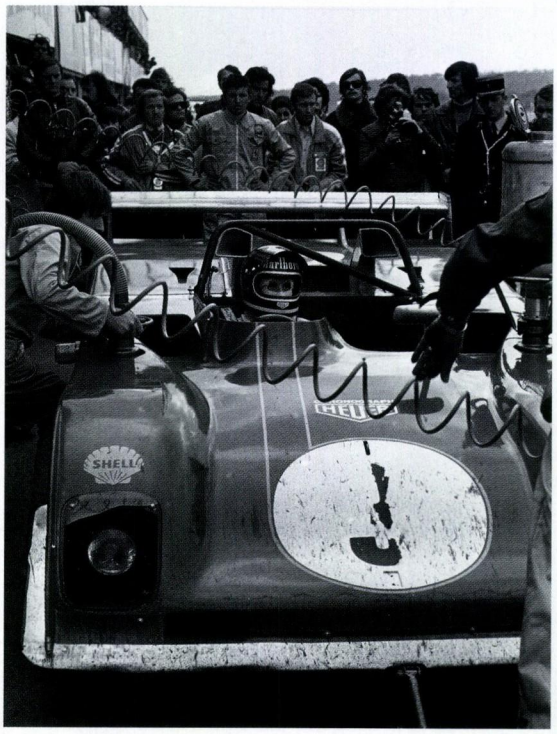
Configuration Flat 12
Valvegear dohc, 48 valves
Bore x stroke 80mm x 49.6mm
Capacity 2991cc
Fuelling Lucas injection
Ignition Magneti Marelli
Maximum power 440-480bhp
Maximum revs 11,500

TRANSMISSION

Gearbox Ferrari, five-speed, variable drop gears from '72
Clutch Borg and Beck, triple disc

DIMENSIONS

Wheelbase '71, 2220mm; '72-3, 2340mm
Front track '71, 1425mm, '73, 1426mm
Rear track '71, 1400mm; '73, 1486mm
Length 3500mm



winning the Targa Florio, quite an achievement for a two-seat grand prix car. The Sicilian epic, incidentally, gave the hard-used 0880, pensioned off from racing, its last works outing: eventual winners Sandro Munari and Arturo Merzario used it as practice car, fitted with the latest bodystyle and a spare wheel.

For 1973, with the rapid Matras ready to contend the whole series, Ferrari lengthened the PB chassis by 120mm, widened the front track, squeezed 470bhp out and raised the rev limit to a screaming 11,500. But the MS670 was a superb car, while the Ferraris struggled with understeer all season. Impressively, two Ferraris finished at Le Mans, but behind a Matra, and while the title fight stayed open right to the end, it didn't fall Maranello's way. With five French wins to only two Italian, the title had blue and white all over it.

Ferrari knew that the PB would need serious revision to face up to the French blue missiles in 1974. But its F1 season had been catastrophic; Ickx baled out, and new man Niki Lauda, backed by Luca di Montezemolo, insisted the team could not fight both battles. Ferrari announced its withdrawal from sportscar racing, and the little 312PBs were retired.

They had accomplished more than the fabled 512; they had thrilled the spectators and charmed their drivers with their light gearchange and that delicious engine which just revved and revved. There have been privateer Ferrari sportscars since, often with quiet works assistance, but the factory never again entered a sportscar in a race. The squat, chunky 312PB was Maranello's last two-seat warrior.

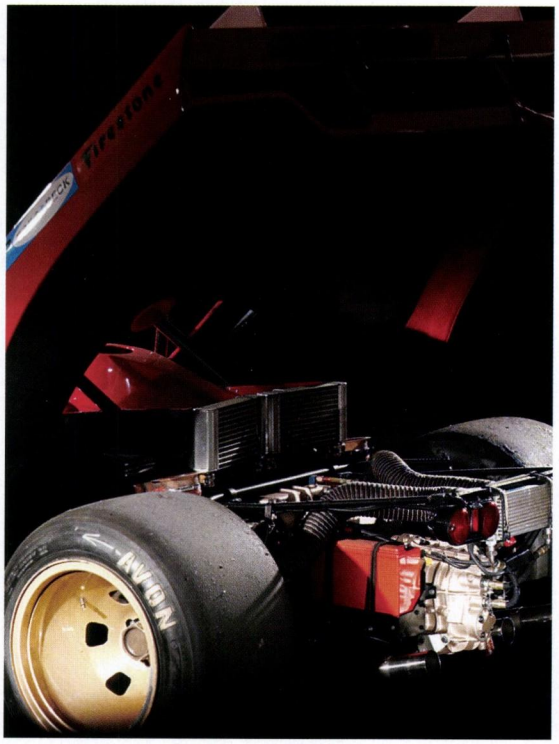
Six new cars and a three-car entry for all rounds showed that Ferrari was serious about the 1972 championship. Each driver pairing would alternate between two cars, a luxurious way to go motor racing. Fiat's millions were trickling through

Pedro Rodríguez in the Porsche, Regazzoni crashed again. At Watkins Glen, with Mario Andretti aboard, a possible win evaporated when the car wouldn't restart, but 0878 did grab a one-heat win at the non-title Monza 500km. It was at this point the chassis number changed, and with it the team's luck.

Backed up by a new car, 0884, for Andretti and Ickx, Clay and Brian Redman in 0880 took a commanding win in the Kyalami 9 Hours, their team-mates finishing second after a blistering full-pressure drive to overcome fuel pump problems. While that didn't affect Porsche's title, it was a signpost to future greatness.

Six new cars, now with inboard rear brakes, showed that Ferrari was serious about the 1972 championship, with a three-car entry for all 11 rounds and a rich stable of drivers, including Ronnie Peterson. Each driver pairing would alternate between two cars, a luxurious way to go motor racing. Fiat's millions were trickling through...

Alfa had garnered two wins and good placings with its V8, but its flat-12 engine was again delayed making it an unknown factor. Matra's MS670 was getting quicker and quicker, but the French were only contesting Le Mans, so the opposition was frankly not strong. However, the boxer was into its stride: a 1-2 at Buenos Aires opened a brilliant season in which Ferrari won 10 out of 11 rounds; the exception was Le Mans. Fearing for its grand prix motor over 24 hours, Maranello stayed at home that weekend and watched Matra finally achieve its longed-for victory. The title, though, was Ferrari's, by a huge margin, capped by a stunning 1,2,3,4 in the Osterreichring 1000km and



Top: in '73 Jacky Ickx fought hard at Dijon to catch Matra's MS670, but poor handling kept him to second place. Left: flat-12 hangs under rear chassis extension; suspension mounts directly to gearbox; outboard brakes moved inboard in later versions

10e RALLYE MONTE-CARLO HISTORIQUE



25-31 JANVIER 2007

FIA Regularity Rally For Cars from 1955 to 1977

Five starting towns:

OSLO (Norway) – TURIN (Italy) – BARCELONA (Spain)
REIMS (France) – MONTE-CARLO (Principality of Monaco)

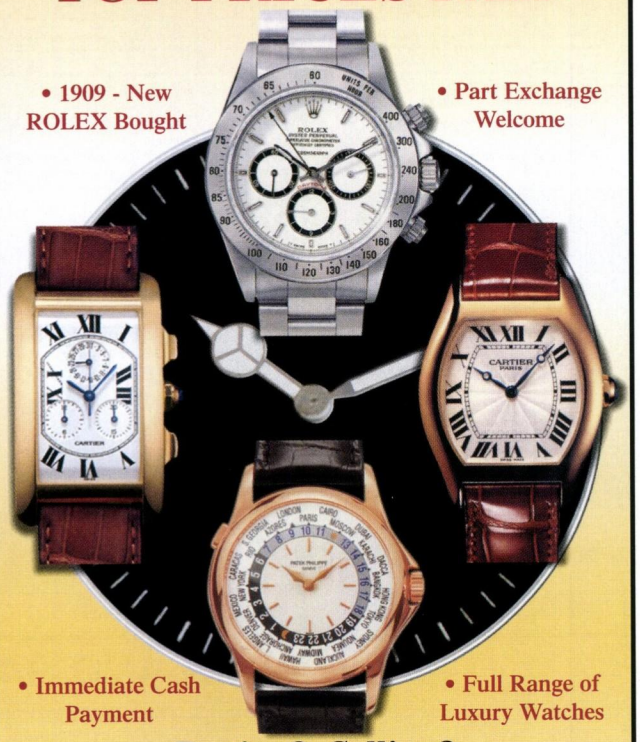
Route around 2,500km with 18 regularity stages including a stage on the ice track of Serre-Chevalier and a stage on the lowest part of the Monaco Formula One circuit.

Entries Closing: 13th November 2006

AUTOMOBILE CLUB DE MONACO
23, Boulevard Albert 1er, MC 98000 MONACO
Tel +377 93152600 – Fax +377 93152640
Email: historique@acm.mc
Website: www.acm.mc



WE BUY
ROLEX
PATEK & CARTIER
"TOP PRICES PAID"



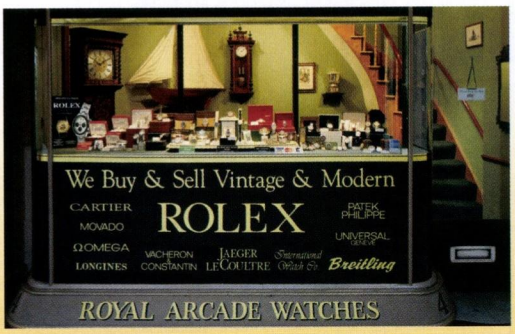
• 1909 - New ROLEX Bought
• Part Exchange Welcome
• Immediate Cash Payment
• Full Range of Luxury Watches

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

ROYAL ARCADE WATCHES

OPEN Mon - Sat 10:30 - 5:30

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



020 7495 4882

... scaling your passion

M&M scales is specialised in fulfilling your automobile dreams:

- handmade limited models in scale 1/4, 1/5 and 1/8
- individual models built to owners specifications
- replica engines in scale 1/3

Our passion for precision technology and engineering are realised in our dealership of superb handmade models, building one-off models and prototypes. All our models are only available in small limited editions.

M&M scales
Fresnostraße 10/10a
48159 Münster - Germany

Phone: + 49 251 - 200 76 59
Fax: + 49 251 - 239 47 41
E-Mail: info@mm-scales.de







Bugatti T35B engine in scale 1/3

M&M scales

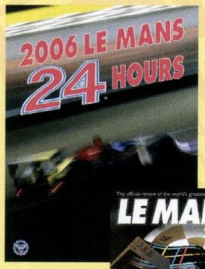
Official Partner of
B.R.M
Watches



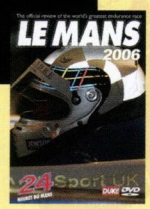
www.mm-scales.de

2006 LE MANS 24 HOURS

The Official ACO Annual & DVD



So you went to the race and bought the T-shirt, now you can read the book.
The Official ACO Annual is a must have addition to any Le Mans enthusiasts library, with profiles of every team, hour by hour race reports and comprehensive race data, plus plenty of superb photography.
A library essential - £35 + £3.50 p&p
Due October - order early for 1st deliveries.



Then why not sit back and enjoy all the action and atmosphere of the race with this superb DVD. Practice weekend, scrutineering, qualifying and of course the most exciting Le Mans race for many years are all covered in detail.
Only £17 + £1.50 p&p.
Due August

Get both for just £50 + £3.50 p&p
Offer valid UK only. Book & DVD will be shipped together.
For overseas postage please contact us.

GRAND PRIX MODELS
3 Noke Lane Business Centre,
St Albans, Herts, AL2 3NY, UK
Telephone 01727 845645
Fax 01727 838624
mail@grandprixmodels.com

www.grandprixmodels.com

133814

MIDLAND RACING MODELS

Suppliers of Quality Handmade Models, Model Kits & Diecast Models in all scales.

1/18th LIMITED EDITION MODELS by G.M.P. from the USA, Carousel.l., Exoto, C.M.C, Pauls Model Art



New 1/20 scale L/E Ebbro-Honda RA273 F.I. Car driven by Richie Ginther Monza 1966 with full engine detail £74

All Models are made to the highest standard, with fully detailed chassis, cockpit, engine, suspension and opening or detachable bodywork. All are Limited Editions of 3500 worldwide, most will be sold in USA, only very limited quantities to the UK. Well presented in graphic box with L/Edition number.



New 1/20th scale L/E Ebbro-Honda RA271 first GP Honda in 1964 driven by Ronnie Bucknum with full engine detail £74



1/18th C.M.C Mercedes W154 - 1938 detailed engine etc £108 plain or £123 Decalled as No 16. Dick Seaman Winner Nurburgring



1/18th C.M.C Auto Union Type D detailed engine & cockpit etc £116 plain or £123 decalled as No 4 Nuvolari Donnington.



1/18th C.M.C Mercedes W125 detailed engine etc £116 plain or £123 decalled as No 16 Herman Lang No8 Caracciola.



1/18th C.M.C Mercedes W165 Tripoli 1939 detailed engine etc Plain £108, decalled No 16 Lang £118



1/18th C.M.C. Mercedes W196 detailed engine etc £108 plain or £123 decalled No 6 Moss or No 2 Fangio/Argentina.



1/18th C.M.C Mercedes W25 detailed engine etc. Plain £116 or fully decalled No 2 Carocciola or No 6 Von Brauchitsh both from Monaco 1935 £123 each



New 1/18 CMC - Auto Union Type C detailed engine etc. £130 Plain or £134 detailed as No 2 Rosemeyer or No 8 Stuck at Monaco / 1937



New 1/18th scale Carousel Lotus 38 Indy Winner 1965 of Jim Clark with full engine detail. £118 each



New 1/18th scale Carousel Eagle V12 Westlake F1 of Dan Gurney 1967 with full engine detail. Now arrived in stock. £118 each



New 1/8th CMC Maserati 250F No.1 Juan Manuel Fangio World Champion 1957. Highly detailed engine etc £144



1/18th CMC Mercedes-Benz No 10 Targa Florio 1924 Christian Werner/ Carl Sailer fully detailed engine etc £144



1/18th CML Merecedes 300SL fully detailed with opening bonnet to show engine, opening boot to show spare wheel etc., opening doors, as No 4 Karl Kling Winner Panamericana 1952. Price £122



1/18th C.M.C Mercedes W196R streamliner with lift off body, fully detailed engine etc. Plain £155 or detailed as no 18 Fangio or No 16 Moss from Monza 1955 - £164 each.



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

NEW 1/12th scale MODEL KITS
Ferrari 553 Squalo Mike Hawthorn 1954 - £280
Ferrari 246 SP Dino Targa Florio 1961 - £290
Aston Martin DBR1 Le Mans Winner 1959 - £210
Jaguar 'D' type Le Mans Winner 1955 - £210
Porsche 917 LH No.3 Le Mans 1970 - £278
Ferrari 712M Mario Andretti Can-Am 1971 - £278
Ferrari 365 GTB/4 Daytona - Pozzi Le Mans 72 - £260
Lancia D24 Winner Pan Am 63 & M/Miglia 64 - £295
Ferrari 330 LM Winner Le Mans 1962 - £295
Ferrari 312 PB Winner Sebring/Daytona 72 - £275
Ferrari 330 P4 Coupe Le Mans 1967 - £392
Ferrari 250 TR/61 Winner Le Mans 1961 - £295
Ferrari 312 PB Longtail Le Mans 1973 - £273
Ferrari 250 TR No.25 Francochamps car or No.22 White Ed Hughes car Le Mans 58 - £295
Ferrari F1/2003 Schumacher - £349
Ferrari 512S Sunoco Le Mans 1971 - £340
Alfa Romeo 33/2 Daytona/Le Mans 1968 - £320
Ferrari 330 P4 Spyder Winner Daytona 1967 £392
Ferrari F1/126 CK Winner Monaco 81 Gilles Villeneueve - £392
Lancia D24 Fangio Winner Panamericana 1953 - £295
Ferrari 375 F1 Gonzalez 1st Ferrari victory Silverstone 1951 - £295
Lancia - Ferrari D50 Fangio or Collins 1956 - £359
Ferrari 512S NART Daytona 1971 - £340
Maserati 250F 1957 Fangio - £320
Alfa Romeo 158 Farina/Fangio 1950
Ferrari 250TR 60 Le Mans Winner 1960 - £330
Ferrari 312 V12 ICKX 1968 -£392
Ferrari 312 B3 Lauda/Regazzoni 1974
Ferrari 350 P4 Can Am/Amon 1967 - £280
Ferrari 375 INDY - Ascari 1952 - £270
Ferrari 166 Dino Tasman/Amon 1969 - £255
1/14th scale Ferrari 166MM Winner & Le Mans 1949 - £270
For full list of Model Kits and Diecast Models send S.A.E to DEPT M/SPORT



1/12th scale Ferrari 512S Longtail from Le Mans 1970. No 11 Nart entry and No 12 Francochamps entry, all with lift up rear body to show full engine detail. Also No 28 short tail verson of Andretti/Ickx from Daytona 1970. Kit £278 or hand built £760.



1/12th M.G. Models Lancia D50 No 26 Alberto Ascuri Monaco 1955 with fully detailed engine etc. Kit £359 or Handbuilt £895.



1/18th C.M.C Ferrari 250 GT SWB built from 1000 parts superbly detailed with full engine and opening body work. Real leather seats and miniature Borrani Wheels. Price £145.



1/18th CMC Maserati Tipo 61 Birdcage as driven by Stirling Moss and Dan Gurney to victory at Nurburgring. Fully detailed opening bodywork, cloth seat, etc. £166



1/12th scale ABC/Brianza Ferrari 158 John Surtees World Champion 1964. Either red version from Monza or Blue/White N.A.R.T version as above from Mexico kit £278 or Hand built £760



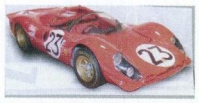
1/12th M.G. Models Ferrari TR59/60 No 11 Winner Le Mans 1960 driven by Paul Frere and Olivier Gendebien. Fully detailed engine etc. Kit £330 or Handbuilt £775.



1/12th M.G. Models Ferrari 375 F1 Froilan Gonzalez Winner Silverstone GP 1951 with fully detailed engine. Kit £295 or Hand built £825



1/12th scale Ferrari Dino 156 Phil Hill World Champion 1961. Super kit £295 or hand built £840. Fully detailed, lift off body.



1/12th M.G Models Ferrari 330 P4 Spyder Winner Daytona 24 hrs 1967 fully detailed with lift off rear body to show engine. Kit £392 or Hand built £950

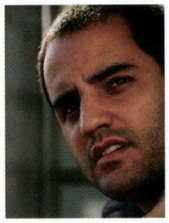


1/12th M.G. Models Ferrari 312 B3 No 12 Niki Lauda Winner Dutch G/P 1974. Complete lift off bodywork to show chassis, engine etc. Kit £392 or Handbuilt £950.

Full range of Exoto & Carousel & CMC available
Worldwide mail order - post & packing UK Reg £8 EEC - £12, Rest of World £20

MIDLAND RACING MODELS
Churchside Arcade, 20 Little Church St, Rugby, Warks, CV21 3AW.
Tel or Fax: 01788 552133, after hours 01788 815220
CREDIT CARDS - VISA - MASTERCARD

Juan Pablo Montoya



As the Colombian ace turns his back on Formula 1 for a career in NASCAR, *Motor Sport* recalls the last time he tried tin-tops. It wasn't pretty...

Words: Jonathan Noble

NASCAR-bound Juan Pablo Montoya would certainly take umbrage at Keke Rosberg's famous view that, "racing cars don't have doors. Toilets have doors."

Even from his junior days, Montoya has never been afraid to experiment. He proved that on making a guest appearance for Mercedes-Benz at Silverstone's International Touring Car race in August 1996.

At the time, ITC was a big attraction for young drivers and car manufacturers keen to find the next big thing. In August of that year, Mercedes-Benz was on the look out for a replacement for Jan Magnussen, who had been despatched to Penske in IndyCar as successor to Paul Tracy.

British F3 leader Ralph Firman and front-runner Johnny Kane were favourites, but Mercedes-Benz motorsport boss Norbert Haug had other ideas. He had talked with Nigel Clyde, Dario Franchitti's race engineer at the D2 AMG team who had worked with Montoya, about taking him on.

Having just won his second race of the season at Thruxton, the decision was sealed when he followed it with a podium at a wet Snetterton the week before the ITC event.

"He wasn't the obvious first choice," says Haug. "He was not the star we know today but I had a feeling about him."

Montoya accepted the offer immediately, and so began a manic week. He flew to Germany first thing Monday morning for a seat fitting, tested the car at the Nürburgring on Tuesday, returned to Britain on Wednesday and then took part in official ITC testing on Thursday.

"Sometimes I would sit there and not believe what was happening to me," said Montoya. "It was like a dream, but there was also a nightmare inside."

That nightmare was a host of technical problems. The most spectacular was a dramatic fire which destroyed the back half of his car during that Thursday test.

With the car repaired, Montoya wound up tenth overall in practice. He looked good for a top-six grid slot on Saturday but spun at Luffield 1 and so ended up 16th.

On race day, the hydraulics on his power steering failed in the first event, and in Race Two he began a charge up the field before braking to avoid a spinning Opel at Club and swiping Jorg van Ommen's Mercedes. Montoya brought his battered car back to the pits for repairs, but after rejoining the action a warning light for his ABS came on and he had to retire.

Even today Haug remembers how well Montoya adapted to the machinery, although thinks making the quick switch from single-seaters to cars with doors was maybe easier then.

"The cars were no problem for him," claims Haug. "I would doubt if you could do the same 10 years later because it is more sophisticated now. There are regularly 15 cars within a second or less nowadays."

Despite the outcome, Haug was sufficiently impressed to offer the Colombian another race; Montoya declined.

Montoya jumped at the chance to drive at Silverstone's ITC race in '96. After a fire and a blameless shunt he wasn't too keen to return...



On race day, the hydraulics on his power steering failed in the first event, and in Race Two he began a charge before braking to avoid a spinning Opel at Club

Pure bliss....

Once again, the world's greatest historic race meeting blended thrills, spills, glamour and excitement over a heady three days

Words: Robert Stride. Photography: Ian Fraser



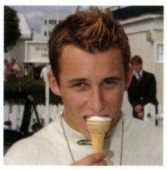






That delicious moment when, on a perfect September morning in 1998, we were wrenched back in time by the Time Lords, and the March Lord, is now itself a piece of history. But the magic has not waned. This extraordinary event still takes us on an incredible journey back through time to the days when men were men, and when racing cars looked like racing cars.

The Goodwood Revival, while a masterpiece of theatre, represents serious motor racing. Always colourful, invariably thrilling, and often frightening. We are not used, any more, to the sight of racers on the ragged edge of sweeping curves surrounded by grass. For the young, and thereby the uninitiated, it needs be explained that this manifestation of our sport involves overtaking, opposite lock, slipstreaming and four-wheel drifts.



> "In a Formula 1 car there's time to relax. In the Cobra you're working all the time, even down the straight. It sure grabs your full attention." *Christian Klein*

Each day in this wonderland begins with a lone Spitfire, looping and swooping across the sky, the Merlin engine growling out its wake-up call. Then it's time for the cars to stir from their shelters, called up by the trumpeters of the Blues and Royals, and rumble towards the grid.

Friday's awakening was rude, a stark reminder of the warning on the back of the tickets. Motor racing is dangerous. First Adrian Newey lost control of his lightweight E-type Jaguar and hit the bank hard at the kink in the Lavant straight. Then, still in practice for the RAC TT Celebration race, IRL ace Dario Franchitti put his E-Type into the tyre wall and spent the rest of the day in hospital with concussion. It could only get better, and it did.

In the afternoon eight Spitfires appeared on the horizon, circling the aerodrome just as they had in the Battle of Britain. Raymond Baxter waxed lyrical about R J Mitchell's creations on their 75th anniversary.

Meanwhile Sir Jackie Stewart opened a new pavilion in his honour. JYS made an off-the-cuff speech, recounting the day he tested here for Ken Tyrrell thanks to a tip-off from former Goodwood track manager Robin Mackay. The rest is history and the lap record holder, jointly with fellow Scot Jim Clark, now has his own building with a trackside balcony to cement his place in Goodwood history.

Then there's the racing, more exciting than ever this year. Robin Longdon took the Chichester Cup by less than half a second from Stuart Roach. Frank Sytner, new heart and all, stole the Whitsun Trophy from under the orange nose of Nick Whale's McLaren. The Wayne Gardner masterclass left Duncan Fitchett and Tim Jackson in its wake for both races in memory of the much-missed Barry Sheene. Lord March needs to find a rival for Gardner by next year, and the Aussie is surely up for the challenge. Derek Bell in a Jaguar Mk1 somehow prevented Tony Jardine in an Austin A35 from being the first to receive a wreath and a kiss from 'Marilyn Monroe', a metre separating the two at the end of a classic St Mary's Trophy race. Americans dominated the Glover Trophy, a rare error by Bobby Rahal letting Duncan Dayton get away to win ▶

The ninth running of the Goodwood Revival provided excellent racing with a heady mix of nostalgia. Dick Skipworth's Ecurie Ecosse transporter (right) was a hit with race fans as were star drivers including Red Bull Formula 1 star Christian Klein (above) who raced an AC Cobra in the TT

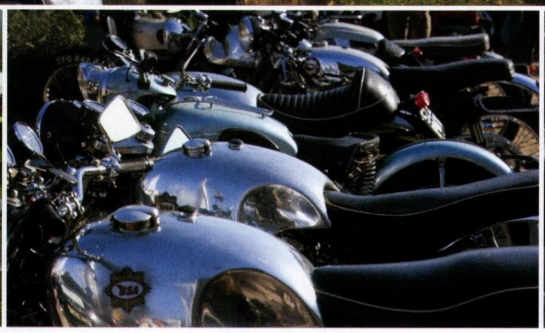

GIRLING
2

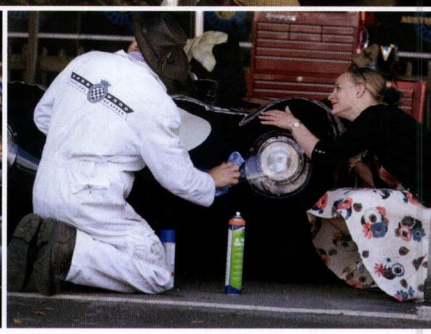



GIRLING
CANTOR INDEX
JAGUAR
COSWORTH
2
29
16









ALFA ROMEO 3000CM

Derek Hill, son of '61 F1 World Champion Phil, won the Freddie March Memorial Trophy in this gorgeous Alfa Romeo. Built in 1953, the six-cylinder, dohc 3000CM wasn't the fastest, or most powerful, car of its period but this was the same car driven by Hill Snr with real verve to finish third in the '03 Revival meeting. The '06 win at Goodwood, with the former F3000 driver at the wheel, was a popular one with the enthusiastic crowd.









by a whole three seconds. And then, to make a good day a great day, Phil Hill's son Derek won the Freddie March Memorial in an Alfa 3000CM from Nigel Webb in a Jaguar C-type.

Race-goers were on their feet for a tribute to Phil Hill, the only natural-born American to win the World Championship. Now very frail, the Californian walked to the grid and stood proudly among the cars he'd raced over four decades, from MG TC to Ferrari 250 Testa Rossa; Cooper-Climax to Chaparral 2F.

Sunday dawned wet and miserable. Visors misted up, fans on the banks huddled together, and the only warmth came from the flames that spat from Julian Mazjub's Bentley Pacey-Hassan Special as it sat on the grid for the Brooklands Trophy.

long: Lee Proudfoot flew Ray Hanna's Spitfire in an aerial tribute to his friend and mentor who had done so much to make the Revival as famous for its flying as its racing.

Pause for breath, and the RAC TT Celebration – the big one. By now three E-types were missing, Viscount Cowdray's car having holed a piston. This left the door wide open for the Cobras and the one remaining Jaguar of oval ace Michael Vergers and Juan Barazi. And so it was, Vergers leading away from Darren Manning in John Bendall's AC Cobra. Down the field, Jean-Marc Gounon scythed through in Anthony Bamford's Ferrari 250 GTO, lapping faster than the leaders. But Manning could do nothing about Vergers who spent 40min building a cushion before handing over to its



> "I don't think I've ever been that sideways. I worked hard in that Healey, five times as hard as you would in a modern car" *Johnny Herbert*

Yes, we were racing again. Mazjub only managed three laps but one of those was the fastest of the race, which was won by Mark Hales in Nick Mason's Bugatti T35. A thrilling battle for the Richmond Trophy saw Gary Pearson, later voted driver of the meeting, take the laurels with a BRM P25 from Gregor Fisken's Ferrari 246 Dino.

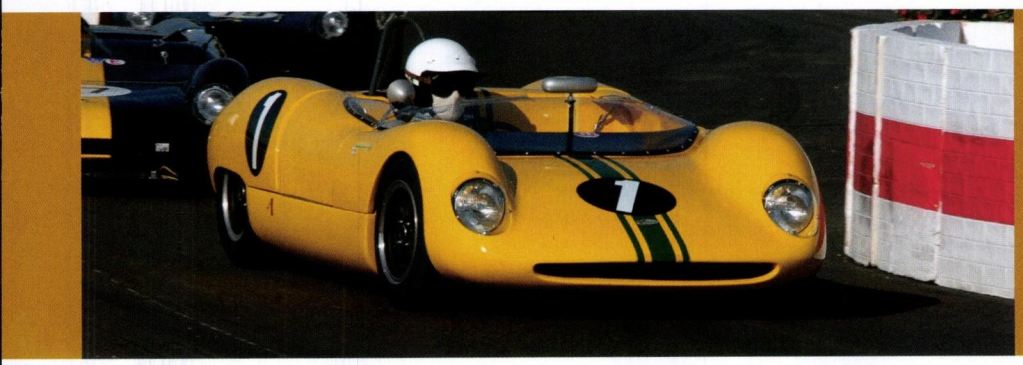
A discernable twitter in the crowd heralded part two of the St Mary's saloon car epic. Could Rae Davies and his little A35 get one over the Jaguar of Grant Williams? No, he couldn't, but it was an extremely close-run thing.This gave Derek Bell, who won part one the previous day, his first victory at Goodwood since 1966.

Back down to earth, but not for owner for the final laps. Peter Hardman and Nicolas Minassian completed the top three.

Gounon starred again in the Sussex Trophy, pipped to victory this time by Gary Pearson, but he'll be back. The Revival rose to a resounding climax with Simon Hadfield and Anthony Hancock arguing the toss in the Madgwick Cup, while Rob Wilson drove from 19th on the grid to fourth.

The famous Goodwood chicane survived until the last lap of the last race, Otto Reedtz-Thott scattering the woodwork and pieces of Lotus in a final flourish to bring the flag down on 2006. But we'll be back, as there is simply nothing else like it in the world. Not in this world anyway.

A mouthwatering Tourist Trophy field (far left) may have been lacking Jags following accidents but one still came out on top. Period detail was abundant, with motorcycles being an intrinsic part of the show. Johnny Herbert, above, is another F1 driver who loves racing a historic car

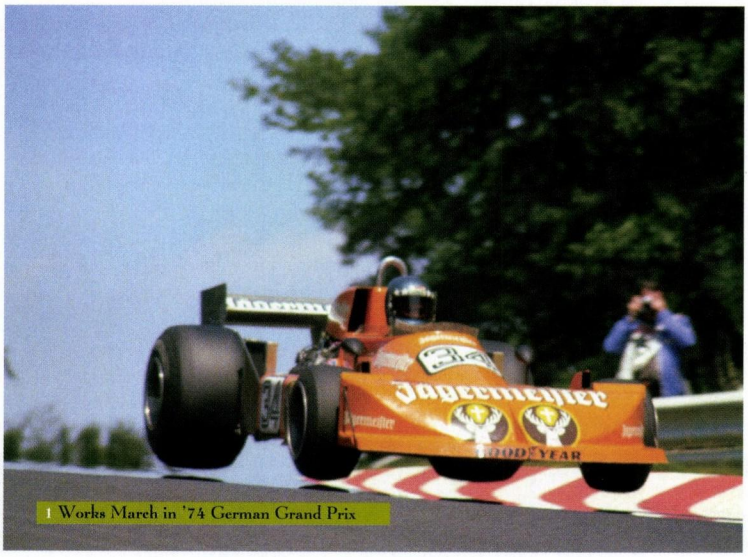


BRABHAM BT5

Brabham built only two BT5s for the '63 season and, unbelievably, both of them came to Goodwood to compete in the Madgwick Cup, driven by John Delane and Brian Wilson. The model lasted for only one competitive season before being replaced with the BT8. 'Pretty' is almost certainly not the word that Sir Jack – who also came to Goodwood – would use to describe his BT5, but that's what it is. And quick, too.

Hans on...

Formula 1, sports-prototypes, the Nürburgring, his father, returning to single-seaters and racing trucks. We gave Hans Stuck a bundle of photographs and let the great man take a stroll down memory lane



Manfred Forster

1 Works March in '74 German Grand Prix

1 The Nürburgring

"These are classic Nürburgring jump shots. There were loads of jumping places on the Nordschleife which are now gone. The drivers knew the photographers were there; it was like a jumping contest. We were crazy in those days. Obviously every car was different over the jumps. In a single-seater it was pretty scary. You really had to squeeze your butt."



Flying the friendly skies at '74 'Ring 1000km

LAT

2 Hans Stuck Snr – legend and inspiration



3 First taste of racing: training in a BMW 700



4 Making his debut: '69 'Ring 500km in BMW



5 Winning 1972 German Touring Car title

LAT/Manfred Forster



2 His father

I remember my dad racing in some of his events; I accompanied him during his last few races around 1960. It was always good fun to be with him.
I remember he was competing in a hillclimb and I went up in the cable car before his run and waited for him to come up. There was a board at the top where the drivers' times were put up. He was last to make his run and all his opponents were at the top waiting to see what time he would achieve. And he came up with the fastest time. One guy said, 'This is really shit. We can't beat this old fart.' I don't think they knew I was his son. But that was cool. I was pretty proud of my dad and was allowed to steer the car back down the hill. I had a great time with him.
I grew up in a pretty rural part of Germany where people were mostly farmers. The people there had no relationship to what my dad did. We were a bit suspect to them. But my childhood was exciting.

3 BMW 700

My fuel infection came pretty early as I had a go-kart that we ran on our property. My driving lessons came from my dad, who taught me to drive in a BMW 700. The lessons were on the Nürburgring Nordschleife when I was about 14. I sat on a couple of cushions and my lap times were about 15 minutes – not so bad. This was in about 1965-66. He was in the passenger seat and I remember him being very scared. I am trying to buy a BMW 700 – it was not only my first street car, it was my dad's last race car. But 700s are pretty hard to find. One is in Holland and one is in Northern Germany.

4 Making a name for himself

This is from my first race in 1969. I did a lot of the BMW Sports Driving School events at the 'Ring, and one of the instructors was a guy called Hans Peter Koepchen. You can see his name on the front of this car. I won a driving course and he said to my dad, 'Now your son has a licence I would like to race him.' My dad was undecided, because he knew that once I started racing maybe I would have 40 years of it ahead of me. He had a life of ups and downs and all kinds of injuries, and he knew I would have the same. But there was no chance to say no. So I did the Nürburgring 500K race and finished third in class. The throttle linkage was always jumping out, so I had to stop 17 times, open the bonnet and put it back on again. It was a good result if you take that into account. I remember I was wearing jeans, a polo shirt and no seat belts. Because I knew the Nürburgring so well, doing this first race wasn't all that exciting; it was not out of the ordinary for me, if you see what I mean. I have a BMW 2002Ti now.

5 Ford Capri RS2600

This was the start of my professional career. Jochen Neerpasch, then Ford Racing director, called to say he wanted me in the team and to race in the German Touring Car Championship in 1972. I won the championship that year and also won the Spa 24 Hours with Jochen Mass. In the middle of '72 Neerpasch came to me and said, 'I can tell you a secret. Next year I will move to BMW and I want to take you with me.' And that's how I moved back to BMW. Putting a championship together came naturally. In those days, if you had a road-going BMW 1602Ti it was not hugely different from a touring car racer. They were much, much closer to a road car than a race car is today. Plus there were not that many speed limits then in Germany, so there were lots of places for practicing. I liked the Capri. It was light, front-engined, rear-wheel drive. It was a good car to drive: it had good power. You can see the front-right wheel lifting here, but cars were run a lot softer and chassis were not as developed in those days.

6 Formula 2

At BMW, Jochen Neerpasch wanted to help me build up my career. I did some touring car races with BMW in 1973 and a couple of F2 races with Jean-Pierre Jarier as my team-mate. Then in 1974 I did F2 and drove in F1 as well. It was great getting sideways in this F2 car. Particularly in the wet. After only doing a couple of F2 races, moving up to F1 was quite tricky. I think I have said this before: my first F1 race was in Argentina and I did my first couple of laps and felt pretty good. Around a double right-hander, though, Niki Lauda passed me round the outside, and I thought, 'Shit. I have a problem.' I was not shy, though, so I went to see Carlos Reutemann and said, 'Hi. My name is Hans Stuck. I am new here. I need some ideas about how to work this track.' He helped. It was like jumping into cold water, but I qualified OK.

7 1977 US Grand Prix at Watkins Glen

This was the last F1 race of 1977. Before the race meeting Bernie told me that if I wanted to drive for him in 1978 I would have to win the race. Parmalat was going to sponsor the team in '78 and had to have a grand prix winner at the wheel. I went out and put the car on pole, but the clutch cable was always breaking, and I knew it would in the race. It did and I had to engage gears without the clutch. I remember shifting down from third and it jumped out of gear. I spun and couldn't restart. That was it. All my hopes for Formula 1 were gone. I remember stepping out of the car and looking at it and knowing the high end of my F1 career was over. But I got two podiums in F1, in Germany and in Austria, and got a fourth in Monaco. I spent that whole race right behind Emerson and could not pass him.

8 Procar in 1979

It was great to battle with the other F1 drivers. There's a lot of comparison between this and Grand Prix Masters now. This shot must have been taken in practice after I touched the barriers. In the race there was an oil leak with my engine and I went off on my own oil down by the swimming pool area. I put the car over the barriers. Bernie was upset as the Formula 3 race had to be postponed for two hours while they repaired the guardrail.

9 M1 in the 1981 Nürburgring 1000km

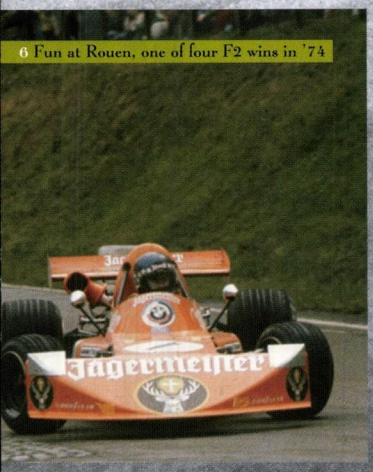
This was the only M1 to win an FIA long-distance race, but the event had a dark shadow about it as Herbert Müller died. We won the race mainly because when Herbert crashed, there was a big wall of fire, and it was only Nelson Piquet, my co-driver, who drove right through the flames, and we then had one more lap than the others. The win is in the books, but it doesn't mean a lot to me. Driving with Nelson was good, though. He was a fast guy, but at the 'Ring he was lacking about 10-15 seconds. He said 'F***ing Stuck. That f***ing Stuck. How is he doing this?' Obviously there was no telemetry in those days, so he couldn't check where I was gaining time. So he had to rely on my explanations, and I gave him a lot. But he said I was unbelievable at the 'Ring.

10 World Endurance Championship

I called Professor Helmuth Bott at Porsche. I had done some races with Stefan Bellof, but then he left the team. Bott said, 'Do you want to drive?' And I drove to Stuttgart very fast and did the handshake. This was a big turn in my career. I learned a lot. I won the World Endurance Championship that year [1985]. And I got to win Le Mans, win Sebring, drive with Derek Bell and Jacky Ickx... Those years were my career highlights.



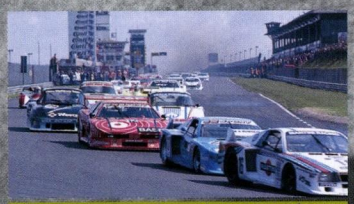
8 Procar BMW, '79 Monaco GP support race



6 Fun at Rouen, one of four F2 wins in '74



7 Brabham Formula 1 hopes end at '77 US GP



9 Nürburgring 1000km; only WEC win for M1



10 WEC glory with works Rothmans Porsche

LAT/Manfred Forster

11 1987: Le Mans win but denied SPWC title

12 Stuck revelled in Trans-Am with Audi, 1988

14 Still got it: move to Opel and DTM wins

13 Stuck hated two-litre era of Super-Touring

15 Historic diesel win in '98 'Ring 24 Hours

LAT/GP Photo



11 1987 Le Mans victory

I only lost the World Sportscar [Sports-Prototype World Championship] title in 1987 because Derek Bell and I did not drive together at the Norisring that year. We both finished outside the points in that race, but Derek was ahead. At the time nobody really checked and everyone said we were co-champions. Jürgen Barth was at Porsche at the time and he didn't like me at all. He pointed out the difference between our non-finishes, and said 'Bell is the champion'. He set us up. There are no regrets, though. We were good friends then, and even better friends now. Derek was upset as well. But to be runner-up to him was like winning. Driving with him was fantastic as we had a clear work sheet. I was a bit faster and a bit more committed for qualifying, so he let me qualify. He was very good at keeping good consumption in the race. I knew that when he took the car over he would not do anything wrong. And we beat the Jaguars that year. I stayed out for a triple stint at night; the track was drying out and it was a hard stint.

12 Audi in Trans-Am, 1988

Audi wanted to start circuit racing. I said: 'Audi? Is this a race car?' They had had success in rallying and this was the start of the race programme. I had lots of fun, lots of success. Being with Walter Rörhl and working with the team was good. I then went on, with Audi, to win the GTCC for the second time [in 1990], 18 years after the first GTCC championship. At first I said, 'With an Audi 200? This is impossible. How can you do this?' But they made it into a real race car. They kept giving us more weight and kept improving the car. And kept on winning.

13 Touring Car World Cup, Donington 1994

This was a time when Audi got a little difficult to work with. Dr Ulrich came in and he did not want me as a driver. I didn't like those small-horsepower cars. Most drivers said they lacked power.

14 DTM/ITC

This was one of those weekends that are really cool. I won both races, had pole position and in both races had the fastest lap. In the ITC there were so many technical things to do. We had so much data – it was impossible to work it all out – that on the day, when you had everything correct, you were unbeatable. So much of success is in the mind, though. When someone asks me to race something new. I always want to try it. Michael Schumacher told me once: 'You are so lucky. You can do so many things that I can never do.' I don't imagine Michael will continue racing after he leaves F1, though. I can't wait to have him in Grand Prix Masters, but by the time he is old enough, I will be *far* too old. That's for sure... You have to stay sharp, keep learning. Ronnie Peterson taught me this. He was the kind of guy who really took to a race car, even if it was new to him. He did laps in the car, drove it to the maximum, and *then* worked on it. He drove it to the max, then complained. That's what I try to do as well. A lot of guys just do two laps and come in and change things.

15 Racing a diesel

I won the first Nürburgring 24 Hours in 1970; 28 years later I won again. When people look at the list of winners they must think it is father and son. We knew that we could go a long way on one tank of gas. It is knowledge that lets you have success round the Nordschleife. You have to have no fear, but it is experience that counts. I have had a couple of years when I have done almost nothing on the Nordschleife, and then suddenly I lose a minute. The track changes so much. Asphalt, changed here and there, for instance. I am still learning it, too.

16 BMW in American Le Mans Series

It was a good season in the ALMS. This is at Sears Point, one of my favourite tracks. It is like a miniature Nürburgring. It has lots of ups and downs and is very demanding. Racing in the GT class is not easy, but it is good schooling for when you are in a fast car. By driving a GT car, you learn to respect the faster cars. There are occasions with GT cars where you dare not get offline. Sometimes you just can't let the faster cars by. You have to have one eye on a mirror and one on the track ahead the whole time. It is good to have the experience from both sides.



17 ADAC Truck Grand Prix at the 'Ring '06

17 Truck racing

MAN is a corporate sponsor of the BMW Sauber F1 Team. They asked if I wanted to race the truck and I can assure you, it will not be the last truck race I enter. I loved it. It is very competitive. Sideways action. Lots of power. There is a 200-litre water barrel in the back for cooling the brakes, and all the water is gone after a 30-minute race. The brakes would not last one lap of the Nordschleife.


18 Back in single-seaters: GPM at Silverstone '06

18 Grand Prix Masters

A truck race was probably the worst preparation I could do for Grand Prix Masters. I did the GPM test last year to see if I still had the ability to drive a single-seater. I was wondering if I would even fit in the car. After three laps I thought, 'Holy Shit!' I realised I have been missing so much for the last 20 years. It is a real race car. It is so much fun. Kyalami was cool; Qatar was not so good as I crashed with Stefan Johansson. Silverstone was very difficult as Becketts and Stowe are very fast. I was happy to qualify ninth and then move up to fourth in the race. I like to race in the rain. It was very slippery and I had one spin, but lots of drivers had more. I have to compliment Christian Danner. The way he drove that day was like Jesus walking on water. Fantastic. It's great to race the other drivers and the camaraderie is really good.



19 The next generation: son Johan in Minis

19 Offspring

This is my son Johannes (19) behind the wheel [at Magny Cours]. This year is his best race year so far. He has done well in the Minis and in other races. He is still focused on school as well, but he's got the smell of victory. My younger son, Ferdinand (15), is karting now and doing well. In 2009 we want to enter the Nürburgring 24 Hours with Stuck-Stuck-Stuck.


16 Fab BMW M3GTR, Sears Point, 2001

LAT/Oscar Hoogendoorn/xpb.cc



Mill House Books

MILL HOUSE BOOKS offer a unique personal service. Books are double wrapped for added protection. Orders are despatched promptly (subject to availability) but allow seven days for UK delivery. Our post & packing charge for UK customers is only £4.00 for orders up to £40 and FREE over £40 (overseas rates below). **MILL HOUSE BOOKS BARGAIN AND NEW RELEASES CATALOGUE - CONTACT US FOR YOUR FREE COPY**

STUPENDOUS SALE BARGAINS

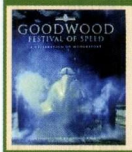
MONZA: A Glorious History (Montagna). 176 pages with over 500 b/w and colour photos. Was £25.....**£14.99**
LES 800 HEURES - LE MANS 1923-1966 (Frere). 112 pages, 60 colour photos. Was £42.99.....**£29.99**
GOODWOOD FESTIVAL OF SPEED: A Celebration Of Motorsport (Sutton). This official book tells the story of the Festival. 320 pages, 600 colour photos. Was £40.....**£17.99**
MOTOR RACING AT BRANDS HATCH IN THE SEVENTIES (Parker). 96 pages, 150 photos. Was £12.99.....**£4.99**
BRIGHTON NATIONAL SPEED TRIALS IN THE 1960s, 1970s & 1980s (Gardner). 96 pages, 150 photos. Was £12.99..**£4.99**
SAFARI RALLY: 50 Years of The Toughest Rally In The World (Klein). A mainly-photographic review of the East African Safari Rally. 321 pages. Was £58.....**£39.99**
AYRTON SENNA: Above & Beyond (Menard). In Formula 1 Legends series, over 120 photos. Was £16.99.....**£7.99**
ALAIN PROST: The Science Of Racing (Menard). In Formula 1 Legends series, 160 pages, many photos. Was £16.99..**£7.99**
MARIO ANDRETTI: The Complete Record (O'Leary). In Racer series. 154 pages. Was £12.99.....**£4.99**
EMERSON FITTIPALDI: Heart Of A Racer (Ludvigsen). 208 pages, 250 colour and b/w photos. Was £25.....**£8.99**
NIKI LAUDA: The Rebel (Menard). In Formula 1 Legends series. 160 pages. Was £16.99.....**£7.99**
STIRLING MOSS: The Champion Without A Crown (Menard). In Formula 1 Legends series. 160 pages. Was £16.99..**£7.99**
ALBERTO ASCARI: Ferrari's First Double Champion (Ludvigson). 208 pages, 250 photos. Was £25.....**£8.99**
ALBERTO ASCARI: The First Double World Champion (Menard). In Formula 1 Legends series. Was £16.99.....**£7.99**
JUAN MANUEL FANGIO: Human Face Of Motor Racing (Menard). In Formula 1 Legends series. Was £16.99.....**£7.99**
NUVOLARI (Hilton). A 156-page assessment of Nuvolari's life. Many b/w photos. Was £25.....**£11.99**
EUGENIO CASTELLOTTI: A Stolen Heart (Agostini & Cancellieri). 144 pages with 120 b/w photos. Was £29.99.....**£19.99**
KEN TYRRELL: Portrait Of A Motor Racing Giant (Hilton). 160-page tribute. 150 mainly-colour photos. Was £19.99..**£8.99**
FRANCO GOZZI - MEMOIRS OF MR FERRARI'S LIEUTENANT (Gozzi). Recollections of the man who worked for 30 years with Enzo Ferrari. 400 pages, many photos. Was £49.99..**£34.99**
1950s MOTORSPORT IN COLOUR (Wainwright). 160 pages, 200 colour photos. Was £49.99.....**£14.99**
THE ART OF DEXTER BROWN (Edwards). This extra-large format book, with 143 mainly colour illustrations, tells the story of the man and his work. Was £35.....**£12.99**
ABARTH: The Man, The Machines (Greggio). 520 pages, 80 colour and 600 b/w photos. Was £68.....**£44.99**
COOPER CARS (Nye). 392 pages, with many colour and b/w photos. Was £26.99.....**£12.99**
RED ARROWS: Ferraris At The Mille Miglia (Marzotto). 306 large pages, 12 colour and 500 b/w photographs. Was £60...**£34.99**
HISPANO-SUIZA: The Origins Of A Legend 1899-1915 (Polo). 507 pages, over 800 b/w photos. Was £95.....**£45.00**
RACING LANCIAS: Track, Road & Special Stage (Reggiani). 192-page book features over 200 photos. Was £24.99..**£14.99**
LANCIA STRATOS: Thirty Years Later (Curami). Includes the history, the evolution, the competions as well as drivers profiles. 202 pages, 144 colour and 160 b/w photos. Was £29.99...**£19.99**
MASERATI 1926-2003: Sport - Gran Turismo - Grand Prix (Tabucchi). 400 pages, 500 illustrations. Was £49.99....**£29.99**
RACING MASERATIS (Reggiani). 192 pages. Was £24.99....**£14.99**
MATRA AU MANS (Hurel). 192 pages, 100 colour and 200 b/w photos. French text. Was £37.99.....**£22.50**

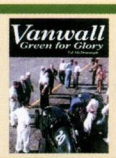
Buy the four PORSCHE 911: The Definitive Histories listed below for only £50.00 - a saving of £5.96 and post-free (mainland Britain only)

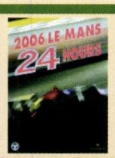
PORSCHE 911: The Definitive History 1971 To 1977 (Long). 192 pages with over 200 contemporary pictures, many in colour. Was £29.99.....**£12.99**
PORSCHE 911: The Definitive History 1977 To 1987 (Long). 192 pages. Was £29.99.....**£12.99**
PORSCHE 911: The Definitive History 1987 To 1997 (Long). 208 pages, many photos. Was £29.99.....**£14.99**
PORSCHE 911: The Definitive History 1997 To 2004 (Long). Was £34.99.....**£14.99**

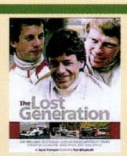
STANGUELLINI: Big Little Racing Cars (Orsini). 352 pages, 500 illustrations. Was £49.99.....**£29.99**
SUBARU IMPREZA (Long). 192 pages, 300 b/w and colour photos. Was £24.99.....**£9.99**
VANWALL: Green For Glory (McDonough). 200-page story with many photos. Was £19.95.....**£9.99**

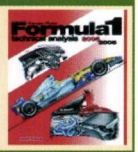
order on-line @ www.millhousebooks.com











RACING

DUE DECEMBER - AUTOCOURSE 2006-2007 (Henry). Latest edition of this top-selling review of the Formula One season. 336 pages, 450 colour photos.....**£40.00**
LE MANS 24 HOURS 2006 YEARBOOK (Molty). 256 page review of this years race with 500 colour images.....**£35.00**
TOURING CAR WORLD 2006 (Ravaioli). 272 pages, 300 colour photos.....**£16.99**
SPECIAL OFFER - GRAND PRIX: Rare Images Of The First 100 Years (Spurring). 240 pages, 195 b/w and 60 colour photos. RRP £29.99.....**£25.00**
FORMULA 1 IN CAMERA 1960-69 (Parker). 240 pages, 300 colour photos.....**£30.00**
1½-LITRE GP RACING 1961-1965: Low Power, High Tech (Whitelock). 336 pages, many photos.....**£39.99**
CLASSIC GRAND PRIX CARS 1906-1960 (Ludvigsen). Second edition of this top-selling title. 240 pages.....**£25.00**
GOLDEN ERA - THE GROUP C & IMSA GTP RACING 1981-1992 (Briggs & Starkey). 1384 pages. 120 colour and 400 b/w photos. 2 volumes in a slipcase.....**£85.00**
OPEN ROADS & FRONT ENGINES - SPORTS CAR RACING 1953-1961 (Wimpffen). 400 pages, 400 photos.....**£89.95**
DUE OCTOBER - WINGED SPORTS CARS AND ENDURING TECHNOLOGY (Wimpffen). 400 pages, 400 photos.....**£89.99**
THE BRITISH AT LE MANS: 85 Years Of Endeavour (Wagstaff). 288 pages, 150 colour and 150 b/w photos.....**£40.00**
LE MANS INSTANTS CHOISIS 1980-1989 (Teissedre). Key moments from Le Mans during the decade. 128 pages, 130 colour photos. Text in French & English.....**£34.99**
PETITE ET GRANDE HISTOIRE DES 24 HEURES DU MANS: La Course Vue Par Son Cote Anecdotique (Legrand). 156 pages with lots of b/w pictures. French text.....**£17.99**
TARGA FLORIO: A 20th Century Epic (Fondi). 308 pages, 400 colour and b/w photos.....**£75.00**
MALLORY PARK: Fifty Years At The Friendly Circuit (Rogers). 224 pages, over 200 photos.....**£20.00**
LES GRANDS PRIX DE MONACO FORMULE 3 (Delannoy). 110 pages, 120 b/w photos. Text in French and English.....**£22.50**
THE LOST GENERATION: The Brilliant But Tragic Lives Of Rising British F1 Stars Roger Williamson, Tony Brise and Tom Pryce (Tremayne). 240 pages, many photos.....**£30.00**
MEMORIES OF JAMES HUNT (Hilton). A intimate portrait of a controversial World Champion. 160 pages, many photos.**£19.99**
DUE NOVEMBER - REMEMBERING ELIO: The Life Of Elio De Angelis, Italian Hero (Coffey). 224 pages, 350 photos...**£34.95**
DUE NOVEMBER - Limited edition of above.....£75.00
DUE NOVEMBER - JIM CLARK: Life At Team Lotus (Darley). 296 pages, over 250 photos.....**£75.00**
DUE NOVEMBER - Limited edition of above.....£250.00
MARQUIS DE PORTAGO: The Legend (McDonough). His full story, many photos.....**£39.95**
DUE OCTOBER - VIC ELFORD: Reflections On A Golden Era Of Motorsport (Elford). 280 pages, 40 b/w photos.....**£19.99**
WALT HANSGEN (Argetsinger). 350 pages, 50 b/w photos...**£29.99**
NORBERT SINGER 24:16 - Le Mans 24 Hours, 16 Wins With Porsche (Cotton). Legendary Porsche engineer Norbert Singer shares his experience guiding Porsche's racing over four decades. 208 pages, many photos.....**£39.95**
THUNDER IN THE PARK: The Story Of Tom Wheatcroft And Donington Park (Wheatcroft & Cable). This 312-page autobiography tells his full story. 32 pages of photos.....**£20.00**
RAYMOND BAXTER: Tales Of Our Time (Baxter & Dron). 256 pages.....**£18.99**
DUE OCTOBER - THE BENTLEY ERA: The Fast & Furious Story Of The Fabulous Bentley Boys (Foulkes). 192 pages, over 100 illustrations.....**£30.00**
AT THE DROP OF THE FLAG (Crust). A fascinating insight into Motor Sport for the first half of the twentieth century in and around Teeside, coverign all disiplines. 120 pages.....**£14.99**
DUE OCTOBER - FORMULA 1 TECHNICAL ANALYSIS 2005/2006 (Piola). 175 pages, with 400 photos.....**£22.50**
ASTON MARTIN 1921-2006: Celebrating 85 Years Of Aston Martin Cars. This 1000-page volume traces through contemporary articles, the full 85-year history of Aston Martin. Includes road tests, reports, performance data, etc. Many photos, including colour.....**£107.00**
DUE OCTOBER - ASTON MARTIN: A Racing History (Pritchard). 272 pages, 250 photos.....**£35.99**
BIG HEALEYS IN COMPETITION: Austin-Healey 100, 3000 and Jensen Healey in Race and Rally (Baggott). 200 pages, many photos.....**£19.95**
SM: Citroen's Maserati-Engined Supercar (Long). 224 pages, many colour and b/w photos.....**£39.99**
COSWORTH & FORD - THE ROAD CARS: The Insider's View (Robson). 200 pages, many photos.....**£19.95**
DUE NOVEMBER - FERRARI 641/2: Evolution & Development 1989-1991 (Mathews). 128 pages, 200 photos.....**£24.99**
LOTUS: The Competition Cars (Pritchard). A comprehensive survey of Lotus's racing history. 272 pages, many photos..**£35.00**
LOTUS ESPRIT: The Official Story (Walton). 208 pages, 550 colour illustrations.....**£34.95**
DUE NOVEMBER - MERCEDES SPORT (Schlegelmilch). 400 pages, 500 colour photos.....**£19.99**
MG COMPETITION CARS AND DRIVERS (Knudson). Cars, drivers, builders and owners are recollected and are shown in hundreds of period photos. 176 pages.....**£22.50**
DUE OCTOBER - PORSCHE RENNSPORT (Zwart). An approved Porsche project features photos are more than 125 Porsches that attended a Rennsport reunion at Daytona. 160 pages.....**£89.99**
DUE OCTOBER - PORSCHE 917: The Undercover Story (Wingrove). 192 pages, 200 colour & b/w photos.....**£34.95**

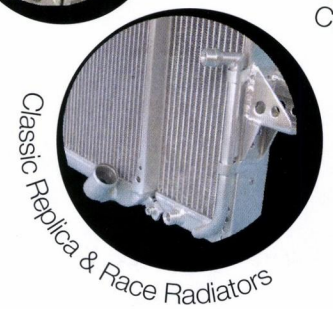
POST & PACKING DETAILS FOR BOOKS: Mainland Britain: £4.00 for orders up to £40, FREE over £40 . British customers should remit by cheque or PO or write, telephone or fax using MASTERCARD/VISA/AMERICAN EXPRESS/MAESTRO. Please quote expiry date, 3-digit security code and in case of MAESTRO issue number. **Channel Islands, Northern Ireland, Highlands & Islands of Scotland and all other off-shore Isles & BFPO: PLEASE CONTACT US FOR POSTAGE RATES. Overseas:** inc Republic of Ireland - Minimum £5 up to £33.33 book value, 15% of value of books £33.33 to £150, 10% over £150. Air mail rates on application. Overseas customers should remit by £ sterling bank draft, international money order or write or telephone using VISA, AMEX, EUROCARD or MASTERCARD number plus expiry date.

MILL HOUSE BOOKS, 36 Red Lion Street, Boston, Lincolnshire, PE21 6PZ
Tel: 01205 354848, Fax: 01205 358452, E-Mail: sales@millhousebooks.com

paceproducts







All our radiators, intercoolers, oil pumps and dry sump systems are built in house, giving us total control over design and performance. At Pace we are always happy to advise you as to the best build spec to suit your requirements.

We **will** be able to help.

Pace Products Ltd
Homefield Road Industrial Estate
Haverhill
Suffolk
CB9 8QP

T: +44 (0)1440 760960
F: +44 (0)1440 708787
E: sales@paceproducts.co.uk

www.paceproducts.co.uk

Digital TV & motor sport

SKY SPORTS A1 GRAND PRIX

Eurosport and Motors TV are available from Sky for only £15 a month.
Call SDS to get Sky fitted. Alternatively consider the following from SDS.

RACE WORLD www.raceworld.tv

RACEWORLD is available for FREE from another satellite, along with many other channels including German language Eurosport and RTL Televsion, all providing excellent coverage of most motor sports.

Our Freesat Systems can give you these & up to 850 other free channels from the UK and Europe, including the BBC and ITV Digital channels, plus Film Four and 5 other English movie channels.

What are you watching on your TV?

We also stock Freesat twin tuner hard drive receivers, record one channel whilst watching another, even if its on a different satellite. Other types we have include High Definition Freesat receivers, Motorised receivers, Combo Freesat / Freeview receivers, and also the new Humax LCD TV's with twin Freeview tuners, built in hard drive and HD ready, these will even record from your separate Freesat or Sky receivers.

Interested? Visit us or our website, or call 01271 325777

www.sdsdigital.co.uk or www.f1satellite.co.uk

Nationwide installation service available. digital

Satellite & Digital Services Ltd. Unit 5 Brannam Cresc, Roundswell, Barnstaple, Devon. EX31 3TD



ESTABLISHED 1991

GARAGES
OF DISTINCTION

Whatever your needs, our own dedicated team of craftsmen will build you a superior single or two storey timber garage or any other outbuilding in a matter of days.

For our brochure and price list call

01886 884641

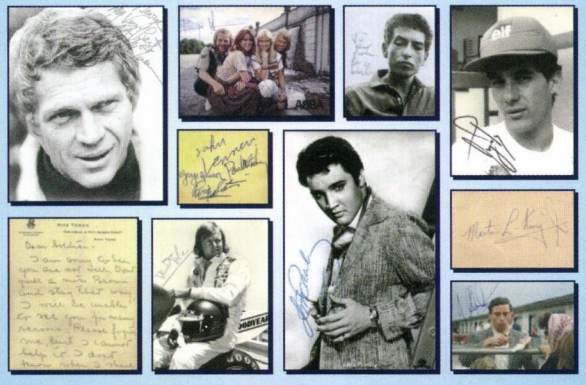
www.courtyarddesigns.co.uk

Courtyard Designs Ltd. Suckley, Worcester WR6 5EH Email: enquiries@courtyarddesigns.co.uk

QUALITY · VERSATILITY · CHARACTER

Arundel Autograph Gallery

Suppliers of quality autographs and documents for pleasure and investment portfolios from all fields of interest.



Established 1998, Collectors since 1985

UACC

Contact us via email at **sales@autographs.co.uk**

See our inventory at **www.autographs.co.uk**

Telephone **+44(0)1903 883210**

Quintessentially English



refined over centuries ~ perfected for you



for your home

Traditional oak-framed buildings hand made solely to order from a fully sustainable forest harvest



for your car



for your work

Oak craft



for your leisure



for your garden

Oak Craft at Holmsley Mill, Holmsley, BH24 4HY

T: 01425 402507

E: mail@oakcraft.co.uk

www.oakcraft.co.uk

please ask for a colour booklet and Gallery of design ideas

Collection 'Ring Museum

Away from the incessant noise and action on the famous Nordschleife, there's a building where you can relax and soak up some racing history from past days of glory on the track

Words: Richard Robinson. Photography: Mark Bramley

The main purpose of any visit to the Nürburgring should be to put some laps in on the famed Nordschleife; to firmly set in your mind whether another couple of those blind crests precede a tight left or foot-to-the-floor right kink. But after you've exhausted yourself with too many laps of the track, stroll over and visit Erlebnis-Welt Nürburgring. In four large halls behind the grandstands on the outside of the grand prix circuit's start line, the 'Ring's race car museum houses an impressive range of cars. On display are pre-war and 1950s machines and cars from the later 1000km era, plus Formula 1 chassis from the Nordschleife and new grand prix circuit years. The focus of the exhibits is, of course, particularly German, but hidden amongst the Mercedes, Audis and Porsches there's a Ferrari 250 GTO, Maserati 450S, Cooper T72, Alpine A106, Bugatti 37A and a 1975 Penske-Ford PC1.

The museum opened in its current format in May 1998 and it was Dr Walter Kafitz, the managing director of the Nürburgring, who came up with the idea for housing the cars as a collection open to visitors. Many of the cars in the collection are given as a loan, so the collection is continuously changing as cars are swapped around; currently 45 cars and 18 motorbikes are housed in the four halls.

One of the most significant cars, which has been part of the collection since it opened, was the original Mercedes 680S which, driven by Rudolf Caracciola, won the opening car race at the Nürburgring on June 19, 1927. The ADAC pulled together a huge entry for that first meeting. It was known as the *Eifelrennen*, and 65 cars and nearly 100 motorbikes took part. The first car race was for sports cars, held on the 17.56-mile full circuit. Caracciola and the 6740cc S completed the 12 laps (211 miles) in 3hr 33min 21sec. Mercedes-Benz had a big presence at the race, and the marque's cars also finished second and third.

A 1974 Porsche RSR 3.0 Carrera that was entered in the Le Mans 24 Hours and then won the 1988 Nürburgring 24 Hours, driven by Uwe Alzen and Klaus Ludwig, looks stunning in its Martini livery in Hall 1.



Alongside the cars is a wealth of memorabilia including the original trophy won by Caracciola in that first race of 1927. A 120-degree cinema brings classic races back to life, and other screens show videos of Nordschleife laps both recent and dating from the 1950s and '60s. Another screen features an interview with Niki Lauda about his 1976 shunt – if your German is up to it...

Hall 2 focuses on DTM cars, that's to say contenders old and new in the German Touring Car championship, but the star is a Mercedes-Benz 190E 16V. It's proof that a relatively mundane car can rise to high status because of who sat in the driver's seat. On May 12, 1984, a young Ayrton Senna raced the car to a win, beating the likes of Lauda, Keke Rosberg, John Watson and Alain Prost.

Nearly all the cars in the Nürburgring collection are still used on the track, mainly at the Oldtimer Festival, Germany's biggest classic-car gathering, but also at other events. If you're very lucky you may even be able to jump aboard one of them for a demo rides over those blind crests...

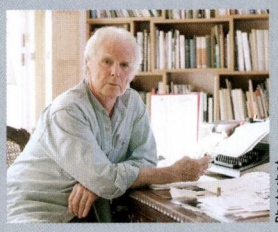






Top: 24Hr-winning RSR rests beside Penske-Ford. Below: F1 cars include 1987 Zakspeed 871. Right: Senna's Merc 190E

Art of *Speed*



Photoshot

Motor racing posters are always arresting, but 1920s and 1930s examples were especially dramatic. Gordon Cruickshank asked art historian Brian Sewell to assess some of them

Design between the two world wars saw a profound shift as the Modernist movement reshaped architecture, products and graphic design. With motor racing becoming the perfect expression of technological progress, it is not surprising that racing posters of the period show a new boldness.

Brian Sewell, a car enthusiast himself, is well placed to consider how they reflect their time. "Design in the 1930s was infinitely improved across the board – graphic arts, products, machinery," he says. Though associated normally with the world of fine arts, Sewell is also interested in functional objects, including cars. "There is a prejudice in the art world against industrial forms, so I am pleased when something like a Cisitalia is displayed in a major museum. Corbusier was right – a functional thing can be beautiful." Equally, he appreciates the task facing the commercial artist, who must broadcast a message in his work, as the following comments make clear.

11th San Sebastian Grand Prix, 22 September 1935

Now this comes close to painting – it displays an ideal of heroism, focusing only on the head, hands and windscreen. A lot of English painters were simplifying in this manner at this time – the head is suggested by minimal planes, which works particularly well for commercial art with its four-colour plate printing process. 1935 was a difficult period for Spanish art; the civil war virtually brought artistic activities to a halt in the country, so I think it very likely that this is by a French artist.



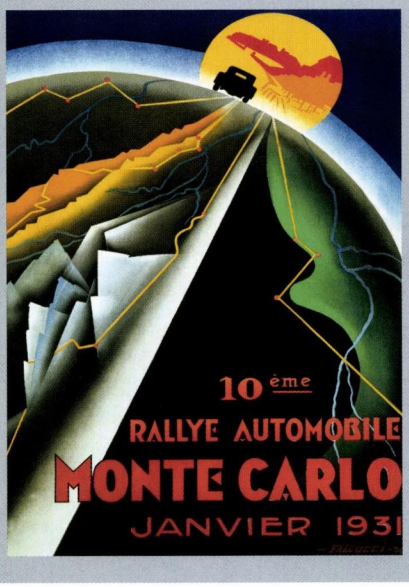
Mercedes victory proclamation following Tripoli Grand Prix, 1939

This is just too crowded, too much information. The token symbols for Libya – minarets and palm trees. Of course this is a victory poster boasting about the two Mercedes coming first and second in the Tripoli Grand Prix; it's not trying to convey useful information about a forthcoming event.



10th Monte Carlo Rally, 1931

This is a wonderful expression of the Art Deco aesthetic; really, the quality is so good that it is approaching art. There's a wonderful diagonal line leading up from the bottom corner to the car on the surface of the globe outlined against the sun. It's almost kitsch, but it works. Commercial art is often more ingenious than pure art; it has to combine an image with a message in a way that pure art does not. Sometimes commercial art is actually ahead of pure art.

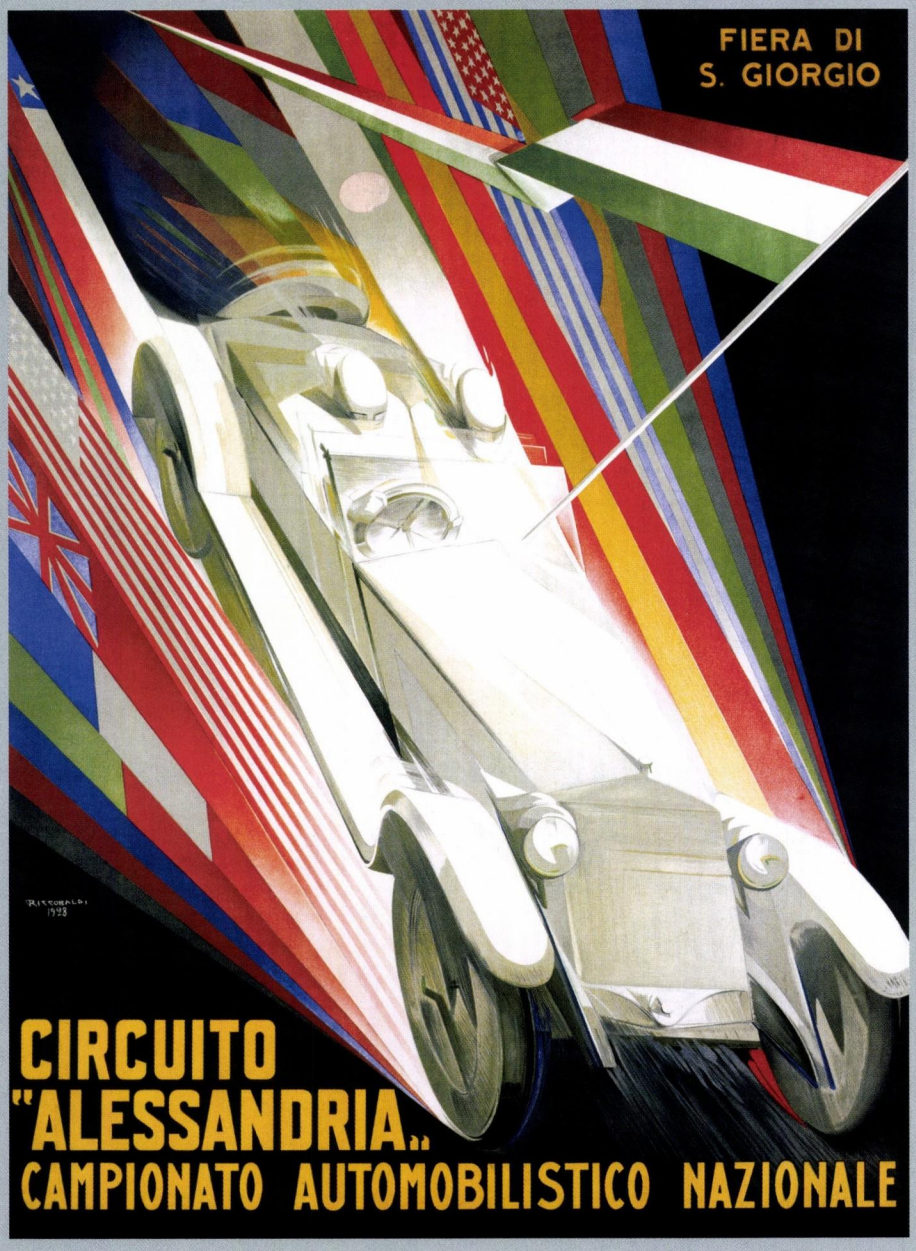




Poster advertising the sale of lottery tickets for the rigged 1936 Tripoli Grand Prix

This belongs to a period when Libya belonged to Italy; the use of lettering in this way, not just flat on the page but turned into an architectural form, is something of an Italian feature which goes back to the Futurists before the First World War. It's a clever idea – the perspective of the letters establishes a sense of scale, but within an unreal space. The use of the shadowed minarets and palm trees is a simple way of representing that this race takes place in an exotic country – but not a very imaginative way.

"Commercial art is often more ingenious than pure art. It has to combine an image with a message in a way that pure art does not. Sometimes commercial art is actually ahead of pure art"



Circuito Alessandria, Italian National Championship, date unknown

There's definitely an Italian Futurist influence at work here – look how the rectangular shape of the flags is distorted into diagonal, arrowing forms. Although the British flag sticks out rather – there's not much you can do with it. This is the nearest to a decent painting here. In fact the more you look the better it gets – the luminosity of the car broken up into planes of light, the downward fan of flags with the contrasting diagonal of the Italian flag on its staff spearing off to the right... It's a brilliant concept.

"Look how the rectangular shape of the flags is distorted into diagonal, arrowing forms. The luminosity of the car broken up into planes of light, the contrasting diagonal of the Italian flag... It's a brilliant concept"



Grand Prix de l'ACF, Montlhéry 1935, by Geo Ham
This again is near to art – the use of straight lettering at the top to stabilise the design, then the national colours sweeping down and blending into recogniseable cars – one of the few of these posters to show identifiable cars, even if the Auto Union is a bit distorted. There's a very clear association of car and country both by colour and the exhaust trail which continues the sweep of the cars' movement up to the curving country names above.

"There is a prejudice in the art world against industrial forms, so I am pleased when something like a Cisitalia is shown in a major museum. Corbusier was right - something functional can be beautiful"

Below: Le Mans 24 Hours and Rudge-Whitworth Cup, 1925
There's a slightly Van Gogh quality to the treatment of the moon's rays in the night sky – but he's not good with wheels, is he? It's interesting that the headlamp rays are so prominent; this was a time when big, powerful headlamps were coming into their own. You had to have Lucas P100s on your car. It's likely that night racing at Le Mans and elsewhere drove that development. But there's just too much print here; it dilutes the impact.



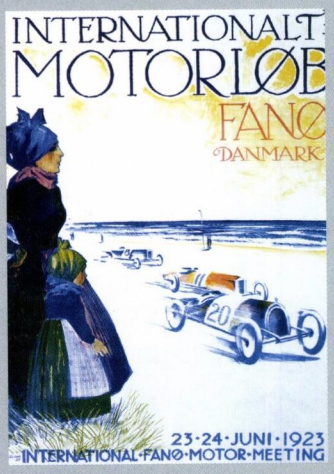
Right: German Grand Prix, Nürburgring 1937
Bog-standard – not special at all. Yet the Nazis were a formidable artistic influence. People tend to dismiss Nazi art and architecture as being evidence of a corrupt, dominating regime, but there was much creative work in Germany at that time which was very distinguished indeed – often better than what was going on in the UK at the time. Both communism and fascism were very stimulating artistically; the stated ethos was emancipation of the people, and some exceptional work came out of it. Not this, though; it just doesn't work.



"The Nazis were a formidable artistic influence. Both communism and fascism were very stimulating artistically; the stated ethos was emancipation of the people, and some exceptional work came out of it"



Below: Beach racing, Fano island, Jutland, Denmark, 1923
Pretty feeble; this has nothing to recommend it at all. It's an age-old style; think of Toulouse-Lautrec's posters for the Jardin d'Avril – the scale set by a huge figure against a distant scene. But Danish peasants aren't the important thing here, it should be the racing; yet he has made that less significant. All I can say for it is that at least it is successful in reminding me of Jutland, the only place I've been where the wind was so strong that I could lean against it at 45 degrees!

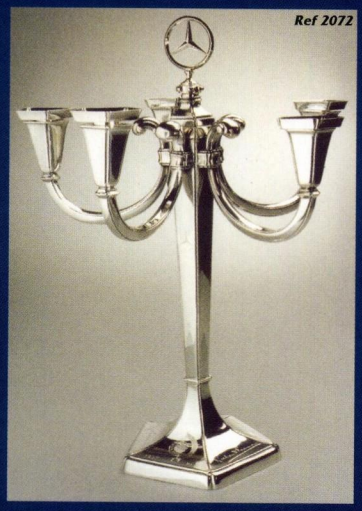


Left: Fifth Grand Prix of Switzerland, Berne, 1938
What a pronounced contrast with the Nazi one. It's very simple, very graphic. The flag says Switzerland, the car says it's a race. Just three colours, red, white and shades of black, yet it has power; it arrests the eye and carries a short, powerful message. It's a perfect advertisement and a strong piece of graphic art. I think this is my favourite of the posters you've shown me; well, this and the one with the Futurist flags...

"Very simple, very graphic. The flag says Switzerland, the car says its a race. Just three colours, red, white and black, yet it has power. It arrests the eye and carries a short, powerful message. It's a perfect advertisement"

PULLMAN
GALLERY







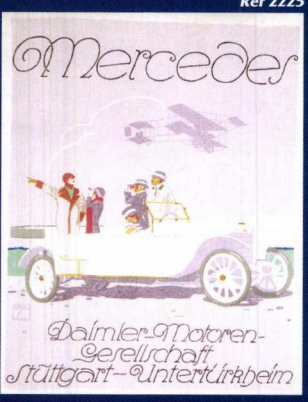


We are pleased to present a selection of fine and rare pieces relating to Mercedes-Benz dating from 1903 to 1955, which may be viewed at our gallery in Mount Street.

This page: *Ref 0620: 'Avoir sa Benz'*, rare 1913 hand-coloured lithograph. *Ref 2072*: A unique and highly important Sterling silver candelabrum presented to Caracciola in 1938. *Ref 2219: 'Mein Benz'*, silver and enamel cigarette case c.1913. *Ref 1248 'W196 Strohmlinien'*, important original bronze presented to Herman Lang in 1955 in original fitted display case. **Opposite page**: *Ref 1867: 'Pneus Jenatzy'*, exceptional 1903 poster by Georges Gaudy (1875-1942). *Ref 2225: 'Mercedes'*, extremely scarce original 1913 poster by Ludwig Hohlwein (1874-1939). *Ref 2352, 2286 and 1894*: three dramatic original Mercedes-Benz victory posters for 1938 German, 1939 Tripoli and 1938 Swiss Grand Prix.



Ref 2225



Ref 2352



Ref 2286



Ref 1894



PULLMAN, with two gallery locations in Mayfair and St James's in central London, specializes in the world's finest original Automobile Art and collectables including:

• original pre-1960 motor-racing posters • automobile paintings and artwork • automotive and aeronautical bronze sculpture • rare motoring objects and accessories • René Lalique glass car mascots 1920-1931 • antique Louis Vuitton and Hermès trunks • original work by Frederick Gordon Crosby, de Bruyne and Dexter Brown • fine large-scale race car models and large tinplate toys

For more information or visit our website at www.pullmangallery.com, or visit PULLMAN at:

116 MOUNT STREET
MAYFAIR
LONDON W1K 3NH

14 KING STREET
ST JAMES'S
LONDON SW1Y 6QU

Tel: 020 7930 9595

Email: sk@pullmangallery.com Website: www.pullmangallery.com

Both galleries are open Monday-Friday, 10am-6pm and at other times by appointment


HP
SAUCE
HEINZ
TOMATO KETCHUP



Jonathan Palmer

It has taken an ex-Formula 1 driver with a hard business head to turn four well-loved British race tracks back to profit, as Simon Taylor finds out

Photography: James Mitchell

By 2003 the circuits developed over four decades by John Webb had, under subsequent owners, fallen into a parlous state. Brands Hatch, Oulton Park, Snetterton and Cadwell Park, loved by generations of racers and fans, were run-down and shabby, with losses running at £3 million a year.

When the whole lot came on the market that May, the vendors shortlisted five bids. The lowest came from Jonathan Palmer, the ex-F1 driver who'd built a successful corporate track-day business at his Bedford Autodrome. But at the end of the process it was Palmer's bid that was still standing. By January 2004 the tracks were his – at a price of £15 million, with further payments subject to future performance.

After less than three years the changes wrought by Palmer and his team are remarkable. All four tracks are smart and efficiently run, with more and better events, and the spectators' enjoyment has been given top priority. The dubious quality of Brands Hatch hamburgers used to be a standing joke, so I suggest to Jonathan that the right place to meet for lunch is the Brands circuit restaurant, the Kentagon.

It's Monday, and a test day is in full swing. The grass is mown, the hedges are trimmed, the paint is bright, and everything is scrupulously tidy. Jonathan's vivid blue Twin Squirrel helicopter sits on the helipad outside the MotorSport Vision offices above Clark Curve. All staff, from Jonathan himself down to the office juniors, wear the same smart uniform – white shirt with red logo and black ▶

The Kentagon is the Brands trackside restaurant. Palmer regards it as part of his overall responsibility to ensure the food is healthy and palatable



"I didn't expect to end up buying them. But I knew I had the credentials to take over what was pretty much a basket case"

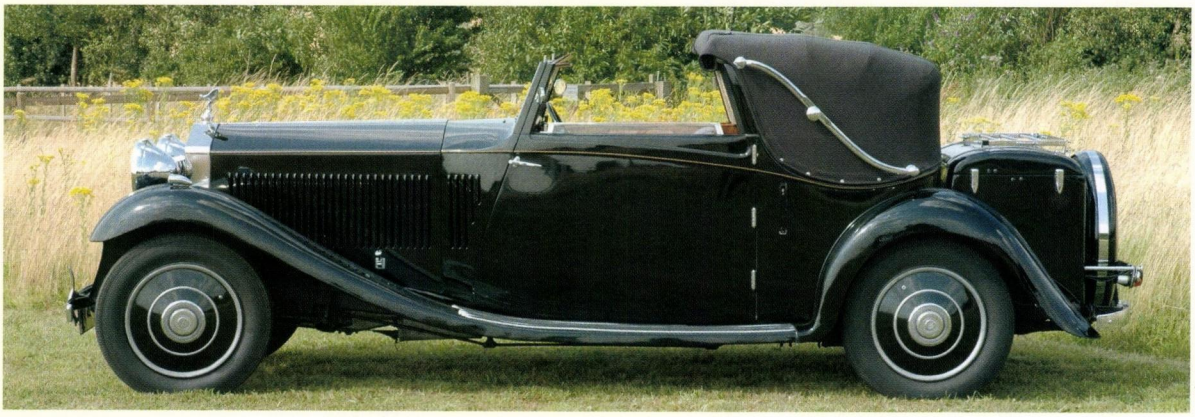
P&A Wood

ROLLS-ROYCE AND BENTLEY
HERITAGE DEALERS
"Attention to Detail"





Bentley 4¼ Litre 1936 *Owen Sedanca Coupé by Gurney Nutting*



Rolls-Royce 20/25 1933 *Owen Drophead Sedanca Coupé by Gurney Nutting*



Rolls-Royce 20/25 1933 *Sedanca Coupé by Freestone & Webb*

Great Easton, Dunmow, Essex CM6 2HD, England
Telephone: 01371 870848 Fax: 01371 870810
E-mail: enquiries@pa-wood.co.uk www.pa-wood.co.uk

ROLLS ROYCE

BENTLEY



trousers or skirt. In the Kentagon Jonathan greets each waitress by name, and walks briskly along the self-service counter with a spoon, sampling several dishes to ensure they meet his standards. Then he selects a healthy prawn salad and a bottle of water.

At 49, he is a coiled spring of energy. He was a medical student when he started racing a Frogeye Sprite in his teens. Next came a Marcos, and then a serious assault on Formula Ford. The steely Palmer determination and capacity for graft were already evident: by working 20-hour days he managed to keep racing successfully and still qualify as a doctor. Then he took a year off to do F3, and became British Champion. That was the end of medicine. Two years in F2 culminated in the European title, and F1 beckoned. After three seasons with RAM and Zakspeed he found a home at Tyrrell.

"I won the Jim Clark Cup in 1987 for top non-turbo driver, and for 1989 my team-mate was Michele Alboreto, who'd been a winner with Ferrari. Inevitably you try to beat your team-mate, and I got the upper hand. Michele didn't like it and left mid-season. His replacement was Jean Alesi, who was young and brilliant, and basically he blew me away. That was the end of my F1 career.

"I manoeuvred myself into McLaren as a test driver, then into a Group C Porsche, and finally touring cars. I only kept racing because I wanted to maintain some income and profile while I decided what to do with the next phase of my life. As a driver I'd had no parental money, no fairy godmother. I always had to hustle, find my own sponsorship, do my own deals. That makes you pushy, and I found I was good at it. I probably enjoyed the business side too much. If I'd stayed in the gym, sat on the beach in Monaco and just gone racing, perhaps I'd have gone further in F1.

"Part of what I used to do for sponsors was organise track days, and I was appalled by what I found. The circuits were scruffy, the people looked a mess, the cars broke down, the organisation was poor. So I looked for somewhere to run corporate events myself. For a time I rented Bruntingthorpe on a day-rate basis, but I needed my own venue to get proper control of things. I scoured the country, and in 1993 I found another disused aerodrome near Bedford. It took six years to acquire it, get the planning permission, and develop it into Bedford Autodrome. I borrowed the money to do it, half on the security of my own property and half guaranteed by two friends, John Britten and Sir Peter Ogden. John's an ex-racer who's run several successful businesses; Peter co-founded Computacenter, which floated in 1998 for £1.1 billion.

"Bedford opened in 1999, and started to do well very quickly. It's now busy six days a week, hosting events for up to 120 people a day. It's the most successful facility of its type in the world. I was keen to expand the business, so when the circuits came on the market in 2003 I thought I'd better put my hat in the ring. I didn't really expect to end up buying them, but I knew I had the credentials to take over what was pretty much a basket-case business. Within the first ▶

Training ground: the Palmer-Audi one-make series has proved an astute initiative

"When I organised track days, I was appalled by what I found. The circuits were scruffy, the people looked a mess, the cars broke down, the organisation was poor. So I looked around for somewhere to run corporate events myself"


RBS
autosport.com /news
always first. now free
Get all the latest Formula 1 and motorsport news on autosport.com. No subscription required



In 1987 Palmer drove for Tyrrell and picked up the Jim Clark Cup for non-turbo entries

two months we'd pared the headcount down from 200 to 125. We had the challenge of smartening everything up, with fewer people, and moulding a new management team. But most of the staff were very good, they were excited by the change of ownership. Investment had been minimal for a long time. Snetterton's capital expenditure budget was £23,000 a year. We've already spent £650,000 there."

Jonathan owns 60 per cent of the business: Ogden and Britten each hold 20 per cent. He is the only executive director. "You've only got to look at the Silverstone situation to realise the benefits of running your own business and taking your own decisions, without needing agreement from a large board made up of differing interests.

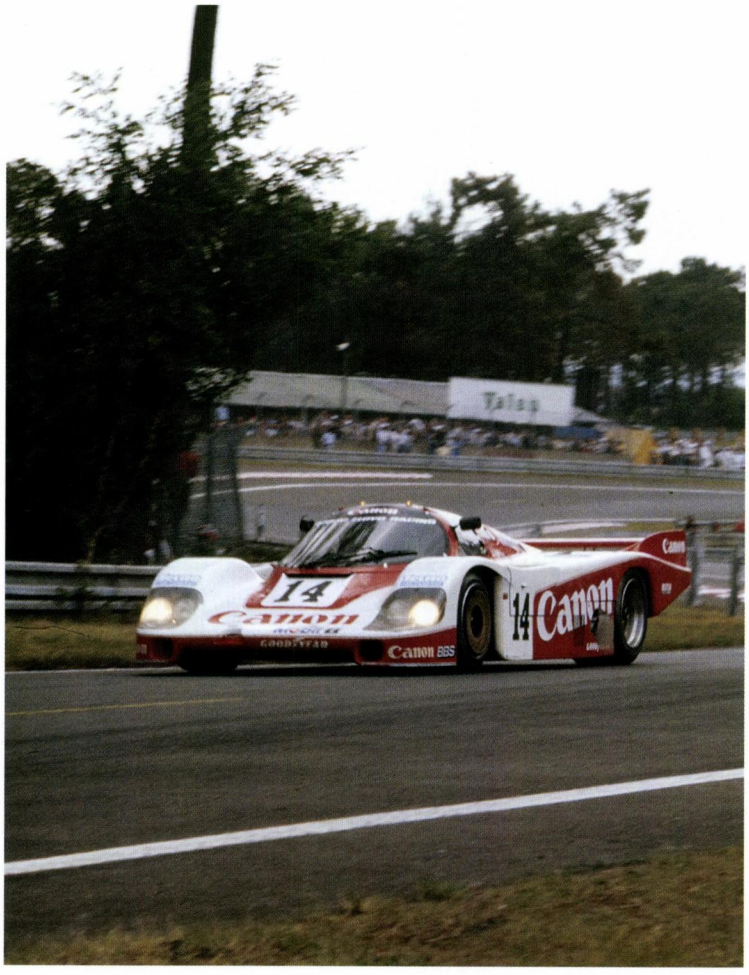
"The main centres are Brands Hatch and Bedford, with about 80 staff at each, and the administrative HQ at Southwater, which is a mile from my home in Sussex. I'm in the office there by 6.45 each morning, do two or three hours and then go off in the helicopter to whichever circuits I'm visiting that day. Then I fly back to Southwater to see what's going on and check my e-mails. I work pretty much seven days a week. I go to every major event and some of the club meetings too, so it's usually both days of a weekend. But this weekend I was only at Oulton on Saturday. On Sunday I was in the office from 6.30am until 11am, and then went home to spend the rest of the day with the kids doing things in the pool and on our motorbikes." Jonathan has four children aged from 17 to nine. His 15-year-old, Jolyon, is already racing T Cars in a team with Martin Brundle's son, Alex.

"People might call me a bad delegator, but that's because I have very high standards about how I want things done. I'm very intolerant of mediocrity. Obviously you don't run a £30 million business with 220 full-time staff, and over 550 during the season, without delegating a huge amount. But I don't take too much as read. I want to see for myself. It's not only the big questions – how good is the racing, what's the gate like. It's the details, too. I swing open the door of every loo I pass, listen to see if I can hear the commentary, have a bite of a sausage, look at the litter bins. As I fly in I take aerial photographs – where are the traffic queues? Are the car parks filling up right? I watch the racing with the spectators, ask for their comments. There's always something you can tease out of people. In our programmes I invite comments and criticisms, with an e-mail address. Some of the respondents are having a rant, but most say something sensible. I always reply; sometimes I pick up the phone.

"It's like having a lovely big train set. But my weakness is that I want the train set to be absolutely right. So I do things which might not make business sense in the short term. But if you get the detail right, the business will follow.

"For a club meeting at Brands we'd expect about 5000 spectators. The organising club hires the track and gets the entry fees. We get the track fee and the gate at £10 a time, say £8.50 before VAT. It costs about £2 per spectator to get them in, direct the parking, keep the loos clean, pick up the ▶

"You've only got to look at the Silverstone situation to realise the benefits of running your own business and taking your own decisions, without needing agreement from a large board made up of differing interests"



Palmer raced the Richard Lloyd Canon Porsche 956 for three seasons, taking second place at Le Mans in 1985

litter, or more like £3 for the bigger events. Circuit hire fees vary, but it's roughly £20,000 a day for the Brands Indy circuit. Oulton is around £18,000, Snetterton £10,000.

"The key managers in the business work extremely hard. Giles Butterfield, who has a racing background, is my operations chief. Standard working hours are 8.30 to 6, but a lot of people are doing 12-hour days. What can be very frustrating, when we're all fully stretched running a fragile business, is dealing with some local authorities. If there's one thing that'll push any of us out of this business, it'll be the bureaucrats. We can't help thinking Sevenoaks District Council are rather anti-Brands Hatch with their approach on a number of issues, which is disappointing. We're a significant contributor to the local economy: our rates bill, just for Brands, is £700,000 a year.

"Half my time is taken up with regulatory issues – noise, health and safety. Circuits are massively quieter than they were 30 years ago when everybody ran unsilenced. For club events and track days it's important we don't make any more noise than we need to, but for the major events it's part of the entertainment. With today's technology, F1 cars could be made to run as quietly as road cars, but noise is part of the show. Live8 in Hyde Park with everybody listening on headsets wouldn't be up to much.

"We've got to concentrate on getting the entertainment better. We can do that by influencing the racing. Some of it is nothing like as good as it should be, to get people on the edge of their seats. NASCAR shows how it can be done. British Touring Cars has come a long way, but I don't think we're there yet. I'm very conscious that there are fewer personalities now. Here at Brands, for example, I remember the big following for Gerry Marshall and Nick Whiting. It's something we don't have now, and that does vex me. It's an opportunity: we need to have control over a championship so personalities can emerge.

"I have real empathy with historic racing. The HSCC runs some super meetings across all our circuits. We do want a major historic event at Brands Hatch, but it's not something to be rushed into. It would be easy to say, let's just do another Goodwood. Well, we can't do another Goodwood. We've got the Gold Cup at Oulton Park, and we're going to fettle and hone that until we've got it right. I'm ambitious, but cautious.

"At the moment we're not making a fortune, not at all. We make a profit, we're very careful to do that, and that includes proper investment back into the circuits. And there is a lot more potential, if I can get the recipe right. Somewhere out there is a method, a fresh approach, to make a lot of money out of race circuits. I'm going to find it."

So, having restored four ailing patients to rude health, Doctor Palmer's prescription for future fitness involves his personal vision of more entertaining racing. If hard work, attention to detail and belief in the product have anything to do with it, JP will make it happen.

"We've got to concentrate on getting the entertainment better. Some of it is nothing like as good as it should be, to get people on the edge of their seats. British Touring Cars has come a long way, but I don't think we're there yet"

MAXTED-PAGE LIMITED

EXCEPTIONAL MOTOR CARS



1973 Ferrari 365 GTS/4 ~ Daytona Spider LHD. Chassis # 16839

From only 121 original factory Daytona Spiders, chassis # 16839 was car number 90 built. Completed in 1973 as a LHD "USA production car", it has been recently brought up to pure "European" specifications and fully serviced by marque specialist - Terry Hoyle. This work included the removal of all "SMOG" equipment, gauge and light conversions as well as the adjustment of the front and rear bumpers to properly fit the bodywork. Finished in original specification of Giallo Fly with Black mohair hood and Black leather upholstery, plus factory fitted air-conditioning and chrome Borrani wire wheels. With a continuous history from new, confirmed by historian Marcel Massini, we are delighted to offer #16839, being one of the rarest and undoubtedly most highly desirable open Ferraris ever built. Following its recent service and improvements, the car is ready for immediate use and in exceptional condition throughout with just 34,000 miles recorded.



1962 Porsche 356 B Super Cabriolet ~ RHD Chassis # 157353

We are delighted to have the opportunity to offer this very well known and much admired RHD Porsche 356 B Cabriolet. With fewer than a dozen RHD examples of the B Cabriolet built, this car is even rarer still, having had just two owners from new, supplied in 1962 to early Porsche Club member - John Piper, in whose ownership the car was photographed and featured in both the Denis Jenkinson and Chris Harvey Porsche books. Piper always maintained the car in immaculate condition and retained it until his tragic death, after which it later passed from his wife in 1995 to good friend and BRDC member, Richard Worrall. Still finished in Ivory with original Black leather upholstery and hood, the car has recently been freshly repainted and has had a tuned 110bhp rally specification engine fitted, built and installed by Andy Prill (The original 90bhp motor is offered with the car). A unique opportunity to acquire a very rare and special RHD Cabriolet, offered in truly excellent condition.

MORE FINE EXAMPLES

1962 Jaguar E-Type
Lightweight Low Drag Coupe

1962 Triumph Bonneville
Pre-unit

1970 Porsche 914/6
GT Specification

1996 Bentley Brooklands
Light Pressure Turbo

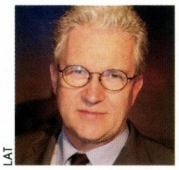
1992 BMW 850 B12 5.7 Alpina Coupe
2000 Miles

PO BOX 7039 • HALSTEAD • ESSEX • CO9 2WL • ENGLAND
TELEPHONE: 01787 477749 • email: enquiries@maxted-page.com
www.maxted-page.com

Dieselmax

Fast diesel road cars, a diesel Le Mans winner... What next, a diesel Land Speed Record car? That's how JCB decided to showcase its skills, with the fastest man in the world at the wheel

Words: Keith Howard. Photography: JCB



LAT

John Piper, Chief Engineer, Dieselmax

On 22 and 23 August this year at Bonneville's famous salt flats, Andy Green added a second Land Speed Record to his CV when he drove JCB's Dieselmax to new FIA-approved records for a diesel-powered car of 328.767 and then 350.092mph, pulverising Virgil Snyder's 1973 record by over 114mph. Bankrolled by JCB, powered by Ricardo-modified JCB engines, shaped by Thrust SSC aerodynamicist Ron Ayers and designed by Coventry-based Visioneering Ltd, Dieselmax is remarkable not just for its achievement but for the fact that it was created in just 10 hectic months starting in late September 2004. Chief engineer John Piper, who assembled the small design team at Visioneering and has extensive racing experience including time at Reynard Special Vehicle Projects, talks here of some of the key aspects of the car's design and development.

LAYOUT

"Because the powertrain is quite big, to get an acceptable sectional area for the car you have to lie the engine on its side. As soon as you have two engines, you can't put both behind the driver and still drive all four wheels without a driveshaft coming round the driver somehow. So it falls out naturally that you have an engine and transmission at either end and the driver in the middle. That was pretty much established by JCB and Ricardo when Visioneering came to the project."

BRAKES

"From the start we decided to have brakes that could stop the car even if the 'chutes failed. Parachute failure is not uncommon – we had two at Bonneville and split the reserve. We'd been told that we wouldn't need any brakes, but we chose to ignore that advice and were glad we did. We first looked at using an F1 brake but that just wasn't big enough to stop the car, while an Indycar brake was too big to fit in a 15-inch rim. So we designed our own. It uses a single carbon-carbon rotor which is driven on its outside diameter by the wheel. There are two carbon disc stators which act as pads, with a single-sided caliper that slides them along a splined tube into contact with the rotor. This arrangement allowed us to get the brake as far outboard as possible, which in turn permitted the steering geometry we wanted."

Dieselmax record car undergoing testing without its bodywork. This remarkable act of packaging could conceivably have exceeded its record of 350mph if there were tyres that could cope with the loads

AERODYNAMICS

"Ron Ayers was already on board and working with Mike Turner of JCB's design team on a surface model. We would create a basic package, Mike would build a surface around it under Ron's direction and Ron would then analyse it using CFD [computational fluid dynamics]. We would then import the surface into our CAD program and begin the body engineering before gathering around the screen with Ron, looking at what poked through the surface and deciding what was worth trying to get beneath it. It was an iterative process, with Ron in charge of the aerodynamic decisions. We twice lowered and narrowed the car to achieve the figures we wanted [Cd 0.174, CdA 0.152 square metres]. I wish we could have had longer to perfect the car's shape but at that time we didn't know what the tyres were going to be, and that was a major factor in the car's design."

CHASSIS

"We never seriously considered using anything other than a steel spaceframe chassis. When you have a tonne and a half of powertrain, you have to mount two turbos per engine that weigh 50kg and run at 900 deg C, and you want the chassis to be stiff enough to achieve a torsional resonance frequency well above the wheel frequency, steel is good stuff. We had a lot of help from Corus: we'd gone through its catalogue and found the sections we wanted but they were all too thick, so their representative did a sweep of all their rolling mills worldwide and found some thinner gauge sections for us. The chassis frame weighs only 250kg, which is quite an achievement for the load it has to carry and the torsional stiffness we required. We created a monocoque carbon tub for Andy Green to sit in, partly because it is a good way of excluding any fluids in a crash. It also provides all the surfaces to mount the pedals, dashboard and seat. We bonded that into the steel structure, and bonded carbon panels each side of the two-inch steel spaceframe with honeycomb in the middle, in order to create a stiff perimeter structure around the cockpit opening."

TYRES

"In the end we used a Goodyear Eagle Frontrunner tyre rated at 300mph at 1700lb of load, which is about the static corner weight of the car. We wanted to go higher than 300mph so we had Lotus Engineering build a free spin rig, but even aircraft tyres failed, whereas we successfully spun the Frontrunners up to 400mph. We realised then that the only option we'd got was the 23-inch Goodyear, and that the car would have to be limited to the speed at which it could be validated. David Brown of JCB found us a suitable test facility at the Wright-Patterson air force base in Dayton, Ohio where they developed the Space Shuttle tyre. We replicated a run on the salt which validated the tyres for a single pass at 350mph. They were blistering on the third run so we decided that if we got to 350mph we would change tyres at the turnaround. This is what we did, even though at Bonneville we saw no blistering at all. If it weren't for the tyre limitation we could have gone a lot faster. But whether we go back and try for this next year is up to JCB – no decision has been made yet."





Adrian Rush (l) and Melvin Glanz are the firm's principals. Miura exemplifies road car stock, though competition cars like Lotus 23, right, are important part of business

Legends Automotive

With bases in Worcestershire and Connecticut, this outfit is well placed to deal with collectors and racers in both the old world and the new

Words: Rob Widdows. Photography: Charlie Hopkinson



Legends Automotive is based in the heart of the Cotswolds. And in Connecticut. We visited their home in Bourton-on-the-Water, because that's where the story begins.

Adrian Rush started the business just six years ago so it's hardly a legend itself, but it does deal in them and prepare them for the racetrack.

The teeth of this cog in the machinery of the British historic motorsport industry are in its sales and servicing. But that covers a multitude of excitements for founder Adrian and his Legends partner Melvin Glanz who runs the North American side of things with a 'branch office' in Connecticut.

Adrian started out as an apprentice at Coys, having trained as an engineer. It wasn't long before the boss, Geoffrey Pattinson, plucked Adrian from the workshop and put him in charge of running and maintaining Pattinson's own collection of cars.

"I went through the whole 1980s thing," he recalls, "and I witnessed first-hand the boom and bust of the classic car market. It was a good experience and I learnt a lot at Coys."

A fast learner he was. By the end of the following decade Adrian was ready to go his own way, having nurtured an impressive list of clients and negotiated the labyrinth of networking so vital to success in the world of $1m machines.

"I started up on my own in Farringdon and the business grew pretty rapidly," he says. "I wanted to get out of London, find a workshop for the race preparation business and a showroom for the sales side. The first two years were crazy, we had our own racing team, we ran cars for other owners at events all over Europe and we were sourcing cars for collectors. It was becoming too much and I was keen to grow the sales side, hunting down great cars for individuals who knew what they wanted."

The watershed came in May 2002, and the timing was perfect. While at Coys Adrian had met collector Melvyn Glanz at auctions, often advising him on the worth or provenance of a car that interested him. Now, a decade later, textile tycoon Mr Glanz was looking for a change of career, having made his fortune with clothing stores in London and New York. And Mr Rush was looking for a joint-venture partner to take Legends Automotive into its next phase.

"I guess it was some kind of mid-life crisis," recalls Melvyn. "I'd built up the textile and clothing businesses, I'd had the shops in the King's Road (remember Oggi Domani?) and was looking for a new challenge, something that would take me closer to my passion for cars."

The joint venture, with Rush and Glanz sharing the load, took Legends into a more focused business area, concentrating on the sourcing and sale of collectors cars and scaling down the race preparation and restoration.

"We wanted to forge a reputation for private treaty acquisitions of classic competition cars and collectors' motor cars," explains Adrian, "and we expanded the showroom to broaden the quality of the business and to encompass both road and race cars from the 1950s, '60s and '70s using our skills in the discreet acquisition of cars for private clients."



A recent coup has been the private sale of the Chevron Formula 3 car which the much-missed Elio de Angelis raced at Monaco in 1978. Not surprisingly, a genuine de Angelis car with proven history commands the attention of many a serious racing car collector.

A loyal and long-time Legends client is rock star Chris Rea, a huge fan of Ferrari and the man who commissioned a replica of the shark-nose 156 grand prix car in which Phil Hill became the first American to win the World Championship in 1961. Many will remember an emotional morning at the Goodwood Festival of Speed when Rea handed the car over to Hill for a run up the hillclimb course. Replica it may have been but it was a very real moment for both owner and driver as the former champion slid down into the cockpit of this iconic grand prix car.

"Chris Rea is not your normal pop star," says Melvyn Glanz. "He takes a close interest in every detail of his cars, and they are not all glamorous Ferraris. He wanted a Lotus Cortina with a real history and we found him one that had been raced by Clark, Gurney and Sir John Whitmore. He was very excited about that."

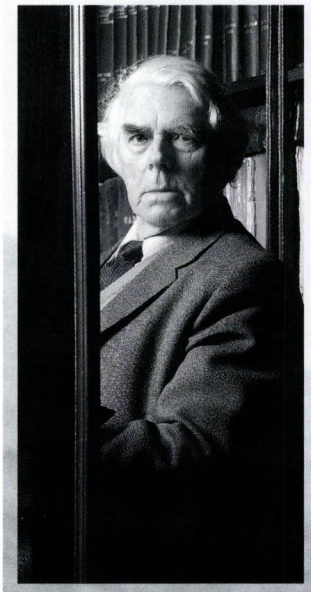
That, then, is the short but dynamic history of Legends Automotive. Rush and Glanz respond in unison when asked about future plans and strategy. "To enjoy ourselves, have fun finding great cars. That way our clients will enjoy it too."

That, it would seem, is a fair deal for both sides.

A recent coup has been the sale of the Chevron F3 car which Elio de Angelis raced. A genuine de Angelis car with proven history commands the attention of many a serious racing car collector

Bill Boddy

MOTOR SPORT'S FOUNDING EDITOR



RECOGNISING A BRITISH HERO

Charles Rolls' influence on motoring is legendary, but he was also an aviation pioneer

As this issue of *Motor Sport* comes out, the Rolls-Royce Enthusiasts Club is celebrating the centenary of the Hon Charles Spencer Rolls' victory in the 1906 Tourist Trophy on the Isle of Man, with a run of pre-war Rolls-Royces following the original route around the island amongst other events. The solid gold Tourist Trophy itself, the most valuable trophy in the world when it was first presented, has been sent over from its usual home in the RAC club to form part of the RREC display in the Manx heritage museum, and the well-known motoring artist Peter Hearsey, an Isle of Man resident, is holding an exhibition of his work to coincide. It is especially interesting that the grandson of Eric Platford, Charles Rolls' riding mechanic, has made his grandfather's photograph albums available, as these include rarely seen pictures of that 1906 epic.

These celebrations are a reminder of Rolls' great achievement which proved both the quality of the Rolls-Royce car and the driver's skills at the wheel. Rolls, however, was also an extremely important figure in the aviation world, as some new information confirms.

It is well known that Charles Rolls was tragically killed when the Wright monoplane he was flying crashed during a landing competition into a 100-yard diameter circle, engines off, at Bournemouth in July 1910.

This cut short what would surely have continued to be a brilliant career, following his collaboration with Henry Royce in the production of Rolls-Royce cars and his activity as a pioneer racing driver, as marked by his Tourist Trophy victory with a 20hp R-R.



What is not, I think, generally known has been revealed to me in some rare documents made available by a thoughtful *Motor Sport* reader. These show that before the meeting at which Rolls died, he was the subject of discussion by the Aerial League of the British Empire.

This was a very important organisation with a most impressive list of patrons and council, which declared itself non-political but which was concerned about the fact that Germany could build 185 airships and some 5000 aeroplanes for the price of one dreadnought, that France was actively developing aircraft, and that Russia, Austria, Italy, the USA and Japan were doing likewise with considerable energy while Britain was lagging behind. The League had appreciated "the unassuming efforts of Rolls as one of the chief exponents of aeronautical advancement". It proposed to award him its first Grand Gold Medal at a reception and concert at the Grand Hotel in Bournemouth on July 15, 1910. Dame Nellie Melba and Clara Butt were to have performed. It also intended that a national memorial to Rolls should take the form of a fund devoted to the establishment of aeronautical science. Our correspondent wonders if this was accomplished?

This Aerial League had the most impressive complement of highly influential supporters, including the Prime Ministers of all of the leading Commonwealth countries and motoring celebrities such as Sir Charles Wakefield, Arthur du Cros and Sir Arthur Conan Doyle, Kt, DL, LLD.

Because of the accident to Rolls, the medal presentation and concert were cancelled, but Bournemouth's Lord Mayor presided at a public meeting to discuss the memorial scheme.

The aerodrome where the tragedy happened was close to the London & South-Western railway, nearest station Christchurch; it had a circumference of 2½km, but it is probably now a housing estate. But there is a statue to Rolls, holding a biplane, at Monmouth and the one of Royce at Derby.



Charles Rolls and his riding mechanic Eric Platford tackle the arduous 1906 Isle of Man TT course. Their victory sealed Rolls-Royce's reputation

NMM

RUMBLINGS

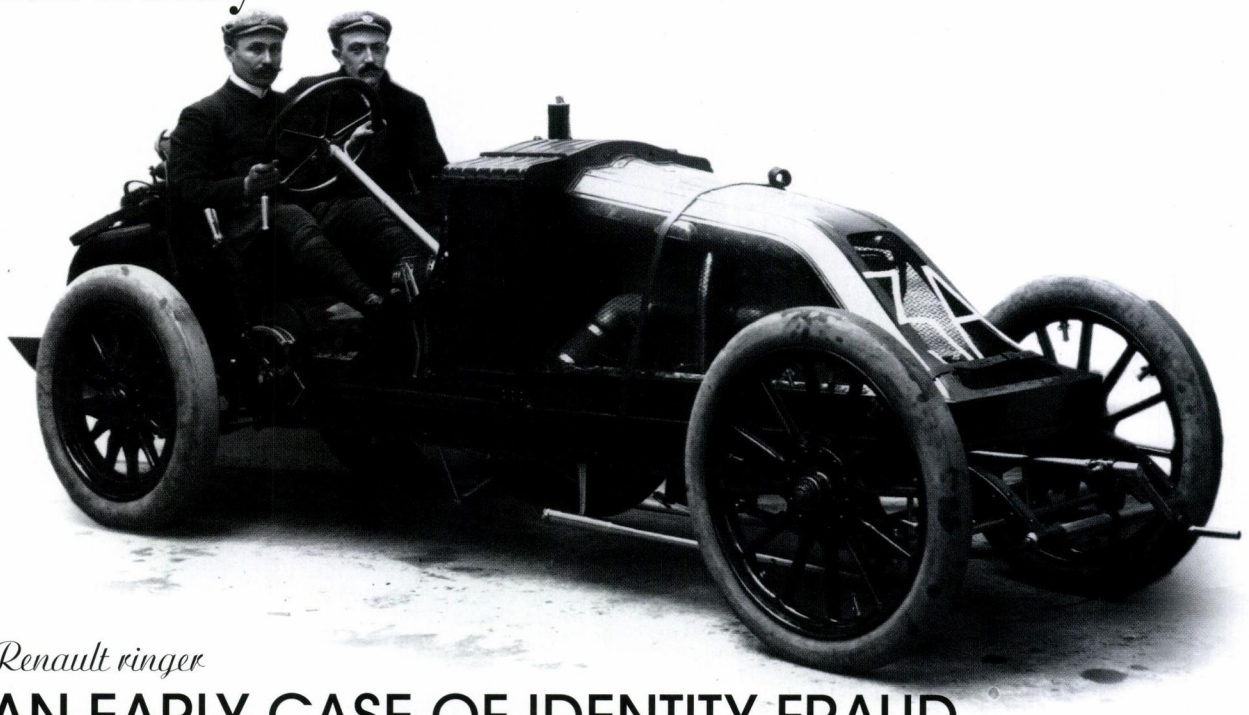
The latest addition to the aero-engined car fraternity is Colin Bullock's P-type Lea-Francis with a 4½-litre air-cooled Cirrus engine.

The VSCC Summer Serendipity at Trumpet Cross near Ledbury, ably organised by Mark Garfitt, brought 72 cars, with Bentleys predominant. Rare makes included two 20/90 British Salmsons, a 13/70 Marendaz Special and a Donnet Six. Inexpensive food, a jazz band, an autojumble and the VSCC regalia shop were features but the cars were the attraction, from Rolls-Royce Phantoms to a Type 35B Bugatti.

Among many new titles in Veloce's book lists is *Motor Racing at Oulton Park*, by Peter McFadyen. It photographically depicts activities at this popular circuit. The varied events there are covered in 96 pages, 13 colour plates and 98 black-and-white illustrations, commencing from the 1960s. Another for historians (although there was racing at Oulton before this) and enthusiasts. Veloce, Dorchester, 01305 260 068, ISBN 84584 038 0, £12.99.

From the VSCC of Australia (founded in 1945) comes news of full fixture lists involving many interesting cars such as Peter Giddings' 250F Maserati, a Lago-Talbot, a Senechal, a K3 MG, a sports Morris Cowley, a Minerva with sports body, and a Cirrus-powered Special. The eight-cylinder two-stroke Chamberline was demonstrated recently. At the Winton races the Arthur Waite Trophy was won appropriately by the 'duck-bodied' Austin 7.

Bill Boddy



Renault ringer

AN EARLY CASE OF IDENTITY FRAUD

Most historians accept the race at Le Mans in 1906 as being the first grand prix, although a few quote earlier fixtures. Whatever, the centenary of the 1906 event was rightly commemorated at Le Mans in June.

Regrettably, the 13-litre Renault which won the 1906 race no longer exists. Motoring writer W F Bradley said that it was not in very good condition after the two-day 770-mile ordeal. Nevertheless, according to Bradley, an Englishman offered 55,000 francs for the car which Szisz and his mechanic Marteau had handled so brilliantly.

However, knowing the condition of the car, which had apparently been used as the practice car as well, Renault put the Szisz race number on one of the other cars, which WFB said had run the distance but was in better fettle. He was not quite accurate, as neither of the other two Renaults finished. Edwards stopped with tyre trouble after only 320 miles on day one, so perhaps his car was the chosen substitute.

Anyway, the story goes that the new owner discovered the swap and demanded to have the victorious car. In 1907 he drove it to Dieppe to watch the second French GP, and on the way he crashed into a tree and was killed. The authorities kept the car for two years before it was auctioned. When war came the French Air Service acquired it and it was driven by many famous pilots, after which it was sold for 5500 francs. WFB saw it about in Paris for many years until it finally disappeared. The other Renaults have likewise vanished, but John Bredon had his replica of the Szisz car at the celebration, and what is thought to be the engine from the winning car is now in the Science Museum in London.

To commemorate a great achievement Renault had a number of 7.4-litre replicas made, of which only the ex-Marcus Chambers 'Agatha' survives. Chambers was offered it by an itinerant scrapman just before WWII and immediately drove it up Shelsley Walsh and back to London.



BIG-BORE GIANT

Anne Thomson brought her replica GP Darracq from New Zealand this year and ran it at the Goodwood Festival, Loton Park and Shelsley Walsh and won the Edwardian class at VSCC Prescott hillclimb, before going to France for the 1906 GP centenary celebrations. Excellent to see a giant-engined car so effectively used. However, it has been described as a modified 1906 GP machine, but I prefer to greet it as a replica of a 1907 French GP Darracq because its engine bore is 180mm like the 15,268cc 1907 cars, whereas the 1906 Darracqs had 170x140mm (12,711cc) power units.

I have not seen the piston stroke dimension for the NZ replica, but at Prescott the engine size was given as 14,250cc. I suppose we should regard this as a 1906/07 car, as those who put 4½-litre engines into 3-litre Bentley chassis quote them as, for example, 1927/29.

CUSTODIANS OF HISTORY

Renault has lent Steve Cropley of *Autocar* its 1911 AX. He has enjoyed, he says, coaxing it into life on the handle, ekeing out its meagre power on hills, and humouring its cone clutch. He drove it from London to Paris in 1996 and describes it as "as big a challenge as sliding a Caterham through Clearways". Years ago Mr Ronald, Renault's PR man, lent me this same AX to take me and my wife on one of his publicity runs, and I enjoyed it. It is splendid to know it remains in Renault's care.

PITBAY.COM

Dedicated Motorsport Online Auction

GOLD IN YOUR GARAGE ! ! !

MEMORABILIA - ENGINES - SPARES - TYRES/WHEELS - F/FORD - HISTORIC - RALLYING - TOURING CAR - GRASS TRACK - STOCK CAR - BIKES -KARTS - F3- F1,

IN FACT!

AUCTION ABSOLUTELY ANYTHING RACING WORLDWIDE

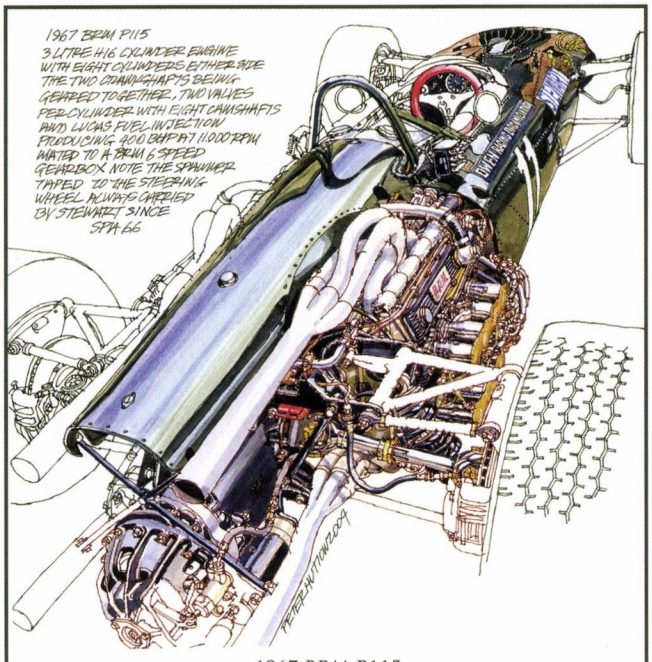
FANTASTIC WANTED SECTION
ALLOWS YOU TO ADVERTISE YOUR REQUIREMENTS TO THE WORLD OF MOTORSPORT FOR £2.50

SECURE PAYMENT SYSTEMS IN PLACE

SET YOUR OWN RESERVE - DONT BE SOLD SHORT

USER FRIENDLY SITE - LISTING FROM JUST 25p

info@PITBAY.com



1967 BRM P115

LIMITED RUN OF 1000 COLLECTOR CARDS 152 X 152MM £3.50 EACH.
SEE WEBSITE FOR FULL RANGE OF 17 CARD TITLES AND PRINTS.

WWW.PETERHUTTONILLUSTRATOR.COM

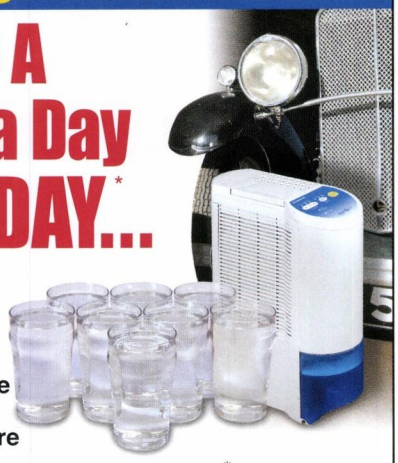
PETERHUTTON
ILLUSTRATOR

19 ASHMERE LANE, FELPHAM, BOGNOR REGIS, WEST SUSSEX PO22 7QT
T +44 (0)1243 574206 E INFO@PETERHUTTONILLUSTRATOR.COM

Car Storage Dehumidifiers

Remove A GALLON a Day EVERY DAY...*

to keep the Rot away...



- Dehumidifiers are the ONLY way to REMOVE moisture from the air.
- Adjustable humidity control.
- They provide modest heating too!

* based on typical extraction rate in 24 hours in an average double garage 75m³

Call us today, or visit our website for more information.

08700 117987

www.dry-it-out.com

Richard Thorne CLASSIC CARS

MORGAN

Lancia and Alfa Romeo Specialists
Morgan Motor Company Dealer of the Year

The Courtyard Garage
James Lane
Grazeley Green
Reading RG7 1NB
TEL: 0118 983 1200
FAX: 0118 983 1414



2005 ROADSTER 3.0 V6. Solent Silver, red interior, maroon weather equipment, walnut dashboard, alloy wheels, sports exhaust, Le Mans gear knob, radio CD, 1 owner, FSH. **£36,850**



2001 +8 4.0, Connaught green, stone leather, sports seats, Simmonds hood in black mohair, walnut dash, chrome wires, Motolita steering wheel, stainless luggage rack, spot lamps, badge bar, 3 owners, FSH. **£32,995**



1997 +4 4 SEATER. Connaught green, stone leather, piped green, black PVC weather equipment, sports seats, 2 tread rubbers per side, door handles, undersealed, rust proofed, aluminium body and wings, walnut dashboard, scuttle roll bar, long door, 1 owner, supplied and serviced by us, 2,600 miles only. ... **£22,500**



1982 4/4 4 SEATER. Flame red, stone interior and weather equipment, walnut dashboard, wood rim steering wheel, stainless luggage rack, previously sold and serviced by us, 4 owners, 47,000 miles, very good condition **£11,995**



1993 +4 2.0. Indigo blue, blue leather interior, wood rim steering wheel, roll bar, black weather equipment, luggage rack, Simmonds suitcase and lockable luggage clamp, chrome wire wheels with 2 eared spinners, wind deflectors. **£18,750**

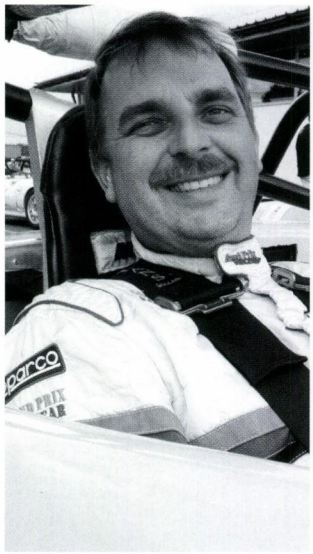


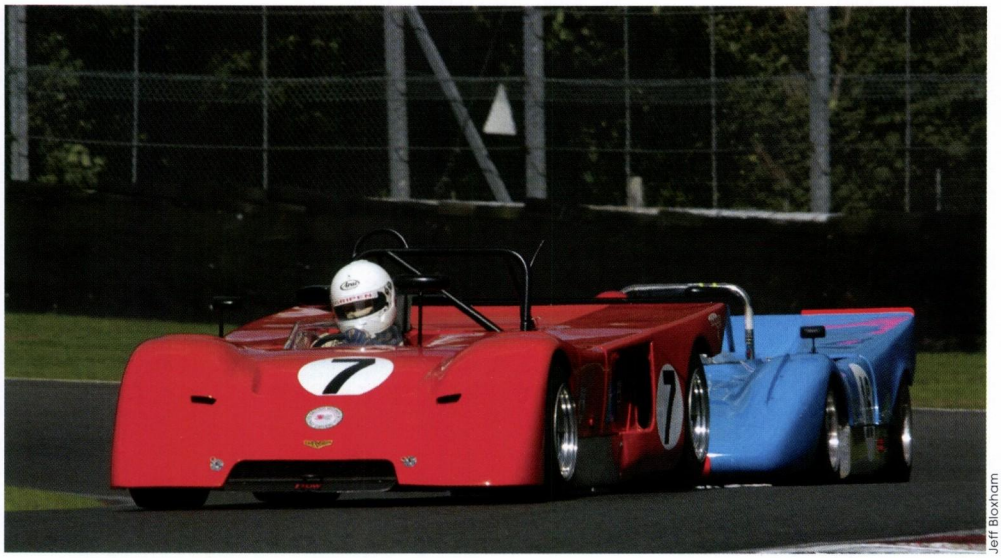
2001 4/4 1.8 ZETEC. Connaught green, stone leather, sports seats, painted wires, green PVC weather equipment, walnut dash, luggage rack, 6000 miles, 1 owner, FSH. **£21,995**

Many more Morgans and Lancias in stock, please visit the website www.rtcc.co.uk

Matters of Moment

MARCUS PYE





Jeff Bloxham

Helen Bashford-Malkie steers her Chevron B19 to fifth at Oulton Park's Gold Cup meeting. She's now retiring from driving after 30 years

Diary

MAWP takes a look at a rearranged Rover P6 with a competition pedigree and toasts a fast lady's decision to quite racing

Rover's purchase of the manufacturing rights to the lightweight 3.5-litre Buick V8 engine was the best investment it ever made.

A compact and reliable road burner, the unstressed unit was also a superb racing engine. What it lacked in cubic capacity (over American rivals), it made up for in terms of avoirdupois.

Naturally, though, we think of saloons when it comes to Rover's sporting heritage. But long before SD1s dominated British and European Touring Car Championships in the 1980s, an exciting quasi-works P6 V8 took to the tracks, two years after the 3500 road car.

Starting with the ex-press fleet car JXC 808D, the beast was built up by Jim Morgan and Jim Rose of JoMoRo in Brookwood, Surrey, in late '69, and then entrusted to Bill Shaw Racing. It was raced by Roy Pierpoint in 1970, and subsequently by Alec Poole.

I'd only seen it in period photographs before my old friend Ian Giles summoned me to his delightful Oxfordshire watermill and opened the barn door. There was the red Rover, which he bought this spring from collector Arthur Carter, its keeper since '78.

It's a real time-warp racer, fat Minilite wheels shod with concrete compound tyres bulging from beneath flared arches. Under the bonnet nestles a rorty Traco-spec V8, eager to breathe again through quadruple Weber IDA carburettors.

Giles hasn't had it running yet, but is looking forward to some fun next season. "I'm not sure what it's eligible for, but it's guaranteed to turn heads at the Festival of Speed, if invited," he said.

When Oulton Park's Gold Cup meeting ceased to be a non-championship Formula 1 event in 1972, its content was a moveable feast until the HSCC picked up the mantle 30 years later. Now re-established with continuity, it's drawing crowds to the Cheshire circuit again as an historic festival.

August Bank Holiday's event was a landmark for Helen Bashford, who is hanging up her crash helmet after a racing career spanning 30 years and two children. "I've officially retired," she said after charging from the back of the grid to fifth in the Monday's 2-litre sportscar race.

Helen went with a friend to spectate at Oulton as teenager, and was inspired by the performance of Divina Galica. Having hooked up with Chevron employee Vin Malkie (now marque guru, and her husband), the die was soon cast.

"To go racing, I had to rebuild Vin's Chevron B1. I hadn't got a clue," recalls Helen, who went on to race FF1600, FF2000 and Toyota F3 before the Chevron B19 sportscars and F1 Shadow DN9B in which she found her forté.

Helen remains the most capable British woman not to have broken into the sport's pro leagues. Having raced wheel-to-wheel with her in TF3 and seen her lead the 1998 TGP race at Spa – [triple champion] "Bob Berridge said he was trying to find a contact lens" – I can vouch for that.

Helen will now be concentrating on Chevron's exciting new B1 Mk2 sports car project. M

> Helen went with a friend to spectate at Oulton as a teenager. Inspired by Diviva Galica, the die was soon cast

PEARSONS

ENGINEERING LTD

EXPERIENCED IN ALL ASPECTS OF HISTORIC MOTORSPORT.
SPECIALISING IN JAGUARS. WE CARRY EXTENSIVE STOCK OF
ORIGINAL AND NEW PARTS FOR 'C' TYPE, 'D' TYPE AND LISTER JAGUAR.



BLAISE FARM, BLISWORTH ROAD, ROADE, NORTHANTS. NN7 2LN
TEL: (01604) 864764 FAX: (01604) 862851
EMAIL: PEARSONSENGINEERING@BTOPENWORLD.COM

Get your hands on a big chest

for only £799 ex. VAT with FREE delivery

Easy tool access · Mobile for maximum convenience · Rust resistant stainless steel

45" STAINLESS STEEL TOOL CHEST

The unit comes with 21 drawers - all on roller bearings and is made from 18 gauge stainless steel. Full no-slip drawer liners.

Length 45" (also available in 36" & 56")
Height 62"
Width 18"



International Tool Co Ltd

Call Now on **01604 646433** to place your order
Visit **www.international-tool.co.uk** for ordering via our website

82 Tenter Road, Moulton Park, Northampton, NN3 6AX England T: 01604 646433 F: 01604 643737 E: sales@international-tool.co.uk W: www.international-tool.co.uk

Circuit breaker

Four days of competition on circuits and rally stages around Britain looked tempting – but there was a sting in the tail...

Words: Franca Davenport

A different race circuit every day is not a bad diet for any classic car enthusiast. Add to that rally stages, a hillclimb and scenic road sections and you have a four-day banquet of motoring sport.

Running now for its second year, Tour Britannia offers both a competitive and a touring-regularity category for classic cars. Myself and fellow journalist Martin Sharp were to take part in the regularity event, run in honour of the late great rally journalist David Williams who was a very dear friend of both Martin and event organiser Fred Gallagher. Our steed was to be Fred's own Porsche 356B Super 90.

Each morning the event set off from Coombe Abbey, a majestic gothic hotel outside Coventry. The first day started with a stage at Cholmondeley Castle *en route* to Oulton Park. As with most stages this was run twice, so on the second attempt the regularity competitors could try to nail the average speed on the head while those in the competitive category could shave seconds off their original time.

> On our last lap of Cadwell Park smoke billowed from the exhaust – a piston was on its way out

At Oulton Park the aim of the regularity contestants was to replicate lap times – a testing exercise requiring restraint from the driver and rapid use of a stopwatch and mental arithmetic for the co-driver. Over lunch we watched the competitive group following their natural instincts for speed in an eight-lap race.

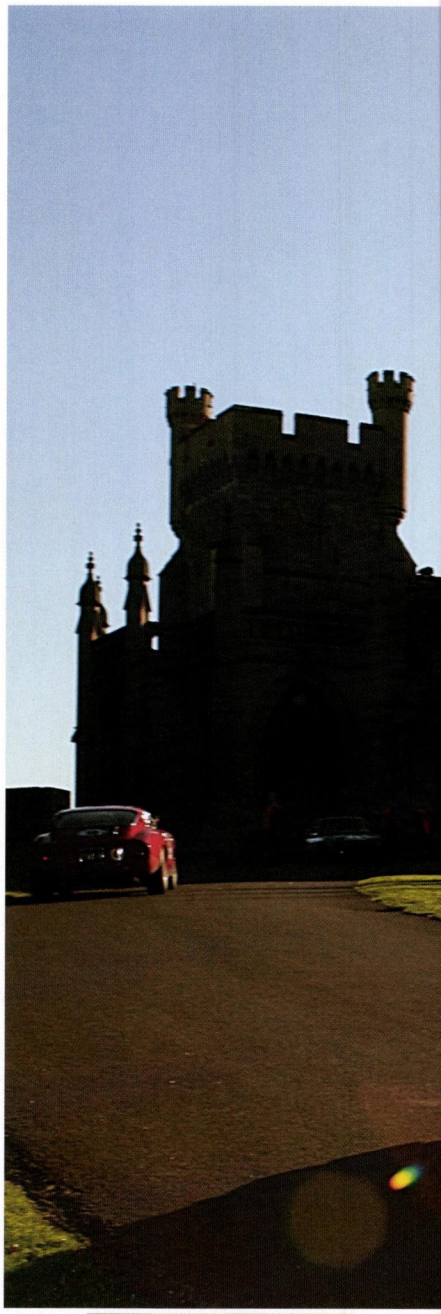
Next, the regularity contestants attempted their major test – a six-mile stage on open roads with two secret checks to measure average speed. We were a little on the fast side in the 356B. However, an intuitive wrong slot by yours truly put us back on a good time and moved us to third. Resting on our rather fortuitous laurels, we then blew a few points in celebration by blasting up the hill climb at Loton Park – twice.

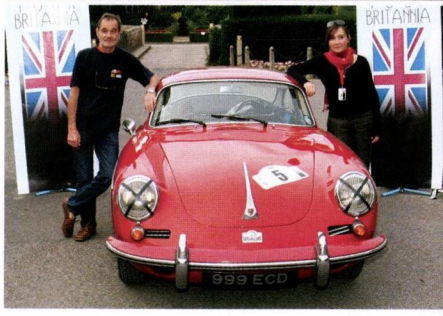
On the second day we lapped Donington Park before moving onto an excellent three-mile stage on military land at Swynnerton. Following a stage at the Curborough sprint track we headed to Arbury Hall. Unfortunately it was on this road section that our 356B developed a problem with the steering on a sharp left-hander. Unable to do the final stage, we had the car trailered back to the night halt. The problem was diagnosed as a loose steering column pinch bolt and, once tightened, we were set to continue the next day.

The morning featured a magnificent road section, taking us through Leicestershire villages and onto a short stage at Belvoir Castle before heading across the Lincolnshire fens. Our circuit of the day was Cadwell Park which proved a favourite among the drivers. However, it was at here that the 356B had its final action. On our last lap smoke billowed from the exhaust – it appeared a piston was on its way out. For the second day the Porsche made its way back to Coombe Abbey on a trailer, whilst I jumped into the back of a fellow regularity competitor's Bristol 401 for another stage at Belvoir. Now I was properly 'on tour'.

On the final day we revisited Arbury Hall for a stage before heading onto Mallory Park. At this point I was still in the Bristol but thought it best to spectate for the final race. This meant I didn't get my full dose of circuits, but it was fully compensated by the food, company and camaraderie that surrounded the event.

Turn the page for our event report. ▶

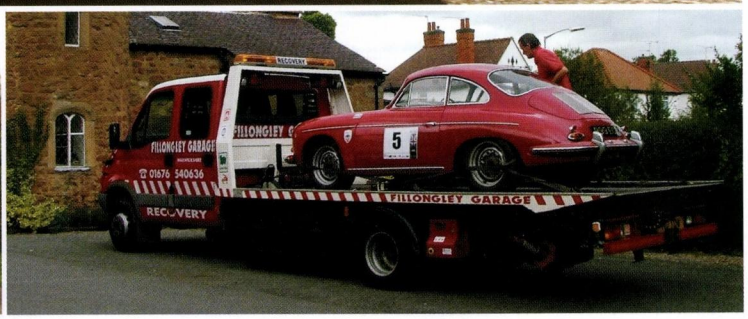




Main pic: Porsche 956B was loaned by event organiser Fred Gallagher. From right: driver Sharp and reporter Davenport; 356 in action; 356 inaction


5
999 ECD


5
999 ECD


FILONGLEY GARAGE
01676 540636
RECOVERY
5
FILONGLEY GARAGE

Track & field

A strong Porsche challenge failed to overhaul the leading Morgan as the multi-venue event sprinted around the circuits and stately homes of the UK

Like the 1973 Tour of Britain on which the event was loosely based, the Tour Britannia attracted a host of American muscle cars, including a replica of the James Hunt Chevrolet Camaro which won the event more than 30 years ago. However, on this classic revival it was to be European machinery that dominated the competitive category.

The Morgan +8 of Bruce Stapleton and Alastair Cowin took the lead by a mere six seconds on the first day. Behind it was the Porsche 3.0 RSR of Nick and Mary Faure and the 911 of Adam Wiseberg and Robin Eyre-Maunsell. However, both Porsches hit difficulties the next day when the 3.0 RSR started to lose power and the 911 broke a CV joint. The Lotus Elan of John Sheldon and Lesley Stevens powered up the leader board to second place while the Austin Healey 3000 Sebring of Eric Wooley and David Smithies moved into third. Meanwhile in the regularity category the Porsche 356 Carrera of John Ruston and Jeremy Haylock made consistently accurate times to maintain the lead it acquired on the first day.

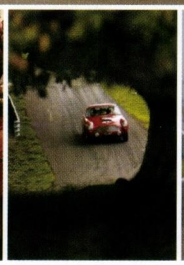
At the end of the third day the top three in the competitive category were the same, with the +8 Morgan's 19sec lead over the Elan being only slightly diminished by a neat 360 degree spin on the final special stage at Belvoir Park. The father-son team of Nick and Harry Whale were setting incredibly good times in their Porsche 911 Carrera RS but not enough to make up for problems on the first day. After a special stage at Arbury Hall and a race at Mallory Park the top 1-2-3 remained Morgan, Elan, Healey with the best American car, the Roy Stephenson/Peter Robinson Mustang, ending sixth overall.

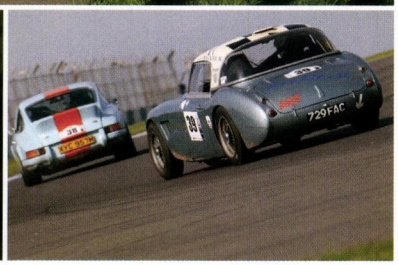
The David Williams trophy for the winner of the regularity category went to Ruston/Haylock who proved unbeatably accurate. In second place was the Bristol 401 of Mark Berger/Robert Newton whilst third went to the AC Ace Bristol of the Belgian crew Marc Vandendijk/An De Reymaeker. **FD**











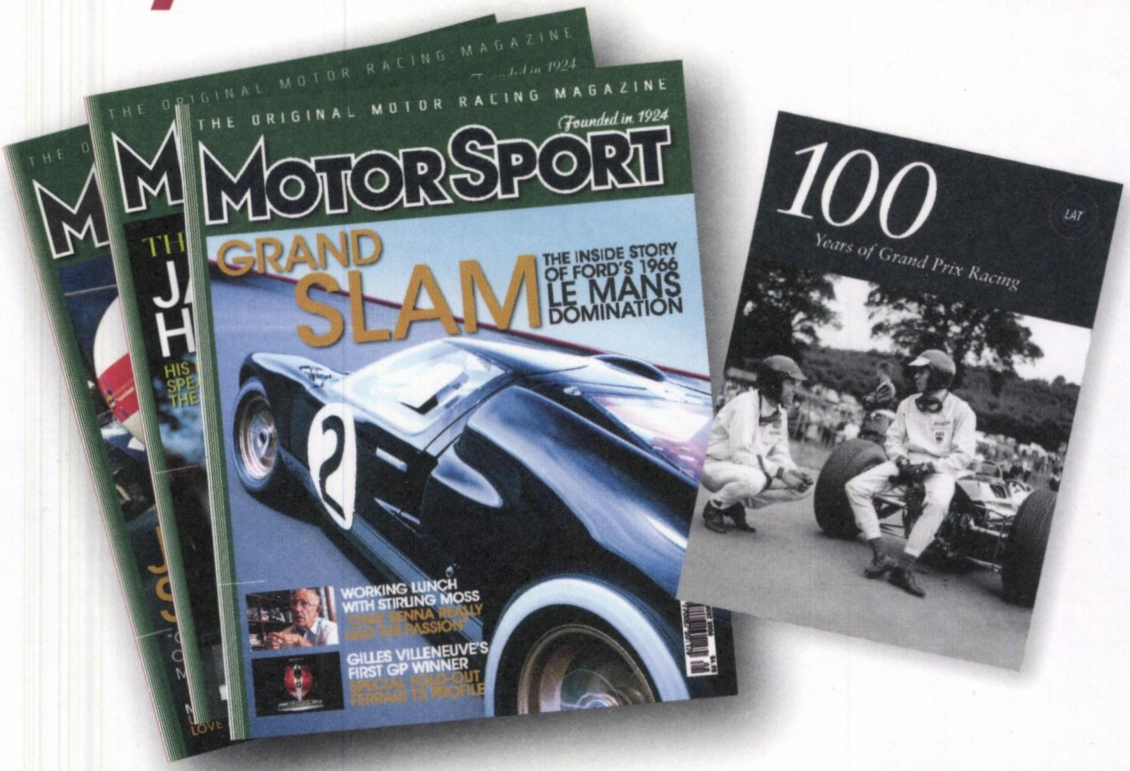
Main picture: winners Bruce Stapleton and Alastair Cowin led from day one. Event mixed track races, road stages and convivial gatherings

THE ORIGINAL MOTOR RACING MAGAZINE

Founded in 1924

MOTOR SPORT

The perfect CHRISTMAS GIFT... for yourself or a friend



SUBSCRIBE and SAVE 20%

RECEIVE 6 ISSUES FOR £23.70

or 12 ISSUES FOR £47.40

+ FREE '100 Years of Grand Prix Racing' souvenir

MOTOR SPORT

THE CHRISTMAS GIFT THAT LASTS ALL YEAR

☐ **Yes! I wish to order a subscription to Motor Sport for myself** ☐ **6 months** ☐ **1 year**

Your Name _____

Your Address _____

_____

Postal/Zip Code _____ Country _____

☐ **First gift subscription** ☐ **6 months** ☐ **1 year**

Please also enter your own details above

Friend's Name _____

Friend's Address _____

_____

Postal/Zip Code _____ Country _____

☐ **Second gift subscription** ☐ **6 months** ☐ **1 year**

Please also enter your own details above

Friend's Name _____

Friend's Address _____

_____

Postal/Zip Code _____ Country _____

☐ **Yes! Please send '100 years of Grand Prix Racing' to myself/recipient (delete as applicable) absolutely FREE**

Motor Sport may send you details of our products and services which we think would be of interest to you. Please tick if you do not wish to receive such offers. ☐
Occasionally we may pass your details to selected companies. If you do not wish to receive their products or offers, please tick this box. ☐

6 months

☐ UK & Ireland **£23.70 – saving £6**
☐ USA & Canada **US $48.97 – saving $13.50**
☐ Rest of World **£30.00 – saving £6**

1 year

☐ UK & Ireland **£47.40 – saving £12**
☐ USA & Canada **US $97.95 – saving $27**
☐ Rest of World **£60.00 – saving £12**

Subscriber guarantee: You may cancel your subscription at any time and we will refund the balance of your payment in full

Please tick your choice of payment method

☐ I enclose my cheque payable to *Motor Sport* for _____ or

☐ Please debit my Amex / Visa / MasterCard the sum of _____

☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐ Expiry Date ☐☐☐☐

Signature _____

BY POST Motor Sport, QSS, Rockwood House, Perrymount Road, Haywards Heath, RH16 3BR, UK
USA and Canada: Motor Sport, EWA, 205 Highway 22, Green Brook, NJ 08812, USA
BY PHONE UK 08456 777 819 **USA and Canada** 1 800 272 2670 **Rest of World** 0044 8456 777819
ONLINE www.onlinesubs.co.uk/msp/on611

ref: ON611



Talk to our sales advisors

01582 473541

8am - 11pm • 7 days a week

1982-2006

Regtransfers.co.uk

PERSONAL NUMBER PLATES

GUARANTEED LOWEST PRICES on all stock numbers

All prices shown online

Access to millions of registrations

I BVS

I FJ

I JL

MDF I

BEZ I

KEU IN

CEC IL

NAN 5

DEB I3IE

NI ALL

GI3 ENN

SUT 70N

CL 6

I GRV

I KMV

TSN I

EG 3

I HDD

I LWP

WF 7

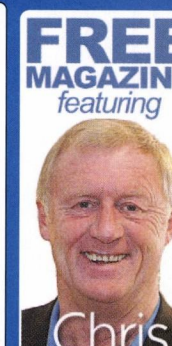


Andy Sharples, from Wolverhampton, purchased his first private plate, **B9 NDY**, nine years ago. "After using the plate for two years Regtransfers sold it for me for a nice little profit."

Andy, who has his own recruitment agency in Birmingham, **Driven Recruitment Ltd**, had searched for **S114 RPS** (his nickname) many times. To his surprise, he found it on the Regtransfers' website.

"They gave me such a quality, friendly service, I purchased the registration mark **C141 REM** for my girlfriend **Claire M**organs. Regtransfers have definitely given us our dream plates."

1000's more available - all prices shown online



70 DDY
MA5I COT
4 MOY
VOL 746E
W3 LSH
D8 NDY
S77 OUT
BEL IE
6 HEF
I EEK



The new Miss Great Britain, **Danielle Lloyd**, now has a very busy year to look forward to . . . and a personal number plate from Regtransfers.co.uk.

We presented Danielle with **M15 GBX** *(Miss GB X)* at an exclusive photo shoot earlier this year.

Registration Transfers Limited • I39 High Street South • Dunstable • Bedfordshire LU6 3SS • Fax: 01582 607713

E-mail: sales@regtransfers.co.uk • All numbers + £80 DOT fee • some numbers + VAT @ 17.5% • Transactions subject to our terms, conditions and availability • Calls may be monitored for quality assurance • We sell registrations owned by clients, government stock and our own stock • E&OE

SAVE UPTO 25%

WHEN YOU SUBSCRIBE TO

CLASSIC & SPORTS CAR



Whether your interest is Italian exotica, British sports cars of the 1950s and 1960s or modern classics, every issue of *Classic & Sports Car* perfectly complements the sheer joy and nostalgia of owning a classic car.

No motoring magazine is more dedicated to saving you time by helping you seek out, buy, own, run and repair your classic car. Classic & Sports Car is the first place to start, if you want to know more about – or if you're thinking of buying – your dream car.

Subscribe to Classic & Sports Car and you will save 25% on the shop price.

EACH MONTHLY ISSUE OF CLASSIC & SPORTS CAR CONTAINS:

- ★ **In-depth, expert editorial written for enthusiasts, by enthusiasts**
- ★ **Unrivalled photography, often with rare or unseen shots**
- ★ **Owners tales on what it's really like to own and run a classic on a day-to-day basis**
- ★ **Up-to-date news and events coverage from around the world**
- ★ **The trials and tribulations of our own wide stable of classics**
- ★ **Over 2,000 cars for sale, from around the world and for every budget**

WHY YOU SHOULD SUBSCRIBE:

- ★ **You'll save up to 25% on the shop price**
- ★ **You get every issue delivered to your door**
- ★ **You'll never miss an issue**
- ★ **Risk-free money back guarantee on un-mailed issues**

CALL 08456 777 821 NOW

PLEASE QUOTE REF. MSP06

AREA	NORMAL PRICE	YOUR PRICE	DISCOUNT
UK	~~£48.00~~	£36.00	25%
Europe	~~£70.00~~	£52.50	25%
Zone 1	~~£105.00~~	£84.00	20%
Zone 2	~~£118.00~~	£94.00	20%

Name: _____

Address: _____

_____

Postcode: _____ Country: _____

Telephone no: _____

E-mail address: _____

If you would like to receive e-mails and SMS from us containing news, special offers and product and service information please include your e-mail address and mobile number.

I enclose a cheque for £_____made payable to **Haymarket Publishing Services Ltd**.

Please charge £_____ to my:

Visa ☐ Mastercard ☐ Maestro ☐ Amex ☐ Diners ☐

Please charge my credit card (Visa, Access, Diners, Amex)

☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐

Expiry Date

☐☐☐☐

POST TO:
Classic & Sports Car
Freepost SEA 14710
Haywards Heath
West Sussex
RH16 3BR

Terms and Conditions: Allow 28 days for delivery of your first issue. Offer closes 31st December 06. For North American prices please call +1 800 272 2670 or email subs@britmags.com. For more information on the above rates please call +44 (0) 8456 777 821 or email classicandsportscar.subs@qss-uk.com. By giving us your email address you are confirming that you are happy for us to contact you by email. Haymarket Publishing and Autocar magazine would like to contact you by post or telephone with special offers and news. Please tick this box if you prefer not to receive such information ☐ Haymarket Publishing may send you details of our products and services which we think would be of interest to you. Please tick this box if you do not wish to recieve such offers ☐ Occasionally we may pass your details to selected companies. If you don't wish to recieve their products or offers, please tick this box ☐

EIFEL HISTORIC RALLYEPARTY, DEUTSCHLAND RALLY

Slowly Sideways
Towering performance at Eifel party

Two German events give all-action entertainment with a range of important rally cars

This year's get-together of Reinhard Klein's Slowly Sideways group at the Eifel Rally (July 28-29) was the best-attended ever. And it boasted the best array of ex-works rally cars, old rally cars and faithful replicas all ready to show their 'sideways' skills on real rally stages. To help things along, Walter Röhrl was in attendance doing some filming for a TV programme and took time to sample some of the cars. He drove the Audi Quattro S1 owned by Garry Midwinter on the Friday night stage and while the owner was suitably impressed by Röhrl's handling of the car, the ex-World Champion was equally impressed by the car which he thought "was even better than the ones I drove in 1985".

For the first time, the group had all three of its Lancia 037s out with Armin Schwarz thrilling the crowds with his example until a driveshaft broke, while Dave Kedward's ex-Safari 037 was pulled-up when the differential grumbled and a tooth was found hiding above the drain plug.

The great success of the group is its ability to inspire people to preserve and maintain old rally cars of all ages. At the Eifel, for instance, cars ranged from an early 1960s Ford Anglia and a Saab 96 850 through Group 2 and Group 4 cars to Group B and early Group A cars. Among the latter was Mark Sharrat with his ex-Carlos Sainz Toyota Celica 4WD purchased from a Russian website. Sadly the turbo failed but he found a ready market for his 105 octane fuel as Australian Jeremy Browne in an ex-works Lancia Fulvia HF was finding the local Super not up to the job of running his 1600cc V4.

With French, Dutch, British, German, Belgian, Swiss, New Zealand and, yes, Australian participants, there was a very international flavour to the weekend, enhanced by the additional presence of Björn Waldegård, who tried several of the cars including one of his ex-Safari Porsches.

Less than two weeks later, a smaller group of Slowly Sideways members were performing on the WRC Deutschland Rally where 30 of them ran on 10 stages between the two WRC runs. With no 037s, Lancia honour was upheld by Fred Walter in his Alitalia Stratos with John Davenport having his first ride in the multiple WRC-winning car of the Seventies.

The British contingent headed by the ex-Simo Lampinen TR7 V8 of Steve Rockingham and the ex-David Llewellin Audi Quattro of David Preece had a good run, despite some last moment gear selection problems for the Audi. Most of the old cars took it relatively easy at the famous 'Gina' jump on Panzerplatte but Klaus Stocker's ex-Warmbold BMW 2002 TI landed heavily and 10 kilometres later the differential parted company with the body. But he was back with a new one fitted for the following day...

For the old cars and the spectators, the highlight of the Deutschland is the spectator stage at St Wendel. The WRC cars only get two laps – the geriatrics get four. Leon Meijers put old tyres on the back of his Anglia and entertained with some lurid slides on this city-centre stage. But the most bizarre occurrence was when the Audi E2 of Wolf-Dieter Ihle was passing the Trabant 601 RS of Mike Golle. The Audi's waste-gate clanged shut on the overrun and, in typical E2 fashion, it backfired spectacularly. This was sufficient to shatter the windscreen of the Trabant.



McKlein

Above: Klaus Stocker was riding high but paid the price 10km later. Right, from top: Röhrl makes his mark; Quattro blasts by Trabant; results of Audi firepower on East German glass

Reports

OULTON PARK GOLD CUP *August 26-28*

With the car's designer Len Terry looking on proudly, Peter Horsman and Jac Nelleman took their Lotus Climax 17 to a fine Gentleman Drivers victory during the annual Oulton Park Gold Cup meeting.

Nelleman reckons Horsman's car is working better than when he owned it, and their combined skills kept the car ahead in slippery track conditions. Bill Wykeham and John Bendall gave their all to keep the twitchy Iso Bizzarrini in the hunt once Jim Minshaw had dinged his E-type.

A magnificent Formula Junior contest headlined Sunday's racing as Urs Eberhardt, Denis Welch and Michael Hibberd battled, ending in that order. No one could counter Martin O'Connell in the 2-litre sportscar races, as he twice blitzed Sandy Watson's Chevron B19 to victory. Richard Piper's B31 led the chase, while Watson himself later claimed Classic Sports glory in his B8.

Frank Lyons took a Derek Bell Trophy double in his F5000 Lola T332, while Matthew Watts scored Classic Racing Car victory in his Brabham BT16.









Charlie Wooding

33RD ROLEX MONTEREY HISTORIC *August 18-20*



Eric Sawyer

In a 14-race weekend celebrating the Cooper marque at the magnificent Laguna Seca track, it was wholly appropriate that three race wins went to cars from the famous British marque.

US-based Mark Gillies won the Pre-65 single-seater feature in a Cooper T53, while Adrian van der Kroft topped the Pre-61 sports-racing car pack in his Monaco as the similar car of Mark Clubb chased.

The visiting Barrie Williams almost added another win for a Monaco after giving spirited chase to the Lister-Chevrolet of Rob Walton in the over-2500cc race. Meanwhile, James King won the historic Formula 1 race in his March 761.

There is more space with a Brotherwood conversion



Peugeot Partner
1450mm (57") interior headroom
Converted floor length 1550mm (61")

Brotherwood conversion of the Peugeot Partner, 5 Door. V.C.A. Type Approval No. LC334/A/035. Ext. No.2



Volkswagen Sharan
1498mm (59") interior headroom
Converted floor length 1320 (52")

Brotherwood conversion of the Volkswagen Sharan. V.C.A. Type Approval No. LC326/A/027 Ext. No.2



Mercedes Vaneo Klastar®
interior headroom
1525mm (60")
Two flat floor lengths
1270mm (50") and 1725mm (68")

Brotherwood conversion of the Mercedes Vaneo. V.C.A. Type Approval No.LC/375/A/076

Providing maximum space for the wheelchair passenger and their family is one of the qualities of a Brotherwood converted vehicle!



Fiat Multipla
1420mm (56")
interior headroom
Converted floor length
1270mm (50")

Brotherwood conversion of the Fiat Multipla. V.C.A. Type Approval No. LC356/A/057



Volkswagen Caddy Life
1475mm (58")
interior headroom
1450mm (57") lower floor length (50"flat)

Brotherwood conversion of the V.W. Caddy Life conforming to V.C.A. Type Approval of all variants expected completion 2006

VCA REGISTERED FIRM ISO 9001:2000

Motability

WAVC

Phone now for more details and availability

01935 872603

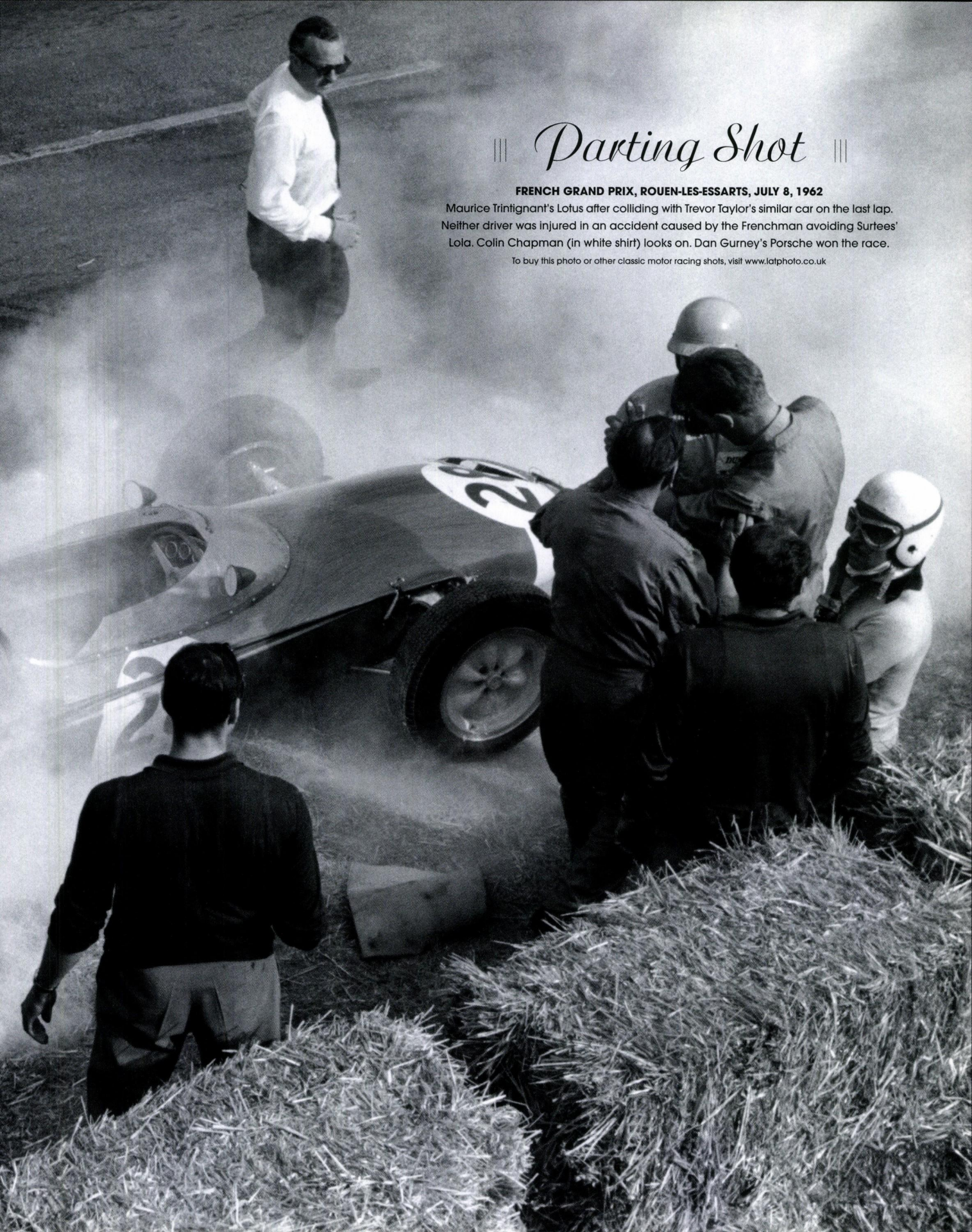
BROTHERWOOD
AUTOMOBILITY LIMITED

Pillar Box Lane, Beer Hackett, Sherborne, Dorset. DT9 6QP
Fax: 01935 872853 • e-mail: sales@brotherwood.com

Visit our website **www.brotherwood.com**

HOME DEMONSTRATION, NEW, EX-DEMONSTRATOR & SECOND HAND VEHICLES, SHORT AND LONG TERM HIRE





Parting Shot

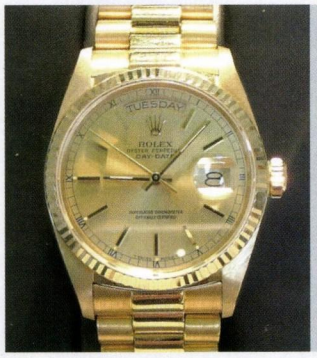
FRENCH GRAND PRIX, ROUEN-LES-ESSARTS, JULY 8, 1962

Maurice Trintignant's Lotus after colliding with Trevor Taylor's similar car on the last lap. Neither driver was injured in an accident caused by the Frenchman avoiding Surtees' Lola. Colin Chapman (in white shirt) looks on. Dan Gurney's Porsche won the race.

To buy this photo or other classic motor racing shots, visit www.latphoto.co.uk

Christmas is coming...

...and amazingly it has got to that time of year when the nights start drawing in and thoughts turn to the festive season. Choosing the right gift can be hard so *Motor Sport* has brought together a selection of ideas to make the process a little less painful. There is something here for the most ardent motor-racing fan; whatever your gift needs, you'll find the inspiration on the next three pages



World of Watches...

...has a range of new and pre-owned Grand Marque watches from under half price to suit all styles, including Rolex (18ct Gents Day-Date pictured – new £11,090, pre-owned £3,995), Cartier, Patek Philippe, Jaegar Le Coultre and Chopard. National Delivery is available.

www.watchagency.co.uk
T: 01702 395100

VintageAutoPosters.com...

...is the world's largest dealer of *guaranteed original* vintage auto posters. Since 1980 it has supplied collectors and shows alike with marque, event and product advertising posters, all beautifully mounted on archival linen. To view nearly 400 stunning images, each with photo and detailed description, go to



www.vintageautoposters.com
T: 001 831 659 1551 E: singer356@aol.com

Holden Vintage and Classic...

...has a massive range of products and accessories for the vintage and classic enthusiast, from wiring and mirrors to tools, maps and DVDs. Here we present and item from their children's clothing range.

www.holden.co.uk
T: 01885 488488

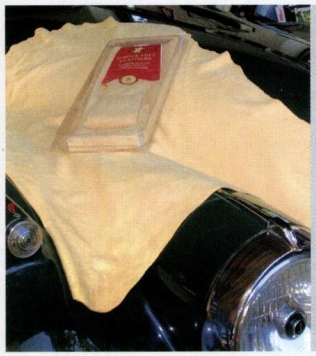




Aero Leather Clothing...

...is dedicated to the style and high-quality tailoring widely available in the early to mid 20th Century. The collection spans classic vintage items from authentic denim to horsehide leather jackets through to this Battle of Britain RAF Flying Jacket.

www.aeroleatherclothing.com
T: 01896 755353
E: enquiries@aeroleatherclothing.com



Grove Mill chamois...

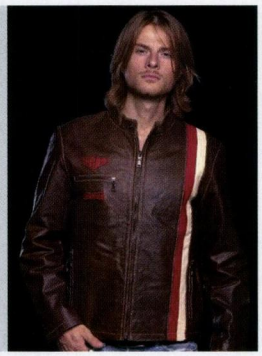
...leathers are the finest quality chamois leathers in the world. The best New Zealand raw materials used have no holes or imperfections due to their traditional cod-oil tanned production and even weight and thickness. Available gift packaged from £12.99.

www.grovemillchamois.com
T: 01923 442 230

The F1 Shop carries all the...

...official merchandise and licensed products as well as unusual and collectable memorabilia. Their latest edition to their fantastic Steve McQueen retro-line is this beautiful calf-leather jacket with the original drive-style from the 1960s. This jacket epitomises the cool and style of an international icon and at £199.00 (free p&p in the UK) makes for a great gift. For hundreds more products and ideas visit:

T: 01142 569835
www.theformula1shop.co.uk



The British Racing Drivers Club...

...Walter Hayes Trophy is a three-day event that takes place at Silverstone each November. There is an official range of BRDC Walter Hayes Trophy merchandise available:

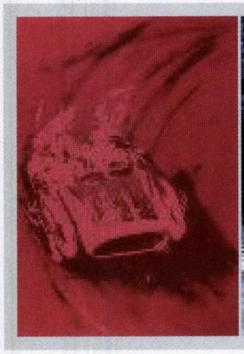
www.brdc.co.uk
T: 01327 850920
E: info@walterhayestrophy.co.uk

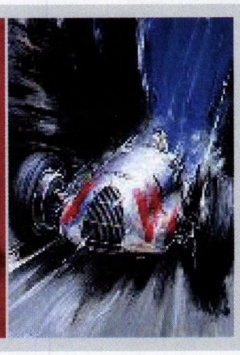




Hackett...

...is a proud sponsor of Aston Martin Racing. The company has introduced a limited-edition range of clothing, including this polo shirt. The shirt is based around the golden years of Aston Martin racing, when the marque won the Le Mans 24 Hours before retiring the famous DBR series in 1959. Prodrive picked up the baton and began racing the DBR9 for Aston Martin in 2005 and have shared two successful seasons. The full Hackett/Aston Martin Racing range also includes rugby shirts, caps, jackets, umbrellas, socks, luggage and a whole host of other accessories that are available in most Hackett shops and online at:
www.hackett.com





Autosports Gallery...

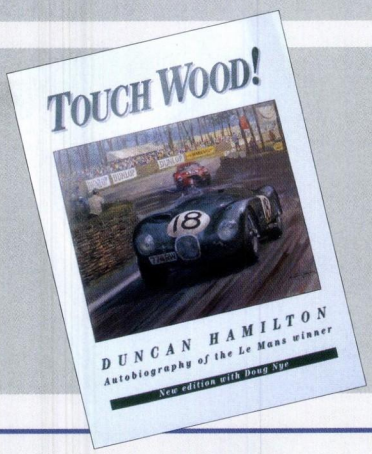
...are publishers of the world's foremost motorsport artists. Two such talents are Alfredo De La Maria (right), one of South America's most prominent painters, and Klaus Wagger (left), a talented artist from Vienna. Both artist's work are printed on high-quality 300gsm paper, with Alfredo's work being limited edition alongside some highly sought after canvas editions. See details of this work, plus that of more than 20 other artists at:
www.autosports-gallery.com
T: 01132 253 525
E: info@autosports-gallery.com



Gift vouchers for the Anglesey...

...Performance Driving Centre make ideal Christmas gifts for anybody with an interest in driving. Introductory single-seater courses start at just £149 and for those with ambitions to go further, a full range of individually tailored race-tuiton courses and full ARDS tests are also available. Contact the APDC at The Estate Office, Bodorgan, Anglesey LL62 5LP, or use the contact information below.
www.angleseycircuit.com/apdc-home.htm
T: 01407 840253
F: 01407 840197
E: admin@angleseycircuit.com



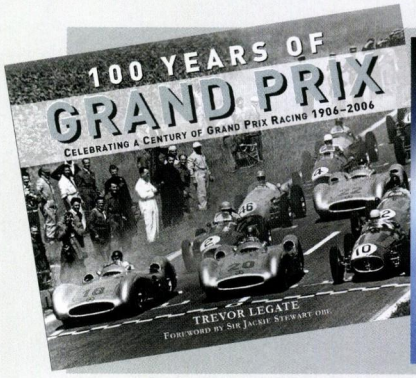


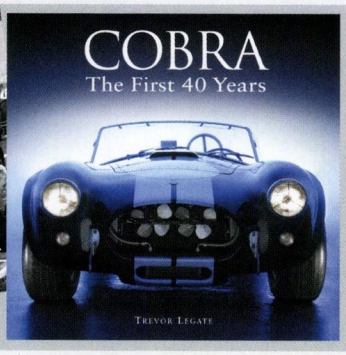
Duncan Hamilton, Le Mans winner...

...presents *TOUCH WOOD!*. One of the first, but arguably still the most hilarious of all the motor racing autobiographies, this book charts the remarkably successful racing career of the larger-than-life Duncan Hamilton, who competed in no less than nine Le Mans 24 Hours endurance races, was a works driver for Ferrari, Jaguar and Healey and a force to be reckoned with in his own D-Type Jaguar. Punctuated with side-splitting stories of trespassing at Brooklands and his wartime service in the Fleet Air Arm, this is a non-stop read for any enthusiast. This is the most recent edition, edited and extended by Doug Nye and priced at £29.95, plus £5 p&p (UK) and £10 p&p (Europe and Rest of the World).
T: +44 (0)1256 765000
F: +44 (0) 1256 766000
E: sales@duncanhamilton.com

Christmas is coming...

advertisement feature





Touchstone Books...

...continue to add to their impressive library of collectors' books with two more exciting and delightful titles for the motoring enthusiast. Personally signed by the acclaimed author, Trevor Legate, *Cobra: The first 40 Years* (£60 inc. P&P) is packed with 288 large-format pages, authoritative text and more than 300 stunning photographs – the ultimate book on this sporting icon. Celebrating a century of grand prix racing, *100 Years of Grand Prix* (£30 inc. P&P), this fascinating book captures the thrill of motor racing in evocative photographs, informative text and captions. Both books are available by contacting:

T: 01622 844414

www.touchstone-books.com

Carcoon is the ultimate...

...automobile storage system designed to protect your precious investment. With its unique patented 'active airflow' process, amongst other advanced features, it sets a new standard in car care. With a protective bubble and featuring fan-driven, re-circulated air around your vehicle, running costs of approximately 2p per day make this a very affordable solution to storage problems. Carcoon Patented Airflow Technology is used by the aviation industry, computer manufacturers, motor manufacturers and of course car and bike lovers around the world. If you want it to stay beautiful, 'CARCOON IT'. For further information call the number or visit the website below.

T: 0161 7379690

www.carcoon.co.uk

Carcoon®





Gary Smith is a master craftsman...

...who has brought together his love of art, sculpture and a passion for motor racing to create these masterpieces of historically great moments in the sport's history. These pieces are limited-edition (either 20 or 40 pieces) cast bronze sculptures mounted on oak plinths. This Ferrari 156 Sharknose shows the American racer Phil Hill becoming his country's first Formula 1 world champion at Monza in 1961. On the right, the British legend Stirling Moss drives the Maserati 250F through the wet hairpin at Spa in 1956. To order these, or other, collector's pieces, visit:

www.garysmithsculptures.com

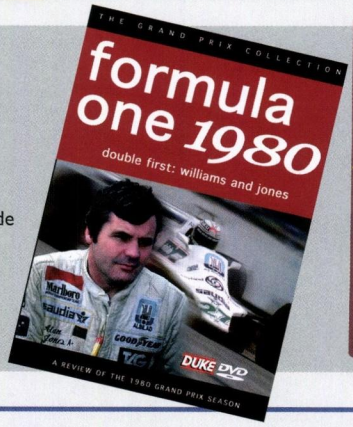


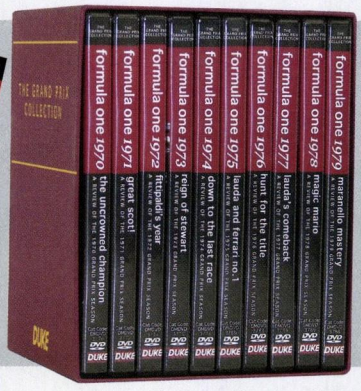
Duke Video brings you the very best...

...of 1970s Formula 1 racing action on these pioneering DVD's from Brunswick Films. Skillfully combining film from their famous archive, including previously unseen material, this boxed-set captures the essence of a very special era in grand prix racing. With all the key drivers featured on and off the track, this pack is a must-have for any Formula 1 or motor racing enthusiast. Priced at £149.99 (product code P51CTX5), the Formula 1 1970-1979 box-set is available as part of a special offer saving you £20 off of the individual price and includes *Formula One 1980* for free (unavailable until recently).

T: 01624 640000

www.dukevideo.com





Founded in 1924
MOTOR SPORT

MOTOR SPORT

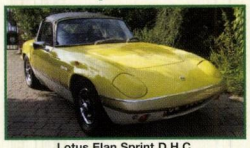
Dealer Gallery

To advertise, please contact Richard Stillman on 020 8267 5351

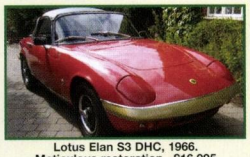
UK·SPORTS·CARS

INDEPENDENT LOTUS & CATERHAM SPECIALISTS

www.uksportscars.com For everything Lotus & Caterham



Lotus Elan Sprint D.H.C.
Fully restored little gem. £19,995



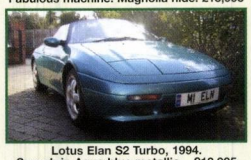
Lotus Elan S3 DHC, 1966.
Meticulous restoration. £16,995



Lotus Esprit Turbo SE, 1990 model.
Fabulous machine. Magnolia hide. £15,995



Austin Healey Frogeye, 1958.
Delightful all-steel example. £6,995



Lotus Elan S2 Turbo, 1994.
Superb in Aqua blue metallic. £12,995



Lotus Esprit Turbo S4, 1994. Stunning
example in Palacio purple. £17,995

Please visit our website at www.uksportscars.com for thirty other carefully selected Lotus, Caterham, performance and classic vehicles. Should you be thinking of selling any of the above or similar please contact us for a no obligation discussion -

YOUR CAR WANTED!

FULL PAINT SHOP & SERVICING FACILITIES
COMMISSION SALES UNDERTAKEN ON MOST BRITISH CLASSIC & SPORTS CARS

TEL: 01227 728190

WEBSITE: www.uksportscars.com E-MAIL: sales@uksportscars.com

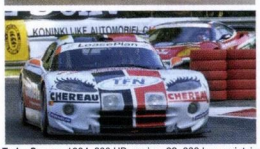
Florent MOULIN
« l'automobile par passion »



SELECTION OF CARS FOR SALE









- **Alpina B7 Turbo Coupe :** 1984, 330 HP version, 92 000 km, maintained regardless of cost, mint condition, ex factory press car
- **Audi SportQuattro :** 44 000 km from new, 3 owners, sold new in Switzerland, perfectly maintained car in mint condition, FASH with invoices and service book, one of the nicest and definately the ultimate road version of the Group B cars
- **AUDI Quattro Groupe B A2 :** Car built in Belgium around Audi Sport body and parts, raced in rally from '84 to '86, full history known, big history fine comes with, working condition but needs restoration
- **BMW M1 :** 1980, white, 3 owners from new, fully known history, mint original condition, one of the best
- **BMW 320 ex ETCC :** works car won '96/97 SPA 24 Hours, race ready, the most sucessful BMW at SPA, many spares, perfect condition
- **Chrysler Viper GT1 :** built by Oreca, chassis number C41, very last evolutions, completely rebuilt in 2005, engine/axle 2 races, spares
- **Ferrari 308 IMSA Race Car :** raced in the 80s in USA, 330 HP, very serious preparation, 900 kg, Michelotto suspensions, very quick
- **Ferrari 360 GT :** built by Michelotto, raced in 2004/2005 FIA-GT and Le Mans, surely the best devolopped 360, winner in FIA-GT, fully rebuilt, ready to race, spares
- **Ferrari 512 BB :** 1980, carbs, red with black leather, 47000 km, perfect condition, same owner 20 years, recenlty serviced
- **Ferrari 550 LMGT :** first Maranello race car built in 1999, raced Le Mans in 2003, fully rebuilt in 2004 and not raced since, condition is new, a lot of spares, car very easy to maintain and extremely quick, shown at Goodwood's Festival 2006, call for details
- **Ferrari Testarossa 86 :** RHD, red with beige leather, early version with Rudge wheels 1st owner, only 6000 miles, UK reg., 13 000 £ rencently spent after long storage, "as new" condition
- **Fiat 131 Abarth GR4 :** red, works specifications, dry sump, fuel injection, dog box, alloy front suspension, private race car, full history known, nice and original condition, only 3 owners
- **Ford GT40 P/1129 MKV :** RHD only 5 Big Block car built, it's new never used, delivery mileage, 600 HP alloy engine, view Shelby Registry for history
- **Lamborghini Espada :** 1969, serie 1, ex Tonino Lamborghini, mint condition
- **Lamborghini Countach 25th :** RHD, red, 300 km from new, immaculate, certainely the lowest miled in the world.
- **Lamborghini Islero :** 1968, blue with tan leather, fully restored, very nice condition
- **Lamborghini Miura P400 :** 1968, red with black interior, very good condition, 3 owners from new, restored 15 years ago
- **Lamborghini Miura P400 S/SV :** 1970, red with black interior, modified by factory to SV specifications in 74, fully rebuilt from chassis, famous car
- **Lamborghini Miura P400 S :** 1971, yellow/blue, completely restored (body/chassis/engine), immaculate condition, fitted in the 80s with SV engine
- **Lancia Stratos GR4 :** restored from the bare chassis, full history known and documented including period pictures, FIA papers, a rare opportunity to purchase a "real" Group 4
- **Lotus 18 :** FJ # 733, ex"Team Edger" raced Monaco 62, well known history, prepared to highest specifications
- **Peugeot 205 Turbo 16 :** serial 200 car, 30100 km, upgraded to 260 HP by "Almeras Frères" and used as mulet
- **Porsche 962-C :** very interesting history, condition is perfect, race ready, call for details

Wanted : MIURA P400/S/SV / STRATOS / Works BMWs race cars / GT40 / F40 LM/GTE / Any race cars track & rally and classic cars

Tel : + 33 477 200 190 / Mobile 618 420 561 – e-mail: contact@florentmoulin.com

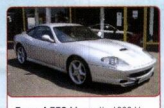
View our web site for complete inventory : www.florentmoulin .com

---

Over 40 Vehicles in our two Showrooms including: 4x360's 2x512TR's 2x550's 8x355's 6x328's 7x308's



Ferrari 360 Modena 2001 Y. Red with Tan hide and black carpets, 17,700 miles, air conditioning, xenon headlights, CD changer, 2 owners. **£69,995**
4 in stock from...
£54,995(LHD)



Ferrari 550 Maranello 1999 V. Silver with Black hide, 19,500 miles, sports exhaust **£59,995**
2 in stock from...
£49,995



Ferrari 456M GTA 2000 W. Silver with Blue Scuro Hide and blue carpets, 13,700 miles. air conditioning, Sat-nav, CD changer, silver calipers **£54,995**
2 in stock from...
£39,995



Ferrari Testarossa 1990 H. Red with Magnolia hide, 19,800 miles, maintained by us since 1998. **£37,995**
2 in stock from...
£36,995

All our vehicles are fully prepared by our renowned workshops at Kent High Performance Cars

Probably the largest indoor display of Ferraris in the UK



Ferraris Urgently Required For Sale or Return or Outright Purchase



Independent Ferrari Specialists since 1983

07000 360355
Maidstone. Kent. ME15 9YY

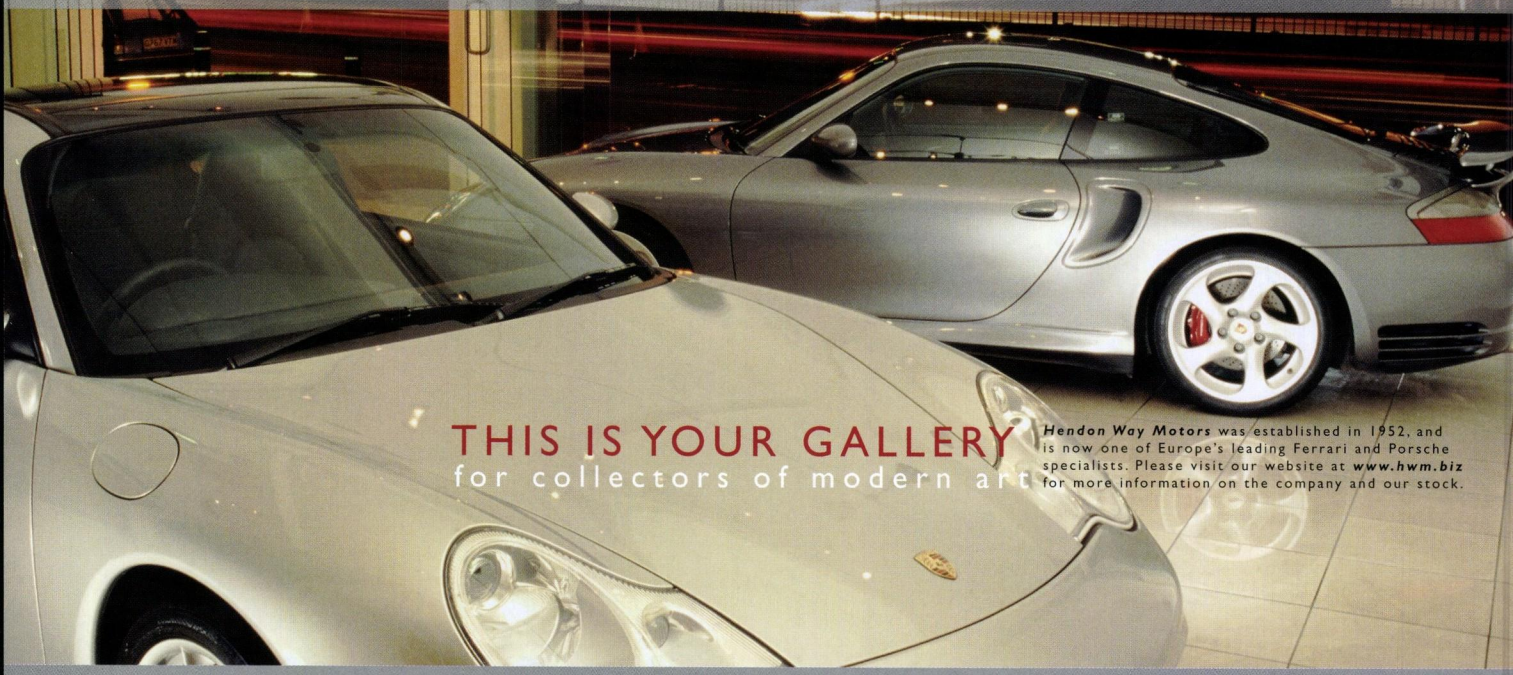
Kent High Performance Cars (Sales) Ltd

www.THE FERRARI CENTRE.com

HENDON WAY MOTORS

porsche ferrari and classic car retailers since 1952

www.hwm.biz



THIS IS YOUR GALLERY
for collectors of modern art

Hendon Way Motors was established in 1952, and is now one of Europe's leading Ferrari and Porsche specialists. Please visit our website at ***www.hwm.biz*** for more information on the company and our stock.

PORSCHE 911

MODEL TYPES 997 / 996 / 993 / 964

2004/05 PORSCHE 997 C2 S ATLAS GREY 7,000 MLS
Black leather, htd/mem seats, bose, sport chrono pack, park assist, xenon lights

2004 PORSCHE 996 TURBO SEAL GREY 20,000 MLS
Bosxter red leather, mem seats, climate control, computer, xenon lights, bose

2003 PORSCHE 996 TURBO 450BHP MAN SEAL GREY 20,000 MLS
Black leather, heated sport seats, al pack, embossed headrests, cruise control

2002 PORSCHE TURBO TIP SILVER 37,000 MLS
Blue leather, climate control, air bags, sat nav, tel module, bose, small al pack

2004 PORSCHE 996 GT3 COUPE MK 2 ATLAS GREY 7,000 MLS
Black leather ,comfort seats, cruise, climate, litronics, full Porsche service hist.

2003 PORSCHE 996 GT2 MIDNIGHT BLUE 7,000 MLS
Black leather, sports seats, al pack, yellow callipers, litronic lights

2002/03 PORSCHE 996 GT2 BASALT BLACK 11,000 MLS
Black leather, sports seats, al pack, yellow callipers, litronic lights

2004 PORSCHE C4S CABRIOLET TIP BASALT BLACK 25,000 MLS
Black leather, htd sport seats, small al pack, climate, sat nav and phone module

2003 PORSCHE 996 C4S COUPE MANUAL SEAL GREY 14,000 MLS
Black leather, mem seats, climate, small al pack, bose, litronic lights, 1 owner

2003 PORSCHE 996 C2 COUPE BLACK 32,000 MLS
Black leather, climate control, air bags, 18" turbo alloys

2001/02 PORSCHE 996 COUPE TIP ARCTIC SILVER 43,000 MLS
Metropole leather, sport seats, climate, air bags, computer, bose, 6 cd, al pack

2001 PORSCHE 996 C4 COUPE MANUAL BLACK 21,000 MLS
Black leather, sport seats, climate control, front & side air bags, 18" turbo alloys,

1998 PORSCHE 996 COUPE MANUAL ARCTIC SILVER 34,000 MLS
Blue leather, computer, climate, sunroof, cd player, 17" alloys, 1 owner

2002 PORSCHE 996 CABRIOLET LAPIS BLUE 37,000 MLS
Grey leather, psm, tracker, bose, 18" Alloys

2002/03 PORSCHE 996 CUP RACE CAR YELLOW 8,000 MLS
Air jacks, wet and dry tyres, full race history

1995 PORSCHE 993 TURBO 4 MIDNIGHT BLUE 36,000 MLS
Grey leather, sunroof, 18" Alloys, computer, sport seats

1997 PORSCHE 993 C4S COUPE ARCTIC SILVER 72,000 MLS
Grey leather, sport seats, air bags, climate, 18" turbo alloys, red brake callipers

1997/98 PORSCHE 993 C2S TIP ARCTIC SILVER 49,000 MLS
Blue leather, climate control, air bags, third brake light, 18" turbo alloys

1996 PORSCHE 993 C2 S ARCTIC SILVER MANUAL 71,000 MLS
Dark blue leather, sports seats, up-rated cd, excellent service history

1997 PORSCHE 993 TARGA TIP SILVER 38,000 MLS
Blue leather, 17" split rim alloys, alarm/immobiliser, remote locking, cd

1997 PORSCHE 993 TARGA TIP METALLIC BLACK 34,000 MLS
Black leather, climate, split rim alloys, cd, full Porsche service history, 2 owners

1995/96 PORSCHE 993 RS 3.8 MIDNIGHT BLUE 25,000 MLS
Black leather, sports seats, one of only 48 rhd examples, report Octane mag.

1995 PORSCHE 993 COUPE TIP SLATE GREY 65,000 MLS
Black leather, 17" alloys, climate control, computer, full Porsche history

1998 PORSCHE 993 CAB TIP ARCTIC SILVER 19,000 MLS
Leather interior, climate, full Porsche history, cd

1998 PORSCHE 993 CAB MIDNIGHT BLUE 36,000 MLS
Grey leather, climate control, xenon lights, 17" alloys

1997/8 PORSCHE 993 C4 CABRIOLET ARCTIC SILVER 39,000 MLS
Black leather, sport seats, climate, air bags, cd, 18" turbo alloys, stunning cond

1994/5 PORSCHE 993 CABRIOLET ADVENTURA 60,000 MLS
Grey leather, sports seats, air bags, alarm/immobiliser, cd

PORSCHE BOXSTER

MODEL TYPES 2.5 / 2.7 / S 3.2

2004 PORSCHE BOXTER S ATLAS GREY MANUAL 19,000 MLS
Black leather, climate, sat nav, phone, al pack, carrera alloys

2003 PORSCHE BOXTER S SEAL GREY 21,000 MLS
Black leather, psm, sat nav, phone, al pack, climate, hard top

2003 PORSCHE BOXSTER S TIP SEAL GREY 25,000 MLS
Black leather, climate, al pack, full history

2001 PORSCHE BOXSTER S ARCTIC SILVER 14000 MLS
Metropole leather, climate, air bags, wind def, CD, 2 owners, stunning example

Other Models

2002 LAMBORGHINI DIABLO VT YELLOW 10,000 MLS
Black leather, full Lamborghini history

1990 AC COBRA LIGHTWEIGHT RHD SPEED YELLOW 9,000 MLS
Black leather, 1 of 26 rhd lightweight's, ex Rod Stewart

1955 FERRARI 750 MONZA ROSSO CORSA
Raced at Le Mans in 1955

1967 FERRARI 275 GTB4 ROSSO RED 52,000 MLS
Crema leather, stunning, competed twice in Louis Vuitton concourse

1974 FERRARI DINO 246GT RED 49,000 MLS
Black leather, ex history, documented

1968 JAGUAR E-TYPE 4.2 ROADSTER 1½ SILVER 5,000 MLS
Black leather, concourse restoration, stunning condition

1936 BENTLEY 4¼ PILLARLESS COUPE BLUE 150,000 MLS
Mid grey leather, sunroof, Gurney Nutting coachwork, recent service

FERRARI

MODELS FROM 1970

2003 FERRARI 360 MODENA F1 ROSSO RED 11,000 MLS
Crema hide, red carpets, hi-fi upgrade, shields

2003 FERRARI 360 MODENA F1 TDF BLUE 9,000 MLS
Beige leather, front challenge grill, 1 owner

1999 FERRARI 355 GTB RED 19,000 MLS
Black interior, climate, suspension mode switch

1992 FERRARI 348TS BLACK 9,000 MLS
Black leather interior, climate, alarm, 2 owners, excellent service history

1991/2 FERRARI 348TS ROSSO RED 23,000 MLS
Crema leather, red carpets, climate, electric mirrors, excellent service, MoT's

1991 FERRARI TESTAROSSA ROSSO RED 17,000 MLS
Black leather, cd, climate, electric mirrors, adjustable steering, 16" alloys

1991 FERRARI TESTAROSSA RED 5,500 MLS
Crema leather, climate, 18" alloys, central locking, 10cd, adjustable steering

1985 FERRARI MONDIAL COUPE QV ROSSO RED 36,000 MLS
Black leather, 3 owners, full Maranello service history

tel +44 (0)208 202 8011 fax +44 (0)208 202 8013

address 393-395 Hendon Way London NW4 3LP ***email*** sales@hwm.biz

www.hwm.biz

established 1952

[HWM]

OSELLI

www.oselli.com



1998 Caterham Super 7 finished in British Racing Green with cloth trim and full harness, 1600K series engine with only 18,000 miles and one owner and a personal plate £13,500

2000 Lotus Elise Type 79 John Player Special limited edition, only 7000 miles from new, hard and soft tops and in superb condition £14,950



Commission sales, finance, service and maintenance, also storage facilities, please visit our website

www.classiccarsales.biz

Oselli Limited, Bridge Garage, 1A Bridge St, Witney OX28 1BY

Tel: 01993 849610 Mobile: 07831 597424

CLASSIC CAR FINANCE CLASSIC CAR FINANCE

1966 Ford GT/40 MK II 7-Liter



1966 Ford GT/40 MK II, 7-liter, one of thirteen built. The MK II GT/40 provided the first win for Ford Motor Company at LeMans in 1966. Three MK II 7-liter GT/40 Fords crossed the finish line simultaneously at the end of 24 hours. This car was present at LeMans in 1966 and remains in unrestored, but excellent running and driving condition, with original body work and paint. It is one of three that is known as an "Alan Mann Lightweight" as it was built with an aluminum clad (not steel) monocoque. The car also comes with its original Certificate of Origin from Ford Motor Company and has a well known provenance including being featured by Ford in their Autolite Spark Plug advertising of the period. It yet retains its original tachometer correction detail tag installed by Ford on all the LeMans 1966 MK II's.

Will consider significant Ferrari, Maserati, Jaguar, Porsche and Mercedes Sport and Racing Car trades.

Motor Classic & Competition Corp.

868 N. Broadway White Plains, NY 10603

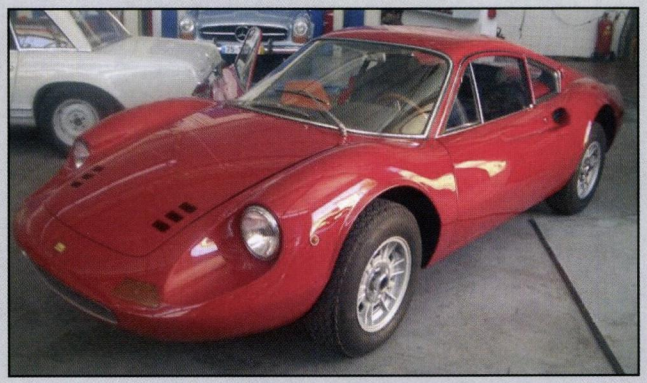
914-997-9133 914-997-9136 (F)

motorclassic@attglobal.net

Marcel Roks Consultants



FIAT 124 Abarth 16-Valve, OLIO-FIAT car.



Ferrari Dino 206 GT, 1969

AC Cobra MK4 lightweight, 1990.
AC Bristol Competition, 1957.
ANCO Monoposto, 1962.
Alpine Renault 1600S, 1973.
Austin Cooper S, 1964.
Bandini 1000 Barchetta, 1964.
Bentley 4 1/4 Derby Special, 1937.
Bristol Frazer Nash rep.
Ford Escort RS1600 works rally-car.
Ford RS200 rally-car, 1986.
Fiat 124 Abarth Rally, 1974.
Jaguar MK2 3.8, 1961.
Lancia Delta S4 rally, 1986.
Lister Knobbly Chevy, 1959.
Maserati 3500 GTI S3, 1964.
Maserati Sebring S1, 1964
Maserati Mistral 4 Ltr. Alloy coupe.
Maserati 4CM 1500, 1935.
MG C GTS Sebring replica. 1968
Porsche 914/6 Group-4, 1970.
Riley Kestrel 12/4 6-light, 1937.

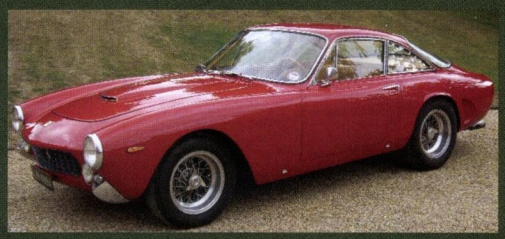
Steenweg op Turnhout 84 – 2330 Merksplas – Belgium.

Telephone. +32.14.478.900 Fax. +32.14.478.901 Mobile. +32.476.886.518

Web-site: www.mroks.com E-mail: classics@mroks.com

Duncan Hamilton - a study of concentration aboard his HWM

A selection of the many cars currently available from Duncan Hamilton & Co Ltd



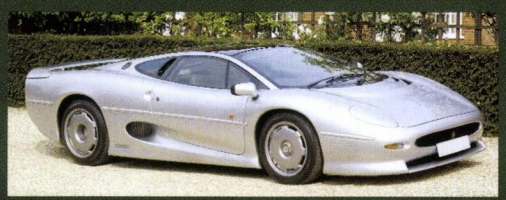
1964 Ferrari 250 Lusso
Finished in red with beige trim, this unique LHD car retains its original engine enlarged to 4-litres by renowned Ferrari specialist Terry Hoyle. The result is a Grand Touring car of exceptional character. Presented in superb condition with extensive history and records. £POA



2003 Jaguar XKSS by Lynx
This unique and very special car was built to the highest standards and is perfect in every respect. It has covered just 3,600 miles and is finished in black with red leather trim. A beautiful and very useable British sports car. £POA



1991 Ferrari F40
Right Hand Drive. This is a very rare car previously owned by the Sultan of Brunei and converted by Pininfarina to right hand drive at vast expense. Superb in every way, the whole car has been beautifully restored and contains many interesting and unusual features. 3000 miles only – it has to be seen to be appreciated. £POA



Jaguar XJ220, Chassis no. 220696
Spa silver with grey leather interior. This right hand drive car was supplied new by us in August 2000 and, having covered only 2,300 miles from new, is superb and unmarked. UK registered and available now. £135,000

DUNCAN HAMILTON
& CO., LTD.

Leading international dealer in premium historic competition and road cars since 1948

For further enquiries please contact Adrian Hamilton at

Duncan Hamilton & Co Ltd
PO Box 222, Hook, Nr Basingstoke, Hampshire, RG27 9YZ, England
Tel: +44 (0)1256 765000 Fax: +44 (0)1256 766000

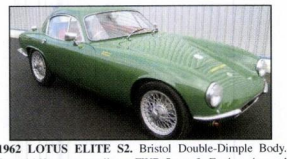
E-mail: sales@duncanhamilton.com
www.duncanhamilton.com

The School Garage

(MARTIN J DALY) Est 1979

A small selection of up to 60 Prestige and Classic Cars available

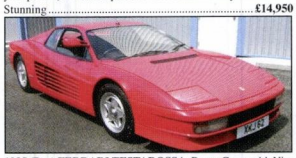
47 Buxton Road, Whaley Bridge, High Peak, Derbyshire SK23 7HX
Telephone 01663 733209
Mobile: 07767 617507
www.classiccarshop.co.uk



1962 LOTUS ELITE S2. Bristol Double-Dimple Body. Rare 1460 coventry climax FWB Stage 3, Engine. 4 speed ZF gearbox. Dorset Racing Green with Red Trim, FIVA/FIA Papers. The Rarest and Most sought after Elite with Superb and Important owner/History. ..... **£POA**



1985 BENTLEY MULSANNE TURBO. Lagoon blue with Champagne leather, blue dash top and blue carpets. 63,000 miles only with FSH. Sold by us to its last two owners (10 year period). Without question one of the nicest you will find. Stunning **£14,950**



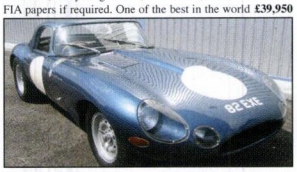
1985 (Dec) FERRARI TESTAROSSA. Rosso Corsa with Niro leather. Air con, multi CD, alloys, 38,000 miles with FFSH (belts just done). All invoices, MoT's, handbooks, tools etc. In concours winning condition. I have not seen a better example to date **£38,950**



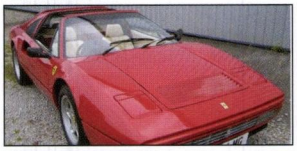
1980 ROLLS-ROYCE SILVER SHADOW 2. Silver-sand Over Chestnut, with Light tan leather. Total Spec Inc, SAT-NAV system and Handling Kit. Lambswool Over-Rugs, 72,000 Miles Only with FSH. One of the best in Existence **£14,950**



1959 LOTUS ELITE, S1. Lotus Yellow, with silver fox roof, and tan leather trim. Restored to concours winning standards, everything as new, and correct, available with full FIA papers if required. One of the best in the world **£39,950**



1994 WINGFIELD E-TYPE LIGHTWEIGHT. No2 of 12. Built for its first owner (Sir Anthony Bamford) to a very high spec and standard, Please see our web-site for full details etc or contact Martin Daly **£79,950**



1987 MDL FERRARI 328 GTS. Rosso Corsa with Creamer and Red Carpets. Air cond, CD, Sports Exhaust, star Alloys, 28000 Miles Only FFSH. A Concours Winning Example, Unmarked and Original **£36,950**



1966 BRISTOL 409 COUPE AUTO. Goodwood green with tan leather trim, Minilite wheels, selectaride, massive history file, superb example, very hard to find like this, please view our web-site. **£25,950**



1929 BENTLEY 4.5LTR, VDP, SPORTS TOURER (old mother Gun Spec). This superb motorcar has been restored to concours winning standards by a leading Bentley expert. One of the best 4.5ltrs in the world today, now upgraded to (old Mother Gun Rep spec). Please phone e-mail for full details or visit our web-site **£249,950**



1990 MERCEDES 500SL (W129). Silver with blue leather, alloys, aircon, cruise, power hood, hard-top. Music, 90,000 miles with full Mercedes Main dealer history. This car looks 2 years old (best we have seen) **£16,950**



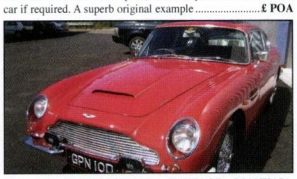
1966 AUSTIN HEALEY 3000 MK3 PHASE 2. RHD. Old English White with Red Trim, and black Mohair Hood. Famous Car, With Superb History, Restored to Concours standards, engine rebuilt by marque specialist in 2003. A superb Original Example **£29,950**



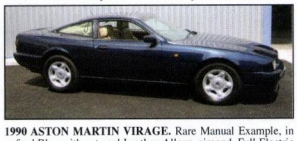
1931 BENTLEY 8 LTR SALOON (by Mulliner). First production model, (YF5001). Historically the most famous of all Bentley 8 ltr saloons. Please see our web-site..... **£POA**



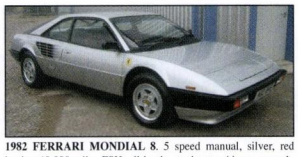
1965 ROLLS ROYCE CLOUD III, CHINESE EYE, CONTINENTAL COUPE, BY MPW. Signal red with original black leather, air con, over rugs. This superb car has just received a circa 26k recommission after storage. (Not to be confused with other examples.) Number plate with or without car if required. A superb original example ..... **£ POA**



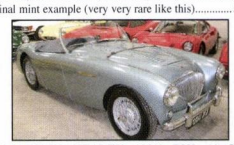
1966 ASTON MARTIN DB6 VANTAGE (MANUAL). Finished in Storm red with Black Leather trim, RHD, with original Factory Webasto Sunroof. Last owner 25 years, Total history, and Maintained Regardless of Cost, Engine, Chassis, Sills, etc all A1. A superb Genuine Example..... **£64,950**



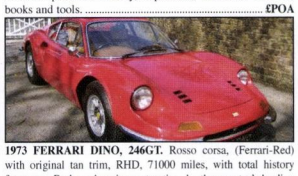
1990 ASTON MARTIN VIRAGE. Rare Manual Example, in oxford Blue with oatmeal Leather. Alloys, aircond, Full Electric Pack. 26000 Miles Only with FSH. Very rarely do they come as good as this Superb Example..... **£29,950**



1982 FERRARI MONDIAL 8. 5 speed manual, silver, red leather 48,000 miles FSH, all books, tools, etc. Aircon, superb, original mint example (very very rare like this)..... **£18,750**



1956 AUSTIN HEALEY 100/4 BN2 (4 SPEED/ OVERDRIVE) This Superb English RHD Example has Just Been Rebuilt to Concours Standards by one of warwickshires Leading Healey specialists. (ground up to M SPEC) Ice Blue with Blue Leather trim Full Weather Equipment, Over £45000 Spent. All History, Paperwork, Photos of Rebuild, books and tools. ..... **£POA**



1973 FERRARI DINO, 246GT. Rosso corsa, (Ferrari-Red) with original tan trim, RHD, 71000 miles, with total history from new. Body and engine restoration, by the country's leading Dino expert, In the last 4 years, featured in book/magazines and without question, one of the best in existence, stunning. **£69,950**



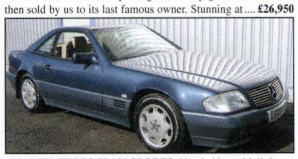
1964 MERCEDES 220 SEB CONVERTIBLE, AUTO. Horizon blue with grey leather and dark wood trim. Blue mohair hood. Restored to Concours winning standards by its last owner of 27 years. Full documented history from new and without question the best we have ever seen. A very rare and Mint motorcar. Please see our web-site for more photos/details..... **£49,950**



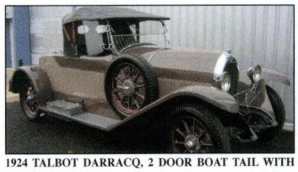
1949 BENTLEY MK6 LHD, (rare Colum Change manual). Black over silver, with Blue Leather, and factory Sunroof. 56000 Miles Only, Original Clock, Radio, Tools, Hand books, Rare Aneroid Dial, Famous first Owner, Wonderfull history. One of the best in the world **£38,950**



1956 BENTLEY S1 SALOON. Velvet green with tan leather trim. This superb and original example was fully recommissioned circa 5 years go to a very good standard and then sold by us to its last famous owner. Stunning at **£26,950**



1994 MERCEDES SL280 SPORTS. Nautic blue with light tan leather, alloys, air con, power hood, hard top. Full electric pack. 60,000 miles. FSH. Mint and stunning value..... **£14,950**



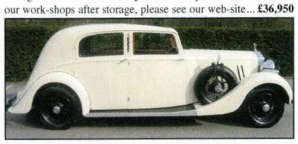
1924 TALBOT DARRACQ, 2 DOOR BOAT TAIL WITH DICKEY-SEAT. This superb and rare motor car spent a large amount of its life in New Zealand, before it went to its last owner of many years. Recently fully re-commissioned, after dry storage, a delight to drive **£26,950**



1957 JAGUAR 2.4 MK 1 MANUAL, Black with original red leather trim and rear spats. 54,000 miles only with a total history from new. Superb mint original car with all books, tools etc. Matching numbers. Original bill of sale, log book etc. Stunning **£16,950**



1906 DE-DION BOUTON (MODEL AM) 9HP. 2 seater, restored by its last owner of 23 years, VCC registered with dating CERT. No 1461. Has just been fully re-commissioned in our work-shops after storage, please see our web-site... **£36,950**



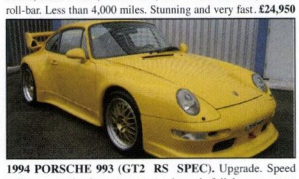
1937 ROLLS-ROYCE WRAITH. Sports alloy body saloon by Park Ward (original Factory experimental car). Very famous and important example. Please see our website or contact us for full details etc..... **£39,950**



1968 CORVETTE STINGRAY 327CI (upgraded to 400 bhp). Manual, sidewinders, 54,000 miles only, in superb mint condition, all books, papers, tools etc. Please view our website **£27,950**



1997 BUILT DAX COBRA 4.0 LTR V8 (very high build quality and spec). Space frame chassis, full Jaguar running gear. Genuine Hallibrand wheels, bronze green with silver centre, black leather, Cobra seats, side winder exhausts, chrome roll-bar. Less than 4,000 miles. Stunning and very fast. **£24,950**



1994 PORSCHE 993 (GT2 RS SPEC). Upgrade. Speed yellow, grey leather race seats, aircond, full harness, race brakes, wheels, suspension, full RS body-kit. Sports exhaust. Ideal (Intermarque Racing) or track day car. Two owners and full Porsche history. Stunning..... **£39,950**

Arriving soon

(These vehicles will be available at time of press)

SEE OUR WEB-SITE

1933 3.5 Ltr Derby Bentley Chassis No 1. Unique !!

1995 mercedes E320 Cabrio. Mint.

1962 Rover P4 110. One family owner, superb.

1950. Bentley MK6 James Young 2 Door Coupe (very rare).

1967 Jaguar E-type 4.2 S1. Roadster, One Of the best RHD.

We are always interested in buying, part-exchanging OR selling cars similar to the above, click-on to our web-site for more detailed photos, and info.

Sherwood Restorations Ltd.

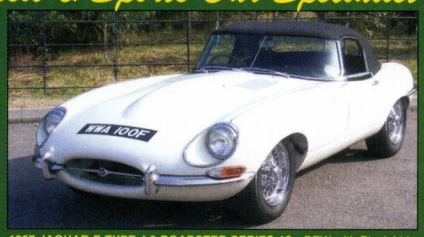
Established 1966

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



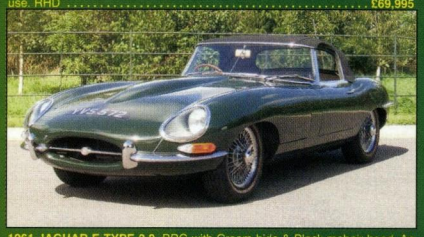
1987 AC COBRA MK4 6 LITRE 351. Black with Black hide. The ex-Sam Smart race car (SAM 87) 440 BHP, CR box, uprated LSD, quick rack, roll hoop, 15" halibrand wheels, 3 eared spinners, MK3 instrumentation, harness, fireater system, full black weather equipment etc. Completely documented service history, race set up and race history from new. The condition is beyond belief and to drive will leave you breathless, and it's docile enough for road use. RHD **£69,995**



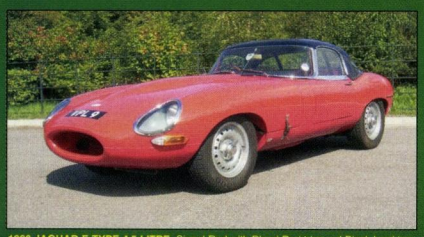
1967 JAGUAR E-TYPE 4.2 ROADSTER SERIES 1?. OEW with Black hide & Black mohair hood. Total ground up restoration on new RS panels shell to the highest of standards, 6" CWW, Koni shockers, music system, unleaded head, 3.03 diff etc. A perfect example at a fraction of today's restoration costs. RHD **£49,995**



1990 AC COBRA 7 LITRE LWT. Nile Green with Biscuit hide. Side oiler, engine 450 BHP, rug gearbox, Halibrand wheels, side pipes, roll hoop, wind wings etc. 9K miles, FSH, Reg No MPG 488D. Impeccable condition, as rare as it gets and I feel a very sound investment. RHD **£84,995**



1961 JAGUAR E-TYPE 3.8. BRG with Cream hide & Black mohair hood. An early flat floor car restored to an exceptional standard and upgraded with series 2 servo koni shockers. Kenlowe fan S/S exhaust, CWW, period radio etc. Outstanding panel fit and condition. Excellent value. RHD **£39,995**



1966 JAGUAR E-TYPE 4.5 LITRE. Signal Red with Blood Red trim and Black hard top, built for road & race use on new Robey Tub by a leading specialist to the highest of standards. Race engine with all the right bits, CR gearbox, AP clutch, 3.07 LSD, D type alloy wheels, roll cage, harness, bucket seats, vented boot and hard top, at least 300 BHP, small amount of race history incl 2nd in class Donington. A sensational car in stunning condition, an ideal road, race or rally car at half the cost of building one. RHD . **£48,995**



1955 AUSTIN HEALEY 100/4 TO M SPEC. OEW over Black, Black hide & weather equipment. Twin spot lamps, CWW, O/D, louvered bonnet with strap, bigger anti roll bar etc. A UK car supplied new by Carlow Cars of Glasgow in July 1955, restored in the late 80's by the famous Morley Brothers to the most exacting of standards. A matching number car; the most critical will not be disappointed. RHD **£26,995**



1963 AUSTIN HEALEY 3000 BJ7. Ivory with Black hide piped Cream. Professional restoration to the highest of concours standards; less than 1000 miles since. O/D, wire wheels, adjustable column, stage 2 engine with unleaded head, mohair hood. Examples of this quality rarely come onto the open market. BE QUICK! RHD **£33,995**



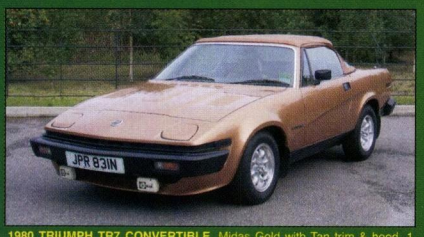
1963 JAGUAR E-TYPE 3.8 FHC. BRG with Biscuit hide. Restored to the highest standard and less than 8K miles since. 4 pot callipers, Kenlowe fan, Koni shockers, alternator, unleaded head, radio, CWW, halogen lights; impeccable condition and ready for some serious motoring. RHD .. **£37,995**



1955 FORD CONSUL MK1 CONVERTIBLE. Ivory with Cream trim and Green hood. TTT 541 is equipped with all the desirable extras, power hood, O/D, alexander head & twin SU carbs, original radio, heater and concealed music system. This is the finest example in existence having had a ground up concours, no expense spared restoration, full photographic record, all articles, bills & video, drives better than any example I have ever driven, so good I'm tempted to keep it. What a Goodwood Revival car. **RHD ...£14,995**



1963 ALFA ROMEO 1300 GIULIETTA BERLINA. TI. Duck Egg Blue with Grey trim. The ex-Paul Wignall very successful rally car. F.I.V.A. engine by Jim Evans, 5 speed CR gearbox, full roll cage, AVO suspension, LSD, Chris Robinson handling kit, alloy sump guard, 12 gallon fuel tank, twin spot lamps, fully fused and relayed air horns etc, bills well in excess of £30,000. A front running car for very little money. **LHD** **£12,995**



1980 TRIUMPH TR7 CONVERTIBLE. Midas Gold with Tan trim & hood. 1 owner from new and a mere 17K miles. Equipped with radio cass & minilite wheels. Virtually as it left the box. I doubt if another example of this quality exists. **RHD** **£5,995**



1969 MORRIS MINI COOPER 1275 S MK2. Almond Green with Snowberry roof and Black trim. 5 owners, 53,000 miles, total ground up restoration carried out in 2003 to the highest of standards, twin tanks, rev counter, brake servo, Motolita wheel etc. Absolutely stunning. RHD **£11,995**

APR 05 PORSCHE GT3 CLUB SPORT. Guards Red with Black hide. 4K miles, 1 fastidious owner, no track day use, UK supplied. Equipped with air con, roll cage, comp seats, music system, Porsche crests etc. Would cost new today £82K; outstanding value **£64,995**

1999 R REG BENTLEY ARNAGE. Verdant Green with Cream hide. 36,000 miles, FSH, all Bentley, just serviced, equipped with sat nav, TV, lambswool overmats, phone installation, elec rear seats etc. Impeccable condition and outstanding value **£44,995**

1968 TRIUMPH 2000 MKI. White with Red trim. Prepared for historic rallying using the best of components in a superb shell. Works type dash, competition seats, overdrive, Motolita wheel, adjustable suspension, minilite wheels, spot lamps, reversing light. Could not be replicated for double this figure **£15,000**

1998 MGR V8. Woodcote Green with Cream hide. UK supplied, 21K miles, alloy wheels, music system, air con, alarm etc. Recent new mohair hood and screen frame, in exceptional condition. An R V8 has timeless looks with modern mechanicals **£14,995**

2001 WESTFIELD MEGABLADE SE1 980 FIREBLADE. In Chrome Yellow with Black carbon trim. 2 owners, 10K miles, factory new build, alloy wheels, uprated engine, half tonneau etc. Awesome performance & handling, 0-60 4 secs; impeccable condition **£12,995**

1989 JAGUAR XJS 5.3 CONVERTIBLE. British Racing Green with Fawn hide and Black hood. 65K miles with extensive history, CD auto-changer, cross spoke alloys, front fogs, heated seats, cruise control etc. Not the usual rust bucket, an exceptional low mileage example in the best colour **£11,995**

1977 TRIUMPH STAG. Man with overdrive in Inca Yellow with Black trim. 66K miles with extensive service history. A very well restored example, over £18K spent, PAS, elec windows, alloy wheels, radio, wind deflector, hard & soft tops, outstanding value **£11,995**

1967 MGB ROADSTER 1.8. Tartan Red with Black hide piped Red. Wire wheels, Motolita steering wheel, oil cooler, radio. A lovely example, ready to go **£9,995**

1968 TRIUMPH TR6. Signal Red with Black trim & hood. Total ground up restoration carried out only 6K miles ago. Overdrive, boot rack, gas flowed unleaded head, sports exhaust, radio. A very nice example at a most tempting price **£9,495**

1992 MERCEDES BENZ 320 SE AUTO. Metallic Aqua Marine with Tan hide. A local 2 owner car, 38K miles with FSH. Air con, elec seats/windows & mirrors, alloy wheels, ASC, ABS etc. A finer example would be hard if not impossible to find; virtually as new **£8,995**

1983 PORSCHE 924 LUX. Guards Red with Black pin stripe trim. 90K miles with extensive service history. Sun roof, alloy wheels, elec windows, driving lamps, radio/cass, P.D.M. etc. An exceptional example and superb value **£4,495**

1968 RILEY ELF 998. In Rose Taupe with Red hide, 3 owners, last since 1994. Extensively restored a few years ago, less than 3000 miles since. An excellent starter classic **£1,995**

www.mototechnique.com

Log on and follow the progress of many exciting projects



E Mail, kevin@mototechnique.com
00 44 - 0 -208 - 941 - 3510

info@ecuriebertelli.com
www.ecuriebertelli.com

ECURIE BERTELLI LIMITED — Vintage Aston Martins

Tel: +44 (0)1234 240024
Fax: +44 (0)1234 240054

The Specialist in all Vintage Aston Martins
Registered Office • 53 Stilebrook Road • Yardley Road Industrial Estate • Olney • Bucks • MK46 6EA • United



1937 2 LITRE 15/98 SHORT CHASSIS

ABBEY BODY. RECENT ENGINE OVERHAUL BY ECURIE BERTELLI AND NOT YET FULLY RUN IN. IN OVERALL VERY GOOD CONDITION AND RUNS EXTREMELY WELL. ONE OF ONLY FIFTY SHORT CHASSIS CARS BUILT, 15/98'S ARE NOW BEING APPRECIATED FOR THE FINE MOTOR CARS THEY ARE. IN MY SHOWROOM READY FOR INSPECTION AND A TEST RUN.
PRICE £85,000

ALSO IN STOCK:- 1924 BEM SIDEVALVE, 1930 INTERNATIONAL, 1933 LE MANS, 1934 AND 35 MKII,1939 2 LITRE SALOON.

See www.ecuriebertelli.com for details

OUTWOOD

SPORTS AND PRESTIGE MOTORCARS

FERRARI



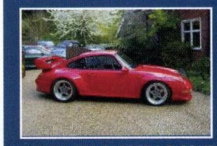
2001 '51' 550 BARCHETTA
Titanium/Bordeaux Hide, Climate, Racing Seats, 18" Modular Alloys, Sat Nav, CD, 3,000 miles.....£89,995

2001'Y' 550 MARANELLO
Silver/Nero Lthr, Air Con, 18" Alloys, Elec Seats, Wing Shields, Elec Suspension, CD Stereo, FFSH, 9000 miles.....£69,995

1996'N' 512 M
Giallo Fly/Nero Hide, Air Con, Elec Seats, Split Rim Alloys, 1 of 41 U.K RHD Cars, 14,000 miles.....£59,995

1999'T' 355 SPIDER F1
Giallo Fly/Blk Lthr, Climate, Power Hood, 18"Alloys, CD Stereo, FSH 9,000 miles.....£57,995

PORSCHE



1995'M' 993 GT2
Guards Red/ Blk & Grey Lthr, Sports Seats with Painted Seat Backs, 1 of 9 RHD Cars Produced, Very Rare Car, OUTSTANDING!, 10,000 miles..... £139,995

1995'M' 993 RS LHD
Riviera Blue/Black and Grey Lthr, Air Con, Half Roll Cage, Harnesses, 17" Speedline Alloys, The Ultimate Track Porsche! FSH, 28,000 miles £49,995

1996'N' 993 CARRERA 2 COUPE TIPTRONIC
Viola Metallic/Marble Grey Lthr, Air Con, Elec Seats, Elec Sunroof, OBC, 17" Alloys, Stereo System, 1 Owner, FPSH, 26,000 miles.....£32,995

1994'M' 993 CARRERA 2 CABRIOLET TIPTRONIC
Artic Silver/Chestnut Lthr, Elec Seats, 17" Alloys, Stereo, 1 Owner, 48,000 miles £27,995

SPECIALIST

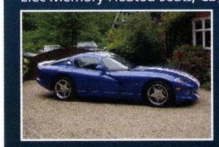


1994'L' V8 VANTAGE
Chiltern Green/Parchment Hide Piped Green, Climate, Elec Seats, 550 BHP, Stereo, FAMSH, 13,000 miles.....£69,995

2006'55' MERCEDES CLS 55 AMG
Iridium Silver/Blk Exclusive Nappa, Designo Maple Trim, Park Tronic, 19" AMG Alloys, 10,000 miles £62,995

1992'J' BENTLEY CONTINENTAL CONVERTIBLE
Acrylic White/Grey Hide Piped Navy, Navy Mohair Soft Top, Air Con, Elec Seats, Sat Nav, CD, FBSH, 28,000 miles £59,995

2005'05' RANGE ROVER SPORT TDV6 HSE
Blk/Blk Lthr, Sat Nav, Rear Screens with DVD, Telephone, Privacy Glass, Climate, Elec Memory Heated Seats, CD, Cruise, Park, 22,000 miles £41,995



1997'GTS 366' DODGE VIPER GTS
Blue with White Stripe/Blk Lthr, Air Con, Total Spec, FSH, 12,000 miles £34,995

2002'52' MERCEDES CL 500 '03' MODEL
Brilliant Silver/Graphite Lthr, DVD Sat Nav, Elec Memory Htd Comfort Seats, Keyless Go, Wood/Leather Steering Wheel and Gear Shift, Parktronic, Climate, CD, E/Sunroof, Cruise, 28,000 miles £29,995

2003'03' BMW M3 CONVERTIBLE
Sapphire Blk/Imola Red Lthr, Sat Nav, TV Tuner, 19" Alloys, Climate, Elec Memory Seats, CD, FBMWSH, 29,000 miles.....£28,995

2006'06' JEEP GRAND CHEROKEE 5.7 HEMI
Silver/Grey Lthr, Sat Nav, Elec Memory Htd Seats, Privacy Glass, 20" Alloys, CD, Cruise, Save Over £10,000 on List Price!, 3,000 miles.....£27,995

CLASSICS



1937 MG SA 2 LITRE SPORTS SALOON
Damask Red over Silver Grey/Red Connolly Hide with Red Lthr Bound Wilton Carpets, Sliding Sunroof, Totally Restored To Show Standard, TRULY OUTSTANDING!!!!, ...£39,995

1971 JAGUAR E-TYPE 4.2 SII COUPE
Sable/Biscuit Hide, Chrome Wire Wheels, Totally Original Un-Restored Example Service History, 30,000 miles.....£29,995

1969 MERCEDES 280 SL PAGODA ROOF AUTO
Icon Gold with Blk Hard Top & Soft Top, PAS, 2 Owners from New! Comp History with Old Mot's, Superb!.....£27,995

1967 MERCEDES 250 SL PAGODA ROOF AUTO
Sandstone/Tan Tex, PAS, Rear Seat Model, Hard Top, Original Car Unrestored In Very Good Order Throughout,.....£24,995

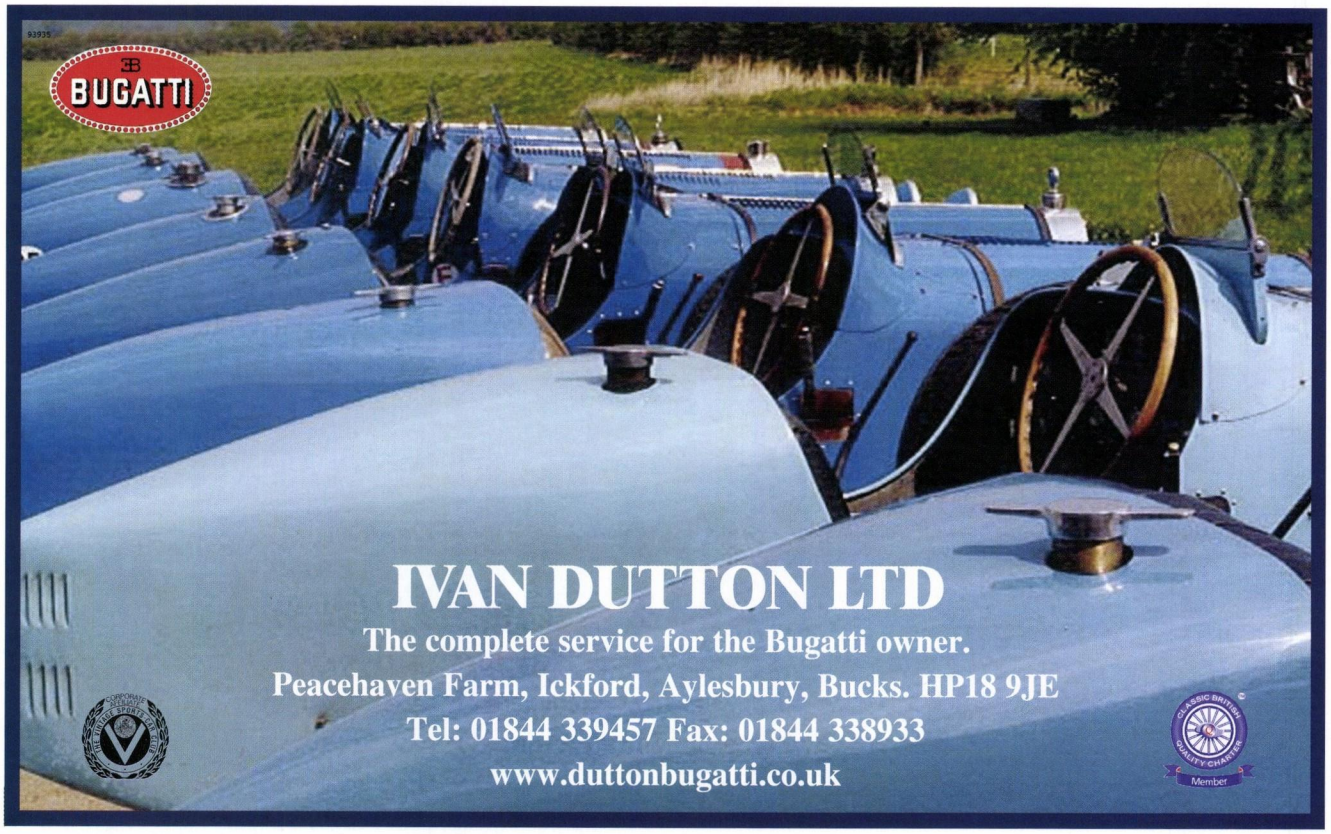
1972'L' BMW CSL COUPE
Chamonix White/Black Interior, Comp History, Outstanding! 42,000 miles £24,995

1971 ROVER P5B COUPE AUTO
Zircon Blue/Barley Hide, Original, 2 Owners From New, Comp History, 67,000 miles £9,995

MOTORHOME

2004'53' WINNEBAGO CHALET 32FT
Lounge Slide out, TV with Video, Rear Camera, Microwave & Gas Ovens, Gas Hob with Extractor, Fridge Freezer, Compressor, 6 Berth, V10 High Efficiency Engine, Many Other Extras, 13,000 miles.....£64,995

VIEW PICTURES OF ALL VEHICLES AT OUR WEB-SITE @
www.outwoodcars.com
Tel: 01794 367800 Fax: 01794 367014 Email: sales@outwoodcars.com



stunning car - great price

available in all historic colours

Racing Tigers- There are Tiger Race Series events in 2006 for both the R6 and the ERA Single Seater. The ERA 30 is also eligible for certain Historic & Sportscar events. Contact Tiger for details.

Usual factory delivery build time is 3-4 months from order. All cars available in full component build yourself form - test drives on cicuit are available each month



ERA Single Seater Factory built race ready
£18,995 plus vat



R6 Factory built on the road
£13,500 plus vat



ERA 30
Factory built on the road **£21,995** plus vat

ERA 30 Rear View

One of 7 models of Roadgoing Sports and Race Cars from Tiger!

PART EXCHANGE
We will take interesting or classic sports and race cars in part exchange

Tiger Racing Ltd., ECCO Service Station, Thorney Toll, Nr. Wisbech, Cambridgeshire PE13 4AX
Tel: 01733 271131 e mail: jim@tigerracing.com web site www.tigerracing.com

TIGER ERA

ROD LEACH'S NOSTALGIA

NEW SHELBY DAYTONA COBRAS
The latest series of these magnificent new 207 mph Peter Brock designed GT's are now available, priced at £80,000 + VAT 'On The Road'.



1966 SHELBY FORD COBRA 427 Mk III - L.H. DRIVE
Full 'S/C' Spec. Only a handful of genuine (CSX) 7 litre Cobras exist outside the U.S.A., so for a magnificent UK Registered '427' to become available is an exceptionally rare opportunity indeed! Continuous and 'clean' history from new. Eligible for all F.I.A. events. A wonderful example of the definitive iconic legend!



1986 AC COBRA 351 MK IV - R.H.DRIVE
Full 'Street/Comp.' spec. with 500 bhp handbuilt and 'blue-printed' 5.7 litre Motorsport engine on Webers, fully modified suspension, transmission and brakes etc. Total interior conversion to 1965 Comp. spec. with period trim and fittings, Smiths gauges, twin race harnesses and much more besides. Full weather equipment. 14,000 miles from new, taxed and M.O.T'd.
The 'Ultimate' Mk IV, in 'Show Standard' presentation, equally suitable for touring, racing or shopping!



1989 AC COBRA 302 Mk IV PLUS - R.H.DRIVE
The Picadilly showroom car, fitted with a roll-cage etc. from new. Freshly built Peter Knight 380 bhp (dyno sheet) engine just installed; 3.77:1 diff., side exit exhausts, lots of other mods and extras, full weather equipment (in black mohair). 7,500 miles from new and in superlative condition (not even a stone chip) together with enormous performance!



ROD LEACH'S 'NOSTALGIA' ~ Tel: 01992 500.007 (Herts.) ~ E-Mail: rodleach@waitrose.com

ahg schleifer Racing

89312 Günzburg/Germany
Heidenheimer Strasse 11
PH. 0049(0)8221/90 00-0
p.schleifer@ahg-schleifer.de

Part trades considered, Racing services available. est. 1924



CanAm McLaren M8F 8.4 litre. Immaculate Supersports car, Fresh engine, race ready. Historic technical papers **£158.000**



March 85G, Le Mans 1986 IMSA class Winner, Part of British Le Mans history, stunning original. Porsche 962 drivetrain, one of the few left. **£149.600**



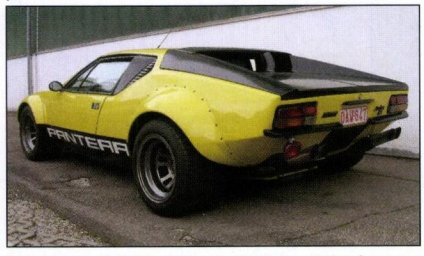
March 84G IMSA Daytona 24hrs Top ten finisher Le Mans 1985, 6,0l.Chevrolet, Hewland VG, New body, fresh restored. FIA pass **£155.900**



Ferrari 512BB 1977 new engine, new gearbox, new suspension, new glass, new paint, new interior, 9" and 11" Cromodora center lock, all done by Modena Motorsport, incl. documentation, 600mls **£63.900**



TOJ SC 206 Le Mans 1979,DFV 3,0l.factory car, rebuild with 2l BMW for Le Mans 79, restored w. brand new engine, 3rd overall in Le Mans Classic 2006, your entry for 2008 .....**£129.700**



Pantera GTS/ GR 4 1976, 21kmls car, restored in Switzerland.Perfect condition. Elegible for Le Mans Classic, Tour Auto, FIA - GTC etc **£31.600**

MARTIN CHISHOLM COLLECTORS CARS LTD

1973 PORSCHE 911 2.7 RS CARRERA



We are pleased to offer for sale an imaculately presented left hand drive example of this iconic sportscar. Finished in Grand Prix white with red lettering and corresponding wheels, accompanied by an extensive and detailed history file.

For further information on the above and other motorcars in stock please go to: www.martinchisholm.com
Tel: 01242 821 600 Fax: 01242 821 555 E-mail: maachisholm@aol.com Brockhampton, Nr. Cheltenham, Gloucestershire.



LAUGHTON INVESTMENTS

Lutterworth, Leicestershire
Tel: 0116 240 2115 Fax: 0116 240 4444 Mobile: 079 676 49761
e-mail: info@classiccars-international.com

- Over 40 cars in stock - please call for an updated list
- Over 30 years of experience in dealing with fine quality automobiles
- Sale or returns undertaken, all interesting part exchanges considered
- Viewing by appointment only please
- Only 1 hour from London by train
- Only 40 mins from Birmingham International & East Midlands Airports
- Storage facilities available from £12.50 per car per week
- Collections and delivery service throughout Ireland & Europe available



1935 Maserati 6 CM. This highly desirable and sought after single seater racing car is possibly matchless having not been in circulation for over 30 years. Please call for information pack and further details.



1953 Maserati A6 GCM 250 F single seater racing car. Exceptionally rare interim model. This one-off opportunity has been under wraps for over a quarter of a century. Please call for information pack and further details.



1970 Jaguar E Type Series 2, 2-door Coupe Lightweight Race Car. Fully prepared for this season's racing calendar. Previous achievements include a First in Class at Donnington and several outright wins. All documentation of professional re-build and modifications available on request . **£39,950**



1955 Rolls Royce Silver Wraith Hooper Limousine. Finished in Masons Black and Ivory. Long wheelbase with division, occasional seats. Originally **Left Hand Drive** British Embassy Limousine. Automatic and running well. Last owner 30 years. **£39,950**



1924 3 Litre Bentley, 4 door all weather Tourer with extremely rare William Arnold Coachwork. Wonderful patination and history file. Finished in British Racing Green with original grey hide interior **£99,950**



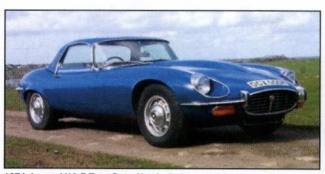
1947 Bentley Mk VI 2-door Convertible Coupe. Finished in Royal Blue with beige leather interior. This exquisitely rare Bentley is fresh from a 'money no object' restoration with bills well in excess of £100,000. Potential concours winner. Ready for Club events and enjoyable motoring. Competitively priced at **£79,950**



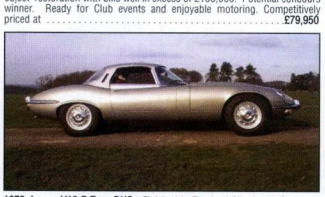
1956 Bentley S1 Continental HJ Mulliner 2 door Fast Back. Finished in Midnight Blue with wonderfully original green hide interior. This highly sought after Continental has been blessed with one owner for 48 of its 50 year presence on the planet! Competitively priced in today's market where demand greatly outstrips supply for these highly sought after, legendary, coveted Continentals. An unrepeatable opportunity at **£129,950**



1975 Bentley Corniche Convertible. Finished in Balmoral Green with black hide upholstery. Ebony finished wood trims. Comprehensive history file to reassure the new owner of this extremely rare, desirable Bentley's pedigree and provenance. Interesting part exchanges may be considered . **£38,950**



1974 Jaguar V12 E Type Drop Head. Finished in Azure Blue with tan hide interior. Complete with rare factory hard top. AN UNBELIEVABLE 27,000 miles in the hands of a WWII Fighter Pilot Ace - only available due to owners advancing years! An outstanding opportunity at **£48,950**



1973 Jaguar V12 E Type DHC. Finished in Zambesi Silver with St James Red hide upholstery. Low mileage, known history. Complete with rare factory hard top. Genuinely stunning in every detail. Fastidiously maintained **£37,950**



1937 Alvis 4.3 All-Weather Tourer which has the advantage of being fitted with a highly modified and reliable Jaguar 4.2 engine. Ghetto-blasting vintage style touring for a mere **£28,950**



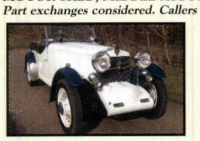
Rolls Royce Carousel. A unique and important piece of Rolls Royce history built during the 1930's at the Derby works for the amusement of invited guests, employees and their children on 'Open Days'. The carousel is beautifully engineered with 24 brightly painted aluminium horses cast in the Rolls Royce foundry, each with leather saddles and bridles. This 'one off', meticulously restored and fully operational carousel is open for constructive offers or the part exchange of interesting vehicles.

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





1910 CADILLAC 30 h.p. Roi de Belges five seat tourer £42,000
1913 AUSTIN 10/12 4-seat tourer £29,000
1913 FORD Model T 2-seat tourer with dickey seat £14,750
1913 OVERLAND Model 79TE 35 hp 4-seat tourer £26,750
1915 SAXON Model B 2-seat tourer £9,500
1917 FORD Model T 4-seat tourer. Lhd £14,750
1923 CRONSLEY 19/6 4-seat tourer. A project but much done £14,500
1925 LAGONDA 12/24 4-door saloon £10,750
1927 AUSTIN 20 h.p. (4-cyl) 2-seat sports tourer. Body non original £15,500
1927 AUSTIN 20 h.p. (4-cyl) 2-seat drophead coupe & dickey by Mulliner £22,000
1927 VAUXHALL R-Type 20/60 4-seat tourer £26,500
1928 CHEVROLET 20 h.p. National 4 -seat tourer, body by Holden £13,500
1928 CHEVROLET 24 h.p. National 4 -seat tourer, body by Holden £12,750
1928 LEA FRANCIS 12/22 U-type 2-seat tourer with dickey £12,750
1928 ROLLS ROYCE 20. Drophead coupe by Wylder. Old. Rebodies 1913 ..... £42,500
1928 STAR 18/50 Eclipse 5-seat tourer £29,950
1929 VAUXHAKK 20/60 R-Type Kingston Sportsmans Coupe £22,500
1929 VAUXHALL 20/60 Hurlington £25,000
1931 ALVIS 12/50 TJ 2-seat tourer with dickey £22,500
1931 STAR 18/50 Comet six-light saloon £16,500
1932 AUSTIN 7RN long chassis saloon £5,750
1932 STAR Comet McEvoy Special. Zoller s/c. Jensen body £55,000
1932 VAUXHALL Cadet 17h.p. saloon £19,250
1933 M.G. K2 Supercharged. F.I.A Papers £78,000
1934 ROLLS ROYCE 20/25 Sportsmans saloon by Willian Arnold ..... £P.O.A
1936 ALVIS Silver Eagle 3-position drophead coupe £32,250
1936 TRIUMPH Dolomite 2-litre saloon £14,750
1937 BENTLEY 4.25 litre saloon by Park Ward £29,950
1937 CHENARD & WALCKER "Aigle 8" U16 7-seat saloon. Prototype £16,750
1940 STUDEBAKER Commander sedan. Lhd £4,950
1947 AUSTIN 16 6-light saloon £5,250
1950 ALVIS TB 14 2-seat sports £15,750
1950 DAIMLER Special Sports by Barker £14,000
1950 LEA FRANCIS 2.5 litre 2+2 seat sports £23,500
1950 M.G. YA saloon. 3 owners £6,950
1952 DAIMLER Special Sports by Barker £19,850
1950 ALVIS TA21 saloon £10,500
1953 ARMSTRONG SIDDELEY 346 Saphire saloon. Pre-select gearbox £9,500
1954 M.G. TF 1250 (Old English White) £16,500
1957 AUSTIN A55 Manumatic Saloon £4,950
1959 ALVIS TD21 series I drophead coupe. (some series II mods) £18,450
1960 VAUXHALL Victor. Needs some welding £1,700
1963 VAUXHALL Victor de Luxe £1,475
1964 AUSTIN HEALEY 3000 MKIII 2+2 sports. Lhd £25,000
1964 JAGUAR Mk II 3.8 manual with O/D & CWW. PAS £16,850
1964 PEUGEOT 403 saloon £3,450
1964 VOLVO Amazon Estate. Mechanically up rated. Old. Lhd £4,250
1965 ALVIS TE21 saloon. 5 speed manual. CWW. PAS £7,750
1965 TRIUMPH TR4A IRS £12,000
1966 ALFA ROMEO 1600 spider Duetto. Lhd £11,250
1966 JAGUAR E-type 4.2 series I 2+2 coupe. Lhd £17,250
1967 JAGUAR E-type 4.2 series II coupe £23,750
1967 LANCIA Flavia Sport Zagato. (Rare right-hand-drive) £14,000
1969 DAIMLER Sovereign 420 ..... £6,500
1969 JAGUAR MKII 340. Manual. O/D. CWW. PAS £12,750
1969 M.G. Midget. Hard top. Race prepared £5,995
1970 FORD Zephe saloon £700
1970 LOTUS Elan S4 SE £8,500
1970 TRIUMPH 2500 Pi saloon £1,850
1970 VOLVO 132 Amazon 2-door coupe £5,500
1972 ALFA ROMEO 2000 GTV £5,500
1972 MERCEDES BENZ 350 SL. Hard & Soft top £6,500
1972 TRIUPH 200 saloon. Auto £390
1973 MERCEDES BENZ 350 SLC £9,000
1973 TRIUPH Spitfire MKIV. 1500 engine. Hard & Soft top £3,250
1974 MERCEDES BENZ 240D 4-door saloon. Lhd. Auto £3,950
1974 MERCEDES BENZ 350 SL. Hard & Soft top £6,950
1974 ROVER P6 V8 3500 saloon. Automatic £2,850
1975 FIAT 124 spider. Lhd £4,750
1975 JAGUAR XJ6 series II L 4.2 Automatic saloon £4,500
1975 M.G. B roadster £5,500
1975 ROVER P6 2200SC saloon. 1 owner £1,850
1976 FERRARI 308 GTB (rare Grp dry sump model) £19,999
1976 MERCEDES BENZ 250 Automatic (Some work required) £1,250
1976 M.G. B GT. Sunroof (Flame) £2,200
1976 M.G. B GT. Sunroof (Flame) £3,375
1977 M.G Midget 1500 ..... £3,500
1978 FERRARI 208 GT4. Uprated engine £15,500
1978 FORD Mustang II Ghia £4,850
1979 M.G. B GT Needing Work (Yellow) £900
1979 VOLVO 262C Bertone coupe £2,950
1980 FIAT 124 spider. Lhd £4,500
1982 M.G. B roadster (Yellow) £4,500
1982 TVR Tasmin convertable. (2 litre Ford engine) £5,950
1983 ROLLY ROYCE Silver Spirit (White) £9,850
1984 LOTUS Excel £6,250
1985 RANGE ROVER V8 HSE £600
1986 FORD Escort 1.6I cabriolet £652
1986 RENAULT Alpine GTA 2.5 Turbo £6,750
1987 MINI 100 Park Lan £1,875
1990 VOLKSWAGEN Scirocco £1,250
1991 EVANTE MK II 2-seat sports £11,750
1991 JAGUAR XJS V12 convertible £13,500
1994 ALFA ROMEO 164 2-litre twin-spark saloon. Not MOT'd £450
1995 ROVER 827 Vanden Plas Limo. By Coleman Milne (Red) £2,500
1996 TYRELL formula one racing car. Ch. No. 24/08. No mechanics ..... P.O.A

MOTORCYCLES

1908 PIVOT 500cc Fafnir engine £9,250
1910 FAVOURITE 500cc, Abingdon King Dick engine £9,950
1929 NORTON Model 18 500cc OHV £8,500
1952 HOREX Regina 350 ..... £3,350
1958 AWO Simson 425 ..... £1,400
C1959 MOTOBI Ardizio 125cc £3,250
1974 BMW R90/6 ..... £3,000
1974 MZ TS 250 ..... £650
1979 MOTO GUZZI V35 ..... £1,700
1981 BMW K75 ..... £2,100
1981 KAWASAKI Z1000 fuel injected £2,200
1983 HONDA VN1100 ..... £2,300

BOATS

1946 CHRISCRAFT Runabout 17'6" Delux 3ltr. Grey Marine eng £14,950

TRACTOR

1949 BSB President £2,050

www.vintageandclassiccars.co.uk -Visit our website

Suffolk SS100 Jaguar



"Build yourself a classic Suffolk SS100 Jaguar that will retain its value for the future. We sell most of our cars as self-build projects for guys to build as a project.

We have every part, new or fully rebuilt, for you to create a true reproduction of one of England's most enduring favourite sportscars.

Allow 500 hours and you can build you own dream classic with 4.2 litre XJ engine, independent adjustable suspension, and disc brakes. Fabulous handling and kerbside appeal.

Build Manual and 109 picture CD Rom available. Read the website for much more."

"Works visits to our new workshops on the A12 at Woodbridge are welcomed by appointment."

See a rolling chassis and cars at National Classic Car Show. October 27, 28,29.



Roger Williams – Suffolk Sportscar Engineering
PO Box 55, Bury St.Edmunds, Suffolk, IP30 9UT
Tel:(01359) 270444 Mobile: 07967 339424
Website: www.ss100.com Email: roger@ss100.com

Fantasy Junction

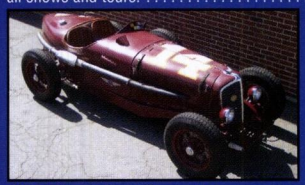
1145 Park Avenue Emeryville, California 94608, USA
Phone: 510-653-7555 Fax: 510-653-9754 www.fantasyjuncton. com
Investments in special interest, classic and high performance cars



1939 Delahaye 135 MS Grand Sport. Stunning and unique combination of Figoni et Falaschi open body work and Delahaye triple carburetor competition chassis. Fully restored. Ready for all shows and tours. **$1.325,000**



1935 Auburn 851 Supercharged Speedster. Excellent performance and condition. Ready for any show or event. Timeless Buehrig design by Union City Body Company on rare export RHD chassis. A-C-D Club certified. **$385,000**



1930 Chrysler Indy Roadster. Fun, exciting car with performance to match Alfa 8C's. Believed to be car constructed by Luis Viglione for Juan Guardino and run at Indy in '32 and 33 ..... **$285,000**



1952 Siata 208S Belina by Bertone, s/n CS057L. Paris Show car in 1952. Only 4-seater Otto-Vu built. Charming car that is beautifully restored with known history from new **$275,000**



1954 Ferrari 250 Europa. One of the 17 Europas that the started the great line of 250 production Ferraris. Matching numbers. Lampredi engine. Ex-Warren Fitzgerald and Henry Haga. Absolute knock out early Ferrari **$550,000**



1982 Mirage M12B #002. Last of the glorious Mirage line. Aluminum honeycomb chassis, 4 liter Cosworth. New paint. FIA papers. Prepped and tested 7/03 **$165,000**

Richard Thorne MOTORSPORT

Lancia and Alfa Romeo Specialists
Morgan Motor Company Dealer of the Year

The Courtyard Garage
James Lane
Grazeley Green
Reading RG7 1NB
TEL: 0118 983 1200
FAX: 0118 983 1414

1967 Lancia Flavia Vignale Drophead 1800. Silver with blue interior. Outstanding condition. **.£11,500**

1992 K Delta Integrale Evo 1. Classic Monza red, grey alcantara interior, a completely standard car previously sold and serviced by us for many years 62,000 miles. FSH. Very hard to find in such good condition. **.....£9,995**

1965 Alfa Gulia Sprint GT "Stepfront". A highly original UK, RHD car, only recently converted from an excellent standard road car. Current spec is to FIA Appendix K regulations - the car has only competed in 3 races in HRSR and is ready to go. Eligible for a variety of events and comes with all original (good) interior trim and bumpers. **.....£13,500**



1993 L Maserati Bi-Turbo Spyder. 2.8 RHD. Dark blue with cream leather. 27,000 miles, FSG and copy invoices. A very pretty example in outstanding condition. **.....£9,995**

Many more Lancias and Alfa Romeos in stock, please visit the website for details www.rtcc.co.uk

Melvyn Rutter Limited for MORGAN

Established 1976

Morgan Company UK Dealer Of The Year 2005 (joint WINNER)



NEW MORGAN
Anniversary 4/4 arriving anyday.



1995 Plus 4, 4 seater.
9,391 miles from new. Superb. £19,450

THE MORGAN WORLD MAGAZINE
– A 50 page Morgan quarterly colour magazine. Order by telephone, fax or web
www.the-morganworld.com

Order Your Morgan Parts OnLINE
www.MogParts.net

NEW 9TH EDITION CATALOGUE - OUT NOW

WORLDWIDE WEB
www.melvyn-rutter.co.uk
www.the-pinklady.co.uk
E-mail: MR@melvyn-rutter.net

MORGAN MAIN DEALER

The Morgan Garage Little Hallingbury Nr. Bishop's Stortford Herts CM22 7RA
Telephone: 01279 725725 *Fax:* 01279 726901

Cheshire Classics — Specialists in Classic Sports and Competition Cars



Nissan 240RS. Ex Dan Daly Group B car. Completely rebuilt by specialists. Unrepeatable **.....£25,000**



Brabham BT38 F3 Choice of two highly successful examples with fresh Smirthwaite TC engines **.£15,950**

Lola T91/50. Virtually complete rolling chassis/gearbox with mainly new parts **.....£9,950**
1971 Tecno F2. Ex Cevert car. Fully rebuilt. BDA and FT200. FIA papers. Many spares. Superb **.....£39,950**
Brabham BT35 Superb car with good history. Wadsworth BDA and FT200 **.....£37,500**
1976 Corvette Stingray. L82 T Top in black. Superb spec and long MOT **.....£9,950**
KVA GT40 Replica. Only 400 miles from new and in excellent condition throughout. Full spec **.....£29,950**
Westfield SEight. Successful speed event car. 240 bhp Rover V8, Getrag box, Tran-x LSD **.....£7,950**
Lola T91/50 Mugen F3000. Total (£20,000) rebuild in 2002. Superb race ready condition **.....£30,000**
Pulsar 931. 220 bhp 16v Vauxhall engine, dyno run only. New paintwork, Quaife gearbox and axle **.....£7,950**
Aerofan Classic Clubmans Unique and completely immaculate B Sport car with many spares **.....£4,950**
Chevron B29 F2 Superbly prepared example with 265 bhp BDG and LG 400 box. HSCC papers **.....£40,000**
Coming soon: 6R4 ex works rally car, ADR Mk 2 and Hi Tech hillclimb car **.....Please enquire for details**

Tel: 01270 886134 or 07802 779301 • damon.milnes@virgin.net • www.cheshire-classics.co.uk

MORGAN

BERRYBROOK

MAIN DEALER MORGAN HIRE AVAILABLE

Largest selection of used Morgans in the South West!

2006 (UNREG) ROADSTER 2 SEATER
Garnet Red, delivery miles..... **£42,799**

2004 ROADSTER 2 SEATER
Royal Ivory, Ford 3.0 V6 ST220, 2103 miles..... **£35,500**

2006 (UNREG) 4/4 ANNIVERSARY 1963 2 SEATER
Iris Blue, Ford 1.8 Duratec, Delivery miles..... **£28,599**

2006 (UNREG) 4/4 ANNIVERSARY 1964 2 SEATER
British Racing Green, Ford 1.8 Duratec, delivery miles.. **£28,995**

2004 RUNABOUT 2 SEATER
Regal Red, Ford 1.8 Zetec, 3122 miles..... **£19,995**

1999 4/4 2 SEATER
Royal Ivory, Ford 1.8 Zetec, 29636 miles..... **£19,495**

1998 4/4 2 SEATER
Morocco Maroon, Ford 1.8 Zetec, 14779 miles..... **£19,495**

1997 PLUS 4 2 SEATER
Corsa Red, Rover 2.0L T16, 22438 miles..... **£19,495**

1991 4/4 2 SEATER
Royal Ivory, Ford 1.6 CVH, 43,555 miles..... **£16,995**

1979 4/4 2 SEATER
Royal Ivory, Ford 1.6 Crossflow, 23361 miles..... **£13,999**

1977 4/4 4 SEATER
Signal Red, Ford 1.6 Crossflow, 59096 miles..... **£9,995**

DAWLISH ROAD • EXMINSTER • EXETER • DEVON

WWW.BERRYBROOK.CO.UK • TELEPHONE: +44 (0)1392 833301

JOHN GILL LIMITED

MORGAN ANNIVERSARY 4/4

OUR LAST REMAINING ANNIVERSARY EDITION IN BRITISH RACING GREEN



Standard Features on Morgan 4/4 Anniversary

Badge Bar • Bonnet Strap • Chrome Interior Mirror • Clock • Disc Wheels with Hubcaps Door Handles • Fold Flat Windscreen • St Christopher Dash Plaque • Elasticated Door Pockets Folding and Reclining Sports Seats • Leather Upholstery • Le Mans Gear Knob Numbered Wood Rim Steering Wheel • Round Exterior Mirrors Speakers and Aerial Tonneau • Sports Exhaust • Special Anniversary dashboard and instruments

Price £27,950
excl PDI, Plates and RFL

Contact Carol Gill for further information on 01677 423134

JOHN GILL LIMITED
FAMILY RUN FIRM SINCE 1923
Remember - click: www.johngill.co.uk or call:
AISKEW GARAGE, BEDALE.

Nutley Sports and Prestige Centre

Nutley, East Sussex, TN22 3NN
Tel: 01825 713388, Fax: 01825 713355, Mob: 07867513996
e-mail: nutleysports@lineone.net
www.nutleysports.co.uk



1965 – JAGUAR MKII 3.4 SALOON (Auto Glym National Concours winner) Signal Red with Biscuit leather, Total nut & bolt concours restoration **.....£39,995**



1965 - LOTUS ELAN S3 COUPE (The Original Lotus Prototype and Press/ Demonstrator LNK 120C) Medici Blue with Black trim, Total nut & bolt concours restoration to original unique factory specification **.....£29,995**



1999 S - TVR CHIMAERA 450 (FACELIFT MODEL) Jaguar Ice Blue Metallic with Nimbus Grey leather, Full TVR service history, 26,000 miles from new **.....£15,995**

2000 X - PORSCHE 996 CARRERA 2 CABRIOLET TIPTRONIC S Ocean Blue Metallic, 29,000 miles **.....£34,995**
1997 R - PORSCHE 993 CARRERA 4 CABRIOLET Artic Silver Metallic, 45,000 miles **.....£31,995**
2005/05 - PORSCHE BOXSTER 2.7 (NEW 987 MODEL) Seal Grey Metallic, 7,000 miles **.....£29,995**
2004/04 - PORSCHE BOXSTER 3.2 S TIPTRONIC S Artic Silver Metallic, 5,000 miles **.....£28,995**
2003/03 - PORSCHE BOXSTER 3.2 S Guards Red, 6,000 miles **..£27,995**
1969 - MERCEDES-BENZ 280 SL PAGODA LHD Beige Grey Metallic, Rare manual **.....£26,995**
1995 M - PORSCHE 993 CARRERA 2 COUPE Iris Blue Metallic, 43,000 miles **.....£25,995**
1969/1997 - AC COBRA 289 by HAWK Winchester Blue, 17,000 miles **.....£24,995**
2003/03 – MERCEDES SLK320 TIPTRONIC Brilliant Silver Metallic, 12,000 miles **.....£19,995**
2002/02 - PORSCHE BOXSTER 2.7 Artic Silver Metallic, 38,000 miles **.....£19,995**
2001 X - PORSCHE BOXSTER 2.7 Lapis Blue Metallic, 19,000 miles **.....£19,995**
2000 W - LOTUS 340R LIMITED EDITION Black/Silver Metallic, 3,500 miles **.....£19,995**
2003/03 - LOTUS ELISE S2 SPORTS TOURER (PLUS HARDTOP) Cobalt Blue Metallic, Full Lotus service history, 13,000 miles **.....£15,995**
2001 Y - AUDI TT 1.8T QUATTRO ROADSTER (Plus HARDTOP) Ebony Black Metallic, 18,000 miles **.....£14,995**
1968 - M.G B ROADSTER SEBRING WORKS REPLICA Tartan Red, Nut & bolt restoration **.....£14,995**
1998 R - LOTUS ELISE S1 Inferno Red Metallic, 14,000 miles **£10,995**
1986 C - PORSCHE 944 TURBO (Multi Porsche Club GB Concours Winner) Guards Red, 60,000 miles **.....£9,995**



2004/04 - MORGAN 4/4 2 SEATER Artic Silver Metallic with Black trim, Full Morgan service history, Just 2,000 miles from new **.....£20,995**



1997 R - PORSCHE 993 CARRERA 4 COUPE Ocean Blue Metallic with Marble Grey leather, Full Porsche service history, Just 44,000 miles from new **.....£31,995**



1989 F – MERCEDES BENZ 300SL AUTO Signal Red with Cream Leather, Full Mercedes service history, Just 16,000 miles from new **...£21,995**

WANTED! CLASSIC & SPORTS CARS
We are always keen to purchase fine examples of Classic and Sports cars of all ages, single vehicles or complete collections.

Founded in 1924

MOTOR SPORT Classified

Your A to Z of all things Motorsport

To advertise please contact Matt Rayner on 020 8267 5247
or email matt.rayner@motorsportmagazine.co.uk
Please remember to mention Motor Sport when replying to an ad

Awnings

The Original and Best Selling Instant Shelter in the World!

E-Z UP® INSTANT SHELTER®

- UK's leading supplier of Instant Shelters
- Next day delivery on 6 standard colours
- Sets up in 60 Seconds or less
- 10 sizes & 23 colours available
- Durable all-steel double truss design
- Aluminium frame available
- Optional sidewalls & accessories
- New 4.8m and 6.0m Hexagonal Shelters

from £120.00 + vat

not one of the many copies of our product!

Visit our website: **www.ez-up.co.uk**

E-Z UP SHELTERS ARE PERFECT FOR:
Race Pit • Sign In Booth • Control & First Aid Point • Equipment Cover & More!



The only UK Authorised Distributor
MAYFLOWER MARQUEES
Unit 2, Lisle Road, High Wycombe, Bucks HP13 5SH
Tel: 01494 452300 Fax: 01494 444527

Custom Canopies
www.customcanopies.co.uk
SALES HOTLINE
01786 449519

POLE POSITION FOR VALUE & CHOICE

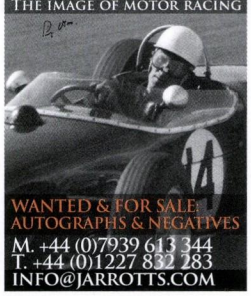


3 Grades, 5 Sizes & 10 Colours all available from stock
Full printing available from text to digital in 7-21 days
Aluminium Shelters available in 3 sizes

Unit 6, 10 Munro Road, Springkerse Ind. Estate, Stirling, FK7 7UU
www.customcanopies.co.uk

Arts

JARROTTS.COM
THE IMAGE OF MOTOR RACING



WANTED & FOR SALE:
AUTOGRAPHS & NEGATIVES
M. +44 (0)7939 613 344
T. +44 (0)1227 832 283
INFO@JARROTTS.COM

To advertise here please call
020 8267 5247

Original paintings & Prints:
Clark, Peterson, Rindt, Scott-Brown, Andretti, Moss, Hill, Villeneuve, Senna
ALL at **WWW.AUTOS-UK.CO.UK**



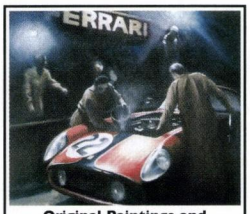


Oil Coolers
ALL sizes at **WWW.AUTOSGB.COM**
or contact: sales@automobiliauk.com
Phone: 07765 257740

Classic Moments *in* Motorsport

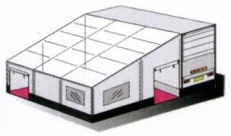


by Brian Sapsford
WWW.briansapsford.co.uk
01252 653320



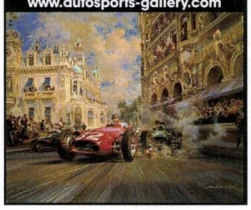
Original Paintings and Fine Art Prints
www.tubbart.co.uk
or tel: Steve on 07770 945643

Terapin
motorsport awnings

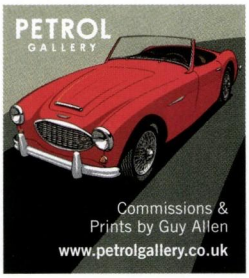


tel: +44 (0) 28 9265 1007
fax: +44 (0) 28 9265 2019
e-mail: awnings@terapin.com

Autosports Gallery Ltd
Publishers
T: 0113 2253525 • F: 0113 2250205
www.autosports-gallery.com



PETROL GALLERY

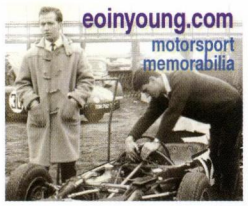


Commissions & Prints by Guy Allen
www.petrolgallery.co.uk



original limited edition giclee prints
numbered, signed + dated
www.adrianbradbury.co.uk
tel: 07831 513552

The Art of
Richard Wheatland
ORIGINAL PAINTINGS, PRINTS
JIGSAW PUZZLES
AND GREETING CARDS
www.richardwheatland.co.uk



Original Paintings by Fries Reyntjens



THE CLUB FOR ALL
MERCEDES...
Discounts, technical help,
books & manuals,
monthly magazine...
Join us now
www.mercedesclub.org.uk
Mercedes-Benz Owners
01892 860922
email: info@mercedesclub.org.uk

THE
FERRARI OWNERS'
CLUB OF
GREAT BRITAIN
Join fellow owners, former owners and non-owning enthusiasts in a club dedicated to helping you to enjoy your Ferrari to the full. Enjoy regular track days, area group activity, Club magazines, a Club race and hillclimb series plus a host of event invitations during the year.
Download an application on line at:
www.ferrariownersclub.co.uk
Or call: 01485 544500: fax: 544515
email: ever.focuk@btinternet.com

Join the
Alfa Romeo Owners Club
For all Alfa Owners and enthusiasts!
We run Area Sections, Model Registers, a Racing Championship and an official Insurance Scheme. We hold events all over the UK and publish 6 Magazines, 6 Newsletters and a Directory of Services annually for the benefit of our members.
Membership details from: Alfa Romeo Owners Club Ltd, 47 Water Street, Lavenham, Suffolk,CO10 9RN
Tel. 01787 249285 www.aroc-uk.com
Email: membership@aroc-uk.com

Clubs

Curious about the British car club scene in the States?

Then you should be reading
British Marque Car Club News!



- A monthly tabloid, 11 issues a year
- Over 100 Participating Clubs
- Entertaining columnists from the US & the UK
- Tech tips from club members
- Centerfold calendar of events
- A year's run $20 USA, $29 UK (USD)

British Marque Car Club News
5 Old Nasonville Rd.
Harrisville, RI 02830 USA
www.britishmarque.com

The official
Mercedes-Benz Club
0845 6032660
www.mercedes-benz-club.co.uk

CLUB LOTUS
58 MALTHOUSE COURT,
DEREHAM, NORFOLK, NR20 4UA
TEL 01362 691144 / 694459
EMAIL annemarie@clublotus.co.uk
Restoring a Lotus?
Driving a Lotus?
Repairing a Lotus?
Insuring a Lotus?
Buying a Lotus?
Selling a Lotus?
THEN JOIN CLUB LOTUS, THE WORLDS' ORIGINAL AND BIGGEST CLUB FOR LOTUS OWNERS & ENTHUSIASTS
ASK FOR A FREE INFO PACK!

Founded in 1970 and now with 8500 members worldwide.
Talk to us before you buy your classic TR!
TR Register
Insurance, superb magazine, local and international events, technical help and Recognised Supplier scheme, plus many other benefits.
Check our website for further information, links, etc
www.tr-register.co.uk
TR Register, 19 Hawksworth, Southmead Industrial Park, Didcot, Oxon OX11 7HR
Tel: 01235-818866 Fax: 01235-818867
www.tr-register.co.uk E-mail: office@tr-register.co.uk

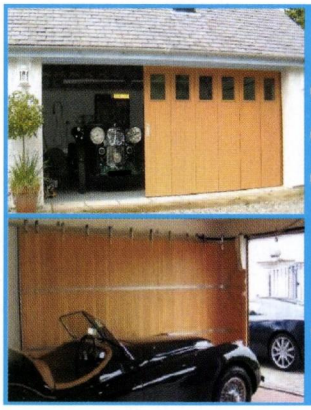
CLUB TRIUMPH
FOR ALL
TRIUMPH OWNERS
MEMBERSHIP SECRETARY
FREEPOST (SWB 20389)
CHRISTCHURCH BH23 4ZZ
TEL/FAX 01425 274193
E-MAIL:
enquiries@club.triumph.org.uk
www.club.triumph.org.uk

Calendars



Christmas Cards





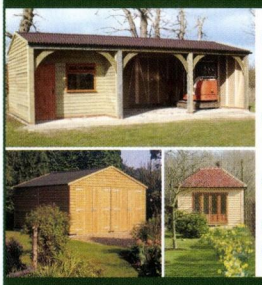
Bespoke Garage Doors
- Remote controlled
- Automated pedestrian access
- To suit listed or modern buildings

RUNDUM meir
Quality since 1968
1 Troutbeck Road, Liverpool L18 3LF
Tel: 0151 280 6626
Fax: 0151 737 2504
info@rundum.co.uk
www.rundum.co.uk

BRDC WALTER HAYES TROPHY
Silverstone National Circuit
November 3-4-5 2006
The Sixth Running
Great Racing...
Great Atmosphere...
Great Weekend.

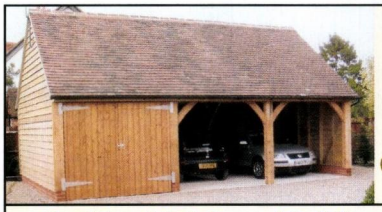
Construction

CHART TIMBER BUILDINGS



- Complete range of attractive, quality timber buildings including Carriage Houses, Garages, Workshops, Garden Buildings and Summer Houses.
- A wide choice of timber finishes, roofs, windows, doors and accessories.
- Installations carried out throughout the country by our experienced staff.
- Competitive prices.
- Call now for our free brochure.

Freephone: 0800 085 2937
www.charttimberbuildings.co.uk
A quality assured company



HAMLET
Telephone
0800 085 9699
for a brochure

Traditional Oak Framed Buildings Garages
Garden Rooms & Gazebos
Swimming Pool Covers, Stabling, Stores and Porches.
With curved brackets, morticed and double pegged in the time honoured way.
National Type Approval and complete Nationwide Service.
www.hamletbuildings.co.uk

Kingsland



01568 708 206



Garages, Workshops & Outbuildings
Stabling & Garden Buildings
Bespoke and Standard Ranges



Kingsland Sawmills Ltd
Leominster,
Herefordshire HR6 9SF



kingsland.uk.com



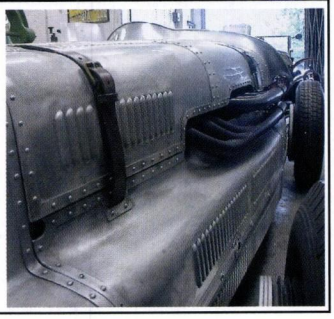


Coachbuilding

Rod Jolley
COACHBUILDING
Specialist Panel Beating and Ash Framing
Classic British Quality Charter Member

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

"Fine craftmanship"



Motorsport Equipment



SILVERSTONE & MAIL ORDER
08701 600 950
silverstone@gprdirect.com

LONDON STORE
0208 987 9999
london@gprdirect.com

Motorhomes



ESSEX MOTORHOME HIRE

We are a family run business who can offer the best service for all your requirements

- Comprehensive Insurance
- Breakdown Cover
- Unlimited Mileage
- UK and European Travel
- New Models
- Bike Rack and TV/DVD Included
- All Linen and Bedding
- Equipped and Ready To Go

SPECIAL WINTER RATES FOR ANY HIRE DURATION QUOTATIONS ON REQUEST.
Book for two weeks and get the 2nd week at half price. Book for any period in 2007 by December 31st 2006 to qualify for 2006 hire rates.

Contact Keith or Patricia for more details on
01255 223 768 / 07950 510 829
For Hire in Scotland telephone 0131 5541045
www.scottishmotorhomehire.com
email: Info@essexmotorhomehire.com
Website: www.essexmotorhomehire.com

Remember to please always mention Motor Sport when replying to an advert.

Models

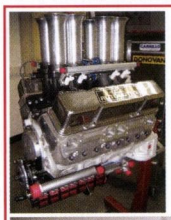
Elland Diecast Vehicles
UK Mail Order Specialists
CMC

Stockists of a massive selection of high quality model cars and motorcycles.
- *CMC Exclusive Models:*
- *Minichamps*
- *AutoArt*
- *Ixo and much more...*



Visit our secure website to order or call: **01422 250011**

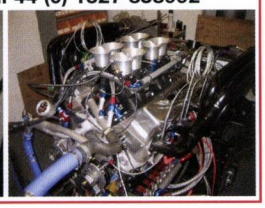
www.ellanddv.co.uk



I.C.E. AUTOMOTIVE RACING ENGINES
- 1000 BHP SUPERFLOW COMPUTERISED ENGINE DYNO
- CYLINDER HEAD/INTAKE MANIFOLD AIRFLOW TESTING AND DEVELOPMENT
- COMPLETE ENGINE MACHINING & BUILDING FACILITIES
- AMERICAN V8 SPECIALIST – CARBURETED & E.F.I.

UNIT 2235, SILVERSTONE TECHNOLOGY PARK
www.iceautomotive.co.uk
Call 44 (0) 1327 858992





TRAVEL WORLD
0845 230 5033
E-mail: ross@usrv.co.uk

Travelworld RV
Halesfield 14
Telford
TF7 4QR
www.usrv.co.uk



www.racingmodels.co.uk
MOTORSPORT MODELS
The only site you need for your collectible racing models. 10,000 of the rarest models in stock located in the UK, fast worldwide shipping

Historic Rallying

autochron
Specialists in historic race & rally equipment



www.autochron.co.uk
+44 (0) 1494 758887

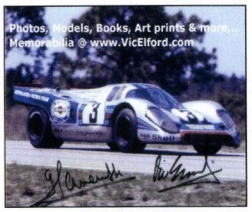
Xtec ENGINEERING
Championship winning engine rebuilding and preparation
Modern and Historic
Contact Paul Knapton
01922 454 858
paul@xtecengineering.com

Memeorabilia

F1 Collectors.com
#1 for F1 memorabilia
Senna/Schumacher items bought & sold
Chris Grint
01763 274 448
www.f1collectors.com



Race Art
Motorsport Memorabilia
www.race-art.com
+44 (0)1366 377069



Fax us directly on 020 8267 5222

Motorsport books

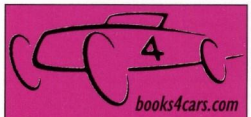
ANDREW CURRIE

MOTOR RACING & MOTORING ARCHIVES WANTED

We are active purchasers of motor racing and motoring photograph collections, brochures, race programmes and motoring books.

Tel 01256 766077
or email andrwcurr@aol.com

ANDREW CURRIE AUTOMOTIVE LITERATURE
Unit 40 Murrell Green Business Park,
Murrell Green, Hook, Hampshire, RG27 9GR



books4cars.com
Your source for automotive manuals & enthusiast books. See 25,000 on our website.
4850-37th Ave South, Seattle, WA 98118 USA
206.721.3077 phone 888.380.9277 toll free
e-mail: books@books4cars.com

Collectors Carbooks *of Silverstone*
1000s of elusive books on all types of Motor Sport
Open 10 to 5 weekdays
2210 Silverstone Tech Park Silverstone Circuit Northants NN12 8TN
01327 855888
info@collectorscarbooks.com
www.collectorscarbooks.com

Vehicle Parts

LOCKHEED & GIRLING
BRAKE & CLUTCH HYDRAULIC CYLINDERS
FOR BRITISH VEHICLES 1935-1980
MASTER CYLINDERS, WHEEL CYLINDERS, CALIPERS, CLUTCH SLAVES, FLEXIBLE HOSES, PADS, KITS Etc.
WORLDWIDE MAIL ORDER
POWERTRACK Ltd
Tel/fax: 01753 842680
www.powertrackbrakes.co.uk

BPA Engineering
SPECIALIST TRANSMISSION SERVICES
HEWLAND BUILD & REBUILD
NEW & S/H SPARES
GEARS, SPARES & COMPETITION GEAR
KITS DESIGNED & MANUFACTURED
CASTINGS PRODUCED FROM DRAWINGS OR SAMPLES
Tel: 44 0 1256 895757
Fax: 44 0 1256 895151
www.bpaengineering.com

FOR ALL YOUR AVON TYRES
COMPETITION TYRES
Contact
BMTR
103-115 Walsall Road,
Birmingham B42 1TU
Tel: 0121-331 1122 Fax: 0121-331 1144
E-mail: sales@bmtr.co.uk
Web Site: www.bmtr.co.uk
Circuit, Hillclimb & Historic Specialities

Racing Services



RW RACING SERVICES LTD
Historic Race and road car Specialists
We can offer full race preparation and circuit support
Also Restoration and Servicing of Classic cars
Tel 01280 840799
email richard@rw-racing.com
web www.rw-racing.com

With you all the way!
IK Classics and Racing Services
Holmfirth, West Yorkshire
- Race-preparation
- Secure storage
- Rolling road
- Electronic diagnostic
- Servicing and tyre sales



We are pleased to report our Vanguard came 12th in the Goodwood St. Mary's Trophy
www.ikgroup.co.uk 01484 688678

Vehicle Parts

The Great British **Steering Wheel**



The Brooklands We manufacture the BROOKLANDS Steering Wheel from the original BLUEMEL tooling. It is not a Far Eastern copy and is made using the original methods and traditional materials. The CENTRE BOSS fixing kit, again from the original tooling, not only fits the MG TC and pre-war MGs, but the TD, TF and MGA. There are boss kits for other makes and kit cars too.
Now in ivory
BROOKLANDS AEROSCREENS are made using laminated glass to original specification to suit all vintage and sports cars.
Established 1969

KIMBLE ENGINEERING LTD
Tel: 01803 835757
Fax: 01803 834567
Email: john@johnkimble.co.uk www.johnkimble.co.uk
Unit 5, Old Mill Creek, Dartmouth, Devon TQ6 0HN

MINILITE The Winning Wheel



THE ORIGINAL MOTORSPORT WHEEL
FOR MORE INFORMATION SEE OUR WEBSITE
WWW.MINILITE.CO.UK
OR CONTACT OUR SALES LINE 01952 620215

RACEMETTLE



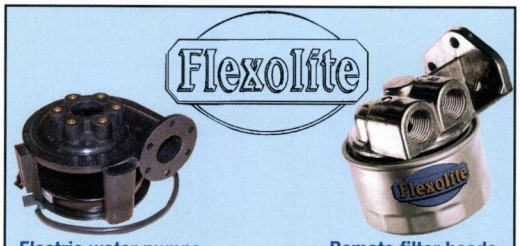
Afin aluminium drums for MG TA/B/C, Triumph TR's & Morgan's with the iron insert cast in place for safety. **Dynalite** Alternator that looks like a Lucas dynamo but gives the advantages of an alternator with 80% more power but at 40% of the weight. **Lightweight alternators** at 2.9kg and small enough to fit in the tightest spaces give 45 amps. **High torque starters** give two or three times more turning power than a standard starter for half the weight, for most classic, motorsport & kit cars.

Racemettle Limited. Tel: 01427 679784
Fax: 01427 810593 e-mail steve@racemettleltd.co.uk
www.racemettleltd.co.uk
Trade enquires are welcomed



SPORTS & VINTAGE MOTORS
www.sportsandvintage.co.uk
More than *2000* new parts available
M.G.'s 1929 -1936
9th edition catalogue now available £10
"The No1 Name in Pre-War MG Spares"
Upper Battlefield Shrewsbury SY4 3DB Tel: +44 (0)1939 210458 Fax: +44 (0)1939 210644

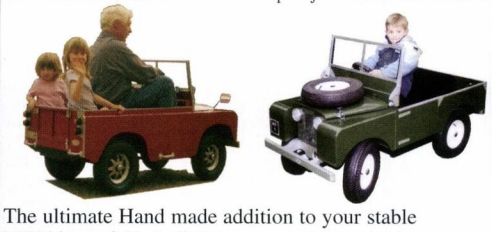
Flexolite



Electric water pumps (four different types) from £90.00
Remote filter heads (11 different types). From £24.50
Plus: oil filter adaptors, brake, oil & fuel hoses, coolers, fuel pumps, electric oil pumps, etc, etc.
Contact Flexolite info@flexolite.co.uk 01684 541941



TOYLANDER
www.realifetoys.com
01767 319080
Workshop Project or Hand made Heirloom



The ultimate Hand made addition to your stable
DIY kits or fully built in our workshops

Vehicle Parts

"The Aston Martin Specialists"

SERVICE • PARTS • RESTORATION

Aston Parts have expanded!
Our new workshop is now open, offering all customers a first class service from our highly trained and dedicated technicians with extremely competitive labour rates and parts pricing. We also cater for other classic and prestige marques.



Engine Building / Unleaded Conversions
Routine Servicing
Full or Part Restorations
Upgrades and Enhancements
Chassis Repairs
Factory Trained Technicians
Parts, Accessories and Merchandise
Transportation Service Available
Professional and Friendly Service
A Labour Rate You'll Appreciate

Browse our on-line catalogue or contact us direct!

www.astonparts.co.uk

Park Road South Industrial Estate, Blackhill, Consett, Co Durham DH8 5PY
Tel: ++44 (0)1207 590444 Fax: ++44 (0)1207 590555
email: sales@astonparts.co.uk

WITTER
TOWBAR SYSTEMS
witter-towbars.co.uk
01244 284 500

Powervamp
ADVANCED POWER PRODUCTS
RACING/RALLY BATTERIES
Used Worldwide for starting Military Aircraft our Powervamp racing and Odyssey batteries are manufactured to the specifications already in use in the Racing/Rally Industry.
* Lightweight
* Maintainence Free
* Sealed
* Flame Retardant
* Small
Tel: 01934 643000
Fax: 01934 642800
e-mail: info@powervamp.com

To be precise...



T&K Precision Ltd
are specialist manufacturers to the motor racing industry.
- Custom made, high tolerance Thread Rolled Studs & Fixings
- Fast turn-around
- Superior quality guaranteed

www.tkprecision.com



10 Gatelodge Close, Round Spinney, Northampton, NN3 8RJ UK
Tel: (0)1604 493101 Fax: (0)1604 493208

ARIAS
PISTONS
FORGED PISTONS AND SPECIALIST ENGINE COMPONENTS
- Forged pistons for every application to 140mm bore
- Steel, titanium and aluminium connecting rods
- Piston rings and pins
- Liners, block sleeves & lightweight pushrods

ARIAS PISTONS LTD
Rosier Commercial Centre, Coneyhurst Road, Billingshurst, RH14 9DE, England
Tel: +44(0)1403 784022 Fax: +44(0)1403 782022
Email: pistons@arias.co.uk

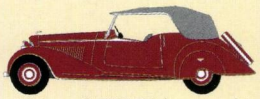
PIPER CAMS
Billet, Cast & Reprofiled Cams for Classic & Historic Cars



Alfa Romeo, Alvis, Bentley, Bristol, BMW, Cosworth, Coventry Climax, Daimler, Ferrari, Ford, Healey, Hillman, Humber, Jaguar, Lagonda, Lancia, Lotus, MG, Maserati, Mini, Porsche, Riley, Rolls Royce, Rover, Singer, Sunbeam, Talbot, Triumph, Volvo and many more

Telephone
+44 (0) 1 233 500200
www.pipercams.co.uk
It's a Power Thing!

Vehicle Specialists

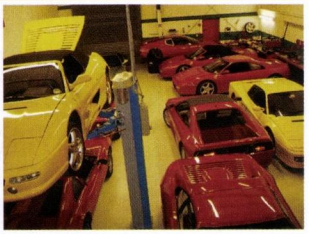


Fiennes
Restoration Ltd
Visit our WEBSITE for everything about pre-war Rolls-Royce and Bentley restoration, plus our new PARTS LIST on line
www.fiennes.co.uk

claremont CORVETTE
THE ORIGINAL CORVETTE SPECIALISTS
• 20 Corvettes on display
• New and used parts for Corvettes from 1950's to present
www.corvette.co.uk
Phone: +44 (01634) 244444
info@corvette.co.uk

Not found what you are looking for?
Want to place an ad?
Please contact myself,
Matt Rayner on
020 8267 5247

Independent Ferrari Specialists
Terry Keys Motorsport



We are a family-run, well established company based in Silverstone Circuit. We have been running for over 25 years and pride ourselves on our attention to detail and excellent service.
We offer many services for the Ferrari owner, all at competitive prices, for example servicing, accident repairs, MOT and rebuilds. We also offer a worldwide vehicle inspection service. For more information and details of the services we offer, please do not hesitate to contact us.
We also currently have a number of Ferrari's and personal number plates in our workshop. Information is available on our website or contact us direct.
Unit 20 Silverstone Circuit Northants NN12 8JT 01327 857368 / 07834 773081
info@terrykeys.com www.terrykeys.com

Omicron
Aurelia • Flaminia • Flavia • Fulvia • Stratos
some parts also for Appia • Aprilia • Beta • Montecarlo • Gamma • Delta
* FREE catalogue for each model
Fast, international mail order parts service
* Full or partial restorations undertaken for UK or overseas customers – always to the highest standards
* Servicing and routine maintenance
* Competition Preparation
* Classic car engine machining
LANCIA
Omicron Engineering Ltd.,
The Long Barn, Mulbarton, Norwich, Norfolk, NR14 8JS, UK
Tel: ++44 (0)1508 570351 • Fax: ++44 (0)1508 570795
internet: www.omicron.uk.com • email: sales@omicron.uk.com

Vehicle Specialists

HERITAGE
IAN MASON
ASTON MARTIN HERITAGE SPECIALIST FOR LONDON
139a Freston Road, North Kensington, London W10 6TH
Tel: 020 7727 1944 / 020 7727 7678
Fax: 020 7792 8102
E-mail: imason1@powernet.co.uk
Website: www.ianmason.co.uk

DART
The Corvette People
30 Years Experience of the Chevrolet Corvette Marques makes us the market leaders
All pre-owned vehicles are supplied fully serviced with 12 months M.O.T.
Huge stocks of G.M. and aftermarket parts always in stock.
Guaranteed next day parts delivery service to your door of all stock items.
Full workshop and paint shop facilities on site to handle all aspect of repair and restoration to your Corvette.
European official distributors for Eckler's parts from USA
Open 5-1/2 days a week. Just 15 mins from the M25 (J5).

DAVID A. C. ROYLE & CO. LTD.
01833 660452
RESTORATION SPECIALISTS
Long established, wealth of experience, whole or part restorations, originality a priority, no compromise on quality.



RESTORATION
CONSERVATION
www.david-royle.co.uk e-mail: enquiries@david-royle.co.uk
THE OLD SCHOOL, STAINDROP, DARLINGTON DL2 3NH.

abbott racing
MOTORSPORT
SAAB
• Sales • Service
• Tuning
• Classic Racecar Preparation
Tel: 01255 870636
www.abbottracing.com
sales@abbottracing.com

ROBIN LACKFORD MOTOR ENGINEERING

CLASSIC & SPORTS CAR SPECIALISTS

RACE PREPARATION • SERVICING • REPAIRS • RESTORATIONS • CLASSIC CAR SALES

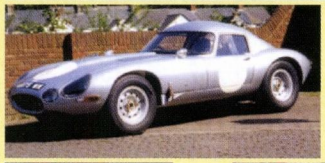
UNIT 1, FOWLERS BUSINESS CENTRE,
HENFIELD ROAD, COWFOLD, SUSSEX, RH13 8BS
TELEPHONE: 01403 864600
MOBILE: 07836 720507

TRADE MEMBER MG CAR CLUB 2005 TRADE MEMBER
Castrol Appointed Stockist Castrol Classic Oil
ELVA
MILLERS OILS Motorsport

We use Swiftune A series formula junior engines.

Vehicle Specialists

DUNFORD **CLASSIC JAGUAR RACING LTD**



Full Aluminium E type bodies
Low Drag and Roadsters.
Re-Manufacturing Dunlop Wheels for
D and C types to original drawings.
We manufacture all Racing Parts for Jaguars.
Restorations - all makes and models
Prototype and Development work undertaken.

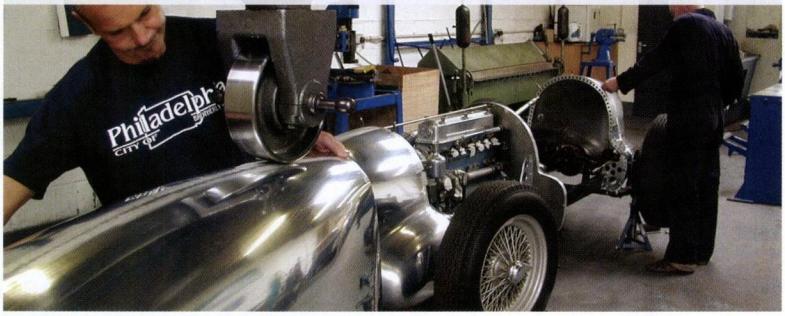




Tel: (+44) 0/1797 224555 Fax: (+44) 0/1797 224666
web: www.classic-jaguar-racing.co.uk

Vintage CARS.com

LYMINGTON HANTS UK
TEL: 01590 688799
HISTORIC BODYWORK SPECIALISTS



Vehicle Transportation

Paul Ridley

UK Nationwide & European
Fully Enclosed and Trailer Transportation
Of
Classic, Sports, Performance & Special Vehicles

Tel: 01604 845510
07815 061785
www.paulridley.co.uk

ANDERTON VEHICLE MOVEMENTS LTD



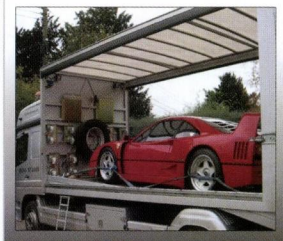
- FULLY ENCLOSED VEHICLE TRANSPORTATION
- 7.5 TONNE
- TILT AND SLIDE BODY
- WINCH RECOVERY FOR NON STARTERS
- ALL CARS AND 4X4 VEHICLES LEGALLY CARRIED

EMAIL - Andertondriver@aol.com
1 Darlton Drive, Arnold, NOTTINGHAM NG5 7JS
TEL: 0115 993 0163 MOB: 0797 092 9536 FAX: 0115 993 0184

John Blythe (MOTORS)
TRANSPORTATION COURIER OF CLASSIC & VINTAGE CARS
* Purpose Built Transporter * Sat. Nav.
* Local and Nationwide
* Winching Facilities
* Competitive Prices * Fully Insured
Your Classic Car transported with loving care to any destination
Company established in 1967 based in Boston, Lincolnshire
Tel: 01205 367812. 07721 622379 (Mobile)
Visit my website: http://johnblythemotors.uk192.com

Autoexpress
UK and European enclosed transport, based in Dorset. De-humidified car storage facilities
Tel: 01305 756555/07970 961203
www.move-a-car.com

BENTLEYS RECOVERY Automobile Transportation



- Specialist in covered vehicle transport
- Classics,sports,prestige and vintage
- Transporters fully fitted with air ride suspension and heating facilities
- Long and short term de-humidified storage facilities
- Institute of Vehicle Recovery
- IVR Trained staff

T:+(44)01565 872400 • F:+(44)01565 872477 • E: info@bentleysrecovery.com
Springwood, Mobberley, Cheshire

WANTED

CLASSIC, SPORTS & PRESTIGE CARS

Jaguars, classic and modern, especially E Type XK, Mk2, SS100 • Aston Martin classic and modern, especially DB5 and DB4 GT • Rolls Royce all models • Bentley from vintage 3ltr to latest Arnage • Ferrari all models • Mercedes classic and modern especially Gullwing and any SL Sports models • Porsche all models • Ford • Lotus • AVO • RS models • BMC Mini Cooper and Cooper S • any British sports car • Austin Healey • MG • Triumph • Sunbeam • all vintage pre and post war, racing, competition, interesting and unusual vehicles.

Complete collections purchased, any condition considered.
Also wanted: Classic British Motorcycles, SS Jaguar parts and automobilia.

We are cash buyers Not Agents.

Discretion assured. Please contact Grahame Bull
01252 612245 or 07836 203159

Morgans wanted, must be LHD. Contact Christian Hallan, www.morgan.no
004722378801
roadster.square@c2i.net

Vehicle Storage

CLASSIC CAR STORAGE NORTH EAST



- Condensation free and fully alarmed
- Short or long term
- Within easy reach of the A1(M)
- 30mins Teesside/Newcastle Airports

tel: 01388 720369 mobile: 07759 081611
email: david@beattie75.wanadoo.co.uk
www.classic-car-storage-north-east.co.uk

IK Storage

"LIVERY STABLING" FOR CARS

- Dry, Secure & Insured storage
- Collections and Delivery
- Maintenance programmes
- Historic race preparation

Create the storage package you want!

See our A40 and Vanguard in the St Mary's Trophy!

www.ikgroup.co.uk
tel 01484 688678
sales@ikgroup.co.uk
Holmfirth, West Yorkshire

Rudler

Car Transportation and Storage

P.O. Box 11 Swindon SN4 7SY
Tel: 01793 731107



Covered car transportation and high quality car storage in a dehumidified purpose built facility.
www.rudler.co.uk

HSC

HARDWICK SPORTING CARRIAGE

"Dehumidified storage for Classic and Modern Cars in the Midlands"

(Jct 12 M40/Jct 16 M1) from basic storage to Bespoke maintenance packages. Please contact us for more details

PO Box 168 Southam Warwickshire CV47 7YH
Tel: 01327 261175 Fax: 01327 260502
Mobile: 07785 355588

CAR STORAGE WARWICKSHIRE AND ONTIME AUTOMOTIVE OFFERS

Secure dry storage, discreet location, run by classic and historic racing enthusiasts. Transport on site, CCTV. Basic storage and maintenance facilities.

4 miles from junction 12, M40.

t: 07747 604749
f: 01295 690083
kerryawilson@btconnect.com

Richard Thorne

Dehumidified Secure Car Storage

Junction 11 M4 Reading

0118 9831200
www.rtcc.co.uk

Vehicle Storage

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 Surveillance
- Collection & Delivery can be arranged

L.C.S offer a Secure & Discreet Service to suit all your needs
Comprehensive Insured for your piece of mind
For more details & information
Please call 020 7609 8533 – 020 7609 8535 – 020 7700 7672
web: www.londoncarstorage.co.uk

Car Storage

and much more...

Ross Goldsmith

East Anglia

Tel: 01379 677367 or 07787 372795
Email: info@rossgoldsmith.co.uk
www.rossgoldsmith.co.uk

PROFESSIONAL CAR STORAGE

High Security / De-Humidified Car Storage
Customised Maintenance / Exercise Programmes
Vehicle Transportation
Vehicles Sourced To Order
Restoration / Servicing Workshop





AutoStore

Tel: 01223 872879
Fax: 01223 872983
Web: www.autostore.co.uk & www.autostoresales.co.uk
E-Mail: enquiries@autostore.co.uk

PROFESSIONAL QUALITY CAR STORAGE

Classic Car Storage Limited

FOR ALL LEVELS OF STORAGE - LOCATED NEAR GOODWOOD



TEL: 01730 825 827
FAX: 01730 825 077
info@classiccarstorage.co.uk
www.classiccarstorage.co.uk

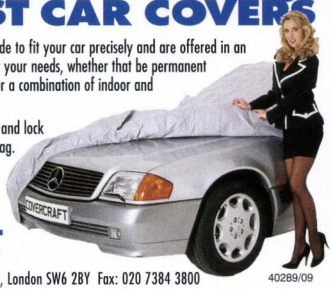
Full detailed brochure available

Vehicle Protection

THE WORLD'S SOFTEST CAR COVERS

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

All covers are offered with cable and lock for added security and storage bag. Call for more information including Free Brochure and fabric samples.



COVERCRAFT OF EUROPE

74 Maltings Place, Bagleys Lane, London SW6 2BY Fax: 020 7384 3800 40289/09
Email: sales@covercraft-europe.com Website: www.covercraft-europe.com

TEL: 020 7736 3214

SBG SPORT (UK) LTD

Specialist car storage company with experience to care for your vehicle.
Dehumidified high security garages.
Half an hour from Heathrow.
Transportation service and knowledgeable classic car mechanic.

Telephone: 01923 274499 24 hour mobile: 07836 546984
Fax: 01923 274490
sbgsport@tiscali.co.uk

SEMI-TAILORED DUSTCOVERS

Standard Cotton, Engineer Designed, with elasticated ends. Sports, Saloon, Estate, or Fastback shaped, & right length and width for your car.

FROM £45

OUTDOOR COVERS FROM £59

All grey breathable, non-scratch and UV resistant with sewn in rope eyes and elasticated ends.
11 - 3 layer waterproof fabric
42 - multi-layer ultra high performance waterproof fabric

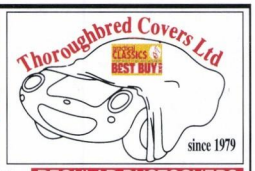
Custom cut for your model of car

SOFT-BRUSHED DUST COVERS

Engineer Designed, with elasticated ends.
Red or Grey
FROM £82.00

Custom cut for your model of car

Thoroughbred Covers Ltd



since 1979

REGULAR DUSTCOVERS

White cotton with tie on Corner tapes, from £20.95

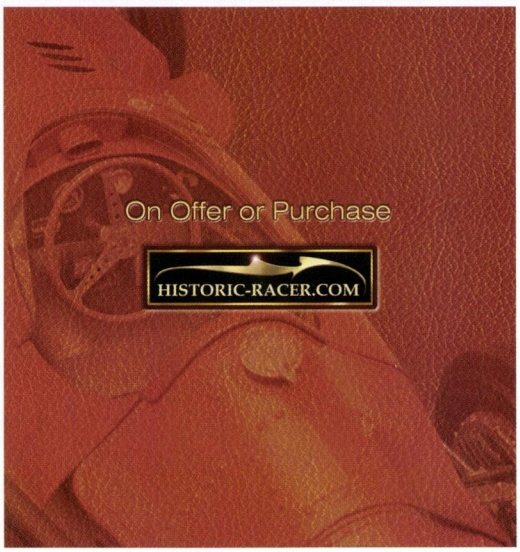
HARD TOP STANDS/COVERS £176.20
FOLDING GARAGES £399
STORAGE BAGS £6.00 • P&P - Per Cover £7.00
TAILORED CAR MATS
• ALL OUR PRICES INCLUDE VAT •

Some covers from stock

PAYMENT WITH ORDER PLEASE (SPECIFY CAR MODEL) TO:

Thoroughbred Covers Ltd.
349 Kirkstall Road, Leeds LS4 2HD United Kingdom.
Telephone: (01132) 795079 Office, (01132) 610695 Evenings/Weekend
www.thoroughbred-covers.co.uk
Fax: (01132) 310835 - *Overseas Orders Welcomed* (Dept PC)

Websites



MOTOR SPORT

Founded in 1924

SELL YOUR CLASSIC CAR OR HISTORIC RACING CAR IN MOTOR SPORT FROM JUST £20

15 words for only £20, with a photograph for £40, plus advertise in Classic & Sports Car as well for an extra £10*

☐ Motor Sport without photo £20
☐ Motor Sport with photo £40
☐ Add Classic & Sports Car for £10
Extra words, please add £1 per word

Name

Address

Postcode

☐ I enclose a cheque made payable to Motor Sport
☐ Please debit my credit/debit card

☐ MasterCard ☐ Visa ☐ Amex ☐ Switch
☐ Delta ☐ Connect

Card number

Valid from ☐☐☐☐ Expiry date ☐☐☐☐

Card security code ☐☐☐☐ (The last 3 or 4 numbers on the signature strip)

Switch issue number (if applicable) ☐☐☐☐

Signature

Date

Phone: **020 8267 5247**

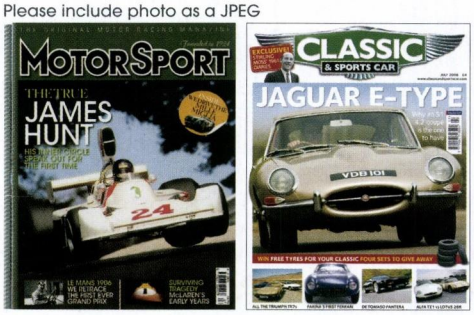
Post to:

Motor Sport, Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE

Or e-mail the information above to:

sales@motorsportmagazine.co.uk

Please include photo as a JPEG



*Advertisement in Classic & Sports Car will be without photograph

A

NEW SHELBY DAYTONA COBRAS

The latest series of these magnificent new 207 mph Peter Brock designed GT's are now available, priced at £80,000 + VAT 'On The Road'



ROD LEACH'S 'NOSTALGIA' ~ Tel: 01992 500.007 (Herts.) ~

1989 AC COBRA 302 Mk IV + R.H.DRIVE

The Piccadilly showroom car, fitted with a roll-cage etc. from new. Freshly built Peter Knight 380 bhp (dyno sheet) engine just installed; 3.77:1 diff., side exit exhausts, lots of other mods and extras, full weather equipment (in black mohair). 7,500 miles from new and in superlative condition (not even a stone chip) together with enormous performance!



ROD LEACH'S 'NOSTALGIA' ~ Tel: 01992 500.007 (Herts.) ~

1966 SHELBY FORD COBRA 427 Mk III - L.H. DRIVE Full 'S/C' Spec. Only a handful of genuine (CSX) 7 litre Cobras exist outside the U.S.A., so for a magnificent UK Registered '427' to become available is an exceptionally rare opportunity indeed! Continuous and 'clean' history from new. Eligible for all F.I.A. events. A wonderful example of the definitive iconic legend!



ROD LEACH'S 'NOSTALGIA' ~ Tel: 01992 500.007 (Herts.) ~

1926 PH1 RR Tourer Harrington Coachwork in Silver with cream hide. Beautiful condition throughout, ex India car. £75,000 ono. **Tel: 01539 568871**

1965 Ford Mustang Fastback, Shelby GT350 Clone Rebuilt 351w (5.7L) Engine & Auto, New Pony Interior, New Red Paint & Shelby Equipment, New Torque Thrust Wheels & Tyres, New Bumpers, New Exhaust, CD Player. Truly Outstanding Mustang Fastback. £22,000 (obo), **07779324011. (Hamps)**

1966 Scimitar Coupe 2.6 Triple Carb Engine, Piper Camshaft, Overdrive. Fast with Plenty of Power. Good Competition or Rally Car. Good Condition. Tax Exempt. £4750. (01243) 544445. **Sussex. Or visit www.oddcars.com**

1978 Maserati Khamsin Rame metallic / Cream Connolly hide. 37,000 miles. Massive history file. Ex-Maserati UK Historic collection. Absolutely superb original condition. £23,950. **Please call Martin on 07799 501995.**

1979 Lancia Gamma Coupé, Pininfarina designed & built, 2 owners from new (previous owner 22yrs), Unmarked Metallic Blue exterior with matching blue interior, stainless steel trim, has replacement Lancia 2.0 HPE engine professionally fitted, 58,000 miles, Electric Windows & Mirrors, Pristine Condition. Serious enquiries please. GBP£ 3,300 o.n.o **Tel 00 353 87989 7233 or 00 353 1 286 9020.**

1981 PORSCHE 911 3.0 SC COUPE Black with matching trim. Very desirable factory RHD non sport car with no spoilers & high compression 204 bhp engine. Stainless steel exhaust. Supplied with fitted car cover, original handbooks, tools, etc. Beautiful example and a pleasure to drive. £11,950 **Tel. 01260 223456 Fax. 01260 223469 (CGOC)**

1983 AC 3000 ME Coupe Red with Black Trim. Rear Engined Ford V6.. 5 Speed. Glassfibre Bodywork, so No Rust. Low Mileage. Recent Import from Jersey. Rare and Attractive. £7500. **(01243) 544445. Sussex. Or visit www.oddcars.com**

1986 Bentley Turbo R Blue, cream leather, all mots, all service history, all service and repair bills mot and taxed. In beautiful condition. £12,000. **Tel 01227 791517, 07973 113107**

1988 PORSCHE 911 3.2 SPORT TARGA Guards red with black leather factory Sports seats and matching trim. Late model 3.2 with 231bhp engine, G50 gearbox & 16" Fuchs wheels. Genuine low mileage with original handbooks, tools and fully documented service history. Superb example. £15,995 **Tel. 01260 223456 Fax. 01260 223469 (CGOC)**

AC Cobra 289 mkII REPLICA This car is a very acurate replica using many original parts. Newly built and unused, no expense has been spared. Very acurate detailing inc original instrumentation and all exterior fittings. Dark metalic British racing green with Aston green leather interior. Highly tuned 4.5 V8 engine, vented disc brakes all round. This is a very quick car with the understated good looks of the 289 MK II Cobra from 1965. £35,000 ono **Tel : 07976 975046**

AC Cobra Replica Pilgrim Genuine Parts, Halibrand Wheels, full weather equipment. Very low mileage, stunning example. £12,950. Tel 07850 489002 (mobile) or 01704 233344.

Aston Martin DBS V8 1972 Banham conversion Auto. Cream with navy blue mohair hood. Original navy interior. 100,000 miles, fuel injection, garaged. Much money spent. Lovely example. £16,500 AMOC member. Private sale. **Tel 0207 723 5754 or mobile 07960 104704**

Audi Quattro Turbo 1987 360bhp 20 valve engine. 6 speed gearbox, Torsen diff, red dashboard, 4 pot brakes, 63,000 miles. One owner since 1989. FSH. **Offers Tel 01590 675446.**

Austin Healey 3.0 Ltr. 1959 Dark blue. 5000 miles since Total Restoration 2004. Full Denis Welch upgrade. Aluminium head. Aluminium body, etc. Details on our website **www.bighealey.co.uk. £32,000. Tel: 01543 472214**

Austin Healey 3000 BJ8 1964 BRG, wire wheels, overdrive, good condition, unleaded head, alternator, heritage certificate. £14,500 **07810 554525 private sale (Berks)**

Austin Healey 3000 Mk III, Ph2 (BJ8). 1965 California Import converted to RHD. One owner for last 10 years. Restoration with bills and history. Good condition and drives well. Waxoyl, S/steel exhaust and 10 months MOT. £23,000 ono. Private Sale. **Tel: 01296 668207.**

B

Barn Find Bentley 3.5 Litre Parkwood Saloon, 20yrs dry storage. Needs complete rebuild. Original reg. £13,950 **Tel. 01947 895289/ 07876 741183/ www.vintagepetrolpumps.co.uk**

BMW 1985 Zinnebar red, 1 owner 79000mls. Automatic, cruise, aircon, Sundim windows, low profile tyres. Concours. An investment £5,800. **Tel. 01634 668152**

BMW 2002 1975 N reg. Metallic blue. mot 03/07.Tax 12/06...77,000 miles. A beautiful car, reluctant sale, much money spent. Alloy wheels. £2,500 ono. please **call Penny on 01797344123 Kent or email Clive on clive.martin7@virgin.net**

BMW 2002 Targa Cabriolet 1973 in Atlantik Blue. High standard restored bodywork, new hood, tonneau and recovered targa. Rare RHD model. Last but one produced. Excellent example, some spares, used regularly. 12 Months MOT. £3,900 **Tel. 01446 760252 Home**

BMW 3 Litre CSi 1975 White with red cloth interior, under 70,000 miles, alloys, sun roof, e/windows. Mot Dec 06. Good condition throughout, garaged and not used in the last 10 years. £4,750 ono. **Tel 07949 070960 (Croydon Surrey).**

BRISTOL 408 1964 Rebuild engine + gearbox. Chassis sorted. Photographic restoration by specialists. £18,000 Part ex for a classic motorcycle. **Tel 01453 836290**

C

Citroen ZX T/D Volcane 3 door, N reg, venetian red, grey velour, 4 new Michelins, refurbished alloys, performance and economy, includes spare car £995. Alex Ames **01285 831478**

Woodcote Sports Cars, independant Caterham 7 specialists. Selection of 7's from £7500 to £25000, phone for current stock. Wanted, any 7 considered, top cash paid, located near Caterham. Phone/Fax **0208 641 9897, 07831 240733 www.woodcotesportscars.com**

Remember to please always mention Motor Sport when replying to an advert.



1970 Chevron B17 F3. Ex Peter Hanson car. Total restoration, good history, FIA papers. For full specification and price phone **07617 231008** Brian



CTG 'B' Sports Clubmans rare Ien Terry design, Ford 1600 dry sumped, wets, slicks, immaculate throughout £6,000 including spares. Cheshire **07939 539954**

D

DAX COBRA 2 years old Only 2500 miles. Professionally built by Dave Brooks to the highest spec. 5.7 litre Chevrolet engine. Edelbrock 380 BHP engine. Cream leather. 10 months road Tax. £28,500 ono **Tel: 0208 393 8212**

De Tomaso Pantera 1974 RHD GT4 style conversion. Extensive history file. Excellent example. £19,995. **Tel: 01257 460 521 or Mobile 07770 398 388**

F



Ferrari 348 coupe, 1991, rosso red, cream hide, 41k, ffsh, superb in every way, £29, 950. O.n.o, px db7, **01909 730478**

Ferrari 246 GTS 1973 39,000 miles, red with black. Total restoration (original interior aside) by John Pogson's Italia Autosport late 1990's. £80,000. For more see www.markshannon.net. **01483 300882 or 07785 937756.**

Ferrari 308 GTB 1977 Fibreglass. Silver / blue, 45,000 miles, dry sump, deep front spoiler. £23,000. **Tel (01242) 232028. Email paul@pch.co.uk**

Ferrari 308 GTBi grigio with black leather, 42,000kms (26k miles) DFS, original and concours condition £19,995. P G Martini sports & Racing Cars supply the best condition pre 95 Ferraris in Europe. **0790376200**

Ferrari 348tb 91 model rosso corsa with beige leather, 1 Swiss owner, a remarkable 12,500kms (7500 miles), fresh major specialist cambelt service, never even had a radio fitted, original & AS NEW CONDITION £29,995. P G Martini sports & Racing Cars supply the best condition pre 95 Ferraris in Europe. **0790376200**

Fiat 850Z zagato 1964 Fiat 850 based coupe. Extremely rare, for restoration. Info and offers **to a.udesen@postkasse.com**

Ford Sierra 1990. Professionally fitted, tuned Rover V8 236 bhp. Sports suspension, fast and reliable, exceptional condition, cheap insurance, tax & MOT £1,900. **01248 722098**

J



Jaguar XJS HE 5.3 Coupe. 75,000 miles, MOT to 20.05.07, metallic B.R.G., located Cheshire, former owner Hurricane figher pilot, JAS 38Y, lovely car. £5,000 ono. **Tel. 01829 833323**



Jaguar XK140. Running, driving chassis, completely rebuilt with body furniture parts and scruffy body. **Tel: 01903 873525. E-mail pfroude@aol.com**



Jaguar xjc 5.3 V12, 2 door saloon, 1978 genuine 51k miles, new springs, shocks, brakes, ignition, paintwork & windscreen. Drives and handles superbly. Solid chassis, no rot, waxoiled. Few left in world like this one. **£6000. Tel. Derek 07971-617140 (Scotland)**

Jaguar XJ12C Coupe, 1975, 49,500 miles, Not used for 10 years, needs mechanical overhaul. **Offers 01323 897002 after 7.30pm.**

Jaguar E Type S2 1969 Roadster 1800 miles since full rebuild, highest standard detailing, all mechanicals rebuilt, fully retrimmed to an excellent standard. New wheels & tyres, brakes. No expense spared, has to be seen to be fully appreciated. £59,750.00 **Tel 01543 254524 or 07712 634303 email: jon@ndbrown.co.uk more Photos available on request.**

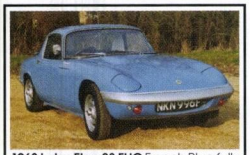
Jaguar E-Type coupe 1963 3.8 Opalescent silver blue/grey interior. In amazing unrestored original condition. Mileage really is 39,000, comes complete with all documents and history. A former concours winner, also co-starred with Hugh Grant in film! 2 previous owners, present owner for the last 28 years. Now seeking genuine offers above £25,000 for this unique and splendid car. (Cherished number plate ' 60 CUF' included) **Tel 01929 480 475 or 07946 415750. (Dorset).**

Jensen Interceptor Convertible 1974 T&T Jun 07. Good condition, well maintained, many upgrades and drives excellently. Market offers. More information and photos. **Beds 01234 355128.**

L



Lotus 51, 1967, first batch Formula Ford, Denty rest. '99, recent complete overhaul, FIA papers, class winner German Open 2003. Very clean, original, beautiful and fast. Spares. Location Germany. **EUR 30.000. Tel. 0049 6251 177318 (office hours)**



1968 Lotus Elan S3 FHC French Blue fully restored galvanised chassis, unleaded. Huge history file from 1982 £11,000 o.n.o. **01954 715765** Cambridge

Lamborghini Espada 1973 P.O.S model, metallic burgundy, tan interior, 4 seats, flat 12 engine, 31,300 miles genuine, all MOT`s, owned since 1976, only 500 miles since £12,000 overhaul, wheels, tyres, clutch, brakes, exhaust, carbs, very fast. For quick sale £12,950 ono. **Tel: 01428 604125 or 07860 510147 (Surrey)**

Lotus Europa Special 1973 LHD! British Racing Green, Black interior. Restored to a very high standard in 2005. New chassis, interior, rec. engine (leadfree), twin Dell'Ortos. All invoices & photographs available. 19,600 euro. **Contact 32(0)474 623491 or email: leystertje@hotmail.com for further details.**

Lotus Excel SE 1990 Celebration Limited Edition in Rosso red , top specification, 66k, comprehensive history, excellent condition. £7,400 **Tel: 01455 823669 or 07831 276050**

LOTUS EXCEL SE 1987. Metallic blue, full leather, new headlining, adjustable shocks, used regularly, history. £4,000 ono. **Tel: 01454 417033**

Lotus Racing Green Elise 1997 With only 11,875 miles from new only one owner. Excellent condition magnolia leather lumbar support seats. Black removable top also in excellent condition always garaged. Sony CD AM/FM player. Full Service history available. Alloy wheels. Original Lotus car cover and car mats. Never tracked. Offers considered around £10,000. **Tel: 01277 899582**

M

Mazda RX-7 1984 White, Twin-Cam BMW Engine conversion. Sunroof, Electric windows, mirrors, Aerial. Taxed M.O.T. Unique car. £3,500. **Tele 07973 134265**

Mercedes-benz 600 Grand limousine, 1967 model One owner since 1970 with most recent documented history and original books. The car is in excellent condition. Photos can be viewed on www.heinz.schendz.com/gold600 **Telephone australia + 61 3 9700 1770 Price delivered to Europe 19900.00 pounds**

Thomson & Potter
Morgan Agents in Scotland
Scotland's only Morgan dealer...
for our latest stock visit...
www.morgansinscotland.co.uk
High Street, Burrelton, 01828-670247

Mercedes SLK 32 AMG, Auto 2002 Designo / leather, partronic, Bose, Pioneer sat-nav, zenons, Tracker, 8000 miles with FMBSH, 350BHP, one of 271 imported. £26,950 ono. **Tel 07957 655677 email anthonyk52@hotmail.com (Strictly no canvassers Private sale).**

Mercedes-Benz 230SL 1965 Fully restored, full service history, photo`s and receipts. Hard and new soft top. 12 months MOT and Tax. Best example. Will take 4X4 as part exchange. £20,000 ono. **Tel: 01669 620820 or 07717 453700 (Northumberland)**

MG P Type Special 1934 Unused since professional restoration. Mechanical rebuild including new white metal bearings.New leather trim, dashboard and instruments. £29,950. **Emailed images available. (01673) 861536.**

MGB V8 New shell rebuid 2003 cost £18,000+ bills. Ready for classic rallying. **More info ring 01708 671755 Essex**

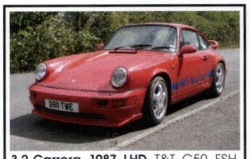
MGC 3 litre straight six 1969 uprated ! Black. Thoroughly updated & uprated to give great performance and handling. Runs excellently, sounds great, and tops out at 130+ mph. Very well looked after & recently had new leather seats. Uprated: adjustable shocks all round, anti-roll bar, steering, cam, exhaust, tyres & Triple Webber Carbs. 67k miles, 3 owner since new. 9 months MOT. **Unleaded.£6,950 Peter 07740 871987**

P

Porsche 911 Carrera 3.2.mineral blue,87 Model,reg.11/86, leather, elec. s/r.and windows, G50 box. s/s performance exhaust, 104k, FPSH, well maintained, drives superb T&T, may p/x.escort rally car.£12750. **Call 07887993650 for more details**

Piper P2 Tax exempt, year's MoT, low mileage, loads of history and regularly featured in C&SC. Ground up restoration by Piper Developments with bills for £6000 and still in excellent condition. Very reliable, excellent runner and extremely quick on modified 1600cc Ford Crossflow. A rare survivor, a real eye-catcher, and one of the best. £12,000 ono. **james.elliott@haynet.com Tel: 07768 556286**

Porsche 911 RS Carrera 2.7, 1971 Based on 'T' uprated to 2.7 RS 210bhp Spec '01, 915 box, 3.2 Carrera brakes, Bilsteins etc. All the right bits. Fantastic car but not used. Bargain for somebody. £15,995. **Tel: 07788 57 4499 or 01580 830827**



3.2 Carrera, 1987, LHD, T&T, G50, FSH, Top End Rebuild, Clutch, Timing, Chains Renewed, Bilsteins, Competition Strut Brace, £13,000 **07836 546404, 01271 861369**



Historic 906 Porsche Racing Engine. 2.8 litres. Twin spark, sliding throttle, RS air injection, 285 hp. Fresh. Perfect for 911. **€30,000 call 0032 475 5191 92.**

Porsche 944 Lux Auto 1986 C. Silver, blue trim, body, tyres, good, taxed, MOT 2007, 130+K. £2,600 ono. **Tel: 01283 733310** Derby

Proteus C Type. Blue. 4.2 Jaguar mechanics Fast and magnificent. Historic. Reluctant sale. £33,750 ono.**Tel: 07970 846988**

R

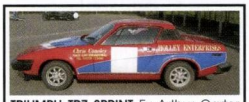
ROLLS-ROYCE CAMARGUE 1979 Paprika with beige hide upholstery. 52,000 miles. Service history. Very good example of this rare & interesting modern classic. £26,500 ono. **Tel: 01371 870848**

S

SCIMITAR GTC 1983 Very original and all working, stainless exhaust, petrol tank and original hardtop. MOT to August 2007 and currently taxed. **£3,800 ono. E-mail: mg.bell@blueyonder.co.uk – Tel. 01392 670612.**

Shorrock C75B02 Supercharger £620. Wade Supercharger for 3.5 litre engines £400. Pair 1¾ inch SU carbs new (old stock) with Ram pipes £120. **Tel: 01483 274726** (Surrey)

T



TRIUMPH TR7 SPRINT Ex Arthur Carter BMC Rally Car Collection. Chris Conoley 16 valve sprint engine. Race and Rally Car. **£9,995 TEL 01483 271796**

Triumph TR6 1000 miles (3 years) since total body off fully documented restoration. 1975 car all components refurbished or replaced with new. In excellent condition. **Tel 01254 698907 or email info@wpm-training.co.uk**

Triumph TR6 1971 White 150 BHP model. Extensively restored in 1991 (photographically documented). Tax exempt. Full history since 1990 and limited before then. Excellent example. £7450 ono **Tel: 020 8224 8767 or 07956 599110 Private sale**

Triumph TR7 1976 One owner, genuine low mileage 42,000. Test certificate October 2006. Needs some T.L.C. £1,500. **Tel 01225 426394**

W

Westfield S.E.i. 1700, X-Flow pipercam big valve head twin 40 webers. Absolutely immaculate, full weather equipment. £6,500. **Telephone 01647 440418. M. 07816 501989 (Devon).**

Publications

MOTORSPORT MAGAZINES January 1980 to date. Complete years, open to offers. (Plus postage), Poole, Dorset. **Tel: 01202 631367.**

Wanted

Wanted Rolls Royce and Bentley motor cars. Call 01732 886002 or Enquiries@ghostmotors.co.uk

Moto-Lita®
THE CLASSIC BRITISH STEERING WHEEL



www.moto-lita.co.uk
New website launched
Moto-Lita
Thruxton Racing Circuit, Hampshire, England
Tel: +44(0)1264 772811 Email: info@moto-lita.co.uk

MoD APPROVED SUPPLIER TO RAF



THE ORIGINAL RAF IRVIN FLYING JACKET
Made under exclusive license from the WWII manufacturer. Request our catalogue showing our original specification Leather and Sheepskin flying jackets. Visit our website at www.flying-jacket.com
AVIATION LEATHERCRAFT
Designers and Suppliers of Flight Clothing to Her Majesty's Forces
Write telephone or fax for our colour catalogue.
Callers welcome Mon-Thurs 9.00-4.30 Fri 9.00-12.30
THRUXTON AIRPORT, Nr ANDOVER,HAMPSHIRE SP11 8PW UK.
Telephone: (01264) 772811 Fax: (01264) 773102

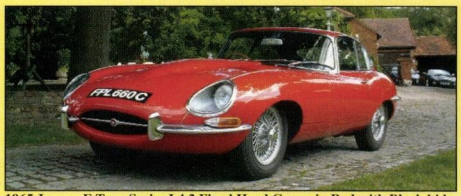
Telephone
(01753) 644599

www.runnymedemotorcompany.com

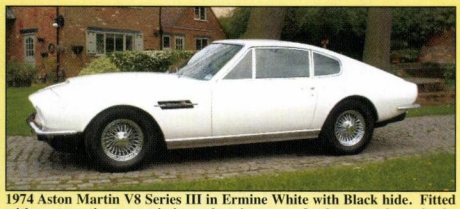
RUNNYMEDE MOTOR COMPANY

Mobile
(07836 222111)

sales@runnymedemotorcompany.com



1965 Jaguar E Type Series I 4.2 Fixed Head Coupe in Red with Black hide. This is a very nice example with Manual transmission and wire wheels and has excellent service history having had £30,000 spent on it with restoration work carried out by renowned Jaguar and classic car specialists, Coopercraft. £27,950



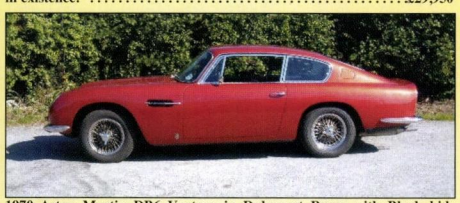
1974 Aston Martin V8 Series III in Ermine White with Black hide. Fitted with automatic transmission, electric sunroof, chrome wire wheels, stainless steel exhaust and headlamp wash/wipe. Only one owner from new with 35,000 miles, this is undoubtedly one of the nicest Series III V8s in existence. £29,950



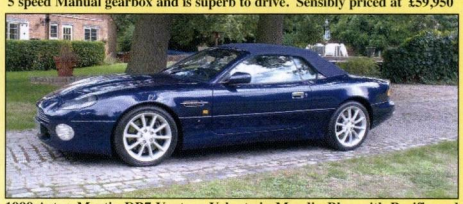
1969 Aston Martin DB6 Mk I in Fiesta Red with Beige hide interior. This is a fine example having been the subject of a full rebuild back in the early 1990s and is the last derivative of the DB series. It can comfortably accommodate 4 people and is fitted with chrome wire wheels, power steering, 5 speed Manual gearbox and is superb to drive. Sensibly priced at £59,950



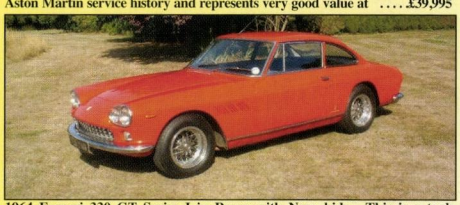
1996 Aston Martin Virage Volante in Lichfield Black with pale Grey hide piped Black. Fitted with Black mohair hood, automatic transmission, 5 spoke alloy wheels, front wing vents, air conditioning, electric windows, electric heated seats, adjustable steering column and Tracker. A beautiful example with full Aston Martin service history and represents very good value at £39,995



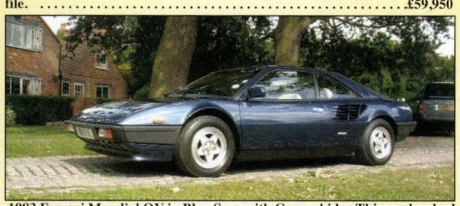
1970 Aston Martin DB6 Vantage in Dubonnet Rosso with Black hide interior with only 61,000 miles from new and one owner for the last 30 years. Fitted with new chrome wire wheels, this car is in superb condition with a detailed engine bay and comes with a comprehensive service history file. £59,950



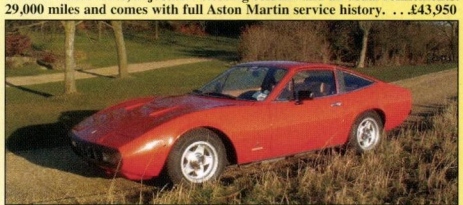
1999 Aston Martin DB7 Vantage Volante in Mendip Blue with Pacific and Parchment hide. A fine example fitted with a dark blue mohair hood, leather hood bag, automatic transmission, 18" alloy wheels, walnut trim, electric heated seats, adjustable steering column and all usual refinements. 29,000 miles and comes with full Aston Martin service history. . . £43,950



1964 Ferrari 330 GT Series I in Rosso with Nero hide. This is a truly stunning example of the marque which has been in the same ownership for the last 12 years and during this period, it has had extensive works including engine, axle and brake re-builds, complete bare metal re-paint, re-built Borrani wheels and is today, in fine condition. Sensibly priced at . £49,950



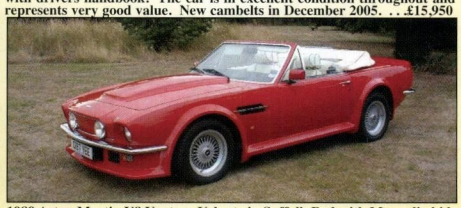
1983 Ferrari Mondial QV in Blue Sera with Crema hide. This car has had only 4 owners from new and has been the subject of a considerable restoration by marque specialist. Only 39,000 miles from new with previous MOTs dating back to 1990 to substantiate mileage and complete with drivers handbook. The car is in excellent condition throughout and represents very good value. New cambelts in December 2005. . . £15,950



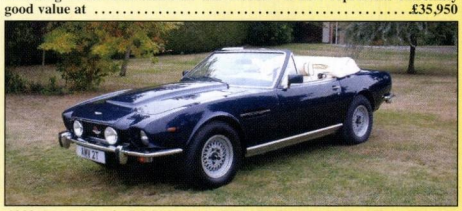
1971 Ferrari 365 GTC/4 Left Hand Drive in Ferrari Racing Red with Tan hide. This is a very nice example of this appreciating classic. It has had only 2 owners in the last 20 years and has a history file with recent works including wheel refurbishment this month. It now represents extremely good value at £35,950



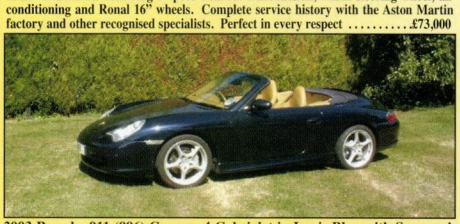
1989 Aston Martin V8 Vantage Volante in Balmoral Green with Magnolia hide piped Green. This is a stunning example finished with Fern Green carpets and fitted with all usual refinements including 5 speed Manual transmission, Nardi steering wheel, air conditioning and Ronal 16" wheels. Complete service history with the Aston Martin factory and other recognised specialists. Perfect in every respect £73,000



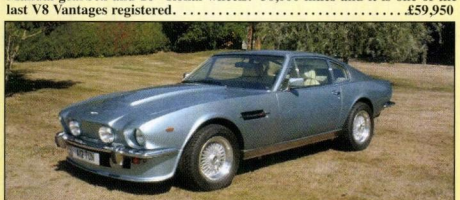
1989 Aston Martin V8 Vantage Volante in Suffolk Red with Magnolia hide piped Red. This is a beautiful example fitted with an electric cream hood and red carpets. This car has an excellent service history with a 5 speed Manual gearbox and 16" Ronal wheels. 36,000 miles and it is one of the last V8 Vantages registered. £59,950



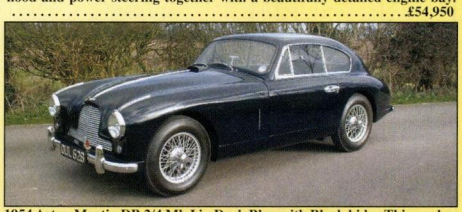
1980 Aston Martin V8 Volante in Rolls Royce Blue with Magnolia hide piped Blue. This is a beautiful example with new Blue mohair hood and fitted with all usual refinements including automatic transmission, power hood and power steering together with a beautifully detailed engine bay. £54,950



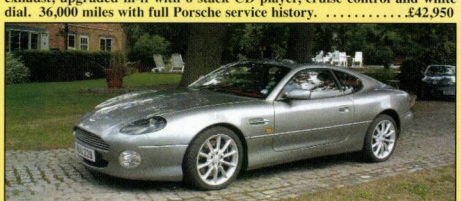
2003 Porsche 911 (996) Carrera 4 Cabriolet in Lapis Blue with Savannah hide. Fitted with 6 speed Manual transmission, Sat Nav, Blue Tooth, 18" alloy wheels, radar detector, parking sensors to rear, heated seats, sports exhaust, upgraded hi-fi with 6 stack CD player, cruise control and white dial. 36,000 miles with full Porsche service history. £42,950



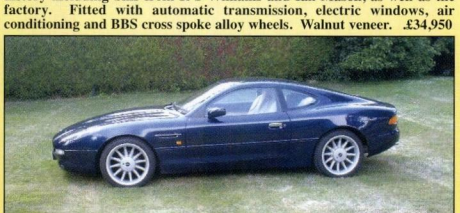
1984 Aston Martin V8 Series IV in Ice Blue with Magnolia hide and Blue carpets with Blue piping. This car comes with a comprehensive service history including bills from R S Williams and Ian Mason, as well as the factory. Fitted with automatic transmission, electric windows, air conditioning and BBS cross spoke alloy wheels. Walnut veneer. £34,950



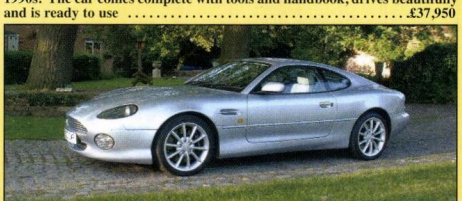
1954 Aston Martin DB 2/4 Mk I in Dark Blue with Black hide. This car has had only 2 owners since 1991 and comes with comprehensive history file listing considerable work carried out by Four Ashes Garage in the mid 1990s. The car comes complete with tools and handbook, drives beautifully and is ready to use £37,950



2002 Aston Martin DB7 Vantage in Sky Silver with Claret hide. This is a perfect example with 20,000 miles that has been extremely well looked after and has a total service history with a main Aston Martin agent. Fitted with all usual refinements including heated front screen, Touchtronic, Sat Nav, aluminium foot pedals, Tacker and reversing sensors. £51,950



1995 Aston Martin DB7 in Mendip Blue with Magnolia hide piped Blue. Fitted with automatic transmission, alarm, central locking, alloy wheels, cruise control, air conditioning, power steering, ABS, electric windows, CD player and factory fitted phone. Two owners, 50,000 miles with full franchise service history. £28,950



2001 Aston Martin DB7 Vantage in Solent Silver with pale Grey hide piped Blue. This is a stunning 2 owner example, 21,500 miles and fitted with automatic transmission, adjustable steering column, 6 stack CD player and 18" alloy wheels. Perfect in every respect and sensibly priced at £45,950

The above is only a small selection of our stock. We carry approximatley 65 cars in stock at all times

Vistit our website at www.runnymedemotorcompany.com

BCA 60 YEARS 1946-2006

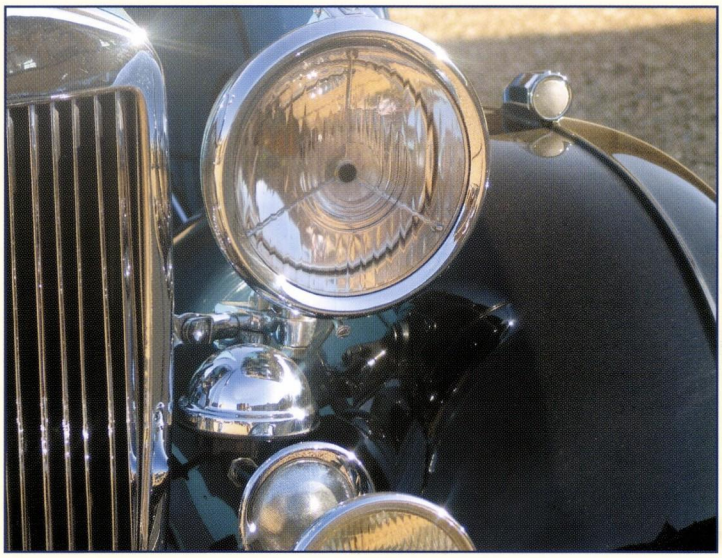
CLASSIC AND HISTORIC

www.classic-car-auction.co.uk

BCA Classic & Historic Automobile Division

Tuesday 28th November

Auction Centre, Blackbushe Airport, Camberley, Surrey

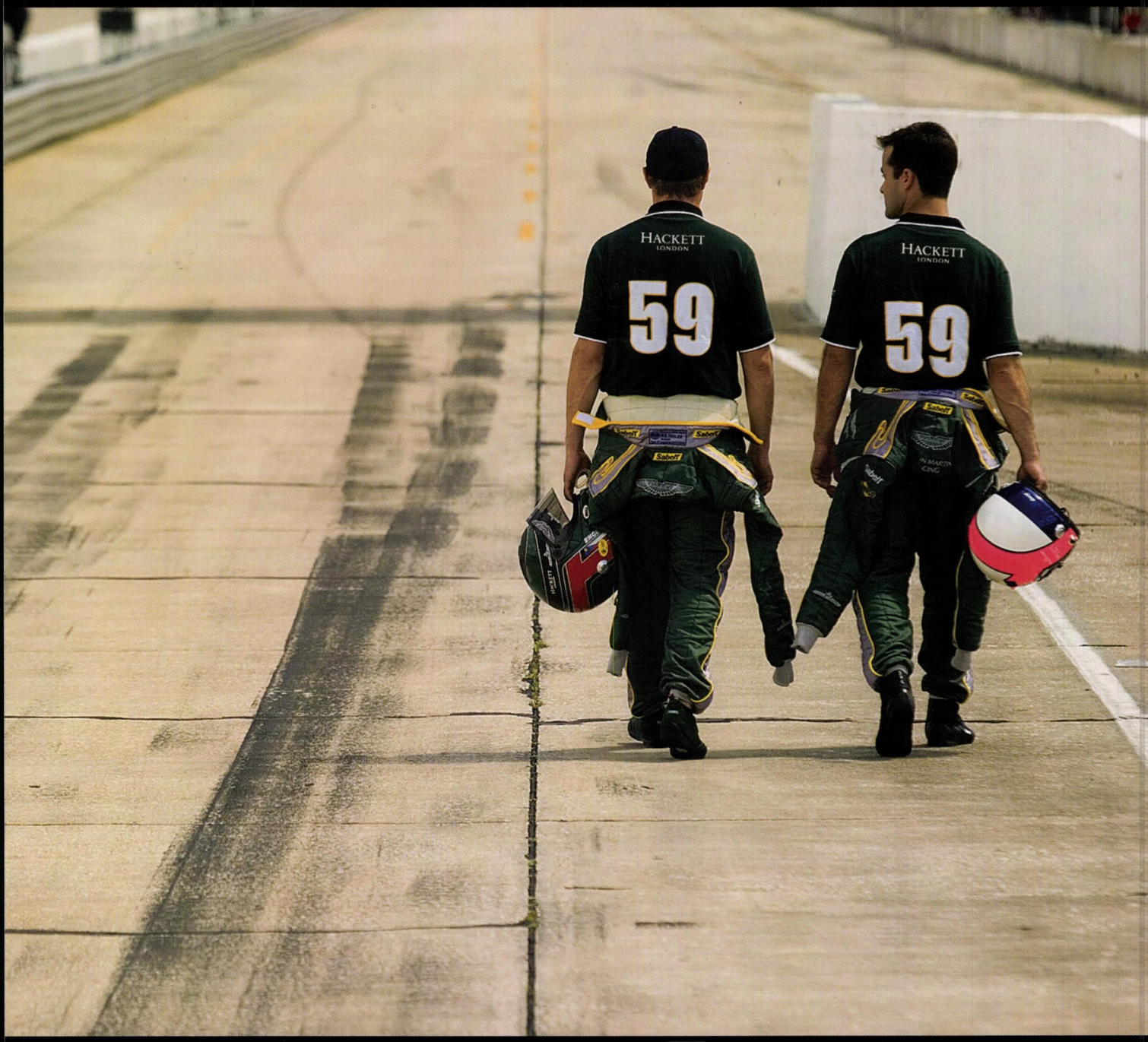


Auction Sale of Vintage & Collectors' Motor Vehicles

Entries of quality Motorcars, Motorcycles and Commercial Vehicles are now invited for this sale

For more information please contact
Robin Lawton or **Peter Bourne** on: ***(01252) 877317***
Email: **bcahistoric@bca-group.com**
To pre-order catalogues please telephone **Sue Carter** on: ***(01252) 743329***
Dial-A-Fax entry list service available from: ***0906 602 1700*** (call cost 60p/minute)

BCA Classic & Historic Automobile Division
Auction Centre, Blackbushe Airport, Camberley, Surrey GU17 9LG.
www.classic-car-auction.co.uk



Official partner to Aston Martin Racing

HACKETT
LONDON

www.hackett.com/amr