May 1985 Founded in 1924 Eighty Pence

MOTOR SPORT

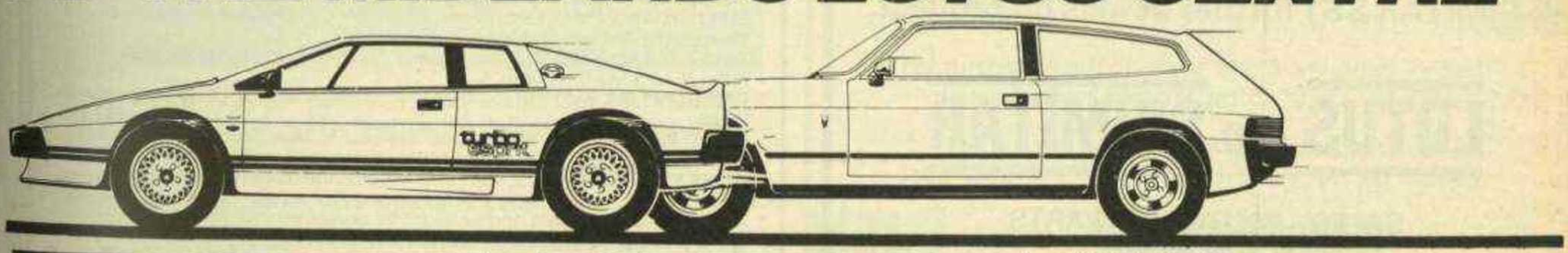
The Magazine that gave its name to the Sport




Shell Oils
GEMINI
THE PERFORMANCE OIL THAT STAYS IN GRADE
Protection above all.
No conventional oil can meet the demands of hard driving quite like Gemini. Above all, Gemini, the latest and most advanced formula from Shell, sets new standards in protection. Through high revs and fierce temperatures Gemini stays in grade. Mile after mile, day after day, protection beyond the capabilities of conventional oils.
Shell Oils
Technology you can trust

EXPERIENCE THE LOTUS POSITION

AT THE MIDLANDS LOTUS CENTRE



NEW LOTUS FOR 1985

Esprit Turbo
Essex blue with magnolia hide, sunroof, A-C 1 only ..... LIST

Esprit Turbo
Black / champagne hide, ACU, S/R, radio / cassette ..... LIST

Esprit Turbo
Glacier blue / magnolia hide, ACU, S/R, radio / cassette ..... LIST

Esprit Turbo
White / red hide, ACU, S/R, radio / cassette .. LIST

Esprit
Pearlescent with blue full hide actual N.E.C. show car ..... LIST

Esprit S3
Essex blue with half gold hide B.B.S. etc ..... LIST

Excel
Calypso red with gold hide, latest specification LIST

NEW SCIMITAR

GTE
Metallic black / black hide, total specification . LIST

SS1 1300
White, tints, electric windows and mirrors ... LIST

SS1 1600
Istrian blue, electric windows + aerial, stereo LIST

SS1 1600
Brecon gold, electric windows + aerial ..... LIST

SS1 1600
Birch silver, electric windows ..... LIST

SS1 1300
Brecon gold, tinted glass ..... LIST

SS1 1600
White ..... LIST

USED LOTUS

1985 "B" Esprit Turbo
Glacier blue / blue hide, S/R, ACU, radio / cassette £19,950

1984 "A" Esprit Series III
Calypso red, black half hide interior, BBS, wheels, 6,000 miles, supplied by ourselves .. £14,995

1983 "A" Esprit S3
Monaco white, black half hide, radio / cassette, BBS wheels £14,750

1983 "Y" Esprit
Calypso red with gold ½ hide, 1 owner, ACU, BBS, FSH, radio / cassette, 10,000 miles £13,950

1983 "A" Lotus Excel S2
Monaco white with red velour interior, PAS, radio / cassette, 8,000 miles, 1 owner, FSH .. £13,500

1983 "A" Excel S2
Ice blue, 12,000 miles, 1 owner, FSH £12,995

1982 Esprit Series III
Lotus Yellow, hopsack interior, radio / cassette, personal plate, only 9,000 miles, immaculate . £12,250

1982 "Y" Excel SI
Jupiter red with champagne interior, 1 owner, supplied by ourselves, PAS, 16,000 miles ... £11,695

1982 Eclat Riviera
Ice blue, blue half leather interior, one owner, FSH £9,995

1979 "V" Lotus Elite
White, black vinyl roof, PAS, 42,000 miles ... £5,750

1978 "T" Eclat 521
Yellow, S/R, low mileage £4,850

USED SCIMITAR

1982 "Y" Scimitar GTE
Olympic Blue with blue hide interior, 1 owner . £7,995

1982 "Y" Scimitar GTC O/D
Carmine red / black velour trim, hard & soft tops, electric windows & mirrors, radio / cass £7,395

1980 Scimitar GTE
Trafalgar blue with light blue model band, black hide interior, total specification £5,995

1980 "W" Scimitar GTE
Buckskin with champagne velour, automatic, PAS, & electric windows, Vinyl roof and sunroof, 35,000 miles £5,995

1980 (7 BAE) Scimitar GTE
Prototype yellow, brown velour, radio / cassette, Vinyl roof and sunroof, 48,000 miles, very clean £5,495

OTHERS

84 Mercedes-Benz 380 SEL
Astral silver with blue velour, ESR, AC, alloy wheels etc, as new, 12,000 miles, FSH £23,995

1978 R.R. Silver Shadow
Willow gold, stone hide interior, piped brown, R.R. warranty with this vehicle. Full service history £17,350

84 Porsche 944
Metallic gold with beige trim, sunroof, PDM, Hi-Fi, FSH, 1 owner, 12,000 miles £16,350

New Panther Kallista 2.8i
Met silver over claret, full spec. unregistered . £12,875

81 "W" Range Rover Vogue
Vogue blue, air cond., overdrive, electric windows, 30,000 miles £8,850

1979 "V" Panther Lima 2.3
Claret over silver, 1,700 miles, repeat 1,700 miles, quite unique, one titled owner £7,950

84 "A" Audi New Avant 100cc
Gemini grey, one owner, 13,000 miles £7,850

83 "Y" Ford XR4i.
Silver metallic with blue interior, sunroof, radio stereo system, 1 owner good value at £6,995

83 "Y" Panther Kallista 1.6
Royal blue, 13,000 miles £6,695

81 "X" VW Golf GLi Cabriolet
Mars red and black hood & trim, 5-speed, rad / cass, 33,000 miles £5,495

Peter Smith Sports Cars Ltd.

Station Road, Hatton, Derby. Tel. (0283) 813593. Telex 341517.

MOTOR SPORT magazine is published monthly by Motor Sport Magazine Ltd., London, England. Agent Eric Waiter, Gleneagles Drive, New Vernon, NJ 07976. Second Class postage paid, New Vernon, NJ 07976. Postmaster send address changes to Motor Sport, Box 567, New Vernon, NJ 07976. Vol: LXI No. 5.

Malmesbury Specialist Cars

LOTUS

SCIMITAR

NEW LOTUS

LOTUS TURBO ESPRIT. Monaco white / red hide, ACU, stereo ..... **LIST**

LOTUS EXCEL III. Calypso red, ½ gold leather, pas, stereo radio / cassette, Eagle wheels & tyres ..... **LIST**

SCIMITAR SS1 1600. Red, grey velour with red piping, stereo, electric windows ..... **LIST**

SCIMITAR SS1 1600. Blue met, grey velour with red piping, stereo and electric aeriel / windows ..... **LIST**

USED CARS

1983 ESPRIT III. Red with ½ gold leather, stereo, ACU, one owner, 19,000 miles **£12,995**

1984 LOTUS ESPRIT TURBO. Ice blue, ACU stereo, one owner **£17,995**

1984 TURBO ESPRIT. Red, full black leather, stereo, one owner, and only 4,000 miles **£19,995**

1984 LOTUS EXCEL. White, ½ blue leather, pas, 8 spoke wheels and stereo, 2,000 miles only **£14,495**

We are now taking orders for the new SCIMITAR SS1 further details on request.

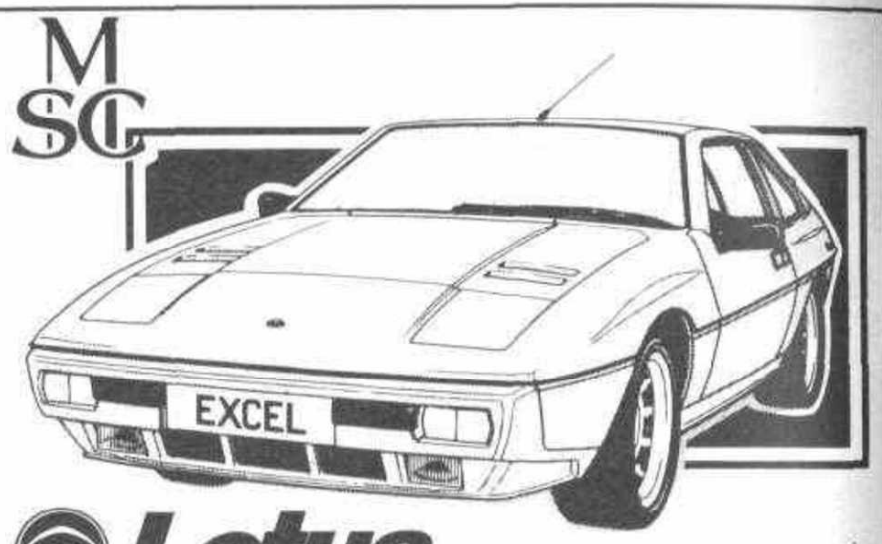
LOTUS AND SCIMITAR

SALES — SERVICE — PARTS

Crudwell Road, Malmesbury, Wilts
Only 10 mins Junction 17 M4

please contact *Andrew Ings*
Tel: *(066 62) 2309/4329*

MSG



Lotus Selected Dealer in Kent

New Lotus available for early delivery

ESPRIT TURBO. ACU, s/roof, stereo, ½ blue hide, silver frost ..... **LIST**
ESPRIT TURBO. ACU, s/roof, stereo, ½ red hide, Monaco white. ..... **LIST**
EXCEL. PAS, ACU, stereo, Eagles, ½ blue hide, glacier blue. ..... **LIST**
Special purchase payments for business users from £87 per week.

Selected pre-owned Lotus models

ESPRIT TURBO 1984 (A). 1 owner, ACU, s/r, Toronto stereo, 8,000 miles, ½ champagne leather, met Jupiter. **£18,450**

ESPRIT TURBO 1982 (X). One owner, ACU, stereo, ½ leather, only 14,000 miles, f.s.h., Martini green. **£14,995**

EXCEL 1983 (A). PAS, stereo, ½ champagne leather, 13,500 miles, f.s.h., JPS black. **£12,995**

ECLAT RIVIERA 2.2 1982. S/roof, stereo, ½ blue leather, 29,000 miles, f.s.h., met ice blue. **£9,995**

ECLAT 521 1980 (W). PAS, stereo, rear belts, full black leather, 33,000 miles, f.s.h., Monaco white. **£6,995**

All above cars supplied and serviced by ourselves with full service history. "12 months mechanical breakdown insurance".

Motorway Sports Cars Ltd

224-232 The Street, Boughton, Faversham, Kent ME13 9AL
Tel: Sales/Service (0227) 751223/751475 Parts (0227) 751528

Swanmore

HOME OF TOP QUALITY SPORTS & HIGH PERFORMANCE CARS

1984 NISSAN 300 ZX+2 TARGA, B reg., 4,000 miles, one owner, 5-speed, PAS, cruise control, radio / cass etc, as new in Metallic Blue. **£11,495**

1981 JAGUAR XJS HE X-Reg (Nov), fabulous looking car in bright Red with Tan hide interior. 20,000 miles, full service history, fitted electric sunroof, BBS alloy wheels, radio / cassette, air cond., etc. **£13,495**

1977 JAGUAR XJS, very low mileage example in white, auto, PAS, air cond, etc. **£4,995**

1982 JAGUAR XJ6 4.2, 17,000 miles, one owner, service history, automatic, power steering, sunroof, radio / cassette, etc. Carriage Brown / Biscuit hide interior. **£10,995**

1973 ALFA SPYDER 2000, 14,000 miles only, one owner from new, full service history, fitted radio / tape. Unique opportunity to purchase a superb specimen in Silver. **£6,995**

1982 VOLKSWAGEN GOLF GL CABRIOLET, Y-Reg., 18,000 miles, fitted radio / cassette. Rare automatic model in Bright Red. Unmarked Dorset car. **£6,495**

1982 VOLKSWAGEN GOLF GTi, Low mileage, service history, 5-speed gearbox, steel sunroof, alloy wheels. Black. **£5,295**

1983 OPEL MANTA BERLINETTA HATCH, A-Reg, 11,000 miles, one owner, 5-speed gearbox, steel sunroof, alloy wheels, radio / cassette, Red. **£5,695**

1982 AUDI COUPE, one owner, 28,000 miles, 5-speed, power steering, sunroof, alloy wheels, electric windows, radio / cassette. Metallic Red. **£5,995**

1981 BMW 520, 20,000 miles only, one owner, automatic, power steering, steel sunroof, radio / cassette, alloy wheels. Light metallic Gold. **£5,695**

1979 MGB GT, V-Reg, 36,000 miles, overdrive, tinted glass, radio, Dorset car in Brooklands Green. **£3,895**

1977 MGB ROADSTER, S-Reg, 39,000 miles, fitted overdrive, etc. Extremely nice example in White. **£3,295**

1973 MGB ROADSTER, one owner from new, 34,000 miles only, service history, fitted overdrive, tonneau cover, superb chrome bumper model in Harvest Gold. **£2,995**

1972 MGB ROADSTER, fitted overdrive, desirable chrome bumper series in White. **£2,495**

1981 MG MIDGET 1500, 5,000 miles only, one owner, mint car in Black / Tan trim. **£4,995**

1980 MG MIDGET 1500, 13,000 miles only, service history, rustproofed, radio, tonneau cover, White. **£3,995**

1982 TRIUMPH TR7 CONVERTIBLE, Y-Reg, one owner, service history, one of the last of these desirable sports cars. Finished in Gold / Brown interior. **£4,495**

1979 TRIUMPH TR7 COUPE, V-Reg, 5-speed gearbox, radio / cassette, attractive in Blue. **£2,795**

1981 TRIUMPH SPITFIRE 1500, X-Reg, 24,000 miles, one owner, full service history, White. **£3,695**

1979 FIAT X1/9 1500, 41,000 miles, 5-speed gearbox, alloy wheels etc. Silver / Cream interior. **£2,995**

INSURANCE FACILITIES **EXCHANGES** **OPEN UNTIL 6.00 P.M.**

This is only part of our total stock — if you don't see what you are looking for give us a ring
12 months parts and labour warranty on all vehicles

Open until 6.00 p.m. Monday to Sunday

1174-1180 CHRISTCHURCH RD., BOURNEMOUTH
TEL: BOURNEMOUTH (0202) 423344

CATERHAM CARS

Manufacturer of Super 7



NEW SUPER 7. From £6,588 (inc. VAT and Car Tax) delivery summer '85, send 4 × 17p stamps for details. Export tax free.

THE ONLY ORIGINAL SUPER 7 AVAILABLE

1972 Europa Special / 4, very original. **£4,250**

Selection of fully serviced used Super 7s £4,650-£7,250.

Wanted all Lotus 7, Eclat, Lotus Esprit 1980/81.

SEVEN HOUSE, TOWN END, CATERHAM CR3 5UG
SALES (0883) 46666. PARTS DEPT. 42382. WORKS 42381.

KENTISH SAAB

offers for sale these high specification models:

MAY TOP SELECTION

1983 (Y) 900 Three door Turbo. This model offers the full specification including a Kentish Saab intercooler and has been finished in black. Mileage 36,000. £7,700

1982 (X) 900 Five door automatic. Finished in slate blue this model features the full specification. Mileage 46,000. £6,000

1983 (Y) 900 Turbo. Five door manual. This full specification model has been fitted with a Kentish Saab intercooler and finished in silver. Mileage 48,000. £6,995

For further details on these and many other models please contact Simon Ward on (0732) 883044.

Kentish Saab, Station Approach, Borough Green
Sevenoaks, Kent TN15 8AD. Telephone: (0732) 883044

SAAB

THE AIRCRAFT COMPANY

NOTHING ON EARTH COMES CLOSE.

NEW BOOKS GALORE!



The Rolls-Royce And Bentley, Volume 3: Shadow, Corniche, Camargue: A Collector's Guide Robson. Completes a trio of Collector's Guides on postwar models. 144 pages, approx. 150 illus. **£9.95**



The Classic AC's – Two Litre To Cobra: A Collector's Guide. McLellan. Covers two-litre, Ace, Aceca, Greyhound, Daytona, Mk. IV and Frua 428. 128 pages, approx. 150 illus. **£9.95**

The Mercedes-Benz Since 1945, Volume 1: The 1940s and 1950s: A Collector's Guide. Taylor. 144 pages, 155 illus. **£9.95**

The XJ-Series Jaguars: A Collector's Guide. Skilleter. 144 pages, 160 illus. **£9.95**

CONNOISSEUR CARBOOKS CATALOGUE WINTER 1984/85. Now updated with Spring/Summer '85 additions. Lists all available books on all motoring topics. **FREE!**

CARBOOKS SALE! An area of our shop is now reserved for new books at bargain prices. Come and see for yourself exactly what we can offer!

NEW FERRARI BOOKS!

Ferrari Cabriolets & Spyders. Thompson. AutoHistory Series. 136 pages, 90 b/w illus., 8 pages colour. **£7.95**

Supercars In Profile 3: Ferrari 'P' Series. Beehl. 36 pages, 40 illus., 8 pages colour. **£3.50**

Fantastico Ferrari Fever. Collection of Ferrari cartoons. Amusing light relief! 73 pages. **£9.95**

L'Indimenticabile 1982 Della Ferrari. Italian-language book on Ferrari's 1982 F1 season. 127 pages, 29 illus. **£6.95**

NEW PORSCHE BOOKS!

The Porsche Story. Weitmann. 3rd edition, 1985. Full competition history. 384 pages, 620 illus. **£19.95**

Porsches At Le Mans. Pascal. 132 pages, 440 b/w illus., 20 colour. **£18.95**

Porsche 911: A Source Book 1974-1984. Miller. 144 pages, 300 illus. **£10.95**

Supercars In Profile No. 4: Porsche 908. Archibald. 36 pages, 40 illus., 8 pages colour. **£3.50**

Road & Track On Porsche 1951-1967. 100 pages. **£5.95**

NEW MOTOR RACING BOOKS

Engineer To Win. Smith. Complete guide to race car materials technology. 272 large pages, 300 illus. **£12.95**

The Anatomy & Development Of The Formula One Racing Car From 1975. Incandela. New edition. 250 pages, 178 illus. **£14.95**

24 Heures Du Mans 1984. The official yearbook – English edition, complete and lavishly illustrated. 195 pages, 350 illus., 100 colour. **£19.95**

Kimberley Team Guide: Ferrari. 2nd edition. **£2.50**

Kimberley Team Guide: Brabham. 2nd edition. **£2.50**

FIA Yearbook '85. The yearbook used by officials, journalist and spectators. 970 pages. **£15.95**

Indianapolis Yearbook '84. 224 pages. **£11.95**

NEW! World Cars 1985. 440 large pages, 1100 illus., many colour. Due end of May. **£26.50**

NEW! Four Wheel Drive. MacNamara. Includes historical/technical overview of 4wd plus details of 90 different vehicles from 50 manufacturers. 160 large pages, 170 illus., 70 colour. **£9.95**

MARQUE BOOKS – NEW & IMMINENT

ABARTH GUIDE. Cosentino. 432 large pages, 650 illus., 24 colour. **£65.00**

Road & Track On ALFA ROMEO 1949-1963. 92 pages, illustrated. **£5.95**

Road & Track On Alfa Romeo 1964-1970. **£5.95**

Road & Track On Alfa Romeo 1971-1976. **£5.95**

Alfa Romeo Giulia Coupes 1963-1976. **£5.95**

AUSTIN A30 & A35 Super Profile. 56 pages, 90 illus., 20 colour. **£4.95**

Illustrated BMW Buyer's Guide. Gross. 176 pages, 255 illus. **£8.95**

BUGATTI Type 57-57S Maintenance & Overhaul Manual. 92 pages, illustrated. **£10.95**

Illustrated CAMARO Buyer's Guide. Antonick. 158 pages, 206 illus. **£8.95**

Early Chevrolet CORVETTES 1957-1967. Falconer. 136 pages, 90 b/w illus., 8 pages colour. **£7.95**

EXCALIBUR Collection 1, 1952-1981. Road tests. 72 pages. **£4.50**

Car & Driver On FERRARI 1955-1962. 100 pages, illustrated. **£5.95**

Car & Driver On Ferrari 1963-1975. **£5.95**

Car & Driver On Ferrari 1976-1983. **£5.95**

Ferrari Au Mans. French text. 170 large pages, 308 illus., 46 colour. **£15.95**

FORD 100E: Anglia, Prefect & Popular Super Profile. 56 pages, 90 illus., 20 colour. **£4.95**

GORDINI: Un Sorcier, Une Equipe. Huet. Covers all cars 1935-1957. French text. 485 pages, 100s of illus. **£44.95**

JAGUAR: The Complete Illustrated History. Porter. 160 large pages, 330 b/w illus., 16 pages in colour. **£14.95**

E-Type: End Of An Era. Harvey. 2nd edition 1985, enlarged and updated. 252 large pages, 197 illus., 35 colour. **£14.95**

Jaguar XJ6 & XJ12 Series III 1979-1985. 100 pages, fully illustrated. **£5.95**

Lamborghini Countech LP400, LP500S. Coulter. World Supercar Series. 87 pages, 98 illus., 66 colour. **£9.95**

Lamborghini Espada & The 4-Seaters. 136 pages, 90 b/w illus., 8 pages colour. **£7.95**

Road & Track On MG 1949-1961. 100 pages. **£5.95**

Road & Track On MG 1962-1980. **£5.95**

Mini: A Guide To Purchase & D-I-Y Restoration. Porter. 224 large pages, 629 illus. **£9.95**

Rolls-Royce/Bentley Collector's Guide Vol. 1: Standard Production Models 1945-1965. Robson. 144 pages, 130 illus. **£9.95**

... Vol. 2: Coachbuilt Models 1945-1985. **£9.95**

BRABHAM – SIGNED!



BRABHAM: The Grand Prix Cars. Tells the full story of Brabham, from how Jack Brabham established his own team and built his own winning cars, up to the Ecclestone era and entry into the turbo age with BMW. Author **Alan Henry** will be visiting Connoisseur Carbooks to autograph copies of this fine book for us. These will be supplied on a first-come, first-served basis so don't delay! Book will be published May '85. 288 pages, 100 b/w illus., 35 colour. **£14.95**

CONNOISSEUR CARBOOKS

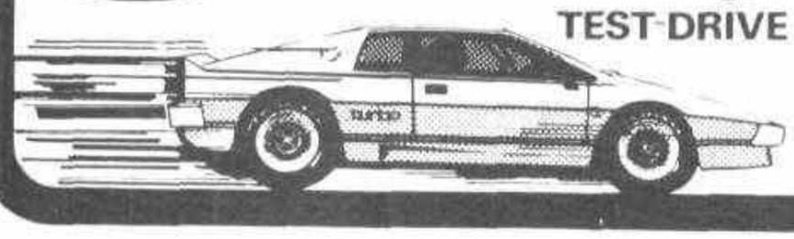
28 & 32 Devonshire Road, Chiswick, London W4 2HD, England.

Mail order customers: please add £1.70 (overseas customers £3.40) to the total value of your order to cover post/packing. Cheques & POs payable to Connoisseur Carbooks. We also accept mail or telephone orders on Visa, Access, Mastercard, Eurocharge. Our tel. no is **01 994 6783**. Your books will be packed with care and despatched promptly.

Calling customers: Come & browse anytime from 9.00 to 5.30 Monday to Friday. Saturday opening 10.00 to 4.00.

All prices correct at time of printing but may be subject to change.

Lotus



London's Sole Distributors
and Lotus Parts Specialists
Tel: 01 499 8342 to arrange a
TEST-DRIVE



IN LONDON MEANS MANN EGERTON

14 Berkeley Street London W1X
5AD Tel: 01 499 8342 (Sales)
York Way, King's Cross London
N1 9AG Tel: 01 837 7772 (Parts)

STOP PRESS
THE ONLY PLACE IN LONDON FOR THE NEW 1985 RANGE OF MODELS





White Tree Garage

Audi quattro
BRISTOL'S EXCLUSIVE
QUATTRO CENTRE

Northumbria Drive, Henleaze BRISTOL (0272) 738758

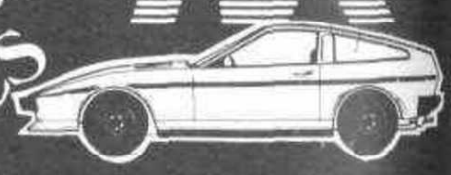
VOLKSWAGEN IN LONDON

	Miles	Price £
85 B Golf GTI. Atlas, s/roof, tints, wheels.	500	8,250
85 B Golf GTI. Black, s/roof, tints, wheels.	600	8,250
84 B Golf GTI. Titian, s/roof, tints, e/w.	5,000	8,250
84 B Golf GTI. Mars, s/roof, a/wheels.	10,000	7,450
83 Y Golf GTI. White, s/roof, tints, wheels.	20,000	5,995
85 B Golf Cabrio GTI. Campaign black.	—	List
82 X Golf Cabrio GLI. Sand, a/wheels.	29,000	6,395
82 X Golf Cabrio GLM. Bronze, BBS wheels.	30,000	5,595
84 B Golf Diesel. Irish green, 5-speed.	5,000	5,595
84 A Golf Diesel. White, 5-speed, radio.	5,500	5,595
83 Y Golf GLM. Sand metallic, radio cassette.	11,000	4,995
83 Y Golf GLM. Silver metallic, radio cassette.	20,000	4,995
84 B Golf GLA. Papyrus metallic, radio cassette.	2,000	6,650
84 B Golf C. Mars red, radio cassette.	1,000	4,995
84 A Golf CL. Mars red, radio cassette.	11,000	4,995
84 A Scirocco GTI. Silver, s/roof, a/wheels.	6,500	6,995
85 B Scirocco GTI. Silver, s/roof, a/wheels.	1,000	7,995
85 B Scirocco CL. Aero blue, radio cassette.	1,000	6,295
84 B Polo Coupé CX. Mars, radio cassette.	2,000	4,995
83 Y Polo GL. Lhasa metallic, radio cassette.	9,000	3,995
83 Y Polo CL. White, radio cassette.	18,000	3,695
84 A Polo C. Gambia red, radio cassette.	13,000	3,695
83 Y Passat GL5 Estate. 5-speed, alloys.	22,000	6,695
83 Y Passat CL Auto Estate. Mars, radio.	8,000	5,995
82 X Passat GL5 Saloon. E/W, alloys tints.	23,000	4,995
85 B Passat GL5 Estate. Gobi wheels.	1,000	7,995

Audi VW
Dovercourt
30-34 St. John's Wood Rd, NW8. Tel: 01-286 8000

Harrogate Horseless Carriages

TVR



SCIMITAR

New TVR 350i Convertible. Jet black, full grey hide.	LIST
New TVR 350i Convertible. Starlight blue, blue trim / roof.	LIST
New TVR 350i Convertible. Italian red, peat trim / black roof.	LIST
New TVR 350i Convertible. Henna red, black trim / roof.	LIST
New TVR 280i Convertible. Arctic white, red trim / black roof, 5-speed.	LIST
New TVR 280i Convertible. Derwent blue, blue trim / roof, 5-speed.	LIST
1985 TVR 350i Convertible. Sapphire blue, blue trim / roof, 2,000 miles only.	£14,500
1984 TVR 350i FHC. Carmine red, full grey hide, 8,000 miles, s/roof.	£13,500
1984 TVR 350i Convertible. Arctic white, red trim / black roof, 11,000 miles, concours.	£12,500
1984 TVR 280i FHC. Cosmos blue, blue trim, 6,000 miles, 5-speed.	£11,950
1983 TVR 280i FHC. Cosmos blue, blue trim, 16,000 miles, pas, s/roof.	£10,950
1979 V TVR Taimar. Cobalt blue / silver band, s/roof, Wolfrace wheels.	£5,995
1977 S TVR 3000M. Black / red band, 50,000 miles, s/roof, radio.	£4,250
1977 S TVR 3000M. Rose metallic, black vinyl roof, s/roof, TVR alloys.	£3,995
1973 TVR 3000M. White, 40,000 miles, s/roof.	£2,995
New Scimitar SS1, choice of colours for immediate delivery	
1982 Lotus Esprit Turbo. Calypso red, beige hide, air con, etc.	£13,995
1982 Y Lotus Esprit S3. Silver, 31,000 miles, red hide, one owner, fsh.	£11,750
1982 Y Lotus Sunbeam. Embassy black / silver band, 24,000 miles, lsd, one owner.	£5,495
1984 B Vauxhall Astra GTE. White, 2,800 miles only, factory s/roof, spots.	£6,495
1984 Vauxhall Astra GTE. White, 17,000 miles, one owner, immaculate.	£5,995
1983 Ford Capri 2.8i. Caspian blue, 27,000 miles, 5-speed, s/roof, etc.	£5,995
1984 B Ford Capri 1.6 Laser. Laquer red, 11,000 miles, 5-speed, s/roof, alloys.	£5,495
1983 A (84 model) Ford Escort XR3i. Caspian blue, 11,000 miles, s/roof, tints, etc.	£5,895
1977 Ford Escort Mexico. Modena green, 48,000 miles, Recaros, good example.	£1,995
1982 Y Range Rover Vogue Auto. Gold, 24,000 miles, full Vogue spec, air con.	£10,995
1978 Reliant Scimitar GTE. April yellow, 36,000 miles, one owner, o/drive.	£3,495
1985 (Reg) Renault 5 Turbo 2. Grand Prix White, 700 kms, mid engined rocket!	£9,950
1983 Mazda RX7. White, 23,000 miles, excellent.	£6,995
1983 (model) Audi Coupe 2.2 Inj. Met. blue, 25,000 miles, s/roof, etc.	£6,250

Please contact us for earliest TVR / Scimitar delivery
Top cash prices paid for suitable Sports / GT cars
284/286 Skipton Road, Harrogate, N. Yorks
Tel: (0423) 521073

Exclusive Sports Cars

25 years in Pole Position for Motor Racing Holidays

PAGE & MOY LTD

MONACO GP

19 MAY

YOUR LAST CHANCE TO BOOK

Following the late confirmation of this great race, there has been a mad rush to book air seats, rooms and race tickets. This is positively your last opportunity to book—some tours are now full.

For up-to-the-minute information and provisional bookings, call Linda on Leicester (0533) 552521.

LE MANS 24 HOURS

Return of the 'Big Cats' from Jaguar

15/16 JUNE

9 different holidays

'LE BOAT' – Page & Moy's exclusive boat/train from London Fri 14 June 8 pm to Mon 17 June 7 am. Only £46.45 from London, for a fabulous mid-summer weekend. An annual pilgrimage for many fun-loving fans.

Fri-Mon Coach Trips:			
1 night hotel Rouen	£85.97	'Sleeper' coach	£70.73
1 night hotel Paris	£91.09	'Deluxe' executive coach	£89
2 nights hotel Paris	£102.07		
Fri-Mon by air (2 nights Paris)			£152.26
Sat-Sun Day Flight, executive aircraft direct to Le Mans			£204.50
			including race ticket
Fri-Mon Self Drive			£44.50

DON'T MISS LE MANS 1985

BELGIAN GP

SPA – 2 JUNE

6 different holidays

Fast & Cheap by coach	**£25.00**
Sat-Mon (1 night hotel Brussels)	**£40.30**
Fri-Mon (2 nights hotel Brussels)	**£60.60**
Fri-Mon (3 nights hotel Brussels)	**£79.60**
Fri-Mon (2 nights hotel Maastricht, Holland)	**£65.46**
Fri-Mon by air to Luxembourg (3 nights at 4-star hotel Liege)	**£195.49**

GERMAN GP
Nurburgring · 4 August

Six holidays from only £32 to the Eifel Mountains in Germany. You can spend 1, 2 or 3 nights by coach from just £55 or 3 delightful nights in the Roman city of Trier by air.

DUTCH GP
Zandvoort · 25 August

There's no better way to spend the August Bank Holiday weekend than at the Dutch Grand Prix with the added attractions of Amsterdam. Prices start at just £26 with eight different holidays to choose from.

AUSTRIAN GP
Zeltweg · 18 August

Six holidays from only £84. Our exclusive Grand Prix chartered aircraft takes you to Graz where you spend 3 nights just 1½ hours from the Osterreichring circuit. Convenience and high quality hotels from just £269.

ITALIAN GP
Monza · 8 September

Another exclusive Grand Prix charter aircraft with 3 nights accommodation on the shores of Lake Como. With four different itineraries by air or coach and prices from just £83, a weekend with the Italian fanatics is irresistible!

You'll find details of all these holidays in our 1985 Motor Racing Brochure plus details of

- **Canadian & Detroit Grands Prix · 16 & 23 June · from only £579**
- **Australian Grand Prix · Adelaide · 13 October · from only £899**
- **South African Grand Prix · Kyalami · 26 October · from just £699**

plus

WEC and ETC races at Spa and Zolder in September from just £39.50

SEND FOR YOUR BROCHURE NOW by completing the coupon below or by 'phoning LEICESTER (0533) 559855.

PAGE & MOY LTD,
136-140 LONDON ROAD,
LEICESTER LE2 1EN.

NEW

RACE TICKET ONLY SERVICE for PORTUGAL, MONACO, BELGIUM, AUSTRIA and HOLLAND

Page & Moy are the **official UK ticket agents** for all these races and will gladly supply you with tickets whether you travel with us or not.

Your booking will be secure

Page & Moy, the official UK agent for no less than FIVE Formula One Grands Prix, is also a member of ABTA, bonded with the CAA and IATA approved — in fact, all the credentials you would expect from a company with 25 years' experience which is also a member of the London Weekend Television group of companies.

Make a provisional reservation NOW by calling Linda on LEICESTER (0533) 552521.

Please send me a copy of the 1985 Motor Racing Tours Brochure.

NAME

ADDRESS

PAGE & MOY LTD, 136-140 LONDON ROAD, LEICESTER LE2 1EN.

ATOL 133 ABTA LLWW/TT IATA 815/HM9546

LOTUS TVR mazda Alfa Romeo

NEW AND USED VEHICLES ALWAYS IN STOCK, ALL MODELS, SOME AT PRE INCREASE PRICES






SPORTS LEASE

Any other make of family or sports car supplied at the same highly competitive rates.
One or two year agreements also arranged. Immediate delivery on all models. Lease purchase available.

	35 Monthly	Deposit + VAT
Fiat UNO 45	£94.00	£94.00
MG Metro	£139.00	£139.00
Alfa Romeo Arna	£116.00	£116.00
Opel Manta GT	£175.00	£175.00
Escort XR3i	£172.00	£172.00
Mazda RX7	£260.00	£260.00

	35 Monthly	Deposit + VAT
TVR Tasmin 3.5 Conv	£377.00	£377.00
Lotus Eclat Excel	£405.00	£405.00
Vauxhall Astra GTE (1985)	£177.00	£177.00
Nissan Sylvia	£222.00	£222.00
Porsche 944	£426.00	£1,278.00
Lotus Esprit S3	£410.00	£410.00

Contact our leasing and finance department for full details. Our representatives are not just salesmen but fully trained leasing and finance experts. For Self Employed Persons and Companies only. All vehicles delivered free in the U.K.

BRIDGE MOTORS (BOCKING) LTD

BRIDGE HOUSE, BOCKING, BRAINTREE, ESSEX. TELEPHONE: (0376) 41179/26604.

giroflex porsche

PRODUCTION CAR CHAMPIONSHIP

The most not-to-be-missed new event in motor racing roared into life at Snetterton on April 5.

This was the first meeting in the Giroflex/Porsche Championship for production sports cars.

In all, there will be ten rounds, each with qualifying heats–leading up to an enthralling finial at Brands Hatch on Saturday, 14 Sept. (to choose your dates, see the meeting schedule opposite).

The championship brings together two great names from entirely different fields.

The sponsors, Giroflex, are the world's leading manufacturers of office chairs.

In design, comfort and practicality Giroflex is, simply, the best chair in the office.

Which makes it the right name to see on the car which we'd all agree is–easily–the best car on the road!

Every race will be fast and furious, featuring standard production Porsches throughout the range–from 1973 classic RS's to £38,000-plus road-going Turbos or 928's.

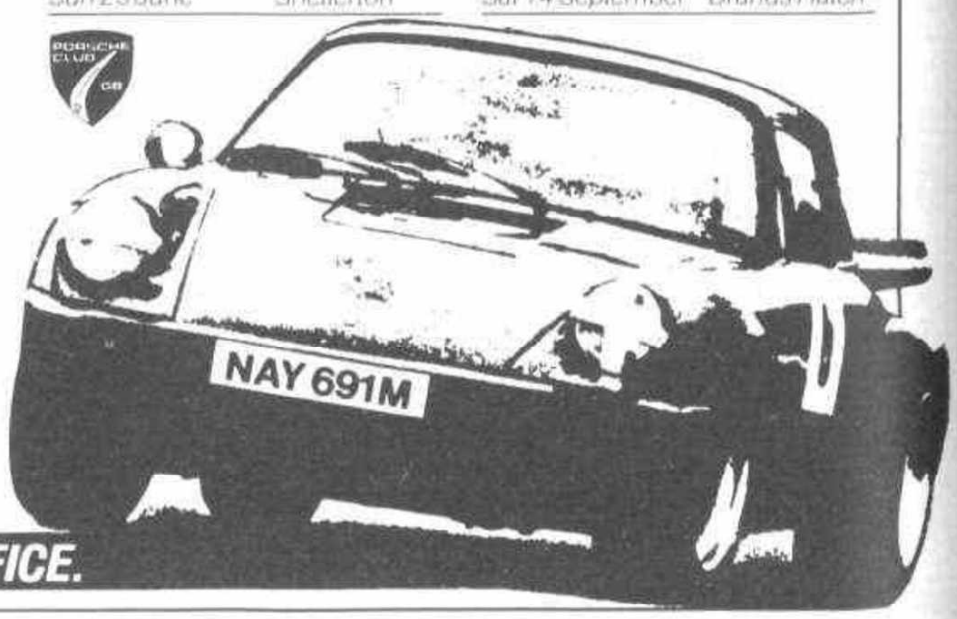
So if you want to watch the skills and thrills of some £1 million's worth of machinery batting towards the bends, make sure you come along.

Even if you bring a Giroflex chair with you, we don't think you'll be sitting on it.

***Giroflex Limited** 6 Giltspur Street London EC1A 9DE Tel: 01 236 0653*

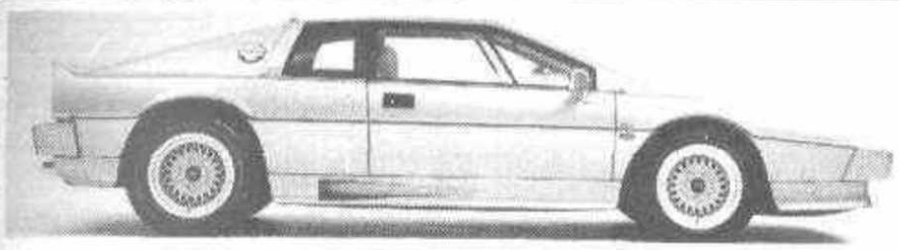
Meeting Schedule

Fri 5 April	Snetterton	Sat 6 July	Castle Combe
Sun 21 April	Silverstone	Sat 27 July	Oulton Park
Mon 6 May	Castle Combe	Sun 11 August	Mallory Park
Sun 19 May	Mallory Park	Mon 26 August	Brands Hatch
Sun 23 June	Snetterton	Sat 14 September	Brands Hatch



GIROFLEX. THE BEST CHAIR IN THE OFFICE.

Lotus Central



LEASE PURCHASE / LEASING

WE **GUARANTEE** TO BEAT ANY LEASE PURCHASE LEASING OR HP QUOTE. OVER 1,000 SCHEMES AVAILABLE TO SUIT YOUR INDIVIDUAL SITUATION

DEFINITELY THE LOWEST RATES

RING NOW: 0782 48361

STEVE BRINDLEY

NEW FOR EARLY DELIVERY

EXCEL. Glacier Blue, ½ dark Blue leather, pas, air cond unit, Eagle wheels and tyres. **LIST**
EXCEL Met Green, ½ Gold leather, pas, Eagle Wheels, and tyres. **LIST**
ESPRIT TURBO. Pearlescent, ½ Red leather, s/roof. **LIST**
ESPRIT TURBO. Glacier blue, ½ Silver leather, s/roof. **LIST**
ESPRIT TURBO. Met green, ½ Gold leather, air cond unit, s/roof, radio fitting kit. **LIST**
ESPRIT TURBO. Essex blue, ½ Gold leather, air cond unit, s/roof. **LIST**
ESPRIT. Essex blue, ½ silver leather. **LIST**

NEW EXCEL III / ESPRIT IV / TURBO.



1980 RELIANT SCIMITAR Red, GTC overdrive, radio / cassette, fsh one owner. **£5,995**

1984 TURBO ESPRIT. Red, ½ gold leather, air cond., radio / cassette, one owner. **£17,995**

1982 LANCIA MONTE CARLO CONVERTIBLE. Red, matching trim, one lady owner, 24,000 mils. **£5,995**

1982 MAZDA RX7. Metallic red, e/ windows & mirrors, radio / casette, sunroof. **£6,595**

1983 LOTUS EXCEL. Essex Blue, ½ blue leather, pas, 11,000 miles. **£11,995**

1982 PORSCHE 924. Guards red, black upholstery, radio / cassette, 1 owner, 27,000 miles. **£9,695**

1982 (Y) LOTUS ESPRIT TURBO. Black, ½ Red leather, radio / cassette, fsh, 1 owner. **£14,695**

1982 (Y) LOTUS ESPRIT S3. Ice Blue met, ½ Blue leather, s/roof, 21,000 miles, 1 owner. **£13,695**

ORDERS NOW BEING TAKEN FOR THE RELIANT SSI





SCIMITAR

GTE or GTC From £12,890

Or lease purchase from £57 per week

BUY BRITISH BUY SCIMITAR

SUZUKI

SJ410 4x4 from £3,915 + VAT or lease purchase £20 per week.

BUY A RHINO NOW!!!

Ramoles

CAMPBELL ROAD, STOKE-ON-TRENT, STAFFS

(0782) 48361 / 47623 / 45691 / 410519

PARTS AND ACCESSORIES: LARGEST SELECTION IN THE UK.
PARTS WORLDWIDE, AIR FREIGHT, SHIPPING, ETC.
PARTS C.O.D. ACCESS, VISA, DINERS, ALL STAR, M.A.A.

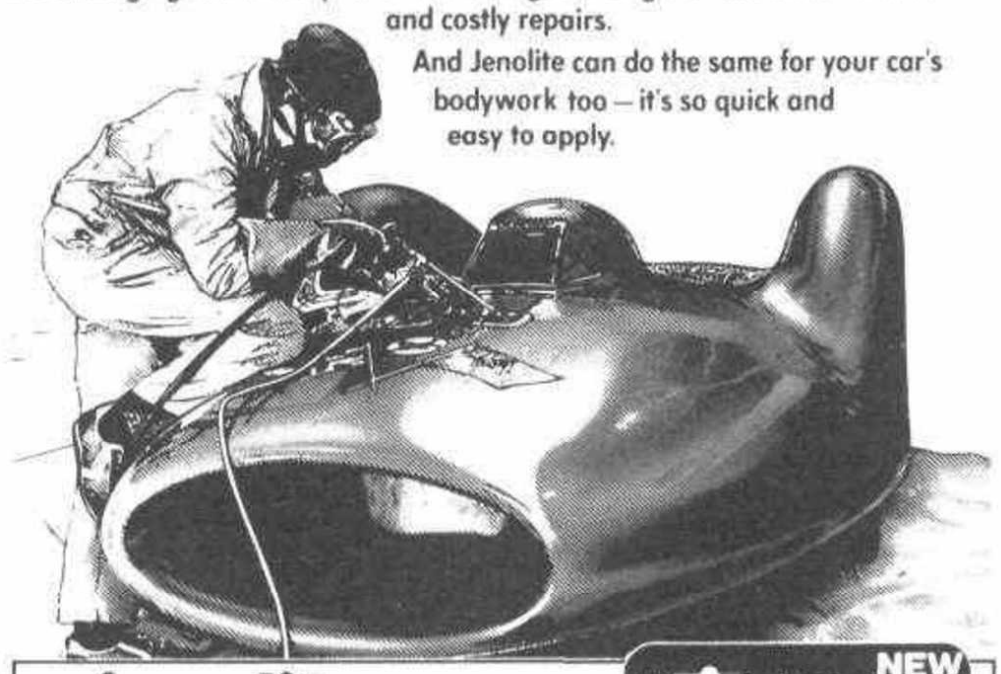
PARTS HOTLINE (0782) 48361

JENOLITE SAVES 403mph BLUEBIRD FROM RUST

When The National Motor Museum found that twenty three year old Bluebird was rusting badly, Jenolite came to the rescue.

Jenolite's fast effective action halted the corrosion in it's tracks and transformed the damaging rust into a protective coating avoiding the need for extensive and costly repairs.

And Jenolite can do the same for your car's bodywork too – it's so quick and easy to apply.



jenolite RUST REMOVER & PREVENTER



- Non-drip formula for easy brush-on wipe-off application.
- Fast chemical action converts rust to a stable surface ready for priming within minutes.
- Protective coating prevents rust re-appearing.



jenolite SUPER PRIMER

- Tough chip-resistant surface twice the thickness of many conventional primers.
- Easy aerosol application for a complete chemical defence against rust.

FIVE YEAR GUARANTEE

Use Jenolite Rust Remover and Preventer with Jenolite Super Primer for a complete rust protection system that is guaranteed for 5 years.

Available from Halfords and other leading car accessory shops and D.I.Y. stores.

jenolite

KNOCKS OUT RUST . . . FOR GOOD.

Duckhams Oils, Summit House, West Wickham, Kent BR4 0SJ.

MOTOR BOOKS

33 (MS) ST. MARTIN'S COURT, LONDON WC2N 4AL. PHONE: 01-836 5376 or 6728

NEW BOOKS
Allard To Zodiac £15.00
British Production Cars of the Sixties
Auto & Design 29-Opel Kadett £7.50
AQ Vol 22/4-Cadillac V16 Eng / Locomobile / Boss Mustang / Tale of 2 Bentleys £15.95
1985 Automobile Revue Catalogue £12.95
British Motor Museums Directory £1.50
No 49 Pininfarina HP-X / Lotus Etna / Testarossa Ferrari / Peugeot Quasar / Alain Carre £12.25
How To Buy & Import A New Car From Europe And Save 1000's £1.95
Iacocca — An Autobiography £19.95
Complete Buyers Guide To Kit Cars £9.95
Ordnance Survey ABC London Atlas P/B £4.95
Ordnance Survey ABC London Atlas H/B £8.95
The Station Wagon — Its Saga & Development £3.60
Ultimate Automobiles £24.00
Study Manual Of Professional Competence In Road Transport Management £14.50
Paint And Body Handbook £9.95
Car Service Guide 85 £21.95
Dirt Track Chassis Technology £11.95
How To Repair Briggs & Stratton Engines £8.95
Usefil Tuning Manuel £4.25
Tuning BL's A-Series Engine £14.95
Watch It Work! The Car £7.95
Mille Miglia 1984 £37.50
Bathurst 1984/85 £12.95
FIA 1985 Year Book Of Automobile Sport £15.95
Talbot Sunbeam — Lotus Rally Lib 3 £4.95
60 Jahre Bus In Bern 1924-1984 £8.50
The Bristol Lodekka £8.95
Giant Dump Trucks £10.95
John Deeres Company £24.95
Sevenity Fordsons For All Seasons £3.75
Drehsiltern £28.95
Fire Truck Toys For Men And Boys V.2 £10.95
Aston Martin V8-High Performance Series £11.95
Audi — Kimberley's Team Guide 1 £2.50
Illustrated BMW Buyers Guide £8.95
Brabham — Kimberley's GP Guide 12 £2.50
(Camaro)Z-28 — A Source Book £10.50
Early Chevrolet Corvettes-Auto History £7.95
Ferrari Cabriolets and Spyders £7.95
The Ferrari Register £29.95
Guide To Ferrari Cars Since 1959 £3.00
All The Fiats £24.95
Muscle Mercurys £8.95
Mercury Cougar 1967-1973 — Photofacts £9.95
The Ford V-Block £12.95
Ford Ranchero 1957-1979 — Photofacts £9.95
Model 'A' Ford Restoration & Maintenance £4.95
Muscle Fords £8.95
The History Of Holden Since 1917 £9.95
R&T On Jaguar 1950-1960 £5.95
R&T On Jaguar 1961-1968 £5.95
Lamborghini Countach LP400, LP500S (WSJ) £9.95
The Mercedes-Benz Since 1945 V1 — 1946-62 £9.95
Mercedes — The Book of The Car —£4.95
Opel — Kimberley's Team Guide 2 £2.50
Muscle Plymouths £8.95
Pontiac Experimental Cars Vol 3 £8.95
GTO Volume 2 — A Source Book £12.95
Porsche Story £19.95
Porsche 911 — A Source Book 1974-1984 £12.95
Postwar Rolls-Royce And Bentley: A Concise Buyers Guide £18.95
British 250 Racer £4.95
V-Twin Thunder £8.00
Honda Gold Wing £6.95
Matchless G3L & G80 (SP) £4.95
International Norton £4.95

Special from 'Motor Books'
From Chain Driver to Turbocharger, The AFN Story by Denis Jenkinson in limited edition of 100 numbered copies, leather bound and signed by the author £49.95
Standard Edition £19.95

Jim Clark Remembered — 2nd Ed £9.95
All-Colour Directory of Metal Toys £9.95
Collecting The Tin Toy Car 1950-70 £19.00
Dinky Toys Et Dinky Supertoys Francaise £24.95
Cars Of The Fifties And Sixties £11.95
Alpine — La Legend de L'Automobile £25.95
100 Ans d'Automobile Francaise £18.95
Simca — Un Appetit D'Oiseau £13.95
Hail To The Jeep £8.95
Jeep Jeep Jeep £8.95
Motor Museums of Europe £12.95
The Studebaker Century £19.50
Encyclopedia Of American Cars 1930-1980 £17.95
Weltrekord-Fahrzeuge 1898 Bis Heute £26.95
RAC British Motor Sports Yearbook 1985 £9.60
Le Mans 1984 £12.95
24 Heures Du Mans 1984 (English) £19.95
Grand Prix Vol. 3 (1974/80) £14.95
Cooper Cars £20.00
Gordini Sorcier Une Equipe £44.95
Ford's Competition Cars (New Ed.) £12.95
My Two Lives — Race Driver To Restaurateur £15.95
Chrome & Glamour Cars Of The Fifties £5.95
Mercedes-Benz GP Racing 1934-55 £29.95
25 Years At Brooklands Track With The Railton Era £7.50
Racing 1500's — Voiturettes 1931-40 £24.00
Second Time Around: The New Formula 1 — The Turbo Era £12.50
Villeneuve £15.00
The Certain Sound: 30 Years Of Motor Racing by John Wyer £17.50
The Anatomy & Development Of The Formula One Racing Car From 1975 £14.95
Pininfarina's Renderings £39.95
The Automotive Art Of Bertone £14.95
Touring Superleggera (English) £39.95
The Austin 7 £10.95
Austin Seven 1922-82 £5.95
Extraordinary Automobiles £24.00
British Sports Cars Road Tests £6.95
The British Cars (Colour) £9.95
The Complete Encyc. of Motor Cars £30.00
Morris Minor 1948-83 (Motor/T&CC) £5.95
Morris Minor from Autocar £7.95
Morris Minor Series MM-Super Profile £4.95
Morris Minor (SP) £4.95
Morris Minor — The World's Supreme Small Car £9.95
The Morris Motor Car 1913-1983 £14.95
'ERA' History by D. Weguelin £45.00
Ford vs. Ferrari/Battle For Le Mans £19.95
Indianapolis 500 Yearbook 1984 £10.50
Legion Ascot Speedway 1920-30's £25.00
Dirt Tracks To Glory — Early Days Of Stock Car Racing £17.50
When The Coliseum Roared 1945-48 £18.50
Street Machines (Custom Cars '49 On) £6.95
Audi Quattro (Rally Library) £4.95
Audi Quattro £14.95
Vauxhall Chevette (Rally Library) £4.95
Sunbeam Alpine And Tiger 1957-67 £5.95
Deux Chevaux, Bilder Aus Der Enten-Welt £6.95
The Life & Times Of The 2CV £7.95
Der 2CV Das Grosse Entenbuch £11.95
Alles Uber Den Citroën 2CV £9.50
Le Grand Livre De La Traction Avant £25.95
Alvis: Story Of The Red Triangle £12.95
Alpine The Classic Sunbeam £9.95
Mini Cooper & Cooper S (Super Profile) £4.95

Mini Guide To Purchase & DIY Restoration £9.95
Mini (New Ed.) £9.95
Pract. Classic Mini Cooper Restoration £4.50
Mini Cooper / Cooper S £7.95
AC Ace & Aceca 1953-1983 £6.95
AC / Ford / Shelby / Cobra (Super Profile) £4.95
AC Cobra — 260-289-427 £11.95
AC Shelby Cobra 1962-67 (Auto-Hist) £7.95
Cobra £34.95
Cobras and Replicas 1962-83 £5.95
AC & Cobra £14.50
Racing Cobra £9.95
AC Cobra 1962-69 £5.95
R&T Aston Martin 1962-84 £5.95
R&T Cobra-Shelby & Ford GT40 1962-83 £8.95
The Aston Martin & Lagonda Vol. 1-6 Cyl DB Models £8.95
Austin Healey 'Frogeye' Sprite 58-61 £4.50
BMW 6 Series £8.95
BMW Six Cylinder Coupes 1969-1975 £5.95
R&T On BMW Cars 1975-78 £5.95
R&T On BMW Cars 1979-83 £5.95
Lancia Fulvia & Flavia (Coll. Guide) £8.95
Lancia Stratos Super Profile £4.95
Land Rover 1958-1983 £5.95
Lamborghini Espada & The 4-seaters £7.95
Lamborghini Cat. Raisonne 1963-84 £34.95
Lamborghini — A Source Book £10.50
Illustrated Lamborghini Buyer's Guide £8.95
Lamborghini Countach 1971-82 £5.95
Lamborghini Miura £9.95
Lamborghini Countach £7.95
Marcedes Benz S-Class £8.95
Alfa Romeo Giulia Coupes 1963-76 £8.95
R&T On Alfa Romeo 1977-84 £5.95
Illustrated Alfa Romeo Buyer's Guide £8.95
Alfa Romeo Giulietta 1954-65 £11.95
Alfa Romeo Spyder £7.95
Alfa Romeo Spiders 1966-81 £5.95
The Land Rover 1948-84 (Coll Guide) £8.95
The Rover Story £11.95
Range Rover Companion £8.95
Rover 2000/2200 (1963-77) £5.95
Rover 3 and 3.5-litre 1958/72 £6.95
Range Rover 1970/81 £5.95
Bugatti Great Marques £4.95
Bugatti By Conway/Grailsamer £29.50
Bugatti Les pur-sang des Automobiles £9.95
Triumph TR7-TR8 1975-81 £5.95
Triumph Spitfire £8.95
The Triumph TR's £8.95
Triumph Vitesse & Herald 1959-1971 £5.95
Daimler Dart & V8 250 1959-69 £5.95
Ferrari Tipo 166 £15.95
Ferrari Au Mans £16.50
Ferrarissima 1 £22.50
Ferraris For The Road £12.95
Ferrari 1966-76 (Motor/T&CC) £5.95
Ferrari 1976-84 (Motor/T&CC) £6.95
Dino (Ferrari/Fiat/Lancia) £11.95
GTO Ferrari (Dossier Auto) £3.50
Ferrari Cabriolets & Spyders £7.95
Ferrari (Sixth Edition) £39.95
The Classic Ferrari — Ferrari Days £25.95
Ferraris Of The 70's — A Source Book £9.95
Ferrari Daytona (World Supercars 1) £8.95
Ferrari The Grand Prix Cars £14.95
Ferrari 250 LM £14.95
Ferrari 250 GTO 1962-64 £6.95
Ferrari — The Man £9.50
Ferrari — Sports Racing & Prototype Competition Cars £18.95
Ferrari — Sports Racing & Road Cars £7.95
I Love GTO Ferrari £12.95
Ferrari 308 & Mondial £7.95
Ferrari Turbo £9.95
Boxer Ferraris £14.95
Ferrari 275 GTB, GTS £7.95
The Ferrari Legend — Road Cars £19.95
Ferrari 1977-81 £6.95

Ferrari Berlinetta Boxer 365 and 512 £7.95
Dino The Little Ferrari £13.95
R&T on Ferrari 1950-1968 £5.95
Ferrari Dino 208 GT, 246GT, GTS £7.95
Maserati 1926-82 £29.50
Maserati Catalogue Raisonne 1926-84 £79.50
Illustrated Maserati Buyers Guide £8.95
Porsche At Le Mans £18.95
Porsche Year 1983/84 £15.95
Porsche 944 £8.95
R&T on Porsche 1968-1971 £5.95
Porsche 911 Story £12.95
Porsche (by Clausager) £19.95
The Porsche Book (2nd Edition) £22.50
Porsche Consumer Guide £7.95
Illustrated Porsche Buyers Guide £8.95
Porsche Past & Present (Jenks) £10.95
Porsche 911 Collection No.2 1974/81 £4.50
Porsche 924, 928, 944 £9.95
Porsche 911 Turbo £7.95
Porsche Racing Cars of the 70s £9.95
The Porsche 911 — Chris Harvey £17.95
Porsche 928 1977-81 £4.50
Porsche Turbo 1975-80 £4.50
Porsche 911 and Derivatives £8.95
Porsche Owners Companion — Preservation, Theft Protection £12.75
Porsches For The Road £12.95
Mighty Mopars 1960-74 £11.25
Mopar — The Performance Years Vol. 3 £7.50
Moper Suspensions £8.50
Classic Motorcycle Racer Tests £8.95
Brough Superior — The R-R Of Motorcycles £7.95
Story of Rudge Motorcycles £9.95
Classic British Motorcycles — The Final Years £7.95
Italian Motorcycles £6.95
Matchless G3L & G80 (SP) £4.95
Vincent Twins (SP) £4.95
Ducati Motorcycles £11.95
A Twist of the Wrist: Motorcycle Road Racers Handbook £14.95
Ariel Square Four (Super Profile) £4.95
Classic British Bikes (Pre 1965) £8.95
Motorcycle Chassis Design £6.95
Ariel Square Four (Super Profile) £4.95
Motorcycle Technicalities — Classic Motorcycle Principles £9.95
Brough Superior SS100 (Super Profile) £4.95
British Cars of the Early 30's £6.95
British Cars of the Late 30's £6.95
British Cars of the Early 40's £6.95
British Cars of the Early 50's £6.95
British Cars of the Early 60's £6.95
British Cars of the Late 60's £6.95
Chevrolet — A History From 1911 £22.50
Corvette — The Complete Story £12.50
Corvetta — America's Star Spangled Sports Car £10.95
Corvair — History & Restoration Guide £9.60
From Here to Obscurity/Mod. T Ford £22.50
Model 'A' Henry's Lady £22.50
Model T Ford Service Shop Manual £8.55
'32 Ford — The Deuce V8 £11.95
Mustang (A Source Book) £10.50
Mustang — The Performance Years Vol. 2 £7.50
Ginetta — The Illustrated History £9.95
A/H Frogeye Sprite (SP) £4.95
Big Healeys — Collectors guide £8.95
Healey — The Handsome Brute £17.95
R&T on Austin Healey (1953-70) £5.95
Illustrated Austin-Healey Buyers Guide £8.95
Jensen Interceptor £8.95
Jensen Interceptor £5.95
Jensen Healey 1972-1976 £5.95
Lagonda — History of the Marque £15.00
Lotus 1979-83 (Motor/T&CC) £5.95
Lotus Seven (Super Profile) £4.95
Road & Track On Lotus (1972-83) £5.95
Lotus Pocket History £2.50

Lotuses — Elite Eclat Esprit Excel — The Third Generation £8.95
Lotus Elite 1957-64 £8.50
Lotus The Elite Elan and Europa £14.95
Lotus Elan/Plus 2 Buyers Guide £3.95
Lotus Esprit Buyers Guide £3.95
Lotus Elite/Eclat 1974/81 £5.95
Lotus Esprit £7.95
Lotus Esprit 1975/81 £5.95
The Legend of the Lotus Seven £11.95
Lotus Elan 1962/73 £5.95
Lotus Seven 1957-80 £5.95
The Lotus Elan and Europe £7.95
MG TF (Super Profile) £4.95
MG by McComb (new ed) £11.95
Illustrated MG Buyer's Guide £7.95
MG TC 1945-1949 £8.95
MG TD 1949-1953 £5.95
MG TF 1953-1955 £5.95
MGA £6.95
MG: The Sports Car Supreme £16.25
MG Midget/A-H Sprite Super Profile £4.95
MG & Austin Healey Spridgets £14.95
The Sprites and Midgets £8.95
MG The Immortal T Series £14.95
MG MGA 1955/62 £8.95
MG MGB 1979/1980 £5.95
MGA/MGB/MGC £8.95
Art of Abingdon (MG) £18.95
The MG ABC Chris Harvey £14.95
MG Midget/A-H Sprite Super Profile £4.95
MG Midget 1961/1979 £5.95
MG MGB 1962/1970 £5.95
MG MGB GT 1965-1980 £5.95
Practical Classics On MGB Restoration £5.95
MG T Series Collectors Guide £8.95
Jaguar XJ Collectors Guide £9.95
Jaguar — The Complete Illustrated History £14.95
Jaguar XK-E — A Source Book £10.50
Illustrated Jaguar Buyers Guide £8.95
R&T on Jaguar 1968-74 £5.95
Jaguar E-Type (Super Profile) £4.95
Jaguar SS90 & SS100 — Super Profile £4.95
Jaguar Cars 1955-57 £4.50
Jaguar (Classic Cars) £8.95
Jaguar E-Type (Osprey) £7.95
Jaguar E-Type — Collectors Guide £8.95
The Jaguar XK £18.00
Jaguar XKE 1961-74 £4.50
Jaguar 'E' Type 1961/66 £5.95
Jaguar 'E' Type 1966/71 £5.95
Jaguar 'E' Type 1971/75 £5.95
Jaguar Saloon Cars £24.00
Morgan Plus 8 £7.95
Moggie — The Purchase, Maintenance and Enjoyment of Morgan Cars £9.95
Reliant Scimitar 1964-82 £5.95
Twenty Years Of Crewe Bentleys 1946-65 £8.50
Restoring Speed Six GJ5686 £5.95
Rolls-Royce/Bentley Buyers Guide £8.95
Rolls-Royce & Bentley V1 Standard Production models 1945-1965 £9.95
The Rolls-Royce & Bentley V2 Coachbuilt Models 1945-1985 £9.95
The Rolls-Royce Motor Car (New Ed.) £25.00
Rolls-Royce Cornishe (Super Profile) £4.95

Rolls-Royce Silver Cloud 1955-1965 £5.95
Rolls-Royce Silver Shadow 1965/80 £5.95
Rolls-Royce Silver Cloud £7.95
Rolls-Royce (Autocar) £5.95
Rolls-Royce Silvar Shadow £7.95
R & T On Rolls-Royce & Bentley 1950-65 £5.95
R & T On Rolls-Royce & Bentley 1966/84 £5.95
The Classic Rovers — Collectors Guide £8.95
Escort Performance-Practical Guide to Mod. & Tuning for Road & Comp £6.95
High Performance Escorts Mk1 1968/74 £5.95
High Performance Escorts Mk2 1975/80 £5.95
Ford Popular & The Small Sidevalves £10.95
Sporting Fords: Capris £8.95
Consul/Zephyr-Zodiac: Big Fifties Fords £10.95
Sporting Fords — Cortines £8.95
Sporting Fords — Escorts £5.95
Ford RS Escort 1968/80 £5.95
Ford Escort RS £8.95
The Works Escorts (2nd edition) £12.95
The Ford GT40 (Anglo American Competition Classic) £11.95
Illustrated Triumph Buyers Guide £8.95
Triumph Stag Coll. 1 (1970-84) £4.50
R&T On Triumph Sports Cars 1967-74 £5.95
Triumph TR6 Coll. 1 (1968-83) £4.50
TR For Triumph £14.95
Triumph Stag Super Profile £4.95
Triumph Vitesse/Herald 1959/71 £8.95
Triumph Stag 1970/80 £5.95
Triumph Spitfire Coll. 1 (1962-82) £5.95
Triumph TR5/250 & TR6 Companion £6.95
R&T on Triumph Sports Cars 74-82 £5.95
Triumph 2000-2.5-2500 1963-77 £5.95
TVR 1960-1980 £8.95
The TVR's Grantura to Tasmin £8.95
Volkswagen Bug — The People's Car £28.00
Volvo — The Cars From The '20s To The '80s £24.95
Fred Dibnah Steams On £4.95
Metal Fabricators Handbook/Race & Custom £7.95
Car Interior Restoration — 3rd Ed £5.95
Turbocharging & Supercharging £9.95
Four Stroke Tuning £6.50
Weber Carburettors £6.95
Formula Car Technology £7.95
Engineer To Win £12.95
The Complete Book Of Formula Ford £8.95
How to Modify Your Mini £7.95
The Car Body Repair Manual £8.95
How To Restore Your Collector Car £18.95
How To Restore Fibreglass Bodywork £6.95
How To Restore Paintwork £6.95
How To Restore Sheet Metal Bodywork £8.95
How To Restore Wooden Body Framing £6.95
Basic Bodywork & Painting £6.95
Chevy Performance 1 (Small Block) £6.50
How to Modify Ford SOHC Engines £7.95
The Power to Win — Cosworth DFV/DFX/DFL and DFY V8 Engines £12.95
Racing Engine Preparation £6.55
Road Vehicle Aerodynamics (2nd Ed.) £12.95
Turbochargers £5.95
Turbocharging — Complete Guide £4.95
Street Supercharging £8.95
Car Suspension and Handling £6.95

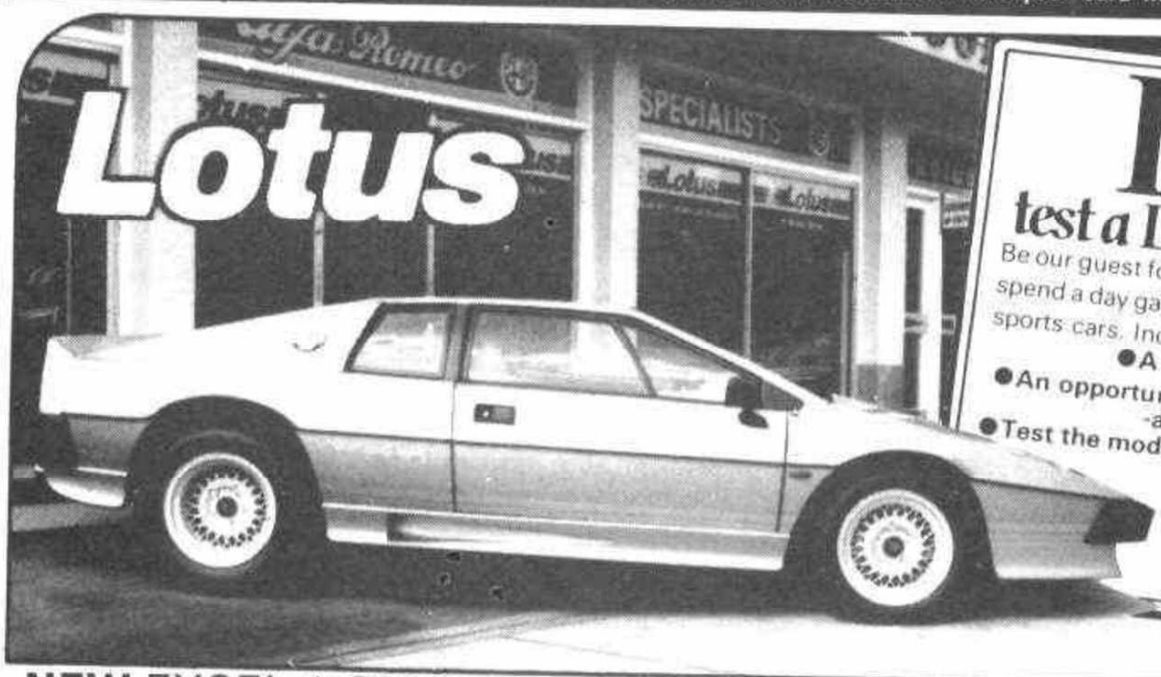
PRICES MAY BE SUBJECT TO ALTERATION WITHOUT NOTICE

SEND FOR FREE 52 PAGE BOOK LIST

WORKSHOP MANUALS

Don't be confused by some of the advertising you see — those are almost certainly not the official manufacturer's manuals. In most cases we can supply the REAL thing which has ALL the answers. Although more expensive, with current charges around £16.00 per hour the cost is soon recovered. Ask us if we can supply your manual, enclosing a stamped addressed envelope.

POST UK £1.50 FREE OVER £45. ABROAD £2.50 UP TO 5 KILOS. Personal shoppers welcome
Access (Eurocard, Mastercharge & Interbank) & Barclaycards (Visa) welcome. Phone your card number for immediate despatch.



Invitation

test a Lotus where Lotus test them!

Be our guest for a day! PROSPECTIVE PURCHASERS are invited to spend a day gaining a unique insight into these hand-built prestige British sports cars. Including:

- A personally conducted tour of the factory.
- An opportunity of a lifetime to view the complete Lotus range -all models, all colours, all specifications.
- Test the model of your choice on the road or private factory track.

Make the effort! Find the time!

You'll experience a new dimension in motoring.

Phone now! (0603) 407766

NEW EXCEL * £299 **NEW** ESPRIT III * £325 **NEW** ESPRIT TURBO * £430

NEW LOTUS

ESPRIT TURBO, silver, hide, sunroof, air		LIST
ESPRIT TURBO, white, hide, sunroof, BBS		LIST
ESPRIT III, pearl white, sunroof, air, hide		LIST
EXCEL III, red, hide, pas, Eagle alloys		LIST
EXCEL III, black, hide, pas, Eagle alloys		LIST

USED LOTUS

1985 **B ESPRIT TURBO**, Essex, sunroof, hide, 2,000m		£20,500
1984 **B ESPRIT TURBO**, black, 5,000m		£19,250
1984 **B ESPRIT TURBO**, Ice blue, hide, sunroof, 9,000 miles		£19,250
1984 **B ESPRIT TURBO**, Essex, hide, BBS, 7,000m		£18,950
1984 **A ESPRIT TURBO**, red, hide, sunroof, air		£18,350
1984 **A ESPRIT TURBO**, red, hide, BBS, 9,000m		£18,250
1984 **A ESPRIT TURBO**, white, hide, air, 10,000m		£18,450
1984 **A ESPRIT TURBO**, black, hide, JPS spec., 7,000m		£18,250
1983 **A ESPRIT TURBO**, silver, hide, ACU, 14,000m		£17,450
1983 **Y ESPRIT TURBO**, black, hide, JPS spec., 23,000m		£16,750
1983 **Y ESPRIT TURBO**, gold, hide, BBS, 5,000m		£16,450
1982 **X ESPRIT TURBO**, blue, hide, BBS, 28,000m		£13,950
1984 **B ESPRIT III**, red, hide, sunroof, 5,000m		£15,950
1984 **A ESPRIT III**, red, hide, radio stereo, 15,000m		£14,950
1983 **A ESPRIT III**, blue, hide, BBS, 9,000m		£13,950
1983 **Y ESPRIT III**, ice blue, hide, BBS, 14,000m		£12,950
1982 **Y ESPRIT III**, ice green, hide, BBS, 11,000m		£12,450
1982 **X ESPRIT III**, minerva blue, hide, BBS, 19,000m		£11,950
1982 **X ESPRIT III**, blue, hide, 24,000m		£11,950
1981 **X ESPRIT III**, yellow, black, BBS, 30,000m		£10,500
1985 **B EXCEL III**, black, hide, pas, Eagles, 1,000m		£16,450
1984 **B EXCEL II**, red, hide, pas, alloys, 9,000m		£13,950
1984 **A EXCEL II**, red, hide, pas, 11,000m		£12,750
1984 **A EXCEL II**, silver, hide, pas, alloys, 16,000m		£12,450
1983 **Y EXCEL I**, red, hide, pas, alloys, 9,000m		£11,950
1983 **Y EXCEL I**, white, hide, pas, 25,000m		£10,950

OTHER SPORTING CARS

ELAN FIXED HEAD COUPE, met. blue, concours rebuild, superb		£5,000
1983 **Y (Series) PORSCHE 911 SC Sport Targa**, silver	*£430	£18,950
1985 **B TOYOTA MR2, Sports**, red, 1,000m	*£200	£8,990
1983 **Y PORSCHE 944**, white, s.r., 44,000m	*£295	£12,950
1972 **K JAGUAR E-Type, V12**, FHC, red, 29,000m	*£220	£8,950
1979 **V SCIMITAR GTE**, s.roof, o.d, alloys, 46,000m	*£100	£4,250
1984 **A FORD SIERRA XR4i**, black, pas, s.roof, trip	*£170	£7,450
1984 **A FORD SIERRA XR4i**, white, pas, s.roof, c.coded	*£175	£7,750
1983 **A FORD SIERRA XR4i**, red, s.roof, e.w., 20,000m	*£145	£6,750
1984 **A TOYOTA SUPRA 2.8 injection coupe**, red, s.roof, air	*£175	£7,950

* SPECIAL MONTHLY PURCHASE PAYMENTS AVAILABLE TO BUSINESS USERS *

Norfolk Motor Company 242/254 SPROWSTON ROAD NORWICH (0603) 407766

KONI RANGE ROVER KITS

Each kit contains front and rear shock absorbers complete with front and rear coil springs. 285.00

Load-a-Juster kit. 2 fronts, 2 rears 212.40

KONI CONVERSION KITS LEVER TO TELESCOPIC

Kits available for –

Front Suspension
Austin A50, A60, MG Magnette, Morris Oxford, J4, Wolseley 16/60, Healey 3000, Morris Marina Mk1, Mk2, Morris Minor 1000, Riley 1500 85.00
MGB & GT 123.85

Rear Suspension
Austin Healey Sprite, MG Midget 1275, MG Midget 1600, MG TD, TF, MGA, MGB, MGB GT, MGC, Ford Anglia, Classic, Capri, Morris Minor 1000, Riley 1500 85.00

Delivery by Securicor £4.00

"From Renault to Rover-

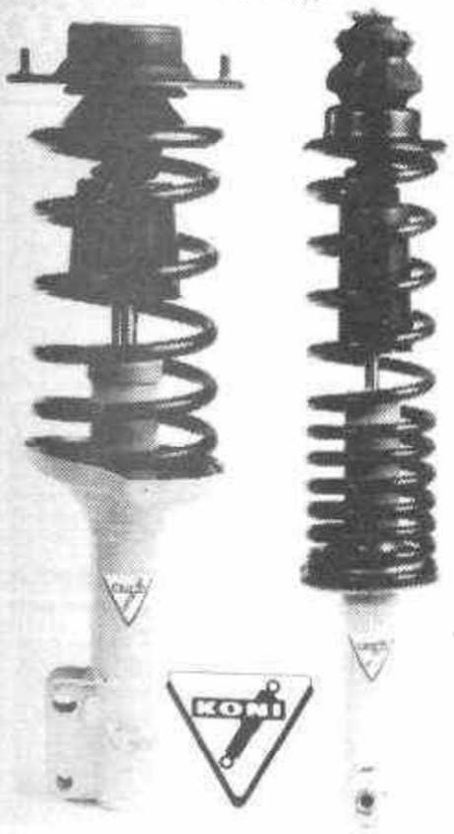
KONI SUSPENSION KITS

Sports suspension kits are available for the following vehicles individually designed for maximum performance and comfort. Each kit contains front and rear shock absorbers complete with front and rear coil springs. All kits lower car approx. 2½ cms

BMW 316/318/318i/320/323i-1978/1984 295.00
FORD Fiesta 1984/1985, Escort XR3, Sierra saloon 1983/1985, Sierra XR4i 1982/1985 295.00
MERCEDES 190/190E 295.00
TOYOTA Corolla GT TC16 coupe 295.00
VW Golf Mk1 & 11 GTi Mk 1 & 11 Scirocco 295.00

If your vehicle is not listed please contact us for advice for suitable shock absorbers and springs. 'Make your car handle', we have the experience to recommend the correct suspension parts for your needs. Demon Tweeks are the Tricoco British Saloon Car Champions 1983/84 contested in a VW Golf driven by Alan Minshaw

Mk 1 Golf and Scirocco — Front — Rear



KONI ROVER SDi KITS

Consisting of 2 heavy-duty shock absorbers complete with 2 heavy-duty coil springs. Koni adjustable 139.85

Towing kits — 2 heavy-duty towing shock absorbers complete with 2 heavy-duty coil springs. Koni loadadjuster adjustable 164.25



KONI TOWING SHOCKS from 49.50 each

KONI Load-a-Justers use the existing rear dampers and provide firm road holding and improved steering with any permissible load. Where do you need them?

Load-a-Justers are the ideal solution for motorcars and station cars which are regularly heavily loaded, cars that tow caravans, trailers or boat trailers, cars (old and new) with the rear suspension in poor condition.

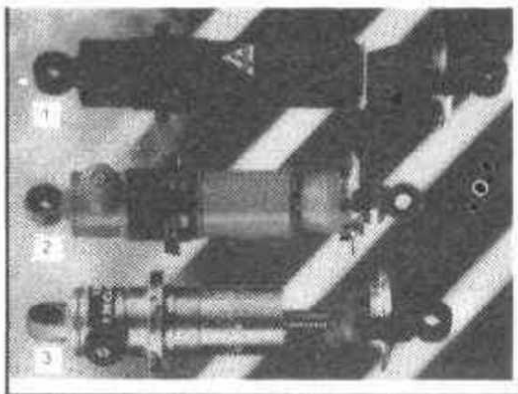


KONI STEERING DAMPERS from 42.29

KONI TELESCOPIC APPLICATIONS

	Front each	Rear each
ALFA ROMEO		
Alfasud inc. Sprint	74.70	44.10
Alfetta, all models inc. GTV, Giulietta 1.3, 1.6, 2.0	38.50	35.70
Giulia 1300, 1600 Spider	34.40	34.40
Giulietta 2000 GT, GTV	38.50	35.70
GTV6 Coupe	44.80	39.90
AUDI		
100S, LS, GL	45.10	35.70
100, 1600, 2000, 2200 Avant	57.90	38.50
200, 2200, 5E	57.90	38.50
Quattro inc. 80	61.10	68.40
AUSTIN ROVER		
Mini Clubman 1275, Cooper S inc. Estate	34.40	34.40
Triumph Herald, Vitesse, Spitfire & GT6	40.60	37.10
Toledo 1500 & TC, Dolomite & Sprint	40.60	40.60
TR7 & TR8	55.40	37.10
Rover 3 Litre, 3.5 Litre, P5 Model	34.40	34.40
Rover 50, 75, 80, 90, 95, 100, 105, P4	38.50	38.50
Rover 2000 Type, 3500 V8 P6	35.70	34.40
Rover SDi	55.40	kit
BMW		
316, 318, 320, 323i-82 on	55.40	37.10
518, 520, 525, 528	55.40	55.40
630CS, 633CSi, 635CSi, 728i, 732i, 735i	55.40	55.40
2500, 2.8L, 3.0S, 3.0L, 3.0Li	55.40	55.40
DATSUN NISSAN		
Cherry 100A, F1, F11	54.10	36.30
Sunny, Violet, Bluebird	55.40	35.70
240Z, 260Z, 280Z	55.40	55.40
FERRARI		
275, 330, 206, 246 GT, B, C, S	55.40	55.40
Dino 308, GT4, GTB, GT4, GTS, Spider 2+2	55.40	55.40
364, GT, GT4, GTC, Daytona 2+2, 512, 400GT Auto	61.10	61.10
FIAT		
131 Mirafiori	61.10	34.40
132, 133	37.10	37.10
X1/9	59.30	59.30
FORD		
XR2	57.90	57.90
Capri All inc. 2.8i Rears only	57.90	37.10
Cortina Mk1, II inc. Lotus, Corsair Mk1 & II	49.00	37.10
Cortina Mk III, IV, V Saloon & Estate	38.50	34.40
Consul, Granada Saloon & Estate	44.80	43.30
Escort Mk1 1300, 1300 Saloon & Estate	55.40	34.40
Escort Mk1 Mexico, RS2000, RS1600	61.10	41.20
Escort Mk II, 1100, 1300, 1600 Sport Saloon & Estate	49.00	34.40
Escort Mk II RS2000, Mexico, RS1800	61.10	41.20
Escort Mk III 1100, 1300, 1600	57.90	57.90
XR3	61.10	61.10
Sierra	51.90	37.10
HONDA		
Honda Civic All	55.40	55.40
Accord All	52.80	52.80
Prelude - 83	49.00	49.00
S600, S800	36.30	41.20
JAGUAR		
2.4, 3.4, 3.8 Mk II	46.30	46.30
Mk X 3.8, 4.2, S Type 3.4, 3.8, 420G, E Type	46.30	41.20
XJ6, XJ12, XJS	43.30	51.20
Daimler Sovereign 2.8, 4.2, V6 Double 6, V12	43.30	51.20
JENSEN		
Interceptor	47.00	47.00
Healey	42.60	42.60
LANCIA		
Gamma	55.40	55.40
Beta inc. Coupe	74.70	74.70
Monte Carlo	74.70	74.70
LOTUS		
Lotus Seven Series 2/3/4	55.10	53.60
Elan, Elan +2	64.00	57.90
Eclat 520, 521, 522, 523, 524, Elite 501, 502, 503, 504	61.10	61.10
Europa Series 2 inc. 'Cam'	55.10	52.10
Esprit inc. Turbo	49.00	80.70
MAZDA		
323 Saloon & Estate, RX3	49.00	42.30
RX7 Savanna, 626 Montrose	55.40	41.60
MASERATI		
Bora, Messico, Ghibli	45.70	42.40
MERCEDES		
200, 200D, 220, 230, 240 (Types W115)	52.90	52.90
200D, 230E, 240D, 280, 300D (Types W123)	52.90	52.90
MITSUBISHI		
Colt, Lancer, Celeste, Galant, GLX, Sigma	49.00	35.70
OPEL		
Kadett D inc. GTE	44.30	34.40
Manta A + B, Ascona - 82	37.10	37.10
Ascona 82 on	44.30	34.40
Rekord A + B + C, Commodore	37.10	37.10
Senator, Monza	55.40	37.10
PEUGEOT		
104	55.10	55.10
204, 304	57.90	55.10
305	57.90	68.40
404, 504, 604	57.90	35.70
PORSCHE		
911	57.90	48.00
924, 924 Turbo, 944	55.40	39.80
928	68.40	68.40
RELIANT		
Scimitar GTE, SE5 & SE6	55.10	55.10
RENAULT		
R4, R5, R6 & 16	42.30	42.30
R12, R14, R15, R18	48.50	38.50
R20, R30	48.50	57.90
Fuego	48.50	38.50
SAAB		
95, 96, V4	37.10	37.10
99, 900 Alfnic. Turbo	37.10	34.40
TALBOT		
Hillman Imp All	41.20	37.70
Minx, Hunter, Sceptre & Avenger	55.40	37.10
Sunbeam 1.0, 1.3, 1.6 inc. Lotus	55.40	34.40
Solara, Horizon & Alpine	34.40	35.70
Samba	59.30	54.10
TOYOTA		
Celica GT, LS, ST, Carina, Corolla, 1200, 1600 inc. 1600 Cressida, Supra, 2000ST	57.90	34.40
Crown 2.0, 2.2, 2.6, 2.8, Carina	35.70	37.10
TVR		
Griffith 200/400 Series, Vixen S1/S2, Tuscan V8	52.10	52.10
2500M, Vixen 2500, 3000M, 3000SE, Taimar	52.10	52.10
VAUXHALL		
Astra, Cavalier FWD, Carlton, Royale	55.40	37.10
Viva HA, HB, HC, Victor VX490, Firenza, Magnum	34.40	37.10
Chevette, Cavalier - 82	37.10	34.40
VOLKSWAGEN		
Derby, Polo, Golf, Scirocco, Jetta	44.30	39.20
Golf, Scirocco, Jetta, GTi only	49.00	45.70
Golf Mk II GTi, Jetta 84 on	49.00	45.70

All prices each **Special price set of 4**



KONI RACING DAMPERS

1 Super Sport	85.00 each
2 Steel double adjustable	145.00 each
3 Aluminium double adjustable	265.00 each

RACING SPRINGS

2½" INTERNAL DIAMETER

3½" free length. Rates 500 lbs to 5000 lbs (each)	10.95 to 29.95
4" free length. Rates 250 lbs to 6000 lbs (each)	10.95 to 31.95
5" free length. Rates 100 lbs to 4500 lbs (each)	10.95 to 31.95
6" free length. Rates 100 lbs to 4000 lbs (each)	10.95 to 31.95
7" free length. Rates 40 lbs to 3500 lbs (each)	10.95 to 36.95
8" free length. Rates 100 lbs to 1800 lbs (each)	11.95 to 26.95
9" free length. Rates 80 lbs to 1600 lbs (each)	12.95 to 25.95
9½" free length. Rates 130 lbs to 180 lbs (each)	12.95 to 13.95

Other rates available on request

-DT stock Koni for the lot."

You're on a winner with Demon Tweeks and Koni



Andy Rouse

Andy Rouse
Three times British saloon car champion



demon tweeks



Access, Bicard, Diners Club or American Express orders taken by telephone. Cheques, postal orders, money orders or bank drafts made payable to Demon Tweeks.

Goods can be despatched by parcel post, 48 hr. or 24 hr. Securicor (please telephone for rates).

Prices shown are subject to alteration without notice. **IMPORTANT. 15% VAT must be added to carriage and advertised prices.**

Dept. 6 High Street, Tattenhall, Nr. Chester, Cheshire CH3 9PX **Tel: (0829) 70625 24hrs**
Telex 61496 Map ref. 117/474602
Open Mon-Sat 9-5, Sun 11-1

P&P £2.00 Securicor £4.00 FULL TRADE TERMS AVAILABLE

Porsche

Colin Gra



83A 928S Auto. Light bronze, elec sunroof, pd mirror, 1 owner, full service history. **£25,950**
82 928 S Auto. Met. green, electric roof, leather int, 36,000 miles, full service history. **£19,950**
81 928 S. White, colour coded, manual, 48,000 miles, full history. **£17,950**



83A Lotus Esprit Turbo. Red, leather int., air cond, 15,000 miles, one owner. **£15,450**



81X 911 Turbo. Ice blue, with dark blue & cream hide, full service history. **£23,950**
80W 911 Turbo. Black with white hide, 22,000 miles. **£20,950**
79 911 Turbo. Minerva blue, with black hide, full service history. **£16,950**



84A XJS HE. Claret with doeskin hide, 2,000 miles, full service history. **£19,950**
83A XJS HE. Cobalt blue with biscuit hide, 22,000 miles, full service history, one owner. **£16,950**
81X XJS HE. Silver with black hide, 33,000 miles, full service history. **£12,450**



82X 911 Sport Targa. Met. light blue, blue int, 28,000 miles, full history. **£18,450**
81 911 Sport Targa. Guards red with check int., service history. **£16,950**
81X 911 Sport Targa LHD. White with black hide, 1 owner, 38,000 miles, full service history. **£15,950**



83A Audi Quattro. White with black, sunroof, two owners, full service history. **£14,950**



80 W 911 Sport Coupe. Guards red, black and white check int, 53,000 miles, full service history. **£14,750**
79 911SC Sport Coupe. Guards red with tan, air con., 56,000 miles. **£12,950**



84B 320 Auto. Dark blue, pas, electric s.roof, 8,000 miles only. **£10,950**
83 323 Manual. Black, beige int., sun roof, alloys, 16,000 miles, one owner. **£9,450**

DE-CORROSION SERVICES LTD.
01-890 1777

SHOT & BEAD BLASTING
METAL SPRAYING
STOVE ENAMELLING
POWDER COATING IN EPOXY
POLYESTER & NYLON

Chrome Plating — Polishing — Specialist Refinishing of Wheels — Engine Components & General Underbody Parts. Expert Finishers and Advice.

SPUR ROAD, NORTH FELTHAM TRADING ESTATE, FELTHAM, MIDDX

MORGAN AGENTS
ALLON WHITE & SON (CRANFIELD) LTD.
Cranfield, Beds.
Phone: Bedford 750205.
SALES SERVICE SPARES
by Morgan enthusiasts
Used Morgans purchased and supplied

PORSCHE
APPROVED USED CARS
FOR NEW & USED
Consult The
Official Sales Centre for
Yorkshire & N.Humberside
Leeds LS19 7BZ
Tel:(0532) 508454
or 502231
JCT600

AUTOFARM
PORSCHE SPECIALISTS

5 Hill Avenue, Amersham, Bucks, HP6 5BD
Phone Amersham (02403) 21112
New direct stores line. **Tel: Amersham (02403) 2 8196**

TIP OF THE MONTH

Gear Graunch? Before booking in for a gearbox rebuild, check your 911/930 gear linkage for wear and adjustment.
Remove the cover (4 screws), rear of central tunnel. Check the universal joint in the linkage for *rotational* wear. *N.B.* The axial play is designed in, being approx 2 mm when new.
Adjustment should be made by slackening the clamp holding the U.J. shaft in the central tunnel rod. Start point is with the gearlever as far as possible across the gate away from the spring load position, and the U.J. rotated to its top in the corresponding direction.
Note the U.J. shaft can be moved axially in the rod, permitting a degree of adjustment of the fore-and-aft position of the gearlever, according to taste and the length of your limbs.
You should also check the moving bits in the gearlever for wear, and check the cup at the front of the tunnel rod. For '73-on gearlevers, check the carrier bracket the gearlever pivots in has no fore-and-aft play in the housing. Gearlever bits are all reasonably priced. The rear U.J. is £14.26. A complete gearlever assy, 1976-on pattern, to go with any 1972-on 5-Speed transmission, £48.43 (incl. V.A.T.)

The Club Scene



Our Silver 1972 911S, shaking down well after a full rebuild.

The season's started well, with a good Porsche showing in the **Inter Marque** opener. Merv Sherlock's carburetted 3.0 911, Olly Dwarf's faithful 3.5 911 and John Piper's 'Group B' Turbo running together for a good team result. And more potent Porsche road machinery promised — would anyone like to sponsor us in our LHD 'Group B' Turbo?! (see cars for sale)
Chester Wedgewood's **Giroflex Porsche Production Series** provided a fascinating opener, with Nick Faure confirming that a 3.3 Turbo can beat (just!) the best of the RS Carreras. And Gavin Watson's 3.0 Turbo not very far behind on its first time out.
Our 1972 2.4 911S hung on to Barry Robinson's 1978 Carrera 3.0 in Class B with seemingly nothing to choose between the cars — especially if yours truly is generous enough to put sufficient petrol in so it doesn't run out on the last lap! And Paul Edwards hanging on and upholding 2.4 honours with his 1972 911E in Class C.
Vintage years, 1972 and '73. Hopefully there are enough 2.4's about that their values won't escalate beyond the reach of you enthusiasts, and we'll see some more 2.4 911T, E and S out, potential class winners all. Thanks, if we or Paul fitted a 2.4 911T engine, could we beat Steve Kevlin's fleet little 924 in Class D? Or will one of you prove the point? We even have one for sale!

Electric Spring Sale
(And fuel bits)

Remember, Sale lasts 'til May 20th. (See last month's ad. for more details) **Up to 25% discount**

Lights

1968-'73 911 Front side/indicator light body.	£42.34
Ditto, lens.	£18.06
1969 on 911/930 rear side/indicator light body.	£51.93
Ditto, lens.	£18.92
1972 on 911/930 H4 headlight (will retrofit all earlier 911/912).	£43.06

All prices include V.A.T.
1965-'68 911/912 front side / indicator light. £53.25
Ditto, rear. £70.12





Sale includes many other lights, lenses, reflectors, etc.
Sale includes many fuel supply and injection parts.
Sale includes many ignition and general electrical parts.
If you have a specific requirement, please 'phone stores to enquire.

PORSCHE LOVERS CORNER

1973 CARRERA RS LWT. Chassis number 9113601096. Originally white with blue. Ex-rally car, now just a rolling shell and absolutely terrible! Anyone interested in a long term restoration project?

3.0 RS 'Shopping Racer'. Built up by us in '79 with turbo body, group 4 spoiler. Factory 3.0 RS 'Rally' spec. engine, just fully rebuilt, 270 bhp on rolling road. Rebuilt comp. 'box, L.S.D., pump and cooler, circuit ratios, 4-pot caliper brakes, uprated Carrera suspension, big fuel tank, Recaro bucket and full harness, roll cage, etc. Totally practical road car, new M.o.T. **£14,750**



International 'Group B' Endurance Racing 3.3 Turbo. Built up for 1983 season from standard left-hand-drive road car. Class win '83 Kyalami 1000 kms. Placed in 9 other endurance events. Engine just rebuilt to full 380 bhp Group B spec., 935 brakes, centre-lock BBS rims, adj. brake balance, front oil cooler, full endurance equipment, etc., etc. Grand Prix white, black trim. Many spares. Could be easily registered for road as well as track use. Price v. dependent on spec. Incl. V.A.T. up to **£30,000**





We need good, full history 911's immediately, any year or model, and we're prepared to travel to all corners of our Great British Isles to view.

CARS FOR SALE



'Turbo-Look' 1978 3.0 911 SC Sport. Full Turbo body conversion in Black, modular BBS pattern Gold wheels, tan interior. 56,000 miles. Reg. No. 11 SPL. **£12,950**



1979 3.0 911SC. Light Blue metallic, brown pasha interior. Two owners. F.S.H., 63,000 miles. **£11,750**



1972 2.4 911T Lux. Blue metallic, black interior. 88,000 miles. A very sound, very original car. E.S.R., elec. windows, etc. Currently having very thorough 12,000 service. **£4,950**



1966 912. A remarkably sound and original example in black, with original E.S.R. 84,000 and running very sweetly. We last had a good 912 in stock in 1981! **£4,000**
Nostalgia note: Its reg. no. is LGW 6D. Anyone remember yellow LGW 4D and pink LGW 7D? A bit quicker, but not quite as original as 6D.
1973 2.7 Carrera RST. Chassis number 9113600409. Re-bodied with '74 '30 RS Lwt. style bodywork. Lots of history. Bodywork renovated by us '83. Rebuilt engine 30,000 miles ago. Grand Prix white with red, black interior. E.S.R., elec. windows, Recaro LS seats, etc. **£12,500**
1981 924 Lux. Five-speed, Mauritius blue, brown Berber trim. 50,000 miles, one owner. F.S.H., P.D.M., factory sunroof, **£7,950**
1981 (model) 924 Lux. Five-speed, Minerva blue, brown Berber trim, two owners, F.S.H., P.D.M., 42,000 miles. **£7,750**

nInternational

Ferrari



84A 944 Manual. Guards red with black berber sunroof, pdm, 8,000 miles, full service history. **£15,950**

82 Mod 924 Lux. Manual. Met red with grey berber sunroof, pd mirror, full service history. **£8,950**



1964 Silver Cloud III. Sage green with beige hide. 1 owner from new with only 46,000 miles, full Rolls Royce Service history. Superb exportable example. **POA**



82Y 512BBi. Red with magnolia hide, 15,000 miles with full service history. **£34,950**



79V Rolls Royce Silver Shadow. Red label, shell grey with dark blue hide, 40,000 miles, full service history. **£17,950**

75 Bentley. Silver, blue hide, private reg, superb example throughout. **£10,950**



83Y 308 GTS QV. Rosso red with black hide, 14,000 miles, full service history. **£25,950**

82Y 308 GTSi. Blue with beige hide, air con, full service history. **£19,950**



84B Range Rover. 4 door, 5 speed, Vogue, gold, Elec. and Int. pack, tow bar, 5,000 miles, full service history. **£15,950**

82 4 door. Light met. blue, option pack B, 44,000 miles, service history. **£8,950**



78T 350 SL. met blue, rear seat, alloys, electric windows. **£10,950**

79V 450SLC. Brown with brown velour, one owner, full service history. **£12,450**



1984B Lotus Caterham 7. Finished in red with black hood, fitted with 1,600 cc twin cam Lotus engine. As new 511 miles only. **£7,950**

136-142 FINCHLEY ROAD, LONDON NW3. 01-431 0666

ASTON MARTIN

HYDE VALE GARAGE LIMITED
Official Service and Spares Agents for London
We carry the most comprehensive stock of Aston Martin parts in the South of England, including panels.
London SE10
Tel: 01-692 2822 8122. Telex: 895 6023 HYDVAL

MAY WE HELP YOU FIND THAT RARE AND ELUSIVE MOTOR CAR YOU'VE ALWAYS PROMISED YOURSELF?

DUNCAN HAMILTON & Co. Ltd.
BAGSHOT (0276) 71010

SCIMITAR
BOUGHT & SOLD
Good clean examples
RING TERRY MOXLEY FOR PRICES ANYTIME.
T. Moxley & Son

ALL MODELS



PREPARED AND CUSTOM VALETED

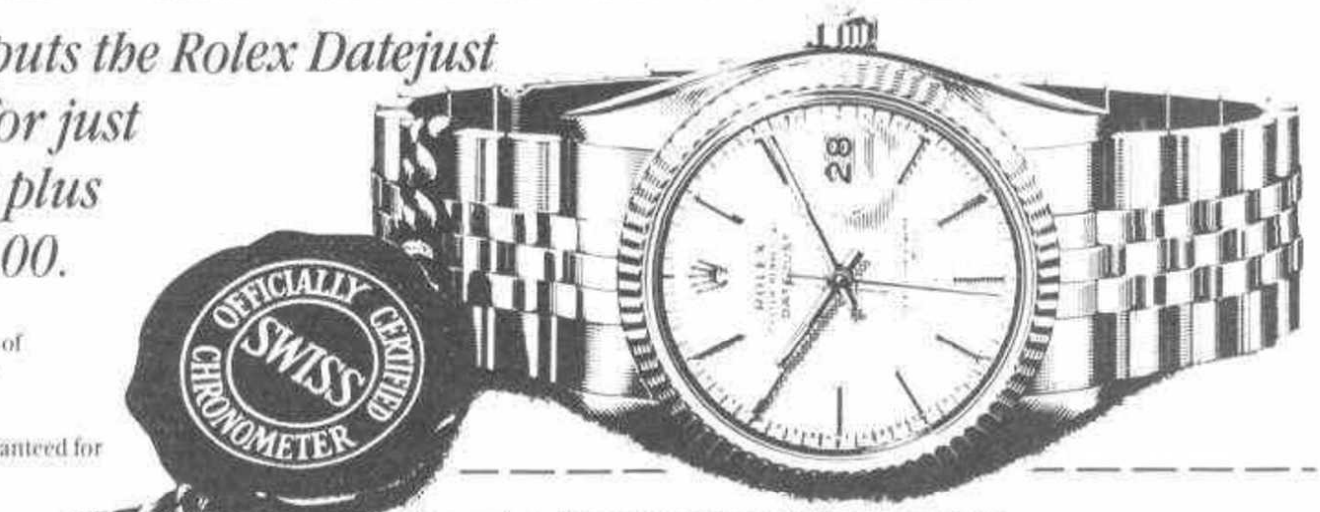
Underwriter to the motor trade
03224 33549 / 01 311 3397 / 0227 265 781
Classic Cars London / Kent



Alexanders for

ROLEX

Interest Free Credit puts the Rolex Datejust on your wrist for just £27.00 deposit plus 12 monthly payments of £57.00.



To own a Rolex watch today is to share in the rewards of 70 years of invention, innovation and leadership. Just consider some of the advantages of the world's most prestigious watch.

- ★ Datejust Oyster Perpetual Chronometer in steel, Red Seal guaranteed for pin-point accuracy.
- ★ Robust Jubilee stainless steel bracelet.
- ★ Special Oyster case 100% waterproof to 100 metres.
- ★ Tested and passed by the Chronometer Testing Institute of Switzerland.
- ★ To ensure the greatest precision and quality in manufacture each Rolex takes up to one year to make.
- ★ Perpetual (automatic) movement finished to world leading standards.
- ★ Specially toughened scratch resistant sapphire crystal face.
- ★ Available now with interest free credit, from Alexanders, official Rolex agents for over 25 years.

Telephone order: 0483-62357. 24 Hours answerphone service.

Complete the Alexanders coupon below today, enclose your cheque for £27, and within 21 days you will be the proud possessor of a superb Rolex Datejust.

No hidden charges. You pay the recommended retail price (£711.00) only.

Alexanders The Jewellers Ltd., 23 Tunsgate, Guildford, Surrey.

Please send me a Datejust Oyster Perpetual Chronometer (16014).
I enclose cheque/P.O.rder crossed and payable to Alexanders Ltd. Value £27.00 (balance to be paid over 12 months interest free). Subject to credit status.
Please debit my credit card for deposit/full payment.

Card No. .....

Tick as applicable: Access ☐ B'card ☐ A. Express ☐ Diners ☐

Allow 14-21 days for delivery.

Please send me free, full colour Rolex brochure and details of interest free credit ☐
Tick as applicable.

Mr/Mrs/Miss .....
(Block capitals please)
Address .....

Post Code .....

To order by phone Ring (0483) 62357. 24 hour answerphone.

Please send to: Alexanders The Jewellers Ltd., 23 Tunsgate, Guildford, Surrey GU1 3QS.
Tel: (0483) 62357. Reg. in England 521312.

MS585

JOHN BUTT AUTOMOBILES (H) HONDA

MERCEDES

81W (Ser) 380 SLC. Thistle green, Tan leather, air cond, s/roof, alloys, cruise, HLWW, stereo, FSH.
£17,995 or £468 p.m. (S)

82X 500 SEL. Silver blue, blue cloth, e/s/roof, air cond, cruise, ABS, alloys, stereo, 42,000 miles, FSH.
£18,995 or £494 p.m. (P)

84B 280 CE. Signal red, creme cloth, auto, s/roof, e/w, cruise, alloys, HLWW, r/heads, expensive stereo, under 1,000 miles.
£18,995 or £494 p.m. (S)

80V 450 SLC. Silver blue, blue cloth, e/s/roof, air cond, cruise, alloys, stereo, 30,000 miles, FSH.
£14,995 or £390 (P)

83A 230 CE. Met Champagne, creme cloth, auto, c/locking, a/rest, alloy wheels, montreal stereo, elec aerial, 1,600 miles, FSH.
£14,295 or £371 p.m. (S)

67 F 250 SL. Met blue, grey trim, auto, PAS, alloys, r/seat, hardtop, 50,000 miles, full service history from new.
£8,995 (P)

83Y 380 SEL. Met silver, creme cloth, s/roof, ABS, e/seat, cruise, stereo, value for money.
£19,995 or £520 p.m. (S)

81X 230 TE. Signal red, black cloth, e/s/roof, r/heads, alloys, PAS, stereo, 35,000 miles, FSH.
£9,995 or £260 p.m. (P)

69G 280 SL Convertible. Midnight blue, grey trim, auto, PAS, rear seat, stereo, 50,000 miles, service history, classic car.
£9,995 (S)

81W (Ser) 200 T. Light ivory, brown cloth, automatic, s/roof, rear seat, r/head, split seat, radio, 45,000 miles, FSH.
£7,995 or £207 p.m. (P)

83Y 380 SEL. Petrol blue, sienna velour, elec s/roof, e/w, air cond, cruise, HLWW, stereo, 7,000 miles.
£22,495 or 584 p.m. (S)

83Y 200T. Signal red, black cloth, 5-speed, s/roof, split seat, tints, c/locking, stereo, 42,000 miles, FSH.
£7,995 or £207 p.m. (P)

83Y 230 E. Light ivory, brown cloth, automatic, s/roof, ABS, e/windows, tints, c/locking, stereo, 15,000 miles, FSH.
£11,495 or £298 p.m. (S)

82Y 200. Light ivory, beige cloth, 5-speed g/box, sunroof, c/locking, tints, stereo, 28,000 miles, FSH.
£8,295 or £215 p.m. (P)

HONDA

84B Accord 4 EM. Met beige, cremé cloth, 5-speed, air cond, cruise, PAS, e/w, c/locking, stereo, delivery mileage.
£7,895 or £205 p.m. (S)

85B Accord 4-door EXR. Misty beige, beige velour, automatic, e/s/roof, PAS, air cond, anti-lock brakes, cruise, c/locking, 4 spk stereo, under 1,000 miles.
£9,645 or £252 p.m. (P)

84B Accord 3dr EX. Dominican red, grey velour, PAS, s/roof, e/w, alloys, stereo, HLWW, 5,000 miles.
£6,995 or £182 p.m. (S)

84A Accord 3-door Executive. Arctic silver, grey velour, 5-speed, e/s/roof, PAS, e/w, HLWW, stereo, 13,000 miles, FSH.
£6,995 or £181 p.m. (P)

82X Accord 3 de Luxe. Met aruba red, grey cloth, 5-speed, tinted glass, rear belts, split seat, radio, 24,000 miles, FSH.
£4,295 or £111 p.m. (S)

85B Civic GT 1.5i. Greek white, blue cloth, 5-speed, sunroof, tints, alloys, 4 speaker stereo, under 1,000 miles.
£6,645 or £172 p.m. (P)

83Y Civic 5-door Hatch. Met aruba red, grey cloth, 5-speed, tints, radio, only 13,000 miles.
£3,995 or £104 p.m. (S)

84B Civic Shuttle. Met gold, tan cloth, 5-speed, tints, metallic paint, radio, delivery mileage.
£5,690 or £147 p.m. (P)

84B Civic CRX Coupe. Style auto conversion, e/s/roof, Pirelli wheels & P7s, 5-speed, stereo, 4,000 miles, our own car.
£7,995 or £208 p.m. (S)

84A Civic Sports. Victoria red, grey cloth, 5-speed g/box, s/roof, tinted glass, radio, 16,000 miles.
£5,795 or £150 (P)

84 B Civic De Luxe. Met Avignon blue, blue cloth, 5-speed, tinted glass, split seat, rear wash wipe, radio, under 1,000 miles, FSH.
£4,995 or £129 p.m. (S)

81X Civic 5-door. Shetland white, blue cloth, automatic, tinted glass, one owner from new, 21,000 miles, FSH.
£3,295 or £85 p.m. (P)

84B Prelude Executive. ALB, Dominican red, grey hide, with red piping, full 'style auto' conversion, including F&R spoilers, side skirts, centra wheels, low profile tyres, c/locking, w/w, PAS, stereo, 3,000 miles, our own car, must be seen.
POA (S)

85B Prelude Executive. Greek white, black cloth, full 'style auto' conversion, colour keyed alloys, 4 spk stereo, etc, under 1,000 miles.
POA (P)

84A Prelude EXA. ALB, Met windsor blue, blue cloth, auto, e/s/roof, PAS, e/w, tints, alloys, anti lock brakes, stereo, 9,000 miles, FSH.
£7,995 or £221 p.m. (S)

81X Accord 4-door Automatic. Met Nelson blue, blue velour, fitted auto tints, pioneer stereo system, wheel embellishers, only 10,000 miles, FSH.
£3,995 or £104 p.m (S)

PRE-OWNED CARS

77S Rolls-Royce Silver Shadow II. Met willow gold, brown hide, only 35,000 miles, total service history arrives weekend. **(P)**

82X BMW 528i A. Met bronze, auto, s/roof, PAS, e/w, alloys, stereo, c/locking, 29,000 miles, FSH.
£9,495 or £241 p.m. (S)

82X BMW 320. Sapphire blue, blue cloth, 5-speed g/box, sunroof, tinted glass, e/mirrors, stereo, 24,000 miles, FSH.
£5,995 or £155 p.m. (P)

85B (Ser) BMW 318i 4-door. Met garnet, beige cloth, 5-speed, s/roof, r/heads, c/locking, r/spoiler, one thousand miles only.
£9,695 or £240 p.m. (S)

78T BMW 320. Greek white, Olive tex trim, tinted glass, HRW, rear belts, stereo, 50,000 miles, FSH.
£3,795 or £98 p.m. (P)

82X Audi GT Coupé. Met ice green, 5-speed, PAS, e/windows, alloys, stereo, 19,000 miles, FSH.
£5,895 or £153 p.m. (S)

81X Porsche 924 Lux. Mocha brown, tan pinstripe velour, s/roof, e/w, alloys, PDM, stereo, 28,000 miles, FSH.
£8,995 or £234 (P)

84B Datsun Silvia ZX Turbo. Jet black, russet velour, 5-speed, PAS, alloys, stereo, tints, rear w/w, 7,000 miles, FSH.
£7,995 or £208 p.m. (S)

81X Porsche 924. Lux, met pewter, brown berber, s/roof, e/w, alloys, PDM, stereo, 32,000 miles, FSH.
£8,995 or £234 p.m. (P)

83Y Audi 100 CD. Met Aruba red, grey cloth, automatic, e/w, PAS, c/locking, tinted glass, r/heads, radio, 15,000 miles, FSH.
£8,495 or £221 p.m. (S)

79 T Porsche 911 SC Sport. Grand Prix white, black berber, e/s/roof, Martini stripes, PDM, stereo, 53,000 miles, service history.
£13,495 or £350 p.m. (P)

84B BMW 635 CSiA. Henna Red, Anthracite, computer, delivery mileage.
Saving On List (S)

MG Sports Replica. Ivory, tan interior, based on MGB engine gearbox etc. Fitted overdrive. Concours condition, winner of many events, must be seen, only 6,000 miles.
£4,995 or £129 p.m. (P)

84A Opel Manta GTE. Classic white, beige cloth, 5-speed, alloys, tints, Recaro seats, r/spoilers, stereo, 6,000 miles, FSH.
£6,495 or £169 p.m. (S)

83Y Vauxhall Cavalier GLS 5-door. Met gold, beige velour, automatic, sunroof, tints, alloys, stereo, 13,000 miles, FSH.
£5,495 or £142 p.m. (P)

83Y Rover 2300 'S'. Met champagne, tan cloth, automatic, s/roof, PAS, c/locking, stereo, 11,000 miles FSH.
£6,495 or £168 p.m. (S)

84A (mod) Sierra 1.6 L 5-door. Champagne gold, mocha cloth, 5-speed, tints, rear w/wipe, 4 spk stereo, 13,000 miles, FSH.
£4,795 or £124 p.m. (P)

82Y Volkswagen Golf GLi. Cabriolet, Jet black, henna cloth, 5-speed, tinted glass, alloy wheels, stereo, 11,000 miles, FSH.
£6,995 or £182 p.m. (S)

(P) = Portsmouth (S) = Southampton

JOHN BUTT AUTOMOBILES

WE DEAL NATIONWIDE — the place for cars

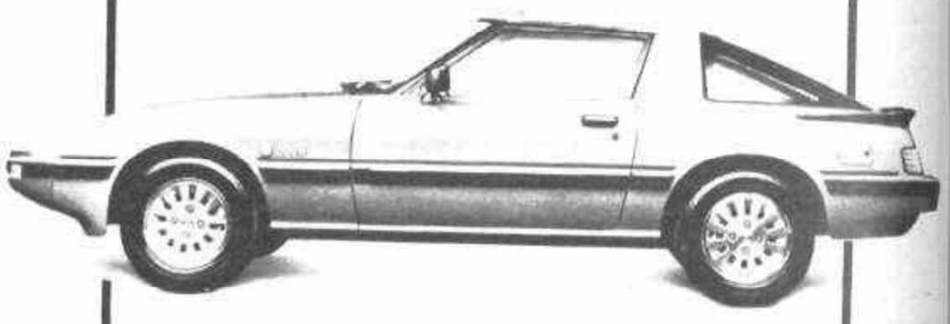
1/6 Malvern Terrace, Winchester Road, Southampton SO1 2SE
Telephone: (0703) 777727
111 Havant Road, Drayton, Portsmouth PO6 2AH.
Telephone: (0705) 326266
Telex: 477950 JB AUTO (Southampton & Portsmouth)

OPEN 7 DAYS

mazda

Richard Knight Cars Ltd

ENGLAND'S LARGEST RX7 DEALER



THE NEW 1985 MAZDA RX7's ARE NOW IN STOCK

Sales: 35a-37 Fairfax Road, Swiss Cottage NW6.
01-625 5176
45, The Mall, Ealing, W5.
01-840 3682

LONDON

TVR

Exclusive Sports Cars in the Midlands

IMMEDIATE DELIVERY	
New TVR 280i F/head red / biscuit.	LIST
New TVR 280i Convertible white / red.	LIST
New TVR 280i 2 + 2 F/head slate blue / red.	LIST
New TVR 350i Convertible red / beige.	LIST
New TVR 350i Convertible black / beige leather.	LIST
New TVR 350i Convertible, slate blue / red.	LIST
1984 B-Reg. TVR 350i Convertible. White / red, 8,000 miles.	£14,495
OTHER VEHICLES	
Colt Starion Turbo 1983. White / grey leather.	£5,750
1981 XJS. 27,000 miles, gold, Lister spoilers, 2 wheels.	£12,500
TR8 X-Reg. 16,000 miles 5 sp, convertible with h/top, blue.	£7,995
1981 TR7 Convertible. X Reg. Met. red, 5 spd., 55,000 miles.	£3,250
E-Type V12 2+2 1972. Primrose / beige interior, totally restored / retrimmed, 52,000 miles, excellent cond.	£8,500
Golf GLI Cabrio W-Reg. Silver / black 5 sp, 50,000 m.	£4,600

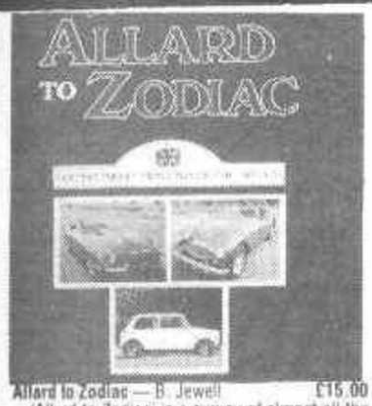
CONTACT TIM EXETER



B.L.E Automotive Ltd.

780 KINGSBURY ROAD, ERDINGTON
BIRMINGHAM B24 9PS
Telephone 021-384 6000. Telex 337682 EXMACH
24 Hour Answerphone 021-384 8565

YOUR FIRST CHOICE FOR ALL MOTORING BOOKS



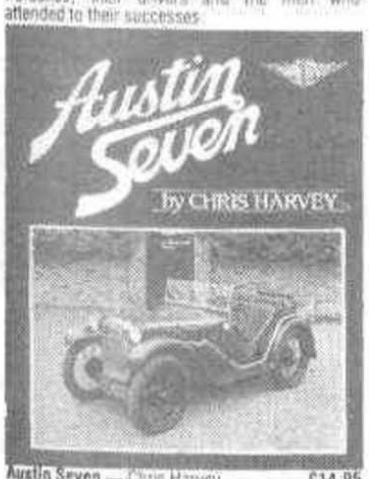
Allard to Zodiac — B. Jewell £15.00

'Allard to Zodiac' is a survey of almost all the British production cars available between 1960 and 1970 — a total of well over 500 models and their derivatives. Profusely illustrated with over 150 photographs representing all the popular cars on the market, with background information on the manufacturers, and a list of representative prices to give the reader some idea of the effects of inflation over the last twenty years.



Porsche Story — J. Weitmann (revised edition) £19.95

This book contains hundreds of photographs, mostly taken by the famous German motor racing photographer, the late Julius Weitmann, a true Porsche aficionado. His pictures were the result of 18 years of focusing his cameras on Porsches, their drivers and the men who attended to their successes.



Austin Seven — Chris Harvey £14.95

This book contains not only the facts and figures, development and production history of the Austin Seven in all its forms, but vivid descriptions of what it was like to drive when it was new, a complete competition review, an intimate guide to restoration and trouble-shooting, the fascinating stories behind the people whose lives were tied up with the Seven.



"Classic Series". £3.50
Rolls Royce
Ferrari
Corvette
Mercedes-Benz
MG
Porsche

MARQUE HISTORIES AND ROAD TESTS

ABARTH

Abarth Cars — An enthusiasts guide — P. Braden £14.95
Abarth Guide — A. Cosentino, Nigensha £55.00
Abarth — Fiat — Lancia Bible — Faza £6.95

AC AND COBRA

AC and Cobra — McLellan £14.95
Carroll Shelby's Racing Cobra £9.95
Cobra — Legate £34.95
AC (Shelby) Cobra — Auto History £7.95
AC (Ford) Shelby Cobra Super Profile £4.95
The Classic AC's McLellan £9.95
AC Cobra 1962-69 Road Tests £5.95
Cobras & Replicas 1962-83 Road Tests £5.95
AC Aceca 1953-83 Road Tests £5.95
Road & Track on Cobra, Shelby & Ford GT40 1962-83 £5.95
AC — Mini-marque series £4.95

ALFA ROMEO

Alfa Romeo Spiders Auto History £7.95
Illustrated Alfa Romeo Buyers Guide £8.95
Alfa Romeo 1910-82 Complete Catalogue £89.50
Road & Track on Alfa Romeo 1977-81 £5.95
Alfa Romeo Spider 1966-81 Road Tests £5.95
Alfa Romeo Giulia Coupes 1963-70 Road Tests £5.95
Road & Track on Alfa Romeo 1949-63 £5.95
Road & Track on Alfa Romeo 1964-70 £5.95
Road & Track on Alfa Romeo 1971-76 £5.95
Alfa Romeo Monoposto Tipo A — Fusi £14.95
Alfasud — Collectors Guide £9.95
Alfa Romeo Alfetta GT Auto History £7.95
Alfa Romeo — Mini Marque Series £4.95

ALVIS

Alvis Storm of the Red Triangle £12.95

ASTON MARTIN

Aston Martin & Lagonda — Frostick £12.50
Aston Martin & Lagonda — Harvey £17.95
Aston Martin & Lagonda Vol. 1 — 6 cyl DB Cars — Collectors Guide £8.95
Aston Martin V8 Auto History £7.95
Aston Martin — High Performance Series £8.95
Road & Track on Aston Martin 1962-84 £5.95
Racing with DB Aston Martins Vol. 1 — Wyer £14.95
Racing with DB Aston Martins Vol. 2 — Wyer £14.95
The Aston Martin 1921-42 — A. Feather £4.50
The Aston Martin 1948-59 — A. Feather £5.50
The Power Behind Aston Martin £5.95

AUDI

Audi Quattro — High Performance Series £6.95
Audi Quattro — Development & Competition History — J. Walton £14.95
Audi Quattro — Rally Library Series £4.95

AUSTIN

Austin Seven — Harvey £14.95
Austin Seven — Motor for the Millions £10.95
Austin 1905-52 — Wyatt £13.95
Austin Seven 1922-82 Road Tests £5.95
Austin A30-A35 Road Tests £5.95
Austin A30-A35 Super Profile £4.95
Austin Seven Specials £7.50

AUSTIN HEALEY & HEALEY

Illustrated Austin Healey Buyers Guide £8.95
MG and AH Spridgets £14.95
Sprites and Midgets Collectors Guide £8.95
Big Healey Collectors Guide £8.95
Healey, The Handsome Brute £14.95
AH Frogeye Sprite Super Profile £4.95
AH Sprite, MG Midget Super Profile £4.95
Austin Healey 100 1952-59 Road Tests £5.95
Austin Healey 100 & 3000 Col. 1 Road Tests £4.50
Austin Healey 3000 1959-67 Road Tests £5.95
Austin Healey Sprite 1958-71 Road Tests £5.95
Austin Healey Frogeye Sprite Col. 1, 1958-61 Road Tests £4.50
Road & Track on Austin Healey 1953-70 £5.95
Healey Autocar Road Tests £9.95
Jensen Healey 1972-76 Road Tests £5.95
Austin Healey — Story of the Big Healey's £10.95
Healeys — The Specials £10.95

BENTLEY

Bentley Past & Present — R. Fletcher £12.95
Bentley — 50 Years of the Marque — Green £19.95
Illustrated Rolls Royce - Bentley Buyers Guide £8.95

BMW

Illustrated BMW Buyers Guide £8.95
Great Marques — BMW £3.95
BMW — The Bavarian Motor Works — Frostick £14.50
BMW — Bavarias Driving Machines — Norbey £9.95
Illustrated BMW Buyers Guide — Gross £8.95
Road & Track on BMW 1975-78 £5.95
Road & Track on BMW 1979-83 £5.95
BMW — 6 cyl Coupes Road Tests £5.95
Illustrated BMW Buyers Guide £8.95
Unbeatable BMW £9.95

BUGATTI

Bugatti — The Dynamics of Mythology — Borgeson £9.95
Bugatti — Conway (3rd Edition) £9.95
Bugatti — Conway Grielsamer £35.00
The Grand Prix Bugatti — 2nd Edition £19.95
Great Marques — Bugatti £4.95

CHEVROLET

Early Chevrolet Corvettes, 1953-67 Auto History £7.95
Tri-Chevy — That Means '55, '56, and '57 Chevrolets £8.95
The Corvettes 1953-84 Collectors Guide £8.95
Chevrolet Corvette 1968-82 Auto History £7.95
Corvette 1968-82 £5.95
Road & Track on Corvette 1953-67 £5.95
Chevrolet 1911-85 — Langworth & Norbye £14.95
Corvette — Past, Present & Future — Consumer Guide £4.95
Corvette — Stingray 1963-67 Super Profile £4.95
Illustrated Corvette Buyers Guide — Antonick £8.95
The Great Camaro — M. Lamm £12.50
Corvette — Americas Sports Car — J. Koblenz £9.95
Camaro — The Third Generation — M. Lamm £11.95
The Newest Corvette — From A Thro' Z-51 — M. Lamm £17.95
Corvette Restoration — The State of the Art £22.50
Corvette Americas only £16.50
Camaro 1966-70 Road Tests £5.95
Camaro Muscle Cars 1966-72 £5.95
Car & Driver on Corvette 1956-67 £5.95
Car & Driver on Corvette 1968-77 £5.95
Car & Driver on Corvette 1978-82 £5.95
Illustrated Camaro Buyers Guide £8.95

CITROËN

Citroën SM Auto History £7.95
Citroën 2CV 1948-82 Road Tests £5.95
Citroën 2CV & Derivatives Collectors Guide £8.95
Traction Avant 1934-57 Road Tests £5.95

DAIMLER

Daimler Tradition — Smith £13.95
The Royal Daimlers — Smith £12.50
Daimler Dart V8 250 Road Tests £5.95

DATSUN

Datsun Z-Series, Collectors Guide (New Edition) £9.95
Road & Track on Datsun Z 1970-83 £5.95
Datsun 240Z/260Z 1970-77 Road Tests £5.95

DE TOMASO AND PANTERS

De-Tomaso Automobiles £10.95
Panthers for the Road £19.95
De-Tomaso Pantera Auto History £7.95
De-Tomaso Coll. 1 Road Tests £4.50
Panters & Mangusta 1969-74 Road Tests £4.50
Panters 1970-73 — Road Tests £4.50

DUESENBERG

Duesenberg — The Pursuit of Perfection £29.95

ERA

ERA — The History of English Racing Automobiles £45.00

FERRARI

Ferrari Berlinetta Boxer 365 & 512 Auto History £7.95
Ferrari Dino 206 GT, 246 GT, GTS Auto History £7.95
Ferrari 250 GTO Auto History £7.95
Ferrari 275 GTB & GTB Auto History £7.95
Ferrari 308 & Mondial Auto History £7.95
Ferrari 4-seaters Auto History £7.95
Ferrari Cabriolets & Spyder Auto History £7.95
Complete Guide to the Ferrari 308 Series £8.95
Dino — The Little Ferrari £13.95
Ferrari Daytona £14.95
Ferrari 365 GTB/4 Daytona — World Supercars No. 1 £9.95
Ferrari LM £14.95
Ferrari Testa Rossa V12 £14.95
Ferrari Turbo £9.95
Ferrari Legend — The Road Cars — Prunet £19.95
Ferrari Sports Racing & Prototype Comp. Cars — Prunet £19.95
Ferrari — Tanner & Nye (6th Edition) £39.95
Ferrari Road & Racing Cars £9.95
Enzo Ferrari — 50 Years of Greatness £8.95
Ferrari Raid D'Epoca — Moderna 1981 £19.95
Ferrari 250 GTO Super Profile £4.95
Ferrari — The Sports & Gran Turismo Cars — (4th Edition) £22.50
Boxer — Ferrari Flat 12 Racing & GT Cars £14.95
Ferrari 1946-56 Road Tests £4.50
Ferrari 1962-66 Road Tests £5.95
Ferrari 1966-69 Road Tests £5.95
Ferrari 1969-73 Road Tests £5.95
Ferrari 1973-77 Road Tests £5.95
Ferrari 1977-81 Road Tests £5.95
Ferrari Coll. 1 1960-70 Road Tests £4.50
Road & Track on Ferrari 1950-68 £5.95
Road & Track on Ferrari 1968-74 £5.95
Road & Track on Ferrari 1975-81 £5.95
Car & Driver on Ferrari 1955-62 £5.95
Car & Driver on Ferrari 1963-75 £5.95
Car & Driver on Ferrari 1976-83 £5.95
Motor Thoroughbred & Classic Car on Ferrari — 1966-75 £5.95
Motor & Thoroughbred & Classic Car on Ferrari — 1976-84 £5.95
Ferrari — Complete Catalogue (Revised) £89.50
Ferrari — The Grand Prix Cars — Henry £14.95
Flat 12 Ferrari — Henry £8.95
Ferrari 250 GT SWB Auto History £7.95
Scuderia Ferrari £39.95
Ferrari's For The Road £14.95

FIAT

Fiat Sports Cars — 1945 to X1/9 — Robson £12.95
Fiat X1/9 Auto History £7.95
Fiat X1/9 1972-80 Road Tests £5.95
Road & Track on Fiat Sports Cars 1968-81 £5.95
All The Fiats — Domus £39.95
Fiat X1/9 Super Profile £4.95

FORD (UK)

Sporting Fords Vol. 1 — Cortinas — Collectors Guide £8.95
Sporting Fords Vol. 2 — Escorts — Collectors Guide £8.95
Sporting Fords Vol. 3 — Capris — Collectors Guide £8.95
Ford Escort RS Auto History £7.95
Ford Escort RS 1968-80 Road Tests £5.95
Capri — Walton s/b £7.95 h/b £14.50
Lotus Cortina Road Tests £5.95
Cortina 1600E GT Road Tests £5.95
Cortina Mk I Auto History £7.95
Works Escort (2nd Edition) — Robson £12.95
Ford Competition Cars (New Edition) £12.95
Cortina 1600E Super Profile £4.95
Consul, Zephyr, Zodiac — The Big 50's Fords £10.95
Ford Popular & The Small Side Valves £10.95
Escort Performance — Guide to Mods, Tuning — D. Foy £6.95
High Performance Escorts Mk. I 1968-74 Road Tests £5.95
High Performance Escorts Mkll 1975-80 — Road Tests £5.95
Capri Muscle Cars — Road Tests £5.95
The XR Fords Collector's Guide £9.95
Ford Anglia, Popular, Prefect Super Profile £4.95

FORD (US)

Ford GT40 Super Profile £4.95
Ford GT40 1964-'78 Road Tests £4.50
Mustang Encyclopedia £9.95
The Illustrated History of Ford £22.50
Ford 1903-'84 Consumer Guide £9.95
Illustrated High Performance Mustang Buyers Guide £8.95
Mustang, R. Carlyon £7.95
'32 Ford, "The Deuce" £11.95
Ford Mustang Autohistory £7.95
The Mustangs 1964-'73 Collector's Guide £8.95
Ford Mustang 1964-'67 Road Tests £5.95
Ford Mustang 1967-'73 Road Tests £5.95
Road & Track on Cobra, Shelby & GT40 & Mustang 1962-'83 £5.95
The Ford That Beat Ferrari £40.00

MOTORSPORT

Keke — An Autobiography — Keke Rosberg & K. Botsford £8.95 (due May)
Brabham — The Grand Prix Cars — A. Henry £14.95 (due May)
McLaren — The Grand Prix, Can Am & Indy Cars £12.95
Ferrari — The Grand Prix Cars — A. Henry £14.95
Mercedes-Benz Grand Prix Racing 1934-55 — G. Monkhouse £29.95
ERA — History of English Racing Automobiles Ltd £45.00
Roy Salvadori — Racing Driver £11.95 (due July)
Second Time Around — Niki Lauda £12.50
Jim Clark Remembered (2nd Edition) — G. Gould £9.95
Mille Miglia 1927-57 — G. Lurani £15.95
My Two Lives — Race Driver to Restaurateur — René Dreyfus
Colin Chapman — Grand Prix Genius — G. Crombac £12.95
Mr Monaco: Graham Hill Remembered — T. Rudkin £8.95
Power to Win — The Ford Cosworth Engine — Blunsden £12.95
The Hot Seat — Guide to Rally Navigation — Fellows £7.95
Quarter Mile — Drag Racing — Myatt £6.50
Racing Car Design & Development — Terry £6.95
Climax in Coventry — Nassau & Robson £3.95
The Barry Lee Guide to Hot Rod Racing £1.80
Theme Lotus — Nye £9.95
High Performance Driving £6.95
History of Rallying £9.95
Rothmans Rallying World 4 £7.95
Formula One Racing Car Anatomy Development from 1975 £14.95
Formula One Drivers Profiles £4.95
Gerry Marshall — Only Here For The Beer £6.95
Grand Prix Vol 1 1950-65 £9.95
Grand Prix Vol 2 1966-73 £11.95
Grand Prix Vol 3 1974-80 £14.95
Historic Car Racing Annual 1980-81 £15.95
Historic Car Racing Annual 1982-83 £19.95
John Cooper — Grand Prix Carpetbagger £6.50
Race & Rally Source Book £8.95
The Story of The RAC International Rally £7.95
Rally Navigation (2nd Edition) £6.95
Automobile Year No. 32 1984-5 £19.95
Automobile Year Book of Sports Car Racing £19.95
Autocourse Book of Grand Prix Cars 1966-84 £17.95
Autocourse 1984-5 £15.95
Motocourse 1984-5 £14.95
Rallycourse 1984-5 £15.95
Automobile Sport 1983-5 £14.95
Racing with DB Aston Martins Vol. 1 — Wyer £14.95
Racing with DB Aston Martins Vol. 2 — Wyer £14.95
Showroom Stock — Road Racing As A Real Hobby — M. Carney £5.95
Rally Cars — Given The Works — Autocar £9.95
Formula One — Paintings By M. Turner £9.95
R.A.C. — British Motorsports Yearbook 1985 £9.50

MOTORING — GENERAL AND MODELS

The Automotive Art of Bertone £14.95
British Light Cars 1930-39 £7.50
European Sports & GT Cars 1945-60 £12.95
European Sports & GT Cars From 1961 £15.50
Extraordinary Automobiles £24.00
Milestone Sports Cars 1950-65 £18.95
Pininfarina — Master Architect — Frostick £12.50
Vanden Plas Coachbuilders — Smith £19.95
The Coachwork Of Erdmann & Rossi — Stuhlemr £19.95
85 Jahr Berliner Auto 1897-1982 — Stuhl £27.50
The Classic Twin Cam Engine — Borgeson £27.50
From Cyclecar To Microcar — Worthington-Williams £9.95
The Post-war Touring Car £5.50
Pininfarina 1930-80 — Prestige & Tradition £19.95
Cars Of The Fifties And Sixties — M. Sedgwick £11.95
Automobile Year No. 3 1984 — Book Of Models £19.95
History Of British Dinky Toys 1934-64 — G. Gibson £4.95
Hornby Companion — Vol 1 — The Products of Binns Road £???
Hornby Companion — Vol 2 — The Meccano Super Models £15.00
Hornby Companion — Vol 3 — Hornby Dublo Trains £25.00
Hornby Companion — Vol 4 — Dinky Toys & Modelled Miniatures £25.00
Hornby Companion — Vol 5 — Hornby Gauge 0 System £35.00
Train, Spot-on & Minic Price Guide — F. Thompson £7.95
Matchbox Toy Price Guide — 1953-83 — F. Thompson £7.95
Dinky-Toy Price Guide — F. Thompson £6.95
Observers Book Of Automobiles £2.25
The Centenary Encyclopaedia Of Autobobiles £7.95
The Centenary Of The Car 1895-1985 — A. Whyte £9.95

MOTORING — TECHNICAL

B-Series Engine Data — Lindsay Porter £10.95 (due May)
How To Restore Electrical & Ignition Systems £6.95
How To Restore Car Interiors £6.95
How To Restore Fibreglass Bodywork £6.95
How To Restore Paintwork £6.95
How To Restore Wooden Body Framing £6.95
How To Restore Sheet Metal Bodywork £6.95
How To Restore Upholstery £6.95 (due June)
How To Restore Classic Car Engines £6.95 (due June)
Car Bodywork Repair Manual (New Edition) £7.50
Back To Basics £2.50
How To Choose & Use Car Tools £3.50
How To Buy & Import A New Car From Europe £1.95
L-Test Techniques In Pictures £1.95
Performance Tuning In Theory & Practice (4-Stroke) £8.50
Performance Tuning In Theory & Practice (2-Stroke) £8.50
Piper Tuning Manual £3.95
The Restoration & Preservation of Vintage & Classic Cars (New Edition) £12.95
Automotive Fuel Injection Systems — A Technical Guide £5.95
Automobile Electrical Manual £7.50
The 2-Stroke Engine £3.50
Tuning For Speed & Economy £3.50
New Castrol Book Of Car Care £1.25
Everyone's Guide To Car Maintenance £2.25
Turbocharging & Supercharging — A. Allard £9.95
Lucky All My Life — Harry Weslake £6.95
Tuning BL A-Series Engines — D. Vizard £14.95
How To Modify Your Mini — D. Vizard £7.95



The Certain Sound — 30 Years of Motor Racing — J. Wyer £14.95

Motor-Classics Bookshop

MAIL ORDER Add £1.80 to total order. Overseas customers add £3.00. Payment by cheque, Visa, Access, Mastercharge, Eurocard, P.O., I.M.O., Eurocheque, Banker's Draft, Giro Transcash (Account No. 3120066). Overseas personal cheques please add £2.00 to cover banking fees. Cheques made payable to *Motor Classics Ltd*. Send S.A.E. for latest titles — stating interest — transport. We double pack with care and most orders are fulfilled within 10 days. All sales are firm — no trial period offered. Customers will be informed immediately of any out of stock titles. Prices correct at time of press but could fluctuate thereafter. **ORDERS WELCOMED USING YOUR CREDIT CARD AND OUR 24 hr PHONE.**

BARCLAYCARD VISA
MasterCard

Dept MS, 7 PENN PLACE, OFF NORTHWAY, RICKMANSWORTH, HERTS. WD3 1RE. Tel: Rickmansworth (0923) 770911 (24 hr).

Shop opening times 9.30 to 5.00 Mon to Sat. Closed Wednesday afternoon.

COMPETITIVE RATES FOR ALL CLASSES OF MOTOR INSURANCE

HAS YOUR RENEWAL PREMIUM INCREASED THIS YEAR? FOR A FREE NO OBLIGATION COMPARISON CONTACT OUR OFFICE FOR A QUOTATION

Mature & Young Drivers, American, Sports & Classic Cars, Annual Green Card Cover available for E.E.C. Countries.

Instalment Schemes Available
Immediate telephone cover available
by Access or Visa

MITCHELL & PARTNERS
15 ARCHWAY ROAD, LONDON N19 3TX.
01-272 7661

Office Hours:
Mon-Thurs: 09.30-17.30
Friday: 09.30-19.30
Saturday: 09.30-16.00

TVR

The Sports Car Centre

TVR

Telephone 0905 840 288

New TVR 390 SE. EARLY DELIVERY
New TVR 350i. Starmist blue / blue leather. LIST
1983 (Y) Porsche 911 Cabriolet SC Sport. White / black leather, 1 owner, history, 28,000 miles. £19,995
1985 (B) TVR 350i, DHC. Red-grey leather, delivery mileage. £14,995
1984 (A) TVR 350i, DHC. Silver / blue trim, 1 owner, history, 6,000 miles. £12,995
1984 (A) TVR 280i, DHC. Red / biscuit trim, 5 speed, 1 owner, 8,500 miles. £10,995
1983 (Y) TVR 280i, DHC. Black / biscuit trim, 2 owners, immaculate, 18,000 miles. £8,750
1982 (X) TVR 280i, FHC, S2. White / biscuit trim, s/r, 1 owner, history. £7,995
1982 (X) TVR 200 DHC. Red / black trim, full '82 spec. £6,995
1981 (X) TVR Taimar. Silver / black trim, s/r, Wolfrace, last UK Reg. £6,495
1980 (V) TVR 3000M. Silver / black trim, 1 owner, history, 18,000 miles. £6,495
1979 (V) TVR Taimar. Gold / Oatmeal trim, s/r, stereo, 39,000 miles. £5,995
1978 (T) TVR Taimar. Black / black leather, e/windows, s/r, Wolfrace. £5,495
1974 (M) BMW 3.0 CSi. Silver / blue trim, alloys, TRX's. £3,995
1970 (H) TR6 PI. Red / black trim, o/d. £2,995
1983 (Y) Dutton Melos 1.3 GT. Red, professionally built, 5,500 miles. £2,495

Any used TVR bought for cash

Drakes Broughton, nr. Pershore, Worcs.
3 miles east Intersection 7 (M5)

MODEL RACING CARS

GET ON OUR MAILING LIST YOU MAY WIN £200 OF *FREE* MODELS

Send for free coloured details of Piccolino 1/76 scale Model Racing Cars and you enter our draw for Free Model Vouchers. Available now: Aston Martin Nimrod — BRM P154 — Caterham (Lotus) 7 — Chevron B8, B16, B19, B36 — Connaught — Jaguar D, XJR5, Lister-McLaren M1, M8 — Porsche 956 — Ferrari Dino 246, 330P4, 512S — Ford GT40 — Lola T70 — Lotus 16 — Tiga GC84. Kits from £4.45; finished from £7.05.

Write: Bellini, Freepost, Dept P155, Charwell House, Wilsom Road, Alton, Hants, GU34 2BR.

SGT we sell freedom

SPECIALIST USED CARS

1985 ALFA ROMEO 33 GOLD CLOVER LEAF, Silver. £5,995
1982 ALFA SPRINT 1.5 VELOCE, Brown, stereo. £3,795
1982 ALFA ROMEO SUD 1.5 4 DR, Metallic silver, 19,000 mls. £2,995
1983 ALFA ROMEO SUD. 1.3, Beige, stereo, 1 owner, low mileage. £3,395
1981 ALFA ROMEO GTV 6, Red, sunroof, radio stereo, 1 owner. £4,795
1985 COLT LANCER DIESEL, Red. £5,695
1983 COLT STARION TURBO, Red, grey leather interior, 1 owner. £8,995
1985 LOTUS EXCEL, Dark metallic green, tan leather interior, PAS, stereo, delivery mileage only. £16,995
1984 LOTUS ESPRIT S3, Metallic blue, full leather, air con 2,200 miles. £15,250
1983 LOTUS EXCEL, Metallic Blue, air con, PAS, leather trim, 1 owner. £12,995
1972 LOTUS PLUS 2S 130, left-hand drive, regency red, black interior, 1 owner, low mileage. £4,995
1979 MORGAN PLUS 8, Yellow, black interior, 1 owner, delivery mileage only. £9,995
1983 SCIMITAR GTE 2.8, Manual, overdrive, metallic green. £8,995
1983 MG METRO, Black, grey interior. £3,995
1985 METRO SURF, Metallic gold, black interior, delivery mileage only. £3,795
1983 ESCORT XR3i, Black, sunroof, radio stereo, 1 owner. £5,995
1982 ESCORT XR3, Red, alloy wheels, electric windows, 1 owner. £4,595
1981 PORSCHE 924, Metallic gold, sunroof, 37,000 mls. £7,995
1983 AUDI COUPÉ GT, fuel injection, silver, sunroof, radio stereo, 1 owner. £6,995

Lotus *Morgan* SCIMITAR

Station Garage
Station Road Taplow
Maidenhead Berks
Tel: Burnham
(06286) 5353/64044



SALES DIRECT LINE (06286) 4866 OPEN 8.30-6.00 MON-SAT

Ferrari

Modena

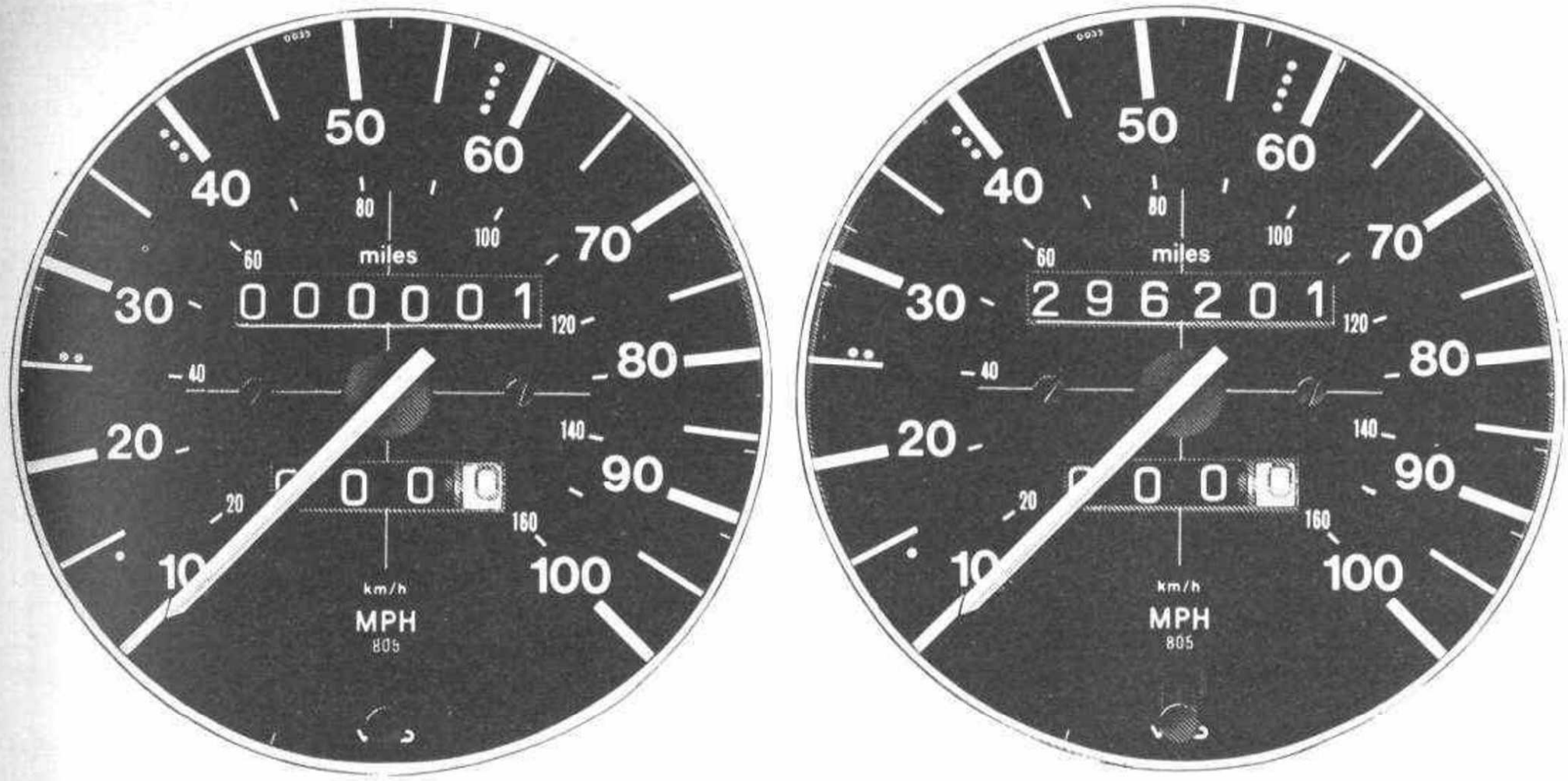
Official Ferrari Dealers.

Ferrari

Official Ferrari Dealers

1983 (A) 400i Automatic	Silver with Black hide and Wine Red carpets, 15,200 miles full history. Air Conditioned, TRX tyres, stereo radio and cassette	£34,995
1984 (A) 308 GTS QV	Racing Red with Magnolia hide, Red piping, Red carpets, Air Conditioned, deep front spoiler, rear Aerofoil, Panasonic stereo, one owner, 9,000 miles with full history	£29,995
1984 (A) 308 GTS QV	Nero met., Black hide / grey inserts, Air Conditioned, deep front spoiler, rear Aerofoil, alarm, Panasonic stereo, one owner, 9,000 miles with full history	£29,995
1984 (A) Mondial QV	Red with Magnolia hide, Electric sunroof, stereo, Air Conditioned, TRX tyres, 8,000 miles with history	£28,495
1983 (Y) 308 GTB QV	Racing Red with Tan hide and cloth inserts, Air Conditioned, Deep Spoiler, Alpine Component stereo, 12,500 miles with full history	£25,995
1983 (Y) Mondial QV	Red with Magnolia hide, Red carpets, electric sunroof, stereo, Air Conditioned, TRX tyres, 22,500 miles full history	£22,995
1980 (V) 308 GTS	Red with Black hide, Red carpets, wide wheels, Air Conditioned, Stereo, 25,600 miles with history	£20,995
1980 400i Auto	Met. Copper with Tan hide, Air Conditioned, Radio / cassette, Alloy wheels, 26,500 miles with history	£18,995
1980 (V) 308 GTB	Red with Magnolia hide, Air Conditioned, Deep Spoiler, wide wheels, radio / cassette, 18,000 miles with history	£17,495
1980 (W) 308 GTB	Black with magnolia, 22,200 miles with history, Air Conditioned, Radio / casette, Wide wheels.	£16,995
1979 (V) 308 GT4	Met. Silver with blue ½ cloth interior, Air Conditioned, Wide wheels, 38,500 miles with full history	£12,995
1978 (T) 308 GT4	Chiaro Blue with Tan hide and Blue cloth inserts and carpets, Factory sunroof, Air Conditioned, wide wheels, radio / cassette, 28,000 miles with history	£11,995

Station Garage, East Horsley, Surrey
04865-4663



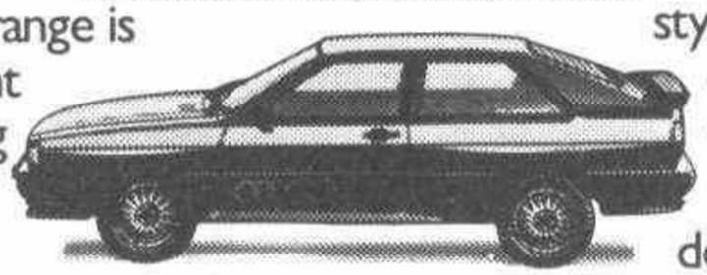
HOW LONG DOES IT TAKE TO DISCOVER THE DOVERCOURT DIFFERENCE?

Quite simply, it's a matter of minutes, and lasts a lifetime.

As soon as you walk into a Dovercourt showroom, whether you're looking for a brand new car or a good used model, the difference is there.



For a start, our Audi range is impressive. (The magnificent Audi 100s or rather dashing Audi Quattros are perfect examples).



All at competitive prices. Backed by a reliable after-sales service.

Our staff are friendly and helpful.

And we offer some very special extras. Like our Gold Card facility for used cars.

(Ask about it when you visit our showroom). You'll find you can rely on Dovercourt to offer you a good deal more than other dealerships.

Taking the hassle out of choosing a car.

So, whatever age or style of car you're looking for, choose a dealer equipped to advise you.

One who won their dealership through pure professionalism. Call in and discover the Dovercourt difference for yourself.

We promise it won't take long.

Audi VW
Dovercourt
discover the difference

ST. JOHN'S WOOD: 30-34 ST. JOHN'S WOOD RD., NW8. TEL: 01-286 8000. **PLAISTOW:** 259 PLAISTOW RD., E15. TEL: 01-534 7661
BATTERSEA: 100 YORK RD., BATTERSEA SW11. TEL: 01-228 6444. **WEST HULL:** 1/13 BOOTHFERRY RD., HESSLE. TEL: 0482 649124.
EAST HULL: WILLIAMSON ST., HEDON RD. TEL. 0482 225116.

-Injected with Enthusiasm



*Three thousand five hundred and twenty eight cubic centimetres of Rover V8 engine give the driver of our fuel-injected Plus 8 an enthusiastic approach to the sportier aspects of motoring. This 5-speed, front disc-braked, P6-shod masterpiece is hand-built in small numbers for those enthusiasts who number excitement amongst their requirements. It is recommended that those who aspire to a unique experience such as this car provides, and who are capable of controlling a quick vehicle, should inject a deposit at their nearest Morgan dealer, without delay. Morgan Sports Cars are currently available from £9,300 to £13,995.**

Allon White & Son
(Cranfield) Ltd.,
The Garage, High Street, Cranfield,
Beds, MK43 0BT. (0234) 750205

Otley Motors Ltd.,
Cross Green, Otley,
West Yorkshire. LS21 1HE
(0943) 465222

John Britten Garages Ltd.,
Barnet Road, Arkley, Barnet,
Herts. 01-449 1144

I. & J. Macdonald Ltd.,
Maiden Law Garage, Lanchester,
Co. Durham. (0207) 520916

Malvern Sports Car Company,
2A Howesell Road, Malvern,
Worcs. WR14 1TH
(06845) 63767

Burlen Services,
Greencroft Garage,
The Greencroft, Salisbury,
Wilts. SP1 1JD
(0722) 2177718

John Dangerfield Garages,
115 Staple Hill Road, Fishponds,
Bristol. BS16 5AD (0272) 566525

F. H. Douglass,
1A South Ealing Road, Ealing,
London. W5 4QT 01-567 0570

Packer Duncan,
Waterloo Garage,
153 Hagley Road, Stourbridge,
West Midlands.
(0384) 395186

Robin Kay (Motors),
Marine Road,
Eastbourne, Sussex.
(0323) 26462

Lifes Motors Ltd.,
32-36 West Street, Southport,
Lancs. PR8 1QN.
(0704) 31375

Parker Bros. (Stepps) Ltd.,
63 Cumbernauld Road, Stepps,
Glasgow. G33 6LS.
041-779 2271

Phoenix Motors,
The Green, Woodbury, Exeter,
Devon, EX5 1LT. (0395) 32255

Cliffsea Car Sales,
Bridge Garage, Ness Road,
Shoeburyness, Essex. SS3 9PG.
(03708) 5323

Mike Spence (Reading) Ltd.,
School Green, Shinfield, Reading,
Berks. (0734) 883312

Sports Motors (Manchester) Ltd.,
214/216 Ashley Road,
Hale, Altrincham, Cheshire.
061-928 8143

Morris Stapleton Motors,
6 Kendrick Place, Reece Mews,
London, SW7.
01-589 6894

Station Garage, Station Road,
Taplow, Nr. Maidenhead,
Berks, SL6 0NT.
(06286) 5353

SERVICE AGENT
Libra Motive Services Ltd.,
8/10 Rosemont Road,
Hampstead, London. NW3 6NE
01-435 8159

*Includes Car Tax, VAT.
Special equipment/colours extra.

'The Real Sports Car'
Morgan

Morgan Motor Co. Ltd., Malvern Link, Worcestershire, England. Telephone: Malvern 3104/5

VOL. LXI No. 5 MAY 1985

MOTOR SPORT

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

Sixty-first year of publication
Publication date last Friday of the month

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA

Telephone 01-628 4741
Telex: 888602 MONEWS G
© Motor Sport Magazine Limited

CONTENTS

	Page
Matters of Moment	457
Fixtures / Club News	458
MG Montego Turbo	459
News	460
VSCC Silverstone	461
Formula 3000 — A Promising Start	462
WEC Mugello 1000 kms	464
The Constructors — Spirit	466
Rally Review — Safari Rally	469
Ford's new Granada and XR4x4	473
Tojeiro	474
Long Life Racing Drivers	480
Book Reviews	483
Honda CRX and Civic GT	484
Veteran-Edwardian-Vintage	486
Vintage Postbag	524
Readers' Letters	525

COLOUR SECTION

International Trophy and Thruxton F3000	490
Portugal Rally and Circuit of Ireland	494
Brazilian Grand Prix	497
WEC Mugello 1000 kms	508
VSCC Silverstone	512
Safari Rally	514
TVR 390SE	518

FRONT COVER PICTURE: Alain Prost and McLaren began the 1985 F1 season in exactly the same way that they began 1984 season, with a win at Rio in the Brazilian Grand Prix.

USA (Airfreight) per annum $39.00. All enquiries to: MOTOR SPORT, Box 567, Gleneagles Drive, New Vernon, New Jersey 07976, USA Telephone (201) 267-5612.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL:	Home £14.50
AIR MAIL:	Overseas £15.00
	Europe £23.00
	Middle East £27.50
	Australasia £37.25
	*All other Countries £34.00

*with exception of USA (Airfreight)

All prices include postage. Subject to increases of postal rates and cover price. Net amount due and payable in sterling on London. If payment is made in a currency other than sterling please add £1.50 to sterling rate prior to conversion.

MATTERS OF MOMENT

BIRMINGHAM STREET RACE

We must congratulate Martin Hone and his team of supporters on the fact that the second reading of the Bill to allow road racing in Birmingham received an overwhelming majority in the commons. We are proud to have played some small part in this success for Sir Reginald Eyre, proposing the Bill, included in his speech our last editorial on the subject.

The Bill does not open the floodgates to road racing in Britain, which would be to the detriment of the permanent circuits whose work is too important to be undermined. The Bill is specific to Birmingham and any other city wishing such a race would have to steer through its own Bill. We oppose a proliferation of such races because they *would* undermine the permanent circuits.

The Bill does not allow a Grand Prix to take place for, if passed, it will enable the streets to be closed for only two days a year and a Grand Prix meeting covers three days. A Grand Prix in Birmingham would require a separate Bill, and that is something we would oppose because a street Grand Prix would put nothing back into the bedrock of the sport, the permanent circuits.

We believe that a successful Birmingham meeting will attract unprecedented attention and many spectators new to the sport, and so will benefit both the permanent circuits and the RACSMA, though neither party seems to have the imagination to see it.

THE TOLEMAN AFFAIR

In common with other magazines, MOTOR SPORT has received letters from readers expressing frustration and outrage over the likely withdrawal of Toleman from F1 because of a lack of tyres. We share those sentiments for we have friends in the team and are not only appalled that we may be unable to see Stefan Johansson and John Watson drive Rory Byrne's beautiful TG185 but we feel, too, for the mechanics and others who have moved their families to Witney and whose future employment is now uncertain.

Some of the letters called for a boycott of Goodyear and Pirelli road tyres and, at first glance, the tyre companies seem to be the culprits and such a boycott would at least give vent to the feelings. Unfortunately, the politics of Formula One are such that nothing should be taken at face value. The truth behind so many stories in present-day motor racing is stranger than any fiction writer would dare to guess at.

Only a handful of people know the truth behind the affair and none of us in motor racing journalism is included in that number. When the truth emerges, we will print it. When all of us have the facts, then is the time to launch campaigns and boycotts, if they are likely to be fruitful. The issue is not dead, we shall be keeping a watching brief on it. In the meantime, nobody should jump to conclusions. Very little in F1 is what it appears on the surface, which is one reason why it is so fascinating.

MOTORWAY MADNESS

Those of us who regularly use the motorways cannot have been surprised that, on Good Friday, the M1 claimed a new record, Britain's first 40 mile traffic jam. We were not surprised because there are so many incompetent drivers using the motorway system.

The trouble is that once a driver has passed a test, almost always conducted in a town at under 30 mph, he is then allowed free rein anywhere. The driving test is now 50 years old and the conditions which existed in 1935 bear no relationship to conditions which exist in 1985.

The police must share a small part of the blame for its patrols seem to concentrate on being punitive, not on being preventative. Drive at over 100 mph on a deserted motorway at 5 am one clear summer morning and you can lose your licence. Drive in fog without headlights at 60 mph bare feet away from the vehicle in front (ie, drive like a criminal lunatic, an accident waiting to happen) and nobody will turn a hair — until interviewed on television later.

Continued overleaf

Motor Sport Fixture List for May

★ Only clubs whose secretaries furnished the necessary information prior to the 14th of the preceding month are included in this list ★

C = Closed Event. CJ = Closed Invitation Event. R = Restricted Event. N = National. INT = International.

DATE	ORGANISER	VENUE	EVENT	TIME
May 4th / 5th	**South Wales AC**	**Cardiff Castle South Wales**	**Welsh Rally (INT)**	—
May 4th / 5th	**DRC**	**Donington Park, Castle Donington, Derby**	**Race Meeting (INT/R) European Touring Car Championship round.**	—
May 4th / 6th	**ASAC de la Corse**	**Ajaccio, Corsica**	**Tour of Corsica Rally (World Rally Championship Round)(INT)**	—
May 4th / 5th	Bugatti Owners Club	Prescott Hill Climb Nr. Cheltenham, Glos.	Hill Climb Championship (N)	10.30
May 5th	**Aston Martin Owners Club**	**Brands Hatch Circuit, Nr. Fawkham, Kent**	**Race Meeting (INT/R)**	—
May 5th	**S.A.G.I.S. AC Bologna**	**Imola, Italy**	**San Marino Grand Prix (World Championship Round)(INT)**	—
May 5th	VSCC	Curborough, Nr. Lichfield, Staffs.	Speed Trials (C)	13.30
May 6th	**BARC**	**Thruxton Circuit, Nr. Andover, Hants.**	**British Formula Three, Thundersports (INT/R)**	**14.00**
May 6th	BRDC	Silverstone Circuit, Nr. Towcester, Northants.	Race Meeting (N/R)	—
May 6th	BRSCC	Oulton Park Circuit, Nr. Tarporley, Cheshire	Race Meeting (R)	—
May 6th	BRSCC	Cadwell Park Circuit, Nr. Louth, Lincs.	Race Meeting (R)	—
May 6th	BRSCC	Snetterton Circuit, Nr. Norwich, Norfolk	Race Meeting (R)	—
May 11th	Westmorland MC	Barbon Manor	Hill Climb Championship	—
May 11th	Manx Auto Sport	Villiers Hotel, Loch Promenade, Douglas, IoM	Manx Stages Rally (N)	09.00
May 11th / 12th	***BRDC***	***Silverstone Circuit, Nr. Towcester, Northants.***	***Race Meeting (INT/R) World Endurance 1000 Kms Championship***	—
May 11th / 12th	BARC	Harewood Hill Climb, Stockton Farm, Harewood	Harewood Hill Climb Championship (C)	—
May 11th / 13th	**Union des Automobilistes Bylgares**	**Bulgaria**	**Rally Zlatni Piassatzi (INT) European Rally Championship Round**	—
May 12th	VSCC	Wiscombe Park Hillclimb, Nr. Honiton, Devon	Hillclimb Championship Event (R)	13.15
May 12th	**Anderstorp Racing Club**	**Anderstorp, Sweden**	**European Touring Car Championship (INT)**	—
May 12th	**Vallelunga ACI Sport SpA**	**Vallelunga, Italy**	**F3000 Championship round (INT)**	—
May 12th	Astra MXC	Lydden Hill Circuit, Nr. Dover, Kent	Race Meeting (R)	—
May 16th/19th	**South Swedish Rally**	**Sweden**	**South Swedish Rally (European Rally Championship round) (INT)**	—
May 17th/19th	**MC Mirage**	**Belgium**	***Haspengouw Rally (European Rally Championship) (INT)***	—
May 18th	BARC	Oulton Park Circuit, Nr. Tarporley, Cheshire	Race Meeting (R)	—
May 19th	BRSCC	Mallory Park Circuit, Leics.	Race Meeting (R)	—
May 19th	**AC de Monaco**	**Monaco, Monte Carlo**	**Monaco Grand Prix (World Championship Round) (INT)**	—
May 19th	**Rovanieman Urheiluautoilijat**	**Yugoslavia**	**Saturnus Rally (European Rally Championship round) (INT)**	—
May 19th	750MC	Snetterton Circuit, Nr. Norwich, Norfolk	Race Meeting (R)	—
May 23rd/25th	**AC di Livorno**	**Elba, Italy**	**Rally Isola Elba (European Rally Championship round) (INT)**	—
May 23rd/27th	**Club 1000 a Hora**	**Portugal**	**Volta a Portugal (European Rally Championship round) (INT)**	—
May 25th/27th	**ASAC Basco Bernais**	**Pau, France**	**F3000 Championship event (INT)**	—
May 25th/31st	**Automobile and Touring Club de Greece**	**Nr. Athens, Greece**	**Acropolis Rally (World Rally Championship round) (INT)**	—
May 26th	750MC	Donington Park Circuit, Castle Donington, Derby	Race Meeting (R)	—
May 26th	**USAC**	**Indianapolis 5, USA**	**Indianapolis 500 Race (INT)**	—
May 27th	**BARC**	**Thruxton Circuit, Nr. Andover, Hants**	**Race Meeting (INT/R)**	—
May 27th	Jaguar Drivers Club	Mallory Park Circuit, Leics.	Race Meeting (R)	—
May 27th	BRSCC	Castle Combe Circuit, Chippenham, Wilts.	Race Meeting (R)	—
June 1st	500 MRCI	Kirkistown Circuit, Ireland	Race Meeting (N)	—
June 2nd	**Royal Automobile Club de Belgium**	**Spa, Belgium**	**Belgium Grand Prix (World Championship Round) (INT)**	—

MATTERS OF MOMENT

Continued from previous page

Holding a driving licence should not be regarded as a right but as a privilege. Like all privileges it should be worked and paid for. Learner drivers are banned from motorways but after 30 minutes of successfully negotiating town traffic, they are deemed to be as qualified as a driver of 20 years, or more, experience.

Those of us who care about our driving standards, and who give thought to them, know that something must be done to improve matters. We would welcome readers' suggestions on how driving standards can be improved without making the cost of obtaining a licence prohibitive.

Spen King Retires

Spen King, CBE, whose name has become synonymous with the Rover marque has retired after 40 years with BL and its predecessor companies. His first major involvement was with the pioneering Rover gas turbine car, JET 1 and was thereafter closely associated with all Rover and Triumph models up to the mid-'70s whereupon he became Director of Engineering and Development (1975) and vice-chairman of BL Technology (1979), leading the team developing ECV 1, 2, 3 concept cars.

* * *

Readers are reminded that Motor 100, a celebration of the centenary of the motor car, takes place at Silverstone on May 25th, 26th and 27th, 10 am to 6.30 pm. Admission is £5 while children under 16, accompanied by an adult, go in free.

Club News

SEVERAL items of interest to Mercedes owners have been received this month. First, the **M-B Drivers Club** will be holding a Fast Driving Certificate Course at Castle Combe on June 15th, when members will have expert tuition before tackling the circuit. Full details from M-B DC, The Old Mill, Borrow Hall, Dereham, Norfolk. Tel: 0362 4459. **The M-B Club of America,** in its high quality bi-monthly *The Star,* discusses the question of just when the first car actually ran. True to the marque, the conclusion is that since the date accepted by the German car industry (1886) can be verified, then that is the safest route to follow. However, spreading the celebrations over three years probably has some advantages in any case. Still in America, the 17th annual convention of 300SL Mercedes is to be held in Dallas, September 27th-29th, at the Fairmont Hotel. The organisers point out that Dallas is sunny and hot at that time of the year, which should tempt British owners. The **Gull Wing Group International** are the people to contact, through Will Samples, 3401 St Johns Drive, Dallas, Texas 75205.

A long way from the fine road cars mentioned above are the fine racing cars of the Brabham stable. Over 600 have been built, and Ted Walker, owner of the ex-Derek Bell BT30 F2 car, aims to document each of them through a **Brabham Register**, as well as putting owners in touch. His address is The Old Bull, 5 Woodmancote, Dursley, Glos.

Lotuses of the Mk 6 and 7 variety are welcomed at a Goodwood Test Day (what would we do without Goodwood?) run by the **West Sussex Lotus Club** on Saturday June 8th. Some 30 cars are expected, but Nick Marchant-Lane will no doubt be delighted if even more owners than that telephone him on Liphook 723990.

Rovers next: the **3/3½-Litre Club** has a useful little leaflet for prospective members which lists the wide range of parts that it handles or, indeed, has manufactured. It has even opened a showroom at the Club HQ, something I have not heard of any other club doing so far, and the address is Roseland House, 107 Water Lane, Leeds 11. Coincidentally, Leeds Castle, near Maidstone in Kent, is the venue for the Rover Rally organised jointly by the **Rover Sports Register** and the **P4 Drivers Guild** on Sunday June 23rd. The event is open to all types of Rovers, send an SAE to Richard Bryant, 8 Quebec Mansions, 102 Filsham Road, St Leonards on Sea, East Sussex.

Having watched Colborne's Maserati 6CM do so well at VSCC Silverstone, I see from the Newsletter of the **Maserati Club** that there will be an all-Maserati race at VSCC Silverstone on July 6th, and that the Autumn meeting will be an International one, based at Arundel, on the South Coast. The dates will be September 19th-22nd, but final information will be available nearer the time from Michael Miles, The Paddock, Old Salisbury Road, Abbotts Ann, Andover, Hampshire. Tel: 0264 710 312.

The BROOKLANDS GAZETTE

Organ of Motor and Motor Cycle Sport.

VOL. I. NO. 1. JULY, 1924. ONE SHILLING.



Capt. J. F. Duff, 24-hour "Double Twelve" Record, average speed 86.79 m.p.h. on a Standard Sporting Four-Seater.

DUFF & ADLINGTON,
10, Upper St. Martins Lane, W.C. 2.

Part Exchanges. Deferred Payments. Early Deliveries.

SIXTY GLORIOUS YEARS

In August, 1925, the Brooklands Gazette changed its name to MOTOR SPORT *to indicate its intention "to devote the pages to the interests inseparable from the sporting side of motoring".*
That policy has continued ever since, even during WW2 when there was precious little private motoring of any description. MOTOR SPORT, *in fact, did not miss an issue during the war thanks to the joint efforts of Bill Boddy, who edited it by remote control, and W. J. Tee, the proprietor, who ensured it came out every month.*
MOTOR SPORT *has had many putative rivals since 1925, most of them quite short-lived. For a specialist magazine to survive for sixty years and to have approximately three quarters of a million readers worldwide, is something of which we are proud and something which is worth celebrating.*
Beginning with the July issue, MOTOR SPORT *will be publishing four special pull-out supplements containing articles of particular interest from the past sixty years. Each special issue will be identified by a discreet "flash" on the front cover. The price will be unchanged at 80 pence (*MOTOR SPORT *is not only the best monthly on the market, it is also the least expensive) and we anticipate a big demand for these special editions, from regular and casual buyers alike.*
To avoid disappointment, why not place an order now, if you haven't a regular order already, and to avoid disappointment among friends who may be casual buyers or non-readers, why not pass them on the tip? The special editions will run from July to October inclusive.

MG Montego Turbo

ARG bill the new MG Montego Turbo as "the fastest production MG ever made" and with a top speed of 126 mph and 0-60 mph taking a claimed 7.3 sec, it is certainly that. The company could equally, though, bill the car as the most luxurious production MG ever made. We used to wonder how the Japanese managed to include so many extras at a competitive price, now we can ask the same of ARG for, given this car's performance and equipment, £10,300 seems very reasonable indeed.

Power assisted steering is standard as are electrically operated windows, central locking, electrically adjusted and heated door mirrors, a steel sliding sunroof, a stereo radio / cassette player with four speakers, twin rear reading lamps and a cigar lighter in the rear as well. More, the car exudes an air of refinement with particularly comfortable seats and a well finished interior. Externally, it may be distinguished from the normally aspirated MG Montego by a slightly deeper front air dam and rear spoiler and some fairly discreet badging.

On this model, an analogue dashboard is standard with no all-singing, all-dancing, digital option. Indeed the electronic display and voice synthesiser is now available only as an optional extra for both the Maestro and Montego. We never did like them but they served a purpose in that they announced that ARG was in the forefront of technology. The dashboard and controls are, like the rest of the ARG range, extremely well laid out.

I've always rated the Montego highly in many important areas. Its ride, for example, is outstanding and the Turbo version manages to continue the trend even though the suspension has been stiffened. The pas seems to be an improvement on the standard Montego steering, it is fairly light but with plenty of feel, and the addition of a Garrett turbocharger removes most of the coarseness of the 1,994 cc "O" series engine above 4,000 rpm. Turbo boost (which is unusually high for a road car with a maximum of 10 psi) is strong from 1,500 rpm onwards so power is progressive, and the engine produces 150 bhp at 5,100 rpm with a mighty 169 lb/ft torque at 3,500 rpm. It really is an impressive motor.

The trouble comes when all that muscle is delivered to the front wheels for the steering, which is normally very precise, becomes nervous and there is an excessive amount of torque steer. I am surprised that a limited slip differential is not included in the package for the twitchiness of the steering up to 60 mph spoils what is otherwise a terrific motor car which approaches the Lotus Excel in performance figures and which offers a great deal of equipment at the price. — M.L.

NEWS

Although Jaguar is out of the ETC for the time being, the TWR-prepared Rovers have carried on where the Big Cats left off, by scoring an emphatic 1-2-3 victory in the opening round at Monza, all cars finishing on the same lap. For the record, the driver pairings were: 1, Tom Walkinshaw / Win Percy; 2, Jean-Louis Schlesser / Jeff Allam and, 3, Armin Hahne / Eddy Joosen. Best placed of the opposition was the BMW 635CSi of Maurizio Micangeli / George Bosshard which finished fourth, a lap behind the winners.

Impressive, though, was the qualifying and early race speed of the Eggenberger Volvos.

* * *

"Mercedes-Benz Return To Racing" has been a regular headline over the years but now there is some truth in the rumour. Two Sauber Group C cars have been entered for Le Mans and they are fitted with twin-turbo versions of the 5-litre V8 Mercedes-Benz production engine specially developed by Heini Mader.

* * *

Although the Trimoco RAC British Saloon Car Championship seems short on runners this year (a legacy from the disgraceful proceedings of the 1983 series, perhaps) there is no shortage of variety among the few cars contesting the largest class. Barry Sheene has proved himself to be immediately on the pace with a Toyota Supra. Andy Rouse, three times the British salooncar champion, took his Ford Sierra Turbo to a début win at Oulton Park on Good Friday. David Brodie had an easy time of things three days later at Thruxton, qualifying his Mitsubishi Colt Starion three seconds ahead of the field and winning as he pleased. Neil McGrath has been impressive in his Rover Vitesse while Silverstone winner Frank Sytner has been showing all his usual fire in a left hand drive BMW 635 CSI (he reckons the left hooker is better



TOM WAKINSHAW and Win Percy led a Rover 1-2-3 in the opening ETC round at Monza.

because that's the way the car was designed). This year, the big car class could go to any of the drivers named.

With wins in both the F3 races supporting F3000 at Silverstone and Thruxton, Russell Spence now leads the championship from Andy Wallace, who won first time out at Silverstone, had problems in the second race, stalled on the line at Easter Monday Thruxton but tigered through the field to finish third, and who won again at Donington. Both drivers are using Reynard-VWs.

Reynards have not only won the first five races of the season but, since the Saab-engined cars have begun to improve, have dominated the points table as well, only Mauricio Gugelmin, who led at Thruxton in his Ralt RT30 but who spun away his lead under pressure from Russell Spence on the last lap when both men were on slicks on a track which had become very wet, has looked like challenging the Reynard supremacy.

The Madgwick Motorsport-run Saab engined cars of Maurizio Sandro Sala and Antony Reid, finished in the points at both Thruxton and Donington. The original "hot wire" Bosch management system has been abandoned in favour of the Lucas system but the cars still lack power under 5,400 rpm while the VW units begin to deliver at 5,000 rpm. Since, in both cases, the maximum revs attainable are a little over 6,000 rpm, both Sala and Reid are presently at a disadvantage.

Leader in class 6, with three wins out of five starts is Carlton Tingling (Ralt RT3) who must have the tightest budget in F3. It's nice to see that sometimes the hard trier can be successful.

Dave Price Racing, which last year steered Johnny Dumfries to victory in the British Championship and a moral victory in the European series, has ordered three new Reynards, to be delivered early in May and the other two of the next batch are destined for Dave Scott and Bert Scafer.

* * *

Three recent accessories which have come on the market have caught our eyes. The first is a race and rally sticker sheet (decals for general circuit breaker, blood groups etc) from Autolec, West Molesey, Surrey, which costs just £1. The second which will be of particular interest to drivers of open-topped cars, is a security device called "Gear Lock '85". This basically consists of a sturdy steel tube which goes over the hand-brake lever while the other end locks around the gear lever. Once adjusted to an individual car, it can be fitted or removed in seconds and should deter all but the most professional car thieves. It goes on sale at around £16.50 from most usual retail outlets.

The third clever idea comes from Sweden and was developed in rallying. It is the "Super Washwiper" which funnels the washing liquid through the rubber blades and onto the windscreen in front the blades in both directions of travel, thus ensuring properly washed screens under all conditions. The kits cost between £11.50 and £13.50, depending on blade size and are available from Nimrod Marketing, 124 Mount Street, London W1Y 5HA.



ANDY WALLACE (Raynard 835-VW) won his second F3 victory of the season at Donington Park to enhance his second place in the championship. The new Reynard has won the first five British F3 races of the season.

VSCC SILVERSTONE

— Vanwall Makes a Reappearance

THE Vintage SCC achieved yet another breakthrough with its first Silverstone race meeting of 1985, proving that you can run such an event on the 13th of the month without untoward happenings. A record entry, plenty of spectators, and some of the most exciting racing I can remember at a vintage meeting, marked the occasion, which started with the Lanchester Register's Parade of these exclusive cars from 1903 to 1930, and then the customary High Speed Trial with compulsory pit-stops. A high wind kept away the rain.

Half the field qualified in the High Speed Trial, after which racing started with the eight-lap Fox & Nicholl Trophy Handicap for road-equipped sports-cars, although suprisingly, none was competing for the new Ford Trophy for vintage cars used on the road. In the closing stages Weeks' 1937 4¼ Bentley Special pipped Fox's modified Delahaye 135 to the flag, with Erhardt's hybrid V12 Lagonda third. Next came the Itala and Lanchester Trophies 10-lap Scratch Race, in which it was good to see Bob Roberts out again in the rebuilt Sunbeam "Tiger" (MOTOR SPORT, October 1984, pp 1241 / 42). What is more, it was in the lead by lap six but, going onto the grass at Woodcote, a tyre picked up a nail, and that was that. However, it was a fine performance, especially as Bob had a bad start due to gear selection problems and had passed Mason's 35B Bugatti, from which Kain's 35B had pulled out a big lead until mechanical trouble set in. Arnold-Forster was going great guns in the 12-litre V8 Bequet-Delage, finishing 1.6 sec behind de Cadinet who had the Maserati Tipo 26 really motoring, although Mason's smart Bugatti was the winner by 1.9 sec, a stirring finish, especially as Arnold-Forster had stormed past Horton's 35B a lap from home. Behind these four Threlfall kept the much improved McDowell-Ford ahead of Harper's ever-exciting Morgan 3-wheeler and Daniels was out in the ex-Russ-Turner Birkin blower-4½ Bentley single-seater. Roberts set fastest lap, at 79.96 mph, Stretton gave a display of fast driving in his Frazer Nash which I think might have alarmed the Brooklands' Stewards in less enlightened days and Arnold-Forster took the Lanchester Trophy. There followed a five-lap Handicap for Alvis and Alvis-powered cars, which Baddiley's Speed-25 led throughout, winning by a very comfortable margin from Sparrowhawk's road-equipped 4.3-litre and Merriott's 12/70, the latter just kept Clinkard's Speed-20 at bay. Benfield's glittering 200 Mile Race car was 10th behind more modern Alvi, with Dunham's 12/70 Special finishing a place lower, having, as they used to say in the early days of Brooklands, been "making ground" all the way.

Another exciting race was the 10-lap Allcomers. The Hon Patrick Lindsay, with sprained wrist, said beforehand that he didn't expect to be able to cope with Black's effective *monoposto* P3 Alfa Romeo. In the event, Black seemed safely in the lead until Lindsay closed up in the 2-litre ERA "Remus" to within half-a-length on lap three and was in front by lap four. However, put off course by a back-marker who didn't seem certain which path to take to let "Remus" by, at Woodcote on the next round, Lindsay braked hard, locked up the wheels, and took to the grass, and the inpeturbable Black sailed past. He went on to win by 1.3 sec with an average speed of 85.70 mph but Lindsay had lapped fastest, at 87.31 mph.

Behind, another interesting race was being fought out, with Colbourne's 6CM Maserati challenged hard by Sir John Venables-Llewelyn's ERA R4A until, right at the last corner, Spollon in ERA R8C charged through into fourth place, which he secured by 0.1 of a second. . . Venables-Llewelyn was a mere 0.3 sec behind Spollon. Nick Mason was next home, this time in ERA R10B proving his great enthusiasm by driving this car, his Bugatti aforementioned, and later his Maserati 250F. Further down the field Morley entertained the crowd as usual in the 24-litre Bentley-Napier, driving it on the limit, with a best, lap of 80.18 mph to hold off Tim Llewellyn's 8-litre Bentley by 2.6 sec, and Harper's crackling Morgan had come in 2.7 sec behind Burrell's 8-litre V12 Bentley-Royce. Willie Green should have conducted Mann's ERA but the race was late in starting so he was obliged instead to leave for a journalistic appointment in Italy.

Then, after Gray's Riley had won another 5-lap Handicap at 61.54 mph, from Spollon's Riley and Moore's Riley (respectively of 1,496, 2½-litres, and 1,496 cc), with Spollon lapping fastest at 74.03 mph we came to the post-war Allcomers' race, in which a Vanwall was making a first appearance since 1961. Built up from parts by two ex-Vanwall mechanics John Collins and Norman Burkinshaw, this is *not* a GKN Vandervell product, although the company assisted with it and it has their blessing, being a very fine replica of VWII. (GKN Vandervell still supply bearings for many racing projects, of course.) Tony Merrick, who was entrusted with it, was up against Neil Corner in his *genuine* Maserati 250F and Bruce Halford's 1959 Lotus 16, but unfortunately the Hon Amschel Rothschild's BRM P25 had a broken tooth in its crown-wheel and couldn't start. Another non-runner was Felton's 2.9-litre single-seater Alfa Romeo Special.

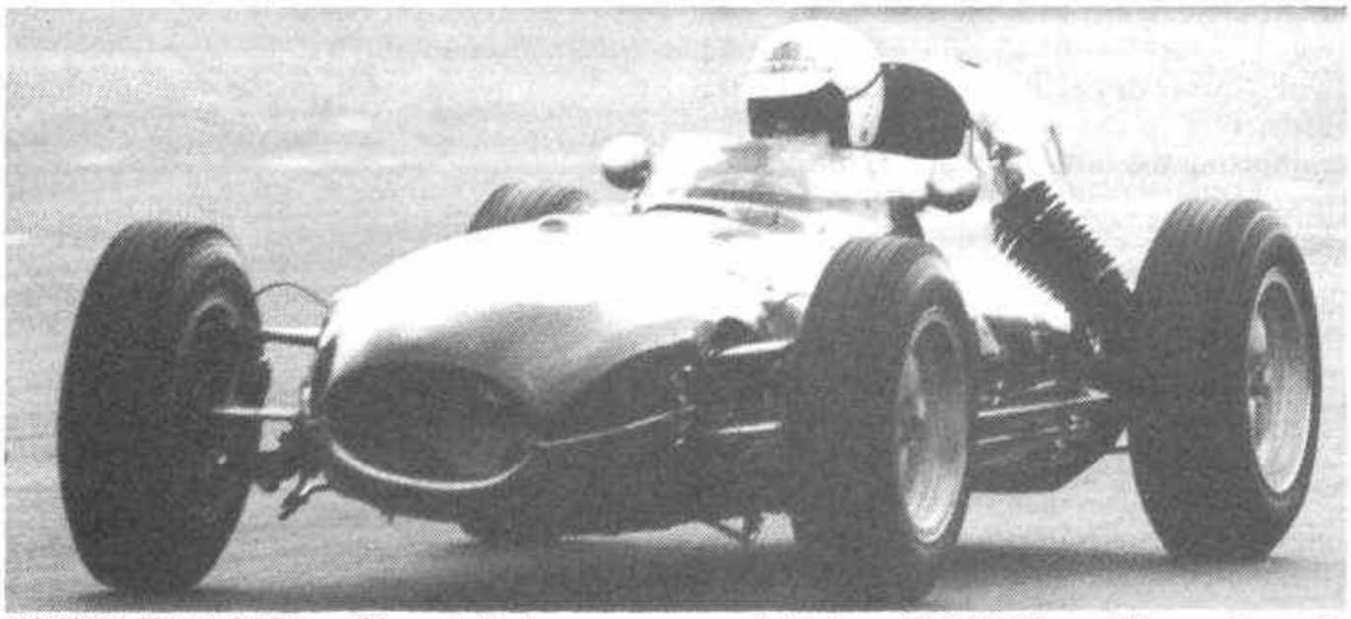
It was four laps, in very close company, before Halford could get away from Corner, after which the lighter car drew away, to win by four seconds, after a best lap of 91.45 mph. Needless to say, no-one else was in sight, but there was a close battle for third place, Bell's Maserati 250F eventually taking this by 0.2 sec from Mason's 250F; but note how much quicker Corner's "proper" 250F was. The Vanwall had started quite far back on the grid, so did very well to finish fifth on its first outing, 20.2 sec separating it from the winning Lotus. Next up was the irrepressible Lindsay.

Two more 5-lap Handicaps concluded an incident-packed day and you can see much the same again at Donington Park on April 28th. The first of these concluding Silverstone races was won by Dolton's MG Magnette, from Merriott's Alvis and Bugler's Lagonda LG45, Cecil Clutton's Frazer Nash fourth and the last one was a victory for Summerfield's blown 4½-litre Avon Bentley Special, from Ann Shoosmith's 3/4½-litre Bentley and Rickett's 12/4 Riley Special. — W.B.

Results:

Fox & Nicholl Handicap: 1, F. W. Weeks (Bentley), 70.22 mph; 2, W. D. Fox (Delahaye); 3, P. G. Erhardt (Lagonda).
Itala Trophy Race: 1, N. Mason (Bugatti), 76.95 mph; 2, A de Cadenet (Maserati); 3, N. Arnold-Forster (Bequet-Delage).
Pre-War Allcomers' Race: 1, W. D. A. Black (Alfa Romeo), 85.70 mph; 2, Hon. P. Lindsay (ERA) 3, P. Colbourne (Maserati).
Post-War Allcomers' Race: 1, B. Halford (Lotus), 89.43 mph; 2, E. N. Corner (Maserati); 3, R. H. Bell (Maserati).
First Five-Lap Handicap: R. Baddiley (Alvis), 64.32 mph.
Second Five-Lap Handicap: J. Gray (Riley), 61.54 mph.
Third Five-Lap Handicap: T. Dolton (MG), 65.77 mph.
Fourth Five-Lap Handicap: B. Sommerfield (Avon-Bentley), 74.19 mph.
Fastest lap of the day: B. Halford (Lotus 16), 91.45 mph.

MOTOR SPORT Brooklands Memorial Trophy Contest: This Trophy and cash prizes totalling £325 will again be awarded at VSCC race meetings this year, for drivers of pre-war cars which ran, or could have, at Brooklands Track before the war. The leader after this first meeting is L. J. J. Merriott (Alvis 12/70), with 21 points.



BRUCE HALFORD possibly made his last appearance with his Lotus 16 "Mini Vanwall" — and won the Allcomers' scratch race.

F3000

A Promising Start

THE idea of Formula 3000 as a replacement for F2 has been around for a couple of years, the impetus coming partly as F2 shrivelled and partly due to the final decline of the Cosworth DFV engine.

The main reason why F2 failed was escalating costs and the reluctance of sponsors to invest ever-increasing amounts into a category which attracted relatively small crowds and, in Britain at least, almost no coverage in the popular news media.

In strictly commercial terms, F2 became unviable for the serious sponsors, some of whom had supported it in the late Seventies when cars had to qualify to make the grid. There were exceptions, there might be a national link as with Casio and Ralt-Honda but then F2 is still the major category in Japan. Marlboro is another exception for while the company's main sponsorship is in F1, it is mindful of its responsibility to motor racing and therefore invests part of its total budget even down to novice FF1600 level. So F2 declined until it became terminally ill and its decline was not helped by the fact that its champions no longer graduated almost automatically into F1.

The decline of the Cosworth engine had been predicted since around 1970 but the sudden collapse in the middle of 1983 caught unawares even those who knew it was going to happen. Oddly enough, though, the market was not suddenly flooded with secondhand Cosworth engines, yet by the beginning of the 1983 season, every team knew it would have redundant Cosworths, even Ken Tyrrell was hoping for that.

Now every team which ran the Cosworth engine (all of them members of FOCA) must have had between ten and twenty engines. When this is multiplied by the number of teams you arrive at a fairly high figure — and a pretty substantial investment.

A racing engine which cannot be raced loses its value rapidly and there are a limited number of hill climbers and Group C Junior teams to absorb all those redundant units. FOCA then stepped in with a proposal which would benefit all, why not replace F2 with Cosworth engines which had a power restriction in the interests, jointly, of not competing too directly with F1 but being a sensible stepping-stone from F3, and of keeping down engine rebuild costs.

This was an idea which created immediate excitement, and interest grew as other elements of the package were unfolded. There would be a restriction on wing and tyre size to steer the formula to the classical equation for exciting racing: a car having a little more power than its chassis can easily absorb. Then there would be a sensible prize fund of 100,000 dollars per race. Four of the events would be the main supporting attraction to Grands Prix and there would be television coverage arranged, these last two points being particularly important when drivers try to sell themselves to sponsors.

The initial impetus for the formula may have been partly to have given more useful life to a redundant engine, but it is hard to find fault either with the proposition that F2 needed replacing or that F3000 *and its accompanying package* is the most sensible suggestion for F2's replacement. All in all, F3000 has benefited by some clever thinking.

FOCA is behind the series and FOCA cannot be seen to fail. Given FOCA's expertise and resources, this is a great plus. For example, the organisers of the race scheduled at the *soi disant* "Nürburgring" recently announced they would have to cancel their event for they could not justify the 100,000 dollar purse against their estimation of paying customers. Shortly afterwards we received a happy communication from the organisers announcing that they had reached an agreement with FOCA and their communication paid glowing tribute to FOCA for helping to create the conditions under which the race could proceed. It's not for us to know what went on behind the scenes, the important thing is that the race will go ahead and everyone appears happy.

There were several important FOCA members at Silverstone, led by Bernie Ecclestone, which might explain why Claudio Langes and Alain Ferté were both allowed to start despite setting no official practice time (there would otherwise have been only 15 cars on the grid) while poor Slim Borgudd was denied the same facility at Thruxton which took place on the same day as the Brazilian Grand Prix.

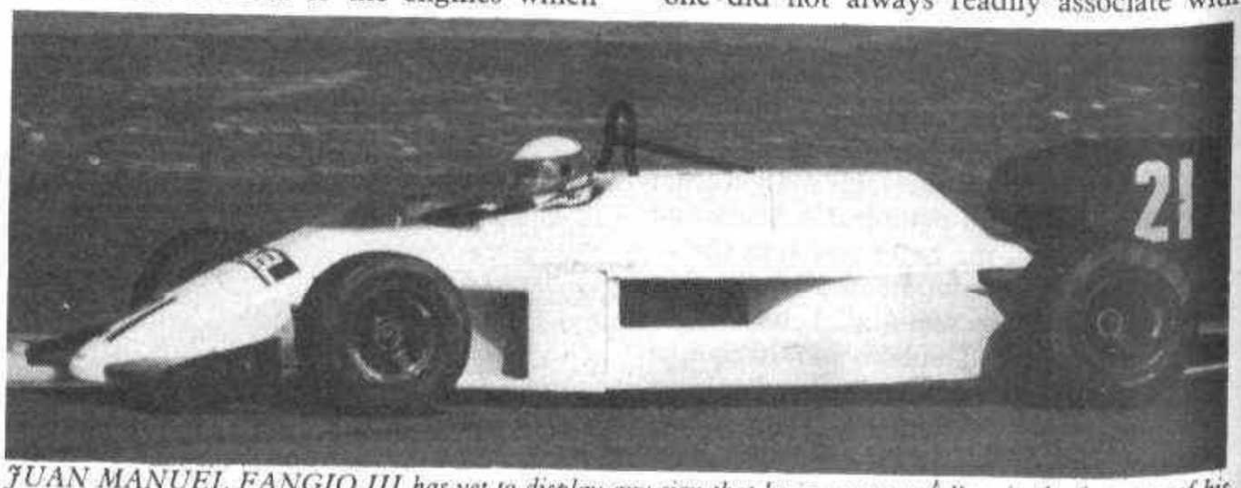
Although all current runners are using Cosworth engines, the formula does not exclude other makes and there have been some rumours of cars fitted with the Ferrari flat-12 appearing some time in the future while, of course, the Alfa Romeo and Matra engines would both be eligible, if available. Carol Chiti is believed to be working on a new unit specially for the formula for the rules merely call for normally aspirated, four-stroke, three-litre engines with no more than 12 cylinders but with a maximum rev limit of 9,000 rpm.

A limiter is fitted to the engines which cuts out for one second if the 9,000 rpm limit is exceeded. Clearly nobody wants to lose power going through a corner like Stowe so the teams set the normal rev limiter on the engine to around 8,900 rpm and anyway gear the cars so they cannot exceed that limit. The engine builders have been working to alter the normal characteristics of the Cosworth so now usable power becomes available at around 5,500 rpm.

Despite the fact that the cars now have approaching 460 bhp on tap, lap times have so far been fractionally slower than last year's F2 cars with more than 100 bhp less. There are several reasons for this, one is the dropping of ground effects without increasing the size of wings, though there have been some detail changes in dimensions to allow existing F1 cars to take part. Another factor is a slight increase in minimum weight from 515 kg to 540 kg. The third is that the cars are new and the teams are still learning about them.

Two tyre companies are presently supporting the formula, Avon which is producing crossplies and Bridgestone which is supplying radials, and tyre widths remain the same as in F2 with a maximum of 16 inches. Most teams feel that there is very little to chose between the performance of the two makes, Thackwell used Bridgestones to win at Silverstone and Pirro won at Thruxton on Avons. The weather conditions at Silverstone did, however, put drivers using Avon wets at a slight disadvantage during the relatively dry middle period for the compound was slightly too soft and the tyres had lost some of their bite by the time the heavens opened again, but all the Avon users were more than happy with enthusiasm and feed-back they have been receiving from the company which is determined to make a big effort in F3000.

There are few technical surprises when one looks at the cars, most have pull or push rod front suspension with rocker arms at the rear, though both Ralt and AGS have mounted their rear spring/damper units longitudinally on top of the gearbox. Outboard brakes all round is the order of the day. Only March and AGS have produced completely new chassis especially for the formula, both are of composite construction and both are very neatly detailed, a feature one did not always readily associate with



JUAN MANUEL FANGIO III has yet to display any sign that he is a man to follow in the footsteps of his distinguished uncle but then, all drivers using the Lola T950 have so far been off the pace.

March's F2 cars.

Of the other competitors to so far appear, the two works Ralts are to much the same design as last year's aluminium honeycomb F2 cars but then Ron Tauranac spent part of the 1984 season developing the cars with F3000 in mind. The Lola T950 uses the T900 Indycar composite monocoque and appears cumbersome in comparison with its rivals, with a larger (and higher) fuel cell than is strictly needed and a general appearance of unnecessary beefiness.

The Dutch Barron team has two ex-works Tyrrell 012s (012/1 and 012/4) for Roberto Moreno and Claudio Langes but neither driver has yet been particularly impressive in them. PMC has two freshly minted Williams FW08 cars (08/10 and 08/11) for Thierry Tassin and Lamberto Leoni, but these have yet to be sorted properly and neither driver has been very happy with them.

The composition of the grids bears some similarity to F2. Minardi has gone to try its luck in F1, but we're back with Ralt, the Onyx Marches, AGS, the Italian San Remo team running Marches, PMC, Oreca, and BS Fabrications. Barron has moved up from F3 and is expected to be joined by others. The one new works team is the Jean Mosnier-managed Lola outfit which has so far entered just a single car, for Alain Ferté.

Most of the drivers are familiar too. Mike Thackwell is back for his fifth season of knocking on the door of F1, and the current European F2 Champion is clearly the pick of the bunch. He is joined in the Ralt-Bridgestone team by John Nielsen who comes with impeccable credentials from European F3 but who has yet to fully get to grips with F3000, though he did inherit second place at Silverstone when Michel Ferté spun off.

Phillipe Streiff is back for another season but so far the AGS has not allowed him to show his considerable talent, and much the same could be said for Roberto Moreno in a Tyrrell, two starts from seventh on the grid and a sixth place at Silverstone do not do justice to the man, but then neither did a first lap accident at Thruxton.

Christian Danner is in his fifth year of F2/3000, he has made some gradual improvement during his long apprenticeship but has never looked like a winner. Thierry Tassin is another driver who has been in F2 for some time (since 1983) but the Belgian's learning curve seems to be going in the wrong direction. Tomas Kaiser, on the other hand, is making progress. He surprised everyone with a fine drive in the wet at Brands Hatch last year and his fourth place at Thruxton underlines the fact that he has more to offer than most had once thought.

The Ferté brothers, Michel and Alain are both potential winners given the right machinery, but Alain's Lola is not yet that machine. Emanuele Pirro, winner at Thruxton and sixth at Silverstone, having started on slicks, looks like becoming Thackwell's chief challenger, driving the works-related Onyx March.

Of the newcomers the man who has caught everyone's attention is Garbriele Tarquini. The Italian, a former 125 cc karting World Champion, had done only a dozen F3 races before appearing at Silverstone. He started from the pit lane, survived an early spin out of Woodcote and then after never put a foot wrong to come home fifth. At Thruxton he was never out of the top four qualifiers in his San Remo March and had he started on slicks instead of intermediates, could well have won the race. He is a forceful driver with fire in his belly.

Johnny Dumfries started with much expected of him, especially since he has an F1 testing arrangement with Ferrari. He qualified his Onyx March fourth at Silverstone but spun off and retired on lap two. At Thruxton he started in tenth place, after an unhappy qualifying period, survived a first lap spin and charged up to fifth before pitting to change tyres, to finish eighth at the end. If he finds the money to continue his season, he should be quickly on the pace.

Of the other newcomers Eric Lang, who was lacklustre in F3, did a good job in his brand new March at Thruxton, while the Italian, Alessandro Santin in the second San Remo March ran as high as third at Thruxton though on intermediates in wet conditions, and it will be interesting to watch this man's progress.

The first two races of the year have not yet provided us with many firm pointers to the season for both have been affected by the weather and consequent tyre gambles.

In both cases, the race begun with a wet track but on both occasions the rain had stopped. Mike Thackwell made the right choice each time, starting on wets at Silverstone and slicks at Thruxton. Most of the field began the International Trophy on slicks, and were caught out for the track took a long time to dry out — and then it rained again. About half the Thruxton grid started on slicks and half on intermediates, but the racing line was dry after five or six laps, and stayed dry.

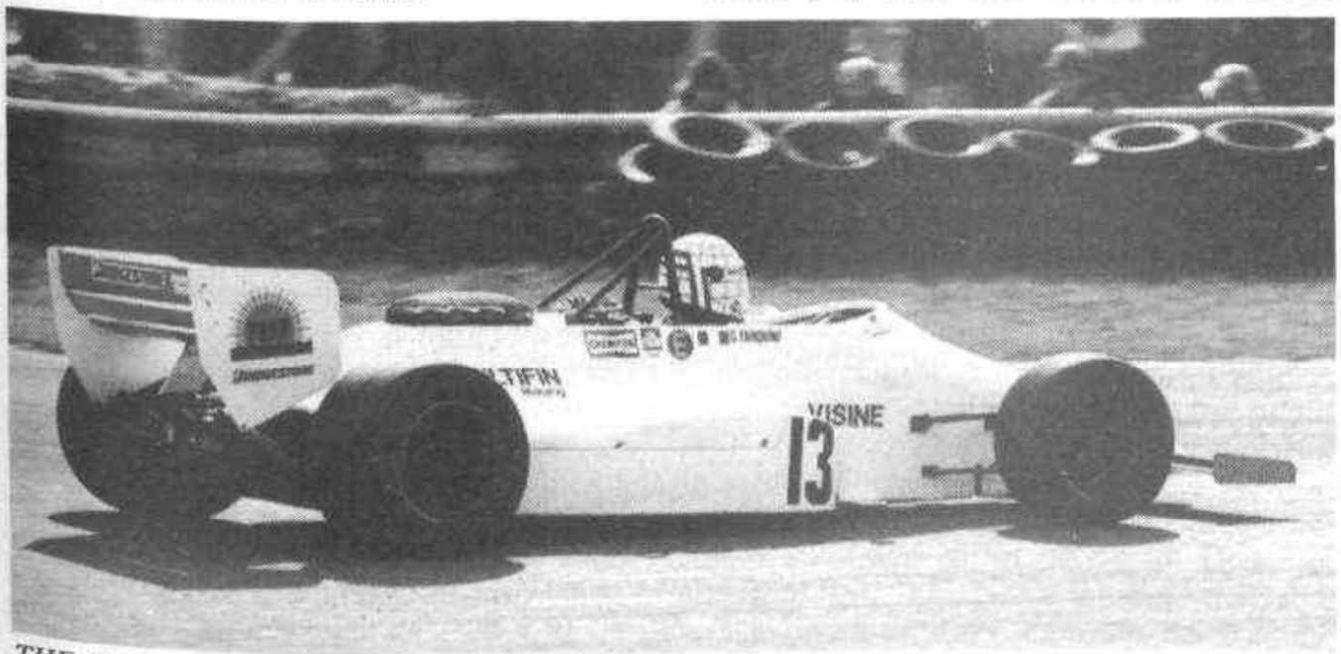
Thackwell led at Silverstone pursued by poleman Michel Ferté who passed him during the middle part of the race when the track was almost dry. Came the rain again, and Thackwell swept back into the lead and kept it, for Ferté had ruined his (wet) tyres by his charge in dryish conditions. With three laps remaining, Ferté spun into the catch fencing at Woodcote, ripping off his nose cone and most of his rear wing, but he reversed out and managed to bring the car home third after John Neilsen had moved up into second place. Neilsen had been deliberately conserving his tyres in the early stages ready for a late charge, but the downpour spoiled his plan.

At Thruxton, it was Thackwell's turn to sit on pole with Ferté alongside but while Thackwell again made the right choice, Ferté started on intermediates which were a disadvantage after the first nine or 10 laps of 54, so though he led for a while in the early stages, a pit stop to change tyres saw him way down the field, though he recovered to finish a strong third. Thackwell, too, had to pit, having damaged a nose fin on the first lap but came storming back to finish second, less than three seconds behind Pirro who had been in command of the race from lap four when the track had started to dry.

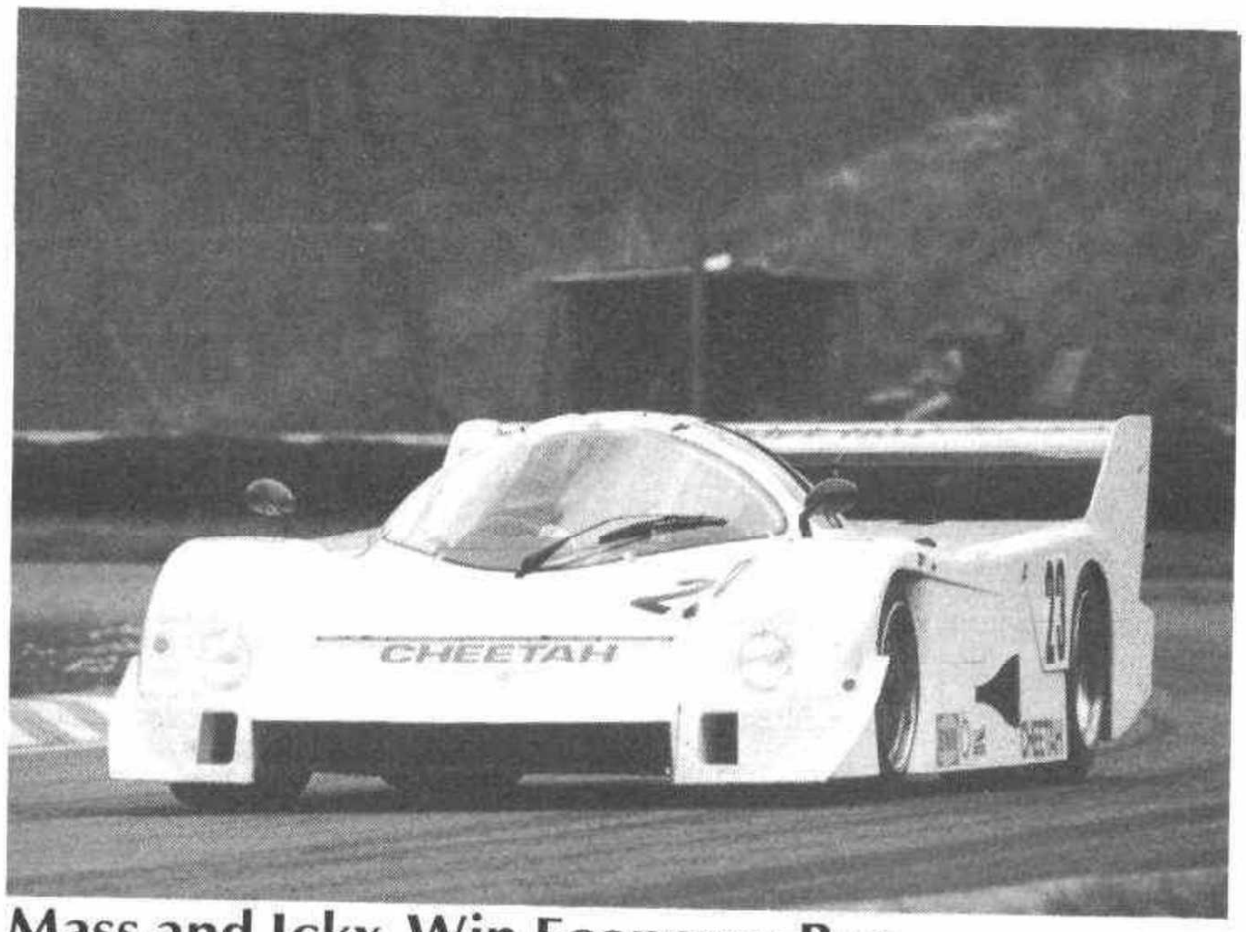
Neilsen suffered a sixth lap spin which demolished his nosecone and pulled in at the pits to find that the only spare was the one taken from Thackwell's car a couple of laps earlier!

It's early days yet, there are more teams and constructors lining up to join in, and the Lolas and ex-F1 cars must surely improve with testing. Mike Thackwell, Michel Ferté and Emanuele Pirro look like the men most likely to succeed, but I would not bet against John Neilsen, Garbriele Tarquini or Johnny Dumfries winning one or more races this year.

The omens look good for the formula so far as the quality of the grids and racing is concerned. Time alone will tell if it is able to provide F1 with future constructors and drivers. — M.L.



THE "find" of F3000 so far has been Garbriele Tarquini (March 85B). The former World 125 cc kart champion looks a potential winner with little more than a dozen car races behind him.



AMONGST the non-Porsches, the Aston Martin-powered Cheetah retired early on with a sticking throttle and a missing rear wing.

Mass and Ickx Win Economy Run

EARLY last year there was a terrible shemozzle in the sports car world when FISA decided at short notice to "do a deal" with the American IMSA organisation. They scrapped the proposed fuel economy rules for a start, requiring a 15% reduction in the amount available for a 1,000 kilometre event, to 510 litres, and the works Porsche team was so upset that it withdrew its cars from Le Mans. All that is still fresh in the mind, as is FISA's change of heart last July when it was evident that IMSA had no intention of aligning itself with the World Endurance Championship.

The 1985 series got under way at Mugello on April 14th after all, with more stringent economy rules . . . and the result was chaos in the final hour, and the irony of the Rothmans-Porsche driven by Derek Bell and Hans Stuck being disqualified for running out of fuel two laps from the end!

Bell's reaction was understandably terse. "You can't call it motor racing — it was an economy run." In the end, the outcome of the race was determined in the pits, by calculators and computers, not by the heroics of the drivers out there on the mountainous 5.24-kilometre track.

The first hour was a real motor race, with Riccardo Patrese's Lancia-Martini streaking away with Stefan Bellof and Derek Bell in hot pursuit. Bellof, who has left the works team this year to drive for Walter Brun's Porsche team, felt he had something to prove and, lap after lap, he looked for a way past the much improved Lancia. On the 25th lap he barged past the Italian car in the big, climbing corner at the end of the long main straight, and Patrese was so non-plussed that he missed a gear and let Bell through as well. For a seasoned Formula 1 driver, under pressure from renowned charger Bellof, his comment was surprisingly naive: "He hit me!"

With less fuel available it was quite crucial to run to a strict schedule, running 36 laps per 100-litre tankful. Bell stopped after 32, Bellof after 33, leaving co-drivers Boutsen and Stuck with the task of covering more than 36 laps in the second stint to pull back the fuel average. It soon became clear that Lancia had the upper hand, Patrese covering 35 laps on his first tank a minute quicker than Ickx, who'd been hanging back in seventh or eighth place early on and also refuelled after 35 laps. Mauro Baldi, who'd been even more restrained in the first hour, was the only driver in the C1 class to run 36 laps.

Sheer speed was going to be an embarrassment to the team managers, and the key was to run quickly and economically . . . like Ickx and Mass, who were actually lapped after 70 tours of Mugello. Running mostly in fourth and fifth gears at a maximum of 7,000 rpm (the turbocharged flat-six will run to 8,200 rpm) their new 962C looked an also-ran in the first half of the race. Bell and Stuck were lapped, too, when they slowed their pace drastically, and the spectators could be forgiven for wondering what on earth had happened to the dominant Rothmans-Porsches. Was the 962C a ghastly failure?

Surely not, for race leaders Bellof / Boutsen and Winkelhock / Surer were also driving new 962Cs. Perhaps, then, the works cars were handicapped by a development which had been a problem in practice? In order to fit a wider, more effective ground effect venturi panels underneath the cars, Porsche fitted taller, 19-inch diameter rear wheels of narrower section, 15 inches rather than 16. The "footprint" is the same but the sidewalls are lower and stiffer, subtly changing the handling characteristics and making the cars difficult to drive on the limit. When going for times the drivers had experienced dramatic oversteer, but all four reported that the cars were fine at steady race speeds.

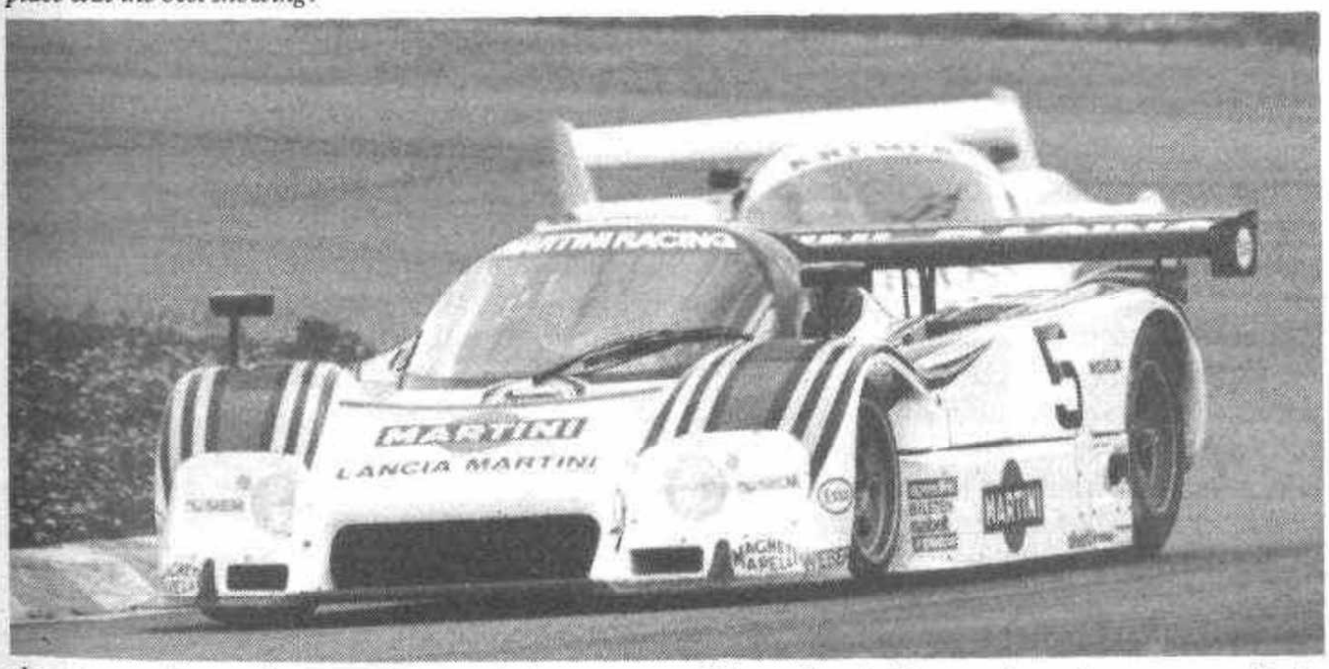
Just before half distance the Lancias were very nicely placed. During the winter, Ing. Claudio Lombardi has undertaken some useful development work including widening the track by 10cm to the full 200cm allowed by the regulations. The suspension was necessarily improved, and Michelin supplied the tyres. The Lancias were designed to run on Pirelli radials, but the Italian manufacturer got into such a dishevelled state in 1983 that Fiorio had to go to Dunlop for his tyres, and compromises had to be made for the crossply equipment supplied. Michelin, it was thought, with all their Formula 1 experience, would be able to supply a critical factor to Lancia's success. New bodywork is fitted to the latest Lancias (though they still have the original monocoques, now going into their third season) with 15% more downforce, and the only question marks now related to preparation, reliability and organisation.

The bad luck factor that haunted Lancia for two seasons has not gone to another hunting ground. It was bad luck that Mauro Baldi had a broken throttle spring just before half distance, losing him two laps. They'd never had that problem before. It was bad luck that Nannini should have lost a sideswiping contest with Stuck, putting the Lancia off the road for more than a minute. It was bad luck that the oil pressure should have disappeared when Nannini was driving, while in third place and just ahead of the eventual winner.

It's more than likely that had the engine not failed, Patrese and Nannini would have won the race, for they had fuel to spare at the speed they were running. Wollek and Baldi were less happy with their car's handling and although they, too, were achieving the necessary consumption figure they were rarely ahead of Ickx and Mass, and the throttle spring failure does not fully account for their four-lap deficit at the end. Even so the Lancia-Martini performance augurs well for the season, and a first-time victory against the might of the works and private Porsche teams at Monza on April 28 seemed to be a very real possibility. All they have to do now is repel the bad luck factor. . . .

Going into the second half of the race Bell had to compensate for his earlier enthusiasm, and eked out 38 laps on a tank. This he did by running the engine to 6,000 rpm and keeping in fifth gear as long as possible, all too reminiscent of that dispiriting race at Silverstone in May 1982, on the 956's début. The car was visibly





MOST POWERFUL of the C2 entries, the URD-BMW (above) was far from fast, but survived to take ninth place overall. Lancia can afford a degree of optimism over its revised LC2/85 (below); Wolleck / Baldi's fourth place was the best showing.

slower on the main straight, and for any racing driver this must have been the worst sort of torment, a nightmare that comes at three o'clock in the morning.

Bellof and Boutsen, in the Brun Porsche 962C, and Winkelhock / Surer in the Kremer Porsche 962C, did not yet seem to have woken up to the realities for they were still lapping at 1m 50s or thereabouts, while Bell had slowed to 1m 52s. At times like that you wonder whether all the fuss about pole position was worth bothering about. Patrese had used qualifying tyres, even a qualifying engine, to screw himself up for a lap in 1m 39.07s, while Stuck had bravely achieved 1m 40.73s in the 956C, on qualifying tyres, but with his race engine on high boost.

But now the race was being run ten seconds slower per lap, at times well within the capabilities of any competent racing driver and certainly not a test of the skills of world-class drivers. All they needed was the intelligence to obey their pit signals, and drive at an economical speed.

There was, at least, a decent motor race going on in the C2 class where Gordon Spice / Ray Bellm were locked in combat with the Carma-Alba of Martino Finotto / Carlo Facetti / Guido Dacco. They have the same allocation of fuel as before, 330 litres, and knew exactly what they had to do. In the first half-hour Bellm was able to fend off Finotto's challenge, but the power of the turbocharged engine eventually enabled the Italian to overhaul Bellm's 425 bhp Cosworth DFV. Their rivals, in a thinly supported class, were left well behind and the lead see-sawed this way, that way, until the Alba's driveshaft broke and put the Italian car into the pits for 12 laps. The result would have been a close-run thing, but Spice had a slight edge when the Alba stopped.

Just as the first hour had provided a stage for the drivers to show their speed, or consistency, the final hour was all-important for the result. Sixty minutes from the end Surer led Ickx by 28 seconds, and Bellof by 70 seconds. Stuck was now a lap down and cruising along, Wollek was four laps behind and had given up hope. The last pit stops were made, rather short since the cars could only take 30 or 40 litres, and Mass finally went ahead 35 minutes from the end, lapping at 1 min 47 sec as he passed Bellof. Of all, Mass had the most fuel in the tank, and wasn't much concerned about economy.

Seven laps from the end Stuck went past the pits at half speed, his lap time 2 min 3 sec. Even the C2 cars were going quicker than that, and the German mechanics went into a frenzy of activity getting spare wheels ready for a pit stop next time. But the next lap was 1 min 55 sec, and then Bellof did an even slower lap at 2 min 5 sec. How could the spectators know what was happening? How could they go home to tell mamma they'd seen a marvellous motor race, after witnessing this exhibition?

Mass was serene as he passed the flag, Surer glad to get there 30 seconds later. Bellof even more relieved to cross the line on the last dregs of the reserve supply — but Stuck had been sitting at the side of the track for two laps, with just enough fuel to reach the end of the pits lane. His last lap was timed at eight minutes, too long according to the regulations, so fourth place was awarded instead to Wollek's Lancia (the first bit of good luck!).

Maybe Mugello was heavy on fuel; some tracks are more demanding than others, though experience is the only way to find out for sure. And certainly the engine management systems will be improved too, just as they were in 1982 to cope with, then, a difficult target of 60 litres per 100 kilometres. Even so, Peter Falk's prediction that 610 bhp would be about right to achieve the necessary economy looks optimistic at the moment, and no doubt Porsche and Bosch are furiously making fresh calculations. Funnily enough Lancia claimed 680 bhp on race boost (dismissed out of hand by Porsche) and they were better situated. All this must have given heart to Tom Walkinshaw, a keenly interested spectator with designer Tony Southgate, Jaguar's Ron Elkins and timekeeper Mike Eyre. Suddenly their comparatively economical 600 bhp Jaguar V12 engine looks positively menacing to the Porsches and Lancias, and the début of the TWR Jaguar at Silverstone on May 12th is keenly anticipated.

The opening round of the 1985 World Endurance Championship was certainly interesting, even memorable, but not necessarily for the right reason. Those who tried to make a race of it were heavily penalised, and those who turned it into a Mobil economy run were, eventually, successful. The question is, do the spectators really care very much about the point that FISA and the constructors are trying to make? — M.L.C.

RESULTS

MUGELLO 1,000 KILOMETRES — 190 laps — Weather fine

1st	J. Ickx / J. Mass	(2.6 t/c Rothmans-Porsche 962C)	5 hr 59 min 52.21 sec — 166.15 kph
2nd	M. Winkelhock / M. Surer	(2.6 t/c Kremer-Porsche 962C)	6 hr 00 min 22.05 sec
3rd	S. Bellof / T. Boutsen	(2.6 t/c Brun Porsche 962C)	189 laps
4th	R. Wollek / M. Baldi	(3.0 t/c Lancia-Martini LC2/85)	186 laps
5th	K. Ludwig / G. Fouche / G. Mussato	(2.6 t/c Kremer Porsche 956)	184 laps
6th	M. Thackwell / H. Regout / J. Lassig	(2.6 t/c Obermaier Porsche 956)	179 laps
7th	G. Spice / R. Bellm	(3.0 Spice-Tiga DFV GC85 C2)	174 laps
8th	M. Finotto / C. Facetti / G. Dacco	(1.9 t/c Carma-Alba FF C2)	161 laps
9th	J. Winther / L. Viggo	(3.5 URD-BMW C2)	159 laps
10th	"Victor" / G. Guidici / L. Bertuzzi	(3.2 Porsche 935 GTX)	158 laps

Fastest lap: R. Patrese (3.0 t/c Lancia-Martini LC2/85), 1 min 45.79 sec (178.48 kph)



(LEFT) Mauro Baldi confers at Rio with Gordon Coppuck and John Wickham. Baldi signed only days before that race and his untested car qualified in penultimate place on the grid, retiring after seven laps with turbocharger problems.

The Constructors — 4
Spirit

WHEN I kept my appointment at the headquarters of Spirit Racing in late March, the place was nearly deserted. The team has so recently moved in that there is not even a sign outside the smart new industrial unit. Inside the only things which told that here was the headquarters of a Grand Prix team were a few photographs, a couple of F2 trophies in the gents' loo, a couple of crumpled nose sections of monocoques which had been used for impact testing and, deep in the workshop, a spare tub and the wooden mock-up of the car currently on Dave Amey's drawing board.

Most of the 20 strong workforce, including the chief engineer, Gordon Coppuck, were home in bed having worked until dawn to complete the revised car which will be used for the opening rounds of the 1985 season and that car was already a few miles down the road at Heathrow airport, on its way to Rio. Testing of the car would have to be done during practice for the race.

At the time of my visit, there was no certainly as to who would be driving it in Brazil. Tucked away in plastic folders on John Wickham's desk were two unsigned contracts. Spirit is not one of those teams whose negotions with a driver revolve around the size of the retainer, the length of contract and how many appearances the driver will make for a sponsor, it is one of those which selects the driver on his ability both to drive and to bring hard cash.

Teams like Spirit, newly arrived at the back end of the grid, face a poverty trap. Shortage of cash = little testing = under-developed cars = no results = nothing to attract a sponsor = shortage of cash = no choice of driver = no results = last in line for tyres or engines = no results = no young hotshoe on a long term contract = no results = no sponsorship = no testing, no wind tunnel work, no clout with suppliers, no FOCA travel, no starting money = less money = less testing etc, etc.

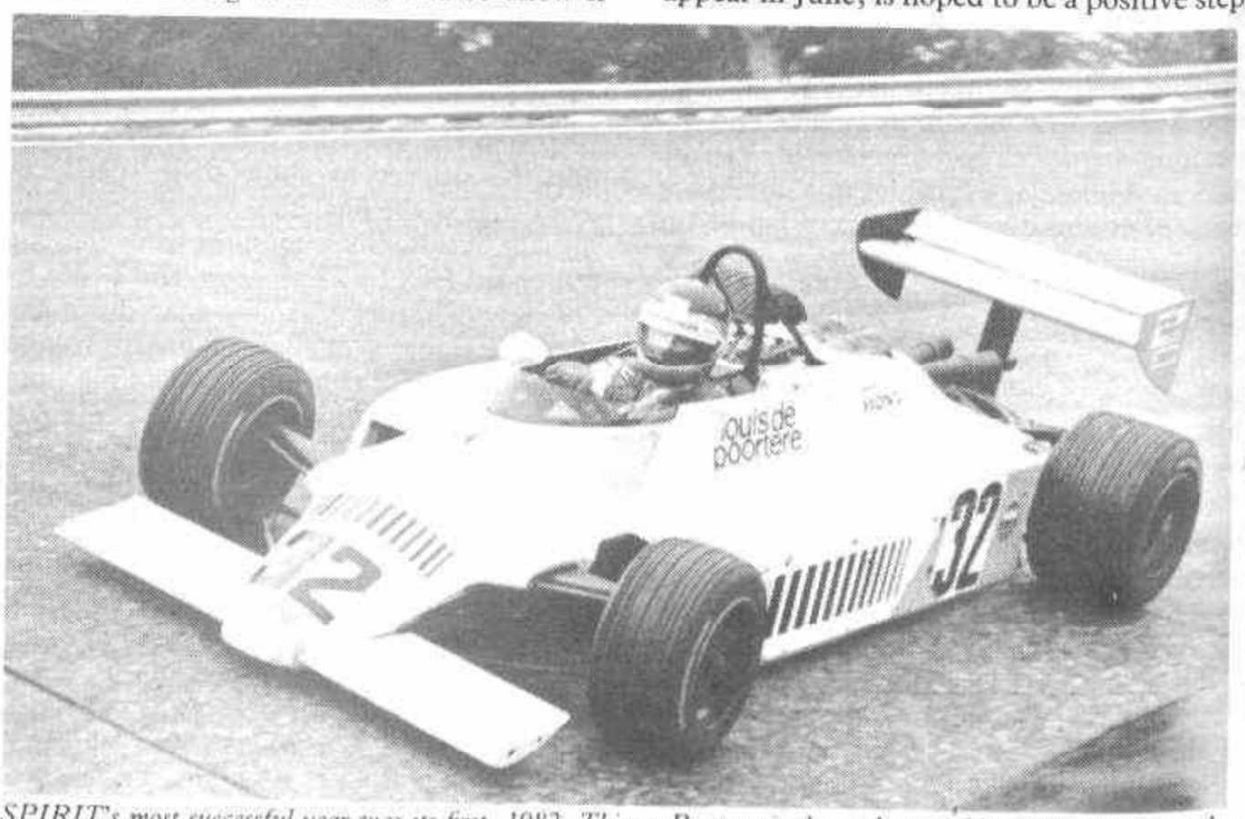
When we talk of poverty in F1 terms, we are not talking of the standards which you or I know on an everyday basis. We mean that for Spirit to do a decent job in 1985, attending all the races with one car and fitting in 10 or 12 days of testing (an allocation which all the big teams had used before the end of February) would cost a minimum of 1.6 million dollars. In your terms, and my terms, this means spending a football pools jackpot win in just eight weekends of racing with no guarantee of even making the grid. It means expenditure of around £500 *per minute* while the car is on the move.

A team like Spirit has little hope of breaking out of the poverty trap by attracting a sponsor who will guarantee its future on a long-term basis and so allow it the testing programme which it needs and the ability to select a rising young driver, chosen entirely on merit, who can be persuaded to sign a three-year contract. If such a thing happened, then the spiral might go into reverse. The team might start to qualify in the top 20, and earn starting money. It might start to finish in the points which might qualify it for cut-price transportation.

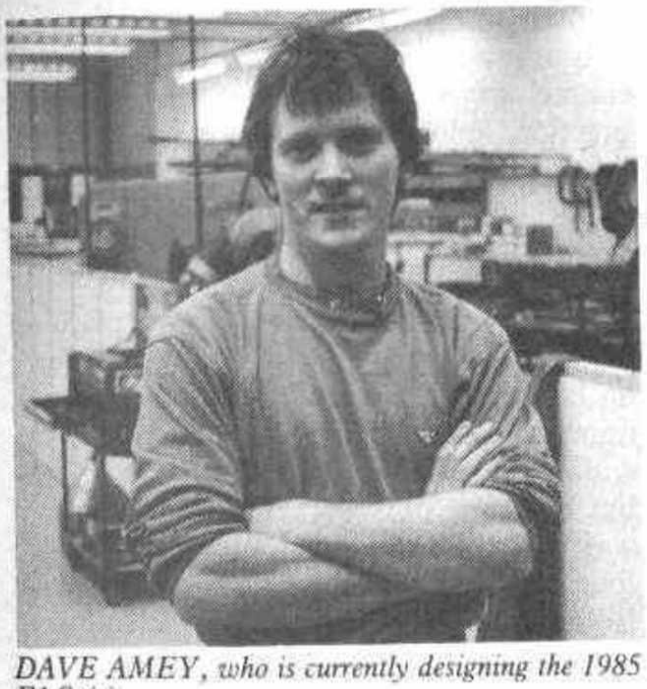
With results to show, it might attract more sponsorship and run a second car which would, theoretically, double its chances of qualifying in the money and finishing in the points and so would attract more money which would lead to more testing, greater clout with suppliers, more and better results, and so on. A second car, at present, would cost perhaps an additional 750,000 dollars to run.

Spirit has to break out of the spiral by itself. This year it will receive the latest Hart engines which reportedly give 100 bhp more than last year's units. The fact that it has a Pirelli contract and Brabham is now working with the tyre company could be a help, but only if Pirelli find a clear advantage over Goodyear for, of course, all the Pirelli users will benefit equally and a benefit to Spirit will only come if it is a benefit against the Goodyear users. The third way out of the trap rests with the new car currently under construction.

The Spirit which started the season is an update of the 1984 car but with pushrod suspension, revised aerodynamics and the latest Hart engine. It's the sort of progress which any team might make during the winter months, something to keep the team on station. The new car, which should appear in June, is hoped to be a positive step



SPIRIT's most successful year was its first, 1982. Thierry Boutsen is shown here on his way to victory at the Nürburgring, one of three F2 wins he had in the season.



DAVE AMEY, who is currently designing the 1985 F1 Spirit.

forward. Designed by Dave Amey who worked with Arrows and, latterly, with Tony Southgate's freelance design studio, it has a composite monocoque (which will be subcontracted out) a very slim frontal aspect, with the spring / damper units mounted longitudinally on the front of the tub, while the back of the tub is both low and wide to keep the weight of the fuel positioned as low as possible.

For a team like Spirit, the opposition is not Ferrari, Williams or Renault, who exist in another world, at the business end of the grid, but RAM, Ligier and Osella. For these teams it is an achievement to make the grid at all and starting in one of the top 20 money-earning places is a small victory. A pole position or an emphatic win are the stuff of dreams, but F1 is founded on dreams or the grids would be half the size and, besides, there is always the example of Frank Williams. . . .

Spirit may, in fact, be directly compared with RAM, for both outfits in 1984 used customer Pirelli tyres and customer Hart engines. RAM's best result, with two cars, was a single eighth place, while Spirit, with one car, scored *four* eighth places. Moreover, Spirit's reliability record was fourth best on the grid, behind McLaren, Ferrari and Lotus. Against the dominance of McLaren, Lauda and Prost, these are very small achievements indeed, for F1 is not about finishing eighth, but it's a start.

Spirit Racing is a joint project of two men, Gordon Coppuck and John Wickham who met while working for March in 1981. Coppuck will be chiefly remembered for his work with McLaren over 15 years, in particular his helping both Fittipaldi and Hunt to World Championships with the M23, a car so good they named a road after it!

Born in 1936, he became a draughtsman apprentice at the Ministry of Aviation on leaving school and, on completing his time, was among the last intake of National Servicemen in 1960. He had a wonderful time in the army, both as an instructor in cross-country motorcycle riding and as a representative in the army motorcycle trials team, winning gold and silver awards in the International Six Days' Trial.

After being demobbed, he returned to the Ministry of Aviation and then went on to the British National Gas Turbine Establishment as a draughtsman / designer. While there he met one of the Senior Scientific Officers, by name of Robin Herd, and the two men struck up a friendship especially after Coppuck had helped Herd in some rallies.

Herd left to join McLaren as chief designer in 1965 and found a place for Coppuck shortly afterwards. Gordon worked on almost all the McLarens produced during the next 15 years and the most successful cars, the M16 Indy car and the M23 and M26 F1 cars, were largely his work. When the ground effects era dawned, however, many designers were all at sea — including Colin Chapman after his initial successes (remember the Lotus 80 which was going to make the 79 look like a double decker bus?)

McLaren floundered, and despite the fact that the decision to go for a big car (McLaren M28) was one jointly made between Coppuck, Alistair Caldwell, Tyler Alexander and Teddy Mayer, when it, and hastily-built successors, failed to deliver the goods, the team went into some disarray. An effective change of management with the arrival of Ron Dennis, and a new designer in John Barnard, left no place for Gordon and he was sacked.

Again he joined up with Herd on a freelance contract with March which involved him spending his time divided among the many (too many) projects the company had on. Chiefly, though, he looked after the F2 car of Corrado Fabi who won at Mugello and finished fifth in the series. During his time with March, Coppuck got to know John Wickham.

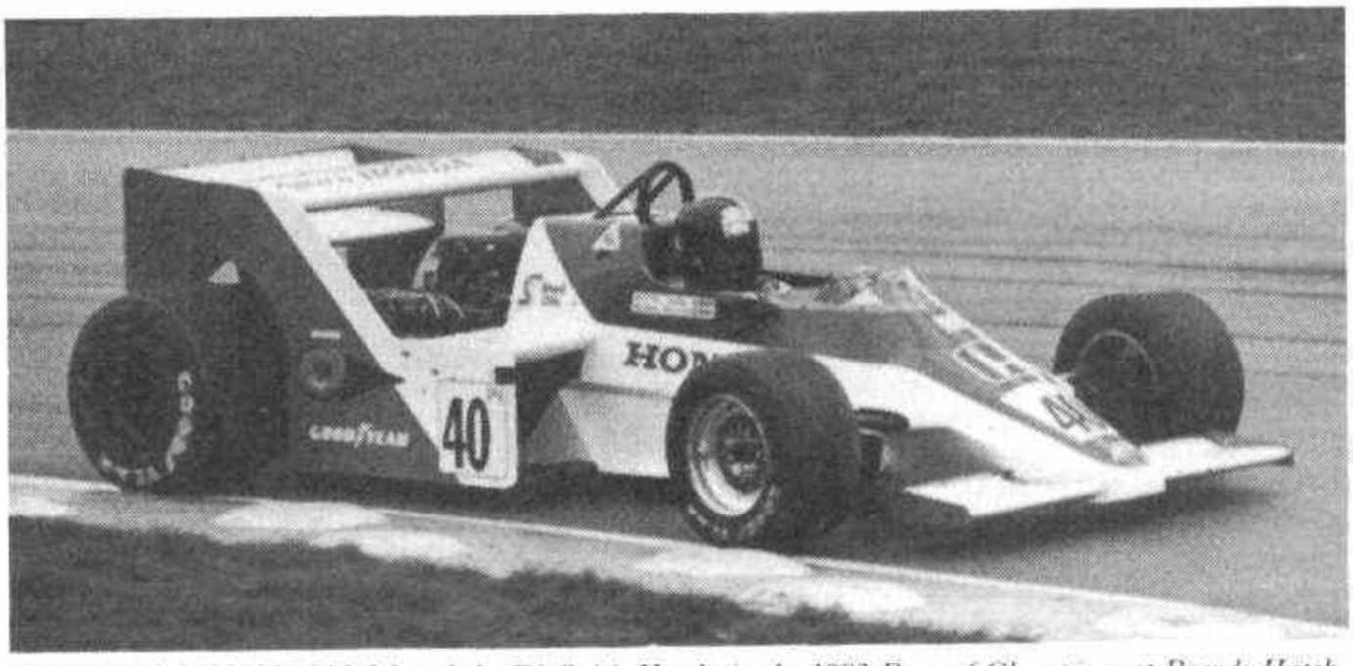
While F1 team management is packed with racing drivers who never made it, John Wickham has the distinction of being perhaps the only former marshal to manage a GP team. Since his father raced motor cycles, and Brands Hatch was within cycling distance, involvement in the sport came naturally and, at the age of 13, John had become a junior marshal. On leaving school, aged 18, he went to work in a bank but when Barry Bland resigned as BARC's competitions secretary, John successfully applied for the post. He was just 22 years old.

After a year in the job, he received a call from John Surtees and was invited to co-ordinate the 1973 Surtees F2 effort which was running Mass, Hailwood and Pace. It was not truly a team manager's job, more that of a closely-involved administrator, but it was a successful season with Mass finishing runner-up to Jarier (March) in the Championship. John Surtees is a man of many talents, and many virtues, but there are few who would include management among them and, at the end of the year, Wickham accepted an invitation to take back his old job at the BARC which was about to move to Thruxton. There he remained until 1978 until Roger Silman left March to join Toleman and Wickham found himself managing the March F2 team.

Wickham saw the team through the awful year of 1979 when March struggled to come to grips with ground effects yet still won the championship but, by 1980, had gained sufficient practical experience to act as Mike Thackwell's race engineer. The following year he did the same job for Thierry Boutsen and was joined in the team by Gordon Coppuck who engineered Corrado Fabi's car.

While on his frequent trips to Japan, to look after the Japanese March customers, Wickham found himself talking to Honda, which was not entirely satisfied with the way the company's involvement with Ralt was proceeding (though Geoff Lees won the 1981 F2 Championship with a Ralt-Honda), and he was able to tie up a deal whereby Honda would supply engines, technical back-up, and some cash, for a new F2 effort. He obtained a similar deal from Bridgestone tyres and then persuaded Marlboro to weigh in with the remaining money. Coppuck's reputation as an F1 designer naturally played a big part in the negotiations.

At the time, some wiseacres declared that it was a way for canny old Robin Herd to



STEFAN JOHANSSON débuted the F1 Spirit-Honda in the 1983 Race of Champions at Brands Hatch. The engine proved troublesome but Johansson was second quickest in the race morning warm-up.

obtain Honda engines without upsetting his BMW link, for Wickham and Coppuck were both employed by March. Subsequent events proved the wiseacres wrong.

Honda had a spare factory unit at Slough, into which the team moved. Adequate sponsorship meant that Spirit was able to chose its drivers and in Thierry Boutsen (who had been guided by Wickham to second in the 1981 European F2 Championship) and Stefan Johansson, it had an ideal pairing. Boutsen is quiet, thoughtful, a good tester, while Johansson is an extrovert, gifted, driver in the Peterson mould. Both men's performances in F1 have shown what a good choice they were.

Coppuck designed a fairly conventional chassis, made of aluminium honeycomb and with rocker arm suspension all round. What was striking about it was the neatness and attention to detail. At the time, people said it looked as though the car had been designed with F1 in mind, no doubt inspired partly by increasingly strong rumours that Honda wanted to go into F1, and later events proved them close to the mark.

In 1982, with the best chassis, most powerful engine and strongest driver combination, Spirit should have completely dominated F2, but were let down by the Bridgestone tyres. Bridgestone had produced a bewildering variety of constructions and compounds and it was sometimes difficult to find the optimum combination. Ralt, for example, used no fewer than 120 tyres at the 1982 International Trophy meeting. The reliability of the tyres was also not as good as it should have been; at Thruxton Johansson lost the lead when a tyre blew. Between them, Spirit and Ralt had 13 blow-outs during the season.

Ralt, also with Bridgestone tyres, suffered the same frustrations, with neither Acheson nor Palmer winning a single race. When Palmer brought his Ralt home third at Donington, I could put my fist into some of the holes on his rear Bridgestones. The 1982 F2 Championship was not so much won by March (Corrado Fabi) or BMW but, rather, by Michelin. The Spirit team started from the front row of the grid 13 times (there were 13 races) and took pole ten times. Boutsen came home a winner at Spa, the Nûrburgring and Enna and came close to winning the series.

At Misano, the last race, Spirit had a particularly good crossply Bridgestone wet tyre but no equivalent cross ply slick, only a radial. There was heavy rain before the start and Boutsen's car was set up for the wet, but the organisers delayed the start and so Boutsen had to start on radial slick tyres with the chassis set up for crossplies. He finished sixth in the race, third overall.

Third in the Championship was a good effort but not a dream début. Still, the team had impressed everyone, both in Europe and in a couple of Japanese races. The '82 cars were sold and refettled for different tyres and BMW engines, and Jo Gartner won the '83 Pau race with one as well as performing well in Japan late in the season. Spirit meanwhile had its eyes on the Honda F1 engine and agreed a test, development, and evaluation programme with the Japanese firm.

Spirit started 1983 knowing that Williams had an understanding with Honda. The team was prepared to take its chance and therefore switched from being a successful F2 outfit into an R&D company. The first question was the choice of driver, and it was a difficult decision to make, but Johansson fitted Honda's perception of what a racing driver should be so was given the contract. Independently of each other, both John Wickham and Gordon Coppuck expressed the hope that one day in the future they would again work with both drivers. There is an obvious affection for both men, rare in F1.

An F2 chassis fitted with the turbocharged Honda engine first ran at Silverstone in November 1982 and the winter was spent testing in various places, among them California. Came the new season and Wickham persuaded Honda to allow the car to be entered in the Race of Champions at Brands Hatch. It proved troublesome in qualifying and expired after four laps with engine problems but showed its promise by being second quickest in the race day warm-up session.

It next appeared at the British GP and the engine gave all kinds of problems in practice, spluttering and popping around, but Johansson managed one trouble-free lap and claimed 14th place on the grid, only to retire after five laps with a broken fuel pump belt.

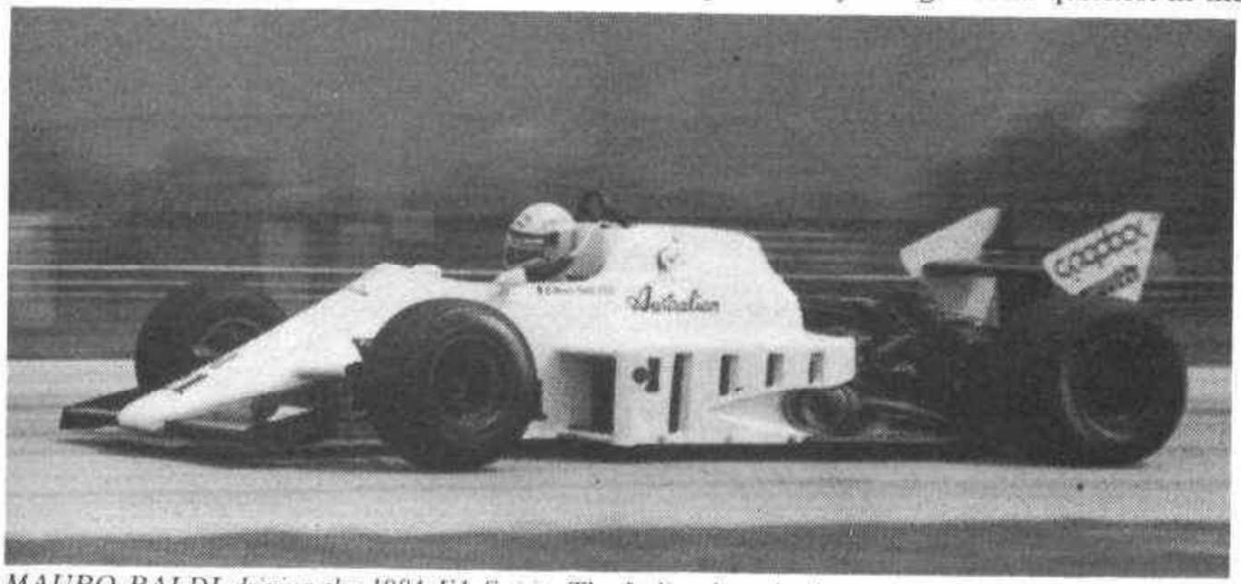
In Germany the car moved up a place on the grid, but retired with engine problems on lap 11. Austria saw it 16th on the grid, finishing a distant 12th, five laps behind the winner. At Zandvoort it again started 16th but this time finished seventh; at Monza it was 17th in qualifying but retired on lap four with a broken distributor; and at Brands Hatch it practised 19th and soldiered on to finish 14th. The car had found its place just below the middle of the grid and if it slipped back a little in the latter part of the year, that was because more turbo-engined cars had entered the fray.

Spirit did not go to South Africa, but Williams did and used the Honda engine for the first time. When Rosberg put the car in the sixth slot on the grid and brought it home in fifth, it gave the Honda personnel pause for thought. As we know now, Rosberg's performance appeared more promising than subsequent events proved. Kyalami, with its long straight, was tailor-made for the Honda engine and although fifth place looked excellent, it was achieved by the reigning World Champion in a brand new car. While the Williams performace looked greatly superior, Johansson, an F1 newcomer, had achieved seventh at Zandvoort.

Wickham had lined up a sponsor prepared to put two million dollars into the team, but Honda decided not to continue its relationship and so that deal fell through. Then came Fulvio Ballabio onto the scene. The rich Italian amateur had enormous sponsorship at his disposal, through the family firm which holds the Disney concession in Italy. Despite lack-lustre performances in F2 ("We put up with him because he has Mickey Mouse on his car and it keeps the kids in the grandstand happy," commented on F2 team manager when he heard Ballabio was trying to get into F1) he had ambitions to be a Grand Prix driver. and persuaded Emerson Fittipaldi to try the car, the idea being that Emerson would be number one in the team and Ballabio would tag along as number two, probably with a Cosworth engine for Brian Hart would not stretch his resources further.

John Wickham recalls, "At Rio Emerson gave us a hard time. To us he'd say the engine was bad, to Brian Hart he'd blame the car, and so on. We weren't McLaren or Lotus, we weren't that good, and Emerson was entitled to his opinion, but it damaged us." Ballabio was finally denied the appropriate licence. His father died on hearing the news, the deal fell apart

Continued on page 472.



MAURO BALDI driving the 1984 F1 Spirit. The Italian brought the car home in eighth place on three occasions.

Safari Rally



ALL HANDS to the chores! Japanese mechanics swarm around Mehta's Nissan 240RS at one of the few spots where time was available for more than just refuelling and tyre changes.

WHEN a rally takes place in some of the toughest terrain imaginable, is run smoothly and efficiently by organisers whose fingers are always at the control buttons, and is blessed by a talented field of the world's best drivers, it has the necessary ingredients for a superb and memorable competition.

Add the inevitable African seasoning of unpredictable and rapidly changing weather conditions and you have the correct mix for one of the most exciting, closely contested and incident-packed rallies which the World Championship has ever seen, which is precisely how we would describe the 1985 Marlboro Safari Rally, held over the Easter weekend in Kenya.

Professionals came in profusion to man the cars of works teams from Audi, Opel, Peugeot, Toyota, Nissan and Lancia, not to mention the less powerful but equally reliable factory-backed cars of Subaru and Daihatsu. Predictions of a four-wheel-drive walkover were shattered, and form followers were confused when the winner turned out to be a young driver tackling the Safari for the first time.

Kenya's Long Rains of March / April are brought by the great rain-bearing monsoon winds which affect most of the tropical world. Notoriously unpredictable, they can be unutterably violent or even fail altogether, can arrive as a bombshell to sweep away roads and bridges or creep up quietly with no more announcement than a few teasing thunder showers. Vital decisions await their whims, and rally managers may have to stake all on their severity, or whether they arrive at all.

Preparations for the Safari are therefore more weather-orientated that those of any other rally, and although heed is taken of meteorological forecasts, it can be amusing to see experts in sophisticated modern technologies consulting farmers, and even looking for the emergence of tree frogs from their dry season hiding places.

This year, violent thunderstorms were moving around the country weeks before the start, and everyone felt that it would be a wet Safari. The scorched, brown countryside had turned to a lush green, animals no longer had to search for waterholes, and bookmakers shortened the odds on four-wheel-drive cars. However, what transpired was a mixture, neither a wet Safari nor a dry one. Huge chunks of the route were dry and dusty, made rough and rutted by earlier rain, whilst other parts were enlivened by storms and punctuated by floods and deep mud holes.

During practice, cars were getting stuck in wet areas, and were being broken on the harder, rougher roads. Some were even rolled, and many were glad that they had rented VHF radios from the organisers so that they could call their service cars to assist. The organisers' radio network is based on repeater stations on high ground, whereas competing teams have to use high flying aircraft in order to achieve the required range, and they were using these airborne relays only during the rally itself.

Apart from fixed wing aircraft, helicopters were also in great demand, and the fact that neither Toyota nor Nissan were using them was due only to lack of aircraft availability. Audi played safe and flew their own in from Germany, whereas Lancia played even safer and rented two of them.

Four-wheel-drive cars were also in great demand, and it seemed that every farmer, tour operator and safari guide was driving his overland truck as a mud car for one team or another. Peugeot and Opel were co-operating by sharing the same mud cars, whilst Peugeot and Toyota agreed to another cost-reducing effort by sharing the same radio relay aircraft, Peugeot having automatic repeaters and Toyota relaying manually.

Due to the importance of air support, Nairobi's Wilson Airport was as much a centre of planning operations as workshops and team managers' hotel rooms, and whilst each team planned its own movements, the various pilots arranged their own common radio frequency in order to ensure collision avoidance.

The Audi team consisted of just two cars for Mikkola / Hertz and Blomqvist / Cederberg, Röhrl having succeeded in persuading the company's management to withdraw his entry simply because he dislikes the rough and tumble of African rallies. Mouton was there for the practice, partly as a holiday, but then flew to the Circuit of Ireland as she is this year contesting the British Championship.

Lancia brought three cars, one each for Bettega / Perissinot and Alén / Kivimäki, and a third for Preston / Lyall no doubt arranged in conjunction with the use by Lancia of the Preston Snr service organisation.

Opel had two Mantas for Aaltonen / Drews and Weber / Wanger, the former driver having his 22nd attempt at adding the Safari to his list of victories, and the latter making his first competing appearance after driving a chase car last year.

Nissan had four of its 240RSs, three for Kenyan experts Mehta / Combes, Shah / Smith and Kirkland / Levitan, and one for Ivory Coast crew Ambrosino / Le Saux.

Toyota brought three of its Cologne-based Celica Turbos for Waldegård / Thorszelius, Kankkunen / Gallagher and Horsey / Williamson. Waldegård is a former winner, of course, Kankkunen a young but talented driver tackling his first Safari, and Horsey a Kenyan brought in to join the team due partly to his becoming African Champion last year and partly to his fine performace in last October's Ivory Coast Rally.

The Peugeot team, flush with success after a string of wins, brought three of its four-wheel-drive, rear-engined 205s for Vatanen / Harryman, Salonen / Harjanne and Saby / Fauchille. Peugeot, too, leaned heavily on the local importers, Marshalls Ltd, for organisational support, but a certain amount of superiority gave one the impression that they had fogotten that Marshalls were winning rallies with 404s long before the factory itself had even begun to think about the sport.

Fowkes / Millns came from the UK to drive one of the 4-w-d Subarus, whilst another was driven by local men Tundo / Thompson. Iwashita / Nakahara brought a Nissan 240RS from Japan, Stohl / Kaufmann a Lada from Austria, and Siller / Schuller a Nissan 240RS from Germany. Among the Kenyan privateers were Duncan / Munro in a Corolla, Basil Criticos / Rose in an Audi 80 Quattro, Greg Criticos / Kravos

in a Lancia, Morris / Murton in a Celica, the Chodas, husband and wife, in a Datsun, and a trio of Range Rovers driven by Miller / Mathews, Mathews / Mathews and Green / Shermin.

The route, all 3,250 miles of it, was divided into three legs, each starting and finishing in the grounds of Nairobi's Kenyatta Conference Centre which provided excellent Rally HQ facilities in its block. The first leg went southwards to Mombasa and back, with sections over the vast plains of Tsavo and Amboseli, below the towering snow cap of Kilimanjaro, through the hills of Taita and Machakos, and in the bush and sisal area around Rukanga.

The second leg went to the north-west, crossing the Great Rift Valley and the Mau Escarpment before visiting the dense Tinderet Forest, the tea plantations of Kericho, the towns of Kisumu, Kakamega and Kitale, and the Cherangani Hills before returning to Nairobi via the notorious Kerio Valley and the towns of Eldoret and Nakuru.

The third leg was again in the north, passing Lake Naivasha and Kabarnet before looping through Nyahururu (formerly Thompson Falls) and skirting Maralal on the way to Nanyuki and Meru. Then came a clockwise loop around Mount Kenya to Embu and a twisty section through the valleys of the Aberdare foothills before returning to Nairobi via Thika.

The first day was hot and sunny, but clouds and wind suggested that there would be rain before the end of the leg. Unlike last year, when hardly a minute was lost by the first ten runners all the way down through Loitokitok to the Taita Hills, the Audi team started very early to notch up penalties when the gearboxes of Mikkola and Blomqvist began showing signs of failure. Audi was using new 6-speed units, and it seemed that they were not man enough to cope with the severe stress.

Both cars were given new gearboxes flown to them by helicopter, but not long after he was on his way again Blomqvist came dramatically to a stop when his box literally exploded, scattering bits of the casing over the road.

Peugeot also had trouble when reinforced turbocharger pipe joints proved to be too rigid and started to crack, a problem which continued throughout the event. Saby's was the first car to show this, followed by Salonen's, each losing time in the replacement.

The Siller / Schuller Datsun, with Schuller at the wheel, hit a bridge and rolled in the early part of the Taita Hills section and when it was learned that Schuller was unconscious with head injuries, the organisers' efficient radio network got a message to a control where helicopters were waiting and Peugeot at once withdrew its aircraft from the service operation to fly the injured man to Mombasa Hospital. Happily, he was found not to be seriously injured.

David Horsey's first works drive came to an early end when he was caught by Kirkland, and, in an effort to stay ahead, he went off the road and rolled. He got going again, but a water leak soon caused head gasket failure and the Toyota was out.

Meanwhile, Mikkola's Audi caught fire during a refuelling operation, and although quick work with fire extinguishers prevented any serious damage, the car's bonnet was badly burnt. However, there was no sign of the scarring at the mid-leg stop in Mombasa, for the bonnet was discarded and replaced by that of Blomqvist's car.

At Mombasa, Lancia had the advantage, with Bettega first, Alén second and Preston fourth. Vatanen was third, but his teammates were way down after their turbocharger faults. Weber was fifth, followed by Waldegård, Kirkland, Aaltonen, Kankkunen and Mehta. But the rally had hardly begun, for only five minutes separated first and tenth, and that is almost nothing by Safari standards.

The return journey began equally dramatically, for Alén's Lancia hit a hole very hard and ripped off a front strut and a wheel. He limped on, but stopped with a bang near Samburu when his engine blew up, leaving a fist-sized hole in the block. Team-mate Preston was delayed having his throttle linkage replaced after running for a while with a hand throttle, but Bettaga was in the lead, marginally ahead of Vatanen.

Mikkola's problems were compounded when first a puncture then a defunct starter motor brought more delays, and the former winner's troublesome drive eventually came to an end at Sultan Hamud, with just one competitive loop to go before the end of the leg, when his Audi's crankshaft broke.

Aaltonen suffered a broken alternator bracket which caused its drive belt to be thrown off, whilst Vatanen needed a new front strut, the top bolt being given a hefty extra washer to strengthen the mounting. Saby put his Peugeot off the road and twisted the car so much, not to mention puncturing the radiator, that he was unable to continue.

At the short stop at Amboseli's Buffalo Lodge, Waldegård had ousted the lead from Bettega by two minutes, whilst in third place was the young Weber, three minutes ahead of Vatanen.

The first leg of the Safari is usually quite undramatic, as drivers play it cautiously, but this year it was certainly not like that, and even on the pre-dawn run back to Nairobi things continued to happen. Lancia experienced great drama before Sultan Hamud when, almost at the same time, Bettega stopped with a defunct fuel pump and Preston with a broken distributor pick-up. It was a time of great urgency for the team, but they did manage to get both cars going, even without helicopters, which were not operating in the dark.

In the Machakos Hills it was Peugeot's turn again, when Salonen's car stopped with a broken camshaft drive. Again there was no helicopter around, and Salonen began to remove various parts as he waited for the emergency service car which sped in to his rescue. Team-mate Vatanen had to take fuel at a petrol station when a blown fuse stopped the pump feeding from the main tank, and he was left with only his much smaller reserve tank. There was plenty of fuel in the main tank, but no means of using it as the car had no transfer pump from one tank to the other.

Waldegård still held the lead at the end of the leg, six minutes ahead of Wanger whose troubles had been no greater than a broken fan belt. Mehta was third, followed by



THE MILLER / MATHEWS Range Rover was one of two to finish, in fifteenth place.



ALEN'S LANCIA, which retired early in the rally, leaves a dust trail across a concrete ramp-bridge not far from Kajiado. The roof clips are for an extra spare wheel.

Kankkunen, Kirkland, Aaltonen, Vatanen, Ambrosino, Bettega and Preston. This time, the differences were greater, and 48 minutes separated first and tenth. Retirements had been considerable, and only 38 cars made it into the closed park that Good Friday morning.

The complex technology which went into the production of both the Audis and the Peugeots didn't seem to be standing up to the rigours of Africa. Perhaps the cars were too sophisticated for such harsh treatment, for the much simpler cars of Toyota, Opel and Nissan were holding the first six places.

Soon after the restart, Bettega's front left suspension strut broke away at the top, and the repair took well over an hour. Worse, the trouble proved to be recurring, and subsequent welding operations led to further time losses. Mehta had similar problems when he had a front strut break, but at least its mountings were intact and gave no trouble after replacement. Aaltonen had several more alternator bracket failures, leading to fan belt shedding.

Waldegård lost his lead to Weber when alternator failure led to a dead battery, whilst Opel team-mate Aaltonen moved up to second place. That order was short-lived, for the Finn moved ahead before the rest stop at Kakamega, and people began wondering whether he would finally win the Safari after so many years of trying.

Stone throwing was experienced yet again in the western part of the route, with a few broken screens reported, whilst Mehta endured peculiar handling for a while when oversized tyres from a chase car were used to replace punctured ones after his boot lid jammed and he could not get at his own spares. Salonen lost well over half an hour with a faulty alternator.

Kirkland also lost time with a non-charging alternator, but not until loose wiring, swaying around with the motion of the car, produced a very peculiar effect — whenever he braked, his lights went out, which made things very hairy indeed at the approach to corners and hazards.

At Kitale, Kankkunen, in third place, waited anxiously for mechanics to replace a rear axle locating arm which was bent and refusing to budge, but the job was eventually done at a cost of no more than a couple of minutes. Salonen lost more time with a cracking turbocharger pipe, but still kept his tenth place, whilst team-mate Vatanen had a faulty windscreen wiper changed, a very necessary repair in view of the number of mud holes.

Bettega's car had caught fire earlier, but again quick work with extinguishers saved it. It was quite a conflagration while it lasted, and the most efficient form of crowd control the mechanics had seen. Similar methods by other mechanics, who set fire to fly-spray aerosol jets and used them as flame throwers, were not at all popular with crowds, and were discontinued when rock-throwing was threatened in retaliation for the scorching.

Lancia's engineer, Giorgio Pianta, remarked that because Bettega's car gave no trouble after the fire, he was tempted to set fire to all cars in future, before the start of every rally! But he soon gave up the idea, for Bettega's car stopped very suddenly near Kapenguria with a blown engine.

That night, after the stop at Nakuru, storms began brewing, and very heavy rain made the going very wet and muddy indeed over the Mau Escarpment, down almost to Narok and back through Hell's Gate (so called because of steam outlets from the ground) to Lake Naivasha.

Vatanen first suffered a broken oil cooler, then stopped for good with a blown head gasket, whilst Salonen lost time nursing a broken front shock absorber until it could be changed. Another to stop on this stormy section was Mehta, who hit a nasty mud hole and rolled, wrecking front suspension and steering. Kirkland all but went out after his gearbox jammed in third.

Preston, the last of the Lancia drivers, stopped when sheared studs sent a rear wheel flying off the car. A service car sped to his aid and after what seemed like a terminal delay, an announcement on Lancia's radio proclaimed to the team that "Junior start again!" Alas, the delay was too great, and even though he continued back to Nairobi, he found that he had been beyond maximum lateness at Seyabei, the control following his mishap.

Aaltonen and Weber delighted the Opel team by arriving at Nairobi in first and second places, eight minutes apart, and five minutes clear of Kankkunen's Toyota. Waldegård was next, 49 more minutes behind, followed by Kirkland, Ambrosino, Salonen, Iwase, Patel and Vittuli. By this time, retirements among the professionals had become such that privateers were penetrating the first ten.

At the start of the third leg there was a kind of subdued confidence in the Opel camp. Their problems so far had been pretty minor, but there was always that nagging feeling that something could go wrong to prevent what seemed like certain victory. Weber had nothing more serious than overheating caused by mud in the radiator after hitting a bank, whilst Aaltonen's fan belt problems seemed to have been cured.

The Finn did have an oil leak in the second leg, but this was cured when broken sump bolts were drilled out, the holes re-threaded and new bolts fitted. At least, it appeared to be cured! Murphy's Law reared its head, and it seemed that a seal, disturbed by the bolt replacement, was still allowing oil to drip out. It wouldn't have been much of a problem on its own, but those small oil drips were being blown back and were penetrating the clutch housing, gradually causing a slip which became progressively worse in the third leg.

The contents of six Coca-Cola bottles were injected into the housing to flush out the oil and roughen the lining, and a plug inserted to block the breather hole to keep the Coca-Cola in and the oil out. But by the time the cars got to Nyahururu about 10.30 pm Easter Monday evening, it had become necessary to replace the clutch. Such a job was time consuming, and Weber became a very surprised rally leader, five minutes ahead of the Finn at the next control. Aaltonen's trouble increased just short of Maralal, when severe transmission vibration made it necessary to replace his gearbox at a cost of more than an hour.

Aaltonen's deflation was reflected in the team, but at least it still had an Opel in the lead. Just ten minutes behind was another Safari first-timer, Kankkunen in his Toyota, and then there was a gap of more than an hour to Kirkland's Nissan and Waldegård's Toyota, sharing third place.

After a night rest at Meru Forest Lodge, 350 kms remained to be tackled just after dawn, and very soon into this Kankkunen had the top mount of a rear shock absorber break, extending the gap between himself and the leader. As well as replacement, the mounts were firmly welded to ensure they would last to Nairobi.

Then came the second Opel drama. Weber reported by radio that his engine made a tremendous noise and stopped. A spark plug was found to be damaged, and after an attempt at continuing on only three, they eventually had to stop and wait for a service car. All manner of maladies were found, including bent valves and partially seized pistons, and it was subsequently found that a loose bolt from the air intakes



ON THE FIRST DAY, cars were clean and sparkling, and spectators quite numerous even in remote bush areas. The car is Vatanen's Peugeot 205T16.

had been ingested and had damaged the valve rockers, upsetting the timing and causing pistons to hit valves. There was nothing for it but to change the whole cylinder head, and there at the roadside the car was fitted with the head removed from a chase car.

The disappointment was almost overpowering, but to the credit of the mechanics they got the car going again to take fifth place at the finish. It had almost been an overwhelming Opel victory, but rallies are not over until car mount the ramp, and a ridiculously simple thing like a tiny loose bolt had robbed Weber of victory.

The Toyota outfit was elated enough at the prospect of a second place for Kankkunen, but to find him suddenly in the lead was almost too amazing to be true. Like watchful hens, service cars shadowed him all the way to the finish, and the elation at at Nairobi had to be seen to be believed. Even Kankkunen himself seemed to be in a disbelieving daze, and he said that he really had to pinch himself several times to be convinced that he wasn't dreaming.

The winner was backed by Waldegård taking second place, ahead of Mike Kirkland who held off a challenge from Aaltonen even though he rolled after a mud hole sent his Nissan into a bank during that final morning. He and Levitan were about to get out of the car when they were surrounded by a horde of watchers who righted the car within a minute or two. Kirkland simply pressed the starter and they were off again, minus front and rear screens.

Juha Kankkunen and Fred Gallagher have every reason to be proud of their fine win at their first Safari attempt, and we are reminded of a remark some years ago by a very astute Finnish talent spotter called Mikko Helander, who ran the former Teboil team and pushed Vatanen into prominence, "Watch this young man Kankkunen. He will be a champion."

Salonen marginally extended his World Championship lead by virtue of his seventh place, but he very nearly lost that in the closing stages when he reported by radio that either his clutch or a driveshaft was making odd noises. He wanted to carry on, but the team manager insisted that he should stop at the next convenient helicopter landing spot so that a mechanic could check the problem.

"I am sure it's a driveshaft, and I have three more so there is no problem", he said, but stop he did and when the mechanic looked he found that Salonen was right. The broken shaft was made harmless, and the car continued that way to the finish.

Of the rally itself, we have nothing but praise. It is still an event in the old rallying tradition, despite necessary bowing tothe demands of FISA. It remains unique, and with the organisers' claim that it is "the greatest rally in the World", we can but agree. — G.P.

Safari Rally Results

1st	J. Kankkunen/F. Gallagher (Toyota Celica T GpB)	5 hr 18 min
2nd	B. Waldegård/H. Thorszelius (Toyota Celica T GpB)	5 hr 52 min
3rd	M. Kirkland/A. Levitan (Nissan 240 RS GpB)	6 hr 01 min
4th	R. Aaltonen/L. Drews (Opel Manta GpB)	6 hr 12 min
5th	E. Weber/G. Wanger (Opel Manta GpB)	7 hr 04 min
6th	A. Ambrosino/D. Le Saux (Nissan 240 RS GpB)	7 hr 58 min
7th	T. Salonen/S. Harjanne (Peugeot 205 T16 GpB)	9 hr 09 min
8th	Y. Iwase/S. Vinayak (Nissan 240 RS GpB)	12 hr 22 min
9th	A. Patel/D. Kandola (Nissan 240 RS GpB)	14 hr 08 min
10th	C. Vittuli/R. Nixon (Subaru 1.8 T 4wd GpA)	15 hr 28 min

71 starters, 20 finishers

World Championship Positions

DRIVERS (after 4 rounds)		MAKES (after 4 rounds)	
Timo Salonen (SF)	48 pts	Peugeot	60 pts
Ari Vatanen (SF)	40 pts	Audi	46 pts
Stig Blomqvist	35 pts	Toyota	28 pts
Walter Röhrl (D)	27 pts	Lancia	24 pts
Juha Kankkunen (SF)	20 pts	Nissan	18 pts
Massimo Biasion (I)	17 pts	Opel	16 pts
Björn Waldegård (S)	15 pts	Subaru	9 pts
Mike Kirkland (EAK)	12 pts	Ford	8 pts
Hannu Mikkola (SF)	10 pts	Renault	6 pts
Rauno Aaltonen (SF)	10 pts	Mazda	6 pts
(22 others have scored points)		(complete list)	

SPIRIT

continued from page 468

and, Ballabio now runs the family business.

Still, the team finally started the season with Mauro Baldi, who is few people's idea of a natural winner. He put the car on the grid though, usually above the RAM team, and he generally brought it home. Given all the circumstances, he did a workmanlike job, as did Huub Rothengatter who drove the car when Baldi's money ran out. Rothengatter had had a two-year lay-off following a road accident, but he plugged away. Neither driver was sensational, but both did honest work.

Recently there has been speculation that Spirit might run a driver in F3000 and this remains an option open to the team. Gordon Coppuck has assumed the role of chief engineer, rather than chief designer, and he admits that his heart is not in F1 within such tight financial restrictions which presently apply to Spirit. Having watched him conduct many test sessions, I feel that he is one of those designers whose chief pleasure comes from working with a driver to extract the last ounce from a car, just as he did with the M23. It's the difference, I suppose, between being an architect, designing streets and buildings on a drawing board and a sculptor, up to his elbows in clay, adding a little here, taking a little off there.

An American sponsor has been talking to the team about running a car in F3000. If the deal goes through, and if the sponsor is prepared to wait, then Gordon will design a Spirit F3000 car. If the sponsor wants to go racing almost immediately, then a chassis will be bought from March and Gordon will engineer it. For the time being, his last effort in F1 is the car which began the season.

If a Spirit F3000 car is given the go-ahead then it will be made in conjunction with an established production racing car constructor, for Spirit is not geared to production. A foot in both camps could be an ideal way forward. Success in F3000 could help to attract more money into the F1 side and help break the poverty spiral. Success in F1, even though we're not yet talking of pole positions or wins, could help the F3000 side. Perhaps a driver could be found who might do a good job in F3000 and translate into F1 and be the factor which helps the team find the extra money to do extra testing, to develop the car, to find the time, to break into the points . . . etc, etc.

When you look at the struggle which teams at the back end of the grid face, you automatically think there has to be an easier way of earning a crust. There is, there is, but what other way would present such challenges?

The poor end of the pit lane is a good place to visit. It is there you discover the raw motivation for racing. It's there at the front, of course, but it's more *apparent* at the back. The glory doesn't get in the way. — M.L.

Ford's New Granada
Driving Impressions

FORD'S policy of multifarious options seems now to stretch to the naming of their cars as well as the equipment. Reluctant to replace the Granada name with the European tag "Scorpio", the company have played safe and used the latter as a trim specification, displacing the Ghia name from the top of the range. This decision would seem to devalue the identity of the new model, but at least the picture is simplified by having only three versions, albeit with four engines.

Ford recently made available to journalists some left-hand-drive Granadas in Germany, and I drove two of these, a 2.0 injection and the 2.8i V6. The 2-litre engine performed adequately most of the time, but much gear-changing seemed necessary for overtaking, and it preferred to tackle motorway hills in fourth rather than top. Good soundproofing helps to disguise how hard the engine is working, and otherwise the four-cylinder shares the comfort of the Scorpio. Wind and road noise is low, although the car tended to wander a little in gusty sidewinds, and visibility astern is good thanks to the glazed rear quarters. In the heavy rain with which we were blessed, it was sometimes difficult to see around the screen-pillars, but this is a problem common to all cars with heavily-raked screens.

All models have a particularly clear dashboard layout, although the GL has holes (disguised as coin pockets and the like) where the Scorpio has trip computers and sophisticated hi-fi. Top model owners also benefit from electrically adjustable seats with a neat control which is particularly easy to operate; the resulting driving posture is very comfortable, while the controls are all easily to hand. I particularly liked the small paddles for indicators and wipers.

The chassis is reassuring rather than exciting, the gentle and predictable understeer offset by power-assisted steering (available or standard on all models) and if the driver's high viewpoint seems to emphasise some roll, it is to no disturbing degree. The car seems more at home with the V6, but does not feel as fast as the 0-60 mph time of 9.0 sec would indicate — perhaps an indication of how cosseted the Scorpio occupant feels. With seemingly endless room for feet and heads even in the back seat, separate heater and music controls and adjustable seats, the rear seat passenger should enjoy even the longest journey.

The new Granada is obviously a good long-distance cruiser. Quiet, roomy, smooth and luxuriously equipped, it rivals Audi, Volvo, and BMW models, but also offers a hatchback. It is, however, shorter on appeal to the sporting driver than some models from the two German *marques*, and it remains to be seen whether the forthcoming version with Ford's excellent 4 WD system will fulfil such a requirement. — G.C.



GRANADA's hatchback offers versatility rare in this class.



BRITISH XR4×4 will use standard 5-door shell, not this continental 3-door.

Ford Sierra XR 4×4

IT IS always interesting, on the launch of a new car, to talk to the engineers involved in the project, and when the car is a high performance four-wheel-drive version, the contribution of those men is all the more significant. It was not surprising, then, that at the recent press launch of the Sierra XR4×4 outside Geneva, the boffins talked enthusiastically about what makes the Ford system better than Audi's. For there is no doubt that at the moment, the Ingolstadt firm are Ford's target.

Audi can now offer a quattro version of all its cars, though not all are yet in Britain, and have been building an image of discreet performance with which the XR4i is in contrast, with its obvious performance addenda. Ford spokesmen shed no light about whether XR4i sales are the disappointment they are rumoured to be, preferring to point out that the 4WD version which will replace it is a better car all round.

And it is. Although some of the frills such as electric windows have been dropped to keep the price comparable with the 2WD model at around £11,500, the V6 engine remains, and with the viscous-coupled permanent drive system offers very impressive controllability. There are no differential locks; instead the silicon fluid in the central coupling distributes torque in the proportion of two-thirds to the rear, automatically biasing towards the front if the rear wheels slip excessively.

New soft snow as we climbed a twisty pass towards the French border showed that the system works very well, the car effortlessly passing front-wheel-drive cars unable to accelerate beyond 30 mph, while turning firmly into a corner and opening the throttle causes the tail to drift gently and controllably out. But descending proved that the ABS (a fairly expensive option) is really a necessity in order to benefit from all-wheel-drive. Without it, the excellent traction can fool the driver over the state of the roads, so that when he touches the brake he is in for a surprise. With ABS, however, the car pulls up straight and, which is the real life-saver, can be steered at the same time.

On tarmac the XR4×4 turns in crisply and displays lots of grip. It should prove a relaxing car to drive fast, feeling better balanced than the big Quattro which has its engine slung out front and a 50-50 torque split. The Ford system uses a transfer case behind the gearbox with an epicyclic centre diff feeding a short front propshaft and another diff which nestles against the sump. A cross-shaft runs through the sump in a sealed tube to CV joints on the halfshafts. It is not as elegant as the Audi layout, but it makes for a smaller percentage weight increase.

Continental cars will have the ordinary three door shell rather than the expensive XR4i one, while British cars will have a standard five-door, with a neat single spoiler and discreet badges, and RS alloy wheels. What will be worth looking out for will be an increase over the standard 150 bhp, something which the aftermarket tuners are going to be on to straight away. — G.C.



Tojeiro

THE way in which John Tojeiro became a constructor is typical of the Fifties — he built a special intending to race it himself then first one, then another, customer arrived on his doorstep and suddenly he was no longer a special builder but a small-scale constructor. Ironically, he never did get round to racing one of his own cars.

Although little more than 30 Tojeiros were ever built, and although they achieved only spasmodic success, and then largely in British club racing, John himself is assured of a place in motoring history — as the father of the AC Ace and, consequently, the AC Cobra. As both cars have become centres of motoring cults, so Tojeiro's stock has risen. Recently some Americans asked him to verify that the remains of a car they owned was a genuine Tojeiro. After some thought, John decided that the chassis, which had been hacked around a lot over the years, was not one of his. "But it's going to be, John," they said, "it's *going* to be."

John Tojeiro was born in 1923 in Estoril, but 18 months later his Portuguese father died and his English mother brought him and his sister back to England, settling in Swanage. After several wasted years in a school in Somerset which neglected to teach him very much, he transferred to the Perse School in Cambridge but was hopelessly behind. Still, while at the Perse School, he first came across his younger contemporary, Brian Lister, who was destined to become his second customer and, eventually, rival constructor. In time, John's mother had him transferred to Hitchin Grammar School in a final act of desperation but he left there, with no qualifications, to start an apprenticeship with Messrs Shelvoke and Drury, manufacturers of refuse collection vehicles. Interesting vehicles they were too, with the main controls being two levers, the left-hand one for changing gear (the wagon had four clutches) and the right-hand lever for steering.

As soon as he was able to, John began to buy five bob motorcycles from scrapyards on which he worked and which, initially, he rode on private ground. He'd already an interest in motor racing but it was through reading MOTOR SPORT for, as a youngster, he had no father to take him to races. In 1942, he left his apprenticeship temporarily to become a fitter in the Fleet Air Arm and his close association with aircraft construction became a later influence. Even though devices like the Fairey Swordfish on which he worked were old hat in aircraft terms, he examined their frames carefully. He says now, "I felt I had a natural eye, I'll put it no higher than that, for stressing a frame."

It's a modest remark and typical of the man. Before I visited him recently in his home in Cambridgeshire, I had been told that he was a thoroughly nice chap and the reports were not wrong. He is a compact, charming, man looking considerably younger than his years, a man without side and one to whom I instantly warmed. It came as a surprise when later in the day he confessed himself to be a "loner".

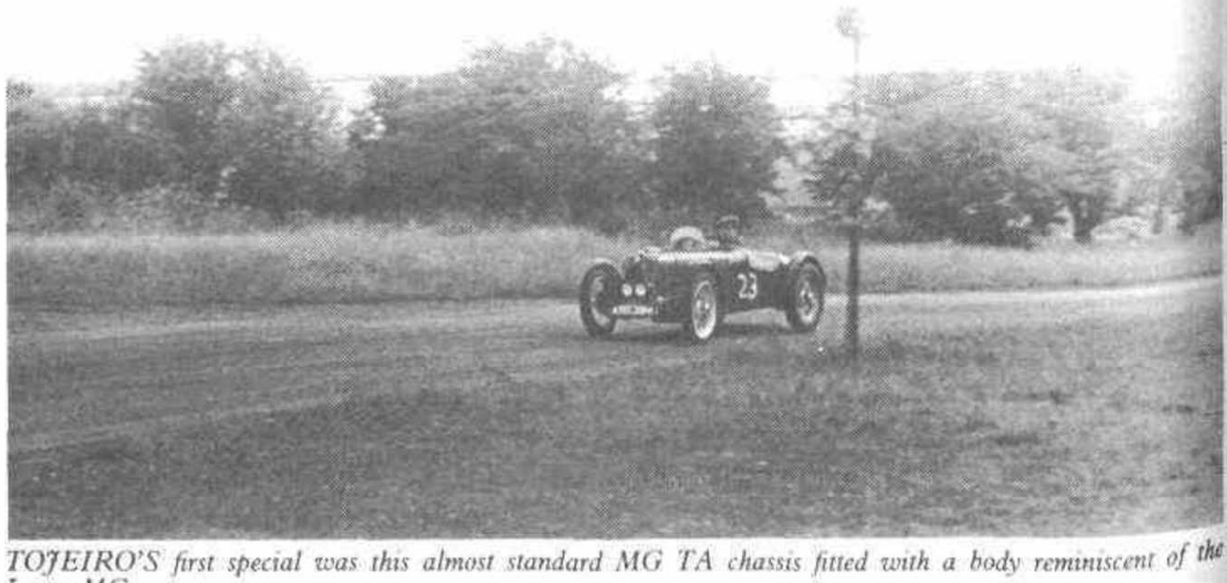
These days he runs a small but successful plastics subcontracting firm but is working, in his spare time, on a new Tojeiro car, a mid-engined coupé using a transversely mounted Rover engine. He has already achieved the most difficult part of the project, fitting the gearbox under the engine, and was talking about perhaps contacting Brian Lister with a view to making some of the rest. Perhaps he could get Don Moore to tune the engine and someone called Sears to drive the car, a reunion of the names which, in the Fifties, made Cambridge a minor motor racing Mecca.

In 1945 Tojeiro was demobbed and went back to Shelvoke and Drury, though did not complete his apprenticeship. While in the Fleet Air Arm he'd learned some of the rudiments of simple engineering and so set up business in a shed in the village of Arrington, behind the small garage owned by Vin Davidson, a pal of Eric Winterbottom whose Cooper-JAP he looked after. A visit to the first Gransden Lodge race meeting in 1947 convinced him that he wanted to be involved in motor racing and so he set about making a suitable car.

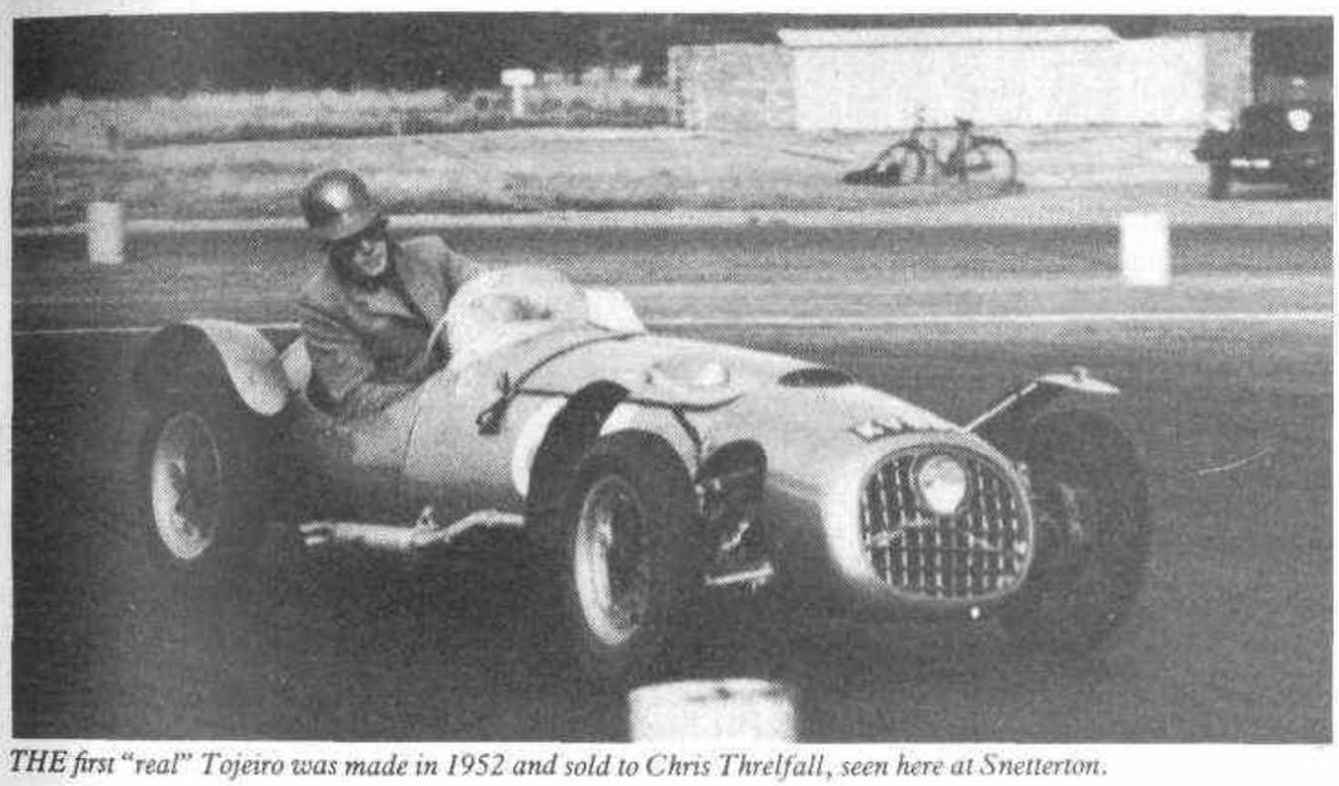
John had come to know Harry Lester who had started to make his Lester-MGs in Knebworth and so bought a burned out MG TA, stripped and re-assembled the chassis, and made a simple aluminium body in the style of one of Lester's cars. Virtually nothing was done to the engine or chassis, the main performance boost being the lightweight body. "I managed a few meetings with it," he says, "and managed to frighten myself. After three or four outings I decided to rethink the suspension and chassis."

At this time, Brian Lister had a Cooper-MG and Tojeiro had a good hard look at it and decided to build something on similar lines. It has subsequently been claimed that the first Tojeiro was nothing more than a "Cooper copy" and while there is some truth in the statement, one must look at it in context. Charles and John Cooper were, at the time, little more than successful special builders and Tojeiro was intent on building a special for his own use. He naturally looked at the way other special builders were doing things and, in the manner of special builders the world over, borrowed some good ideas. It was not like some instances of direct plagia ism in motor racing I could name. If the name of the game in motor racing was not to borrow successful ideas, the only team to run ground effects would have been Lotus and Renault would still be the only team on the grid using a turbo-charged engine.

With a car in mind, Tojeiro taught himself how to weld and his first effort was a disaster, the frame bent like a banana as soon as it was removed from the jig. The follow-up, which had been endlessly discussed with Vin Davidson, was a simple "H" frame constructed of large diameter steel tubing with, at both ends, a fabricated castle (imagine a hollow triangle with a flat top) which supplied most of the rigidity and created a base for the transverse leaf independent suspension which was used at both ends.



TOJEIRO'S first special was this almost standard MG TA chassis fitted with a body reminiscent of the Lester-MG.



THE first "real" Tojeiro was made in 1952 and sold to Chris Threlfall, seen here at Snetterton.

While the frame was under construction, in 1951/2, it was brought to the attention of Chris Threlfall (brother of Tom, the VSCC President) who was up at Cambridge. He made John a good offer and took away the car with its simple, not particularly attractive, aluminium body and hybrid Wolseley / MG engine. Threlfall had some success with the car, as did Jim Fiander later when it was given an all-enveloping body which, aesthetically, was little improvement on the original.

Since Tojeiro had only a very basic workshop, with no machining facilities, he took some work to Geo Lister & Sons in Cambridge and so came to know Brian Lister who, at the time, was racing his Cooper-MG in club events. Lister commissioned a second car which, like the first, had a simple aluminium body with cycle mudguards, Morris Minor rack and pinion steering, Turner alloy wheels with detachable rims, and independent all round suspension by transverse springs and unequal wishbones. Into this frame was fitted a Robin Jackson-tuned 1,100 cc V-twin JAP engine mated to a Jowett gearbox. When the engine stayed on song, it was a fearsomely quick little beast and soon earned the nickname "Asteroid". It was certainly too quick for Brian Lister who quickly decided that he was not going to be a racing driver and so he handed over the driving of the car to Archie Scott-Brown and so was formed what was to become a wonderful partnership (see "The *Other* Cars Of Brian Lister", MOTOR SPORT, August 1984).

Now we come to the tricky part, the evolution of the ACE Ace. In 1951 Lionel Leonard had raced a Cooper-MG (JOY 500) which was fitted with an attractive body executed by Gray and Rich Panelcraft of Hammersmith which was a direct copy of the Ferrari 166 *barchetta*. This car passed into the hands of Cliff Davis (normally described as "flamboyant, moustachioed, check-shirted, Cadillac-driving, motor dealer, Cliff Davis") who raced it during the 1952 season. For 1953, he wanted more power and, having been impressed by the handling of Threlfall's car, commissioned Tojeiro to build a chassis to take a Bristol engine. Larger Girling brakes were fitted and there was a general uprating to take the larger, heavier, engine. This car was fitted with a Gray and Rich *barchetta* body and was the famous LOY 500.

Cliff's initial problem was to get hold of a Bristol engine and the people at Bristol told him he couldn't have one on the grounds that he was not a *bona fide* constructor. He says, "Sid Greene said I could borrow the engine from his Frazer Nash and so I arrived at AFN with a van and a mechanic only to be told there was a large bill still waiting to be paid on it. Well, the engine happened to be parked close to the door outside which was our van . . . I'm sure Sid settled up later.

"I took the car to Goodwood for the Easter meeting and won my race and a chap from Bristol came up and asked if the company could use my success in advertising. 'No you bloody well can't,' I said. So the guy hurried away and it turned out there had been a terrible 'mistake' and of course they would do me a special deal on a racing engine. I know one thing, Bristol couldn't build a racing engine at the time, nothing was balanced and I had to strip it down and do it myself."

Cliff had a wonderful season with LOY 500. Looking through the MOTOR SPORT photograph files I quickly came to the conclusion that it must have been the most photographed car of 1953.

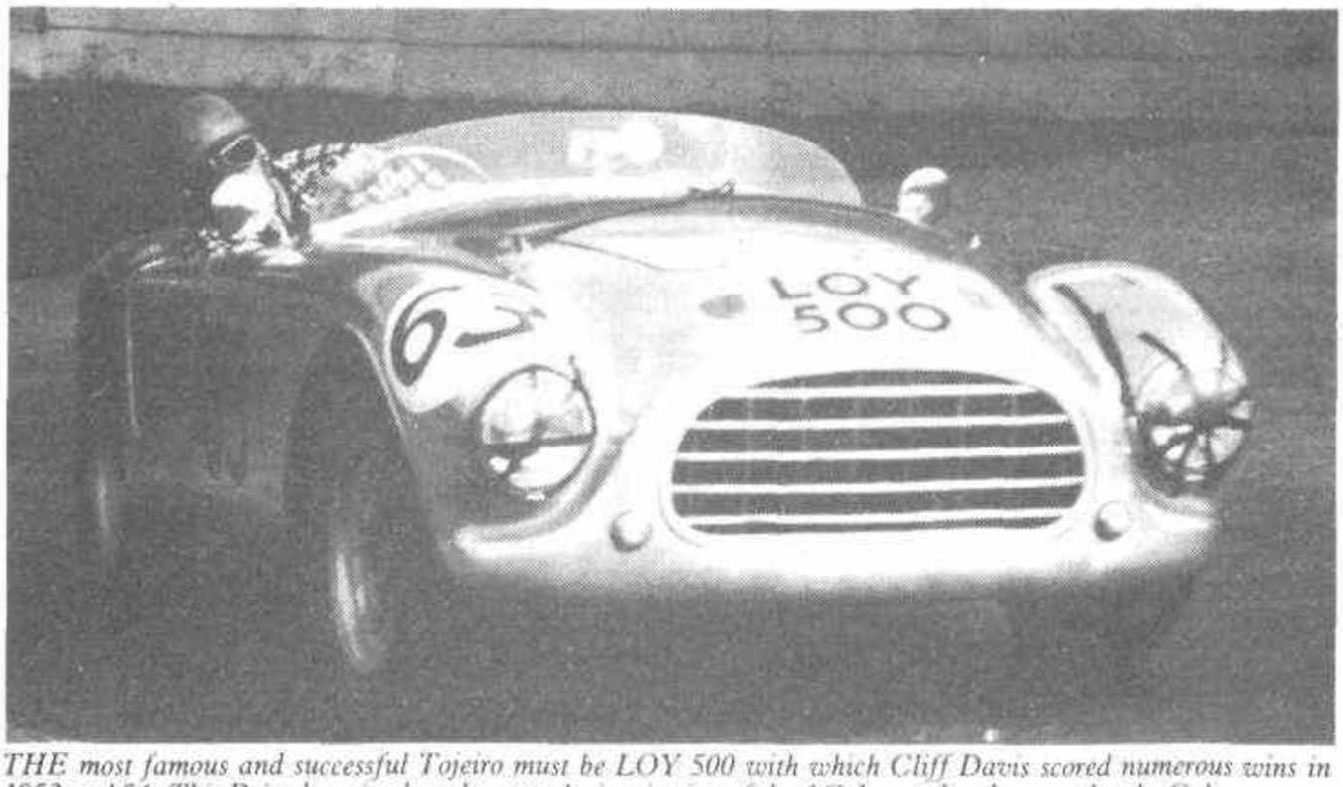
A friend of John Tojeiro, Ernie Bailey, for whom John also did some work, was making the Buckland touring cars, a convertible version of the AC 2-litre saloon. Bailey knew that interest in the car was waning and the AC was looking for a replacement and so introduced Tojeiro to the Hurlock family who owned the company.

John Tojeiro: "Charles Hurlock looked at the car and thought that to build it would require a comprehensive machine shop, at the time the AC works was a very simple affair, the bodies being aluminium and ash and components being bought in. Ernie retorted that the car had been built in a building smaller than AC's toilets!

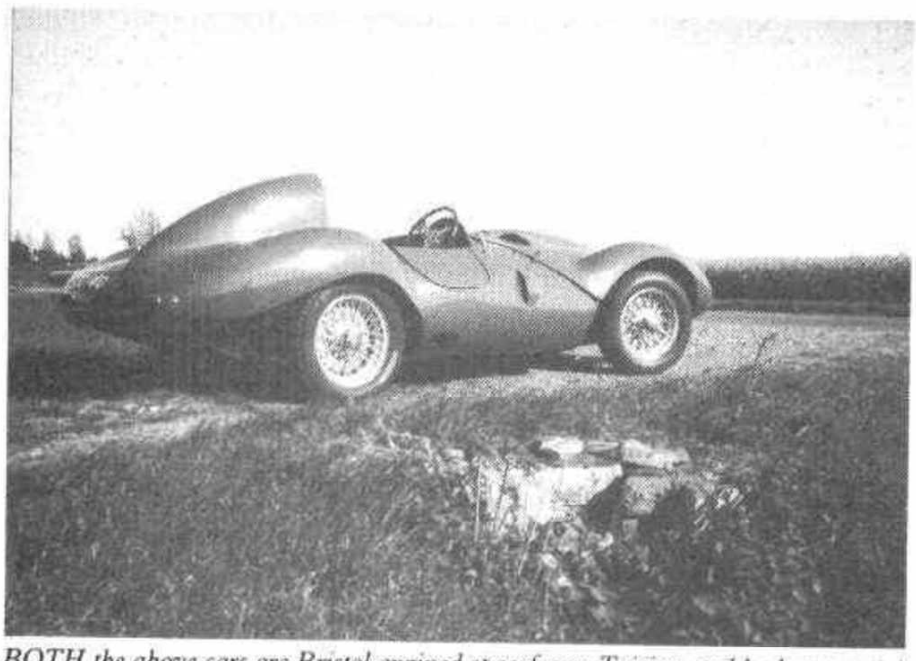
"There was a Polish engineer there who had been working on a flat six engine for some years and I took him for a ride up the Kingston by-pass. When we returned the Hurlocks asked him what it was like and he simply said 'It's an experience!' " It was the clincher.

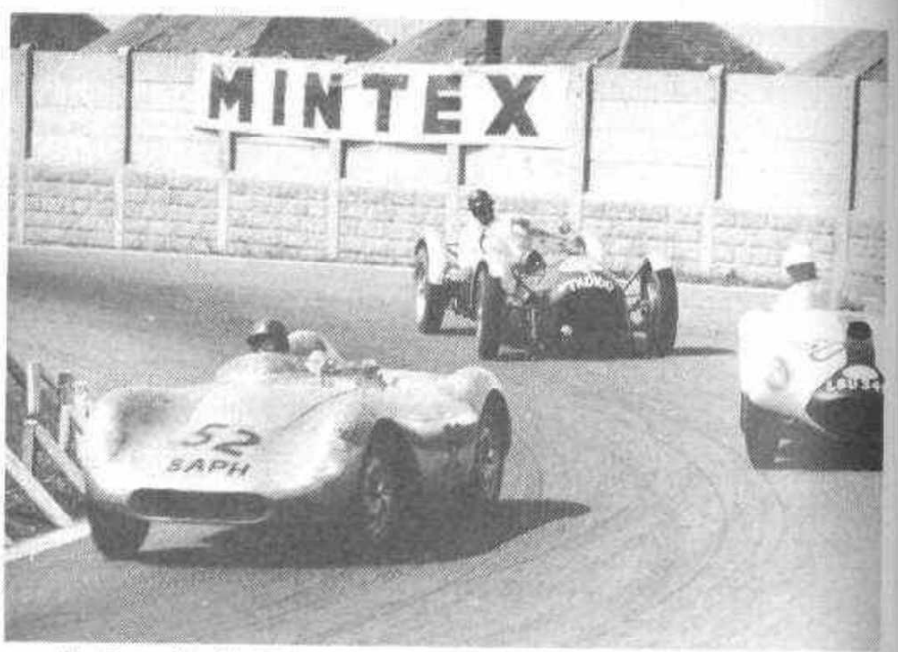
At the time, Cliff Davis was anxious to go into production with the car and sell them from his garage. Tojeiro, a man who will admit to having been commercially naïve at the time, signed instead a contract to turn over the design to AC, who would fit the 2-litre six-cylinder, AC engine, and pay a royalty of £5 per car, limited to 100 cars.

The AC Ace was one of the stars of the 1953 Motor Show. AC had taken over the chassis destined for Vin Davidson (it was to have had a 2½-litre Lea Francis engine for John already had the Jaguar unit in the back of his mind and wanted to see how the car



THE most famous and successful Tojeiro must be LOY 500 with which Cliff Davis scored numerous wins in 1953 and 54. This Bristol-engined car became the inspiration of the AC Ace and, subsequently, the Cobra.





BOTH the above cars are Bristol-engined spaceframe Tojeiros and both were originally owned by Percy Crabb. The 1955 car (left) with its Gray and Rich body currently lives in Cambridgeshire. The 1966 car (right) has a Maurice Gomm body and would probably have been successful in the right hands.

would behave with a heavy engine). He built up another chassis for use as a display unit. AC converted both to wire wheels and the whole effect, with a first class paint job and so on, was stunning. Later Vin Davidson joined AC and Alan Turner productionised the car, in particular he altered the body giving it an altogether stronger line and it became, of course, the production car whose styling was perhaps the most admired of any built in the Fifties.

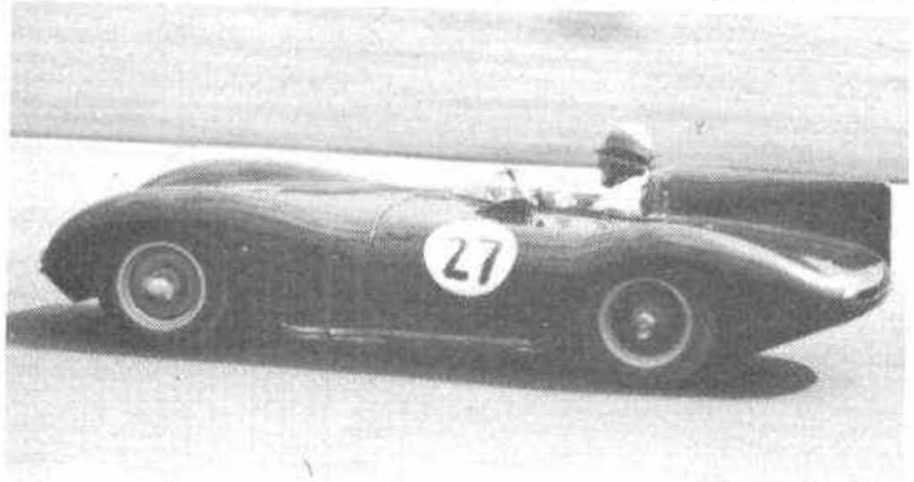
"The deal I accepted from AC summed up my attitude to life at the time," says John, "money was secondary, the main thing was to enjoy myself and perhaps it was not fair on my family. I felt immensely proud at having a car at Earls Court, especially one which was attracting so much favourable attention. I remember a chap coming up to me and asking if I was able to do this sort of thing full time and I said I was. He looked very thoughtful. His name was Colin Chapman."

Tojeiro produced a number of ladder frame chassis and most are still with us. I've already mentioned the Threlfall car (KVE 304), the Asteroid (KER 964), LOY 500 (alive and well and currently living near Cheltenham), then there was TPL 371, the AC show car and the Show chassis was also built up into a complete car. In addition, a frame was sold to Lionel Leonard and, fitted with a *barchetta* body, became a Leonard-MG. A spare frame bought from Cliff Davis is in the West Country and is to be built up with a *barchetta* body. There is another *barchetta* last heard of in Norfolk recently which has a lower bonnet line than the others and was originally fitted with an MG XPAG engine which was later swapped for a Bristol unit. A car was built for a Hampshire man, Michael Parkes, who fitted it to an Aston Martin DB3, or DB3S, body and running gear. I've heard of one fitted to a Lagonda body, of the style of the V12 sports-racing cars of the Fifties, but can get no closer than that. Certainly both the Lagonda team cars are intact but my information came from a man who knows his Tojeiros. LOY 500 was kept by Davis until the end of 1954 when he sold it to the Rolls brothers of Newbury. While Davis switched to a Lotus 8, and regretted the move, one of the Rolls brothers damaged it in a road accident but Tojeiro supplied the replacement parts so the car remains pukka.

The Sears brothers also had a Tojeiro which was fitted with an ex-Frazer Nash 1½-litre Lea Francis engine and was bodied by Dellow and had a family resemblance to the Dellow trials cars. Another car was made up from a kit of parts bought from a garage in Totnes, and this was given an MG engine and wire wheels, while I have heard unsubstantiated rumours of "Tojeiros" being made somewhere in the South of England. . . . As I often am, I am indebted to Duncan Rabagliati of the Formula One Register for access to his files in helping to track down all the cars.

The chassis were built jointly by John and an employee who became a close friend, Bernard Pitt. John also set up a two-man fabricating company called King and Tojeiro which supplied some parts for the cars and undertook subcontracting work for, among others, Lotus but this business really only managed to pay the wages of Mr King and John pays tribute to his long-suffering wife who managed to keep things going through some lean times.

At the back of his mind all the time was the idea that he should build a Jaguar-engined car but did not like to trust the power of that engine to a twin-tube ladder frame and so set about his first space-framed car. Tojeiro says that he was extremely conscious of his responsibility to build safe, well-made, cars and it clearly still hurts him to think that two drivers lost their lives in his cars, even though in neither case was his design or construction to blame. Ironically, the most successful of all the Jaguar-engined specials, the Lister, retained a ladder frame. John says, "In hindsight the shapes of our Jaguar-engined cars were totally wrong. I





THESE are two of the five 1,100 cc Coventry Climax FWA-powered cars. (Left) Chris Threlfall takes the 1956 version to second in class at Brands Hatch in May 1957. The car on the right is the works car of 1957 with a body similar to the special AC Ace which Tojeiro built the following year and which finished eighth at Le Mans.

think Brian got it right, though his cars never looked as good. I'm not sure if he realised why it got it right."

With the change of chassis design, came a change of suspension, and from TAD (Tojeiro Automotive Developments Ltd) came a Bristol-engined car for Percy Crabb which featured coil springs and unequal wishbones at the front and de Dion rear axle. Crabb began racing this car in 1955 and the car, with its Gray and Rich body, is currently in Cambridgeshire. Another car with a similar frame was built for Tojeiro's own benefit and given the big Lea Francis engine. Later it was sold to Ernie Bailey who put in a Jaguar unit.

Improved, lighter, cars were made for Crabb and Bert Rogers for the 1956 season and they had rather sleek Maurice Gomm bodies. Tragically, Rogers lost control of the "Sun Pat Special", as he had christened his car, on the first lap of the 1956 Easter Monday Goodwood sports car race and he was killed when it overturned at Lavant corner though the car later continued its competition history in other hands.

An 1100 cc FWA Climax car was also built in 1956 but proved far too heavy to be competitive against Chapman's new Lotus XI while a similar frame was sold to RRC Palmer who inserted a Steyr-headed AJB flat four engine and who eventually completed it with a Microplas "Mistral" fibreglass body but who, according to both John Tojeiro and Archie Butterworth, never raced it, although that had been his original intention. Does anyone know the whereabouts of this car, for it would help tie up loose ends in both the Tojeiro and Butterworth stories?

Also in 1956, came the approach from John Ogier, a well-to-do farmer from Essex who raced an XK120 and who was prepared to sponsor the building of a lightweight Jaguar-engined car. TAD built up a frame similar to the one used in the Rogers and



SIR JOHN WHITMORE at the wheel of the lightweight 1,500 cc Tojeiro-Climax of 1959.

(second) Crabb cars. Power was transmitted through a four-speed Moss gearbox and a chassis mounted Salisbury ZF differential while disc brakes, but without the servo option, were fitted all round.

7 GNO was given a very attractive body, sketched out by Tojeiro and executed by Gray and Rich but it did not re-write the record books. The car had relatively short (7 ft 3 in) wheelbase and track (4 ft 2 in) and when he tested it for *Autosport*, John Bolster expressed himself wary about the handling and braking though commented favourably on the way the car put down its power. The aerodynamics of the car also possibly left something to be desired. It was pretty, true, but it needed an aerodynamicist.

I do not intend to deal at length with the story of the Jaguar-powered cars, for Doug Nye has already done this in his splendid "Powered By Jaguar" (publ MRP).

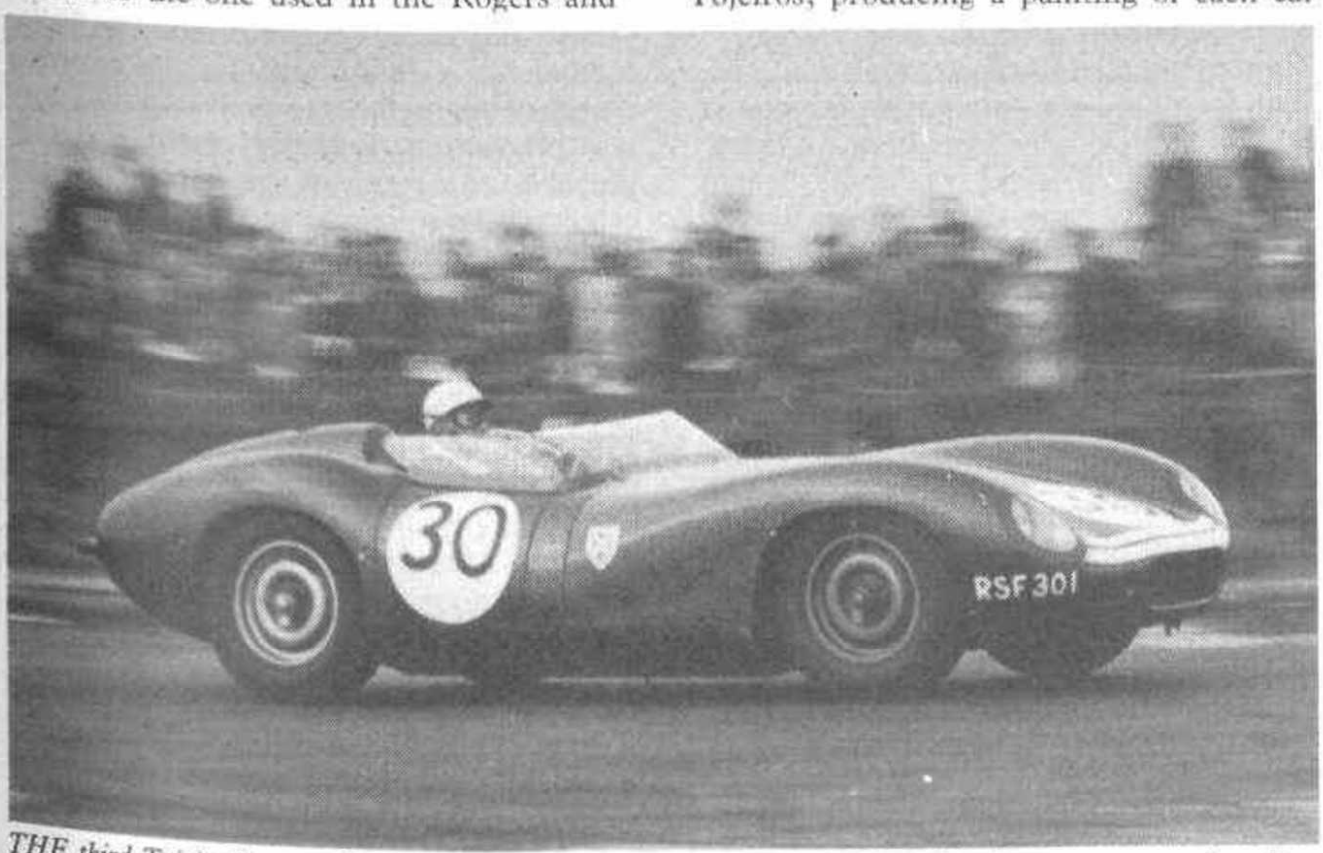
Cavendish Morton, RA a painter and motor racing enthusiast from Ely enters the picture. From 1957 onwards, he styled the Tojeiros, producing a painting of each car which was then shown to Maurice Gomm and other body builders as the "blueprint" from which the bodies would be built. The cars became even prettier but, again, it seems probable that they were not aerodynamically clever.

In 1957 Tojeiro and Ogier formed the Tojeiro Car Company to enter and race the cars while Ogier became a shareholder in TAD. John says now, "I suppose we tried to do too much on our limited resources. John Ogier always told me that there was more money if it was needed, but I never liked to ask him for it." A new Jaguar-engined car was built for 1957, with a wider track and longer wheelbase but that was the year of Archie Scott-Brown and the Lister-Jaguar. . . .

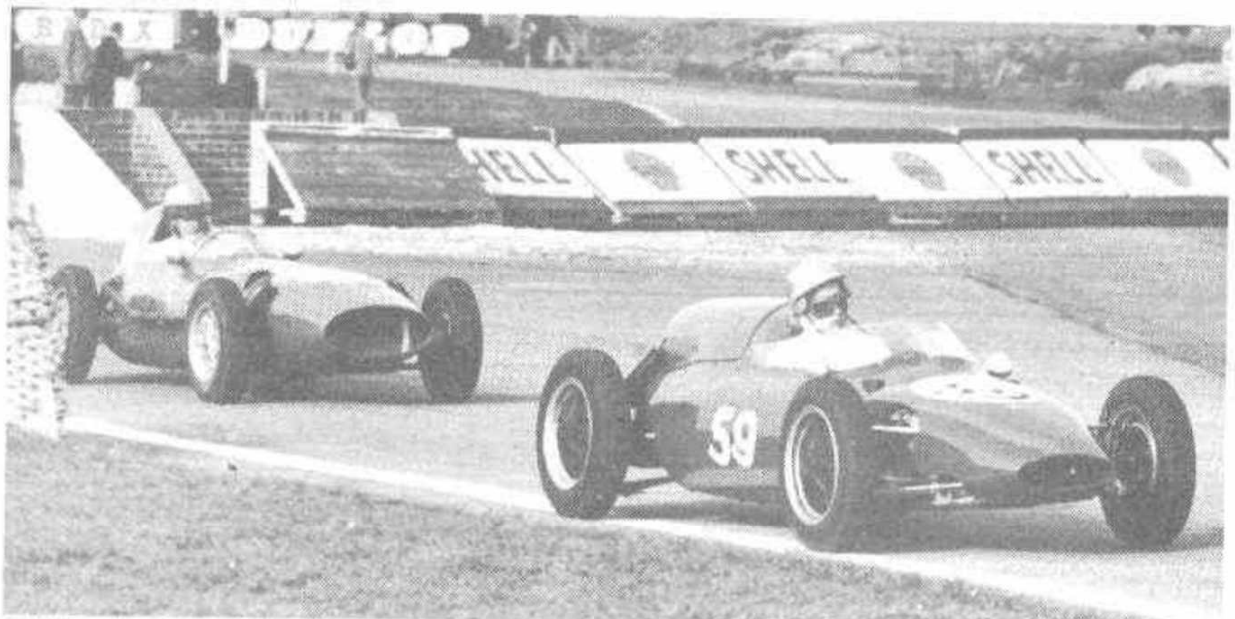
Meanwhile a lighter frame, still using roughly the same suspension lay-out, was produced for the popular 1100 cc class. Four FWA Climax-powered cars were built, for Chris Threfall, Richard Utley, the works and an American customer, but achieved only moderate success in a category dominated by the Lotus XI.

Towards the end of 1957, John Ogier took the Tojeiro-Jaguar to the Stapleford hill-climb and crashed heavily. Fortunately Ogier sustained relatively minor injuries after having been thrown out of the car, which was wrecked. 7 GNO, meanwhile, had been sold to New Zealand where it had a chequered, but not terribly successful career. Tojeiro believes it is still in New Zealand, Doug Nye says it is now back in this country having had a complete rebuild after almost being destroyed.

A third Tojeiro-Jaguar to replace Ogier's car was built for 1958 and, the same year, Tojeiro built a prototype space-framed Bristol-engined car for AC. It was a rush job and Tojeiro was certainly not happy with the rear suspension but Bolton and Stoop brought the car home eighth, winning the two-litre class. The best results achieved by Tojeiro's designs have never, with the exception of LOY 500, been by cars which have borne Tojeiro's name. The 1958 Tojeiro-Jaguar was lent for Ecurie Ecosse



THE third Tojeiro-Jaguar, built in 1958, was loaned to Ecurie Ecosse and this picture appears to show Ron Flockart at the wheel.



TWO or three of the Britannia FJ cars, designed by John Tojeiro, were acquired by him and sold as "Tojeiros". Here Francis Pound leads the unique fwd all-fibreglass Bond FJ car at Goodwood in 1962.

but did not appear until mid-July. It raced infrequently and achieved no notable successes.

Another car was built for Ecurie Ecosse the following year. At Le Mans it ran in fourth place after six hours but eventually its three-litre Jaguar engine succumbed to overheating, possibly due to too high a compression ratio, and the engine eventually expired in the biggest possible way. During the 1959 Tourist Trophy at Goodwood, when the "Toj" was lying a decent seventh overall, Masten Gregory come too fast into Woodcote. Gregory realised that he wasn't going to make the bend and so levered himself up out of the cockpit. The result was a famous crash with the car being completely written off and Gregory sustaining "only" a broken leg and shoulder.

Two of the four Tojeiro-Jaguars were wiped out in crashes. A third, number one says Nye, three says Tojeiro, was all-but destroyed but has been resurrected. The fourth has survived.

John Tojeiro says, "the Lister was clearly the best of the Jaguar-engined specials, but I like to think my cars were the best of the rest, just ahead of the HWM and Cooper". In fact, both the HWM and Cooper variants were earlier than the Tojeiros so comparison is not really fair. Most drivers who sampled both did not find the Tojeiro-Jaguar as forgiving as the Lister.

Tojeiro's Jaguar-powered cars achieved very little in the way of results, the exception being Tony Maggs' performances using the 1958 car in the 1959/60 Springbok series, but that was really against lesser opposition. Drivers of the calibre of Dick Protheroe, Masten Gregory, Jim Clark and Jack Brabham all drove Tojeiro-Jaguars and none of them achieved the sort of results which their talents deserved. One could say of the cars, "Pretty, yes, but is it state of the art?"

In a recent article (MOTOR SPORT, August 1984) Brian Lister said that he felt he was one of the last of the artist-designers, some of whom flourished in the Fifties, as opposed to the scientist-designers such as Chapman and Broadley. The Fifties was a decade of transition, it allowed people like Lister and Tojeiro a place in the sun alongside the new generation of designers who eventually took over and who went into the Sixties and beyond. The "artist-designers" were really special builders who found themselves becoming constructors in a small way of business, they were the natural successors to an older, pre-war, tradition when things might be decided by instinct, when cars were evolved by received experience rather than calculation.

The design of the car with which Jack Brabham won the 1960 World Championship was decided in the Cooper workshops by Jack, Bruce McLaren, John Cooper and Owen Maddocks playing about with lengths of tube. Jack sat on the floor and said, more or less, "We'll have some 16 gauge here, and 20 gauge there" while the others weighed in with their comments. By the end of 1960, that cosy way of going motor racing was doomed. It took a little time to die, but by 1960 you could no longer go racing solely on experience, you needed calculus and a harder approach.

There was one other car, built in 1959, which seems to have been largely forgotten, this was a little 1,500 cc Climax-powered front-engined sports car which was lighter than the 1,100 cc cars. John Ogier's idea was to build a car which might not have the ultimate in roadholding but which had such a good power / weight ratio that it made up speed by squirting down the straights.



BERNARD PITT at work on one of the two Ecurie Ecosse GT cars in the primitive shed where all Tojeiros were made.

This car, which was driven on occasions by John Whitmore had a similar rear suspension layout to the contemporary Lola Mk 1, though was designed concurrently to that car and not subsequently. Most unusual, though, was the rear-mounted VW gearbox which was turned upside down and back to front. Because of lack of space at the rear, a single disc brake was mounted on the differential carrier and, apparently, worked well. There were two main reasons why the car did not fulfil its potential, one was that the gearbox proved unreliable, the other was lack of development. John reckons now that the car had some promise, the chassis was not very stiff yet it put down its power well but, needing to earn a crust, he became involved as a designer with two other projects: the Britannia range and the Berkeley Bandit.

Berkeley, a caravan producer, had been selling a range of small four and three-wheeler sports cars, designed by Laurie Bond, which were powered by a variety of air-cooled motorcycle engines and featured rather attractive glassfibre bodies and fwd. Wishing to move up-market and into the same market niche as the Austin-Healey Sprite, Berkeley commissioned Tojeiro to design a small sports car around Ford Anglia 105E 997 cc running gear.

The Bandit had a sheet steel floor pan and a fibreglass body designed by Cavendish Morton. Independent rear suspension was by a modified Ford solid axle, even the driveshafts were by Ford. Front suspension was by MacPherson struts, similar to the layout on the Anglia but supplied by Armstrong. Tojeiro made his own stub axles so as to be able to fit Girling disc brakes at the front.

Two cars were completed for the 1960 Motor Show and attracted favourable comment but, before the model could be put into production, Berkeley ceased trading, probably as a result of the company over-extending its resources and a slump in the caravan trade. The Bandit might have saved Berkeley but it arrived too late. Only the two cars were ever built and both, I believe, are in existence.

The Britannia project was instigated in 1957 by Acland Geddes, brother of the one-time chairman of Dunlop. The idea was to build a quality sports and / or GT car using a Raymond Mays-tuned Ford Zephyr engine, the same unit which eventually powered the AC Ace after Bristol stopped making its 2-litre engine. There were optimistic estimates of production reaching five cars a month with most going to America. In the event, only six cars were built.

Tojeiro designed a chassis which had all independent suspension, unequal wishbones at the front and low, diagonal pivot swing



ONLY one Tojeiro-Climax GT was ready in time for the 1962 Le Mans race and gearbox problems prevented it from making a good showing.

axles at the rear. With a quoted 150 bhp on tap running through a modified Jaguar gearbox the car would accelerate to 60 mph in 9 sec and had a top speed of 125 mph. At £2,400, it would have fitted between the Jaguar XK150 and the Martin DB MkIII in the market place.

The trouble was that Geddes seemed to have no sense of urgency. It took nearly two years to complete the aluminium-bodied prototype which was styled by Geddes' partner, Murray Beecroft, in conjunction with Cavendish Morton. Geddes had attracted quite a lot of investment and the headquarters of the company in Ashwell, Herts, though small, was well-equipped. There were delays and mismanagement. For one thing, the prototype never was tested properly. Then the first batch of chassis had to be scrapped due to the incompetence of the man who had welded them. Then the fibreglass bodies, which had been built from moulds taken from the prototype, were found not to fit. There was a general lack of cohesion about the project.

While the GT car was lurching forward, Geddes had Tojeiro design a Formula Junior car, the idea being that exposure through racing would prepare the public for the road car. Tojeiro designed an attractive, rear-engined car, looking a little like the contemporary Cooper but with a higher tail. Most went to America and had limited success, nothing in 1960 could touch the Lotus 18, and by the end of the year, Britannia was in the hands of the receiver.

Five of the six road cars built are known to survive. Tojeiro had plans later to revive the chassis, with revisions, and sell it with a Chevrolet Corvette engine. Dennis Adams, who styled the Marcos, was brought in to give the car a shape and got as far as making a full scale clay model, but the project folded.

Tojeiro bought two or three of the FJ frames at the receiver's sale. He built them up, lowered the rear bodywork and sold them as "Tojeiro" FJ cars, but they achieved little success. All the serious drivers were buying from Lotus, Cooper or Lola.

The story of Tojeiro is nearly at an end. The last flourish came early in 1962 when David Murray commissioned John to design and build two mid-engined coupés for Le Mans. As so often in his career, John had to rush things, there was no time for development or testing. These two cars, which must have been among the very first mid-engined coupés, had space frame chassis, 2½-litre Coventry Climax FPF engines driving through Cooper / Jack Knight gearboxes, all independent suspension by unequal wishbones and a body styled by Cavendish Morton which the team subsequently hacked about a lot.

Ecurie Ecosse's newsletter, "News From The Mews" spoke of wind tunnel testing, but that was nonsense as the majority of such claims have been until quite recently.

John says, "I thought they were rather ugly and they became progressively more ugly as things were chopped and changed to accommodate different engines. I was disappointed with them — I did have high hopes of them but they were built in such a rush we could change nothing." Only one car was completed in time for Le Mans but it suffered gearbox problems which first hampered it and then caused its retirement after eight hours.

In 1963, the coupés were given, respectively, Ford 289 cu in and Buick engines and Jackie Stewart drove them in the year during which he became the young man to watch. Though successful in his hands, the successes were still only in club racing, and the cars had been conceived to win glory at Le Mans. The Ford car was converted to open top form, crashed heavily in 1964 but is now undergoing a rebuild. The other car survives.

John says: "By 1962, the writing was on the wall for the likes of me. If we had gone on, we would have needed a lot of capital, we couldn't continue with just Bernard Pitt and myself doing everything. Had we been able to expand, it would have robbed me of a lot of the fun. I was anyway beginning to run out of steam and ideas and with cars like the Lola Mk 6 and the Lotus 25, we were entering a whole new era.

"I suppose I've always been a loner. I find it difficult to work with other people, mixing ideas, even with my son. Most of my involvement in motor racing was done on my own back and I hadn't had to seek other people's permission or discuss ideas with them."

It's difficult to say whether Tojeiro left racing or racing left Tojeiro. Racing had changed at a rapid rate and it was no longer for two men working in a shed to stay with it. John Tojeiro's natural time was the Fifties and he and his cars will always have a place in the motor racing history of that period and, of course, as the father of the AC Ace and Cobra, he will always have a place in the wider history of motor cars.

M.L.



THE clay mock-up which Dennis Adams made in 1965 for a still-born project, the "Corveiro". This was to have been an improvement on the Cobra, using a Chevrolet Corvette engine in a big tube frame with independent suspension by coil springs and wishbones all round.

Long-Life Racing Drivers

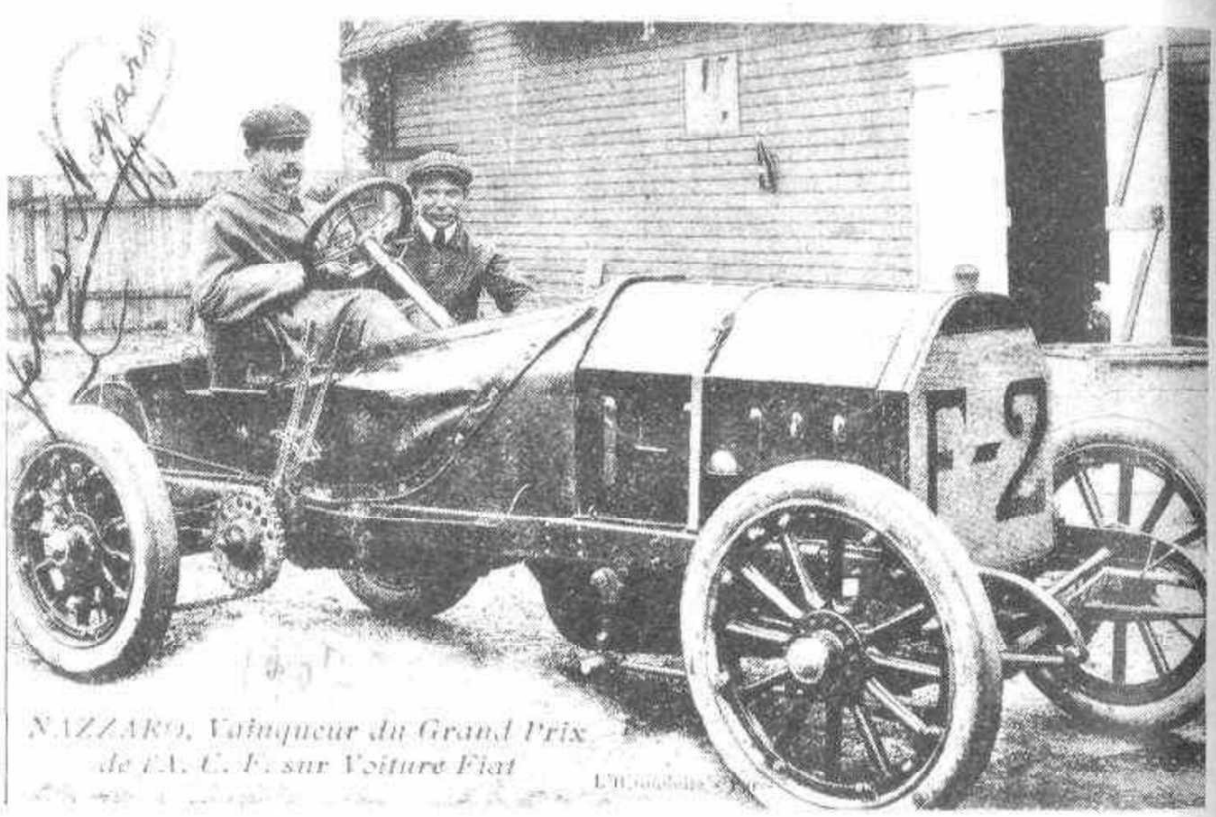
"Old Soldiers Never Die, They Only Fade Away"

THE BEST age for a racing driver is presumably somewhere between 18 and 30. I looked for some confirmation of this in Denis Jenkinson's erudite book "The Racing Driver" (Batsford, 1958) but all I found was the attitude to some drivers and riders to retirement. We know that there were people like C. Le Strange Metcalfe and Sir Francis Samuelson, Bt. drove racing cars when they were 70 and more years of age.

In round figures Earl Howe was racing effectively when he was 45, John Cobb was 48 when he drove a car at over 400 mph and 53 when he was killed trying for the water-speed-record, Sir Malcolm Campbell did not give up his pursuit of the land-speed-record until he was over 50 and he took the WSR to over 141 mph at the age of 54. Nuvolari drove his last race at 56. Karl Kling was in the Mercedes-Benz GP team at 44 and Luigi Villoresi didn't give up until he was 47. Caracciola, who wrote of the racing car that it is a dangerous slave and he who is not its master in speed, reaction time and precision will inexorably be killed, survived crashes in which he broke first one leg, then his other, and suffered bad concussion in a third accident, was still racing when another accident put him out of it, aged 51. S. C. H. Davis had a nasty crash at Brooklands in 1931, when he was 44, but was still racing in major events at 50, when there was the crash at Ards, in the TT Singer, after its steering-gear broke. Captain G. E. T. Eyston, OBE, became the fastest man on earth when he was 41 and took his seaplane flying-licence when he was over 70. Lt. Col. A. T. G. Gardner was 63 when he broke records at over 189 mph with an MG. Fangio was 47 when he announced his retirement from motor racing. (I confess that some of these chaps seem quite young, to me!)

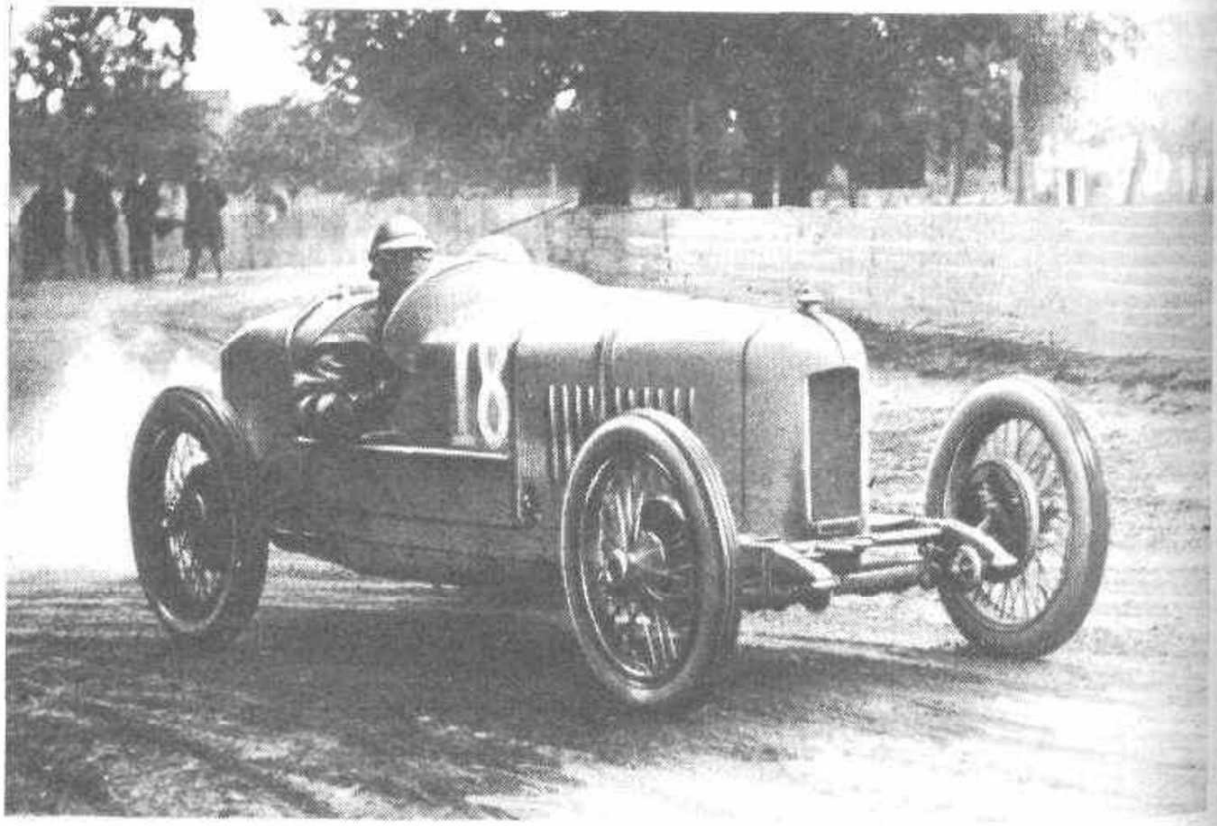
The age of racing drivers apart, it is interesting that some of them had long driving careers. Arthur Duray, for instance, was record-breaking for Gobron-Brille in 1902, aged 21, and was still at it in the late 1920s, with Excelsior and Aries sports-cars, and in 1927 he won at Boulogne with an Amilcar Six. Similarly, Fernand Gabriel, if he won only one great race, the ill-fated Paris-Madrid, stopped at Bordeaux, with the 70 hp Mors, was still behind the wheel of competition cars after the First World War, driving for Aries in touring-car races in 1923, at Lyons, a racing career lasting from 1899. And what a long spell Jules Goux had on the circuits. He drove into third place for Peugeot in the 1907 Coupe des Voiturettes, which was the commencement of a notable career in light-car racing, which included winning the Sicilian Cup and the Catalan Cup for Lion-Peugeot. He became adept at handling the top-heavy long-stroke Peugeot racers and he was a natural choice of driver in the team of twin-cam 16-valve four-cylinder GP cars which he, Zucarelli, Boillot and Henry had devised. Thus mounted, Goux was well able to support the flying Georges Boillot and he won the American Indianapolis 500 Mile Race of 1913 in one of the GP Peugeots, at nearly 76 mph. After Peugeot abandoned Grand Prix racing Goux went, with designer Henry, to Ballot and won for them in the 1921 Italian Grand Prix. At the age of 40 he joined the official Bugatti works team in 1925 and drove in a great many races for Ettore Bugatti, having a hollow victory, as the only finisher out of three starters, at Miramas in 1926 but winning the more fiercely contested European Grand Prix at San Sebastian.

Of British drivers, there was Sir Algernon Lee Guinness, Bt, who started racing in the early 1900s, on Darracqs, and tamed the fearsome 22½-litre vee-eight-cylinder 200 hp Darracq at Brooklands and on Saltburn sands, and was second in the 1908 "Four Inch" TT on a Darracq. Yet after the war he was able to get into a diminutive 1,500 cc Talbot-Darracq and in appalling weather conditions, drive it to victory in the 1922 226-mile IoM TT, finishing ahead of the great Albert Divo. Sir Algernon then became a very well-known and respected race-official, including at BMCRC motorcycle meetings, until he died in 1954. His brother, Kenelm, rode with him on the 200 hp Darracq, became a works-driver for the Louis Coatalen Suhbeam racing team from 1913, winning the 1914 IoM TT for



NAZZARO, Vainqueur du Grand Prix de l'A. C. F. sur Voiture Fiat

FELICE NAZZARD on the giant Fiat with which he won the three premier trophies in 1907, the Targa Florio, Grand Prix and Kaiserpreis. Compare its size with the 2-litre Fiat, below, in which he won the 1922 French GP at Strasbourg.



them. After the war he proved his versatility by handling the 350 hp 18-litre vee-12-cylinder Sunbeam single-seater fearlessly, to a LSR at Brooklands, where the big car was timed at 133¾ mph over the two-way kilometre, and also doing extremely well in the Talbot-Darracq *voiturettes*, winning three races in a row with them in 1922, at the Brooklands JCC 200 Mile Race, at Le Mans, and in the Penya Rhin race. In 1924 Guinness won the 200 Mile Race in a blown 1½-litre Darracq but a bad accident while driving a Sunbeam in the San Sebastian GP in that year, in which his riding mechanic was killed, ended his racing career. He was, however, acting in an official motor racing capacity up to 1929.

France seems to have produced some of the more notable long-life racing drivers. Victor Hémery began, after a seafaring career, in the 1902 Circuit des Ardennes, driving a *voiture legère* Darracq for that



LORD HOWE was still racing at 45.

difficult manufacturer. He moved to Benz and did well for them, including mastering the giant Blitzen Benz on Brooklands Track in 1909. He had driven for Mercedes and in the 1912 French Grand Prix was at the wheel of a 12-litre chain-drive Lorraine-Dietrich, which he brought to Brooklands for record work. Yet after the war he seemed at home, at the age of 47, in the far-smaller Rolland-Pilains in the 2-litre GP races of 1922 and 1923. But it was the Belgian, Camille Jenatzy, "The Red Devil", who went from 1898 electric-car LSR work to winning the 1903 Irish Gordon Bennett Cup race for Mercedes, on a stripped (60 hp) in 1903. Jenatzy had a Mors for the 1908 French GP and was still driving a Mercedes in hill-climbs in 1910; he predicted he would die in a Mercedes and did, after being mistakenly shot in one on his estate, when someone mistook him for a wild boar. . . The German Christian Lautenschlager, more test-driver than racing-ace, nevertheless won the 1908 French GP for Mercedes and did it again for them in a very different car in 1914, and he was last seen at the wheel of a racing-car in the 1924 Targa Florio. In like vein, Otto Metz started as a racing



LT. COL. "GOLDIE" GARDNER — record breaking for MG at the age of 63.

mechanic for Mercedes, left to chauffeur the Archduke Ferdinand of Austria and was close to the scene of the assassination that sparked off WWI. Returning to Mercedes, he competed in sprint events in the 1920s. When the great 36/220 and 38/250 hp sports cars appeared Metz partnered Caracciola, then drove in the team, winning the German GP at the Nürburgring in 1927. He was second in that race in 1928 and drove in the TT of 1929, tearing off a damaged mudguard with his bare hands. He was killed when practising in a streamlined Mercedes-Benz at Avus in 1933.

Italy, too, had her long-life drivers. The greatest was undoubtedly Felice Nazzaro. Son of a coal-merchant, Nazzaro was apprenticed to the Fiat Company, his driving skills were soon recognised, and he first raced in 1900, at the age of 19, and won his first race the following year, on a four-cylinder Fiat. He was appointed Vincenzo Florio's chauffeur (chauffeurs then were rather different from those who later propelled black sleeve valve Daimlers round Hyde Park) and took part in various races, driving a Panhard-Lavassor in the 1904 Coppa Florio. When Fiat began to race seriously Nazzaro, with Lancia, headed the team, and with his good looks Felice was the adoration of those ladies who attended the early motor races. He was second to Théry in the 1905 GB race, and second to Szisz in the 1906 French GP. The year 1907 was Nazzaro's best year, for he won all three of the major contests, the Targo Florio, Grand Prix and Kaiserpreis and in 1908 he defeated the 90 hp six-cylinder Napier in the Match Race at Brooklands, with the 21-litre chain-drive Fiat "Mephistopheles". The year in which he won the Coppa Florio at 74 mph, Nazzaro took to building cars of his own and unlike Vincenzo Lancia, racing them, and right up to the outbreak of war his racing career continued, with a rotary-valve Itala in the 1913 French GP and in a Nazzaro in 1914. This in spite of apparently saying in 1908 that he would retire from racing and get married.

There was a great difference between driving the primitive giant cars in the early road races and the later, more sophisticated ones in closed circuit contests. Yet, continuing to drive for Fiat after the 1918 Armistice, Nazzaro proved adept in both spheres. We have seen how Lautenschlager won both the 1908 and 1914 French GP for Mercedes and he may well have found the technique of driving the 4½-litre car that developed maximum power at about 2,800



JOHN COBB — fastest man on earth in 1939.

rpm and weighed around 26½ cwt very different from competing in 1908 on a more unwieldy car giving maximum power at 1,400 to 1,800 rpm, and weighing some 33 cwt ready for the conflict, although both were rear-wheel-braked. That doyen of motoring historians, Gerald Rose, averred that the finest racing drivers of the post-WW2 period could not slide his corners any more skilfully than Jenatzy or Hémery used to do, but, be that as it may, conditions *were* different, for the dusty road surfaces that soon rutted and broke up had long since gone.

Gerald Rose also reminded us that the person who never saw — and heard — the tremendous rush and roar of one of the 1908 Clement-Bayards coming down the straight towards Dieppe at 100 mph, the driver crouching under his wheel and the mechanic's head just visible above the high scuttle, has missed something which



KARL KLING.

modern racing cars and conditions can never again give them. Although things became easier physically for drivers after WWI, with better roads, detachable wheels which obviated tearing off burst tyres with the bare hands (Lautenschlager and his mechanic changed a rim every 40 minutes on average in winning the 1908 GP, and Rigel one every 20 minutes in that 7 to 7½-hour race), there was a vast difference in coping with the new high-speed small engines that revved to 4,500 rpm and more and could easily be damaged if over-driven, against controlling the almost single-speed enormous power units of up to 18¼-litres of those early days. They would also have gone into the corners faster after the advent of four-wheel-brakes, and gear changing from the 1920s onwards would take on a new dimension.

There is a story of how one of the great drivers from the heroic age, racing a 2-litre GP car after the war, found it too frail for him and after the steering wheel had come off in his hands he flung it into a field in



LUIGI VILLORESI.

disgust. This was no doubt an exaggeration and certainly Nazzaro had no difficulties in adjusting to the changed situation, continuing with Fiat and winning the 1922 French GP, in a car developing 92 bhp at 4,500 rpm and weighing only 18 cwt. The back-axle shafts were made from inferior steel so that loss of a wheel killed his nephew and that on his car was found to be equally susceptible, after the finish. He went on driving the little, now blown, Fiats until 1924, gaining a second in the 1923 Italian GP behind Salamano at the age of 42 and he was appointed to the Fiat Competition Department.

There were other drivers who managed this adjustment, like Rene Thomas who raced for a span of 22 years, and coped with the 10½-litre V12 Delage at LSR pace and the 2-litre GP Delages in the late 1920s. However, perhaps the best example of this was Louis Wagner. He was driving for Darracq by 1903, then did well for Fiat both in Europe and in America, before being employed by Mercedes to follow Lautenschlager home in that highly dramatic 1914 French GP. Wagner was equally at home in the smaller post-war racing cars, whether P2 Alfa Romeo or the 2-litre V12 Delage, from where, with many very good results, he moved to the 1½-litre Talbot-Darracq straight-eights at the age of 45, for his last racing season in 1927. And the year before he had got an Aries into 6th position in the Le Mans 24-hour race. Nor must we overlook Christian Werner, who in the year when Wagner retired was driving the big Mercedes-Benz sports-cars, winning at the difficult Nurburgring and who was co-driver to Caracciola at Le Mans in the Mille Miglia, and at Le Mans in 1930, which might be regarded as quite a tough assignment for a man of 38, Caracciola then being nearly ten years younger.

Incidentally, many of the pioneer racing men got places in those post-war Touring-Car races, run at Grand Prix time, which French manufacturers seemed to regard as of considerable importance. For instance, in such a race at Lyons in 1924 Szisz, who had earned undying fame as the winner for Renault of the first closed-circuit French GP and who had followed this up with second behind Nazzaro the following year, again on a big Renault, appeared at the wheel of a streamlined La Buire saloon. In that same race Gabriel, hero of Paris-Madrid, drove an Aries, Louis Rigal who had ridden a racing De Dion Bouton tricycle as far back as 1898, had another Aries, and a third car of this make was conducted by Arthur Duray, whose racing experience dated back to the Paris-Vienna with a Gobron-Brillé, and Porporato was there with another La Buire, a veteran from the 1907 Targa Florio. (One authority says François Szisz retired after winning at Rochefort in 1914 with a 12-litre Lorraine-Dietrich, having had little luck on his reappearance in GP racing that year,



J. M. FANGIO.

with an Alda, but I think I am right, for surely there cannot have been *two* racing drivers of that name! (When he drove that La Buire the variously-described Austrian Hungarian or Croat, who had been Louis Renault's riding mechanic before his GP victory, would have been 51).

Two years before that Rougier, who began in 1903, won the ACF Touring Car GP from Duray, both in Voisins, taking on the French GP proper in 1923 for this maker, and in 1925 drivers of the calibre of Andre Boillot, brother of the immortal Georges, who won the big-car class for Peugeot of the Touring Car race at Montlhéry, having had his first win, in the Targa Florio in 1919, and pioneers like Goux, Gabriel, Wagner, Rigal, Foresti, etc were still driving in those long races.

S. C. H. Davis referred to the greats of the age of long races over the dusty, unguarded, continental roads and I hope I have shown that some of them adapted to the faster, very different racing of a later era. — W.B.

BOOK REVIEWS

"Happy Landings" by Group-Captain Edward Mole, BSc, FRAeS. 222 pp, 8¾ in × 5½ in (*Airlife Publications Ltd, St. John's Hill, Shrewsbury, Salop, SY1 1JE*, £10.95).

Those who enjoy flying books have been in luck recently, with some splendid new titles emerging. Now we have a "corker", which covers life in the RAF between the wars most entertainingly and goes on to include the author's war-time experiences. As gliding and sporting flying to the formation of the PFA are there as well, and as Group-Capt. Mole writes of his very varied experiences with great zest and humour, you really cannot afford to miss this one.

The author started flying in Avro 504 days and has flown 148 different types, up to jets and four-engined transports. His glider experiences alone run from the earliest types to the war-time Horsas, etc (of which I recall compiling secret loading diagrams at Farnborough during the war, in spite of which I am relieved to be told that some of them actually flew). So the book is comprehensive. It is also light-hearted; indeed, for a Group-Captain not to have become stuffy with exalted rank and to tell so frequently of past conquests with sexy girls is unusual to a degree, surely? It gives a touch of the Niven "The Moon's a Balloon" to this book of life in the RAF. The adventures of flying in the between-wars Air Force, in aeroplanes from the Bristol fighter to the Gamecocks, Siskins, Bulldogs, Furies and Vickers Virginias, on to Hurricane and Spitfire etc, set the scenes for much of this very readable book, but there is much more. Barbara Cartland's association with gliding, forced landings in Service and other aircraft, the vintage motorcycles the author enjoyed, its all there. He later had an MG, and before that an A7 Chummy. Some years ago we had a photograph in MOTOR SPORT of an Avro Baby being towed behind its owner's A7 Cup Model; in Mole's book there is a picture of his A7 Chummy (Reg No OT-2598, in case it is still around) towing his Parnell Pixie III. The book is divided into chapters most of which are named after the stations where Mole served, such as Farnborough, Digby to which he drove in 1929 in the Chummy A7 (that replaced his motorcycles that had included a tuned 250 Levis, after Mole had been taught to ride by his brother sitting in the sidecar of a rather stately Sunbeam while instructing him, a Scott Super Squirrel and finally a Scott TT Replica, used to impress the girls, of course, and for impromptu speed trials on a main road out of Birmingham), where he was taught to fly on Avro 50 5Ns, Manston, Henlow, the Sudan, Aboukir, Abu Sueir, Andover, France and later war-time London, America, etc. One memory is of Lowe Wylde's vintage Bentley roaring across Hanworth aerodrome beside a car-towed glider while Lord Semphill to be also rode alongside on his white horse. Paddy Naismith, who raced a Salmson at Brooklands, also figures. I won't tell you more because I don't wish to detain aviation enthusiasts from going out and buying or borrowing a copy of this highly enjoyable book. — W.B.

* * *

"The Mercedes-Benz Since 1945" by James Taylor. 144 pp. (*Motor Racing Publications Ltd, 32, Devonshire Road, Chiswick, London, W4 2HD*. £9.95)

This is the first volume in a Mercedes-Benz series of books in the MRP "Collector's Guide" series. In his Introduction the author says that it was galling to find not a single book among scores in the English language which actually sets out the factual history of the Mercedes-Benz cars and describes their development and production history in detail. He qualifies this by telling us that he has read "plenty of well-written books of superficial or subjective impressions, several more crammed full of inaccuracies, and just a few which deal admirably with a single aspect of Mercedes-Benz history — but not one which answered all the questions I had". Which is why James Taylor embarked on this book and will do the later ones, a task he says John Blunsden, a Director of MRP, thought of tackling himself.

Having written that in his Introduction, his book had better be good. And after his criticism of so many of the M-B books it was with a sense of relief that I discovered this confident author to say of my book on the Mercedes-Benz 300SL that it is "among the better monographs" . . .!

Anyway, this book is pretty comprehensive on all aspects of the cars it covers, history pre-1945, performance figures, specifications, chassis and production statistics, buying precautions, maintenance data, etc, etc, even a potted racing history for the period, all nicely presented in the accepted format of this series. The photographs include some "new" ones but as with every M-B history the author has leant heavily on Daimler-Benz archives. Later Taylor volumes will cover the 1960 models and those of the 1970s and 1980s. — W.B.

Some worthwhile books have come from Kimberley's, 19, Heath View, London, N2 0QD, all these soft-cover booklets priced at only £2.50 each. They include a fine review of the Brabham and Ferrari GP teams, the latter by MOTOR SPORT's Alan Henry, both covering the 1983 and 1984 seasons, with plenty of good colour shots by John Townsend, tables of results and reasons for retirements and enough readable text to make these just the job for whetting the appetite before another GP season. Kimberley's have also started companion Rally Team Guides, of which the first two, in the GP format, cover Audi and Opel (Lancia, Toyota and Peugeot booklets are to follow) and they are agents for the Australian "Bathurst" volume for 1984/85, which costs £12.95. — W.B.

* * *

The Transport Publishing Co Ltd, 128 Pikes Lane, Glossop, Derbyshire, has come up with another of its very well illustrated and documented books about well-known 'bus companies, this one about "Brighton Hove & District" by John Roberts, No 4 in this publisher's "British 'Bus & Trolleybus Systems". The coverage is highly commendable, in this hard-cover 98-page 11¾ × 8 in volume, running from horse-'bus days to the present, with some intriguing off-shoots, about accidents, tickets, routes, etc, ending in a two page fleet summary with reference numbers. The price is £8.50 (card covers: £7.00) and TPC has also issued a catalogue of all such works. — W.B.

* * *

IT'S not often that we hear of price reductions nowadays, so it was refreshing to learn that the latest (1985) English edition of the *Routiers Guide to France* costs £4.95, one pound less than last year. The cut is to celebrate the 50th anniversary of the French Relais Routiers, which anyone who has travelled extensively in France will know to be an organisation which approves and lists various etablishments offering a friendly welcome, good food and drink at very reasonable cost and, in the case of restaurants which are also inns, rooms which are clean and comfortable. Indeed, many a rally crew has been grateful for the amenities of a roadside hostelry displaying the Routiers sign, especially those who have tackled the Monte-Carlo Rally on a tight budget. The 1985 Routiers price limit for a meal has been set at 40 francs (about £4) which is excellent value, and on the Autoroutes there are over 25 chain restaurants which, we are told, offer set meals for less than 40 francs (half the normal price) to anyone producing a copy of the guide. The mid-size paperback has 300 pages listing 3,000 Routiers, and is available from bookshops and from branches of the AA.

ROAD IMPRESSIONS:

Honda Civic GT & Civic CRX



STYLISH and compact — the Honda CRX.

IT IS not often one is able to drive two cars which are identical in most important aspects and which seem so different, yet that was a recent pleasure when I had both of Honda's performance Civic variants for a week apiece. They are not really so dissimilar, it's more a question of perception and expectation. To give an example, engine noise in both cars starts to become irritating at over 4,500 rpm (the tachometer is redlined at 6,500 rpm and 70 mph is reached at 3,500 rpm in fifth). It was something I barely noticed when driving the CRX sports coupé, for engine noise is something one accepts in a sports car, but it did irritate me when driving the GT version for one expects more quietness from a hatchback.

If we first look at what is common to both cars, we find they share Honda's sophisticated 12-valve (two inlet, one exhaust), four-cylinder, ohc, 1,488 cc, fuel-injected engine mounted transversely and driving to the front wheels via a five-speed gearbox. This is one of those impressive free-revving units which the Japanese are so good at making, at idling speeds it is remarkably quiet and its responsiveness is delightful. It gives 100 bhp at 5,700 rpm and 96 lb / ft torque at 4,500 rpm and if it lacks a little muscle compared with engines in other hot hatches (I found myself selecting a gear lower on my regular cross country route than I would in my Golf GTi) and one has to change gear more frequently, then this is no hardship for the gearbox is crisp and precise though a shorter gear lever on the CRX magnifies a slightly awkward dog-leg up to fifth, which is a usable gear and not an "overdrive top".

Torsion bar front suspension features on both cars in the interests of gaining a lower bonnet line and, indeed, there has been a lo of detail attention to aerodynamics in th design with, for example, flush fitting doo handles and headlights. At the back is beam rear axle located by trailing arms an coil springs. Both cars have ventilated dis brakes on the front and drums at the rear and braking was positive and anxiety-fre under all conditions

Both cars come with three doors and there is a useful courtesy light in the boot. Both have a superb heating / ventilator system (the CRX with push-button control) and I could not fault either the layout of the dashboard, switches or stalk controls. The GT comes with a rear washer / wiper, and it needs it, while the shape of the GRX keeps the rear window clear under almost all conditions. I discovered it does not keep clear when one is in London rush hour traffic and it is snowing, though using the hrw switch went part of the way to solving the problem.

Interior trim is of plastic and is well finished but, as so often happens, the colour can make a difference. "My" CRX was finished in black and there is so much of it that it intruded while the grey finish of "my" GT seemed much more acceptable.

No Japanese car I've driven has been notable for its seating, we tend to receive "European specification" seats but those in the GT were adequate so far as comfort and grip were concerned but the "sports" seats in the CRX were hard in the back and skimpy across the shoulders. If the GT scored on seating, then the reverse is true when it comes to the sunroofs which are standard on both cars. That on the CRX is electrically operated and, when open, the panel sits on the roof like a miniature aerofoil. Thanks to the shape, it is possible to hold a normal conversation with the roof open at 90 mph. On the GT there is a detachable glass sunroof with a trim pad underneath. Now given the vagaries of our climate, the care with which the glass panel and its under trim have to be stored, and the fact that boot space in the GT is tight at the best of times this arrangement is a nonsense.

When carrying four people, the boot in the GT is cramped, one certainly could not take the family for a fortnight's holiday without using a roof rack though there is a 50 / 50 rear seat split. The CRX, however, has a very useful 14 cu ft with the rear seat down (half that with the seat used). That rear seat is strictly an occasional one and would be uncomfortable for a child much about five feet tall.

Both cars are superb in town traffic, you point them and dab the throttle and you're where you want to be. Sixty mph takes just 8.5 sec in the CRX, 9.2 sec in the GT (that is Honda's figure for circumstances prevented us from using our test equipment, but I do not doubt them) while top speed is 115 mph in both cases.

The ride is on the firm side, acceptable in the CRX, less so in the GT which over uneven surfaces sometimes felt choppy.

FOUR SEATS with the same engine as the CRX, the GT.



Steering is precise and when motoring hard, one has the comfort of knowing that the engine will respond immediately. Both cars, in fact, make the driver feel immediately at home, and one has an instant sense of confidence in them.

This is backed up by the roadholding which is excellent under almost all circumstances but the car does not like turning in hard under power and it is difficult to convert understeer to oversteer by use of the throttle alone, one needs a slight jab on the brakes.

Thanks to its shape, wind noise on the CRX is remarkably low but is high on the GT, I thought excessively high. The GT, too, felt nervous in strong cross winds though I did not encounter the same conditions during my week with the CRX.

Road noise is low except when the CRX occasionally encountered uneven surfaces when there was a booming from the front. This is possibly due to the fact that, in the interests of saving weight, some of the CRX's panels, including the front wings are made from "Honda polymer alloy" (plastic to the rest of us).

Both cars have first rate frontal visibility, thanks to deep windscreens, though the CRX is tricky to reverse into tight spaces because of the sloping rear window combined with a small rear spoiler.

As a driver, both cars gave me a great deal of pleasure, especially when I filled up at the pumps for the CRX returned 37.5 mpg overall while the GT gave me 36.5 mpg. Testing a car is one thing, buying one is another, so how do they compare with the opposition?

The fact is that the CRX has no direct opposition. No other mass-manufacturer makes a front-engine, fwd, two-seater coupé for £6,950. It is essentially a minority-interest car with its own special niche in the market. The nearest rival I can think of is the Midas 1.3S Gold for which you'd pay about £600 more, given the same level of equipment (radio etc). The Midas' MG Metro engine and gearbox lack the refinement of the CRX and its performance measured by a stopwatch falls slightly behind. In real teams (ie steeple to steeple) the Midas is the CRX's match and, though initially more expensive, should work out cheaper if kept a number of years. Since the main reason for buying either is the style of both cars, it comes down to individual taste.

Since we have to turn to a specialist manufacturer to find something with which to compare the CRX, it indicates how small a niche is the one at which the CRX is aimed.

The Civic GT, however, has a number of competitors in the "Supermini" bracket at £6,595. There's the Ford XR2, the Peugeot 205 GTi, MG's Metro Turbo and, possibly when its price is announced, the Renault 5 Turbo. In this bracket, the Civic GT is taking on some stiff opposition but it's a good enough car to carve out its own corner in a competitive market. — M.L.

BOOTSPACE is fairly limited in the GT.



THE DALTON WATSON COLLECTION



★ A FREE BOOK UP TO £10 WITH ANY ORDER OVER £20!! ANY BOOK FREE WITH ORDER OVER £30!!

- ☐ "The Classic Twin-Cam Engine" by Griffith Borgeson, 275 pages, 314 photos. £27.50
- ☐ "85 Jahre Berliner Automobil-Ausstellungen" by Rupert Stuhlemmer. £27.50
- ☐ "The Rolls-Royce Phantom II Continental" by Raymond Gentile, 450 photos. £22.50
- ☐ "Coachwork on Rolls-Royce 1906-1939" by Lawrence Dalton, 448 pages, 700 photos. £19.95
- ☐ "Those Elegant Rolls-Royce" by Lawrence Dalton, 320 pages, 650 photos. £19.95
- ☐ "The Coachwork of Erdmann & Rossi" by Stuhlemmer. £19.95
- ☐ "Vanden Plas — Coachbuilders" by Brian Smith, 302 pages, 446 photos. £19.95
- ☐ "Rolls-Royce in America" by John Webb de Campi, 256 pages, 446 photos. £14.95
- ☐ "AC and Cobra" by John McLellan, 175 pages, 315 photos. £14.95
- ☐ "Pininfarina — Architect of Cars" by Michael Frostick, 214 pages, 500 photos. £12.50
- ☐ "The Mighty Mercedes" by Michael Frostick, 212 pages, over 500 photos. £12.50
- ☐ "Lancia" by Michael Frostick, 208 pages, 400 photos. £12.50
- ☐ "The Jaguar Tradition" by Michael Frostick, 208 pages, 350 photos. £12.50
- ☐ "The Legendary Hispano-Suiza" by Johnnie Green, 235 pages, 450 illustrations. £12.50
- ☐ "BMW — The Bavarian Motor Works" by Michael Frostick, 206 pages, 350 photos. £12.50
- ☐ "Aston Martin and Lagonda" by Michael Frostick. £12.50
- ☐ "From Cyclecar to Microcar" by Mike Worthington-Williams. £12.50
- ☐ "The Complete Guide to the Triumph TR7 and TR8" by William Kimberley. £8.95
- ☐ "The Complete Guide to the Volvo 1800 Series" by John Creighton, 120 photos. £8.95
- ☐ "Vauxhall" by Michael Sedgwick, 250 photos. £7.95
- ☐ "Bedford" by Michael Sedgwick, 250 photos. £7.95

Please tick desired title(s) in the box(es) provided above. All books subject to availability at time of going to press
complete the coupon and send to the address below.
To take advantage of our special offer, indicate title of your free book.

Title of free book .....

Name .....

Address .....

.....

MS5

To take advantage of our special offer*, indicate title of your free book.

Cheque Enclosed Incl. Postage £

Postage / Packing: Outside UK £2.00 PER BOOK
UK £1.00 PER BOOK

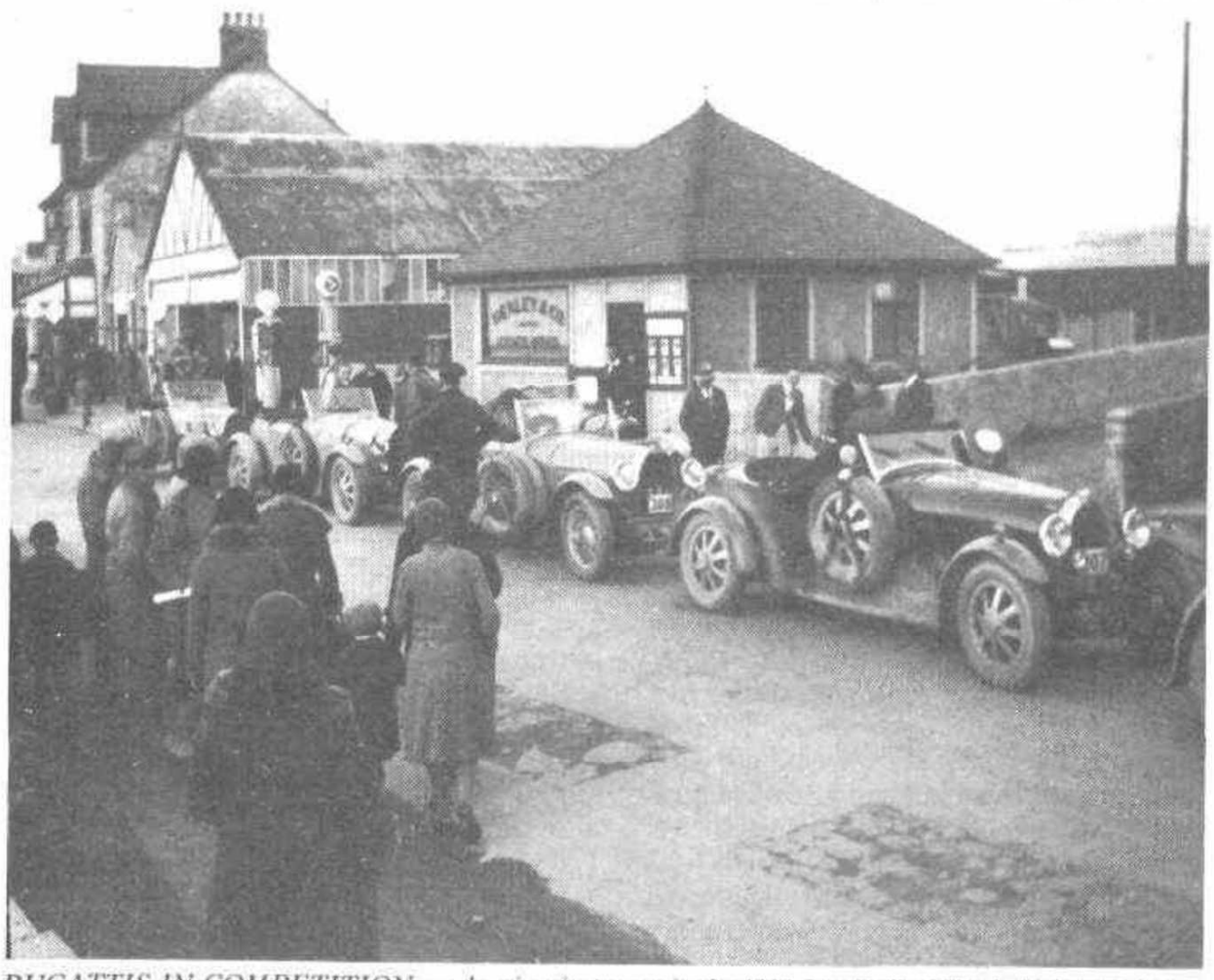
I would like to be on the Dalton Watson Mailing list ☐

DALTON WATSON PLC, DEPT CLM, 5 STRATHEARN PLACE, LONDON W2 2NG

**This offer supersedes all other offers*

VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO OLD CAR MATTERS



BUGATTIS IN COMPETITION — the victorious team in the 1932 Land's End Trial. In Type 43s were Colonel Giles, Kenneth Bear and Keith Faulkener, with Leslie Seyd's Type 38A completing the quartet.

Vintage Racing Philosophy

THE racing of the older motor cars is a very healthy sport, which gives enjoyment to many drivers and to a great many spectators who go to watch. But why do they do it? Originally, soon after the VSCC was formed, when this Club was quick to organise racing for pre-1931 cars, it was presumably, if only partly, because such racing was comparatively inexpensive. This no longer applies in the same degree, especially where the 1950s Racing Cars are involved. I rather think you could race, say, a 750 Formula or FF1600 car for the same, or less, outlay than racing, for instance, a 250F Maserati or similar.

So what is the psychology behind vintage and historic racing? One might presume to think that basically it is a desire to live in the past, preparing and driving the sort of machinery the participant used to read about or see in action at Brooklands and other historic circuits a long time ago, or in a very few cases as an extension of racing he took part in, some twenty or more years ago. That is a worthy reason and vintage racing must give much enjoyment to those of this mind, cast in such a role. I know one keen ERA driver who, when he is waved through the gates of Silverstone during VSCC race meetings, is I am sure looking down the straight and almost persuading himself he is back at Brooklands, — or when he is at Oulton Park, that he is about to compete at a pre-war Donington Park Meeting. And why not?

Nostalgia, I am told, is a terribly overused term, but a love of, and an affinity with, the past is no shameful thing. The Brooklands Reunions have shown that lots of people, not necessarily dyed-in-the-methanol enthusiasts, like flocking there once a year to see pre-war cars and motorcycles assemble, as they did long ago, at a hallowed motor-racing place, either remembered or read about. If such cars and bikes can break into song and be seen, if only briefly, on the scarred banking of so many memories (the runway isn't strictly authentic), so very much the better. . . . One must assume, though, that the whole point of racing a vintage car is to capture, to the best of the owner's ability the atmosphere of the days when his car was a proud new entry — to re-live if possible what it was like to drive in anger in those now far-away days. To make this at all possible it seems logical that all parts of the car, whether a humble A7 or a £150,000 Historic Racing Car, and whether an original car or a copy, should be as closely as possible as they were in pre-war or appropriate times.

In this respect, perhaps an aeronautical analogy may help to put things in perspective. The original Avro 504 or a Sopwith Camel would have had a rotary engine. This called for very different control tactics than later aeroplanes powered with radial engines. For instance, the Gnome Monosoupape rotary engine ran either at full throttle or not at all. It was persuaded to run by judicious use of a fuel lever, which controlled the mixture that was going into the engine, and by blipping an ignition cut-out button on the top of the joy-stick. As the height and speed, even the pressure in the petrol tank, affected the strength of the mixture, the fuel lever, or "fine adjustment" control as it was called, required constant attention. Moreover, the rotating cylinders flung back liberal doses of castor-oil over the cowlings and pilot and forever there was the acrid aroma of this burnt castor-oil from the Mono engine. With a radial engine things were quite different, speed being variable, under the control of a normal carburetter throttle, and the oil normally being decently contained.

So, if someone steeped in old flying lore, in the fortunate position of being able to restore to flying order an Avro 504 or a Sopwith Pup or Camel, was able to instal a rotary engine one presumes he would do so. It well might not be possible, in which case a radial would have to do. But obviously much of the atmosphere of the early days would be lost, whether our aeroplane restorer was hoping to experience what it was like to dog-fight in WW1 in a Sopwith Fighter or take people up for barn-storming joy-rides as in the 1920s, in an Avro. In the same idiom, changing things about in vintage and historic racing cars must reduce the chance of discovering what similar cars were like to race in former times.

It might be possible to fit a crash gearbox to an ERA but the driver of such a car would be then handling something different from the ERAs that Mays, Bira, Walker, Dobson and the rest ran before the war and which to the ERA Club's lasting credit are still raced in mainly original form today. Why, then, do some owners of vintage cars mess them about before competing with them at the very meetings where a love of the past, and, forgive me, nostalgia, is supposed to count for something? Kenneth Neve, for one, must have a pretty good idea of how Burgess, Tuck and Wright must have felt when driving a 1914 TT Humber in the 1914 IoM race. 'Others, who fit larger carburetters, bigger brakes, more modern

The Stutz Black Hawk

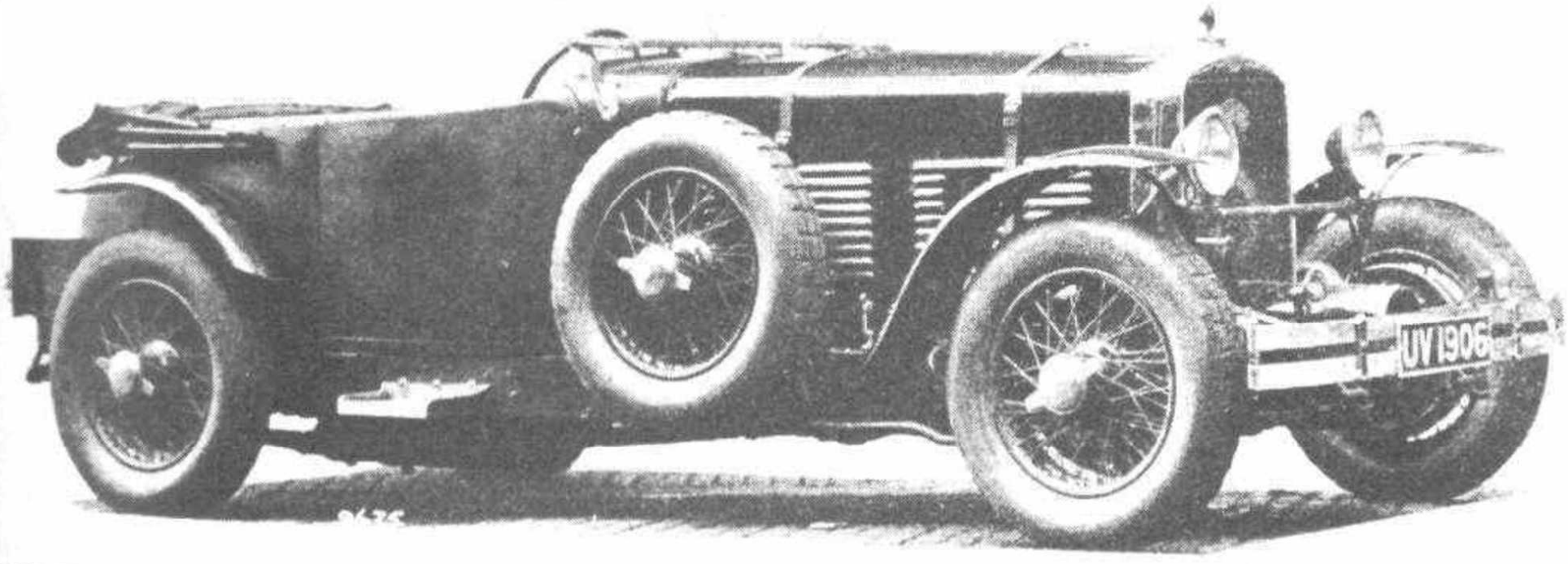
UP TO the end of the vintage years America had not produced many sports cars, with a few exceptions such as the Duesenberg and the Stutz, to which mainly from the pre-WW1 period, one might add Lozier, Mercer, Simplex, "Double-Twelve" Studebaker, Stanley steamer and a few others. There is no question, however, that in the vintage years it was the Stutz Black Hawk which represented the closest equivalent to a British or European sports car. Born, it is said, out of the desire of Harry C. Stutz to test the proprietary back-axles he sold to American car makers in the hard field of motor racing, according to my friend David Scott-Moncrieff the first such racing Stutz did so well in the first Indianapolis 500 Mile Race of 1911 that the slogan "The Car That Made Good in a Day" was adopted when Stutz himself went into car manufacture.

Be that as it may, the location of the Stutz factory at Indianapolis, where the famous brick Speedway was situated, would have made such testing convenient. By 1913 the racy-looking Stutz Bearcat Speedster with its four-cylinder T-head Wisconsin engine, giving 60 bhp at a lazy 1,500 rpm, a three-speed back-axle gearbox and bodywork consisting of just two bucket seats behind a well-raked steering-column and ahead of a bolster petrol-tank, rivalled the Mercer Model 35-R Raceabout as the "in" auto, as they might say today, for fur-coated American playboys and their admiring girl-friends, even if the 5-litre Mercer was considerably more powerful.

As if to counteract that, the Stutz built up a fine reputation in racing, single-overhead camshaft, ball-bearing 16-valve versions finishing third in the Indy "500" in both 1913 and 1914 and Earl (Christian name) Cooper taking the National Championship before war broke out in Europe. Stutz sold his Company in 1919 but the Speedster was continued, with a conventional gearbox location from 1921 and using Stutz engines, a four or an ohv six-cylinder to choice, from 1923. The latter power unit, developing 80 bhp in bored-out form, was installed in the Stutz Speedway Six, so by the time when Frederick E. Moskovics took over in 1926 the make can be said to have had distinctly sporting connotations.

From then on the Stutz began to resemble the European-type of fast touring car, which was perhaps to be expected, because Moskovics had signed-up the ex-Metallurgique designer, Paul Bastien, to work for him, with Charles Greeter responsible for the straight eight engines. His Service Manager was Albert Dingley, who had driven a Pope-Toledo in the 1905 Gordon Bennett Cup race in France. The new models, announced around 1926, had a single overhead camshaft, 4.7-litre straight-eight engine which was referred to as the "Vertical Eight" to make it clear it was an in-line power unit, not a vee eight-cylinder. With two valves per cylinder, a nine-bearing crankshaft, and ignition by two plugs per cylinder fired from twin coils, 92 bhp was the power output at 3,200 rpm. The new Stutz was known as the "Safety Stutz", as it achieved a notably low chassis height through the use of an under-slung worm-drive back-axle and possessed very good hydraulic four-wheel-brakes. Stutz were also pioneers of splinter-proof

THE Warwick Wright / Richard Watney 1928 Le Mans / TT Stutz which MOTOR SPORT sampled the following year. It had been timed over a half-mile at 97 mph and would do 70 mph in third gear. It was advertised by Warwick Wright Ltd early in 1930 as "ready to drive away for the first cheque for £650".



interest of going faster and hopefully getting some "gongs". In which case, why not go in for "proper" racing, in anything from a 750 Formula car to an F3 projectile? Rumour hints at non-original rods and camshafts, even later engines in entirety, getting into vinage machinery, and although the handicappers can take account of this, not all short VSCC races are handicap affairs, as was the case at Brooklands. It may be the greatest fun to create, let us imagine, a go-faster A7 with frame flexion reduced, more power from the engine, and overheating ingeniously obviated on the start-line. But will that convey to its occupant what Dodson, Driscoll, Goodacre, Hadley and Kay Petre had to contend with in the racing A7s of the mid-1930s?

And those who fit hydraulic brakes to cars that didn't have them before the war might remember that, apart from the Duesenberg shock-absorbers and the like to their old cars, have departed from such an exact comprehension of what it was like to race in such cars when they were new.

So why do people do it? Could it be that *winning* has become of more concern to them than recapturing, and recreating for others, a whiff of the old days? If you stiffen a chassis frame, convert brakes from cable to hydraulic operation, alter the layout of a dashboard even, your races in such a car must differ in some degree from those of a driver from a past age. As no circuit remains *exactly* as it was then, it could be said that I am splitting hairs, yet surely most of the purpose behind running an old vehicle is a liking for the past and the hope, however faint, of recapturing a bit of it?

Quite drastic modifying of an old car used for vintage and historic racing seems to me to flaunt this ideal, presumably in the that won the 1921 French GP (the exception that proves the rule), racing cars did not use this form of brake operation universally until 1935, and that hydraulic shock-absorbers in GP racing were a novelty (by Mercedes-Benz) in 1937. A driver going into a corner, *any* fast corner, in a car with cable brakes, friction shock-absorbers and a three-speed gearbox must have found things different, to a smaller or greater extent, surely than a driver racing with hydraulic anchors, telescopic dampers, a close-ratio four-speed gearbox, and on larger-section tyres of modern rubber-mixes, if I make my point! And think, too, of those competing VSCC sports cars which are quite unlike anything pre-war spectators remember and which can only confuse students of motoring history!

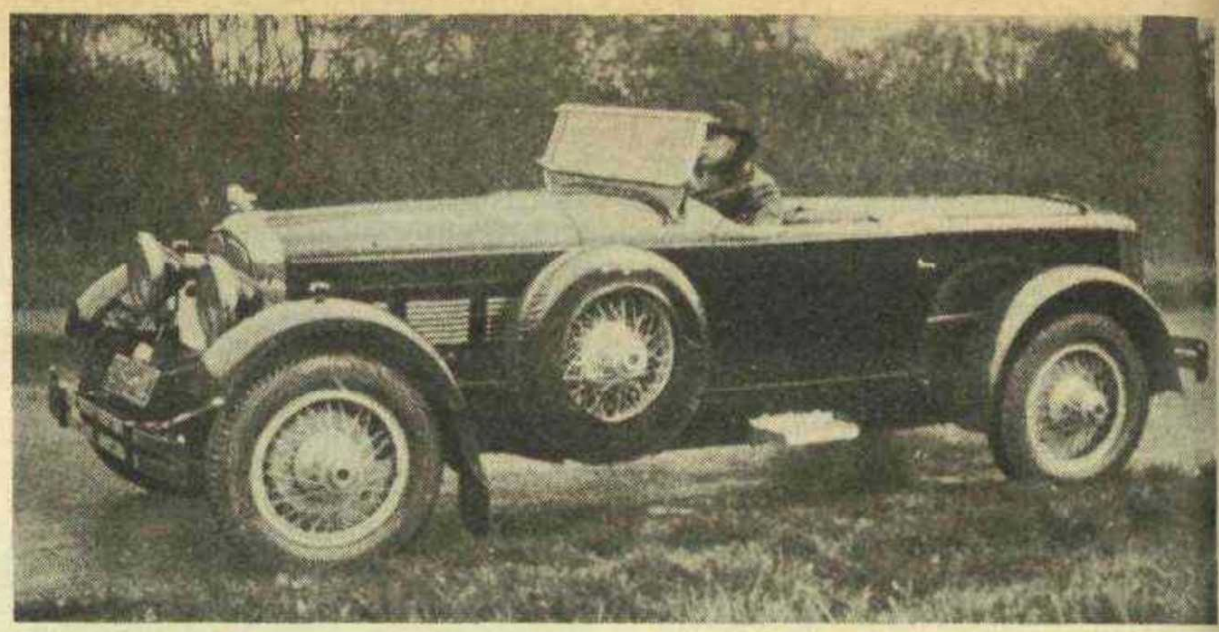
Maybe, as vintage racing is so enjoyable anyway, it doesn't really matter? But I thought I would mention it. — W.B.

glass. Centralised chassis lubrication was a feature as were low saloon bodies of considerable elegance, styled and built by Brewster.

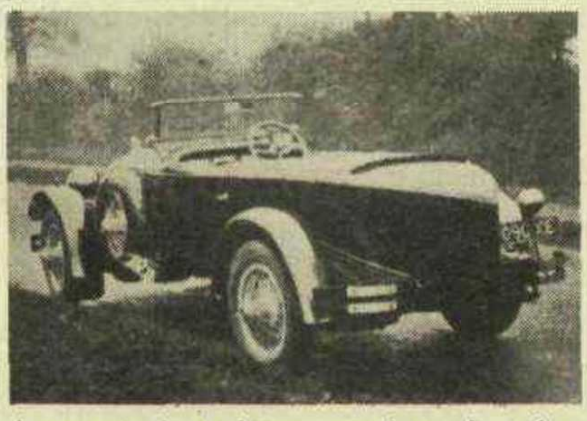
Warwick Wright, the well-known motor agent, of 150 New Bond Street, W1, the sole concessionaire for GB for these fine new cars, with their chassis frame swept low between front and-back axles and cross-braced by substantial tubes, exhibited them at the 1926 Olympia Show, the Weymann system of fabric body construction being an innovation on a car from the USA. With built-in radio as an extra, horizontal bonnet-louvres and gaily-coloured coachwork, said to be individualistic to each car, the appeal of this fast American car was considerable. It was made in numbers that were regarded as modest in the States, but even after the World financial slump of the 1930s, sales were said to have increased by 25% and back in 1919 the remarkable number of 8,000 Bearcats is said to have been supplied, mostly to the young-bloods of Yankedoodle-land. . . .

The Stutz with which we are mainly concerned here is the Model AA Black Hawk sports car, introduced in 1927, with its souped-up engine said to develop 125 bhp, the capacity of which was increased in 1928 to 4.9-litres, the model BB. It was to make its mark in Europe at a time when the Stutz Motor Car Co may well have been looking for a boost. For there had been two setbacks in 1928. A bid for the Land Speed Record by a 3-litre twin-Miller-engined Stutz had resulted first in a crash from which its driver Frank Lockhart escaped after running off the Daytona beach into the sea, then another, in which he was killed. The little 3-litre LSR so-called Stutz was capable of some 200 mph around the time when it took 45-litres of twin-engined Sunbeam for Segrave to beat the 200 mph barrier, so had the Stutz name broken that record it would have been remarkably good publicity. But it was not to be. Then the two friends, Moskovics and C. T. Weymann entered into a Stutz Hispano-Suiza 24-hour £5,000 Match Race at Indianapolis in which the aged Hispano-Suiza was a convincing winner (MOTOR SPORT, November, 1972, pp 1252 / 1258). These two setbacks made a better showing in European motor racing welcome, especially as Stutz sales had been dropping, causing the Company to introduce a cheaper line of cars called simply Black Hawks, although whether the later alleged rise in demand for proper Stutz cars in spite of the slump was due to European racing prowess we cannot really tell, much as I would like to think so. . . .

However, it may well be that the two setbacks just described caused Moskovics or his agents in Europe to enter a Stutz Black Hawk for the 1928 Le Mans 24-hour race. The year before Stutz was declared America's fastest stock-car, so there was good material to work with. The Stutz drivers were E. Brisson and R. Bloch and



The production 110 bhp Stutz above was road-tested by MOTOR SPORT in 1927. It did 10-50 mph in 18 sec, and attained 85 to 87 mph. The handsome boat-tailed body of the straight-eight Stutz is well-shown in this rear view, below, of the fast American car.



they must have been conscious that they would be up against the Bentleys which had won in 1924, and again in 1927. Bloch had, in fact, driven a 3.4-litre Lorraine-Dietrich with Stalter in the 1923 Le Mans race, tying for 19th place with a Berliet, and had competed in 1924 and 1925 in the same kind of car, without finishing, but in 1926 (it was Bloch who drove for Moskovics in the ill-fated Match Race at Indianapolis in April 1928) had shared the winning 3.4-litre Lorraine with Rossignol. Brisson, too, was very experienced at Le Mans, having shared the second-place Lorraine with Stoffel in the 1924 race, and the third-place Lorraine with Stalter in 1925 and repeated the 1925 placing in 1926. The Stutz entrant had chosen well!

This 4.9-litre straight-eight Stutz Black Hawk, as run at Le Mans in 1928, was a very impressive car, with its boat-tail four-seater fabric body. It had drawn No. 1 of the 33 starters and it was first away, from the "dead-engine" start, followed closely by the 4½-litre Bentleys of Birkin and Clement. The pace from that moment was fast, with Barnato in the third Bentley setting a lap record of 74 mph, which Brisson in the Stutz upped to 75½ mph, which Clement broke with 76.2 mph. Then Birkin had a puncture and the jack-less Bentley was long delayed, giving Brisson third place, and he moved to second when the first refuelling stops began. The Benjafield / Clement Bentley then broke an oil pipe and the Stutz led the race, ahead of Barnato. The Stutz / Bentley battle enlivened the night hours, and when dawn came Clement's Bentley was out, with overheating problems. Barnato then took the lead from the Stutz and was 20 miles ahead by noon on the second day, the Stutz drivers hampered because top gear kept jumping out of mesh. But the leading Bentley ran into trouble with a broken radiator mounting, causing loss of water, to which the Stutz pit responded with a "faster" signal. In the end the almost dry Bentley crossed the line only eight miles ahead of the American car in a race of over 1,658 miles, run at 69 mph. What is more, two Chryslers were second and third, before Birkin and Chassagne came in with the second Bentley. Brisson and Bloch covered 1,650.727 miles, at 68.78 mph. It was a very impressive performance by a lone entry playing so far from home. Even Cecil Clutton, although he is not an enthusiast for American automobiles, and does not devote a separate heading to Stutz in his classic book, "The Vintage Motor Car" (Batsford, 1954), says that the car from across the Atlantic "had shown a great deal of fight". It was a fight which greatly worried W. O. Bentley and his team. . . .

I would think that those visitors to Le Mans in that June weekend in 1928 who wanted a more modern car than the 4½-litre Bentley with the "bloody great thump" it provided, must have been impressed by the Stutz's showing. The English enthusiasts among them had probably seen the handsome production Black Hawk four-seater at the 1927 Olympia Show, priced at £1,350, at which the saloon version was also offered, both with fabric-covered bodies. A four-speed gearbox was now available for an extra £50. This at a time when the then-new 4½-litre Bentley Vanden Plas tourer was priced at £1,295.

The excellent performance of the Stutz at Le Mans no doubt encouraged Warwick Wright to enter two for the much-publicised 1928 Ulster TT. In fact, he entered them as the "Splendid Stutz". Their 4,888 cc engines just put them in Class C, for cars of

Continued on page 522

Black at midnight



20 FILTER

John Player Special
KING SIZE

JPS3BMS

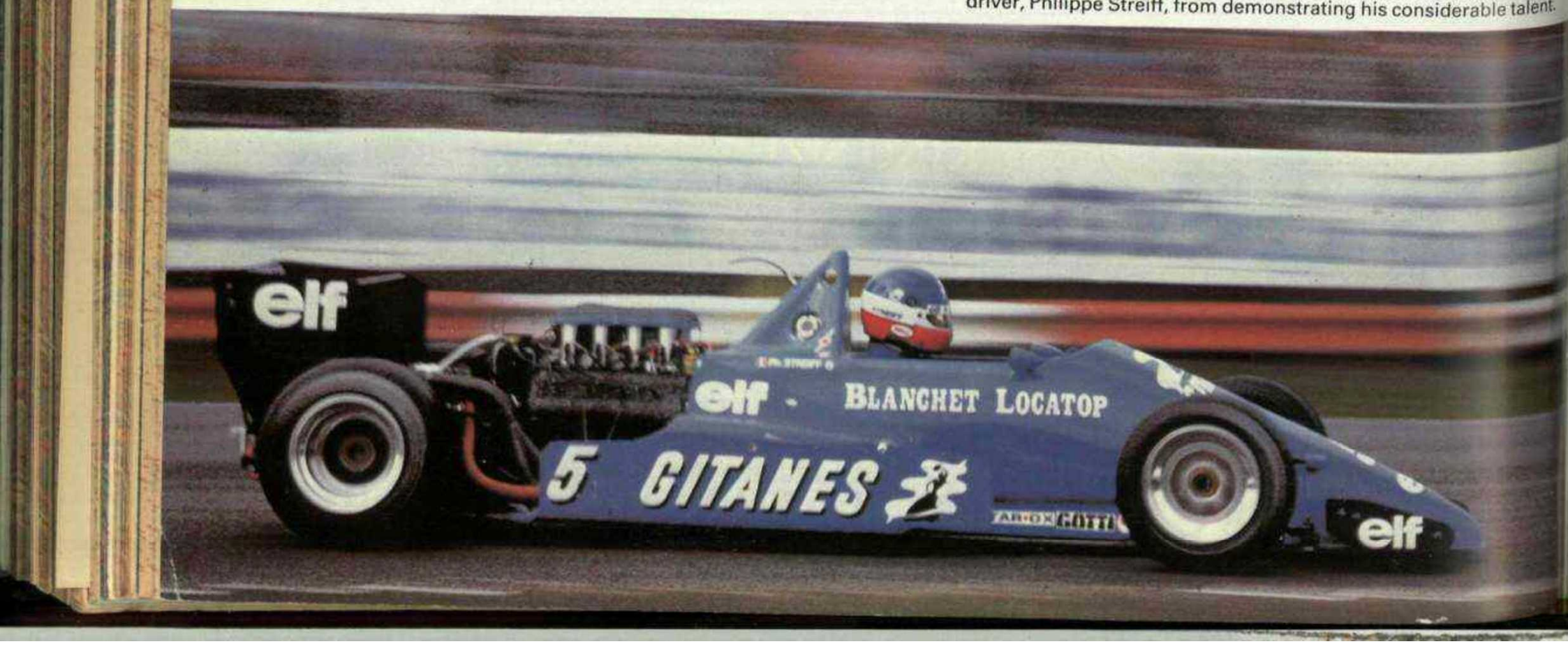
MIDDLE TAR As defined by H. M. Government
DANGER: Government Health WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH







INTERNATIONAL TROPHY (Left) MIKE THACKWEL became the first driver t win an F3000 race by taking his third International Trophy win with Ralt in four years. As usual, the weather conditions were appalling (Above, top) Michel Ferté led the race in the middle, dry, period bu after a spin in the rain came home second behind John Neilsen Ralt. (Above) Claudiö Langes in one of the Barron team's Tyrrell 012 which have yet to show themselves to be fully competitive. (Below Lack of development has so far prevented the AGS team's regular driver, Philippe Streiff, from demonstrating his considerable talent.







EASTER MONDAY THRUXTON. EMANUELE PIRRO (above, top) made the wrong tyre choice at Silverstone but the right one at Thruxton and he dominated the race from lap four onwards when the track began to dry. (Above) Thierry Tassin in one of the Williams FW08 cars run by PMC which are still in need of further testing. (Right) After an early pit stop to replace a damaged front wing Mike Thackwell charged back through the field to finish a close second to Pirro. (Below) Juan Manuel Fangio III in one of the new Lola T950 cars which are based on the company's Indycar design and which have yet to be fully sorted.



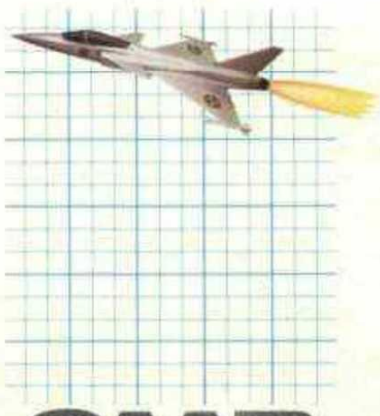


SAAB 900 TURBO 16S · VOTED DIRECTOR'S CAR OF THE YEAR

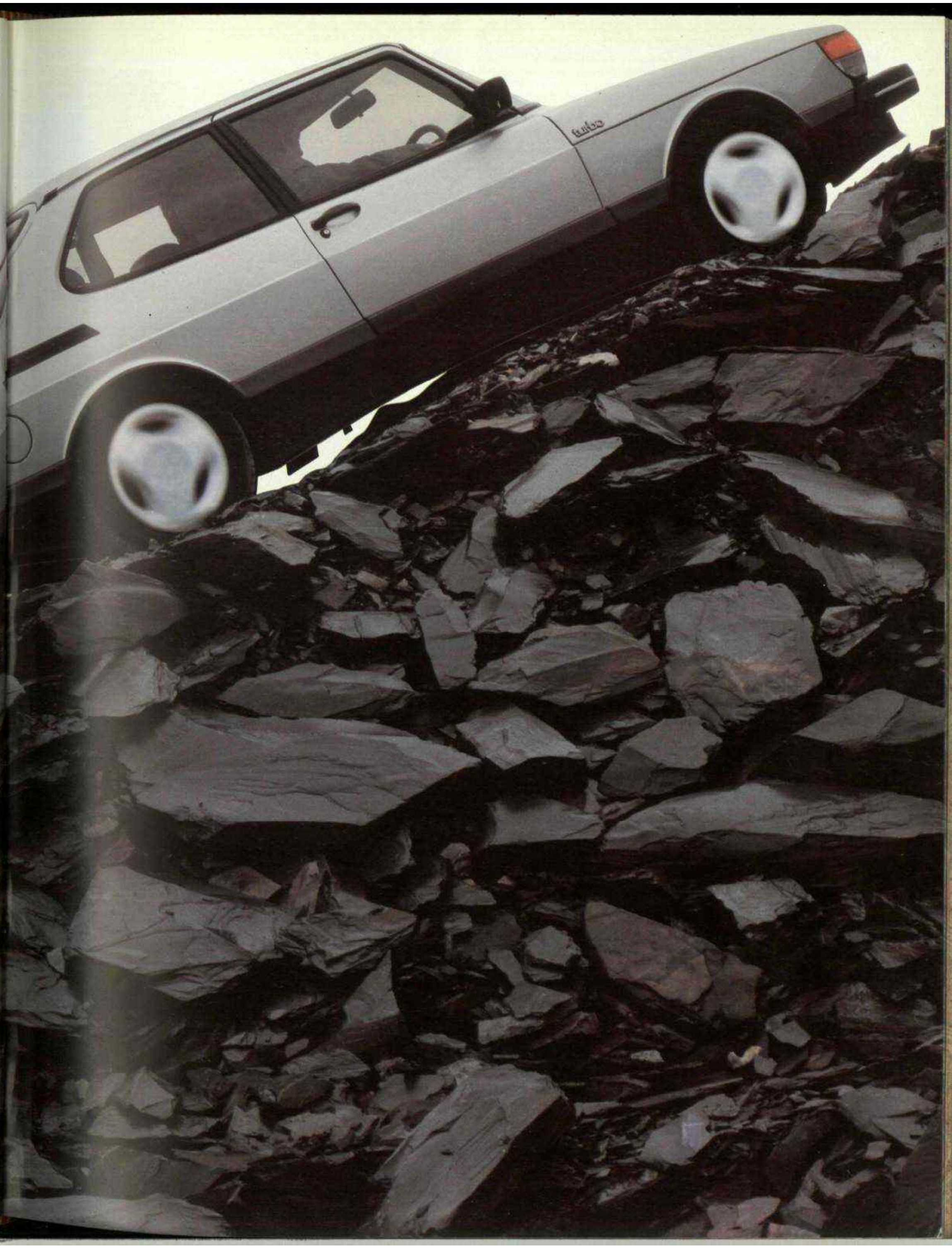
'UTTERLY THRILLING' · 'UNBELIEVABLY QUICK' · 'ROCKETSHIP ACCELERATION' · 'A JOY TO HURL THROUGH A SERIES OF TIGHT BENDS'
'ALWAYS FEELS VERY SAFE' · QUOTES AND AWARD BY WHAT CAR?

BROCHURES AND DEALER LIST CONTACT (0272) 277666 · OR FREEPOST SAAB · BRISTOL BS1 4YP · EXPORT ENQUIRIES (01) 409 0990

'I HEAR IT'S THE WORLD'S ONLY 16 VALVE TURBO SALOON.'
'NOT QUITE' HE SMILED
'THERE'S A CHAP WITH ONE IN GUILDFORD...'



SAAB
THE AIRCRAFT COMPANY
NOTHING ON EARTH COMES CLOSE.


turbo





CIRCUIT OF IRELAND RALLY JIMMY MCRAE, above, partnered by Ian Grindrod, had a furious battle with his team-mate, Russell Brookes, also in an Opel Manta 400. McRae, however, cruised home to his fourth Circuit of Ireland victory in five years after team orders were applied. Tony Pond and Rob Arthur (above right) led Group A from start to finish in their 290 bhp Rover Vitesse, finishing sixth overall. Bernard Beguin and Jean-Jacques Lenne (below) were the revelation of the rally in their Rothmans Porsche, setting highly competitive times but restricted to fourth place after encountering mechanical problems.



PORTUGUESE RALLY TIMO SALONEN and Seppo Harjanne (above) scored their first WRC victory since 1981 and gave Peugeot its sixth successive victory with the 205 T16. Ari Vatanen, who usually does the winning for the Peugeot team, retired with collapsed suspension. Close behind Salonen came the Lancia Rally of Massimo Biasion (below) whose second place was his best-ever WCR finish. After holding the lead for much of the way before mechanical problems intervened, Walter Röhrl brought his short Audi Quattro home third.



REDISCOVER THE MAGIC OF MOTORING

Have you ever had the feeling that most cars reduce the skill of driving to a level of pure drudgery?

That they make getting from A to B awfully boring.

Of course, all new cars give you the armchair comfort of specially designed seats and the protection of safety cages, steel bars and crumple zones.

And naturally, they can all claim to break the law in a matter of seconds.

But there are no cars that can capture the same driving sensation that you can get from an Alfa Romeo.

The Alfa 33 Green Cloverleaf, like many contemporary 5-door hatchbacks has the latest features and electronic instrumentation.

But there all similarity ends.

Because the Alfa 33 is first and foremost an Alfa Romeo, imaginatively styled by the best Italian designers.

And every model in the 33 range (including the 1.3, 1.5 and 1.5 Gold Cloverleaf luxury edition) has 75 years of engineering development and sporting experience behind it.

Which, from the moment you switch on, you can feel.

The Green Cloverleaf 1.5 flat four boxer engine has been designed to the finest tolerances to deliver 105bhp and the close ratios on all five gears are engineered to give immediate response.

The steering (with adjustable wheel) and suspension work as a well drilled team to give precise handling, sure footed cornering and driveability. The true magic of an Alfa Romeo.

So, why let a car drive you, when you can drive an Alfa 33.

ALFA 33
Models from £5430*

Alfa Romeo
THE ART OF TECHNOLOGY

Alloy wheels, metallic paint, fog lamps and headlight washers are optional extras on model shown. *Prices exclude delivery and number plates. Please phone Alfa Romeo Hotline 01-897 6958

Brazilian Grand Prix

— McLaren again



THE start of the new season with Rosberg's Williams (No 6) just easing off the grid ahead of Alboreto's pole position Ferrari 156/85, Senna just ahead of team-mate de Angelis and Mansell's Williams storming through from the third row.

Rio de Janeiro, April 7th

THE GRAND PRIX on the flat Autodromo Riocentro in Brazil opened the 1985 Formula One season and saw Alain Prost take an easy victory in the revised MP4/2B McLaren-Porsche. During practice and qualifying it had been the Lotus team of de Angelis and Senna who set the pace, pipped for pole position at the last moment by Albereto in the new Ferrari. As ever, Rosberg was driving the Honda-powered Williams beyond its limit and though the new FW10 is a vast improvement over last year's car it was not devoid of trouble. In a last minute s*** or bust effort Rosberg got himself on the front row of the grid alongside Alboreto, the Lotus lads being in row two. Prost was in row three and Lauda in row five, which did not look good for the Woking team, but once the race started it was another story altogether.

From the green light Rosberg charged off into the lead, while his new team-mate Nigel Mansell charged off into the catch-fencing on the first corner! He continued for a few laps until a turbocharger failed Almost immediately the pattern was clear, with Rosberg out in front driving his heart out until a turbocharger cried enough, followed by Albereto at a discreet and safe distance in second place, the Ferrari looking very good, but tucked up under its rear aerofoil was the red and white nose of car No 2. Prost was obviously sitting pretty and waiting his moment to go by. The two Lotus cars were following, but not really keeping up and bearing down on them from his lowly grid position was Lauda in the second McLaren, soon to go by into fourth place, which became third place when the leading Williams disappeared into the pits with its left-hand turbocharger belching flame and smoke.

Although Albereto was leading he was not getting rid of Prost and one felt that the Frenchman was so confident that he was in no hurry to change anything. With Lauda third the McLaren-Porsche situation looked the familiar one we got to know last year and if the Ferrari failed it was going to be the old "one-two" again. However, it was the Porsche engine which failed, or more precisely the Bosch electronics controlling engine management which failed and forced Lauda into the pits into eventual retirement. Already both Brabham-BMWs were out, Piquet making a rare mistake and going off the track, and Bernie's new boy Hesnault also had a mild accident. The Arrows team of Boutsen and Berger, the only other users of BMW engines, were never in the picture, while the factory Renault team would have done themselves more good by staying away from Brazil. One has come to expect the Euroracing Alfa Romeos and the Ligiers to be "also-rans" and they lived up to their reputation, even though both teams fielded new cars.

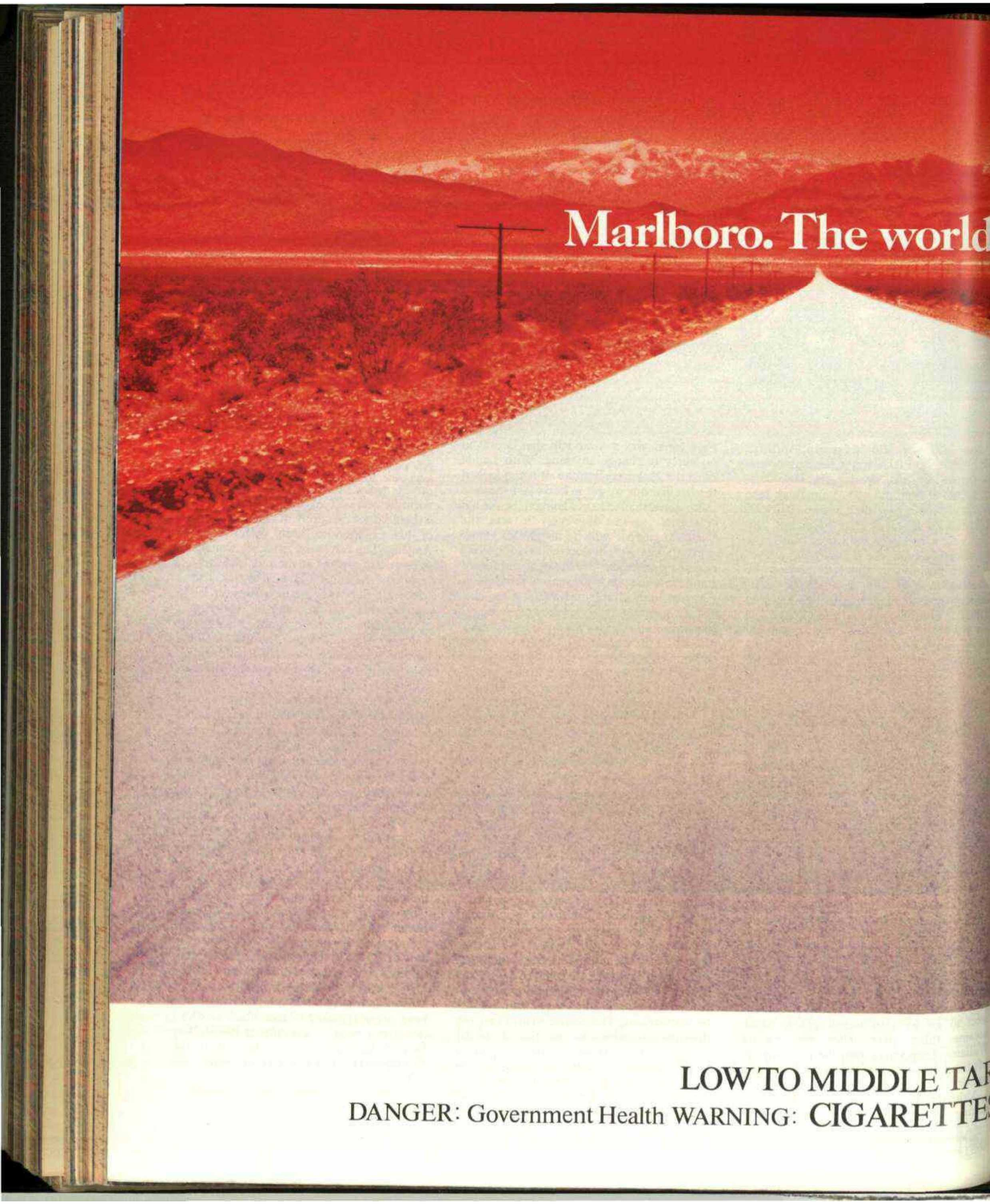
Prost took the lead at his own convenience and then simply cruised to victory appearing to use very little effort and taking his time lapping the other competitors, while Alboreto was settled in second place, neither of the Lotus drivers giving him any trouble. With the new rules about rear aerofoil size there were new parameters of "down force" to be calculated and with the heat and it being the first race for six months most teams played safe and made a tyre change around half distance. The McLaren team were as fast and smooth as in the days of refuelling, Prost getting away in little over 10 sec, but the Lotus stops were "amateurish" by comparison. The serene Alain Prost ran through untroubled to the end of the 61 laps, followed by an equally serene Alboreto in second place, neither driver ever being much to watch, even when they are going really fast, unlike Rosberg or Arnoux, for example. In his first race for Team Lotus, with the new 97T, Ayrton Senna was doing a splendid job, securely in third place ahead of his experienced team leader Elio de Angelis. The rest were "walking wounded" Arnoux had arrived at the pits with his left rear tyre in shreds and Warwick had a miserable day with the new Renault EF15 engine, which misfired and ran badly most of the time. Senna's secure third place suddenly evaporated near the end when the ignition system failed on his Renault engine, and he had to watch his Italian team-mate take third place.

Quite often the first race of the season is a repetition of the last race of the previous season as regards the cars, but this year, apart from Team Tyrrell and the Spirit team, everyone had their 1985 cars ready for the first practice, though not all of them were ready for the first race if the results were anything to go by.

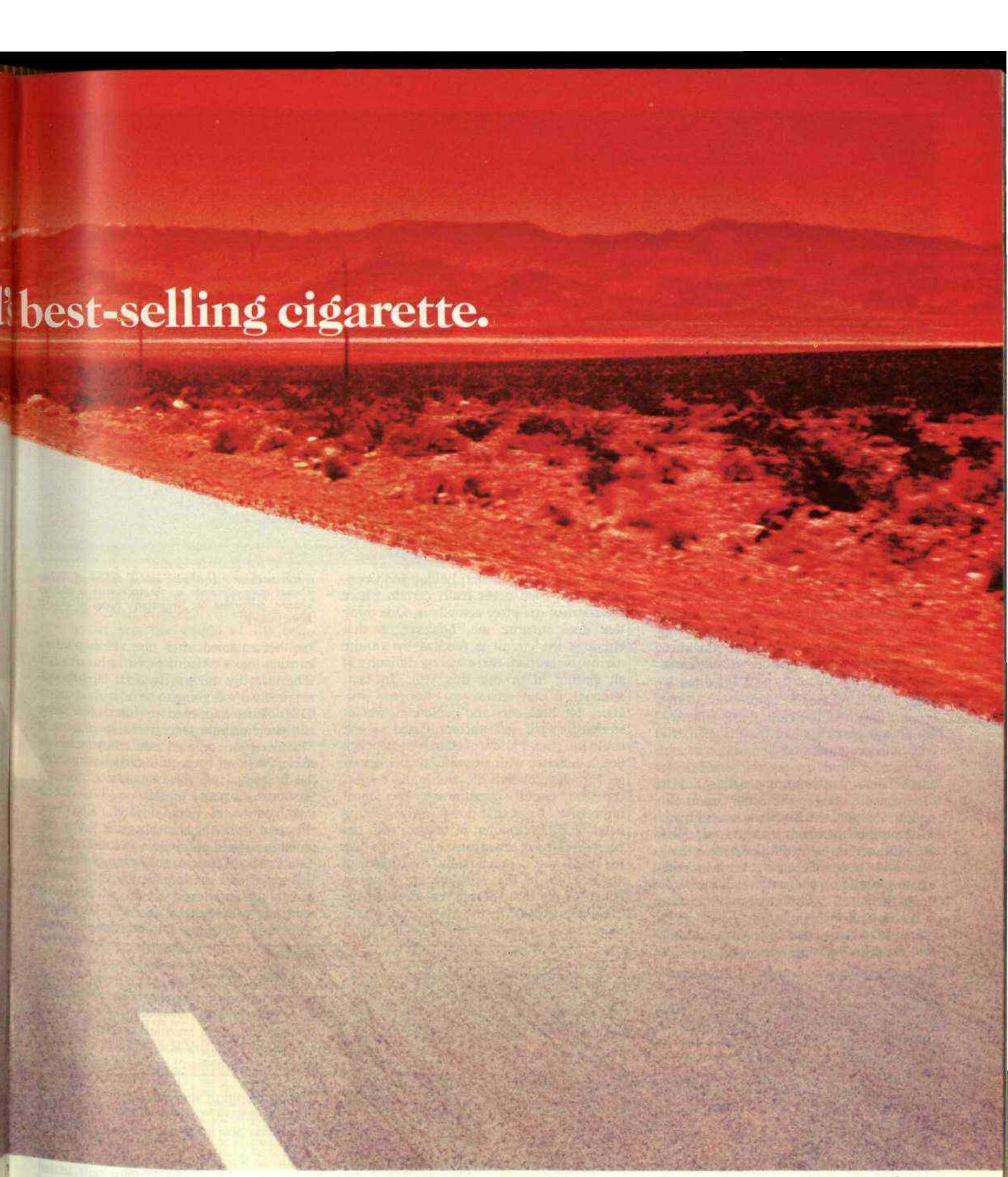
GOOD MORNING AH. By the look of your nose it was pretty hot in Brazil.

AH: Hot! DSJ you should try it one day. If you weren't actually doing anything you would find it unbearable and trying to work under those conditions is very unpleasant. How on earth the mechanics and all those people who have manual jobs to do, cope with it is always a source of wonderment to me. And the drivers earn their money too, for cockpit temperatures were some of the highest ever recorded.

DSJ: You know, the South American races have never appealed to me, which is why I have never been to Argentina or Brazil. Way back in the dark ages, in the days of the "Temporada" as the series of events was called, drivers like Moss, Hawthorn, Collins, Schell and Behra used to return to Europe from those races with tales about the


Marlboro. The world
LOW TO MIDDLE TA
DANGER: Government Health WARNING: CIGARETTE

best-selling cigarette.



As defined by H. M. Government

CAN SERIOUSLY DAMAGE YOUR HEALTH



THE sleek new Brabham-BMW BT54 of Nelson Piquet spun off early in the race with a gearbox seizure, thwarting the Brazilian's hopes of another home victory.

heat, the laws, the driving conditions, the Autodromos and they always left me with no desire at all to accompany them on their next trip. Added to which the air journeys by four-engined propeller-driven Lockheed Constellation aircraft sounded very arduous.

AH: Well yes, but at least the modern Jumbo Jet is reasonably comfortable, but it is still a long haul to Brazil. Quite honestly I am always pleased when the plane lifts off from Rio de Janeiro on Sunday night after the race. I think to myself, that's it for another year, I've done my penance, now we can start the sane and sensible Grand Prix season. I'm glad the Brazilian race starts the season rather than ends it. Mind you, when the race used to be held at Interlagos things were a bit better, because that was a really exciting circuit on which to watch the heroes doing their stuff. The Autodromo Riocentro is deadly dull by comparison. As flat as the old Aintree circuit and about as exciting as Paul Ricard.

DSJ: Where exactly is the Rio Autodromo? There seems to be some difference of opinion in the various pre-views I read. Some say 40 min from Rio de Janeiro city centre, others say 40 kilometres and another said, a few miles; and while we are at it how many laps was the race? Three PR firms said it would be 62 laps, and one said it would be 61 laps, though they did all agree on the circuit length being 5.031 kilometres, but the conversion to miles varied quite a bit.

AH: Well, I suppose to be accurate, it's about 15 miles south-west of the City centre, because the coast-line is running north-east to south-west at that point in Brazil. But that depends on what you describe as the *centre* of Rio de Janeiro. This huge South American city is a great sprawling metropolis which is surrounded by several famous beaches such as Ipanema, Leblon and Copacobana, so I am never really certain where the *centre* of the place actually is. One thing that does surprise me, however, is that although the circuit is reached by a quite narrow main road, there was no difficulty at all getting in or out this year. In fact, although it may amaze you, the pass situation, for both cars and personnel, was as straightforward and uncomplicated as one could imagine. I know one tends to associate South America with a casual, almost lethargic approach towards life, but in this respect the Rio circuit organisation was most impressive. I put that down to the guiding hand of B. Ecclestone, of course, who has been involved in the organisation of this race for many years. Incidentally, as a token of appreciation of the work he has done on behalf of the race, Bernie was awarded the "Freedom of Rio" by the Mayor and, what's more, the new medical centre at the circuit has been named after him. Perhap's he's turning into a philanthropist in his old age! The race, by the way, was 61 laps though originally it was going to be 62 laps.

DSJ: What happened to Interlagos? Why did the Formula One world stop using it when everyone seemed to be enjoying it?

AH: I've never been quite certain why Interlagos slipped off the calendar. It was my favourite circuit of all; a bit like a combination of Brands Hatch, Clermont-Ferrand and the Nürburgring, and fast enough to hold everyone's attention. It is at Sao Paulo, of course, the home of Emerson Fittipaldi and the late Carlos Pace, and to watch an Interlagos crowd go absolutely bananas with delight as Pace's Brabham-Alfa came storming out onto the pit stright

ENTRY AND PRACTICE

No	Driver	Nat	Car	Engine	Friday Practice	Saturday Practice	Remarks
1	Niki Lauda	AUT	McLaren MP4/2B	Porsche V6 t/c	1.30.716	1.29.984	1984 World Champion
2	Alain Prost	FR	McLaren MP4/2B	Porsche V6 t/c	1.30.253	1.29.117	Winner 1984 Brazil GP
3	Martin Brundle	GB	Tyrrell 012	Cosworth V8	1.36.225	1.36.152	First race since Dallas 1984
4	Stefan Bellof	D	Tyrrell 012	Cosworth V8	1.37.799	1.37.293	Replaced by Johansson
5	Nigel Mansell	GB	Williams FW10	Honda V6 t/c	1.31.211	1.28.848	First race for Williams
6	Keijo Rosberg	FIN	Williams FW10	Honda V6 t/c	1.32.135	1.27.864	
7	Nelson Piquet	BRA	Brabham BT54	BMW 4 cyl. t/c	1.31.364	1.29.855	
8	Francois Hesnault	FR	Brabham BT54	BMW 4 cyl t/c	1.34.742	1.32.904	First race for Brabham
9	Manfred Winkelhock	D	RAM 03	Hart 4 cyl t/c	1.36.239	1.32.560	First race for RAM
10	Philippe Alliot	FR	RAM 03	Hart 4 cyl t/c	1.35.726	1.37.409	
11	Elio de Angelis	ITAL	Lotus 97T	Renault V6 t/c	**1.28.081**	no time	
12	Ayrton Senna	BRA	Lotus 97T	Renault V6 t/c	1.28.705	1.28.389	First race for Lotus
15	Patrick Tambay	FR	Renault RE60	Renault V6 t/c	1.30.254	1.30.516	
16	Derek Warwick	GB	Renault RE60	Renault V6 t/c	1.31.533	1.30.100	
17	Gerhard Berger	AUT	Arrows A8	BMW 4 cyl t/c	1.34.919	1.34.773	First race for Arrows
18	Thierry Boutsen	B	Arrows A8	BMW 4 cyl t/c	1.32.207	1.30.953	
19	Stefan Johansson	SW	Toleman TG185	Hart 4 cyl t/c	—	—	Entry withdrawn
20	John Watson	ULS	Toleman TG185	Hart 4 cyl t/c	—	—	Entry withdrawn
21	Mauro Baldi	ITAL	Spirit 101D	Hart 4 cyl t/c	1.41.330	no practice	
22	Riccardo Patrese	ITAL	Alfa Romeo 185T	Alfa Romeo V8 t/c	1.32.107	1.31.790	
23	Eddie Cheever	USA	Alfa Romeo 185T	Alfa Romeo V8 t/c	1.33.094	1.33.091	
24	Piercarlo Ghinzani	ITAL	Osella FA1F	Alfa Romeo V8 t/c	1.38.272	1.36.743	
25	Andrea de Cesaris	ITAL	Ligier JS25	Renault V6 t/c	1.33.718	1.31.411	
26	Jacques Laffite	FR	Ligier JS25	Renault V6 t/c	1.37.803	1.32.021	Return to Ligier
27	Michele Alboreto	ITAL	Ferrari 156/85	Ferrari V6 t/c	1.28.899	**1.27.768**	
28	René Arnoux	FR	Ferrari 156/85	Ferrari V6 t/c	1.30.813	1.29.612	
29	Pierluigi Martini	ITAL	Minardi M185	Cosworth V8	1.44.046	no practice	First race for team
30	Jonathan Palmer	GB	Zakspeed	Zakspeed 4 cyl t/c	—	—	Not entered

leading the first lap of the 1977 Grand Prix was a sight which almost brought tears to my eyes and made the hair stand up on the back of my neck. It made Monza look like a garden party at the Henley regatta. We first went to Rio in 1978, when Reutemann won for Ferrari, then it was back to Interlagos for two more years before coming to Rio for good in 1981. Funny thing is, from the television positions I think the Rio circuit looks quite good: on ground level it seems pretty boring. Not in the same street as Interlagos, but at least the Brazilians have an infectious enthusiasm for the whole business of Formula One and had plenty to cheer about when Piquet and Senna hove into view.

DSJ: I must say the entry of new cars at Rio was impressive. The six month break since Portugal last year gave everyone time to build new cars, as well as doing a lot of testing. Was anyone actually using last year's cars.

AH: Only Tyrrell, Osella and Spirit were on old designs, everyone else had brand new cars and I suspect that you will love the new Ferrari with its totally redesigned engine with the inlet ports in the vee and exhaust ports outside the vee; the reverse of all previous Ferrari turbocharged engines. The new layout gets the weight of the twin-turbos much lower, with one on each side of the engine rather than both being on top of the engine. This also gives a neat engine cover and improves the air flow to the rear wing. While they were at it they redesigned the transverse 5-speed gearbox, raising the shaft centres a bit to permit a tidier underside to the car and improve air-flow out the back. It is amazing how Ferrari will spend thousands of pounds for a very small gain. It really is a nice looking car, which you can't say of all Ferraris, and it is still red. Dr Harvey Postlethwaite is in complete charge of the racing department and has been since Mauro Forghieri was moved into "advanced projects". You know how we used to watch Forghieri in the pits and say he was mad, by our standards. Well it seems we weren't far off the mark. He seems to have literally worked himself into an exhausted state and has now given up the racing department.

DSJ: I miss Forghieri, because for me he *was* Ferrari. However, Dr Harvey does seem to be maintaining the Ferrari standards, for Alboreto was the only runner who looked like worrying Prost in the race, and both cars finished.

AH: You will like the new Brabham as well, it's a super looking car. Gordon Murray does have a knack for designing really neat and attractive cars.

DSJ: It's not really a knack, it's an inborn talent that some designers have and some have not. John Barnard is another who has this inborn talent. I can just stand and look at the detail work on a McLaren or a Brabham and get a great feeling of satisfaction from looking at the neatness and simplicity of the design thinking. I look at other cars (no names) and just shudder. It's like the welding on the suspension parts, I marvel at the perfection of the welders at Brabham, McLaren or Williams, while on some cars I think to myself, I could make as sloppy a job as that; and on some you think the welding was done with a knife and fork.

AH: Even so, the standard of preparation and finish in Formula One is very high, and I think we can thank Bernie Ecclestone for that, for he instilled the right thinking into all his FOCA teams, making them aware that presentation and finish is as important as basic design work. His own cars always look smart.

DSJ: There wasn't much sign of BMW in Brazil, and as far as I could see the Arrows team might as well have stuck to Cosworths.

AH: Well no, though you can't blame BMW for the retirements of the two Brabhams. Piquet spinning off was most uncharacteristic of him, and he looked very unconvinced and puzzled when he said he had spun on some oil, for he wasn't sure he had seen any oil. After the race the Brabham mechanics found that the gearbox had seized up! New boy Hesnault simply let it get away from him and slid into Cheever. I must admit that even in qualifying Piquet wasn't up with the front runners, but the general feeling is that the Pirelli qualifying tyres are not yet a match for those of Goodyear.

DSJ: Paul Rosche is quoted as saying that he could have 900 bhp from a special qualifying BMW engine.

AH: *Could* is the operative word. Even if they had 750 or 800 bhp in qualifying, the tyres did not seem in the same class.

DSJ: It is interesting that Ecclestone has committed the Brabham team to BMW for another three years. This must mean that Rosche has a new engine in the offing.

AH: If he has he's keeping very quiet.

DSJ: Brian Hart's four-cylinder wasn't exactly on the pace with the V6 Honda, V6 Renault, V6 Ferrari and V6 Porsche.

STARTING GRID ↑

6
K. Rosberg
(Williams-Honda V6 t/c)
1 min. 27.864 sec
2 (1 min 38.678 sec)

12
A. Senna
(Lotus-Renault V6 t/c)
1 min 28.389 sec
32 (1 min 38.440 sec)

2
A. Prost
(McLaren-Porsche V6 t/c)
1 min 29.117 sec
34 (1 min 36.702 sec)

7
N. Piquet
(Brabham-BMW 4 cyl t/c)
1 min 29.855 sec
2 (1 min 40.558 sec)

16
D. Warwick
(Renault V6 t/c)
1 min 30.100 sec
32 (1 min 39.715 sec)

18
T. Boutsen
(Arrows-BMW 4 cyl t/c)
1 min 30.953 sec
30 (1 min 41.509 sec)

22
R. Patrese
(Alfa Romeo V8 t/c)
1 min 31.790 sec
2 (1 min 41.812 sec)

9
M. Winkelhock
(RAM-Hart 4 cyl t/c)
1 min 32.560 sec
8 (1 min 44.236 sec)

23
E. Cheever
(Alfa Romeo V8 t/c)
1 min 33.091 sec
24 (1 min 41.855 sec)

10
P. Alliot
(RAM-Hart 4 cyl t/c)
1 min 35.726 sec
23 (1 min 43.115 sec)

24
P. Ghinzani
(Osella-Alfa Romeo V8 t/c)
1 min 36.743 sec
43 (1 min 42.234 sec)

21
M. Baldi
(Spirit-Hart 4 cyl t/c)
1 min. 41.330 sec
2 (1 min 47.046 sec)

27
M. Alboreto
(Ferrari V6 t/c)
1 min 27.768 sec
37 (1 min 36.925 sec)

11
E. de Angelis
(Lotus-Renault V6 t/c)
1 min 28.081 sec
31 (1 min 39.080 sec)

5
N. Mansell
(Williams-Honda V6 t/c)
1 min 28.848 sec
2 (1 min 39.996 sec)

28
R. Arnoux
(Ferrari V6 t/c)
1 min 29.612 sec
39 (1 min 38.349 sec)

1
N. Lauda
(McLaren-Porsche V6 t/c)
1 min 29.984 sec
15 (1 min 38.098 sec)

15
P. Tambay
(Renault V6 t/c)
1 min 30.254 sec
49 (1 min 40.459 sec) (T)

25
A. de Cesaris
(Ligier-Renault V6 t/c)
1 min 31.411 sec
7 (1 min 40.008 sec)

26
J. Laffite
(Ligier-Renault V6 t/c)
1 min 32.021 sec
24 (1 min 40.572 sec)

8
F. Hesnault
(Brabham-BMW 4 cyl t/c)
1 min 32.904 sec
5 (1 min 41.151 sec)

17
G. Berger
(Arrows-BMW 4 cyl t/c)
1 min 34.773 sec
39 (1 min 42.588 sec) (T)

3
M. Brundle
(Tyrrell-Cosworth V8)
1 min 36.152 sec
17 (1 min 42.606 sec)

4
S. Johansson
(Tyrrell-Cosworth V8)
1 min 37.293 sec
36 (1 min 41.926 sec)

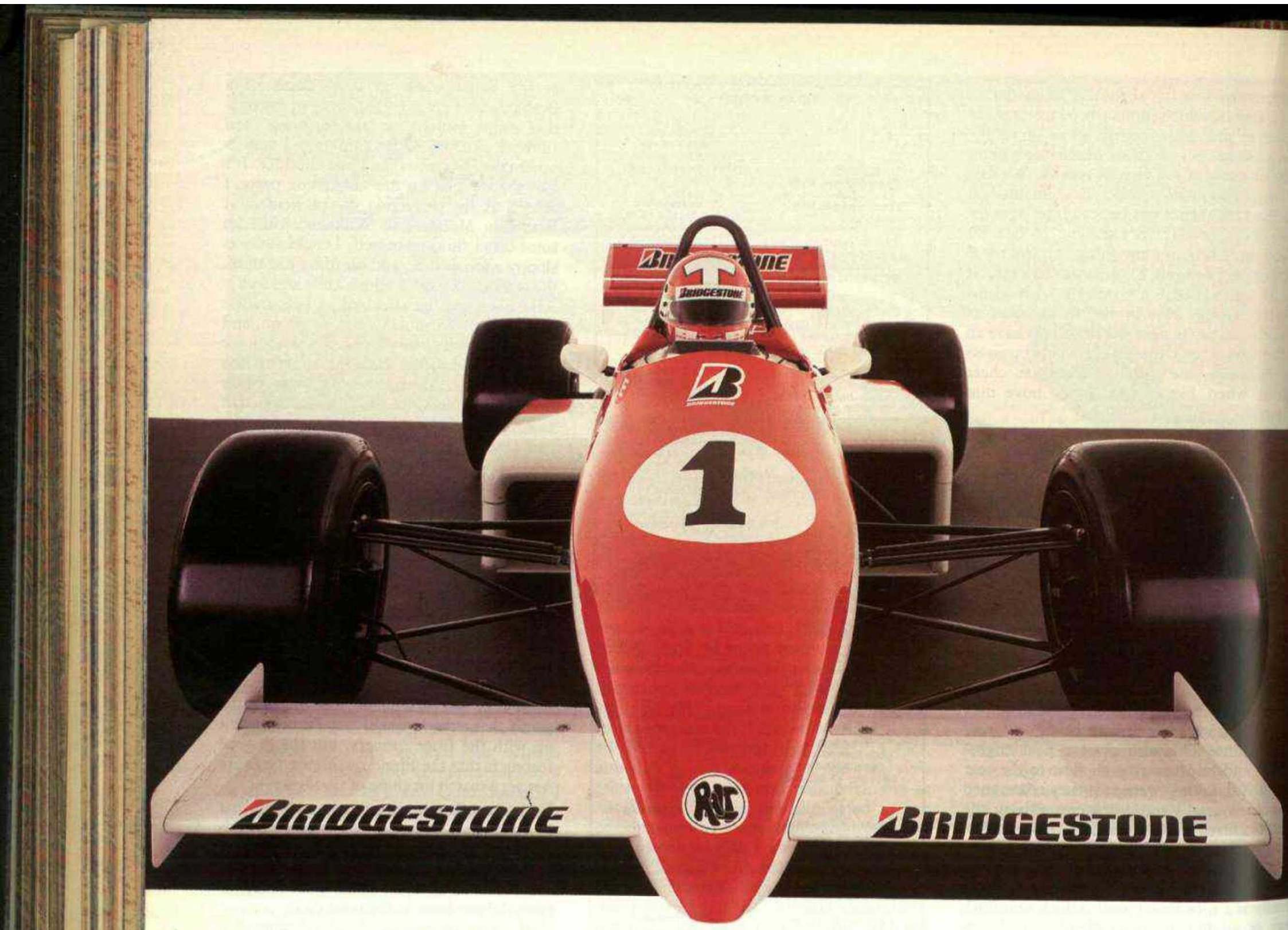
29
P. Martini
(Minardi-Cosworth V8)
1 min 44.046 sec
27 (1 min 45.662 sec)

(T) denotes spare car

N.B. Times in brackets are best laps in race
Number in bold is lap on which recorded



THE Cosworth V8-engined Minardi M185 represents the Italian team's modest F1 challenge. Pier-Luigi Martini was in the cockpit, but the car qualified last and could only trail round at the back of the field.



WE'RE ONLY JUST STARTING.

Our tyres have been racing in Europe now, for just 5 years. And we've had our successes.

Which is not surprising considering we're the fourth largest tyre company in the world.

We're into rallying too and in fact our tyres came first and second in the 1985 Paris-Dakar rally.

We're convinced that our commitment to motor sport in Europe is right for us.

And we've developed advanced tyres specially for the new Formula 3000.

So the others had better make room, because at Bridgestone we aim for success.



BUT JUST WATCH US GO.

Our commitment to racing also means that the experience we gain keeps us in the forefront of tyre technology.

This enables us to develop and produce steel radials that are ideal for the pressures of today's high performance motoring.

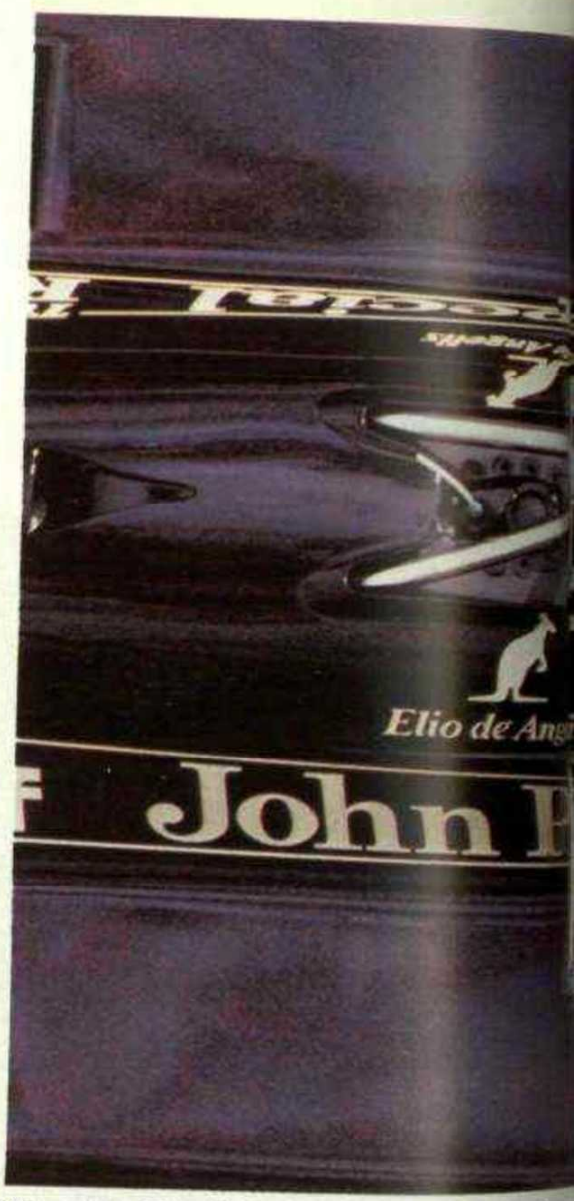


BRIDGESTONE

RACING TO SUCCESS

FOR FURTHER INFORMATION: BRIDGESTONE TYRE UK LTD., OLD WALSALL RD, GREAT BARR, BIRMINGHAM B42 1EA. TEL: 021-358 5921

AH: You mean the V6 TAG Turbo?
DSJ: Let it pass. How was Jam Tart and his engines?
AH: He was really missing the Toleman team and Ayrton Senna. I rather think we saw the peak of Hart-power performance with Senna at Estoril last year, although now we will never know how Johansson would have gone in the Toleman TG185.
DSJ: You know a Hart engine has yet to win a Grand Prix, and indeed, when all things are equal, I've yet to see a Hart engine even look like winning a Grand Prix.
AH: What about Monaco last year?
DSJ: I don't count that, they were freak conditions.
AH: Yes, and Mansell freaked out when he had the race in his pocket.
DSJ: I wish you hadn't mentioned poor old Nigel. He must be his own worst enemy. To crash on the first corner in his first race with Williams! You can only shake your head and say "Oh, no!" and try not to watch. watch.
AH: I couldn't believe my eyes when I saw a blue and yellow car spinning out of the first corner "kerfuffle" for we had already seen Rosberg storming off into the lead.
DSJ: What the devil was he trying to do?
AH: He told me that there was no question that he was just ahead of Alboreto and the Ferrari nudged his rear wheel, but the photograph we used on the front of *Motoring News* showed that he may have been mistaken. I know that Nigel thinks that the British press are against him, always blaming him for any accident in which he is involved, but that's not the case at all. I personally find him a very nice sort of bloke, madly passionate about his motor racing and not suffused with an over-inflated ego, which makes a change from some people I can think of, but I do believe that he lacks the capacity of self-analysis on occasions. For example, when he spun off at Monaco last year he went to enormous, detailed pains to explain what happened when he was interviewed on television by Murray Walker, when all he should have said was "I goofed", smiled and left it at that. I think people admire drivers who can say "I made a mistake" and that's something that Nigel should think about very carefully indeed. The trouble is, I get the impression that he thinks that everybody who is not with him, 100 per cent, is therefore necessarily 100 per cent *against* him, which isn't the case at all. In his first race for Frank Williams I think he should have subjugated everything, absolutely everything, to keeping out of trouble and trying to finish. If he'd have snatched second place successfully round the outside of Alboreto, we'd have all been calling him a hero; trouble is he didn't, and, in his position, I don't think he should have been trying to. I'm sure if he tried a little less, he would perform more effectively.
DSJ: I bet Frank Williams was pleased? And what did Patrick Head say?
AH: I didn't speak to them after the race, but I'm sure they will have accepted Mansell's position. At least you could say that he was going for it, but let's hope he doesn't have too many, shall we say unlucky, races like that again this year.
DSJ: I imagine "Happy Jack" Laffite was grinning when he saw the Williams-Honda in the catch-fencing and even more so when he saw Rosberg disappearing in a cloud of smoke and flame from a turbocharger. Reminds me of a sports car race back in the '50s when Fangio shared a 300S Maserati with that nice Spanish driver Godia-Sales. Fangio arrived back at the pits with the front all smashed in and Godia said quietly "You don't need to be a World Champion to do that. I could have done that". Nice to see Laffite finishing in the points, even if he was a long way behind.
AH: The new Ligier JS25 doesn't seem to





RENE ARNOUX struggles back to the pits with a punctured rear Goodyear after his Ferrari had been savaged from behind by de Cesaris' Ligier. He climbed back through the field to finish a strong fourth, albeit two laps behind the winning McLaren. His drive did him no good: days later he was dropped from the team in favour of Stefan Johansson.



OVERHEAD shot of Lotus exponent Elio de Angelis who qualified and finished third in the Ducarouge-designed 97T.

be much improvement, if at all, and all the Renault engines are supposed to be the same, but the Lotus 97T is in a different league.

DSJ: What on earth were the Renault factory up to? I heard they changed the sparking plugs on Warwick's engine half way through the race, to try and cure a misfire. Imagine it, changing plugs during a Formula One race. Those days went out with wire-spoke wheels and front engines.

AH: Yes, they really did change the plugs and it made no difference. What's more they didn't change the tyres at the same time so poor old Derek had to make another pit stop to change tyres. I think the whole Renault project has lost its way through a combination of bureaucracy and inability to allow good people to get on with it. OK, so this new supremo Gerard Toth may be a career high-flyer within the Renault company, but you need specialised knowledge gained over many years to be successful in racing. If Rio was any barometer of Toth's influence on the team's fortunes then I wouldn't be surprised if we don't see him again. The atmosphere within the team is tense and foreboding: I think they've almost lost the last vestige of self-confidence. It's all very well to say Tambay was fifth, but for heaven's sake, he was *two laps* behind the winner. And you and I have been at Grand Prix races where the Spirit has only been one lap behind!

DSJ: Yes, and we've also been at races that Prost won driving a Renault! Anyway, what was all that tyre changing about?

AH: A repeat of last year, really, with everybody opting for a "play-safe" policy. I'll bet within a couple of races everybody will be running non-stop; again, like last year.

DSJ: That was Prost's third win in a row. Nürburgring and Estoril in 1984 and now Brazil in 1985 and by the time these words are being read he could well have won Estoril again.

AH: Yes, but even more impressive is the fact that McLaren haven't lost a race since the British Grand Prix last year. That is eight wins in a row.

DSJ: Couldn't be anything to do with Porsche's third generation turbocharged engine they designed and built for TAG . . . or could it?

AH: Hmmm! . . . you are biased.

DSJ: I suppose I am. With three German cars and two German motorcycles, to say nothing of my Braun cigarette lighter, Hella workshop lead lamp, Stahlwille spanners and my taste for Liebfraumilch, you could say I was biased, but even so there is something about Porsche engineering. Anyway, Stefan Johansson drove Stefan Bellof's Tyrrell; what was that all about? Was Ken in trouble again already?

AH: No, Ken Tyrrell wasn't in trouble, but Bellof was. Basically, Uncle Ken has some very firm ideas about his driver contracts and I gather that some problems arose over Bellof requesting (demanding?) a number of changes to his contract. He presented Ken with a letter outlining his requirements shortly before practice began on Friday morning. Ken responded by suspending him for one race and as Johansson was hanging around and happened to have his gear with him, he got the drive. Martin Brundle was in great form on his first Formula One race since his big shunt last year, and he and Johansson formed one of the happiest pairings in the pit lane.

DSJ: Which brings us finally to the absence of Toleman; I thought all along they were bluffing when they said they were going to miss Brazil because they had no tyres.

AH It's quite true, both Toleman entries were withdrawn, which is why there were only 25 runners, and everyone qualified for the grid. There is more to the whole Toleman affair than meets the eye, and until we know and can say exactly what it is all about it is best left.

DSJ: OK, so we'll leave the Brazilian Grand Prix as well. As the media men say " . . . and Alain Prost leads the 1985 World Championship . . .". Not surprising really, as we've only had one race and he won it.

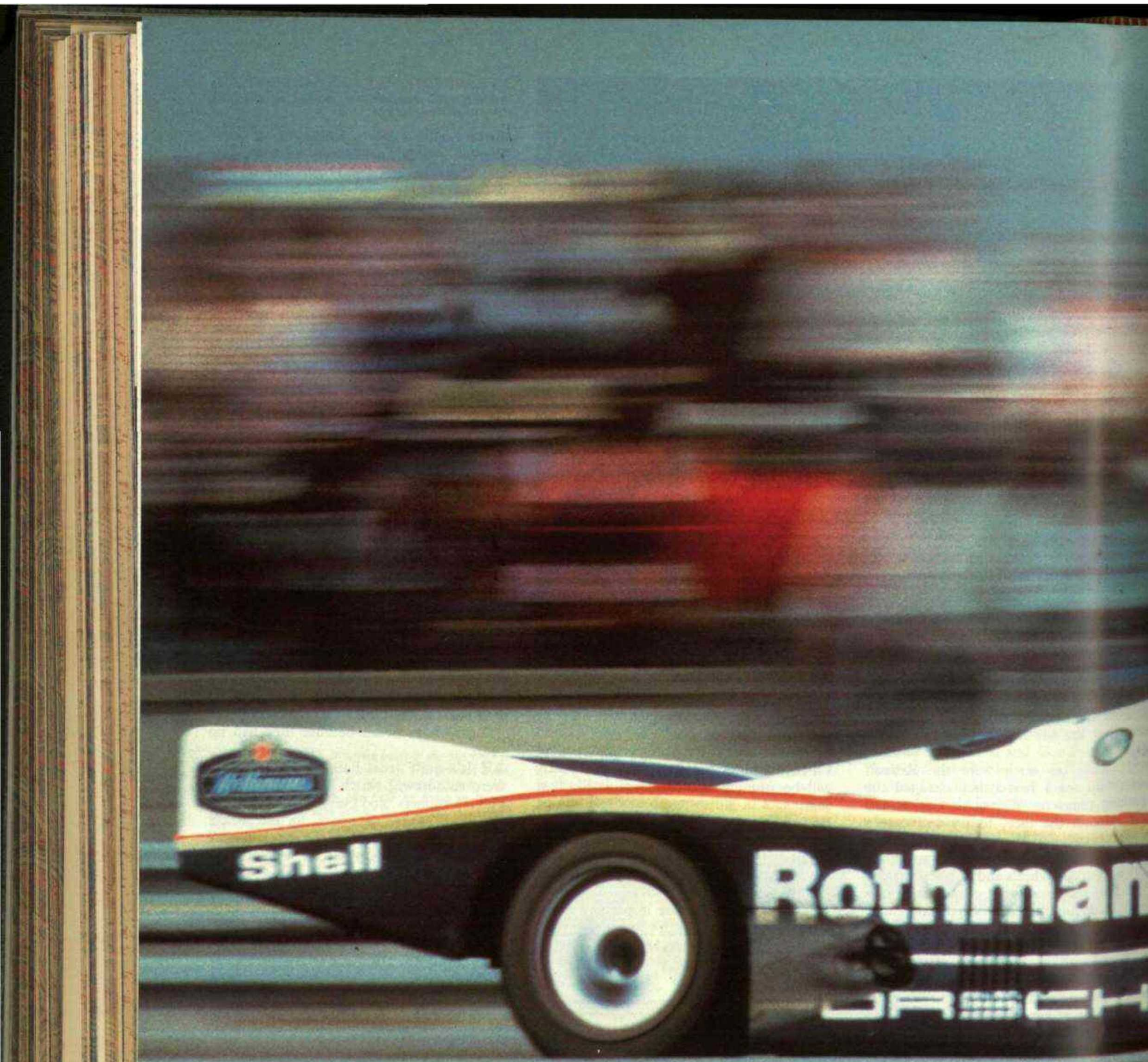
RESULTS

BRAZILIAN GRAND PRIX — Formula One — 61 laps — Rio de Janeiro — 5.031 km per lap — 306.891 km — Very Hot

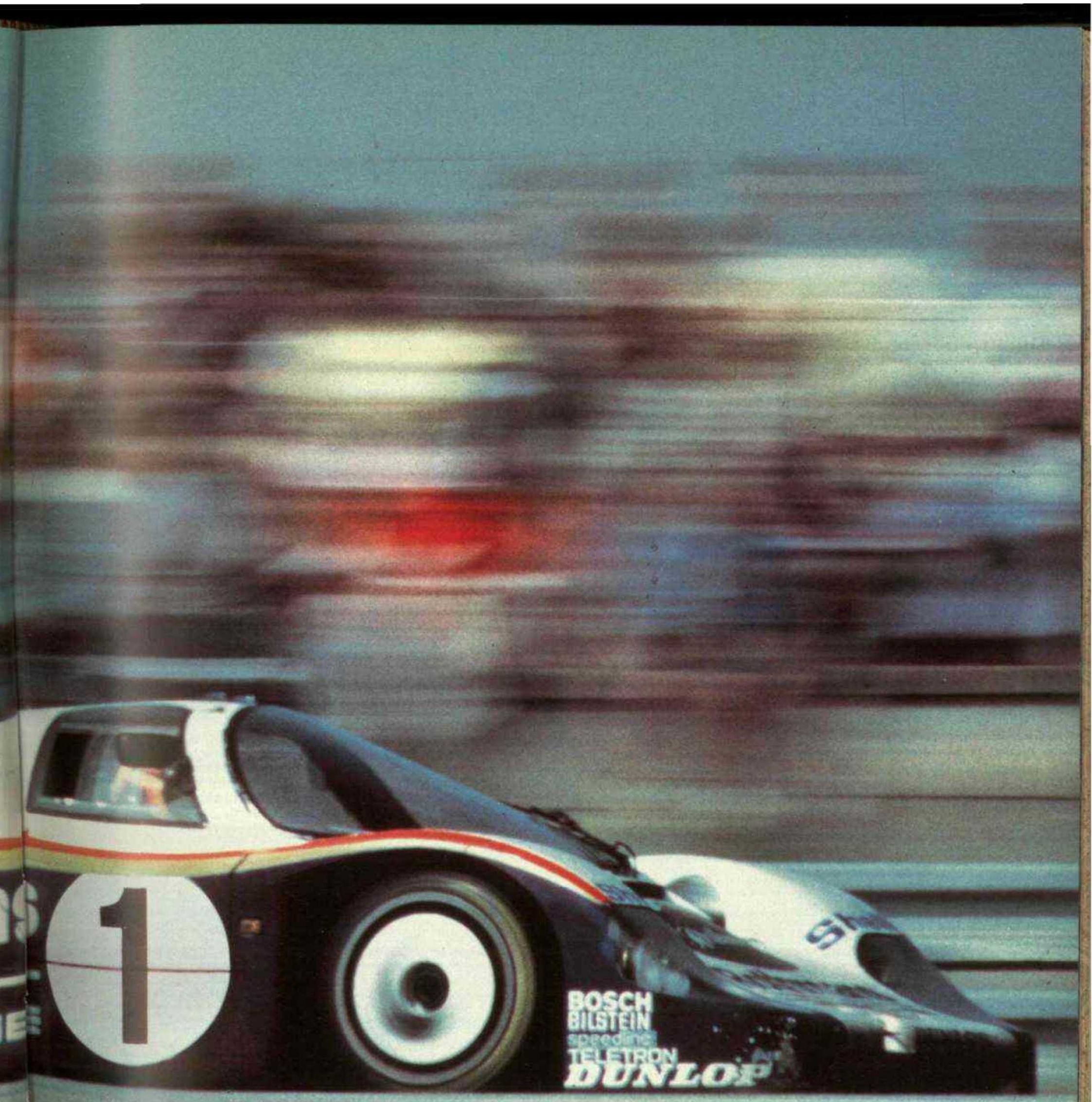
1st	Alain Prost	(McLaren MP4/2B-5)	1 hr 41 min 26.115 sec — 181.527 kph
2nd	Michele Alboreto	(Ferrari 156/85-079)	1 hr 41 min 29.374 sec
3rd	Elio de Angelis	(Lotus 97T/3)	1 lap behind
4th	René Arnoux	(Ferrari 156/85-080)	2 laps behind
5ht	Patrick Tambay	(Renault RE60/02) (T)	2 laps behind
6th	Jacques Laffite	(Ligier JS25/02)	2 laps behind
7th	Stefan Johansson	(Tyrrell 012/7)	3 laps behind
8th	Martin Brundle	(Tyrrell 012/6)	3 laps behind
9th	Philippe Alliot	(RAM 03/01)	3 laps behind
10th	Derek Warwick	(Renault RE60/03)	4 laps behind
11th	Thierry Boutsen	(Arrows A8/1)	4 laps behind
12th	Piercarlo Ghinzani	(Osella FA1F/02)	4 laps behind
13th	Manfred Winkelhock	(RAM 03/02)	4 laps behind
14th	Gerhard Berger	(Arrows A8/3) (T)	retired on lap 52 — suspension mounting
15th	Ayrton Senna	(Lotus 97T/2)	retired on lap 49 — electrical fault
16th	Eddie Cheever	(Alfa Romeo 185T/1)	retired on lap 43 — electrical fault
17th	Pierluigi Martini	(Minardi M85/1)	retired on lap 42 — engine trouble
18th	Niki Lauda	(McLaren MP4/2B-4)	retired on lap 28 — electrical fault
19th	Andrea de Cesaris	(Ligier JS25/01)	retired on lap 27 — hit Arnoux
20th	Riccardo Patrese	(Alfa Romeo 185T/2)	retired on lap 21 — hit by Laffite
21st	Keijo Rosberg	(Williams FW10/01)	retired on lap 11 — turbo failure
22nd	Francois Hesnault	(Brabham BT54/1)	retired on lap 10 — hit Cheever
23rd	Nigel Mansell	(Williams FW10/02)	retired on lap 9 — turbo failure
24th	Mauro Baldi	(Spirit 101D/2)	retired on lap 8 — fuel pump failure
25th	Nelson Piquet	(Brabham BT54/2) (T)	retired on lap 3 — gearbox seized

Fastest lap: Alain Prost (McLaren MP4/2B-1) on lap 34 in 1 min 36.702 sec — 187.292 kph

25 starters — 13 finishers



DANGER: Government Health WARNING: CIGARETTE



3 times World Endurance Champions.
16th and Hockenheim, July 14th.

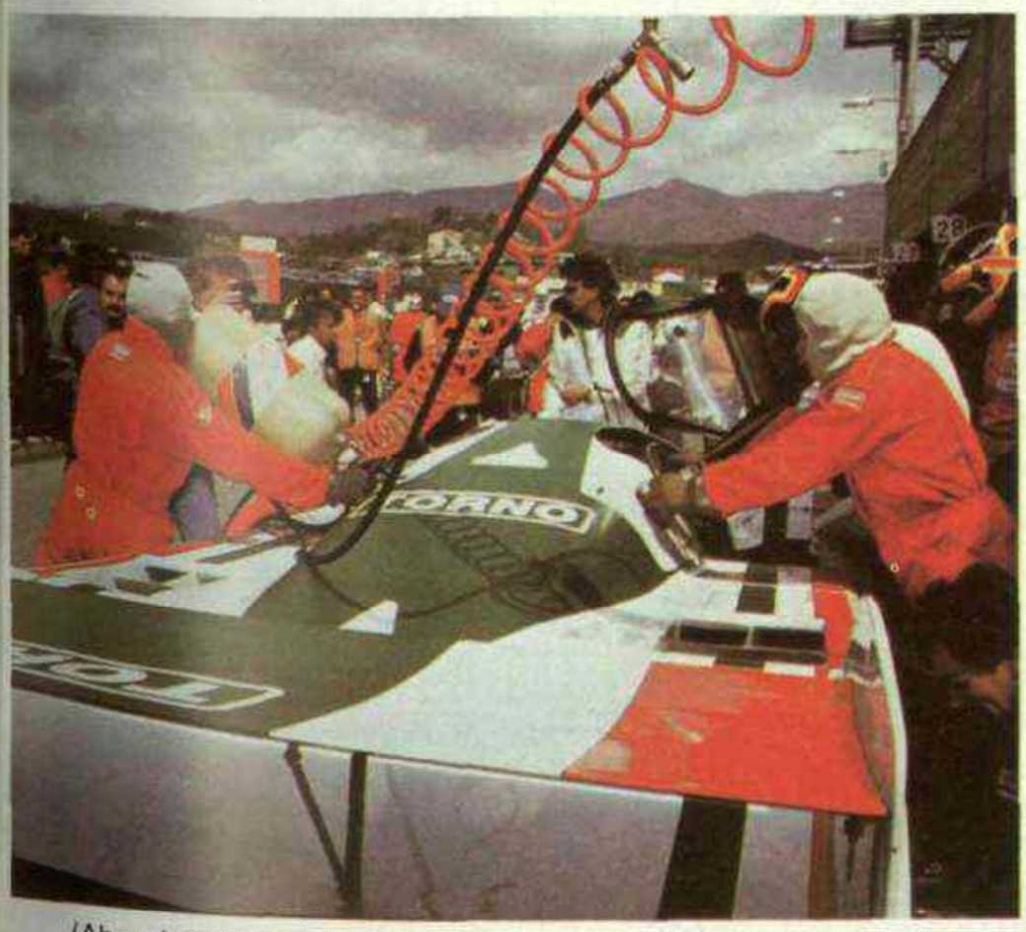
t time of going to print.

CAN SERIOUSLY DAMAGE YOUR HEALTH

WEC MUGELLO ONLY SEVENTEEN cars started the first round of the 1985 WEC and once again it was a win for the works Rothmans Porsche team. Jochen Mass and Jacky Ickx were only fourth fastest in practice with their Porsche 962C (above) but played the role of the tortoise to conserve fuel and were rewarded with victory. (Below) Riccardo Patrese (3.0 Lancia Martini LC2/85) set pole position and made the early running in the race setting a new lap record. Both he and his co-driver Alessandro Nannini were later delayed by minor incidents and the car finally expired with no oil pressure. In the early stages, Stefan Bellof (Brun Porsche 962C) closely pursued Patrese and took the lead on lap 24 but later he and co-driver Thierry Boutsen had to slow to conserve fuel and came home third.



(Above) THE Roy Baker-entered Tiga GC84 Ford C2 fitted with the Ford BDT engine which is destined for the RS200 has been quietly used as a test-bed. At Mugello, driven by Paul Smith, Dudley Wood and Jeremy Rossiter, it was classified 13th and last after losing fuel pressure. (Right) Once again, the Gordon Spice Tiga GC85, co-driven by Ray Bellm, won the Group C2 class, this time by 12 laps after a delay caused by dirt in the fuel.





(Above) THE Bellof / Boutsen Porsche 962C takes on fuel while (below) it passes the Hans Stuck / Derek Bell 962C yards from the line to take third. Stuck had stopped for fear of running out of fuel on what would have been his last lap but his last completed lap took longer than permitted and so the car was disqualified.



AC

ELECTRIC IN-TANK ROLLER VANE FUEL PUMP

The AC Roller Vane Fuel Pump is an integral component of today's most advanced and sophisticated fuel injection systems. It's engineered to meet the exacting high-pressure fuel flow requirements and precise fuel metering specifications for multiport fuel injection systems.

For fuel injection systems with world standards of improving engine performance, simultaneously maximizing fuel economy, minimizing exhaust emissions, and delivering responsive performance, the AC Roller Vane Fuel Pump has accelerated fuel pump technology a step ahead.

So if you're looking for someone who knows electric in-tank fuel pumps inside and out, talk to us.

We're a step ahead.

AC makes more parts for more vehicles than any other company in the world.

AC Spark Plug | GM

AC SPARK PLUG OVERSEAS CORPORATION
P.O. BOX 336, SENTRY HOUSE
500 AVEBURY BOULEVARD
CENTRAL MILTON KEYNES
MILTON KEYNES MK9 2NH

Fine Mild Cigars

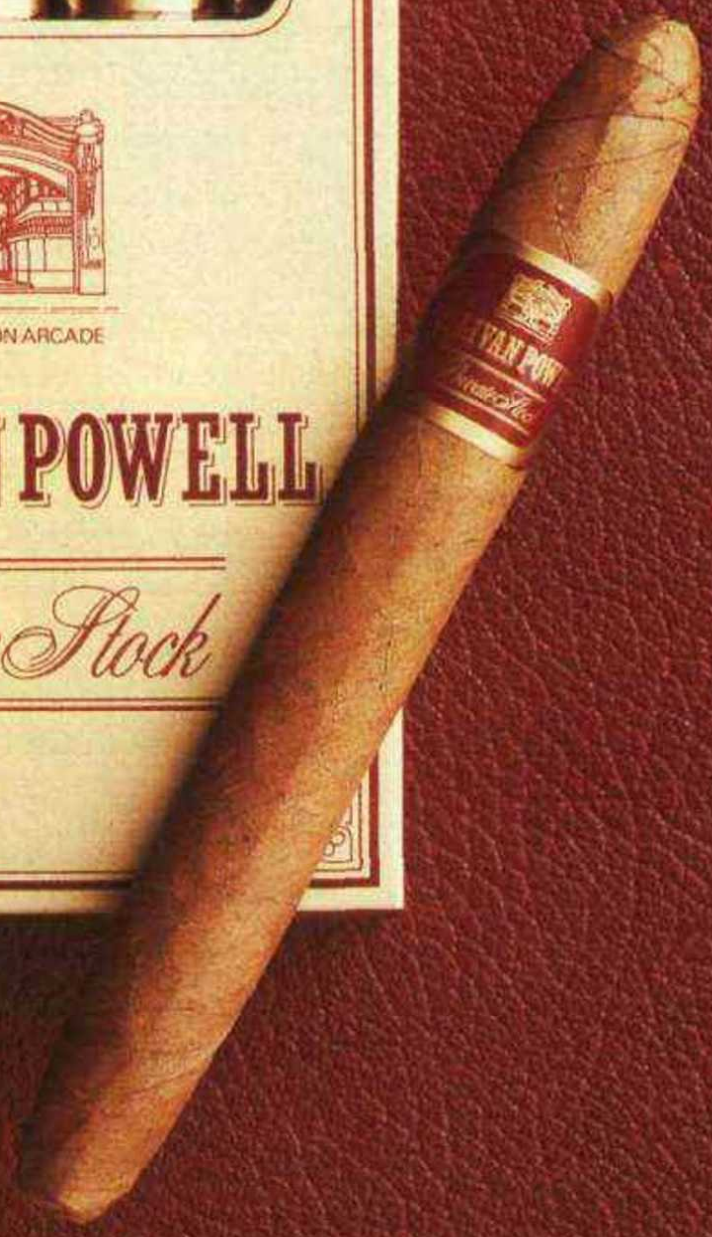




THE BURLINGTON ARCADE

SULLIVAN POWELL

Private Stock



"THERE CAN BE NO FINER CONSOLATION FOR HAVING REACHED THE END OF DINNER."



PRIVATE STOCK. A LARGE, MILD, AFTER-DINNER CIGAR, INDIVIDUALLY ROLLED.
AVAILABLE FROM BETTER TOBACCONISTS.

SULLIVAN POWELL

34 BURLINGTON ARCADE, LONDON W1

SP 005

VSCC SILVERSTONE (Above) BOB BURRELL'S V12 Bentley Royce seems to be intimidating Stuart Harper's Morgan EB WARE during the Prewar Allcomers' Scratch Race. (Below left) Anthony Mayman had his ex-Louis Rosier Ferrari 500/625 out for the first time. This began life in 1951 as a 2-litre F2 car but was updated in 1954 to 2½ litre form. (Below right) It is 24 years since a Vanwall was last seen racing. Tony Merrick was entrusted with this GKN-approved replica built from genuine Vanwall parts and finished fifth in the Allcomers' Scratch Race, showing steady improvement over the day.





(Below) AS THE shape of the front wheels of ERA R5B shows, the Hon Patrick Lindsay fought David Black's Alfa Romeo Tipo B all the way to the line. Both men led at different times but it was Black who was able to acknowledge the chequered flag.

THE COMPETITION'S GETTING TOGETHER OVER PIONEER'S NEW CENTRATE RANGE.

When a market leader like Pioneer decides to do something about creating a new concept in in-car entertainment, it doesn't stop at mediocrity.

It pulls out all the stops. And comes up with new Pioneer Centrate. It's the ultimate din-sized Component unit, producing up to 150 watts per channel to give superlative performance even at the lowest volume settings.



And Pioneer's new Centrate achieves that performance by using advanced microprocessors to create a dual-function facia to do away with two sets of controls. The result is more room inside to produce a sound you've never heard before.

One touch and it displays all tuner functions, including 24 station pre-sets and station search.

Touch again and you're instantly in cassette mode. Search, repeat, scan and skip, as well as all normal functions, are instantly displayed. And they're put into action using those same controls that a second before were operating the tuner.

You simply watch the facia slide gently open to reveal the tape load slot, then sit back and let the Dolby logic-controlled deck play back those special sounds.

It's as simple as that. And with the Pioneer Centrate range, there's one just right for your dash.

No wonder the competition's getting together over Pioneer's new Centrate range.

The way it's selling, there's hardly anyone else to get together with – except each other.



CHANGE UP TO PIONEER®

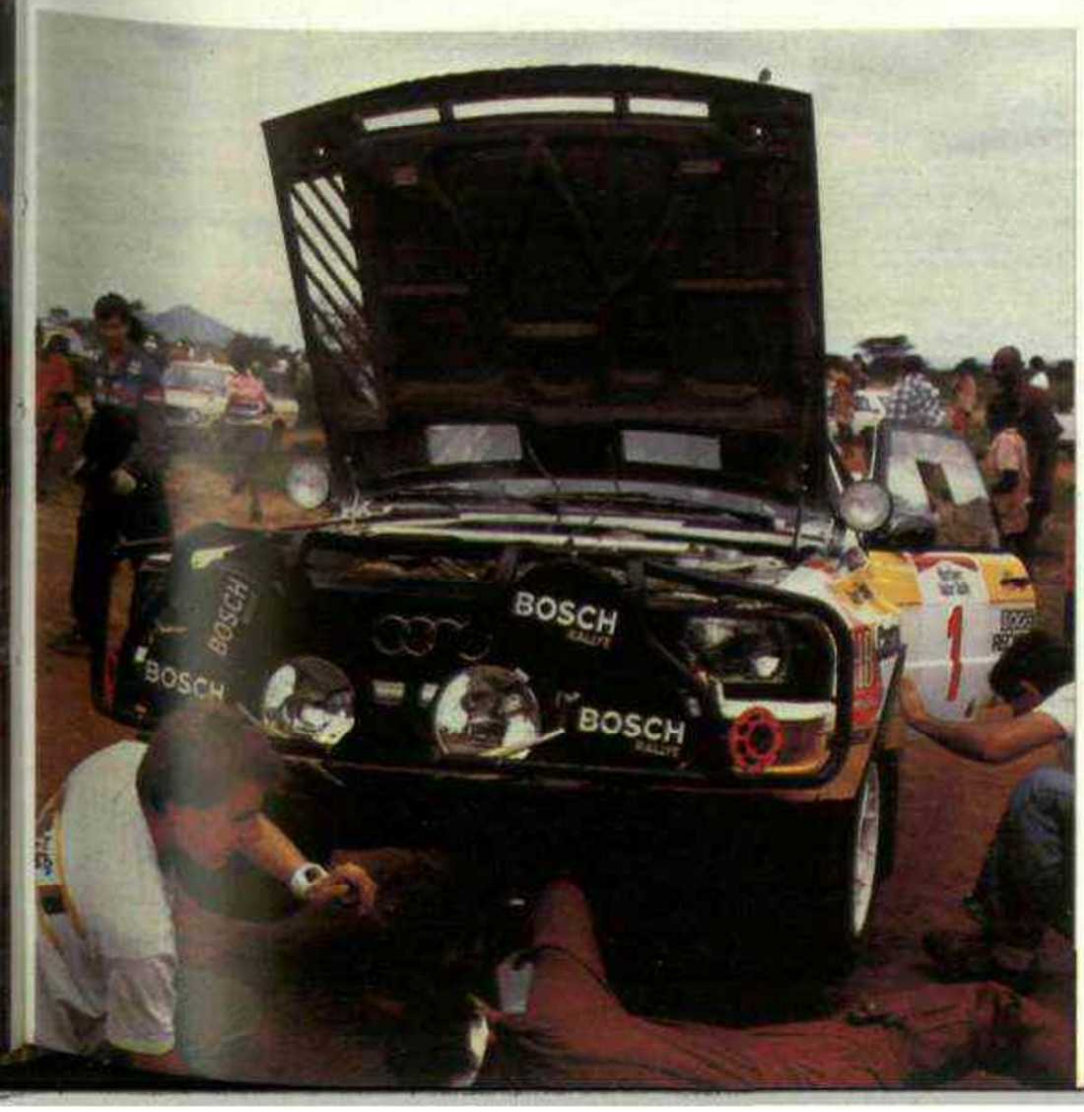
Find your nearest Pioneer dealer by calling 01-200 0200 anytime.

SAFARI RALLY RAUNO AALTONEN (above) led much of the rally in his works Opel Manta 400 but, once again, victory eluded him and he had to be content with fifth place following transmission troubles. Juha Kankkunen (below) was contesting the Safari for the first time but took a surprise victory in his works Toyota Celica Turbo after a well-judged drive.



(Above) NISSAN did not have a good Safari but Mike Kirkland salvaged third place in the latest 240 RS after a dice with Björn Waldegård. (Right) Markku Alén led initially in his Lancia Rally but retired with a three inch hole in his cylinder block. (Below right) Ari Vatanen's Peugeot was not as competitive as expected and eventually succumbed to heâd gasket failure. (Below) Audi's six speed gearbox was not a success but it was a broken crankshaft that eliminated Hannu Mikkola's Sport Quattro.







The new Escort RS Turbo. Developed for the road by the Rallye Sport people.

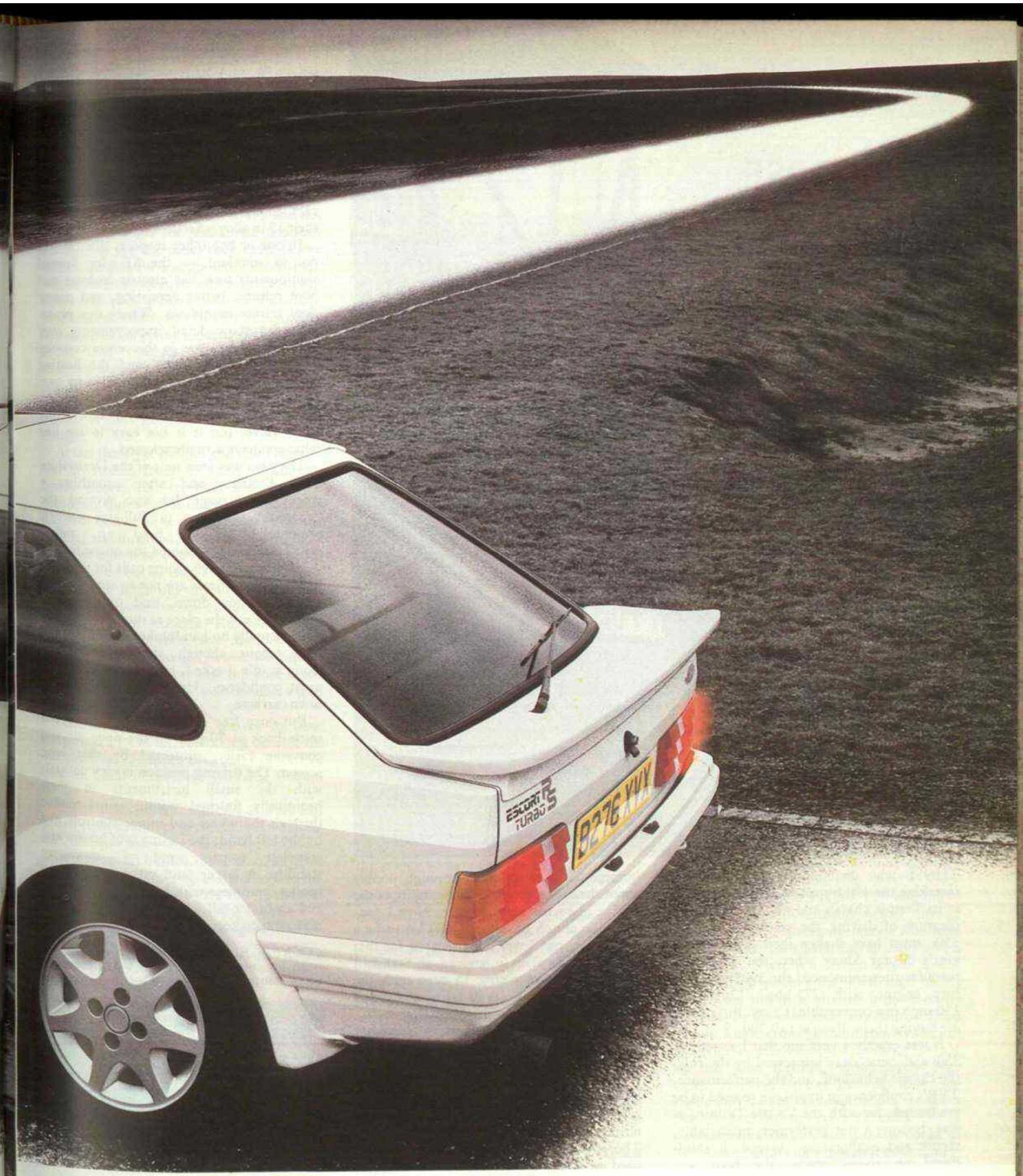
This is the new Escort RS Turbo.

Developed by Ford's Special Vehicle engineers, it's another Ford road car with racing in its blood.

At the heart of this car is a 1600cc fuel-injected Ford engine complete with intercooled Garrett T3 turbocharger.

It generates 132 PS which is transmitted to the front wheels by a close ratio 5-speed gearbox and limited slip differential. As a result, the RS Turbo accelerates from 0 to 60 in 8.2 seconds† with a maximum speed of 125 mph.†

To handle this performance the brakes are uprated, the suspension is



both stiffened and lowered, and the wide alloy wheels get ultra-low-profile tyres.

Yet despite all this competitive spirit, the RS Turbo is no stripped-out racer. In fact, it's extremely comfortable and well equipped and even has Recaro sports seats fitted as standard. What's more, being a Ford it has the back-up of Ford's national chain of Rallye Sport dealers.

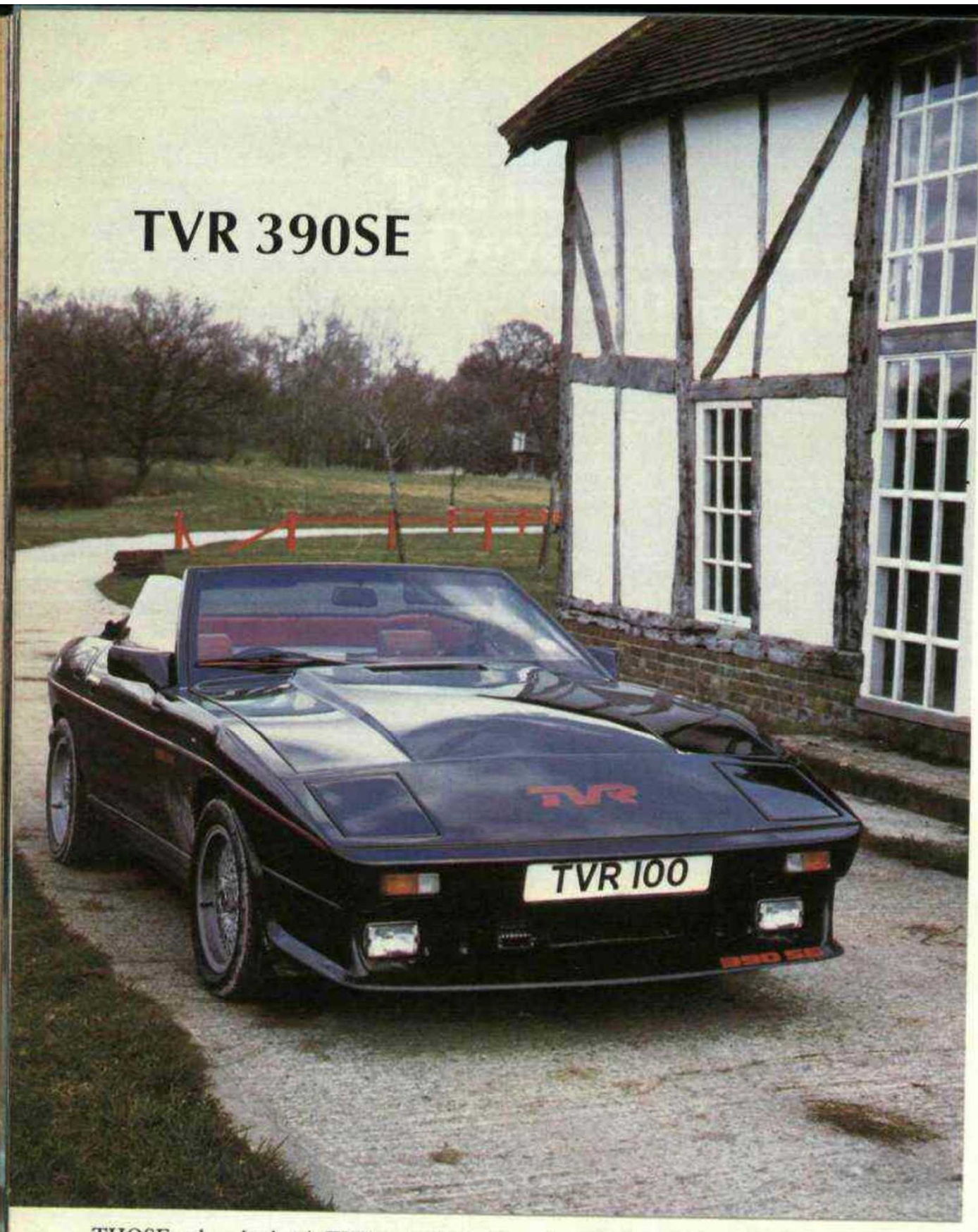
Whether you're heading for the social circuit or the racing circuit, the RS Turbo will give you plenty of excitement.

†Ford computed figures.

Ford cares about quality.

Ford

TVR 390SE



THOSE who doubted TVR's wisdom in installing the 190 bhp Rover Vitesse engine in its Tasmin chassis and who never had the pleasure of driving the resulting car, the 350i, must have shaken their heads at last year's Motor Show when the Blackpool manufacturer announced the 390SE. A 3.9-litre engine with 275 bhp? Ludicrous. 150 mph in a convertible? Crazy. But people are buying them. Even at £19,700.

It was exactly a year ago that I tested the 350i and came away impressed by the ride, the chassis behaviour, and the performance. TVR's confidence in its chassis seemed to be vindicated, for with the V8 the Tasmin, as was, became a star performer, predictable, secure and exhilarating. Agreed, it shuddered on rough roads, the boot was cramped, and ground clearance minimal, but the overall package with its brilliantly simple hood went almost to the top of my list of "desirables". Nevertheless, I found myself sceptical of the addition of another 85 horsepower, not so much through doubts about the car as about the driveability of the engine in such a state of tune. Now I consider the clutch on my Alfa GTV6 to be a heavy one, but I was not prepared for that on the TVR when it arrived at Standard House. It has of course to cope with the enormous torque (270 lb ft) of the tuned unit, which is prepared by Andy Rouse.

Apart from the increase in capacity, different camshafts and larger injectors are fitted, together with modifications to the Lucas electronics as well as that Bullworker clutch. Uprated suspension and revised aerodynamics keep it in contact with the tarmac, while the final drive is through a Thorsen differential. This ingenious device, used on several Formula One cars last year, is supposed to offer the benefits of a limited slip mechanism without the drawbacks. I have to admit, however, that I could not decide whether it was a great improvement or not, as it proved impossible to distinguish wheelspin from body judder in the test car the hard-used, first-ever, 390i. Unlike the 350i, which announced its departure with the shriek of vaporising Goodyear NCT, this car was fitted with 215 / 50 Goodyear Eagles, an American specification tyre which performed admirably in eerie silence — nary a chirp even under provocation. Production cars, though, have 225 / 50 Yokohamas on their 15 in alloy wheels.

In one or two other respects this car was not as standard — the SE (for Special Equipment) now has electric locking and boot release, better demisting, and neater door mirror mouldings. Where this prototype did show detail improvements over previous models was in the centre console, now neater and clearer, and the heating system. The company now makes its own heater housing and controls, using an air-blend system rather than a slow-acting water-valve, but it is not easy to see just what you have actually selected.

The plan was for a tour of the Derbyshire Peak District, and after squashing a weekend's luggage for two around the "space-saver" spare (a full-size one is optional), the V8 fired up, rather reluctantly, and we joined the queue for the A1. Getting the 390 rolling calls for a certain knack if the wheels are not to spin nor the engine to bog down, and uphill traffic queues are not the place to discover that you have virtually no handbrake. Because of the huge torque, though, the car will creep along at idle if asked, but its width calls for great confidence. Hardly the recipe for a town carriage.

But once free of traffic lights, we could settle back at 70 mph in the open air and converse easily, protected by that long screen. The driving position is very natural; with the small instruments in their beautifully finished walnut panel visible through the wheel and minor controls just by the left hand, the feeling is of luxury and complete control, and of impressive stability. A larger (and rather ugly) front spoiler, complete with brake cooling vents, and an under-tail wing combine with a flat undertray to keep the two-seater rock-steady

COCKPIT FINISH is good, with more room to reach the centre console on the wide transmission tunnel than previously.



NEW REAR LIGHTS blend nicely into the styling, unlike "add-on" (but valuable) rear wing.

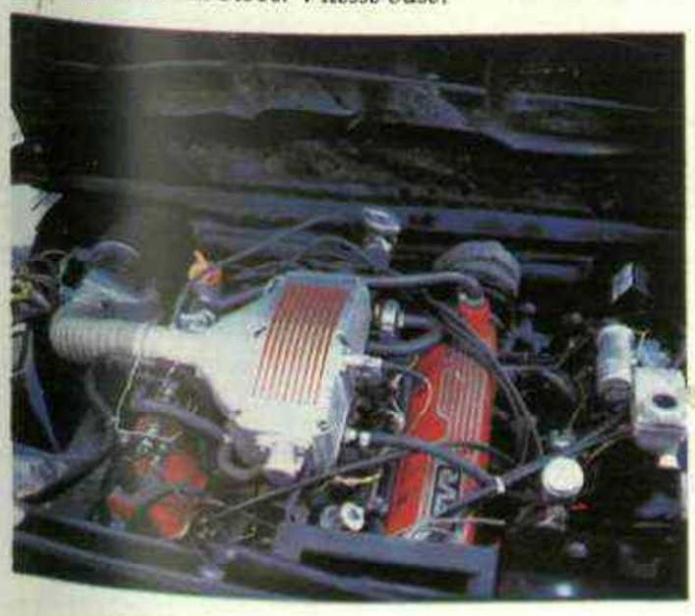
even in cross-winds. During a brief business call near Bedford, it began to get chilly, and in setting off again we made the pleasing discovery that you can drive the car as a targa, with the rear hood erected, but the solid roof panel in the boot. Even at 80 mph, the air rushes over the top and not inside to endanger the plastic rear window. Luckily we put the panel back again before joining the M1 for a supposedly short spell, because we ran straight into a Friday night roadworks plus accident jam of mammoth proportions, which was further hindered by bad signposting giving incorrect information about lane closures. During this leg-straining crawl, it began to rain, but the car has good dipped headlights, and that fast single wiper does a good job of clearing the screen. It does need an intermittent wipe, though.

At last the TVR escapes and that engine is able to stretch itself. A series of sinuous bends prove that traction and grip are excellent, and, what is more, that the ride is too. But best of all is the sheer thrust of the engine, accompanied by a penetrating bark from the exhausts. The Rover 5-speed box is easy to use, but is displaying an alarming tendency to jump out of fourth just as you are holding your breath to squeeze past a truck on a short straight. Rumbling down through Matlock Bath and Matlock itself brings us to our night halt, where we unpack in the rain and discover that the boot needs several attempts to make it latch shut, a trait I recall from the 350i.

Next morning the car proves to have consumed a lot of oil, something which over our eventual 750 miles is to cost £10 for five litres of Shell's expensive synthetic Gemini oil.

It also takes several minutes to start and get all eight cylinders to chime in, and along the narrow lanes we catch the exhaust several times on humps. So it is not all good news. The hood stays up in deference to the wet morning, but as we gain the A6 the sun breaks through and it is the work of a minute to have the top down again to enjoy

LOOKING standard, apart from the tubular exhaust headers, the 3.9 unit feels and sounds very different to its Rover Vitesse base.





the craggy scenery and the crisp morning air on a road which suits the TVR perfectly — the bends arrive thick and fast and are disposed of with the gentlest of movements on the wheel. It really is so well balanced — accelerate hard through a corner and the attitude does not change. The car merely catapults forwards with increasing sideways forces until the next straight when the servo-assisted vented disc brakes obediently haul it back to the chosen entry speed ready for a blip on the responsive throttle, another gear, and away again. The Derbyshire roads are empty and the corners are open so that hazards are obvious from a long way off, and the Eagle tyres seem to cope well with damp and mud, for such wide covers.

Friends point us in the direction of a good lunch at the Red Lion in Litton (mineral water for driver and navigator), and then we leave the peaks of Mam Tor and Kinder Scout to our left and enter Snake Pass. More traffic here, but the car makes passing opportunities out of the shortest of stretches, and soars up the slopes without noticing them, leaving behind the lovely River Ashop, skirting Featherbed Top and burbling down towards Glossop, before turning east again through Longendale. But here this particular car's handicap appears with a vengeance. There is a certain sort of undulation which pitches the TVR high on its suspension and then smashes it down on its exhausts as the road suddenly climbs ahead of you. These critical combinations of bump and hollow are not visible in advance, so that we are soon flinching instinctively over every crest and have to back off to a pace that a 2CV might maintain. Later we learn that production cars have an extra 1½ in clearance underneath, but this one ought to have taller bump-stops to stop it bottoming.

Turning south onto flatter roads we tackle some very steep climbs in and out of valleys, mostly in fourth gear. The disadvantage of all this torque, though, is that on any gravelly junction it is impossible to pull

Continued on page 521

THE GETAWAY CAR

The Scimitar SS1 gets you away in style. Gets you away in comfort. With crisp performance, impeccable road manners and high standards of reliability and economy.

Styled by Michelotti and built by a new technology process, the body is rustproof, knock resistant and inexpensive to repair.

And the spacious interior with its deep, velour faced seats and relaxed driving position is designed for comfort.

Power is provided by well proven 1300cc or 1600cc overhead camshaft engines. The 1600cc, shown here, achieves 110mph, 0-60 in 9.6 secs. and 46mpg at a constant 56mph. The SS1 gets you away from the humdrum.

From just a little under £7000.



SCIMITAR SS1

RELIANT · TAMWORTH · ENGLAND

SCIMITAR SS1 AUTHORISED DEALERS

☐ AVON: JOHN DANGERFIELD, STAPLE HILL, FISHPONDS, BRISTOL. (0272) 566525
☐ BERKS: U V A LTD, HAMBRIDGE LANE, NEWBURY. (0635) 33888
☐ BORDERS: DAVID HARRISON LTD, CROSSBURN GARAGE, EDINBURGH RD, PEEBLES. (0721) 21350
☐ BUCKS: STATION GARAGE TAPLOW, TAPLOW. (06286) 5353
☐ CHESHIRE: GRAHAM WALKER, MOLLINGTON, CHESTER. (0244) 881281
☐ CLEVELAND: BARRIE THORMAN, NORTON, STOCKTON-ON-TEES. (0642) 531127
☐ CORNWALL: W H COLLINS & SON, KENWYN MEWS, TRURO. (0872) 74334
☐ CUMBRIA: TOM WRATHALL, CARLETON SERVICE STATION, CARLETON, CARLISLE. (0228) 27287
☐ DERBYSHIRE: PETER SMITH SPORTS CARS, HATTON, DERBY. (0283) 813593
☐ DEVON: CHIVENOR MOTORS, CHIVENOR, BARNSTABLE. (0271) 815404
☐ DORSET: AUTO SERVICE GARAGE, WIMBOURNE. (0202) 887163
☐ DURHAM: KAMSHAFT GARAGE, PITY ME, DURHAM. (0385) 44000
☐ ESSEX: CLASSIC CAR CENTRE, TARPOTS CORNER, BENFLEET. (03745) 54626
☐ W GLAMORGAN: ERIC ASHMOLE LTD, LITTLE CAM STREET, SWANSEA. (0792) 464201
☐ GLOUCESTERSHIRE: ROBERT BAMFORD, TWIGWORTH SERVICES, TWIGWORTH. (0452) 730070
☐ GRAMPIAN: ALEX SCOTT, ELGIN. (0343) 46080
☐ GTR LONDON: ARLINGHAM MOTORS LTD, ST. ALBANS ROAD, BARNET. (01) 449 4036
CHEQUERED FLAG, HIGH ROAD, CHISWICK. (01) 995 0022
HILLSIDE MOTORS, CARSHALTON. (01) 642 9973
LONDON SPORTS CAR CENTRE, BALLARDS YARD, HIGH ST, EDGWARE. (01) 952 6171
ROMFORD MARKET GARAGE, MARKET LINK, ROMFORD. (0708) 40584
WOODFORD MOTORS, WOODFORD GREEN. (01) 504 0017
☐ GTR MANCHESTER: I G W SERVICES, ASTLEY BRIDGE, BOLTON. (0204) 396481
PARADE AUTOS, LEVENSHULME, MANCHESTER. (061) 224 0606
SPORTS MOTORS, HALE. (061) 928 8143
☐ HANTS: HAMBLE SERVICE STATION, HAMBLE. (0703) 453757
SMITH BROS. (SOUTHERN), CROOKHAM RD, FLEET. (025 14) 22300
☐ HEREFORD & WORCS: ANTHONY MANSELL, PIERPOINT ST, WORCESTER. (0905) 25786
PAUL MATTY SPORTS CARS, OLD BIRMINGHAM RD, BROMSGROVE. (0527) 35656
☐ HERTFORDSHIRE: RICKMANSWORTH SPORTS CARS, HIGH ST, RICKMANSWORTH. (0923) 778079
SOUTH HARPENDEN CARS, HARPENDEN. (05827) 5217
WRIGHT & WRIGHT, WESTERN RD, TRING. (044 282) 4144
☐ HIGHLANDS: RAINING STAIRS GARAGE LTD, HILL PLACE, INVERNESS. (0463) 232444
☐ HUMBERSIDE: MINTO MOTORS, PASTURE STREET, GRIMSBY. (0472) 42940
SERVICES GARAGE, CROSS ROADS, ELLOUGHTON. (0482) 667225
☐ KENT: CHESTFIELD SPORTS CARS, CANTERBURY RD, WINGHAM. (022 772) 472
ELYS, TOWER HAMLETS, DOVER. (0304) 206160
LOOSE ROAD SERVICE STATION, MAIDSTONE. (0622) 52584
SILVERDALE SHOWROOMS, GROSVENOR BRIDGE, TUNBRIDGE WELLS. (0892) 27174
☐ LANCS: GRANTS OF BURNLEY, PLUMBE STREET, BURNLEY. (0282) 38480
J A TAYLOR, QUEENS SQUARE, RAWTENSTALL. (0706) 228976
☐ LEICESTERSHIRE: PARK LANE GARAGE, ABBEY LANE, LEICESTER. (0533) 664477
☐ LINCOLNSHIRE: LONDON ROAD GARAGE, LONDON RD, BOSTON. (0205) 55500
☐ LOTHIAN: MIDAS MOTORS, DUNDEE STREET, EDINBURGH. (031) 229 9632
☐ MERSEYSIDE: FOUR WHEELS, DUKE STREET, LIVERPOOL. (051) 708 5656
☐ NORFOLK: POINTER MOTORS, AYLSHAM RD, NORWICH. (0603) 45345
☐ NORTHANTS: QUEENSBERRY RD GARAGE, KETTERING. (0536) 513351
☐ NOTTINGHAMSHIRE: PLAINS MOTORS, PLAINS RD, MAPPERLEY. (0602) 204216
☐ STAFFS: RANDLES, CAMPBELL RD, STOKE-ON-TRENT. (0782) 48361
☐ STRATHCLYDE: IAIN GRAHAM LTD, MINERVA WAY, FINNIESTON, GLASGOW. (041) 226 4781
PARKER BROTHERS (KILMARNOCK) LTD, EAST SHAW STREET, KILMARNOCK. (0563) 21902
☐ SUFFOLK: GYMBAL CARS, BRAMFORD RD, IPSWICH. (0473) 50451
KINGS OF BARROW, STREET GARAGE, BARROW. (0284) 810411
☐ SURREY: ARNOLDS GARAGE, HASLEMERE. (0428) 3192
SHEERWATER MOTORS, SHEERWATER, WOKING. (048 62) 61517
☐ EAST SUSSEX: COLIN CARS, NINFIELD, BATTLE. (0424) 892286
☐ WEST SUSSEX: EVEREST GARAGE, HIGH STREET, BILLINGSHURST. (040 381) 3341
☐ TAYSIDE: WELLINGTON GARAGE, ROSEBANK STREET, DUNDEE. (0382) 25406
☐ TYNE & WEAR: FULWELL HOUSE CAR SALES, STATION RD, FULWELL. (0783) 483927
BRIAN LYLE (CAR SALES), DIANA STREET, NEWCASTLE. (0632) 730700
☐ WARWICKSHIRE: KENILWORTH GARAGE, COVENTRY RD, KENILWORTH. (0926) 52145
WILL SPARROW, KINWARTON, ALCESTER. (0789) 763656
☐ WEST MIDLANDS: BUSHBURY MOTORS, LOWER STAFFORD STREET, WOLVERHAMPTON. (0902) 24119
COLMORE CAR PEOPLE, ERDINGTON, BIRMINGHAM. (021) 350 1301
COLMORE CAR PEOPLE, HALL GREEN, BIRMINGHAM. (021) 778 2323
☐ WILTS: MALMESBURY SPECIALIST CARS, CRUDWELL RD, MALMESBURY. (066 62) 2309
☐ NORTH YORKS: HARROGATE HORSELESS CARRIAGES, SKIPTON RD, HARROGATE. (0423) 521073
MICHAELS GARAGE, BARLBY RD, SELBY. (0757) 702646
☐ SOUTH YORKS: MACHON BANK MOTORS, MACHON BANK RD, SHEFFIELD. (0742) 554312
☐ WEST YORKS: TEMPLE MOTORS, HALTON, LEEDS. (0532) 644121
SPENBORO MOTOR COMPANY LIMITED, BRADFORD RD, BIRKENSHAW, WEST YORKSHIRE. (0274) 681200
☐ CHANNEL ISLANDS: BRITISH & GUERNSEY GARAGE, ST. SAMPSONS, GUERNSEY. (0481) 54841

SCIMITAR SS1 1300 £6995, SCIMITAR SS1 1600 £7795. PRICES, CORRECT AT TIME OF GOING TO PRESS, INCLUDE CAR TAX AND VAT (DELIVERY AND NUMBER PLATES EXTRA).
PERFORMANCE FIGURES QUOTED ARE MANUFACTURER'S DATA. FUEL CONSUMPTION FIGURES ARE D.O.E. TEST DATA.
FOR INFORMATION CONTACT RELIANT MOTOR PLC, TWO GATES, TAMWORTH, STAFFORDSHIRE B77 1HN. TEL: (0827) 250000.

SCIMITAR SS1

TVR 390 SE — continued from page 519

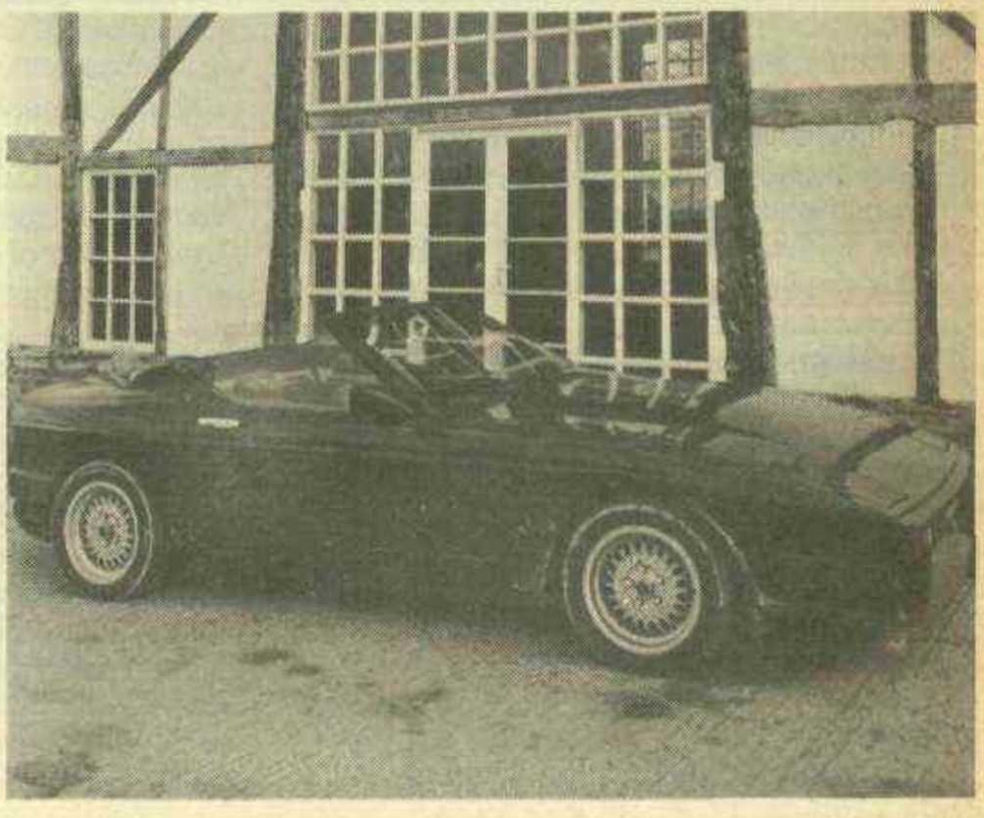
away smartly without wheelspin (or was it chassis shake?) and a shower of stones peppering the rear wing. In some light rain we ignore the hood, trusting to our forward motion to keep us dry, but more warm sunshine has us turning the heater off, even though it is still March. Buxton is our goal after a figure-of-eight approach, where we have great difficulty in finding a meal of any sort before putting up for the night.

More oil goes in next morning after we find a little puddle of the stuff under the car, and again it takes several minutes to start up. Yet once going it never misses a beat, so we set off gently, watching the (non-standard) oil temperature gauge by the driver's left knee before opening up. This vehicle is not as rigid as others I have tried — its hard life is catching up with it. Another pleasant sunny morning sees us down through Staffordshire towards a lunch-time appointment in Solihull, but being back in suburban traffic makes having this engine seem a waste. It is like owning a private plane and desperately taxiing around looking for somewhere to take off. To someone who lived within easy reach of empty roads it could be bliss, but in the overcrowded south of the country it would seem to be a misuse of Mr Rouse's talents. It is a good engine as tuned engines go, but I feel it may have gone too far. Greasy roads require intense concentration when pulling out of junctions, and while the composure of the chassis when sliding is a delight, the composure of other motorists is likely to evaporate when faced with this snarling beast slithering towards them. For my money, the 350i is the better package, in which the skilled driver can use more of the potential more of the time.

Since only about twelve 390s will be assembled this year, the choice is not one which will concern many people, and the whole project is probably a cost-effective way of giving TVR an exclusive flagship, rather than radically increasing its profits. There is, too, the fact that it can now race 3.9-litre cars in the Production Sportscar Championship, and a factory racer is now being built with a Kevlar body and 350 bhp. . . .

I remain most impressed with the current TVRs, particularly the dropheads, and still cannot see a direct rival. The forthcoming Lotus rag-top is a smaller car altogether, Porsche's 944 Cabrio has yet to appear, and the soft-top 911 is £6,000 more than a 390SE, while to improve on standards of luxury would mean an Aston or Bristol, which is another market entirely.

With the final fuel figure for the weekend averaging 18.9 mpg, the 390SE is no economy runabout, but its pleasures lie elsewhere. A viceless chassis, that simple weatherproof hood, and a comfortable interior do, broadly speaking, offset the disadvantages of the state of tune, but these assets are available with the Ford V6 for £13,900, or the 3.5 V8 for £15,500. My ideal would be a milder tune on the 3.5 — say about 230 bhp. I wonder if Mr Rouse is busy over the next few weeks? — G.C.



STUTZ BLACK HAWK
— continued from page 488

three-to-five litres. J. M. Anderson was nominated as second driver to both cars and Richard Watney (who had raced a black 4.9-litre Stutz at Brooklands in 1927, lapping a 96.33 mph) as driver of the second entry. Wright's failed to start but Watney finished the TT third in the class behind two 4½-litre Bentleys, there being no other runners, and 12th overall, at 62.39 mph, the last car to finish. (I assume that Warwick Wright was the pioneer Darracq racing driver and I believe that Richard Watney may have been the son of Gordon Watney, the great Mercedes-fancier of the pre-war years. Watney, entered by Col. Warwick Wright, ran a stripped Stutz at Brooklands before the make began serious racing here. I saw him win the 1927 *Sporting Life* 90 mph Long Handicap in it at 89.52 mph, and that September he was timed over the fs ½-mile on a Stutz chassis, at 95,74 mph).

By 1929 the Stutz, with its then-fashionable straight-eight engine, was a very desirable proposition. In 1929, at Brooklands, a saloon was able to accelerate from 10 to 30 mph in the three lower gears of the new four-speed "silent-third" box in 5.2, 7.0 and 10.0 sec, respectively, top speed being around 72 mph from this 45 cwt car, which gave 12½ mpg, with a range of about 200 miles. The close-ratio third gear was good for 57 mph and the gearbox incorporated an automatic sprag, while the vacuum-servo brakes were variable in action by the driver, who could use a dashboard control to reduce or increase the air flow. The price remained at £1,375 but the electrics were six volt. Later in the year a very significant advance was made, the Model M1, with the 5.3-litre DV32 engine. The greater capacity was obtained by increasing the cylinder bore by 3.2 mm and a new twin-ohc head with four-valves-per-cylinder was used, hence the model designation, i.e. DV=Double-Valve, and 8×4 is 32 valves. When a supercharger was added you had a really potent sports Stutz, for which the age-old Bearcat name was later revived, and 100 mph guaranteed, and a few Super Bearcats manufactured.

Three of these formidable earlier blown 5.3-litre Stutz were entered for the 1929 Le Mans race, to be driven by Brisson / Chiron, Watney and Eyston, and Bouriat / Philippe (the last-named Philippe de Rothschild). This time there was the Speed-Six Bentley to contend with but although the cars from Cricklewood proved invincible, the Barnato / Birkin 6½-litre winning at 73.63 mph, with the 4½-litres in the next three places, the Bouriat Stutz was fifth, followed home by two Chryslers. The other Stutz retired, with split fuel tanks. It was much the same in the TT. Brisson did not start and the Watney car, entered by Wright as usual, caught fire and although it restarted it was flagged off after doing only 26 of the required 30 laps.

Never again was the Stutz banner flown as high in Europe as it had been in 1928. At Le Mans in 1930 the Brisson / Rigal car caught fire when the jury-rigged exhaust pipe gave way and was burnt out (In common with the Type 43 Bugatti, these Stutz had inflamatory tendencies!) and the Philippe / Bourlier car broke its back-axle. At Le Mans in 1931 there was but a lone Stutz entry, for Brisson / Cattenéo, and it retired. Brisson had another stab in 1932 with the same co-driver, but again it retired.

Nevertheless the blown DV32 5.3-litre Stutz was a splendid sports-car. It was usually seen here in later times with rather flamboyant American-styled closed body-work, but in racing trim with A.I.-regulation mudguards and lightweight Weymann four-seater body, it was quite a motor car. The supercharger was a Rootes type, which blew air through the carburetter, at about four lb/sq in boost. It seems that the Stutz engineers used this complicated system because the only place where they could put the supercharger was between the front dumb-irons of the chassis, driving it from the nose of the crankshaft, and they feared mixture condensation if it sucked this from the carburetter through the long, unheated delivery-pipe, although Mercedes-Benz, with the blower up beside the cylinder block, used this air-pressurising method. It necessitates pressurising the fuel tank and float-chamber to match, and was further complicated as Stutz, like Mercedes-Benz, wanted driver-control of the boost. This was achieved on the American car by imposing a plate clutch in the supercharger drive, operated by a cockpit lever (whereas, of course, Mercedes made the accelerator do the trick).

In 1929 TT form the Stutz gear ratios of 13.07, 7.95, 5.07 and 4.0 to 1, compared to the saloon ratios of 15.57, 9.45, 6.03 and 4.75 to 1. The bore and stroke remained at 85.7 ×114.3 mm (5,274 cc). An American type bumper protected the blower, which sucked through an air cleaner. When the blower was in use pressure in the feed-pipe extremity closed the flap-valve which normally allowed unpressurised air to feed the inlet manifold. If too much pressure was induced, a blow-off valve opened in the ordinary manner. Fuel-feed was by a mechanical pump that exhausted the vacuum chamber of the normal feed, supplemented by a number of electric petrol pumps.

The car that ran in the TT had Reg No UV 1906. It had two aeroscreens behind the fold-flat main screen and retained the variable servo braking control. The fascia incorporated the rather standard ornamental panel from a normal Stutz, with an additional panel before the driver, the latter carrying a tachometer, flanked by smaller blower-pressure and fuel-tank-pressure gauges. Before the riding-mechanic was a toggle for the auxiliary two-gallon oil tank, a big oil-temperature gauge, with the oil-pressure gauge above it, and on his left the Autopulse fuel-feed control and the air-pressure hand-pump. The fascia also carried normal dash lamp and strangler and the starter-button was on the floor.

The blower in-out lever was on the right of the steering column, the treadle accelerator was between the other smaller pedals, and the central gear lever had the bottom-gear position outboard of the gate, to the driver's left, with reverse opposite second, so that you went "round-the-corner" to engage the latter. Third and top were normal. The steering-wheel carried a large horn-ring and the finger-tip controls on its boss for throttle, ignition and lamps settings. The brake lever was central and Marchal headlamps were used. There was a 45-gallon fuel tank behind the back seat, and the wheelbase was 10 ft 7 in, against 12 ft 1 in of the standard saloon. Stoneguards for blower and radiator and a concealed hood were used.

This was a genuine 100 mph car, yet it was docile and rode well, for which the hydraulic shock-absorbers helped. The clutch was excellent, the steering well geared and with good castor-action, which early Stutz lacked. As to acceleration, 10 to 30 mph occupied three seconds in bottom gear and 30 to 50 mph in top gear 12.4 sec, which bringing in the supercharger reduced to 9.8 sec. In a lower gear, a steady 20 to 40 mph took 6.4 sec, which use of the blower dropped to 4.8 sec, the blow-off valve protesting, curiously, whenever the blower was put out of engagement.

Of this interesting Stutz S. C. H. Davis observed that "cars of its type are wasted on the kind of individual who is not enthusiastic, who lacks the finesse, the number of pleasant little tricks, the gentleness of the expert, and if the ordinary driver were to handle the car first, and subsequently it was to be driven by the skilled man, it would seem, to a casual observer, that, instead of one, there were two totally different cars". One cannot say that of many modern cars but I saw somewhere that Lawrence Pearce calls the AC 3000ME "a driver's car for those who like a challenge — it is not a car for limp-wristed poseurs". Stutz and AC, all those years apart. — W.B.

V-E-V Miscellany. — Terence Barnes has sent us a leaflet showing what must have been the first-ever "hard-top", as invented by F. S. Barnes of the Beddoes Moore Motor Carriage Works of Stourbridge, I would think around 1921/22. It consisted of a top hinged to drop over the cockpit, with roof, side-windows and windscreen in a single triangulated structure. The photographs show this top fitted to what was probably a 10.4 hp Calthorpe. It was claimed that the top could be completely detached in one minute, covered the seats with a single movement, was air resistant up to 70 mph and the cost was 15 gns. The simple body to which it was fitted could be bought for 30 gns and the coupé top was covered by provisional-patent 6076. The Singer OC has its National Day at Weston Park, Shropshire, this year on June 23rd.

We hear that last year a 1936 Standard Flying Twelve saloon that had been bought new for £249 was found in its Dorset garage where it had been laid up since 1952 by the daughter of the original owner, on the death of the second owner. Mainly used only on Sundays, the car was found to be in excellent order when the coats and rugs covering it were removed and tools and self-jacking system were intact. The mileage was 22,982 and apart from some surface rust and worn rear carpets all was in good condition. But thanks to Swansea the original Registration Number was not useable! The car went to auction and was sold to a Dutch bidder for £3,000. Which reminds me that this year's Standard MC National Rally will probably be held on July 20th/21st at a venue to be announced. The Club is flourishing, with 33 new members elected at the last count, last November.

The 50th Anniversary of the Brough Superior car is being sponsored by the present Brough Superior Motors GB (Nottingham) Ltd company and will happen over the week-end of June 29th / 30th, based on Wollaton Park, Nottingham. Incidentally, it is thought that although the old Brough Superior factory still stands, the logo on the wall is believed to have been painted out. The Brooklands Society's 1985 Re-Union takes place at the Track on June 30th, with sprints along the airfield runway and runs along part of the Byfleet banking, as last year. It is understood that Gallaher's offered use of the Test Hill but as arrangements had already been completed no change will be made in the Society's arrangements. The *Brooklands Society Gazette*, ever welcome to those who remember the old Track, continues to appear, edited by Cyril Posthumus. Griffith Borgeson makes out a good case for the ohv V16 Cadillac power unit as "the engine of engines to power the car of cars" in the current edition of the American *Automobile Quarterly*.

Rather as I expected, the article in the March issue on the 19/100 Austro-Daimler brought a letter from Peter Garnier, whose father owned one of these cars, pointing out that although the A-D shown in our heading picture had cantilever rear springs, the short-chassis 19/100 had half-elliptics all round, which I realised I had omitted to mention. In the course of time the Garnier A-D was turned into a sort of "hot-rod" by someone in Newcastle-on-Tyne, who had a great many spares for these cars, but it has long since disappeared. Rumour suggests, however, that the Callingham TT A-D is still about. With reference to the remarks made last month about the possible difficulties of obtaining tyres for old cars at reasonable prices, one is reminded that A7-ists are in the happy position of being able to use those excellent Avon 19 in sidecar tyres. The NW Section of the VCC tells us that although it has run out of ideas for re-enactments of former events, its Twenty Lakes Reliability Run will have observers on the cars, and will include a hill-climb, regularity sections and fuel-consumption marking. It runs from Chester to Llandudno, with a dinner beforehand, and is something to look forward to on September 7th/8th for veteran cars, the top prize being the S. F. Edge Bexhill Trophy. Details from: Roger Pritchard, 32 Cleveland Road, Heaton Moor, Stockport, SK4 4BS. The Bentley DC has a West Wales Week-End, based on Tenby, on May 3rd-6th. We hear that the plans for an aviation and racing-car museum at Brooklands are forging ahead, with plans to build a replica of A. V. Roe's shed opposite the Paddock and put a reproduction of the 1907 Roe I biplane therein, and the Clubhouse has been restored by Gallaher's and will provide museum facilities. — W.B.

VSCC Pomeroy Trophy Competition

Silverstone — March 2nd 1985

THE good news this year is that the 1965 2-litre Ginetta G4 which won this year's Pom should not be impossibly expensive to buy on the secondhand market like most of the Pom winners of the past. Laurence Pomeroy's formula to find "the ideal touring car" involves a timed wiggle-woggle, braking and acceleration tests, followed by a 40 minute high speed trial under a formula where all cars must be over 1,950 cc (1½-litre if Vintage), and taking into account age, capacity and the distance between the clutch pedal and rear axle (the longer the better from the handicap point of view). All cars must be taxed for the road, and lack of a hood in the acceleration tests involves a penalty. Several people fitted hoods only designed to last during the ¼ mile standing and flying start test, and some of them blew away during even that short distance.

Those looking for the ideal touring car amongst the award winners should be warned that Giles's 1924 AC engined GN was a single-seater, suitable for an anchorite only, and definitely "Piccolo Turismo". Another welcome single-seater present was the late Sir Henry Birkin's Brooklands Outer Circuit blower 4½ Bentley driven by George Daniels, though for touring we believe Sir Henry himself preferred a Mulliner bodied 8-litre saloon — and who can blame him? Once again a chain-drive Frazer Nash won the prewar award, in this case Martin Stretton's, although at the end of the day it turned out that neither his hood nor his engine would have stood up to very much more prolonged touring. He was only narrowly beaten in overall results behind the Ginetta by Garland's desirable Porsche Carrera, which would have benefited as a touring car if it had been fitted with a decent silencer. By the way Needham and Garland do their normal touring in a 30/98 Vauxhall and 3-litre Bentley respectively.

Despite your reporter's rude remarks, this was as usual a most enjoyable event, attracting nearly 90 entries. Incidentally, the distance between the brake pedal and back axle on two apparently identical 1983 GTV6 Alfa Romeos proved to be different. Are Alfa Romeos being hand made again? P.H.

Results:

Pomeroy Trophy: T. N. Needham (1964 Ginetta).
Densham Trophy: M. J. Stretton (1929 Frazer Nash).
Pomeroy Edwardian Trophy R. A. Collings (1903 Mercedes).
1st Class: N. C. Garland (1972 Porsche); W. J. Roberts (1953 Frazer Nash); J. R. Horton (1928 Bugatti); R. Felton (1931 Alfa Romeo); M. H. Dods (1936 AC).
2nd Class: K. Donnelly (1952 Morgan); M. R. Hallowes (1956 AC); V. P. Stafford (1957 AC); F. G. Giles (1924 GN / AC); P. H. Channon (1984 Vauxhall); D. G. Rouse (1934 Alvis); T. A. Roberts (1927 Bugatti); H. R. G. Conway, (1926 Bugatti); R. A. Gammons (1965 MG); J. Piper (1983 Porsche).
3rd Class: A. P. Kniveton (1973 Porsche); J. Malyan (1939 Frazer Nash BMW); J. Harper (1952 Jaguar); B. Spollon (1936 Bentley); GM Hare (1935 Frazer Nash); P. J. Livesey (1967 Morgan); E. N. Corner (1936 Bugatti).

V-E-V Odds & Ends. — The Midland AC has changed its address to Woodbridge, Upper Sapey, Worcester, WR6 6EX. A reproduced advertisement in the newsheet of the Pre-War A7 Club reminds us that Ewart wheel discs for A7s were once sold for 30/- (£1.50) each! We learn that Harold Marshall, who founded G. T. Foulis & Co, pioneer publishers of motoring books, died last February, aged 90. His cousin, Miles Marshall, tells us that Harold owned a number of interesting cars, such as a single-cylinder 8 hp Rover which Miles' father purchased when Harold went to war in 1914, and after the Armistice there were a Riley Redwing, a Hillman Husky, an open four-seater Delage, a Weymann-bodied French Talbot remembered for its delightful steering, and a Rolls-Royce Twenty which he sold on being called up in 1939, when he was to serve as a Lt-Col in Europe and S. Africa. After the war Harold Marshall had a black 20/25 hp Rolls-Royce coupé and later a Mk VI Bentley, on which he prided himself on changing gear without his passengers being aware of it. Both Harold and Miles Marshall retired in 1973, when they sold out to Haynes of Yeovil, and at 77 the latter says he is still a keen reader of MOTOR SPORT.

If rumour is correct old racing cars are still turning up. It is said that a Riley which was built up by Freddie Dixon to the order of an enthusiast in the 1930s has come to light in Oxfordshire and that the Young Special, with a long-stroke 1½-litre engine of unknown make in what is believed to be a Frazer Nash chassis, which was entered for one Brooklands race in 1935 but non-started, is in being further south. We are sorry to hear that the old Bentley factory buildings at Oxgate Lane, Edgware, were destroyed late last year, when the site was wanted for redevelopment. Julian Majzub now has the original cylinder blocks, cambox, manifolds, etc back on his Bugatti, having done a swap of the top-half of the engine with Geoffrey St John. We were sorry to receive a note to the effect that D. J. Hylan, who was an RAF pilot in WW2 and a close friend of Dick Shuttleworth and W. B. Scott, died at the age of 70 in Palm Springs last March and that one of our staunchest readers, another pilot, Philip Gordon-Marshall, who was once employed in the Hon Brian Lewis' Aviation Department,

died last winter.

The Yorkshire HCC's Annual Rally takes place at Calder Holmes Park, Hebden Bridge, on August 11th. One of the largest gatherings in the North with over 250 entries last year, from 1906 Cadillac to 1954 Triumph TR2, details are available from Billy Lane, Old Town, Hebden Bridge, W. Yorkshire, HX7 8RY. For the record, in last month's Austro-Daimler article the engine dimensions of the Sascha were reversed and the carburetters on the 3-litre car were on the *off*-side. T.A.S.O. Mathieson has reminded me that Eggar's Christian name was Kenward, not Kenneth, and he recalls the Bugatti bought by Rolls-Royce Ltd in 1929 as the ex-Glen Kidston Type 35, Jack giving him a ride in it, when it proved sufficiently flexible to trickle along in top gear at 10 mph. The Armstrong Siddeley OC's National Day is at Woburn Abbey on July 14th. The Rhayader MC & LCC is again having a display and parade of veteran and vintage cars and motorcycles at the Royal Welsh Show at Builth Wells on July 22nd to 25th. Sunbeam cars and especially motorcycles are invited to Arbor Day Fair on May 26th, to link with John Marstons Association with Aston-on-Clun, Shropshire. Details from Jim Reynolds, 4 Childe Road, Cleobury Mortimer, Shropshire, DY14 8AP. — W.B.

VINTAGE POSTBAG

Family Cars

Sir,

My father, Dr P. W. Mathew, qualified as a doctor in 1907, and shortly afterwards joined the Army Special Reserve of Officers. While training he was caused to learn to ride a horse. One of the "haymotors" kicked him and broke his leg. He used the money paid in compensation to buy a Scott motorcycle, in 1908, and later owned a V-twin Royal Enfield and a shaft-driven F.N, using these until 1912, when he went to practise in Ceylon.

He was once riding from Gloucester to Lechlake, and halfway up Birdlip (the Birdlip, not the modern bypass) he ran out of petrol. He had the choice of returning to Gloucester, or pushing the bike to the top of the hill to see what was there; he chose the latter course. Sweating on a dusty June day, he found to his great relief that the pub at the top stocked both BASS and SHELL!

He was in Ceylon until 1923, and during that time owned a single-cylinder Swift, a Briton (very poor lock, unsuited to Ceylon), an Adder, a 12 hp Rover with electric lighting (contrary to his expectations, the latter worked reliably) and a large Talbot; I don't know which model. (My mother, who had been in Celon as a girl, remembered the first car in Colombo, a Piccolo, owned by Dr Aldo Castellani, later Mussolini's personal physician — this must have been in 1908 or 1909.) On leave in 1922, in Devon, he had a Citroën 7.5 hp — rather underpowered, but it ascended Peak Hill with 2 adults and 2 small children.

In 1924 he returned home for good, and joined a practice in Eastbourne. At first he ran an Angus Sanderson; I never heard much about it, good or bad. His records start with the 14/30 Star, which he liked very much. Two 16/50 hp numbers followed, the first very good, but the second less enjoyed. An Austin 18 was big, heavy and sluggish; it was comfortable for the family, but tedious for the driver. My elder brother and sister, who learned to drive on it, cordially disliked it. My father, I think, was not sorry to part with it at the start of the war in 1939, when he bought one of the "new" Austin 12's, as more economical to run. Eastbourne Corporation bought the 18, and converted it into a wartime ambulance. After the war it plodded on for years, so ECBC had a good buy for £30!

An Austin 12 which followed was an unexciting and under-powered car, but gave excellent reliable service for 13 years, was quite pleasant to drive and a thoroughly sound family car. I learned to drive on it. The Austin A70 which succeeded the 12 was absolutely awful. I tried to persuade my father to get a Jowett Javalin, unsuccessfully. The A70 was built to a specification for the Australian market, but the order having been cancelled, it was one of a batch sold on the home market. Tyres were 6.00 × 16, rather than 5.50, and there were some other minor differences from standard. Having noticed the speeds attained by new cars in the hands of delivery drivers, my father decided to collect the new baby from Longbridge, and he and I collected it from a garage alongside the factory, riding out to Longbridge from Birmingham on a tram. The A70's shortcomings became apparant on the journey home to Eastbourne. The steering was heavy and indefinite, and there was a tendency on a cambered road for the car to steer toward the gutter. (This was partially cured by different pressures in the front tyres, but then on a level road the car tended to steer to the off-side!) The steering-column gear-change was appalling. We were stuck that first day at Henley Bridge for two or three minutes, trying to engage *any* forward gear. The gear-change remained a constant niggle throughout the car's life, and that and the steering took much pleasure out of driving the A70; quite apart from a chronic, incurable flat spot, and brakes which emitted a loud squeak on initial application. Furthermore, it was curiously difficult for elderly people to get in and out of. Apart from its sound engine, it was an abomination. I remember you wrote in MOTOR SPORT words to the effect that the A70 "might appeal to the gentlemen of England, but not to their sons". Exactly so! My father continued to drive it till he was 83, so I suppose it had some merit.

Neither my father nor I took part in any real motorsport, but he first visited Brooklands in 1912, and used to go periodically to the Double Twelves — later he and I went quite often to Brands Hatch and Goodwood in the 1940s and 50s —and the occasional VSCC event in my Fiat 501, which I owned for 15 years and took to the Exeter event, which you organised on Boxing Day, 1954, inter alia. Sadly I sold the 501, a superb little car, when vintage cars became a rich man's sport; not for a not-very-mechanically-minded schoolmaster like me!

Monmouth P. J. MATHEW

Words of Caution

Sir,

I was most amused to read your "Words of Caution" to would-be vintagents in the very appropriate edition of MOTOR SPORT appearing on April 1st! The enthusiasm for old vehicles is, in fact, a disease for which I know of no cure. It keeps poor people poor and reduces the fortunes of the more wealthy! It takes over one's entire way of life and often makes one an outcast from normal society.

You asked in your article, how many of us, with smaller engined vintage cars could honestly say that we cruised in our cars at 55 mph. I do! Or, more to the point, I cruise at a somewhat faster rate than 55 mph.

I have a 1926 Alvis 12/50 TE Brooklands tourer. This car has the 1,649 cc engine and is to standard specification and certainly not tuned for extra performance. It will, however, cruise at 60 mph and has a top speed of about 75 mph, giving a petrol consumption of around 30 mpg. Indeed, returning back from Grenoble last January (the car is used all year round) it covered 250 miles the first morning at an average speed of 65 mph using the Autoroute which was, in parts, deep in snow. I find that for normal long journeys or ordinary roads, a day's average speed of 40 mph is normal.

The car is as reliable as any other car, new or old. There is no secret to this performance other than that when jobs are done on the car they are done properly and the engine was put together properly. It is regularly maintained and serviced, and used as it was intended to be used. I would think that any good 12/40 1½-litre Meadows-engined Lea Francis, similarly looked after, would do the same.

The Alvis certainly has the same sort of performance as a 3-litre Bentley which would cost at least twice as much to purchase and it regularly gives much more exotic machinery a surprising run for their money! It has no outstanding looks, in fact it is rather plain. It is not terribly complicated or over clever, just well built, a good basic design, and well maintained.

Paines Hill, MALCOLM C. ELDER
Steeple Aston

READERS' LETTERS

Opinions expressed are those of our correspondents, and are not necessarily those of MOTOR SPORT.

Delage — I

Sir,

The Delage coupé pictured in the March issue was built in 1937 using some Delahaye 135 components in its construction and was fitted with an Albert Lory-designed V12 power-plant that was entirely separate to the unit fitted in the V12 Type 145 Delahaye. How the two different V12s came to be developed simultaneously whilst matters Delage were effectively under the control of the directors of Delahaye I cannot imagine — it would be interesting to learn. The coachwork was executed by Jean-Henri Labourdette in accordance with the principles of the aerodynamicist Andreau, and also employed the newly-fashionable "Vutotal" system of a cantilevered roof with no "A" or "B" pillars and the screen and side glass bolted directly to the bodywork. Louis Delage entered the vehicle for the 1937 Grand Prix de l'ACF to be run as a sportscar event at Montlhéry, but unfortunately the nominated driver, Frétet, experienced brake failure with the car and suffered a minor accident, causing the entry to be withdrawn.

After repair, the car was exhibited at the 1937 Paris Salon in October, together with a superficially similar Letourneur et Marchand car, also of "Vutotal" design, and featuring a virtually identical tail-fin suggesting Andreau involvement. The Labourdette body was subsequently removed and replaced with an open competition body, and in this form the car was involved in the tragic accident during the 1938 JCC International Trophy Race at Brooklands which cost the life of a spectator and Murray Jamieson, as described on pp 319-320 of "The History of Brooklands Motor Course 1906-1940". The wreck was rebuilt in open competition guise once more and competed in Belgium immediately post-war. Soon after, the V12 was removed to be supplanted by a diesel installation, but I have not established the fate of either chassis or motor.

Bath CLIVE WATSON

Delage — II

Sir,

Regarding the Delage pictured on p.260 of your March issue: This is the 1937 prototype constructed by Jean Henri-Labourdette (with the collaboration of the aerodynamic specialist, engineer Audrand) on a Talbot competition chassis.

The car did not have a glass top as your caption said but, rather, it employed Labourdette's patented "Vutotal" system which dispensed with the normal windshield post structure. Thus it provided "wrap-around" vision through uninterrupted windshield and windows of thick tempered glass bolted to the cowl and top.

This car was displayed at a subsequent World's Fair in New York City and was, in my opinion, the final masterpiece from the "house of Labourdette".

For further reference see Labourdette's book *Un Siècle de Carrosserie Françoise*, 1972, and the authentic and tragic words of Ovidio Falaschi published in *Automobile Quarterly, Vol. XX, No. 1.*

More power to MOTOR SPORT!

Santa Barbara, Calif. FREDERICK A. USHER

Hidden Extras

Sir,

In your March issue you claim quite wrongly that VW has reduced the price of the Golf GTi "cosmetic kit" model. From October last until January this year the price of the old 3-door GTi was £7,992 including alloy wheels. With the introduction of the "new" model the price appeared to fall by some £300 — however this is for a car on *steel wheels*. Should you specify the four (only) alloy wheels that were standard on the old model you are obliged to pay an extra crippling £406. This when most manufacturers charge around £200 extra for *five* alloy wheels.

On attempting to order an example of the new model on steel wheels (at the end of December) I was told by more than one dealer that they could not as yet order a car on steel wheels and that if I wanted one for early delivery I would have to have one on alloys. Before mine was delivered there was a general price increase of some £300 — a 3-door GTi on alloys now costs close to £8,400.

I was lucky enough to get a 5-door car at the old price — but of course I paid much more money than I intended originally. I fail to see where there was a reduction in price.

Downham Market B. R. WATTS

Rover

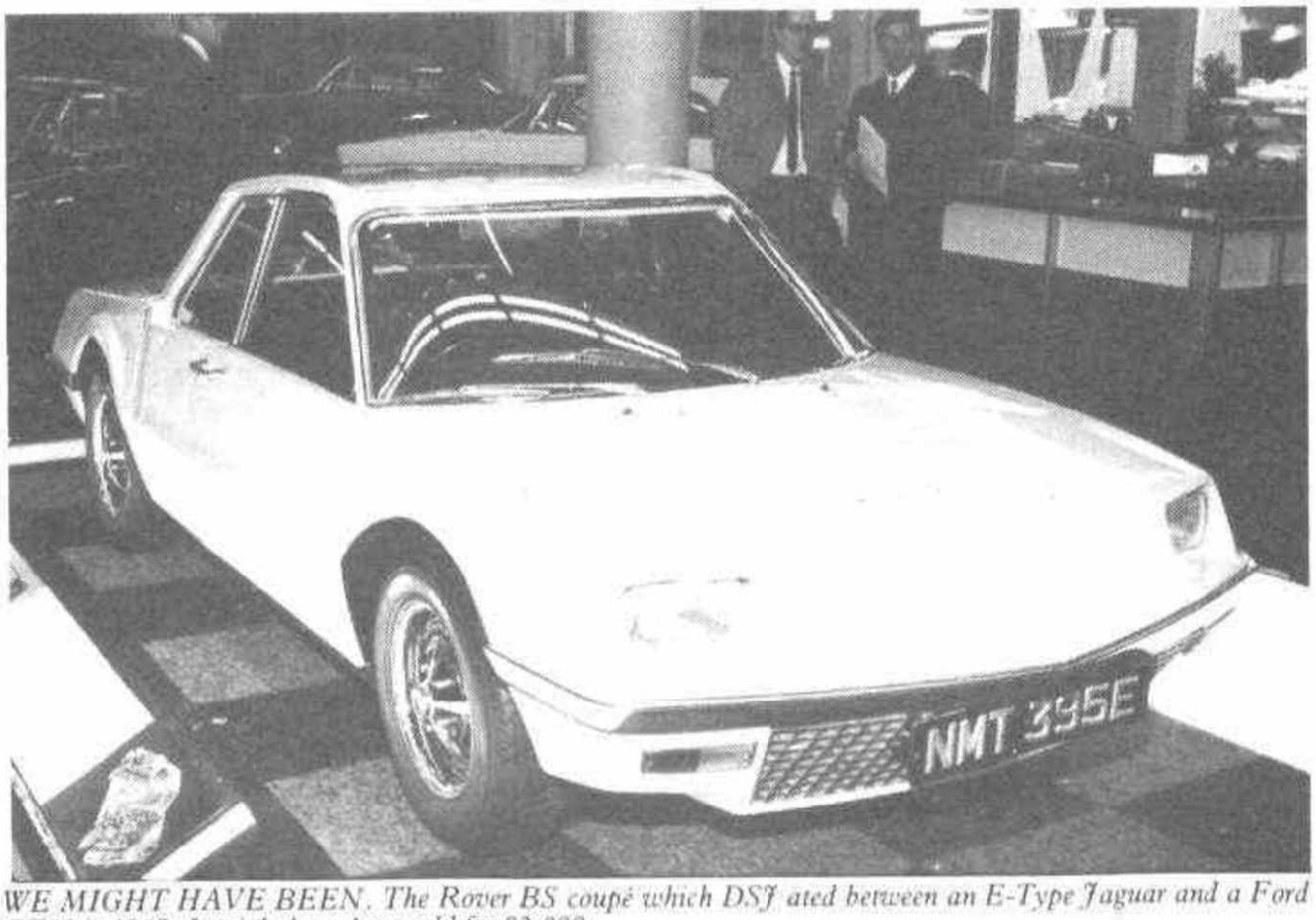
Sir,

I agree entirely with Mr Stenning (March 1985) that by now Rover is just one of the formerly illustrious names available for selection in BL's now long established badge engineering tradition. However, he misleads when he writes that "The last vehicle designed by Rovers when part of BL was the Range Rover".

This vehicle was, in all its essentials, designed before the 1967 take-over by BL. I have a photograph of the prototype that I took before I left the company that year and indeed recall that the Range Rover narrowly escaped the fate of that other potential world beater, the mid-engined Rover P6Bs, which was also in prototype at that time.

The position is probably worse than Mr Stenning implies: not one of the companies absorbed into the BL conglomerate ever produced a really successful and innovative product that wasn't designed before it became part of that Group. Perhaps Jaguar, now it is independent again, will turn this sad process upside-down by launching a memorable new car that was largely designed while it was part of BL!

Blandford, Dorset GRAHAM BANNOCK



WE MIGHT HAVE BEEN. The Rover BS coupé which DSJ ated between an E-Type Jaguar and a Ford GT40 in 1969. It might have been sold for £2,000.

Right Explanation

Sir,

In the excellent February article "The Talbot Lago-America" you asked for readers' comments on the origin of rh steering in better pre-1939 French cars.

None of the three theories mentioned in your article fully explains why, and to find the reason you have to go back to the very beginnings of conscious travel, ie deliberate movement between two localities as opposed to aimless wanderings.

When meeting someone unknown on a path, coming in the opposite direction, it was prudent for most people (being right-handed) to pass on the *left* side of the path and to have your weapon (club, mace, or sword) ready in your right hand.

As traffic between European cities grew more dense, Pope Boniface VIII decreed, in 1300, that all Christendom should henceforth drive their carriages and ride to the left. The Pontiff was, however, less concerned with traffic safety than with the ability of his messengers to defend themselves — and the cash they carried.

This Papal decree really just ratified the existing state of affairs, as most drivers already kept to the left while placing themselves at the rh side of their carriages in order better to defend themselves against on-coming riders, and better to gauge if vehicles met might be safely passed on the narrow road.

If you cast back to MOTOR SPORT of January 1947 you will find, on page 9, an entertaining "Sideslip" by "Baladeur" [Kent Karslake — Ed] who explains how the Revolution in France 1789 rejected the ancient Papal lh rule of the road and instituted *right*-hand traffic as the proper revolutionary mode of travel. This was later spread to most of Europe by Napoléon Bonaparte during the post-revolutionary French expansion.

Unfortunately "Baladeur"'s explanation is a little too glib. For already on October 30th, 1758 — some 30 years before the upheaval in France — it was decreed in Copenhagen, Denmark, that "carriages must always be driven on the right-hand side as near to the gutter as possible". In Sweden it had been ordinated even earlier, in 1718, that carriages should keep to their right. But that regulation was so soon forgotten that the exact opposite was enacted in 1734 with the result that Sweden drove to the left until 1967.

In Europe it was thus for centuries much a matter of local preference on which side of the road one had to drive. 18th century illustrations confirm this, but such etchings etc also confirm that most drivers kept their by now traditional rh seat irrespective of the prevailing rule of the road.

And that ancient tradition was carried over to motor cars when they appeared in the 1880s.

Motor racing had, in all probability, no direct influence on the position of the steering. In the classic road races that constructional detail would not have mattered.

And in circuit racing it may, indeed, have been the other way round, that the circuits were laid out clockwise because the driver of a (two-seater) racing car traditionally sat to the right. The predecessors, the Roman chariot races, were run with one corner only — to the left.

The less sporting argument that kerbside steering had practical advantages with rh rule of the road may have more merit. As cars grew more luxurious it was convenient to have your chauffeur positioned to nip out smartly and open the rh door to the rear seat, letting you step out on the sidewalk.

In the USA different considerations seem to have persuaded Henry Ford sen to put the steering of the model T (1909-27) on the *left* despite rh rule of the road. He wanted the driver nearer the middle of the road in order better to survey the morass of contemporary dirt-roads. Most American manufacturers followed suit, but formal cars like Packards, Pierce-Arrows etc continued for many years with rh steering to keep the chauffeur in his proper place.

Ford's admirer André Citroën initiated European mass production in 1919 and used lh steering which was quickly copied by other makers aiming at the mass market.

But makers of luxury, sports, and racing cars, especially in France, clung to the traditional chauffeur's or driver's seat on the right.

Green Valley, Ontario — J. D. SCHEEL

Emery Engines — I

Sir,

Your absorbing article "The Cars of Paul Emery" bears witness to the remarkably inventive talent of Paul Emery. I have always felt that his outstanding contribution was the series of FWD Formula 3 500 cc cars in the early 1950s. These were technically much more interesting than the established Cooper and Cooper-derived designs that dominated racing at the time.

The 50° vee twin 500 cc engine used was not in fact built by Emery himself from two 250 cc JAP cylinders as suggested in your article. The power unit was one of J. A. Prestwich's least successful productions. This engine was built for the 1930 Senior Motorcycle TT races and was used in the Cotton team entry, all three of which retired. The 500 cc vee twin JAP was used in one or two other motorcycles (including a lone Brough Superior) before fading from view.

Although so very few examples of this car were produced and although they all look superficially similar, there are in fact a number of fundamental technical differences between the prototype and the last models produced. They all, however, in my view represent the genius of Paul Emery at its highest flowering.

Olney, Bucks — R. F. READ

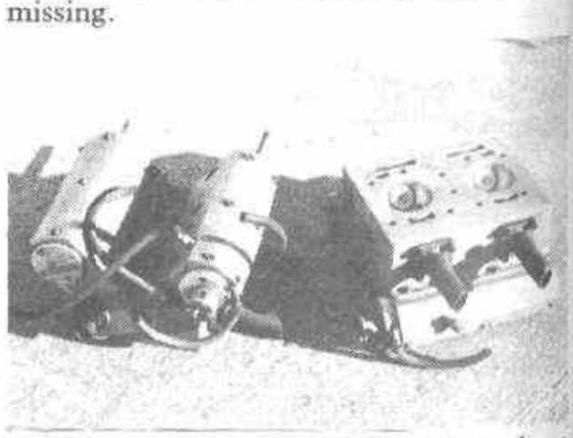
Emery Engines — II

Sir,

I found the article in the March issue about Paul Emery quite fascinating, in particular as you mention the 1½-litre F2 twin-cam heads which I once owned.

The heads were made to be utilised on the Jowett Javelin / Jupiter engine and only required longer cylinder head studs to fit them. To the best of my knowledge an engine was completed and did run (the combustion chambers showed traces of carbon). The "story" I was told when I acquired them was that the engine was run three times on the bench and three times it broke and was then abandoned.

I think the heads passed from Paul Emery to Alf Thomas, a Jowett agent in the Bedford area who used to race successfully the R4 Jupiters in the late '50's. Eventually they were acquired by Ian Dearie a Jowett enthusiast from Marple near Stockport whom I subsequently persuaded to part with them. Although the heads were almost complete the important timing wheels were missing.



After several years of dreaming about using them in my Jupiter for competition I accepted the reality that with my limited resources and without considerable expense I was unlikely to ever get them running. Temptation stepped in and I took the money and the heads are now in Australia where the plan is to use them in a Jupiter for historic racing!

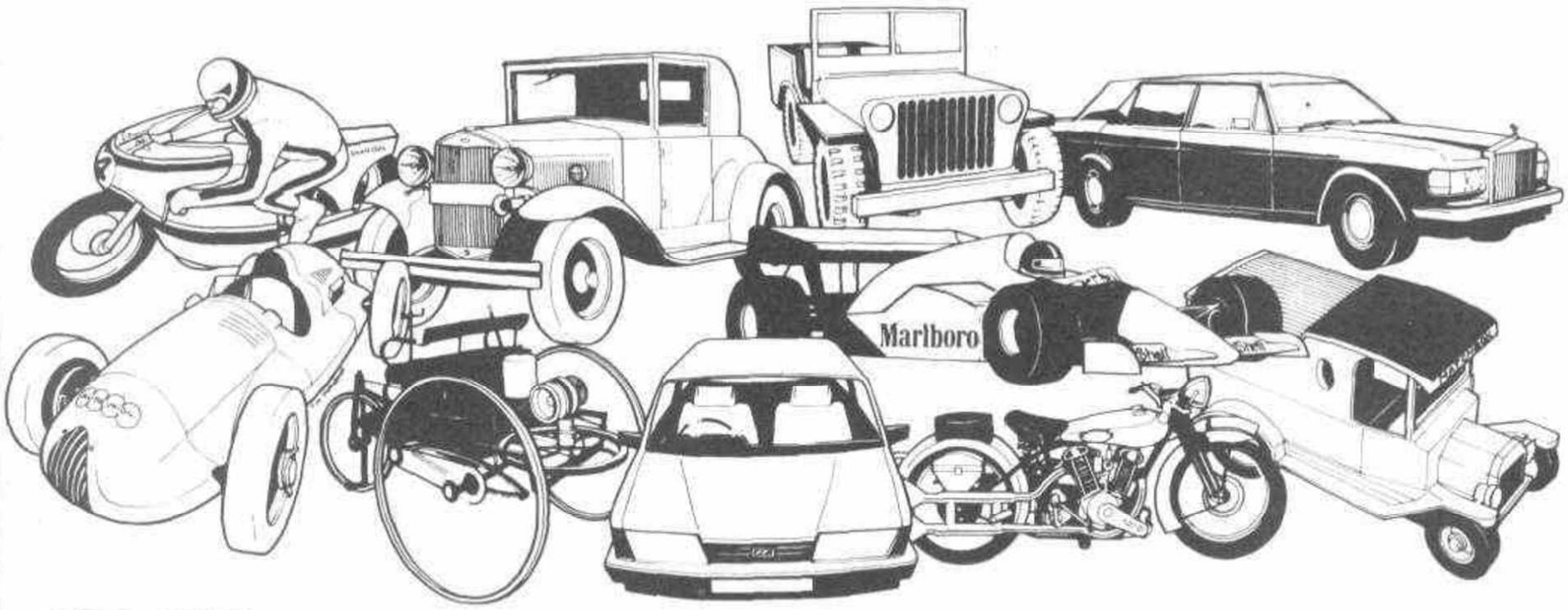
Stockton-on-Tees — MIKE SMAILES

TAILPIECE



THE LONELINESS of the long distance runner?

MOTOR 100
A GREAT
EXTRAVAGANZA
CELEBRATING 100 YEARS OF
WORLD MOTORING



Silverstone

Supported by the
DAILY EXPRESS
Track programme sponsored by
Shell U.K. Oil

SPRING BANK HOLIDAY WEEKEND MAY 25/26/27 1985

DRAMATIC
theme displays including:
Record-breakers
4-wheel drive vehicles
Custom cars
Rally cars
Electric cars

CLASSIC VEHICLE AUCTION

MOTOR RACING
through the ages
– an unrivalled showcase.

EXCITING
collection of commercial vehicles.

A HOST
of exotic and priceless historical exhibits.

DISPLAYS
by the armed forces and police.

VEHICLE MANUFACTURER DISPLAYS

NON-STOP
action-packed track parades.

MOTORCYCLE NOSTALGIA
1,000 motorcycles
through the ages on show!

THOUSANDS
of motorcycles and commercial vehicles
across the decades and from all corners of the globe.

ADMISSION

Admission prices: £5.00 each day.
Accompanied Children
15 years and under: **FREE.**
Car Parking: **FREE.**

Further details from The Booking Office, Silverstone Circuit, FREEPOST, Silverstone, Towcester, Northants NN12 8BR

25th-26th-27th May 1985
MOTOR 100
A Century of World Motoring

The organisers/promoters reserve the right to amend or cancel the programme without notice

BELL & COLVILL

WEST HORSLEY, SURREY

LOTUS

Del. Mileage 1985 Alfa Romeo 2000 Convertible, RHD Limited availability. £10,995
1984 Lotus Esprit Turbo. Essex blue, ½ lthr trim, glass sunroof, Pioneer stereo. £18,495
1983 Lotus Esprit Turbo. Black, full leather interior, stereo, comprehensive alarm, 18,000 miles. £16,995
1985 Model Lotus Excel. Jupiter red, ½ gold leather trim, pas, Goodyear Eagle tyres, 2,000 miles only. £16,450
1984 Lotus Esprit III. Red, ½ champagne leather, BBS wheels, one owner, 8,000 miles. £15,495
1982 Esprit Turbo. Red, gold leather trim, stereo cassette, 26,000 miles only. £14,995
1983 Lotus Excel. Jupiter red, ½ gold leather trim, pas, sunroof. £13,995
1982 Lotus Esprit 3. Essex blue, BBS wheels, ½ leather, stereo, 22,000 miles. £12,495
1984 (A) Lotus Excel. Championship gold, ½ leather, stereo, pas, 2,500 mls only. £12,995
1982 (Y) Lotus Esprit III. Dark blue, ACU, BBS wheels, 21,000 miles. £12,495
1980 W Lotus Esprit 2.2. Gold, champagne leather, 25,000 miles, supplied and serviced by us from new. £9,995
1981 Porsche 924 Lux. Blue, alloy wheels, PDM. £8,295
1984 Honda Prelude Executive. Silver, electric sunroof and windows, alloy wheels, radio cassette, anti lock braking. £8,495
1984 Ford Escort XR3 Turbo. 4,000 miles, one owner, sunroof, stereo, black. £7,495
1983 A Audi Coupé GT. White, one owner, 22,000 miles only. £6,995
1983 Alfa Romeo 2.5 GTV6. Red, alloys, e/windows, s/roof, radio / cassette. £6,495
1982 Y Alfa Romeo Alfetta 2.0 SL. Beige over silver, one owner, supplied and serviced by us, 27,000 miles only. £3,995
1982 Y Alfasud 1.5 TiX. Alfa red, sunroof, stereo, alloys, 12,000 miles. £3,795
1982 Y Alfasud 1.5 Gold Cloverleaf 5-door. Red, electric windows, stereo / cassette, 29,000 miles. £3,495
1981 X Alfasud Ti 1.5 hatchback. White, stereo, 23,000 miles only. £2,995
1981 Range Rover. White, alloys, PAS, 24,000 miles only. £8,495
1981 (X) Sunbeam Lotus Talbot. Moonstone blue, one owner, 37,000 miles only. £4,495
1980 Datsun 280ZX. Met. blue, s/roof, alloys, 36,000 miles only. £3,995

SPECIALISTS IN THE SALES, SERVICE & SPARES OF

ALFA ROMEO
SAAB
HONDA
LOTUS

Tel:(04865) 4671

CLASSIFIED ADVERTISEMENT SECTION

FOR SALE lineage advertisements are for private readers only and must be pre-paid and in writing.

RATES 35p per word (maximum 80 words) £5.25 minimum charge.
BOX NOs. £4.10 extra per advertisement. Replies to Box No. "MOTOR SPORT", Standard House, Bonhill St., London EC2A 4DA
The above prices are inclusive of VAT at 15%
COPY DATE By first post on 18th, but earlier is advisable owing to postal delays. Advertisements held over will be inserted the following issue unless cancelled in writing by the 4th of the following month.

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

Please write clearly in **Block Capitals** on one side of paper only. Send advertisements to the **Classified Department, "MOTOR SPORT", Standard House, Bonhill Street, LONDON EC2A 4DA.** Telephone 01-628 4741 Ext 30 for information on small Display and Trade Advertisements.

FOR SALE

MGC ROADSTER. Good all round condition 1968. MoT'd, £2,250 o.n.o. Tel: Harrogate (0423) 770077. (82050
FOR SALE. C1927/33 assembled "Turismo" Alfa engines other 1750 single cam / twin cam components (wanted) 500/600 × 16"/18"/19" racing tyres 150/2/2-3/4, 6, 8, 12C Maserati, Bugatti, Alfa spares. T75/1956 Rover suitable restoration £250. Likewise A35/1959 registered 5966 AC. £285. "Pinfield Lodge" Lickey. Tel: Birmingham 021-445 2551. (82085
ROLLS-ROYCE SC1 HOOPER. Full spat Empress 1956, one previous owner, Hooper History. Extensive recent o/haul. Well worth £13,950 ono. Tel: 0892 77269 Sussex after 8pm. (82018
1933 RILEY MENTONE. Saloon 12hp six cylinder, 33,000 miles from new, one owner until 1975. In good mechanical condition, bodywork in very good condition. Tel: 0624 832586. (82017
JAGUAR E TYPE. Series II, 1969, silver metallic with beige upholstery, original condition, two owners, MoT, taxed Jan 1986, used daily. £4,950 ono. 021-708 1974. (82063
LOTUS 2.2. H Reg, finished in red with unmarked black upholstery, just covered 9,000 miles on new engine, unmarked throughout, fine example. £2,950. Tel: 021-708 1974. (82063
TR6 1975. Pimento, very low mileage, this is one of the finest, always garaged, condition commensurable £5,750. Tel: Godalming 5928. (82064
RARE 1932 MORRIS ISIS Coupé dismantled and partly restored. All original parts available and vehicle was complete on aquisition loss of facilities forces sale, best offer secures. Tel: 0380-850959 office hours. (82065
RED LOTUS. Elan, convertible, 1968 S4/SE. Stored since professional rebuild, outstanding, taxed and MoT, offered well below cost £4,500. Tel: 01-262 7611. (82067
MERCEDES 220S. 1952 LHD for restoration body sound no rust, interior good, one owner, £1,250 ono, Tel: 0476 83514. (82070
AC COBRA. 427 replica 302 Ford, Halibrands, professionally built to highest standard. £13,000. Tel: 021-308 7922. (82071
MORGAN 4/4. 2-seater 1974 w.w, luggage rack, good condition, taxed MoT £5,000. Tel: 021-308 0063. (82074
ALFA ROMEO. 2000 Spyder veloce 23,400 miles 1978, red-black trim, radio / cassette outstanding original condition, offers on £6,000. Would exchange for Aston DB6 with cash. Tel: Winchester 66272. (82076
MG K3. Not quite but rarer and just as much fun. 1933 supercharged MG K2 with preselector gearbox. Completely rebuilt and ready for road or competition. History. Tel: Office (0483) 578080 Home (042878) 531. (82079
280 ZX. Turbocharged, good looking rare powerful 2-seater, blue / silver. Immaculate condition, one owner W reg. Datsun serviced, low mileage £4,250. Tel: Bristol 734231. (82081
JAGUAR E TYPE. Series II, 1969, finished in primrose with black hide upholstery, fine example of this much sort after car. £5,250 ovno. Tel: 021-778 2111. (82083
PORSCHE 911S. 2.7 low mileage, pinstripe trim, all usual extras, used w/ends only for last 6 years, service history, immaculate £7,250. Tel: Harlaston (Staffs) 594. (82084
VAUXHALL 1930. 20/60 rolling chassis with beautiful radiator and spare back axle. Offers. Tel: 0734 790322. (82086
STAG 1974 (N), manual, £2,500 rebuild including engine, gearbox, diff, h/s top, MoT, immaculate, £3,500. Tel: 03265 62626 (Cornwall). (82767

FOR SALE — continued

ASTON MARTIN DB2/4 Mkl, 1954, red, very good running order, £4,950 ono. Tel: Cholderton 257 (Salisbury). (82497
1920 DAIMLER Windover Landaulette, 6/45 sleeve valve engine, new tyres, in excellent condition throughout, burgundy and black livery. The Ridge, Baslow, Bakewell, Derbyshire. (82763
KOUGAR JAGUAR 1983, 3.8, triple carbs, professional engine rebuild, 280 bhp, 4,000 dry weather miles, British Racing Green / black leather upholstery, private number, full weather equipment and aero screens, mint condition, offers in the region of £8,000. Tel: 0347 22183 (office hours). (82766
1950 BENTLEY DHC by Abbott, Tudor Grey, maroon leather, Motor Show car, same family from new, rare, delightful car, £16,000. Jaguar XK150S 3.8 FHC, Sherwood Green, green interior, Reutter seats, full harness belts fitted new, original car, well maintained, rebuilt rear axle and wire wheels, £14,500. Allard J2X Le Mans 1952 team car, rebuilt as Hinton Special (Lister style body), very fast, unusual car for race or road, £10,850, realistic offers considered. Tel: 01-940 0606 (eves). (82765
OGLE GTX1000. Grey fibreglass GT body, 1275 Gold Seal engine, Mini platform, twin SUs, servo disc front brakes, Connolly hide, Wilton carpet, smart classic, under 70 made, 1962, MoT, £3,200 ono. Tel: Grafton (days) Bristol 214801. E Type V12 2+2, black, tan hide, sunroof, chrome wheels, stereo radio cassette, MoT, very good condition, £6,100 ono. Tel: Grafton (days) Bristol 214801. (82594
VOLVO P1800 ES Sports Coupe, June 1973, one of the last, automatic, metallic dark blue with tan hide to front seats, 41,518 miles from new, full history, regularly serviced, virtually as new, a really useable classic, £4,500. Tel: 09073 76768. (82592
1930 DODGE Six DD fixed head coupe, artillery wheels, also 1926 Model T. Private Sale. Tel: 028585 779. (82591
MORGAN 4/4, 1939, burgundy red, concours winner, Coventry Climax engine, Meadows gearbox, full weather gear, 3 year restoration completed 1977, all new Ash frame, used only in summer, hence only 1,400 miles since rebuild, prices around £6,500. Tel: D. Hill 0734 412764 (home) 0734 55501 (work). (82590
1938 CHRYSLER P6. Unfinished project, 75% completed, spare engine, gearbox, axles, etc, £3,250. Tel: 0935 872291 evenings. (82588
MOTOR SPORT March 78 to Dec 84, Classic Car Aug 77 to Dec 80 £15. Tel: Winscombe 3213. (82714
INTERNATIONAL NORTON 500 cc 1930, one owner from new, 29,985 miles, unused since 1950, original, £5,000, photos available. Box No. 6941. (82712
MGA 1600 Roadster, complete, some parts boxed, good restoration project, £1,000 ono. Mr Braithwaite, Clock Wood Lodge, Leven Road, Yarm, Cleveland. Tel: 0642 783142. (82715
E TYPE V12 Fixed head, restored as new, truly superb, £9,000. Tel: Lapworth 2322 eves. (ACC
STEYR PUCH 650 cc TR engine, completely overhauled and sound, buyer collects, £105. Tel: 0282 25664. (82966
NEW MORGANS. C-REG. Plus 8 and 4/4 4-seater, awaiting specification, I have waited 8 years for these two beauties, but purchase of vintage Bentley necessitates regretful sale. Box No. 6942. (82965
MG MIDGET L-Reg, MoT, taxed, two owners, very good condition, well maintained, no mods! except stainless exhaust, £1,200. Tel: Craddock 40407 eves. (82963

PAGE & MOY LTD

International Motor Racing Tours 1985

MONACO GP
19 MAY

Last chance to book

Following the late confirmaton of this great race, there has been a mad rush to book air seats, rooms and race tickets. This is positively your last opportunity to book — some tours are now full.

For up-to-the-minute information and provisional bookings, call Linda on Leicester (0533) 552521.

BELGIAN GP
SPA — 2 JUNE

6 different holidays from only **£25**

Book now — Time is running out

LE MANS 24 HOURS

"RETURN OF THE BIG CATS"

Celebrate 25 years at Le Mans with us with a choice of 9 different holidays from just £46.45. No less than four Jaguars will be racing at the 1985 event — two American and two British. The high spirited British fans will have even more to celebrate this year.

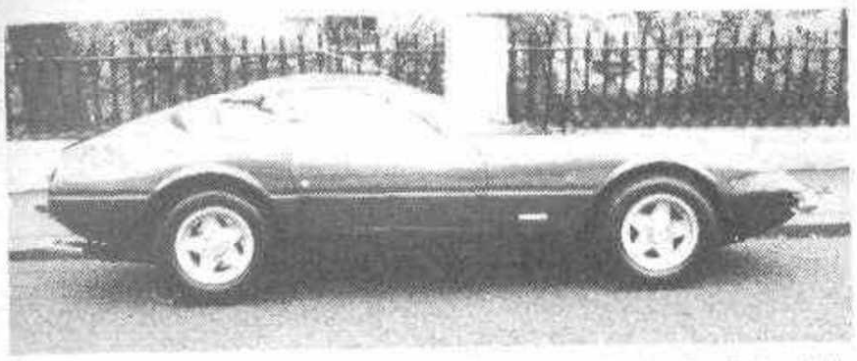
Don't miss Le Mans 1985

You'll find details of all these plus holidays to all other Formula One Grands Prix in our 1985 motor racing brochure. Full details and coupon appear on page 445.

To make a provisional booking call us now on **Leicester (0533) 552521** or send for a copy of our free colour brochure today.

PAGE & MOY LTD.
136-140 LONDON ROAD, LEICESTER LE2 1EN

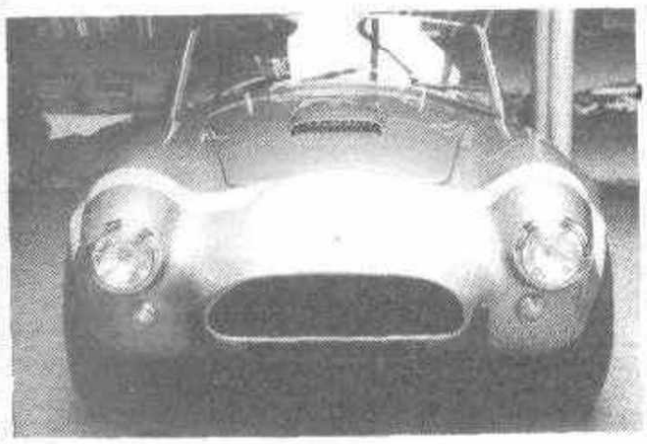
ATOL 133 B15/HM9546



1973 Ferrari 365 GTB4 Daytona. Blue chiaro / tan leather interior. Engine just fully rebuilt by Modena Eng. In beautiful condition throughout.



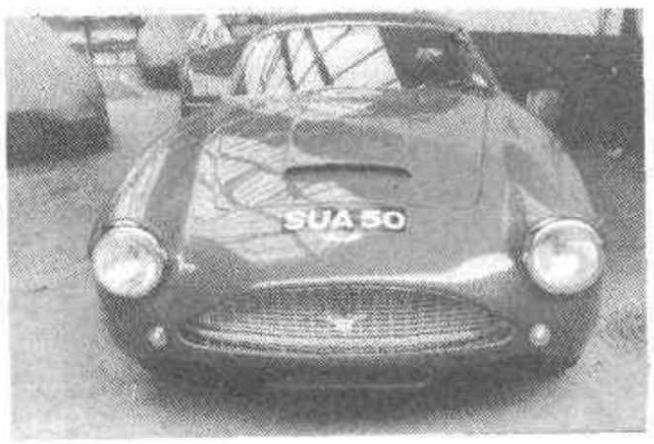
1966 Ferrari 275 GTB Long Nose. Aluminium body finished in chiaro rosso, black leather interior, very rare.



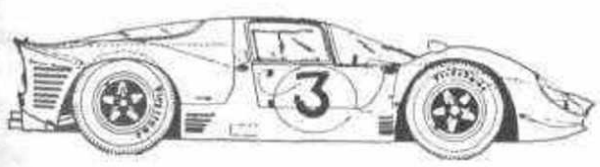
1964 AC Shelby Cobra. Competition car, FIA Type body with 289 competition engine, Halibrand wheels, Webers etc, finished in Viking Blue.

Also In Stock

1964 Jaguar 3.8 E Type Roadster. Carmen red / red interior, cherished No.



1961 Aston Martin DB4 GT Zagato. Finished in bright red with black leather int, in immaculate condition. One of only 19 examples.



MICHAEL FISHER LTD

(01) 722 3449

WE ARE ANXIOUS TO ACQUIRE SIMILAR FERRARIS OF THE TYPE ADVERTISED.

WANTED

SPORTS, RACING & GT CARS

FERRARI *All* Racing & Road Cars. **GT 40/FORDS, MASERATI** All racing Cars. **JAGUAR** C & D Types, Lightweights. **PORSCHE** 550-917,4 Cam Road Cars, RS & RSR, Carrera, 934 & 935. **MERCEDES** 300 SL & SLR. **ASTON MARTIN** DB3S, DBR 1 & 2, GT & GTZ, Project 212-215. **ALFA ROMEO** T-33, TZ. **LISTER.** All **FORMULA 1 & Single Seaters, All Sports & Racing Cars, Serious Sellers PHONE: 914-997-9133** or Send Photos & Complete Description, Include Chassis No. and History To:

MOTOR CLASSIC CORP

868 N BROADWAY, WHITE PLAINS, NY 10603 USA
TELEX-6971434 MTR. CLSC

SPECIALIST INSURANCE OF PORSCHE, FERRARI AND BMW AND FOR CARS USED ON THE CONTINENT REQUIRING ANNUAL GREEN CARDS



HYPERFORMANCE

INSURANCE

01-363 4966 01-366 7447 01-367 0878

BELLEVUE INSURANCE BROKERS LIMITED
66, SILVER STREET, ENFIELD, MIDDX.

Name ..... Address .....

.....

Occupation ..... Age ..... Business/Pleasure Use
Full/Prov. Licence for ..... Years. Comp/Third Party/TP&T cover
Owner only/and wife/Any driver/Named driver, age .....
Make of car ..... model .....
CC ..... Value ..... Year ..... Car Garaged/Left in open
Present insurers ..... No claim bonus ..... years
Age of youngest driver ..... State vehicle owner .....
Details of all accidents and convictions should be enclosed including those of additional drivers.

Beautiful Bodies need covering

Even your most treasured possession can still look good covered up . . .

Quality materials and fine craftsmanship employed in the creation of our products to please our discerning customers. We offer individually hand-tailored dustproof and waterproof custom made covers, to give a precise fit for all makes of cars to any personal specifications to including logos and registration numbers in various colours. Remember, a car cover is the most reasonable solution for the protection of your car investment. Beautifully contoured, a SPECIALISED CAR COVER could be your best investment at prices ranging from £75-£150.



For more details write to: Specialised Car Covers, 132 Main Street, Burley-in-Wharfedale, West Yorks, or ring 0943 75377.

"if it rolls on wheels we cover it"

Ceramic Porsche Turbo 3.3

Own a unique numbered edition 1/15th scale (12") Porsche Turbo.



Hand made by one of the countrys leading craftsmen and finished in Red, Black or White all useable as a money box. Your own registration number can also be included on Black or White/Yellow Plates. Price Incl. VAT **£39.50** Black or White **£49.50** Red. Number Plates **£5. UK p+p £2.50** Overseas **£5**

Cheques/Access/Visa to **Calico Pie** 15, Chapel Place, Tunbridge Wells KENT TN1 1QY. Tel: **0892 25436** or see us at each Porsche Challenge Round this season.

The world's largest

INDEPENDENT LOTUS CENTRE

can now offer more than ever before to the Lotus owner/buyer.

CARS: The largest selection of Elan, Europa and Elan plus 2 in UK. All current models in stock too. Prices from £1,500. Special finance scheme available. New cars built from new parts. Fully restored cars for sale. All Lotus wanted for the best possible cash offer.

PARTS: Huge range for Lotus owner. Vast stocks held, most competitive in UK. Send for FREE complete rebuild, parts, services catalogue. Interiors, steering, cooling, eg., chassis from £225; h/brake pads (4), £10.91 a set; ex-manifold (2sections), £29.00; Sprint drive couplings, £29.00 for 4, Elite owners, exhaust systems, £99.82 complete. Fast despatch, world-wide service. Club Lotus/LDC recommended centre. Access/Barclaycard, Amex orders over phone. Cheques or PO by post.

SERVICES: In our modern fully equipped workshops, our service staff of 12 are constantly rebuilding all models of Lotus car, 907 engines and 5-speed g/boxes a speciality. Trim shop now open with all materials and facilities and very realistic prices. NEW: Elan fhc to drophead conversions and new convertable Elan plus 2. Paint and GRP work to highest standard.

CHRISTOPHER NEIL LTD

MIDDLEWICH ROAD, NORTHWICH, CHESHIRE, CW9 7BP, ENGLAND

TEL: NORTHWICH (STD 0606) 47914 TELEX: 665732

A SPARKLING COLLECTION OF PUBLICATIONS FOR THE MOTOR SPORT ENTHUSIAST



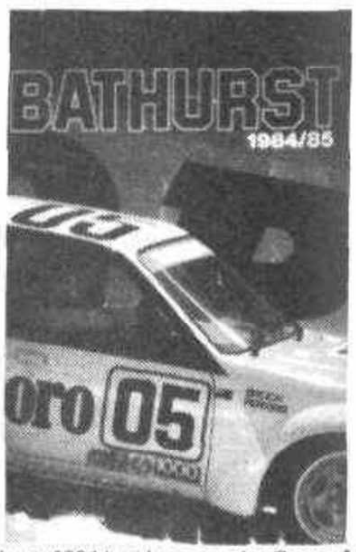






These booklets are a must for the true enthusiast of Grand Prix racing and international rallying. Within their covers they contain a wealth of information on the teams, with profiles on the drivers, management, technical analyses of the cars, background to the team, a brief historical outline and so on, all illuminated with many, very fine colour and black and white photographs.

Brabham by Bob Constanduros and Ferrari by *Motoring News'* own Alan Henry (Nos. 12 and 13 in the series) have just been published and continue the story from the first editions in 1982. The Rally Team Guides are the start of a new series and follow the same format as the Grand Prix Team Guides. Each has 28 large pages, including 12 in colour, and between them feature almost 70 glorious colour photographs taken by Reinhard Klein and Martin Holmes. Start collecting them now as we have many exciting booklets due soon and in the forthcoming months.



If *Bathurst* 1984 had been run for Group A cars only, Jeff Allam and Armin Hahne would have won by four laps in a Tom Walkinshaw-prepared, works Rover Vitesse, visiting this tough Australian endurance event for the first time. The story of this great achievement is but one fascinating chapter in this book which captures the tyre-smoking, opposite lock action endemic to saloon car racing through the use of beautiful colour and black and white photography. *Bathurst* is a good looking addition to the enthusiast's bookshelf. £12.95

Please send me **AUDI / OPEL / FERRARI / BRABHAM / WILLIAMS / TOLEMAN / ARROWS / ALFA ROMEO / TYRRELL / LOTUS / McLAREN / NELSON PIQUET / KEKE ROSBERG*** at £2.50 each plus 25p postage per booklet. Postage free if 4 or more are ordered.
And / or send me ..... copy/ies of BATHURST 84/85 at £14.45 (includes p&p). I would / would not* like to receive a binder at £5.75 incl. postage & VAT.

ORDERS WELCOMED USING ACCESS AND DINERS CLUB: _____ Overseas personal cheques please add £2.00 to cover banking fees.

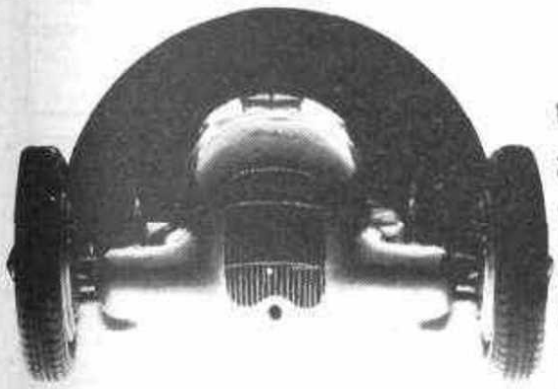
Name: _____ Address: _____

_____

Send to KIMBERLEY'S, Dept MS, 19 Heath View, London, N2 0QD, England. *delete as appropriate.

SUPERCHARGED

• THE GRAND PRIX CAR 1924-1939 •



There is little doubt that for many the Grand Prix of the pre-war years are a 'Golden Age'. In many ways this is true. 1924 saw the adoption of supercharging and the appearance of the legendary Type 35 Bugatti. It was the beginning of one of the most fascinating eras in the history of the sport.

In 1934 Germany was re-admitted to the international fold and with generous state aid (Hitler was quick to realise the propaganda aspect of winning major Grand Prix) Mercedez-Benz and Auto Union proceeded to dominate the sport with technically brilliant cars, driven to their limits — and at times beyond — by drivers of exceptional skill and courage.

This videocassette, which includes racing driver John Watson 'road-testing' some of these priceless restored cars, is a greatly extended version of the original *Horizon* programme. More archive film is included, incorporating hitherto unpublished colour sequences shot by George Monkhouse, which perfectly capture the atmosphere of that exciting era.



Offer applies to UK and Eire only. (Overseas enquiries write to: BBC Video, McIntyre House, Canning Place, Liverpool L1 8HY). BBC Video, FREEPOST, Liverpool L1 8AB. Telephone: (051) 708 8202

BBC·VIDEO

I would like to order Supercharged at a cost of £24.95 per copy.

No. required	Delete as appropriate	Price
	VHS/BETA	
POSTAGE AND PACKING £1.50 PER ORDER		£1.50
	TOTAL	£

I enclose cheque/P.O. payable to 'BBC Video' for £_____

Please charge my Access/Visa card no.

Signature _____

Name _____

Address _____

Send to: BBC Video, FREEPOST, Liverpool L1 8AB. (No stamp required) or telephone (051) 708 8202

Please allow 21 days for delivery. Offer applies to UK and EIRE only.

SC4

Transcar ship more personal export cars home from Europe than most of our competitors put together–here's why.

Low prices and terms which we guarantee cannot be matched - given on the telephone.

Our own offices and receiving centres throughout Britain and the Continent of Europe.

Our own offices in New York and Los Angeles to help speed the clearance of your car through *any American port*.

A large skilled staff who care about your needs and the safety of your car.

Largest and most experienced network of clearing agents throughout Australia and most other destinations worldwide.

Personal effects also handled.

Details and Brochure on Application to: TRANSCAR UK LTD., Dundee Warehouse, Three Colt Street, London E14 8AP. Tel: 01-515 6684 (10-lines). Telex: 893546

transcar

GENEVA Tel: 96 55 11 • LIVERPOOL Tel: 227 1926 • ZURICH Tel: 740 1068 • and at: FRANKFURT • NEW YORK • LOS ANGELES • ROME • MUNICH • PARIS and BEIRUT.

MOTOR INSURANCE

* LOWEST RATES *
* YOUNG DRIVERS *
* SPORTS CARS *
* CONVICTED DRIVERS *
* INSTALMENTS *

All policies underwritten by Lloyds or BIA companies.

Phone us **NOW! !**
01-882 7157 (4 lines)

Barrington, Allan & Co.
65 Chase Side, Southgate, London N14 5BU

ATTENTION MEN ONLY

If she has a beautiful body cover her and protect her with a 100% HIGH QUALITY COTTON DUST COVER FROM ADRIAN SACKS. Unique semi-tailored covers with elasticated ends for sports cars up to 13ft 2in long £36.75, up to 15ft 4in long £35.75, 16ft 9in £39.75. Also available: Semi-tailored covers for saloon cars up to 17ft long £44.75. Intermediate sizes available.

9' 8" by 15' — £18.75	9' 8" by 17' — £20.75	11' 6" by 19' — £24.25
11' 6" by 20' — £27.25	11' 6" by 22' — £30.25	11' 6" by 24' — £33.25
15' 6" by 22' — £37.70	15' 6" by 24' — £43.70	15' 6" by 28' — £46.70

Personalise your dust cover with giant emblems approx. 16" by 18". AC, Alfa Romeo, Alvis, Aston Martin, Austin, Austin Healey, BMW, Bristol, Chevron, Daimler, Ferrari, Ford, Ginetta, Jaguar, Jensen, Lancia, Lola, Lotus, Maserati, MG, Mercedes, Morgan, Porsche, Riley, Rover, Sunbeam Talbot, Sunbeam Tiger, Triumph, TVR, Volvo, VW. Affixed to your cover for only £5. Other emblems a pleasure, add £2.25 per cover p. and p. All prices inc. VAT. Please send cheques with order payable to Adrian Sacks.
FREE initialising with every order or your car reg. no., please state as required.
NEW NEW NEW Car wing protectors. Just fastens over car wing when working on engine. Stops scratches from zips, buttons, oil and grease. Only £9.95 a pair.
You can now place your order with your Access and Barclaycard over the phone.
Hillam Road Industrial Estate Unit B, off Canal Road, Bradford BD2 11QW. Telephone: Bradford (0274) 394147 (office hours) or Ilkley (0943) 602372 evenings and Sundays. *All overseas enquiries welcome.*

MOTOR SPORT

READER'S BOUND VOLUMES

Your 12 monthly issues permanently bound together with a title page and index in a stiff cloth case with title and volume number gold lettered on the front and spine.
Price £12.00 (incl. UK p&p).
We can also offer to bind your 12 issues of MOTOR SPORT in two six month volumes making an easier to handle and stronger binding.
Price for the two volumes £17.00 (incl. UK p&p).
Please send cheque or PO with your copies.

SELF BINDER

Black PVC binder with MOTOR SPORT embossed in gold on the spine. To hold your 12 issues and keep them clean and tidy in one volume.
Price £4.00 (incl. p&p) *UK & overseas.*
Black leatherette binder with MOTOR SPORT embossed in gold on the spine and also holds 12 issues. Copies are held into the binder by means of removable metal rods.
Price £5.00 (incl. p&p) *UK & overseas.*

INDEX FOR 1984 Price 50p (inc P&P)

BOOKS

MY 30 YEARS MOTORING
by Bill Boddy
Price £16.40 (incl. UK p&p).

HISTORY OF BROOKLANDS
by William Boddy
Price £17.20 (incl. UK p&p).

GEORGES ROESCH AND THE INVINCIBLE TALBOT
by Anthony Blight
Price £10.20 (incl. UK p&p).

MOTOR SPORT BOOK OF DONINGTON
by William Boddy
Price £1.30 (incl. UK p&p)

Overseas surface mail for the above books please add £1.00.

Please make cheques payable to Motor Sport and send your remittance to:

Standard House, Bonhill Street, London EC2A 4DA
Tel: 01-628 4741 Ext. 28

LAMBERT LEY STREET LTD

OPP. PLESSEY CO.

(MODELS) 309 LEY ST., ILFORD, ESSEX 01-478 5659
Telex 21120 REF 285

1985 CATALOGUE



Send for our 1985 catalogue containing over 70 pages of kits, bits, accessories, decals, building hints, etc. Price £1.00 UK. £2.00 overseas airmail.

MAIL ORDER

We do an extensive mail order service in the UK and to the rest of the world. Telephone and mail orders accepted on Access, Barclaycard, Bank Americard, Visa, Chargex, Mastercharge, Diners Club, American Express, etc.

Buy it with Access

Open 10.00 5.30 pm Mon. Sat.
Closed all day Thursday
or you may telephone your order up to 5.30 pm

BARCLAYCARD VISA

Conlon Classic cars

LOTUS 7 : AC COBRA : GT40

all built to order and spec
delivery world wide

Secondhand specialist cars in stock

0656 862981

SE SPECIALISED ENGINES

Manorway Industrial Estate. Grays. Essex. Phone: 0375-78606.

FORD only exchange reconditioned units. 12 Months / 12,000 mile Guarantee. If you own an A.C., Gilbern, Ginetta, Lotus Seven, Marcos, Morgan, Scimitar, Trident, TVR, Capri, Cortina, Escort, Granada, Transit, Zephyr / Zodiac Mk 4, Fiesta, **TRIUMPH STAG CONVERSION,** we can supply a Standard unit from: Examples: 1200 £140. Fiesta £204. X/Flows £158. OH Cams £232. V4's £258. V6's £297.

But why not have a more EFFECIENT Tuned Unit with new parts. Built for road use to give more POWER and ECONOMY whilst remaining TRACTABLE. We prefer you to see the engine built.

TUNED ENGINES from:	STAGE 1	2	3
105/1500	£255	£312	—
All X/flows	£278	£353	£395
All OHCams	£349	£447	£574
All V4's	£370	£448	£588
All V6's	£436	£519	£704
2.3 & 2.8 V6's	£557	£672	—

We also do Big ones for small.

1600 Stage 1 for 1300 Fiesta	£424
1600 for 1300 X/Flow	£245
2,000 OHC for 1600 OHC	£316
2,000 V4 for 1700 V4	£296
3,000 for 2,500 V6	£342
TRIUMPH STAG V6 CONVERSIONS from	£1,583

Tuned Engines include: Gas Flowed Heads, Larger Valves, Modified Cams and Carbs, Tuftrided Cranks, Balanced and Overbored etc.

Machining: Exchange Heads from £28. Exchange Crankshafts. 3-Hour Reboring service by appointment.

Try our Tuned Cars: Fiesta 1.6+ P100 pickup 2.0

NOW IN NEW 9,000 sq ft FACTORY



Moto-Lita

Steering Wheels

Since the early Fifties, Moto-Lita steering wheels have been selected by A.C., Aston-Martin, Rolls-Royce, Saab, Opel, British Leyland, Racing Car manufacturers and International Race and Rally teams for their comfort, quality and functional good looks. Available in styles and colours to suit your taste and car, with boss applications for over 600 British, European, American and Japanese Cars, including Classics! Also Classic replacements now available for E Type, Cobra, Ace, Aston, Lotus and Cooper. Call or write for catalogue, stamp appreciated. Trade and Export enquiries welcome!

Hand made in England by Moto-Lita Ltd, Dept MS, Thruxton Racing Circuit, Nr Andover, Hants. SP11 8PW. 026477 2811. Telex 47178 Wheels G. Hours of business 8.30-5.30 Saturdays by appointment.

U.S.A. Distributor: Moss Motors Ltd, 7200 Hollister Ave, Goleta, CA 93117. Toll free in U.S. (800) 235-6954 not CA. CA only (800) 322 6985, telex 658473.

*VOTED ROLLS-ROYCE OF STEERING WHEELS IN SURVEY BY AUTOCAPITALE, ITALY'S PREMIER CAR MAGAZINE

Do you need parts for an E-Type?

. . . Nobody has a wider range

A SMALL SELECTION FROM OUR VAST RANGE

	EXCHANGE
Steering racks, manual	
All exhaust systems,	from £94.00
Radiator subframes, 6 cyl. "E"	£85.00
Radiator subframes, V12 "E"	£85.00
Front square subframe, 6 cyl. "E"	£79.00
Inner door, trimmed casing	£16.50
3.8 "E" new seat assembly, complete, trimmed in Connolly hide	£239.00
3.8 SI headlamp rim seats	£3.00
Sill cover and foam	£4.75
Mudshields	£11.50
3.8 & 4.2 Motif bar	£24.00
Complete engine & heater hose sets, 6 cyl.	£26.50
Complete engine & heater hose sets, V12	£29.50
3.8 "E" dotted alloy tunnel top, radio panel fascia, centre instrument panel fascia — set	£67.50
All chrome trim, motifs, lamps, etc.	POA
Water pump rebuild kits	POA
Comprehensive carburetter rebuild kits (56 piece)	POA
Brake servo seal kit SI & SII "E" V12	£13.50
Pressed footwells	£9.00
Brake master cylinder seal kit	£4.95
"E" 3.8-litre brake servo conversion kit	£275.00
Bonnets	from £760.00
Wiring harnesses — all models	from £142.16
Splined hubs, front & rear, E-type, Mk. 2 saloon, S-type	£54.50
Spinners	£11.50
Coil springs, rear. All E-types	£13.50
All shock absorbers	POA
Cupro-nickel non-rust brake pipe sets	£34.50
Cupro-nickel bulkhead heater transfer pipes (set of 3) all models	£26.50
Body seal kits, all E-type models	£68.50
Reverse lamp housing 3.8 to 4.2 E-type	£12.50
SII E-type under bonnet	£169.00
Pressed boot floor assembly "E" 3.8-SII	£39.00
Front seat covers, in original hide, "E," per pair of seats	£170.50
10-piece floor carpet set "E" SWB	£32.37
Pressed as original floor, long half panels with inner sill turn up	£33.00
Bottom rear quarter panels	£19.50
Zinc plated front end bolt, nust & washer sets	£29.50
V12 adjustable steering conversion kit (100% safe)	£65.00

Front adhesive number plate & letters	£6.40
Seat runners pair	£53.00
Rebuilt door hinges	POA
Chrome plated nudge bars front & rear. All models from	£21.00
Petrol tank sump tube	£17.00
Boot lid springs	£1.45
New radiators from	£133.00
Bonnet chrome beads	£4.50
Hardura boot mat	£18.03
Boot front & side trim panel set	£17.75
Timing chains, all Jaguars, pairs	£18.00
Plug lead conduit	£12.00
Dash legend strip, left or right hand drive	£12.50
Automatic gear position strip 2+2 V12	£15.90
Double duck & vinyl hood covers. All tan lined from	£79.00
Hood envelopes	POA
Brake master cylinder kit 3.8E	£11.00
Clutch slave cylinders	£17.23
Boot lid assembly complete	£95.00
Original braided vacuum hose, per foot	£1.75
Inner sill panels	£13.20
Brass header tanks, E-type & XJ models from	£59.50
Upper steering column re-bearing kits SII	£23.50
Dunlop type brake, piston & cylinder assemblies	£31.50
Heater motors	£29.50
3.8 & 4.2 full clutch assemblies	£75.00
Brake discs from	£12.50
Brake overhaul kits, front & rear 3.8 & 4.2	£17.50
Luggage racks, XK's & "E"-types	£85.00
Trimmed radio consoles inc. ashtrays	POA
Heater box casings	£39.00
Rebuilt water pumps from	£39.50
3.8 & 4.2-litre Piston sets, all Jaguars, standard or plus	POA
Soon 3.8 & 4.2 "E" front bumper blades	POA
Overiders, all from	£21.50
Grooved type fan belts "E" 3.8-4.2, Mk2 Saloon	£13.50
"E" 3.8 Ashtrays, complete with emblem	POA
"E" 3.8 & SII Ashtray Jaguar emblem	£1.90
"E" 3.8 & 4.2 inner-lower door panel chrome moulding	£4.25
"E" V12 air scoop	£14.50

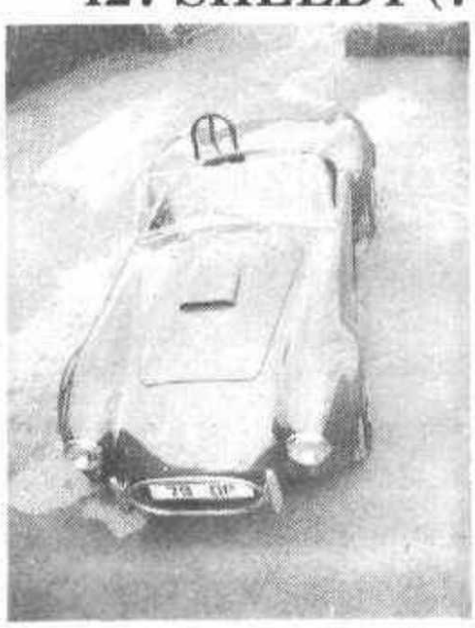
Prices subject to change without notice

CALLERS WELCOME — SAE Details of our Discount Club. All prices are each unless otherwise stated — **PLEASE TELEPHONE FOR VAT AND CARRIAGE COSTS**

PHOENIX ENGINEERING INT. LTD.
THE GRANGE IND. EST., RAWCLIFFE RD., GOOLE, N. HUMBERSIDE DN14 6UA
Tel: Goole (0405) 60683/60765 Telex: 51311

---

427 SHELBY (7-litre) COBRA









Built in the USA to full Shelby spec., 7-litre, 460 bhp. Rare RHD model in metallic burgundy, only 300 miles, cost approximately £35,000. Shattering performance from one of the most eye catching sports cars available.

£22,950

further details from
David Anthony
Bookham (0372) 57724 — Surrey

ST MARTINS ACCESSORIES LTD

DINERS CLUB INTERNATIONAL

AMERICAN EXPRESS

SPECIALIST IN MODEL CARS



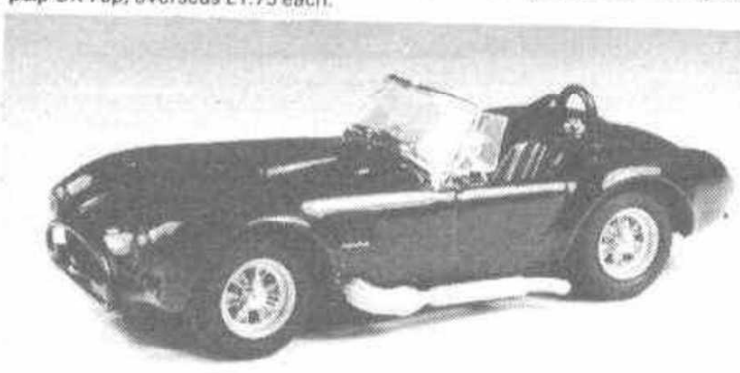
A metal kit in 1/24 scale of the MGB a very good kit with engine details and a choice of wheels, wire, Rostyle or pressed steel or hood up or down. Price £46.00 + p&p UK £1.75, overseas quoted.



New 1/43 from Retro Vitesse. No. 140 The 1960 Ferrari 250 California Spyder open Cabriolet, available in red, yellow or black or No. 141 white in 1960 Le Mans version. All at £6.45 each + p&p UK 75p each, overseas £1.75 each.



New 1/43 from Vitesse. SM17 the 1984 RAC Rally Opel Manta 400 in "Andrews Heat For Hire". This is a limited series of 2,500 total production at £7.80 each + p&p UK 75p, overseas £1.75 each.



New from Model Box. 1/43 fully finished and transferred the 289 AC Cobra's in four versions, shown is 8411 open, alloy wheels. Also available 8410 open with wire wheels, 8412 closed canvas top, 8413 "Sebring 63" all at £8.49 each + p&p UK 75p each, overseas £1.75 each.

ST. MARTIN'S ACCESSORIES LTD.

95 St. Martin's Lane, London WC2

Telephone: 01-836 9742

VISA

OPENING HOURS MON.-FRI. 9.30-6.00pm SAT. 10-4

SAVE MONEY ON TYRE & GARAGE REPAIRS

AT LAST

A TYRE CARE KIT ENABLING YOU TO CHECK YOUR **WHEEL ALIGNMENT.** MEASURE YOUR DEPTH OF TREAD AND CORRECT THE PRESSURE OF YOUR TYRES WITH PROFESSIONAL ACCURACY

TRACKING TOOL

NEW IMPROVED

SPECIAL GRADUATED POINTER SCALE FOR INSTANT READING



Quick single handed tool. High quality precision instrument. Light in weight, designed for any make of car and Transit commercials. Supplied in polystyrene tray and strong cover with full instructions for use. Correct wheel alignment, recommended by all tyre manufacturers for max. tyre life. Positive steering and safety.

TRACKING TOOL NO. 2016716

COMPLETE TYRE CARE KIT FROM ONLY £16.95 inc. VAT and postage.

MOBRY METALS LTD.
BAYNTON ROAD, ASHTON, BRISTOL BS3 2EB.

MOTOR INSURANCE

FOR ECONOMY WITH SECURITY
- BEA AND LLOYDS COMPANIES ONLY - PHONE
HYDE PARK
INSURANCE CONSULTANTS
10 WESTBOURNE GROVE, LONDON W2
ANNUAL GREEN CARDS AVAILABLE

INSTALMENT PLAN AVAILABLE IMMEDIATE COVER

01-221 2222

MOTOR MOLEVALLEY GROUP

Zoo Garage, Chessington, Surrey. 01-394 1114



1983 Porsche 944. One owner, only 6,000 miles, prewter metallic, radio / cassette. **£13,950**



1979V Ferrari 308GTB 26,000 miles, metallic blue, tan leather, air cond, factory wide wheels. **£13,950**



1982 BMW 635CSiA. Silver, black leather, 36,000 miles. **£12,850**



1983A Mazda RX7. 11,000 miles, one owner, burgundy, s/roof, etc. **£7,795**

Also in stock

1979 Panther Lima Two tone, chrome wires, low mileage. **£4,995**
New Panther Kallista 2.8L 5-speed etc. **£11,015**
1984 Renault R5 Turbo 2 Red, one owner, 5,000 miles. **£8,950**
1983 Fiat X19 One owner, 14,000 miles. **£4,850**
1981 Mercedes 280SL Signal red, auto, alloys, 29,000 miles. **£15,950**
1982 Model Range Rover Auto, many extras, one owner, 26,000 miles. **£9,995**

Telex 23152 Ref 712

ASTON MARTIN DB4 GT Zaguto

1961. Chassis number 0188. Red with black hide. Beautifully restored. Maintained by R. S. Williams. Offers.

MERCEDES BENZ 300 SL Gullwing

1955. 3 owners from new, 17,000 miles, full history.
Under restoration to original condition. Offers.

ASTON MARTIN 'Sotheby Special'

1972. Designed by Tom Karen of Ogle. Unique. 7,000 miles.
Very dramatic in every sense. Offers.

Exchange deals in either direction.

Interesting post-war cars wanted urgently.

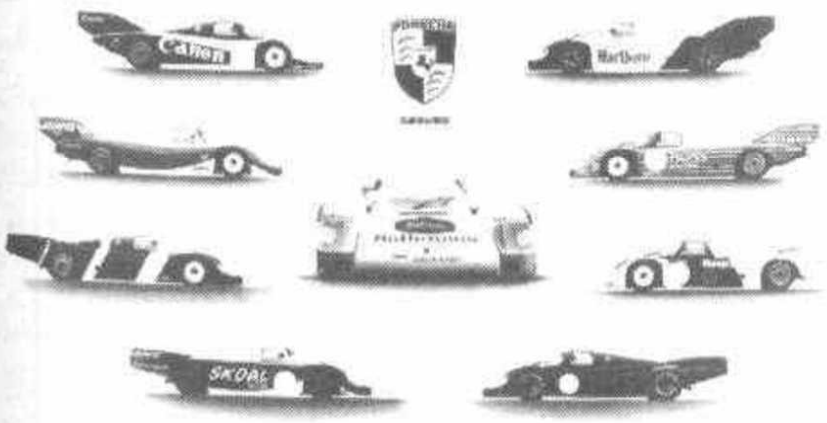
Contact Frank Sytner or Marc Gare

Sytner Classic Cars

Sytner of Nottingham Ltd., 165 Huntingdon Street, Nottingham NG1 3NH
Telephone: (0602) 582831. Telex: 37621

PORSCHE 956

LIMITED EDITION PRINT





This superb airbrush drawing by illustrator Rosemary Hutchings, featuring the all conquering 956, is now available as a 24" x 18" lithographic print. Each of the 1,000 Limited Edition will be signed and numbered by the artist.
Prints £19.95 : Aluminium Framed £39.95

Also available in 16" x 10" photographic prints by the same illustrator

1. Rothmans Porsche 956
2. Kremer Porsche 956
3. Pace Aston Martin Nimrod
4. Group 44 Jaguar XJR-5
5. Williams Keke Rosberg
6. McLaren John Watson
7. Spirit Stefan Johansson
8. McLaren Niki Lauda

Prints £9.95 : Framed £19.95

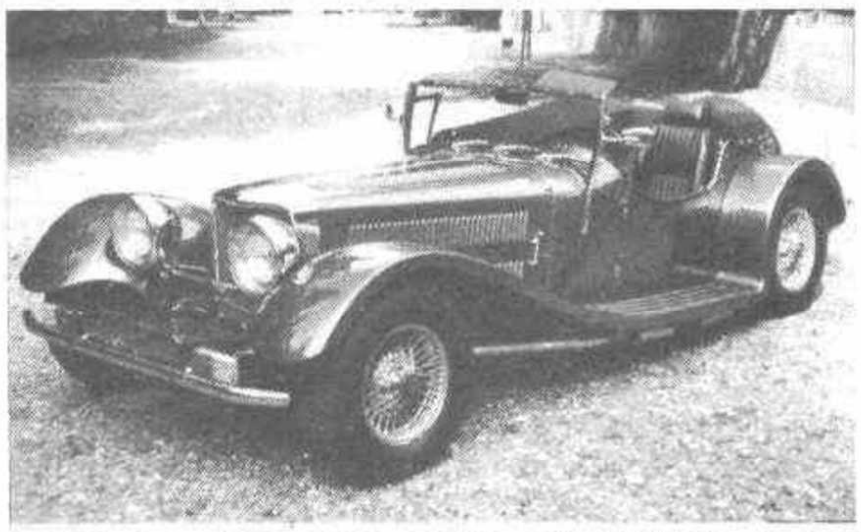
Cheques / Barclaycard / Access to:

GRAND PRIX GALLERY (MS/1)

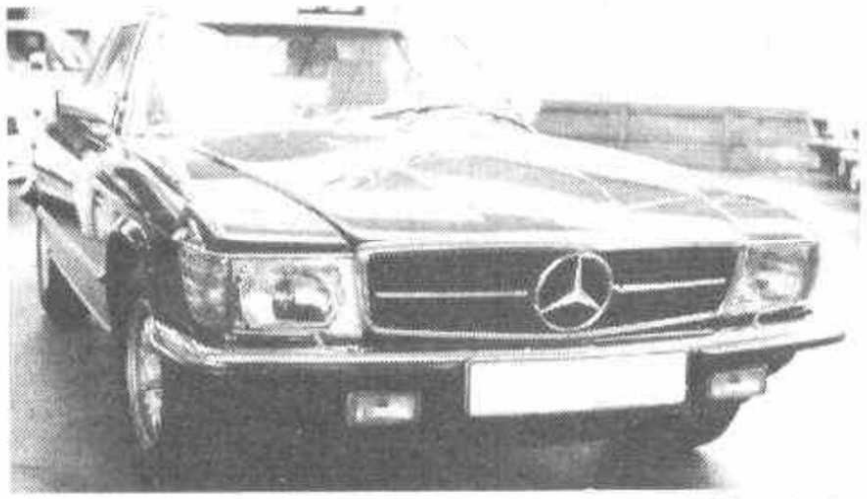
c/o 64 Peartree Close, South Ockendon, Essex RM15 6PR

Overseas Visa / International Money Order
Europe add 15%, elsewhere add 25%.
Allow 28 days for delivery

HEXAGON



PANTHER J72, LEFT HAND DRIVE, UNREGISTERED, UNUSED, Automatic, Power Assisted Steering, Metallic Blue with Black Leather, Chrome Wire Wheels, Full Tonneau Cover, Classic looks combined with superb modern mechanical appeal — a thorough pleasure to drive. **POA**



Our stock comprises many, many used BMW 3, 5, 6 & 7 Series, plus 20 assorted Specialist Cars of which the following are representative:-

MERCEDES BENZ	**380SL, 1984,** Green, Beige Interior, Alloy Wheels, Stereo, Factory Rear Seat, 8,000 miles. ..... **£24,995** **500SL, 1984,** Blue, Alloy Wheels, Cruise Control, Factory Rear Seat, 8,000 miles. ..... **£27,495** **500SE, 1984,** Black with Beige Leather, Wide Alloys, Electric Seat Adjustment, Cruise Control, Spoilers, ABS, Electric Sun Roof, Rear Head Rests, 9,000 miles. **£27,495** **450SEL, 1980,** Probably one of the finest left in the world, 22,000 miles, Air Conditioning, Alloy Wheels, Electric Sun Roof, Light Metallic Blue with Blue Velour. **£11,995** **380SL, 1983,** White, 5,000 miles. ..... **£22,995** **280CE Coupe, 1983,** A-registered, Blue, Pearl Interior, ABS, Electric Sun Roof, Stereo, Electric Windows, Cruise Control, Full Service History, 10,000 miles. **£15,995** **280TE,** 5-speed Manual Estate Car, Metallic Green, Sun Roof, Alloy Wheels, Air conditioning, 18,200 miles. **£16,995**
PORSCHE	**911 Carrera Sport Cabriolet, 1984,** B-registered, Red, Black Leather Interior with Red Piping, 2,000 miles. **£27,495** **928S Manual, 1983,** Silver, Electric Sun Roof, Full Service History, 32,000 miles. ..... **£20,995** **911 Cabriolet,** White, 17,000 miles. **£23,995**
ROLLS ROYCE	**Shadow II, 1979,** Caribbean Blue with Magnolia Hide, 37,000 miles. ..... **POA**
CLASSIC CARS	**Cooper 500 MK V,** JAP Engine, Ex Concours Winner. **£5,995** **Mercedes-Benz 300SE, Cabriolet,** White with Black Leather Interior, 86,000 miles. **£16,995**
BMW	*We run a complete fleet of BMW Demonstrators including the New BMW 535. We also have a huge BMW Workshop and a fully BMW Approved Bodyshop. All cars less than 5 years old are available with a full 24-month BMW Warranty, regardless of make of manufacture.*

01-348 5151 Mon-Sat

HAVAS PACKING & SHIPPING LTD.

The name with more than 25 years experience behind it.
The company who **Think cars, Talk cars and SHIP CARS.**
Shipment of personal effects and household removals, also our speciality.
Competitive rates and unbeatable service.

P.O. Box 31, East Grinstead RH19 4RF
Telephone: 0342 23155
(24 hour personal service)
Cables: HAVAS EASTGRINSTEAD
Telex: 957161 HAVAS G

COOPER & LOTUS

New 15" dia. magnesium wheels for Cooper F1/F2 & Monaco, Lotus 15, 18, etc. Cooper (front with hub) from 4½" to 6" rim. Lotus (6 stud) from 4½" to 7" rim. Prices from £220 ea.
New 13" dia. aluminium Lotus wheels (Lotus 23 etc.)
Various s/h Lotus 30/47 wheels.

Climax Engine Services, 82 Northwick Park Estate, Blockley, Glos. GL56 9RF
Tel: 0386 700631. Telex: 335540G
USA Tel: (213) 375 3937

DERBY WHEEL CARE CENTRE

THE ENTHUSIAST'S RESTORATION SERVICE

- Steel & Alloy wheel cleaning and re-painting
- Wire Wheels too!
- Alloy Wheel polishing
- Colour keying; two colour finishing

TELEPHONE NOW FOR INSTANT QUOTATION
DERBY (0332) 360852 *CARE FOR YOUR WHEELS*

GASKETS

Head, manifold, etc., made specially to pattern. Any make, age, or quantity. Manufacturers sets also available. S.A.E. with enquiries. C.O.D., Postal Service.

LIPSCOMBE and HESSEY,
Marine Engineers
11, Victoria Road,
Eton Wick, Windsor.
Telephone 64413

PERFORMANCE Awesomes

EVERYTHING for the BRISTOL OWNER
☎ 0272-777685

Koni damper Agent

Unit 1, Heath Farm, Ironmould Lane, Brislington, Bristol

AUDI quattro CENTRE

CUMBRIA & LANCASHIRE



HADWINS (LINDALE) LIMITED
GRANGE-OVER-SANDS
CUMBRIA

04484-4242

V-A-G Audi

Stafford Garage

Repairs and Servicing to the highest Standard at Reasonable Cost for

BMW, FERRARI, JAGUAR, PORSCHE

Collection Available

Gloucester Road, Thornbury, Avon
0454 411215

GANTSPEED ENGINEERING

Performance Car Specialists

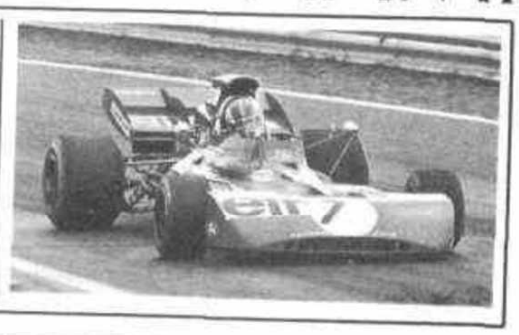
We are a small business offering professional personal attention to performance, classic and executive car owners, servicing & repairs, major overhauls, accident repairs & resprays, total renovations on Porsche, Ferrari, Mercedes, Jensen, Aston Martin, Jaguar, Lotus etc.
Labour rate £9.00 per hour

Contact
Robert Gant
Chapel Lane, Mareham-le-Fen, Boston, Lincolnshire
Tel: Mareham-le-Fen 474

DUNCAN HAMILTON

The Square, Bagshot,
Surrey, GU19 5AX.
Tel: (0276) 71010
Telex: 858334.

TYRRELL 002
Ex Francois Cevert 1971 US Grand Prix Winner.



FERRARI 312 T1 – Chassis No. 022
This historic Grand Prix car is the ex Lauda 1975 French Grand Prix winner and is available immediately in absolutely immaculate condition.





BRABHAM BT34
"Lobster Claw"
Ex Graham Hill 1971 1st B.R.D.C. Daily Express Silverstone meeting. A very rare and valuable car.



1971 MARCH 711
Ex Ronnie Peterson. Still in original 'STP Oil Treatment' colours.



For further details on the above please contact Adrian Hamilton. As enthusiasts we are always looking for rare and historic cars and our Bagshot showroom generally has a fair selection of such models. Please call in!

MOTOSPOT

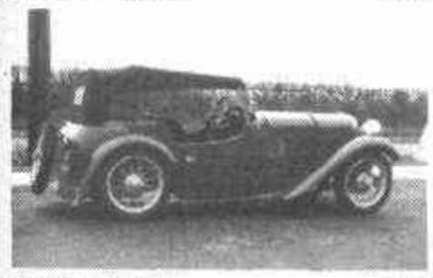
NORTH KILWORTH, LEICS LE17 6EP

(Just off J20 M1 or J1 M6)

No "9-5 salesmen" so please ring before visit 04555 2548 10 am-8 pm



1933 Riley 9 Monaco.	£3,295
1935 Riley 12/4 Kestrel 22T.	
1937 Riley Big 4 Special Sports.	
1922 Morris Bullnose. Well known, mint, very low mileage car	£7,900
1927 Morris Flatnose tourer.	£5,350
1937 Lincoln Zephyr V12 Mint.	£9,000
1936 BSA Scout 4 wheel sports	£4,500
1938 BSA Scout. Red	£3,750
1931 AJS 9 sal. Mint, 37,000 m.	£3,450
1969 MGC GT. 55,000 m.	£3,550



1934 Singer Le Mans.	£4,650
1930 Singer Junior Tourer.	£4,250
1927 Austin 7 chummy.	£3,750
1972 Rolls Shadow. Garnet / Evertlex.	£8,950
1955 Daimler Roadster.	£6,200
1927 Austin 20 Mulliner Sal.	£5,995
1961 Triumph TR 3A.	£3,795
1947 Morgan 4/4 S1 drophead coupé.	£5,250
1922 AJS 350cc. M/C 2,000m !	£1,995

MORE HERE & WANTED
ALL SOLD *READY TO USE*, MoT'D SERVICED & *PROPERLY* SORTED.

FOR SALE — continued

GN TOURER 1922. Original car in excellent condition, well known history, sensible offers required. Tel: Bakewell 2747. (82962

DIVA GT 10F, 1966, 1,100 cc Cosworth MkII, Lotus box, ZF diff, raced only. One of the last Divas built and as made spec. Only 500 racing miles. Tel: Tring (044 282) 5428 home. (82964

LOTUS ELAN S4SE, fhc, MoT, taxed, total body strip and professionally resprayed carnival red, new door interiors, carpets, etc, most components renewed recently and stainless exhaust fitted. Must be seen to appreciate condition £4,250 ono. Tel: Craddock 40407 eves. (82963

LOTUS SEVEN. for details of models in stock please Tel: 01-653 6742, 01-669 7386. (77595

GTS LTD. (London). Left-hand drive car specialists offer large selection of secondhand cars, nearly 80 cars in stock. Mercedes, Jaguar, BMW, Lotus, Porsche etc. Our cars are suitable for all markets. USA, Africa, Middle East, Scandinavian countries. Full export and shipping facilities. Contact the experts. 01-903 6566 / 01-903 7873. (81450

MORGAN +8, X-Regd, 12,000 miles, alloy body, red with Ochre leather, rustproofed at factory, summer mileage only. Concours. £10,000 view Bishops Stortford. Tel: Colchester (0206) 35730 eves / weekends. (81597

AC COBRA 427 REPLICA. Factory built by contemporary in USA (the best). Genuine Hi-Po 289 engine approx 325 bhp, close ratio gearbox, 1st , rhd, less than 1,000 miles from new. Exceptional. £22,500. Full details and export information from 0422-203138. (81670

COSTIN 'PROTOS' F2, 1967. Chassis HCP1 Ex-Rodriguez. Concours. In Donington collection. FIA papers. HCP2 Ex-Hart Hockenheim record holder, suitable restoration. Tel: 0788 860540. (81739

DINO / 246GT Classic M Reg, Red / Tan, new exhaust, servo, wings, Prestime. £9,250. Tel: 0954 210992 — 0602 228075. 82399

MG TD. Black red leather 5,500 miles, Mint original, two owners from new. No Dealers . Box No. 6940. 82400

JENSEN INTERCEPTOR MKIII, metallic blue / black hide interior, excellent condition throughout, new MoT. Engine rebuilt 4,000 miles ago. £3,950. Tel: 01-430 1887. Evenings 01-378 7358. (81873

FOR SALE — continued

ALFA SPIDER 2000. 1974. Red, excellent condition. 74,000 miles. One owner. Full service record £2,950. Tel: 0905 22683. Daytime only. 82401

LOTUS ESPRIT S3 1982Y Silver metallic, red half hide, Turbo trim, BBS wheels, A/C Stereo / cassette, 26,000 miles, 1 owner, impeccable service history, perfect example. £11,750. Tel: 0664-62006. Office 0476-870752. Home. (81776

914, PORSCHE PROJECT, 3,3 Turbo brake system, suspension, 916 conversion, Heiddeger Formula engine, 140 BHP, new Porsche wheels, P7's, standard engine fitted lots of goodies to be completed £2,900. Tel: 0625 582303. (81606

TRIUMPH VITESSE CONVERTIBLE MKII, J-reg. One owner, genuine 36,900, very good condition, sound investment for the connoisseur. Tel: (0273) 504653. (82451

MGB ROADSTER, overdrive, black, registered June 1983, Mint condition genuine 3,900 miles only. £6,500. Tel: Bangor 0247-454209 (Evenings) (82458

ALFA-ROMEO SPYDER 2000. 1975. Perfect original untouched condition. Run in summer only. Collector's car. Tel: Bedford 720652. (82459

FORD T 1918 TOURER Restored sell / exchange Veteran any condition, incomplete considered, cash either way. Tel: 09242 72127. (82166

1931 MORRIS FLATNOSE COWLEY Rolling chassis, suitable restoration £435 ono. 1952 500 cc. Racer £3,250. Tel: Leicester 737802 evenings. (82167

BMW 2002 TURBO, 1974, one owner, low mileage car. Immaculate. £5,000. Tel: Deal 373978. (82134

MORGAN PLUS 8 March 1982, one owner 13,000 miles, aluminium Body, rust proofed from new, Waxoyled annually, P6 Tyres, special paint, summer use only, many extras £10,250. Lancs. Tel: 0254 823278. (82137

TWO RILEYS. 9 hp Monaco saloon, 1933, black, green wheels and leather interior, original sound condition. Not restored and doesn't need to be. Taxed and MoT'd, £2,450 ovno. Riley One-Point-Five, 1962, genuine 60,000 miles from new. Good both bodily and mechanically, excellent suede green leather interior, lovely wooden dashboard, long MoT £625 ono. Both reliable and good looking. Retirement forces sale. Tel: Reading (Arborfield Cross) 760034. (81669

GOLD SEAL

620 STREATHAM HIGH ROAD
LONDON SW16 3QJ

01-764 7662

£8,895. PORSCHE 924 LUX. 1982 model. Guards red with tan Berber trim, factory sunroof, pdm, radio cassette etc.



£13,695. BMW 635 CSI AUTO. 1982. Y Reg. Metallic opal with biscuit hide, air conditioning, electric sunroof, on board computer, ABS brakes, TRX's, Recaro seats, Pioneer stereo.
£9,695. BMW 732 IA 1983 (new shape). 4 speed auto, metallic burgundy, electric sunroof, electric windows, alloy wheels, headlamp wipers, expensive stereo.
£9,595. MERCEDES 280CE COUPÉ. 1981. Metallic astral silver with blue cloth, electric sunroof, alloy wheels, radio cassette etc, electric windows.
£8,995 PORSCHE 924 LUX. 1982. Burgundy red with tan Berber trim, sunshine roof, pdm. Expensive radio cassette.
£7,995. MERCEDES 280SE. 1980. Metallic ice blue, electric sunroof, electric windows, alloy wheels, F&R headrests, Pioneer stereo, history.
£7,695. PORSCHE 924 TURBO. 1980 model. Metallic onyx with black and white check Pasha trim, factory sunroof, radio cassette etc.
£7,495. MERCEDES 200. 1982. Manual with pas, sunroof, electric windows, alloy wheels, heated seats, radio cassette, history etc.
£6,995. BMW 520I. 1983. Y Reg. 5 speed, burgundy metallic, sunroof, central locking, radio.
£5,995. VW GOLF CABRIOLET GLS. 1982. Metallic red with wine interior, one owner, most attractive.
£5,995. MERCEDES 230C COUPÉ. 1979. V Reg. Metallic rose with biscuit cloth, central locking, tinted glass etc.
£5,895. AUDI GT COUPÉ. 1982. Metallic dark blue with light blue panels, contrasting cloth trim, 39,000 miles, superb condition.
£5,695. BMW 320. 1982. Metallic opal, 5 speed gearbox, factory sunroof, radio cassette etc.
£5,695. BMW 323I. 1981. Alpine white with Pacific cloth, 5 speed gearbox, alloy wheels, rear spoiler, tinted glass, radio cassette.
£4,995. LOTUS SUNBEAM MK II. 1981. X Reg. Black and silver, 2.2-litre Lotus engine, 5 speed gearbox, alloy wheels, radio cassette, one owner, 11,000 miles only.
£4,995. MERCEDES 250 AUTO. 1979. Classic white with tan trim, central locking, tinted glass, radio etc.
£4,995. ALFA ROMEO GTV6 2.5. 1982. Metallic black with beige cloth, sunroof, electric windows, Pioneer stereo etc.
£4,995. VOLVO 262C COUPÉ. 1979. Rare Bertone 2 door coupé. Metallic silver with black hide, manual with overdrive, air conditioning, electric windows, alloy wheels, radio cassette etc.
£4,695. ASTON MARTIN DBS V8 AUTO. 1971. Regal red, little used since vast expenditure at Aston Martin agents.
£4,295. VW SCIROCCO GTI. 1981. White with red trim, sunroof, alloy wheels, radio cassette, 24,000 miles only.
£3,395. RENAULT FUEGO 2.0 TX. 1981 model. Metallic blue with pas, radio cassette, alloy wheels, electric windows, etc.
£2,995. BMW 728 Manual. 1978. Metallic Arctic blue with grey cloth, factory metal sunroof, twin electric mirrors, central locking, tinted glass, radio cassette.
£2,695. RENAULT FUEGO TS. 1981. Metallic gold with tan cloth trim.
£1,995. MERCEDES 280E. 1978. Metallic brown with biscuit cloth, electric sunroof, radio cassette.
£2,595. ALFA ROMEO 2000 GTV. 1980. Ivory with grey velour, radio cassette etc.
£2,295. VAUXHALL CHEVETTE LUX HATCHBACK. 1981. Finished in burgundy and silver, glass sunroof, Pioneer radio / cassette, very nice throughout.
£1,995. LANCIA BETA 2000 COUPÉ. V Reg. Metallic gold, sunroof etc.
£1,995. FIAT 132 2000 1981. Metallic gold, 5 speed gearbox, electric windows, etc.

CAR CARE PLAN
We offer Mechanical Breakdown Insurance Policies. 12 months / 12,000 miles with every car we sell.

TRAIN AND RACE WITH JIM RUSSELL

Full circuit instruction, lectures, film shows and skid circuit training at Snetterton. All courses include a race entry. Free colour brochure on request.

JIM RUSSELL uses and recommends Esso

Jim Russell
INTERNATIONAL RACING DRIVERS SCHOOL

To: Jim Russell Racing Drivers School, Snetterton Circuit, Norwich NR16 2JX
Tel: 095 387 451

NAME _____

ADDRESS _____

_____

_____

_____

_____

MS5/5

OVER 25 YEARS EXPERT TUITION

Does GTi stand for GIGANTIC TOP-LOADED INSURANCE?



Not necessarily. We have very special arrangements to suit all circumstances and all kinds of cars. Call us now on 01-631 3961 or post the coupon to:

Taylor Price & Co., 5 Bloomsbury Place, London WC1A 2QA.

TAYLOR PRICE & CO

Mr.

CONFIDENTIAL

Mr/Mrs/Miss Age: Occupation

Address

Full Privilege Licence yrs Make & Model

Year cc Value £ No Claims Bonus yrs

Please tick as appropriate: Comprehensive☐ Third Party Fire & Theft☐ Third Party Only☐

Owner Only Driver☐ and spouse☐ any driver☐

The car will be: garaged☐ off the road☐ on the road☐

Use is: Social, domestic & pleasure only☐ and commuting☐ and business☐

VISA

PLEASE ENCLOSE FULL DETAILS OF ANY ACCIDENTS OR CONVICTIONS

PORSCHE Insurance Facilities

Competitive schemes, rates and terms now available for all models. Call, write or phone, the new business office at MRB Insurance Brokers Ltd., 313 High Road, Chadwell Heath, Romford, RM6 6AX, Essex. Tel: 01-590 8412



SILICONE BRAKE FLUID — NAMRICK — NUTS BOLTS SCREWS

FOR THE BEST VALUE IN ZINC PLATED FASTENERS • B.S.F. U.N.F. B.A. METRIC • SELF TAPPING SCREWS • STAINLESS STEEL HOSE CLIPS • POP RIVETS • SPLIT PINS • SPRINGS • WASHERS • CIRCLIPS ETC. • **PLUS SILICONE BRAKE FLUID AND A NEW RUBBER MOULDING PACK** • ALL IN OUR NEW MAIL ORDER CATALOGUE, SEND A LARGE SAE FOR YOUR COPY TO: **NAMRICK LIMITED, 124 PORTLAND ROAD, HOVE, SUSSEX BN3 5QL. TEL. (0273) 736963**

COMMERCE HO., WICKHAMBROOK, NEWMARKET. Tel: 0440 820291

RWBanks Alfa Romeo Specialist

OFF THE M11/A45 AN HOUR FROM LONDON



WANTED: I wish to buy good examples of 2000 Spider and 2000 GTV. Also any rhd or lhd Giulia GTC and GTA.

All Giulia models 1963-78 bought and sold.

Renovation. Customers have scored a hat trick of wins (1982, '83, '84) at the A.R.D.C. NATIONAL ALFA CONCOURS. Why not have your GTV, GTJ, or Spider, renovated to these exacting standards?

FOR SALE — continued

TR6 1975 (P) Hard / soft tops special wheels, regularly serviced, Taxed, MoT, good condition and certainly worth seeing. View Watford. £2,650 ono. Tel: (0923) 45401 (Weekdays), (051) 336 4643 (Weekends). (82129

ARMSTRONG SIDDELEY HURRICANE Four seater convertible 1948. Reg. TSA III. Much restoration £4,000. Dorking Surrey. Tel: 888 727. (82132

GOLF GTI Convertible 1981, excl. cond. Silver, recent tyres, exhaust, battery, 42,000 miles. Tel: Dorking. 888 727. (82132

PEERLESS GT 1959 (TR2 Mechanicals) complete car for restoration. £750 ono. Full details. Ring Ramsden (Oxon) 305 evenings. (82133

FORD ESCORT XR3i 1983, Silver, 20,000 miles, sunroof, Alloy wheels, £4,750 or offer Tel: (Day) Mr Payne 041-810 3151. Ex 295 Ev/Weekends. Kilmacolm 3484. (82130

1976R MORGAN 4/4, 2-seater, BRG, green leather, wire wheels, 9,600 miles only, total anti-rust, stainless exhaust, many other extras, garaged. Offers over £6,500. Tel: 051 428 6990. (83076

FOR SALE — continued

PORSCHE 911SC Targa, low mileage, service history, 1978, recent major service, stereo, outstanding condition. £10,950. Tel: Stratford-on-Avon B42042. (83077

MORGAN 4/4 2-seater, 1980, red, 1 MSCC owner, 13,000 miles. Baby forces sale. £7,000. Tel: Byfleet 49967. (83078

MORGAN 4/4 four-seater, 1976, black leather, burgundy body, £4,950 ono. Tel: (0462) 6968. (83080

LOTUS EUROPA Twincam 1972 (L) metallic blue, oatmeal trim, 58,000 miles, immaculate condition. £2,950. Tel: Market Deeping (0778) 347874. (83082

ASTON MARTIN DB4, 1959, red with black interior, in excellent condition and regular use. £4,500. Tel: Rogate 320 (W. Sussex). (83083

MGB ROADSTER, chrome bumper model, professionally restored, tartan red, wires, o/drive, new panels, trim chrome, Gold Seal engine, superb. £3,750. Tel: 027 074 410 (Cheshire). (83084

TALBOT 1934, six cylinder four door saloon, original unrestored sound example. £2,850. Tel: 673134 Glos. (83091

FOR SALE — continued

DELLOW MK II, LWB (eligible 6B) immaculate mechanics, rebuilt 100E with aquaplane head, manifolds, rebuilt twin SU carbs, Spitfire seats, new hood, frame, sidescreens. Taxed & MoT £3,500 ono. Tel: Ashford (Kent) 0233 24737. (83089

SUNBEAM 20 1932, two-door coupe, superb inside and out, bare-metal respray, new tyres, battery, radiator, ready for use. £6,850. Tel: 0242 673134 Glos. (83091

E TYPE Roadster, 1961, flat floor, CN850289, restored to original specification by experts, full photographic record and bills. Private sale at £15,000. Sorry no offers or dealers thank you. Tel: R. Wilson. 01-686 9258 (work) Reigate 43542 evenings. (83092

MORGAN 1984, 4+4, XRS works, 6,000 miles, new condition, red, black interior, alloy wheels, radio, alarm. £9,750 ono. Tel: Disley 3760 or 061 428 0176 Mr Mills. (83093

JAGUAR 4.2 XJ6, 1971 auto, beige, tan interior, one owner, 41,000 miles, outstanding original condition. Superb mechanically, MoT, original documents, spare unused. £1,650 ono. Tel: 076387 490 Kelshall, Herts. (83097

FOR SALE — continued

MGB GT V8, 1975, 48,000 miles, immaculate condition. Waxoiled, rustproofed, s/s exhaust, history, many extra's, marriage forces reluctant sale. £3,900 ono. Tel: Bath: 0225 742973. (83094

BENTLEY T TYPE 1970, excellent condition, taxed and tested. £6,500 or near offer. Tel: Horsfield Halifax (0422) 831475. (83095

LOTUS ELAN S3 SE DHC, red over white, fortune recently spent on rebuild, forced sale, please Tel for full details. £3,650. Tel: 01-661 2570. (83096

ALVIS superb Vanden Plas, 4-seater dhc, Speed 20, 1933 Motor Show model, black over dark blue, recent body-off restoration. £14,950. Tel: Reading 784122. (83315

MORGAN 3 WHEELER, 1932 Super Sports Beetle back, overhead valve, water cooled JAP, total re-build nearing completion, buy now and choose your own colour. Tel: 027984 3426. (83313

1936 AUSTIN 18, Salmon Tickford Cabriolet, royal blue and black, new paint and upholstery, needs new hood and chrome to complete. £1,450. Tel: Winterbourne 774795 (Avon). (83311

CROPREDY BRIDGE GARAGE

£300,000 WORTH OF JENSEN PARTS

****

JENSEN SERVICE, REPAIRS AND REBUILDS

****

GROUND UP RESTORATIONS AND CRASH REPAIRS

****

THIS MONTH'S STOCK

1977 Jensen Coupé in Brienz with tan trim, 35,000 miles, probably finest coupé available £12,500
1974 Interceptor III in silver metallic, 72,000 miles, history, private reg. £4,250
1976 Jensen GT in Aruba/black roof, beige leather trim, 45,000+ miles £4,500
1976 Interceptor III. Walnut dash in black with beige trim £4,250
1972 Interceptor III in red / dark red interior. Private plate £3,750
1971 Jensen FFII in silver metallic / red interior, 68,000 miles £6,500
1969 Interceptor Mk I in silver with magnolia trim £1,650
1974 Jensen Interceptor Mk III in dark metallic blue interior £4,500
1974 Jensen CV8 Mk III in burgundy with black interior. Outstanding £4,500
1972 Jensen Interceptor III in red. MoT, not a pretty sight. £1,650
1975 Interceptor III. Bronze / magnolia. 45,000 miles. Stainless steel exhaust. History. £6,000
1973 Healey Mk II 4 speed in blue. Good runner. Slightly scruffy £1,600
1964 CV8 / in B.R.G. with some £6,000 already spent on refurbishment. Needs completing £1,500
1972 Interceptor III in sand with beige trim. In very sound condition £2,550
1974 Interceptor Convertible in Havannah brown, tan roof and tan trim. Extensive history £12,000
1975 Jensen GT in blue with Tan leather trim £2,400
Jensen FF bodyshell (secondhand) Offers.
1973 Interceptor III in cense red with beige int. Recon eng., gearbox, new cooling system, new air condit. system, total body restoration plus s/s exhaust all in last 5,000 miles. £9,000



EXCLUSIVELY JENSEN

CROPREDY BRIDGE GARAGE, RIVERSIDE WORKS, CROPREDY, BANBURY, OXON OX17 1PQ
Tel: (0295) 75 266/629 Telex: 837230LILOK

FULL RANGE OF NEW ALFA & SAAB MODELS

AVAILABLE FOR IMMEDIATE OR EARLY DELIVERY

1985 Saab Turbo 16. Three-door, in Cochineal metallic. **£12,750**
1985 Alfa Romeo Arna in white. **£4,250**
1984 B Giulietta 1.8 in beige. **£6,495**
1984 B Giulietta 1.6 in red. **£5,695**
1984 Alfa Romeo 33 Gold Cloverleaf in silver, under 4,000 miles. **£4,995**
1984 Saab 99 GL. Two door in azure blue. **£5,495**
1984 Alfa Romeo 33 1.3. Choice of colour. **£3,995**
1984 MG Metro in ivory. **£4,195**
1983 (Dec) Alfa Sprint Green Cloverleaf in red. **£4,759**
1982 Giulietta 1.8 in ivory, all extras. **£3,495**
1981 X Saab GLE. Five-speed special edition in indigo blue metallic with gold Minilites. **£4,495**
1980 Giulietta 1.6 in black over silver, low mileage. **£1,995**
1979 Saab 900 Turbo. Five-door in blue metallic. **£3,695**

12 months warranty on all above cars.

Westune

WESTUNE LTD, CROWN LANE, HORWICH, BOLTON
Tel: Bolton (0204) 68621

PERFORMANCE CARS

GREAT WEST ROAD BRENTFORD MIDDX. Tel: 01-560 7011

One mile west of Chiswick roundabout and M4 exit No.2.
Two minutes from Brentford Central, Southern Line.
Our nearest tube station is South Ealing on the Piccadilly line.
Phone 01-560 7011 for our courtesy car.

SINCE 1946 WE HAVE FEARLESSLY AND UNASHAMEDLY STATED YEAR AND PRICE ON ALL OUR CARS. ALL QUOTED MILEAGES ARE WARRANTED.

12 MONTH WARRANTIES AVAILABLE

1982 Alfa Romeo Alfetta GTV. One owner, 40,283 miles, black. £3,795
1949 Allard 81M Drophead. £18,000 spent, red / black trim, invoices available. £8,500
1961 Austin A40 Estate. Blue, 1 lady owner, delightful condition. £850
1979 BMW 528i. Auto, silver, 2 owners only, pas, radio / cassette. £2,995
1975 BMW 3.0 CSA Coupé. Metallic green, last owner since '77. £2,795
1983 Citroën 2 CV6 Special. White, one lady owner, 6,977 miles, delightful. £2,295
1977 Daimler 4.2 Auto Sovereign 2-door coupé. Carriage brown, 39,845 miles. £3,995
1975 Daimler Sovereign 2-door coupé. Maroon, electric windows. £1,995
1952 Daimler Barker Drophead. White, original log book. £4,440
1964 Daimler Dart SP250 C Spec. Black/red, original log book. £3,775
1978 Datsun 260Z Coupé. Red, radio / cassette. £1,995
1983 Fiat X19 1500. Red, 1 owner, 43,462 miles. Targa top. £4,495
1979 Fiat Amigo 900T Motor Caravan. white, one lady owner. £1,395
1978 Fiat Mirafiori Estate Car. White, 1 owner, 43,483 miles. £995
1978 Jaguar XJS. Automatic, white, air cond. £4,445
1972 Jaguar V12 E type 2+2. Auto, blue, bills for £3,700. Last owner 6 years. £8,775
1970 Jaguar E Type 2+2. Black, last owner 6 years, chrome wires. £6,250
1974 Jaguar XJ6 4.2. Brown, automatic, last owner 5 years. £1,045
1972 Jaguar E Type V12 2+2. Blue, Webasto sunroof, manual. £6,995
1974 Jensen Interceptor Mk III. Automatic, green, air cond. £3,495
1978 Lancia Beta 2000 Spyder. Beige. £1,345
1973 Lotus Elan +2 130. Black, excellent history. £4,295
1979 Lotus 501 Elite. Red, 46,208 miles, extras too long to list. £4,775
1963 Lagonda Rapide. Automatic, original log book, history file. One of 55 made. £5,700
Mercedes Benz c 1969, 250 CE 2 door coupe. RHD, beige. £1,495
1976 Mercedes Benz 240 Diesel. Automatic, brown. £2,695

1981 MGB GT LE. Pewter, one lady owner, 16,495 miles. **£6,225. 1980 MGB.** Red, 39,112 miles. **£4,295. 1980 MGB GT.** Black, one owner, 36,409 miles, stainless exhaust. **£4,495. 1979 MGB GT.** Pageant blue, sunroof. **£3,125. 1979 MGB GT.** Green, 44,858 miles. **£3,295. 1978 MGB GT.** Black, radio. **£3,195. 1977/78/79 Midgets.** Choice of 3. **From £1,995. 1977 (Model) MGB GT.** Sandglow, exchange engine fitted 1,500 miles ago. **£2,845. 1975 MGB GT.** Jubilee, sunroof. **£2,545. 1973 MGB GT.** Harvest gold, overdrive. **£1,695. 1973 MGB GT.** Damask red, overdrive. **£2,295. 1968 MGC GT.** Blue, auto, w/w, last owner 12 years. **£3,795. 1968 MGC GT.** Red, 12,207 miles, w/w, o/d. **£4,995.**

1977 Porsche 924. LHD, red, sunroof, ATS wheels. £3,775
1979 Porsche 924. Red, manual, electric windows etc. £4,495
1979 Peugeot 305 SR. 1 owner, sunroof, electric windows. £1,145
1977 Pontiac Astro 2 door coupé. Yellow, auto, 29,256 miles. £1,245
1982 Renault Fuego GTS. Automatic, 33,880 miles, grey, one owner. £3,595
1981 Renault 18 TS Soleil Estate. Beige, 18,210 miles, sunroof. £2,695
1979 Saab 900 Turbo. Maroon, sunroof, two owners only. £2,995
1909 Sears. American high wheeler K model buggy, solid tyres, 2-cylinder air-cooled engine, tiller steering. Believed only one in England. £7,500
1979 Scimitar GTE. Auto, 21,748 miles, blue, new tyres, Webasto sunroof. £4,295
TR7's. Choice of 7. Various colours/extras including one LHD in Java green. From £1,345
1982 Y ('81 model) TR7 convertible. Metallic red, choice of 4 others. From £3,995
1979 Triumph Spitfire. Russet brown, overdrive, hard top, choice of 5. From £995
1977 Triumph Stag. Auto, all black, hard and soft tops. £2,695
1977 Triumph Stag. Red, auto, hard / soft top. £4,695
1965 Wolseley 1100. Black, one family owner, 37,057 miles. £895

OUR BUYING DEPARTMENT WOULD BE DELIGHTED TO PURCHASE ANY CARS OF THE TYPE WE SELL. PLEASE PHONE 01-560 7011.

PERFORMANCE CARS LTD. GREAT WEST ROAD, BRENTFORD, WEST LONDON. 01-560 7011

Prancing Horse (Garages) Ltd.

Specialists in Sales Service and Renovation to the **Ferrari** *owner*



FERRARI 400i Manual, Celeste blue metallic with magnolia hide, one owner, full history, pristine condition. **£17,995**
FERRARI 400 GT, 1979. Automatic, Celeste blue metallic with magnolia/black hide, rear air conditioning, a fabulous example of this famous marque. **£13,750**
FERRARI 308 GT4, 1980. Metallic green, magnolia leather/brown cloth inserts, 29,000 miles, full s/h, immaculate. **£13,500**
FERRARI 308 GT4, 1979. Metallic blue, beige leather/blue cloth inserts, sunroof, full s/h, immaculate. **£12,250**
MGTC, 1947. Red/beige leather int., a collectors masterpiece in concours condition throughout. **£8,750**

WE ARE ANXIOUS TO PURCHASE CARBURETTOR FERRARIS

LOTUS LOTUS

BEAT THE PRICE INCREASE EARLY DELIVERY ON ALL THESE 1985 SPECIFICATION MODELS

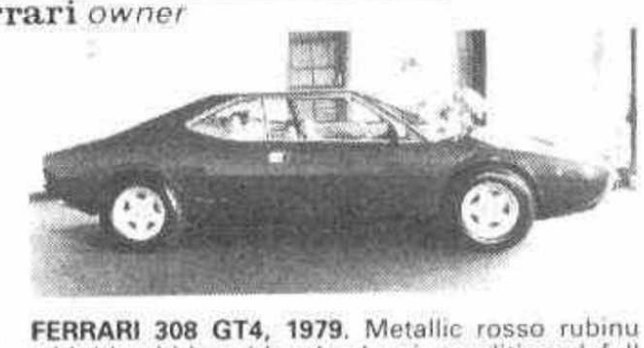
ESPRIT TURBO. BRG metallic, full leather magnolia, air conditioned, sunroof. **LIST**

ESPRIT TURBO. White, half leather red, air conditioned, sunroof. **LIST**

DEMO MODELS AVAILABLE, A SAVING ON LIST

ESPRIT SERIES 3. Glacier blue metallic, half leather blue. **LIST**

EXCEL. Red, half leather beige, pas. **LIST**



FERRARI 308 GT4, 1979. Metallic rosso rubinu with blue hide, wide wheels, air conditioned, full service history, quite superb. **£12,950**
JAGUAR XJ 5.3 Coupé, 1976. 50,000 miles, silver blue hide interior, superb condition throughout. **£4,750**
1984 (April) LOTUS EXCEL. Met silver, pas, ½ leather, alloy wheels, 11,500 miles, one owner, full s.h., quite superb throughout. **£14,500**
1983 LOTUS EXCEL. Red, ½ gold leather, 34,000 miles, choice of two. **£12,500**
LOTUS ESPRIT SIII Commemorative model. Black/gold, nominal mileage, splendid condition throughout. **£6,995**
1967 'E' LOTUS ELAN SIII FHC. 1600 twin cam engine, finished in red, fully restored with full s/h. **£4,950**

THE NORTH'S LEADING FERRARI SPECIALISTS

LOTUS THE LOTUS LEADER

Kirkburton, Huddersfield, Yorkshire HD8 0PQ.
Telephone: Huddersfield (0484) 606087.

YORKSHIRE'S ONLY MAIN LOTUS DISTRIBUTOR

LOTUS THE LOTUS LEADER

Straight EIGHT



Shadow 76, R-Reg. Beautiful Seychelles Blue, Blue hide, Whitewall tyres. Superb appearance. **£12,950**

ROLLS-ROYCE

Phantom VI Limousine, Black over Royal Blue, Dark Blue Hide, interior cocktail cabinets, TV, intercom, Hooper backlights, etc. **POA**

Silver Cloud III, LWB without division, Black over Shell Grey, Grey Hide. **POA**

Corniche Saloon 80 Model, Le Mans Blue, Champagne Hide piped in Blue. One owner. Full history. Stunning example. **£29,950**

Silver Cloud III, 64. Magnificent Sand over Sable, Magnolia hide. One owner last 18 years. A truly exceptional example. Low mileage.

Bristol 412, Convertible, 77. Regal Red, Black hide, hard and soft tops, auto, PAS, air conditioning, cruise, etc, exceptional value. **£8,950**

Daimler SP250 Dart B Spec, Silver, Red Hide, Hard and soft tops, overdrive, 1962. Superb appearance. **£5,950**

AC Cobra Replica, 1968. Electric Blue, Magnolia hide, wire wheels, whitewall tyres. Modified Rover V8 power. Shattering performance. Top quality finish. **£8,950**

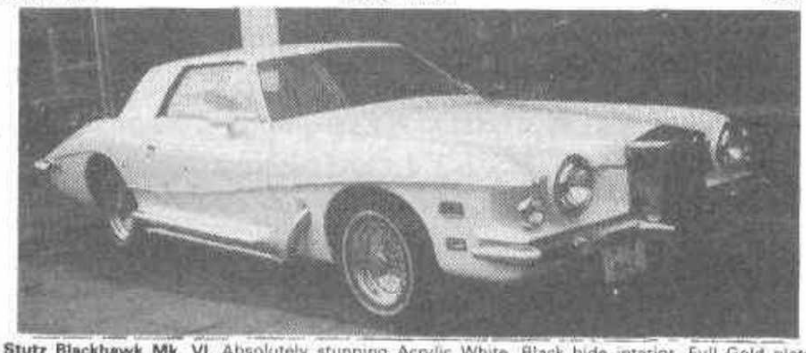
Mercedes Benz 220S Cabriolet, 58. Powder Blue, Blue leather, recent new Black hood. **£9,950**

Cadillac Eldorado Convertible, 71, 27,000 miles, magnificent black, White leather, Whitewall tyres, power everything, cannot be over described. **POA**

Volkswagen Beetle Convertible, 74. White, Black interior, alloy wheels, superb appearance, left hand drive. **£4,950**

Ford Model T Landaulette 1918. Black, deep buttoned interior, very unusual coachwork. Extremely attractive. **POA**

1981 Aston Martin Lagonda. Met. silver, grey hide. **POA**



Stutz Blackhawk Mk. VI, Absolutely stunning. Acrylic White, Black hide interior, Full Gold plated interior fittings, as-new appearance, only 3,000 miles from new. A rare opportunity to own one of these limited edition exotic coupés. **POA**

Ferrari 365 GT 2+2, 1969. Italian Red, PAS, electric windows and quarter lights. **£11,950**

Jaguar 420G, 68, Midnight Blue, Grey leather, electric windows, auto, PAS, concours, must be seen. **£4,950**

Mercedes Benz 220 S Cabriolet, 58, Signal Red, Beige leather, Beige hide, low mileage, the best example available of this beautiful classic four seater drophead. **£15,950**

Silver Cloud II, Touring Limousine. Design Number SCT 100 by James Young. Finished in Dusk over Dawn Grey with Dark Blue Connolly hide, piped in grey, blue Wilton carpet piped in Grey leather. Electric division, cocktail cabinet, air conditioning. This is probably the most beautiful adaptation of a Silver Cloud and is offered with the unique registration number of "SCT 100". **POA**

Silver Dawn 54, Royal Blue over Shell Grey. Automatic, sunroof, grey hide, extremely attractive. **POA**

Bentley SI Saloon, 57, Sand over Sable with Beige hide. One family owned. 39,000 miles. Almost new appearance. **POA**

1969 Aston Martin DBS V8 Manual. Masons black with dark red hide upholstery, 5-speed, manual gearbox, service history, low mileage. **£17,950**

1974 Rolls-Royce Corniche. Caribbean blue, blue hide int, black Everflex, service history. **£16,950**

1970 Rolls-Royce 2-door. Silver mink grey hide. **£13,950**

1976 Shadow. Masons black over shell grey, magnolia hide. **£13,950**

1979 Mercedes 280 CE. White with black hide interior, electric roof, headrests, stereo, alloy wheels. **£14,950**

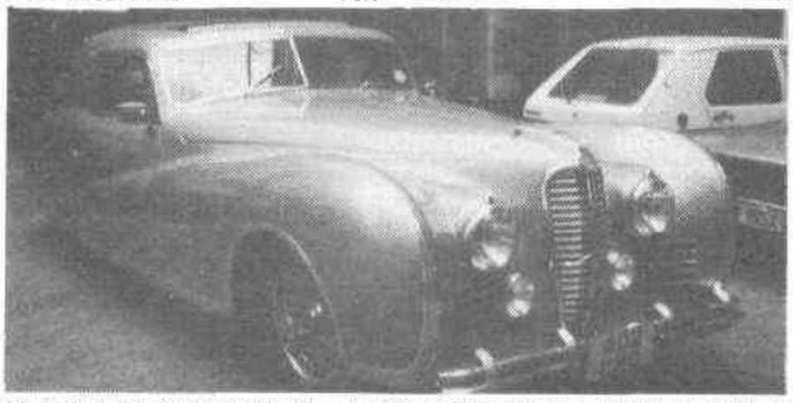
1978 Bentley T2. Moorland over pewter, green hide, leather dash and knee roll. **POA**

1963 Bentley S3. Black over blue, beige hide, history. **£15,950**

1980 Bentley T2. Silver mink over Seychelles blue. **£18,950**

Bentley Mulsanne. LHD, carnival red with beige hide interior, colour coded grille, etc. **POA**

BMW 320i 1983 (new shape). Henna red, grey velour. **£6,950**



Delahaye Type 175. 2-door, coachbuilt coupe, 1949, by Figoni Filaschi, supplied new to Maharajah Mysore. **POA**

The above is a selection of our current stock — please phone for an up to date list.

CARS URGENTLY WANTED. CASH SETTLEMENT

158-160 GOLDHAWK ROAD, SHEPHERDS BUSH, LONDON W12 01-743 1599

'E' TYPE JAGUAR

1962 Roadster Series I 3.8. Complete Profesional Ground up Restoration, Re-upholstered, Respray and Engine Rebuild. Silver blue / blue interior. C.W.W. 74,000 miles. 500 miles since rebuild.

Serious offers over £14,500

Tel: Wormley Surrey (042 879) 2931

PORSCHE 356

BT.6 S90 CABRIOLET

Excellent and original condition. Soft top, hard top, tonneau. Grey with black top / interior. Left hand drive.

£15,500

Tel: 01-435 5483

We have recently acquired a quantity of Ford E83W 10 HP Van secondhand spares. Items include: Front & Rear Springs — Two 10 HP Engines & Gearboxes — Front Axle complete — Two Rear Axles — Propshafts & Torque Tubes — Distributors — Starter Motors — Generators — Voltage Control Boxes — Valve Springs (new) — Spring Shackles (new) — Brake Shoes — Brake Drums — Radiator — Fuel Pumps — Rear Cross Member etc. etc.,

Offers around £250 to Peter Hilton, Salvaspare Centre, Stadium Way, Benfleet, Essex. Tel: 0268 775544

MARCOS 3 LITRE FORD

IMMACULATE THROUGHOUT, RED, RE-UPHOLSTERED, NEW TYRES / GEARBOX / EXHAUSTS, MUST BE SEEN **£4,200.**

Phone: Rustington 782465

Daytime

Worthing 205848

Evenings / Weekends

DON HOODS

& Boat Canopies direct from the makers!



Send for colour leaflet and price list

Don Trimming Co. Ltd

2A Hampton Road, Erdington, Birmingham B23 7JJ

Telephone: 021-373 1313

ALL MOTOR INSURANCE LOW RATES WITH INSTALMENTS

LLOYD'S & B.I.A. CO's ONLY

YOUNG DRIVERS SPORTS and G.T. CARS

- Self Drive Hire
- Commercial Vehicles
- Motorcycles
- Mature Drivers

Name ..... Age .....

Address .....

.....

Occupation ..... Period of Residence in U.K. ..... years

Full / Provisional licence for ..... years.

Comp / TP, F & T / TP Only. Excess £ .....

Make ..... Model ..... Year .....

C.C. ..... Value £.....

Garaged YES / NO O.O.D. / ANY DRIVER / NAME DRIVERS ..... Anybody to drive under 21 YES / NO, under 25 years YES / NO. *Business / Pleasure Use. I am entitled to .....NCB with ..... Ins. Co.

Please advise full particulars of additional drivers, accidents and convictions ..... IF NOT ENTITLED TO NCB

Please advise how experience gained as FURTHER DISCOUNTS MAY BE ARRANGED.

*Full details of any business must be given. MS5

Motts Godwin Insurance Brokers

561-3 Watford Way, Mill Hill NW7 4RT

Tel: 01 906 1544

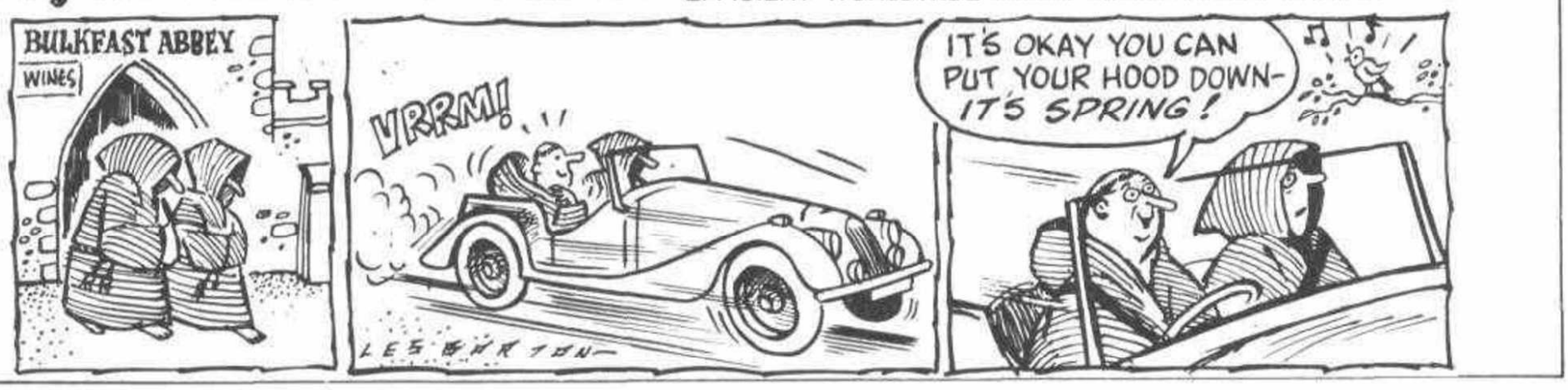
LIBRA MOTIVE

Morgan's Official Service Agents

Visit our Showroom, 2 minutes Finchley Road Tube 8-10 Rosemont Road, Hampstead, London NW3 6NE. 01-435-8159 • 01-794-7009 • Telex 8952387 G LIBRAMOTIV

WE BUY, SELL & SERVICE MORGANS

EFFICIENT WORLDWIDE PARTS DISTRIBUTION SERVICE



Melvyn Rutter Limited

Morgan

Sales, Service, Parts, Restoration & Worldwide Mail Order

Wanted: Morgan 3 wheelers and 4 wheelers.
Stainless exhausts and body panels from stock.

●Send £1 for *new* 24 page illustrated catalogue.●

MELVYN RUTTER LIMITED

The Morgan Garage (Dept MS), Little Hallingbury, Nr. Bishop's Stortford, Herts.
Tel: 0279 725725

Quality used Morgan's in the North

LIFES MOTORS LTD. 0704 31375

ESTABLISHED 1919

1984 4/4 2-seater. Green / beige leather, w/w, 1,600 miles.
1984 (B) 4/4 2-seater. Black / beige leather, 700 miles, w/w, aluminium body and wings, many other extras.
1983 4/4 2-seater. Royal Ivory, black interior, XR3 engine, 5-speed gearbox, bonnet strap, very low mileage.
1983 model (reg Nov 82) 4/4 2-seater. White, black int, XR3 engine, w/w, reclining seats, luggage rack, door handles etc., 16,000 miles, one owner, supplied by us from new.
1983 4/4 2-seater. Black, red leather upholstery, w/w, bonnet strap, stone guards, one owner, supplied by us.
1982 model (reg Oct 81, X) 4/4 4-seater. Two tone brown / beige, black interior, aluminium body and wings, one owner, supplied by us from new.
1978 (T reg) 4/4 4-seater. French blue, black interior, w/w, 26,000 miles.
1975 (6 MOG Reg No) + 8. Silver / black, 38,000 miles, leather seats.
1972 4/4 4-seater. Indigo blue, Tan leather upholstery, one owner from new, supplied by us from new, only 38,000 miles.

MORGANS BOUGHT FOR CASH

WEST STREET, SOUTHPORT, LANCS.

MACDONALD M RACING

(established 1966)

NORTH EAST Morgan distributors

* SALES
* SPARES
* SERVICE
* REPAIRS
* TUNING
* MODIFICATION

Selection of good Morgans always available

NORTH EAST MORGAN DAY SUNDAY 12th MAY AT BEAMISH OPEN AIR MUSEUM, NR STANLEY, DURHAM. EVERYONE WELCOME

Call in or telephone for details

I and J Macdonald Ltd., MAIDEN LAW GARAGE LANCHESTER, COUNTY DURHAM. Tel: 0207 520916

4/4 — 2-SEATERS

1983 Morgan 4/4 — 2 seater. Red alloy / black leather, XR3 engine, 5 speed, d / handles, b / strap, w / wheels, 9,000 miles, 1 owner.
1983 Morgan 4/4 — 2 seater. BRG / black recl. seats, Fiat engine, 5 speed, d / handles, spare wheel cover, 1,300 miles.
1979 Morgan 4/4 — 2 seater. BRG alloy / black leather, rec. seats, w / wheels, d /handles, b / strap.
1980 Morgan 4/4 — 2 seater. Maroon / black leather, rec. seats, d / handles, w / wheels, spots, wheel cover.
1978 Morgan 4/4 — 2 seater. Yellow alloy / black, w / wheels.
1978 Morgan 4/4 — 2 seater. Dark blue / black, w / wheels, d / handles, spots, 19,000 miles.
1977 Morgan 4/4 — 2 seater. Ivory / black leather, w / wheels, d / handles, l / rack, radio.
1975 Morgan 4/4 — 2 seater. Red / stone, w / wheels, l / rack, d /handles, spots.

4/4 4-SEATERS

1981 Morgan 4/4 — 4 seater. Mid blue alloy / black, w / wheels, l / rack, d / handles spots, radio, 9,800 miles, 1 owner.
1981 Morgan 4/4 — 4 seater. White / black leather, w / wheels, d / handles, spots, 25,000 miles.
1979 Morgan 4/4 — 4 seater. Brown / stone, d / handles, l / rack, spots.
1978 Morgan 4/4 — 4 seater. BRG alloy / black, w / wheels, d / handles, l / rack, spots, 30,000 miles.

PLUS 8's

1982 Morgan +8. Ivory alloy / brown leather rec. seats, brown hood & tonneau, d / handles, l / rack, b / strap, 5,900 miles, 1 owner.
1982 Morgan +8. French blue / black leather, rec. seats, l / rack, h / rests, 1 owner.
1978 Morgan +8. Red / black leather, d / handles, l / rack, 30,000 miles.
1977 Morgan +8. BRG / black, d / handles, radio / cassette, 1 / rack, s/s exhaust.

OTHER SPORTING CARS

1967 Mercedes 230SL Sports. Hard / soft tops, white / black, radio / cassette, full service history.
1982 BRA Cobra replica. MGB unit, dark blue / brown trim, built professionally by B.R.A.
1973 BMW 2002 Cabriolet. Red.

PACKER-DUNCAN LTD

MIDLAND MORGAN AGENTS

WATERLOO GARAGE, HAGLEY ROAD OLDSWINFORD, STOURBRIDGE. TELEPHONE STOURBRIDGE 395186

---

classic models

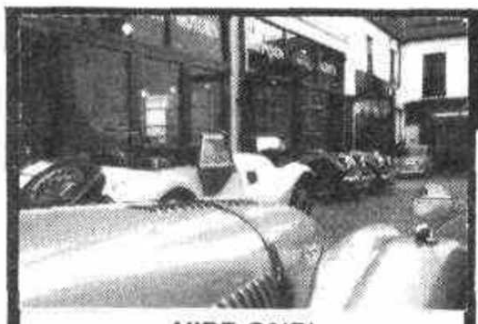
Dept MS, 126 Botchergate, Carlisle, Cumbria.
Tel. 0228 38250

MODEL CAR KITS

1/43 scale kits

1931	Maserati 8C.	£10.12	1984 Porsche 962-Coca Cola-IMSA.	£12.95
1921	Bugatti Brescia.	£10.12	1984 Ferrari 126 C4.	£13.50
1923	Bugatti T32 Tank.	£9.95	1984 Brabham-BMW BT54.	£12.95
1933	Maserati 8CM.	£9.95	1984 Tyrrell 012-De Longhi-Brundle.	£12.95
1974	Triumph TR6.	£10.12	1967 Ford Mk IV Le Mans.	£14.95
1938	Packard 12.	£12.08	1984 MG Metro 6R4 4WD.	£12.95
1964	Porsche 356SC Ragtop.	£11.95	1985 Lancia Delta S4 4WD.	£13.50
1957	Vanwall GP-Brooks.	£11.95	1985 Porsche 959 Paris/Dakar.	£14.35
1963	Lotus Cortina Mk I.	£8.95	1984 Porsche 956 Rollei-Le Mans.	£12.95
1983	Aston Martin EMKA-LM.	£13.55	1983 Porsche CK5-Gulf-Le Mans.	£10.75
1936	Railton Ranalah.	£9.45	1982 Porsche 935K4-J. David.	£10.75
1949	Jaguar MkIV Saloon.	£15.10	1983 Porsche 956-Lindsay Saker-Kyalami.	£9.95
1983	Porsche 936-Warsteiner.	£10.30	1982 Ferrari 512BB-Pioneer-LM.	£11.50
1983	Porsche 928S.	£12.95	1949 MG TC Le Mans.	£8.95
1984	Audi Quattro Sport-T de C.	£12.95	1981 BMW MI-BASF-LM.	£12.95
1981	Citroën Visa 4WD.	£14.35	1954 Riley RME.	£8.95
			1936 Railton Ranalah.	£9.45

P&P: 1/43, 50p each — Send £1.00 for our Catalogue
Leisurecard, Access and Barclaycard welcome



HIRE ONE!



FROM SPORTSHIRE
589 8309



The London *Morgan* Distributors

Welcome to the **Morgan** Pleasure Dome to those of you who are risking the Summer with no **Morgan** to escape to the countryside in. A nice **Morgan** plus 8 in signal red with black interior has a B registration and has only covered the distance of 178 miles. For those with a heavy right foot we suggest you buy shares in a tyre company before testing the acceleration of this car. We know how disappointed you will all be to hear that our 1982 **Morgan** Plus 8 best described as deep crimson and wine has been sold, but alas, that is the way of the world. Chrome bumpers, chrome luggage rack, wire wheels, and black leather are all extras featured on our Signal Red 1981 **Morgan** 4/4 2 seater which has covered 27,000 miles since manufacture. Signal Red appears to be the colour of the month as our other 1981 4/4 2 seater is finished in the same colour. Wire wheels, black interior, radio, and luggage rack make up this **Morgan**. Ice Blue, Yes, Blue is the colour of our 1982 **Morgan** 4/4 with room for two. Black interior, radio / cassette, tonneau cover bonnet strap and spare wheel cover (just to confuse). 22,000 miles have passed beneath its nice clean Rostyle wheels. We are still scouring the country for early **Morgans**, both Plus 8's and 4/4's, so if you are still thinking of dragging the poor old thing out of the garage and waving it a tearful goodbye, please 'phone us first to see if we can either console you or depress you still further. Speaking of early **Morgans** how about a 1975 4/4 4 seater finished in black. With red leather upholstery and wire wheels, this **Morgan** is a very nice example. By the time you read this, we would hope to have in our showroom a 1980 **Morgan** plus 8 finished in green with black leather upholstery, chrome luggage rack, door handles, bonnet strap and a mileage of 20,000. We are also expecting a 1977 **Morgan** plus 8 in dark blue, folding and reclining seats in stone leather, recently repainted. If you happen to be reading this whilst sitting on top of a mountain in Tibet because your **Morgan** refuses to carry you any further, please remember that apart from the above cars we are also stockists of many **Morgan** parts, so please write! Finally, Snoopy has returned from his bender in his bright red and stone **Morgan** pedal car, and if you have never seen a decidedly jaded Snoopy, now is your chance.

morris stapleton Reece Mews, London SW7 01-589 6894

FOR SALE — continued

'79 LOTUS ECLAT 521, blue with beige interior, 49,000 miles, MoT Jan '86, taxed August. s/s exhaust, electric windows, Pioneer sound system, recent thorough factory refit at Lotus's Norwich, looks and drives like a Lotus should. Reluctant sale, owner going abroad. £5,650. Genuine enquiries only. Tel: Blackpool (0253) 856953. (83312

ASTON MARTIN DB6 Mk I, brilliant condition, full respray 1983, pacific blue, sun roof, 4 speaker stereo and radio, 5 new DBS tyres, new sills, excellent reliable mechanics, in daily use by Harley Street Physician. Much above average condition. New MoT. £9,000 ono. Tel: Home 01-954 9291, office 01-636 3126. (83310

JAGUAR XJS manual gearbox, superb condition, rare, incredible performance, with 20+ mpg. £3,950. Tel: (0932) 223213 eve. Tel: (09327) 86819 day. (83309

MGB GT 1981, Y-Reg, red, 28,000 miles, immaculate condition, stereo cassette, full history, £4,450. Tel: Sunbury-on-Thames 81800 evenings. (83308

SAAB TURBO, immaculate rare 2 door, red, 99, 1980, new gearbox / diff, exhaust manifold and downpipe, stereo, sunroof, full service history, 5 months Saab safeguard, guarantee. £3,500 ono. Tel: Winterslow (0980) 862508. (83307

TWO RARE Alfa Romeos! Giulia Sprint Speciale 1600, 1965, rhd, red with cream interior, 125 mph, aerodynamic Bertone coupé £6,950. Giulia GTC 4 seater convertible. 1967, rhd, red with tan interior, Bertone / Superleggera coachwork. £4,950. Both cars are in superb condition. Tel: (0932) 223213 (eve) 09327) 86819 (day). (83306

TR7 1982, X-Reg, gold metallic, immaculate condition, only 9,500 miles. £4,500 ono. Tel: Ampleforth 230 evenings, weekends. (83300

FOR SALE — continued

TRIUMPH TR5 professionally restored less than 1,000 miles ago. Summer use only. All new injection last summer. £3,900. Tel: Bourne (Lincs) 423026. (83305

1968 MGC GTS Sebring Replica, racing spec, rebuit with many new parts, new MoT, resprayed, many spares, engines gearboxes, wheels etc. £2,900 ono. Tel: Grange-o-Sands (044 84) 2040. (83304

1930 LEA-FRANCIS 12/40 Sports Coupé, sound, roadworthy, taxed, MoT, drive away £4,250 ono. Plus spares, consider exchange Edwardian / vintage tourer / saloon, cash adjustment. Tel: 06576 401. (83303

JENSEN HEALEY 1972 chassis No. 58, one of the pre-production models. 4 new wings plus tinted windscreen, vgc, 12 months MoT, colour green with black hardtop, soft top available. £1,600, cheap MGB / Roadster possibly taken in part exchange. Tel: 0386 832264. (83302

JAGUAR E-TYPE V12, fhc, late '73, manual, low mileage, signal red with l/tan interior, carefully maintained and in remarkable condition. £8,500. Tel: 0725 20194. (83301

LOTUS ELITE, 1960, Series 11, rolling chassis for rebuld, partly stripped, sound car complete with Climax FWE engine and ZF box. Offers over £2,000. Tel: 061 432 4708. (83298

VW GOLF GTI 18,000, Y-Reg, 19,000 miles, one owner, £2,000 worth of extras, immaculate condition throughout, £5,250. Tel: Colchester 383269 after 6 pm. (83297

RS1600i ESCORT, A-Reg, 14,000 miles, one of the last built with all modifications. £6,750 ono. Tel: Bromsgrove 32737. (83296

1924 TALBOT 18/55 — 5 seat open tourer totally rebuilt, present owner 17 years. Midnight blue with black wings, upholstered in blue Connolly hide. £12,500 ono. Further details. Tel: Bodmin (0208) 850203. (82961

FOR SALE — continued

VW SCIROCCO GLS, gold, first registered March 1981, 35,000 miles, and very carefully maintained. MoT to Feb 1986. £3,350. Mackie. Tel: Lapworth (05643) 3262. (83294

1965 JAGUAR 3.8 saloon, o/d, ww, new carpets and exhaust, good condition, many bills, 11 months MoT. Offers. Tel: 088 684 272. (83293

PORSCHE 911S Met. gold, very quick, full MoT, tinted windows £3,850. E Type Primrose, superlative cond. £4,950. De Tomaso Pantera GTS, 80 model, white / black, cherished plate, unbelievable, 16,000 miles, history, £15,500. E Type series 2, blood red, wires, bargain, £4,950. Jensen Interceptor, 1973, dk met blue, tan trim, serviced £2,950. Panther Lima, 1978, gold / gold, white hood, chrome wires, £3,750. Part Exchange considered. Tel: office 021-778 2111 / home 05646 2523. (82072

LANCIA MONTE CARLO. Two-seater sports Radio / cassette, sunroof excellent condition £1,995. Cherished No. 176 ND can be purchased. Tel: Lancs 0772 562767. (82769

1976 VW 1303 CABRIOLET BEETLE white, new beige hood, 44,000 miles Italian spec. v.g.c. £3,750. Tel: 061-724 4233. (82771

TOTALLY UNIQUE QUACK 4 seat open tourer made for filming. Very pretty Noddy / early 1930's bodywork in wine red and black with duck headed radiator and external spare wheel. Complete weather equipment consisting of black double duck hood, side screens and tonneau cover. Very practical everyday car based on standard Citroen 2CV. Taxed, long MoT. Best offer around £1,250. Pemberton, 64 The Green, Twickenham, Middlesex. Tel: 01-894 1024. (82770

ALFA ROMEO 2000 SPYDER 1973. Rare opportunity. 45,000 miles. Genuine hard / soft top. One owner only. Reg No. PAT 803. £3,500. Tel: Staines (0784) 65109. (82971

FOR SALE — continued

VINTAGE RILEY 11.9 Side Valve Open Touring 4 Seater Riley. First registered 15/6/25. In present ownership for 25 years. Completely original and in running order. Right hand gear change. In need of some restoration. Original catalogue available. Price £3,500. Can be seen at Grampian Transport Museum, Alford, Aberdeenshire. Further enquiries to the owner G. F. Collie, Morkeu, Cults, Aberdeen, AB1 9PT. Tel: (0224) 867636. (82802

MGB GT RACING Green E-reg, hard top. Taxed, long MoT, excellent order £1,100. Tel: Davies 0373 830570. (82803

TVR 3000S Red, 1980, Konis, uprated springs, Tonneau, alarm, Kenlowe, Pipercross filter, Luke harnesses, 205/70 VR Michelin XWX, radio cassette, 28,000 miles, fsh, all bills, best available, £7,250. Tel: 01-505 9372. Evenings. (82806

FERRARI 250 GTE 2+2 1961, 44,000, excellent condition. Recent clutch, exhausts and rebuilt front suspension. Metallic dark blue with new grey upholstery and Wilton carpets. Will sell to best private offer over £10,000 received by end of July. Martin Emmison — Tel: work 01-836 7953, home 0245 412488. (82959

TR8 CONVERSION, part completed, V8 installed and running, very fast. For details Tel: Mick on (0204) 26103. (82974

MERCEDES 280SL. 1970 silver. Exceptional condition. Lady owner. £7,500. Tel: Office Staines (0784) 61234. (82971

SAAB TURBO A REG. 6,000 genuine miles, blue / silver metallic, factory sunroof, radio-cassette, electric aerial, as new £9,450. Tel: (09073) 5010. (82970

MASERATI MERAK SS, 1980, silver with cream leather, 23,000 miles, air conditioning, Quad stereo, £9,500. Tel: Huddersfield 851751. (82967

MOTOR INSURANCE

Private / Sports Cars
Commercial Vehicles
Motor Cycles

Computerised Quotations from 60 + leading Insurers incl. Lloyds

Ask for details of GMIB LINK STAR PLAN.
All-in cover for discerning motorists.

01-749 3137 all lines

GENERAL & MOTOR INSURANCE BUREAU

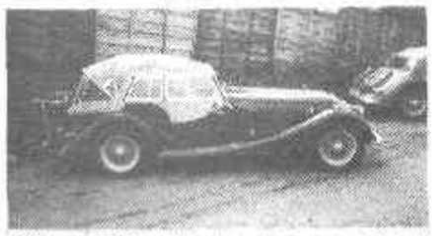
Thornton House,
4 Shepherds Bush Rd., London W6.

John Britten

Morgan TVR

A request for an increase in wage
Was squashed by JB in a rage,
He said "A Robot named Peter
Could do the job cheaper
And it wouldn't rust, rot or age"!!

There is, of course, absolutely no truth in the rumour that we are all being replaced by robots — we've just had our brains removed! For proof of this you only have to look at our exceptionally low early summer prices. **New TVR** from **£12,500**, this being a **280i fixed head coupé, Italian Racing Red**, 5-speed gearbox, must be sold, a saving of almost £3,000 on list price. We can also offer early delivery on all models from



280i to **390 SE**. In the pre-owned department you can feast your eyes on the following. **1985 TVR 280i fixed had coupé, crystal green**, power assisted steering, 5-speed gearbox, 1,000 miles, daylight robbery at only **£11,500**. **1983A TVR 350i Convertible, bright white**, blue interior, one owner, 18,000 miles, a nutty price of **£10,750**. **1983A TVR 350i Convertible, crystal green**, one owner, 20,000 miles, previous owner now 390 SE'd, **£10,500**. **1984 TVR 280i Convertible, crystal green** (not again), power assisted steering, one owner from new, 13,000 miles, **£10,500**. **1983A TVR 280i Convertible, Ferrari Ice Blue**, one owner, 9,000 miles, supplied new and serviced by our good selves, worth every penny of **£10,250**. **1983A TVR 280i Convertible, gleaming white**, 15,000



miles, one owner, sale price **£10,000**. **1983 TVR 280i Convertible, Cosmos Blue**, 16,000 miles, a nice little driver, **£9,750**. **1983 TVR 280i Convertible, bright red**, 30,000 miles, ex TVR press car, nicknamed LEO, **£8,950**. **1982Y TVR 280i, 2+2, British Racing Green and gold**, momo wheels, one owner from new, 25,000 miles, **£8,000**. **1982X TVR 280i Convertible, dark blue**, momo wheels, related to TVR hierarchy, **£7,750**. **1982 TVR Tasmin 200, Cosmos Blue**, 15,000 miles, one owner, supplied and serviced by TVR's spiritual home in North London, **£6,950**. **1981 TVR Tasmin 2.8 Convertible, dark blue**, one owner, 25,000 miles, **£7,250**. **1981 TVR Tasmin 2.8 Convertible, black**, BHS wheels, 25,000 miles and a very rare automatic, **£7,500**. **1980W TVR Tasmin 2.8 fixed head coupé, maroon**, 49,000 miles, a veritable bargain at only **£5,950**. Choice of **3 TVR Turbo's** this month, beginning with **1978T TVR Taimar Turbo, gold**, brown modelband, sunroof, radio cassette, 41,000 miles, absolutely mint condition, not a trace of Turbo lettering

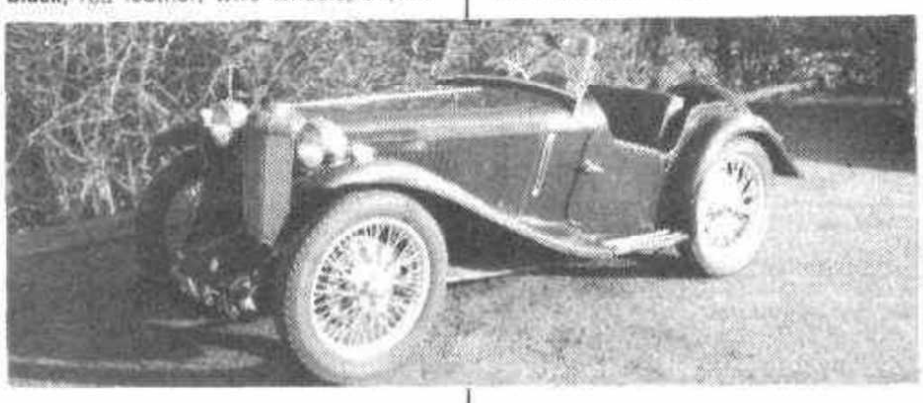




anywhere, well worth **£6,950**. **1979 TVR Taimar Turbo**, also **gold, brown modelband** Wolfrace wheels, sunroof, radio cassette, 60,000 miles, very good in £'s performance, **£5,950**. **1976 TVR 3000M Turbo, black, white modelband**, radio cassette, sunroof, 65,000 miles, one of only 20 built, comparatively cheap way of stirring your adrenalin, **£4,950**. **1978 T, TVR 3000M, metallic green**, radio cassette, 29,000 miles, lovely condition, **£4,950**. **1978 TVR Taimar, gold, brown modelband**, sunroof, radio cassette, 46,000 miles, part exchanged for Turbo Convertible,



£4,950. **1976 TVR 1600M, Dark Blue**, sunroof, radio cassette, Delauto carbs, **£3,250**. Thanks to **Mr. Shimura** of **Pickersleigh Road Garage, Tokyo** our **Morgan** stock is sadly depleted. However, the ones he did leave behind are as follows: **1984 Morgan +8, Royal Ivory**, Vitesse engine, rack and pinion steering, 9,000 miles, alloy body with black feather (that conjures up all sorts of erotic fantasies) **£13,950**. **1981X Morgan +8, Imperial Crimson**, black leather (more, more)!! 32,000 miles, **£9,750**. **1980V, Morgan 4/4 2-seater, black**, red leather, wire wheels, 25,000 miles, **£7,500**. **1977 Morgan 4/4 2-seater, brown** stone leather interior, chrome wire wheels, 23,000 miles, aluminium body, nice condition, **£6,950**. Just arrived, **1983 Morgan 4/4 2-seater, Deep Brunswick Green**, XR3 engine, 5-speed gearbox, 10,000 miles one owner, wire wheels, **£9,950**. And that is it for our used **Morgan** assembly. So once again we appeal — let us cross your palm with silver in return for your cherished Moggy — a good home guaranteed. Heading The Other's Department is our lovely **MG PB**, once again for sale due to negotiations breaking down, a really nice original example of a comparatively rare model, (only 500 ever made) and reasonably priced at **£6,950**. We also have a **1983 Ford XR3i, black**, sunroof, radio cassette, one owner, 23,000 miles, **£5,750**. **1979, Ford RS2000, Bright Red**, one owner, 55,000 miles, Recaro seats, excellent condition, **£2,950**. Choice of **2 Arkleys** in stock, both cheap and cheerful, **£1,000 each**, and of course **Arkley kits** in stock, **£390 plus VAT**. That's it for the month of May and just remember this **"Confession may be good for the soul but it's very bad for the reputation"!!!!**







JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

FOR SALE — continued

MGB GT 1974. One owner since 1975, overdrive, very good condition £1,900. Tel: Radwinter (Essex) 278. (83023

1933 RILEY MONACO complete £1,200. 1935 Riley Special short chassis ideal for V.S.C.C. Trials. Running but needs sorting £2,500. Tel: Work 0225 743507. Home 02214 3752. (83024

CITROEN LIGHT 15, 1951, excellent condition £2,150. Another example in exceptional condition 1953, £2,650. Tel: 04536 2443. (83026

MAZDA RX7. (1983) Metallic blue, 36,000 well maintained miles, service history, lady owner since new, £5,550. Tel: 01-450 2561. (83027

TR3A, 1958. Rebuilt by present owner, now living abroad, unused since restoration, red. £3,500. Tel: Amberley 3234. (83028

RILEY ELF MK2. 1965, 998 cc, one owner 19 years, 34,000 miles, green / white, taxed, MoT. Log book. Tel: 021-351 2632. Evenings. (83030

JAN 246N White Triumph 2000. Taxed, long MoT, reliable transport spare engine, gearbox complete £150. Tel: Knockholt (0959) 34381. (83031

LOTUS ELAN + 2 130/5 M-reg, white, oatmeal interior, lady owner, low mileage, tinted windows, totally rebuilt from chassis upwards, outstanding condition. £5,995. Tel: (0264) 4109. (83032

1961 ALFA ROMEO Giulietta Spyder Veloce. Carefully maintained 60,000 miles from new and faultless throughout. Refinements include 5-speed box and leather dash. Spares include 4-speed box, 4.5 axle and Speciale engine. duBoulay Rydal, Stoke D'Abernon, Surrey. Tel: 0392 67274. (83033

TR7, 1982, Automatic, red, sunroof, radio / cassette, excellent condition, 9,000 miles, £4,000. Tel: Bedford 851 758 weekdays. (83034

RS2000 CUSTOM. 1980 V, tints, Recaros, immaculate in gleaming white, 38,000 miles, original paint and panels, must and will sell £3,200 or best offer. Tel: (Yorkshire) 0532 505460. (83035

JAGUAR E TYPE 3.8 F.H.C. Red, full MoT, £5,500. Lotus Cortina Mkl. 1964. All panels, Bullit box, excellent, £2,500. Tel: South Benfleet 4174. (83036

AUSTIN HEALEY SPRITE MKI. 1960, rebuilt to concours condition 1980/81. £2,000. For details. Tel: 0902 700894. (83041

SCIMITAR SERVICE AT SILVERSTONE

Robin Rew sharpens Scimitars and cuts costs!

SERVICING, MECHANICAL OVERHAULS,
EXCHANGE UNITS, TURBOCHARGING,
TUNING, UPRATED SUSPENSIONS,
STAINLESS STEEL EXHAUSTS,
BODY AND CHASSIS RESTORATION.

Robin Rew Workshop Unit 12
Silverstone Circuit Towcester
Northants U.K. Tel. 0327 857903

CAR DUST COVERS

Protect your cherished paintwork with our high quality 100% Cotton covers. Your initials stitched **FREE** onto your cover if requested. We will match any currently advertised price.

SEMI-TAILORED COVERS with elasticated ends. Engineer designed. For Sports cars up to 13' 2" long, **£33.50**, up to 15' 4" long, **£36.50**, for Saloons up to 15' 4" long, **£36.50**, up to 17' 1" long, **£46.50**.

REGULAR COVERS with tie-on corner tapes. 9' 8" wide x 15' **£17.65**, x 17' **£19.65**, 11' 6" wide x 19' **£23.65**, x 20' **£25.65**, x 22' **£28.65**, x 24' **£32.65**, 13' 5" wide x 22' **£33.15**, x 24' **£37.15**, 15' 4" wide x 22' **£37.15**, x 24' **£45.15**, x 28' **£45.95**, 19' 2" wide x 32' **£61.95**.

Giant Emblems (18" x 16" approx.) affixed to your cover for only **£5** extra. **AC, Alfa, Alvis, Aston, Audi, Austin Healey, BMW, Citroën, Daimler, Ferrari, Fiat, Ford, Ginetta, Jaguar, Jensen, Lagonda, Lancia, Lotus, Maserati, Marcos, Mercedes, MG, Morgan, Porsche, Riley, Rover, Scimitar, Sunbeam, Triumph, TVR, Volvo or VW** (other marques to special order).

P&P £2.25 per cover. Our prices include VAT. Cheques with order please to:

THOROUGHBRED COVERS
Dept. MS, 349 Kirkstall Road, Leeds LS4 2HD
Tel: (0532) 795079 showroom
(0532) 610695 evenings / Sundays
Overseas enquiries welcomed

FOR SALE — continued

MGB GT V8. 1975, rubber bumpers, white, sunroof, 50,000 recorded miles. Very original condition, radio/cassette. £3,750 ono. Tel: 0278-787705 (Somerset). (83449

MGB GT. 1979, T-Reg, blue, overdrive, new tyres, new shockers, just serviced, vgc, 46,000 miles, radio/cassette, careful lady owner. £2,900, no offers. Tel: Swindon 770727 evenings. (83448

MGB GT. 1975, overdrive, 54,000 miles, well maintained, new clutch, exhaust, damask red, black interior. £1,875. Tel: 01-440 4192. (83446

A CAR IN A MILLION. 1971 Jensen, dark metallic brown, tan interior, one elderly owner and only 36,000, repeat! 36,000 miles since new. Not just absolutely immaculate but without question the finest in existence. £8,950. Tel: Byfleet 47853. (83444

MGB GT. 1981, white, almost "as new" inside and out, full length Webasto sunroof, overdrive, mileage only 35,000, radio/cassette, two fastidious owners, full history, one of the last made, investment, view London or Norwich. £4,250 ono. Tel: 0603 898 492. (83452

FOR SALE — continued

DAIMLER V8 250. 1967, wide bumper, Sherwood green, radio, automatic, stored one year, good condition, pre-war project taking time and money. Haggle at £1,500. Tel: 01-771 2950 (evenings). (83445

BRABHAM BT42. 1973, ex-works F1 car, rolling chassis or complete with DFV. One of the few genuine cars in private hands. Now offered for sale. Tel: 01-258 3406 days. (83453

MARCH 701. 1970 Formula One car, completely rebuilt and registered for HSCC single-seater championship. Either rolling chassis at £16,000 or with DFV by negotiation. Tel: 01-258 3406 days. (83453

MARCH 712. 1971, Formula 2 car, completely rebuilt and registered for HSCC single-seater championship with BDA and Hewland FT200. £8,500. Tel: 01-318 1109 evenings. (83453

AC GREYHOUND. 1961, classic sporting GT (resembles Aston), alloy bodywork, mechanics, trim good. New MoT, cherished number. Growing family forces sale. £4,750 or will full/part exchange (Range Rover?). Tel: 0903-211476 Sussex. (83457

FOR SALE — continued

BENTLEY T-TYPE. 1972, hydraulics overhauled, Pioneer radio and synthesizer, MoT March '86, cherished number, £8,250. Tel: 021-747 6500. (83456

LEA-FRANCIS "Ace of Spades". 1931, rare, model, bodily excellent, will require mechanical attention. Offers. Tel: 0661 842377. (83455

VAUXHALL 10. 1939, approximately 41,000 miles, one owner only. Enquiries and offers to 031-225 6388 (daytime). (83454

HUMBER 9/28 SALOON. 1929, good all round condition, unspoilt and original, MoT, new tyres, some spares, original instruction book. £3,350. Tel: Swansea (0792) 74700. (83450

AUDI QUATTRO SPORT. Specially prepared by Schmidt Autosport in Germany, qualified for Group B-A1, left-hand-drive, low mileage, with full set essential parts. Offers invited. Box No. 6944. (83462

KÜBELWAGEN. Fine specimen, 1,200 cc, desert camouflage, Afrika markings, many original fittings, recent MoT. View evenings and weekends London. Offers. Tel: 0780 64911. (83460

FOR SALE — continued

FIRENZA DROOPSNOOT. Silver with grey/black interior, 131 bhp, 5-speed ZF gearbox, Avon 6J alloys plus usual equipment. 0-60 mph 7.8 sec. Rare car in excellent condition. Full MoT. £1,500. Tel: Bosbury, Worcs (053186) 576. (83463

KVU4 and two Volvo 123 GTs. 1968 (A). Offers around £1,250 for this parcel. Tel: 0625 32323. (83464

ROLLS-ROYCE SILVER SHADOW. 1970, American specs, finished in sand with beige leather, lovely condition for year. £9,250. Tel: Woking (04862) 62825. (83459

1275 MK 2 COOPER S. 1970. One family from new, 63,000 miles. £2,300 ono. Tel: 0438 832992. (83322

TVR 1600M. 1976. Metallic brown / fawn. Very good condition. £3,500. Tel: Aldridge (0922) 52237. (83321

BERKELEY. 1961, T60 328 Excelsior. Tax, MoT, hard top, good runner. £550. Tel: Stevenage (0438) 722822. (83325

PANTHER J-72. Marriage forces sale. 1973 reg. One owner since 1975. Burgundy, 47,000 miles, good condition. Tel: 01-235 9859 (anytime). (83324

DEARNE VALLEY MOTORS

DVM

M1 ROTHERHAM M1

1981 MGB GT LIMITED EDITION. Metallic silver with LE decals, grey interior, stereo. Special and highly desirable 2-litre Blueprinted engine conversion giving much improved performance to this established MG Marque. Excellent value at **£5,650**

1980 MGB GT. Pageant blue with grey interior. A beautiful looking car in exceptional condition both bodily & mechanically. Spotless interior. Mature enthusiast owned and it shows. A really nice low mileage MG. **£4,150**

1975 MGB GT JUBILEE. BRG with black interior. Jubilee wheels. Sunroof. Recent new front wings and kingpins. Excellent bodily and mechanically. Inexpensive MG motoring for only **£1,895**

1975 MGB GT V8. Immaculate bodywork, superb mechanically. Pound for performance must be the best classic collectible sports car you can buy. Excellent value at **£3,550**

1979 MGB ROADSTER. Yellow with black hood, grey cloth upholstery. Recent new clutch. Serviced by last owner every three months or 3,000 miles. Summer's on its way so don't delay. **£3,350**

1981 X LOTUS SUNBEAM. Black with silver coachband. Light grey interior. Sunroof. Stereo. 36,000 miles. Beautiful condition throughout. Amazing performance. The most hilariously fast four-seater sports you are ever likely to drive. 150 bhp of sheer entertainment. **£4,850**

1976 TRIUMPH STAG. Manual with overdrive. Dark blue with tan interior. Owned and carefully serviced by last owner for seven years. 56,000 miles. Previous MoT's. Some history. Oil changed every 3,000 miles. Superb mechanically and bodily. Spotless interior. Recent new hood. Stereo. A lovely car deserving an enthusiast owner. **£4,650**

1982 VOLKSWAGEN GOLF GTi. Five-speed. Metallic silver with charcoal interior. An extremely attractive looking car with special decals and motifs. All usual GTi refinements. Stereo. Absolutely spotless inside and out. 31,000 miles. Terrific to drive. Amazing economy. **£4,995**

1974 TRIUMPH STAG. Manual with overdrive, red with black interior. Full engine rebuild 8,000 miles ago. New clutch approximately 800 miles ago. Good bodywork. Terrific driver, hard and soft tops. **£3,650**

1981 FORD ESCORT XR3. Metallic silver with very attractive grey and red upholstery. Sunroof. Alloys. Remote mirrors. Stereo. Rear wash wipe. Electric windows. Central locking. An exceptionally clean car with a very high specification. **£4,250**

1978 T MERCEDES BENZ 350 SE. A superb motor car finished in metallic brown with unmarked tan interior. All usual Mercedes refinements plus towbar and quality stereo. A two owner car with full service history. Luxury executive motoring and Mercedes quality for only **£5,995**

1970 LOTUS ELÁN FHC. Yellow with black interior. Good bodywork. Excellent mechanically and has the benefit of a recent new chassis. Fast. Fun and sensibly priced, too at **£3,500**

1982 SAAB TURBO SALOON. Stylish, comfortable executive sports motoring. Finished in light blue metallic paintwork with blue velour upholstery. A very attractice looking car. All usual Saab refinements. A true executive express. **£5,850**

1967 MKII JAGUAR 2.4-LITRE. Manual with overdrive. A truly beautiful looking car with white coachwork and contrasting red upholstery. Lovely condition throughout. Unmarked interior. Beautiful chrome. Superb mechanically. Recent new clutch. Must be seen to be appreciated. A practical classic. **£3,250**

1979 TRIUMPH SPITFIRE 1500. Flame red with black interior. A well cared for car with excellent body and paintwork and spotless interior. Excellent economical sports motoring for only **£2,350**

1980 MG MIDGET. Unmarked throughout. Full tonneau. Stereo. Boot rack. Delightful MG motoring. **£2,850**

1979 TVR TAIMAR. Superb bodywork, spotless interior, spot on mechanics. Stereo. Recent exhaust. Clutch springs and shockers. An excellent example of this highly respected and desirable British classic. **£5,250**

1982 TRIUMPH TR7 CONVERTIBLE. One owner from new, 16,000 miles of supremely careful driving. Metallic gold. Absolutely pristine condition throughout. **£4,250**

Immaculate sports cars bought for cash or sold on commission. Please ask for details.

WANTED: TVR, LOTUS ELAN, TRIUMPH STAG MANUAL, MG V8, E TYPE, MINI COOPER S, MK. II JAG, INJECTION CAPRI.

TVR / SCIMITAR SPARES. UNIVERSAL SERVICE.

We are just two miles from M1 (Junction 33 / 34) into Rotherham.

0709 95 SHEFFIELD RD. ROTHERHAM 382966

TR7-TR7-TR7

1982 "Y" Convertible. Aqua, 11,000 miles. **£4,995**

1982 "Y" Coupé. Red, sunroof, alloys, 20,000 miles. **£4,295**

1982 "X" Convertible. Silver, 12,000 miles, one owner. **£4,895**

1982 "X" Convertible. White, 31,000 miles, stereo, one owner. **£4,295**

1981 "X" Convertible. Red, 31,000 miles, one owner. **£3,895**

1980 "W" Convertible. White, alloys, stereo, 34,000 miles. **£3,695**

TR7's always required. Distance no object.

Frederick Charles (Cars) Ltd

82-90 Priory Road, Kenilworth

Tel: 0926 53636

PERSPEX NUMBERPLATES

Phone order for Visa, Access, CoD or send cheque / PO, £12.95 pair, £7.55 single. Choose from silver on black (pre-1973), gold on black (show) or white / yellow. Free inscription.

Tel: 0745 2403 (works) or 0745 590363 (home).

Vale Automatics, Unit 20, Vale Rd, Rhyl, Clwyd.

S&H MOTORSPORT

r/o 14 Hallowell Road, Northwood, Middx, HA6 1DW

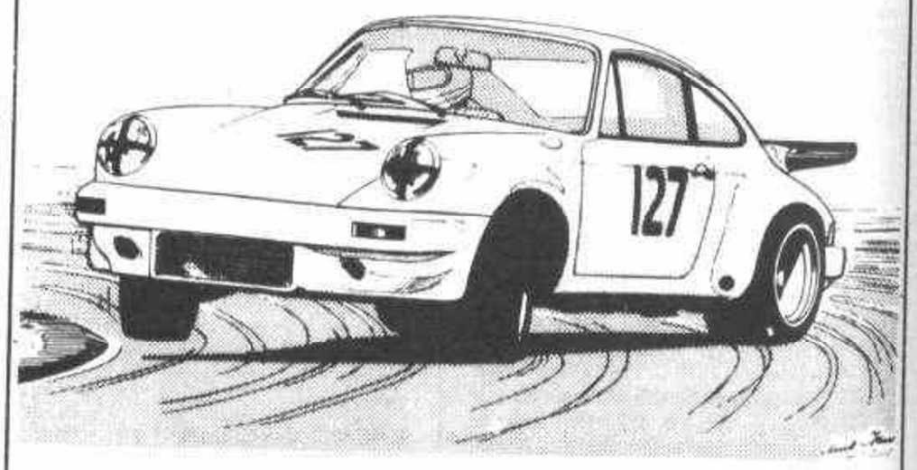
Tel: Northwood (092 74) 27012/28287

Service, repair and restoration of high-performance sports cars, including **Aston Martin, De Tomaso, Ferrari and Lamborghini.**

All the above at highly competitive rates.

Nick Faure

TEL. WORMLEY (042 879) 4708 (3 LINES)



PORSCHE

911 SC Sport Coupé. Choice of 4 ..... **from £14,995 to £17,995**

911 SC Sport Targa. Choice of 6 ..... **from £11,450 to £16,995**

911 SC Sport Targa. '81, black, 34,000 miles, beautiful car **£16,995**

911 SC Coupé. '81 model (W), chiffon white, brown pinstripe interior **£13,495**

911 SC Targa. '80, Olive Green, fitted spoiler **£13,995**

911 Carrera Targa. '77, ruby red, one owner, full AFN history, immaculate **£9,995**

911 Carrera Coupé. '76, white, fitted factory spoilers **£9,995**

928 S Auto. '81 (X) rosewood met, tan hide / berger, 29,000 miles, e/seats **£19,450**

944 Manual. '84, black, side lettering, 9,000 miles, PDM **£15,995**

924 Le Mans Special Edition. White, alloys, spoiler, s/roof, PDM, only 24,000 miles **£8,750**

914/916. '71 white, black interior, one owner, beautiful condition **£9,995**

1956 356 Speedster. Totally rebuilt, superb in every respect **£25,000**

1962 356 Cabriolet Super 75. White, exceptional **£25,000**

Crossways, Witley, Surrey

HENDON WAY MOTORS

1983 LOTUS Esprit Turbo. Black, 26,000 miles, ½ leather, air cond., one owner.
1983 LOTUS Esprit Turbo. Met. silver, 11,000 miles, leather int., air cond., one owner.
1984 LOTUS Esprit S3. Met. Silver, 11,000 miles, one owner, air cond., ½ leather.
1982 (SERIES) LOTUS Esprit S3. Black, 27,000 miles.
1982 LOTUS Esprit S3. White, 16,000 miles, ½ leather.
1982 LOTUS Esprit S3. Red, 14,000 miles, ½ leather.
1982 (Series) LOTUS Esprit S3. Yellow, 35,000 miles.
1981 LOTUS Esprit S3. Black, 23,000 miles.
1979 LOTUS Esprit JPS Commemorative Edition. 31,000 miles.
1980 (SERIES) LOTUS Esprit S2. Black, low mileage, prize winner.
1979 LOTUS Esprit S2. Red, 33,000 miles.
1972 LOTUS Elan S4/Sprint. Gold Leaf colours, low mileage.
1985 MORGAN PLUS 8. Black, leather int.
1983 MORGAN Plus 8. Ivory, 3,000 miles, extras.
1982 (Series) MORGAN Plus 8. Ivory, 12,000 miles only, extras.
1981 MORGAN Plus 8. Brown, 12,000 miles, leather int.
1978 MORGAN Plus 8. BRG, 19,000 miles, leather interior.
1985 MORGAN 4/4 XR3. 2-seater, red, 5-speed.
1983 MORGAN 4/4 XR3. 2-seater, white, 6,000 miles.
1983 MORGAN 4/4 XR3. 2-seater, green, 5,000 miles.
1984 MORGAN 4/4 XR3. 4-seater, navy, 4,000 miles.
1982 MORGAN 4/4. 4-seater, coffee / cream, 27,000 miles, 5-speed.
1983 FERRARI GTSi. Red, 15,000 miles, leather, deep spoiler, air cond.
1983 (Series) FERRARI Mondial QV. Black, magnolia hide, 11,000 miles.
1982 (Series) FERRARI Mondial 8. Met. silver, red leather int., air cond., 9,000 miles.
1982 (Series) FERRARI GT Spyder. Injection model, red, 26,000 miles, leather, air cond.
1981 FERRARI 308GTB. Red, 19,000 miles.
1979 FERRARI 308GTB. Red, 42,000 miles.
1979 (Series) FERRARI 308GTB. Blue, 23,000 miles.
1980 (Series) FERRARI 308 GTB4. Blue, 36,000 miles.
1978 FERRARI 308 GTB4. Black 39,000 miles.
1978 FERRARI 308 GT4. Red, 23,000 miles, full history.
1973 FERRARI DINO 246 GT. Red, full restoration on coachwork completed to "as new" standard.
1973 FERRARI 246 GT Spyder. Red, 46,000 miles.
1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.
1975 JAGUAR E-Type V12 Roadster. Auto, blue, 12,000, full service history, personal reg. no.
1973 JAGUAR E-Type V12 Roadster. Manual, BRG, 49,000 miles.
1973 JAGUAR V12 Roadster. Auto, blue, 40,000 miles, two owners.
1985 PORSCHE 911 Carrera Sport Coupé. 600 miles, black.
1984 PORSCHE 911 Carrera Sport Targa. Gold, 9,000 miles.
1983 PORSCHE 911 SC Cabriolet. Minerva blue, 11,000 miles, P7.
1983 PORSCHE 911 SC Sport. Guards red, 25,000.
1983 (Model) PORSCHE 911 Sport Targa. Guards red.
1983 (Model) PORSCHE 911 SC Sport Coupé. Burgundy, 37,000 miles.
1982 PORSCHE 911 SC Sport. Pewter, 23,000 miles.
1982 PORSCHE 911 SC Sport. Red, 19,000 miles, air cond., leather, cruise control.
1981 (Series) PORSCHE 911 SC Sports Coupé. Met ice green, 35,000 miles.
1980 PORSCHE 911 SPORT. blue, 33,000 miles.
1984 PORSCHE 928 S2. Black, 3,000 miles, full leather int, hi-fi pack, Sports suspension, esr.
1982 PORSCHE 928S. Met black, 29,000 miles.
1981 PORSCHE 928. Met. black, A/C, history, auto.
1980 PORSCHE 928. White, manual, 39,000 miles, full history leather int.
1980 (Model) PORSCHE 928. Auto, met blue, leather int, 47,000 miles.
1983 PORSCHE 944. Met wine red, 19,000 miles.
1983 PORSCHE 944 Lux. Guards Red, 15,000 miles.
1984 PORSCHE 944. Meti silver, 12,000 miles.
1984 PORSCHE 944. Gemini grey, 8,000 miles.
1981 PORSCHE 924 Turbo. Red, 26,000 miles.
1981 PORSCHE 924 Lux. Guards red, 22,000 miles.
1979 PORSCHE 924 Lux. Auto, met. silver, 35,000.
1936 BENTLEY 4¼ Pillarless Coupé. Gurney Nutting, navy, sunroof, very original, full history.
NEW SCIMITAR GTE. Carmen red, auto, electric windows.
1983 BMW 635 CSi. Graphite, 24,000 miles, leather int, s/roof, air cond.
1983 JAGUAR XJS HE. Racing green, biscuit leather, 14,000 miles.

NEW SCIMITAR SALES & SERVICE
SCIMITAR PARTS SERVICE

393-395 Hendon Way London NW4 LP3 telephone 01-202 8011/2

FOR SALE — continued

JAGUAR E-TYPE V-12 F.H.C, late '72 manual, powder blue, dark blue interior. Last owner for 7 years during which only 3,000 miles driven. Owner emigrating. £7,000 or car returns to storage. Tel: Farnborough (0252) 518351. (83037

TRIUMPH TR2, 1956, Reg. No. MAK 119, signal red, fully restored from chassis upwards, MoT, Taxed, £4,750. Tel: 02205 3629. (83040

MGB ROADSTER (LE) April 1981. Metallic Bronze. Anti-corrosion treated. Outstanding condition — one lady owner since new. £5,250. Tel: Saddleworth (04577) 4711 office hours. (83265

MGA 1600 Dark Blue, 1960, one owner, 15 years. Superb condition, £3,500. Tel: Tavistock 832741. (83267

VAUXHALL 30/98 Velox in course of construction from parts, full details. Tel: 0642 783119. (83268

1963 ALFA GIULIA 1600 rhd for restoration together with spare rolling shell in sound condition. £600. Tel: 0642 783119. (83268

BENTLEY R TYPE 1953 Manual gearbox 95,750 miles. Black over Silver Coachwork. £5,500. Tel: Derby 767460. (83269

ASTON MARTIN DBS6 Auto, Metallic Blue. Dark Blue hide, stereo / radio / cassette, stainless exhaust, PAS, chrome wire wheels, new tyres, taxed & MOT Oct 85, Excellent condition throughout, £6,950. Tel: 0985 217513 evenings. (83270

BENTLEY CONTINENTAL 1957 S1 James Young 4-door. London show car. £9,950 ono. Tel: Rugby 813587. (83271

DAVRIAN MK 8 1982, 998cc, disc brakes, roll cage, Cosmics, cassette, etc. £3,250. Tel: Wincanton 34091. (83273

ALPINE-RENAULT 310, 1978, 2.7-litre V6, 20,000 miles, black, excellent condition, £5,750 ono. Tel: 0279-850387. (83274

FOR SALE — continued

MORGAN 4/4 2-seater, November 1981, 13,000 miles, immaculate, ivory aluminium, stone leather, Mercedes hooding, wires, many many extras. £7,800. Tel: 0277 840836. (83272

SUNBEAM 14/40 Saloon, 1925; Maroon and black, good original condition with attractive interior, beaded edge tyres, twin sidemounts, MOT, handbook, £5,500. Tel: Ware (0920) 822440. (83276

TRIUMPH GT6 Mk II. Stored for five years. Excellent body work. Needs checking mechanically. £950. Tel: Ingatestone (0277) 354487. (83279

BMW 320 CABRIOLET 1981 X Reg, Very attractive car. New MOT, 2 owners, 21,000 miles, £7,500 ono. Tel: Haslemere 3140 (Surrey). (83280

537 BMW Registration on 1977 BMW 633CSi Manual. Immaculate condition, recent total engine rebuild, many new parts, new tyres, wheels, exhaust. Unmarked green metallic with spoiler, green leather. Maintained regardless of cost, FSH. Quality stereo / cassette. Must be seen to be appreciated. £5,900. Tel: 0462 712653 Herts. (83281

MORGAN+8 X regd. 14,000 miles. Gold with black leather trim. Excellent condition. Can be seen and driven any time, many extras. £9,750. Tel: 01-221 7346. (83283

MORGAN 4/4 4-seater, 1984/A, blue alloy body, wire wheels, undersealed, hood, tonneau, luggage rack, 1,000 miles, £11,500. Tel: 01-455 7336 after 6.00 pm. (83284

BMW 735i SE 1982 Opel green, 38,000 miles, electric seats, headrests, immaculate condition, every extra, taxed until January '86, £12,750 ono for quick sale due to House Purchase. Tel: (0980) 52278. (83286

VINTAGE AUSTIN 1929 12/4 saloon. Very original. Goes well, MOT. £4,600 ono. Tel: 0323 24781. (83264

FOR SALE — continued

1921 CALTHORPE Super Sports two seater and dickey, very original condition, extremely attractive, requires easy restoration £3,250. Also 1937 Austin 12/4 two seater and dickey good sound condition, drives well, new MOT, £1,950. Tel: 0296 623165 (Bucks). (83285

BMW M535i 1981, 49,000 miles, 5-speed gearbox, Mahle wheels, electric sunroof / windows, Pioneer stereo system, immaculate condition, £8,000 ono. Tel: 0277 840718. (83287

MERCEDES 600 Saloon, 1971, air-conditioning, sunroof, drinks cabinet, curtains to rear, service history blue with tan hide. A stunning example of probably the worlds finest saloon. Offers invited. Tel: 01-701 4756. (83263

MG TF. 1954. Ivory with red leather, this car must be among the very best ever offered, in truly beautiful condition. POA. MGB Roadster. 1981 "X" Reg. Red, superb condition, 12,000 miles. £6,250. MG Midgets, "V" & "T" Reg. Black or brown, low mileage versions in super order. From £2,975. Triumph TR8. New unregistered convertibles. Full UK spec, pas, lsd etc. Of only 14 ever built. Choice blue or white. POA. Triumph Spitfire. One of the last, in blue. Very good order, overdrive. £4,350. Talbot Samba Cabriolet. Very low mileage, immaculate. £5,695. Parade Motors. Tel: 01-648 7188. (83337

MGB ROADSTER. 1972. Genuine 15,000 miles. Complete service history, totally original with interior and exterior as new. Tax, MoT. £3,500. Tel: 0743 83 435 (Shropshire). (83336

LOTUS ELAN SPRINT DHC. 1971. Genuine 38,000 miles, r/w, oatmeal interior, vegatune rebuild, Stage III, 5-speed ZF, rolling chassis etc 3,000 miles ago, bills, exceptional. £5,800 ono. Tel: Coventry 444764. (83331

FOR SALE — continued

DAIMLER SP250 (DART). 1963. 2 previous owners, stored last 10 years, respray, retrim, rechrome. Overhauled, engine, gears, differential, brakes, suspension, steering, chassis exceptional condition. £4,500. Tel: 0202 764023. (83335

LOTUS ELITE 501. 1978T. PAS. 42,000 miles, fsh, extras. £3,950. Tel: Winchester 0962 66963 (evenings). (83334

E-TYPE 3.8 ROADSTER. 1964. Carmen red, new MoT. £8,500. For full details please Tel: 0703 553352. (83332

TVR GRIFFITH. 1965. White, red interior, history to suggest genuine 45,500 miles. Rebuilt 289 HIPO (Holley, Torker, Crane Blazer), front suspension, Aeroquip, 7" Wolfrace, full MoT. Cobra Performance for around £5,500. Tel: 0707 332833. (83333

LOTUS S7 S4. 1971. 43,000 miles. Lotus Holbay engine, stainless sidepanels and exhaust. Full weather equipment. A stunning car finished in sunset red. Taxed & tested. £3,500. Tel: John on 0274 631583 (day). (83330

MORGAN 4/4 4-seater. Delivery mileage, indigo blue with tan leather upholstery, tonneau, wire wheels, rustproofed. Also 4/4 4-seater. Red with black upholstery, tonneau, 5,600 miles. Tel: 0795 842520. (83329

LANCIA BETA 2000 SPYDER. 60,000 since new, white over blue, extensively restored to immaculate condition. Rust-free, any inspection, mechanically superb. Four good Pirelli Cinturatos. MoT, extras include Blaupunkt radio, tow bar, etc. R-registration hence price. £1,800. Tel: 01-735 9357 (after 7 pm). (83327

MORGAN 4/4 2-seater. 1981. Nut brown, stone hood, tonneau interior, alloy body, wire wheels, luggage rack, undersealed. 1 owner, 5,000 miles only. £8,500. SP Cars of Coventry. Tel: 0203 454527. (83323

SILVER. GOOD AS GOLD?

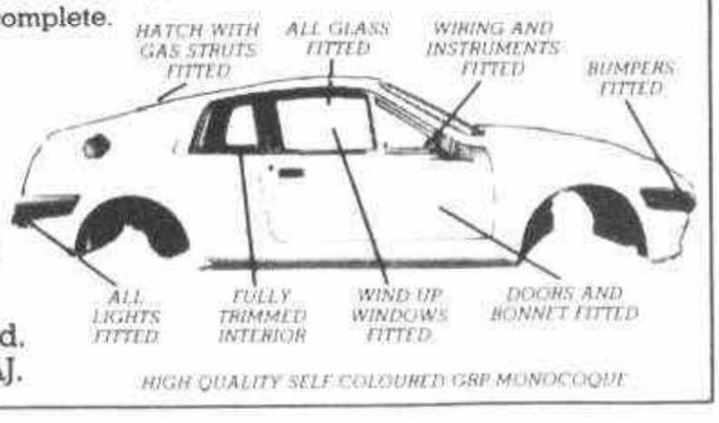
You'll already know that the Midas Gold is the best in the business: 110 mph performance, 45 mpg economy, and no rust — ever. All together in one beautifully finished, hand built motor car. Now you can get the essence of Gold at a fraction of the cost. Midas Silver is a complete car — less only the major mechanical components — and is fitted and trimmed to the same specification as the Gold. Simply bolt standard components to predrilled holes to complete.



Midas Silver costs £2,575 plus VAT. Details cost £1
And isn't that the cheapest way of turning
Silver into Gold you ever heard?

MIDAS SILVER
THE SPORTS CAR FOR GROWN-UPS

Send £1 note for full details + road tests to:
Harold Dermott, Dept. MS5, Midas Cars Ltd.
St. Lukes Road, Corby, Northants NN18 8AJ.



LEFT HAND DRIVE CARS, MERCEDES, PORSCHE, BMW & FERRARI

TRANSEUROPEAN CARRIAGE CO.

NEW AND USED LEFT HAND DRIVE CARS ONLY. EUROPEAN SPECIFICATION. FOR USA OR UK USE. FULL SHIPPING FACILITIES



MERCEDES

1984 500 SEL. Champagne, gold, loaded, lhd. £23,500
1983 280 SE. Petrol blue, brown velour, lhd. £13,950
1982 280 SE. Petrol blue, beige, fully loaded, lhd. £13,950
1980 280 SL. Red, black leather, extras, lhd. £14,950
1978 450 SL. Metallic green, leather, loaded, lhd. £14,500
1981 280E. Metallic dark green, full extras, lhd. £6,500
1979 280 SL. Metallic red, check cloth, lhd. £14,500
1979 280 SL. Petrol blue, leather, extras, lhd. £13,950
1980 450 SLC. Gold, black leather, loaded, lhd. £13,950
1980 300 TD. Yellow, manual, roof, extras, lhd. £6,500
1979 450 SEL 6.9. Silver, leather, loaded, lhd. £12,500
1979 450 SEL 6.9. Black, velour, loaded, lhd. £14,950
1978 450 SEL 6.9. Grey, velour, extras, lhd. £13,500
1978 350 SEL. Lapiz blue, velour, loaded, lhd. £7,750
1978 280 SE. Champagne gold, check cloth, lhd. £6,500
1978 280 S. Blue, check cloth, extras, lhd. £4,950
1980 280 SE. Silvery blue, leather, loaded, lhd. £6,950
1977 280 SEL. Black, check cloth, loaded, lhd. £5,950
1971 280 SE 3.5 Coupé. Lapis blue, leather, lhd. £11,950
1964 220 SEC Coupé. White, leather, 1 owner, lhd. £7,950
1978 230C. White, blue velour, excellent, lhd. £6,500
1958 190SL. Silver, red leather, lhd. £13,500
1985 New 190D. Champagne, 5-speed, lhd. £10,500
1985 New 230E W124. lhd. £15,500
1985 New 200 W124. lhd. £13,500

BMW

1982 745i Turbo. Silver, velour, loaded, lhd. £10,950
1983 732I. Champagne gold, velour, extras, lhd. £7,950
1980 635 CSI. Silver, leather, loaded, lhd. £9,950
1980 635 CSI. Red, leather, sunroof, loaded, lhd. £9,950
1980 635 CSI. Anthracite, leather, loaded, lhd. £9,950
1980 633 CSI. Metallic grey, leather, loaded, lhd. £8,950
1980 633 CSI. Metallic blue, auto, leather, lhd. £8,950
1980 733I. Metallic bronze, velour, loaded, lhd. £6,500
1980 628 CSI. Blue, black leather, loaded, lhd. £8,950
1980 320. Black, beige velour, extras, lhd. £4,500

PORSCHE

1984 911 SC Cabriolet. Champagne, black leather, lhd. £18,950
1982 930 3.3 litre. Met. pearl white, white leather, loaded, lhd. £24,950
1980 930 3.3 litre. Met. anthracite, tan leather, loaded, lhd. £23,950
1982 928 S. Auto, Platinum, black leather, loaded, lhd. £14,950
1980 928. Met. black, all extras, lhd. £12,500



1980 911 SC. White, black velour, extras, lhd. £12,500
1979 911 SC. Guards red, black velour, lhd. £11,950
1978 911 SC. Pacific met. blue, velour, lhd. £10,950
1979 911 SC Targa. Red, black velour, lhd. £11,500
1979 911 SC Targa. Beige, check cloth, lhd. £11,500
1979 911 SC Targa. Met. blue, velour, lhd. £11,500

OTHERS

1974 Bentley Corniche Convertible. Seychelles blue, rhd. £28,950
1971 Corniche. Yellow, black leather, loaded, rhd. £12,950
1971 Shadow I. White, burgundy leather, loaded, rhd. £9,400
1970 Shadow I. Gold, beige leather, loaded, rhd. £8,950

Units G1 & G2, Carkers Lane, Highgate Rd, Kentish Town, London NW5,
Tel: 01-485 1015/4134. **Telex: 923421 WEMSEC, 8813246 WEMSEC**

MOTOR INSURANCE

MONTHLY PAYMENTS

YOUNG AND CONVICTED DRIVERS
PERFORMANCE CARS AMERICAN CARS

LOW RATES

Telephone now for instant quote

Grosvenor Manx Biddlecombe Ltd., 166 / 168 Bishopsgate, London, EC2M 4LX.

01-377 8534

R. S. WILLIAMS

ASTON MARTIN SPECIALISTS OFFER THE FOLLOWING USED CARS.

Aston Martin V8 1978. 29,000 miles, one owner, automatic, green with beige interior. **£13,750**

Aston Martin V8 1978 model, manual gearbox, 29,000 miles, Aztec with black interior. **£13,750**

Aston Martin V8. 1978, manual gearbox, 22,000 miles, Aztec with beige interior. **£14,750**

Aston Martin V8 1978. White with red interior, two owners, automatic, 47,000 miles. **£13,000**

The above cars are covered by a 4 months parts & labour guarantee

31-35 PADFIELD ROAD, S.E.
Tel: 01-733 1062

Millar Brothers Kenilworth Ltd

New Alfa Romeos and Lancias in stock
Main Dealers for Warwickshire

Delivery Mileage LANCIA GAMMA F.I. COUPE. Metallic blue. Auto, PAS, radio. Saving, £4,000 at £8,950
3 MONTHS OLD LANCIA BETA 2000 COUPE IE. 5-speed, PAS, black, sunroof, electric windows, Sundym, radio / stereo, 3,000 miles, as new £6,450
1984 **B-Reg. ALFA ROMEO GIULIETTA 2-LITRE.** Two. One red, 1,700 miles, 1 black, 1,100 miles. Both fitted central locking, radio / stereo, alloys and efw, both mint cars £5,995
1984 **B-Reg. LANCIA BETA VOLUMEX COUPE.** Supercharged, red, sunroof, electric windows, one owner, 13,000 miles £5,995
1984 **ALFA ROMEO SPRINT 1.3 COUPE.** Ivory, radio/stereo, 1 owner, 12,000 miles, as new £5,395
1983 **A-Reg. FIAT X19 BERTONE.** Targa red, one lady owner, 9,000 miles, radio / stereo £5,695
1983 **BL METRO TURBO.** Black, 11,000 miles only, radio, etc £4,350
1983 **A-Reg. LANCIA HPE IE 2000.** Red, pas, electric windows, sunroof, r/s, high mileage but well maintained £4,650
1983 **A-Reg. ALFASUD 1.5 TURBO.** Green, cloverleaf, black, various extras, 10,000 miles £4,500
1983 **A-Reg. ALFA 33 FIVE DOOR 1.3.** Metallic green, 9,000 miles, Sundym, service history £3,395
1983 **A-Reg. ALFA 33 1.5.** Gold Cloverleaf, efw, radio / stereo, tints, computer, silver, 7,000 miles £4,995
1983 **(Oct) A-Reg. MG METRO.** One local private owner, 15,000 miles, Sundym, sunroof, alloys, radio, superb in black £3,995
1983 **A-Reg. ALFA ROMEO GIULIETTA 2.0.** Metallic dark blue, one owner, 32,000 miles, s/history, radio/stereo. Mint throughout £3,995
1982 **Y-Reg ALFASUD 1.5 TIX.** Ivory, beige interior, radio / stereo, sunroof, spotlights, one owner, s/history £3,395
1982 **Y ALFA ROMEO GTV 6.** Alfa red/beige trim, air conditioned, radio / stereo, sunroof, alloys, 32,000 miles, superb throughout, £1,000 service just completed £4,995
1982 **Y-Reg. ALFASUD FIVE DOOR.** Gold Cloverleaf, 95 BHP, silver, one owner, 13,500 miles, Mint £3,495
1982 **(Dec) Y-Reg. BMW 520i AUTO.** (1983 model), PAS, tinted windows, front and rear spoilers, factory sunroof, alloy wheels, radio / stereo, mudflaps, black, grey velour interior, high mileage, impeccable service history. Cost £13,500 new £5,500
1982 **LANCIA BETA 2000 COUPE.** One owner, service history, 22,000 miles, radio, sunroof, royal blue £3,495
1982 **ALFA ROMEO SPRINT VELOCE 1.5.** Two owners, Ivory, fsh, radio / stereo, alloys, 21,000 miles £3,795
1982 **Y-Reg. LANCIA TREVI 2000.** Silver, 38,000 miles, one owner, radio, tinted windows, sunroof £2,850
1982 **LANCIA MONTE CARLO FHC.** Gold, sunroof, radio / stereo, 29,000 miles £5,250
1981 **X-Reg. LANCIA BETA 2000 COUPE.** Metallic blue, sunroof, electric windows, radio, high mileage, but well maintained £2,495
1981 **LANCIA BETA 1600 SALOON.** One doctor owner, sold and serviced by ourselves, royal blue, low mileage £1,995
1981 **DATSUN SKYLINE 240K COUPE.** Injection, PAS, automatic, electric windows, radio, alloys, 24,000 miles only £2,750
1981 **X-Reg. ALFA ROMEO 1.5 SPRINT VELOCE.** Low mileage, Moroccan brown £2,995
1981 **ALFASUD TI.** Veloce engine, metallic green £2,150
1980 **(Nov.) TRIUMPH TR7 CONVERTIBLE.** Metallic green, five speed, radio, low mileage £3,250

Station Road, Kenilworth. Tel: (0926) 59118/9
Cash buyers of Alfa Romeo, Lancia and Sports Cars

WYKEHAMS

THE LONDON GOLF CENTRE

WYKEHAM HOUSE : 8-12 BRAMBER ROAD
FULHAM : LONDON W14 9PB : TEL 01-381 3131



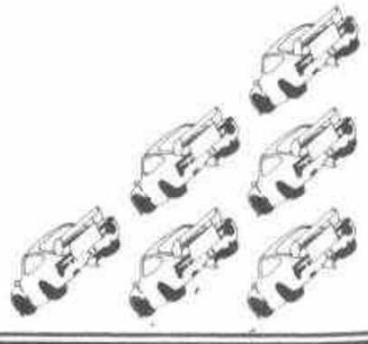
THE STATE OF THE ART SPORTS SALOON

SPECIALISTS IN THE SUPPLY OF NEW AND PREOWNED GTI's, ZENDER BODYWORK, BILSTEIN SUSPENSION, GTI ENGINEERING CONVERSIONS, REGULAR SERVICING AND GOLF ACCESSORIES

LONDON CENTRE FOR

TURBO TECHNICS
VDO INSTRUMENTS

STOCKIST AND FITTING CENTRE



FOR SALE — continued

2000 cc ALFA SPIDER. White, summer use only hence 58,000 miles only, service records, exceptional fine condition, always garaged. £4,250. Tel: Newhaven 514810 (evenings). (83320

TRIUMPH VITESSE CONVERTIBLE. 1972. 17,000 miles and two owners from new. In present hands 8 years. Just fully serviced and MoT'd. Condition as one would expect. White / black. £2,750. Tel: 01-994 2687 (evenings). (83318

MGB ROADSTER. Early 1974. Chrome bumpers, excellent condition, overdrive, teal blue, mohair hood. Must sell. Offers. £1,775. Tel: 093 782 661 (evenings). (83317

MORGAN 4/4 1600 cc Comp. 1968. Genuine 28,320 miles, cosseted from new. Original condition, immaculate, buttercup yellow. £4,000. Tel: 051 336 3183. (83316

JOWETT JAVELIN. 1953. Very good, original engine, full MoT, many spares, gearboxes, engine parts, new tyres etc. £1,600. Tel: Chesterfield 472930. (83326

MERCEDES 300 SEL 6.3 Crayford Estate. Unique, dark green with black vinyl roof, leather upholstery, s/s exhaust, one previous owner, 61,000 miles, exceptional condition throughout. £7,250. Tel: 0536 73550 evenings. (83391

ROVER VITESSE. Manual, silvery/grey, January 1983, 67,000 miles, fully maintained, fully equipped. £6,485. Tel: 045387 3537 evenings. (83392

MGB GT. 1978, vermilion, good condition, radio / cassette, MoT and tax, 36,000 miles. Tel: Stafford 663004. (83393

MORGAN 4/4 2-SEATER. 1972, red, 48,000 miles, rebuilt professionally 1984, engine rebuilt, improved, s/s exhaust, luggage rack and other extras, pampered vehicle. £5,750. Tel: 0283 790569 (evenings). (83395

BENTLEY MKVI SALOON. 1951, black, tan interior, same family from new, very good condition, new tyres and exhaust. Tel: Llangadfan 492. (83396

BUICK 3½-LITRE SEDAN. 1928, excellent condition, taxed and tested, rhd. £6,000 ono, exchange VSCC eligible sports. Tel: Cheadle (Staffs) 755578. (83398

SCIMITAR GTE. 1978, auto, pas, electric windows, Wolfrace, well maintained, in excellent condition. £2,550. Tel: 021-357 2654. (83399

AUSTIN 7 BOX. 1934, cream and black, fully restored right through. Sensible offer. Tel: Port Isaac 243. (83402

FOR SALE — continued

MGB GT. 1975 (N), overdrive, Webasto sunroof, r/bumpers, undersealed, good clean condition, MoT, taxed. £1,299. Tel: 021-478 3634, Birmingham. (83400

TVR TASMIN PLUS 2. 1981 (W), arctic blue, Momo wheels, only 23,000 miles, recent tax and MoT, very good condition. £6,950 ono. Tel: 01-390 2999. (83401

MGA 1500 FHC. 1958, black, full history, MoT, third owner, original unrestored condition. Tel: 021-478 3634, Birmingham. (83400

FERRARI DINO 246 SPYDER. 1973, red, history and bills, MoT & tax. £14,250. Tel: 038-788 217. (83403

RS2000, 1980, signal red, one lady owner, 7" alloys with P7 'S', sunroof, MoT and tax. £3,600. Tel: 038-788 217. (83403

BENTLEY SI Continental Fastback by Mulliner. 1957, very sound car, much work done to axle, brakes etc. New MoT, trim, dash veneer and paint, in need of work, very stylish car with great potential. £12,750. Tel: 01-366 7056 evenings or weekends only. (83404

BENTLEY 3½-LITRE Park Ward Saloon. 1934, concours, 6,000 miles since complete restoration. £12,750. Tel: Preston (0772) 862363. (83406

MGB GT. N-Reg, tax, MoT, recon engine, new clutch, oil cooler, fuel pump, front suspension, genuine reason for reluctant sale. £1,950. Tel: Brighton 606744 ext "Stables", daytime only. (83407

MG TC. 1949, BRG, semi-dismantled, some new frame parts, loom, cherished number plate. £3,500 ono. Tel: 01-435 1073 evenings. (83441

WANTED

WANTED TR2 / 3A in really sound condition, may be used for the occasional sprint or hill climb, so modifications from standard acceptable. Tel: Guildford 893727. (83397

MERCEDES BENZ 350/450 SL must be excellent condition complete with usual extras. Private buyer. Tel: Alderby 503 (Suffolk). (80632

ROLLS-ROYCE and Bentleys wanted, 1947-1980, coachbuilt and standard saloons and coupés. Convertibles, top prices paid for good low mileage cars. Tel: London 01-785 6633. (200873

PAUL BECK VINTAGE SUPPLIES

The widest choice at highly competitive prices
UPHOLSTERY MATERIALS, TRIMS, PIPINGS,
(cloths, hoodings, carpet, door trims etc).
RUBBER & SPONGE MOULDINGS & WINDOW CHANNELS,
ACCESSORIES & NUMBER PLATES, COACHFITTINGS
& ELECTRICAL ITEMS, all you need for vehicle restoration – fully listed in our NEW 52 page CATALOGUE. 75p. UK, £1.50 Europe. £3 (or equivalent bills) elsewhere. Post paid.
Credit Card orders welcome.
PROMPT MAIL ORDER DESPATCHES –
CALLERS WELCOME (during office hours)

HIGH STREET, STALHAM, NORWICH, NORFOLK. NR12 9BB
Telephone: STALHAM (0692) 81534

Pioneer Automobiles

Tel: Andover (0264) 50507/50509 office or 52928 home

Please telephone for appointment to view, 7 days a week



1934 MORRIS MINOR 2 SEATER TOURER Much restoration done, needs trim and finishing. For sale as is at £1,850 or we can quote for further work as desired.

1933 ROVER METEOR Special speed 20 tourer, very rare. ..... **p.o.a.**
1934 AUSTIN 10/4 2-seat tourer plus dickey. Easy restoration. **£1,750**
1936 HILLMAN HAWK, rather grand 6 cylinder saloon. MoT and taxed. ... **£3,500**

1939 STANDARD 10. happy and reliable 4 door saloon. MoT. **£1,650**
1967 LANCIA FULVIA. l.h.d. amazingly rust free example, new clutch, MoT and taxed. **£750**
1977 MASERATI MERAK S.S. 2+2. low mileage, red, quite stunning. **£7,350**
Stock constantly changing please ring for details.

Bauer Millett (SOUTH) LIMITED

LOTUS LOTUS

NEW IMMEDIATE DELIVERY

LOTUS ESPRIT TURBO. Full spec, inc air cond. sun roof, BBS, wheels full leather int. Ice blue met / Magnolia leather. Bt Red / magnolia leather. Both cars stunning show pieces. **List**
LOTUS ESPRIT. Ice blue met, Magnolia leather, and blue velour, glass roof, absolutely stunning. **List**
LOTUS EXCEL. Ice blue met, magnolia leather and blue velour, pas. 5 sp, elec tinted windows, Eagle wheels, rear inertia belts. Also red with beige leather, spec as above. **List**
84 LOTUS ESPRIT TURBO. Red, gold leather, sun roof, stereo tape, BBS wheels, 8,000 miles only. **£17,995**
83 LOTUS ESPRIT TURBO. Met red, gold leather and velour, air cond, stereo, 20,000 miles only. **£14,795**
B-REG LOTUS ESPRIT. Red, beige leather and velour int, sun roof, full air cond, stereo, elec windows and mirrors, 44,000 miles only. **£16,995**
85 LOTUS EXCEL 5 sp. P.A.S., elec windows and mirrors, premium stereo, Eagle wheels, white / blue leather and velour. 1,500 miles only. **£16,750**

80 FERRARI 400 I. Auto pas., air con, full history, 29,000 miles, Red. **£20,000**
74 JAGUAR V12 E TYPE. white / red chrome wheels, W / walls, hard / soft tops, 24,000 miles only. **£14,495**
85 MERCEDES 280 SL. Auto, pas., elec windows, cloth tint, Alloy wheels, Del mileage. **List**
A-REG MERCEDES 380 SE COUPÉ. Auto, pas., air cond. elec seats and windows, cruise, stereo, impeccable cond, 14,000 miles only. **£27,995**
A-REG JAGUAR XJS HE. Auto, pas., air cond. cruise, black / cream leather, 15,000 miles only. **£17,795**
X-REG BMW 735i. Auto, pas., elec roof, cruise computer. TRX, ABS, black / cream leather, stereo, 40,000 miles only. **£8,950**
84 MERCEDES 190E. Auto, pas., elec windows, blue, 4,000 miles only. **£12,495**
A-REG MERCEDES 280E. Auto, pas., elec roof, and windows, Lapis blue, cream cloth, 11,000 miles only. **£13,495**
A-REG BMW 525e. Auto, pas., sun roof, Silver blue velour, 4,000 miles only. **£10,995**
A-REG BMW 525e. P.A.S, elec roof and windows, Lapis blue, cream cloth, 11,000 miles only. **£13,495**
A-REG PORSCHE TURBO 911. Air cond, Pewter met, burgundy leather 23,000 miles. **£31,995**
84 PORSCHE 944. Auto, pas., elec roof and windows, full leather int, 215.60.15 wheels, factory alarm, Premium stereo, 18,000 miles only. **£17,995**
84 PORSCHE 944, 5 sp. Elec roof and windows, stereo, PDM, 215.60.15 wheels, black, cloth int, 6,000 miles only. **£17,995**
A-REG JAGUAR SOVEREIGN 4.2. Full air cond, elec roof and windows, cruise control, H/rests, front / rear, stereo, full spoiler kit and Rial wheels, absolutely stunning, met red / beige leather, 7,000 miles only. **£18,595**
83 DAIMLER VANDEN PLAS 4.2. Auto, pas., air cond, cruise. Lambswool rugs, full history, 14,000 miles only. **£16,995**
81 MERCEDES 380SE. Auto, pas., elec roof and windows, ABS, velour int, heated seats, Alloy wheels, stereo etc., Silver blue, full history, 39,000 miles only. **£14,995**
84 MAZDA RX 7. 5 sp, met paint, sun roof, elec windows, latest spec. 6,000 miles only. **£8,695**
A-REG OPEL MONZA COUPE 3.0E. Auto, pas., elec windows, sun roof, stereo, alloys, 19,000 miles only. **£9,750**
T-REG SILVER SHADOW II. Chestnut met, magnificent velour int, full spec, full history, 50,000 miles only. **£15,750**
83 AUDI COUPÉ 2.2 INJ. P.A.S., 5 sp, elec roof and windows, sun roof, Premium Stereo, 10,000 miles only. **£7,495**
85 AUDI 200 TURBO, 5 sp. P.A.S., elec windows, ABS, full air cond, cruise etc., etc.,
Fantastic saving on new price, 500 miles only. **£15,995**
79 CAMARO Z28. Auto, pas., sun roof, elec windows, stereo fog lamps, much money spent on mild engine tune and new Cragar chrome wheels, 20,000 miles only. **£5,750**
B-REG AUDI QUATTRO TURBO COUPÉ. Full Treser spoiler and wheel conversion and 50 BHP engine conversion, ABS brakes, elec windows, stereo etc., 3,000 miles only **£23,995**
84 XJS HE. Auto, pas., elec windows and mirrors, full air con, cruise control, computer etc, Antelope met / Doeskin, 3,000 miles only. **£20,750**

BAUER MILLETT (SOUTH) LTD
Finglands House, 261 Wilmslow Road, Rusholme, MANCHESTER M14 5LN

TELEPHONE 061 224 7474

OPEN 7 days a week
Service and Parts 061 872 4711

ALSO AT
5/15 Peter Street, MANCHESTER M2 5QR
TELEPHONE 061 831 7447

Tyres for good sports.

VINTAGE TYRES

VINTAGE TYRE SUPPLIES
12 DALSTON GARDENS
HONEYPOT LANE, STANMORE
MIDDLESEX HA7 1BY
TELEX 922043
TELEPHONE
01-206 0722

DUNLOP RACING TYRES
CR65, 5-STUD AND ALL
OTHER PATTERNS EX.
STOCK NOW

MIDLANDS STOCKIST
RALPH WILDE, LYRIC HOUSE
OFF CHURCH LANE
RADFORD SEMELE
LEAMINGTON SPA CV31 1TN
TELEPHONE
(0926) 26935

TYRES FROM 1898-1985

VETERAN, VINTAGE, CLASSIC, LOW PROFILE, WHITEWALL. ORDER BY BARCLAYCARD ACCESS. PLEASE ASK FOR PRICE LIST. EXPORTS WORLDWIDE

1929 BENTLEY
4½-litre

Totally rebuilt to concours condition, open 4-seater sports tourer. Total rebuild has been made to the original specification.

£80,000

Telephone 0908 501994 during the day or 0908 501988 after 7 p.m. in the evening.

maserati

From stock new/used parts for
A6/1500, A6G/2000, A6GCS, 3500, 3700, 4000, Sebring, Mistral.
RICHARD CRUMP ● GROOMS BARN ● BULLS CROSS RIDE ●
WALTHAM CROSS ● HERTFORDSHIRE ● Tel: Waltham Cross 22121

MASCOTS & AUTOMOBILIA

Mascots badges lamps posters, books old models etc. Bought and Sold

Manx Norton 1946. 500 cc Concours rebuild. **£6,000**
Mascots: Old Bill, Mercury, Eagle, Tatra, Swallow, Racehorse, Witch, St. Christopher, Sphinx, Stag, Jag., Vulcan, Cockrell.

Will part exchange British motorcycles

Specialists in classic and vintage motor cycles.
Atlantic Motor Cycles
20 Station Road, Twyford Berks. RG10 9NT.
Tel: day 0734 342266. Evening 340096

WANTED — continued

RESTORER WANTED. My collection of light vans is growing. Permanent position to competent keen persons living in London. Helpful but non-interfering boss! Tel: 01-351 4276. (80791

AUTOGRAPHS WANTED. Farina, Behra, Musso, Bonetto, Marimon, Mairesse, etc Webb, Haldonview, Liverton, Newton Abbot, Devon. (82037

I BUY ALL books, brochures and early magazines on racing and fast cars. Also quality vintage cars. Any showroom handouts and catalogues on Ferrari, Aston, Porsche, Jaguar, Bugatti, MG, Pegaso, Isotta, Hispano, etc. Keenly sought, top prices paid, private libraries and collections purchased. Les Wilson, Woodvine Cottage, 52 Manchester Road, Astley, Manchester M29 7EJ. Tel: 0942 893632. (82046

ALVIS SPEED 20, 25, 4.3 OR DHC TD/TF. Derby Bentley or 25/30 Rolls-Royce. Must be in excellent order. Details, photo, price immediately via air post please before April 30. Earlin, Box K, Milford, PA 18337. USA. (82139

WANTED — continued

AUSTIN SEVEN wanted, sports, tourer, saloon, any condition considered. Snow-line Stokesley 710518. (80712

WANTED BY MG enthusiast interesting old MG, anything considered, cash for right car. Tel: Dave on 01-405 6175 day, 0932 43425 eves. (80919

PORSCHE 911SC Targa 1978-9, must be immaculate, Guards red, fsh, low mileage, realistically priced, private. Please contact, Weeks, 4 Sunningwell Village, Oxford. Tel: (0865) 730659. (80337

FULGUREX BENTLEY 8-litre open tourer 1/12 scale model. Also Fulgurex Mercedes. Tel: 061 928 9541. (82025

TR7 CONVERTIBLES wanted, Frederick Charles Ltd, 82-96 Priory Road, Kenilworth. Tel: 0926 53636. (ACC

BENTLEY Coachbuilt saloon or coupé 3½, 4¼ or 4½-litre. Sensible price. Tel: 0734-342408. (81300

CARRERA RS TOURING, exceptional, original low mileage example sought by private purchaser. Details, chassis no. etc to Box No 6931. (81337

WANTED — continued

WANTED BY SUNBEAM ENTHUSIAST. Sunbeam (Wolverhampton) Publications and items of company interest. Tel: Bruce Dowell 01-472 1075. (81443

RILEY LYNX wanted by VSCC Member. The car is for use as everyday transport (not stored, polished and exhibited). — Running car in good order preferred but anything considered. May be interested in a Kestrel or Gamecock or a similar car of a different make, if a Lynx is unavailable. Please telephone or write to P. D. Smith, 87 Worthington Road, Fradley, Lichfield, Staffs. Tel: (05432) 23922. (81334

WANTED: Vintage Alvis 12/50, 4-seater Tourer, by Register member without car. Please Tel: George Moore Leicester 712576. (81663

DE TOMASO PANTERA GTS. Must be RHD, low mileage. Private cash buyer. Tel: 0332 840930 evenings. (81778

PACKARD SPARES RESTORATION Project on 1936 straight eight Sedan, all parts considered — Tel: daytime 0480-53520. (81807

WANTED — continued

RILEY 6 cylinder engine. Tel: Jackson 0947-87337. (81866

LOTUS S/WHEELS wanted: Elite, Elan, Seven, anything, private enthusiast. Tel: 0722-23100. (81876

LOTUS LITERATURE wanted including (Lotus-Cortina) sales, p/lists, p/books, h/books, w/shop manuals, anything, & sports car + Lotus owner magazines, swops? Private enthusiast. Tel: 0722-23100. (81876

PRE-WAR OPEN RILEY, MG or similar by enthusiast. Any condition considered. Please Tel: 01-588 4703 (Office) or 01-354 2964 (Home). (81878

FERRARI 308 GTB. Private buyer requires an immaculate red example with comprehensive service history and low mileage. Up to £13k cash waiting for the right car. Please Tel: Belper (077382) 2448. (81863

I WISH TO purchase a Morgan 1960 to 1970 model any condition even if needing a rebuild. Travel anywhere. Tel: 0695 421405. (78711

DK ENGINEERING

Ferrari, Jaguar and Porsche Service and Repairs

Sales and Service Cars Sold on Commission



Ferrari 365 GT 2+2. Silver with black trim, 58,000 miles, outstanding example, service history, cherished number. **£12,250**
Ferrari 400i Cabriolet. 1982, 20,000 miles, superb conversion. **£36,000**
Jaguar E Type Roadster. 1961, BRG with suede green trim, restored regardless of expense, concours winner. **£19,950**

Telephone Watford 0923 55246
Unit D, 200 Rickmansworth Road, Watford, Herts WD1 7JS.

DAVID HOWARD CARS

RANVILLES FARM, ROMSEY, HAMPSHIRE: Tel: Southampton 814481



1924 Cluley 10.5 H.P. Four Seater Tourer. Very attractive and unusual light car. **£5,350**
1925 Sunbeam 20/60 Two Seater Coupé with Dickey. Restored to the very highest standard (*illus*) **£17,500**
1925 A.C. Anzani engined two seater, polished aluminium. **£5,500**
1929 Lagonda 2 Litre Low Chassis Fabric Four Seater Tourer. Very original and attractive. **£13,750**
1933 Morris Minor Two Seater Tourer. Green, black wings. **£2,500**
1933 Singer Le Mans Four Seater. Extremely original. **£4,250**
1936 Vauxhall Wingham Four Seater Tourer Resprayed, new hood. **£4,850**
1936 Lancia Augusta. Unusual and very correct example. **£2,950**
1937 Wolseley 18 H.P., Sunshine roof Saloon. Excellent. **£1,950**
1943 Willys Jeep. Exhumed from storage, the genuine article, shod on Goodyear military, 21,000 miles recorded. Running. **£1,750**
1957 Aston Martin DB2-4 MKII. Bills for nearly £5,000 inc. engine rebuild. Superb to drive. Bargain at **£4,750**
1972 Rover 3500S. Manual, tow bar, low mileage. Registered GWE 100, new M.O.T. **£1,400**
1974 Range Rover N reg. Bahama, one previous owner, excellent. **£2,950**
1982 Renault Fuego GTS. Gunmetal with red coachline, sunroof, P.A.S., elec. windows, Pioneer radio / stereo, quite excellent **£3,700**

Please telephone for an appointment to view. We are situated 2 miles from Romsey on the A31 Bournemouth road. Part exchanges welcomed.

PLUS 4S

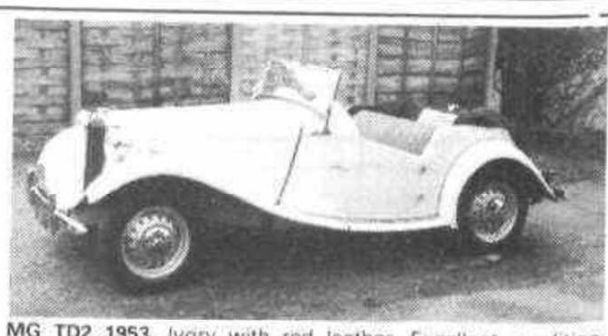


For sporting cars of all ages

PLUS 4 MOTORS **061-427 1876**



JAGUAR SS100 3½-LITRE 1939. Magnificent, original car. One owner since 1953. Silver with dark green leather.



MG TD2 1953. Ivory with red leather. Excellent condition following chassis-up restoration. **£9,500**

We always have 15/20 cars in stock — these currently include:

AUSTIN HEALEY 3000 MKIII 1964. Red/ivory. Wire wheels and overdrive. Good condition. New MoT. **£5,750**
MG TD 1950. Black with red leather. Excellent restored car. **£7,500**
CORVETTE STINGRAY CONVERTIBLE 1969. Stunning in red, black int. LHD, manual gearbox. Elec. tinted windows.
MG 'M' TYPE 1930. Red fabric body with black wings. Excellent restored condition. New MoT. **£5,000**

Look out for our stand at the National Classic Car Show — May 4th/6th

Our office is open throughout the day and most evenings and weekends

MILL LANE ENGINEERING

We specialise in the restoration, painting, trimming, chroming and servicing of vintage and classic motorcars and modern supercars to a standard of true excellence.

Classic Marque cars purchased for cash. Please call Mark Watmough on 04868 4319

Photographed in the grounds of Charterhouse School



1984 AC Autocraft Mk IV Cobra (4.7-litre Ford) RHD. Looks sensational. Dark blue with beige hide interior. POA

Photographed in the grounds of Charterhouse School



Aston Martin DB5 convertible, in original metallic mid blue with black hide upholstery, the condition of which would be difficult to distinguish from the day the car left the factory. This motorcar has been restored to virtually concours condition in our workshops and is now superb in every respect. POA

Charles Sawyer-Hoare invites enquiries for his services from owners of all marques, and he would be particularly pleased to receive enquiries from fellow members of the following clubs and institutions, the British Racing Drivers Club, Lloyd's London, the Aston Martin Owners Club, the Jaguar Drivers Club and the Bentley Drivers Club.

MILL LANE, GODALMING, SURREY (04868 4319)

(500 yards from Godalming main line station.)



1972 Rolls Royce Silver Shadow. LHD, magnificent low mileage genuine factory export model, USA specs.

Wanted Rolls-Royce or Bentley 1930-1980, any model, RHD or LHD, Lamborghini, De Tomaso, Mercedes, SL, SLC, SE, LHD only. Also classic MGs, Jaguar etc.

Over 30 exportable Rolls Royce and classic cars for sale.

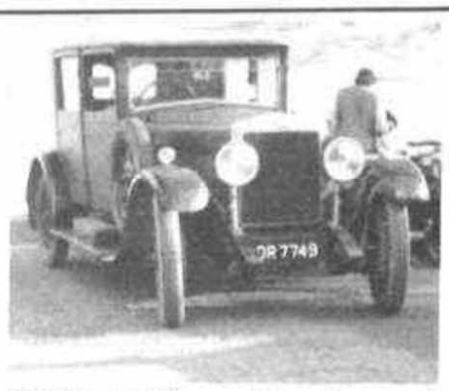
H J SIBLEY CLASSIC CARS
Crowthorne Road, North Kensington, LONDON W10 6RR.
Tel: 01-968 6335/6 or 0288-3428. Buyer calls.
CLASSIC CARS IMPORTED / EXPORTED WORLDWIDE

Over 30 years constant involvement and experience with veteran vintage sports/rally cars.

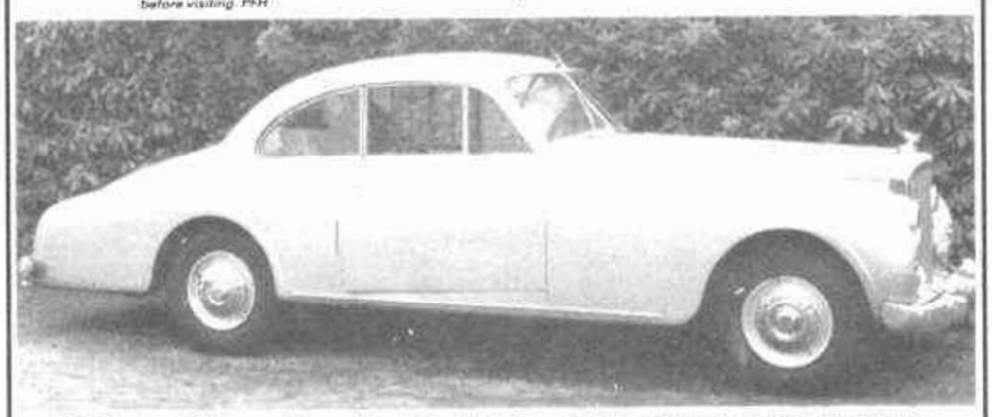
P. Foulkes-Halbard
Fordshill, Smugglers Lane
London Road, Crowborough
Sussex TN6 1TG, England
Crowborough 4223



Essential please to telephone and make an appointment before visiting. PFH



1924 Fiat 519 *Wymann fabric saloon, grand car for VSCC events & daily use. Lorry load of spares.*



1954 Bentley *R Type, with rare Abbott Sports Lightweight 2 door Coupé Continental specification, only 8 of these splendid bodies built, see page 247 of (Green) Bentley Fifty Years of the Marque.*

1949 MK6 Bentley *razor edge all alloy H.J. Mulliner coach, see page 257 of (Green) Bentley Fifty Years of the Marque. This car is in need of full & complete restoration, even the pieces are to pieces. It is well worth doing & is the ex Accles & Pollock company car.*

1948 Jaguar *1½ litre sports saloon completely original car needing full restoration but in generally sound condition.*

1937 Austin Big 7 *— a car that has had very few owners and has never been raced or rallied, current MOT.*

1925 Rover *twin cam 16/50 twin camshaft prototype sports saloon V-windscreen, 2 door, fully restored and very rare.*

1933 Singer Le Mans *— for restoration.*

1983 Rolls Royce *Silver Spirit, 2,750 miles from new, light oyster, immaculate car.*

Large selection of London to Brighton run veteran & Edwardian cars available.

Sensible p/ex's considered.

Finance available on most vehicles (subject to status).

VETERAN, EDWARDIAN, VINTAGE CAR & MOTORCYCLE SPECIALIST

JOHN LEWIS
CLASSIC MERCEDES SPECIALISTS

4 Heathman's Rd.
Parson's Green Lane
Fulham SW6

Telephone
01-731 3734



1971 MERCEDES 280 SE 3.5 CONVERTIBLE. Finished in white with dark red hide interior. One owner from new, 50,000 miles with full service history.
1972 MERCEDES 280 SE 3.5 COUPÉ. Sand metallic, black hide interior, automatic, power steering, electric windows. Two owners from new. Full service history.
70 AND 71 280 SE 3.5 COUPÉ'S. Three examples are due in, one in silver metallic and two in dark red metallic. All with service histories.
1969 MERCEDES 300 SEL 6.3 SALOON, LEFT HAND DRIVE. Finished in white with blue velour. All the usual extras including air conditioning, 90,000 km from new, 1st class condition.
1968 MERCEDES 300 SEL 6.3 SALOON. Dark green metallic with tan hide interior. All extras including electric sunroof and air conditioning. 69,000 miles only and full service history.
1963 MERCEDES 220 SE COUPÉ. Finished in dark grey metallic, red hide interior. A very late example of this sought after 50's styled coupé.
1963 MERCEDES 300 SE CONVERTIBLE. Finished in black with tan hide interior, automatic, power steering, 80,000 miles only with full service history.
1960 MERCEDES 190SL. Finished in cream with tan interior, very good example of this fast appreciating roadster.
1959 MERCEDES 300D SALOON. This long wheel base model known as the Adenauer was very popular with heads of state. This example is in left hand drive, cream over brown, manual transmission and metal sliding sunroof. 1st class mechanical history and very original exterior.
1956 MERCEDES 190SL. Finished in red with tan interior, hard and soft tops in black, excellent.

Also in stock

AC COBRA 427 (7-LITRE) MODEL, LEFT HAND DRIVE. Finished in red with tan Connolly hide, only 5,000 miles since built. Full 450-475 bhp. Side oiler engine. All details upon request.
1977 BMW 3.3 LIA. Lt. green metallic, black hide interior, fully loaded, tints, real value for money.

Ferrari AND
PORSCHE
OWNERS
YOU ARE *SPECIAL*
YOUR CAR IS *SPECIAL*
AND SO IS

Autorapide

Like you we appreciate a magnificent machine and treat it with loving care. We can prepare your car for road or track use and naturally offer full service and repair facilities to the very highest standards. We are specialists in fuel injection, tuning and setting up of both engines and chassis. We would like you to enjoy your Ferrari or Porsche to the full. For specialist attention, please contact:

Andrew Adamou

Autorapide

Unit 1, Whitehouse Farm, Cocklake, Wedmore, Somerset. Tel: 0934 713224

WESTFORD TRAILERS, DROITWICH, WORCS

Car transportation service. Trailer capacity 2 tons. Continental assignments undertaken. Trailers for sale or hire.

Telephone Christine
0905 773912 0905 772081
½ mile from M5, Junction 5



MIKE ABBAS
19 Middlewood Road, Aughton, Lancashire L39 6RG England
(0695) 421405 anytime)

Callers by appointment only please

Lotus Seven 1960 Series II. 997cc Ford engine, highly tuned producing 135 bhp, very quick, fully restored to superb original condition. **£4,500**
Lotus Seven 1966 Series II. Twin cam, fully restored including new Caterham chassis and body, magnificent. **£5,250**
Lotus Elan Sprint Drophead 1972. Recent new chassis, engine recond., stainless steel exhaust, paintwork only average, yellow / white. **£4,200**
Austin Healey 3000 Mk III. Left hand drive 1965. Red, fully restored, wires, overdrive, superb. **£6,500**
Austin Healey 3000 Mk IIA. Right hand drive 1963. Ice blue / white, fully restored, wires. **£5,500**
MGA 1960 1600. Red, steel wings, very original, runs well, average condition. **£2,250**
Ford Thunderbird 1965. Left hand drive. Very original, yellow. **£1,900**

Coming in soon: **Lotus Elan dh, Ferrari Dino, TR3.**

I always have cars similar to above. I can always obtain any sports car very urgently at a sensible price, delivery to anywhere you require. Dover, Calais, Ostend, Hamburg, Oslo, Gothenburg, Eshjerg, Rotterdam.

WITTER TOWING BRACKETS
TRUE VALUE IN TOWBARS

- Independent specialist manufacturer
- Britain's top-sellers – fully guaranteed
- PLUS! A.A. Seal of Approval

SEE YELLOW PAGES FOR LOCAL SPECIALIST FITTER OR STOCKIST

C. P. Witter Ltd. Chester 18
Tel: 0244 41166
Tlx: 61623 EURBAR G.

MWS MOTOR WHEEL SERVICE EST 1927
OFFICIAL DUNLOP DISTRIBUTOR AND SERVICE AGENT



MWS LONDON
Jeddo Rd,
Shepherds Bush, London,
W12 9EQ. 01-743 3532.
Telex 926549

MWS MANCHESTER
Unit 1, Victoria Ave,
Timperley, Altrincham,
Cheshire. 061-941 3119
Callers by appointment.

OUR WIRE WHEEL SERVICE INCLUDES NEW, RECONDITIONED, EXCHANGE AND VINTAGE RESTORATION
PLEASE SEND SAE FOR DETAILS
KNOCK ON CAPS — CENTRE LOCK WIRES — BOLT ON WIRES — STEEL WHEELS — MOTORCYCLES — ALLOY WHEELS

Peter Jarvis of Gemburgh Ltd.
LONDON

offers the following cars for sale

ROLLS-ROYCE

ROLLS-ROYCE 1980 SERIES 11. Left hand drive. Wraith long wheelbase with electric division, masons black with magnolia interior, fitted with every extra possible. History conforms to U.S. D.O.T.
ROLLS-ROYCE SILVER SHADOW 1971. Left hand drive, long wheelbase with electric division and every possible extra. Ivory with beige interior fully air conditioned. Conforms to U.S. D.O.T.
ROLLS ROYCE SILVER SHADOW 1975. Left hand drive, chestnut over gold with superb interior with every possible extra, history, whiteside tyres, conforms to U.S. D.O.T.
ROLLS-ROYCE SILVER SHADOW 1972. Left hand drive. Le Mans blue with cream hide interior and matching Everflex roof. Every possible extra. Service history. Conforms to U.S. D.O.T.
ROLLS-ROYCE SILVER SHADOW 1976/'67. Left hand drive. Willow gold with brown hide interior and Everflex roof. Equipped with every extra possible. Whiteside tyres. History conforms to U.S. D.O.T.
ROLLS-ROYCE SILVER SHADOW 1973. Left hand drive. Ivory white with superb hide interior. All extras and air cond. Conforms to US safety standards.
ROLLS-ROYCE SILVER SHADOW 1974. Left hand drive. Walnut with magnolia interior and matching Everflex. Every possible extra including air cond. Meets U.S. safety standards.
ROLLS-ROYCE SILVER CLOUD II 1960. Acrylic white with superb hide interior. Usual extras with Whitewall tyres. Modified SII.
ROLLS-ROYCE SILVER CLOUD III 1964. Porcelain white with superb hide interior. All usual Cloud III extras. Whitewall tyres. Modified S3.
ROLLS-ROYCE SILVER SPIRIT 1981. Left hand drive. Champagne with navy hide interior and matching Everflex roof with every extra service history. Conforms to U.S. D.O.T.
ROLLS-ROYCE SILVER CLOUD II 1961. Regal red with matching interior. Auto, pas, usual extras Whiteside tyres. Complies to US safety standards.
ROLLS-ROYCE SILVER SHADOW 1976/'77. Left hand drive. Porcelain white with beige interior and Everflex roof. Every extra. Meets U.S. D.O.T.
ROLLS-ROYCE SILVER CLOUD I 1958. Sand over sable. Beige interior, usual extras.
ROLLS-ROYCE SILVER SHADOW 1977 Series II. Left hand drive. Oxford blue with magnolia interior and matching Everflex roof. Every possible extra.



ROLLS-ROYCE MKII CORNICHE CONVERTIBLE 1979. Left hand drive. Le Mans blue with magnolia interior and matching power top. Every possible extra. Low mileage. Conforms to U.S. D.O.T.

ROLLS-ROYCE SILVER SHADOW 1973. Left hand drive. Long wheelbase with electric division and every extra. Sable with tan interior. Low mileage. Meets U.S. D.O.T.
ROLLS-ROYCE SILVER SHADOW 1974. Left hand drive. Ivory with superb hide interior with every extra including air conditioning. Conforms to U.S.A. safety standards.
ROLLS-ROYCE SILVER SHADOW 1976/'77. Left hand drive. Embassy black with tan hide interior. Every possible extra. Conforms to U.S. safety standards.
ROLLS-ROYCE SILVER SHADOW 1973. Left hand drive. Finished in porcelain white with Everflex roof. Superb hide interior. Every extra. Conforms to U.S. safety standards.
ROLLS-ROYCE SILVER CLOUD III 1963. Golden sand over sable with superb hide interior. Modified S3. Many extras. Whiteside tyres.
ROLLS-ROYCE SILVER CLOUD III 1963. Two tone silver. Chalice over Tudor with excellent hide interior. Usual extras. Modified SIII. Whiteside tyres. history.
BENTLEY CONTINENTAL FASTBACK 1956. Two-door sports saloon. This very rare Bentley is in dark blue with cherry red leather interior. Auto. P.A.S. Whiteside tyres. All small tools. Complete.
ROLLS-ROYCE CORNICHE TWO DOOR FHC 1971. Left hand drive. Unmarked. Masons black with superb hide interior. Service history. Every extra. Meets U.S. D.O.T.

ROLLS-ROYCE SILVER CLOUD III. Regal red with beige hide interior. Auto. P.A.S. Usual extras.
ROLLS-ROYCE SILVER CLOUD II 1960. Long wheelbase limousine with electric division. Royal blue with natural hide seats to the front and blue West of England cloth to rear. A very rare investment. All usual extras.
ROLLS-ROYCE SILVER SHADOW 1975. Left hand drive. Ivory white with matching Everflex roof. Superb hide interior. Every possible extra. Meets U.S. D.O.T.
ROLLS-ROYCE CORNICHE CONVERTIBLE 1977. Left hand drive. Finished in emerald metallic green with matching hide interior and power top. Full service history. Every possible extra. Whiteside tyres. Meets U.S. D.O.T.
ROLLS-ROYCE CORNICHE 1975/'76. FHC. Left hand drive. Porcelain white with navy hide interior and matching Everflex roof. Fitted with every extra possible. History, conforms to U.S. D.O.T.
ROLLS-ROYCE CORNICHE CONVERTIBLE 1974. Left hand drive. Embassy black with magnolia hide interior and matching power top. Every extra possible. Full history. Meets U.S. safety standards.

JAGUAR

JAGUAR XKE V12 CONVERTIBLE 1973/'74. Left hand drive. Signal red / black interior. Auto. P.A.S. Chrome wheels. Usual extras. Conforms to U.S. safety spec.
JAGUAR XKE V12 2+2 1972. Left hand drive. Signal red with beige interior. Auto. P.A.S. Sunroof. Chrome wheels. Whitewall tyres. Meets U.S. safety spec.

PORSCHE

911SC SPORT 1977 Model. Guards red with black interior. Usual extras. Sunroof. Front and rear spoilers. Conforms to U.S. D.O.T. Low mileage. Left hand drive.

MERCEDES BENZ

6.3 SALOON 1970. Left hand drive. Blue with grey hide interior. Auto. P.A.S. Usual extras. Sunroof.
190SL SPORTS CONVERTIBLE 1961. Ivory white with cherry red interior. Standard transmission.
280SL SPORTS 1968. Convertible with hard top. Golden sand with black hide interior. Fully equipped. P.A.S.

OUR STOCK IS CONTINUOUSLY CHANGING

Please phone for further details. Tel: Peter Jarvis Swanley 69081
Specialists in shipping to all parts of the world
If you have a vehicle of the sort we sell we would like to purchase it.

WANTED — continued

DUTCH museum wanted to expand and is looking for very rare motor cars, open vehicles and very old ones. Send photograph to PO Box 198, Eindhoven, Netherlands. (68465

MORGAN+8 or 4/4 wanted. Condition not important, immediate cash. Tel: Kings Langley (Herts) 67796. (78950

LOTUS 7 or Caterham wanted will consider any condition, work not objected to, please help. Tel: 0695 421405. (78713

WANTED! WANTED! Serious USA purchaser requires any old or interesting Ferrari, Rolls, Bentley, Sports or Racing car, distance no object! Condition immaterial, best payment. Tel: 01-385 1805 (West London). (78198

WEDDING CARS WANTED Pre-1968, Rolls, Bentley, VDP Princess, conversions ok, consider anything. J. Jordan, 910 Westheimer, Houston, Texas 77006 USA. (80025

FRENCH ENGINE to suit 1928 Vernon Derby. S.C.A.P., Chapuis-Dornier, etc, also gearbox and axle. Tel: 0926 496299 (Warwick). (79301

AVIATION SOUVENIRS wanted, especially airframe and engine manuals, instruments, photographs, pictures, propellers, log books, flight clothing, club badges, engines and spares — in fact everything aviation up to 1945. Young, Forelands, Givons Grove, Leatherhead, KT22 8LY, Tel: 0372 377652 evenings. (82462

HELP — WANTED excellent Shadow II or Wraith up to 1980. Prompt decision, buyer calls. Tel. 01-968 6336. (ACC

HELP — TOP price paid for a superb automatic Princess Limousine, prompt inspection anywhere, cash. (All other Limousines considered) Tel. 01-968 6336. (ACC

WANTED — continued

ALVIS WANTED: Pre-war tourer or Drophead preferred but any associated parts, will gladly consider an alternative large capacity engine of the period with direct drive. Tel: 01-349 1345. (70533

DOES ANYBODY know where Lotus Elan S4SE Reg No FWX 99J is? Please write Tony Storrow P.O.B. 2317, Lagos, Nigeria. (82805

RILEY LYNX wanted. Car in running order preferred but work not objected to. Kestrel, Gamecock or similar car of another make acceptable. Alvis, Lagonda, Aston, WHY? VSCC member. Lichfield (05432) 23922 Evenings / Weekends or write to 87, Worthington Road, Fradley, Lichfield, Staffs. (82809

AUSTIN 12/4 TOURER, pre 1930, must be sound and original 0298-871633. (82496

TR7 CONVERTIBLES wanted, Frederick Charles Ltd, 82-96 Priory Road Kenilworth. Tel: 0926 53636. (ACC

MERCEDES BENZ urgently wanted, especially sport or convertibles, collect instantly any model, any condition, any year. Tel: 0322 69081 (24 hours). (230567

JAGUAR E-TYPE V12 2+2 or convertible, any year, any condition, urgently needed, collect immediately for cash. Tel: 0322 69081 (24 hours). (230567

ROLLS-ROYCE and Bentley very urgently wanted. Any year, any model, any condition, lhd or rhd, we pay cash, collect instantly, we travel anywhere. Tel: 0322 69081 (24 hours). (230567

ALVIS 12/50, 12/60 or Silver Eagle four seat tourer, good home and fair price offered for the right car. No dealers please, Tel: 0844 51592. (82452

FERRARI. Private buyer requires low mileage immaculate 246, 365 or 400 model. Must have full history. Tel: 053-755 424. (82453

AUSTIN'S OF CROXLEY

1980 Porsche 930 Turbo, Met Black, Pers. No. Plate. Immaculate. **£17,850**
1974 MGB GT Blaze, manual / O'drive, Wire Wheels. 2,500 miles only. **£5,500**
1970 Aston Martin DBS V8, Manual, 5,900 miles only. **POA**
"C" Type Jaguar Replica. Newly built to very high specification BRG. **£15,000**

RICKMANSWORTH (0923) 775144 / 776104.
48 / 50 New Road, Croxley Green, Herts.

AUSTIN 7 BOOKS

Austin 7 Competition Cars 1922-82 by Martin Eyre **£3.50** inc. p&p
Austin 7 Companion by Barry Martin. 270 pages of historical / technical gen **£9.00** inc. p&p

750 Motor Club Ltd, 16 Woodstock Road, Witney, Oxon OX8 6DT

ELTONS Est. 1984

Special Cars for Special People
Offer

Part Exchange Welcome
Finance Arranged
Fine Motor Cars Urgently Required
View by appointment only

1982 Lola T592. Chassis No. 60. Sports 2000 Thundersports car. Ex-John Kirkpatrick Racing. Zakspeed engine, new gearbox/clutch, etc. Completely rebuilt, sorted, and ready to race. **£5,995 (inc. spares).**

1930 Sunbeam 18.2 Saloon. Black/dark blue, side mounts, hydraulic brakes, etc., very rare. **£5,995**
1934 Morris Minor 8 h.p. Sports Two-Seater. Coffee cream, delightful. **£2,995**
1970 J Morris 1000 Two-Door Delux Saloon. Snowberry white/black trim, lady owner, genuine 35,000 miles, showpiece. **£2,795**

15 Ragleth Grove
Trowbridge, Wiltshire
Tel: Trowbridge (02214) 64564
or Westbury (0373) 822682

STEWART SKILBECK

HISTORIC VEHICLE SPECIALIST

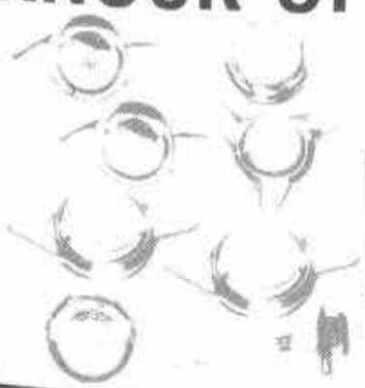
1934 Lagonda Rapier. Excellent condition. **£6,300**
1931 MG F1 Magna. Fully restored, concours winner. **£7,950**
1948 Healey. Duncan Drone 2-seater sports, ideal HSCC racer, restored. **£5,350**
1932 Morris Minor. 2-seater tourer, ready to rally. **£2,300**
1935 Morris 8. Series I van, rare. **£1,650**
1970 Jaguar. 4.2 E-Type Roadster, red with black trim, excellent. **£7,950**

Other similar vehicles in stock and wanted

Callers by appointment please

Landing Lane,
Hemingbrough, Selby,
North Yorkshire
YO8 7RA
Tel: 0757 638713

KNOCK-OFFS AND OTHER SPECIALIST PARTS



KNOCK-OFFS
£37.00. Set of 4 MG, A-H, TR, 2-eared
£48.00. Set of 4 Jag size
Above prices include VAT and mail UK

19 MG TA TC wheels in stock — new and beautiful. Correct centre and rolled rim. Centre laced

AERO SCREENS
£25.00. + VAT and mail

WIRE WHEELS — new
Popular sizes available. Phone for details

ROCKER COVERS — polished Ali MG, Ford, TR, Mini, etc. best prices

WRITE OR PHONE FOR MAIL ORDER

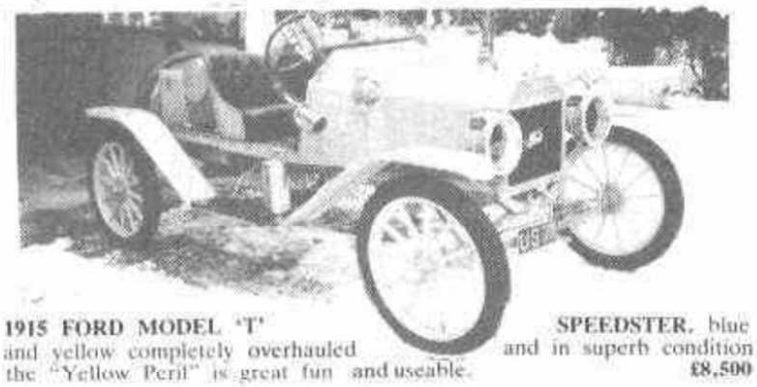
KIMBLE ENGINEERING LTD
33 Highfield Road, Birmingham B28 0EV England
Tel: 021-777 2011. Telex 336993
Access Visa taken



1948 DELAHAYE 135M 3 position Cabriolet. Ch. No. 800947, blue over silver paintwork, mechanically very sound, new mohair hood — superb. **£21,000**



1904/5 DE DION BOUTON. Superb and original condition throughout — must be seen to be appreciated. **£9,500**



1915 FORD MODEL 'T' SPEEDSTER. blue and yellow completely overhauled and in superb condition the "Yellow Peril" is great fun and useable. **£8,500**



ARE YOU SELLING YOUR VINTAGE OR CLASSIC CAR?

If so why not contact the specialists and let US SELL it for you. We undertake to promote, demonstrate and sell SEVEN days a week. Our markets and contacts are Worldwide so why not give us a ring on 0684 81525

ALSO AVAILABLE OR COMING SHORTLY

1933 AUSTIN SINGLE SEATER MK III by Alan Wragg. (VSCC Accepted) **1952 BENTLEY MK VI LIGHTWEIGHT** by MULLINER, **1959/62 ASTON MARTIN DB4 GT's** — Please ring for further details.



1954 MG TF. Mechanically and bodily in fine order, BRG tan interior, full weather equipment, excellent chrome very original. **£8,950**



1949 XK120 ALUMINIUM LIGHTWEIGHT ROADSTER. Ch. No. 660048, completely restored, BRG, tan hide, very rare. **£22,000**



1955 XK140 ROADSTER. BRG, maroon hide, RHD, originally from the Bryan Corser Esq. collection, superb condition throughout. **£11,750**



1956 XK140 COUPÉ. BRG, maroon hide, last owner since '59, factory fitted disc w/w, 'C' head, mechanically excellent. **£8,850**



1955 XK140 DROPHEAD COUPÉ. Jet black, new tan hide and lined hood, wire wheels, discs, overdrive, 3 carb. **£8,750**

Birtsmorton (068 481) 525



Nigel Dawes
Birtsmorton Court, Nr. Malvern
Worcestershire, England

WANTED — continued

URGENTLY REQUIRED all Sports cars especially MGs, highest cash prices paid instantly, will travel. Convent Motors, Ashford, Middx. Tel: 52005. (73736
WANTED GOOD restored pre-war cars or mint classic sports cars, top cash. Motorsport. Tel: 04555 2548 any time. Lutterworth. (214122
ALVIS WANTED: Pre-war tourer or drophead preferred but any model considered, immediate decision and cash. Tel: Luton 576036. (70533
WANTED LHD, Vehicles, 1, Merc 280 CE 79 or 1980, metallic paint, leather interior, air conditioning, heater, loaded, power steering. 2, Merc 280 SEL 82, leather, auto tran, loaded. 3, Merc 280 SL 1967 or 8 loaded. 4, BMW 320 / 323 four door manual tran, or auto trans, loaded. 5, BMW BAUR, new or used, loaded. 6, Porsche 356, good interior and exterior. If you have one of these vehicles for sale please send picture to: Kevin R. Bell, 81 Buckelew St, Marin City, Calif, 94965 USA 415-332-2485. (82062
ALVIS WANTED: Pre-war tourer or drophead preferred but any model considered, immediate decision and cash. Tel: Luton 576036. (82066
SILVER GHOST or PI chassis wanted, complete, or derelict car for private restoration. Tel: Chelmsford 264201. (82068
WANTED, vintage and pre-war sports cars or tourers, any open car, best prices paid instantly. Tel: Mr. Jaye, 052528 225 (Bucks). (82069
BRISTOL 406-411, Must be very good will be subject to AA, inspection. Please send photo, history and details, Alexander, Sceugh House Farm, Eden Hall, Penrith, Cumbria. Tel: 0768-66892. (82082
AUSTIN SEVEN Chummy wanted, I will pay a very good price for a good car which must be immediately available for use. Tel: 061-980 3298. (83042
CHAIN DRIVE Frazer Nash wanted by enthusiast. Tel: 03745 4174. (83036
4 HEALEY hub caps (1947-1953), with or without nave plates. Tel: 051-648 1595. (83081
WANTED 1979/82 ALFA GIULIETTA, mint condition, genuine low mileage, full maintained, cash. Box No 6943. (83088
WANTED. 835x135 beaded edge tyres, must be in usable condition. Tel: David Royle 0833 60630 / 60452. (83282
WANTED. LHD & RHD Rolls Royce & Bentleys 1949-1980, any model, any bodystyle, buyer calls anywhere, cash or bankers draft. All transactions strictly confidential. Tel: 01-968 6336 or 0288 3428. (ACC
PORSCHE 911SC Taraga 1978-9, must be immaculate, Guards red, fsh, low mileage, realistically priced, private. Please contact, Weeks, 4 Sunningwell Village, Oxford. Tel: 0865 730659. (80337

MISCELLANEOUS

RARE BOOKS, Brochures, Magazines, Les Wilson's new catalogue due out now listing 1,000's of rare items including — GP car Pomeroy, Piloti Che Genti — Christophorous, 1958 to date, brochures on Voisin 1927 Bugatti 1939 Delahaye 1939 Delauney Belleville 1911, etc etc, Speed, early Motor Sport, etc, etc, all for sale or trade, catalogue £1 UK £1.50 o/seas. Lalique Falcon Mascot also listed at £380. Les Wilson Woodvine Cottage, 52 Manchester Road, Astley, Manchester M29 7EJ. Tel: (0942) 893632. (82046
STORAGE NOT just parking, but a comprehensive service of checkover and upkeep to avoid deterioration. We specialise from £7 per week. Storacar. Tel: 023 065 206. (82075
THE EXPERTS Polygon Recovery, specialists in precious car transportation. Possibly the most realistic rates. Also collection and delivery service for all specialist parts. UK and Continental. Tel: Southampton 37055. (82077
AUTOCOURSE 1970-1974, Stanley 1959-1969, John Player Yearbook, Grand Prix International, Programmes, Motoring News and Motor Sport 1971-1985, Tamiya F1 kits some signed by drivers, racing videos. Tel: 0206 572306 and 020634 318. (82078
CADILLAC 41-48 new engines for sale, 36-40 (enquire). Also new engine parts. Tony Curtis, Lower Dean Manor, Northleach, Cheltenham GL54 3. Tel: 04516 — 541. (82080
MOTOR SPORT, V&V, T&CC etc. For Sale. Also large selection of new and old motoring books. SAE+ 50p for list (refunded) Simon Lewis, York Dean, Parkend, Lydney, Glos. Tel: (0594) 562818. (83405
MOTOR SPORT, 17 issues, Autosport 143 issues all 1955-61. £25. Tel: Burgh Heath 53767. (83394

MISCELLANEOUS — cont.

INDIVIDUAL VEHICLE Research. Specialist in researching vehicle histories, original registration marks and date of first UK Registration proven, previous owners traced, secrets of your car's past uncovered, vintage, veteran, PVT. T. C. Sargeant, Goudhurst, Kent TN17 1JP. Tel: 0580 211303. (83328
1935-84 MOTOR SPORT, complete, 30 copies Speed 1935/39, 150 wartime Autocars. Will split. Details. Tel: Leeds 668505. (83295
MOTOR SPORT and motoring books and magazines, for list, Ian Cheetham, 54 Carr Ave, Prestwich, Manchester M25 8TS. (83299
MG TC BONNET top (complete) £25, TC horn £8.50, 4 con rods £8.50 each, TC carbs £45 (the pair), TC rear road springs £7.50 each, 4 brake drums £7 each, 2 headlamps (with stone guards) £38 (the 2), 2 NA headlamps £19 each, NA steering cross tube £24, PA / B / J2 / L sidelight glasses £1.25 each, PA spare wheel carrier £10.50, PA gearbox bellhousing £28, 2 PA engines, complete, exchange only for L engine, complete P8 engine, exchange only for L engine, J2 engine complete, offers please, 2 TD front wings (need work) £30 each, new parts list catalogue £1.50. "Quoins", Jarvis Lane, Steyning, Sussex. Tel: 0903 513355. (83319
AUTOSPORT. 23.11.55 to 18.11.76 complete. Numerous 1977 to 1980, coverage with Motor Sport. 1981 to date complete. Offers Tel: Elgin 44106 (weekends). (82972
FERRARI. Set of five brand new Borrani wire wheels to fit Ferrari Daytona. £1,100. ono. Tel: 0734-792638. (82804
MOTOR SPORTS. October 1963-Dec 1982, 5 copies missing from '72 and '79. £50. Tel: 0962-882423. (82593
MOTOR SPORT selling complete 1/1959 — 12/84 (7 missing 1974), 1959-68 £6 / volume. 1969-84 £3.50 / volume. MGB GT Bonnet £30. Tel: (0734) 700272. (83079
MINI / IMP Full Race Engine and Gearbox (Imp Head and Block onto Mini Gearbox) Top Specification; Complete with Dry Sump System and all ancillaries. £2,350 ono; Similar Unit; Wet Sump; (Requires Crank) £1,650 ono: Will fit any Mini engine based vehicle giving considerable weight savings. Tel: 04024-48048 (Essex). (82808
ENAMELLED BADGE restoration service. Comprehensive service using genuine glass. Pamela David Enamels, Bascote House, Bascote, Leamington Spa. Tel: (0926 81) 7115. (82810
LUCAS P80 Bullseye Headlamps. Vintage Bentley Smiths Starter Motor. 1930's Headlamps Lucas L 1655, LB 140 etc. Offers. Tel: Weyhill 2982. (83038
MICKEY WRAIGHT LTD., world's leading specialists in pre-war rare items offer — P100S, QK596 restored headlamps. FT58/2, FT37 restored spotlamps, Long and Short and NewAlto restored horns. All prewar Rolls Royce and Bentley original mascots, all finest original badges — B.A.R.C., all R.A.C. & A.A. etc. prompt airmail shipping world-wide a pleasure. — 9, Coniston Crescent, Weymouth, Dorset. Tel: 0305-770463 (6-7 pm). (83039
50 CAR AND MOTORCYCLE components of 1920's. Excellent condition. £190. ono. Tel: 0546 2097. Evenings. (82589
MOTOR SPORTS 1953-1970, 1972-1976 (less 31 copies) £65. Motor Cycling (Green 'un) 1946-1956, 157 copies £28. Various Classic cars, V&V, etc. Bugatti Aeroscreen — offers. Tel: 0782 396758 (Staffs). (83090
MOTOR SPORT, unbound, 1965-1984 complete, some earlier from 1961-1964, £25. Tel: 0705-477301. (83275
SUPERCHARGER. Godfrey, Roots type, with manifolds and driveshaft suitable 2 litres and above £120. Tel: 061 366 0541. (83278
CHROME WIRES splined hubs, spinners, tyres new and secondhand for Jaguar Mk II S-Type, E-Type, Daimler Sovereign, V8 250. Tel: 01-524 1015, 01-520 6775. (73061
CAR RECOVERY and delivery, local, national, continental, singles, doubles. Tel: Cartrek, Esher 62785 (Surrey). (73123
ROLLS-ROYCE 20 and 20/25 cylinder heads, brand new available, full assembled, new valves, springs core-plugs, etc., stoved finish, export arranged, limited batch. Price £1,880. Why risk an old head which can cost as much? Alden Ltd., 72 Charlotte St., London W1. Tel: 01-323 0862. Telex: 21698. (63633
RARE, OUT OF PRINT books, catalogues, handbooks, brochures, profiles. Send £1 note for next three quarterly catalogues. Automobilia, 30 West Drive, Brighton (68769
MOTORING LITERATURE bought, sold and exchanged. For a large selection of new and secondhand motoring handbooks, magazines and books please call Thursday, Friday, Saturday at Vintage Motorshop, 500 Bradford Road, Batley, West Yorkshire. Tel: Batley 470773. (72027

MISCELLANEOUS — cont.

C&R TRANSPORT. Specialist in vintage, veteran, classic car transportation. O/driver, comp insurance, nationwide, comp rates. Tel: Stourbridge (0384) 390208 or 370299. (81797
BIRMINGHAM BASED car transport by enthusiast, best rates, full insurance. Jeremy Broad. Tel: 021 745 5534. (73623
TELEPHONE AREA Code Booklet in Reverse. Locate those area codes. £2 inclusive. Culham Industries, 36 Boston Road, Kirton, Boston, Lincs, PE20 IDS. (76150
EOIN YOUNG'S 1985 Catalogue of Rare Motoring Books lists over 1,000 collectors titles plus feature articles on establishing a motoring library. £3 in UK. $US7 (in bills) overseas airmail. Free brochure details, subscription service for regular listings. PO Box 3, East Horsley, Surrey, UK. (012849
EOIN YOUNG'S "Vintage" Motor Bookshop / Gallery offers world's finest selection of rare old motoring books, catalogues, art and memorabilia. Also early aviation items. Now open Saturdays 10-5, Sundays 10-1. Forest Road, Effingham Junction, Surrey. Between Cobham and Horsley, 2 miles A3 / M25 interchange. Tel: 04865 3311, 24-hour answering. (012849
ERIC THOMPSON buys and sells rare motor and motorcycle books, magazines, manuals, handbooks, sales literature and motoring miscellany. Booklist No. 856 available UK £2.00, overseas £3.00. Hullhatch, Long Common, Shamley Green, Guildford, Surrey. Tel: 0483 893694. (66436
THACKWELLS MOTORSPORT Rare motor racing books, posters and programmes. Illustrated catalogue £3 UK, $US8 cash overseas airmail. PO Box 22, Twyford, Reading, UK. (80443
MOTORING VIDEOS. Special prices for fellow Motorclub members. Every title available. Send sae for details to: Motorhouse Video 3, 55 Plantation Road, Harrogate, HG2 0DB. (80333
I WISH to purchase any copies of Autocourse, Automobile Year, Motocourse, Rallycourse or World Rallying Annuals for my collection. Tel: 0978 762048. (81004
WANTED: AUTOMOBILE YEAR Issue No 1 (first volume) please advise condition and price. All replies answered. Box Number 6939. (82165
VACANCIES STILL available for 1985 T.T. Week. Enquiries to — Mr Wood, "Roseberry" House, 29, Nelson Street, Douglas, Isle of Man. Tel: 0624 76324. (82135
GRAND PRIX International 1 to 65, individual copies. Wants and S.A.E. to Michael Smith, specialist in motor magazines, 14 Edyvean Close, Bilton, Rugby CV22 6LD. (82136
CAR TRANSPORTATION by careful owner driver, efficient service, any distance, insured. Tel: Colchester (0206) 562430 anytime. (82019
TYRES — 700 × 21 and other interesting sizes as new. Private sale. Offers: Tel (0902) 791005. (82127
MOTOR SPORT 1963-1984, Autosport 1967-1983, Car & Car Conversions 1967-1976. Offers. Tel: 06373 5311. (82464
MORGAN CHASSIS 4/4 1937 complete, dismantled, Hubs, Axle, Springs, Steering column, two wheels, rough radiator, offers. Evenings. Tel: 0256 24253, Basingstoke. (82402
NORFOLK. Charming Edwardian family house, 4 bedrooms, 3 recept, bathroom, shower room, two WCs, located in delightful small town with Inter City Rail station. Magnificent barn, store rooms, stables, tackroom and office, ideal restoration business or hobby. £60,000 Freehold. Tel: Downham Market (0366) 382874. (82045
GT40/COBRA RACE ENGINE. 289, 4.7-litre, Ford motor company works engine, never blown up, approximately 400 bhp / 7,250 rpm, dry or wet stump complete less only Webers. £2,750. No offers. Tel: 0422 203138. (81661
MG TC road springs, £7.50 each; rocker cover, £6.50; brake drums, £7 each; doors, £9.50; water pump, £8.50; back plates, £5.50; new pistons (STP), £48; engine block and head, '175; bonnet top, complete, £25; oil pump, £9.20; new ash frame body, fully skinned, offers; petrol tank, £18.50. Masses of other MG spares. £1.50 for new parts list catalegue. "Quions", Jarvis Lane, Steyning, Sussex. Tel: 0903 813355. (81660
COTSWOLD COTTAGE. Four large bedrooms, small garden, garaging 6-7 cars, workshop, storage. £74,000. Tel: Cirencester 0285 5674. (81333
AUTOCOURSE 1975/76. Record of motor racing, and many others, for sale. Similar items always wanted. SAE for lists. Barker, 46 Island Close, Hayling Island, Hants. Tel: 0705 463614. (82024
MONACO GRAND PRIX. 19th May, stay on board 60 ft motor yacht in Monaco new port, seven berths in three cabins. £2,000 one week. Tel: Monaco 501336. (82044

MISCELLANEOUS — cont.

VINTAGE SIZE and style cast aluminium number plates made to order. Tel: 0580 211303. (83328
BRAKE DISCS reground on vehicle, restore efficiency of rusted or scored discs. Tel: Goudhurst (0580) 211303, Kent. (83328
GOUDHURST CARRIERS, Goudhurst, Kent. Vehicles transported, or delivered on trade plates. Trailer Hire. Tel: 0580 211303. (83328

EXCHANGE

LADY OWNERS', Escort 1.6 Ghia, 5-door, 1982 (X), 5-speed, crystal green. Exchange, good Morris Minor and minimum £2,000 cash. Tel: 021-478 3634, Birmingham. (83400
SWAP FERRARI. 1979 V Reg red 308 GT4 for similar 308 GTB. New tyres 33,000 only, excellent condition. Phone Glen: office hours Leic. 738634. (82041

CLUBS

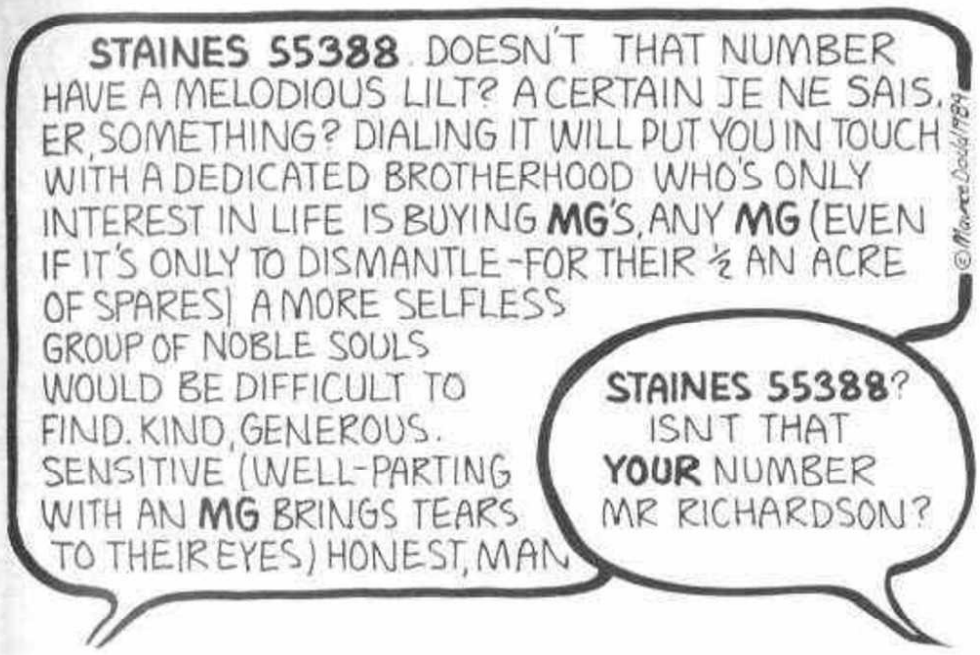
AC OWNERS. If you own an AC or are interested why not join the club. Monthly magazine, meetings, sprint, "Concours", dinner dance, film shows etc. Details from Membership Secretary, Tudor House, Manor Road, Great Bowden, Market Harborough, Leicestershire. (77303
MASERATI CLUB. Owners and enthusiasts, details from Secretary, M. J. Miles, The Paddock, Abbotts Ann, Andover SP11 7NT. Tel: 0264 710312. (43001
THE MG CAR CLUB offers extensive activities, everything from local social events to full race meetings. Technical aid and support for all models pre-1930 to current production. Spares and service scheme with associated discounts and specialist insurance plus an award winning magazine. For further information on the original MG Club, founded 1930, and its 65 associated overseas centres please contact the MGCC, PO Box 251, Studley, Warwickshire B80 7AT. Tel: 052785 3666. (209676
THE BMW CAR CLUB caters for all BMW owners and enthusiasts: superb magazine, technical advice, factory visits, access to European and International club events, historic section, annual Concours, driving tests and regional section with weekend touring. Insurance benefit schemes. Application details from: The Secretary, 7 The Crescent, Pattishall, Northants NN12 8NA. (83085
MG OWNERS CLUB. The world's largest one-make motor club, 49,000 members who receive: superb colour monthly magazine, special MG owners insurance scheme (UK only), the best technical handbooks and advice, many exclusive special offers and much more. Overseas enquiries welcome. For details and free catalogue write to MGOC, Freepost, Swavesey, Cambs CB4 1BR (no stamp required) or Tel: 0954-31125 (24 hour service). (225284

EVENTS

OCTOBER 5th. Malvern, Worcestershire. Huge undercover motoring event, all aspects staged, 15 acres for club events, same venue as VSCC 50th. Large SAE. 35 Britten Drive, Malvern WR14 3LDG. Tel: 06845 60180 (evenings). (79184
BOLTON AUTOJUMBLE. Saturday, May 11th, Sports Centre, Silverwell St, Bolton. The best for bike bits, car bits also. (81784
THE AUTO SUNDAY 7th JULY 1985. Family day out, Autojumble and Concours competition (all classes). Country park setting near Bracknell. Anticipated attendance 10,000 plus. Book early. Entry details Tel: Bracknell 54995. Proceeds to charity. (81005
GRAND LONDON AUTOJUMBLE. 27.10.85. Westminster. Stall bookings: PGG Ltd, Second Floor, 73 New Bond Street, London W1Y 9DD. Tel: 01-493 3321 (office hours). (82595
DONCASTER RACECOURSE AUTOJUMBLE and collectors vehicle mart. Saturday July 13th. Usual 250 12 ft stalls selling spares, literature, tools, mascots, etc. Details Tel: 0302 539709. (82968

SITUATIONS VACANT

ENGINEER REQUIRED to join small team building and restoring sports, vintage and aerobatic aircraft, restoration skills required but aircraft experience not essential. EMK Aeroplane Ltd. Tel: 0920 830078. (83314
WE WISH to employ a young person to train as a salesperson. A clean driving licence, enthusiasm for classic cars and a will to work are essential. Please apply in writing. Frank Dale & Stepsons, 101 Farm Lane, Fulham, London SW6 1QH. (ACC



HELMET ART & DESIGN



Doug Eyre designs (0628) 74750

Austin-Healey

THE AUSTIN HEALEY 100 100/6 3000 SPECIALISTS.





If you are a Healey enthusiast simply maintaining your "pride and joy", or completely restoring the car to former glory, then our comprehensive illustrated catalogue is a must.

UK enthusiasts: Send 12" - 9" sae (38p)
Overseas enthusiasts: Send £2.00 sterling

SOUTHERN CARBURETTERS

Austin Healey Parts & Carburetter Sales
Unit 14, Oakwood Industrial Park, Gatwick Road, Crawley, Sussex RH10 2AZ Tel: 0293 547841/2

The Foundry 26 High Street **Bramley** Bramley nr Guildford Surrey

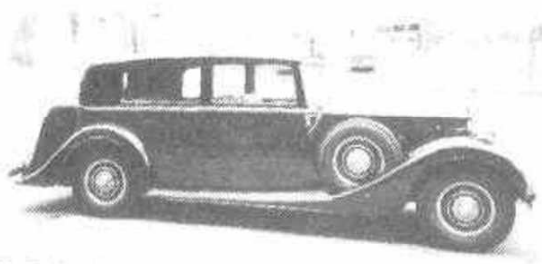
70	**Rolls-Royce Phantom IV.** Dark blue, grey hide, 854 mls.	£100,000
79	**Rolls-Royce Silver Shadow II.** Moorland, one owner, 13,000 mls.	£25,995
83	**Mercedes 380SEC.** Met Silver, blue velour, total spec, 17,000 mls.	£26,995
82	**Mercedes 500SEC.** Met Manganese, beige velour, 25,000 mls.	£25,995
81	**Mercedes 380SLC.** Met Champagne, beige hide, 15,000 mls.	£21,995
80	**Mercedes 450SLC.** Met Cyprus, velour, a.c., alloys, 37,000 mls.	£16,495
79	**Mercedes 450SLC.** Met silver, blue velour, total spec., 41,000 mls.	£15,495
78	**Mercedes 500SLC.** Met thistle, beige hide, total spec., 30,000 mls.	£16,995
85	**Mercedes 280TE.** Met blue, a.c., ABS, good spec., 2,000 mls.	£20,495
81	**Mercedes 500SL.** Yellow, beige hide, alloys, 17,000 mls.	£18,995
71	**Mercedes 280SL 2+2.** Black, magnolia hide, 11,000 mls.	£17,995
83	**Mercedes 280SE.** Ivory, e/s/roof, ABS, stereo, 14,000 mls.	£16,995
84	**Mercedes 280SE.** White, e/s/roof, e/windows, 16,000 mls.	£16,995
83	**Mercedes 380SE.** Met silver, blue hide, e/s/roof, stereo.	£17,995
82	**Mercedes 380SE.** White, ABS, e/sunroof, 13,000 mls.	£17,995
83	**Mercedes 280TE.** Met blue, total spec., 16,000 mls.	£16,995
82	**Mercedes 250LWB.** Black, auto, a.c., ABS, 21,000 mls.	£14,995
82	**Mercedes 230TE.** Dove grey, auto, sunroof, 6,000 mls.	£11,995
80	**Mercedes 300D.** Manual, a.c., e/windows, velour, 9,000 mls.	£9,995
83	**Porsche 3.3 Turbo.** Met zinc, blue hide (A), 3,000 mls.	£34,995
84	**Porsche 3.3 Turbo.** White, black hide, full spec., 14,000 mls.	£33,995
83	**Porsche 3.3 Turbo.** Guards red, full spec., 9,000 mls	£33,995
83	**Porsche 3.3 Turbo.** Red, black hide, full spec., 15,000 mls.	£31,995
82	**Porsche 3.3 Turbo.** White, blue, full spec., 16,000 mls.	£26,995
	Porsche 356B Cabriolet. Ivory, totally refurbished.	£25,000
84	**Porsche 928S II.** Auto, met gold hide, ABS.	£26,995
83	**Porsche 911 Sport Cabriolet.** Turbo body, 13,000 mls.	£24,995
83	**Porsche 911 Sport Cabriolet.** Black, sport hide seats.	£21,995
82	**Porsche 911 Sport Coupé.** Guards red, e/s/roof, 8,000 mls.	£21,995
82	**Porsche 911 Sport Targa.** Met wine, hide, a.c., 25,000 mls.	£20,995
82	**Porsche 911 Sport Targa.** Met blue, sport seats, 27,000 mls.	£19,995
84	**Porsche 911 Carrera Sport Targa.** Black, good spec. (B).	£28,995
79	**Porsche 911 Sport Coupé.** White, sport seats, 36,000 mls.	£13,995
84	**Porsche 944.** White, 5-speed, e/s/roof, sport wheels.	£17,995
84	**Porsche 944.** Blue hide, sport seats, e/s/roof, 11,000 mls.	£16,495
82	**Porsche 944.** Met Silver, sunroof, stereo, 13,000 mls.	£14,495
84	**Porsche 944.** Auto, met e/s/roof, a.c., s/seats, 7,000 mls.	£16,995
81	**Porsche 924 Carrera GT Turbo.** Silver, total spec.	£19,995
82	**Porsche 924 Lux.** Guards red, sports seats, s/roof.	£9,995
81	**Porsche 924 Lux.** Mocca black, s/roof, 10,000 mls.	£9,995
65	**Jaguar E-Type Roadster.** Red, total restoration.	£17,995
73	**Jaguar V12 E-Type Roadster.** Auto, 160 mls.	£29,995
83	**Jaguar XJSHE Coupé.** White, blue hide, 4,000 mls.	£17,995
83	**Jaguar XJSHE.** Red, beige hide, a.c., 12,000 mls.	£16,995
	Jaguar D-Type. Long Nose Lynx, British racing green.	£26,995
83	**Ferrari Boxer 512.** LHD, red, Koenig, Rinspeed car.	£49,995
	Maserati Ghibli Spyder. Auto and p.a.s., LHD, silver.	£49,995
78	**Panther J72.** White, auto and p.a.s., a.c., 1,800 mls.	£22,995
78	**Panther J72.** Red, auto and p.a.s., 8,000 mls.	£15,995
81	**Panther Lima.** Brown and cream, c.w.w., 6,000 mls.	£5,995
24	**Citroen Cloverleaf.** Three-seat tourer, classic car.	£6,995
62	**Sunbeam Alpine.** Red, hard top, total restoration.	£7,995
84	**Renault Turbo 2.** RHD, met white, 185 bhp, 6,000 mls.	£10,995
80	**MGB GT.** Black, w/wheels, delivery mileage.	£8,995
69	**Morris 1000 Convertible.** Almond green, 23,000 mls.	£4,495
84	**Range Rover Vogue.** Silver, 5-speed, a.c.	£16,995
81	**Morgan 4+4.** Brown and cream, w/wheels, 6,000 mls.	£8,495
75	**Morgan +8.** Black, white hide, 4,000 mls.	£8,995
83	**VW Golf GTi.** Met lahsa, s/roof, stereo, 16,000 mls.	£6,495
82	**VW Golf GTi.** 1800, met lahsa green, 12,000 mls.	£5,895
82	**VW Golf GTi.** Black, s/roof, twin lights, 32,000 mls.	£4,995
84	**Morgan 4+4-seater.** Ivory, blue hide alloy body, 5,000 mls.	£11,995
85	**Honda Prelude Executive.** Red, 5-speed, p.a.s., 1,100 miles.	£8,995
85	**Honda Prelude Executive.** Red, auto, p.a.s., alb.	£9,495
84	**Ford Escort XR3i.** Black, s/roof, RS wheels (B).	£6,995

0483 898159 **EXCEPTIONAL LOW MILEAGE CARS PURCHASED** **0483 898159**

CLASSIC AUTOMOBILES OF LONDON LTD

Armoury Way, London SW18 1EZ. Telephone: 01-871 1357

Open 7 days a week

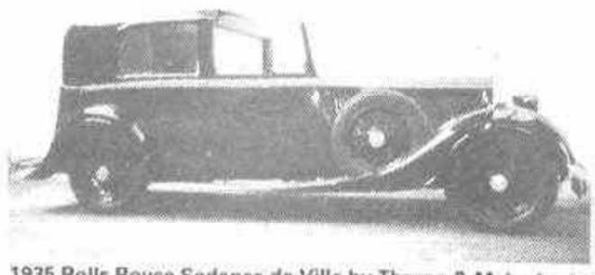


1939 Rolls Royce Phantom III Touring Limousine by Mulliner. Superb.

Telephone: 01-871 1357

Also in stock

1952 Rolls Royce Silver Dawn in sand and sable. Manual transmission. Immaculate condition. **£18,500**
1939 Bentley Mark V. Rarest of all Bentleys, coachwork by Mulliner. A truly superb car. **£19,750**
1928 Chevrolet Tourer. Light yellow, red interior. Ideal 4-seat tourer in outstanding condition. **£8,750**
1925 Morris 'Flatnose' Tourer. Superb restored condition. Blue coachwork with black wings. **£7,750**
1928 Rolls Royce 20hp saloon. Weymann fabric body by Mulliner, with division and occasionals. Exquisite condition. **£19,750**
1914 Wolseley Stellite 2 Seat Drophead, with occasional seat. A lovely example with yellow coachwork and many brass fittings. **£9,750**
1963 Mercedes 230SL in light blue. Hard and Soft tops. Excellent condition. **£8,750**
1933 AC 3 Position Drophead Coupe in restored cond. **£7,750**
1975 Rolls Royce Silver Shadow in willow gold. Superb condition with comprehensive history. **£12,950**
1931 Invicta Sportsmans Coupé. Meadows 4½-litre engine. An exceptional car. **£19,750**



1935 Rolls Royce Sedanca de Ville by Thrupp & Maberley in outstanding condition.

Other excellent cars available, please telephone.
Overseas enquiries welcomed; shipping arranged.
We also buy good condition interesting cars.

TWIN CAM MGA 1960



4,000 miles since total rebuild by Brown & Gammons in 1981. BRG cellulose, sage Connolly interior, stove enamelled chassis, mechanically superior to new. **£7,950**

01-354 0611 **01-226 6743**

BENTLEY MkVI SPECIAL



Recently completed, highly commended BDC Kensington 1984

£18,000

for full details ring 063 081 393

Headlinings, leather cloths, Duck and Mohair hoodings, moquettes, carpets, Bedford Cords, and felts. Draught excluders, wing pipings, window channels, trimmings, rubber and sponge sections, leather helmets, accessories and leather renovation kits.

ALL THIS IS AVAILABLE for Vintage and Classic cars at keen prices from the **WOOLIES CATALOGUE**. Send 75p for your copy today. UK post paid. (Overseas: Europe 95p, USA $2.00, bills please, airpost paid)

BY RETURN MAIL ORDER and over the counter sales. Open Monday to Friday 9-5 (lunch 1-2). Other times by appointment.

Ian and Caroline Woolstenholmes are "WOOLIES MS", off Blenheim Way, Northfields Industrial Estate, Market Deeping, Nr Peterborough PE6 8LD. Tel: Market Deeping (0778) 347347.

Straight Six 6

EXCLUSIVELY CLASSIC SPORTS CAR SPECIALISTS

30 MIN FROM CENTRAL LONDON

HIGH STREET, EDGWARE, MIDDX. 01-951 0188/9



AC 428 Convertible. A quite stunning and very rare example, 7-litre, auto. **£25,000**



XK140 Drop Head Coupe. Totally restored, left hand drive, concours condition. **£20,000**

Ferrari 330GT 2+2 MkII. Superb rebuilt example, past concours winner, Borrani's. **£16,000**

AC 428 Convertible. Left hand drive, black with magnolia hide and red piping. **£15,000**
Bentley SII Continental Flying Spur. Coachbuilt by James Young, 4-door. **£10,000**
E Type Ser II Roadster. Totally restored 1979, all bills, pale primrose. **£10,000**
E Type Ser II Roadster. Rebuilt in 1976, dark blue, a very pretty example. **£12,500**
XK120 Fixed Head Coupe. Totally restored in black with tan leather. **£12,500**
XK150 Fixed Head Coupe. Prototype car, chassis No. 1. Totally restored. **£10,000**
XK150 Fixed Head Coupe. Totally restored and 1,000 miles only since. **£10,000**



Panther J72. One owner, low mileage, exc condition, blue metallic. **£16,000**



AC Ace / Cobra. Genuine 1958 Ace, fitted 289 cu. Cobra engine, left hand drive. **£17,950**

XK120 Roadster. Interesting car in yellow, very low recorded mileage. **£10,000**
MkII Jaguar. 3.8-litre, British Racing Green, manual + overdrive, chrome wires. **£6,500**
MkII Jaguar. 2.4-litre, manual with wire wheels, full length sun roof. **£3,000**
OSI 20TS Coupe. Left hand drive, built 1967, bodied by OSI Turin, 2.3-litre. **£8,500**
Bristol 407. A superb example in maroon. Chrysler V8 engine, automatic. **£5,500**
Triumph TR3A. Totally restored in signal red, overdrive. **£6,500**
Alfa Romeo Montreal. Left hand drive, 50,000 kms, orange with black interior. **£4,750**

SELECTED CARS SOLD ON COMMISSION

ONSLOW'S

Auctioneers

123 HURSLEY, WINCHESTER, HANTS SO21 2LQ
Telephone 0962 75411

THE TURNPIKE COLLECTION OF BRITISH SPORTS CARS

the Property of the late David Spence

FOR SALE BY AUCTION

at the Turnpike Centre, Calbourne, Isle of Wight.

SATURDAY, 11 MAY 1985 at 2.30 pm

THE SALE INCLUDES:

1936 Alvis Firefly, 1934 Austin Seven Nippy, 1953 Jaguar XK120 Roadster, unrestored, 1956 Jaguar XK140 F.H.C., 1960 Jaguar XK150 Roadster LHD, 1968 Aston Martin DB6, 1950 Bentley Mk VI, Lotus Esprit Racing Car, one of three lightweight TR7 Racing Cars built by Andy Dawson for P. J. Evans. A collection of sixty enamel advertising signs for petrol, oil, tobacco and other products, and a well detailed scale model town with over one hundred electronically operated vehicles, railway station, Circus and many other features.

THE NEXT SALE

of Motoring Collectors Items will be on Saturday 23 June 1985, at the Heritage Collection Motor Museum, Syon Park, Middlesex. The sale will include the second part of the Earl Howe Collection, and a section devoted to Rolls-Royce spare parts.

Each catalogue is priced £3.50 post paid (5.00 Swift Air overseas), for further information please contact Patrick Bogue at 123 Hursley, Winchester, Hampshire, SO21 2LQ, Tel: 0962 75411.

P&A Wood

AUTHORISED SERVICE DEALER

ROLLS ROYCE

Gt Bardfield, Essex, England
Telephone: Gt Dunmow (Std 0371) 810604



Rolls-Royce Phantom V, 1960 Touring limousine by James Young.

Finished in Midnight Blue over Black, with Fawn, West of England cloth to rear and Black leather to front. 90,000 miles from new with full service history. Usual refinements include side facing occassionals, cocktail cabinet, division, etc., and some special features. An outstanding example of this most attractive and elegant car in top concours condition.

SALES SERVICE REPAIRS
COMPLETE RESTORATIONS & SPARE PARTS

FOR THE CONNOISSEUR AND CLASSIC CAR ENTHUSIAST

QUALITY

MOTOR RACING PRINTS

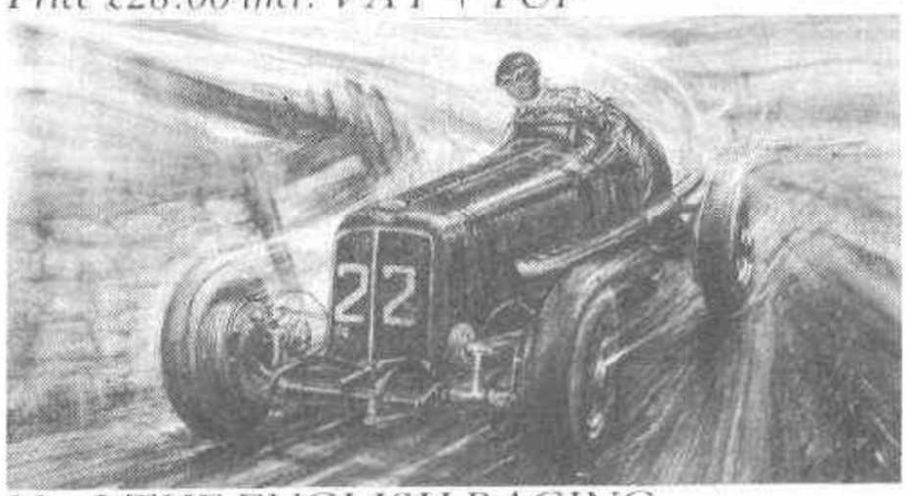
BY

PHIL MAY

A new series of limited edition (500) fine full colour prints featuring famous cars with famous drivers. Each print is numbered, signed and bears the artist's seal.
Size = 18¾" × 22¾"
Coloured Surface Size = 17¼" × 13¼"



No. 1 VIVE LA BUGATTI
Louis Chiron 'The Wily Fox' leading the field in a Type 51 Bugatti 1932.
Price £28.00 incl. VAT + P&P



No. 2 THE ENGLISH RACING AUTOMOBILE
Raymond Mays' ERA (R4C) taking a bend in the Picardy Grand Prix which he won at Peronne in 1937.
Price £28.00 incl. VAT + P&P

To: INTER COMPANY CONTACTS LTD
Main St, West Witton, Leyburn, N. Yorks DL8 4LS
Tel: 0969 23585. Telex: 8588937 Fletel G.

Please supply at £28.00 each incl. P&P & VAT ☐ No 1. "Vive la Bugatti" ☐ No 2. The English Racing Automobile
I enclose cheque / PO for £
N.B. add £1.00 for overseas mail
please charge to my ☐ Am Ex. ☐ Visa ☐ Access

☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Name .....
Address .....
.....
.....

11-14 Atherstone Mews,
S. Kensington,
London SW7 5BX

PORTERS IN KENSINGTON

Telephone: 01-584 7458
Telex: 8952387 'Memorable'

We are situated 300 yards west of the Natural History Museum off the Cromwell Road

WANTED URGENTLY

WE HAVE CUSTOMERS FOR THE FOLLOWING:

• 300 SL G/W and ROADSTER • RR Pre-War S. GHOST • Bentley Pre-War D/H •
• RR S. WRAITH LIMOUSINE • RR SC I, II & III Low Mileage • LAGONDA M45 V12 or RAPIDE • BENTLEY R TYPE CONTINENTAL FASTBACK

TELEPHONE NOW ON 01-584 7458/01-589 8283

TELEPHONE NOW ON 01-584 7458/01-589 8283

Balmoral **AUTOMOBILE COMPANY LTD**





1969 Rolls-Royce PVI. Excellent, please telephone. **£28,450**
1970 Shadow. Yellow / maroon, good order. **£8,950**
1968 'T' Type Bentley. Silver / blue. **£5,750**
Bentley 1950 MkVI. Grey, red interior. **£8,450**
Bentley 1950 MkVI. Shell over tudor, blue interior. **£5,950**

1960 Drophead Continental. By Park Ward, regal red, beige interior, unmarked, excellent interior. **£34,500**
Bentley 1954 'R' Type Automatic. Blue. **£5,950**
Bentley 1953 'R' Type. Non-running. **POA**
Bentley 1951 MkVI. Silver / black, excellent. **POA**
Damaged Silver Cloud III. Parts only. **£2,650**

CARS WANTED URGENTLY ANY CONDITION
TELEPHONE FOR APPOINTMENT TO VIEW
Shipping arranged worldwide. 20 minutes from central London
Telephone: 01-761 1155 (After hours Answerphone)
260 Knights Hill (Jet Petrol Station) West Norwood London SE27

REES BROS.

EST 1921

ELMS ROAD, ALDERSHOT,
HANTS GU11 1LP

ALDERSHOT (0252)
23038



RESTORATION & REPAIR



NOT JUST TR's & MGB/C's BUT ALSO
We are rightly well known for the excellent service we offer to TR and MGB/C owners, but did you know that the same rest-oration and repair service extends to other classic car owners? This MG TC in our workshops is typical of the classic sports car we like to work on. Phone us for an estimate or advice on any job large or small.

EXCELLENT SERVICE AT REASONABLE COST

1931 MG C-Type. Ex-Musselwhite, EX120 engine, straight cut diff, etc, 2-seater body, blower included, ready to race. **£7,500**
1939 Rover 14. Green, excel order. **£1,975**
1977 BMW 3.0 Si. Red, alloys. **£1,495**
1959 Morris 1000. Excellent. **£1,800**
1982 Vauxhall Cavalier. Superb. **£2,995**

WANTED — CARS SIMILAR TO ABOVE

KHACHADOURIAN GALLERY

EUROPES LEADING DEALERS IN AUTOMOBILE ART

We urgently wish to buy:

R. Lalique mascots;
Early motoring oil paintings;
Objects in the shape of cars such as inkwells, cigar boxes, money holders, cruets, etc.;
Early motor racing posters;
Fitted picnic sets;
Large motoring bronzes;
Any original works by Dexter Brown, Michael Wright, Peter Helck, F. Gordon Crosby, Bryan de Grineau, Rene Vincent;
Louis Vuitton motoring luggage.

60 Pall Mall, London SW1Y 5HZ.
Telephone No. 01-930 3333 / 3040

SALES 01-449 2934

MIKE R. BERRY (LONDON)

(Evening) 01-445 1869

ROLLS-ROYCE & BENTLEY SPECIALIST

55 LEICESTER RD BARNET HERTS

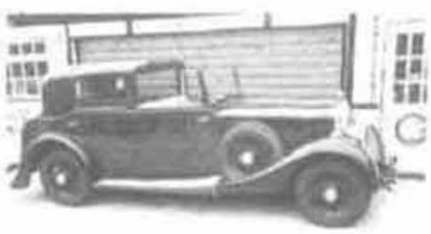
Vintage & Classic Car Specialists



1957 ROLLS ROYCE SILVER CLOUD SERIES 1 STANDARD 4 DOOR SPORTS SALOON, automatic transmission and power steering. Mechanically and bodily sound but needing some cosmetic refurbishment. Extremely original throughout, finished in shell and tudor grey with red hide trim. Would make an ideal project for wedding hire.



1953 BENTLEY R TYPE, STANDARD 4 DOOR SPORTS SALOON, manual gearshift, sunshine roof, an outstanding example of this fast disappearing compact series. Coachwork finished in shell over Tudor grey with impeccable grey hide trim and carpeting. Recorded 80,000 miles, known history. Entire vehicle in very original and unspoiled condition.



1935 ROLLS ROYCE 20-25, sporting and elegantly styled Sedanca de Ville with superb coachwork by Thrupp & Maberly, projecting trunk and side mounted spare. Tastefully finished in Prussian blue over black with new grey hide trim to front and matching West of England cloth to rear, lavish fitted cocktail cabinet, etc. A fine and impressive carriage in outstanding all round condition.



1943 WARTIME FORD JEEP. Extensively restored to high standard, some 1,000 hours and hundreds of pounds in new parts. Finished in military drab. An exceptional example ready for the coming rally season.

URGENTLY WANTED: ALL TYPES OF ROLLS-ROYCE, BENTLEY, CLASSIC CARS AND MOTORCYCLES, ETC.

Barry Simpson Engineering Ltd.

Restoration and Repairs to Vintage and Post-Vintage,
Classic Cars and Historic Racing Cars
ESTABLISHED 1969

Rebuilds currently in our works range from a 1934 Crossley Torquay to a 1934 Bentley Vanden Plas drophead. A 1932 Daimler sleeve valve engine has just been completed with a new cylinder block and sleeves.

Heritage Approved Restorer

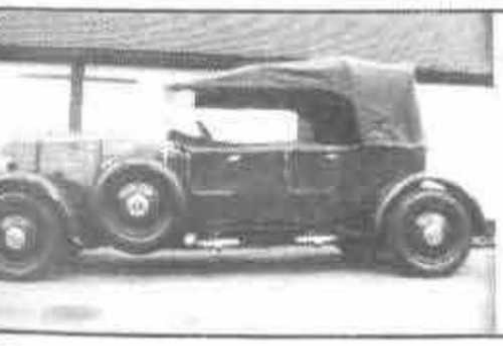
Ashwell Farm, Harbertonford, Totnes, Devon
Tel: Gara Bridge (054 882) 555

Heritage Approved Restorer

BRISTOL at R. F. FUGGLE LTD.

1982	603	£19,850
1978	412 S2	£11,250
1976	411 MkV	£10,750
1975	411 MkIV	£9,250
1957	405 Saloon	£9,850

Bushey Heath, Herts. 01-950 1685



BENTLEY
4-SEATER OPEN

Rebuilt about two years ago. British racing green with black trim, hood and tonneau, superb all round condition used regularly.

£14,500 ovno.
For full details phone
05255 2957 Bedfordshire.

Wanted



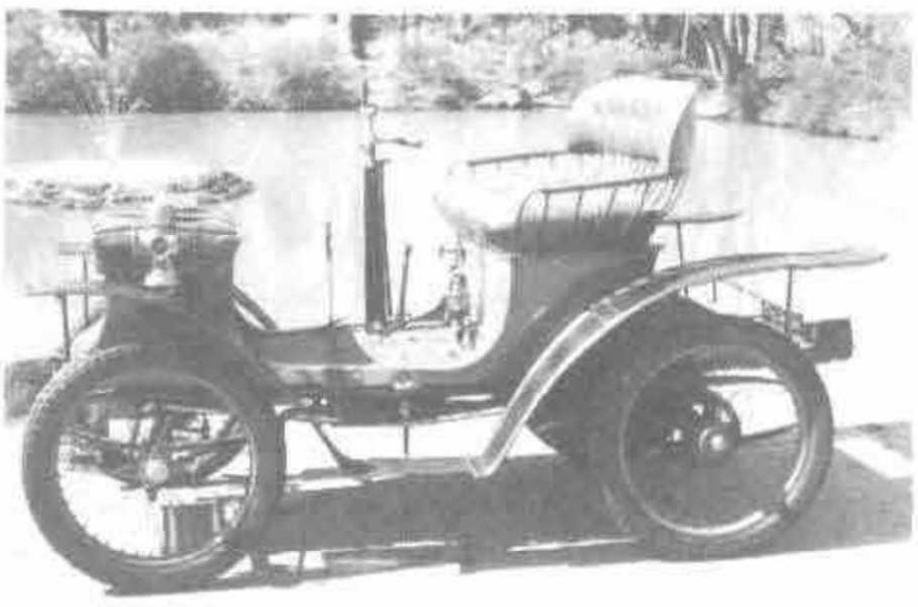
Princess Limousines, Sheerline Limousines & Saloons, Vanden Plas Princess (R)'s, Daimler DS420 Limousines.

01-968 6336 **0288 3428**

H. J. Sibley, Crowthorne Road,
North Kensington, London W10 6RR

JAMES C. LEAKE — ANTIQUES INC

Announce their 13th Annual Classic Car Auction
Expo Square, Tulsa, Oklahoma, June 7th, 8th, 9th, 1985





Over 500 cars will be offered, many without reserve, including:

1900 De-Dion Mobilette 1-cylinder.
1898 Baker Electric Runabout.
1906 Renault 4-cyl. Landaulette.
1939 Horch Convertible.
1937 Aston-Martin 2-litre Tourer.
1933 Duesenberg 'SJ' Convertible.
1910 Rolls-Royce 'Silver Ghost' Limousine.
1930 Rolls-Royce Phantom II Sedanca-de-Ville.
1951 Rolls-Royce Phantom IV. Very rare model.
1923 Rolls-Royce 'Silver Ghost' Tourer.
1926 Rolls-Royce Phantom I Touring Car.
1938 Bentley 'MX' Overdrive Tourer.

Numerous Ferrari, Maserati, Porsche and other supercars will be offered.

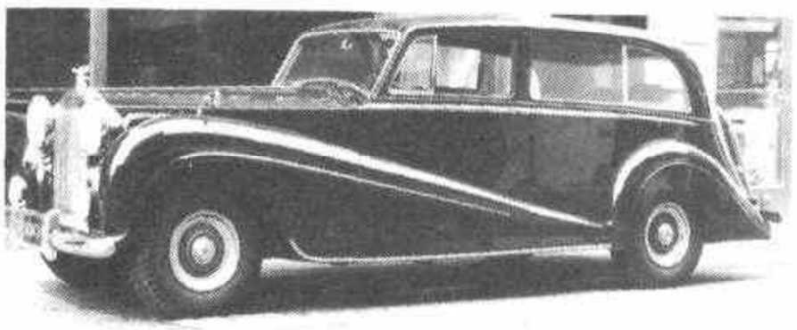
Colour Brochures when ready from:
Leonard Potter, Radley House, The Goodings, Woodlands St. Mary, Newbury, RG16 7BD.
Telephone: 0488 39 448

01-499 9951
(Monday-Saturday)

Laurence Kayne of Berkeley Square Ltd.

London's Leading Rolls-Royce Stockists

(0488) 72184
(evenings & weekends, nr. Newbury)



1954 ROLLS-ROYCE SILVER WRAITH LIMOUSINE LEFT HAND DRIVE with most attractive coachwork by Park Ward, fitted with automatic transmission. A fully restored majestic looking vehicle finished in Black and Royal Garnet with re-trimmed interior.

1980 ROLLS-ROYCE CAMARGUE. Finished in Ivory with matching hide trim. 30,000 miles.
1978/9 BENTLEY T2. Attractively finished in Peacock Blue / Surf Blue hide interior. Full history.
1978/9 BENTLEY T2. Finished in Garnet with Beige hide trim, main agent service history.
1976 ROLLS-ROYCE CAMARGUE. Finished in Larkspur, easily converted to US safety spec.
1974 ROLLS-ROYCE CORNICHE CONVERTIBLE. Willow Gold, having only covered 23,000 miles.
1972/73 ROLLS-ROYCE CORNICHE FIXED HEAD COUPE. A superb car mechanically.
1972/3 ROLLS-ROYCE SILVER SHADOWS. The choice of five very low examples.
1965 ROLLS-ROYCE SILVER CLOUD III. Finished in Midnight Blue over Shell Grey. Exc. mechanically.
1964 ROLLS-ROYCE SILVER CLOUD III CONVERTIBLE. H. J. Mulliner adaptation. Fully restored.
1964 ROLLS-ROYCE SILVER CLOUD III. CONVERTIBLE. Continental design by Mulliner Park Ward.
1963 BENTLEY S3. In Sage and Smoke Green. A choice of three outstanding examples.
1961 BENTLEY S2 SPORTS SALOON. Finished in Sable with Tan hide trim. Fully serviced.
1952 ROLLS-ROYCE SILVER WRAITH. Seven seater Limousine, with coachwork by H. J. Mulliner.
1933 ROLLS-ROYCE PHANTOM II. Polished Aluminium Barker tourer. Fabulous condition.
1928 ROLLS-ROYCE PHANTOM I. Open boat tailed tourer. Fully restored magnificent condition.
1976 DAIMLER DS420 LIMOUSINE. Left hand drive. With A/C, magnificently finished in Embassy Black.
1975 CADILLAC ELDORADO CONVERTIBLE. Black on Black, fully power operated.
1966 MERCEDES 600 PULLMAN. Outstanding in appearance and condition. Only 40,000 miles.
1960 JAGUAR XK150 "S". Finished in Carnival Red with Black hide trim and chrome wire wheels.

18 BRUTON PLACE, BERKELEY SQUARE, LONDON W1X 7AB E.&O.E.

Wanted!
Low mileage:
Corniche Convertibles and Coupés
Silver Cloud I - II - III and Bentleys.
All Post-war RR and Bentleys including Coachbuilt cars and Silver Shadows.
P. J. Fischer, Northumberland Garage
01-785 6633

Firestone & LAMBROOK TYRES
the two names that matter when buying Vintage Tyres.
Phone or write for FREE illustrated catalogue
LAMBROOK TYRES, Farway, Colyton, Devon
Tel: 040 487 282 — Open until 9 p.m.

TIM WALKER (RESTORATIONS)
Restoration, repairs and maintenance undertaken on veteran, vintage, PVT and classic cars. Collection and delivery available.
AYLESBURY 748419

DAVID SCOTT-MONCRIEFF & SON LIMITED

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927

Our staff are experienced to undertake all types of work on all makes of cars. We specialise in Rolls-Royce, Bentley, classic and vintage marques, from M.o.T. testing, servicing and general repairs to complete restorations. Some spare parts available, and automatic gearboxes overhauled. We are happy to make appointments to visit cars for estimates and opinions. Our opening hours are from Monday to Friday 9.00 a.m. until 5.00 p.m.

BRITANNIA ENGINEERING WORKS, WEST STREET, LEEK, STAFFS ST13 8AF
Telephone Leek (0538) 384300 Cables: Buntycars, Leek, Staffs.

William Loughran Ltd



1931 ROLLS-ROYCE PHANTOM II TOURER. original Barker body. A beautiful, extremely rare, well documented example, featured in several books and generally acknowledged as one of the finest available **£89,950**



1961 BENTLEY CONTINENTAL CONVERTIBLE. Finished in Seychelles blue with white hood, grey hide interior. This vehicle has just been completely refurbished and is now without doubt one of the best available. **£32,950**



1961 MERCEDES 300 SL. Met. silver with black hide, hard & soft tops, left hand drive, disc brakes, one owner from new with fully documented history we believe this is one of the finest examples available anywhere. **£67,950**



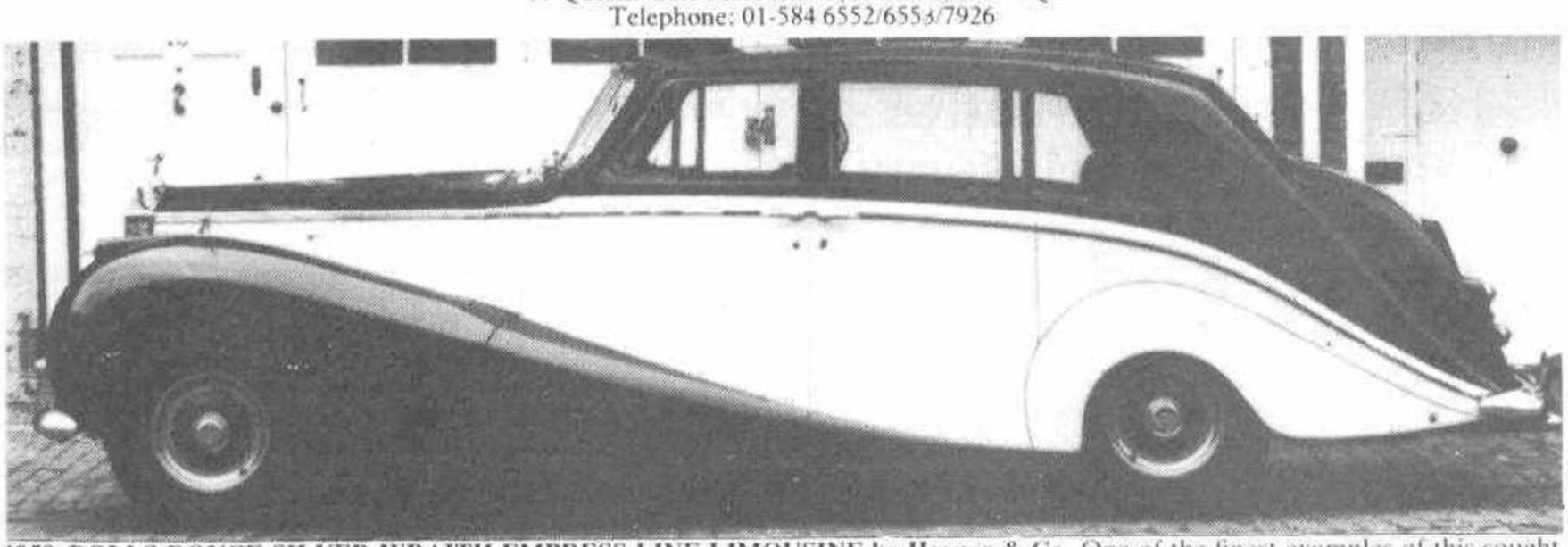
1959 JAGUAR XK 150 ROADSTER. Left hand drive, met. dark blue, with tan hide. Completely refurbished including re-trim and new chrome wire wheels, a magnificent example. **£24,950**

THE HAWTHORNES, GILL LANE, WALMER BRIDGE, PRESTON
TEL: 0772 613114 or 613213. Telex 67294 ANGEL G.

C.A.R. HOWARD LIMITED

Fine Motor Cars

16 Queens Gate Place Mews, London, SW7 5QL.
Telephone: 01-584 6552/6553/7926



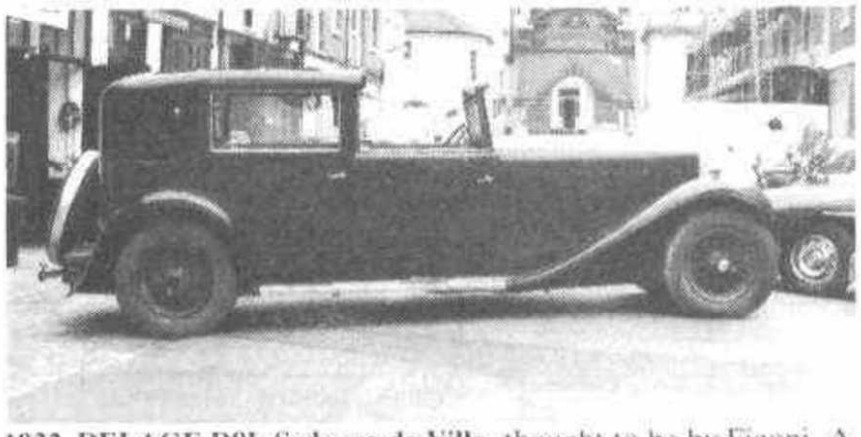
1958 ROLLS-ROYCE SILVER WRAITH EMPRESS LINE LIMOUSINE by Hooper & Co. One of the finest examples of this sought after body style. Automatic transmission, power steering, 8:1 compression ratio and twin carbs make this car an entirely different driving experience to the earlier Silver Wraiths. The car has been in the care of one chauffeur all its life. Ordered for Lord Astor as chairman of the Times newspaper it was then used by Lord Thomson and retained by the Thomson organisation together with Mr Sparks the chauffeur when they sold the Times. It has covered around 3,000 miles a year from new and has always been beautifully maintained. It feels and runs like a new car and is almost concours under the bonnet. A Bedford cord seat cover has always covered the original Bedford cord trim both back and front which is still like new. Fitted with two side-facing occasional seats with a folding table between it has an electric division and is complete with mint original handbook, all original small hand-tools in fitted tray under the dash and all large tools in clips in the spacious and immaculate trunk. Brilliant black over ivory. Examine it, drive it and if you are what is euphemistically termed qualified, buy it.



1965 FERRARI 275 GTS Pininfarina Spyder. 55,000 miles from new. This car comes with a great deal of history including original factory invoice and guarantee and is in truly fine state both mechanically and bodily. Red with black leather. The most fastidious enthusiast will find it difficult to fault this car.



1931 ASTON MARTIN International 1½-litre. A very fine example in first class order throughout. The car is complete with a huge amount of very interesting history. Black with new red leather trim. **PRICE £25,000.**



1932 DELAGE D8L Sedanca de Ville, thought to be by Figoni. A very rare example of the much sought 8-cylinder Delage this car has had an interesting history. It runs well but requires an extensive restoration although the body is very sound.
PRICE £16,000

Available at end of June

1939 MERCEDES BENZ 540K SPECIAL ROADSTER. Left Hand Drive. Fully restored.
1961 BENTLEY CONTINENTAL S11 Convertible by Park Ward. Left Hand Drive. Fully restored.

URGENTLY REQUIRED

Any car of quality and importance: we especially require pre-war English or European sports cars, any Bentley or Rolls-Royce with attractive bodywork, and competition cars of any era, Ferrari, Maserati, etc.

BRIAN CLASSIC LTD. Bucklow Hill (0565) 830423 (Cheshire).



WANTED

S1 Bentley P. Ward Convertible
please call London
785 6633

MERCEDES 300SC ROADSTER, 1957

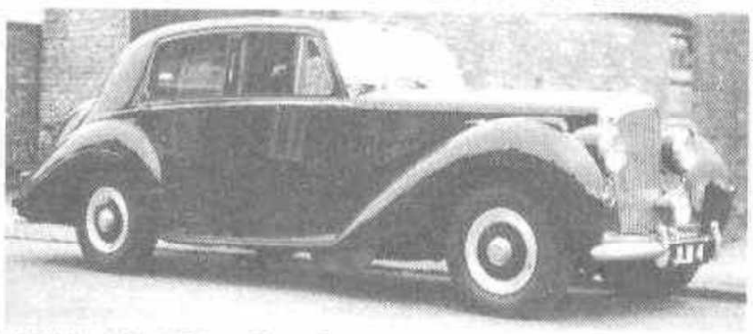


Four year restoration to "best in the world" standard now completed. Beautiful white open coachwork with red leather. Fuel injection, left hand drive. Chassis 6500113. Believed the only one in England. The rarest of all post-war Mercedes. P.O.A.

Tony Crowther, Carr Hall, Holywell Green, HALIFAX. Tel: 0422 74857

HEALEY BROS (A.E.) LTD

SPECIALISTS IN
ROLLS-ROYCE & BENTLEY CARS



1954 Bentley R Type. One of the best available.
1976 Rolls Royce Silver Shadow. Chestnut, Magnolia interior, full service history.
1964 Rolls Royce Silver Cloud III. Low mileage.
1969 Rolls Royce Silver Shadow. Garnet, some history.
Bentley SI Hearses. Choice of 3, suitable for restoration or conversion to estate cars.
1954 Bentley R Type. Manual, needing extensive restoration.
1951 Bentley Mk 6. By James Young.

Service and maintenance. Paintwork and accident repairs. Quality assured work to original factory standards. Classic and vintage restorations. Partial or complete restorations undertaken on any make by traditional panel beaters. Ash framing and wood polishing. Upholstery and trim. We manufacture a wide range of panels for postwar Rolls-Royce and Bentley cars. Prewar and special panels to pattern and order.

Collection and delivery arranged

Victoria Street, Irthlingborough Northants.
Tel: Wellingborough 650247

Chris Drake Collectors Cars Ltd

Specialists in the sale of high performance collectors road cars and historic competition cars.

1958 Lotus XV series II



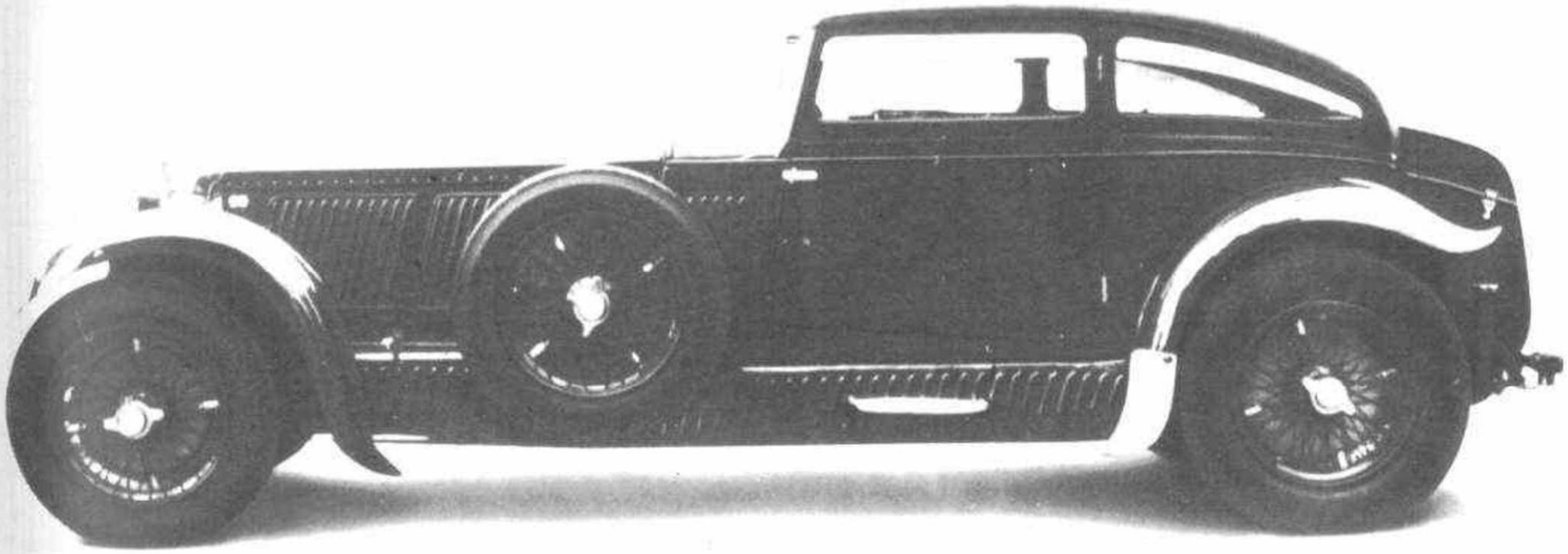
2-litre F.P.F. Climax engined Sports racing car. Chassis no. 15/610. Completely restored from the chassis upwards. c/r gearbox, limited slip 3.9 dif. Wobbly Web Wheels New Dunlop R7's. Mint condition in bare aluminium. Ready to race, potential class winner.

Also in stock

1956 MASERATI 300S 3-litre ex works sports racing car chassis No 3069 complete restoration from the chassis upwards, nearing completion, very attractive late long nose body style in dark crimson red, a beautiful car.
1957 MASERATI 450S. 4½-litre V8 engine sports racing extravaganza, the ultimate in a big banger historic sports car. Chassis No. 4510. Engine recently completely rebuilt and in excellent mechanical condition. Successful Mille Miglia Sortie in 1984.
1960 LOLA Mk II F. J. Ford (mini Vanwall) very successful car, nice and original.
1964 AC Cobra 289 Mk II L.H.D. Red / Black interior very original car and in first class condition.
1969 MORGAN +8 Sports racing 280 bhp, spare engine, wide wheels, 5 speed c/r gearbox, vent discs, rack & pinion steering, the fastest Morgan in UK.
1970 LOLA 212. Sports racing, FVC rebuilt engine FT200 gearbox, race prepared, immaculate in white, very competitive in the 2-litre class.

Viewing by appointment at Deeves Hall Cottage, Earls Lane, Ridge, Near Potters Bar, Herts. *(14 miles from Central London)* Telephone: Potters Bar (0707) 51974. Telex: 21478

For world record prices, top marques go to Sotheby's



£270,600 — the highest price ever paid at auction for a car of European origin — was bid for Woolf Barnato's 1930 "Blue Train" Bentley at Sotheby's last December.

Several other world record prices tumbled at the same sale, proving the strength of the current demand. International buyers, attracted by unprecedented promotion and advertising from Sotheby's overseas offices, were out in force and helped to make this the most successful sale of a very successful year.

Sotheby's Veteran and Vintage Vehicles department offered 765 lots last season, selling 83.7% of those for a grand total of £1.55 million.

We are confident that this buoyant market will continue throughout 1985. The demand for interesting vehicles of every nature is stronger than ever. Owners wishing to take advantage of this opportunity are invited to contact Malcolm Barber: (01) 493 8080, Michael Worthington-Williams, Consultant: (0559) 370024, Glaspant Manor, Capel Ifan, Dyfed, South Wales or Stewart Skilbeck, Consultant: (0757) 638010. High Meadows, Landing Lane, Hemingbrough, Selby, North Yorkshire.

We are now accepting entries for our forthcoming sales of
Veteran Vintage and Classic Motorvehicles, Motorcycles and Automobilia

24th June Important Historic & Classic Motorvehicles at
the Honourable Artillery Company, Armoury House, City Road, London EC1

6th October Motorcycles and Related Material at the Classic Bikeshow Manchester Bellevue

9th December Important Historic and Classic Motorvehicles at
the Honourable Artillery Company, Armoury House, City Road, London EC1

SOTHEBY'S

FOUNDED 1744

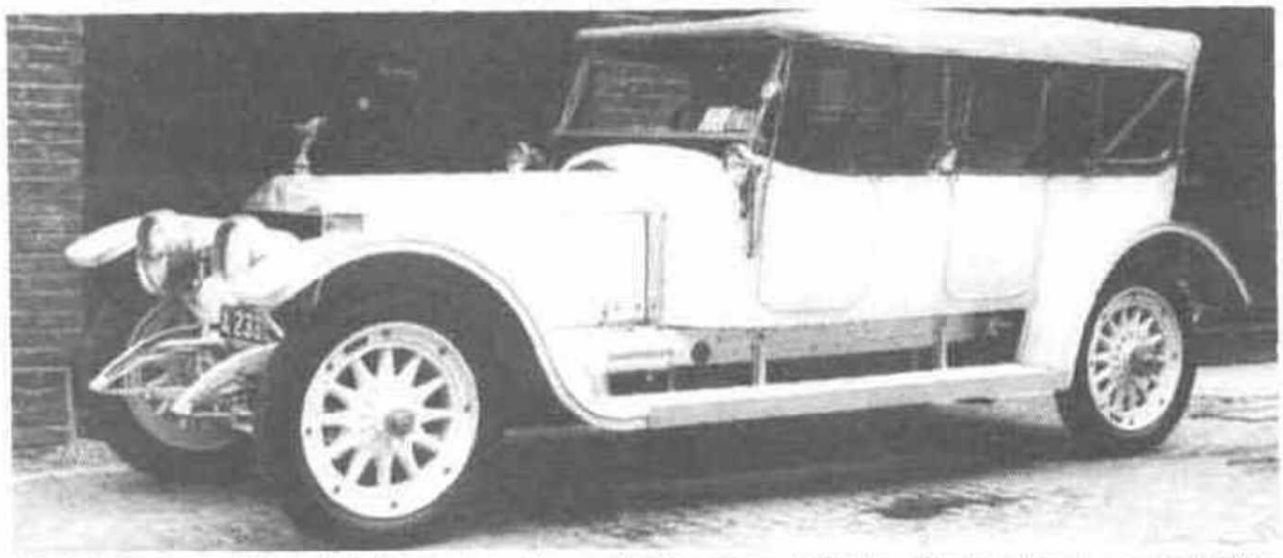
34-35 New Bond Street, London W1A 2AA. Telephone: (01) 493 8080. Telex: 24454 SPBLON G



OPEN FROM
9.30-6.00
MONDAY TO
SATURDAY
SUNDAYS BY
APPOINTMENT ONLY

COYS
OF KENSINGTON
SPECIALISTS IN FINE HISTORIC AUTOMOBILES

WE WILL TRAVEL
ANYWHERE IN
THE WORLD
TO OBTAIN A
CLASSIC MOTOR
CAR



1912 Rolls-Royce Silver Ghost open touring car by Starrie and Wooley. Restored in the early 1970's. All original fittings including Auster screen and electric lights. Coachwork in ivory with brown hide interior.

OTHER CARS IN STOCK
1908 Benz 45 hp. 8-litre Bentley dhc. 1931 Cadillac V8. 1925 Sunbeam 3-litre. 1934 Bentley 3½ litre open tourer by VDP. 1919 Rolls-Royce Silver Ghost touring limousine with sunroof. 1922 Cadillac V8 open tourer. Bugatti 57 C Atlante. Rolls-Royce Silver Ghost 2-seater and dicky by Park Ward. 1947 Bentley Mk 6, Bentley SIII Flying Spur, 1938 Alfa Romeo 2.3 3 position drophead, 1961 Rolls-Royce, Silver Cloud II long wheelbase with division lhd, 1932 Rolls-Royce PII four-seat tourer by Carlton. 1923 Rolls-Royce Silver Ghost. 1936 Riley Imp. 1930 Bentley 8-litre. 1912 Rolls-Royce Silver Ghost. 1934 Lagonda M45. 1912 Rolls-Royce Silver Ghost. 1928 Bentley Speed 6. 1934 Invicta 4½-litre. 1912 Renault 45 hp. 1938 Bugatti Type 57.

Please write or telephone for illustrated stock list.

COYS OF KENSINGTON LTD. 2-4 QUEEN'S GATE MEWS, LONDON, SW7 5QJ, ENGLISH.
TELEPHONE 01-584 7444. TELEX 892685 STAWAR G.

ROYLE HEPWORTH LTD

**POOL ROAD, POOL IN WHARFEDALE, OTLEY,
WEST YORKSHIRE LS21 1EG
Telephone: Arthington (0532) 843636**



1929 Lagonda 3-litre with high chassis. This is the only known of its type still running and is in exceptionally fine order. **£20,850**



1934 MG PA. A delightful P.V.T. sports with the PB engine. **£6,950**

1973	**Aston Martin AM Vantage.** One owner and beautiful.	**£6,950**
1974	**Bristol 411 Series IV.** Superb lines and lots of power.	**£6,950**
1909	**Brush Runabout D30.** An elegant VCC dated Edwardian.	**£10,000**
1934	**Delage D8/15N Saloon.** A most original machine.	**Exp in**
1972	**Jaguar V12 2+2 E Type Coupé.** Very low mileage.	**£6,950**
1960	**Jaguar 3.8 Mk II.** Coombs conversion — very exciting.	**£5,950**
1934	**Lagonda M45 2-seater by Wilders.** Immaculate.	**£39,750**
1960	**Morris 1000 Convertible.** Concours winner.	**£3,450**
1936	**Riley 6-cylinder 2-seater Sports.** Fast & Sporty.	**£10,950**
1929	**Rolls Royce 20 hp.** Coachwork by Page & Hunt.	**£27,000**
	Rolls Royce 20 hp. Weymann saloon by Freestone & Webb.	**Exp In**
1964	**Sunbeam Alpine Series IV.** A delightful sports car of the 60's.	**£3,750**
1927	**Swift 10 hp Open 4-seater Tourer.** A reliable Vintage.	**£5,450**
1973	**Triumph TR6.** Bodily and mechanically rebuilt.	**£4,250**
1933	**Vauxhall 14/16.** Fully restored with sunroof.	**£3,500**
1973	**Volvo 1800ES.** Economical daily transport with style.	**£3,500**
1930	**Crossley 15.7 h.p.** Shelsley.	**£7,500**
1911	**Sizaire-Naudin** (Ex Show Car).	**Exp In**

We supply from stock and manufacture
cylinder liners **PISTONS** **gaskets**
Peter Hepworth Components Ltd
Pool Road, Pool in Wharfedale, Otley,
W. Yorks. Tel: (0532) 843434

If you have an interesting motor car to sell, please telephone us.
Opening hours 9am to 5pm Monday to Friday or by appointment.

COYS AUCTION

TO BE HELD ON

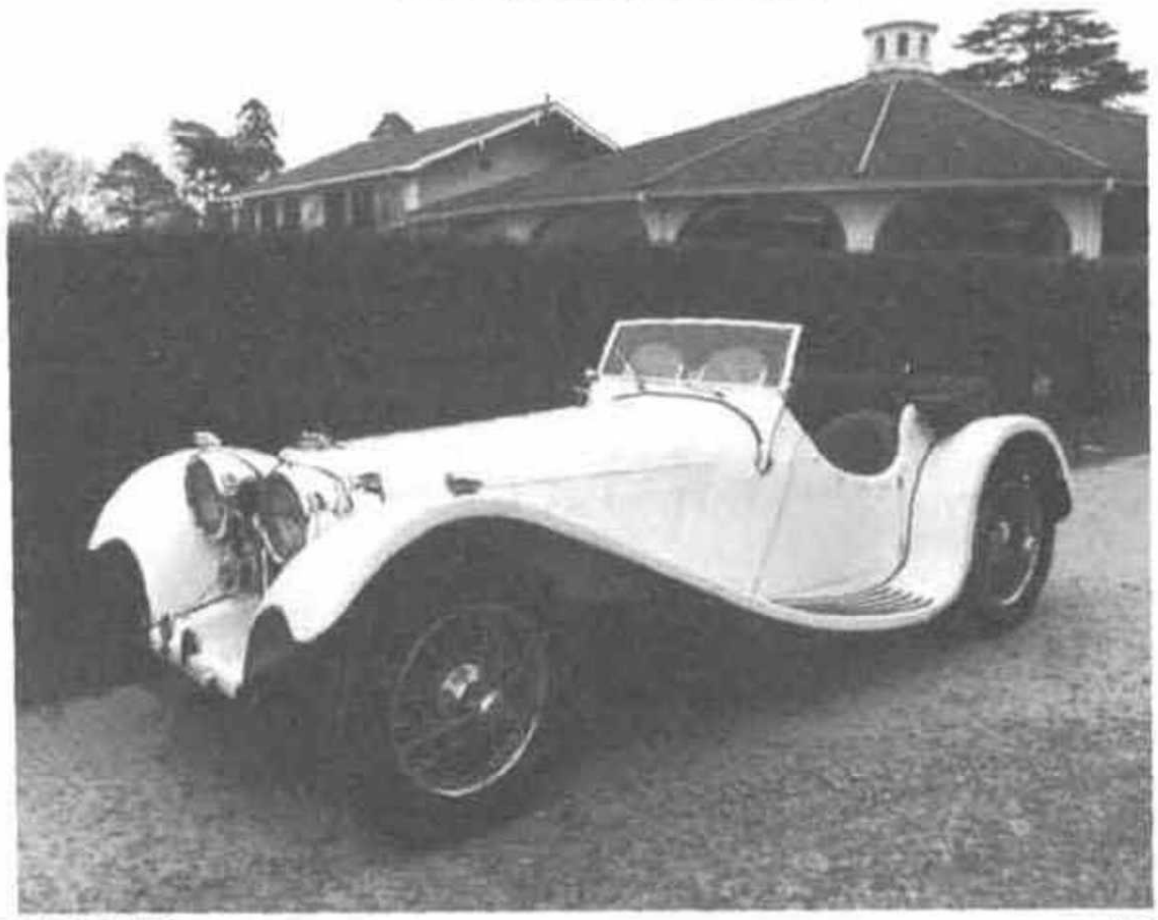
SUNDAY 5th MAY, 1985 at 2 P.M.

PROBABLY THE MOST IMPORTANT AUCTION OF 1985

OVER EIGHTY-FIVE ENTRIES OF FINE CARS

INCLUDING 'THE ROGER WILLIAMS COLLECTION OF HISTORIC RACING CARS'

1937 JAGUAR SS100



MASERATI 250F
McLAREN F1
GEMINI FJ
TRS ex-LE MANS
4½ WO BENTLEY
McLAREN MK 1B
H.W.M. 1952
LISTER JAGUAR
LOTUS 18
LOTUS 22
LOTUS 27
COOPER 59
STANGULINI
ZEPHYR
FERRARI 365 GT
ELVA JUNIOR
LOTUS ELITE
LEA FRANCIS
BENTLEY FORREST LYCETT
MERCEDES 300D
ASTON MARTIN DB6 CONVERTIBLE
MERCEDES 280 SL
C-TYPE JAGUAR REPLICA
BENTLEY T-TYPE

MORGAN
PACKARD
ROLLS-ROYCE PII
ALFA 2.3
LAGONDA M45
BENTLEY MK VI
RILEY IMP
MG PA
INVICTA
AUSTIN HEALEY
ALVIS SPEED 20
ASTON MARTIN
DARRACQ
ELVA JUNIOR
MG TC
LAGONDA 3-LITRE
CLEMENT BAYARD
FORD 100E
JENSEN INTERCEPTOR
ROVER OPEN TOURER
INVICTA 4.5 TOURER
FIAT TOPOLINO
OLDSMOBILE
BENTLEY SPECIAL

NO BUYERS PREMIUM

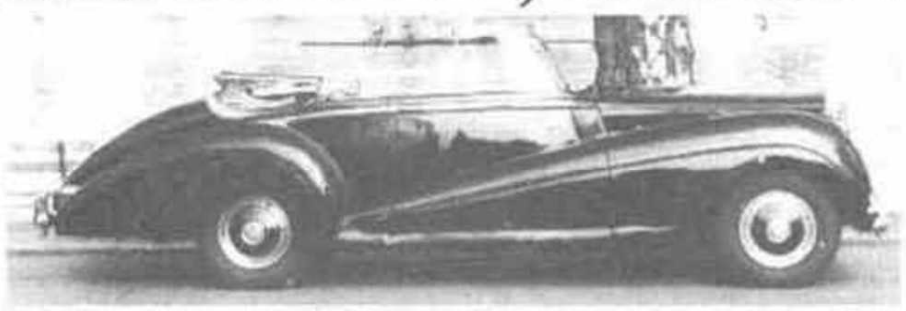
CATALOGUES NOW AVAILABLE £10.50

Coys Auction Department, Coys of Kensington, 2/4 Queensgate Mews,
London SW7 5QJ. Tel: 01-584 7444. Telex 892685 STAWAR G.

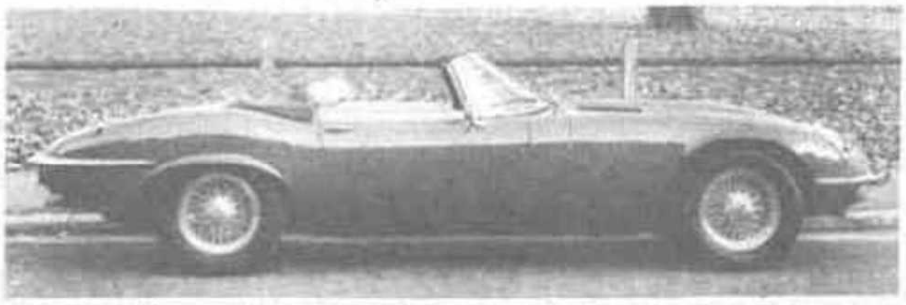
The world famous **Paradise Garage**

01-736 2302/3/4
telex 267689.

London's Classic and Thoroughbred Car Centre Heathmans Road, Parsons Green, Fulham, London SW6.



1951 Bentley Mk VI Drophead by Park Ward. Burgundy with beige leather and top. Excellent original car.



1973 Jaguar V12 E Type Roadster. (Similar to photo). Azure Blue with beige leather. Full Service History. 3 owners, 53,000 miles. Automatic, power steering, hard and soft tops, pressed chrome wheels.



1938 Jaguar SS100 2½-Litre. (Similar to photo). Ivory with red leather. Excellent history and in first class condition throughout.



1965 Rolls Royce Silver Cloud III 2 Door FHC by Mulliner Park Ward. Dawn Blue with blue leather. Superb throughout. One of 5 Rolls Royce Silver Cloud III in stock at present.

Other vehicles in stock:

1936 Alvis Speed 25 Charlesworth Sports Saloon.
1963 Aston Martin DB4 Convertible.
1964 Aston Martin DB5 Coupé. Choice of two.
1954 Bentley R Type. Choice of two.
1975 Bentley T Type.
1960 Jaguar XK150 Drophead.
1936 Packard V12 Coupe Roadster.
1927 Rolls Royce Phantom One open tourer by Windover.
1935 Rolls Royce 20/25 Four Light Saloon by Mulliner.
1934 Rolls Royce 20/25 Owen Sedanca Coupé by Gurney Nutting.
1934 Velocette KTS 350cc Single.
1960 Triumph Tiger 100 500cc Twin.
1963 BSA DBD34 500cc Gold Star.
1957 Matchless 350cc Single.
1970 Velocette Thruxton 500cc.
1982 Hesketh 1000 V Twin.
1909/10 Bleriot Mark XI Single Seater Monoplane.
1967 MGA 1600 Mk II Roadster. Choice of two.

10 minutes from central London, 150 yds. from Parsons Green tube

NOSTALGIA

WHAT A GREY DAY!

For the fifth month running, the **GOAT PUB MEETING** was washed out by foul weather, this was particularly disappointing as I had hoped to show off 'COB 1' and 'COB 2' together on April 7th, before the latter departed to new pastures. Obviously we are all praying that the cats and dogs will keep away on **JUNE 2nd** (especially those that always make a beeline for COB 1's polished wheels, to lift their legs against) **when we celebrate 10 YEARS OF 'GOAT' MEETINGS.** Try and make the spread of 'Pride and Joys' as wide as possible, but please remember **DON'T PARK ON THE GRASS!**

WANTED URGENTLY: FORD 427c.i. V8 engine complete with ancillaries and top loader gearbox.

1985 (NEW) AC MK IV SPORTS.

I may still have one completed car, left-hand drive, with full DOT & EPA certificates for legitimate US import, to the very latest specification (ie 302 ci HO BOSS Ford V8, 5-speed box, 16" Hallbrands etc), maroon with black trim, **considerable saving on distributors' list price.**
I have also reserved 2 or 3 Mk. IV's from those that will be produced during the rest of 1985; they can be either right- or left-hand drive, to US or European specification (type-approved for many countries). **The quality of these fabulous (0-100 mph in under 13 secs!) handbuilt, aluminium-bodied sports cars is to the highest standards anywhere in the world (remember that Autokraft created "COB 1" . . . !).**
Photo of a new Mk IV below:



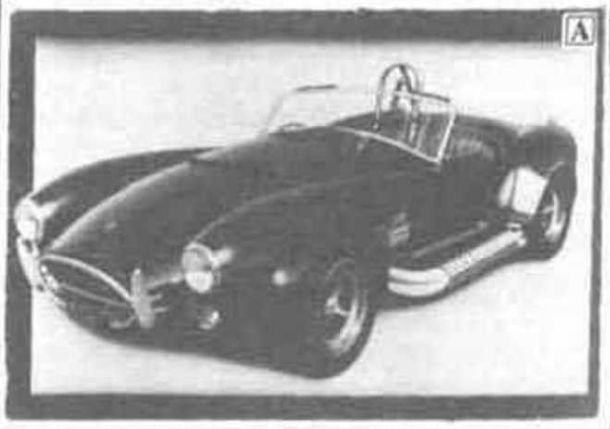
WANTED URGENTLY: VINTAGE, CLASSIC AND HISTORIC SPORTS / RACING MACHINERY (1925-1975) TO BUY IN OR SELL ON YOUR BEHALF. (The scope of my 21 years of experience in this field has ranged from ABARTH 1000 GT BIALBERO to 8-LITRE McLAREN M8F, 250 GTO FERRARI to MERCEDES 38/250 SSK, MG "TA" to ALFA ROMEO "TZ", AC to ZAGATO, ASTON MARTIN to LE ZEBRE; in fact — over 200 different marques and models, covering 60 years of motoring.)

1952 COOPER BRISTOL MK I ex Barber / Rout. FIA papers, recently totally restored by Peter Denty, TT Workshops etc.

1953 Cooper Bristol Mk I — Ex Works / Winkelmann VSCC Registered; totally restored by Barry Simpson Engineering / TT Workshops etc.
BOTH OF THESE HISTORIC GP CARS ARE TO THE HIGHEST STANDARDS OF PRESENTATION ACHIEVABLE.

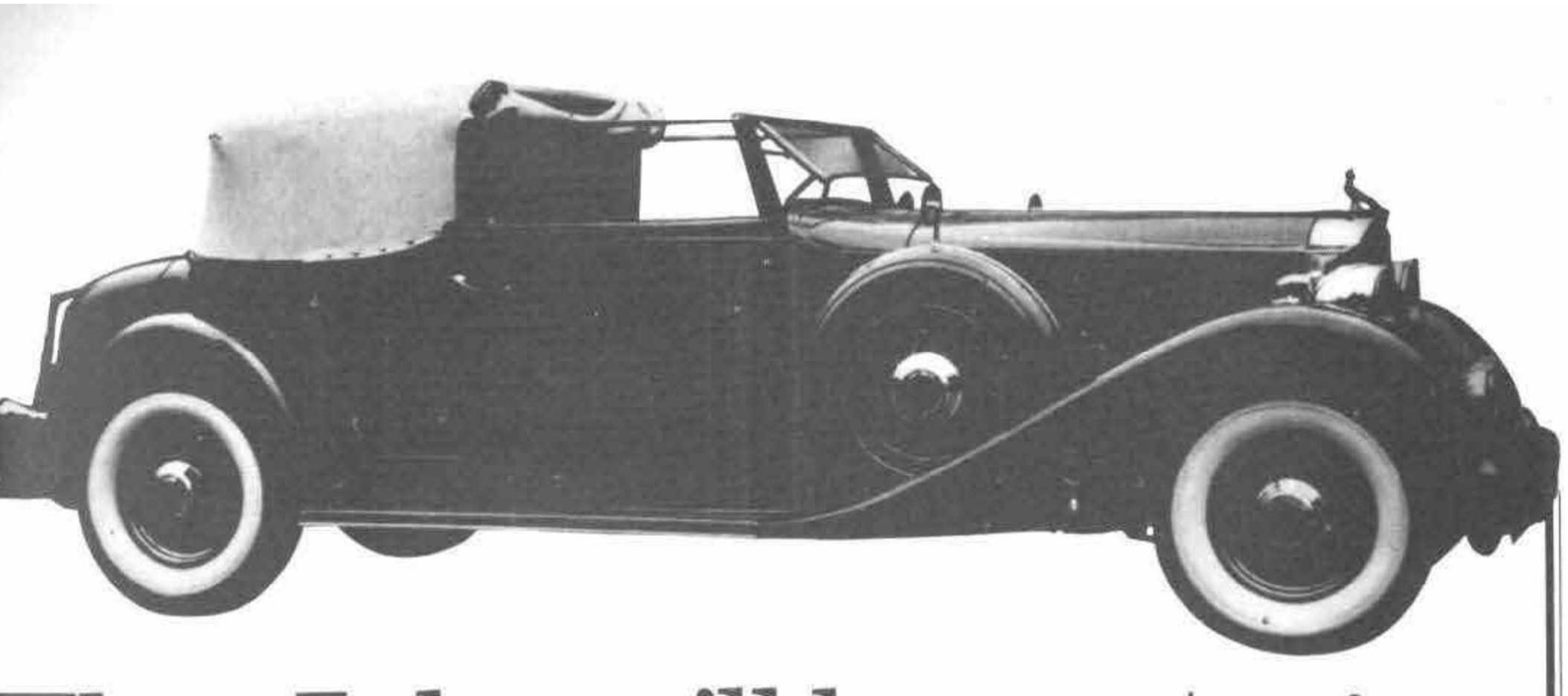


THE NEXT OUTINGS FOR 'COB 1' etc ARE:- AMOC Histories — Brands Hatch — May 5th, or the The 'GOAT' Pub — Herford Heath — May 5th. HSCC Histories — Oulton Park — May 11th and International wk/end — Bands Hatch, June 8/9th.
10th ANNIVERSARY GOAT MEETING, JUNE 2nd



EXCLUSIVE FINE ART PORTRAITS OFFER
'COB 1' (my 700 b.h.p. Twin turbocharged 7-litre AC Cobra) is depicted in a superb 27" × 19" colour portrait (above), for £10 — or as an equally splendid 24" × 30" b/w photographic print for £5. Similar b/w prints of 1951 Jaguar XK120 Roadster Reg. No. XK1, and 1965 Ferrari 275 GTB/C/N are also available at £5 each, or all 3 b/w's for only £10. All are suitable for framing; prices include p&p. SEND PAYMENT TO ADDRESS BELOW (add £2 for overseas).

ROD LEACH'S 'NOSTALGIA'
Tel: HERTFORD (0992) 558891 or 51093
9 a.m.-10 p.m., 7 days per week
Write: BRIAR FORGE, VICARAGE CAUSEWAY, HERTFORD HEATH, HERTS., SG13 7RT.
VISITS BY APPOINTMENT ONLY



This July we'll be motoring for another world record.

Christie's at Beaulieu, July 15th

No-one has more experience in selling the more valuable collectors' motor cars than Christie's.

With a worldwide network of offices (10 in the U.S.A. alone), Christie's hold regular sales overseas and are constantly in touch with the most important international buyers.

Which is why we can confidently predict that at least one or two of the world records which we already hold will fall under the hammer of auctioneer The Hon. Patrick Lindsay at our Beaulieu sale on July 15th.

Many of our records such as the $440,000 paid for the 500K Mercedes Benz Special Roadster, the 300,000 Swiss Francs for a 1910 Rolls-Royce Silver Ghost Limousine and indeed the $360,000 for the Packard 12-cylinder World's Fair car are, however, likely to remain safe.

In addition to the Packard Dietrich Convertible, the Beaulieu sale will include the 1913 Schneider Grand Prix car, a 1929 Bentley 4½ litre tourer, still in the hands of the original owner, a 1929 Isotta Fraschini and many other important and historic collectors' motor cars.

Christie's Vintage Motor Car Department, in association with Lord Montagu of Beaulieu, are still inviting entries for the sale on July 15th.

If you have a valuable collectors' vehicle to sell you can be sure that its sale will be handled by the most experienced team of specialists.

For further information, write to Robert Brooks or Tom Rose at Christie's Vintage Motor Car Dept., 85 Old Brompton Road, London SW7 3JS.

Or you can telephone 01-581 7611.

CHRISTIE'S
SOUTH KENSINGTON

In association with Lord Montagu of Beaulieu.

ESTABLISHED 1929

WALTON & HIPKISS

AUCTIONEERS & VALUERS

COLLECTORS' MOTOR AUCTION DEPARTMENT

ANNOUNCEMENT OF SALE BY AUCTION

VETERAN, VINTAGE, AUTOMOBILIA

AND

SPECIAL INTEREST MOTOR CARS

AT

THE BRITISH MOTORING FESTIVAL
COFTON PARK,
LONGBRIDGE, BIRMINGHAM

MONDAY JULY 1st 1985
at 2.30 pm

FURTHER DETAILS, ENTRY FORMS, ETC., APPLY WALTON & HIPKISS, COLLECTORS MOTOR AUCTION DEPARTMENT, 149a WORCESTER ROAD, HAGLEY, nr STOURBRIDGE, WEST MIDLANDS.
TEL: HAGLEY (0562) 883426-7 or 886044
COFTON PARK ONLY 4 MILES FROM M5, JUNCTION 4

1953 FRAZER NASH



Car FN 64, engine BS1/120. Blue, matching leather work and full weather equipment. Beautiful original car, present owner seven years.

Telephone
01-348 5101 (day)
01-882 7130 (evg)

AUSTIN 7's

1929 Austin 7 Chummy excel. MoT	£3,350
1936 Austin 7 Nippy Sports MoT	£2,000
1933 Austin 7 Box needs work	£1,000
1936 Austin 7 RTC sports special	£750
1936 Austin 7 Ruby good MoT	£1,250

Other A7's in stock
Wanted A7's and classical sports cars.

Nigel Snow (Snow-line)
Stokesley (0642) 710518

VINTAGE & CLASSIC CAR RESTORATION

established 1966

Any type of work undertaken (upholstery, ash framing, panelling, etc) at very competitive rates the bigger the challenge the better!

HOOE GARAGE (E.SX) LTD
MAYNARDS GREEN, HEATHFIELD, SUSSEX, TN21 0DE. Tel: 04353 2044
Manufacturers of SP Cars

COLDANES LIMITED



1978 Rolls Royce Silver Wraith II only 18,000 miles from new, willow gold over highland green, all extras, full service history — ex Appleyard demonstration car. Mint. **£21,500**
1960 Austin Healey 3000 Mk II sound mechanical condition. **£4,650**
Wanted — vintage Bentley — VDP body — speed model 3-litre, 3/4 half or 4 and half litre.

Alan Dunkerley — Ramsbottom 3616 evenings, Burnley 23596 days.

01-584 7332

01-584 7472

DAN MARGULIES

12 QUEEN'S GATE PLACE MEWS, LONDON SW7

ESTABLISHED 1957



1960 FERRARI 250GT S.W.B. Competition Berlinetta. L.H.D., chassis no. 2163. Superb restoration.

1935 RILEY IMP 2-seater.
1937 FRAZER NASH BMW Type 319/2-litre 2 door saloon.

1933 Riley Lynx 4-seater Tourer.
1934 Lagonda M45 4-seater Tourer.

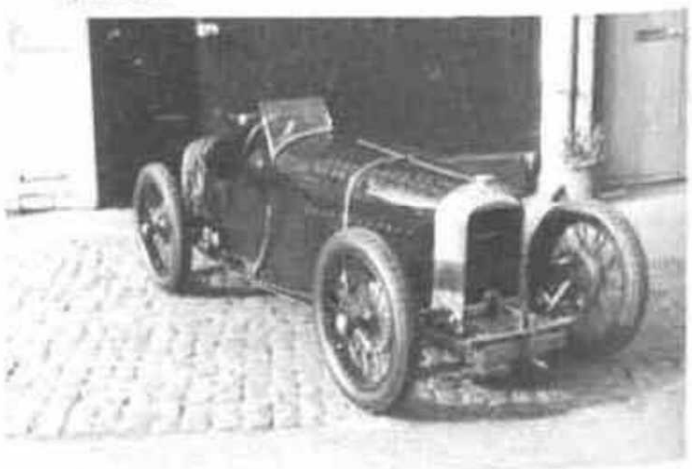
Under Restoration
Bugatti Type 35



1937 TALBOT LAGO 4-litre. Actual Grand Prix winner and Le Mans competitor. Eligible as historic racing or sports car.



1955 AC ACE 2-litre SPORTS CAR. Ex-Betty Haig. Recent restoration.



1926 AMILCAR 6C 1,100 c.c. Six-cylinder supercharged 2-seater. Full restoration. Ready for vintage events.

HIGHEST CASH PRICES PAID FOR ALL VINTAGE AND CLASSIC CARS

EAULIEU CARS LIMITED

fine cars and engineering excellence

VINTAGE RESTORATION & REPAIRS
PECIALIST CARS LOCATED & EXPORTED
PROFESSIONAL STORAGE

aulieu Cars Limited,
aulieu, Hants SO4 7YE
lephone (0590) 612444

Agents for
Alfa Romeo
& Suzuki

SPEEDOS

V COUNTERS
OCKS ETC. Most
kes service exchanged
epaired. Large stocks of
lacement flexible drives.

Prompt service

Auto Tempo Instrumentation Ltd.
140 Kings Cross Road, London
WC1X 9DS. Tel: 01-837 0633

LIDDELL & HORNER



1914 (Circa) Humber 2¾ HP Motor Cycle. 3-speed hub gear in excellent condition. *(Illus.)* £1,750
1957 Bentley SI Continental Park Ward FHC. Manual transmission, a very rare and outstanding motor car. £13,750
Wanted: Good Mk VI & "R" type Bentleys.

View any time by appointment

Westover Farm
Goodworth Clatford
Andover, Hants SP11 7LF
Telephone: Andover (0264) 3643



AUSTIN 7 SALOON

Just one of the many types of vintage, veteran and classic cars that we restore

THE COOKE GROUP
West Avenue, Wigston, Leicester LE8 2FB
Tel: (0533) 881234

FOR SALE
1924 Morris Cowley, 4-seater tourer, concours. £6,600. **1933 Austin 7 Saloon.** For restoration. £800.

Classic Automobiles
P.J. FISCHER

Specialist in low mileage, classic Rolls Royce & Bentley cars.



1965 BENTLEY S3 Continental. Conv. left-hand-drive. A beautiful low mileage example in top class order with FSH. One owner from new. Finished in dawn blue with beige top and interior.

ALSO IN STOCK THE FOLLOWING LOW MILEAGE CARS

1977 Mk2 Corniche Convertible, left-drive, 4,000 miles only. **1982 (manufactured 1980) Shadow II,** left-drive. **1977 Corniche** Coupé, 8,750 miles, left-drive. **1977 Corniche** Coupé, left-drive. **1954 Silver Dawn.** Black with low mileage and concours condition. **1955 R-Type** Bentley Auto. Midnight blue over shell grey, stunning condition! **1957 Silver Cloud I.** 63,000 miles. **1958 Bentley S1,** low mileage. **1961 Bentley S3,** one owner car. **1961 Silver Cloud II,** Midnight blue with red interior, 71,000 miles only, superb! **1961 Mulliner Coupé.** 1962 Mulliner Coupé left-drive. **1965 Cloud III,** 28,000 miles. **1964 Cloud III.** 72,000 miles. **1965 Flying Spur S3. 1969 MPW** Coupé (Corniche shape), 1 owner, 57,000 miles in coffee bean brown, superb. **1970 Shadow,** left-drive. **1970 Shadow. 1972 Shadow. 1973 Shadow. 1972 Corniche Coupé,** 40,000 miles. **1976 Shadow,** left-drive. **1978 Mk2 Shadow.** 38,000 miles. **1959 James Young,** S4-Light Continental. **1964 PV Touring** Limousine J. Young. **1973 P6 left-drive.** 20,000 miles. **1971 P6.** Low mileage, and many more.

WE URGENTLY REQUIRE GOOD LOW MILEAGE CARS OF THE TYPE WE SELL

Established 10 years Sales — Service — Restoration

Please telephone or send SAE for free stocklist.
NORTHUMBERLAND GARAGE
Dyers Lane (Upper Richmond Rd.), Putney, London SW15
Tel: 01-785 6633

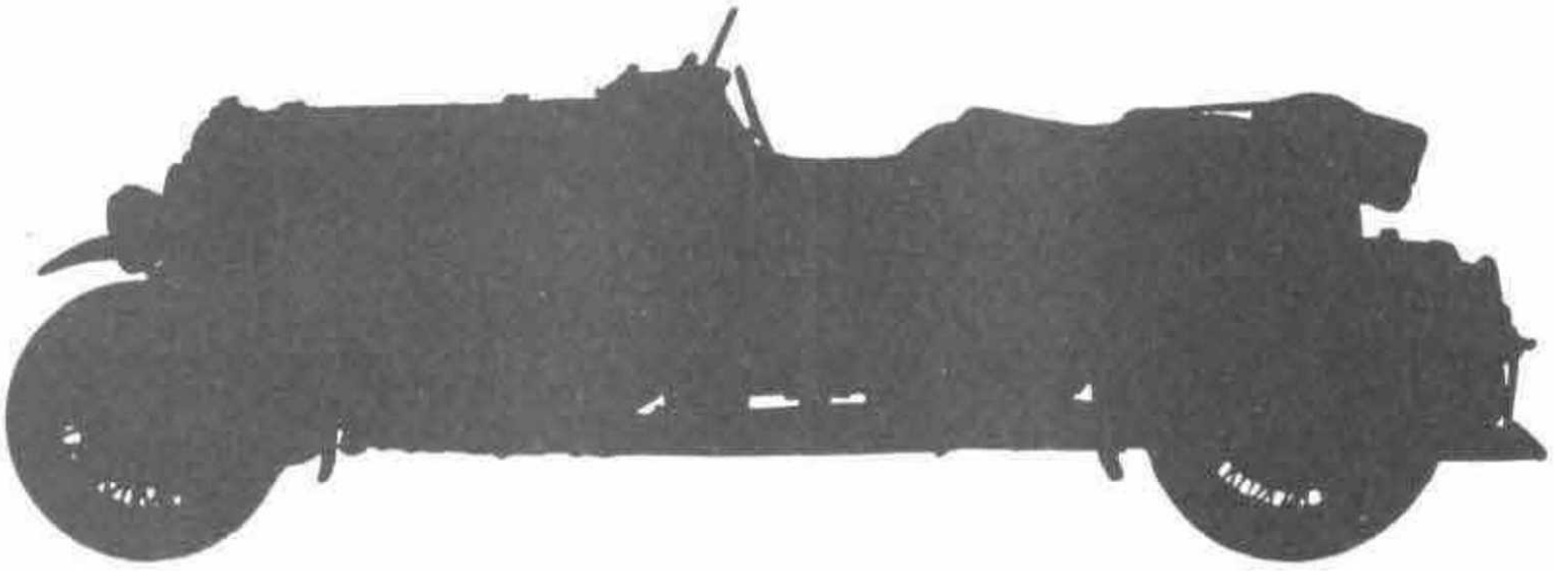


STANLEY MANN

Vintage and classic cars

Specialists in the vintage Bentley and Lagonda

The garage rear of 23,
Edgwarebury Lane,
Edgware,
Middlesex HA8 8LH
Daytime phone 01-958 3789,
evenings Radlett (09276) 5612



WE ARE CURRENTLY CHANGING OUR STOCK OF VINTAGE BENTLEYS

PRESENTLY IN STOCK: 1931 8-litre Vintage Bentley Le Mans Replica.
1929 4½-Litre Vintage Bentley Le Mans Replica.
1925 3-Litre Vintage Bentley Speed Model.
1926 3-Litre Vintage Bentley Speed Model.



STORAGE AND PARKING OF FINE CARS



If you own an unusual car, doubtless you understand the need for professional parking and storage from time to time. There is one company specialising in the storage and garaging of fine cars who offer the best and most comprehensive service. Which explains why the company is bigger than the rest of its competitors combined; has the most convenient garages; and has the most flexible attitude to your needs. Not to mention competitive rates; currently £47 per month plus VAT.

Cabriolet Cars (London) Ltd,

Milton House, 2 Fernshaw Road, London, SW10 0TF. 01-352 8565

'WE MAKE MOTORING MORE FUN'

MALCOLM C. ELDER

UNIT 5, ENSTONE AIRFIELD, ENSTONE, OXFORDSHIRE, OX7 4NP.

office: Enstone (060 872) 238
home: Steeple Aston (0869) 40606

Part exchanges considered. Callers preferably by appointment. Enquiries welcome.





1904	**BEESTON HUMBER** 10/12 *(Photo)*	£27,000	1958	**AUSTIN** A95 Westminster	£1,599
1927	**CLYNO** 10 hp open 2-seat + dickey	£4,875	1961	**JAGUAR** 3.8 E-type fhc (to rebuild)	£3,650
1928	**STAR** 18/50 Mercury tourer *(Photo)*	£10,500	1964	**ALVIS** TE21 drophead	£8,500
1929	**STAR** 18/50 Charlesworth saloon	£4,750	1970	**JAGUAR** 4.2 E-type fhc USA spec	£6,500
1929	**AUSTIN** Heavy 12/4 saloon	£4,750	1972	**ISO** Rivolta Lele	£5,500
1930	**RENAULT** Monastelle 12.5 saloon	£2,999	1979	**JAGUAR** 4.2 XJ6 series 3 Auto	£4,850
1930	**SUNBEAM** 18.2 saloon	£5,250	1980	**CITROEN** Dyane 6	£1,250
1936	**MORRIS** 8 series 1 tourer	£3,250	1930's	**COTTON** 250 cc JAP sports	£475
1938	**ROVER** 12 sports saloon	£3,750	1939	**SUNBEAM** 350 cc "Highcam"	£1,500
1954	**BRISTOL** 405 drophead	£12,000	1950	**BMW** R51 500 cc twin	£1,400
1955	**MERCEDES BENZ** 180 saloon	£2,750	1969	**FRANCIS BARNETT** Cruiser 80	£450
1958	**AUSTIN** A35 saloon	£775	**NEW TYRES STOCKED** for older vehicles.		

Wanted: nice examples of interesting cars and motorcycles, vintage, PVT or classic.

ASHTON KEYNES VINTAGE RESTORATIONS LIMITED

Ashton Keynes, Swindon, Wiltshire

Coach builders and restorers of vintage and classic cars. Rolls-Royce, Bentley etc. Ash frames, panel work, wings, repainting, coach finishing, upholstery

Chassis and mechanical rebuilds

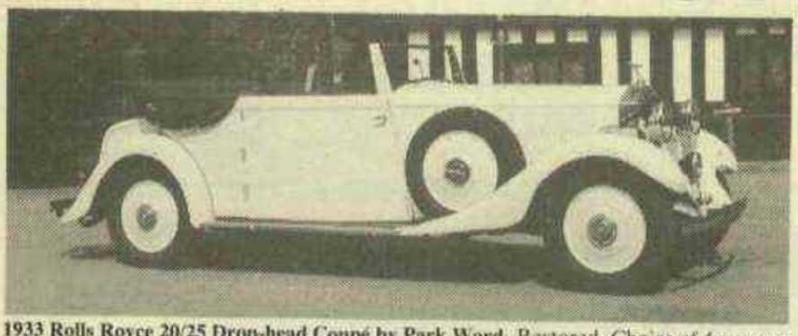
Coachbuilders award 1979

Tel: Cirencester (0285 861) 288

TELEPHONE: 01-385 9724/5/6/7

FRANK DALE & STEPSONS

TELEX: 885983 EFDALE G



1933 Rolls Royce 20/25 Drop-head Coupé by Park Ward. Restored. Choice of 4 pre-war Rolls Royce.



1936 Bentley 4¼-litre Open Touring Car by Corsica. Recently restored. Painted in British Racing green with dark red leather and red spoked wheels. Currently stored in California.



1960 Rolls Royce Silver Cloud II Saloon. With air conditioning. Choice of 8 Rolls Royce Silver Clouds.



1968 Bentley T-type Coupé by Mulliner Park Ward.
Choice of 20 post 1965 Rolls Royce and Bentleys.

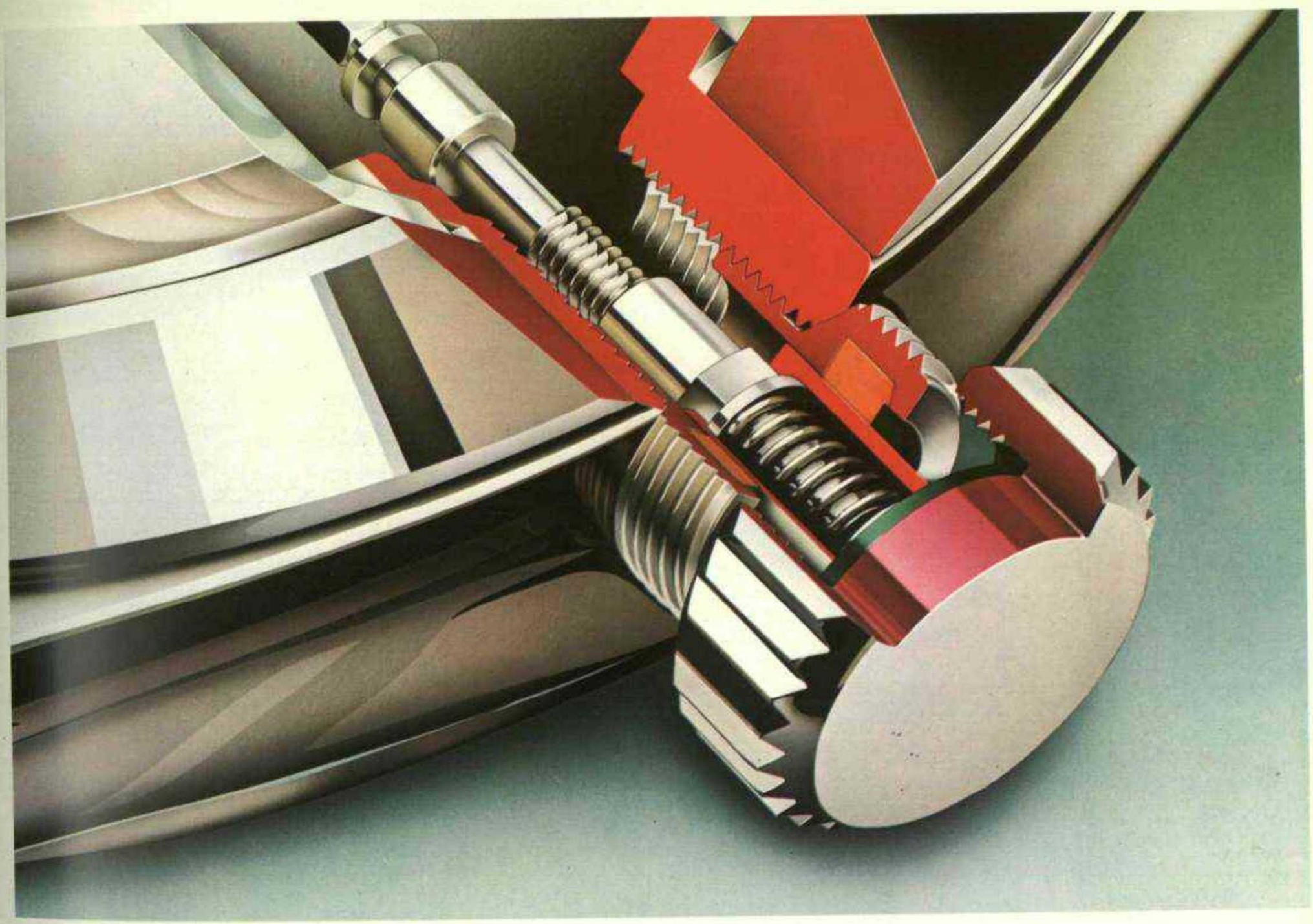
We have a 24 hour message recording service. Please send for our illustrated stocklist.

Opening hours: Monday to Friday 9 am - 6 pm
Saturday - until midday.

101 FARM LANE, FULHAM, LONDON SW6 1QH

E. & O.E.

Printed by Tee & Whiten (The Lincoln's Inn Press Ltd.) for the Publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.



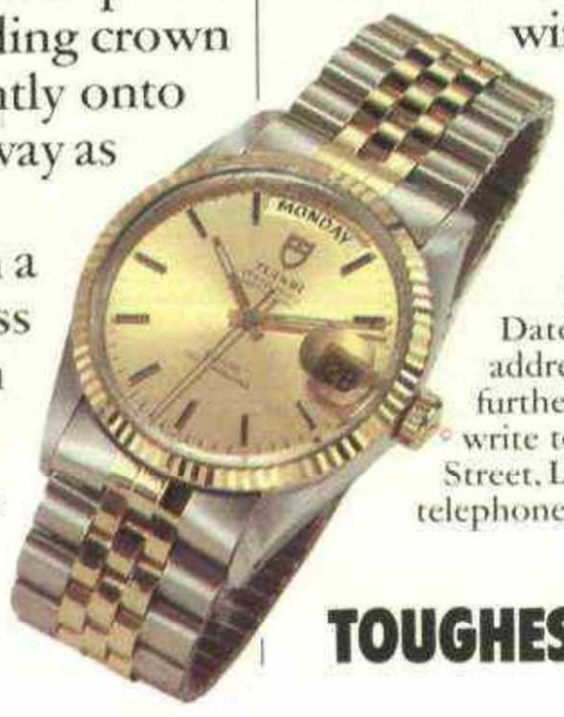
YOUR TUDOR WATCH WORKS LIKE A SUBMARINE.

A Tudor is not just water resistant. It's waterproof. Guaranteed waterproof. To at least 165 feet. The winding crown of a Tudor screws down tightly onto the case in exactly the same way as a submarine hatch.

The case itself is cut from a solid block of surgical stainless steel and requires no less than 162 separate operations to complete. There are no seams, no weak points, no way that anything could get in that shouldn't be there.

The crystal, the protective face covering, acts as a seal also. In fact, the deeper the water, the higher the pressure, the tighter the seal. All because of the vice-like fitting onto the case.

Inside this fortress, understandably, is one of the finest movements to come out of Switzerland today. A rotor, self-winding, craftsmen-built timepiece that's totally reliable and thoroughly deserving of the protection it gets.



Illustrated: The Tudor Prince Oyster Date+Day in steel and yellow metal. For the address of your nearest Tudor jeweller and further information on the complete range, write to Tudor at 1 Green Street, London W1Y 4JY or telephone 01-629 5071.

TUDOR

TOUGHEST. STRONGEST. SUREST.



MIDDLE TAR As defined by H.M. Government
DANGER: Government Health WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH