July 1985 Founded in 1924 Eighty Pence

MOTOR SPORT

The Magazine that gave its name to the Sport





MICHELIN MXL A GRIPPING PERFORMANCE

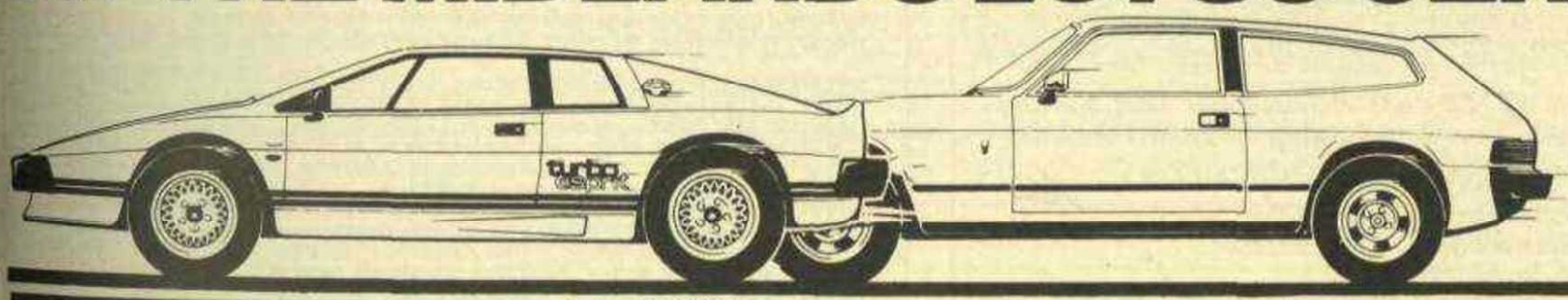
The Michelin MXL tyre will give you exceptional road-holding for today's lighter, sportier cars. Its low profile and wide contact patch will help to provide improved stability and better grip — especially in the wet. Further the MXL's sidewalls are very flexible, which means an easier ride, and the low rolling resistance aids fuel economy. And like all Michelin tyres, the MXL is precision made to a high degree to minimise vibration and give an excellent level of comfort for a low profile tyre. Understandably it is now fitted as original equipment by many car manufacturers.

In short, everyone seems to be gripped by our MXL's performance and good looks.

GET MOTORING. GET MICHELIN.

EXPERIENCE THE LOTUS POSITION

AT THE MIDLANDS LOTUS CENTRE



NEW LOTUS

FOR IMMEDIATE DELIVERY

Esprit Turbo — OLD PRICE
Finished in essex blue and trimmed with magnolia hide, complete with air conditioning and factory targa roof, quite stunning

Esprit Turbo — LIST
Finished in Black and trimmed in champagne hide, complete with air conditioning, factory sunroof and hi-fi system

Esprit Turbo — LIST
Finished in silver metallic and trimmed in red hide, complete with air conditioning, factory sunroof and hi-fi system

Esprit S4 — LIST
Finished in pearlescent metallic and trimmed in blue hide, the nicest possible combination of colours

Esprit S3 — OLD PRICE
Finished in Essex blue and trimmed in gold half hide, last old price Esprit and showing considerable saving

Excel — LIST
Finished in red and trimmed in gold half hide complete with eagle wheels and tyres

NEW SCIMITAR

FOR IMMEDIATE DELIVERY

GTE — LIST
Finished in metallic black and trimmed in black hide complete with electric sunroof, alloys and hi-fi system. Manual with overdrive

GTE — LIST
Finished in haze blue and trimmed in black velour complete with alloys, electric windows etc, manual with overdrive

SS1 1600 — LIST
Finished in Brecon gold with grey velour, piped in red

SS1 1600 — LIST
Finished in silver metallic with grey velour, piped in red

SS1 1600 — LIST
Finished in Racing green with grey velour, piped in red

SS1 1300 — LIST
Finished in White with grey velour, alloy wheels

SS1 1300 — LIST
Finished in Istrian blue with grey velour, alloy wheels

USED LOTUS

1985 Esprit Turbo — £21,000
Glacier blue / blue hide, sunroof, ACU, radio and cassette, 5,000 miles only, as new

1984 Lotus Excel — £14,150
White / Blue half hide, air conditioning, power steering, etc. Supplied and serviced by ourselves

1983 Esprit S3 — £14,750
White / black half hide, BBS wheels, radio / stereo, one owner, 12,000 miles

1983 Esprit S3 — £13,950
Red with gold half hide, BBS wheels, radio / stereo, 10,000 miles only, mint condition

1982 "Y" Lotus Excel — £11,500
Metallic red / champagne half hide, power steering, radio / cassette, 1 owner, 15,000 miles, supplied and serviced by ourselves

1983 "X" Esprit S3 — £10,995
Metallic green / green half hide, BBS wheels, one private owner, 28,000 miles only

1982 Eclat Riviera — £9,850
Ice blue, blue half hide, targa roof, radio cassette, one owner, 27,000 miles

1974 "N" Lotus Elan + 2S 130/5 — £4,995
Lotus yellow / oatmeal interior, 29,000 miles only, just an investment

USED SCIMITAR

1985 "B" SS1 1600 — £7,850
Red / grey velour, alloy wheels, electric windows, radio / stereo, 4,000 miles, good saving

1982 "Y" Scimitar GTC — £7,995
Olympic Blue / blue hide interior, 1 owner, 25,000 miles, hard and soft tops

1980 "W" GTE Scimitar — £5,995
Buckskin / tan velour interior, sunroof, power steering, electric windows, alloys, 2.8 engine.

OTHERS

1984 Porsche 944 — £15,995
Metallic gold / beige trim, sunroof, wide wheels, alarm system and PDM, 12,000 miles only

1983 "A" TVR 350i Convertible — £12,350
Arctic white, black hide piped red, power steering, radio / cassette, 2,000 miles

1984 Scirocco GTI — £6,850
White / blue trim, one owner, 9,000 miles, second year warranty, as new

1984 Rover 2600 SE — £7,995
Moonraker blue / blue trim, manual, 5-speed, 6,000 miles only, as new

1984 Audi Avant Estate — £7,850
Metallic grey / grey trim, one owner, 12,000 miles, full history

81 Range Rover Vogue
Metallic blue / gold trim, one owner, 30,000

1982 VW Golf GTi — £4,850
Mars red / red trim, one owner, 30,000 miles.

83 Panther Kallista 1.6 Sports — £6,695
Royal blue / black trim, one owner, 12,000 miles

1984 Sierra XR4i. — £6,450
Silver / grey trim, 1 owner, good value

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. 7.

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

1982 Lotus Excel. Low mileage. **£8,650**
1983 Saab 900 Turbo 3 door, black. **£6,950**
1983 Capri 2.8i. 5-Speed. **£5,650.**
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.

Nick Faure

TEL. WORMLEY (042 879) 4708 (3 LINES)



PORSCHE

1984 model Carrera Sport Targa. Slate blue, beige hide, 17,000 miles, one owner **£25,9**
1982 911 SC Sport Coupé. Guards red, grey berber sports seats, 35,000 miles, pdm, cruise contro **£17,9**
1981 911 SC Sport Targa. Zinc metallic, blue cloth, 47,000 miles, pdm **£15,9**
1980 911 SC Sport Targa. GP white, black pasha int, 68,000 miles, full AFN history **£13,4**
1980 911 SC Sport Coupé. Silver, blue / tartan int, 18,000 miles, pdm **£15,9**
1979 911 SC Sport Coupé. Gold, brown / beige pinstripe int, 49,000 miles, pdm **£13,7**
1979 911 SC Sport Targa. GP white, black pinstripe int, 42,000 miles **£13,7**
1980 911 SC Targa. Olive green, fitted spoiler, 45,000 miles **£13,9**
1978 911 SC Targa. Met bronze, champagne pinstripe int, 95,000 miles, full service history **£9,6**
1977 911 Lux. White, tartan int, 96,000 miles, full service history **£8,9**
1981 928 S. Auto, rosewood metallic, tan hide / berber int, 29,000 miles, e/seats, pdm **£18,6**
1984 944. Manual, black, black int, 9,000 miles, side lettering, pdm **£15,9**
1981 924 Turbo. Silver over graphite, sunroof, pdm **£8,9**
CLASSICS
1957 356 Speedster. Red, black int, totally rebuilt, 94,000 km. As new in every respect **£25,0**

Crossways, Witley, Surrey

Swanmore

HOME OF TOP QUALITY SPORTS & HIGH PERFORMANCE CARS

1984 OPEL MANTA GT/E HATCHBACK, B-Reg. 14,000 miles with one owner, 5 speed gearbox, radio/cassette, alloy wheels, in flame red. **£6,295**
1982 XJS HE. One owner, mint condition, finished in Silver, low mileage. **£13,995**
1983 AUDI COUPE 2.2 INJECTION, A-Reg. 12,000 miles only. One owner, service history, 5-speed gearbox, pas, steel sunroof, elec. windows, radio/cass, unmarked in light met. green. **£6,995**
1981 ALFA ALFETTA 2000 GTV, X-Reg. One owner, 25,000 miles, 5-speed gearbox, alloy wheels, in Brown/Tan interior. **£3,495**
1973 ALFA SPYDER 2000. 14,000 miles, one owner, full history, outstanding classic car in Silver. **£6,995**
1969 LOTUS ELAN S4 SE DROPHEAD, 49,000 miles. Service history. Extensively re-built in Blue/Black interior, rare and desirable. **£6,295**
1972 JAGUAR V12. E TYPE 2+2, 20,000 miles only. Manual, power steering, chrome wire wheels, mint example in sable/tan leather interior. **£10,995**
1982 JAGUAR XJ6 4.2. 17,000 miles, one owner, full service history, automatic, pas, factory sunroof, radio/cassette, in Carriage Brown/Biscuit hide interior. **£10,995**
1975 MERCEDES 350 SL. Low mileage, service history, automatic pas, hard and soft tops, electric windows, radio/cassette. In metallic Blue. **£9,995**
1982 VOLKSWAGEN GOLF GTI. Low mileage, service history, 5-speed gearbox, steel sunroof, alloy wheels, in Black. **£5,295**
FIAT X1/9 1500. Low mileage. Service history. 5-speed gearbox, radio etc, in metallic red. **£4,295**
1978 MGB GT T-Reg. 38,000 miles, overdrive, tinted glass, radio, in Damask red. **£3,795**
1977 MGB GT. O D, Blue with striped seats, low mileage. **£2,695**
1974 MGB GT. One owner, full service history, 20,000 miles, finished in British Racing Green, absolutely superb. **£4,995**
1981 MGB ROADSTER LE. Overdrive, wire wheels, radio, 22,000 miles, rare and desirable in Bronze. **£5,995**
1980 MG MIDGET 1500. Low mileage, service history, radio, Inca Yellow. **£3,295**
1977 MG MIDGET. Low Mileage, Damask Red. **£2,395**
1982 TRIUMPH TR7 CONVERTIBLE. Y-Reg. Low mileage. Service history. 5-speed gearbox, radio cassette, in Silver. **£4,995**
1982 TRIUMPH TR7 COUPE. 18,000 miles, service history, 5-speed gearbox, sunroof, alloy wheels, radio/cassette. In White Tan interior. **£4,495**
TRIUMPH SPITFIRE 1500. 2,000 miles from new, one owner, overdrive. Inca yellow, as new condition and absolutely unique. **£4,995**
1981 TRIUMPH SPITFIRE 1500, X-Reg. 24,000 miles, one owner, service history. Outstanding in White. **£3,495**
1983 FORD XR3i. One doctor owner, 19,000 miles. Service history, sunroof, radio/cassette, alloy wheels, driving lamps. In Caspian Blue. **£5,795**

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

SALE! QUALITY BOOKS – BARGAIN PRICES!

– All these books at special prices – while stocks last –

Latest "list-price" titles – new additions to our wide range of books.

THE FORD THAT BEAT FERRARI. Allen & Jones. This magnificent new book depicts all works-entered GT40s plus numerous cars privately entered – full race reports – detailed specs. for all cars – chassis numbers – driver listings – plus 700 b/w photos and 240 colour plates. Publication July '85. 464 large pages. **£40.00**

Note: there is also a leatherbound edition of this book, numbered and signed by both authors. Limited to 100 copies only. **£75.00**

* * *

The Classic ACs: Two-Litre To Cobra: A Collector's Guide. McLellan. 128 pages, 152 illus. **£9.95**

The Alfasud: A Collector's Guide. Owen. 128 pages, approx. 150 illus. July '85. **£9.95**

Alfa Romeo Alfetta GTV. Owen. Osprey AutoHistory Series. 136 pages, approx. 100 illus., 8 pages colour. **£7.95**

Road & Track On Alfa Romeo. Three books, each 88 large pages, illustrated throughout. Excellent reference aids:

Road & Track/Alfa Romeo 1949-63. **£5.95**
Road & Track/Alfa Romeo 1964-70. **£5.95**
Road & Track/Alfa Romeo 1971-76. **£5.95**

Aston Martin V-8. Bowler. Detailed inside story of the company and cars. 224 pages, 205 illus. **£11.95**

Austin A30 & A35 Super Profile. Henson. 56 pages, approx. 90 illus., 20 colour. **£5.95**

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

Car & Driver On Ferrari. Three books of material reprinted from 'Car & Driver'. Each 100 large pages, fully illustrated.

Car & Driver/Ferrari 1955-62. **£5.95**
Car & Driver/Ferrari 1963-75. **£5.95**
Car & Driver/Ferrari 1976-83. **£5.95**

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

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

Ferrari 250GT SWB. Gross. AutoHistory. 136 pages, 90 b/w illus., 8 pages colour. **£7.95**

Fantastic Ferrari Fever. Pietruska. Book of cartoons about Ferrari cars and owners. 73 pages. **£9.95**

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

XR: The Performance Fords. Walton. 128 pages, approx. 140 illus. **£10.95**

Ford 100E Anglia, Prefect, Popular Super Profile. Smith. 56 pages, approx. 90 illus., 20 colour. **£4.95**

Jaguar: A Tradition Of Sports Cars. Viart & Cognet. 400 large pages, 400 illus., 30 pages colour. **£27.50**

E-Type: End Of An Era. Harvey. 2nd edition, enlarged. 252 large pages, 197 illus., 35 colour. **£15.00**

The XJ-Series Jaguars: A Collector's Guide. Skilleter. 144 pages, 177 illus. **£9.95**

Jaguar: The Definitive History Of A Great British Car. Whyte. 2nd edition. 252 pages, 200 illus. **£12.95**

Lamborghini Countach LP400, LP500S. Couleter. 87 pages, 98 illus., 66 colour. **£9.95**

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

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

Mercedes 230/250/280SL 1963-1971. Brooklands Books. Collected road tests, 100 pages, illustrated. **£5.95**

Mercedes 350/450SL & SLC 1971-1980. As above. **£5.95**

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

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

Mini: Guide To Purchase & D-I-Y Restoration. Porter. 288 large pages, 700 illus. **£9.95**

Morgan Sweeps The Board. Alderson & Rushton. 256 pages, 173 illus. (Reissue). **£10.95**

Porsches At Le Mans. Pascal. English edition, 132 pages, 440 illus., 20 colour. **£18.95**

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

The Porsche 911 & Derivatives: A Collector's Guide. Cotton. 2nd edition, 1985. 144 pages, 150 illus. July '85. **£9.95**

Supercars In Profile 4: Porsche 908. Archibald. 36 large pages, 40 b/w illus., 8 pages colour. **£3.50**

Postwar Rolls-Royce & Bentley Collector's Guides. Robson. Set of three books, each 144 pages, approx. 150 illus. Titles:

Vol. 1: Standard Production Models 1945-1965. **£9.95**
Vol. 2: Coachbuilt Models 1945-1985. **£9.95**
Vol. 3: Shadow, Corniche, Camargue 1965-1985. **£9.95**

Rolls-Royce Silver Spirit. Robson. AutoHistory. 136 pages, 90 b/w illus., 8 pages colour. **£7.95**

RACING – TWO GREAT BOOKS!

Brabham: The Grand Prix Cars. Henry. 3rd book in the Autocourse Marque Series. 288 pages, 100 b/w illus., 35 colour. **£14.95**

Roy Salvadori: Racing Driver. Salvadori & Pritchard. 248 pages, 100 illus. **£12.95**

MILLE MIGLIA 1982. An outstanding memento of the '82 event, illustrated in first-rate colour throughout. Features Alfas, Bugattis, Maseratis, Isettas, many others. 172 large pages, 180 colour illus. Was £29.95. **SALE! £14.95**

Ferrari. Eaton. Colour Library Series. 64 large pages, 161 colour illus. Was £5.95. **SALE! £3.25**

Porsche. Cotton. Colour Library Series. 64 large pages, 197 colour illus. Was £5.95. **SALE! £3.25**

MG: THE SPORTS CAR AMERICA LOVED FIRST. Knudson. Story of the phenomenal growth of popularity of MG in North America. 242 large page, 270 illus. Was £9.95. **SALE! £5.95**

MG Past And Present. Rivers-Fletcher. A "personal reminiscence" of MG by an author involved with them for many years as tester, race-driver and journalist. 240 pages, 220 illus. Was £9.95. **SALE! £4.50**

Automobile Sport 82/83. Full review of international motor racing in '82. 240 large pages, 500 illus., 100 colour. Was £12.95. **SALE! £5.00**

Automobile Sport 81/82. Covers racing in '81. 208 large pages, 442 illus., 64 colour. Was £10.95. **SALE! £3.95**

WORLD RALLYING 5. Complete round-up of rallying in 1982, plus feature articles, outstanding photography. 240 large pages, 351 illus., 50 colour. Was £12.95. **SALE! £6.50**

World Rallying 4 (1981). 176 large pages, 300 illus. Was £7.95. **SALE! £3.95**

World Rallying 3 (1980). 176 large pages, 300 illus. Was £7.95. **SALE! £3.95**

ONE HUNDRED YEARS OF MOTORING. Flower & Wynn Jones. A "social history" of motoring illustrated with 100s of contemporary photos, some colour. Recommended to all historians and enthusiasts. 224 large pages. Was £13.95. **SALE! £5.95**

Postwar Sports Cars: The Modern Classics. Dymock. Well illustrated book covering 66 selected European models. 188 pages, almost 200 illus., 50 colour. Was £4.95. **SALE! £2.95**

Driving Ambition. The Alan Jones story, as told by journalist Keith Botsford. 170 pages, 31 illus. Was £6.95. **SALE! £3.95**

THE MAINTENANCE & DRIVING OF VINTAGE CARS. Wheatley & Morgan. A "standard" aid for the classic car owner/collector. 168 pages, 41 illus. Was £9.95. **SALE! £4.50**

Ferrari: The Early Spyders & Competition Roadsters. Batchelor. 132 large pages, 205 illus. Was £8.95. **SALE! £3.95**

Ferrari: The Early Berlinettas & Competition Coupes. Batchelor. 96 large page, 128 illus. Was £8.95. **SALE! £3.95**

DREAM CARS. Picard. Large, lavish book on show cars, prototypes, experimental cars etc. From the publishers of "Automobile Year". 204 pages, 462 illus, 187 colour. Was £25.00. **SALE! £9.95**

The Corvair Affair. Knepper. Complete story of the car and the legal controversy surrounding it. 152 pages, 145 illus. Was £11.50. **SALE! £5.95**

The Coachtrimmer's Art. Sherrington. Guide to upholstery and trim – how to make, fit and maintain. 117 pages, 79 illus. Was £10.50. **SALE! £5.95**

THE AUTOMOBILE YEARBOOK OF MODELS 1, 1982. Magnificent model car annual from the publishers of "Automobile Year". 168 large pages, 362 illus., 112 colour. Was £17.95. **SALE! £9.95**

The Automobile Yearbook of Models 2, 1983. 209 pages, 255 illus., 100 colour. Was £17.95. **SALE! £9.95**

OR . . . Both the above books purchased together and we offer a further saving of £2.00. **SALE! £17.90**

THE LE MANS 24-HOUR RACE 1978. A comprehensive and lavishly illustrated record of the '78 event. 160 large pages, 342 illus., 71 colour. Was £14.95. **SALE! £8.95**

The Le Mans 24-Hour Race 1979. 160 pages, 352., 76 colour. Was £15.95. **SALE! £8.95**

Save More! Buy Le Mans 1978 & 1979 together and pay only £16.00!

Alfissimo! Owen. History of the postwar twin-cam four-cylinder Alfas. 311 pages, 240 illus., 12 colour. Was £12.95. **SALE! £6.50**

The Batsford Guide To Racing Cars. Jenkinson. An accurate reference guide to racing cars from vintage to 1970s. 199 pages, 173 illus. Was £6.95. **SALE! £3.50**

Track Tests – Sports Cars. Bowler. Authoritative test comment and historical data on a variety of sports/racing cars inc. Ferrari, Jaguar, Lotus, Cooper and others. 144 large pages, 113 illus., 21 colour. Was £6.95. **SALE! £2.95**

The Swapmeet & Toyfair Catalogue Of British Diecast Model Toys. Ramsay. Reference guide to toys from Dinky, Corgi, Spot On, Matchbox, Yesteryear. 176 large pages, 101 illus. Was £7.95. **SALE! £4.95**

RACING WITH THE DAVID BROWN ASTON MARTINS, Volumes I & II Superb value! Totalling 556 large pages, with 559 illustrations, this two-volume set covers the period from 1950 to 1963 when Aston raced as a works team. Previous price per volume £16.95. Now reduced by more than 55% if you purchase the set. **SALE! £15.00**

DINO: THE LITTLE FERRARI. Doug Nye's detailed history of the road and racing Dinos. Painstakingly researched. Well illustrated. 320 pages, 300 illus., 14 colour. Was £13.95. **SALE! £5.95**

BOXER: THE FERRARI FLAT-12 RACING & GT CARS. Thompson. Large format book with excellent racing coverage. 184 pages, 340 illus., 24 colour. Was £14.95. **SALE! £7.95**

FERRARI DAYTONA. Braden & Roush. An extremely thorough analysis of these front-engined V12 cars. 160 large pages, 170 illus., 8 pages colour. Was £14.95. **SALE! £7.95**

FERRARI TESTA ROSSA V-12. Finn. The complete history including specs, individual car histories etc. 256 large pages, almost 300 illus. Was £14.95. **SALE! £7.95**

CARROLL SHELBY'S RACING COBRA. Friedman & Christy. Based on personal recollections and illustrated with many previously unpublished photos. 207 pages, 417 illus. Was £9.95. **SALE! £5.95**

MASERATI ROAD CARS. Crump & Box. Pictorial book covering all models 1946-1979. 230 large pages, 433 illus., 30 colour. Was £14.95. **SALE! £5.95**

DE TOMASO AUTOMOBILES. Wyss. Story of the man and the cars. ". . . uncommonly difficult to put down." *(Car Collector)*. 224 pages, 242 illus. Was £10.95. **SALE! £5.95**

LAMBORGHINI MIURA. Coltrin & Marchet. Definitive account of the Miura's planning and production years. 184 pages, 187 illus. Was £9.95. **SALE! £4.95**

FERRARI TURBO. Thompson. History of Grand Prix turbos 1980-1982, the KKK-equipped 208GTB and turbocharged F1 Renault. 126 pages, 150 illus., 17 colour. Was £9.95. **SALE! £5.95**

POWERED BY JAGUAR. Nye. Racing history of Jaguar-powered Cooper, HWM, Lister, Tojeiro. 168 pages, 148 illus. Was £10.95. **SALE! £5.95**

JAGUARS IN COMPETITION. Harvey. Story of Jag. racing from SS cars to XJ-S. 208 pages, 185 illus. Was £7.95. **SALE! £4.95**

Ferraris For The Road. Rasmussen. In the "Survivors" series of lavish pictorial books. Offers unrivalled coverage of 12 prominent Ferrari road cars, with text describing their history and characteristics. 126 pages, 11" × 9", 269 illus., 116 colour. Was £16.95. **SALE! £11.95**

Ferrari: The Man, The Machines. Grayson. An outstanding 348-page book from the publishers of "Automobile Quarterly", includes contributions from Moss, Hill, Jenkinson, Ludvigsen and others . . . plus 400 illustrations, 48 pages in full colour. Was £23.95. **SALE! £14.95**

I Love Ferrari GTO. 20th anniversary tribute to the GTO with text in both Italian and English and some magnificent specially taken colour photos. 104 large pages, 173 illus., 140 colour. Was £12.95. **SALE! £6.95**

CALLING CUSTOMERS. Our showroom is open to callers six days a week as detailed below. It is well worth paying us a visit! We have a vast range of books covering all aspects of motoring including the latest titles from publishers around the world and a wide selection of new books at bargain prices. We hope to meet you!

The Spyder California. Carrick. Complete historical/technical survey of the distinctive Ferrari model. 80 large pages, 119 illus. Was £7.50. **SALE! £4.95**

Racing Mechanic – Ermanno Cuoghi. Walton. Primarily the story of Cuoghi's seven years with Ferrari, but does not neglect his involvement with other fine cars. 176 pages, 120 illus. Was £7.50. **SALE! £3.95**

The Story Of Lotus 1947-1960 and 1961-1971. Smith & Nye. Two books covering the first quarter-century of Lotus road and racing cars. Total 480 pages, 460 illus. Combined value was £19.90. **SALE! £12.95**

MASERATI: THE COMPLETE HISTORY. Orsini & Zagari. Massive 894-page book documenting all racing and road cars from the origins of the company up to 1981. The most detailed and copiously illustrated book on Maserati ever to appear. Over 1,000 illus. Was £34.50. **SALE! £19.95**

The Automotive Photography Of Peter Coltrin. Collection of Coltrin's best F1 and road racing photos from the 50s and 60s. 86 large pages, 81 illus. Was £7.95. **SALE! £2.95**

AUTOMOBILIA – A Guided Tour for Collectors. M. Worthington-Williams. Guide to models, badges and mascots, posters, books, brochures, enamel signs and other memorabilia. An enthusiast's delight! 192 pages, 230 illus., 48 colour. Was £14.95. **SALE! £7.95**

Targa Florio. Owen. "70 epic years of motor racing", from first Targa Florio race to last. 232 pages, 145 illus. Was £8.95. **SALE! £4.50**

Postwar British Thoroughbreds (including Specialist Cars) 1955-1960. Hudson. A selective history/buyer's guide to cars of the period. 263 pages, 74 illus. Was £9.95. **SALE! £4.50**

TOURING SUPERLEGGERA: GIANT AMONG ITALIAN COACHBUILDERS. Anderloni & Anselmi. A fully illustrated history of the cars bodied by this renowned coachbuilding company. Numerous great marques featured – and indispensible volume for car styling devotees. 351 large pages, 600 illus., 8 colour. Was £39.95. **SALE! £19.95**

Great Cars: Sports & Racing. Nye. Profiles of numerous great competition cars from early to modern times. 158 pages, 257 illus., most colour. Was £5.95. **SALE! £2.99**

PORSCHES FOR THE ROAD. Rasmussen. In the "Survivors" series of graphically exciting books on the world's great cars. Includes 10 superb photo-essays on different Porsche models, plus text on their background and characteristics. 128 large pages, 250 illus., 125 colour. Was £19.95. **SALE! £11.95**

Also in The Survivors series, each book 128 pages, 11" × 9", with approximately 200 colour and b/w illus. Previously £19.95 each:

European Classic Cars **£11.95**
European Sports Cars Of The 50s **£11.95**
American Classic Cars **£11.95**
Postwar MG And Morgan **£11.95**

THE CONSTANT SEARCH. Charles Mortimer's guide to the buying and selling of motoring literature. 304 pages. Was £19.95. **SALE! £4.95**

The Mad Motorists. Allen. Story of the great Peking/Paris race of 1907. 256 pages, 50 illus. Was £7.50. **SALE! £2.95**

Porsche Year 1982. Miller. Collection of Porsche material including Le Mans report, factory tour, new models for 1982 etc. 96 pages, 150 illus., 3 colour. Was £11.95. **SALE! £5.95**

Famous Automobile Museums: Porsche Museum. 159 pages, 294 illus., 39 colour. Was £6.95. **SALE! £3.95**

Porsche, Double World Champions 1900-1977. von Frankenburg & Cotton. 279 pages, 133 illus. Was £9.50. **SALE! £2.95**

We At Porsche. Porsche & Bentley Company history. 290 pages, 63 illus. Was £6.50. **SALE! £1.95**

More Morgan: A Pictorial History Of The Morgan Sports Car. Bowden. 223 large pages, 220 illus., 8 colour. Was £9.95. **SALE! £4.95**

The Model Cars Of Gerald Wingrove. Lavishly illustrated – a record of Wingrove's work presented as finely as it deserves. 112 large page, 141 illus., 51 colour. Was £18.50. **SALE! £9.95**

LA LANCIA. Weernink. The most carefully researched of all Lancia books, crammed with accurate information and generously illustrated. 303 large page, 506 illus. Was £19.95. **SALE! £12.95**

Cars & Coachbuilding. Oliver. History of the development of car styling over a 70-year period. 272 pages, 325 illus., 25 colour. Was £16.95. **SALE! £7.95**

"Iota": Edited Highlights of F3 500cc 1947-1953. Ward (editor). 228 pages, 120 illus. Was £8.00. **SALE! £4.25**

The Man With Two Shadows. Desmond. Story of Alberto Ascari. 178 pages, 12 illus. Was £6.50. **SALE! £2.95**

Aston Martin 1914-1940: A Pictorial Review. Hunter. 192 pages, 169 illus. Was £4.95. **SALE! £2.95**

DON'T FORGET! As well as these many other book bargains we also stock the fullest possible range of "list-price" books on motoring history, restoration, racing and rallying, modelling, marque histories and motorcycling. For a free copy of our **LATEST CATALOGUE**, write to the address below or telephone **01-994 6783**. We have been in business for more then ten years and we maintain a fast and reliable service.

Access VISA

CONNOISSEUR CARBOOKS

Garland Publications Ltd., 28 & 32 Devonshire Road, Chiswick, London W4 2HD

Mail order customers: please add £1.80 (overseas £3.40) to the total value of your order to cover post packing. Cheques & POs payable to Garland Publications Ltd. We also accept mail/telephone orders on Visa/Access/Eurocard/Mastercard. Telephone no. **01-994 6783**. We pack with care and despatch promptly. **Calling customers**: Visit us any time, 9.00 to 5.30 weekdays, 10.00 to 4.00 Saturdays. 100s of books for sale!

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

LOTUS TVR mazda Alfa Romeo

FULL RANGE OF MODELS ALWAYS IN STOCK

Selection of secondhand vehicles available:

1985 (B) Lotus Esprit 3. Delivery mileage, silver, ½ blue leather, radio / stereo. **£16,995**
1984 (A) Lotus Esprit S3. Black, 9,000 miles, one owner. **£14,995**
1983 (Y) Lotus Excel. Blue, ½ leather, 20,000 miles. **£11,995**
1984 (A) Alfa GTV. Red, one owner, 12,000 miles **£6,245**
1983 Alfa Ti. Red, 26,000 miles. **£3,795**
1983 (A) 2.0 Giulietta. Red, 30,000 miles. **£4,195**
1981 (W) Alfa Ti. Red, 37,000 miles, one owner. **£2,495**
1980 (W) BMW 323i. Red, 49,000 miles, two owners. **£4,295**

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
Alfa Sprint	£194.00	£194.00
Mazda 626	£155.00	£155.00
BMW 316	£200.00	£600.00
Toyota MR2	£239.00	£239.00
Escort XR3i	£180.00	£180.00
Mazda RX7	£275.00	£275.00

	35 Monthly	Deposit + VAT
TVR Tasmin 3.5 Conv	£377.00	£377.00
Lotus Excel (1985)	£425.00	£425.00
Vauxhall Astra GTE (1985)	£186.00	£186.00
Nissan Sylvia Turbo	£236.00	£236.00
Porsche 944	£460.00	£1,380.00
Lotus Esprit S3 (1985)	£440.00	£440.00

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.

Malmesbury Specialist Cars

LOTUS SCIMITAR

NEW LOTUS

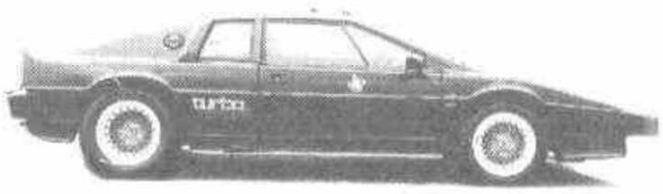
LOTUS TURBO ESPRIT. Red / Gold hide, ACU, s/roof, stereo ..... **LIST**
LOTUS TURBO ESPRIT. White, red hide, ACU, stereo ..... **LIST**

NEW SCIMITAR

SCIMITAR SS1 1600. Blue met, grey velour with red piping, stereo and electric aeriel / windows ..... **LIST**
SCIMITAR SS1 1600. Birch silver, total spec. ..... **LIST**
SCIMITAR SS1 1300. White grey velour, alloys, low profile tyres ..... **LIST**

USED CARS

1984 LOTUS ESPRIT TURBO. Ice blue, ACU stereo, one owner **£17,995**
1984 ESCORT XR3i. Blue, sunroof, alloy wheels, one owner, 16,000 miles. **£6,350**
1983 RENAULT 5 GORDINI TURBO. Silver, one owner, 26,000 miles, radio cassette. **£3,950**
1980 AUDI 80 GLE. Silver, full service history. **£2,995**



Lotus approved extended warranty available on all the above cars

LOTUS AND SCIMITAR

SALES — SERVICE — PARTS

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

please contact *Andrew Ings or Ted Lynes*

Tel: *(066 62) 2309/4329*

SGT we sell freedom



Lotus Morgan SCIMITAR

SPECIALIST USED CARS

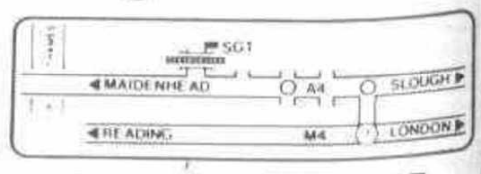
1985 ALFA ROMEO 33 GOLD CLOVER LEAF. Silver **£5,995**
1984 ALFA ROMEO ARNA. White, sunroof **£4,295**
1982 ALFA ROMEO SPRINT 1.5 VELOCE. Brown, stereo **£3,795**
1983 ALFA ROMEO SPRINT 1.3. Metallic green, radio/stereo **£4,295**
1982 ALFA ROMEO SUD 1.5 4dr. Metallic silver, 19,000 miles **£2,995**
1983 ALFA ROMEO SUD 1.3 5dr. Red radio/stereo **£3,395**
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**
1983 COLT MIRAGE TURBO. White, black trim, radio stereo **£3,995**
1982 MITSUBISHI COLT STARION. Black **£6,995**
1985 LOTUS EXCEL. Dark Green Metallic, tan leather interior, PAS, stereo, delivery mileage only. **£16,995**
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**
1982 MORGAN 4/4 2-seater. French blue, black leather interior, wire wheels, low mileage **£8,695**
1983 SCIMITAR GTE 2.8 Manual. Overdrive, Metallic Green **£8,995**
1983 MG METRO. Black, grey interior **£3,995**
1982 ESCORT XR3. Red, alloy wheels, electric windows, 1 owner **£4,595**
1981 PORSCHE 924. Metallic gold, sunroof, 37,000 miles **£7,995**

MOST NEW CARS IN STOCK FOR IMMEDIATE DELIVERY. DEMONSTRATORS AVAILABLE

MITSUBISHI COLT

Alfa Romeo

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



SALES DIRECT LINE 4866

OPEN 8.30-6.00 MON-SAT

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 15/60, 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-

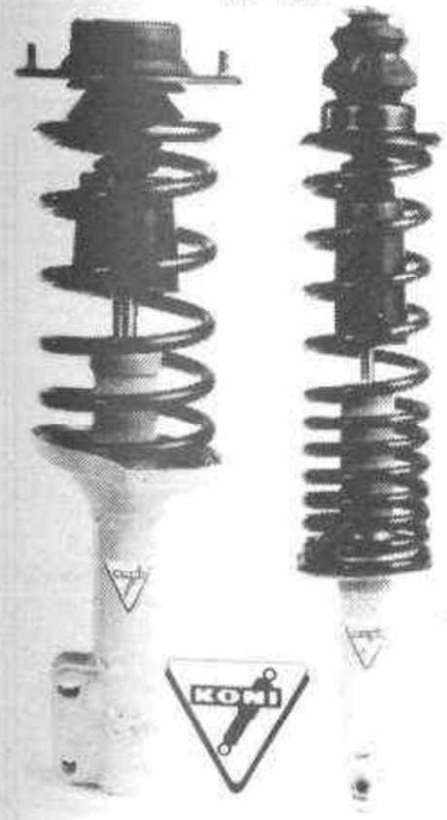
KONI SUSPENSION KITS

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 ins.

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 Trimoco British Saloon Car Champions 1983/84 contested in a VW Golf driven by Allan Minshaw.

Mk1 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 their 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.

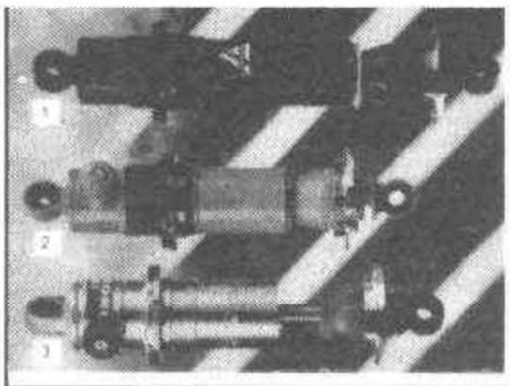


KONI STEERING DAMPERS from 42.29

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, SE	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 SD1	55.40	kit
BMW		
316, 318, 320, 323i, 82 on	55.40	37.10
518, 520, 525, 528i	55.40	55.40
630CS, 633CSi, 635CSi, 728i, 732i, 735i, 2500, 2.8L, 80S, 305i, 30i, 30Li	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, GT6, 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
X19	59.30	59.30
FORD		
XR2	57.90	57.90
Capri All inc. 2.8i Rear only	57.90	37.10
Cortina Mk1, II inc. Lotus, Corsair Mk1 & II	49.00	37.10
Cortina Mkill, 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 Mkll, 1100, 1300, 1600 Sport, Saloon & Estate	49.00	34.40
Escort Mkll RS2000, Mexico, RS1800	61.10	41.20
Escort Mkill 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 Mkll	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, V8 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. TiCam	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, Mexico, 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, Gs X, Sigma	49.00	35.70
OPEL		
Kadett D inc. GTE	44.30	34.40
Manta A + B, Ascona, 82	37.10	37.10
Ascona, 82on	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	49.00
924, 924 Turbo, 944	55.40	39.80
928	68.40	68.40
RELIANT		
Scimitar GTE, SE5 & SE6	55.10	55.10
RENAULT		
5a, 5TS, 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 All inc. 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	56.10
TOYOTA		
Celica GT, LS, ST, Carina, Corona, 1200, 1300 inc. 1600, Cressida, Supra, 2000GT, Crown 2.0, 2.2, 2.6, 2.8, Carina	57.90	34.40
	35.70	37.10
TVR		
Griffith 200/400 Series, Vixen S1, S2, Tuscan V8	52.10	52.10
2500M, Vixen 2500, 3000M, 3000SE, Tasmin	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 Mk1 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
3" 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, B/card, 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 24 hrs**
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

TVR

Exclusive Sports Cars in the North West

Also specialists in the sales, service, repair and restoration of

ROLLS ROYCE BENTLEY & JAGUAR

New cars for immediate delivery

TVR 390i Convertible. White/red leather.
TVR 350i Convertible. Red/tan leather.
TVR 350i Convertible. Silver/blue leather.
TVR 280i fixed head. Met Green/tan.

Other cars

Jaguar 3.8S, 1965. Manual with overdrive in concours condition, 28,000 miles, grey with blue leather. **£5,000**

Jaguar C Type replica. In the process of being built by our-selves with a specially prepared Jaguar engine developing in excess of 300 bhp. British Racing Green with tan interior. **£25,000**

Agents for Lynx Engineering in the North and Midlands for Jaguar XJS "Spyder Convertibles."

Demonstrator available.

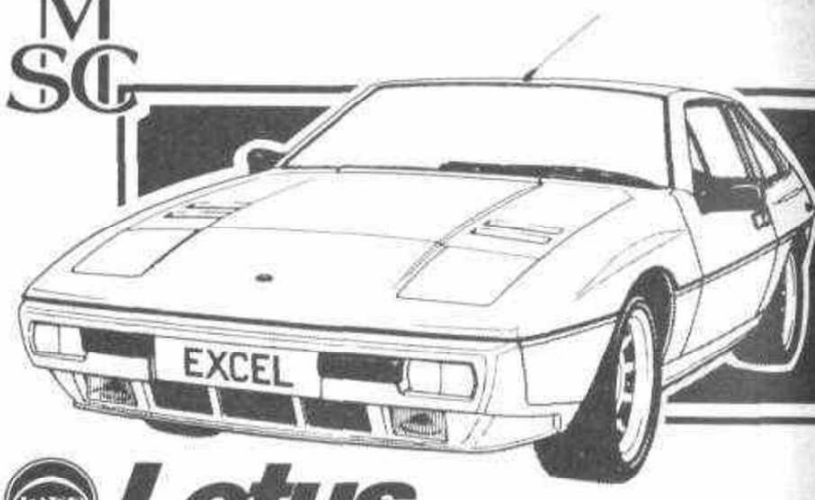
Kearns-Richards Service Ltd

Atlantic Street, Broadheath,
Altrincham, Cheshire, WA14 5DD.
Telephone 061 928 2897. Telex 667800.

KEARNS RICHARDS K·R·S SERVICE LIMITED

Dedicated to the care of thoroughbred motor cars.
Contact:
Mr. Harold Burgess.

MSC



Lotus Selected Dealer in Ke

New Lotus available for early delivery

ESPRIT TURBO. ACU, s/roof, stereo, ½ gold hide, JPS black. LI
ESPRIT S3. ½ gold hide, stereo, calypso red. LI
EXCEL. PAS, Eagles, r/belt, stereo, ½ blue hide, Monaco white. LI
EXCEL. PAS, ACU, Eagles, r/belt, stereo, ½ gold hide, met BRG. LI

Selected pre-owned Lotus models

EXCEL 1985 (B). PAS, ACU, ½ gold hide, stereo, r/belt, Eagles, 3,000 mile met. jupiter. £17,5
ESPRIT TURBO 1982 (X). One owner, ACU, stereo, ½ leather, only 14,0 miles, f.s.h., Martini green. £14,9
EXCEL 1983 (A). PAS, stereo, ½ champagne leather, 13,500 miles, f.s.h., J black. £12,9
ECLAT RIVIERA 2.2 1982. S/roof, stereo, ½ blue leather, 29,000 mile f.s.h., met ice blue. £9,9
ECLAT 521 1980 (W). PAS, stereo, rear belts, full black leather, 33,000 mile f.s.h., Monaco white. £6,9

"12 months mechanical breakdown insurance".

Motorway Sports Cars Lt

224-232 The Street, Boughton, Faversham, Kent ME13 9AL
Tel: Sales/Service (0227) 751223/751475 Parts (0227) 7515

WYKEHAMS

THE LONDON GOLF CENTRE

WYKEHAM HOUSE : 8-12 BRAMBER ROAD
FULHAM : LONDON W14 9PB : TEL 01-381 313



THE STATE OF THE ART SPORTS SALOON

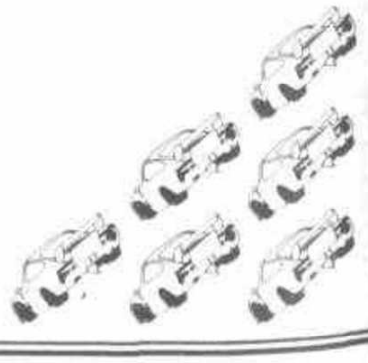
SPECIALISTS IN THE SUPPLY OF NEW AND PREOWNED GTIs, ZENDER BODYWORK, BILSTEIN SUSPENSION, GTI ENGINEERING CONVERSIONS, REGULAR SERVICING AND GOLF ACCESSORIES

LONDON CENTRE FOR

TURBO TECHNICS

VDO INSTRUMENTS

STOCKIST AND FITTING CENTRE



OUT OF THE FRYING PAN

Every time you start your car engine, you're being robbed. There's a lot more power there that just isn't getting down to the road. The reason is quite simple. It's friction.

Fortunately, we didn't have to look far for the best way to cut down friction. The nearest kitchen will do. Because PTFE, the same stuff that makes non-stick pans non-stick, will now dramatically transform the performance of your car's engine. It comes in a remarkable new engine treatment called Slick 50.

THE NON-STICK ENGINE

PTFE is the slipperiest substance known. It even says so in the Guinness Book of Records.

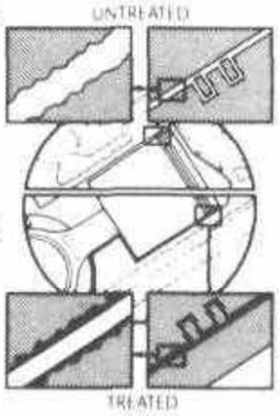
Once it's coated your engine it's there for good. So unlike ordinary additives which have to be regularly added to the oil, Slick 50 is a once-and-for-all treatment.

LESS FRICTION, GREATER ECONOMY

How Slick 50 actually works is very simple. Under a microscope even the best run-in metal surface will look like an Alpine range. What Slick 50 does is to deposit a layer of PTFE over the metal surface, filling in all the pits and valleys. So instead of metal rubbing against metal, you get PTFE rubbing against PTFE.

Naturally, this doesn't create nearly as much friction. And if your engine isn't wasting power, and fuel, overcoming friction it can give you better performance.

You'll feel the extra sparkle when you put your foot down. And your pocket will appreciate the extra economy and longer engine life.



DRAMATIC PROOF

Naturally, we've all heard these sort of claims before. So we've done an awful lot of testing to prove the point. The results in the table are pretty typical of the improvements we recorded, but by no means the best.

MORE POWER	MORE MPG	LESS FRICTION
16.9%	10.8%	16%
UNIVERSITY OF UTAH	TRUCK MAGAZINE ROAD TEST	UNIVERSITY OF NANTES

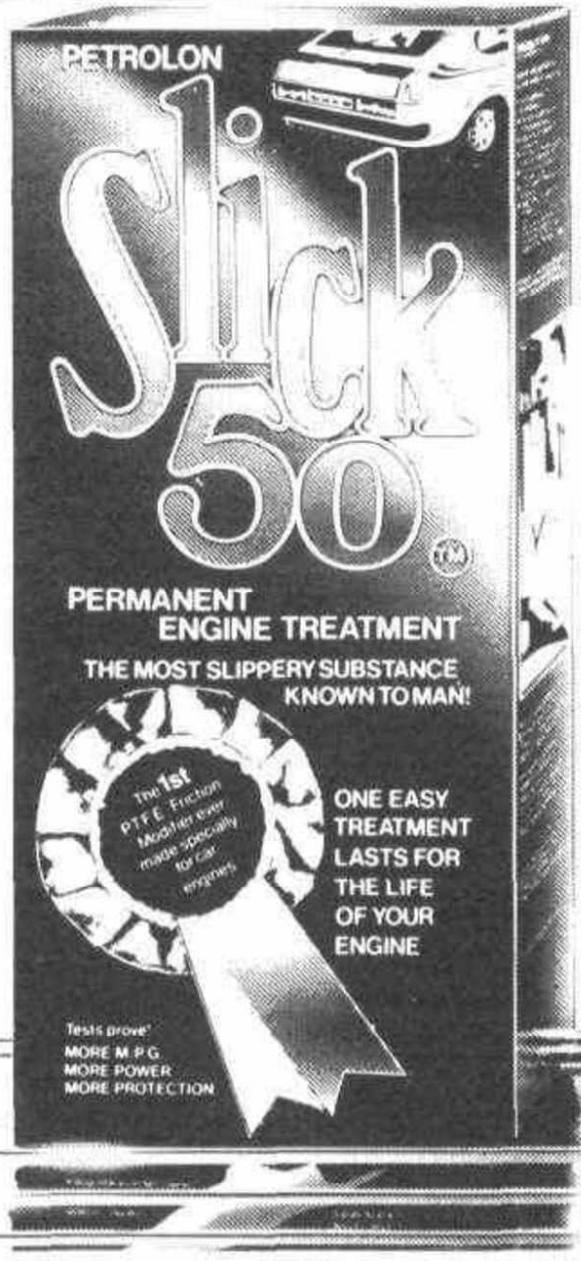
Details on request.

At Mallory Park, rally driver Roger Clark got a big surprise when he drove a Fiat Strada treated with Slick 50. It had no engine oil in it!

After 50 miles it was still running as sweetly as when it started.

To prove it was no fluke, a treated Golf, also with no engine oil, kept him company all the way. But an untreated car seized up in under a mile.

You can't have more dramatic proof of how Slick 50 reduces friction and protects engines than that!



PERMANENT PROTECTION

Giving your engine a coat of PTFE guarantees it a longer life. For a start, there's less wear when you start. And that's when 90% of all engine wear takes place.

Gummy carbon deposits have less metal to stick to. And there's no internal corrosion. So your engine not only becomes more efficient, but stays that way.

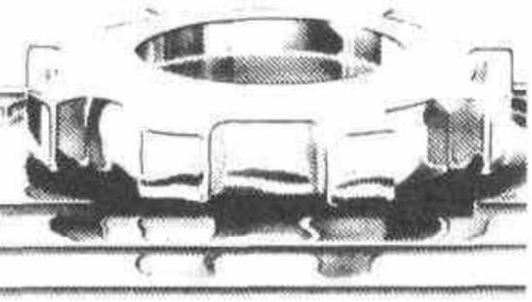
Adding Slick 50 couldn't be easier. You just pour it into the engine oil next time you have an oil and filter change. After 30 miles of motoring you'll have a non-stick engine.

You can find Slick 50 at Halfords, or any good accessory shop at around £10, or £13 for over 1600cc engines. But if you have any difficulty, write to us for a leaflet and the name of your nearest stockist.

When you think what it's done for frying pans, you'll appreciate a non-stick engine.

SLICK 50 WITH PTFE. MORE POWER, MORE MPG— FOR THE LIFE OF YOUR ENGINE.

Write to Slick 50, Mitchell Marketing Ltd., 1a Sandhurst Street, Oadby, Leicester LE2 5AR.



INTO THE NON-STICK ENGINE

Please send me details of my nearest Slick 50 stockist. Name _____

Address _____

_____ M.S.

Porsche

Colin Gr



83A 928S Auto. Light bronze, elec sunroof, pd mirror, 1 owner, full service history. **£25,950**
83 928S Auto. Gold, electric sunroof, two owners, fsh. **£23,950**
82 928S Auto. Met. green, electric roof, leather int, 36,000 miles, full service history. **£19,950**



84 Esprit Series 3. Silver, red leather, air cond, 1 owner, 25,000 miles. **£13,950**



82 911 3.3 Turbo. Ice blue, dark blue leather, Martini stripes, 25,000 miles. **£24,950**
81X 911 Turbo. Ice blue, with dark blue and cream hide, full service history. **£23,950**
79 911 Turbo. Minerva blue, with black hide, full service history. **£16,950**



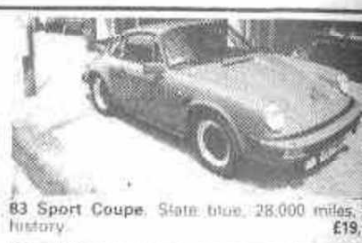
84A XJS HE. Claret with doeskin hide, 8,000 miles, full service history. **£18,950**
81X XJS HE. Silver with black hide, 33,000 miles, full service history. **£11,950**



82X 911 Sport Targa. Met light blue, blue int, 9,000 miles only, 2 owners, as new. **£19,950**
83 911 Sport Targa. GP White, black and white int, two owners, fsh. **£20,750**
80W 911 Sport Targa. Guards red, check int, 45,000 miles. **£14,950**



83Y Audi Quattro. Red, black int, s/r, 2 owners, 38,000 miles, FSH. **£13,450**



83 Sport Coupe. Slate blue, 28,000 miles, history. **£19,**



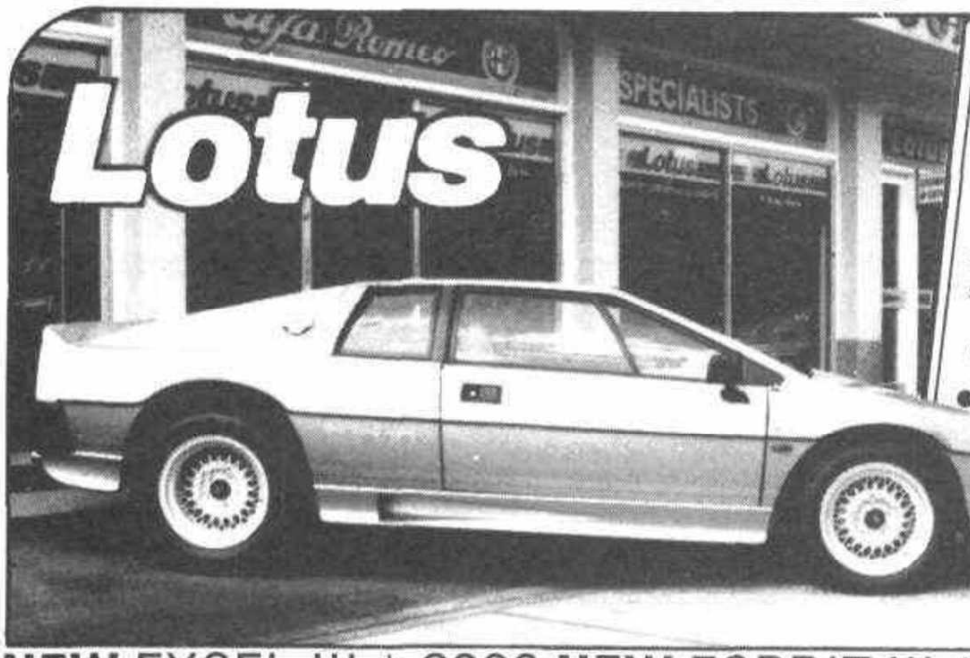
83 Golf GLi. White, Campaign model, 16,0 miles. **£8,4**
Also pair white **1800 GTi's**. **£5,950**

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*

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

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



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

NEW LOTUS			**1982 Y ESPRIT III**, blue, hide, BBS, 25,000m	*£270	£11,950
ESPRIT TURBO, Essex, hide, s/roof		Old Price	**1982 X ESPRIT III**, red, hide, BBS, 19,000m	*£260	£11,450
ESPRIT TURBO, Silver, hide, air, s/roof		List Price	**1982 X (Srs) ESPRIT III**, yellow, BBS, 39,000m	*£238	£10,450
ESPRIT TURBO, Black, full JPS spec		List Price	**1985 B EXCEL III**, white, hide, pas, 2,000m	*£385	£16,950
ESPRIT TURBO, White, hide, s/roof		List Price	**1985 B (Srs) EXCEL III**, white, hide, BBS, 15,000m	*£330	£14,500
ESPRIT III, Opal, hide, s/roof, air		Old Price	**1985 B (Srs) EXCEL III**, BRG, hide, pas, 10,000m	*£335	£14,750
ESPRIT III, Red, hide, s/roof		List Price	**1984 B EXCEL II**, silver, hide, pas, 4,800m	*£330	£14,500
ESPRIT III, Black, hide, JPS colours		List Price	**1984 A EXCEL II**, ice, hide, pas, air, 9,000m	*£320	£13,995
EXCEL III, Red, hide, pas		List Price	**1983 A EXCEL I**, red, hide, pas, 26,000m	*£270	£11,950
EXCEL III, White, hide, pas, air		List Price	**1983 Y EXCEL I**, blue, hide, pas, r/c, 14,000m	*£270	£11,950
USED LOTUS			**1983 A ELITE II**, yellow, pas, r/s, 28,000m	*£190	£8,450
1985 B ESPRIT TURBO, Essex, blue hide, s/roof, 1,000m	*£465	£21,500	**OTHER SPORTING CARS**		
1985 B ESPRIT TURBO, white, red hide, s/roof, 3,000m	*£456	£20,000	**1974 N JAGUAR E TYPE SPORTS**, auto, h/s tops, 35,000m	*£295	£12,950
1984 B ESPRIT TURBO, black, gold hide, 4,000m	*£432	£18,950	**1980 W MERCEDES 450SL SPORTS**, white, h/s tops, 29,000m	*£360	£15,950
1984 B ESPRIT TURBO, red, hide, air, 9,000m	*£432	£18,950	**1981 W MERCEDES 500SEL**, blue, fullest specification	*£340	£14,950
1984 A ESPRIT TURBO, red, hide, BBS, 9,000m	*£410	£17,950	**1983 A TOYOTA SUPRA 2.8i SPORTS**, red, 20,000m	*£180	£7,950
1983 A ESPRIT TURBO, silver hide, air, 14,000m	*£385	£16,950	**1984 A FORD SIERRA XR4i**, black, full spec, 6,000m	*£180	£7,950
1983 Y ESPRIT TURBO, red, hide, air	*£375	£16,450	**1984 A FORD SIERRA XR4i**, white, full spec, c coded	*£175	£7,750
1983 Y ESPRIT TURBO, black, hide, BBS, 21,000m	*£375	£16,450	**1984 A FORD SIERRA XR4i**, silver, full spec, c coded	*£170	£7,500
1982 Y ESPRIT TURBO, red, hide, BBS, 20,000m	*£340	£14,950	**1984 A FORD SIERRA XR4i**, blue, fullest spec, 12,000m	*£170	£7,450
1985 B ESPRIT III, red, hide, BBS, 9,000m	*£360	£15,750	**1981 W BMW 528i**, silver, s/roof, 5-speed, alloys, 37,000m	*£140	£5,950
1984 A ESPRIT III, red, hide, BBS, 15,000m	*£336	£14,750	**1982 Y BMW 323i**, green, s/roof, auto, alloys, 29,000m	*£160	£6,950
1982 Y ESPRIT III, ice, hide, BBS, 11,000m	*£290	£12,750	**1983 A DATSUN 280ZX 2 - 2 TARGA**, Auto, 2,000m	*£175	£7,750

* SPECIAL MONTHLY PURCHASE PAYMENTS AVAILABLE TO BUSINESS USERS *

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

arInternational Ferrari



944. Choice of 3, 82 83 84, red white met blue. **£11,950-£15,950**



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



83A 308 GTS QV. Red with magnolia, 8,000 miles, as new. **£26,950**
82Y 308 GTSi. Blue with beige hide, air cond, FSH. **£19,950**



82 Mondial. Private No, red, beige int, 22,000 miles, FSH. **£17,950**



82Y BMW 635. Auto, Baltic blue, s.r., blue Recaros, 25,000 miles, full history. **£16,450**



81X Rolls Royce Silver Spirit. Deep Ocean, blue hide, 16,000 miles only. **£34,950**



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**



79X 350 SL. Icon Gold, full history. **£14,950**
79 450 SL. White, full history. **£13,950**
79V 450 SLC. Brown with brown velour, one owner, FSH. **£12,450**

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

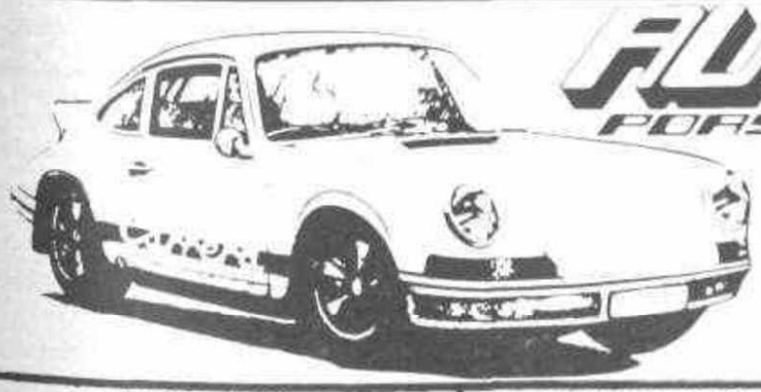
MORGAN AGENTS
ALLON WHITE & SON (CRANFIELD) LTD.
Cranfield, Beds.
Phone: Bedford 750205.
SALES SERVICE SPARES by Morgan enthusiasts
Used Morgans purchased and supplied

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.

NUMBER PLATES
Smooth quality perspex plates. Choose from: bright silver on black (pre-1973), bright gold on black (show) or black on white/yellow.
Phone order any time for Access, Visa or CoD or send cheque/PO. £12.95 pair, £7.55 single. Free name or inscription on plates if required.
Vale Automatics, Unit 20, Vale Road, Rhyl, N. Wales. Tel: 0745 2403 (works), 0745 590363 (home)

WITTER TOWING BRACKETS
DON'T TAKE SAFETY RISKS
- Tow with confidence
- Insist on Witter, Britain's top-selling towbar
- A.A. Seal of Approval. Fully guaranteed.

SEE YELLOW PAGES FOR LOCAL SPECIALIST FITTER OR STOCKIST
C. P. Witter Ltd. Chester 18
Tel: 0244 41166 Tlx: 61623 EURBAR G.



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

King-pin play? Well, not really, but the effect's the same.

On 911/930 with Bilstein front struts, the guide bush for the shock-absorber insert in the top of the strut body ultimately wears, inevitably creating play at the wheel that the MoT tester (and the scrutineer!) will take a dim view of. Doesn't help the handling and tyre wear much, either.

We can now supply replacement bushes (for the technically curious, they're steel backed, sintered tin-bronze lined and P.T.F.E. / lead impregnated for a 'dry' application), at a mere £4.89 each — somewhat less than a new strut body at £109.28! Replacement can be done 'in situ' (just), and costs £16.86 per bush — providing your insert isn't seized in.

New standard Bilstein front inserts, incidentally, are £74.75 each.

ACTION FOR FUN



You can even power slide a 'mere' 190 bhp.

Our 'classic' silver '72 2.4 911S, having fun on its way to its first Class B Win. Photo acknowledgements to 'Hagar' (and assistant Chris Harvey).

P.S. Bit short of good black and white action photos this month. You photographers no got quick enough reactions for Porsches? Remember our £10 offer for those we print.

PORSCHES ARE FOR DRIVING



Our L.H.D. 'Group B' Turbo (still theoretically for sale, but its such good fun . . .!) proved competitive on its first outing, still in Endurance spec. Here it leads John Pipers similar car and Oily Dwarf's 3.5 in an *Inter-Marque* Race. The big Porsches hold a strong position in the Championship, with O. Dwarf's 3.5 always the first proper 'driven to the meeting' car home; arriving at Mallory complete with preggy wife, family in the back and tyres on the roof! Who says its not a family car?

In the *Giroflex* Production Series, the 2.7 RS v 3.3 Turbo battle still remains very open, with the RS tending to have the edge only from sheer weight of numbers. Which makes the question "which is the fastest circuit car" look like being answered only by "which circuit?"

In the 'up to 308 bhp' Class B, the battle is 3-cornered between 2.4 911S, Carrera 3.0 and late 911 SC, with the outcome looking equally indecisive. All absolutely fascinating to those of us who like to study the technical evolution of the 911.

'Racing improves the breed'. Equally true, it seems, for general overhaul of individual cars. Our 2.4 911S is one of the most delightful fun road cars we've driven.

Our workshop would be more than happy to overhaul your 911/930 to the same standards and specification as we would if race preparing. It can improve the high performance driveability and response of your 911/930 enormously.

PERFORMANCE PORSCHE



1974 Carrera RS 3.0 Lightweight. Chassis No 9114609097. One of the six RHD cars in the limited homologation series of 109 RS and RSR 3.0 Carreras. Only 15,000 miles from new, cosmetically restored at Porsche in Stuttgart in 1983. Immaculate and original in Guards Red with gold lettering. Still the ultimate RHD road going Porsches. **POA**



As above, but accurate replica. Built by us 4/83 from '74 911. Grand Prix White with blue coachwork and interior as original RS Lwt. Galvanised bodywork. Original set of 3.0 RS suspension, '917' brakes, 8 and 9J × 15 wheels. 3.0 engine to RS 'Rally' spec with race injection, 'big-bore' exhaust, plus dual ignition, etc. Totally practical, ultra-high performance road car. **£20,000**



2.8 Shopping Racer. Built by us 9/81, 1 owner and 22,000 since. Maintained in superb order. RS 3.0 pattern body. RS 2.7 spec mechs with 2.8 high comp. eng., LSD, competition Bilsteins, etc. Full Lwt. pattern black interior plus Recaros. 8 × 9J × 16 × P7 Grand Prix White, with blacklook. Currently fitted road / hill-climb ratios. A classic Shopping and weekend Competition car. **£13,250**

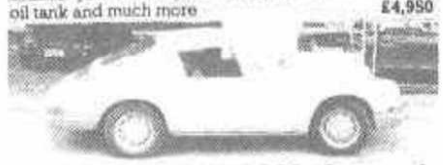
CARS FOR SALE



1979 Model 3.0 911SC. Light blue metallic, cork interior, 64,000. F.S.H. Fitted sport spoilers. **£11,250**



1972 2.4 911T Lux. Blue metallic, black interior, 88,000 miles. A very sound, original car with E.S.R., Elec. windows, etc. Full 911S Koni suspension, 'S' brakes. Just had major service, new exhaust, tyres, oil tank and much more. **£4,950**



1968 912. Winner 1861 P.C.G.B. Concours. In Porsche "Great Marques" book, Page 30/31. Sahara beige, black trim. 73,000 miles, with Full History. Still totally original, still beautiful. **£5,500**



1982 Y 944. Guards Red, black trim. O.E. sunroof, P.D.M. One owner, F.S.H., 45,000 miles. **£12,250**
1977 924 LHD. Silver with black interior, factory roof. Alloys. Turbo style rear spoiler. **£3,650**



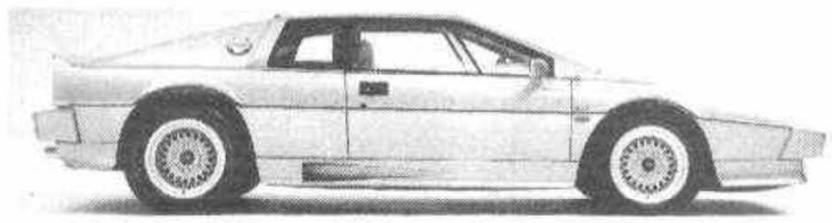
We need good, full history 911s immediately, any year or model, and we're prepared to travel to all corners of our Great British Isles to view.

SALES UPDATE. See Prestel. PAGE 37676911.

Competition 3.3 Turbo, L.H.D. Built for Group B Endurance Racing. Fresh circa 380 bhp engine. Very exotic, comprehensive spec, excellent history. (see previous ads). Easily made road legal. We're currently giving it a little circuit use, just to stop the dust settling.

Randles

SPECIALIST CAR CENTRE



LOTUS

ESPRIT/EXCEL/TURBO AVAILABLE, READY AND WILLING

LOTUS

ESPRIT TURBO. Green metallic, ½ gold leather, air cond., sunroof.
ESPRIT TURBO. Pearlescent paint, ½ red leather, sunroof.
ESPRIT TURBO. Glacier white, ½ grey leather, sunroof.
ESPRIT S4. Calypso red, ½ gold leather, sunroof.
EXCEL. White, ½ red leather, pas, Eagles.
EXCEL. Red, ½ gold leather, pas, Eagles.

LOW RATE FINANCE PACKAGES AVAILABLE IN EXCESS OF 1,000. SCHEMES IN OPERATION TO SUIT YOUR INDIVIDUAL SITUATION.

WE **GUARANTEE** to better any legitimate quotation. Definitely the best deal in the country.

RING NOW 0782 48361

SCIMITAR SSI



Available for immediate delivery. Anything taken in Part Exchange.
1300 cc from **£6,995**
1600 cc from **£7,795**
RING NOW FOR THE BEST DEAL



SUZUKI

Mombasa Rhino 4×4 Special Edition available. Now from £4,086 + VAT. SUZUKI MAIN DEALER

SELECTED PREVIOUSLY OWNED VEHICLES

1985 LOTUS ESPRIT TURBO. Glacier blue, ½ grey leather, sunroof, radio/cassette, our managing director's car. **£23,250**
1982 (Y) MERCEDES 280SL SPORT. In red, hard and soft tops, rear seat, radio/cassette, two owners, full history, 34,000 miles. **£17,995**
1982 (Y) LOTUS ESPRIT TURBO. In black, ½ red leather, air cond., radio/cassette, one owner, full history, 19,000 miles. **£14,995**
1981 (X) BMW 320 CABRIOLET. In henna red, alloys, pas, five speed 'box, two owners, 29,000 miles, pristine. **£7,995**
1980 PORSCHE 924 TURBO. Silver over grey, matching trim, radio/cassette, history. **£7,495**
1980 TVR TASMIN. In oyster gold, tan trim, local car, three owners, history. **£6,995**
1984 FORD ESCORT XR3i. In white, side stripes, sunroof, spots, electric windows, 15,000 miles, one owner. **£6,295**
1980 SCIMITAR GTC CONVERTIBLE. In red, overdrive, tan leather trim, radio cassette, one local owner, full history. **£5,995**
1979 LOTUS ELITE 503. Championship gold, full leather, p.a.s., air cond., radio/cassette, full history. **£5,995**
1985 SUZUKI XJ413 JX RHINO 5-SPEED. Silver grey, 2,000 miles, our demonstrator. **£5,995**
1982 MAZDA RX7 SPORTS. Metallic red, sunroof, 29,000 miles. **£5,995**
1982 LANCIA MONTE CARLO CONVERTIBLE. In red, one lady owner, air cond., 30,000 miles, full history. **£6,295**
1977 (S) MG MIDGET 1500. In ochre, tan trim, tonneau, very nice car. **£1,795**
1984 SUZUKI SWIFT GL. Choice of two, low mileage, one owner, from **£3,495**
1982-84 SUZUKI ALTO. Choice of three, from **£2,295**
1981 SUZUKI LJ 80Q. In red, with hard top, 29,000 miles, one owner. **£2,495**
1982 SUZUKI LJ 80Q. In brown, 20,000 miles **£2,995**
1981 VOLVO 245 GL ESTATE. Overdrive, metallic maroon, two owners, 40,000 miles. **£4,495**

CAMPBELL ROAD, STOKE ON TRENT, STAFFS.

LOTUS parts, SUZUKI parts, SCIMITAR parts. Largest selection in the UK. Worldwide delivery, air freight shipping, C.O.D., etc.
ALL MAIN CREDIT CARDS ACCEPTED

PARTS HOTLINE (0782) 48361
(0782) 48361/47623/45691/410519

JOHN BUTT AUTOMOBILES

HONDA

MERCEDES

84A 500 SEC. Thistle green, olive velour, e.sunroof, e.w, air cond, cruise, ABS, e seats, alloys, HLWW, stereo, 2,000 miles, fsh. **£32,495 or £845 pm (P)**
85B (June) 280 SL Convertible. Met Champagne, brown cloth, auto, rear seat, hard and soft tops, e/windows, delivery mileage. **POA (S)**
82X 380 SEL. Thistle green, cream velour, e.sunroof, e.w, air cond, cruise, ABS, elec f&r seats, HLWW, stereo, 18,000 miles, fsh. **£19,995 or £520 pm (P)**
81X 230 CE. Met cypress green with beige velour trim, auto, sunroof, e.windows, stereo, elec aerial, 33,000 miles, fsh. **£9,495 or £247 pm (S)**
83Y 230 E. Light ivory, tan cloth, automatic, e.sunroof, e.w, a.rest, tints, stereo, only 3,900 miles, fsh. **£11,995 or £312 pm (P)**
83Y 230 E. Auto, signal red, cream cloth, cruise, HLWW, alloys, c.locking, stereo, 1 owner. **£9,795 or £254 pm (S)**
81W 280 SLC. Signal red, black cloth, auto, sunroof, alloys, e.windows, c.locking, stereo, full service history. **£16,995 or £442 pm (P)**
84B 280 CE. Signal red, cream cloth, auto, s.roof, e.w, cruise, alloys, HLWW, r.heads, expensive stereo, under 1,000 miles. **£18,995 or £494 pm (S)**
82Y 280 SE. Met silver blue, blue velour, sunroof, alloys HLWW, r.heads, stereo, 19,000 miles, fsh. **£16,995 or £442 pm (P)**
83A 230 CE. Met Champagne, cream cloth, auto, c.locking, a.rest, alloy wheels, Montreal stereo, elec aerial, 1,600 miles, fsh. **£14,295 or £371 pm (S)**
82X 500 SEL. Silver blue, blue cloth, e.sunroof, air cond, cruise, ABS, alloys, stereo, 42,000 miles, fsh. **£18,995 or £494 pm (P)**
69G 280 SL Convertible. Midnight blue, grey trim, auto, pas, rear seat, stereo, 50,000 miles, service history, classic car. **£9,995 (S)**
81X 500 SL Convertible. Met Silver blue, blue cloth, alloys, cruise, HLWW, Stereo. **£18,995 or £494 pm (P)**
82X 200. Deep blue cloth, sunroof, manual gearbox, c.locking, tinted glass, pas, stereo, 32,000 miles, fsh. **£7,995 or £207 pm (S)**
85B 190 E. Met Pajott red, cream velour, auto, elec sunroof, e.windows, a.rests, stereo, elec aerial, 6,000 miles, fsh. **£13,995 or £364 pm (S)**

HONDA

85B Accord 4 door, EXR. Misty beige, beige velour, automatic, e.sunroof, e.w, air cond, cruise, anti lock brakes, HLWW, stereo, 3,000 miles, fsh. **£9,495 or £247 pm (P)**
85B Civic GT. Victoria red, black velour, 5 speed, sunroof, alloys, stereo, 1.5 injection, 4,000 miles our own car. **£6,595 or £171 (S)**
84A Prelude Executive. Arctic Silver, grey cloth, 5 speed, full auto style body conversion, all usual features plus anti-lock brakes, stereo, 5,000 miles, fsh. **£9,995 or £260 pm (P)**
83Y Accord 3 dr EX. Met Aruba red, grey velour, auto, pas, sunroof, stereo, elec aerial, 12,000 miles, fsh. **£5,695 or £148 pm (S)**
83Y Prelude Executive. Arctic Silver, grey cloth, 5 speed, e.sunroof, e.w, pas, alloys, r.spoiler, stereo, 13,000 miles, fsh. **£7,495 or £195 pm (P)**
84B Accord 3 dr EX. Dominican red, grey velour, pas, s.roof, e.w, alloys, stereo, HLWW, 5,000 miles, **£6,995 or £182 pm (S)**
83Y Prelude De-Luxe. Arctic Silver, grey cloth, 5 speed, sunroof, c.locking, alloys, r.spoiler, 26,000 miles, fsh. **£6,495 or £169 pm (P)**

Unique Opportunity
New Honda Prelude Executive Auto. With air conditioning, anti-lock brakes, electric sunroof, pas, stereo system, etc, alloys, rear spoiler, 5 speed, elec aerial, unregistered, save over £900 on current list price. **£10,350 (S)**

84A Accord 3 door Executive. Arctic Silver, grey velour, 5 speed, e.sunroof, pas, e.w, HLWW, stereo, 13,000 miles, fsh. **£6,995 or £181 pm (P)**
83Y Prelude EXM. Alb brakes, met Windsor blue, blue velour, e.sunroof, pas, e.windows, alloys, stereo, 13,000 miles, fsh. **£7,295 or £187 pm (S)**
83Y Accord 4 Door De Luxe. Met Champagne, tan velour, 5 speed, radio, rear seat belts, one owner, 14,000 miles, supplied by ourselves. **£4,995 or £130 pm (S)**
84B Civic Shuttle 5 door. Copper Bronze, beige cloth, 5 speed, tinted glass, side stripe, rear wash wipe, radio, 4,000 miles, fsh. **£5,695 or £148 pm (S)**

Prelude Special Equipment
85B Executive. Greek white, grey cloth, front and rear deep spoilers, side skirts, white Centra wheels, Pirelli tyres, 1,000 miles only, must be seen. **POA (S)**

83Y Accord 4DL. Met silver, grey velour, one owner, low mileage, supplied and serviced by ourselves — arrives weekend. **(S)**
82X Accord 3 EXM. Met silver, grey velour, e.sunroof, pas, rear seat belts, stereo system, 36,000 miles, fsh. **£4,695 or £117 pm (S)**

PRE-OWNED CARS

76R Rolls Royce Silver Shadow. Finished in metallic peacock blue, with oatmeal leather trim, all usual Shadow features, full service history from new, 39,000 miles. **£15,995 or £416 pm (P)**
80V Lotus Elite 501. Met silver, beige leather, 5 speed, pas, e.w, tints, alloys, stereo, 24,000 miles fsh. **£7,995 or £208 pm (P)**
82X Range Rover 4 Door. Vogue blue, tan cloth, tinted glass, door capping, rear carpet, radio, 23,000 miles, fsh. **£10,495 or £273 pm (p)**
83Y VW Golf GLi Convertible. Met blue green, grey velour, 5 speed, tints, alloys, stereo, 18,000 miles, fsh. **£7,695 or £195 p.m. (S)**
84B Volkswagen Kameo Caravanette. White, cooker, fridge, cocktail cabinet, high top, built in roof rack, alloy wheels, towing equipment, 3,000 miles only, good saving on new. **£8,995 or £234 pm (P)**

72 Rolls Royce Corniche Mulliner Park Ward. Willow gold with Olive Connolly hide, RR history, magnificent car. **£20,000 (S)**

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

82Y Rolls Royce Silver Spirit. Honey gold with dark brown hide interior, 1 owner, 8,000 miles, total RR service history. **£39,995 or £1,040 pm (S)**

82Y Escort XR3. Met silver, grey velour, 5 speed, s.roof, alloys, stereo, tints, only 10,000 miles, fsh. **£5,494 or £143 pm (S) (P)**
83Y Jaguar XJS HE. Indigo blue, doe skin hide, 25,000 miles, fsh, arrives weekend
83Y Ford Escort XR3i. Black with grey cloth, sunroof, e.w, alloys, 5 speed, stereo, 12,000 miles, fsh. **£5,995 or £156 pm (S)**
83A Ford Escort RS1600i. Sunburst red, grey velour, sunroof, alloys, Recarro seats, Pioneer component stereo, 14,000 miles. **£7,595 or £197 pm (p)**

(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

MOTOR BOOKS

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

NEW BOOKS
Fiat-Fiat Abarth Lancia Bible 8th Ed £10.50
The Bristol KSW £8.75
Truck Nostalgia £10.95
Audi Sport — World of Rallying 7 £9.95
Corvettes For The Road — Survivors Series £24.95
Fiat Car Graphic Abarth Guide £85.00
Classic American Farm Tractors £6.95
Modellauto Katalog Matchbox Serie 1-75 £5.50
Aston Martin In America — Operating Adaptions For The Colonies £39.95
Illustrated Camaro Buyers Guide £8.95
Ferrari P Series — Supercars In Profile 3 £3.50
Porsche 906 — Supercars In Profile 4 £3.50
Tri-Chevy (55/56/57) £6.95
The Ferrari Library £14.95
Restore & Drive Collectible Cars Of Postwar America £19.95
Canadian Cars 1946-1984 £14.95
Chevelle SS Vol. 2 — A Source Book £12.95
Road Runner Vol. 2 — A Source Book £12.95
Barracuda Challenger Vol. 2 — £12.95
The Classic ACS — 2-Litre To Cobra £9.95
The Rolls-Royce & Bentley V8 Shadow Corniche Camargo 1965-85 £9.95
Brabham Story Of A Racing Team £9.95
Auto & Design 39 — Mercedes Benz W124 £7.50
Scale Model Traction Engine Building £5.95
4-wheel Drive £9.95
Brabham — The Grand Prix Cars £14.95
Military Motorcycles Of World War 2 £8.95
Ducati Singles £8.95
Truck Driver's Handbook £4.95
Automobiles Classiques 7 — GP Bugatti
Packard 1930-34/Jouets Anciens/TWR XJS £8.95
How To Restore Your Camaro £12.95
The Solar Midget Story £10.00
Porsche 356 1952-1965 £9.95
Keke — An Autobiography £8.95
Thunderbird 1955-1957 £5.95
R&T On Porsche 1951-1967 £5.95
R&T On Alfa Romeo 1971-1976 £5.95
1984 Daytona 500 Yearbook £17.50
Observers Book of Automobiles 1985 £2.50
Fire Engines Firefighters £8.95
Fire Engines In Japan £28.95
By One And One — Biography of Ward Caneday £20.00
Chevrolet 1911-1985 £14.95
E-Type — End Of An Era (Revised Edition) £14.95
J.A.P. — The Vintage Years £12.95
Austin A30 & A35 (Super Profile) £2.97
Guide To Italian Motor Cycles £4.95
Guide To Pre-war British Motor Cycles £4.95
Jaguar — A Tradition of Sports Cars £27.50
Ford 100E (Super Profile) £4.95
Component Car Catalogue — Summer 1985 £3.50

AQ Vol 22/4-Cadillac V8 Eng/Locomobile/Boss Mustang/Tale of 2 Bentleys £15.95
Jim Clark Remembered — 2nd Ed. £9.95
All-Colour Directory of Metal Toys £8.95
Collecting The Tin Toy Car 1950-70 £10.00
Dinky Toys Et Dinky Supertoys Francaise £24.95
Fire Truck Toys For Men And Boys V.2 £10.95
Cars Of The Fifties And Sixties £11.95
Alpine — La Legend de L'Automobile £25.95
100 Ans d'Automobile Francaise £18.95
The Station Wagon — It's Saga — Development £3.60
Hail To The Jeep £5.95
Jeep Jeep Jeep £8.95
Motor Museums of Europe £12.95
The Studebaker Century £19.50
Weltrekord-Fahrzeuge 1898 Bis Heute £26.95
Le Mans 1884 £12.95
24 Heures Du Mans 1904 (English) £19.95
Mille Miglia 1984 £37.50

Bathurst 1984/85 £12.95
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
Ultimate 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. Wigglesin £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 £16.50
Audi Quattro (Rally Library) £4.95
Talbot Sunbeam — Lotus Rally Lib.) £4.95
Audi Quattro £14.95
Vauxhall Chevette (Rally Library) £4.95
Sunbeam Alpine And Tiger 1957-67 £5.95
The Life & Times Of The 2CV £7.95
Der 2CV Das Grosse Entenbuch £11.95
Alles Uber Den Citroen 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 1953-1963 £5.95
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
Aston Martin V8-High Performance Series £11.95
R&T Aston Martin 1962-84 £5.95
R&T Cobra-Shelby & Ford GT40 1962-83 £5.95
The Aston Martin & Lagonda Vol. 1-6 Cyl DB Models £6.95
Austin Healey 'Frogeye' Sprite 58-61 £4.50
Illustrated BMW Buyers Guide £6.95
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 1978-83 £5.95

All The Fiats £24.95
Lancia Fulvia & Flavia (Coll. Guide) £8.95
Lancia Stratos Super Profile £4.95
Land Rover 1958/1983 £5.95
R&T On Jaguar 1950-1960 £5.95
R&T On Jaguar 1961-1968 £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
Mercedes Benz S-Class £8.95
Alfa Romeo Giulia Coupes 1963/76 £5.95
R&T On Alfa Romeo 1977-84 £5.95
Illustrated Alfa Romeo Buyer's Guide £8.95
Alfa Romeo Giulietta 1954-85 £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 1958/73 £5.95
Range Rover 1970-81 £5.95
Bugatti Great Marques £4.95
Bugatti By Conway-Greisamer £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 Cabriolets & Spyders £7.95
The Ferrari Register £29.95
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) £5.95
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 £19.95
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 £5.95
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 £6.95
Porsche Story £19.95
Porsche 911 — A Source Book 1974-1984 £12.95
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

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

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
Mopar Suspensions £9.50
British 250 Racer £4.95
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
(Camaro) Z/28 — A Source Book £10.50
Early Chevrolet Corvettes-Auto History £7.95
Chevrolet — A History From 1911 £22.50
Corvette — The Complete Story £12.50
Corvette — 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 £5.55
'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) £8.95
Lotus Pocket History £2.50
Lotuses — Elite Eclat Esprit Excel — The Third Generation £8.95
Lotus Elite 1957-64 £5.50
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 1976-81 £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 Europa £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 £5.95
MG TD 1948-1953 £5.95
MG TF 1953-1955 £5.95
MGA £6.95
MG - The Sports Car Supreme £10.25
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 £5.95
MG MGB 1970/1980 £5.95
MGA/MGB/MGC £8.95
Art of Abingdon (MG) £15.95
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 Illus 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 £15.00
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 GJ6586 £5.95
Postwar Rolls-Royce And Bentley. A Concise Buyers Guide £15.95
Rolls-Royce Bentley Buyers Guide £8.95
Rolls-Royce & Bentley V8 Standard Production models 1946-1965 £8.95
The Rolls-Royce & Bentley V8 Coachbuilt Models 1946-1965 £8.95
The Rolls-Royce Motor Car (New Ed.) £25.00
Rolls-Royce Corniche (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) £9.95
Rolls-Royce Silver 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 — Cortinas £8.95
Sporting Fords — Escorts £8.95
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 TR8 Coll. 1 (1969-83) £4.50
TR For Triumph £14.95
Triumph Stag Super Profile £4.95
Triumph Vitesse/Herald 1959/71 £5.95
Triumph Stag 1970-80 £5.95
Triumph Spitfire Coll. 1 (1962-82) £5.95
Triumph TR5 250 & TR6 Companion £8.95
R&T on Triumph Sports Cars 74-82 £5.95
Triumph 2000-2.5-2500 1963-77 £5.95
TVR 1960-1980 £5.95
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 £8.50
Weber Carburettors £8.95
Formula Car Technology £7.95
Engineer To Win £12.95
The Complete Book Of Formula Ford £6.95
How to Modify Your Mini £7.95
Tuning BL's A-Series Engine £14.95
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 £6.95
How To Restore Wooden Body Framing £6.95
Basic Bodywork & Painting £6.95
Paint And Bodywork Handbook £8.95
Chevy Performance 1 (Small Block) £8.50
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 £5.55
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
Dirt Track Chassis Technology £11.95

PRICES MAY BE SUBJECT TO ALTERATION WITHOUT NOTICE
ALLOW 28 DAYS FOR DELIVERY ★ 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.

B.L.E. Automotive Ltd.

780 KINGSBURY ROAD, ERDINGTON,
BIRMINGHAM B24 9PS

TVR
DISTRIBUTOR FOR
THE MIDLANDS





THE
XJS
CENTRE

LISTER JAGUAR TUNING
Spoilers, alloy wheels.
Manual gearbox conversions.
440 bhp engines.
Competition braking and suspension systems.

SERVICING— TVR, JAGUAR, ROVER, MG.
RESTORATION— ALL JAGUARS.

RACING
We race: E-Type Mkl, XJ12C, XJS.
Come and see us at:

Donington Park	July 14th
Oulton Park	July 27th
Mallory Park	Aug 11th
Brands Hatch	Aug 24th
Donington Park	Aug 31st/1st Sept

CONTACT: TIM EXETER 021 384 8565

WAYSIDE
MILTON KEYNES

quattro
CENTRE

IMMEDIATE DELIVERY
Audi 100 CS Avant Quattro, Zermatt Silver.
Audi 90 Quattro electric sunroof, Amazon Metallic Blue.

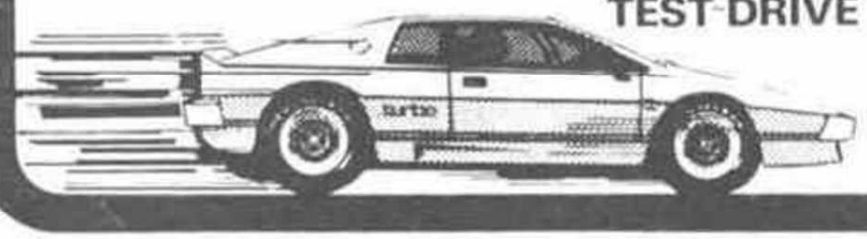
ARRIVING SHORTLY
Audi Coupe Quattro, sunroof, graphite.
Audi 200 Turbo Quattro, Tornado Red.

PRESTIGE USED CARS
'84 Audi 100 CD manual 5-Speed, P.A.S. E/W. Radio cassette
Topaz metallic **£8775**
'84 Audi 100 CD Auto, P.A.S. E/W, E/Sunroof, Radio cassette
Topaz metallic **£9995**
'83 Mercedes 230 Auto E/Sunroof, Radio cassette, E/Windows
Blue **£9950**
'83 BMW 316 Auto. Radio cassette
Dark Metallic Blue **£5995**



TEL.0908 641535

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

JOHN Pocklington

84 Renault Fuego Turbo. Choice of two — Red or Silver
84 Renault 11 Turbo. Blue
84 Opel Manta 1.8 S. Red
83 Renault 5 Turbo 2. Red mid-engined flyer RHD
83 Fiat X1/9. Red
82 Renault 18 Turbo. White
76 Renault Alpine A310. Blue
Suzuki 4 wheel drives — various

Please phone for details

SALTFLEETBY (050783) 701/4

RENAULT

Main Road, Saltfleetby
nr. Louth, Lincs. LN11 7TN

SUZUKI

CROPREDY BRIDGE GARAGE

£300,000 WORTH OF JENSEN PARTS
****
JENSEN SERVICE, REPAIRS AND REBUILDS
****
GROUND UP RESTORATIONS AND CRASH REPAIRS
****

1977	**Jensen Coupe** in Brienz with tan trim. Probably the finest coupe available. 35,000 mls.	£12,500
1974	**Interceptor III** in silver metallic. 72,000 miles history, private registration	£4,250
1976	**Jensen GT** in Aruba black roof and beige leather trim. 45,000 – miles	£3,500
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.1** in silver with magnolia trim	£1,650
1974	**Jensen Interceptor III** in dark metallic blue with blue interior	£4,500
1966	**Jensen CV8 Mk.III** in burgundy with black interior, outstanding	£4,500
1972	**Jensen Interceptor III** in red. Mot	£1,650
1964	**CV8** in BRG with some £6,000 already spent on refurbishment, needs completing	£1,500
1975	**Jensen GT** in blue with tan leather sun	£2,400
	Jensen FF bodyshell secondhand	Offers
1973	**Interceptor III** in cerise red with beige interior, reconditioned engine, gearbox, new cooling system, new air condition system and total body restoration plus stainless steel exhaust all in last 5,000 miles	£9,000
1972	**Jensen FF III** the last one ever built, in choice of colour	£12,500
1976	**Jensen Healey** 5 speed in dark metalic blue tan trim 32,000 miles from new	£2,850
1972	**Interceptor III** in silver with blue interior, total body restoration, new engine and gearbox plus major history	£7,000
1971	**Jensen FF III** satin gold, black int.	£9,500



EXCLUSIVELY JENSEN

CROPREDY BRIDGE GARAGE, RIVERSIDE WORKS, CROPREDY, BANBURY, OXON OX17 1PQ
Tel: (0295) 75266/629 Telex: 837230LILOK

THERE'S THE MAZDA RX7



AND THERE'S A RICHARD KNIGHT MAZDA RX7



As Britain's largest Mazda RX7 dealer, we always have a wide selection of new and used RX7's to choose from.

Plus, our exclusive range of body kits and accessories can give your RX7 even more style and performance.

So, whichever RX7 you want, at Richard Knight Cars we give you a better choice.

RICHARD KNIGHT CARS Ltd

35a-37 Fairfax Road,
Swiss Cottage,
London, NW6 4EL
(01) 625 5176

RKC

45 The Mall,
Ealing,
London, W5
(01) 840 3682

mazda

When Jan Odor develops his turbocharged Fords, speed is the last thing on his mind.

To Jan Odor, creating turbocharged cars is as ch an art as it is a science. The science comes with turbocharger. The art is knowing what to do with it.

If it's sheer speed and acceleration you're king for, Jan Odor can certainly give it to you. But 've a Janspeed Ford and you'll discover you've a at deal more besides. Because to Jan Odor, creating otal performance package' is the art and the heart of business.

Janspeed will create for you a Ford turbocharged allation which matches the character of the car. ether Escort diesel or XR3i, Orion, Sierra, Capri, new Granada, or something really special for the rra 4×4.

Janspeed will create for you the optimum nbination of engine power, tractability, economy l reliability. They'll match it carefully to the icle's chassis. They'll subtly develop suspension, kes, engine cooling and fuel management systems. ey'll provide alternative wheels, tyres and odynamic aids.

And finally they'll test the car thoroughly, on h dynamometer and on the road, to make sure it forms the way you'll want it to.

Make a call to Janspeed today on Salisbury 21833 l ask about their range of performance-engineered bocharged Fords, and if it's only speed you're erested in, it'll be a very quick one!



Janspeed Turbo Dealers

Bristol Street Motors Ltd Mason Hill, Bromley, Kent. Tel: 01-460 9101. **Currie Motors** All branches. **Else Motor Group** High Street, Codnor, Derbyshire. Tel: 0733 42321. **The Gordons Garage (Dulwich) Ltd** 33-35 East Dulwich Road, London, SE22. Tel: 01-693 6121. **Haynes of Maidstone Ltd** Ashford Road, Maidstone, Kent. Tel: 0622 56781. **Station Garages** Station Approach East, Hassocks, West Sussex. Tel: 07918 4256. **Stormont Engineering Co Ltd** 3 Mount Ephraim, Tunbridge Wells, Kent. Tel: 0892 20323. **Stormont (Merseyside) Ltd** Linacre Lane, Bootle, Liverpool. Tel: 051 922 0070.

JANSPEED

PERFORMANCE ENGINEERING

Janspeed Engineering Ltd, Castle Road, Salisbury, Wilts SP1 3SQ. Tel: 0722 21833/6

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

Harrogate Horseless Carriages

TVR



SCIMITAR

IMMEDIATE DELIVERY

NEW TVR 350i CONVERTIBLE SERIES 2. Italian red. Biscuit trim, (2 of) ..... LIST
NEW TVR 350i CONVERTIBLE SERIES 2. Black, red trim ..... LIST
NEW TVR 350i CONVERTIBLE SERIES 2. Nimbus grey, blue trim ..... LIST
NEW TVR 350i CONVERTIBLE SERIES 2. White, red trim, (2 of) LIST
NEW TVR 350i CONVERTIBLE SERIES 2. Sapphire blue, grey trim ..... LIST
NEW SCIMITAR SS1 1600. Tarn green ..... LIST
NEW SCIMITAR SS1 1600. Istrian blue, radio / stereo ..... LIST
NEW SCIMITAR SS1 1600. Istrian blue, e/windows ..... LIST
NEW SCIMITAR SS1 1600. Derwent blue, radio / stereo ..... LIST
NEW SCIMITAR SS1 1600. Gold, e/windows ..... LIST
NEW SCIMITAR SS1 1300. Frost white, alloy wheels ..... LIST
1985 TVR 350i FIXED HEAD. Slate blue, 3,000 miles, red trim .. £14,950
1985 TVR 350i CONVERTIBLE. Starmist blue, 2,000 miles, blue trim £14,500
1985 SCIMITAR SS1 1600. Frost white, 2,000 miles, e/windows, radio / stereo £7,750
1984 TVR 350i CONVERTIBLE. Italian red, 6,000 miles, Biscuit trim £12,500
1984 TVR 350i CONVERTIBLE. White, 10,000 miles, Red trim . £12,500
1981 TVR 280i FHC S.2. Artic White, Blue trim, 33,000 miles Momos. Exceptional £7,995
1978 TVR 3000S RACING CAR. Ex Prodsport Championship winner £5,500
1981 X PORSCHE 911SC COUPE. Gold, 43,000 miles, 1 owner, full history £13,950
1979 ASTON MARTIN DBS18. Jubilee Silver, 33,000 miles, history £16,500
1982 AUDI COUPE GT5S. Mars red, 31,000 miles, s/roof £0,000
1982 VW GOLF GT1. Inari Siver, 18,000 miles, 1 owner £4,995
1983 OPEL MANTA 1.8S. Black, 16,000 miles, Berlinetta £4,995
1983 VOLVO 360 GLT. Silver, 21,000 miles, M.S.R £4,595
1984 B CITROEN 2CV CHARLESTON. Charcoal / grey, 19,000 miles £2,395
1982 Y FORD ESCORT XR3. Black, 21,000 miles, 5 speed, s/roof . £4,995
1979 V FORD ESCORT RS2000. Signal yellow, 37,000 miles, B.V.R £3,495
1983 A MG MAESTRO. Met. Blue, 19,000 miles. M.S.R. one owner £4,695
1983 OPEL, SENATOR 3.0 ECD. Met red, 25,000 miles. All extras £7,995

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

TEST DRIVE THE NEW ALFA 90 AND THE NEW ARNA TI

1985 Sprint Green Cloverleaf in silver. Save £1,000. £7,250
1985 Arna 1.2 in white. Save £750 £4,150
1985 Saab 900 3D in maroon. Save £1,000. £7,750
1984B Giulietta 1.6 in red. R/C, 9,000 miles. £5,195
1984 Alfa 33 1.3 in red or ivory. £3,995

1984 Alfa GTV6 in silver. Fitted Konis, R/C, 17,000 miles, Superb. £8,195

1984 Sprint Green Cloverleaf in red, 17,000 miles. £5,495
1983 Saab 900 GLS 5-door auto in cherry. £5,295
1983 Alfasud 1.3 3-door sc in red. One owner. £3,195
1983 Saab 900 GLS 4-door in admiral. £4,995
1982Y Sprint Veloce in black. All extras. £3,695
1982 Alfasud 1350 4-door in ivory. £2,495
1981 X Alfetta 2000L in white. Excellent value. £2,895
1980 Giulietta 1.6. Black over silver, alloys, one owner, low mileage. £1,995
1979 Saab Turbo 5-door, blue metallic. £2,995

Westune

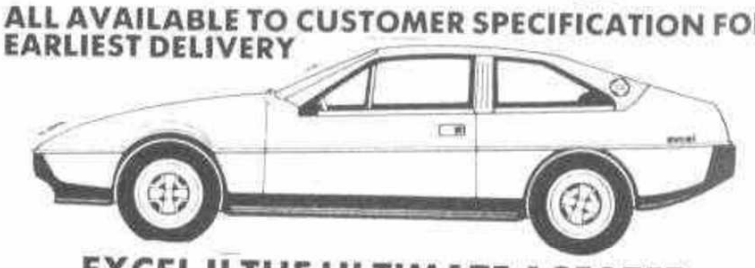
WESTUNE LTD, CROWN LANE, HORWICH, BOLTON
Tel: Bolton (0204) 68621

Lotus

ESPRIT S3 AND TURBO ESPRIT



ALL AVAILABLE TO CUSTOMER SPECIFICATION FOR EARLIEST DELIVERY



EXCEL II THE ULTIMATE 4 SEATER

85 Turbo, white, sunroof, 1,000 miles. £22,500
84 B Turbo, blue, sunroof, 14,000 miles. £19,500
85 Excel, blue, PAS, 1,000 miles. £17,500
85 Excel, white, PAS, 3,000 miles. £17,000
84 B Excel, red, PAS, ACU. £15,500
84 Esprit S3, black, hide, 10,000 miles. £15,500
82 Turbo, red, hide, FSH £15,000
83 Excel, red, PAS, 7,000 miles. £12,500
82 Esprit S3, red, ACU, 20,000 miles. £12,500
81 Esprit S3, black, hide, one owner. £10,500
80 Esprit 2.2, white, hide, ACU. £9,500

FOR ALL YOUR LOTUS REQUIREMENTS, PLEASE TELEPHONE 01-952 6171

Lotus
Ballards Yard, High Street (A5)
Edgware, Middlesex.

LONDON LOTUS CENTRE
Exclusively Lotus for 25 years

YOUR FIRST CHOICE FOR MOTORING BOOKS



The Ford That Beat Ferrari — The Racing History of the Ford GT40 — G. Jones & S. Allen. **£40.00 (or special limited edition, numbered & leather bound — £75).**

The book is the result of many years' patient research by the authors. It is a book for aficionados by three GT40 fanatics, Gordon Jones, John Allen and William Kimberley. 464 pages & nearly 1,000 photos incl 250 in colour. Plus specs, chassis details, results, drivers etc.

Roy Salvadori — Racing Driver — R. Salvadori & A. Pritchard — **£12.95.**

Written in his own words, this book recaptures all the excitement and drama of the days when racing cars were really cars, and it will appeal to all motorsport enthusiasts.



XR — The Performance Fords — S. Walton. £10.95.

It is a fascinating and sometimes complicated story involving engineers throughout Europe. Every XR Ford owner will benefit from knowing how his or her car came into being. Profusely illustrated, the book includes comprehensive appendices providing production details, specifications and performance data for the European XR models.

LATEST "COLLECTORS GUIDES" — £9.95 each

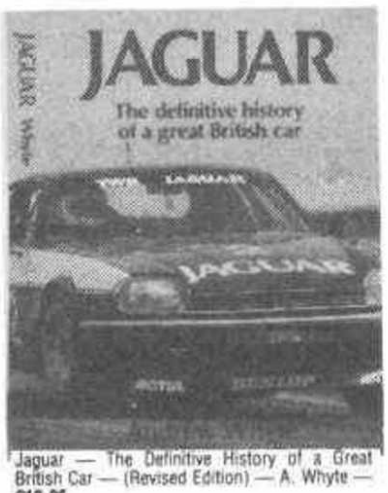
Mercedes-Benz since 1945 Vol. 1 1940's & 1950's.
Mercedes-Benz since 1945 Vol. 2 The 1960's.
Rolls-Royce & Bentley Vol. 3 (Shadow, Corniche & Camargue).
The Classic AC's — 2-litre to Cobra.
The Alfasud — Owen.
The Z-Series Datsun (2nd edition) — Hutton.
Porsche 911 & Derivatives (2nd edition) — Cotton.



LATEST TITLES FROM "BROOKLANDS BOOKS"

ROAD TESTS SERIES

Road & Track on Porsche 1951-67.	£5.95
Thunderbird 1955-57.	£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
MG Midget 1961-80 (Re-issue).	£5.95
Road & Track on MG Sports Cars 1949-61.	£5.95
Road & Track on MG Sports Cars 1962-80.	£5.95
Mercedes-Benz 230/250/280SL 1963-71.	£5.95
Mercedes-Benz 350/450SL & SLC 1971-80.	£5.95
Road & Track on Jaguar 1950-60.	£5.95
Road & Track on Jaguar 1961-68.	£5.95
MGB GT 1965-80.	£5.95
Jaguar XJ Ser II.	£5.95



Jaguar — The Definitive History of a Great British Car — (Revised Edition) — A. Whyte — **£12.95.**

Already reprinted three times since it first appeared in 1980, Andrew Whyte's best-selling Jaguar book has now been thoroughly revised and updated to coincide with the 50th anniversary of the launch of the first of Sir William Lyons' cars to carry the name "Jaguar".

LATEST "ILLUSTRATED BUYERS GUIDES" — £8.95 each

Jaguar.
Triumph.
BMW.
Camaro.
Maserati.

NEW "HOW TO RESTORE SERIES" — £6.95 each

No. 7 — How To Restore Upholstery — T. Fairweather.
No. 8 — How To Restore Classic Car Engines — R. Berry.

LATEST "OSPREY AUTOHISTORIES" — £7.95 each

Lamborghini Espada & the 4-seaters.
Ferrari Cabriolets & Spyders.
Early Chevrolet Corvettes.
Alfa Romeo Alfetta GT (all 4-cyl. & V6 Coupé's).
Rolls-Royce Silver Spirit (Spur, Bentley & Mulsanne Turbo).

NEW ENGINE DATA SERIES — £10.95

"BMC B" Series — L. Porter — Everything there is to know about this Nuffield / BMC 4-cylinder engine.

FROM HAZLETON PUBLISHING

The Art & Science of Motorcyle Road Racing (2nd edition) — £12.95.
Brabham — The Grand Prix Cars — A. Henry — £14.95.
Jaguar — A Tradition of Sports Cars — B. Viart & M. Cognet — £27.50.
Allard to Zodiac — British Production Cars of the Sixties — B. Jewell — £15.00.

MOTORSPORT TITLES

Keke: An Autobiography, K. Rosberg & K. Botsford. **£8.95**
Brabham: The Grand Prix Cars, A. Henry (due June). **£14.95**
McLaren: The Grand Prix, Can Am and 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**
Second Time Around, Niki Lauda. **£12.50**
Jim Clark Remembered (2nd edition), G. Gould. **£9.95**
The Certain Sound: 30 Years of Motor Racing, J. Wyer. **£14.95**
My Two Lives: Race Driver to Restaurateur, René Dreyfus. **£00.00**
Mr. Monaco: Graham Hill Remembered, T. Rudlin. **£8.95**
Power to Win: The Ford Cosworth Engine, Blunsden. **£12.95**
The Hot Seat: Guide to Rally Navigation, Fellows. **£7.95**

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 at publication date can be subject to variation. **ORDERS WELCOMED USING YOUR CREDIT CARD AND OUR 24 hr PHONE.**

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

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. Reel 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.
★ Rapid date change plus choice of colour dial.
★ 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 16030.
I enclose cheque/P.O. Order 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 ☐ VISA ☐ ☐ ☐

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 04833 62357 24 hour answerphone.
Please send to: Alexanders The Jewellers Ltd., 23 Tunsgate, Guildford, Surrey GU1 3QS.
Tel: 04833 62357. Reg. in England 521312.

MS7/85



Play it again Sam!

When you're talking of state-of-the-art car audio features, here's the most advanced you're likely to touch on.

It's called SAM, and it comes to you with every new Clarion E920 stereo radio cassette system.

SAM is Signal Auto Memory, developed by Clarion to guarantee that you'll hear the best possible radio reception, wherever you are in the country – or any other country – quicker than you would have thought possible.

No more tedious re-tuning or re-programming when you're on the move, in and out of range of one radio station after another.

One touch of the SAM button on the E920 and you're in touch with up to 18 of the strongest station signals on MW, LW and FM stereo wavebands, wherever you are. It memorises them, for instant fingertip recall and because they're the strongest signals, you're always sure of the best possible reception in any area.

Of course, SAM doesn't always know your listening tastes, so the E920 also has a full station "SEEK" facility and manual tuning on all wavebands just in case the right selection hasn't been made.

But the E920 story doesn't end there. The range of advanced features goes on to include a Pre-Set Signal Scan facility, advanced noise-suppression circuitry, a tape noise limiter on the auto-reverse cassette deck, an easy-to-read digital frequency display and a powerful 2 × 20 watts output.

Now you've heard about the all-new E920, you'll appreciate why Clarion are the natural choice of such illustrious names as Jaguar, Range Rover, Mazda, Nissan, Toyota and TVR, all of whom fit Clarion as standard equipment.

Make Clarion your standard too. And stay in touch with the most advanced car audio technology available.

Clarion
CAR AUDIO SYSTEMS



For full details of the Clarion range, write to **Clarion Shoji (UK) Ltd.**, 4-6 Faraday Road, Dorcan Industrial Estate, Dorcan, Swindon, Wiltshire SN3 5HQ. Telephone: (0793) 24081.

VOL. LXI No. 7 JULY 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 713
Fixtures/Club News 714
News 715
Monaco Grand Prix 716
Belgian Grand Prix 721
Le Mans 24 Hours 725
Canadian Grand Prix 727
Turner 729
Road Impressions: VW GTi 16V; Two New Sierras; Alfa Romeo Arna 734
HSCC Brands Hatch 736
Rally Review: Acropolis Rally 738
VSCC Oulton Park 742
ARG's Rally Weapon: Metro 6R4 ... 744
Road Impressions: Mazda 626 Turbo 769
Book Reviews 770
Cars In Books 771
Veteran-Edwardian-Vintage 772
Readers' Letters 778

COLOUR SECTION

Road Test: Lamborghini Jalpa 749
Le Mans 24 Hours 756
Canadian Grand Prix 757
Tyrrell 014-Renault 758
Acropolis Rally 760
VSCC Oulton Park 762
HSCC Brands Hatch 763
Scottish Rally 764

FRONT COVER PICTURE: Having breasted the rise under the Dunlop Bridge, Bob Wollek's Lancia heads the field first time into the Esses at Le Mans. Immediately behind is the victorious Ludwig / Barilla / Winter Joest Porsche 956 and Hans Stuck's pole-winning 962.

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

■ ANOTHER TECHNOLOGICAL BREAKTHROUGH

In technical advancement the Motor Industry is certainly not stagnant and it might well be said that seldom has the ordinary buying public had a wider or more exciting choice of new cars of all kinds. What is more, we are now witnessing another technological breakthrough of considerable significance.

There have been similar advances in the past, when items of specification now commonplace were introduced, to be regarded at first with scepticism, yet today found on all, or the majority, of production cars, and accepted without comment. For instance, until about 1923 four-wheel-brakes were in the minority. Such braking had been known long before the war, having been used by Arrol-Johnston, Argyll and Isotta-Fraschini and in the 1914 French Grand Prix by Delage, Fiat, Peugeot and Piccard-Pictet, yet in the early 1920s, such braking was thought to be too costly, too tricky, or simply unnecessary, some even thinking it dangerous, in spite of the reduced stopping distances and immunity from skidding that it provided.

Despite the splendid servo 4WB systems used from 1919 by Hispano Suiza and Delage, Rolls-Royce took until 1925 to adopt such anchorage for their famous 40/50 hp chassis. Yet by 1927 only modest cars such as the Model-T Ford and Trojan (on which reverse gear could be quickly engaged in an emergency!) and like the Chevrolet and Jowett scorned brakes on their steered wheels and mostly they could be had as extra equipment. Indeed, the spread of four-wheel-braking was rapid. Of the cars available in Britain in 1924, only 28.5% were endowed with 4WB. By 1925 the figure had risen to 47%, with such brakes optional on another six per cent, and of the 1926 cars 75% were front-wheel braked. By 1927 88% of cars on the British market were so endowed and by 1928 this figure had risen to 93.8%, and with the coming of self-compensating hydraulic operation, pioneered in America by Chrysler (after Duesenberg had used "water-brakes" to win the 1921 French GP) and by Triumph, with the Lockheed system, and Horstmann in Britain, such security became universal. . . .

It was much the same with the "Battle-of-the-Cylinders". Of the many different cars available here in 1920, four-cylinder power-units were used in 180 of them, the six-cylinder engine in 55, and the eight-cylinder in only 17, although the horse-power tax was about to encourage small-bore cylinders. By 1925, the "four" was still well ahead of the "six", in ratio of 70%/21.3% and a mere handful of designs (3.8%) had eight cylinders. Yet, perhaps inspired by racing-car leads, where multiples of small "pots" were deemed the most efficient, at the end of the vintage period, 1930, the six-cylinder car prevailed, at 52.5% over the "four" (26.8%) and although austerity had reduced its numbers, the eight-cylinder engine was found in 18.3% of British-market cars. For luxury cars the straight-eight had come on hard, with Wolseley and Hillman even venturing inexpensive cars of this kind and Amilcar making a 2-litre version. When increasing traffic congestion called for shorter bonnets the vee-eight replaced the long in-line eights and, in the 1980s, we accept that the vee-eight is general for American automobiles and it and the compact V6 popular for large cars here.

Now another technological innovation is well under way that could soon be just as acceptable, eventually, even as universal as four-wheel brakes and multi-cylinder engines were to become. We refer to four-wheel-drive for private cars, allied to anti-lock braking. The origins of 4WD go back to 1966, so far as production private-cars (as distinct from specialist off-road vehicles like the highly successful British Land-Rover and later Range-Rover) are concerned, with the Jensen FF. It did not last, but Subaru (1981) and others revived it, and Audi had in 1980 cashed-in with it in sophisticated form. Tried but abandoned for GP racing but used by John Cobb for his 1939/47 LSRs of up to nearly 400 mph, four-wheel-drive is now regarded as essential for prowess in International rallying and is coming into use on the cars of ordinary mortals. Ford has applied it to the Sierra XR4×4, in conjunction with ABS braking. It is a breakthrough that should contribute as much to driving safety, enjoyment, and convenience as four-wheel-brakes did years ago. — W.B.

Motor Sport Fixture List for July

★ 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
July 4th-6th	**AC Palermo**	**Sicily**	**Rally of Sicily (European Rally Championship round) (INT)**	—
July 5th-7th	**PZM Wroclaw**	**Poland**	**Rally of Poland (European Rally Championship round) (INT)**	—
July 6th	VSCC	Silverstone Circuit, Nr. Towcester, Northants	Race Meeting (C)	13.30
July 6th	BRSCC	Castle Combe Circuit, Nr. Chippenham, Wilts.	Race Meeting (R)	—
July 7th	**ASA Paul Ricard**	**Paul Ricard Circuit, France**	**French Grand Prix (World Championship round) (INT)**	13.15
July 7th	**ADAC Saarland E.V.**	**Nurburgring, Germany**	**European Touring Car Championship round (INT)**	—
July 7th	BARC	Thruxton Circuit, Nr. Andover, Hants.	Race Meeting (N/R)	—
July 7th	Astra MC	Lydden Hill Circuit, Nr. Dover, Kent	Race Meeting (R)	—
July 7th	BRSCC	Brands Hatch Circuit, Nr. Fawkham, Kent	Race Meeting (R)	—
July 7th	VSCC	Shelsley Walsh, Nr. Worcester	Hill Climb Championship	14.30
July 11th-14th	**STH Idar Oberstein e.V. im AvD**	**Germany**	**Hunsruck Rally (European Rally Championship round) (INT)**	—
July 11th-14th	**Federation Auto Motoristica Sammarinese**	**San Marino**	**San Marino Rally (European Rally Championship) (INT)**	—
July 13th	Port Talbot MC	Swansea, South Wales	Peter Russek Manuals Rally (N)	10.00
July 12th-14th	**ADAC Zentrale e.V.**	**Hockenheim Circuit, Germany**	**World Endurance Championship 1,000 kms round (INT)**	—
July 13th	BRSCC	Cadwell Park Circuit, Louth, Lincs.	Race Meeting (R)	—
July 14th	**BHRC**	**Brands Hatch Circuit, Nr. Fawkham, Kent**	**Race Meeting (INT/R)**	—
July 14th	**DRC**	**Donington Circuit, Castle Donington, Derby**	**European F3000 Championship round (INT)**	—
July 14th	BRSCC	Mallory Park Circuit, Nr. Leics.	Race Meeting (R)	—
July 14th	750 MC	Cadwell Park Circuit, Nr. Louth, Lincs.	Race Meeting (R)	—
July 14th	Astra MC	Lydden Hill Circuit, Nr. Dover, Kent	Race Meeting (R)	—
July 18th-20th	**AMK Skoda**	**Czechoslavakia**	**Rally Skoda (European Rally Championship round) (INT)**	—
July 19th-21st	**RACMSA**	**Silverstone Circuit, Nr. Towcester, Northants.**	**British Grand Prix (World Championship round) (INT) British Formula 3 round**	—
July 25th-28th	**Scuderia Modena Corse**	**Italy**	**Rally de la Lana (European Rally Championship round) (INT)**	—
July 26th/27th	**Northern Ireland MC**	**Belfast City Hall**	**Ulster Rally (INT)**	18.00
July 27th	BRSCC	Oulton Park Circuit, Nr. Tarporley, Cheshire	Race Meeting (R)	—
July 27th-28th	**Royal Automobile Club de Belgium**	**Spa Francorchamps, Belgium**	**24 Hours Spa Francorchamps (European Touring Car Championship round) (INT)**	—
July 27th-August 3rd	**Automovel Club Argentino**	**Buenos Aires, Argentina**	**Argentine Rally (World Championship Rally round) (INT)**	—
July 27th/28th	**BRSCC**	**Brands Hatch Circuit, Nr. Fawkham, Kent**	**Race Meeting (INT/R)**	—
July 28th	BRDC	Donington Park Circuit, Castle Donington, Derby	Race Meeting (N/R) British F3 round	—
July 28th	**Ente Autodromo Pergusa**	**Enna-Pergusa, Italy**	**European F3000 round (INT)**	—
August 4th	**Motor Veteranen Club Salzburg**	**Nurburgring, Germany**	**German Grand Prix (World Championship round) (INT)**	—

CLUB NEWS

THE 23rd **National Austin 7 Rally** will bring together about 300 A7s at Beaulieu, Hants, and will include driving tests, an exhibition and autojumble, while there are no less than 30 trophies to be awarded in the concours event. The date is July 7th, and full information is available from the secretary of the organising club, **750 MC,** Dave Bradley, 16 Woodstock Road, Witney, Oxon.

Towards the end of July, **Pembrokeshire Vintage Car Club** have their Vintage Car Show at Scolton Manor, Haverfordwest, Dyfed. Entry forms for this event on July 28th can be obtained from Mrs Hilary Pugh, Hayston Hall, Johnston, Haverfordwest, Pembrokeshire. Much younger cars are the stars of **National SP250 Day** on July 14th, an all-day gathering of the fibreglass-bodied V8 Daimler sports cars. This is only held every two years, and some owners will be travelling from overseas to swell numbers to some 100 cars. Participants will gather at the Warnham War Museum, from where they will proceed to Paynes Green for the rally, which culminates in a barbecue. The Secretary of the **SP250 Register** is Barry Thorne, 57 Northecote Road, London.

Another Austin weekend for all examples of the marque of 10 hp and over from 1930-1939 is to be held at Wellington Country Park on July 27th and 28th. This is the **National Rally** of the **Austin Ten Drivers Club,** and the entry fee is £3.50. Contact Geoff Pickard, ATDC, 157 Maybank Road, South Woodford, London E18.

As something of a change from rallies, the **Hants and Berks MC** have obtained sponsorship from Memorex, the tape people, to back their **National Economy Event** on October 19th/20th. Covering approximately 500 miles in the South and West of England, starting and finishing in the London area, the event is open to current production four-seater saloons, and regulations are available shortly from Mrs P. Shrapnel, 20 Balliol Way, Claremont Wood, Owlsmoor, nr Camberley, Surrey.

Miniatures News

A NUMBER of books has been published about toy and model cars and the means of collecting them but a usefully compact work under this heading, if a rather expensive one, that has just been published is "Model And Toy Road Vehicles" by Michael Worthington-Williams and Peter Roberts. The publishers of this 172 page, 9½" × 6" book are the Longman Group of Longman House, Burnt Mill, Harlow, Essex, CM20 2JE, and the price is £19.95. I see it is dedicated to me and the late W. H. Charnock — embarrassing because the only model cars I have made have been of Meccano!

The authors cover all kinds of miniature vehicles except professionally made ones like the cars by Twining and others of the Queen's Dolls' House of 1924 and the three large models of the original Silver Ghost Rolls-Royce made for the R-R Company around 1907, or model cars intended for children to ride in. New to me, however, is a similar model which according to a picture-caption was given to actual purchasers of a real 40/50 hp Rolls-Royce, *circa* 1910, until 50 had been presented. (Does the R-REC have any knowledge of this?). The book also half-convinces me that the tin-plate Model-T Fords I so prized as a boy, buying them from Woolworth's for 6d each in the mid-1920s, must have been Bing miniatures, although the saloon version isn't mentioned, only the two-seater and coupé which I well remember . . . I do not think the big clockwork 37.2 hp Hispano Suiza tourer is mentioned, either, but there is a picture of the JEP Delage saloon, one of which I had along with my splendid 7.5 hp clockwork Citroën, until I cannibalised the former into an open tourer — eligible for Brooklands, of course. . . There are plenty of b&w and colour pictures, including tinplate makers' trademarks from New Cavendish Books' "The Art of the Tin Toy" and lists of model makers, museums, magazines, etc. — W.B.

* * *

From Bellini Models, the Piccolino series of miniatures has been expanded by the arrival of a BRM P154, a Lister Jaguar and two Grand Prix cars, the Lotus 16 and the Connaught A. These tiny models, about an inch long, are very well-made, with some extremely fine details such as mirrors and steering wheels added separately. One might quibble a little at the shape of the Lotus, but overall these cars are very convincing models which even boast correct pattern wheels for each subject. Kits are from £4.16, with finished and painted cars from £6.66, and Piccolino will be releasing 24 models a year. Their address is Charwell House, Wilson Road, Alton, Hants. — G.C.

NEWS

After the first few rounds of the 1985 ETC Championship, it seemed that nothing could stop the TWR Rover team and that this series, which last year provided some of the most interesting racing in Europe, would degenerate into an ARG walkover. At Brno, however, the Volvo 240Ts came into their own with the car of Anders Olafsson / Ulf Granberg leading that of Gianfranco Brancatelli / Thomas Lindstrom to score an impressive 1-2.

A week later at the Österreichring, Brancatelli / Lindstrom led home Eggenberger team-mates Sigi Muller / Pierre Dieudonne to record a second Volvo 1-2. The championship is opening up and even better things are in store for we may expect to see the present runners joined by a new BMW, the 16-valve 2.3 litre Mercedes-Benz 190, the 2.3 litre turbocharged Sierra, the Ford Escort RS Turbo and, possibly, the return later of the TWR Jaguar XJSs.

* * *

This year's Trimoco RAC British Saloon Car Championship has been a little thin on entries, and no wonder given some of the shenanigans of the recent past. Andy Rouse currently leads the series in his Sierra XR4Ti, the engineering of which he has undertaken himself, and with four outright wins (at the time of going to press) leads the Championship and seems on target to take what would be his fourth title and the completion of a hat trick.

At Silverstone on July 9th, Rouse broke the Group A lap record set by Tom Walkinshaw's Jaguar XJS during last year's Tourist Trophy. This suggests that the Sierra could be on the pace in ETC.

Ford's Escort RS Turbo is now homologated for Group A and, at Silverstone, Richard Longman took Class B on the car's racing début. Since Longman also broke the class lap record, one wonders whether the days of the domination of the Alfa Romeo GTV 6 in Class B are numbered.



ANDY ROUSE and his 2.3-litre turbocharged Sierra is the combination to beat in this year's RAC British Saloon Car Championship. The performance of the Sierra suggests it would be on the pace in ETC.

* * *

It has been confirmed that Brands Hatch will host an additional race, the Grand Prix d'Europe, on September 29th. Sponsoring the meeting will be Shell Oils and, as usual, there will be a full supporting programme which includes Thundersports, Group A Saloons, Formula Ford and Historic single-seaters.

* * *

The opening rounds of the British F3 Championship suggested that nothing could touch the new Reynard 853F, especially when fitted with a VW engine. Those teams committed to the Ralt RT30 have found some of the speed which they were lacking in the opening rounds and Gary Evans scored a fine maiden win at Thruxton while Mauricio Gugelmin won a deserved, and over-due, victory at Silverstone. In the latter race, in fact, Ralts finished first, third (Dave Scott), fourth (Gary Evans) and fifth (Harald Huysman). At the time of writing, however, Russell Spence and Andy Wallace, both using Reynards, are first and second in the series with 55 and 50 points respectively to the 37 points of Gugelmin in third place.

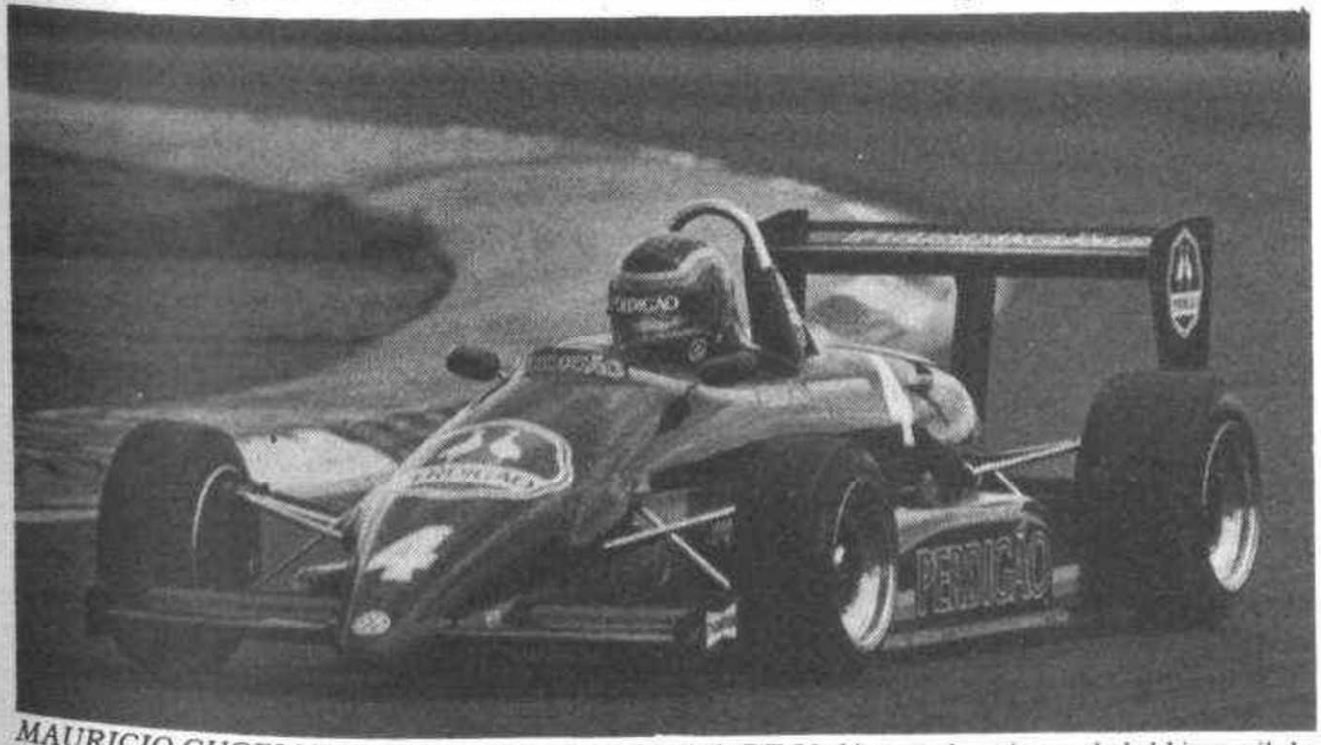
Sean Walker won Class B (pre-March 1984) at Silverstone in his first attempt at F3. He was watched by his understandably proud father, Ian Walker, whom many readers will remember for his exploits in various Lotuses in the late Fifties and early Sixties.

* * *

Pre-season reports suggested that the new Nicholson-developed Saab engines would have a clear power advantage. Unfortunately, events have proved otherwise with the drivers still having to struggle with a much more narrow power band than the opposition, combined with a fair measure of temperament from the electronic engine management system.

Just to show that the true amateur is not completely excluded from F3, Jim Yardley has appeared with his latest special, the Beagle Mk5. This beautifully constructed machine is unusual in that it has a beam front axle and de Dion rear, in the manner of some of Yardley's earlier specials which, despite being unorthodox, have generally been extremely effective. Time alone will tell if Yardley's latest creation will come good, but we say full marks for effort.

If the British Championship is now a two-make category (for various reasons, both Anson and Magnum cars have failed to make a mark) then at least it is an improvement over the Ralt domination which marked the period 1981-'84. On the Continent, however, things are even more varied with Martini and Dallara both making winning cars giving the grids, which include a lot of Ralts and a sprinkling of Reynards, an enviable degree of variety.



MAURICIO GUGELMIN has been very quick in his Ralt RT 30 this year, but victory eluded him until the Silverstone round of the British F3 Championship on 9th June. Now that the Ralt is competitive, and drivers of the calibre of Dave Scott and Andrew Gilbert-Scott have joined the Ralt ranks, the rest of the season begins to look very interesting indeed.

STOP PRESS

AS WE WENT TO PRESS we learned that the Dundrod Retrospective (page 733) has been postponed until next year. This decision does *not* affect events on the competition calendar, such as the Craigantlet hill climb and the Kirkiston race meeting, which had been included in the festival.

Monaco Grand Prix — Interesting

Monte Carlo, May 19th

THE way that FISA and FOCA operate to run the world of Formula One is beyond the comprehension of normal motor racing enthusiasts like you and me, so there is no point in worrying about it. Merely accept the result and take the rough with the smooth. Overall it cannot be too bad, otherwise Formula One would be dying in popularity and the starting grids would be full of a bunch of mediocre runners. The truth is the complete opposite; enthusiasm for Formula One is as high as ever and we have not had such a competitive field for a long time.

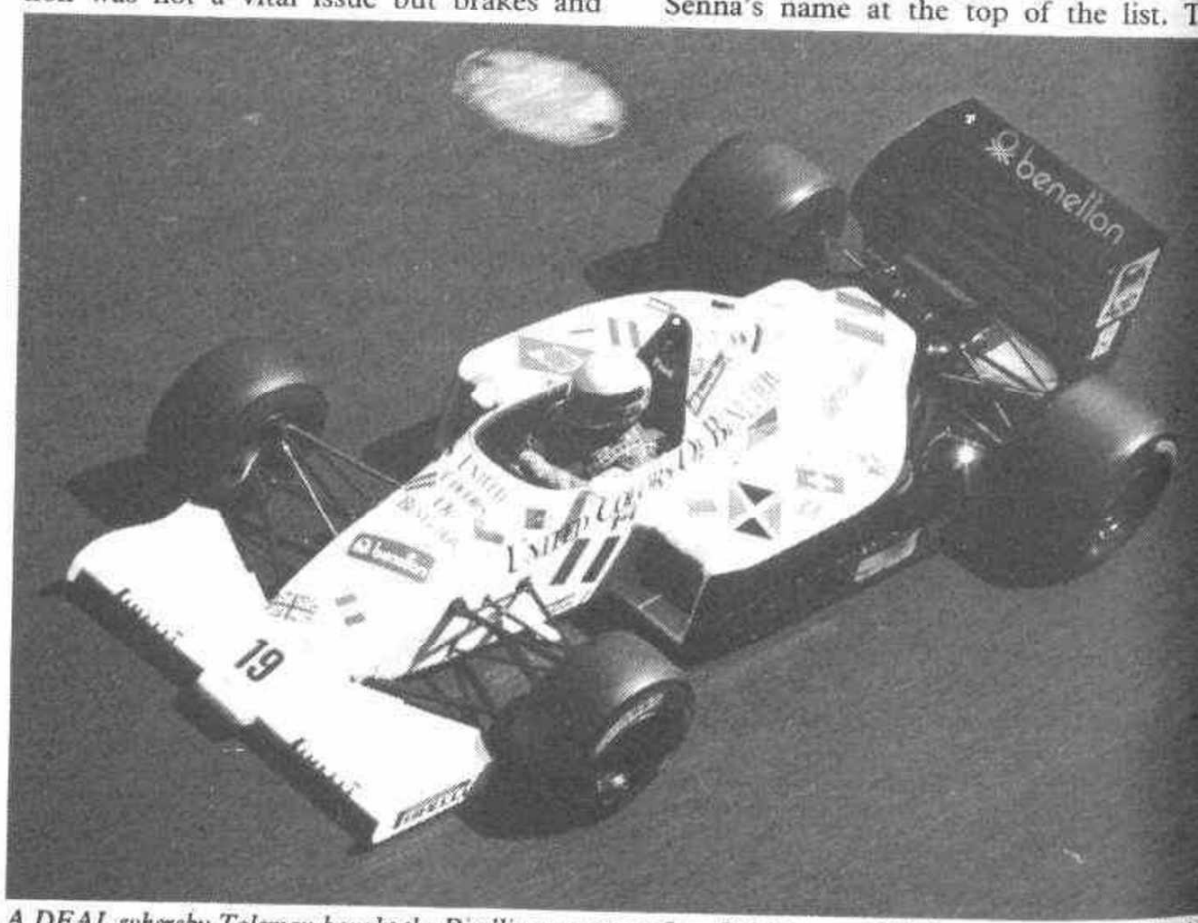
All this brings us to two important FISA/FOCA results, both enjoyable, both satisfactory, but both inexplicable. I refer to the Monaco GP taking place on May 19th, when all the winter noises from Paris said there would not be a Monaco GP, and the appearance of Teo Fabi in a Toleman-Hart Car running on Pirelli tyres, when all the winter noises from Witney said the Toleman team had no tyres and would not be racing this year. Don't ask why, just accept the facts, though if you like worrying about things you can ponder on the facts that the Spirit team's single car entry disappeared, the Benetton Italian clothing people put some money somewhere, Teo Fabi is Italian, and Toleman's number one driver Stefan Johansson was released to join the Ferrari team because there was a vacancy brought about by René Arnoux leaving the Ferrari team. If Arnoux had not left Ferrari, Johansson would not have joined them and would have still been number one at Toleman, which would have meant that Fabi could not have driven the single Toleman entry, and if Fabi couldn't drive there would have been no Benetton money, and with no Benetton money the Spirit team would not have gone away, and with Spirit still in the entry list there would have been no surplus Pirelli tyres.

As I said, the workings of FISA and FOCA are not for us to question, but how fortunate that Arnoux chose to leave Ferrari and take a rest from Formula One. As regards the Monaco race itself nobody really believed it was cancelled. It was a bit like not having Christmas Cake on December 25th. So everyone was in place for the annual thrash round the iron-clad streets of Monte Carlo, and those who know about Mediterranean weather predicted rain and grey skies. Fortunately they were wrong. As a precaution the more affluent teams brought along additional spare cars, as it is all too easy to severely damage a car at Monaco as run-off areas and escape routes are few and far between.

So Brabham, Lotus, Renault and Ferrari had four cars apiece in or around Monte Carlo. Brabham had theirs at nearby Paul Ricard for some last-minute Pirelli tyre testing on the Friday. In order to extract the maximum amount of money from the Formula One entourage, practice and qualifying is arranged for Thursday and Saturday, with Friday given over to national events.

Thursday was fine and dry and soon everyone was thrashing round preparing for the afternoon timed session, though Mansell lost time having his Williams repaired after he had hit a barrier, and Winkelhock crumpled both ends of his RAM-Hart and it was not instantly repairable. Fuel consumption was not a vital issue but brakes and tyres were, so these were the things r people were concentrating on. For drivers it was smoothness and consiste that was going to pay off, and though he not the fastest, Lauda was outstanding watch on the twisty bit from Casino Squ down to the sea front. However, it was hour in the afternoon that really matte for then lap times counted for the start grid, and in the confines of the Monagas streets it was all-important to be at the h of the pack, to get a clear run on race day other words pole position was importa plus the fact, as Senna said to the local pre men, it avoids you getting involved in a start-line accidents!

After dominating qualifying in Portu and again at Imola, it was no surprise to Senna's name at the top of the list. T



A DEAL whereby Toleman bought the Pirelli tyre contract from Spirit has enabled the team to re-enter F1 wit a single car for Teo Fabi who qualified in 20th (and last) place on the grid and whose race ended after 17 lap with turbo failure. The team's Italian sponsor, Benetton, was responsible for the choice of driver, leaving Joh Watson out in the cold for present. Spirit Racing hopes to come back later in the year with a new car and ne sponsor.

ENTRY AND PRACTICE

No.	Driver	Nat.	Car-Engine	Thursday Practice	Saturday Practice	Remarks
1	Niki Lauda	AUT	McLaren MP4/2B-Porsche V6 t/c	1.22.897	1.21.907	1984 World Champion
2	Alain Prost	F	McLaren MP4/2B-Porsche V6 t/c	1.22.270	1.20.885	Winner 1984 Monaco
3	Martin Brundle	GB	Tyrrell 012-Cosworth V8	1.26.499	1.23.827	
4	Stefan Bellof	D	Tyrrell 012-Cosworth V8	1.26.214	1.24.236	DNQ
5	Nigel Mansell	GB	Williams FW10-Honda V6 t/c	1.22.650	1.20.536	
6	Keijo Rosberg	FIN	Williams FW10-Honda V6 t/c	1.23.099	1.21.320	
7	Nelson Piquet	BRA	Brabham BT 54-BMW 4 t/c	1.23.548(T)	1.21.817(T)	
8	Francois Hesnault	F	Brabham BT 54-BMW 4 t/c	1.27.505	1.25.068	DNQ
9	Manfred Winkelhock	D	RAM03-Hart 4 t/c	1.26.182(T)	1.24.764	DNQ
10	Philippe Alliot	F	RAM03-Hart 4 t/c	1.28.026	1.24.763	DNQ
11	Elio de Angelis	ITAL	Lotus 97T-Renault V6 t/c	1.23.319	1.21.465	First at Imola '85
12	Ayrton Senna	BRA	Lotus 97T-Renault V6 t/c	**1.21.630(T)**	**1.20.450(T)**	Pole position
15	Patrick Tambay	F	Renault RE60-Renault V6 t/c	1.24.473	1.22.912	
16	Derek Warwick	GB	Renault RE60-Renault V6 t/c	1.23.524	1.21.531	
17	Gerhard Berger	AUT	Arrows A8-BMW 4 t/c	1.24.293	1.21.665	
18	Thierry Boutsen	B	Arrows A8-BMW 4 t/c	1.24.510	1.21.302	
19	Teo Fabi	ITAL	Toleman TG185-Hart 4 t/c	1.26.243	1.23.965	First race for revived team
20			NO ENTRY			
21	Mauro Baldi	ITAL	Spirit 101D-Hart 4 t/c			Entry withdrawn
22	Riccardo Patrese	ITAL	Alfa Romeo 185T-Alfa Romeo V8 t/c	1.22.145	1.21.813	
23	Eddie Cheever	USA	Alfa Romeo 185T-Alfa Romeo V8 t/c	1.22.755	1.20.729	
24	Piercarlo Ghinzani	ITAL	Osella FA1G-Alfa Romeo V8 t/c	1.26.230	1.24.071	DNQ
25	Andrea de Cesaris	ITAL	Ligier JS25-Renault V6 t/c	1.22.992	1.21.347	
26	Jacques Laffite	F	Ligier JS25-Renault V6 t/c	1.26.681	1.22.880	
27	Michele Alboreto	ITAL	Ferrari 156/85-Ferrari V6 t/c	1.22.630	1.20.563	
28	Stefan Johansson	SW	Ferrari 156/85-Ferrari V6 t/c	1.23.163	1.22.635	
29	Pierluigi Martini	ITAL	Minardi M185-Moderni V6 t/c	6.41.037	no practice	DNQ
30	Jonathan Palmer	GB	Zakspeed ZAK84-Zakspeed 4 cyl t/c	1.41.564	1.23.840	

STARTING GRID ↑

12
A. Senna
(Lotus-Renault V6 t/c)
1 min 20.450 sec (T)
7 (1 min 24.803 sec)

11
N. Mansell
(Williams-Honda V6 t/c)
1 min 20.536 sec
59 (1 min 24.673 sec)

27
M. Alboreto
(Ferrari V6 t/c)
1 min 20.563 sec
60 (1 min 22.637 sec)

23
E. Cheever
(Alfa Romeo V8 t/c)
1 min 20.729 sec
10 (1 min 26.548 sec)

2
A. Prost
(McLaren-Porsche V6 t/c)
1 min 20.885 sec
66 (1 min 23.898 sec)

18
T. Boutsen
(Arrows-BMW 4 t/c)
1 min 21.302 sec
43 (1 min 25.631 sec)

6
K. Rosberg
(Williams-Honda V6 t/c)
1 min 21.320 sec
62 (1 min 24.617 sec)

25
A. de Cesaris
(Ligier-Renault V6 t/c)
1 min 21.347 sec
58 (1 min 24.554 sec)

11
E. de Angelis
(Lotus-Renault V6 t/c) (T)
1 min 21.465 sec
47 (1 min 24.434 sec)

16
D. Warwick
(Renault V6 t/c)
1 min 21.531 sec
42 (1 min 25.305 sec)

17
G. Berger
(Arrows-BMW 4 t/c)
1 min 21.665 sec
(——)

22
R. Patrese
(Alfa Romeo V8 t/c)
1 min 21.813 sec
6 (1 min 27.723 sec)

7
N. Piquet
(Brabham-BMW 4 t/c)
1 min 21.817 sec (T)
5 (1 min 27.124 sec)

1
N. Lauda
(McLaren-Porsche V6 t/c)
1 min 21.907 sec
16 (1 min 25.842 sec)

28
S. Johansson
(Ferrari V6 t/c)
1 min 22.635 sec
1 (2min 31.095 sec)

26
J. Laffite
(Ligier-Renault V6 t/c)
1 min 22.880 sec
51 (1 min 24.788 sec)

15
P. Tambay
(Renault V6 t/c) (T)
1 min 22.912 sec
(——)

3
M. Brundle
(Tyrrell-Cosworth V8)
1 min 23.827 sec
57 (1 min 26.131 sec)

30
J. Palmer
(Zakspeed 4 t/c)
1 min 23.840 sec
57 (1 min 26.653 sec)

19
T. Fabi
(Toleman-Hart 4 t/c)
1 min 23.965 sec
9 (1 min 26.717 sec)

Did not qualify:

24	P. Ghinzani (Osella-Alfa V8 t/c)	1 min 24.071 sec
4	S. Bellof (Tyrrell-Cosworth V8)	1 min 24.236 sec
10	P. Alliot (RAM-Hart 4 t/c)	1 min 24.763 sec
9	M. Winkelhock (Ram-Hart 4 t/c)	1 min 24.764 sec
8	F. Hesnault (Brabham—BMW 4 t/c)	1 min 25.068 sec
29	P. Martini (Minardi-Moderni V6 t/c)	no time

(T) denotes spare car
N.B. Times in brackets are best laps in race
Number in bold is lap on which recorded

surprise in the fact that he is still a "new boy" in Formula One, in only his second season and only his first with a top-flight team. He set the pace, controlled the pace and was in a class of his own with a best lap time of 1 min 21.630 secs, nobody-else getting below 1 min 22.0 sec, indeed the nearest was Riccardo Patrese with 1 min 22.145 secs in the V8 Alfa Romeo, a brave and courageous effort but not a convincing one. While he enjoyed his moment of glory, with a slight look of disbelief on his face, Senna looked quiet and confident, knowing he had only just begun. Another confident young man who knew he was going in the right direction was Michele Alboreto in the leading Ferrari. Going in the wrong direction was Jonathan Palmer, who spun the Zakspeed going into Casino Square and crumpled the back end on the barriers. For the tail-enders things were a bit desperate because the restrictions of the Monte Carlo circuit limit starters to 20, so six of the entry were going to be left out of Sunday's activity. Those drivers who felt they should have been on pole-position invariably blamed the fault on slower cars getting in their way just as they were about to claim pole position, describing these slow cars as "traffic". When asked about the problems of traffic, Ayrton Senna's reply was "Traffic? What traffic?" Some people saw his clear runs as luck. But I am not so sure. He did admit to passing some cars during his fastest lap, and he certainly was trying for I saw him leave the left-handed *Tabac* corner on full song with a lot of right-lock on. It was poetry in motion. He actually made three runs, two with his two nominated and marked sets of tyres, and the third with a mixture of the best remaining after the first two runs. His times were 1 min 21.630 secs, 1 min 22.071 secs and 1 min 22.821 secs, so he was actually first, second and seventh. It's called domination!

On Saturday morning the weathermen were still wrong, Monte Carlo was bathed in warm sunshine, the harbour was blue and the myriad of small boats were riding calmly all spick and span. At the head of the queue to go out was number 12, Ayrton Senna's car for the race, with a new Renault EF15 engine in it, while his spare car with the qualifying engine in it was at the other end of the pits! The job of work most people were doing in the morning was to get all the adjustments set up and tested on the car they intended to use for the actual race, and then do the same for the spare car with an ultimate lap in qualifying as the end result. This involves engine settings, brake settings, tyre choice, suspension settings and aerodynamic settings, so a front-runner has plenty to do in the 1½ hours allowed in the morning. Activity had not been going on long before Senna returned to the pits with an out-of-line rear wheel on his Lotus! He had clipped the barriers. Afterwards a colleague asked him what happened and his reply in English was simple in the extreme. "My balls were bigger than my brain."

Another driver to hit the barriers was Andrea de Cesaris, but the Ligier was very bent and did not return to the pits until the morning session was over. Brake fade was given as the reason, I think; or was it brain fade? Luckily it was the spare car and not the brand new one which is much lighter, and which marks a significant step forward for the Ligier team. With the ex-Renault men at the helm, Gerard Larrousse directing operations and Michele Tetu doing the design and engineering, things are improving noticeably in the Ligier team.

The afternoon was superb in more ways than one. It was warm and sunny, Monte Carlo at its best, conditions were perfect and everyone was out to give it all they had got. Overlooking the scene was a huge electronic scoreboard that flashed up in bright lights a car's number and the lap time, and then switched to the first four places in the battle for grid positions. Almost immediately it showed number 12, but then it was 27, then back to 12 again. Senna and Alboreto were really having a go. Then Mansell was in among them with the Williams-Honda, and then a very brave Eddie Cheever got his Alfa Romeo V8 onto the board with some really spirited driving; his tail slides out of the chicane onto the harbour front being spectacular. Then it really was "hero time" for Mansell and he got his Williams-Honda into second place, but always Senna's best lap remained the one to aim for. Prost scraped into the élite 1 min 20 sec bracket which gave him fifth place, but that was all. In the dying minutes of the hour the Lotus team-manager sent Senna out for a third time, running on the best of what was left of his two marked sets of tyres, the idea being to defend his pole-position by perhaps being in somebody's way at an opportune moment. Senna was rather against the idea, but did as he was told. Lauda became very angry over this piece of Lotus "gamesmanship" and Alboreto neatly forced Senna to divert



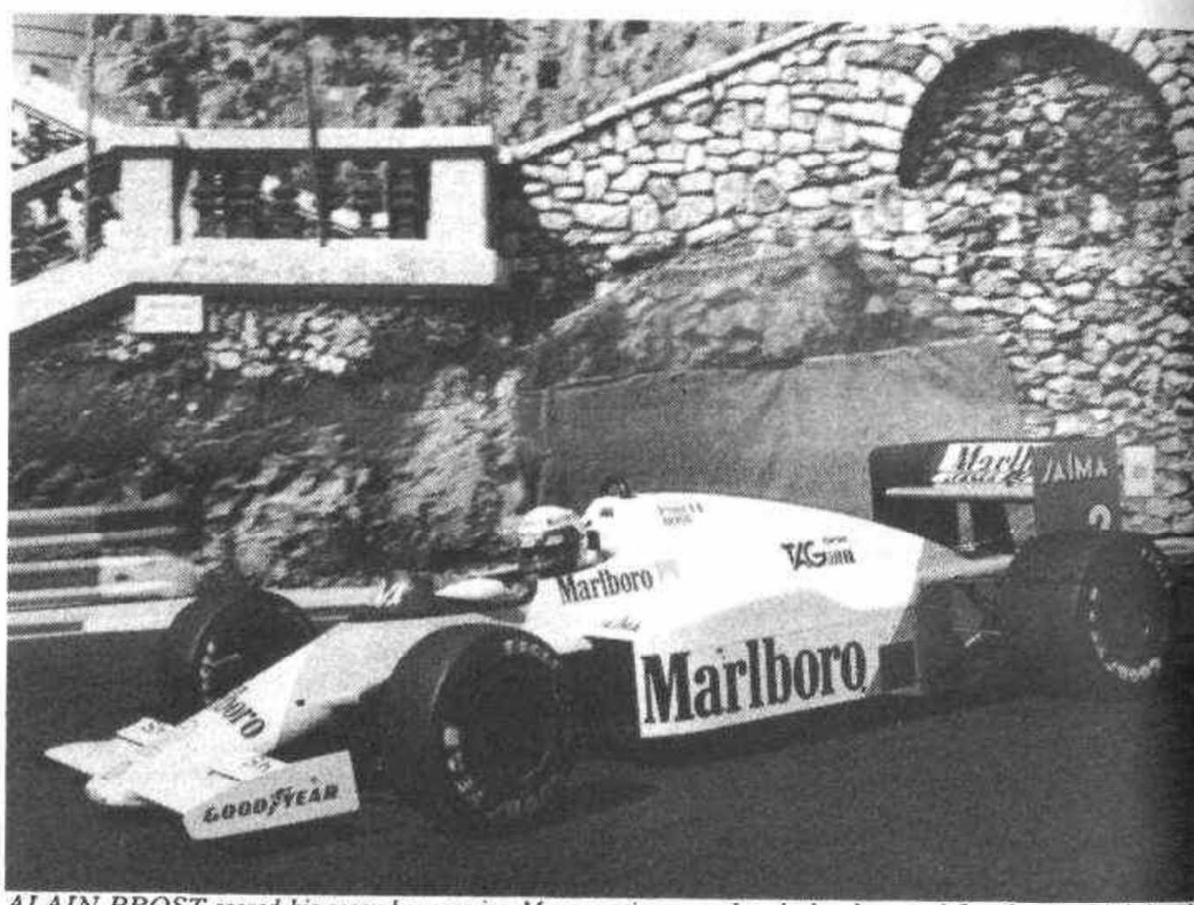
ALTHOUGH François Hesnault seemed to do a workmanlike job for Ligier last year, his performances for Brabham were lacklustre and he failed to qualify at Monaco. After crashing a car in later testing at Paul Ricard, Hesnault left the team and was replaced by Marc Surer.

ignominiously into a run-off area! During this little comedy Senna put in a lap in 1 min 20.486 sec, so once again he was first and second! Mansell's heroic effort was 1 min 20.536 sec.

Down at the bottom end of the field Brundle had taken every opportunity and got in a fine lap that gave him 18th position, while Palmer battled the Zakspeed round into 19th place. Last place on the grid went to Fabi in the Toleman-Hart, which was a fine effort for a first time out this year for both car and driver. Of the non-qualifiers the RAM team were in so much trouble with their drivers crashing that it was no surprise to see them left out, while the Minardi team had a bad time when Martini crashed pretty badly, injuring a knee and there was not time to build up a second car, even though they had the bare bones of a car with them. After the tempo and excitement of that hour on Saturday afternoon I was ready to go home; Sunday's race could only be an anti-climax.

Sunday morning was grey and cool, and there was a suspicion of rain in the air, but the clouds were high and though things looked dull, they looked stable. On the engine front Renault were holding the scene, for not only did they have a 1985 longer-stroke engine in Tambay's car, but Lotus had them in both their cars and Ligier had one in their car for de Cesaris. After the 30 min warm-up in the morning, de Angelis decided he wanted a 1984 engine back in his car and so did Tambay and de Cesaris, and with the modern design facility that allows an instant engine change these requests presented no problem. Senna was content to stay with his 1985 engine as he considered the wider torque spread was more suitable for the circuit. During the warm-up running he had inadvertently over-revved, but it didn't seem to have done any harm. When the engine change had been completed on the car of de Angelis, it developed a misfire and as time was running out he transferred to the T-car with 1984 engine, which had been set up for Senna. Lotus troubles were only just beginning.

The start was due at 3.30 pm after various parades and demonstrations and the Royal party had descended from the Palace down to the Royal Box by the starting grid. During the minutes before the start Team Lotus warm the tyres on their cars by means of covers like electric blankets and all was proceeding normally when those on the front of Senna's car started to smoke and make an awful smell. Before everything caught fire they were switched off but the tyres were blistered, so there was no alternative but to fit a new pair of wheels and tyres on the front, which meant he went out to the start with hot tyres on the rear and cold ones on the front! He led them round on the parade lap, for the third race in a row, and back to the start. From the green light he shot off into the lead, followed by Mansell and Alboreto. At the back of the



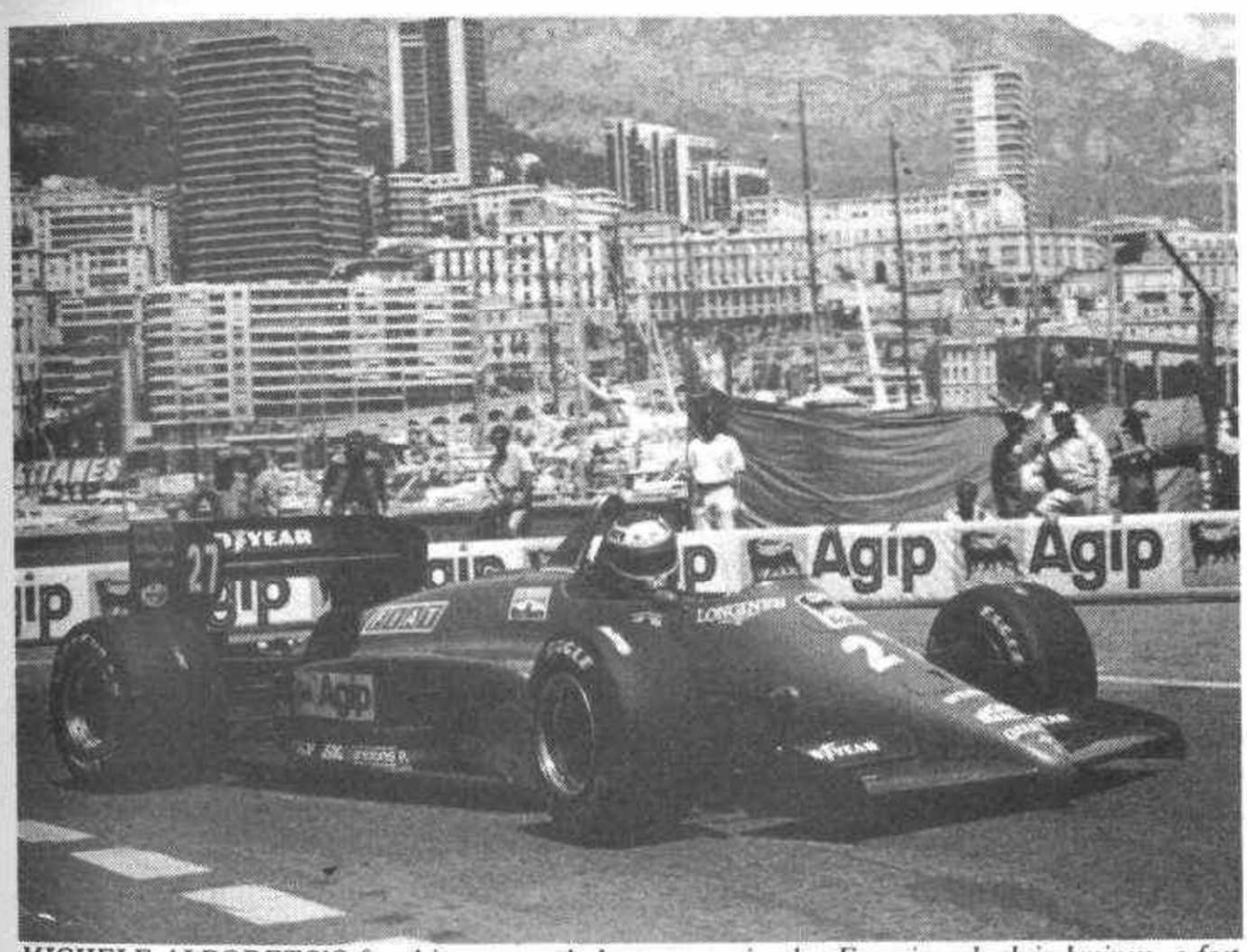
ALAIN PROST scored his second successive Monaco victory and took the chequered flag for the third time i 1985. Unlike Imola, however, his McLaren MP4/2B was on the right side of the weight limit despite losin much of his oil in the closing stages of the race.

grid there was a bit of a shunt, caused inadvertently by Gerhard Berger when the BMW engine in his Arrows A8 hesitated. Johansson's Ferrari and Tambay's Renault were involved and while the Arrows and the Renault subsided into retirement before the first corner, the Ferrari limped round to the pits. A shock-absorber operating rod was bent and one more lap was enough to convince the unhappy Swede that the car was undrivable at racing speeds.

Alboreto sliced through into second place and closed right up on the leading Lotus in the first five laps, but that was while the cold front tyres were getting up to their working temperature. After that Senna just pulled away effortlessly. By ten laps it seemed that it was all over as far as contention for the lead was concerned. Senna had it all sewn up on the winding, twisting Monte Carlo circuit, just as he had in the rain in Portugal and in the dry on the fast circuit at Imola, but two laps later fate struck its blow. The Renault engine broke internally, either due to a valve and piston coming into contact, or a valve breaking, or a piston breaking, doubtless a legacy of the over-revving in the morning. Whatever the cause the result was mechanical mayhem and the end of Senna's race; Alboreto swept by into the lead to the applause of the thousands of Ferrari fans around the circuit.

Behind the leaders there were some interesting goings on, some to come to nought, others to affect the race overall. Mansell and Rosberg were in trouble with the brakes on their Williams-Hondas, these being of carbon-fibre and suffering temperature problems so both drivers had settled down to cruising round with the aim of finishing rather than trying to win. Mansell had de Cesaris, Warwick and Lauda pressing him for fifth place, while Rosberg's fourth place disappeared later on when he had to stop for new tyres. Behind this lo Patrese was leading Piquet, Laffite and Fab and clearly holding them up, the Alfa Romeo not going anything like as well as it did on the first day of qualifying. On lap 17 Piquet made his run to overtake Patrese as they passed the pits heading for the Ste Devote chicane and the Alfa Romeo driver caused Piquet to hit the guard rails on the right and then both cars were spinning down the road in a pretty lurid accident. Laffite spun his Ligier in avoiding them and yellow flags waved in all directions. There was oil on the road and when Alboreto arrived next time round the Ferrari skated up the escape road, but the driver kept the engine running and reversed out to carry on racing, though not before Prost had gone by into the lead. Lauda also went off on the oil, but he stalled his Porsche engine and that was that.

Prost had been sitting comfortably in third place in the opening stages, then becoming second when Senna retired, and was now leading thanks to Alboreto's slight error. Many people blamed the marshals for not displaying oil flags, but the fact is that de Angelis, Rosberg, Mansell, Warwick, Brundle and Boutsen did not spin off on the same oil. Undeterred, Alboreto set about catching Prost and this he did by lap 21 and on lap 23 he outbraked the Frenchman and got back into the lead, driving beautifully. Prost could not retaliate as his McLaren-Porsche was proving to be a a bit of a handful; unbeknown until after the race one of the turbocharger boost control valves was sticking and the Porsche engine was giving a very unbalanced power output, making it very tricky to handle.



MICHELE ALBORETO'S fine drive to second place gave notice that Ferrari are back in business, a fact subsequently confirmed by practice form at Spa and by a 1-2 in Canada. Alboreto might have won at Monaco had he not suffered a spin in the wake of the Patrese / Piquet collision and a slow puncture possibly caused by debris left by the same incident.

As half distance approached Alboreto looked to be in complete control of the race, his smooth driving belying his speed, Prost was a firm second, de Angelis a distant third, de Cesaris a praiseworthy fourth followed by Warwick, Laffite and the two Williams drivers. Boutsen, Palmer and Brundle were a long way back. Suddenly the leading Ferrari headed for the pits with the left rear tyre flat and once more Prost was back in the lead. The Ferrari mechanics changed all four wheels and Alboreto was back in the race, but now down in fourth place; undeterred he began battling away again to overcome his handicap. By lap 39 he was past de Cesaris and began the long job of catching de Angelis. The Lotus driver was doing his usual steady and consistent performance, now in second place, but in reality in an earned third place. The race was at its halfway point, the total distance being 78 laps, and one could have been forgiven for assuming that Alboreto would settle for a secure third place, but the quiet Italian had other ideas. Steadily and surely the Ferrari closed on the Lotus-Renault and by 60 laps Alboreto had the black and gold Lotus in his sights and de Angelis was trying all he could, but he had used up his brakes. On lap 63 Alboreto was past and into second place and for a brief moment de Angelis tried to hang on to the tail of the red car, but it was all over. Alboreto continued to close on Prost but time was not on his side, and despite the erratic control of his engine Prost was completely unruffled and brought the McLaren home to a well-earned victory, though Alboreto must surely merit the moral victory. Anyone who witnessed Ayrton Senna in qualifying and in the opening laps of the race must surely agree that he had it made until the Renault engine blew up. For a "new boy" to dominate the scene in three successive Grand Prix races on three different types of circuit must surely be significant, but you cannot ignore the old *cliche* which says "To finish first, you must first finish. — D.S.J.

RESULTS

MONACO GRAND PRIX — Formula One — 78 laps — Monte Carlo — 3.312 Kilometres per lap — 258.336 Kilometres — Dull

1st	Alain Prost	(McLaren MP4/2B-5)	1 hr 51 min 58.034 sec — 138.434 kph
2nd	Michele *Alboreto*	*(Ferrari 156/85-081)*	*1 hr 52 min 05.575 sec — after pit stop*
3rd	Elio de Angelis	(Lotus 97T/1)(T)	1 hr 53 min 25.205 sec
4th	Andrea de Cesaris	(Ligier JS25/04)	1 lap behind
5th	Derek Warwick	(Renault RE60/03)	1 lap behind
6th	Jacques Laffite	(Ligier JS25/01	1 lap behind
7th	Nigel Mansell	(Williams FW10/02)	1 lap behind
8th	Keijo Rosberg	(Williams FW10/03)	2 laps behind — after pit stop
9th	Thierry Boutsen	(Arrows A8/4)	2 laps behind — after pit stop
10th	Martin Brundle	(Tyrrell 012/6)	4 laps behind — after pit stop
11th	Jonathan Palmer	(Zakspeed 841/01)	4 laps behind
12th	Niki Lauda	(McLaren MP4/2B-4)	retired on lap 18 — off track stalled
13th	Riccardo Patrese	(Alfa Romeo 185T/2)	retired on lap 17 — accident with Piquet
14th	Nelson Piquet	(Brabham BT54/4)	retired on lap 17 — accident with Patrese
15th	Teo Fabi	(Toleman TG185/3)	retired on lap 17 — turbo failure
16th	Ayrton Senna	(Lotus 97T/2)	retired on lap 14 — engine failure
17th	Eddie Cheever	(Alfa Romeo 185T/3)	retired on lap 11 — electrical trouble
18th	Stefan Johansson	(Ferrari 156/85-079)	retired on lap 2 — accident damage at start
19th	Gerhard Berger	(Arrows A8/3)	retired on lap 1 — accident at start
20th	Patrick Tambay	(Renault RE60/02) (T)	retired on lap 1 — accident at start

Fastest Lap: Michele Alboreto (Ferrari 156/85-081) on lap 60 in 1 min 22.637 sec — 144.284 kph

20 starters — 11 finishers

Reflections in the rain in Monte Carlo

ON LAP 66 rain spots appeared, on lap 75 there was a distinct drizzle and on lap 78 the race finished. Formula One had beaten the weather gods, except for the unfortunate team members who had to pack everything up after the performance. By the time darkness fell it was awful, the town was nearly empty, there was little movement, the rain was falling continously and the filth and rubbish that the human being seems to generate and discard, was floating down the gutters. The Travel Agents should have seen it, they would have gone into another business at once!

When I am at home in Hampshire we have days a bit like that on which the Monaco GP was run, when the weather is sombre and grey, and if I meet my farmer friend across the fields he'll say "mornin' — 'ers a funny ole day, 'ernt er? Cows didn't milk like they should 'er this mornin' — funny ole day 'er is." As I walked back from the Casino Square after the race in the increasing drizzle I could not help remarking to a colleague, "Funny ole day 'er's bin 'nt 'er?" Both Ligier-Renaults had finished the race, and both Williams-Hondas; Senna had it made and his Renault engine let him down, Alboreto deserved to win, yet the smooth, calm and unruffled Mr. Prost had won. "Funny ole day. Don't reckon cows'll milk well int' mornin."

It had been a good Monaco GP meeting, one of those where you meet old acquaintances, meet new ones both young and old, and all are imbued with enthusiasm for Grand Prix racing. One young Frenchman had seen me racing motorcycles at Avignon when he was eight years old, and that was way back before many of today's Grand Prix drivers were born. That youthful visit to the races at Avignon had fired his enthusiasm for racing and he had followed it ever since. Another fellow told me he was born in 1948, the year I first raced out of England, and he had been reading the history books and could not believe I was the same D.S.J. who had ridden on the World Championship winning sidecar in 1949, when he was one year old. It made his day when I assured him I was the same D.S.J. and not a "replica" or "fake". Made my day too! A German BMW dealer, and fellow 328 BMW owner, was forced to come over and say hello in a restaurant, as he had been close to racing in Germany before he went to America in 1958, and had enjoyed happy times at the Nürburgring, Solitude, Hamburg and the Freiburg hillclimb. Two enthusiasts from Jersey engaged me in a long and pleasant chat in the sunshine of practice day, about racing, motoring, motorcycling, in fact the whole gamut of what enthusiasm is all about. All this I enjoy enormously, because these are the people who believe in Grand Prix racing as I do,

whose enthusiasm is unbounded, who keep the continuous thread going through all the vicissitudes of FISA, FOCA, Sponsors, the Media, the Big Business, the Engineering, the Professional Approach, the good and the bad. Without the enthusiasm and belief generated by normal people, motor racing would die. Even our Formula One "supremo" Mr. B. C. Ecclestone started out like you and me, with a schoolboy passion for racing that grew and has never left him. He was in a Cooper 500 before he was 20 years old, as A.H. tells us in his latest book "Brabham — The Grand Prix cars". Some enthusiasts are content to watch, others get ambitious and want to organise, all of which makes the whole thing continuous, which is essential for survival, and basically that is why the Monaco GP took place this year in spite of the gloomy prognostications of the media last winter. When you watch Grand Prix racing on television and listen to Murray Walker, you may not agree with what he says, but you cannot deny his enthusiasm for racing, and he'll tell you that it came from his "old man", Graham Walker. If you don't know who Graham Walker was, ask any motorcycle racing enthusiast. Graham Walker was one of the enthusiasts who set me on the right path in my youth.

Apart from watching 750 bhp projectiles weighing about as much as a Mini, charging up the hill to the Casino Square, or down the hill to Mirabeau corner, there are things to see all around, and for me one of the nicest was to see "Clay" Regazzoni *standing* by the barriers during practice. Since his horrific accident at Long Beach in 1980 he has been in a very bad way, and only in the last year has he begun to appear in public again. Everywhere I go enthusiasts always ask me about "Regga", for though they never knew him personally, spectators took him to their hearts when he was racing and have been concerned ever since. He is still confined to a wheel chair for moving about, but it was great to see him *standing up* watching practice. I have always taked to "Regga" in French, but on race morning he told me in very good English all about a driving-school he has opened at the Vallelunga circuit near Rome, where he is teaching handicapped people not only to drive cars, but to enjoy doing it. He has a hand-controlled Ferrari of his own, but for the school he uses GTV Alfa Romeos, and before the Grand Prix the Monaco organisers gave good old "Regga" a 15 min parade of cars and drivers to publicise this new interest that he had developed. There are a few bad things in motor racing, but what a lot of really good things there are.

A good thing that came into Formula One a year or two ago and was quickly and universally accepted, was the Longines-Olivetti automatic timing system. Each car has an individual transmitter mounted in the nose and as it crosses the timing line it sets off an impulse which is recorded by the timing



CLAY REGGAZONI made a welcome appearance at Monaco to see a parade of cars used by his school which teaches disabled people not only driving but the pleasure of driving.

mechanism and this is all coupled in to a vast and complicated system whereby the time and speed are displayed on any VDU that is plugged into the system. At the same time a printed read-out can be produced and by this means every lap by every car is logged down chronologically. After each practice session Olivetti produce these read-out sheets, and after the race they produce a complete run-down listing every car's lap time. While this is most useful to people writing about the race, or making a detailed study of it, it is a bad thing for drivers. The top half of the field all think they should have won the race, and you can hear them making long-winded explanations to the media as to why they did not win. If you have an accurate lap-chart with you, and a copy of the Longines-Olivetti race-times you can soon see whether it is worth going on listening to the non-winners. You will hear one driver saying "When I was lapping him, he held me up for three whole laps. Three whole laps, I was stuck behind him". A glance at the lap chart will indicate this particular moment, for you remember X coming up to lap Y. You then cross-check to the Longines-Olivetti time sheets and look up the lap times for X and find that they differ by less than one second. Alright, so he was held up and lost one second on two of those three laps; but he lost the race by 25 sec! A further study of the times will reveal a difference of as much as two or three seconds a lap, when there was no one in front of him. It wasn't Y who lost him the race, X just didn't win it.

Look at the times of someone like Alboreto or Prost and you will see an uncanny consistency that has to be admired. Variations of six or eight 10ths of a second over 20 or 30 laps. You recall Prost catching a slow car in a twisty part of the circuit and find that the difference in his lap time wa hardly noticeable. If he loses some fraction on a couple of slow corners, he makes it u by going that little bit harder on the nex three, and his lap time remains hardl altered. I don't suppose he does this con sciously, it is a reflex action that is the hall mark of a real winner.

Brakes were clearly of paramount import ance at Monte Carlo, especially if you watched the cars down into Mirabeau corner, or into the harbour-front *chicane*. A number of drivers were heard to say that their brakes disappeared after only a few laps, half distance, or near the end of the race, but a study of their lap times does not reflect this, and if you look at the lap on which they made their fastest lap in the race as shown on our starting grid, it is surprising how fast they went ". . . with no brakes . . .". Another interesting thing is revealed on the time-sheets, and that is how quickly some drivers recover from a spin or trip up an escape road. Television viewers will have seen part of Alboreto's excursion on the oil from the Patrese/Piquet accident. He reversed out but seemed to waste an age getting the Ferrari engine to pick-up and run cleanly again, before he stormed off. His lap times are interesting. Lap 17 — 1 min 26.025 sec; lap 18 — 1 min 40.276 sec; lap 19 — 1 min 27.402 sec; lap 20 — 1 min 26.868 sec. He lost 14 seconds having his "moment" and that included getting back up to full speed up the hill to the Casino. His next lap was 1½ seconds slower than he had been doing, while he got back into his pace and passed Ste Devote corner with caution, and on the next lap he was back on his pace, and went even faster on the next three laps.

For a model of consistency I quote a few of Prost's lap times later in the race. Lap 51 — 1 min 24.625 sec; lap 52 — 1 min 24.563 sec; lap 53 — 1 min 24.745 sec; lap 54 — 1 min 24.383 sec. A variation of less than half a second round the streets of Monaco, and you and I can barely visualise one second, let alone half a second. People tell me Alain Prost is *very* good, and I think they are right.

While the Monaco GP is not the best one during a season, it is good that we should have it every year, for it keeps one's sense of proportion intact. You have got to have a sense of proportion to unleash 750 bhp up the hill from Ste Devote, and even more so to unleash it down the hill from the Casino Square; or perhaps it is that you have to have a sense of *dis*proportion! Anyway, the Monte Carlo circuit makes a change from clinical autodromes, for with its changing cambers, changing surfaces, bumps, ripples, manhole covers, minimal run-off areas, fast corners and tight hairpins, there is never a dull moment. Clinical, in the sense of over-exaggerated safety, cannot apply to Monte Carlo, and clinical cannot apply to the sight of the rubbish floating down the gutters in the rain on Sunday night after the race was over. —D.S.J.

GRAND PRIX DE BELGIQUE

—What a pity

Spa-Francorchamps, June 2nd

I HAD a very uneasy feeling when I arrived at the *Circuit Nationale de Francorchamps* in south-east Belgium, because many of the advertising hoardings around the paddock/grandstand start area were covered in sheets of black polythene, carefully taped in place so that the wind would not lift them or tear them. It was as if the circuit was in mourning for something, except that advertising for Olivetti, Marlboro, Gitanes, Gulf and Magneti Marelli and others were uncovered and shining forth in all their glorious technicolour, strategically placed to form the background for the television cameras. However, I had enjoyed a liesurely trip down from Bruxelles, the skies were blue, the sun warm and the Francorchamps circuit looked superb, so I motored off to the *Haute Fagnes* (the Ardennes finish at Stavelot) to check in at the hotel near the highest point in Belgium, owned by the Duez family, whose son Marc is one of Belgium's "hot-shoe" rallymen.

Next morning the drive down to the circuit in the morning sunshine made life really worthwhile, and I thought, without envy, of my friends at home going to work along the crowded M4 or M3 and fighting their way into London. I too, was going to work but I am one of the lucky ones, they tell me. Certainly, conditions could not have been better on Friday morning, and before the test-session began I read a hand-out from the Belgian firm HYDROCAR, who specialise in anti-skid surfaces, thermoplastics and similar things for roads. The first paragraph read as follows: "In order to reinforce the safety of the road racing set in Francorchamps for pilots by eliminating the AQUA-PLANING and encreasing the roughness and the adherence of pneumatic tyres, giving by consequence to this marvellous road racing set the "ALL WEATHERS" label, the circuit for its entire length of 6,945 metres has been covered by a RUBBERISED ASPHALT open graded friction course on a SAMI (Stress Absorbing Membrane Interlayer).

I think what they were trying to tell us was that the new demon surface that had been put down was going to give much more grip and in the wet it was going to be far superior to anything yet tried, all of which was most laudable. What they didn't tell us was that they had only finished the resurfacing a bare 14 days before practice was due to begin. A visit to the pits soon showed a universal enthusiasm to get out on the circuit, all the drivers looking forward to some real Grand Prix driving on what must be the best circuit in existence today. They had not been there since 1983 and the excitement was intense. Brabham had a brand new car for Piquet (BT54/6) and a brand new team-mate in Marc Surer, replacing the unfortunate Francois Hesnault, while the cars have grown little "Lotus winglets" on the side-pods; Honda had a new version of its V6 engine for Williams to test, this having smaller bore and longer stroke, with suitable internal changes in design, all aimed at providing a bigger torque-spread, better economy and the use of constant boost-pressure and variable ignition timing, rather than the other way round. Ken Tyrrell was bubbling over with enthusism about Renault turbo engines, (a change from a few years ago when he tried to get them outlawed!) as his first 014 car was about to be started up in his woodyard workshops. Lotus was taking some of the blame for the blown-up Renault engine in Senna's car at Monaco, as the team knew he had over-revved it in the morning, but it had seemed not to have suffered any damage. Now they were wishing they had changed it.

Renault had a brand new car for Patrick Tambay (RE60/05), a bit lighter and a bit stiffer, in their continual search to bring the RE60 on a level with its rivals, notably the Lotus 97T. Ferrari had a brand new car for Johansson (156/85-082) and Harvey Postlethwaite was reflecting sadly that none of the carbonfibre-composite Ferraris will find their way into collectors hands, for Enzo has decreed that they are all "put in the crusher" when the Scuderia has finished with them. Realistically Harvey had to agree it was the right decision for CFC structures in the wrong hands could lead to some nasty things happening, like a tub being damaged and not repaired correctly, or magnesium bulkheads corroding unseen within the structure. The little Minardi team, looked after by everyone's "old friend" Ermanno Cuogi, were in good shape with a complete spare car, all in one piece and ready to run should the latest car misbehave.

There wasn't a cloud in the sky when the circuit opened for the morning test-session and everyone soon got on with juggling the variables to suit the circuit. Some had to find their way round, like Ayrton Senna who had never seen the circuit before, and drivers like Surer who were in a new team, had to adapt themselves to the car and conditions. Actually, the enthusiastic Swiss had a bad morning, for he hadn't got far in his Brabham BT54 before it died on him and he had to walk back to the pits. As Piquet was fully occupied with the spare car as well as his own, Surer had to hang about aimlessly until there was something for him to drive.

Brundle's Tyrrell 012 stopped out on the circuit and he ran back to take over the T-car, and Warwick had to take the spare Renault while his own was put right. Tambay was very happy with his new Renault, the car feeling taut and lively. Johansson's new Ferrari was quite the opposite, the tautness becoming tightness in the steering, so he took over the spare Maranello car until his new car was sorted out. McLaren was in trouble for Prost had an engine failure in his own car, and then another in the spare car; Porsche engineers were looking very glum. However everyone was beavering away for nobody wanted to miss a chance of driving round the best circuit, and whereas nobody had approached 2 minutes for a lap in 1983, with Prost's pole-position being 2 mins 04.615 sec, now any self-respecting racing driver with a half-decent car was lapping in under 2 minutes.

Reports were that the new surface was affording incredible grip on the corners, but it meant that the surface was suffering in places. On a circuit with a lap speed of well over 130 mph smoothness pays off and after watching Alboreto it was no surprise to find him fastest of the morning wih a lap in 1 min 56.777 sec, a speed of 133.131 mph. The surprise was to find Ayrton Senna in second place, ahead of his team-mate de Angelis and Lauda, Rosberg, Prost and Tambay, good runners all. On his last lap, as practice finished, Senna's Lotus 97T stopped in a cloud of smoke as a turbo-charger broke and the car had to be towed back, covered in fire-extinguisher, but the damage was superficial.

ENTRY AND PRACTICE

No.	Driver	Nat.	Car-Engine	Friday Practice	Saturday Practice	Remarks
1	Niki Lauda	AUT	McLaren MP4/2B-Porsche V6 t/c	1.58.374		1984 World Champion
2	Alain Prost	F	McLaren MP4/2B-Porsche V6 t/c	no time		Winner Monaco GP '85
3	Martin Brundle	GB	Tyrrell 012-Cosworth V8	2.05.782		
4	Stefan Bellof	D	Tyrrell 012-Cosworth V8	2.05.070		
5	Nigel Mansell	GB	Williams FW10-Honda V6 t/c	1.58.658		
6	Keijo Rosberg	FIN	Williams FW10-Honda V6 t/c	1.57.705(T)		
7	Nelson Piquet	BRA	Brabham BT54-BMW 4 cyl t/c	1.58.122(T)		
8	Marc Surer	CH	Brabham BT54-BMW 4 cyl t/c	2.01.555(T)		Replacing F. Hesnault
9	Manfred Winkelhock	D	RAM03-Hart 4 cyl t/c	2.06.771		
10	Philippe Alliot	F	RAM03-Hart 4 cyl t/c	no practice		
11	Elio de Angelis	ITAL	Lotus 97T-Renault V6 t/c	1.56.277		
12	Ayrton Senna	BRA	Lotus 97T-Renault V6 t/c	1.56.473		
15	Patrick Tambay	F	Renault RE60-Renault V6 t/c	1.56.586		
16	Derek Warwick	GB	Renault RE60-Renault V6 t/c	1.59.129(T)		
17	Gerhard Berger	AUT	Arrows A8-BMW 4 cyl t/c	1.58.343		
18	Thierry Boutsen	B	Arrows A8-BMW 4 cyl t/c	1.58.874		
19	Teo Fabi	ITAL	Toleman TG185-Hart 4 cyl t/c	2.00.592		
20						No entry
21			Spirit-Hart 4 cyl t/c			Entry withdrawn
22	Riccardo Patrese	ITAL	Alfa Romeo 185T-Alfa Romeo V8 t/c	2.01.396		
23	Eddie Cheever	USA	Alfa Romeo 185T-Alfa Romeo V8 t/c	2.00.782		
24	Piercarlo Ghinzani	ITAL	Osella FA1G-Alfa Romeo V8 t/c	2.05.088		
25	Andrea de Cesaris	ITAL	Ligier JS25-Renault V6 t/c	1.58.302		
26	Jacques Laffite	F	Ligier JS25-Renault V6 t/c	2.00.729		
27	Michele Alboreto	ITAL	Ferrari 156/85-Ferrari V6 t/c	**1.56.046**		
28	Stefan Johansson	SW	Ferrari 156/85-Ferrari V6 t/c	1.57.506		
29	Pierluigi Martini	ITAL	Minardi M185-Moderni V6 t/c	2.12.279		
30	Jonathan Palmer	GB	Zakspeed ZAK84-Zakspeed 4 cyl t/c	2.04.990		



SPA TRACK OFFICIALS surround Brabham Team manager Herbie Blash (pointing) in one of many discussions before the final decision to cancel the race.

For the qualifying hour between 1pm and 2pm the weather stayed on its best behaviour, and it could not have been better. Piquet was out early and established himself at the top of the list, but it was only a matter of time before the Goodyear-shod runners elbowed him down the list. Alboreto was as smooth as ever, and the result was a best lap in 1 min 56.046 secs, virtually an average of 134 mph and that includes the bottom-gear hairpin at *La Source*. The Zakspeed expired in a cloud of smoke and a small oil fire as its turbo-charger broke, and Prost was also in trouble for his third engine of the day blew up soon after he had started his first really fast lap. Behind the pace-setting Ferrari was de Angelis, being consistently quick and in the 1 min 56 sec bracket, but Senna was being delayed with an electrical fault on his Lotus. Tambay was really enjoying himself for a change and the result was his place among the 1 min 56 sec men.

Piquet was now back in sixth place, being unable to match the Goodyear shod cars with his Pirelli shod Brabham. The McLaren team had been hard-pressed to get Prost's car finished a bare 15 minutes before the end of the qualifying hour, so that when he returned from the other end of the circuit on the back of a motorcycle there was no possibility of him having another go. He had failed to record a time on a flying lap, so apart from being last in the list, he did not have a time within 10% of the pole-position time!

With only a few minutes to go Ayrton Senna was out again, this time with the misfire cured, and as he started his fast lap he was slightly baulked down into the *Eau Rouge* bridge by Bellof's Tyrrell, but he did not hesitate and returned a time of 1 min 56.473 secs to give him third fastest time of the afternoon, with but one serious lap. After it was all over there were some raised eyebrows and remarks that Senna hadn't made fastest time for the first occasion since the Brazilian GP. He had been fastest in both sessions in Portugal, Imola and Monaco, and everyone expected him to be fastest at Francorchamps. The fact that he wasn't was being looked upon as something of a failure on his part until someone said "Hey, wait a minute. He's never been here before. He's a new boy and would have impressed had he got into the first ten at his first try". With only one fast flying lap he was third overall! Not bad for a new boy.

Everyone, or nearly everyone, had enjoyed this first timed session, but there was a certain amount of concern over the fact that the new surface was lifting on a couple of the corners on the downhill in-field part of the circuit. Ruts were forming on the inside of these corners, and the prospect did not look good for this was after only a handful of really fast laps by the leading drivers. An inspection of the surface showed that it was worse than it had seemed from the cockpits and work was put in hand to rectify the problem. However, it was becoming increasingly obvious that 14 days was not enough for the surface to mature. The two legs of the circuit which use public roads were holding up, for the regular daily traffic had compacted it reasonably well. The centre section of the circuit is on private land and is not open to daily traffic, and this was where the trouble lay. Only the road engineers could have known how serious the problem was. Through the evening and into the night repairs were carried out.

Next morning, with the weather still superb, practice was delayed a few minutes as last-minute clearing up from the night's work took place. When the circuit was opened Senna was first away, followed by most of the other runners, and Rosberg had not gone far before a turbo-charger broke on his Honda engine and he had to take the spare Williams. It did not take long to realise that something strange was happening, for lap times were down below 2 min 20 sec, nearly 25 seconds slower than the day before. After just over half-an-hour of running everyone drew into the pit lane and practice stopped. The drivers had fou that the contractors had not only resurfac the parts that were breaking up on Frid evening, but had continued the resurfaci the full width of the road. As the surface h deteriorated on Friday the drivers h changed their lines slightly and gone wide the bad bits, and were quite prepared to the same on Saturday morning, keeping the repaired surface, but with the n asphalt right across the track there w nowhere to go accept across it and the wasn't a snowball's chance in hell of the n tarmac having set properly. In addition t well-meaning contractors had also surfaced three more corners that did n need doing, so whereas on Friday evening had been "possible" to drive the circuit racing speeds, it was now "impossible" a if you cannot go at racing speeds in Formula One car there reallv isn't any poi in being in one.

The organisation, the FISA officials, t contractors, the FOCA luminary and othe were thrown into a gloom for in reality n one could see the answer to the proble The surface was looked at, prodded swept, rolled, treated with vario substances, but the task was hopeless. 5 pm it was very obvious that the Gra Prix de Belgique was not going to take plac and it took until nearly 7 pm before official announcement was made. In view the unsuitability of the surface for Formu One cars the Grand Prix was abandoned. decision that nobody wanted to hear, a nobody wanted to take, but it was inevitab and with great sadness everyone started pack up and go home.

The spectators were offered their mon back or the chance to come in for nothing Sunday and see a scratch programme minor events. On Saturday afternoon the should have been a Formula 3000 race, b that was out of the question, so as a ha hearted attempt to salvage something fro the disaster it was arranged that the Formu 3000 race would take place on Sunda afternoon, so as to offer "something" to t television people and the few spectators th were staying. The circuit inspector for FIS deemed the surface "possible" for 400 bh Cosworth engined cars with fairly mediocr tyres, but absolutely "impossible" for 70 850 bhp Formula One cars on the be gripping tyres in the business. As it turne out many of the F3000 cars spun off durin their race, and it was lucky that no-one w hurt.

The sun continued to burn down fro clear blue skies. It was going to be a tru Grand Prix de Belgique when we all arrive on Friday morning, but Dr. Sodt's La decreed that it would not rain and that when the real trouble started. The real pi of it all was that there had been goo intentions on everyone's part right from th beginning, but it had all misfired.

What a pity. — D.S.J.

ALFA ROMEO

ALFA 33 4x4. IT'LL DRIVE OTHER ESTATES UP THE WALL.

When the road stops, so do most estate cars. But not the new Alfa 33 4x4 Estate.

Besides elegant styling by Pininfarina, it has four wheel drive. So it can take you and a huge amount of luggage practically anywhere, in any weather.

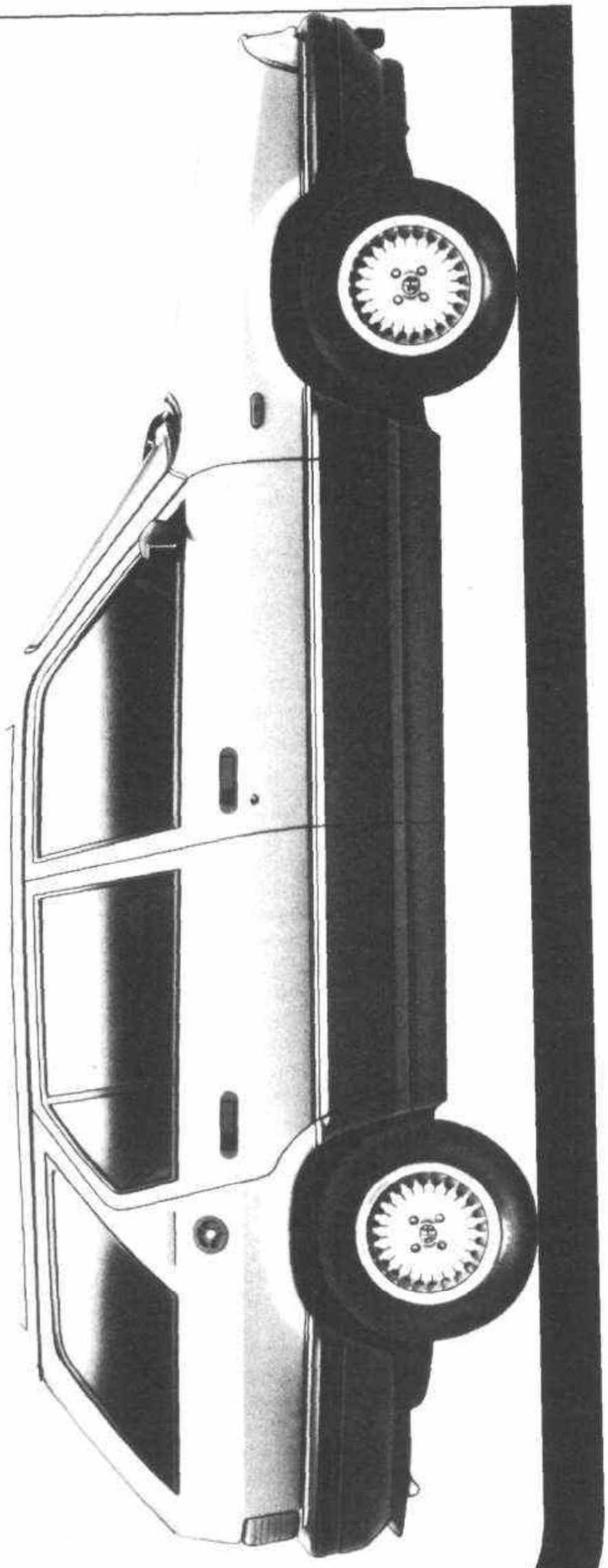
It's rather good on ordinary roads, too.

The Alfa 33 4x4 is capable of well over a hundred miles an hour, and accelerates from rest to sixty in just 11.8 seconds.

Not to mention covering 46.3 miles on one gallon of petrol

The remarkable Alfa 33 4x4 Estate shares with the rest of the 33 range the legendary Alfa boxer engine, slick five-speed gearbox, luxury equipment and full instrumentation.

And, of course, that certain dash of magic only an Alfa Romeo can give.



4x4

pininfarina

REDISCOVER THE MAGIC OF MOTORING

Official D.O.T. figures: Constant 56mph, 46.3mpg (6.1L/100km); Constant 75mph, 34.9mpg (8.1L/100km); Urban cycle 25.9mpg (10.9L/100km).

Alfa Romeo
THE ART OF TECHNOLOGY

Reflections in the Ardennes

AS I drove away from Francorchamps round the original circuit, through Burnenville and Masta and out through Stavelot into the Ardennes I reflected sadly on the abandonment of the 1985 Belgian GP. I cannot recall another Grand Prix ever having been abandoned; many have been cancelled, many never even got off the ground, but abandonment after it had all begun so well was something new. I thought of my opening paragraph in my Monaco Grand Prix story, elsewhere in this issue, where I suggested that we must be philosophical about the ways of FISA and FOCA and take the rough with the smooth. We had the smooth at Monte Carlo, the rough was at Francorchamps.

What gets me is how the disaster of the newly laid surface was allowed to happen. The Belgians asked if they could resurface their circuit a long while ago, in fact, at the end of last season and they were told "Fine, go ahead, but remember it must be finished 60 days before the first day of practice for the Grand Prix, in order to give it time to mature". Even the designers of the new water repellant surface stated in their handout that 50 days were needed for the rubber-asphalt compound to mature. Yet we arrive on the day before practice began, to find that the surface had only been down 14 days. Why, one must ask, didn't someone from FISA visit Francorchamps at the 60 day limit, to see if the job was finished. Had they done that and found that the work had not been started, they could have said "forget it, don't start now it's too late." And why did the engineers of the resurfacing firm start the job at all, knowing that it wasn't going to get its own stipulated 50 day curing time. It all sounds like an awful lack of communication all along the line. One could understand it if it was just a matter of new grandstands, or revised barriers, but the road surface is the most important part of a circuit. One bungle seems to have led to another and the pity of it all was that everyone was looking forward to racing at Francorchamps. Even Jackie Stewart, who was instrumental in the demise of the old circuit, has to admit that the Belgians have made a superb job of the shortened and modified circuit, retaining all the characteristics of the old one without the problems.

Even on Saturday night when I returned to my hotel I did not really believe that the race was abandoned, but on Sunday morning when I arrived at the circuit to see the Ferrari transporter driving away, then I really knew it was all over. Reactions from colleagues who had also turned up "just to make sure" were varied. One said he thought he had overslept and it must be Monday, with most of the transporters and paddock vehicles gone; another said it was Monday morning on Sunday. And the irony



MONDAY MORNING on Sunday. . . .

of the whole affair was that the weather was still superb.

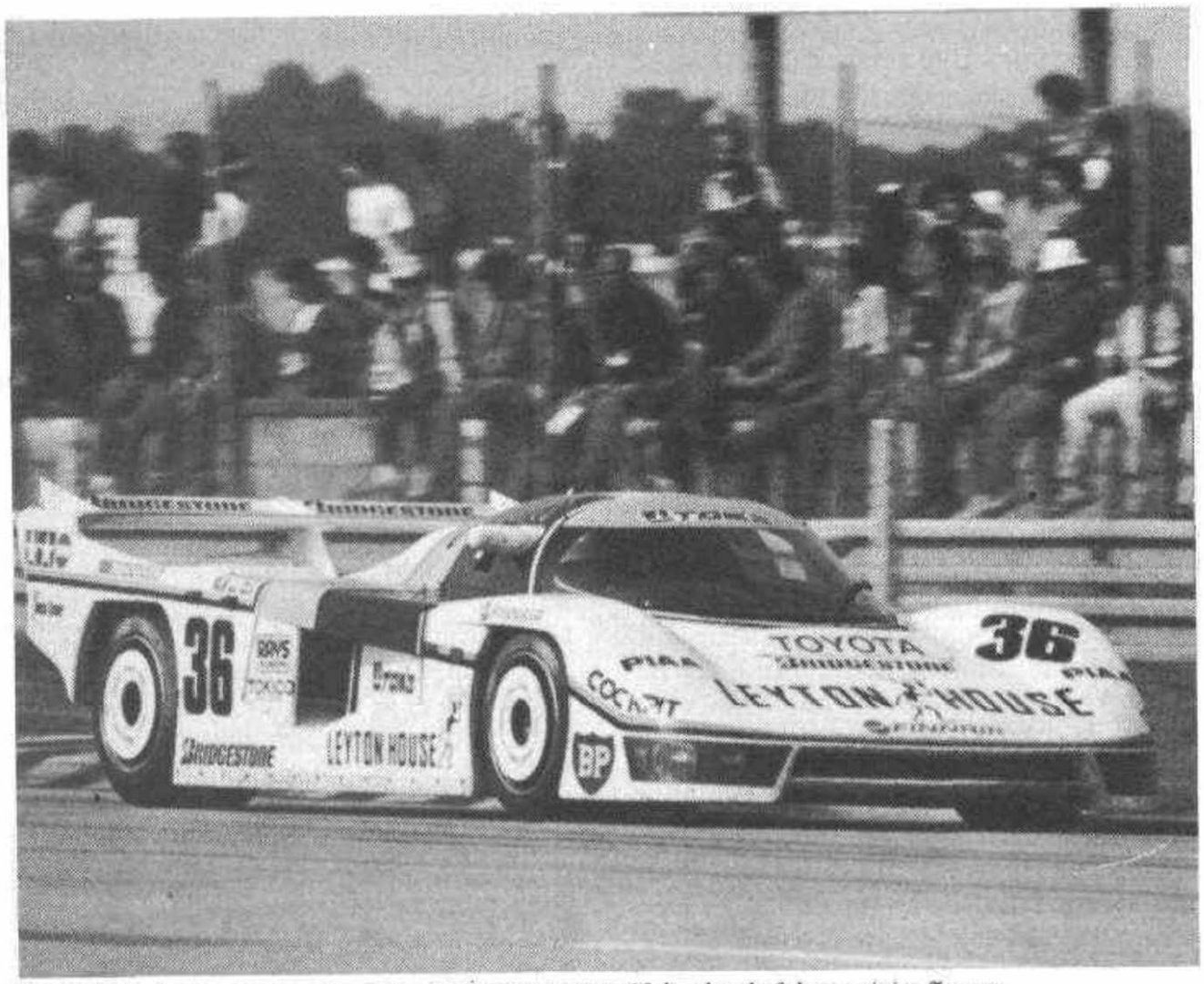
The first time I raced at Francorchamps was in 1948 and I fell in love with the circuit immediately, even though I got the "twitches" every time on the plunge down into the *Eau Rouge* bridge; but once you hit the Raidillon climb they disappeared and the rest of the circuit was real joy. Of all the Grand Prix events I attended during the late 1940s and the 1950s the Belgian Grand Prix was a great occasion. The French Grand Prix was racing in the Grand Manner, especially when it was held at Reims, and the Italian Grand Prix at Monza always had an excitement of its own, but the Belgian Grand Prix was a Great Occasion. I was always intrigued by the fact that the circuit was called the *Circuit Nationale*, there was something powerful behind that name. You could not imagine the area being turned into a trading estate, or a housing estate, and the forest scenery is really spectacular. Even racing round it on a solo motorcycle or on a racing sidecar platform, you were conscious of racing through the most beautiful countryside. The area is the *Haute Fagne*, even though journalists always refer to it as the Ardennes; at least that is better than calling it the Eifel Mountains, as one self-important Sunday paper writer did.

There has always been a strange fascination about the Francorchamps circuit, and Jim Clark always reckoned he hated the place, yet he won four Grand Prix races on the trot. After each one he would say "Yes, but I still don't like the place". Chris Amon always reckoned that a fast lap round Spa (as everyone called it) was the most satisfying moment in his whole experience of motor racing. In 1983 Rosberg just loved the place, even though he only had Cosworth power in his Williams, and it soon ran out of "puff" up the long climb to Les Combes. He was really looking forward to using Honda's 700-850 bhp this year. The whole circuit would seem to be tailor-made for Patrick Tambay's elegant style and he rates it as the best in the world. No matter who you talked to or listened to, the enthusiasm was the same. Engineers who particularly like racing engines were beaming as they listened to their cars disappearing up the long hill towards the horizon. The driver had his accelerator pedal down against the stop and the engine was working harder than we have heard before. It was a lovely aggressive sound where you know that every cylinder is working really hard. On full song on a long, level straight, it is not the same thing. You have to love engines to appreciate the sounds of Spa.

Before the whole thing fell apart I was thinking about how we could manipulate things for Belgium to have two Grand Prix events each year, like Italy and Great Britain do. The Italians managed by inventing the San Marino Grand Prix at Imola, so that each year we have the riotous blind at Monza and the splendid dice at Imola. With our Grand Prix at Silverstone, we have neatly snatched the Grand Prix of Europe for Brands Hatch in September. I was thinking that what the Belgians could do would be to have a Walloon GP in the French speaking sector at Francorchamps, and the Flanders Grand Prix in the Flemish speaking part at Zolder; or more subtly the Grand Prix de Belgique at Francorchamps and the Grote Prij van Belgie at Zolder. I know a lot of people do not like Zolder, and it is not my favourite circuit, but it is harmless enough and the Zolder organisers have made terrific efforts to make their circuit a success, so they deserve the support of the Grand Prix world. I am sure that two Grand Prix events each year in Belgium would be preferred to traipsing off to a Dallas car park, or waiting around for the mythical New York Grand Prix to happen. As it has turned out it looks as though Belgium will not get a Grand Prix at all this year. Perhaps that is a good reason for having two next year. — D.S.J.

Le Mans 24-hours

Works Porsches trounced



THOUGH short on power, one of the works Toyotas was 12th, ahead of the surviving Jaguar.

THROUGHOUT the life of the Group C World Endurance Championship, which started in 1982, the works Rothmans-Porsche team has been boringly successful. One knew, before leaving home, that Ickx, Mass, Bell and Bellof would appear on the winner's podium and it was virtually possible to write race reports in advance, leaving a blank for the winner's name.

All that has changed in 1985, as a result of the more restrictive fuel consumption rules. Le Mans, the showcase of the Stuttgart team, saw the works cars absolutely trounced by customer versions and even shown the way, for hours, by the splendid British EMKA-Aston Martin team. It took only a very minor problem on the Richard Lloyd Racing / Canon Porsche 956B driven by Jonathan Palmer and James Weaver to let the Joest Porsche 956 of Klaus Ludwig / Paolo Barilla / "John Winter" get clear away, leading for all but 26 of the 373 laps covered. The Lloyd Porsche was three laps behind, but still beat the record distance established in 1983, and the Rothmans-Porsche of Derek Bell and Hans Stuck was third and seven laps down, narrowly ahead of the Fitzpatrick Racing 956 of David Hobbs / Jo Gartner / Guy Edwards.

It was a race of odd contrasts. Like Mugello, Monza and Silverstone fuel economy was uppermost in the minds of all the drivers and team managers. The first couple of hours can only be described as boring, with the drivers using almost exaggerated caution. Gearchanging was slow and deliberate; fierce acceleration was avoided, and Ickx was in fourth gear, from the chicane, before he reached the pits.

Within four hours all three Rothmans-Porsches had been lapped, and it was quite clear that the factory team is in trouble with fuel economy. Joest, Lloyd, Kremer, even Brun's less experienced team can achieve higher averages with better economy, as can the Lancias. Porsche's 3-litre version, used to establish the fastest times in practice, was supposed to race for the first time at Hockenheim in July, but team manager Peter Falk now admits that it is not sufficiently economical. In his presence, it is better not to discuss the Lancia's 3-litre engines.

The contrast, then, was in the actual speeds achieved. On Wednesday evening Stuck and Ickx made full use of their 700 bhp qualifying engines (with no regard for economy, of course) to establish new qualifying records at 3 min 14.80 sec and 3 min 15.20 sec respectively. Stuck was the first driver to lap the revised circuit at over 250 kph (actually, at 251,815 kph / 156.48 mph), and only narrowly failed to go faster than Jacky Oliver's absolute practice record set, in the JW Porsche 917, in March 1971 when the cars had a clear run from the White House to the Dunlop Curve.

That was the time to see the cars driven in anger, reaching maximum revs in every gear and ultimately reaching 230 mph on the long Mulsanne straight. At night the sensation of these cars passing by is breath-taking, unique in motor racing, the "whump" of the turbos contrasting with the constant chain-saw noise of the Cosworth DFVs, the grumble of the Aston V8s and the thoroughbred howl of the Jaguar V12s. You can hear the normally aspirated engines clearly from ten miles away, the Porsches not at all.

The marshals and attendants, though, seem to lack imagination despite the death of a colleague last year, camping as they do right beside the armco and taking the cars for granted. During Thursday's practice Dudley Wood, in the second Fitpatrick Porsche 956, and Jean-Pierre Frey in the second Carma-Alba, collided at the flat-out "kink" on the straight, Wood's car flattening some 80 metres of armco, Frey's clearing it and landing among the trees. Later in the evening the interesting new Sauber-Mercedes, driven by John Nielsen, back-flipped on the straight while travelling at over 220 mph, for no apparent reason, and landed on its wheels 280 metres further along the track. Of the three drivers, only Wood was hurt, sustaining a fractured left leg.

Alessandro Nannini also broke last year's Lancia qualifying record (3 min 17.11 sec) at 3 min 15.95 sec but no-one else got below 3 min 20 sec. No-one, that is, except Stuck who was allowed to go out in the 956 training car, complete with its high-downforce body and a standard 2.6-litre engine, as a reward for claiming pole position! The tall German, who replaced Stefan Bellof, seems to have brought some fresh spirit to the Rothmans team, his enthusiasm for driving making him the immediate star.

Qualifying is one thing, a propaganda and morale exercise, racing quite another. At Silverstone the teams got through 510 litres of fuel in five hours while at Le Mans, a slightly faster track, the C1 cars were allocated 2,210-litres for 24 hours. They had a problem, certainly, and it remained to be seen how they would deal with it. Porsche's car manager Norbert Singer thought that the race would be run at about five seconds a lap slower than last year, with average times of around 3 min 42 sec. The privateers thought otherwise, and although they *looked* almost ponderously slow Palmer's fastest lap in the first hour was 3 min 33.4 sec, which shows how deceptive appearances can be. Later on, when the Ickx/Mass car had finished having its gearbox rebuilt (a split oil cooler on the transmission had done it no good at all) the Belgian and the German took turns at attacking the lap record, establishing a new one at 3 min 25.1 sec before dusk. After a long delay, of course, they had fuel to spare, but so far as the race was concerned Ickx had not the slightest chance of lengthening his record of wins to seven.

Rarely have professional racing drivers been so well-mannered as they were in the opening laps. Bob Wollek led the first three laps, then quite deliberately pulled over and took his Lancia across the timing line in fifth place on the fourth lap. The Italians had

enjoyed their minutes of glory, and now concentrated on the serious business of balancing speed against consumption. Ludwig, last year's winner in the same car prepared by Reinhold Joest, now led Sarel van der Merwe's Kremer Porsche 956 and Palmer's Canon-Porsche, while Ickx drove at what seemed a pedestrian speed in 18th place. Did the spectators who'd travelled from afar, and paid a lot of money for their tickets, really know what was going on?

Palmer and Ludwig soon established a rapport which took them well clear of the field, taking turns at leading down the straight, "breaking the air", this tactic increasing their speed and conserving fuel as well. There was one other race leader, and the thousands of British fans cheered loudly when Tiff Needell went ahead for four laps at the end of the first hour. The EMKA, owned by Steve O'Rourke (he drove, with Needell and Nick Faure) and prepared by Michael Cane, was to distinguish itself. It was not, in fact, noticeably more economical than the Porsches but Cane brought the car in early, after 50 minutes, for half a tank of fuel, so that Needell was poised for the lead when everyone else stopped. Even before that the blue Aston Martin powered car had been running third, the "best of the rest", and had very few problems at all during the race. A split in the hydraulic pipe to the clutch slave cylinder, which took half an hour to fix, was its only unscheduled stop but made no significant difference to its placing, behind eight Porsches and two Lancias.

At six hours, quarter distance, the race order was well established. Palmer and Weaver lay a few seconds behind Ludwig, Barilla and "John Winter", two laps ahead of the Wollek / Nannini / Cesario Lancia, the Bell / Stuck Porsche, the Brun / Gouhier / Theys Porsche, and the Holbert / Schuppan / Watson works Porsche. The second Lancia, that of four-times winner Henri Pescarolo with Mauro Baldi, was driving to a strict speed and lay 10th, four laps behind, while the EMKA in 13th position was comfortably clear of the two Tullius Group 44 Jaguars. We'd hoped to see the normally aspirated, British backed cars doing better on fuel consumption, attacking, pressuring, going ahead when the Porsches and Lancias refuelled, as the 1985 regulations seemingly allowed them to do. In that respect they were disappointing, for their fuelling schedules were the same as those of the turbo teams, and they just lacked the pace to worry the opposition. The Jaguars develop some 620 horsepower, much the same as the turbos, but were handicapped by 50 kilogrammes of surplus weight required by IMSA rules (they run in that category).

The Canon team cracked first, unfortunately. James Weaver, signed up when Jan Lammers withdrew from the team just five days before scrutineering, was settling in nicely and keeping on the pace, with the correct economy. In the seventh hour he made an unscheduled stop, a warning light telling him that the water temperature was too high. It took very little time to establish that the Motronic "sender" was faulty, and isolate it, but then the nose panel was taken off as Weaver mentioned that the brakes felt rough. It was not a cracked disc, as he feared, but the pads hadn't bedded in correctly. This delay cost a couple of laps, and another was lost in the night when Weaver stopped to have a slow-punctured tyre replaced.

That, in a nutshell, is the difference between first and second place. Three laps. The difference between two trivial happenings in 3,162 miles of racing, and none at all. The Joest Porsche stayed good all the way through, and not once was the routine disturbed. It was interesting to note that at the end, when the Joest Porsche had covered three laps more than the Rothmans team did in 1983, they still had 100-litres of fuel unused. The Canon team had 30-litres remaining, as did Bell and Stuck who completed 366 laps. Had the pace car not gone out for 25 minutes on Saturday evening, when Jean-Claude Andruet crashed a WM-Peugeot mightily on the Mulsanne straight (another tyre deflation was the cause) even more records might have been broken.

This time round the fancied teams did have problems. Bell's car had needed new front wheel bearings, and a new spark box. Ickx's car also had new wheel bearings, but the car was principally delayed 71 minutes having the gearbox rebuilt. The Haywood / Schuppan / Watson car completely disgraced itself by breaking its crankshaft on Sunday morning, when in second place, but this is only the second engine failure suffered by the works Porsches in three and a half seasons, an enviable record that isn't achieved by luck.

Of the Lancias, Wollek's needed a new turbo unit when a stone cracked the wastegate relief pipe, "giving us the power of a qualifier in Indianapolis" according to Cesare Fiorio. Pescarolo, who left Joest's team "because I thought I would stand a better chance in a factory team" must have regretted his decision as his car was delayed by a faulty starter motor, which needed changing. On this occasion, though, the Lancias had never looked like winners, and the good Henri had to watch the car h drove last year take the chequered flag. Th Jaguars, also off the pace, had their effo halved when Jim Adam accelerated from th Ford chicane in the night. Just too late fo him to turn into the pits, the cage for th left-side driveshaft universal joint collapsed stranding the Jaguar at the entry to th Dunlop Curve. Then on Sunday morning when the sun was warm, the Tullius Jagua crept into the pits with a dropped valve, an water trickling from an exhaust pipe. A good Americans will, when all else fails, th crew set to work washing and polishing th white and green Jaguar fit for an exhibition to make a final lap at three o'clock fo classification in 13th place.

Gordon Spice's win in the C2 category with Ray Bellm and Mark Galvin sharin the Spice-Tiga, was not quite the text-book run as the car was delayed by faulty exhaus pipe brackets, and by downforce which pushed the car into contact with the road along the straight, cured by fitting stronger front springs. The Ecosse led the class im pressively for three hours until the oil pump driveshaft sheared, and Finotto's Carma Alba was never really in contention, delayed first by the front wheels loosening, then by the engine getting sicker and sicker until it finally expired on Sunday. Kennedy's Mazda 727C had crippling gearbox prob lems on Sunday but finished second in class, 29 laps behind Spice. As for the WM-Peugeots in the C1 class, their problems seemed to be endless, which is only to be expected of a team which races once a year, and they finished 16th and 23rd overall firing on fewer than their six cylinders.

It was predictable that the Porsche marque would achieve its 10th Le Mans victory, now exceeding Ferrari's fine tally, but it was totally unexpected that the invincible works team would be eclipsed so badly. Some would say that the race was boring, others that it was closely contested and absorbing, but whichever opinion you subscribe to it was a perfect advertisement for the German company. Now, it will need success for Lancia-Martini and a challenging presence from Tom Walkinshaw's new Jaguars to put new life into the World Endurance Championship series, and raise any prospect of bringing large crowds flocking back to the Sarthe next June.

M.L.C.

RESULTS

LE MANS 24 HOURS, June 15th/16th — World Endurance Championship For Manufacturers and Drivers — 5088.507 km — Weather Fine

1st : K. Ludwig/P. Barilla/"J. Winter" (Joest/New Man 2.6 Porsche 956) ..... 373 laps — 212.021 kph
2nd: J. Palmer/J. Weaver/R. Lloyd (Lloyd/Canon 2.6 Porsche 956B) ..... 370 laps
3rd : D. Bell/H. Stuck (Rothmans 2.6 Porsche 962C) ..... 366 laps
4th : D. Hobbs/J. Gartner/G. Edwards (Fitzpatrick/American 100's Porsche 956) ..... 365 laps
5th : M. Hytten/G. Fouche/S. v.d. Merwe (Kremer/Barclays Porsche 956) ..... 360 laps
6th : R. Wollek/A. Nannini/L. Cesario (Lancia-Martini 3.0 LC2/85) ..... 359 laps
7th : H. Pescarolo/M. Baldi (Lancia-Martini 3.0 LC2/85) ..... 357 laps
8th : J. Laessig/H. Regout/J. Pareja (Obermaier 2.6 Porsche 956) ..... 356 laps
9th : J-P. Jarier/M. Thackwell/F. Konrad (Kremer/Kenwood 2.6 Porsche 962C) ..... 355 laps
10th : J. Ickx/J. Mass (Rothmans 2.6 Porsche 962C) ..... 347 laps
11th : T. Needell/S. O'Rourke/N. Faure (Dow Corning 5.3 EMKA-Aston Martin) ..... 337 laps
12th : S. Nakajima/M. Sekiya/K. Hoshino (2.1 Tom's Dome-Toyota C851) 329 laps
C2 class : (14th overall) G. Spice/R. Bellm/M. Galvin (3.3 Spice-Tiga DFL) ..... 311 laps

Fastest lap: Ickx/Mass, 3 min 25.1 sec (239.169 kph), record

World Endurance Championship for Teams: Rothmans-Porsche, 52 pts; Kremer-Porsche, 33 pts; Lancia-Martini, 28 pts; New Man/Joest Porsche, 26 pts; Lloyd/Canon Porsche, 23 pts; Brun Porsche and Obermaier Porsche, 13 pts.
World Endurance Championship for Drivers: Mass and Ickx, 51 pts; Winkelhock and Surer, 45 pts; Bell and Stuck, 42 pts; Ludwig, 34 pts; Palmer 31 pts; Nannini 30 pts; Barilla, 28 pts.



THE fortunes of Grand Prix racing. Last year Nelson Piquet won the Canadian GP. This year he suffered a crash in practice and his gearbox expired as he left the start line.

Canadian Grand Prix

Ferrari in command

Montreal, June 17th

TEAM LOTUS may well have qualified both its Renault EF15-engined 97Ts on the front row of the starting grid, but it was the scarlet, fine-handling Ferraris of Michele Alboreto and Stefan Johansson which stormed through to score an impressive 1-2 triumph in the 70 lap 1985 edition of the Canadian Grand Prix. A somehow appropriate outcome if you think about it, for Montreal's sentimentally-titled Circuit Gilles Villeneuve is virtually regarded as hallowed ground by the devotees of the Prancing Horse, the great French Canadian driver having won there for Maranello back in 1978 and starred on several other occasions as well.

In some ways, it could be argued, the grid might not have been quite as representative as it should. Alboreto's final qualifying was badly compromised when an oil leak set the rear bodywork of his car aflame, causing him to abandon it out on the circuit after which he failed to improve during a brief stint in the team spare. He lined up third behind de Angelis and Senna, with Stefan Johansson at last displaying form more representative of his true ability and lining up alongside his team leader on the second row.

The Canadian Grand Prix was a long race, dominated by concern over marginal fuel capacity on the part of many teams. De Angelis went straight into the lead from Senna, the Italian demonstrating a maturity and determination which has been finely honed in recent months by his highly talented, and significantly less experienced, team-mate. Senna ran second for the first six laps before loss of turbo boost pressure, caused by a loose retaining clip allowing a pipe to work loose, requiring him to stop for attention and lost him five laps on the leaders. However, rather than climbing out of the car and stumping away in a bad mood, the Brazilian hurtled back into the race with tremendous gusto and raced hard all the way to the finish, establishing a new outright circuit record even though all chances of a decent finishing position had vanished.

De Angelis held onto the lead for 15 laps before Alboreto wore him down and slipped ahead of his compatriot. From that point onwards the Ferrari team leader held sway all the way to the chequered flag, although Johansson, hampered with a slight misfire, rather cheekily pulled up onto Alboreto's tail on a couple of occasions. Alboreto responded with an extra turn of the cockpit boost control to pull away briefly again and the Swede got the message that it would be appropriate to settle for second place!

Probably the most impressive aspect of the Ferrari performance was the fact that the two cars ran competitively from start to finish with no undue anxiety about fuel consumption, underlining the fact that

ENTRY AND PRACTICE

No	Driver	Nat	Car-Engine	Friday Practice	Saturday Practice	Remarks
1	Niki Lauda	AUT	McLaren MP4/2B-Porsche V6 t/c	1.28.126	1.28.130	1984 World Champion
2	Alain Prost	FR	McLaren MP4/2B-Porsche V6 t/c	1.25.977	1.25.557	
3	Martin Brundle	GB	Tyrrell 012-Cosworth V8	1.32.760	1.31.923	
4	Stefan Bellof	D	Tyrrell 012-Cosworth V8	1.32.586	1.31.733	
5	Nigel Mansell	GB	Williams FW10-Honda V6 t/c	1.28.367	1.27.728	
6	Keijo Rosberg	FIN	Williams FW10-Honda V6 t/c	1.26.255	1.26.097	
7	Nelson Piquet	BRA	Brabham BT54-BMW 4 cyl t/c	1.27.004	1.26.301	Winner Canada '84
8	Marc Surer	CH	Brabham BT54-BMW 4 cyl t/c	1.30.206	1.29.473	
9	Manfred Winkelhock	D	RAM03-Hart 4 cyl t/c	1.31.147	1.27.266	
10	Philippe Alliot	FR	RAM03-Hart 4 cyl t/c	1.29.501	1.26.960	
11	Elio de Angelis	ITAL	Lotus 97T-Renault V6 t/c	1.26.895	**1.24.567**	Pole position
12	Ayrton Senna	BRA	Lotus 97T-Renault V6 t/c	1.25.399	1.24.816	
15	Patrick Tambay	FR	Renault RE60-Renault V6 t/c	1.26.959	1.26.340	
16	Derek Warwick	GB	Renault RE60-Renault V6 t/c	1.26.801	1.25.622	
17	Gerhard Berger	AUT	Arrows A8-BMW 4 cyl t/c	1.30.826	1.26.743	
18	Thierry Boutsen	B	Arrows A8-BMW 4 cyl t/c	1.28.241	1.25.846	
19	Teo Fabi	ITAL	Toleman TG185-Hart 4 cyl t/c	1.29.910	1.28.625	
22			NO ENTRY			
23	Riccardo Patrese	ITAL	Alfa Romeo 185T-Alfa Romeo V8 t/c	1.28.081	1.26.995	
24	Eddie Cheever	USA	Alfa Romeo 185T-Alfa Romeo V8 t/c	1.27.638	1.26.354	
25	Piercarlo Ghinzani	ITAL	Osella FA1G-Alfa Romeo V8 t/c	1.32.299	1.31.576	
26	Andrea de Cesaris	ITAL	Ligier JS25-Renault V6 t/c	1.28.746	1.27.403	
27	Jacques Laffite	FR	Ligier JS25-Renault V6 t/c	1.29.730	1.28.750	
28	Michele Alboreto	ITAL	Ferrari 156/85-Ferrari V6 t/c	**1.25.127**	1.25.832	
29	Stefan Johansson	SWE	Ferrari 156/85-Ferrari V6 t/c	1.27.870	1.25.170	
30	Pierluigi Martini	ITAL	Minardi M185-Moderni V6 t/c	1.34.985	1.47.148	
	Jonathan Palmer	GB	Zakspeed ZAK84-Zakspeed 4 cyl t/c	—	—	Not entered

STARTING GRID ↑

11
E. de Angelis
(Lotus-Renault V6 t/c)
1 min 24.567 sec
38 (1 min 29.156 sec)

12
A. Senna
(Lotus-Renault V6 t/c)
1 min 24.816 sec
45 (1 min 27.445 sec)

27
M. Alboreto
(Ferrari V6 t/c)
1 min 25.127 sec
28 (1 min 28.637 sec)

28
S. Johansson
(Ferrari V6 t/c)
1 min 25.170 sec
44 (1 min 28.651 sec)

2
A. Prost
(McLaren-Porsche V6 t/c)
1 min 25.557 sec
64 (1 min 28.755 sec)

16
D. Warwick
(Renault V6 t/c)
1 min 25.622 sec
22 (1 min 31.367 sec)

18
T. Boutsen
(Arrows-BMW 4 t/c) (T)
1 min 25.846 sec
6 (1 min 31.688 sec)

6
K. Rosberg
(Williams-Honda V6 t/c)
1 min 26.097 sec
51 (1 min 27.611 sec)

7
N. Piquet
(Brabham-BMW 4 t/c)
1 min 26.301 sec
(———)

15
P. Tambay
(Renault V6 t/c)
1 min 26.340 sec
46 (1 min 28.863 sec)

23
E Cheever
(Alfa Romeo V8 t/c)
1 min 26.354 sec
64 (1 min 28.481 sec)

17
G. Berger
(Arrows-BMW 4 t/c)
1 min 26.743 sec
15 (1 min 31.735 sec)

22
R. Patrese
(Alfa Romeo V8 t/c)
1 min 26.995 sec
24 (1 min 31.978 sec)

9
M. Winkelhock
(RAM-Hart 4 t/c)
1 min 27.266 sec
4 (1 min 33.690 sec)

25
A. de Cesaris
(Ligier-Renault V6 t/c)
1 min 27.403 sec
45 (1 min 30.070 sec)

5
N. Mansell
(Williams-Honda V6 t/c)
1 min 27.728 sec
50 (1 min 29.331 sec)

1
N. Lauda
(McLaren-Porsche V6 t/c)
1 min 28.126 sec
29 (1 min 30.433 sec)

19
T. Fabi
(Toleman-Hart 4 t/c) (T)
1 min 28.625 sec
2 (1 min 35.539 sec)

26
J. Laffite
(Ligier-Renault V6 t/c)
1 min 28.750 sec
54 (1 min 30.324 sec)

8
M. Surer
(Brabham-BMW 4 t/c)
1 min 29.473 sec
40 (1 min 32.286 sec)

10
P. Alliot
(RAM-Hart 4 t/c)
1 min 29.501 sec
25 (1 min 32.325 sec)

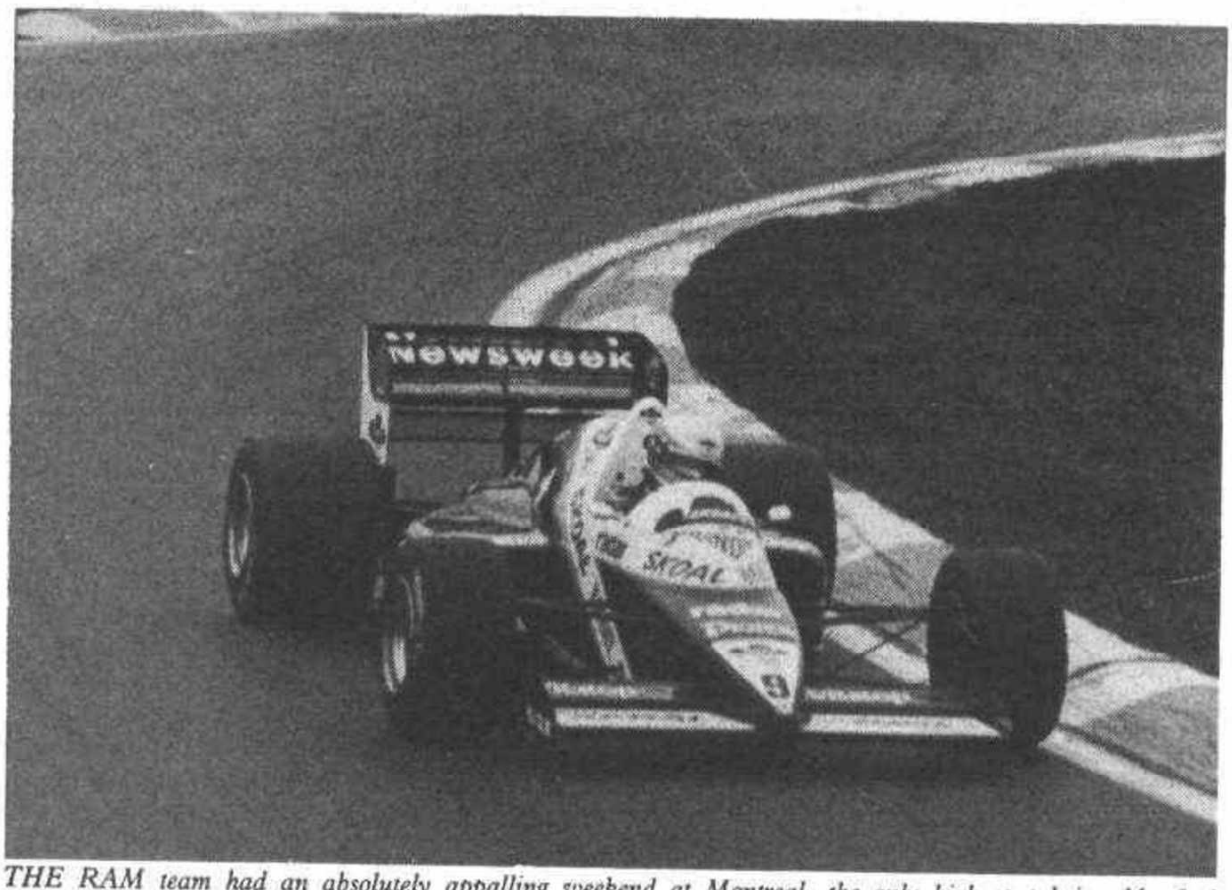
24
P. Ghinzani
(Osella-Alfa Romeo V8 t/c)
1 min 31.576 sec
5 (1 min 35.136 sec)

4
S. Bellof
(Tyrrell-Cosworth V8)
1 min 31.733 sec
56 (1 min 33.085 sec)

3
M. Brundle
(Tyrrell-Cosworth V8)
1 min 31.923 sec
55 (1 min 32.485 sec)

29
P. Martini
(Minardi-Moderni V6 t/c)
1 min 34.985 sec
7 (1 min 36.757 sec)

(T) Car: spare car used for race.
N.B. Time in brackets is best lap in race.
Number in bold is lap on which recorded.



THE RAM team had an absolutely appalling weekend at Montreal, the only high spot being Manfred Winkelhock (above) qualifying 14th after practice sessions punctuated by several engine failures. In the race the German driver was pushed off the road by de Cesaris' Ligier, while Philippe Alliot crashed the other RAM 03 quite severely.

Maranello has addressed the power fuel efficiency equation every bit as effectively as the Porsche engineers at Weissach. Alain Prost's McLaren wound up third at the end of the day, but the Frenchman reckoned the whole affair was rather soul-destroying, all a question of rivetting one's eyes on the digital fuel read-outs in the cockpit and then pressing on as hard as one is allowed to without risking the tank running dry before the chequered flag.

For a while experienced observers on the sidelines were wondering whether Prost had judged things just right. As de Angelis, worried about his Renault engine's fuel consumption, its poor throttle response in intermediate gears and increasing understeer, dropped steadily back to finish fifth, Prost came tearing up behind Patrick Tambay's works Renault and when the RE60 broke third gear the sole surviving McLaren moved into third place behind the two Ferraris.

Britain's Derek Warwick had a most disappointing race with his Renault, qualifying sixth and feeling really quite good during practice. But the driver found his car's handling had mysteriously deteriorated when it came to race day, and although he briefly held fourth place in the opening sprint, he dropped to 12th with a quick spin and later hit the guard rail which eliminated his RE60 from the contest.

The Williams-Honda FW10s were still not very smooth and progressive when it came to power delivery out of the tight corners, but both Rosberg and Mansell managed to finish in the top six. The Finn made an early stop to investigate fluctuating turbo boost pressure, but an adjustment to the cockpit switch seemed to make matters better and he resumed the chase. He then spun at the hairpin, after trying to pass Warwick on the outside, then stopped again for fresh tyres. But he drove absolutely flat-out for the entire afternoon, climbing back to take a fine fourth place. With Nigel Mansell sixth in the other Williams it was a good day for the Didcot team which used the latest specification, heavily redesigned Honda V6 in both cars. It may still be difficult to drive, but it clearly has no fuel consumption problem — part of the reason behind developing it in the first place.

World Champion Niki Lauda had another disappointing weekend, qualifying very poorly in 27th slot, starting gently and then showing signs of pulling through the field in typical style when the McLaren's engine began blowing out its coolant and he retired on lap 38.

In the Brabham camp there was a generally despondent atmosphere for tea leader Piquet left the circuit on Saturda afternoon, possibly after something broke i the rear suspension, and the impact as h went over a high kerb pretty smartly wrot off the right rear corner of his machine, th BT54 three-wheeling to a halt with the le front rim off the deck. In the race Pique succumbed to terminal gearbox problems o the opening lap, but poor Marc Sure ground round non-stop to the finish emerging three laps behind the leaders an wondering why he had cast aside a perfectl reasonable sports car drive to end up wit this seemingly insurmountable problem!

Amongst the Pirelli-shod cars, the Ligie JS25s are currently the most consistentl impressive competitors, usually running somewhere midfield and having a quit reasonable finishing record. De Cesari would have finished in the top six had it no been for a ridiculous pirouette early on recovering abruptly from which he wiped Manfred Winkelhock's RAM out of the race against the barrier. The Italian stopped for a fresh nose section to be fitted and then pressed on gamely to the end of the race, only slowed slightly over the last few laps when a leaking caliper reduced the Ligier's powers of retardation quite considerably. He finished 14th while team-mate Jacques Laffite actually crossed the finishing line in seventh place, but was subsequently docked a minute for an over-eager start from his position near the back of the grid.

The race took place in somewhat overcast conditions which were something of a disappointment following two days of sunshine throughout practice. Ferrari had proved again that they should never be underestimated and Johansson had made something of a personal breakthrough against the run of bad luck he seems to have sustained ever since he joined the Italian team. Finally, Rosberg and Senna underlined that they are top drawer racers, not prepared to let any minor mechanical problem get in the way of their passion for running hard and fast for as long as is necessary. — A.H.

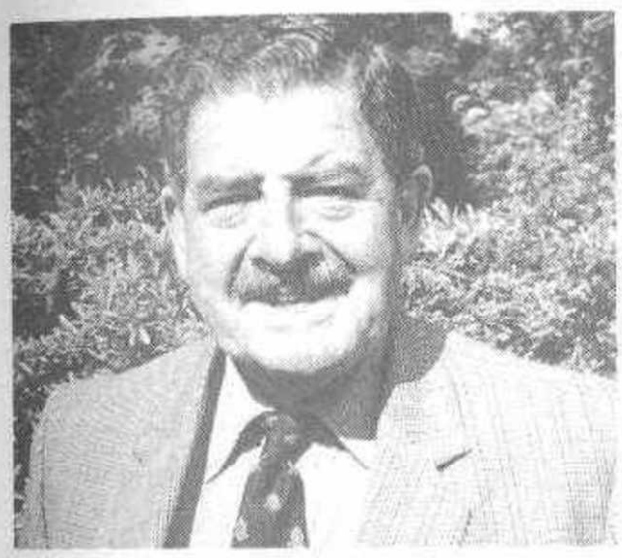
RESULTS

CANADIAN GRAND PRIX — Formula One — 70 laps — Circuit Gilles Villeneuve Montreal — 4.41 kilometres per lap — 308.700 kilometres — Cool

1st	Michele Alboreto	(Ferrari 156/85-081)	1 hr 46 min 01.813 sec — 174.686 kph
2nd	Stefan Johansson	(Ferrari 156/85-082)	1 hr 46 min 03.770 sec
3rd	Alain Prost	(McLaren MP4/2B-5)	1 hr 46 min 06.154 sec
4th	Keijo Rosberg	(Williams FW10/04)	1 hr 46 min 29.634 sec
5th	Elio de Angelis	(Lotus 97T/3)	1 hr 46 min 45.162 sec
6th	Nigel Mansell	(Williams FW10/02)	1 hr 47 min 19.691 sec
7th	Patrick Tambay	(Renault RE60/05)	1 lap behind
8th	Jacques Laffite	(Ligier JS25/01)	1 lap behind
9th	Thierry Boutsen	(Arrows A8/2) (T)	2 laps behind
10th	Riccardo Patrese	(Alfa Romeo 185T/1)	2 laps behind
11th	Stefan Bellof	(Tyrrell 012/7)	2 laps behind
12th	Martin Brundle	(Tyrrell 012/6)	2 laps behind
13th	Gerhard Berger	(Arrows A8/3)	3 laps behind
14th	Andrea de Cesaris	(Ligier JS25/04)	3 laps behind
15th	Marc Surer	(Brabham BT54/3)	3 laps behind
16th	Ayrton Senna	(Lotus 97T/2)	5 laps behind
17th	Eddie Cheever	(Alfa Romeo 185T/2)	6 laps behind
18th	Pierluigi Martini	(Minardi M185/02)	13 laps behind — running; not classified
19th	Niki Lauda	(McLaren MP4/2B-4)	retired on lap 38 — engine failure
20th	Piercarlo Ghinzani	(Osella FA1G/2)	retired on lap 36 — engine trouble
21st	Philippe Alliot	(RAM 03/1)	retired on lap 29 — crashed
22nd	Derek Warwick	(Renault RE60/03)	retired on lap 16 — crashed
23rd	Manfred Winkelhock	(RAM 03/3)	retired on lap 6 — accident with de Cesaris
24th	Teo Fabi	(Toleman TG185/3) (T)	retired on lap 4 — electrical trouble
25th	Nelson Piquet	(Brabham BT54/6)	retired on lap 1 — gearbox trouble

Fastest lap: Ayrton Senna (Lotus 97T/2) on lap 45 in 1 min 27.445 sec — 181.554 kph

25 starters — 18 finishers



TURNER

SINCE the war there have been literally hundreds of British outfits which have tried to market specialist sports cars and almost every one of them disappeared fairly rapidly. One firm which did seem set to survive was Turner and for over a decade, Jack Turner's sports cars won a strong following, particularly in America, and, within the cars' limits, built up a respectable list of competition successes.

Turner was born in Abergavenny in 1916 and began a general engineering apprenticeship 15 years later. Out of his time, he worked for Gloucester Aircraft and spent the war in charge of a large tool-making facility which undertook, among other things, many of the components for the first Whittle jet to fly, the Gloucester E38/98.

At the end of hostilities, he managed an engineering company in Wolverhampton subcontracting to Austin and, as conditions became normal again, began work on his first Turner Special. He'd already become an MG enthusiast, graduating from an 'M' type to 'J' and 'T' types and, around 1949, set about creating a single-seater based on the chassis and running gear of an 1100 cc supercharged Magnette. This car was pure MG apart from its body and twin rear wheels but it provided Jack with a means to sprint and hill climb and pick up a few places in class until he retired from competition in 1953.

As the Fifties dawned, more and more people were becoming involved in the sport and special building was rife. Jack detected the need for someone to undertake machining and so on for the fraternity and, converting a stable block and smithy into a workshop, set up in business and also began work on his first originally-designed car.

The layout of the prototype established the pattern for his cars until 1955. It had a simple frame made from large diameter tubing arranged in a lozenge shape and front and rear suspension was by transverse leaf springs and lower wishbones. Morris Minor rack and pinion steering was used (what would the British special building scene have done without this item of kit?), a 4 cylinder Vauxhall Wyvern engine fitted, because it was available and the idea was first to prove the design by clocking up a high mileage, and the whole was clothed in an aluminium body reminiscent of the later Lotus 6. An unusual feature was the use of cast magnesium wheels with detachable rims. John Tojeiro became a customer and these wheels were fitted to his early cars. Apart from the shape of their frame, the early cars of Turner and Tojeiro were very similar in concept, though were made simultaneously, Tojeiro supplying enthusiasts in East Anglia, and Turner at first selling exclusively in the West Midlands. Drivers then often supported their friendly neighbourhood constructor.

Turner ran this first car for 50,000 miles and believes, contrary to conventional wisdom, that miles on the public highway with its wide variety of surfaces and conditions, is a better test of a car than racing.

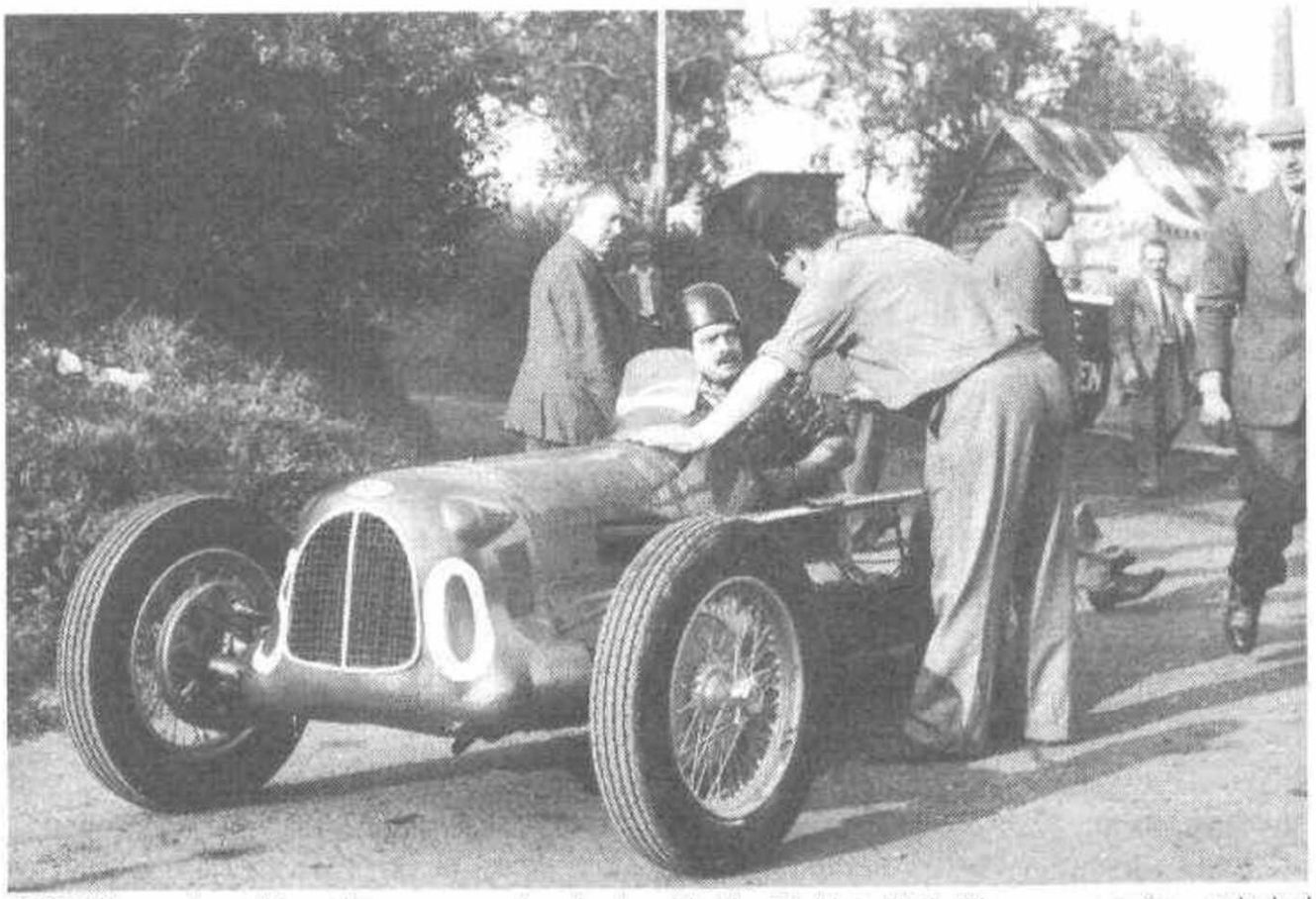
Into the picture comes John Webb who, after serving in the Royal Artillery during the war, had first explored the possibility of sheep farming in Australia until deciding, on the death of his father and elder brother, to rejoin the family business which made English lead crystal glass. Like many others, he was still restless after the war and having become bored with piloting private planes, sought an outlet in motor racing. He'd bought the ex-Reg Parnell MG K3 Magnette which had a unique dohc cylinder head designed by Laurence Pomeroy. Eventually he took his car to Turner for preparation, saw the first Turner sports car, liked it, and deciding that his MG chassis was too heavy to do justice to his 120 bhp engine, asked Jack to build him a single-seater version. When a deal to buy an ERA engine fell through, Webb fell back to using his Magnette engine and gearbox.

The result was a pretty little car with which Webb took third in the 1951 Manx Cup. The following year more power was obtained by 2-stage Wade supercharging. John now modestly says that he was no ace and so it's hard to assess the car but it seems to have been a competent special of its day, capable of achieving the odd decent result. Both the engine and the original chassis are extant, incidentally, but are in different hands and waiting for the right marriage broker to bring them together again.

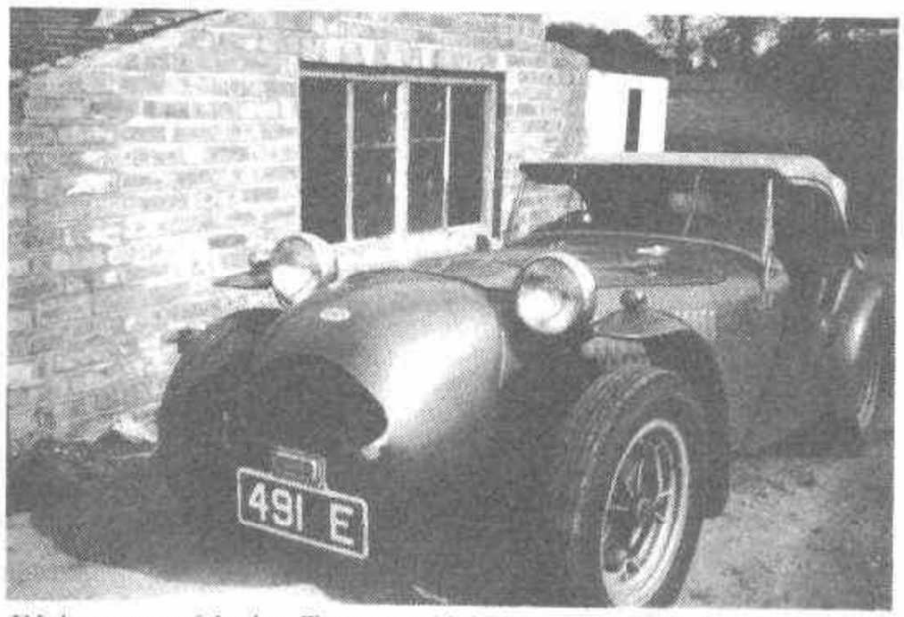
Eight of these Turner chassis were made. One went to Ken Rose, son of Hugh Rose, the Lea Francis designer, who fitted it with a 1½-litre Lea Francis engine and a Ferrari 166-style barchetta body, made by Carbodies of Coventry, the general effect of which was undermined by a Morris Minor grille! Like John Tojeiro, Turner basically supplied a chassis and the customer specified the engine and body. One had a 6-cylinder Vauxhall Velox engine, another had a 1½-litre Lea Francis, one was supplied as a rolling chassis without an engine, the seventh chassis will be dealt with in detail, while the eighth was merely a spare frame though Jack believes it was later built into a complete car.

Chassis No 7 became the Turner F2 car and different from the others in that it had a 7 ft 6 in wheelbase (as opposed to 8 ft 0 in) while the 9 in Girling brakes gave way to 11 in drums. Webb wanted to move up a class and Turner had his eye on Grand Prix racing which, in 1953, was run to F2 rules. Unlike today, when a driver wishing to go racing on a budget joins the queue at a production racing car manufacturer, it was then cheaper for Webb to commission a completely new car.

Apart from the shorter wheelbase, the chassis followed the general layout of the Turner sports cars but it is the eventual engine which is interesting. Through his



THE "Turner Special", with its creator at the wheel, at Shelsley Walsh in 1949. This car was in fact a rebodied MG Magnette. Jack is at pains to point out that the helmet was borrowed!





IN the manner of the day, Turner provided his customers with chassis to which they fitted their own bodies. The two cars depicted above had identical chassis, but the car the left is Turner's Vauxhall-engined prototype while that on the right is the Lea Francis-powered version of Ken Rose.

relationship with Ken Rose, Jack come to know Hugh and was able to arrange for the cast iron Lea Francis engine to be redesigned to allow it to be cast in light alloy with wet liners. The head featured larger valves, triple valve springs and dual ignition. Con rods were machined from Lea Francis rough forgings after a standard rod destroyed the first, iron-block engine and the power (145 bhp at 6,000 rpm — higher revs caused severe valve bounce) was transmitted through an Armstrong gearbox with close ratios to the chassis mounted ENV differential.

The most interesting aspect of this engine was the use of SU fuel injection adapted from an aircraft unit and overseen by SU which, at the time, was working in conjunction with Jaguar. This system gave very little trouble and Dick von der Becke, the engineer assigned to this guinea pig project, had little to do. Turner made two engines for his own use, the first with a bored-out cast iron block, destroyed when a con rod demolished the block on the Isle of Man (marshals presented Webb with the remains at the prize giving), and the second with an alloy block. A dozen alloy blocks were supplied to Connaught, one of the alloy heads was fitted to a cast iron 1,500 cc Lea Francis block which was sold to Raymond Flower and found its way into a Kieft which ran at Le Mans in 1955 and I've come across odd references to others, though Turner assures me that those authors are inaccurate.

The F2 Turner did not take racing by storm though when Webb entered the likes of Jack Fairman and Ron Flockhart in it, it picked up a few places. In 1955, at Crystal Palace, a locked brake caused the car to slew and roll, throwing Webb out. John had had his fling, marriage was in prospect and although his fiancée encouraged his racing John thought it best not to continue, and he bowed out of active racing though he later served on the council of the Bugatti Owners' Club and is a member of the BRDC. The Turner F2 car is believed to exist in the Birmingham area.

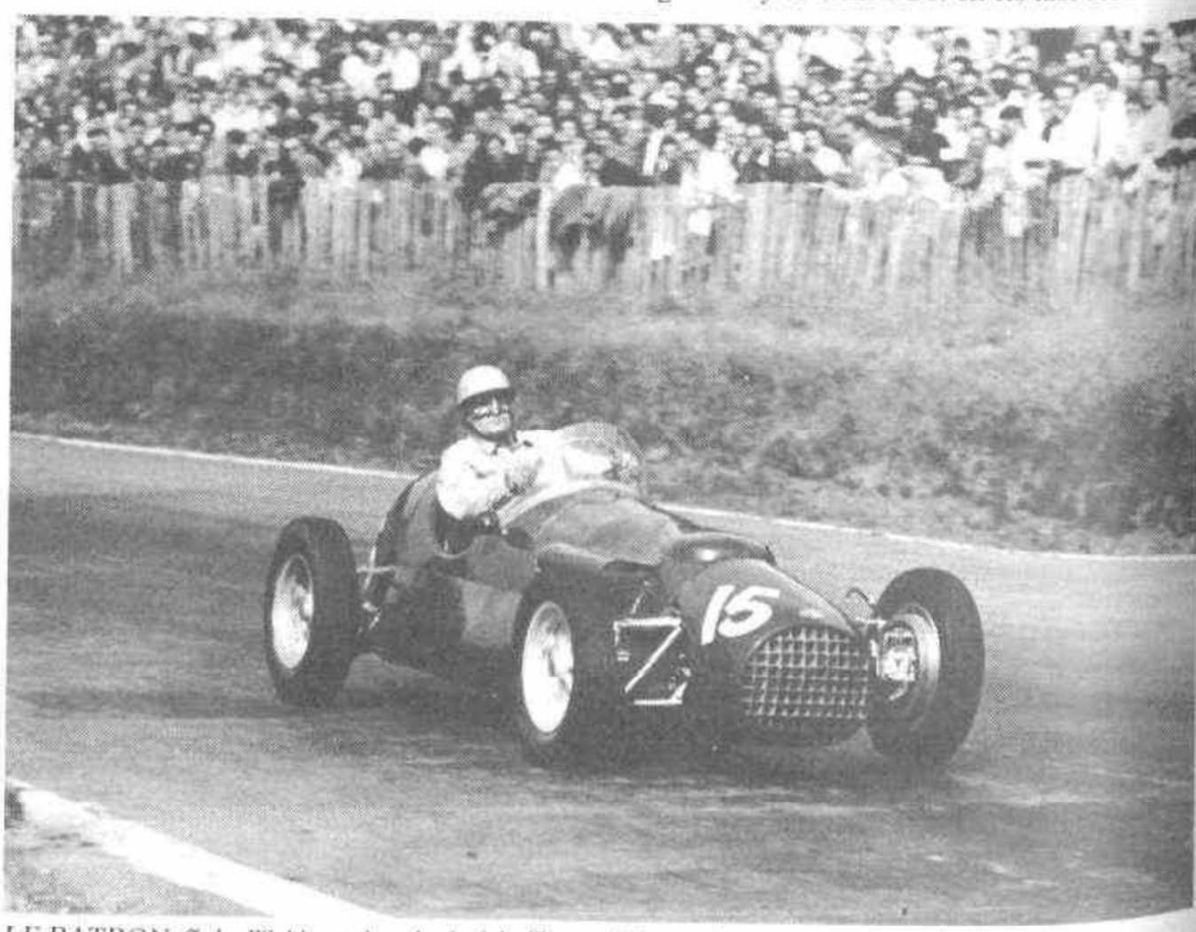
Before proceeding to the mainstream Turner sports series, we have to account for two other projects. The first was an F3 car built for Don Trueman who approached Jack having found his Marwyn to be too heavy to be competitive. Turner made a scaled-down, lightened, version of his sports chassis into the rear of which Don fitted a JAP engine. The car is still active in hill climbs.

In 1952 Jack built an interesting little four-cylinder 500 cc engine with a view to the current F3. This had air-cooled barrels and a water-cooled dohc head, since Turner had in the back of his mind, its application to the BMC Series "A" engine. It had a roller bearing crankshaft, "square" dimensions (54 mm × 54 mm) and would reputedly rev to 12,000 rpm. Cyril Kieft, who lived locally, took an interest in this unit and announced plans to build 25 lightweight sports cars powered by it, but these plans contracted and though John Webb was on the driver list for the 1954 Le Mans race, t engine was never used in a sports car.

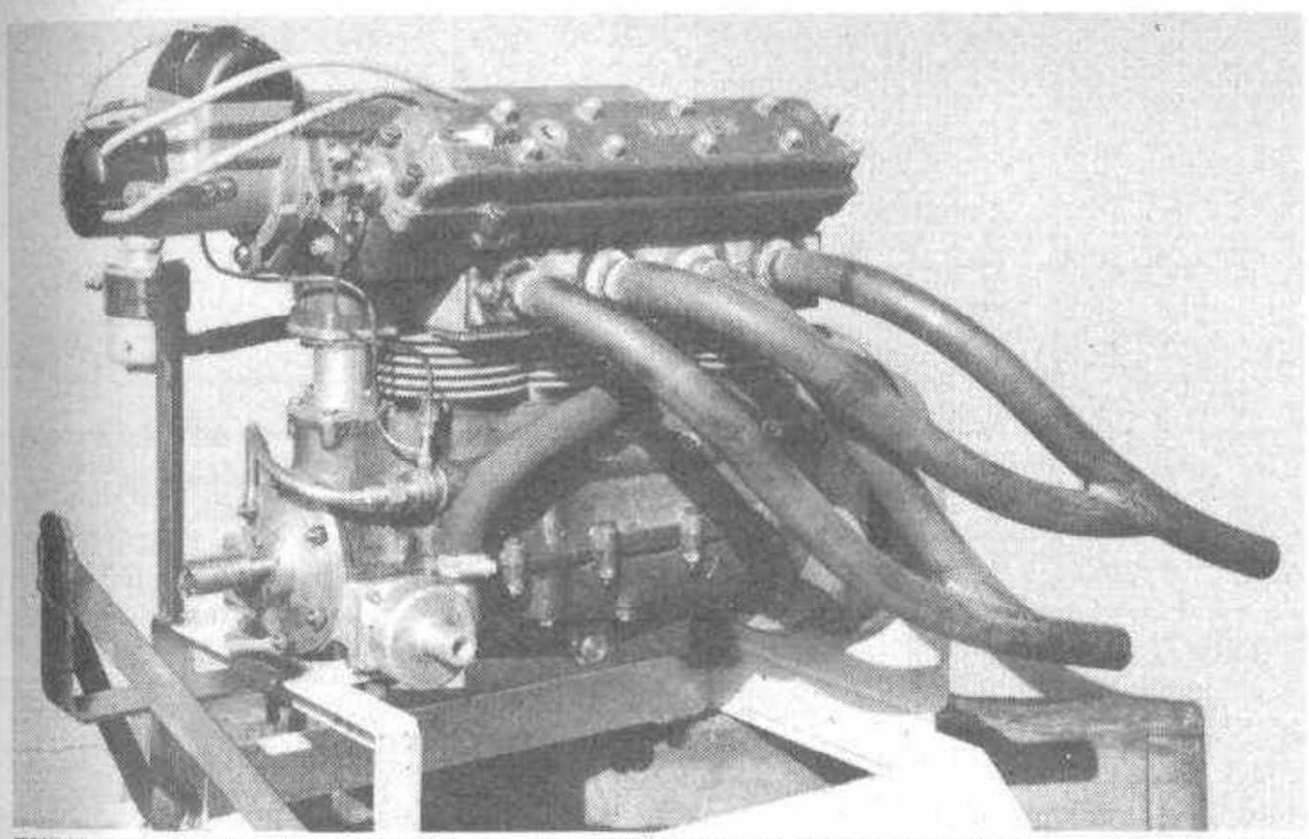
Jack Turner remembers a flash reading 80 bhp being recorded with the engine ru ning on an alcohol mixture when on the test bed. Cyril Kieft says that it never ga more than a useable 38 bhp and its reliabil was dubious. Around 50 bhp was consider a good figure for a contemporary race-tun double-knocker Norton.

Three engines were made, and two we fitted into the Kieft F3 cars of Burgoyne a Ford but neither proved competitive. T third unit was retained by Turner but pa were cannibalised to assist Burgoyne who engine, still owned by his sons, proved u reliable. Around 1964/65, Jack eased out t hemispheres of the head he retained a fitted it to a 948 cc Series "A" engine.

Originally the Turner engine was fitt with four Amal carburettors which soo gave way to twin SUs. In its last form it ha



LE PATRON, John Webb, at the wheel of the Turner F2 car which he used between 1953 and 55.



TURNER'S neat little 4 cylinder 500 cc engine of 1952. Though this unit proved unsuccessful in competition work, the dohc cylinder head was fitted satisfactorily to a BMC series "A" engine. Turner still has the plans should anyone be interested in a twin-cam Mini or Metro.

a double-choke Weber and apparently gave 65 bhp on the test bed and was run in a car without encountering problems. Some writers have claimed that work on this engine in the '60s drained the company's resources and helped to force it into liquidation in 1966 but, as we will see, that was not the case. This theory does not hold water because the cylinder head had existed for over a decade and Turner had taken on its adaptation to the Series "A" motor as a little project in his spare time. That engine was sold when Turner Cars went into liquidation early in 1966 and perhaps a reader knows of its whereabouts today.

Jack Turner is a restless man and it became clear to him at the beginning of 1954 that he was not going to establish himself in racing and, besides, there was no money in it. On the other hand, as an MG enthusiast, he realised that there was no natural replacement for the Midget series. Just as Reliant has recently done with the SS1, he detected a gap in the market and decided to fill it with a small, economical, practical sports car. John Webb became a co-director in Turner Cars (Wolverhampton) Ltd, but though he assisted with capital, he remained a sleeping partner in the firm until, in 1960, he offered his shared to Jack and was bought out, The two men remain friends and I met Turner at John Webb's house as a first stage in preparing this article.

Late in 1954, the first Turner 803 was produced. This was built around the 30 bhp 803 cc Austin A30 engine and four speed gearbox and used a number of other components from the car, including the front suspension (with differently rated springs added to the double wishbones) and live rear axle, though steering was by Morris Minor rack and pinion. A simple, but rigid, tubular chassis terminated at the back with trailing arms and torsion bars, Girling dampers and a long Panhard rod, a layout which was to serve Turner for the next decade. Although the first six bodies were of steel, subsequent ones were of fibreglass with fabricated steel inner panels. Turner tried to persuade BMC to supply him with components direct but his negotiations with George Harriman were unfruitful and he had to buy all his parts through a BMC agent, an arrangement which added possibly £100 to the price of the car which came onto the market at a basic £475, plus purchase tax, fully assembled. The trouble was that BMC was already planning the Austin-Healey Sprite which was aimed at the same niche of the market which Turner hoped to fill.

The new company moved from the converted smithy to fresh premises in Merridale Road, Wolverhampton, and though initial response to the car was positive, the process of getting production under way meant that the first cars moved slowly. Turner arranged for the singer, Petula Clark, to be assisted in the purchase of an early example, the first of two she owned, in return for which a lot of valuable publicity was generated.

From the beginning, the market pattern was established. At home, most Turners were sold as kits (to escape purchase tax) which required a weekend's work to assemble but most fully built cars, and by far the greater proportion of all production, went Stateside. Weighing only around 10 cwt, the 803 would do 75-80 mph, return 45 mpg and, it was generally agreed, it was a nicely made, practical, well behaved little car with a decent boot and whose major faults, typical of a small maker, were a spartan interior and an awkward hood. Since the free world was hungry for sports cars, and the Turner had no direct rival, the car got away to an encouraging start.

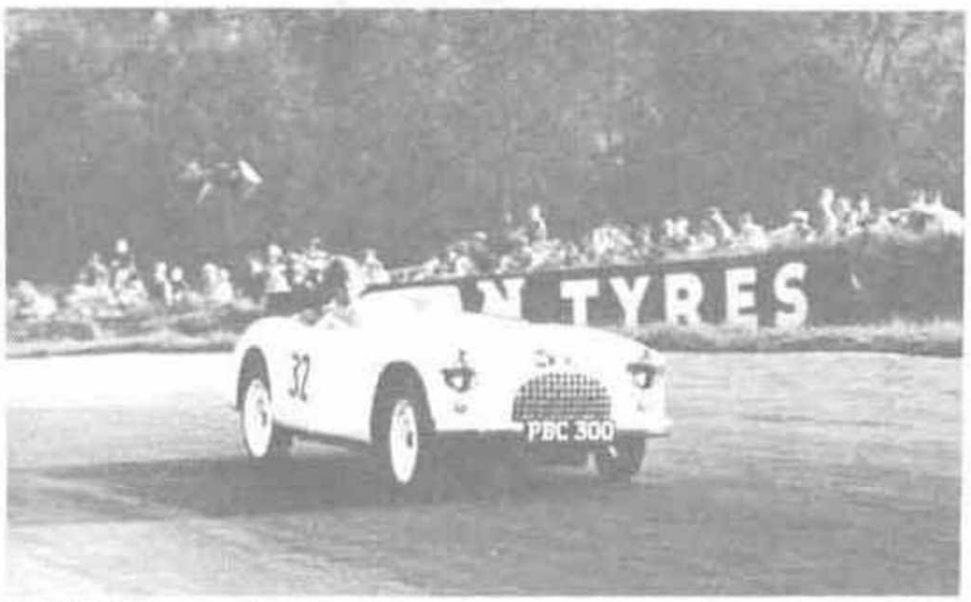
Despite what you may read elsewhere about Turner production figures, a precise account is not possible because the early register was burned in 1960 when two amateur petermen tried to cut their way into Jack Turner's safe. Fifty 803s seems, however, to hit the mark and to this figure was added a further 150 when BMC uprated the A30 to the A35 and gave it a 948 cc engine which Turner immediately adopted, the 803 becoming the 950. Apart from the engine, these cars are identical to the earlier ones, though a few sprouted rear (rather ugly) fins after the fashion of the day. The 950 model stayed in production from 1956-59 and was soon winning a reputation on the race circuits.

In 1958, Austen Nurse's three car team won the Autosport Team Championship (for Production sports cars) and Peter Baldan's Turner won outright, a feat which was equalled the following year by Bob Gerard. John Bolster tested Nurse's car early in 1959 and found that, with its tuned engine, it would accelerate to 60 mph in 12.7 sec (the "standard" time was 15 sec) and reach 93.7 mph as opposed to the standard version's 85 mph. Bolster's test contains a string of compliments for a little car which could outperform, in real terms, so many of its larger-engined rivals.

Towards the end of 1959, Turner announced the Sports Mk 1, which was basically a re-styled variant of the marque though using Triumph Herald front suspension (another item of kit taken to the bosom of the sporting fraternity). Further, alongside the BMC engine, at a basic price for the kit of £550, the customer had the choice of the 1,098 cc Coventry Climax FWA or the 1216 cc FWE variant. Additionally, the tuning firm, and Turner dealer, Alexander, offered an alloy crossflow head and special camshaft on the "A" series engine, along with front discs (otherwise standard only on the Climax-engined cars) and though the Turner-Alexanders were spoiled by an uncomfortable flat spot at 3,000 rpm, they would reach 60 mph in 13.4 sec and top 95 mph (The FWA Climax-powered cars returned 12.8 secs and 104 mph).

In 1961, Alexander built a one-off Turner GT which was styled by the erstwhile Ferrari works driver, Mike Parkes, and which, in the hands of Wing Commander Alexander, enjoyed a successful competition career though the object of the exercise was publicity and a production run was never planned.

The Sports Mk 1 cars were still open to criticism in terms of trim and retardation and, in late 1960, the Sports Mk 2 was announced which overcame most objections and which came with front discs as standard and even more engine options, Ford's 997 cc and 1,340 cc units being available, with the 1,500 cc version added to the list 18 months later. Turner had moved away from being the producer of an Austin A30 or A35 Special and had developed a separate identity, an identity enhanced by motor racing especially by one car, "Tatty" Turner.





TURNERS enjoyed their fair share of competition success. On the left is a BMC-powered Turner 950 racing at Brands Hatch in 1956 while the car on the right is the most famous Turner of all, the Climax-powered "Tatty Turner".

This racing Turner was conceived by a dealer, Gordon Unsworth, and built by Alan Smith who also tuned the FWE engine. Driven by Pat Ferguson in 1961 (14 wins, six seconds and three thirds) and the following year by Warwick Banks, who enjoyed similar success, it was capable of beating even works Lotus Elites and both men won their class in the "Autosport" Championship in successive years. "Tatty" is still alive and well, living near Derby and is sometimes to be seen in club racing.

At the Racing Car Show of 1962, a new Turner, the pretty 2+2 GT was announced, this had a fibreglass body and monococque with bonded steel floorpan bracing, as previously had an experimental Sports Mk 1. Suspension and layout followed established practice except that the rear torsion bars became trailing arms in conjunction with coil springs and Girling dampers. Turner conceived this car as seed corn for the future, a model ready against the day when the two-seaters might falter in the market place, and so did not push it. It was available to order only and just nine were built, all with Ford 1,500 cc engines though Coventry Climax units were offered as options. Since all nine are in existence, it suggests the cars were properly conceived.

Most "authorities" state that this model caused a drain on Turner's resources which led to the end of the company. This is nonsense for over three years elapsed between its introduction and the company winding up and, in small companies, the time-scale between a wrong decision and financial difficulties tends to be much, much, shorter. It is my theory, and one with which Jack Turner agrees, that most specialist sports car companies which enjoy success do so because their original concept strikes a particular nerve and they build their success around an identifiable type. When they stray from an established line of development (as did Marcos with the Mantis or TVR with the Tina) the buying public becomes wary and the new concept invariably fails. Lotus is an exception to this rule because Colin Chapman was able to demonstrate through his racing cars that he was a man capable of bold innovation which often worked so a buyer might reasonably take a chance.

Jack Turner was, in fact, working on an innovatory design when he closed his business. This was to be an open two-seater with a glassfibre monocoque built along the general lines of the GT but using a rear-mounted Imp engine. This would have been the first glass fibre monocoque open sports car but it did not get beyond making the moulds, which were sold when Turner Cars went into liquidation.

Late in 1963, Turner rationalised his line with the Sports Mk 3, with detail body revisions, and which specified the 80 bhp 1,500 cc Ford Cortina GT engine which propelled the car to 105 mph and gave 0-60 mph in 10.5 seconds, easily out-performing the contemporary MGB. These sold steadily at a rate of about one a week and supplied 80-100 cars to the total of around 800 Turners.

Turner decided to go into voluntary liquidation in January 1966. He'd been operating the company by himself, acting both as designer and businessman and most successful companies operate on two men with complementary talents, though Jack had foreseen this and had had talks with both Reliant and Watsonian, the sidecar maker, with a view to cooperative arrangements. An American agent had let him down and six cars had to be sold in the States at a loss. The sum involved was not large but the company had always existed on something of a knife edge and the loss hurt it. Turner realised that if the long-term future was to be assured, everything needed restructuring, especially the dealer network but ill-health prevented this.

Jack went into hospital in January 1966, knowing he was going to be out of action for some time, and the closing of the outfit before it ran into real trouble, seemed to be a sensible move. Thus one of the most promising, and best liked, of post-war British sports car makers went under the hammer.

Jack recovered from his illness, went on to senior positions with several important engineering firms and, now retired, lives in South Wales. — M.L.



THE Turner stand at the 1962 Racing Car Show. In the foreground is the prototype Turner GT, of which just nine were built, which shares the stand with a Sports Mk 2 model.

Dundrod Retrospective

BETWEEN August 2nd and 10th, the Ulster Automobile Club is organising a festival of motorsport to commemorate the thirtieth anniversary of the last motor race to be held on the Dundrod road circuit, the 1955 Tourist Trophy. Stirling Moss, who won that race, will be present with, it is hoped, a Mercedes-Benz 300SLR, and also on hand will be Desmond Titterington who hounded Moss in a D-Type Jaguar.

Some fatal accidents during that race caused Dundrod to be excluded to cars, though motorcycles still race there. It is a magnificent circuit and I was recently driven around it by former Circuit of Ireland Rally winner, Adrian Boyd, in a Renault Alpine.

The organisers are still anxious to hear from any drivers or owners of cars which raced on Dundrod or, even, owners of cars from the early Fifties of the sort which were eligible to have raced there. Special discounts have been arranged with hotel and ferry companies to assist participants who should contact the UAC, in the person of Rodney McComb, at 3a, Botanic Avenue, Belfast.

A full schedule of events has been arranged which takes in a British National Hillclimb at Craigantlet, a race meeting at Kirkistown, a sprint event, a Concours D'Elegance, various social outings and the Dundrod Retrospective itself. The UAC is an extremely friendly bunch and any enthusiast will enjoy all, or even part of, the club's schedule. Be warned, however, the Irish reputation for hospitality is not understated. — M.L.



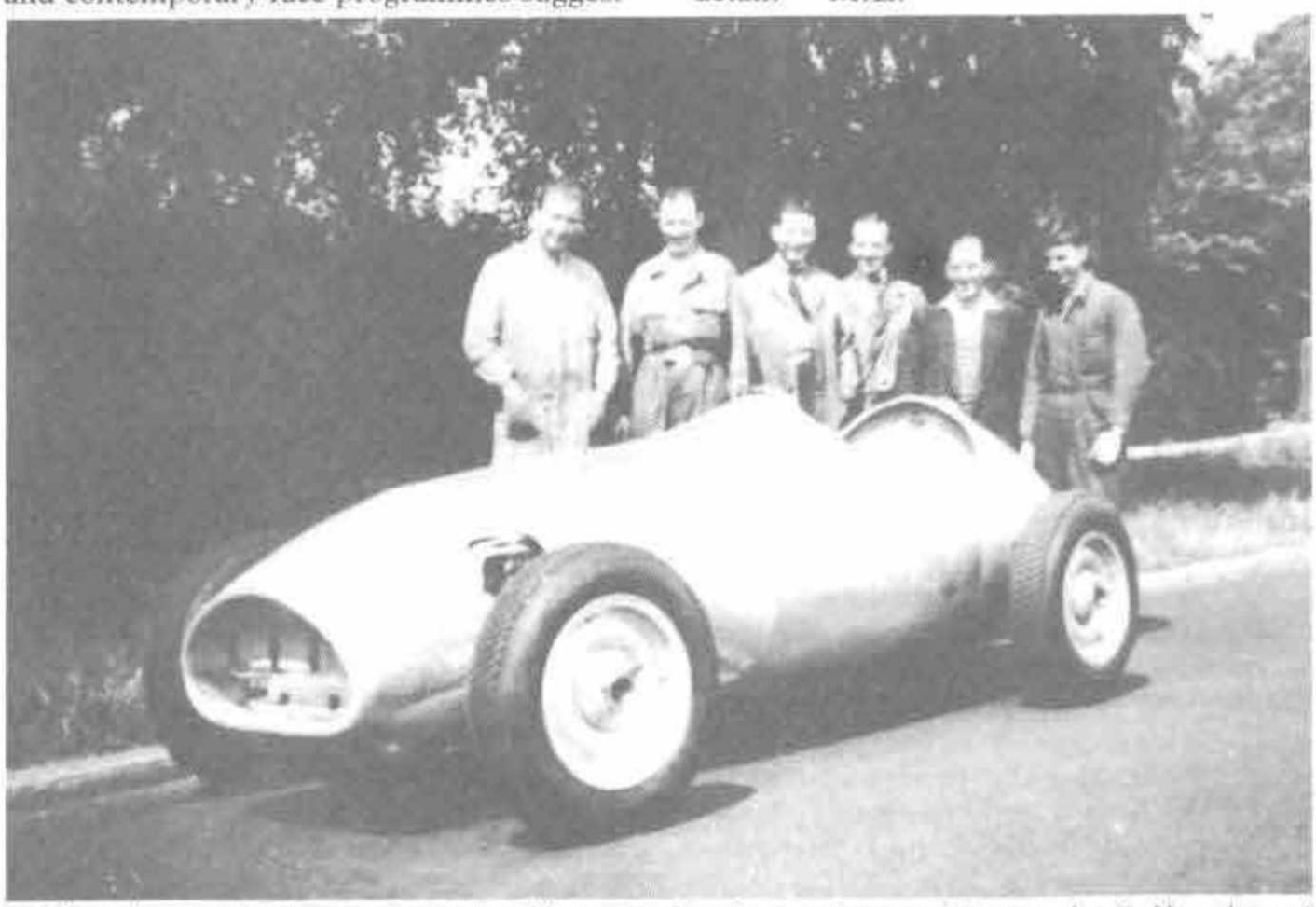
DESMOND TITTERINGTON at the wheel of the lone works Jaguar D-Type which he shared with Mike Hawthorn in the 1955 TT at Dundrod. The car led the race but expired two laps from the end when second to the Moss/Fitch Mercedes-Benz 300 SLR.

Tojeiro and Kieft

I'D LIKE to correct a couple of small errors which were made in the articles I wrote on Tojeiro and Kieft cars. The photograph of the Ecurie Ecosse "Tojeiro-Jaguar" was actually the team's re-bodied "Monzanapolis" off-set single-seater Lister-Jaguar. The body style was based on a Tojeiro which partly explains the error, not even Cavendish Morton, Tojeiro's stylist of the day picked up the mistake! The registration number, RSF 301, also appeared on the team's 1959 Tojeiro as well as on at least two other cars. In the same article I expressed a doubt about the team's claim that the 1962 Tojeiro-Climax had been wind tunnel tested but Cavendish Morton, whom I was able to contact as a result of the article, assures me that he did have a model tested in a wind tunnel. Mr Morton, incidentally, is living in retirement in the Isle of Wight and seems to be in splendid form. I also thought that John Tojeiro's recollection of the fate of the Jaguar-engined cars disagreed with Doug Nye's book, "Powered By Jaguar". Re-reading of the book proves this is not the case, Nye agrees with Tojeiro. My mistake, sorry Doug.

Harry Munday has pointed out an ambiguity in the Kieft article (MOTOR SPORT, January 1985). One sentence could be read to suggest that Kieft assisted Coventry Climax in the modification of the FWA engine for competition. I signalled doubts about this in the article and am now in a position to clarify the matter. Kieft modified FWA engines in the latter part of 1954, after Le Mans. In particular, new con rods were made after breakages in testing, and these were fitted to the car which won its class in the Tourist Trophy. Indeed, Kieft attempted to win a contract from Climax for the supply of con rods but, as we all know, the FWA engine proved mightily successful without them.

On another matter, but related to the above, can anyone settle, with documentary evidence, the question as to when the FWA first ran in competition? The works records and contemporary race programmes suggest that the engine made its début in a Kieft at Le Mans in 1954. I have a correspondent who insists that it first raced in Dick Steed's Lotus 8. My article on Kieft was careful not to make the claim for Kieft but a caption to a photograph (the bane of every writer's life) does make the claim. Like the foregoing, it may appear to be a minor point but MOTOR SPORT prides itself on its accuracy and we do like to be precise in every detail. — M.L.



WE have been waiting for an excuse to be able to print this photograph sent to us by a reader, J. Humphries of Stafford. It shows the 1954 F1 Kieft surrounded by the men who built it. With engine and transmission fitted, it would have squatted lower on its springs but the intended V8 Coventry Climax "Godiva" unit was not released. Climax believed other makers' power claims and felt the "Godiva" would be uncompetitive, though in truth it matched the best of the opposition.

VW Golf GTi 16V

EARLIER this year, I expressed the opinion that there is now no clear leader in the "hot hatchback" market, but that opinion will have to be revised when the VW Golf GTi 16V comes on the market late this year, reaching Britain in January, 1986. The 16 valve engine which was first shown at the 1983 Frankfurt Show is now in production and it gives the GTi a decided edge in performance, while making it even more refined and, it is claimed, losing nothing in economy. Prices have yet to be fixed for the UK market but in Germany, the new model will cost roughly 11% more than the standard GTi which, if directly translated into Sterling, will price the car around the £9,000 mark.

The official reason for the delay in putting the unit into production was the necessity of making an emission control version, but the VW engineers also spent their time reducing valve gear noise with a belt drive and hydraulic tappets. The result is a quiet, unfussy motor, which produces a maximum of 137 bhp at 6,000 rpm combined with an impressively flat torque curve which peaks at 124 ft/lb at 4,600 rpm but which also maintains a figure of 118 ft/lb between 2,800 rpm and 6,000 rpm. With full emission control, the engine gives 129 bhp at 6,000 rpm while both the power and torque characteristics are the same to 5,000 rpm at which point both curves tail off, but not by much.

The twin inlet valves are inclined at 25 degrees while the sodium-filled exhaust valves are vertical. A compression ratio of 10:1 is specified on both "normal" and "catalytic" versions of the engine.

To accomodate the new engine, a shorter fifth gear has been fitted, ride height has been lowered by 0.4", modifications have been made to the spring, damper and anti-roll bar settings and the disc brakes which are fitted all round have been slightly uprated. Pirelli P6 185/60 VR-14 tyres are fitted as standard. Externally, the main differences are some discreet badging (discretion is the better part of avoiding a trip to court with a car like this), black twin exhaust pipes, slightly modified spoilers and the fitting of the radio aerial at the rear of the roof.

VW claims a 0-60 mph time of 7.5 sec, and I have no reason to doubt the figure. A maximum speed of 130 mph is claimed (the figures are identical for both the Scirocco and the GTi) and I certainly saw 220 kph (137.5 mph) on the speedometer when driving along an autobahn. The power is transmitted without any torque steer at all, though I have to say that driving conditions were perfect.

On the road, the ride seems marginally less refined than on the standard GTi and undulations on one stretch of road were translated into a slight yawing, it was nothing uncomfortable but the standard car, I suspect, would not do it. The ride/handling compromise is overall, excellent, as we have come to expect from the Golf range but the greatest compliment one can pay the car is that one is rarely aware one is driving with fwd. The many virtues of the current GTi are retained but the detail changes to the suspension give one just that little more feel.



The important thing to know is that the Golf GTi V16 looks set to regain the position which VW once held as the undisputed leader of the hot hatchback market. It's not as sensational or as rorty as the original GTi first seemed to be, but it is a significant advance and a definite cut above its rivals, even if you have to pay more initially. If you desperately want a Scirocco, then go for the current rhd version or hang fire until the new one appears. If it can combine the road manners and refinement of the GTi V16 and the pleasant styling which has marked the first two versions of the Scirocco, then it should be a car worth waiting for.

VW has again thrown down the gauntlet to its rivals. When the company first did this with the GTi, the result was not only a new type of car for the sporting driver, but excellent competitors from other makers. The 16V car does not make the same huge leap of the first GTi but it does establish new standards and not only must its rivals work hard to match it, but we, the car buying public, can do nothing but benefit from the competition. — M.L.

Two New Sierras

ALTHOUGH I have been impressed by the behaviour of four-wheel drive cars in severe road conditions, such as driving over snow clad Alps, I have had reservations about the concept for the sort of everyday driving which most of us undertake. The premium one usually pays for all-wheel drive is hard to justify for those of us who do not live up country lanes which are under snow and ice for months at a time. In short, I have seen them as having a limited appeal, a useful option for some, but really not for the majority of British motorists, especially those who like to drive in a sporting way.

This feeling was recently confirmed by driving some 4wd cars during the SMMT Test Day at Donington. Without exception those I tried seemed to lose more than one would gain by having 4wd during the few days of the year when the weather is so bad that the system would come into its own. They were all competent but none seemed truly a "driver's car". One car I deliberately avoided on that occasion was the Ford Sierra XR4x4 for I knew I would have the chance, shortly afterwards, to assess it over a long drive through Central Scotland.

Ford's XR4i, which the XR4x4 replaces, was neither fish nor fowl. Think of it as you will, it remained basically a Sierra with a large-engine option, general uprating and a dual rear wing arrangement which was not for all tastes. They were soon heavily discounted by dealers for, though they offered a lot of car and performance for the money, they could hardly be called "distinguished".

As a replacement, Ford has taken the XR4i concept and added its (Ferguson) viscous-coupling 4wd system with limited-slip differentials and a torque split of 2:1 in favour of the rear wheels. This system has been dialled into light, but communicative, power-assisted steering and revised suspension and spring settings. The car



RESTRAINT is the keynote of the Sierra XR4×4.

comes with the torquey 2.8-litre V6 engine, Ford's excellent 5-speed gearbox, disc brakes all round, four doors, plus hatch, the large boot which is spacious even with the rear seats in use, and all the other Sierra virtues: good ride, comfortable seating (adjustable for height) and a first rate cockpit layout. The addition of all-wheel drive and detailed engineering revisions, all for a premium of just £1,500, has transformed the top-of-the-range Sierra into an admirable machine.

The strong suit of the XR4i was its sheer performance and this is carried over into the new model. Top speed is a claimed 130 mph and Ford claim a 0-60 mph time of only 8.1 seconds, and I would dispute neither figure.

A long fast drive in this car revised my opinion about 4wd cars as a genre, for Ford has got the XR4x4 almost exactly right. I say "almost" because Ford's electronically controlled ABS braking system, standard on the new Granada, will not be fitted until later this year. Even without the ABS system, the XR4x4 is impressive in the retardation department, with ABS it should be sensational.

On the road, the car is sure-footed under all conditions, though it does require a slightly revised driving technique to obtain the best from it.

Everything about the car seems to be in harmony, you do not drive far without feeling that it is wholly on the driver's side. It responds to steering on the throttle, has the power and braking performace to make the best use of every opportunity when pressing on fast, and yet remains civilised. In terms of a high performance car with 4wd, this Sierra is in a class of its own at the price.

For £11,500, the buyer receives a well-engineered car of refinement, integrity and aesthetic restraint now that the "Batmobile" rear wings have given way to a discreet spoiler. He also gets electrically operated front windows, a tinted glass sun panel which either tilts or opens, and exceptionally good seating. The one thing the buyer does not get, yet, is "image" but Ford is the process of flexing its muscles once more, with a series of cars which offer advanced engineering at affordable prices and my feeling is that the company's image is about to undergo a major revision.

I also had the chance to drive the new Sierra 2.0iS, which comes with a 115 bhp two litre engine governed by Ford's advanced management system, developed with Bosch. This is an undoubted advance on the older carburettered system which I know well because the memsahib has one. On this new car the engine is much smoother and gives it a top speed of a claimed 118 mph with 0-60 mph coming up in 9.4 seconds. The car misses the 1800 cc tax cut-off point for company-owned vehicles, the market at which it is clearly aimed, but at £8,276 will surely still do well for Ford. — M.L.



Road Impressions —

Alfa Romeo Arna SL

THIS SMALLEST of the current Alfa Romeo models, the Arna, was a panic measure to get sales rejuvenated after the cessation of the popular Alfasud. Very roughly, it can be said that the front half is mostly Alfa, the rear half Nissan. Like the 'Sud the Arna has a flat-four engine, of 80 x 67.2 mm (1,351 cc) in the SL model tested, driving the front wheels. The floor-pan, with engine mounted north / south, is Alfa, as are the Alfa 33 front suspension and disc brakes. Rear suspension, drum brakes, and much of the trim is Nissan, and the Cherry body panels are sent to Naples for assembly. It all goes together well, the doors shutting with an expensive sound and Alfa badges on the screen and all side windows reminding us of the Alfa content. Yet, remembering the fun 'Suds gave, I think it will be better to forget the supposed connection and regard the newcomer as a Nissan-Romeo, or a Japanese-Alfa Romeo. . . .

There is no particular shame in this these days, as the biggest corporations do it, except that Alfa Romeo is a sporting name, that should go unsullied. In fact, the Arna is quite an acceptable little car in the context of a practical five-door hatchback, without pretending to any character. The bigger engine (a 1.2-litre is also offered) gives 71 bhp at 5,800 rpm, as a plate on the car's boot rather needlessly proclaims. It needs rowing along to get reasonably brisk performance (like 0-60 mph in 13 sec) but as the 5-speed gearbox works well, this is no great hardship. Fifth gear is less of a "town-ratio" than is usual today and produces the rather sorry maximum for an Alfa of just less than 100 mph, which in fact can be fractionally exceeded in fourth speed.

Controls and instruments are well contrived (no tachometer) and the brakes are good, but the test-car had about the vaguest steering around the straight-ahead position I had experienced for a long time, spoiling road-holding precision, the ride was on the lively side, the back suspension (beam axle, coil springs) seeming too hard, and the driver's seat offered not a lot of support and on long runs the cushion felt hard. There are compensations, however. Minor detail work is well carried out, you get the driver's lever for opening the Hatchback, and Japanese diagrammtic heater symbols, plenty of stowage space after folding the back seat (but more oddments stowages would be appreciated; no door-pockets, for instance) and the steering, with a small sporting wheel (3.6 turns, lock-to-lock), is light, once on the move. The fuel economy is a strong point, too. I got 37 mpg on the home run, in heavy traffic on that ghastly A40/M40 route out of London, then cruising fast on the Motor-way, and over country roads, and the over-all 4-star figure was 34.9 mpg.

The test car was on 13 in Firestone S-211 tyres, and while handling had none of the supple-sprung road-clinging of a 'Sud (but we should try to forget that connection) it was adequate, except for the vagueness of the steering, which I have an idea may have been peculiar to this car. I liked the appearance, the finish (in dark brown) looked of high quality, and clearly the Ti version of the Arna will offer more urge. The engine is satisfactorily quiet at normal revs, the usual water temperature is 195 deg F, and internally-adjustable external dual mirrors, adjustable steering column, and Philips radio (no stereo) were fitted. Even in hot weather the manual choke, hidden under the steering column, is needed. The quartz clock packed up.

Alfa Romeo obviously hopes that if the price is right, as it is, at £4,620 basic, the Arna will sell — delivered, as tested, it comes to £5,000. It could be an appropriate second car for an Alfa Romeo-keen family.

W.B.

Brands Hatch Historic Meeting

THIS YEAR'S Historic Sports Car Club international meeting moved to Brands Hatch, where with 17 races and around 500 entries it was claimed to be the largest historic meeting in the World. The two-day programme was run on the full 2.6 mile Grand Prix circuit, something which was new to many competitors, and which allowed the varied field to spread out safely.

As well as rounds of the various HSCC sports, GT and single-seater championships, this international weekend, sponsored by *The Observer*, included rounds of the FISA trophy and FISA GT Cup with entrants from Japan, USA, Belgium, France, Switzerland, Holland and Italy. The FISA GT Cup involves the wonderful Grand Tourers of pre-1963, and this one British round provides enthusiasts of the great Italian *marques* with a superb opportunity to see the cars of the Scuderia della Portello, the works-backed historic Alfa Romeo team in competition. This mouth-watering selection of beautifully prepared Alfas included two TZs, three SZs, a Zagato Giulieta, a 1900C Sprint, two SSs and a Giulia Spider.

The Scuderia is a serious and successful racing team, winning the FISA GT Championship in 1984, as well as the Italian Championship under Team Manager Lino Cogliandro. But this year their impressive paddock presence has been challenged by the new Club Italia, a historic stable which draws on all the great Italian makes — Ferrari, Maserati, Fiat, Abarth and Lancia, as well as Alfa Romeo. The team is not aiming to capture the major FISA championship, but at five big European meetings through the year will provide the spectacle of cars which many will not have seen in action before.

At Brands, their paddock display included a Maserati A6GCS, Fiat 1100 TVZ, Abarth 1000 Bialbero and Ferrari 250 SWB, Testa Rossa and GTO.

Visitors apart, though, the grids were excellent and Michael Salmon was the first victor, winning the Bovis Thoroughbred Sportscar race in his Aston Martin DB4. A race within this race for the MG "T" series Register fell to Colin Jones's MGA and this was followed by a Pre-65 Saloon Car race, in which Lotus Cortinas headed both grid and race, Alan Mills having an easy run home. Behind, after some fine dicing with the 4.7-litre Mustang of John Young, was the similar car of Mark Hales.

John Atkins' very rapid AC Cobra made an excellent start in the Post-Historic Road Sports event, keeping Trevor Needham's G4 Ginettta at bay to the flag, but some frenzied swapping behind was resolved in favour of Roger Connel's TVR Griffith, ahead of Michael Darrieulat's Ginetta G4. The Classic Sportscar grid was composed almost entirely of fibreglass-bodied cars, with Elva, Ginetta and Marcos (including Jem Marsh at the wheel of a GT Fastback) lining up behind two Lotus, a 23 for Steve Hitchins and a 30 for Tony Dron, and the Merlyn 6A of Tony Goodwin. The latter emerged in the lead from a side-by-side scramble for the first corner and went on to extend this to a 16 sec victory. Dron and Hitchins enjoyed a good scrap over the seven laps, but at the flag Hitchins' 23 led the 30 by five cars lengths.

A shunt on the warm-up lap for the Pre-'70 Single-Seaters event delayed the start, but those involved, John Foulston in the McLaren M19A and Tony Hildebrand in an M10B, were both able to start, and indeed Foulston shot straight into the lead, closely pursued by James Wallis' Brabham BT30. The McLaren, despite having lost all its water in the earlier mishap and being refilled in the pit-lane, soon pulled out a healthy lead over the Brabham, with the Lola T160 of Alex Selden some way back, and that was the finish order. Another flag to flag triumph fell to Tim Goss (Chevron B8) in the Failsafe GT Class B event which followed, but Peter Alderman (Lenham Spyder) had to relinquish second to Richard Budge in another Chevron. As a break from all the Chevrons, Hunt's Crosslé C9S, while not espec quick, was probably the prettiest car in race.

Bill Needham's Cooper was the sole entry in an otherwise Formula Junior ev and it put up an excellent battle with hurst's Cooper T52 and Fred Edwa Lotus 22 at the tail end, outbraking t consistently but not having the powe make any progress. At the front A Baillie's fine start from the second row swallowed up first by eventual winner M Harrison's Brabham, then by Roy Dre Cooper 59, leaving the Lola with third.

Warmer weather tempted a larger cro out on Sunday, when proceedings ope with a round of the Inter-Marque Cha pionship between Porsche, Aston, Jag and AC drivers. The German make seem to have scored after the start when it wa trio of Porsches which led into Druids, inevitably it did not take Dave Ellis long overhaul them in the fearsome Aston Josh Sadler's 930 Turbo was demoted third by John Greasley's 935, but not behind these came Martin Colville's Cob an impressive challenge to much young machinery. Best Jaguar was Stephen Lan ton's Lister in sixth place, the only compe sation for the team. Paul Palmer lost a lot



NOT AN ARCHIVE PICTURE, but a close battle for the FISA Trophy Race, with Urs Eberhardt's Lotus 27 ahead of Alan Baillie's ill-fated Lola. Winner Mike Harrison's Brabham is lying third.

time going a long way off at Surtees in his lightweight E, and then a convoy of six Jags rolled into the pits, apparently under the impression that it was a five lap race instead of seven! Four of them subsequently re-joined, but the next Jaguar place was a lowly 16th.

Langton appeared again in the following Pre-'60 Sports Car race, this time joined by the Costin-bodied Lister Jaguar of Tim Cairns, and Fellowes' Maserati 300S, the car which was fourth in the 1957 Mille Miglia. Freeman's Lister took an early lead over Cairns, with the Lola of Peter Walker close behind, but Cairns inherited the lead when Freeman went off on lap two at Druids.

The expected Foulston / Williams duel in the Failsafe Historic GT round failed to materialise when the former's McLaren M8 left the road while in the lead on the first lap; although it returned to the pits Foulston eventually abandoned it. This put Mike Wheatley in front in the BRM P154, under pressure from Ted Williams' huge March 707, to which he soon succumbed, with Ray Bellm's Chevron closing behind. But on lap five, Bellm was second, Wheatley not having reappeared from the back of the circuit, and the pair maintained station to the end. Jonathan Palmer drove a smooth if lonely race to fourth in the Lola Aston.

A four-way battle in the FISA FJ Trophy brought Mike Harrison another win in his Brabham over the Lotus 27 of Urs Eberhardt of Switzerland, and this was followed by the sight of relatively recent F1 and F2 cars in the Waspeze race. Ray Bellm's ex-Jacques Laffite Williams FW08 pulled out a huge lead over Brindley's McLaren, but Foulston's Ferrari 312T soon gained second, though unable to dent Bellm's enormous advantage.

The undoubted star in an exciting field in the big FISA GT event was the Ferrari GTO of Fabrizio Violati. Unfortunately, the Italian driver did not appreciate that there were two warm-up laps, and while the other front row starters, Roger Mac (E-Type) and Roger Ealand (Marcos GT), stopped at their grid positions, ready for the start, the GTO tore off, ignoring yellow flags galore, towards Paddock. Realising his mistake, Violati cut through the club circuit, but was held at the back of the grid for the start, which allowed Roger Mac's E-type to sprint ahead of Roger Ealand's Marcos GT. Ealand was determined to pass, though, and squeezed through at Paddock into an unassailable lead leaving Mac to be content with second. Third place was hotly disputed, John Corfield finally edging his attractive Diva past Miles' Elva, but by now Violeta in the GTO was charging through, lights ablaze and intent on attacking the leaders. Miles was disposed of on lap eight, but such was the pace Ealand was setting that the ten laps were not enough for Violati to catch the front trio. Nevertheless it was a worthy and dramatic drive.

With the Club Italia Testa Rossa failing to start with a blown fuel pump fuse, the only other Ferrari was a 250 SWB which diced with the lightweight E-type of John Foster before dropping back to sixteenth. None of the Alfas figured strongly, but the brace of TZs made a splendid sight on their way to tenth and eleventh.

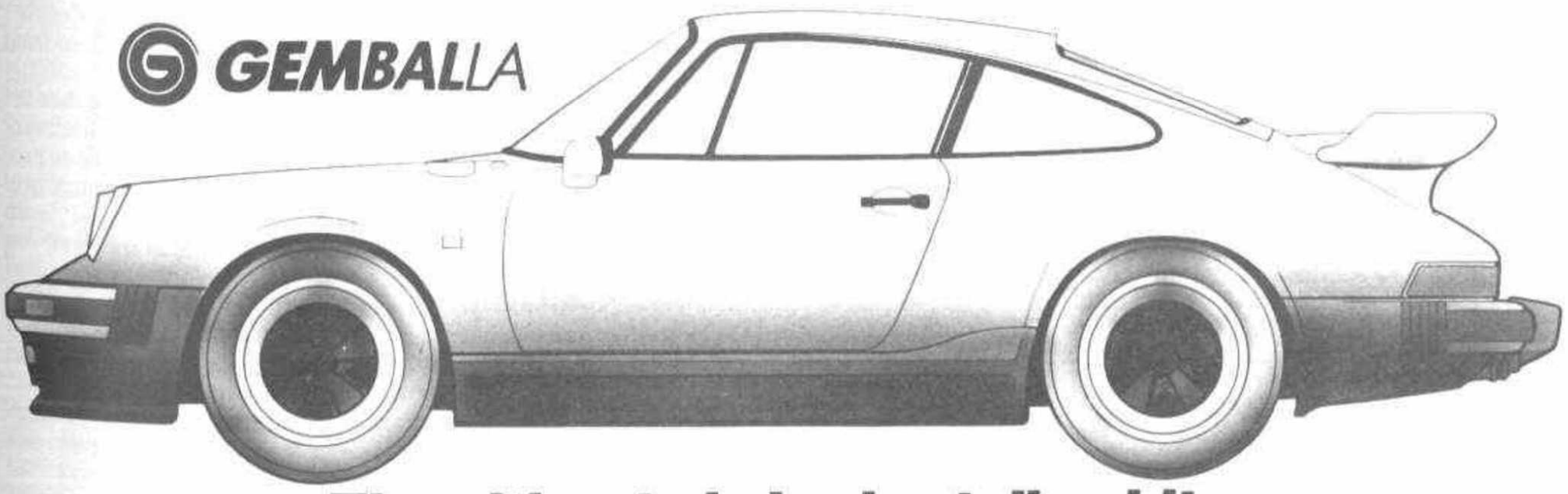
Two more wins for John Foulston marked the final pair of races, his BRM P261 taking the Pre-65 GP, and his Lola T260 fending off Chris Beauvoisin's Lola T212 in the allcomers handicap.

There have been some good racing and some processional stuff, but it was the machinery which starred in many people's minds. From home and abroad, such a competitive selection of GT and GP cars is a fine vindication of the HSCC's very active racing policy. — G.C.

Results

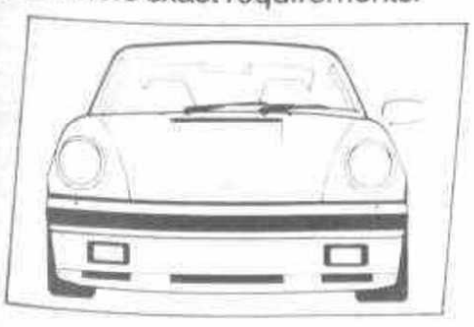
Saturday
Thoroughbred Sports — M. Salmon (Aston Martin DB4) 84.12 mph
MG T Register — C. Jones (MGA) 77.43 mph
Pre-65 Saloons — P. Wight (Lotus Cortina) 77.33 mph
Post Historic Road Sports — J. Atkins (AC Cobra) 84.49 mph
Classic Sports — T. Goodwin (Merlyn Mk 6A) 89.73 mph
Pre-70 Single Seaters — J. Foulston (McLaren M19A) 97.20 mph
Historic GT — T. Goss (Chevron B8) 93.66 mph
Formula Junior / 500 — M. Harrison (Brabham BT 2) 87.02 mph
Allcomers Handicap — J. Foulston (Lola T260) 102.35 mph
Allcomers Handicap — R. Mac (Jaguar XJS) 85.1 mph
Sunday
Inter-Marque Championship — D. Ellis (Aston Martin V8) 92.49 mph
Pre-60 Historic Sports — T. Cairns (Lister Jaguar) 83.96 mph
Historic GT — T. Williams (March 707) 103.93 mph
FISA Trophy — M. Harrison (Brabham BT2) 87.61 mph
Historically Interesting F1/F2 — R. Bellm (Williams FW08) 110.74 mph
FISA GT Cup — R. Ealand (Marcos GT) 86.10 mph
Pre-65 Historic GP — J. Foulston (BRM P261) 90.32 mph
Allcomers Handicap — J. Foulston (Lola T260) 98.46 mph

GEMBALLA



The ultimate in body styling kits

Gemballa have established a reputation for creating the ultimate in automobile luxury and design, specialising in building Porsches to customers exact requirements.



Now available in the UK through their sole distributor, **Intaporsh**, Gemballa have introduced body styling kits for the Porsche 911 Carrera and Turbo models.

Comprising front spoiler, side skirts and rear blends, these kits will add prestige and improve the aero-dynamics and handling on your Porsche.

INTAPORSH

SOLE UK DISTRIBUTORS FOR GEMBALLA

All components are manufactured from high quality GRP and to ensure a perfect finish are fitted to the original fixing points.

Model	Price
Porsche 911 Carrera/SC	**£995** + VAT
Porsche 911 Turbo	**£1295** + VAT

International Cargo Centre,
Bishopstone Lane,
Goddards Green, West Sussex
Telephone: (04446) 42571
Telex: 877353

RALLY REVIEW

Acropolis Rally



A CALCULATED, TACTICAL DRIVE and the ability to keep out of trouble earned Timo Salonen his first Acropolis Rally victory, and gave Peugeot a virtually unassailable lead in the series.

TWO consecutive wins in the opening rounds of the World Rally Championship are enough to make anyone favourite for the title. When they come hard on the heels of three victories in three events at the end of the previous year, there is no question of who gets the shortest odds.

Ari Vatanen's wins in Monte-Carlo and Sweden this year followed a run of three consecutive victories last year, beginning with August's Rally of the Thousand Lakes, and he was unquestionably firm favourite to regain the title which he last held after the 1981 season, when he drove Ford Escorts.

But four retirements in a row are enough, not only to lose one's championship lead, but to relinquish one's position as favourite. On May's Acropolis Rally, his tally of consecutive retirements reached four, and his fellow-countryman and Peugeot team-mate Timo Salonen won the event and substantially increased his lead in the World Championship.

Vatanen has dropped to third place in the series after six rounds whilst Salonen now has an 18-point lead over Audi driver and reigning Champion Stig Blomqvist.

Outwardly at least, the situation in the drivers' series is of little concern to Peugeot. They say they have no preference for one driver or the other, and as long as the diminutive but powerful and sophisticated 205 Turbo 16 keeps on winning and settles the Championship for Makes for the factory, they will be satisfied. They certainly look like achieving that satisfaction, for in their first full championship year, they have, in six events, scored four wins, one second and a seventh, and are comfortably leading the series.

Easter's Safari Rally was so well supported by factory teams, reflecting the eagerness to win the Kenyan event and reap the prestige which follows, that the Tour of Corsica a month later was poorly attended by comparison. The same was said of the Acropolis, in which only Audi and Peugeot could possibly have a winning chance. But Nissan, Lancia, Porsche, Mazda, Volkswagen, Skoda, Wartburg and Dacia were also represented, and the rally is so rough and hard on cars that the most unlikely of contenders could have stepped into the leader's shoes had the Audis and Peugeots been seriously delayed.

Driving the works Peugeot 205 Turbo 16s were Vatanen/Harryman and Salonen/Harjanne, whilst Audi's crews in their 400 bhp Sport Quattros were Röhrl/Geistdörfer and Blomqvist/Cederberg. The Nissans entered by importer Theoharakis who runs his own competitions department, were driven by two Kenyan pairs and one Greek, Shekhar and Yvonne Mehta, Kirkland/Levitan and Moschous/Vazakas, whilst other 240 RSs were driven by Hajipanagiotou/Sassalos (those visitors unable to get their tongues around Greek names happy to use the driver's pseudonym, Stratissimo) and Shah/Doughty, the latter taking a break from his position as full-time manager of the Safari Rally.

There were no works Lancias, but the West cigarette company, complete with their huge, US-style articulated truck from which goodies and clothing were being dispensed — at a price — brought two Lancias for Zanussi/Cresto and Pregliasco/Cianci. West's presence on a Rothmans-backed event did not pass without problems, but at least there was no serious conflict.

The British-based Rothmans Porsche team brought just one 911 for Al Hajri/Spiller, whilst Mazda Europe had two RX7s for Carlsson/Melander and Warmbold/Biche. Volkswagen brought two Group A Golf GTIs for Wittmann/Ogricek and Kleint/Hohenadel, and Skoda two 130LRs for Krecek/Motl and Kalnay/Tazreiter. Among the privateers were "Tchine" in an Opel Manta, Grissmann in a Quattro, Stohl in a 80 Quattro rather than his usual Lada, and Britishers Wadman and Hillier in a Peugeot 505TI.

Geographically, Greece has the nearest World Championship Rally to Africa without actually crossing the Mediterranean, whilst in terms of conditions there are points of distinct similarity between the Acropolis and the Safari.

The former has special stages, the latter has none, but both are rough, hot, dusty and so tight that service time is almost a luxury. Indeed, road schedules were so tight on the Acropolis that only the winner managed to complete the whole distance without a single road penalty, an achievement which, on the old Alpine Rally, would have earned him a *Coupe des Alpes*.

Road sections are timed from the start of one stage to the start of the next, which means that if you are delayed on a special stage, your allowance for the journey to the next stage is also being eaten away. It was this system which caught out several crews who were more accustomed to road sections timed from the *end* of one stage to the start of the next, effectively divorcing them from the special stages.

The heat caused its usual headaches for tyre companies, although Michelin, suppliers to the leading makes, managed to produce tyres which combined optimum grip with good wear properties, and even remained surprisingly puncture-proof on the rocky, abrasive, flint-strewn tracks. Not so well off were those, like Datsun, using Japanese Dunlops, which were as prone as ever to "sideways" punctures through the sidewalls.

Dust, on the other hand, was not as much of a problem as it has been in the past, due to the strong winds blowing over the country during the first two days of the rally. Indeed, the wind was so strong that at least one waterspout formed just offshore near rally headquarters at Lagonissi.

Competitors welcomed the wind, but helicopter crews didn't like it at all, for pilots had trouble getting into confined spaces between trees and other tight spots to which they are often directed by non-aviating service managers. As it happened, two helicopters were damaged in attempts to land near their rally cars, Audi's damaging its main rotor blade tips against branches, and that of the West-backed Lancia team making a heavy landing which flexed its main blades into its fuselage.

The style of the rally was as before. Rally

headquarters were at the coastal resort and bungalow complex of Lagonissi, about 25 miles south-east of Athens, where scrutiny took place on the Saturday. There was a "day off" on the Sunday, and the rally started at the foot of the Acropolis hill in Athens on the Monday morning.

The first leg went via 17 special stages to a night stop at Kalambaka, from midnight to 10 am. The second leg returned southwards via 16 stages to a stop at Lagonissi from just after midnight on the Tuesday to 9 pm on the Wednesday. After that long rest, the final leg crossed the Corinth Canal into the Peloponissos and, after 14 stages at night, ended on the little quayside of Galatas, opposite the island of Poros.

The final journey was by a ferry just big enough to accept the surviving cars, taking them, their crews and anyone else who wanted to go along for the ride (without their cars) to the port of Paleo Faliron near Glyfada. The finish had been transferred to Glyfada from the Athens Olympic Stadium as the latter had been taken over for a political rally — the Greek elections took place three days after the finish!

Soon after dawn on the Monday, service vehicles, tyre trucks and fuel bowsers began leaving their seaside bases for their journeys northwards, whilst at the airport aeroplane and helicopter crews began their final checks. Alas, for some the journey was cut short, because retirements on that first morning reduced by half the teams of both Audi and Peugeot.

On the first stage, in the mountains just East of Athens, Röhrl felt that his Audi's steering was not all it should be, whilst Blomqvist finished the stage with his front wheels splayed, having hit a rock which bent a strut. Blomqvist's strut was changed, but nothing could be found wrong with Röhrl's car.

One stage later, Röhrl's problem ceased being a mystery when a steering arm parted company from the backplate and the car became uncontrollable. It had obviously started to crack earlier on, but now it had completely broken away from its mounting. The Audi helicopter was not able to land due to high winds and roadside trees, so Röhrl had to sit there until mechanics ran about a mile in from the stage start. The broken part was replaced, but the operation took so long that Röhrl exceeded his maximum lateness of 30 minutes and he was out of the rally.

Thus wiser, Audi immediately checked Blomqvist's car and found that his steering arm mounts were also cracking. Like Röhrl's, they were aluminium alloy parts, quite new, so at the first opportunity they replaced them with steel ones; older, heavier, but strong and well proven.

At the same time, Peugeot experienced a not dissimilar problem when a link broke, separating Vatanen's steering column from its rack. Fortunately, it happened on a straight, and there was no repeat of that dramatic downhill Corsican roll, but the car nevertheless slid off the road and would take some recovery.

Once again the attendant helicopter was unable to land close by, and Vatanen had to wait for mechanics to arrive. When they did, the steering was quickly fixed, and after a bunch of spectators were persuaded to heave on a rope dropped from the helicopter, the Peugeot eventually regained the road. Much time had been lost, but there was a long (some 50 miles) run to the next stage so they figured they could regain some of it and get in within their maximum lateness.

Alas, more damage had been caused than had been thought, and, even before they got to the end of that second stage, a rear shock absorber top mount eventually broke up and caused movement which very quickly wore through an oil pipe. The escaping oil caught fire, and even though this was put out by the combined efforts of the automatic extinguishing system and the hand extinguisher deployed by Harryman, the heat and the loss of lubricant were enough to seize the engine.

After this flurry of drama, the rally was left with just two sprinters at the head of a field of distance runners, and it was not long before Salonen and Blomqvist moved substantially ahead of all the others, almost in a separate rally of their own. Salonen, in a car which gave relatively little trouble, gradually increased his lead over Blomqvist, who was slowed periodically by minor irritations which nevertheless cost time.

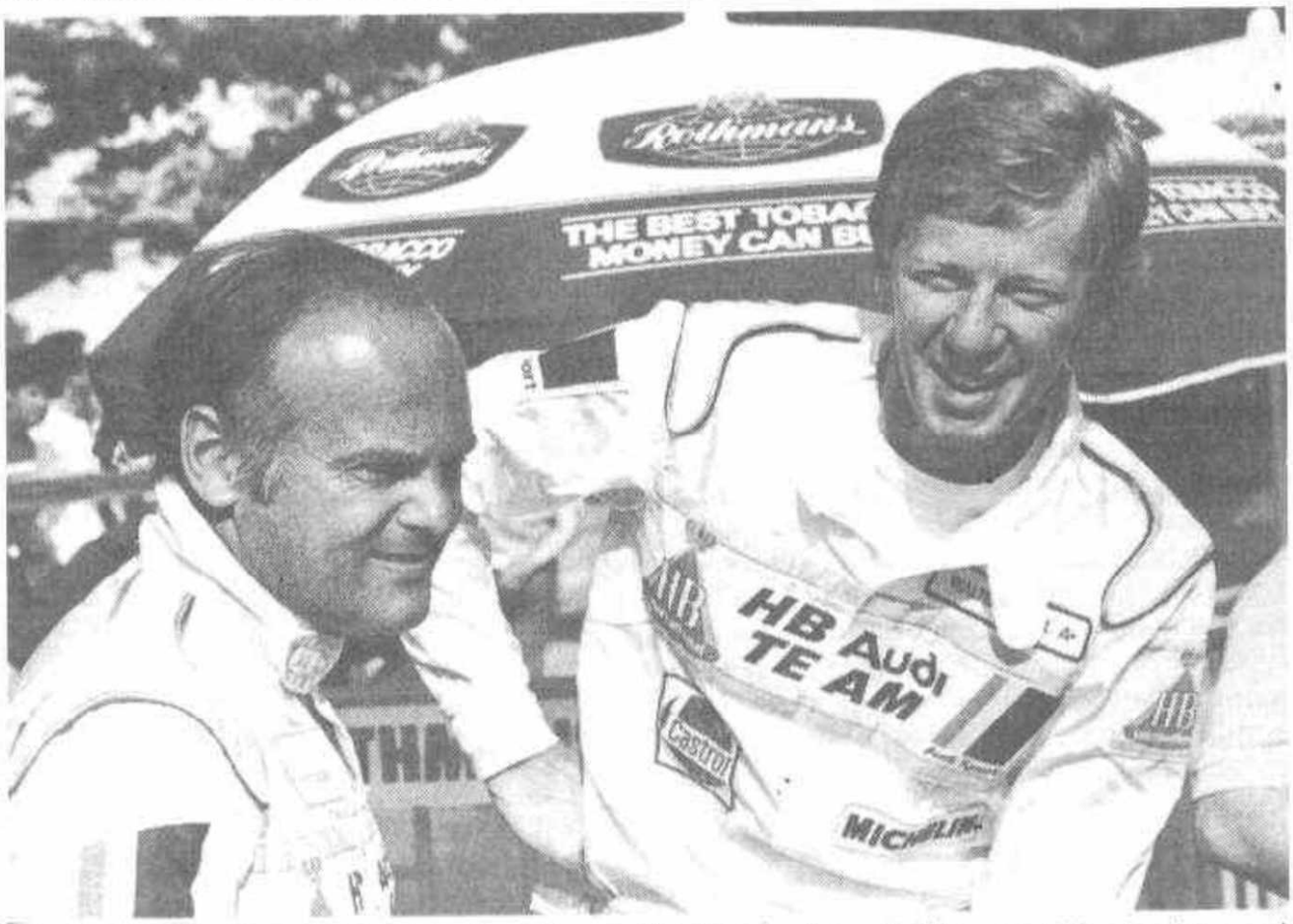
"Tchine" went no further than the start line of stage two, where his Manta's engine stopped and refused to start. The problem was later — *too* late, of course — found to be a cam follower which had broken off the rotor arm. Al Hajri, who found himself in third place after Zanussi collected three punctures, later had difficulty changing gear and lost several minutes on the last stage of the first leg. He set his mechanics searching for a clutch or gearbox fault, only to be told that the trouble was no more than a broken window winder jammed beneath the clutch pedal! This had put him back three places, the position of best-placed two-wheel-drive car having been taken over by Carlsson's Mazda, ahead of Mehta's Nissan and Warmbold's Mazda.

Nissan's Japanese Dunlops were wearing out their treads very quickly, and puncturing. Mehta, Moschous, Shah and Kirkland all suffered, the latter losing a chunk of time by deciding to keep running on a flat tyre rather than stop to change the wheel.

The second leg continued much as the first, Salonen needing to drive at something less than full pace to stay ahead of Blomqvist. The latter driver was having a succession of small problems, all of which meant that he then had to drive flat out on the rough roads to make up time, thereby creating a vicious circle for himself, for at such speeds there was every chance that the pounding would cause something on the car to break.

The Audi's injection control computer failed at one stage, and the spare, mounted alongside, also gave trouble. During a suspension change, a rear strut proved so stubborn that time became seriously short. Rather than risk a delay, the car was sent on its way with the job unfinished, and Blomqvist was obliged to tackle no less than three special stages with just front brakes, which promptly heated and faded due to overwork.

A puncture, too, cost some minutes, although to drive on the flat would have cost even more time, not to mention the risk of damaging suspension and transmission parts.



WALTER RÖHRL (right) didn't have much to smile about for long, the German retiring for the second championship round running. Audi team-mate Stig Blomqvist was more fortunate, finishing runner-up.

Zanussi, having been troubled by broken suspension and a series of punctures, stopped when his Lancia's throttle cable broke. By the time he completed the stage with a makeshift hand-rig, then had a new cable fitted, he had overstepped his maximum lateness. Volkeswagen had also lost Kleint, although Wittman was keeping his Golf GTI in the first 10, and leading the Group A category.

Greeks tend to come alive at night, and a substantial crowd interrupted their after-midnight eating to gather at Lagonissi to watch the arrival late on the Tuesday. Salonen's lead over Blomqvist was nearly seven minutes, and he was well over half an hour clear of third man Carlsson in his Mazda. So, on the final night in the Peloponissos he could afford to preserve his car without putting his position at risk.

The long rest stop before the final leg was enough not only for a good night's sleep, but a leisurely lunch, a swim, an afternoon siesta and the opportunity for tactical discussions and even casual discourse. The coast to the East of Athens is very pleasant, and the two bungalow establishments at Glyfada and Lagonissi, where teams invariably stay, provide every possible facility, even ample space for open-air or tented workshops.

That night, Blomqvist set up a succession of best times, but when tactics are being employed, and not all the runners driving flat out, these are no more than academic. Peugeot staff were at the end of every stage to radio Blomqvist's times to their aircraft, so that Salonen could be kept constantly informed of how his advantage over Blomqvist was progressing. Steadily, the seven minutes decreased, but it was of no consequence, for the Finn knew that his lead was more than enough to cover the time that Blomqvist would make up.

His hands sore with blisters, Salonen found that stiffening shock absorbers were making the Peugeot increasingly difficult to drive, and he was having them changed, or at least cooled, as often as time would allow. Brake line bleeding was another job which occupied the French mechanics after hydraulic fluid heated to boiling point.

The Acropolis has a long history of final morning dramas, and many a driver has seen a good place snatched from him by some unexpected problem a stage or two before the end. This one was no different. Pregliasco, then in fifth place and anxious to clock in before Al Hajri who happened to be on the same road minute (though behind the Italian in actual penalties), arrived too quickly at a control, slid under braking and wrecked a front suspension against a rock. A good place was thus thrown away, which must have caused great dismay in the West camp, for they looked all set to beat the car backed by Rothmans.

Carlsson very nearly came to grief in the closing hours of the rally. When stud threads were damaged during a wheel change, the nuts could only be replaced by dint of hefty wallops against the wheelbrace. With one nut missing and the others so firmly in place that they might as well have been welded, off they went, and imagine their feelings when they collected another puncture! There was no hope of changing the wheel, so they drove on the flat and were very relieved indeed to arrive at Poros and the welcoming sight of the control, closed park, shops, houses, little corner cafe, and the ferry *AIAS* tied up at the quay just a few yards beyond.



ALTHOUGH the Audi Quattro Sport is much improved, niggling problems with Blomqvist's car meant that the reigning World Champion couldn't stay on terms with Salonen's Peugeot. Co-driver Bjorn Cederberg discusses the situation with team-mate Arne Hertz, arms folded.

It has often been said of Salonen in recent months (and he has even said it himself) that his experience driving strong but slow Datsuns helps him to preserve his much faster Peugeot. To get anywhere, he had to drive his Datsuns flat out, and we cannot see how this experience can help him hold some of the Peugeot's performance in reserve. Perhaps some commentators hang too tightly to the words of drivers who are indulging in a little straight-faced rhetoric.

Six events remain in the Drivers' Championship, and five in the series for makes, so the respective leads of Salonen and Peugeot are by no means conclusive. Audi is sure to field strong sides in the coming events, though it's rather a shame that no other team is in contention to enliven the proceedings. Reminds us of those Ford-Fiat duels of a few years ago. — G.P.

RESULTS

1st : T. Salonen / S. Harjanne (Peugeot 205T16 Gp B)			10h 20m 19s
2nd : S. Blomqvist / B Cederberg (Audi Sport Gp B)		(1)	10h 24m 34s
3rd : I. Carlsson / B. Mellander (Mazda RX7 Gp B)		(0.5)	11h 08m 25s
4th : S. Mehta / Y. Mehta (Nissan 240RS Gp B)		(0.5)	11h 10m 46s
5th : S.al Hajri / J. Spiller (Porsche 911 Gp B)		(7)	11h 21m 50s
6th : A. Warmbold / "Biche" (Mazda RX7 Gp B)		(2)	11h 25m 16s
7th : M. Kirkland / A. Levitan (Nissan 240RS Gp B)		(5.5)	11h 27m 51s
8th : G. Moschous / D. Vazakas (Nissan 240RS Gp B)		(11)	11h 45m 52s
9th : F. Wittmann / M. Ogricek (VW Golf GTI Gp A)		(6.5)	12h 06m 35s
10th : S. Hajipanagiotou / E. Sassalos (Nissan 240RS Gp B)		(4.5)	12h 15m 53s

(Figures in brackets indicate road penalties in minutes)

(110 starters, 45 finishers)

WORLD CHAMPIONSHIP

DRIVERS (After 6 rounds)

Timo Salonen (SF)	68 pts	Mike Kirkland (EAK	16 pts
Stig Blomqvist (S)	50 pts	Björn Waldegård (S)	15 pts
Ari Vatanen (SF)	40 pts	Ingvar Carlsson (S)	15 pts
Walter Röhrl (D)	27pts	Bernard Beguin (F)	12 pts
Bruno Saby (F)	23 pts	Hannu Mikkola (SF)	10 pts
Juha Kankkunen (SF)	20 pts	Rauno Aaltonen (SF)	10 pts
Jean Ragnotti (F)	20 pts	Billy Coleman (EIR)	10 pts
Massimo Biasion (I)	17 pts	Shekhar Mehta (EAK)	10 pts

(A total of 47 drivers have scored points)

MAKES (After 6 rounds)

Peugeot	94	Lancia	24	Opel	16	BMW	9
Audi	62	Renault	24	Alfa Romeo	14	Ford	8
Nissan	30	Porsche	24	Volkswagen	10	Talbot	8

Right now, we've a car like yours in mind.



To you, the BFGoodrich Porsche 962s may look like endurance racing cars. To us, they're road tyre laboratories. Because when we develop high-performance road tyres, we move quickly.

At speeds of up to 230 mph, we're racing and testing experimental versions of our Comp T/A road tyre on the Porsches. So that in the future, you can have even better all-round performance from BFGoodrich tyres on your car.

But for now, there's no better choice of performance road tyre than the Comp T/A.

'Car and Driver'* proved the point, placing it first overall in comparative tests against seven other leading V-rated tyres.

Others found the same on the race track where the Comp T/A out-performed all-comers and gained BFGoodrich five major 1984 UK production race titles and championships. And this year, the success story continues.

It says a lot for the all-weather adhesion, predictable high-speed handling, quick steering response and durability of the Comp T/A range.

So choose BFGoodrich. The results will speak for themselves.



The BFGoodrich T/A range includes the V-rated Comp T/A (45-70 aspect ratio), H-rated Euro T/A (60 & 70 aspect ratio) and on/off road Radial All-Terrain T/A and Radial Mud-Terrain T/A. Contact your nearest BFGoodrich distributor below for your local stockist and full information.

*'Car and Driver', December 1984.

BFGoodrich
T/A® RADIALS

BFGoodrich Distributors: **Watling Tyre Services Ltd.**, West Street, Gravesend, Kent DA11 0BN. Tel. (0474) 534692. **Southam Tyres Ltd.**, Sparkbrook Street, Hillfields, Coventry CV1 5LA. Tel. (0203) 55554. **Isaac Agnew (Distribution) Ltd.**, 45 Mallusk Road, Newtownabbey, Co. Antrim, BT36 8PS. Tel. (02313) 7111

VSCC Two-Day Oulton Park Meeting

THE VINTAGE SCC decided to get all ambitious this year and extend its Oulton Park Meeting over two days, with sponsorship from *The Observer* and the Cheshire Life Building Society. Such is the momentum of vintage-car racing today that all 18 races were fully subscribed, a total of 231 entries, *not* including the 70 bicycles.

Events began on the Saturday with the first of many four-lap handicaps over the sinuous 2.356-mile circuit, and as *The Observer* told us in the programme, here were drivers who were present "to take you on a magical mystery tour of pride and passion — hold on tight". So, holding on, we saw Ridley in his Riley 12/4 Special win this opening race very easily, at 69.88 mph, from Boyack's Aston Martin and Toome's 1750 Alfa Romeo, the Riley lapping fastest, at 72.0 mph. Ann Shoosmith was out again in the 1921 GP Sunbeam and Wilkinson had added a No. 8 Cozette blower, driven by two belts, to his 1921 Brooklands Replica Anzano-AC. On this showery Saturday, Part 1 of the Vintage Seaman 10-lap Scratch Race saw Tim Llewellyn the undisputed victor, the big blue 3/8-litre Bentley doing fastest lap at 77.56 mph, to win at 77.56 mph from Giles in the slim GN Beetle and Arnold-Forster in the V8 Bequet-Delage, followed home by Randle Stewart in his 3/4½ Bentley and Moffatt in Wall's T35T Bugatti, after Footitt was left on the grid sans sparks.

Mrs Shoosmith then took the next 4-lap Handicap in her recently-acquired H. M. Bentley-bodied slab-tank 4½-litre Bentley from Averil Scott-Moncrieff's T57 Bugatti and Merriott's 12/70 Alvis, at 61.84 mph. Another 12/70, Hulbert's, lapped quickest, at 67.0 mph. Footitt's AC/GN again had magneto trouble in the 10-lap Pt. 1 Historic Seaman, in which David Black shot away from the start in his immaculate P3 Alfa Romeo, pursued by the Hon Pat Lindsay in the ERA "Remus" and Mason in R10B. After a lap Spollon in R8C, Willie Green in Margulies' Maserati 4CL and Martin Morris after a poor start in R11B had passed Mason, but Green then retired with a split water hose. From then on the first three places were unchanged, Black increasing his lead over Lindsay, with Morris closing up at the end, by lapping fastest, at 86.72 mph. Black averaged 85.8 mph, Spollon was a lonely 4th, from Classic and Sweet in the twin-cam KN MG.

Pressing through the field from scratch in the next four-lapper, Chant in the 4.3 Alvis "Brutus" had a bad accident at Knicker Brook, suffering multiple injuries, and the race was stopped, not being re-run on the Sunday, which seems hard on the other drivers. That left three more 4-lap Handicaps and the 15-lap Cheshire Building



JAGUARS dominated the Sports Car race which was concurrent with the single-seaters Allcomers event — a new departure for the VSCC. Morris's D-Type won from Harpers C, above.

Society Allcomers scratch race, in which post-war sports-cars were included. Chris Mann in his Lotus 16 had the lead on Mayman in Halford's Lotus 16 until lap 5, when a fuel line came adrift and he spent a long time in the pits. So Mayman won, at 87.21 mph (best lap, 89.65 mph), with the ever-game Lindsay in his pre-war ERA next, ahead of Mason's Maserati 250F and MacPherson's Cooper-Bristol. The sports-car division went to Martin Morris's D-type Jaguar at 86.72 mph, (best lap, 86.72 mph), from a couple of C-types. Of the handicaps, the first was largely an A7 benefit, with McGrath's first at 60.35 mph, with de Bankes in Batho's Riley 9 second and Way's A7 3rd. The next was won by Mark Gillies' Ulster A7 at 59.25 mph, from Kirkpatrick's Frazer Nash Special and Baddiley's Speed 25 Alvis, and the concluding race went to the Lagonda Rapier of Fletcher-Jones, at 62.53 mph, Upson's 1½-litre Riley 2nd, Brydon's 4.3 Alvis 3rd.

Heavy showers reduced spectatorage on the Sunday, when the four lap Handicap was to the advantage of Wortley's Morris-Oxford Special, but the possible discomfort of the handicappers, for he hardly saw the opposition, winning at 49.66 mph. Waller's Ulster A7 and Drewitt's 1½-litre Riley Special, with Cecil Clutton's Frazer Nash TT Replica 4th.

The second part of the Vintage Seaman then saw Tim Llewellyn win as he had before in the Bentley, now at 68.25 mph, with best lap at 69.29 mph (wet, you see), but this time A. G. Smith's Frazer Nash Super Sports was 2nd, the Stewart Bentley 3rd. It was a convincing Bentley victory. Again Footitt retired, Threlfall was 4th in the McDowell after spinning in his earlier appearance, and Ghosh 7th behind Horton and Mark Stretton in spite of a similar occurrence in Templeton's TT Vauxhall. Harper's Morgan had not appeared, as a big-end was suspect and Week's Super Aero with protection for its magneto, retired, like the other Morgans. The 500 cc racers then had a race to themselves, as, it was said, being like Sinclairs almost invisible, they are not allowed in with more lofty racing machinery. Tibbenham's Kieft with Triumph Tiger engine, came through to win among many spins and retirements, at 66.64 mph (best lap, 72.06 mph). Harvey's prototype ex-Brandon Cooper-JAP was 2nd, Smith's Mk 10 Cooper 3rd.

Just as Tim Llewellyn had clinched a Vintage Seaman victory on aggregate times in the two races so David Black did the same in the P3 Alfa for the Historic Seaman, but this time Lindsay led away and it took until lap-4 for Black to catch him. Thereafter a stirring duel ensued, but David pulled out the two seconds' lead he needed, in fact wnning by 25.2 sec. Again, Morris ran Lindsay very close, 0.5 sec between them, and Spollon was again 4th. Black won at 83.75 mph, as it rained towards the end, with a lap at 86.64 mph. The Allcomers was exciting, as the racing cars caught the sports cars by half-distance (10 laps and handicapped this time) with Mann's Lotus leading Mason's Maserati and MacPherson's Cooper-Bristol, until on the final lap the Lotus shed a wheel, giving Mason a surprise victory.

There were still four 4-lap Handicaps to complete the action, won respectively by Rides's Riley Wagtail at 63.03 mph, Gillies A7 at 60.02 mph, Dunn's Riley Falcon Special at 75.8 mph, and Johnson's Colmore Frazer Nash at 63.15 mph. But before the last two, many of the damp onlookers had gone home, a very full day's sport to remember. The provisional leaders in the 1985 MOTOR SPORT Brooklands Memorial Trophy Contest are: Lindsay, 83 points; Llewellyn, 72 points; Black, 67 points. Next round, Silverstone, July 6th. It was nice to see Patrick Marsh, whose idea this two-day Meeting very largely was, greeting the race winners, in spite of injuries sustained in a fall from his "penny-farthing" at Boulogne. It was great to see, too, a Stutz Black Hawk 2-seater being used as course car, but sad that the Sunbeam Tiger was a non-starter. — W.B.

Marlboro British Grand Prix

Britain's round of the FIA World Championship for Drivers



Silverstone
The Home of British Motorsport.

Sunday July 21

With supporting races for Marlboro British Formula 3 Championship, Trimoco British Saloon Car Championship, Atlantic Computers Pre-65 Historic Grand Prix Car Race.

Adult Special Trackside Enclosure £14, Adult Centre Transfer £6 extra.
Children aged 15 and under — Special Trackside Enclosure £3, Centre Transfer £6 extra.
Covered Grandstands, including Trackside Enclosures, Adult £30–£40, Children £21–£31.

aturday July 20 Official Qualifying plus Championship Races for Race of Champions Formula Ford 1600, British Car Auctions MG etro Challenge, Failsafe Historic G.T. Adult Trackside Enclosure £6.50, Covered Grandstands £3.50 extra, Centre Transfer £4.50 extra. Children aged 15 and under — Trackside Enclosure £1, Covered Grandstands FREE, Centre Transfer £1 extra.

Friday July 19 Official Qualifying. Adult Trackside Enclosure £5, Covered Grandstands FREE, Centre Transfer £4.50 extra. Children aged 15 and under — Trackside Enclosure £1, Covered Grandstands FREE, Centre Transfer £1 extra.

Raceday Tickets bookable in advance at reduced prices from:
Booking Office, Silverstone Circuit, Nr. Towcester, Northants, NN12 8TN. Tel: 0327 857273.
Parking free.

Organised by the RAC Motor Sports

anon — the official Grand Prix Camera

Supported by DAILY EXPRESS

he Organisers/promoters reserve the right to amend or cancel the programme without notice.

DANGER: Government Health WARNING:
IGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

ARG's Rally Weapon

ALTHOUGH Austin Rover seem to be swimming against the tide by insisting on using a normally aspirated engine in its Metro 6R4 rally car, its Longbridge-based competitions department is convinced that the quick response and wide, flat torque curve of its new three-litre V6 engine makes up for any lack of horsepower. And the deficit is a large one. The current Audi Quattro Sport has at least 500 bhp from its turbocharged 2.1-litre engine, but as if to underline ARG's point, the Peugeot 205 T16 has 360 bhp from its 1.7-litre turbo unit, and this is the car which has been the pacesetter in this year's World Championship. By comparison, the new 24-valve fuel-injected Austin Rover V6 produces a maximum 410 bhp in its evolution form, whilst the clubman's engine (that's to say the one which will be installed in the 200 6R4s required for homologation into Group B) has 160 less horsepower due mainly to its use of a single butterfly injection system as opposed to the six venturi and separate butterflies of the "factory" engine.

The announcement of the new 2,991 cc oversquare (92 mm × 75 mm) aluminium four-camshaft V6 ARG engine marked the turning point in the Metro 6R4's troubled development programme, its significance proved by Tony Pond scoring a début victory on the Scottish National Championship Argyle Stages in May with a 6R4 which had been shipped to the event straight from its press announcement. Victory hadn't been so easy with the first 6R4 which used an interim V6 of dubious parentage, the push-rod engine nothing more than a racing Rover V8 with two cylinders removed. It took a year, and seven rallies, none of them above national status, for the 6R4 to achieve its first win, a rather belated one which even ARG Motorsport's Director John Davenport felt came "seven rallies too late".

When the ambitious 6R4 project was announced in February, 1984, former co-driver Davenport, the driving force behind Austin Rover's comeback into World Championship rallying, was at pains to point out that the original V6 was simply a means of providing motivation for a new chassis with unique four-wheel-drive system, and gaining valuable development mileage whilst the pure engine was developed.

Development of the V64V engine has been the responsibility of former Ford Competitions Department employee David Wood, who was one of the most accomplished Escort Twin Cam/BDA engine builders in the early Seventies, and who has been with Austin Rover for the past nine years. He submitted the first drawings for the new engine 14 months ago, and the 90 degree V6 (the angle between the cylinder banks is the only detail in common with the interim unit, apart from the number of cylinders) first ran in February last year. With its Lucas Micos engine management system, the torque curve of the 380/410 bhp evolution engine peaks at 6,500 rpm when it produces a healthy 270 lb/ft, but even more impressive is the fact that at 3,500 rpm and 9,000 rpm it gives 230 lb/ft. The less powerful club engine has 200 lb/ft at 2,000 rpm, and a maximum 230 lb/ft at 5,000, Wood adding that at a fraction over tick-over it delivers 170 lb/ft.

During its development period, the 6R4 sprouted aerodynamic aids to optimise its agility through corners, the original stubby shape having been modified quite considerably as a result of many hours in the MIRA wind-tunnel. The 6R4 is now a very ugly car, but the addition of an adjustable front aerofoil and roof-mounted rear wing has had a very noticeable effect on the Metro's handling.

Although the aerodynamics of the 6R4 were the responsibility of German engineer Bernie Marcus, the chassis / suspension and transmission of the car is the domain of Wynne Mitchell, a talented Welshman who joined the team in the middle of last year from Audi Sport UK. It was Mitchell who was responsible for adding an additional four inches to the car's wheelbase in order to overcome straight-line stability problems as well as a "nervousness" in corners. Both front and rear tracks have also been widened and the 6R4 now runs on 16 inch wheels instead of 13 inch, a decision which wasn't of ARG Motorsport's choosing, but one which tyre supplier Michelin felt appropriate if the team was to benefit from its experiences gained from Audi and Peugeot in rallying.

It is intended the production of the Metro 6R4 will begin at Cowley in July — the company first has to overcome the problem of getting the car type-approved — and two cars will be entered on November's Lombard RAC for Tony Pond and Belgian Marc Duez. In 1986 it is planned that ARG Motorsport will enter all the European rounds of the World Championship, again with Pond and Duez. Sales of the customer cars should begin in August, and the price of a clubman's specification Metro 6R4 is anticipated to be around £35,000 which makes it an excellent proposition for the aspiring driver anxious to gain experience of a competitive, four-wheel-drive Group B rally car at a sensible price. — M.R.G.



IN THE WORKSHOP, the rear engine and bodywork extensions are clearly visible.

Good Coverage

Bearing in mind last month's Editorial about the effective TV coverage of current F1 racing provided by the BBC, the BBC-2 programme continued this with a long programme on Bank Holiday Monday about MOTOR-100, which included old shots of racing at Silverstone and Brooklands (one slip, but they were few, was saying the Track opened in 1908 whereas the first race meeting there as in 1907) and Murray Walker interviewing Stirling Moss as he sat in a Maserati 250F. Amusingly, Murray himself got confused when confronted with an aged Bradbury motorcycle, telling us that it had *oxy*-acteylene lighting! But what effective well-informed coverage this was on a pouring wet afternoon, ending with Noel Edmonds driving away in a Testarossa Ferrari. What is more, further coverage came later in the week, on what are known as Classic cars at MOTOR-100, despite the fact that at a debate at the National Motor Museum at Beaulieu last winter, the VSCC led by Tom Threlfall who was deputising for Denis Jenkinson who was ill, defeated the opposing team by 59 votes to 57, supporting the contention that there is no such thing as a classic car! — W.B.



Watch out for John Player Special Team Lotus on television, racing at French Grand Prix, 7th July · Austrian Grand Prix, 18th August · Dutch Grand Prix, 25th August.

(Dates and venues correct at time of going to press)

JPS 9CMS

DANGER: Government Health WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

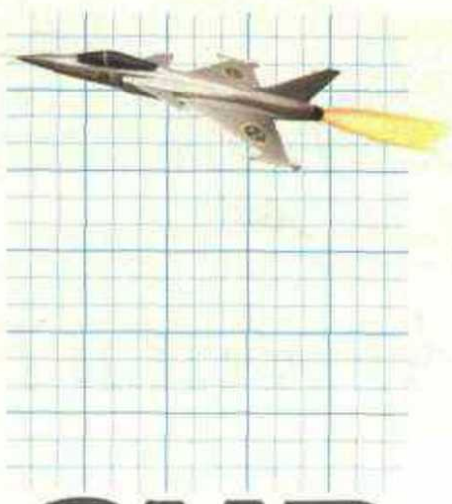

B575 EBL

*OFFICIAL DTP FIGURES. SIMULATED URBAN DRIVING 22.8 MPG (12.4 LITRES/100 KM). AT CONSTANT 56 MPH 39.2 MPG (7.2 LITRES/100KM). AT CONSTANT 75 MPH 29.1 MPG (9.7 LITRES/100 KM).
THE PRICE QUOTED (CORRECT AT TIME OF GOING TO PRESS) INCLUDES FRONT AND REAR SEAT BELTS, CAR TAX AND VAT, BUT EXCLUDES SUNROOF AND REAR HEAD RESTRAINTS, DELIVERY, ROAD TAX AND NUMBER PLATES.

BODY: TORSIONALLY STIFF STEEL 2-DOOR SHELL · PASSENGERS: 5 · SPEED: 110MPH · RANGE: 375 MILES* · GEARS: 5
STEERING: RACK AND PINION POWER ASSIST · BRAKES: 4 WHEEL DISC · SHOCK ABSORBERS: GAS FILLED · PRICE: £8,510
BROCHURES AND DEALER LIST CONTACT (0272) 277666 · OR FREEPOST SAAB · BRISTOL BS1 4YP · EXPORT ENQUIRIES (01) 409 0990

SAAB 900i

HE BANKED THE SAAB INTO A STEEP TURN.
THE CAR'S LACK OF DRAMA NEVER CEASED TO AMAZE HIM...



SAAB

THE AIRCRAFT COMPANY

NOTHING ON EARTH COMES CLOSE.

WE'RE ONLY JUST STARTING.



BUT JUST WATCH US GO.



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.

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

Lamborghini Jalpa

"IT'S A what?" A look of suspicion crossed the garage attendant's face. The car on his forecourt was bright red, very low, and rather loud. It was obviously Italian, so surely it had a duty to be a Ferrari, no? No, it is much rarer than that.

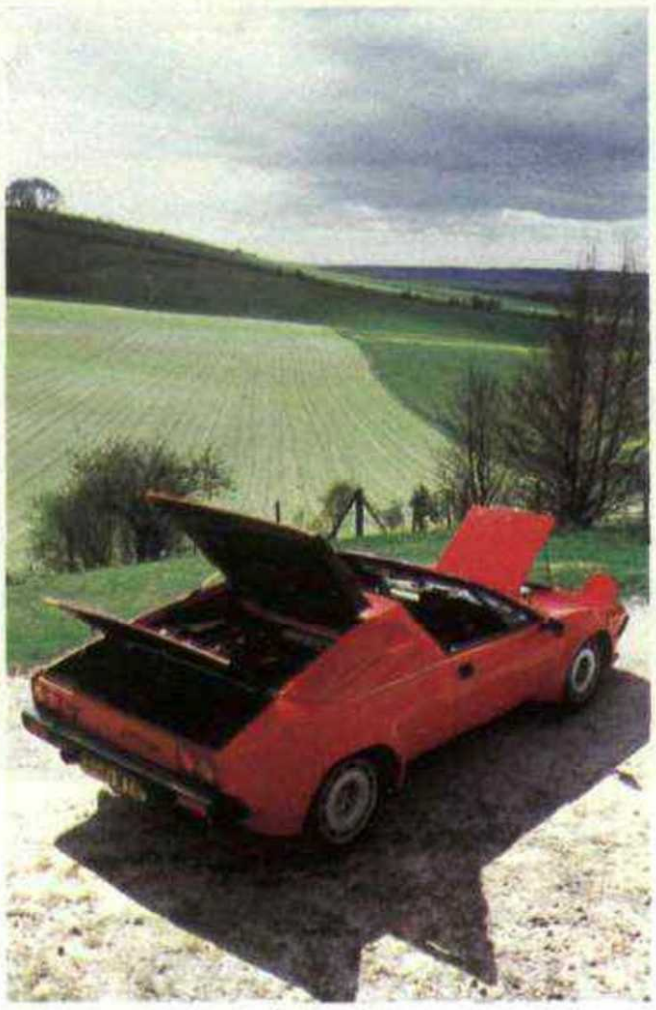
Ferruccio Lamborghini has not become the sort of household name that Enzo Ferrari is. Outside the motoring world, the name conveys little, in Britain at least. But slide inside a Lamborghini and you quickly become the focus of puzzled glances. Those who asked questions about the Jalpa during my tenure invariably said that is was the first they had ever seen, and I have to admit that the gleaming red one that I collected from the importers' (Portman Concessionaires) Marylebone showrooms was the first that I had seen on the road. Countachs, yes. The flagship of the range can occasionally be glimpsed in London, or more often at Silverstone or Brands Hatch. Yet its smaller brother, less than half the price (£32,500 as against £67,000 for the latest *quattrovalvole* version of the Countach), appears to be getting less than its share of the limelight, particularly when one considers that it has been available in Britain for over a year.

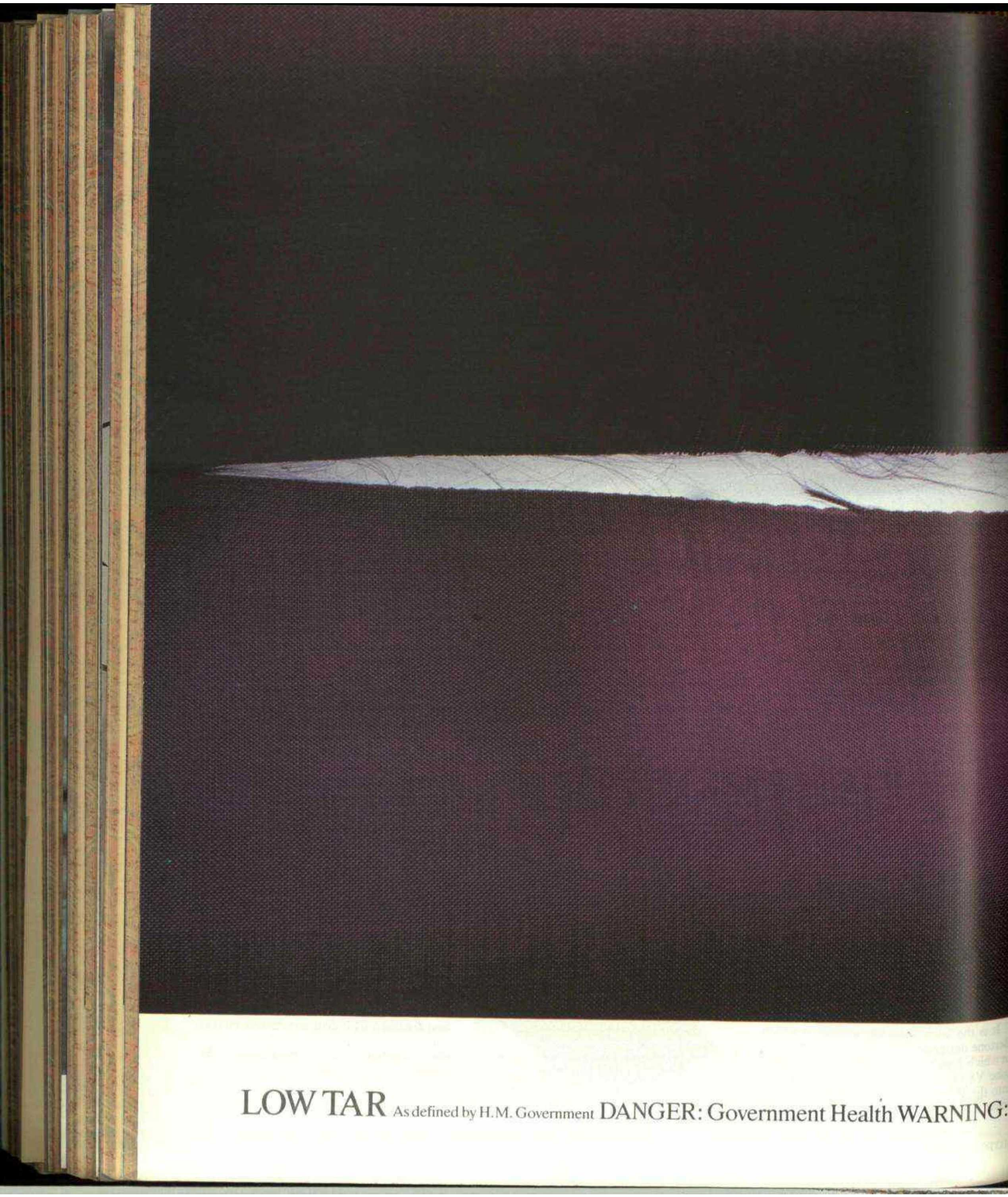
It is the latest incarnation of a car which Bertone designed in 1970. That was the year in which Lamborghini introduced a "small" sohc V8 of 2.5 litres and fitted it sideways into the Urraco, the first mid-engined four-seater. The Urraco, a particularly handsome car, first gained a dohc 3-litre engine, and then in 1976 lost its two rear seats. The result, the Silhouette, was faster than ever, but looked unbalanced, since the elegant rear side-windows had effectively simply been blocked off by some less than subtle panelling, while heavy square wheelarches and a new spoiler rather swamped the fine line of Bertone's original concept.

The Jalpa replaced the Silhouette in 1981, the major difference being that the car is now targa-topped, and heavier, with considerable strengthening in the chassis to cope with what has now beome a 3.5-litre engine offering 255 bhp at 7,000 rpm, and 232 lb ft of torque at a convenient 3,500 rpm. The alloy body looks a little neater with the side-panel air intakes painted in body colour so that they stand out less than on the Silhouette, but I still see within it the remains of the lovely Urraco and cannot bring myself to call it beautiful.

There is, however, an old saw about how deep beauty is, and under its soft alloy skin, the quality of Lamborghini engineering *is* beautiful. Raising the engine cover on its gas-struts reveals softly shining castings enclosing the camshafts and the chains which drive them, and quadruple exhaust manifolds flowing together as smoothly as if they had been made of plasticine. It looks as if no compromises have been made, in the best tradition of Italian automotive endeavour. So it is all the more disappointing to open the long, heavy door and see the ill-assorted selection of boxes in which the instruments are housed. It almost looks as if they have never been unpacked; but at

UNMISTAKABLY ITALIAN, the Jalpa's lengthy stern encloses a useful boot, and that magnificent twin-cam V8. There is even some luggage space behind the seats, a legacy of the four-seater Urraco. Access to the well-filled engine bay is not easy, below, but a spacesaver spare lives conveniently under the small front hatch. With the Targa top off, wind-noise is surprisingly low even at 100 mph.





LOW TAR As defined by H.M. Government DANGER: Government Health WARNING:

CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



MOTORWAY TRAFFIC melts away in front of the Jalpa's aggressive nose, even at a careful 75 mph. Chin spoilers are well clear of most obstructions, but comfortable leather interior, below, is let down by untidy dash layout. Steering has abundant feel, while the short gear-lever has a crisp action which is a delight at speed.



least the important ones, mph and rpm, with oil pressure between them, are quite visible through the ideally-sized leather wheel. Subsidiary gauges, three to the left and one on the right, are at times covered by a hand, but never for long, while minor functions are served by a double block of square push-buttons above the centre console. These are decorated with a selection of rather uninformative symbols which had me peering at the block of 15(!) dim warning lights dead ahead to see whether I had switched off the fan or put on the sidelights. Rocker switches for the very slow windows are easily reached, just ahead of the thick aluminium gate in which the gear lever moves. With reverse where first is on most cars, there is a lockout lever to prevent accidents, but I found it easier to leave it out of the way permanently, making parking or three-point turns quicker.

Having 2nd, 3rd, 4th and 5th in an H pattern, as here, is to my mind ideal in a car of this performance, since the car is sti pulling hard when fourth runs out, and tha last change can be just as quick as th important 3rd to 2nd.

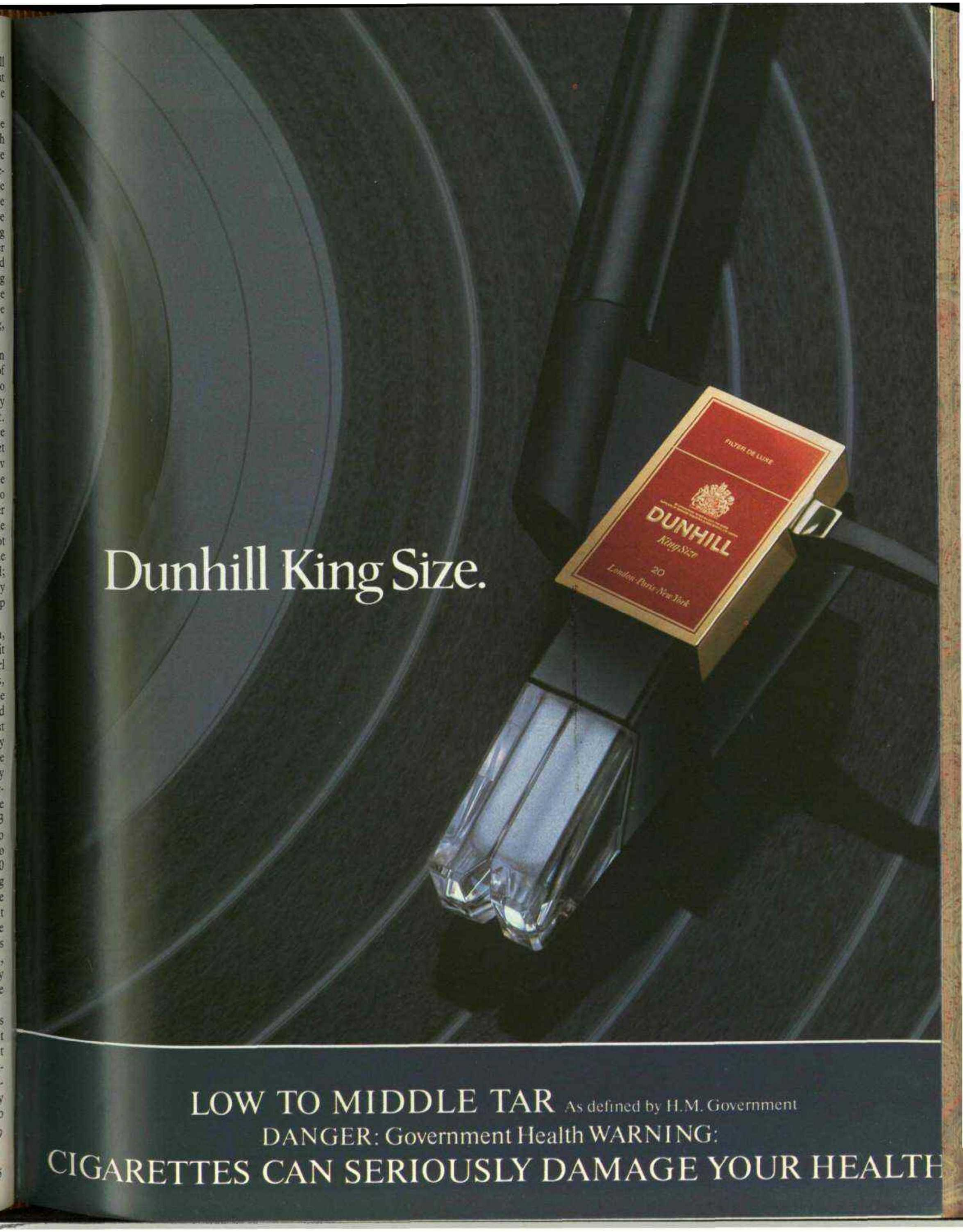
And quick it is, aided by instant throttl response that allows revs to be matched wit complete accuracy. Which brings me to th biggest flaw in the otherwise excellent re lationship between driver and car: th pedals. There is so little space around th accelerator that the toe has to be pointed lik some sort of ballet exercise to avoid gettin even an average-sized shoe trapped unde the low bulkhead. In addition, brake an throttle are so close that heeling-and-toein is not just easy, it is compulsory. Still, onc the right leg has become accustomed to th necessary S-bend, and the car is rolling everything comes together.

Four downdraught Weber carburetters i the centre of the Vee need only two dabs o throttle to encourage the motor to burst int action, and the car proved absolutel unfussy even starting after a very cold night Unfortunately, the oil temperature gaug failed, so that it was a test of will power to le the car warm up slowly before using the re range. But even at town speeds, the torqu spread makes the Jalpa quite relaxing t drive, excepting only the worry that othe drivers will not appreciate the width of th arches. The electric wing mirrors would ne adjust adequately, but the interior on shows most of what is happening behind the rear quarters, however, are virtuall blind, and the technique of drawing u square at junctions soon becomes habit.

Once the tachometer passes 4,000 rpm the character of the engine and of the noise i makes begins to change. From a gruff snar and what feels enough pull to propel a bus the sensation becomes one of urgency, th needles whipping around the dials an mechanical noises blending with exhaus into a wonderful wail which is possibl closer to that of a DFV than anything els you will hear on the road. It wants to go wa on beyond the 7,400 rpm redline, but defer ence to its owners keeps things strictly to th rated in-gear speeds of 48, 66, 91 and 11 mph in fourth. As the lever clicks back int top, the Jalpa is still accelerating hard up t about 125, relaxing a litle at 130, and by 14 the battle with the atmosphere is levellin out. On a two-mile straight, I read the figur of 142 mph off the, presumably, slightly fas speedometer, but would have needed mor time or more room to check Lamborghini' claim of 154 mph. Completely academic though; much more interesting is the wa that the Jalpa handles conditions on th public road with no apparent effort.

It hardly rolls at all, yet the ride, which i composed of sudden positive movements a 30, becomes fluid at 60 and above so tha bumps upset neither suspension nor steer ing. Quite how the latter manages to com bine four turns lock-to-lock with a rapidity ideal for cross-country dashes is difficult t

Continued on page 775



LOW TO MIDDLE TAR As defined by H.M. Government

DANGER: Government Health WARNING:

CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

One of only 200 four wheel drive, 205 Turbo 16's in existence.
Around £27,000, if you can get your hands on one.

Rally bred.



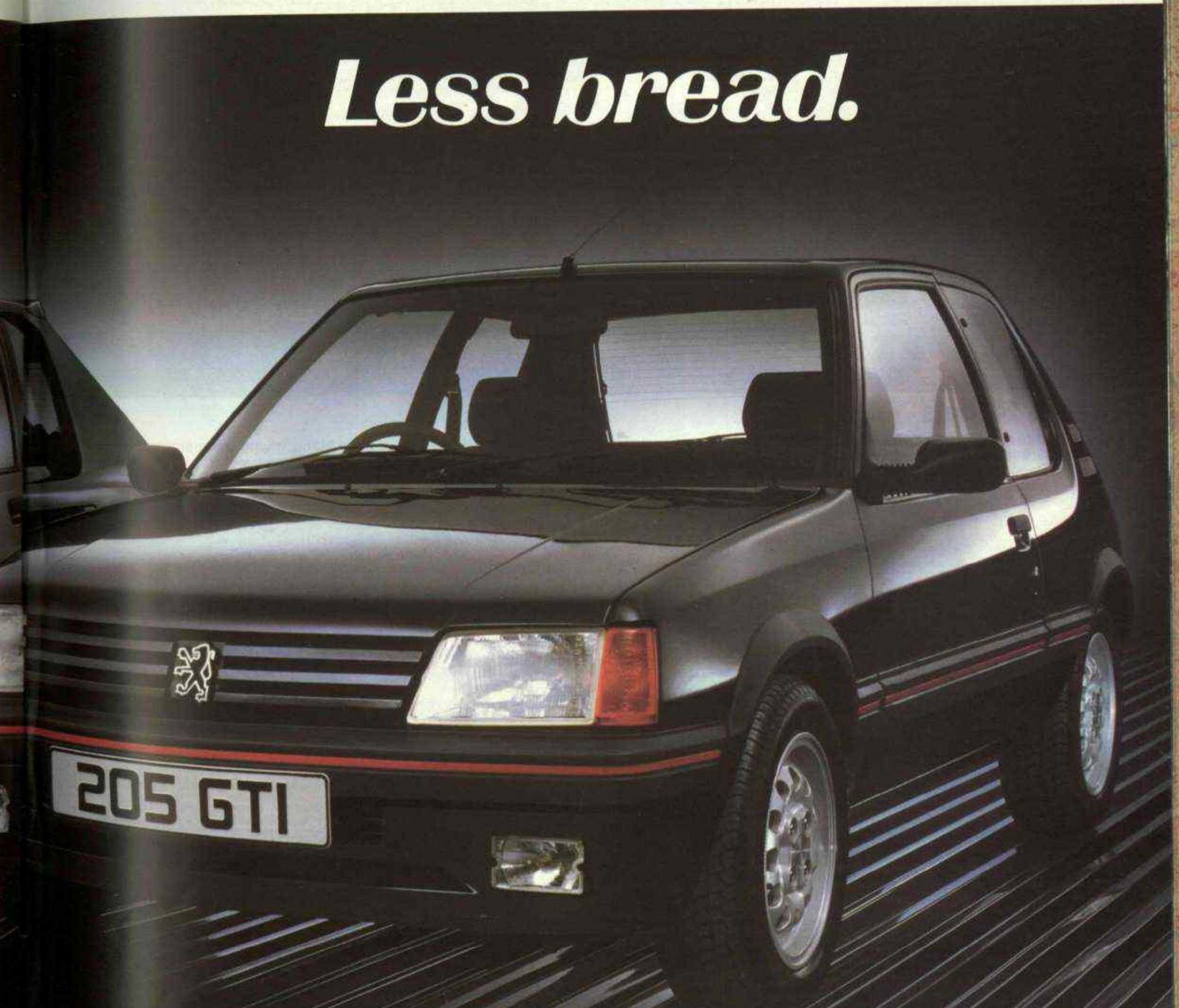
Peugeot Talbot.
A new sensation on the road.

PEUGEOT 205 GTI // 118 MPH. 0-60 MPH – 9.2 SECONDS (MANUFACTURER'S FIGURES) // 105 BHP // 5 SPEED GEARBOX // LOW PROFILE TYRES ON SPORTS ALLOY WHEELS //

PRICES EXCLUDE NUMBER PLATES, ROAD TAX AND DELIVERY, AND ARE CORRECT AT TIME OF GOING TO PRESS. UK DOMESTIC SALES ONLY.

The 1.6 litre 118 mph fuel injected 205 GTI.
Just £6,945 gets your hands on one.

Less bread.



PEUGEOT 205 GTI

GLASS / FULL INSTRUMENTATION INC. OIL TEMP. AND PRESSURE GAUGES / 4 SPKR. RADIO/STEREO CASSETTE / ELECTRIC FRONT WINDOWS AND CENTRAL LOCKING AN OPTIONAL EXTRA.

FOR A COMPREHENSIVE INFORMATION PACK ON THE 205 RANGE. PHONE 0272 217205, OR WRITE TO: PEUGEOT TALBOT INFORMATION SERVICE, DEPT. MS 7 M, HENDON ROAD, SUNDERLAND SR9 9XZ.

Le Mans 24 Hours

(Above) For the second successive year, Klaus Ludwig drove Rheinhold Joest's Porsche 956 to victory at Le Mans, giving the marque a record 10 wins to the nine of Ferrari. Ludwig was partnered this year by Paolo Barilla and Louis Krages. (Below left) The crowds which swarmed over the track at the end of the race prevented the winner from actually crossing the line and nearly led to the disqualification of the ADA Engineering car which was unable to officially complete its final lap. (Below right) The highest-placed British entry was the Len Bailey-designed, Richard Owen-developed, EMKA Aston Martin which was brought home 11th by Tiff Needell, Steve O'Rourke and Nick Faure.





The GTi Engineering Canon Porsche 956 of Jonathan Palmer and James Weaver (14) passes the Jaguar XJR-5 of Bob Tullius, Chip Robinson and Claude Ballot-Lena who was running in his 20th Le Mans. Weaver replaced Jan Lammers at short notice after the Dutchman announced plans to race in America. After a number of problems the Jaguar finished 13th.

Canadian Grand Prix

AFTER a promising start to the season, Ferrari seemed to falter a little, but over the past three races have come back to the fore. Michele Alboreto (right) led home his team-mate Stefan Johansson to score the team's first 1-2 since Zandvoort 1983. (Middle) Hero of the race was undoubtedly Rosberg who brought his Williams-Honda up to fourth after two pits stops and a spin. For some time he was followed by another "no hoper" (in the sense that after delays they had no hope of winning) Ayrton Senna. Senna later said that he regarded his laps behind Rosberg as an education, "The man does not stop trying." (Below) On the first lap the Lotuses of de Angelis and Senna lead Alboreto (Ferrari), Warwick (Renault), Johansson (Ferrari), Prost (McLaren), Rosberg (Williams) and Tambay (Renault).





SILVERSTONE TESTING MARTIN BRUNDLE at the wheel of the new Renault-powered Tyrrell 014 during the recent pre-British Grand Prix tyre testing days. Brundle managed a time of 1m 12.85s, which is creditable for a shake-down run on race tyres. Fastest man during the three days, however, was Ayrton Senna (Lotus 97T) who recorded 1m 07.76s (155.77 mph), who was followed by Nelson Piquet (Brabham BT54) with 1m 07.94s, which must be encouraging to Pirelli, and Stefan Johansson (Ferrari 156/85) who posted a time of 1m 08.07s. With times like these in the offing, the qualifying sessions for this year's British Grand Prix (Silverstone, July 19th — 21st) should not be missed, especially since rumour has it that the circuit may be made artificially slower in the near future.

V·A·G

Bauer Millett
& COMPANY LIMITED

Audi



REPLICA AC COBRA
Absolutely pristine, Holmann and Moody 289 engine, Solid Lifters etc., Hallibrand Wheels, Magnolia leather trim. 3,000 miles. **£20,995**



REPLICA AUBURN BOAT TAILED SPEEDSTER
Automatic, power steering, air conditioning, 427 Ford V8 engine. The ultimate toy. **£29,995**

Please contact Mr. C. Bauer Telephone 061 831 7447
Open all weekends. 5–15 Peter Street, Manchester M2 5QR

Rothmans

KING SIZE



THE BEST TOBACCO
MONEY CAN BUY

MIDDLE TAR As defined by H.M. Government

DANGER: Government Health WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



ACROPOLIS RALLY: MIDDLE EAST Rally Champion Saeed Al Hajri held third place for a time on only his second-ever visit to Greece, but finally finished a nevertheless creditable fifth in his Porsche 911SC RS (above). Old Acropolis hands Nissan won the team prize for a record fifth time, Shekhar Mehta the highest placed 240RS driver in fourth (below).





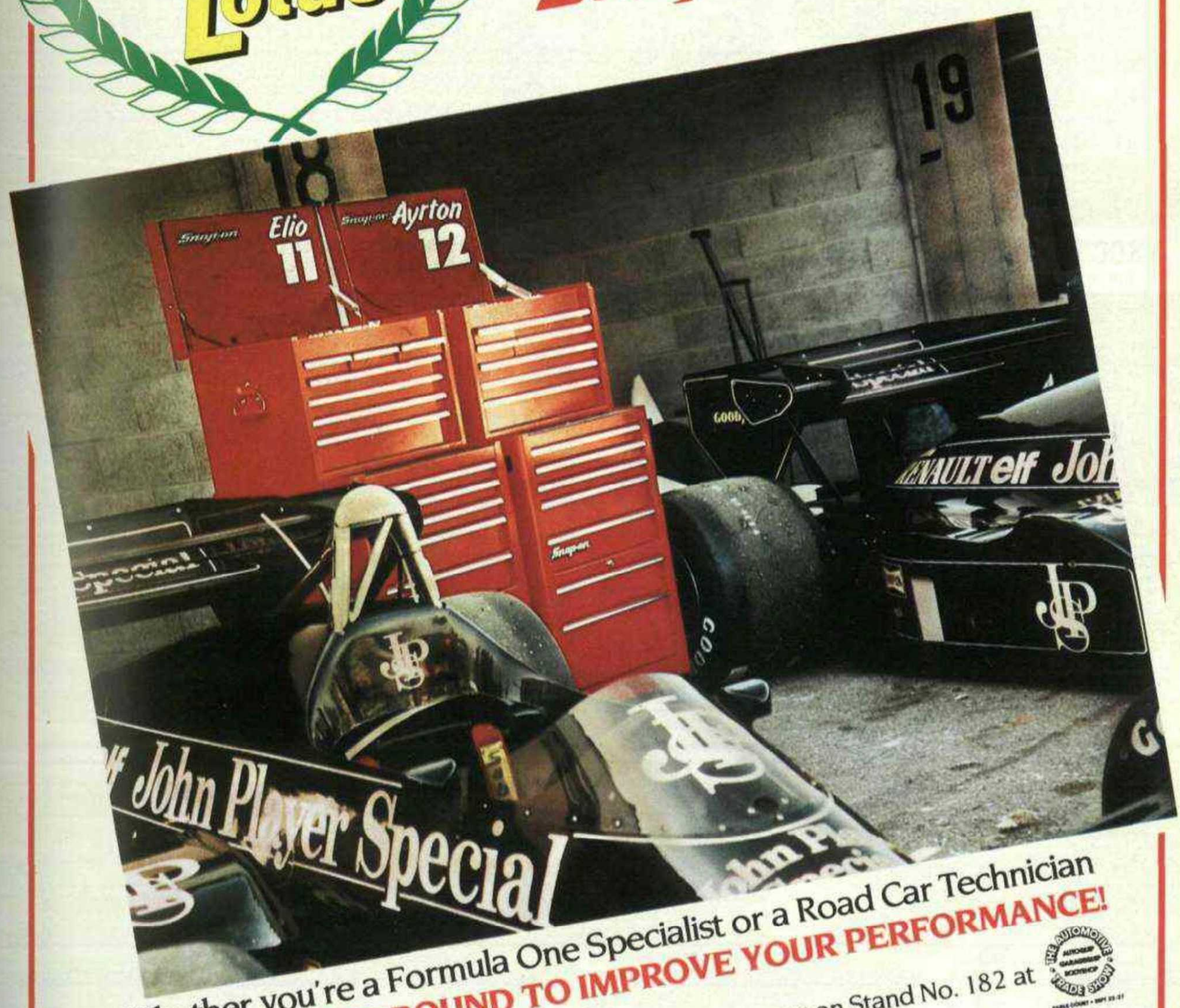
SWEDE Ingvar Carlsson gave both himself and Mazd best ever World Championship result with third place Belgian-prepared RX7 (above). Andrea Zanussi, the the Italian electrical goods magnate, upheld Lancia for a time in third place, but a broken throttle cable p out.



Snap-on Tools

Team Lotus

Team Lotus — Professionally Serviced & Maintained with Snap-on Tools



Whether you're a Formula One Specialist or a Road Car Technician

Snap-on Tools ARE BOUND TO IMPROVE YOUR PERFORMANCE!

See us on Stand No. 182 at THE AUTOMOTIVE TRADE SHOW

OR CONTACT US AT —

Snap-on Tools

United Kingdom Divisional Office:
DUNHAM HOUSE, 85-99 CROSS STREET,
SALE, CHESHIRE M33 1FU.
Telephone: 061-969 0126.
Telex: 665523.

VSCC Oulton Park THE FIRST PART of the Richard Seaman Vintage Trophy featured Caroline's very fast Morgan, seen above leadi Threlfall's MacDowell Dirt Racer and the Bugattis of Horton and Moffat, although it later expired.



KERRY WILSON drove his handsome Talbot Lago T26C, above, in the Allcomers Race, his second outing in it, but Saturday's victor was Anthony Mayman in Bruce Halford's Lotus 16.



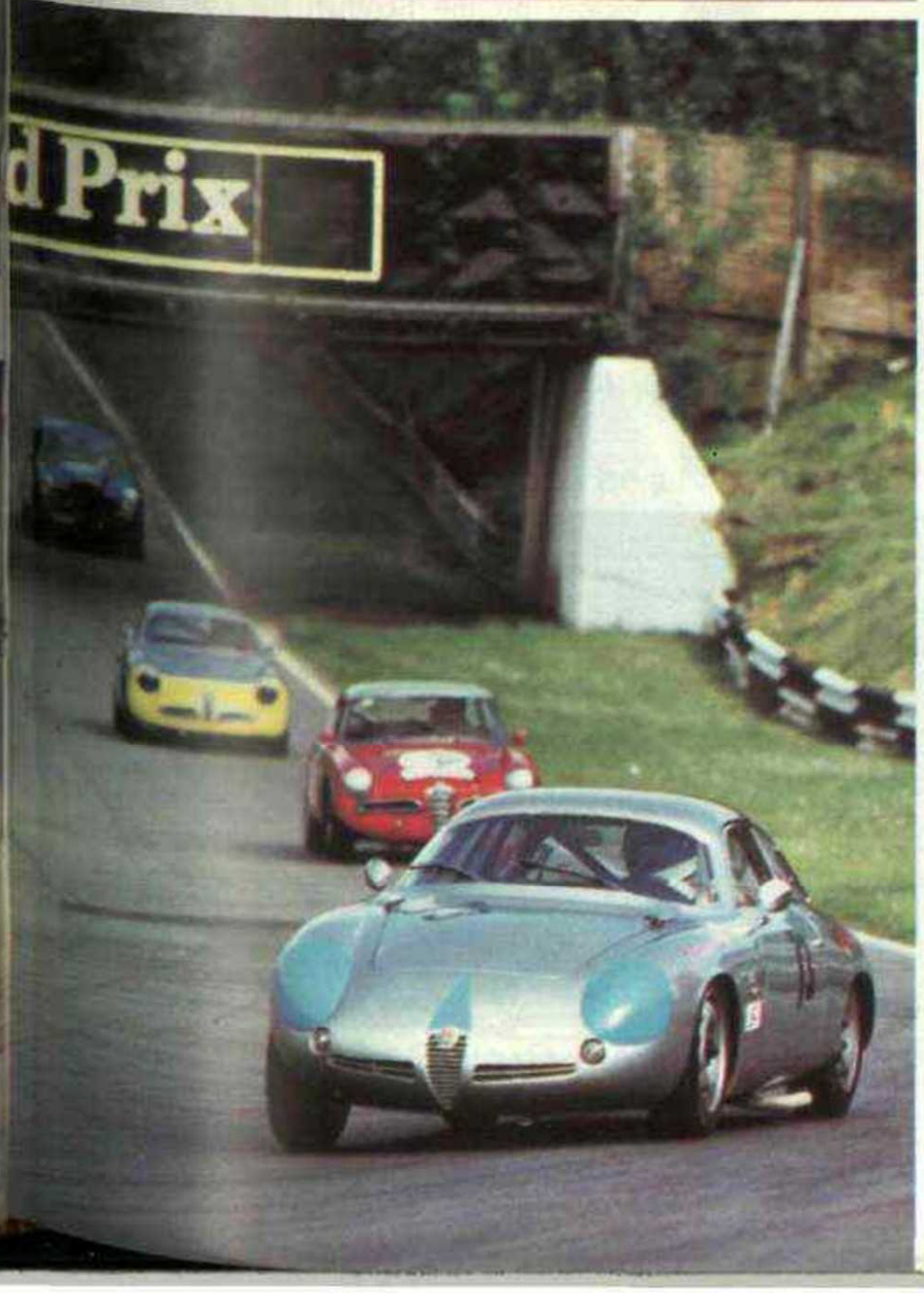
WINNER on aggregate over Saturday and Sunday was Nick Mason in h Maserati 250F, who benefited when Mann's Lotus shed a wheel.



BRANDS HATCH HSCC WEEKEND

TWO Lister-Jaguars head a field of Pre-60 sports cars (above): Tim Cairns (no 10) inherited the lead when Mike Freeman's Costin-bodied example went off. Bill Needham (left) diced fiercely with much younger Formula Junior cars, but the biggest spectacle was Fabrizio Violati's Ferrari GTO (below) starting from the back of the grid and overtaking 31 cars to finish fourth for Club Italia. Amongst the Scuderia della Portello entries (below left) was this Zagato Giulietta, seen leading a Giulia Spyder and an SZ.











Scottish Rally

MALCOLM WILSON (above) extend
Open Championship lead with a
victory on the Scottish Rally in hi
Quattro, vanquishing the Audi UK ca
again. Bertie Fisher (left) was an ex
fourth in his Manta while Jimmy
(below left) had to reverse for a time
left the road, but still came second
fifth year running. Group A belonged t
Pond's Rover once more; the tean
likely to clinch the Manufacturers Title





THE ACTION BANK · THE ACTION BANK · THE ACTION BANK ·



Any questions?

That's how simple a NatWest Car Loan can be. You're free to buy any new or second-hand car that you fancy.

You don't have to be a NatWest customer to apply.

And you won't usually have to see the bank manager. You just fill in a form and we'll get back to you as soon as possible.

The only thing we do ask you to do is to make an initial contribution to the cost out of your own pocket.

(Which shouldn't be a problem if you have a car to sell.)

Then, if you can put fuel into it, we'll put money into it.

CAR LOANS

To: National Westminster Bank PLC, FREEPOST, Hounslow TW4 5BR.

Please tell me more about NatWest Car Loans.

Name________________

Address________________

____

________ Postcode________

Branch where account held (if applicable)

________________ MS1

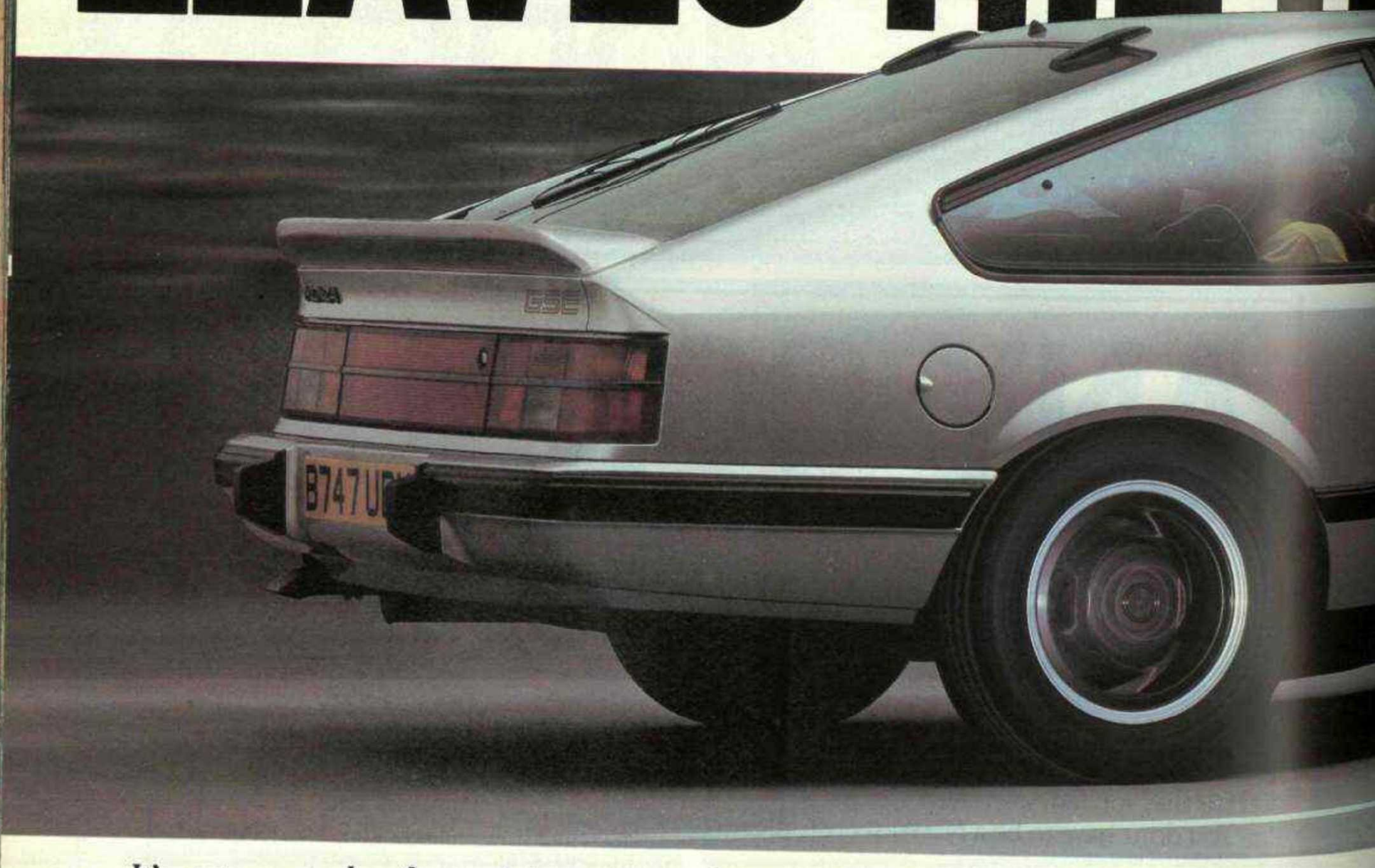
Written credit details available from any NatWest branch. Applicants must be 18 years or older. Loans granted subject to status and conditions. National Westminster Bank PLC, 41 Lothbury, London EC2P 2BP.

THE ACTION BANK **NatWest** THE ACTION BANK ·

THE ACTION BANK · THE ACTION BANK · THE ACTION BANK · THE ACTION BANK ·

THE ACTION BANK · THE ACTION BANK · THE ACTION BANK · THE ACTION BANK ·

SEATS FOUR
LEAVES THE R



It's not every day four adults can travel together in a luxury car capable of over 130 mph.

But then, this is no every day car.

The new Monza GSE is an altogether rarer beast; a modern Grand Tourer.

As such a title implies, the lusty 3-litre, fuel-injected, 180 bhp engine doesn't pull any punches.

From rest, 60 mph can be attained in a mere 8.2 seconds.

Coping with acceleration like this calls for proper road-hugging, ultra low profile tyre

In poor conditions, it also calls for limited slip differential to improve traction.

Equally advanced is our optional AB anti-lock braking system.

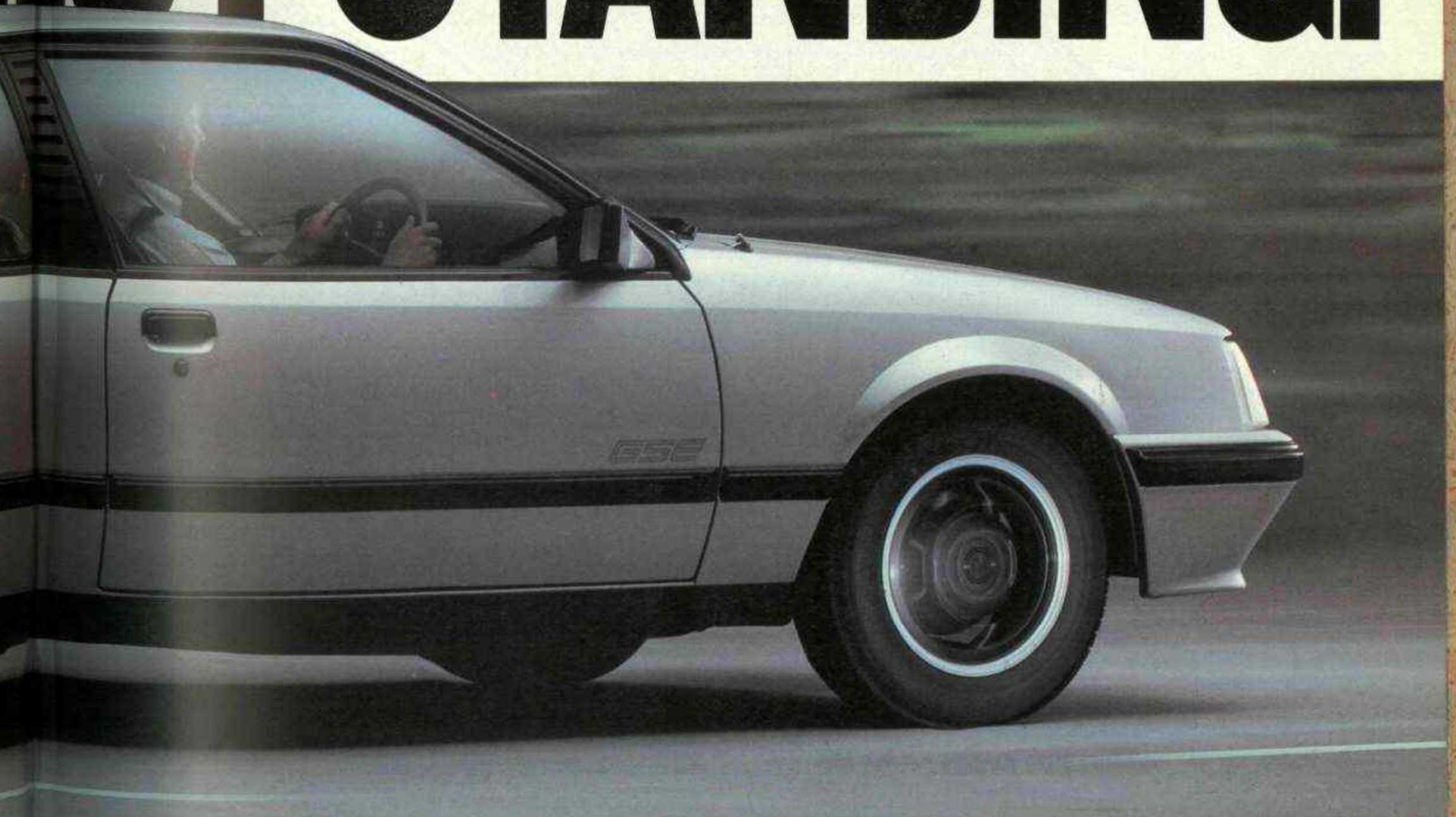
It ensures you'll stay on the straight an narrow even under the severest braking.

The Monza GSE is also well-served in th gearbox department.

Our 5-speed manual transmission is responsive as any you could wish for.

PERFORMANCE FIGURES FOR 5-SPEED MANUAL FROM MOTOR MAGAZINE. PRICE CORRECT AT TIME OF GOING TO PRESS, INCLUDES CAR TAX AND VAT. DELIVERY AND NUMBER PLATES ARE EXTRA. ABS IS OPTIONAL AT EXTRA COST. 4

RIN COMFORT.
REST STANDING.



While the new 4-speed automatic now enjoys improved acceleration in the lower gears and an additional overdrive gear for more economical high speed cruising.

For an out and out performance car, the interior of the Monza also leaves nothing to be desired.

Up front there are plush Recaro seats. Beyond them, an impressive LCD instrument panel and 7 function trip computer.

And above, a sliding, tiltable sunroof.

The windows and mirrors are electrically operated. Power steering and central locking are also at your command.

At speed, wind and engine noise are notable only by their absence.

The cost of travelling in such grace and refinement on the Queen's highway? £14,364. Hardly a King's ransom, all things considered.

GM

BACKED BY THE WORLDWIDE RESOURCES OF GENERAL MOTORS

MONZA GSE.

Better. By Design.

AUTOMATIC TRANSMISSION AVAILABLE AT NO EXTRA COST. DOT FUEL CONSUMPTION TESTS MPG (LITRES/100 KM) FOR 3.0i COUPÉ GSE (4-SPEED AUTOMATIC): CONSTANT 56 MPH 39.2 (7.2), URBAN CYCLE 19.3 (14.6), CONSTANT 75 MPH 30.7 (9.2).

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: CYMBAL 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
☐ 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. DOE FUEL CONSUMPTION TEST FIGURES SCIMITAR SS1 1300 URBAN CYCLE: 27.4 MPG (10.3L/100 KM). CONSTANT 56 MPH: 42.5 MPG (6.7L/100 KM). CONSTANT 75 MPH: 33.1 MPG (8.5L/KM). SCIMITAR SS1 1600 URBAN CYCLE: 27.3 MPG (10.4L/100 KM). CONSTANT 56 MPH: 46.0 MPG (6.1L/100 KM). CONSTANT 75 MPH: 35.9 MPG (7.9L/KM).
FOR INFORMATION CONTACT RELIANT MOTOR PLC, TWO GATES, TAMWORTH, STAFFORDSHIRE B77 1HN. TEL: (0827) 250000.

D

SCIMITAR SS1 • SCIMITAR SS1 • SCIMITAR SS1

Road Impressions —
Mazda 626 Elford Turbo Coupé

THE MAZDA/ELFORD association is more usually connected with the attractive RX7, but has now been exploited to add sporting allure to the pleasantly-styled 2-litre 626 Coupé. The sales appeal of a "Turbo" badge is high at the moment, and while Mazda have a Turbo 626 in Japan, it is suitable only for unleaded fuel, which makes it of no interest to the British market. Elford Turbo Ltd have therefore developed a kit using a Garrett AR T43 turbo at a mild 4 lb boost blowing through a Weber carburetter. A feedback valve helps to keep the turbine spinning on light throttle, and an intercooler is part of the package. Power rises from 115 to 158 bhp, and torque by a similar proportion, improving mid-range performance in the higher gears.

There is a small delay in power delivery, though this actually has the advantage of helping to obviate wheelspin in low ratios on a front-wheel drive car like this, and the build-up is smooth when it happens, as well as being almost silent. Personally I prefer to hear the turbo at work, especially in slippery conditions, but this coupé is overall a very relaxing vehicle in which the driver is cosseted by electric windows and sunroof, plus (rather insensitive) power steering. The ride is controlled by an electric switch enabling the driver to choose between soft and hard settings, but I frankly could detect no difference and left it on hard. I was impressed, though, by how the car coped with the rutted track into one of the Brands Hatch car parks — it almost reminded me of a Citroën in absorbing the bumps.

It would be stretching a point to call this a truly sporting coupé; it is competent and predictable, with a safe degree of understeer, but I never could understand why deleting two doors on a bigger car should make it seem faster — this and the XR4i being cases in point. I prefer the 626 hatchback, one of the first signs that the Orient may yet overtake the West in styling, the only unconquered bastion remaining, and of course the turbo kit is equally suitable for either, at the same price of £1,190 plus VAT, plus fitting. Added to £8,039 for the Coupé, it is not a bad package, if you can get used to the odd binnacle controls which require multiple prods for different functions. The test car's fascia was a particularly nasty shade of brown plastic, but I could have forgiven that were it not for the appallingly kitsch jingles that it plays when nagging you about lights and keys and things. Truly awful.

Overall, despite what initially may seem a high conversion cost, the resulting fast, quiet, and well-equipped five-seater should find ready acceptance, and can be ordered through any Mazda dealer.

G.C.



PLEASANT LINES of the 626 Coupé are sharpened by optional chin and tail spoilers which can be coloured to match the body. An electric sunroof is standard, and the rear quarterlights can be opened electrically to improve ventilation.

BOOK REVIEWS

"Jaguar — A Tradition Of Sports Cars" by Bernard Viart and Michael Cognet. 443pp. 10"×8¼". (*Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ*. £27.50)

One associates books about the sports Jaguars primarily with Andrew Whyte or Paul Skilleter but Haynes have embarked on this big tome, published originally in France, to enable British enthusiasts to enjoy many photographs not previously seen outside that country, where by reason of its Le Mans victories, the Jaguar was held in high esteem. It is true that many of the earlier pictures have been seen here but in the main this large book, with colour-sections and sectional and other technical drawings, brings home the Gallic perspective on Jaguar history, from the days of the SS90 and SS100, through the XK series, to the C, D and E-types, up to the XJ-S, called "Indisputably a Jaguar". The Le Mans years are also interesting, as seen through French eyes. — W.B.

* * *

Drivers' biographies are frequently ruled by a paradox: interesting drivers often produce bad books and vice versa. Graham Hill's "Life At The Limit" is a prime example of the former case while the finest driver's autobiography I have read is Sam Posey's "The Mudge Pond Express" and I still cannot get excited by Posey as a driver. A biography is essentially a portrait and a masterfully executed painting of an unknown sitter tends to be more enjoyable than a crudely drawn one regardless of the subject.

Before I read **Keke** by Keke Rosberg and Keith Botsford (191pp plus 12pp b&w photographs, published by Stanley Paul & Co Ltd, 17-21 Conway Street, London W1P 6JD, £8.95) I cannot confess to any overwhelming desire to know Rosberg's views on money, driving or much else come to that. A driver expresses himself at the wheel of a car and a man with only three wins to show for seven seasons in F1 (to the end of 1984) does not immediately suggest himself as being the final authority on Grand Prix racing, regardless of a World Championship. I should have known better, for the honesty which Rosberg shows in his driving translates into this book making it a rarely invigorating read.

The format of "Keke" is basically an extended series of interviews conducted by Keith Botsford who supplies a running commentary. This method, pioneered by Stirling Moss and Ken W. Purdy in the excellent "All But My Life" was tried by Botsford with Alan Jones and produced an unmemorable result, much of it could be compressed into an unsmiling photograph of the gritty Australian with the caption: "What do you suppose this man thinks about life, winning, or anything?"

"Keke" is in a different class, partly thanks to Rosberg's candour about his life, his attitude to racing, and many of the personalities on the F1 scene, and partly due to Botsford's perceptive commentary. Between them, they give the book a ring of truth which is so frequently missing from books about drivers. What emerges is not just a driver's biography but an insider's view of F1 as a whole, aided by the fact that Rosberg clearly signals his own point of view and is prepared to state alternatives.

There are some gaps. I would have liked to have known more about the Rosberg/Kauhsen/Kojima plans for 1978, for example, and was disappointed that Rosberg's finest win, in the Theodore in the appallingly wet 1978 International Trophy Race at Silverstone, is not analysed. Keke is known for running flashy road cars and I'd liked something on the man as a private motorist.

Rosberg emerges as a hard, honest, calculating, professional individual, not as a particularly loveable character but then this is not one of those "powder puff" PR jobs, a fact which increases one's respect for the man. Because the book relates its subject to the broader context of the sport in a way which few other biographies achieve, it will interest not only Rosberg fans but almost anyone who considers F1 important. I believe that, 20 years from now, when Rosberg is showing up at the odd race as an "ancient pilot" on behalf of some lingering sponsor, this book will still be referred to as a valuable insight into contemporary Grand Prix racing. — M.L.

* * *

It is interesting how not only the great cars from the past but the lesser ones are the subject of some excellent history. Haynes have not only issued recently the aforesaid great French-orientated Jaguar tome but two more of their ever-welcome "Super Profiles". The first of these covers in adequate manner the Austin A30 and A35, a car by no means done for. Indeed, just before I referred to this book I had seen two of them, a derelict A30 and an A35 Countryman, the latter in use, within the space of ten miles. The book by Kim Henson tells of these staunch little cars as they were when they were new, with road-test reports reproduced from *Motor* of 1952, 1955 and 1956, and in terms of restoring and running one today. The quick means of distinguishing an A30 from A35, by the size of the rear window, is cl seen and all the important aspects, inclu the performance figures to be expec from these 803cc and 948cc Austins there. I found this 56-page magazine book fascinating and Haynes have cleverly managed to include many pict in full colour of these still-to-be-encount and once-popular cars, inclu reproducing a colour peculiar to the orig four-door A30. Vans and pick-ups are forgotten and the front end-papers and o pictures remind one that even A30s A35s were raced at Goodwood Silverstone. Great fun! The book costs £4.95. — W.B.

Companion with the above is the "Su Profile" by Melvyn Smith on the Ford 10 likewise costing £4.95 and in the sa attractive format covering this model Anglia, Prefect and Popular models. Her another utility car still about, and of a k that handles better than other side-va Fords of this kind as it has coil ifs instead transverse leaf-spring front suspensi Good to read about them again, and to s what *Motor* made of the 1953 to 19 versions. — W.B.

* * *

Motor Racing Publications has now pu lished the third volume of Robson's Ro Royce books in its "Collector's Guid series, this avidly awaited work covering detail, with copious illustrations, the orig and development of the Shadow, Cornic and Camargue R-R models. There ha been many serious Rolls-Royce books, contrast to too many magazine road-t reports of the "Millionaire for a Day, pa the picnic-basket, pass the caviare, a Home James" variety, which may be w Rolls-Royce Motors Ltd has now decided restrict press road tests to three days, wi the journalists paying the comprehensi insurance, which for cars costing fro £58,000 upwards would be considerabl Robson's contributions to R-R history ha nothing of this, for as he says, he has elect to consider them as cars rather than stat symbols to be put on display and worshi ped. Consequently this is a "nuts and bolts type of book, containing much very impor ant material about the Silver Shadow, which more were made than of any oth R-R model and which was the first to mak an overall profit for the Company in 5 years.

The book runs from ancestors and her tage through the "Burmah" project, to th Shadow and its Corniche and Camargu derivatives, over the period 1965-1985. Th chapter on purchase and ownership could b of special interest now that early Shadow are available for in the region of £8,000 fo those willing to take a risk. This, and Rob son's two previous volumes, on the 1945 1965 Bentleys and Rolls-Royces and th coachbuilt versions to 1985, are essentia possessions for all genuine R-R enthusiasts They cost £9.95 each. — W.B.

Cars in Books

APART from its intrinsic interest the "War Diaries of Harold Macmillan" (Macmillan, 1984), covering the politics and war in the Mediterranean from 1943 to 1945, have a number of references to cars and aeroplanes which are unexpected and therefore a pleasing surprise. Although the famous author reminds his wife, Lady Dorothy Macmillan, that he is ignorant of motoring and mechanics, and some of his descriptions of parts of the aeroplanes he flew in may raise a smile among aviation experts, he names almost all the machines he flew in while serving the Prime Minister as Minister Resident at Allied Headquarters in NW Africa and the exciting flights he had in some of them. They ranged from Taylorcraft, Fairchild and Cherokee to Bostons, Liberators, Douglas DC3, Expeditor, Flying Fortress, Blenheim, Lockheed Loadstar, etc, and Macmillan was granted his own Mitchell B25 by Churchill. In 1943 Macmillan was flown out from England in a Hudson and in taking off from Algiers bound for Cairo in it the pilot overshot the runway in trying to abort because of a problem and the Hudson crashed and caught fire, putting Macmillan in hospital. He describes that in some detail, which makes interesting reading. As for cars, he at first had a fine Buick driven by a corporal and flying the Union Jack, with a corporal on a motorcycle to precede it, and later a Rolls-Royce was obtained for a visit to the pyramids. One imagines the Buick was of the kind favoured before the war by HRH the Prince of Wales. Unfortunately the cars used in Italy are not named but there is a photograph showing what looks to be a very fine Lancia(?) used by Churchill and Archbishop Damaskinos in Athens and Macmillan refers to going out in the Ford V8 of General Alexander, a closed model cut down to make an open car. There is also a picture of the Austin Six saloon used by HM King George VI in Malta in the summer of 1945. Apart from the inevitable jeeps, some used *sans* windscreens, by 1945 Macmillan was using a Humber and at the end of the campaign he took a Daimler, which did Naples to Rome in three hours.

In an earlier book, "Winds Of Change-1914-1939" (Macmillan & Co, 1966), Harold Macmillan has an interesting reference to going, at the time of the 1926 General Strike in this country, to his constituency, Stockton-on-Tees, as recommended by the Prime Minister, and being driven by his friend and neighbour, Leonard Ropner, Member for Sedgfield, up to Teesside "in an open car at great speed". This must surely have been Ropner's 30/98 Vauxhall "Silver Arrow", which he raced at Brooklands and which was a familiar sight in the House of Commons car-park? Years later I interviewed Col Sir Lionel Ropner, Bt, for MOTOR SPORT (May 1968, pp 393-396) at his estate at Thorp Perrow in Yorkshire.

From this book we learn that when Macmillan went to Russia in 1932 to study conditions there, cars were provided for him, although not then in very general use, one of which was a large Lincoln, and that the truck factory near Nizhni-Novgorod, reached then over very bad roads, intended for a production 140,000 trucks a year, was at that time said to be producing only about 20,000 a year. — W.B.

From "So Much Love" (Hutchinson, 1984) we learn that the actress and TV star Beryl Reid is not only a keen driver but learnt to fly, in a Piper Cherokee. Her passion for cars, she explains, goes back to childhood but the cars named as having been owned by her are a Lancia Fulvia Zagato, the difficulty of tuning its two carburetters making it useless for driving into London every day, so it was changed for a BMW, after which she has had nothing but VW Sciroccos, three up to the time the book was written, as each one was kept for two years. She also has no use for automatic transmissions.

From Rivonia, S Africa, a reader writes to say he has always been interested in the book references in this feature and sends a note about armoured Rolls-Royce cars being used in action in German East Africa (now Tanzania), under Capt Goldbert, a Jewish officer, which was new to him, confirmed in the book "Trekking On" by Deneys Reitz, author of "Commando" and Secretary to General Smuts. — W.B.

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
☐ "Classic Supercharged Sportscars" by Thomas Perkins.	£14.95

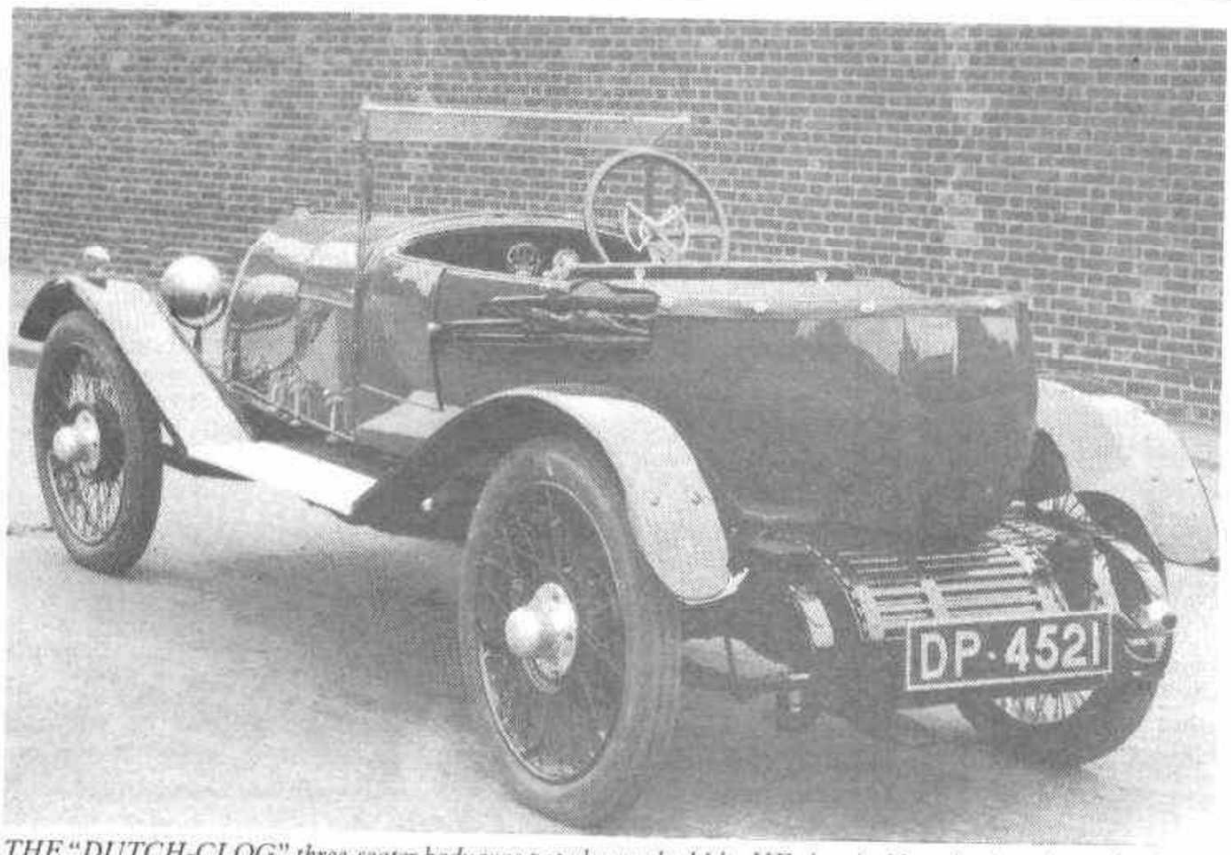
Please tick desired title(s) in the box(es) provided above, complete the coupon and send to the address below. All books subject to availability at time of going to press

Title of free book .....
Name .....
Address .....
.....
MS7

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



THE "DUTCH-CLOG" three-seater body was popular on the 14 hp HE chassis. Note the slatted petrol tank and three-quarter-elliptic rear springs.

The 14/50 HE

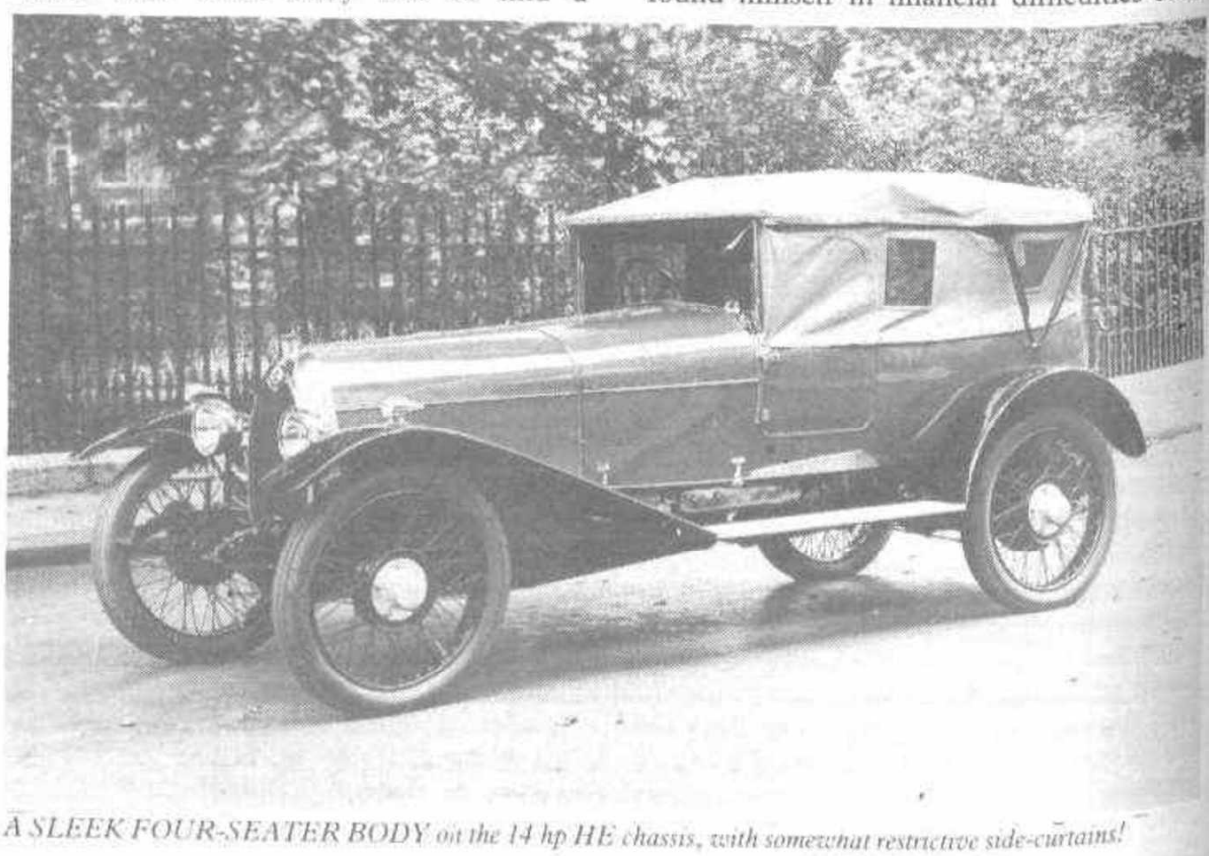
IN THIS series devoted to deserving but less well-remembered sporting cars the HE merits inclusion. It might be likened to a 2-litre version of the 1½-litre B&M Aston-Martins, inasmuch as these side-valve cars had the same design integrity and Herbert Merton, its manufacturer, similar ideals.

There is the erroneous impression that the HE was made by the famous Herbert Engineering tool-making concern, but, in fact, there was no connection between this company and the little business at Wolsey Road, Caversham, just outside Reading in Berkshire, where the cars were built. After this had ceased the place became a bedding manufacturer's, and it was in Caversham that the later Buckler Specials originated. I do not propose to go into the full history of the HE concern here, because much of the nitty-gritty of the matter was published in MOTOR SPORT after I had interviewed the son of that car's designer in 1960 (for those who want chapter-and-verse photostats are available) and another monthly journal devoted entirely to old-car affairs repeated much of this material, less than two years ago.

The lead-up to the 14/50 HE of 1925 was the original model which made its bow in 1919, some time before Lionel Martin's first production Aston-Martin was born. The design must have been laid down at least as early as 1918, but possibly during the war or even before, by Roland J. Sully of Cardiff, who had been in the motor trade for many years, having apparently run motor cabs in Wales *circa* 1906. Sully was to find a producer for his design in Mr Merton, wh received the necessary finance from hi mother but who had no doubt laid dow some of his own by repairing damage Clerget and Le Rhone rotary aero-engines a his factory during the war years, involving it is said, some 500 employees, for whom h wanted to find work after the Armistice Apart from his designs, and some prowess a the wheel of HE racing cars, little is known about Sully, but his former Welsh connec tions may have rubbed off in the appoint ment of two HE agents in Cardiff, and another in Swansea, apart from those i Bristol and Exeter. The HE Company also had premises in London.

Sully's design was sufficiently conserva tive to suggest that he may have put pen t drawing-board before the war. For instance he favoured three-quarter elliptic back springs, whereas by 1920, when the Motor Industry was again getting into its stride, only 34 cars out of the 286 different makes and models then available on the British market, a measure of the competition HE faced, had these, and then mostly on chassis designed to carry heavy closed bodywork. Sully also adopted the slatted wood protection for the rear petrol tank that up to then had been a Daimler hallmark and his engine, like that of the first Aston-Martins, was a side-valve unit. Its detachable cylinder head, held down by bolts instead of the conventional studs and nuts, also had removable valve-caps, enabling the valves to be withdrawn without disturbing the head.

Sully presumably sold his design to Merton and became his assistant works manager, which was a wise move, because Herbert Merton was a conscientious manufacturer, and his factory possessed foundries, so that he was able to make most of the HE car there. In fact, his interpretation of customer warranties was so generous that he found himself in financial difficulties soon

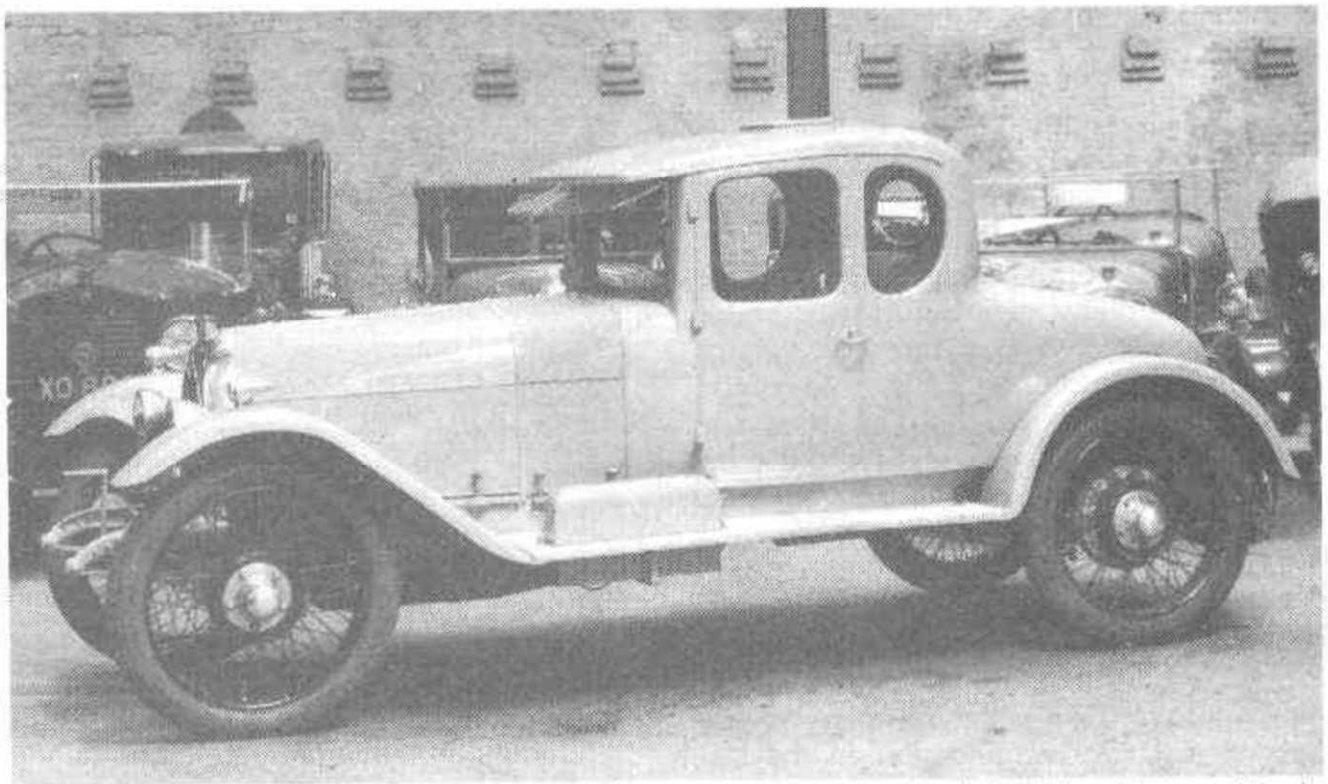


A SLEEK FOUR-SEATER BODY on the 14 hp HE chassis, with somewhat restrictive side-curtains!

after the 1924 London Motor Show, at which HE had exhibited every year from 1919 onwards. The fact that not only engines but gearboxes and chassis frames had been made in the factory, and that the best materials had been used, such as 5% carbon steel for the chassis frames, KE805 for the car's axles, and KE965 for the engine valves, could not have helped, and the preparation of a special 2-litre engine with four inclined oh valves per cylinder, operated by push-rods and lateral rockers similar to those of a motorcycle, which the optimistic Tommy Hann was to have raced at Brooklands, must have run away with more of the cash. Fortunately the stoppage did not last long; The Herbert Engineering Co (1924) Ltd had been formed to supply spares and service customers' cars and in 1925 it resumed production, which is where the 14/50 hp HE comes in.

Right from the start, when it appeared in 1919, Sully's HE, then known as the 14/20, had many ingenious features. The gearbox had the constant-mesh pinions at the back, so that they were not in engagement when the lever was in neutral, which helped the starter, and final drive was by an overhead worm. HE manufactured the engine and gearbox, which were separate and emphasis was made on how these units, the clutch and even the differential/final-drive unit could be removed from the chassis without disturbing one another. The clutch was a Hele-Shaw multi-plate, and there, as well in the shape of the HE radiator, was a link with Bugatti (as also in the gearbox arrangements, I think), and also with Aston-Martin, Vauxhall and Calthorpe; I have had excellent service from a clutch of this kind on my 1924 12/20 Cathorpe. In the early post-war years the HE's variable-rake steering-column would be regarded as advanced, and Sully copied the A7-to-be in indicating oil-pressure, or the lack of it, with a dashboard button, but in the HE's case the sump-float was linked by cable to this button, obviating oil leaks inside the car but, it might seem, placing great faith in the buoyancy of the float. . . .

The engine was a straightforward monobloc four-cylinder, at first of 69 × 120 mm (1,795 cc), soon increased to 75 × 120 mm (2,120 cc), when a three-bearing crankshaft and big-end lubrication by splash from pump-filled dipper-troughs. As first shown on Stand 26 at the 1919 Olympia Show the HE would have attracted attention by reason of its careful design, further ingenious points being the lubrication of the transmission universal-joint from the top-gear constant-mesh dogs, eccentric adjustment of any slack that might develop in the dynamo chain, from which the magneto above the dynamo was also driven, a positive speedometer-drive from the gearbox layshaft, and a water impeller, operated by the fan belt, to help circulate coolant through the generous-sized water jackets. HE were clearly proud of their gearbox, which formed a separate



AFTER HEs began to make their own bodywork all manner of types were offered, including this unusual fixed-head coupé, priced at £850 on the ageing 14/20 hp chassis. The photograph shows clearly how the scuttle was hinged like the bonnet. In this period-picture the cars behind include an Essex, a Daimler, another HE, and a Rover, there was also the inevitable black radiator LHD Model-T Ford somewhere in the garage. . . .

exhibit, with a glass top to display the innards. But all this had to be paid for and the four-seater was priced at £700, when a Hillman Speed Model could be bought for £550 and the high-quality AC light-car for the same outlay.

HE went at that time to Morgan's of Leighton Buzzard for bodywork, which was of that firm's Zephyr construction, using wire-and-turnbuckle bracing, favoured also for the first 10/30 Alvis. Having increased the bore of their engine, and introduced a sports model called the 14/40, HE's then reduced it to 72.5 mm, in order to bring the swept volume to under 2-litres, at the same time saving owners one pound per year on the then-horse power tax, as the rating fell from 13.9 hp to 13 hp. These 2-litre HEs were known as the 13/30 in normal guise, the 13/45 in more sporting form, although the first-named had become the 13/40 by early 1925. The range was always complicated but there was no mistaking the "dutch-clog" three-seater sports body that became very familiar on the HE chassis, although normal two-seaters, four-seaters, coupés, even saloons and a £900 limousine were also listed. The scuttle was hinged, like the bonnet, to give access to the tool-well, clutch pit, etc.

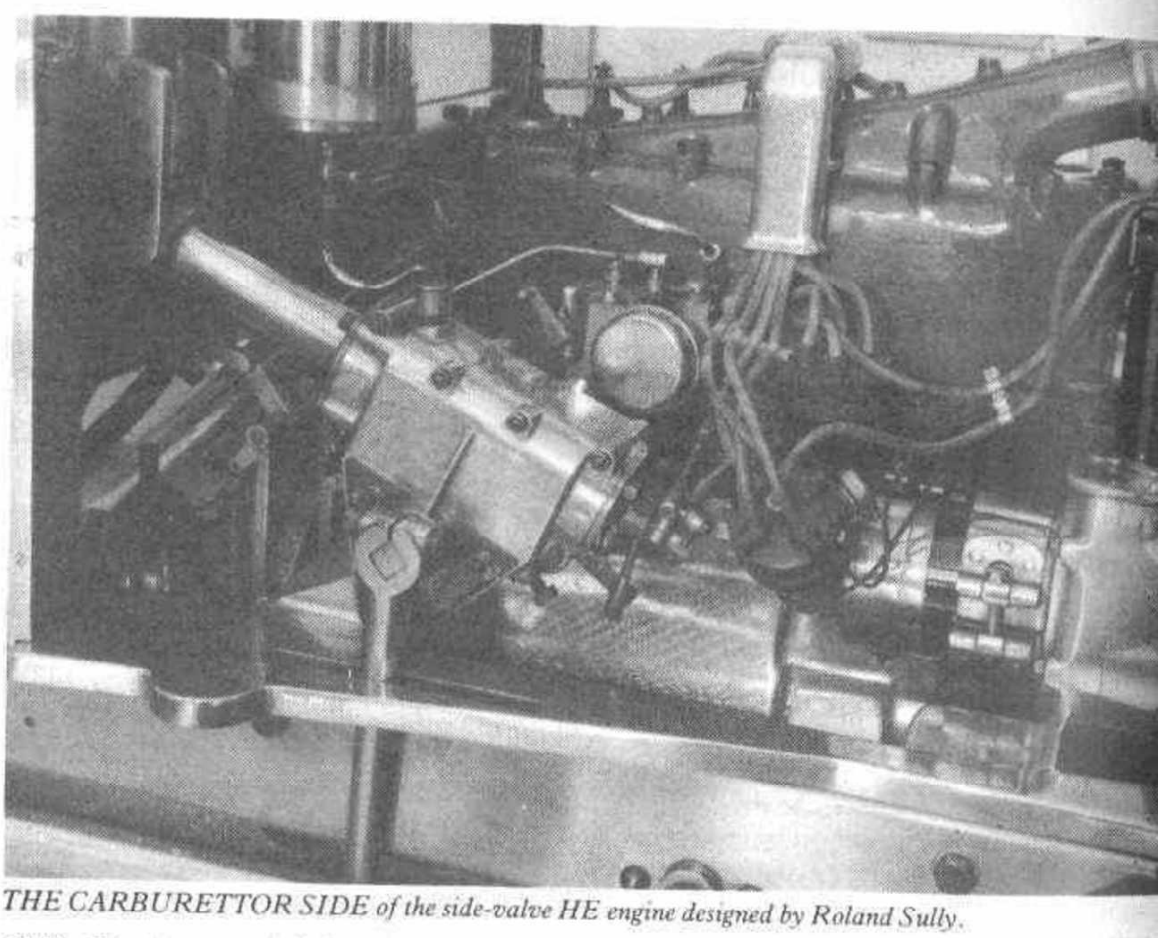
Specialised and not very fast, the HE originally found a steady stream of buyers. We know that "motor mountaineer" George Abraham had two early tourers in succession and others included, W. H. Charnock, B. P. Greenwood, A. G. Gripper and Miss D. S. Mountain, who drove hers at Shelsley Walsh etc. It being thought necessary to be seen in competition even if not successful in them, a long-tailed 14/40 racing HE was prepared, which Sully, with Mrs Sully often going as passenger, and Bill Brooks drove at Brooklands and in speed events like those at Shelsley-Walsh, Kop, Caerphilly, etc, and Mrs Sully was not averse to having a go. Moreover, the racer was decently audacious, taking places in races at the Track and short-distance class records at nearly 88 mph, proving that it was a 90 mph-plus car. The early engines had produced about 35 bhp, but the 14/40 was good for 40 bhp at 2,900 rpm and the 14/50 model 50 bhp at 3,200 rpm. In standard form, however, they were not fast cars. A so-called 13/43 hp two-seater of early 1925, was timed to go from 10 to 30 mph in top gear in 16 sec, in third gear in 10 sec., and in second gear 7.8 sec., its speeds in the gears being 22, 35, 50 and 67 mph, and a standard 14/50 chassis with two wide bucket seats and a box of ballast on the back lapped Brooklands at 65½ mph, after going over the timed mile at 69.23 mph, one critic openly saying that the 13/40 HE was no match for a sports 2-litre Delage. It must, however, be remembered that the HE favoured high gear ratios, 15.4, 9.35, 6.36 and 4.2 to 1, with 815 × 105 tyres, and that the 13/40 two-seater had a kerb-weight of 22 cwt. Certainly it lived up to its slogan of "tHE Car of Character". . .

HE began to make their own bodies, a two-seater on the two-litre chassis (£450) being priced at £650, Sully's son assisting with the styling. The wheelbase of the chassis that took the different-sized engines was 9ft 7½in, and the rear-mounted petrol tank held 10½-gallons. The two-litre car would do 25 to 28 mpg and unless a magneto was specified, coil ignition was now supplied.

Four-wheel-brakes were the vogue from about 1923 onwards and HE were early in the field with a complicated cable-operated system providing full compensation, and using helical gearing above the stub axles. There was at the time much worry about front-wheel-brakes putting a car off the road and what might happen if they were slammed on with the steering locked over. Those who tried the HE reassured their readers that all was well, one writer giving the

stopping distance as 117 feet from 40 mph, with the rear brakes pulling up and holding the car on Porlock and Countisbury hills, while Edgar Duffield spoke of stopping a 1923 HE from 20 mph in one-to-one-and-a-half seconds — which I do not think I would like to do, or could do, in my modern car! He said that the HE Company could do fine business as brake manufacturers or brake-patent licensees, if ever they had to stop making cars (Apparently Sully could remove a brake drum in 40 sec) . . . The HE system had nine quick adjusters, and a wheel in the cockpit for varying front/rear braking power. To cope with these powerful new brakes experiments were carried out on a 13/40 with quarter-elliptic front springs, the gap from the front axle to the dumb-irons being closed with U-section girders to take brake torque; I do not think this was proceeded with until its adoption on the 1½-litre six-cylinder HE. Incidentally, three-quarter elliptic rear springing was still used, with torque-tube transmission. The wheels were centre-lock Rudge-Whitworths, and chassis lubrication was by grease-gun.

Those who tested the HE generally spoke well of it. *The Times*' man tried a 14/50, running the rule over the chassis details and being mainly impressed, but not getting more than 60 mph from the non-standard four-seater and one outspoken critic praised the excellent steering, the light clutch and the close ratio gears but must have wounded Mr Merton by saying the gears should have been ground after heat-treatment to make them quieter, but that this would have taken time, and therefore could not be done at the price of a £450 chassis, soon increased to



THE CARBURETTOR SIDE of the side-valve HE engine designed by Roland Sully.

£500. He also queried the wisdom of running the clutch dry and found the experimental ¼-elliptic front springing too hard at low speeds, but thought third a "most enjoyable gear", the acceleration first-rate and top-gear hill-climbing very good indeed, and the chassis too good for inexpensive bodywork. (The HE tourer of 1925, with cycle-type mudguards, the front ones turning with the wheels, cost £695.)

This 14/50 model was the last fling of the four-cylinder HE. It had been developed by using an aluminium head, moving the g box back six inches, resulting in a sho torque-tube but a longer clutch shaft v adjustable clutch-stop, and the clutch lighter and more compact. Delco-Remy ignition was standard. From 1927 the six-cylinder HE stook over, the 14/50 be made only to special order. That is anot story, about which I learned much, and other ingenious Roland Sully ideas, in interview I had with his son, K. O. Sully years ago. — W.B.

Veterans They Used

A READER, John Gomersall, has kindly loaned us a 1903 Motoring Annual and Year Book that contains many interesting items, even the cover advertisements being of note, as being by the LMGC (London Motor Garage Co.) for Magnet (designed, it says, by their Mr Frank Atherley), Voiture Pipe and Lanchester cars, from its premises in Wardour Street, and Evart-Hall Ltd, for, among other things, their £45 2½ hp 45 mph Evart-Hall motor-bicycle. Space restrictions preclude reference to all the notable things in the book, including jokes and members' lists for a surprising number of motor clubs in existence by 1902. But the cars used at this period by some of the celebrities in the "Who's Who" section cannot be passed over.

These included HM The King's four Daimlers, the Napier of the Duke of Connaught, on which he visited the Indian soldiery at Hampton Court and toured Ireland in 1902, while, one for chroniclers of Royal motoring to sort out, it is claimed that HRH The Duke of Connaught was the first member of the Royal family to try a motor vehicle, claimed to be a Bollée three-wheeler owned by Mr. Inglis, a nephew of Lady Sheffield, when the Duke was staying at Normanby Park, in Lincolnshire, seat of Sir Berkerley Sheffield, in January 1897. The details of commoners and others owning cars by 1902 is too long even to list but a breakdown of their cars adds up to, including those owning more than one automobile:- Panhard 47, Daimler 44, De Dion 23, Serpollet & Gardner-Serpollet, Napier, Wolseley, 19 each, MCC 17, Locomobile 14, Benz 11, Mors, Mercedes 10 each, (including one or two Sixties on order), Peugeot, Clement, Argyll 9 each, Gladiator 8, Lanchester, Renault 7 each, Decauville 6, Albion, Darracq 5 each, Bollée, Progress, De Dietrich, 4 each, Durkopp, Rex, Delahaye, Pascal, 3 each, Ariel, Rurell, Georges-Richard, New Orleans, Belsize, Sefton, Buchet Weston, Dennis, 2 each, and solitary examples of Pick, Gobron-Brillé, Marshall, Humber, Vulcan, Haynes-Apperson, Charron, City & Suburban, House, Crowdus, Jenatzy, Oldsmobile, James & Browne, Stoewer, Stirling, Loidus, Century, Lutzmann, Siddeley, Speedwell, Beaufort, Arrol-Johnston and Lohnor-Porsche.

From this example of the state of automobile choice mainly in this country as the movement gained momentum, veteran-car folk will be able to pick out the steam and electric cars and spot early dog-carts, etc. There were also a few home-made ca even at this early date of 1902. Among more exciting automobiles, Launce Creyke of Mayfair who was a Director of Farman and Speedwell Companies, h bought the 73 mph Serpollet Steam "Easter Egg" that had covered a kilome in 29.8s at Nice, Arthur Brown owned Napier with which S. F. Edge had won Gordon Bennett Trophy for Great Brit in 1901, balloonist Leslie Bucknall had 40 hp Panhard driven by Jarrott in Paris-Berlin race, now with touring bod and Mrs Kennard, whose book "The Mot Maniac" was described as a great succes drove a Progress called "Forrard On" a recommended the Ivel motorcycle for ladie Sir Charles Bennett Lawes, Bt. claimed average 27 mph on country roads in h 24 hp Panhard. It was an age when tyr seemed to be almost as important as t makes of car they were used on, and wh many ladies were avid to get in on the ne pastime, Mrs Watney, of Garston Manc Watford and Berkeley Square for instanc having whetted her appetite with her 24 h Panhard "Frou Frou I", which led to h ordering a 60 hp Mercedes "Frou Frou II for racing, and using a 15 hp Pipe "Fro Frou II" finished in electric blue with crea upholstery. — W.B.

Superior Experience

READING the Deputy Editor's article on Brough Superiors in last month's issue has reminded me of the time when I had a six-cylinder Brough Superior saloon to test for MOTOR SPORT. It was over a December week-end in 1936, the car being lent by Keville Davies & March of Berkeley Street, whom George Brough must have persuaded to become agents. I have cause to remember the occasion, because this Brough (Reg No CYL 232), like today's Rolls-Royce Press cars, was uninsured. It cost me £30 to cover it comprehensively for the three days, a considerable sum in those days, which I never recovered. I set off with a girl-friend to cover the Gloucester trial, intending to drive down through the night; the run was far from uneventful!

There was no spare can of petrol on board, because a quick look at the instruction-book before starting out told of a reserve-tap. Just beyond Bicester, at 3 am, the engine stopped. The girl regarded me with a jaundiced eye — they were mostly like that in those times — but I reassured her about the reserve supply, enough to get us to where supplies were available. Alas, no sign of the tap could be found — later I was to discover that it was hidden beneath a little trap-door in the luggage-boot floor! There was no option but to sleep in the car, but in the early am the driver of a milk lorry woke us, with the excuse that he thought we might have passed out due to the cold. Told why we had stopped, he produced some petrol in the lid of a milk-churn — I wonder whether anyone noticed an unusual taste with their morning tea?

Able to resume, the Brough Superior had not gone far before the clutch pedal went to the floor and stopped there. This necessitated a stop in Chipping Norton, where an obliging garage (it is still there) fixed the trouble, charging only 16/6d (82½p) for some 3½ hours' work by two mechanics, including bringing out some more petrol to the Brough, which had run out again. . . (It may amuse the Amilcar Register to know that they had just sold one of those cars for — £4). It was after midday when we left, with no hope of seeing the trial, but we decided to try one of the "observed sections", called Kineton. Of course, the Brough Superior got stuck and had to be pulled up by a horse, the hire of which cost 2/6d. (12½p).

As the girl-friend had, perhaps, not had the entertainment she had expected (she left the country shortly afterwards to join her parents abroad. . .) and it had begun to snow, I was told to return to London as quickly as possible. A patch of black ice beyond Oxford was nearly our undoing, but seeing the Ford 8 ahead of us overturn in the ditch, braking was avoided. . . Further on, came an amusing co-incidence. We were flagged down by a motorcyclist, who had come off his machine on the ice. He was given a lift to London and we enquired what he had been riding. "A Brough Superior", he replied, "and what make of car is this?" "A Brough Superior", we told him. He fell silent, no doubt thinking he was the victim of concussion. . . .

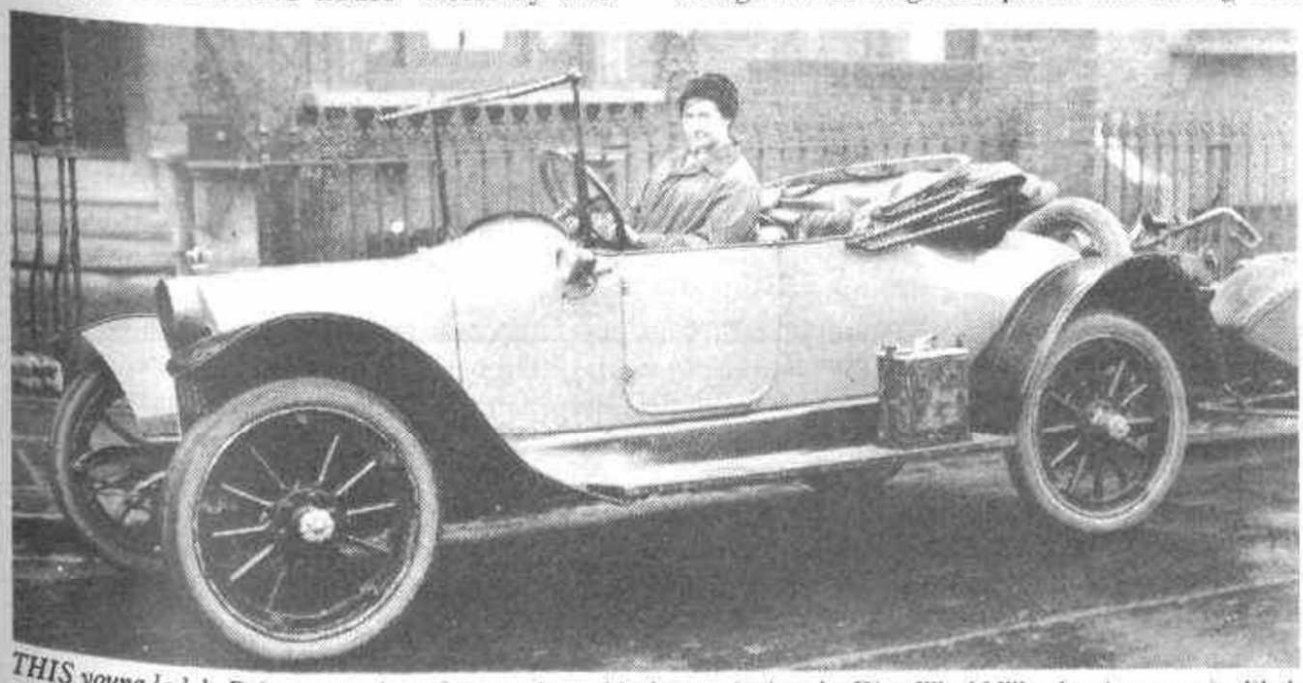
On the Monday I took some performance figures at Brooklands, hampered by the winter repairs to the Track. Re-reading the 3½-page report I wrote one finds in places, that ML's poor opinion of George Brough as an engineer is vindicated, although my summing up of the car was notably favourable. I see he says that what competition success Brough Superior motorcycles enjoyed was largely in minor events. As a Brooklands advocate I cannot resist remarking that the solo and sidecar Brooklands' lap-records, respectively at 123.58 mph and 106.60 mph, are held by this make, but that had little, I concede, to do with George Brough. — W.B.

V-E-V Miscellany. — A Type 37 Bugatti is being completely rebuilt in Herefordshire along with a Bugatti Special consisting of a Type 57 with its chassis shortened to the wheelbase of a Type 57S, supercharged with a new Rootes blower, the original engine having been destroyed in a fire, and with a smart open body modified from that once adorning an Imperia. In Africa the owner of a Talbot 105 and a CGS Amilcar has found the remains of a *circa*-1910 15 hp Austin with separate cylinders, which is being rebuilt.

A law-student reader drew our attention to the Law report about a successful appeal by the Brooklands Automobile Racing Club in 1932 against a writ for damages, assessed by the Jury in the case at £988, by Christopher Hall, who was injured in the accident involving two of the Talbots in the 1930 JCC "Double-Twelve" hour race, when, after colliding in the finishing straight as they positioned for taking the left-hand bend onto the Railway straight, one of them went into the crowd. An unhappy affair, of which I kept gory pictures out of my Brooklands history, but looked at from a distance it has certain interesting facts. The reversed judgement in favour of the BARC, which covered the JCC's liability, was based on the fact that the Club took every reasonable precaution to protect the paying spectators at what was known to be a dangerous sport, and could not have foreseen that in a freak collision a car would go *over* railings of a kind that had previously been seen to be adequate to deflect cars colliding directly with them.

Brooklands was exonerated, both in 1930 and after a similar accident involving onlookers in the 1938 JCC International Trophy Race. In the 1930 "Double-Twelve" accident Hall who was involved had gone down in his Alvis with some friends (and in view of the date it seems very likely that he had a 12/50); it was said in evidence that Hall, a student at the Royal Naval College at Greenwich, "was interested in the racing qualities of that make of car", so one can assume that, before he was mown down, he would have been especially interested in the progress of the Alvis Silver Eagle team of Harvey / Cushman, Paul / Purdy and the Hon. Mrs Victor Bruce and her husband.

The Appeal rested very much on what happened at other sports of a nature to put spectators at an infrequent risk, cricket, football, hockey, golf and flying displays, even a theatre when a pistol was fired, being cited. Lord Howe and S. C. H. Davis gave evidence in favour of the BARC and very much in its favour was the fact that never previously since the Track opened in 1907 had a spectator been more than very mildly injured, and that only when a lady who should not have been on the course had a foot run over by a motorcycle returning to the Paddock. The appeal was heard by Scrutton, Greet and Slesser, LJJ, the BARC being represented in the case they lost, which was heard by McCardie, J. before a special jury, by Schiller, KC and Doughty, KC. It makes good material, should anyone



THIS young lady's Briscoe may have been registered before or during the First World War but it was quite likely to have been seen on the road in the 1920s, because many early vehicles went on serving into the 1930s, until in fact, better roads called for greater speed or two-wheel-brakes were seen to be at an alarming disadvantage in the newly-arrived 4WB world. The motorcycle combination parked behind the Briscoe also looks like a denizen of the 'twenties scene.

wish to adopt my idea of a book on "Cars in Court"! Incidentally, the Solicitors for the BARC were Messrs. William Charles Crocker, whose son James Crocker was a recent VSCC President, rides modern motorcycles and races a Lagonda Rapier. It seems that his father was not a keen driver but that in the early 1920s he owned a Standard, his first car, replaced shortly afterwards by a late Edwardian Austin that had been built for racing driver Percy Lambert, who had been killed at Brooklands in the 100-in-the-hour Talbot in 1913. In the late 1920s the Crocker family used a big Minerva saloon driven by their chauffeur Chips (whose successor prompted James Crocker's interest in cars), and a two-seater Chrysler with dickie seat and wooden wheels, while James's elder sister had an A7 with aluminium wheel discs and boat-type ventilators on the scuttle of its open body.

Ian Dussek is working on a history of the HRG, to be published with aid from the Michael Sedgwick Trust, and Anthony Blight is busy with a comprehensive book on pre-war sports-car racing down the years, with especial reference to Continental cars of *circa* 1935-1939 period, apart from which he has a part-share in Ian Polson's racing Delahaye, which is expected to be ready next year, having been in pieces since 1952. It is the ex-Michael Paris/Eugene Chaubord car, which was then sold to Australian John Snow. It still has its pre-war 3.8-litre engine and as it weighs 18 cwt or so, it could prove competitive . . . The Austin Ten DC, which caters for 1931-1939 cars of this make if of 10 hp to 28 hp rating, will have its National Rally at Wellington Country Park, near Reading, Berkshire, on July 27th/28th when an impressively large gathering of these essentially British cars should be seen. The Club recently elected 17 new members with cars ranging from a 1935 10/4 Lichfield last used 36 years ago at a genuine 46,499 miles, to a "concours" 1934 10/4 to one that was taken on in completely-dismantled state. We note that the Essex section of this active Club has a run to Kentwell Hall, one-time home of racing driver Dick Seaman, on July 7th. The late Roland King-Farlow left £25,000 to the Brooklands Society, which will hold its AGM at the "Hand & Spear", Brooklands Road, Weybridge, on the evening of July 10th.

For those who like two-wheelers the Vintage MCC has its 25th annual Tour of Birmingham on July 21st and its London Run on August 11th, among other events, and is to be congratulated on having issued a 71-page magazine in May, and we are reminded that complimentary with Motor-100 for cars there is to be a Festival of 1,000 Bikes at Brands Hatch on September 1st. The Bull-nose Morris Club Summer Rally over the weekend of July 20th/23rd is based on the Saxon Cross Motel, Sandbach. Its current magazine has an article by the Earl of Cardigan about the journey he made in 1927 from Cowley to Constantinople in a 15.9 hp Morris-Oxford, reproduced from *The Morris Owner* of that year. In the May issue we referred to the Young Special having turned up, a car entered for a 1935 Brooklands race in which it non-started, stating that the engine used in its chain-drive Frazer Nash chassis, which was endowed with a rather fine, black single-seater body, could not be identified. Since then Chris Chilcroft, who was interested in the chassis, has done some research and reckons that this engine is a 1½-litre Hooker-Thomas, dating back to *circa* 1923 or earlier, as used by Parry Thomas in the 200 Mile Race Marlborough Thomas and his own single-seater Thomas Special, which in 1925 won a 100 mile Brooklands' race at 98.23 mph. This must surely have been the last time one of these engines was put into a racing car. We learn that the 16/50 hp Rover advertised as an experimental car with a twin-cam engine has, in fact, the single oh-camshaft and cross-pushrod valve gear as used on all these engines. — W.B.

Contemporary Cyclecaring

Those who had the good fortune to enjoy last year's VSCC Jubilee Celebrations and watched the light-car run must have admired the perserverance of Mike Bullet, who got round the course in that improbable vehicle, his vee-twin, rear-engined, AV monocar. It was regarded as a brave feat by those who saw it and when encountered on country lanes with no moderns in sight, was a return to contemporary times.

What then of the driver from *The Light Car & Cyclecar* who back in 1922 took one of the latest AV two-seaters from London to Yorkshire and back? It had run 3,000 miles without attention at the time and the tester got into it "without even looking round it" and did the 240-mile day run without a moment's delay on the road. This side-by-side two-seater AV cyclecar had an 8 hp air-cooled vee-twin Blackburne engine in the boot, which was hand-started. It was stated that not only was top gear used for the drive up to Yorkshire but in the week's touring that followed no other gear was used, except for starting off, presumably. In fact, a lower ratio was needed up the hill of about one in eight from the sea wall up to Filey village, but even so, top was engaged before the summit.

This AV was driven in a reclining position and this, and the supple springing, were described as comfortable. A speed of 40 mph was "held with comparative ease", top pace being 53 mph. What is more, petrol consumption was 45 mpg and oil, contained in a tank that ran the full length of the AV's nose, lasted the week, at the rate it was estimated of well over 1,000 mpg. The hand-starting presented no difficulties, even from cold, if one hand was placed over the air-intake, and although the air flow to the engine was obstructed by parcels carried in the hood, the twin fans on the valve side prevented overheating. A large portmanteau could be carried on each running bo Apart from rather heavy steering (but it not greased), two punctures, and a tend of the contracting-band foot-brake no release, so that more use was made of internal-expanding hand brake, the AV no trouble.

What is more, in 1922 it could be bou for £160. Perhaps, now that petrol c nearly £2 a gallon, we should contempla return to the more simple sort of car!

W

V-E-V Odds & Ends.— Our apologie Mike Bullett for failing to include his GN having done as well as those of I Arnold-Forster, Charmian Skinner Monica Gray's in the VSCC's W Week-End light-car trial. This came ab due to working from provisional results was not a case of pro-female chauvinism fact, as our tabulated results showed, M Pam and Charmian took 1st Class Awa with their GNs, as did Mike Raahauge w his Trojan, and Monica a 3rd Class Aw with her GN. It is nice to see so many G in action but they were expected to be t on the ground in the next VSCC light- event, only because the Frazer Nash Sect was luring them to a "jolly" on Continent. Those who prefer A7s to G should note that the 750 MC's Natio Austin Seven Rally takes place at National Motor Museum at Beaulieu on J 7th, when every sort of A7 should be se competing in a variety of classes, backed by various competitions, an A7 exhibit and "Austin Jumble", etc. Incidental entries have closed.

In May the VSCC, recognising that bicycle was invented some time before motor car, saw no reason to abandon annual Bicycle Rally because of Motor 1 so many members, mounted on suita machines, including David Filsell on vintage ladies' model provided by W. took to the old race-circuit in the vicinity Boulogne where racing cars used to be loose from 1921 to 1928 during the eventful Speed Weeks. There were a bicycle races at VSCC Oulton Park l month, which did not have anything to with the high cost of petrol. . . . One MOTOR SPORT's staunch readers Count Lurani, or to give him his full tit Cte Dott. Ing. Giovanni Lurani Cernusc of Milano, who is well known here, havi won his class with a 1½-litre Alfa Romeo the 1930 JCC "Double-Twelve" hour race Brooklands, before which he had broug his Alfa Romeo all the way from Italy to r it in the 1928 MCC High-Speed Trial at t Track. He now writes to say that it w Kuhn, driving an Austro-Daimler, who w killed in practice at Monza, not Ot Hieronymus as I stated, and that he thin the Fiat pictured on page 394 of the Ap issue to be older than the Tipo 510, captioned. Incidentally, Count Lurani w at Monza, aged 16, when Kuhn met wi that accident. — W.B.

VINTAGE POSTBAG

Vintage Racing Philosophy

Sir,

Your piece on this topic in your May issue was very interesting, but failed to make various points — possibly because you see the racing mainly from a comfortable station at the trackside, rather than from an uncomfortable and sometimes hairy position in a vintage racer on the tarmac. Those of use who sometimes find ourselves in the latter position may see things differently from yourself.

As Anthony Ludovici remarked in 1888:- "A man has no ears for that to which experience has given him no access".

Even in the vintage period, the racing of vintage cars was never more popular nor did it recruit more participants than it does today, with 1985's warts and all. One must assume that if so many drivers vote for VSCC racing with their feet and their chequebooks they must be enjoying the performance as it is now, in 1985.

Fifty or sixty years ago many of the cars we race today were supported by works mechanics, or their gentleman-driver had a chauffeur-mechanic at £3-10s-0d per week (= 35 gallons of petrol) to strip and rebuild his engine for him when he blew it. Today we have to strip and rebuild our little Austins or ERAs ourselves when they break, or we have to put them out to engineers who charge £20 per hour (= 10 gallons). Either way, we don't want continually and expensively to be repeating history and failing to learn from it, so we fit a 1985 crank, or rods, or pistons, made with 1985 metallurgy, and we hope to stay out of Carey Street.

Fired with your innocent enthusiasm for originality, I used to race my Edwardian on beaded edged tyres. Those are £200 each, and the beads come off, mostly at Woodcote, because in 1985 you can't get tyres in which the canvas goes through into the beads. The beads are now glued onto the tyre's carcass, and under stress they unstick, followed by the tyre. And that affects the handling adversely.

The tyres were not much better in their heyday, apparently, if T. A. S. O. Mathieson's Grand Prix book is any indication; the early outings of the T35 Bugatti are known to have been dogged by continuous tyre problems. History is quite clear that if you race big, heavy cars on their original tyres you end up as an unattractive prospect for the life insurance companies, and that is history whose repetition I (and a good many other VSCC members) am very happy to forgo. So my Edwardian now races on well-based rims — with their tyres at £60 each.

You may huff and puff about "larger section tyres of modern rubber mixes", but it isn't your neck on the block — or rather, trying to find some room under the scuttle.

You decry modern rubber mixes in tyres, but you must appreciate that if cars are used their tyres tend to wear out. Then their owners have to buy new tyres, and discover that nobody now sells such items in the 1928 mix; so what else can they possibly use other than what is available in 1985, a 1985 mix? We are very fortunate that Mr Dunlop continues to make some tyres of pre-war appearance, even though their rubber may be to today's favourite recipe.

We don't necessarily go vintage racing as an attempt to recapture history; there are many pre-war drivers whose recorded behaviour on the track and socially would not be acceptable in 1985, and whom we certainly don't wish to emulate. We go racing in 1985 to provide ourselves and others with entertainment. Vintage racing is enjoyable mainly because it is indulged in by amateurs rather than professionals, and it is cheap because we don't have to buy the latest chassis every year to remain competitive (as we would in F-Ford or F3), although, as you say, the week to week running costs of a 250F or a quick F-Ford may be similar.

Shawford T. J. THRELFALL

[I am sure the ex-President of the VSCC is right, although I do not know about watching "from a comfortable station" — I seem to stand up most of the time! I was, agreed, looking at VSCC racing partly from the onlookers viewpoint, but mainly with that of *purist* old car owners in mind, and this is surely valid, with the VSCC trying to get more and more of the public interested in its type of racing, *vide* the publicity blurbs for the Oulton Park Two-Day Meeting. But if the cap fits . . . — Ed.].

No

Sir,

What a provocative journalist you are! Your piece on Vintage Racing Philosophy was a masterpiece of provocation and I am not utterly convinced that you believe a word of it! As the pilot of the ingenious, overheating-free Austin Seven, I feel compelled to rise to the bait.

You assume that we racers of hot A7s do it to know what it felt like to be Dodson, Driscoll and Co. I *know* what it must have felt like: Ruddy marvellous!

It must also have felt quite pleasant to know that, should the engine blow up, a highly skilled mechanic would take it away and work night and day to get it ready for the next meeting at Sir Herbert's expense! The nearest I can get to that feeling is to race something that I can (a) afford and (b) fix.

What I really seek is to know what it feels like to be ME, in different circumstances, racing within given rules the best Austin Seven I can put together. I am sure, however, that if this was 1930 I would have devoted as much thought and effort into modifying my car as I have in 1985.

That is a major part of the competition. We A7 racers compete with each other, not just on the circuit but also alone in our workshops, where every stroke of the file could mean a vital half-second off the lap time. Surely it was always like that?

In the seventies, McGrath and I shared the campaigning of his outstandingly original Austin Nippy 65. The first four laps were spent in boring isolation. The last lap was the exciting one in which twenty or more cars came by at once. Nice for purists, but nasty for us.

The Chummy changed all that for me, as did McGrath's "Boulogne Special" for him. We saw just as many cars but from the back of the grid *we* were passing *them*. What does it feel like? Ruddy marvellous!

We *do* have a feeling for the Vintage ethic: check our tyres and crankshafts if you like. However, the very core of what we are trying to do with our Austin Sevens is to BEAT each other, by the greatest margin possible but within the rules laid down by the V.S.C.C.

It is called Motor Sport, Sir. You know:- the pastime that gave its name to the magazine!

Chester G. WALKER

[Point taken!— Ed.]

The Stutz Black Hawk

Sir,

As a Stutz devotee, I was very grateful for the excellent article in the May issue. As recently as 1972 I found one of those 1929 Le Mans cars mouldering away in an open fronted shed near Saffron Walden. I alerted Paul Grist, who did some excellent work on it before selling it to Bill Harrah in Reno.

These were marvellous cars with superlative handling, a fact which prompted W.O. in his first book (p. 165) to observe "the Stutz was particularly formidable with its lower frame and superior cornering to the Bentley." The blower was, however, entirely useless.

I am not sure that I would regard Cecil Clutton as being anti American cars. He dislikes the flashy ones such as Auburns and Duesenbergs, but for such things as Packards and Lincolns he is rightly always generous with his praise. Also, he is fair enough to make those two points about the match race which other historians so studiously ignore; one is that in a shorter repeat race afterwards the Stutz won easily, and the other that the Boulogne Hispano was very far from standard and was of eight-litres, compared with about five of the challenger. Incidentally, why do you refer to the Boulogne as "ancient" by comparison with the American?

Brettenham COLIN BUCKMASTER

[In reply to the last sentence, I did so because, basically, the design of the Hispano Suiza goes back to before 1919, that of the Stutz to 1926. — Ed.].

READERS' LETTERS

Opinions expressed are those of our correspondents, and are not necessarily those of MOTOR SPORT.

Maserati 6CM

Sir,

In the June issue of MOTOR SPORT, your report on the VSCC Donington meeting described my Maserati 6CM as "hybrid". My dictionary defines something "Hybrid" as "being of mixed ancestry".

My car, chassis no. 6CM.1531 of 1936, is fitted with engine no. 1554 of 1938, and has been so equipped at least since 1946 when it finished third in the Italian Grand Prix driven by Raymond Sommer (*Car and Driver* magazine October, 1963); even the fuel tank and under trays are marked 1531; where is the ancestral incongruity?

Presuming that you have more information than do I, and bearing in mind your encyclopaedic knowledge of motoring, I await your hopefully enlightening reply with interest.

Never before having written a letter to MOTOR SPORT magazine, which I have taken regularly since 1961, may I take this opportunity to thank you for such an enjoyable 24 years reading.

London, SE18 P. D. COLBORNE

[According to the programme of the VSCC Donington meeting, Mr Colborne's car is quoted as a Maserati 6CM/4CM and dated 1936/38. This suggests that it is a combination of the 6-cylinder and 4-cylinder Maseratis of the 1930s which would constitute a hybrid. We are however pleased to publish the above letter from the car's owner. — Ed.].

Spa Farce

Sir,

I'm afraid that for me, the tragedy of the Belgian Grand Prix was not the unforeseeable cancellation of the race but the sheer stupidity of spectator arrangements.

With a general admission ticket (which cost approximately £25) one is usually allowed to walk around the entire length of the circuit. At Spa we were amazed when we were stopped half way around by embarrassed ticket controllers, who refused to let us any further because we had not purchased a "privilege" ticket costing £10 more. They apologetically indicated that the way ahead lay behind the perimeter fence. We looked disbelievingly at a grass verge of about four inches bordered by the fence on one side, and by a ditch and marshy ground on the other. Being hardy souls, we clambered along until we were allowed back on terra firma. I was concerned to see my husband with blood dripping down his arm from a cut sustained during this exercise.

We continued to the chicane. Yet again the dreaded ticket control was in sight. This time we were directed up steep wooden stairs into dense forest, which by all accounts had not been disturbed by human exploration. The steep hillside was slippery yet the authorities had thoughtfully placed rolls of barbed wire to catch you should you lose grip of the tree branch you were holding onto. Our legs were covered in scratches from the trees. I am sorry to say that we were forced to prop up the barbed wire and climb underneath to the safety of the privileged area. We felt both annoyed and degraded.

I realise that this is not a side of Grand Prix seen by either press or television, and this is why I feel it worthy of comment. This was our second visit to Francorchamps, the first being a pleasant memory of an enjoyable race two years ago. This year we could not reach our previous raceday vantage point as it was designated a "privilege" area.

If Spa is an example of how Mr Ecclestone and his FOCA friends intend to treat spectators, the warning on Grand Prix tickets "Motor racing is dangerous" will take on new meaning and a general admission ticket will get you about as far as the perimeter fence!

Maidstone, Kent MRS B. M. LONG

[We have received a number of letters in a similar vein — Ed.]

Motor 100

Sir,

Although a few sunny days have passed since "Motor 100" we are still savouring the sheer pleasure this event gave us. Not even the rain could dilute the pleasant nostalgic atmosphere which pervaded throughout the three days.

The organising committee are to be congratulated on, firstly, considering such an event, and secondly, not only in gathering together such a diverse array of machinery but in managing to stage the colossal task of ensuring spectators could see them in action during the frequent parades.

The sheer administrative organisation needed must also have been the "behind the scenes" event of the century.

Congratulations to everyone involved, including Shell Oils and the *Daily Express* in giving so much pleasure to the motoring fraternity.

As we can't wait for the bi-centenary extravaganza, will some courageous organisaton repeat the event in 1995?

Tring, Herts ALAN G. RANCE
RICHARD HULL

Ecurie Ecosse Tojeiro Cou

Sir,

Many thanks for an interesting art about John Tojeiro, as the owner of one the two coupés I feel qualified to add one two salient points.

Oddly the two cars were not given usual "TAD" type chassis numbers, were instead "EE1" and "EE2". The cars in coupé form were very eas distinguishable from each other by totally different method and size of wi screens. EE1's was quite small, EE2's is pictured on p479 of the May '85 issue.

I must correct one or two points in article, as there was only ever one Clim engined car — ie car No 25 at Le Ma 1962, and I believe it only ever raced o with this engine. From then on the *two* c were known and became familiar at Briti circuits as the Ecosse Tojeiro-*Buicks*.

EE2 remained for ever in this format an as you say, still survives (in John Harpe hands) in this guise. EE1 had new bod work, in open (spyder) style with a Fo engine for the 1966 season (not 1964) — a was crashed very heavily by Bill Stein at t British Grand Prix meeting at Brands th year. To my knowledge Bill Stein nev raced again, and as yet this car (ie mine!) h yet to roll a wheel — but one day soon will, and then both these historic cars wi live on.

I too have read "News from the Mews" the official magazine of the Ecurie Ecoss Association. All through it, in a hidden so of way, is the feeling that "if only"! The ca had tremendous potential — and let us n forget they had an unknown driver name J. Y. Stewart.

Solihull JEREMY BROA

[The chassis plates of these cars had alread confused us. John Tojeiro in fact labelle the cars TAD 62 — 1 & 2. The followin year they had TAD 63 plates, which Joh did not make. These were seen by Dunca Rabagliati in Edinburgh in the summer o 1964. Presumably these third plates wer added in the Mews some time after that.

M.L.

Halton Tojeir

Sir,

Your article on the cars of John Tojeiro i the May edition of MOTOR SPORT brought back many happy memories for me. In the three years 1957-1959 I was an apprentice at RAF Halton and one of the most irksome of many restrictions imposed by authority, for the best reasons no doubt, was that apprentices were forbidden to drive anything on 2, 3 or 4 wheels. A great consolation though, for a number of car-mad boys, was the Halton Racing Car Club, run by the much-loved Squadron Leader Candy, where we apprentices built and maintained three racing cars. Most of the technical work was under the direction of Cpl Dave Brown with the actual driving being performed by

Sqd Ldr Candy and Corporal Phillip Johnson.

The club entered cars regularly at Silverstone club meetings and not only was a day at Silverstone a treat in itself for us 15 and 16 year olds, but also had the merit of being a semi-official venture allowing us to escape Saturday morning parade or whatever other horrible activity the RAF had in mind for us on the day!

The pride and joy of the club was the Halton Tojeiro, built on a typical Tojeiro twin-tube chassis with transverse leaf-springs, powered by a 1098 cc Coventry Climax engine driving through, I think, an MG gearbox. The rather pretty fibreglass body was, from memory, a very early Rochdale effort, though I stand to be corrected on this point. The car was actually built before I joined the club, so I imagine it was assembled in 1956; I was told that the chassis was a gift from John Tojeiro and that all the other parts had been donated by the manufacturers or otherwise scrounged. If any of these kind donors should read this, some 30 years on, then they may be assured very belatedly that their generosity was not misplaced and they gave a lot of pleasure to the Halton "Brats".

I returned to Halton in the mid-sixties and looked in the car club building but, by then, the whole thing was given over to Karting (the apprentices being allowed to drive them) and there was no sign of the cars. Does anyone know what became of them?

Norwich DEREK BARRATT

[This car was not accounted for in the article on Tojeiro, which makes one wonder if there are any others which slipped John Tojeiro's memory. In the article I mentioned that I'd heard rumours of a Tojeiro fitted with a body from a Lagonda V12. I can now confirm the rumour. The car was built by Stanley Hill and Colin Mason, was powered by a Raymond Mays-converted Ford Zephyr engine and many of the parts came from a crashed AC Ace. It was registered 677 DAR in March 1958 and by the time Stanley Hill sold it ten years ago, had been converted into a fast touring car. Where is it now? — M.L.]

MG J4s

Sir,

I would refer to Tim Sargeant's letter in the June issue of MOTOR SPORT wherein he refers to the listing of J4 MGs in the Triple-M Register. I know he has done some research on the history of these cars for he has spoken to me about it. I hope he searched with more care than he read our Register.

Yes, we do list nine J4s. But that does not mean that we proclaim to the world that nine cars survive in 100% original condition. In the preamble we say, ". . . some cars which are believed to exist, even in incomplete form, have been included, particularly if they are of historic significance." We argue that all J4s are of historic significance.

Two cars do not have a Triple-M Register number or a "Last known owner" written against them. This indicates that, in September 1982, when the Register was last published, we did not know enough about these to note more than a possible location if they still existed. Of the remaining seven, at least one has spent all its life looking more or less like a standard J4, two are in highly-modified single-seat form so that you have to know a bit about MGs to realise they are J4s, and the rest have spent colourful lives being modified to go faster and then having all the hard work undone by being restored to near original shape and specification.

If there is objective proof that any of these cars are not what they claim to be, I would be interested to see it. Otherwise the situation is very much as Lord Raglan describes it in his letter in the same issue.

Bradford-on-Avon, Wilts. MIKE HAWKE, Hon. Sec. Triple-M Register, MG Car Club

Copies

Sir,

I read with interest, and of course a good deal of amusement, D.S.J.'s recent excellent article on "Copy-cars". Last year you road tested the Climax-engined Westfield Seven — a pure look-a-like if there ever was — despite the maker's stated comments.

At least one member of this club has already substituted the Westfield nose badge on his car for one which bears a striking similarity (dare I say copy?) to that until very recently employed by the manufacturer whose reputation Westfield apparently seeks to exploit.

Perhaps Westfield, together with the makers of other replicas, should explain their somewhat conflicting and oft declared philosophy of non-association, with both the makers and owners clubs of the original cars they emulate, to their customers.

This club, incidentally, welcomes the owners of replicas, but not the hostile attitude of their constructors.

Sutton Coldfield P. J. ROBINSHAW, Competitions Secretary, Lotus Drivers Club

---

LAMBORGHINI JALPA
continued

see, but there it is: you won't have to cross your arms even when in a hurry. Put it at a bend and it will only alter its line if you want it to: Pirelli P7 tyres (205/55VR16 ahead, 225s behind) and the very compact MacPherson strut system at each corner add up to extraordinary levels of grip. Only on the test track could I break the adhesion of those fat tyres almost directly under the engine, and even then, after snapping the throttle closed on a 70 mph right-hander, the relatively long wheelbase (for a mid-engined car) allowed comfortable time to cancel the incipient slide.

One pleasant surprise is that the Jalpa retains its good qualities in rainy conditions. It is not a light car but it has very strong brakes, a good combination when the heavens open. Less pleasing was the discovery that rain was seeping in through the seals of the detachable top; not much, but too much, if you take my point. Portman suggest that this can be cured by resetting the adjustable clamp seats which lock the metal panel very rigidly in place. Undo the clamps and the roof can be lifted out and fed down behind the seats where two more catches secure it, but great care is needed to avoid scraping it on the two projecting mounts on the body. Retrieving it is a Herculean task for one pair of hands, and fitting it is pointlessly fiddly, with two crude greasy prongs to locate in the screen rail. No points for the mechanism, but top marks for chassis rigidity with the top off — I could detect no difference between open and closed.

I never managed to get warm air on my feet, and I should have liked some fresh air vents to supplement the over-enthusiastic air-conditioning which is standard. I do not really want to be distracted at night by an amber warning light to tell me that the radiator fan has come on, or another that the a/c is going on or off, and the flashing handbrake light became irritating in traffic. Then again, the pop-up lights have a good beam, and the well-shaped boot in the tail will happily take more than a weekend's luggage for two, since the narrow spare tyre fits, along with jack, tools and fluid reservoirs, under the small hatch in the nose.

I have to say that I approached the Jalpa with mixed feelings. I knew it was rare and fast, but I had my reservations about its looks, and about its "useability". Once I had the keys, I took against the dashboard, and frightened myself because of the pedal positioning. It was only after two days that I began to realise just how extensive were its abilities, and how *simpatico* its character, and when the time came to hand it back I knew I was going to miss it. It may not be as handsome as current Ferraris, but I shall risk alienating 308 owners by suggesting that it sounds even nicer. (Mind you, I did commit the solecism of attending a Ferrari Owners Club meeting in the Jalpa, but they were very polite about it. . . .)

I was puzzled as to why on the motorway, trying to keep down to acceptable speeds, family saloons kept driving up frighteningly close behind and peering at the tail panel, but I came to realise that they were trying to read the tiny "Lamborghini" badge. As for the "Jalpa" transfer, that is very difficult to decipher, but most people have difficulty saying it in any case. It variously becomes Halpa, Yalpa and plain Jalpa, and I still do not know which is correct. . . . — G.C.

BELL & COLVILL

WEST HORSLEY, SURREY

LOTUS

1985 Lotus Esprit Turbo. Red, ½ champagne leather, glass roof, Pioneer stereo, 3,000 miles. **£21,995**
1984 B Lotus Esprit Turbo. Essex blue, ½ silver leather trim, glass sunroof, 6,000 miles, supplied and serviced by us. **£19,495**
1983 Lotus Esprit Turbo. Black, full leather interior, stereo, comprehensive alarm, 18,000 miles. **£16,995**
1985 (series) Lotus Excel. Jupiter red, ½ gold leather, Eagle tyres, 5,000 miles. **£15,995**
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**
1981 Lotus Esprit III. Red, ½ black leather trim, BBS wheels, 11,000 miles, one owner. **£11,995**
1984 Lotus Excel. Black/Silver, velour trim, pas. **£11,995**
1983 Lotus Excel. Essex blue, velour trim, 1 owner, supplied / serviced by us. **£11,495**
1982 Lotus Esprit III. Ice blue met., velour trim, acu, BBS wheels, immaculate, 45,000 miles, hence **£10,750**
1980 W Lotus Eclat 521. Yellow, 26,000 miles, supplied and serviced by us. **£6,995**
1982 Lotus Sunbeam Talbot. Black and silver, one owner, 26,000 miles. **£5,750**
1982 Y Maserati Merak SS. Black, magnolia hide, 7,000 miles only. **£15,995**
1983 Porsche 911 SC Sport Targa. Guards red, stereo, fsh, 29,000 miles. **£19,995**
1982 Porsche 924 Lux. Met red, sunroof, 27,000 miles. **£8,995**
1981 Porsche 924 Turbo. Met green, sunroof, alloys, twin e/mirrors and windows. **£8,495**
1984 Honda Prelude Executive. Silver, electric sunroof and windows, alloy wheels, radio cassette, anti lock braking. **£8,495**
1983 A Audi Coupé GT. White, one owner, 22,000 miles only. **£6,995**
Del. Mileage 1985 Alfa Romeo 2000 Convertible, RHD Limited availability. £10,995
1983 Alfa Romeo Giulietta 2.0. Silver, alloys, c/locking 12,000 miles only, supplied and serviced by us. **£4,595**
1983 Alfasud Ti. Green cloverleaf, silver, 18,000 mls, supplied / serviced by us. **£3,995**
1980 Alfa Romeo Sud Sprint. Dark blue, sunroof, 27,000 miles. **£2,795**
1983 Ford Escort XR3i. Silver, alloys, factory sunroof, stereo/cassette, spot and fog lamps, 18,000 miles, one owner. **£5,995**

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 109 or 107 for information on small Display and Trade advertisements.

FOR SALE

LOTUS SEVEN, for details of models in stock please. Tel: 01-653 6742, 01-669 7386. (77595
MARCOS V6 1969, MoT, gold / yellow, Wolfrace wheels, all extras, £2,500 for the bargain. Tel: 0634 50654/387037. (83743
DELAGE D.I. 1923 Fixed head coupe with Dickey by Cadogan, excellent running order, £7,950 ono. pos p/ex cheaper. Sports / Vintage car. Tel: Cholderton 257 (Salisbury). (84783
SUNBEAM TALBOT 80. 1951. Excellent neglected condition, original tool kit and interesting history. £650ono. R. Wilson. Tel: 01-686 9258 (work). (83092
TNJ 1. ASTON MARTIN DB5 Convertible, British Racing Green, 1,000 miles since engine rebuilt by R. S. Williams, one fastidious owner since 1970, £15,000, no offers. Tel: 0372 377273. (85329
1926 BULLNOSE COWLEY 2-seater, rebuilt 1971-4 with replica body, since MoT'd, taxed, little used, offers. Surrey. Box No. 6949. (85355
MORGAN +4, flat rad, 2-seater, 1953, Brunswick green, rebuilt, many new parts including complete body, collecton of spares available if required, serious enquiries and offers welcomed. Tel: Sheffield 890518. (85354
HUMBER SUPER SNIPE MkIV, 1955, grey, red leather trim, one owner from new, original log book and documents, exceptional condition, inspected by the Humber's Club, £2,000. Tel: Burghfield Common 3086. (85353
ROVER 3½ LITRE Coupé, 1968, original black, 32,000 miles, excellent condition, £1,995. Tel: 0773 46048 eves. (85352
1938 AUSTIN 10 Saloon, runs but body requires hard work, offers over £500. Plus Motor Sport 1963-75 (minus 11 plus others) £20. Tel: 0602 271345. (85414
KOUGAR JAGUAR 3.8 litre, triple carbs, overdrive, Powerlok, red body, leather seats, immaculate, just completed by professional engineer, offers over £10,000. Tel: Frensham 4310. (85121
JAGUAR XJS Lynx Convertible. Midnight blue, only 36,000 miles, power hood, Clarion stereo, HE wheels / coachlines, dateless reg, new exhausts / tyres, immaculate throughout, any inspection, JDC member, offers around £11,750. No time wasters please. Tel: Windsor 68960. (85123
MORGAN 4/4 1983, 2-seater, XR3, 5-speed, cherry red, black trim with red piping, wire wheels, extras, rustproofed, factory maintained, one owner, 8,000 miles, £9,950. Tel: Leamington Spa (0926) 883883 (office) or 315298 (home). (85082
MGPA 1934 4-seater, body recently resprayed in BRG, good mechanics, interior needs tidying, very rare, £4,500. Tel: 0233 733131 (day) or 0233 72422 (eves). (85420
ASTON DB6, Vantage engine, extensively lightened, new exhausts, battery, lights, MoT, rebuilt 5-speed ZF, compite with full set extra wires and Dunlop racing tyres, ex-B. Mountfort car, Reg No. MNR 77F, very fast, £5,000 ono. Tel: 0202 822523 days, 0202 824048 eves (Dorset). (85514
PORSCHE 911SC TARGA. 1978, silver, 49,000 miles, major service just completed, service history, full MoT, outstanding condition and blemish free, hence £10,950. Tel: Stratford-on-Avon 842042. (85524
ASTON MARTIN DBS V8, auto, 1971, twin headlamp, fuel injection, taxed, MoT, metallic red / tan interior, beautiful condition, two owners from new, bargain, £4,250. Tel: Horsham (0403) 60980. (85517
MERCEDES BENZ Saloon 190S, 1958, re-registered 1963, good condition, Reg No. 74 FLD. Tel: 06626 71538 after 6pm. (85519

FOR SALE — continued

1977 TRIUMPH STAG. Must sell, immaculate, hard / soft top, 37,986 miles. Tel: Tower Garage, Blyth. 067 035 2225. (85518
1970 FERRARI 365GT 2+2, superb example of the most desirable of 4 seater Ferraris, full history from new, immaculate in dark blue with tan leather interior, £10,750. R. Brown, Peasemore House, Nr Newbury, Berks. Tel: 0635 248505. (85521
AUSTIN A30, 1955, green, warranted 43,241 miles, two owners, excellent condition, stored last seven years, only genuine offers. Tel: Colchester 396426. (85523
AUSTIN HEALEY. 1955, 100 miles, ivory over red, restored to pristine condition, red leather trim. £6,750. Stewart Skilbeck, historic vehicle specialist. Tel: Selby (0757) 638713. (T.ACC
LANCIA AURELIA 2500 GT. 1954, complete car but needs restoration. Reg. No. YY P4 (value £500). Nearest £2,000. Tel: Alton 84138. (85875
AC COBRA 427 REPLICA. Rover V8s and four-speed gearbox, duck hood and tonneau. This car is absolutely stunning in Ferrari red and is exactly as tested by Andy Rouse at Brands Hatch for Autocar magazine. 290 bhp engine and five-speed gearbox available. £11,500. Tel: 0884 821257 (Devon). (85876
240Z. 1972, completely rebuilt from ground up, Jaguar sebring red, Wolfrace seats, Cobra wheels, less than 100 miles since rebuild, bills for £7,000 show depth of rebuild, some interior work still to do, house purchases forces sale. £4,500 ono. Tel: 0249 890300 ext. 257. (85877
MORGAN +8. 1979, BRG, 7,000 miles, aluminium body, all extras including leather interior, stereo, quick sale. Offers over £10,250. Tel: Downland (71) 57432. (85878
LOTUS ELITE. V-Reg, excellent condition, well maintained example, genuine reason for sale. £4,500. Tel: 0477 71525 (Cheshire). (85880
MG PA. 1934, 2-seater (dismantled), no body tub, original log books back to first owner in 1934, bargain. £1,950. Tel: 0903 813355. (T-85884
MG "L" MAGNA. 1933, six-cylinder, two-seater, restored chassis, rebuilt "F" Magna engine, needs finishing. Offers. Tel: 0903 813355. (T-85884
LOTUS SEVEN SERIES FOUR. 1970, big valve, red, 52,000 miles, three owners, fully rebuilt, bills for £900, all extras. Offers near £5,000. Tel: Chris Moran on 021 705 6029. (85885
ROLLS-ROYCE TWENTY. 1923, rare, with later Weymann fabric coachwork. Offers. Tel: Guildford 0483 64911. (85886
SAAB SONNETT MKIII. 1973, superb condition, 30,000 miles. Serious offers over £8,500. Tel: 0202 743004. (85887
ALVIS 12/50 TG TOURER. 1928, partly restored, in pieces, serious enquiries. £4,500. Tel: 0202 743004. (85887
BMW 3.6. X-Reg., 30,000 miles, red, coach-lined, immaculate, sunroof, cassette radio, rear belts, etc. £4,550. Tel: Newbury 49001. (85891
DELLOW MK1. 1951 trials car, excellent throughout, first class trials history, Ford 1500 engine, 105E gearbox and back axle, hydraulic brakes, many hours and pounds spent on this car, all the original Mk1 parts go with car including supercharger, 1172 engines, gearboxes, axle, hood, spares galore. £3,250 ono. Mr W. Milner, 26 Hull Rd, Cottingham, N. Humberside. Tel: 0482 844436. (85892
ROVER P3. 1947, good mechanics, body restored, resprayed, show condition. £3,000. Tel: 06286 61766 (Berks). (85899

PAGE & MOY LTD

International Motor Racing Tours 1985

GERMAN GP
NURBURGRING 4 AUGUST

CHOOSE FROM 5 DIFFERENT TOURS FROM JUST **£32**

NO NIGHT COACH TOUR FROM **£32**
1 NIGHT HOTEL/COACH FROM **£55**
2 NIGHT HOTEL/COACH FROM **£69**
3 NIGHT HOTEL/COACH FROM **£89**
3 NIGHT HOTEL/AIR FROM **£179**

AUSTRIAN GP
OSTERREICHRING
18 AUGUST
Book now as time is running out!!

Travel to the Austrian Grand Prix on our exclusively chartered aircraft to Graz where 3 nights accommodation has been reserved from **£269**

DUTCH GP
ZANDVOORT 25 AUGUST

Bank Holiday Weekend

Choose from 7 different tours from just **£26**

Call us now as availability is limited

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

Details of holidays to all Formula One Grands Prix are contained in our 1985 motor racing brochure. Send for your copy now by completing the coupon below or by 'phoning Leicester (0533) 559855.

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 133 815-HM9642



66 Ferrari 275 GTB Long Nose. Torque tube. Red Blk terior ch no 8659. Ex King Faisal. Back to metal respray st completed.



Also in Stock

1978 Ferrari 512 Boxer. Red / magnolia leather sports exhaust, fabulous stereo.
1964 AC Cobra Comp. Car. FIA body, GT40 engine. Halibrand wheels etc.
1968 Chevron B8. FVA engine, ex Redman / Bridges.
1983 VW Golf GTi. Black, sunroof computer alloy wheels.



1973 Ferrari 365 GTB4 Daytona. Metallic blue / tan leather interior. Full engine rebuild just completed by Modena Eng. In superb condition throughout.

MICHAEL FISHER LTD

01-722 3449
cellular phone 0860 322274

We are anxious to acquire Ferrari Motor Cars similar to the type advertised.

TVR TVR

The Sports Car Centre

Telephone 0905 840 288

w TVR 350i Convertible S2. Ivory brown ther trim. LIST
w TVR 350 Convertible S2. Mexico brown scuit trim. LIST
85 (B) TVR 350i Convertible S2. Starmist blue rey leather trim, demonstrator. £14,995
84 (A) TVR 350i DHC. Silver blue trim, one wner, 8,000 miles. £12,995
84 (B) TVR 280i DHC. Yellow/black trim, 5-eed, one owner, latest chassis. £11,495
83 (Y) TVR 280i FHC S2. Omega gold biscuit m, 5-speed, Konis, 18,000 miles. £9,995
81 (W) TVR 280i DHC. Italian red biscuit trim, ne owner, 31,000 miles. £7,995
1980 (V) TVR 3000S. British Racing green oat meal trim, one owner, 35,000 miles. £7,495
1984 (B) Escort XR3i. All white, e w £6,996
1982 (X) TVR DHC. Italian red. £6,995
1980 (V) TVR 3000M. Silver/black trim, walnut dash, one owner, 18,000 miles. £6,495
1980 (W) TVR 280i FHC. Italian red biscuit trim, excellent condition. £6,495
1973 (M) BMW 3.0 CSi. Silver blue trim, TRX, excellent. £3,995
1981 (W) Fiat X19 1500. Met blue. £3,295
1983 (Y) Dutton Melos MkIII 1.3GT. Red, proficiently assembled, 5,500 miles. £2,495
1979 (T) Ford Capri 2.0S. Met red, alloys, stereo. £2,195

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

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, 1/2 brake pads (4) £10.91 a set, ex-manifold (2 sections), £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

AMBER
LEY STREET LTD *OPP. PLESSEY CO.*

(MODELS) 309 LEY ST., ILFORD, ESSEX 01-478 5659
Telex 21120 REF 285

FERRARI 156-1985
G.P BRASILE — 1985



1/43rd Metal Kit of the 1985 F1 Car that ran at Brasil, comes complete, rubber like tyres and decals, also available 1983 Benneton Tyrrell driven by Alboreto, Computer Systime F1 1984, driven by Johansson. Price each including postage anywhere £13.00. The kits are in stock.
Also coming soon, Renault RE60, Lotus 97T, Brabham BT54, Olivetti, Ram Hart, Minard, Zakspeed, Alfa 185T, Toleman TG 185, McLaren Tag Porsche, all are 1985 F1 cars prices as above.
Please note these Kits will be released in the next few months.
Send for our latest catalogue containing over 60 pages of kits, bits, accessories, decals, building hints, etc. Price £1 UK, £2 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.

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

TAYLOR & CRAWLEY

Alfa Romeo (Chelsea)



FERRARI DAYTONA Dk Metallic green with beige hide, total mileage, 19,000 **P.O.A.**
MERCEDES 280SE CONVERTIBLE in metallic light blue with burgundy hide & dark blue roof, 71,000 miles, 2 owners, complete service record at Mercedes **P.O.A.**
BENTLEY SII LHD CONVERTIBLE CONTINENTAL BY PARK WARD Finished in green with black hide & hood, currently undergoing restoration, to concours **£47,500**
MERCEDES 500 SEC 1985 (Spec) Green with cream hide, every listed extra fitted + full AMG conversion with Zender wheels, 4,000 miles **£36,950**
MERCEDES 190E 5-Sp 1984 'B' Black, elroof, full conversion by Carat Duchalet, radio/stereo, del mileage **£16,250**
PORSCHE 3.3 TURBO LHD, 1981 'X' Moss green with black hide, Kremer suspension, side skirts & exhaust, 19,000 miles **£19,995**
PORSCHE 928 'S' 1985 (June) Met pearl white, full blue hide **LIST PRICE**
FERRARI 275 GTS, 1966 Rosso Chiaro, black hide, 44,000 miles **£29,950**
CHEVROLET CORVETTE 1961 Blue with cream flash, 72,000 miles, two owners, with complete history **£12,950**
ASTON MARTIN V8 MANUAL, 1972 'L', Jubilee silver, with burgundy hide piped grey, car has been totally renovated with the factory at a cost of £40,000 having covered 160 miles since **£23,950**
ASTON MARTIN V8 AUTO, 1980 'W', brown with beige hide piped brown, £18,000 recently spent at the factory bringing car up to B5 spec **£26,950**
CORVETTE 1978 LTD EDITION indy pace car 31,000 miles **£11,950**
ROLLS ROYCE SHADOW II choice of 2, 5,000 & 2,000 miles from **£27,950**
New Alfa Spyders for immediate delivery

58, OLD CHURCH ST, KINGS RD, LONDON, SW3 5DB
TEL: 01-351 0955

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"

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

AUDI
quattro
CENTRE
CUMBRIA & LANCASHIRE



HADWINS (LINDALE) LIMITED
GRANGE-OVER-SANDS
CUMBRIA

V·A·G 04484-4242 **Audi**

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

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.

MS7

Motts Godwin Insurance Brokers
561-3 Watford Way, Mill Hill NW7 4RT
Tel: 01 906 1544

From Classic to Contemporary



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

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

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



Specialists in the insurance of performance cars. Annual cover available for cars used on the Continent of Europe

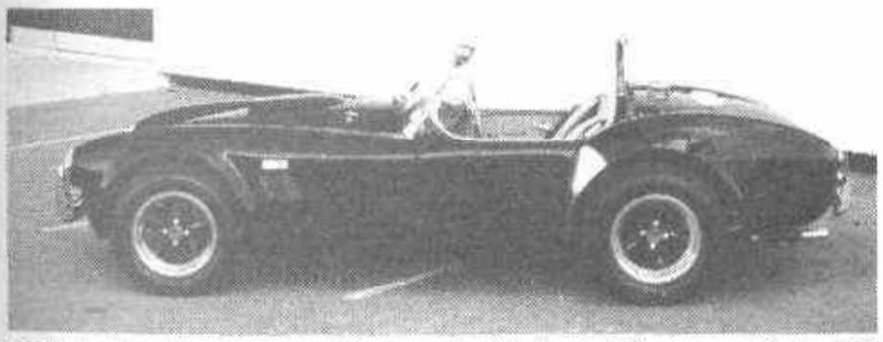
hyperformance insurance

01-366 7447 **01-363 4966** **01-367 0878**

for details phone or write

BELLEVUE INSURANCE BROKERS LIMITED
66, SILVER STREET, ENFIELD, MIDDX.

COBRA 427 REPLICAS



Hand rolled Aluminium, laminated Kevler or glassfibre bodyshells, power units from 3.5 V8 or 7.0-litre 427. Fuel injection & Turbo charging available. Component form, half built and "Ready to Go" vehicles, all hand built to customers specifications and highest standards. Inspection of current projects welcome.
Please ring **0747 860096 or** send £2.00 for brochure to:
Gravetti Engineering Ltd. Units 3C-1E Quarryfield Industrial Estate, Mere, Wilts, UK.

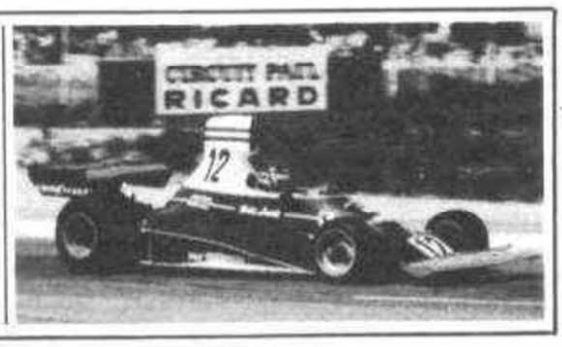
DUNCAN HAMILTON

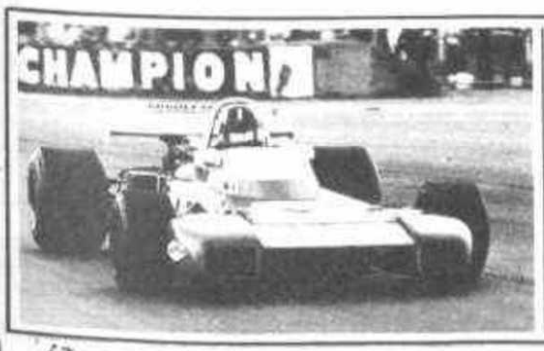
The Square, Bagshot,
Surrey, GU19 5AX.
Tel: (0276) 71010
Telex: 858334.

TYRRELL 002
Ex Francois Cevert 1971 US Grand Prix Winner



FERRARI 312 TI – 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 always has a selection of such models. Please call in!

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

FORCED TO PAY WITH SECURITY
REVALUATION OVER £5,000 PER ANNUM
HYDE PARK
INSURANCE CONSULTANTS
ANNUAL GREEN CARDS AVAILABLE

INSTALMENT PLAN AVAILABLE
IMMEDIATE COVER

01-221 2222

SEND FOR FREE INFORMATION PICCOLINO MODEL CARS YOU COULD WIN ONE FREE

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 P165, Charwell House, Wilsom Road, Alton, Hants, GU34 2BR.

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 Mohit 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	£87.50
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	£5.60
'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	£88.50
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, nut & washer sets	£39.50
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 heater 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
Overriders, 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

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

LEFT HAND DRIVE SPECIALIST OFFERS THE FOLLOWING VEHICLES FOR EXPORT

HD 230 SL Auto 1964 Ivory	£7,950
HD 230 SL Manual 1964, red	£8,750
HD 350 SLC Extras 1972, blue	£6,800
HD 280 SLC Extras 1977, black	£9,250
HD 280 SE Coupé 1967/8, white	£7,250
HD 170V Convertible, 4 door, 1951	£17,500
HD 450 SLC, Extras 1975, silver	£8,250
HD 450 SLC, Extras 1975, blue	£8,750
HD 450 SE, Extras 1975, silver	£3,250
HD Ferrari, 308 GTS, 1980, red	£22,500
HD 450 SEL, Extras 1979, Silver	£8,500
HD 350 SE, Extras 1977/8, red	£7,000
HD 450 SEL 6.9, Extras, 1976, silver	£12,500
HD 280 SE 1978, white	£5,250
HD BMW 733i 1978, blue	£5,500
HD BMW 733i 1978, silver	£5,250
HD BMW 3.0 CSi, 1972, extras	£3,850
HD BMW 635 CSi, 1979, black	£7,000
HD Daimler Limousine, 1977, Maroon	£11,000
HD Porsche 911 SC Targa, brown	£18,250
HD Porsche 928, 1980 blue	£19,750
HD Jensen Interceptor, brown, 1974	£7,800
HD Jaguar XJS, 1976, red, extras	£4,000
HD Jaguar XJ6, 4.2, 1978, red	£3,250
HD Jaguar XJ6, 4.2, 1982, white	£7,500
HD Bentley S111, 1964, extras	£19,500
HD Range Rover, 1980, Green	£5,750
HD Porsche 930 3.3 Turbo, 1980	£19,500
RHD Daimler Limousine, 1972, black	£3,250
RHD Rolls Royce Shadow, 1975, blue	£12,000
RHD Bentley Park Ward Convertible, 1935	£27,500
RHD Bentley Mk IV Special, WO Body	£16,500
RHD Bentley 3½ Robinson Tourer	£13,500
RHD Bentley T Type, 1973, gold	£8,750
RHD Rolls Shadow, 1970, (needs paint)	£7,250
RHD Rolls Shadow, 1973, blue	£10,000
RHD Austin Healey, 100/4, red, 1951	£4,250
RHD Rolls Royce Mulliner Park Ward, 1970	£11,250
Mercedes 230TE, loaded	£7,500
Racing Car Formula Ford, Royale Team car	£8,000

CONTACT STEVE BROWN
BALLARD LORD LTD
Two Beeches, Rook Lane, Chaldon, Nr Caterham, Surrey
0883 44118 0883 40891
0836 201516
(VIEWING BY APPOINTMENT ONLY ANY TIME)
E.P.A. DOT SHIPPING ARRANGED

I WANT YOUR CAR

Private buyer gives instant cash for:

ROLLS ROYCE
BENTLEY
FERRARI
Aston Martin
etc...

Any model, year, condition.
Will travel worldwide.
LHD or RHD

GET MORE CASH

by dealing direct • Phone France 010 33 93 497051

FOR SALE — continued

LOTUS/CATERHAM 7 SPRINT. Long chassis, adjustable seats, all red, professionally built and factory maintained, 4,000 careful miles, every extra including Minilites, absolutely as new, would cost £9,000+ today. £7,500. Tel: Dunn, 01-262 7700 (office). (85895

MORGAN 4/4. 1978, 17,000 summer miles, cardinal red, wires, spots, many extras, Waxoyled annually, engineer maintained, £6,150. Tel: 061 790 5210. (85896

TR7. 1982, automatic, red, sunroof, immaculate condition, only 9,000 miles. £3,800. Tel: Bedford 851 758 weekday evenings. (85897

'E' TYPE V12 ROADSTER. Manual, Azure blue, 14,000 miles, one owner 10 years, maintained regardless of cost. A sound original car at a realistic price. Reluctant private sale at £15,000. Romford (0708) 40552. (85813

MORGAN 4/4. 2-seater 1982, BRG, alloy body, aero screens, reclining seats etc. 1 owner 21,000 miles, superb condition throughout £7,950. Tel: 0434 83596. (85814

1970 TRIUMPH VITESSE. Mark II Convertible. One owner from new. £1,050. Tel: 0782-513703 (Evenings). (85688

FOR SALE — continued

300 SL MERCEDES BENZ. Roadster 1959; 16,000 miles on new engine; silver; one owner for 20 years; fair body and interior; offers over £30,000; genuine viewing and enquiries. Mr Guy Ashcroft, Park Autos, 4 Burn Street, Bonhill, Alexandria, Nr. Glasgow. Tel: Alexandria 59856/59247. (85815

PORSCHE CARRERA. 924 GT Turbo 1981. 1 of only 75 RHD models. Silver with black cloth, 'Turbo' wheels and P7s, air cond, factory roof, 150 mph etc, full service history, a superb investment at £14,995 ono. 0434-83596. (85816

BUGATTI TYPE 35B. Grand Prix Supercharged, alloy wheels, engine being rebuilt. Full details available. Substantial offers. Consider part exchange vintage / PVT tourer / DHC. Tel: 0789 292763. (85687

4.2 FHC E-TYPE. 1967. Recently completed painstaking restoration. Metallic dark blue, low mileage car in pristine rust-free condition. Full history known and owned for 13 years. Full details: Cdr. Hibbert, Northwood 25085 / Portsmouth 753007 (evenings). (81787

Millar Brothers Kenilworth Ltd

New Alfa Romeos and Lancias in stock
Main Dealers for Warwickshire

1985	(March) ALFA ROMEO GIULIETTA 2-LITRE. EFW, r/s, c/l, alloys, 4,000 miles	£8,450
1985	(Model) B-Reg. LANCIA PRISMA 1500 AUTO. Silver, radio / stereo, 5,400 miles, as new	£4,795
	2 MONTHS OLD FORD XR2 5-SPEED. Nimbus grey metallic, fitted factory sunroof, alloy wheels, tinted glass and expensive stereo. Cost nearly £7,000 new	£5,850
1985	LANCIA PRISMA 1500. Red, delivery mileage	£5,225
1984	(model) AUDI AVANT CD ESTATE CAR. One local owner, automatic, PAS, electric sunroof, electric windows, central locking. Zermatt silver, cost over £15,000 new	£8,500
1984	B reg. ALFA 33 FIVE DOOR 1.5. Green Cloverleaf, red sunroof, central locking electric windows, radio/stereo, 10,000 miles	£5,750
1984	B-Reg. ALFA GIULIETTA 1.6. R/S, c/l, one owner, 900 miles	£5,250
1984	B-Reg. LANCIA GAMMA COUPE. Metallic azuro blue, alloys, electric windows, PAS, five speed, 5,000 miles, save £5,000	£7,750
1983	A-Reg. ALFA SPRINT. Green Cloverleaf, silver, alloys, radio / stereo, 17,000 miles	£4,950
1983	A-Reg. LANCIA PRISMA 1600. Sunroof, red, efw, central locking, one owner, service records, 18,000 miles	£4,255
1983	A-Reg. LANCIA PRISMA 1500. Red, radio, one owner, 13,500 miles, mint	£3,895
1983	A-Reg. LANCIA HPE IE. Antibes blue, r/s, efw, sunroof, alloys, 19,600 miles	£5,150
1983	ALFA ROMEO GIULIETTA 1.8. Alloys, radio / stereo, central locking, efw, full service history, one owner, 43,000 miles, hence	£3,250
1983	ALFA ROMEO GIULIETTA 1.8. Black, two owners, 23,000 miles, radio / stereo, efw, central locking, mint	£4,150
1983	ALFASUD 1.3. Five door, two owners, service history, black, 15,000 miles	£3,250
1983	LANCIA DELTA 1500 FIVE DOOR. Black, one private owner, service records, radio / stereo, 15,000 miles	£3,450
1983	A-Reg. BL MAESTRO VANDEN PLAS. Metallic red, factory sunroof, tinted glass, electric windows, central locking, voice synthesiser, radio/stereo. Cost £7,850	£4,895
1983	(Model) reg. 1982 BETA 2000 HPE IE. Silver. One owner, supplied and serviced by ourselves. Radio / stereo, electric windows, sunroof, 41,000 miles, superb	£3,996
1983	A-Reg. FIAT X19 BERTONE. Targa red, one lady owner, 9,000 miles, radio / stereo	£5,495
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	£4,250
1983	A-Reg. LANCIA HPE IE. Red, sunroof, electric windows, radio / stereo, high mileage but well maintained	£4,250
1983	A-Reg. ALFA 33 1.5. Gold Cloverleaf, efw, radio / stereo, tints, computer, silver, 7,000 miles	£4,995
1982	"Y" ALFASUD SPRINT VELOCE 1.5 FHC. Brown, one owner, 27,000 miles, radio / stereo	£3,995
1982	Y-Regd TRIUMPH TR7. 5 speed etc, low mileage, alloys, sun roof	£4,395
1982	Y-Reg. TOYOTA CELICA 2-LITRE ST LIFTBACK (New shape). Radio / stereo, PAS, black, one owner, 21,000 miles, 5-speed, electric sun roof, alloys, mint	£4,650
1982	LANCIA BETA 2000 COUPE. Dark blue, one owner, radio / stereo, sunroof, service history, 30,000 miles	£2,950
1982	(Nov) Y-Reg. FORD XR3. Five speed, one private owner, red, alloys, radio, undersealed, 29,000 miles, spotless condition	£4,850
1982	(April) VOLKSWAGEN SCIROCCO CL COUPE. Red, one owner, low mileage	£3,695
1982	LANCIA 2000 COUPE HIFI IE. Metallic blue, electric windows, sunroof, alloys	£2,995
1982	ALFA ROMEO SPRINT VELOCE 1.5. Two owners, Ivory, fsh, radio / stereo, alloys, 21,000 miles	£3,795
1982	LANCIA MONTE CARLO FHC. Gold, sunroof, radio / stereo, 29,000 miles	£5,250
1981	LANCIA BETA 1600 SALOON. One doctor owner, sold and serviced by ourselves, royal blue, low mileage	£1,995
1981	X-Reg. TRIUMPH SPITFIRE. Brown, 20,000 miles only	£3,450
1981	DATSUN SKYLINE 240K COUPE. Injection, PAS, automatic, electric windows, radio, alloys, 24,000 miles only	£2,495
1981	X-Reg. ALFA ROMEO 1.5 SPRINT VELOCE. Low mileage, Moroccan brown	£2,995
1980	W-Reg. LANCIA HPE 1600. Beige, 5-speed, radio, 1 owner, 23,000m, supplied & serviced by us	£2,795
1980	W-Reg. BMW 520. 5 speed, factory sunroof, tinted windows, radio, metallic fjord blue, nominal mileage, immaculate, two owners	£3,995
1980	TRIUMPH SPITFIRE 1500. White, matching hard top, radio, 17,000 miles, one lady owner	£3,250
1980	W-Reg. DATSUN 280ZX 2 + 2. 5 speed, metallic blue	£3,395
1979	TRUMPH SPITFIRE 1500. Tahiti blue, matching hard top, overdrive, radio, low mileage	£2,750
1979	V-Reg. MG MIDGET. Maple, excellent example, previously sold by us	£2,595
1979	(Oct) TRIUMPH SPITFIRE. Tahiti blue, matching hard top, radio, two owners, very fast	£2,750
1979	MGB GT. Tahiti blue, low mileage, overdrive, Sundym	£3,450
1978	T-Reg. MGB GT. Flame red, vinyl roof and sunroof, overdrive, radio / stereo, low mileage, superb car, previously sold by ourselves	£2,995

Station Road, Kenilworth. Tel: (0926) 59118/9
Cash buyers of Alfa Romeo, Lancia and Sports Cars

GOLD SEAL

620 STREATHAM HIGH ROAD
LONDON SW16 3QJ
01-764 7662

£8,995 BMW 735i AUTOMATIC. 1981. Henna red with anthracite velour, factory sunroof, electric windows, alloy wheels, radio cassette, 27,000 miles only.



£9,595 MERCEDES 280CE COUPE. 1981. Metallic astral silver with blue cloth, electric sunroof, alloy wheels, radio/cassede, electric windows etc.

£8,995 PORSCHE 924 LUX. 1982. Burgundy red with tan Berber trim, sunroof, expensive radio cassette, pdm, etc.

£8,995 MERCEDES 280SE. 1980. Metallic light gold with chocolate velour, air conditioning, electric sunroof, electric windows, alloy wheels, cruise control, headlamp wipers, radio cassette, etc.

£8,795 BMW 525i AUTOMATIC. 1983. A-Reg. Metallic Arctic blue, fitted factory sunroof, electric windows, cruise control, radio cassette, one owner, History.

£8,495 BMW 735i AUTOMATIC. 1981. X-Reg. Metallic sapphire, Pacific velour, electric sunroof, ABS brakes, electric windows, alloy wheels, headlamp wipers, radio cassette, one owner, full history.

£8,245 BMW 735i AUTOMATIC. 1981. X-Reg. Metallic Kashmir with mocca velour, electric sunroof, ABS brakes, electric windows, alloy wheels, headlamp wipers, radio cassette, one owner, History.

£7,995 MERCEDES 280. 1980. Metallic ice blue, electric sunroof, electric windows, alloy wheels, headlamp wipers, radio/cassette, one owner, History.

£7,995 BMW 525i. 1983. Five-speed manual, Polaris silver with anthracite cloth, factory sunroof, alloy wheels, electric windows, front and rear headrests. One owner.

£7,695 PORSCHE 924 TURBO 1980 model. Metallic onyx with black and white pasha check pasha trim, factory sunroof, radio cassette, etc.

£7,495 MERCEDES 200. 1982. Manual with P.A.S. Sunroof, electric windows, alloy wheels, heated seats, radio cassette, etc.

£6,995 BMW 520i 1983. five-speed manual. Metallic Burgundy with biscuit cloth, factory sunroof, central locking, one owner.

£5,995 VW GOLF CABRIOLET GLS. 1982. Metallic red with wine interior, one owner, most attractive.

£5,995 MERCEDES 230C COUPE. 1979. V-Reg. Metallic rose with biscuit cloth, central locking, tinted glass, etc.

£4,995 MERCEDES 250. AUTOMATIC. 1979. Classic White, with tan trim, central locking, tinted glass, radio etc.

£4,995 VOLVO 262C COUPE. 1979. Rare Bertone two-door coupe, metallic silver with black hide, manual with overdrive, air conditioning, electric windows, alloy wheels, radio/cassette, etc.

£4,895 ASTON MARTIN DS V8 AUTOMATIC. 1971. Regal red, little used since vast expenditure at Aston Martin agents.

£3,695 FORD CAPRI 2.8 GL. 1982. Metallic champagne with biscuit cloth, radio/cassette, etc.

£3,695 SAAB 99 TURBO. 1980. W-Reg. One owner, red with velour trim, alloy wheels, low profile tyres, etc.

£2,895 BMW 728 MANUAL. 1978. Metallic arctic blue with gray cloth, factory metal sunroof, twin electric mirrors, central locking, tinted glass, radio/cassette.

£2,695 FORD CORTINA ESTATE 2.0 GL. 1981. Automatic, beige with black cloth trim.

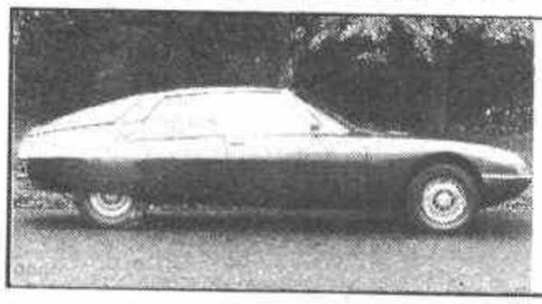
£2,895 SAAB 900 GLE AUTOMATIC. 1979 V-Reg. Metallic Ice Green with factory sunroof, P.A.S. Radio/cassette, electric mirrors, etc.

CAR CARE PLAN
We offer Mechanical Breakdown Insurance Policies. 12 months / 12,000 miles with every car we sell.

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





CITROËN SM MASERATI

Magnificent example of this collectable classic, new engine with all modifications fitted 12,000 miles ago, registration No 100 CXM, full history, leather int.

£4,500

01-892 2558

COMMERCE HO., WICKHAMBROOK, NEWMARKET.
Tel: 0440 820291

RWBanks

OFF THE M11/A45 AN HOUR FROM LONDON.

Alfa Romeo Specialist

1968 1750 Berlina. Red, 32,500 miles, good condition.
1969 1300 GTA. Red, in good unspoiled condition.
1970 1300 Junior Zagato. White, in original condition.
1975 Lancia Stratos. Orange, 19,000 km, superb throughout.
1976 Pininfarina Peugeot Coupe. Rare V6 model, excellent condition.

DAVID ANTHONY SPECIALIST CARS



1983 VW GOLF GTI 1800. 5-speed, with computer, finished in white with full Kamei type body styling, colour coded including wheels, twin headlight conversion, stereo, etc. **£5,450**

1983 MERCEDES 230TE Auto Estate. Finished in ivory with brown interior, air conditioning, power steering, central locking, stereo, 27,000 miles. **£10,995**



1981 BMW 535i Motorsport. Finished in metallic silver with dark blue Recaro interior, electric sunroof and windows, 5-speed close ratio gearbox, 58,000 miles, full history. **£7,995**

1982 RANGE ROVER. 4-door, brown cloth interior, headrests, tinted glass, stereo, 34,000 miles, full history. **£7,750**

Shirley Garage, Guildford Road (A246), Bookham, Surrey

Between Leatherhead and Guildford

Tel: Bookham (0372) 56308

Kent

High Performance Cars

Ferrari 308 GTB. 1979. 31,000 miles, red, parchment hide interior, a/c, w/w, deep spoiler. **£15,850**

Ferrari 308 GT4. 1978. 45,000 miles, white, red hide interior, w/w, a/c. **£11,900**

Porsche 944. 1984, 7,800 miles, white, black Porsche cloth interior, electric sunroof PDM, 215/225 tyres, manual. **£16,500**

Ferrari 308 GT4. 1976. 37,000 miles, metallic silver, beige hide interior. **£11,000**

Ferrari 512 BB. 1980. 18,000 miles, red, magnolia hide interior, a/c, sports exhaust. **£33,500**

K.H.P.C. thank all those who supported their test day.

ALL CARS COVERED BY MECHANICAL FAILURE INSURANCE

Cars can also be sold on a commission basis.

Specialising in SALES & SERVICING of Ferrari and Porsche, within 3 miles of the end of M20 on A274. Open Sunday (am)
Unit 4, Collingwood Industrial Centre, Sutton Valence, Kent.
Tel: Maidstone (0622) 843926 eves 0580 80329

Modena

Official Ferrari Dealers.

Exclusively Ferrari

1984 (A) 512BBi	Red with Sabbia hide, cloth inserts, air conditioned, stereo. 9,400 miles with full history.	£49,995
1983 (A) 512BBi	White with navy blue, full hide seats with white piping, air conditioned, component stereo. 3,500 miles with full history.	£49,995
1983 (A) 400i Automatic	Metallic silver with full black hide, red carpets, air conditioned, stereo. 15,600 miles with full history.	£34,995
1982 (Y) 400i Automatic	Metallic light blue with magnolia hide, air conditioned, stereo, 8,800 miles with full history.	£32,995
1984 (A) Mondial QV	Red with Sabbia hide, tan carpets, electric sunroof, TRX tyres, stereo. 8,900 miles with full history.	£28,495
1983 (A) Mondial QV	Red with tan hide, electric sunroof, TRX tyres, stereo. 10,200 miles with full history.	£26,995
1978 (S) 512 BB	Red over black, black hide, air conditioning, stereo, full service history, two owners.	£29,495
1983 (A) 308 GTS QV	Red with Sabbia hide, cloth inserts, red carpets, TRX tyres, air conditioned, Alpine stereo. 25,750 miles with full history.	£25,495
1980 (V) 308 GTS	Red with brown hide, wide wheels, air conditioned, stereo. 26,400 miles with full history.	£20,995
1983 (A) 308 GTB QV	Red with tan hide, cloth inserts, tan carpets, air conditioned, stereo system, deep front spoiler. 12,500 miles with full history.	£24,995
1980 (V) 308 GT4	Red, black cloth, wide wheels, air conditioning, stereo, 52,000 miles, fully documented history.	£12,995

Station Garage, East Horsley, Surrey

04865-4663

TVR 6 — TVR 369

David Gerald

TVR Sportscars Ltd

Specialising in all TVR cars



1983 TVR Tasmin FH. Red, gold coachlines, 9,500 miles	£7,450
1982 TVR Tasmin 200 Convertible. Red, black interior.	£6,950
1980 TVR 3000S Convertible. Blue, tan interior, low mileage, superb.	£7,650
1979 TVR 3000S Convertible. Green, tan interior, again, low mileage.	£7,450
1978 TVR 3000S Convertible. Silver, black interior, yet again, low mileage.	£6,950
1978 TVR 3000S Convertible. Red, tan interior, well maintained.	£5,950
1978 TVR 3000S Convertible. White tan interior, high mileage — fair.	£4,950
1979 TVR 3000M Coupé. Red, black band and interior.	£4,450
1978 TVR 3000M Coupé. Red, cream band, tan interior.	£4,350
1978 TVR Taimar. Red, tan interior, low mileage.	£4,950
1976 TVR 1600M. Green, dark brown interior, 45,000 miles.	£3,650
1976 TVR 1600M. White, tan interior, much money spent.	£2,995
1975 TVR 1600M. Blue, blue interior, sold as seen.	£2,200
THE TURBOS	
1980 TVR Turbo SE Convertible. The only one, red with black leather.	P.O.A.
1980 TVR Turbo 3000M. Gold, the last one built, superb.	£7,950
1978 TVR Turbo 3000M. Red, concours winner, 24,000 miles.	£8,950
1978 TVR Turbo 3000M. Blue, cream band, air cond, pristine.	£6,950
1965 TVR Griffith Hi-Po 2.89 Cobra. Concours.	P.O.A.
1960 TVR Grantura. Ideal for restoration.	£595

Exclusively specialising in all models of superior **Previously owned TVRs**

SALES — SERVICE — SPARES — FOR ALL MODELS GRANTURA TO TASMIN

TVR's WANTED, ALL SERIES

LAKESIDE, REDDITCH, WORCESTERSHIRE

PLEASE NOTE THE ONLY PHONE NUMBERS NOW ARE
0527 28282 (showroom) & **0527 41500** (home)
021-444 4087 IS DISCONTINUED

PERFORMANCE CARS

GREAT WEST RD 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. £3,500
1979 Alfa Romeo Alfetta GTV Coupé. White, sunroof. £1,295
1949 Allard 81M Drophead. £18,000 spent, red/black trim, invoices available. £8,500
1933 Alvis Firefly 4-door Saloon. Maroon/black, delightful. £5,250
1961 Austin A40 Estate. Blue, 1 lady owner, delightful condition. £850
1979 BMW 528i. Auto, silver, 2 owners only, pas, radio/cassette. £1,995
1978 BMW 316. Blue. *Also* **1602** in red. From £1,245
1983 Citroën 2 CV6 Special. White, one lady owner, 6,977 miles, delightful £2,295
1964 Daimler Dart SP250 C Spec. Black/red, original log book £3,775
1978 Datsun 260Z Coupé. Red, radio/cassette. £1,995
1982 Fiat X19. Met black, one owner. £3,295
1978 Fiat Mirafiori Estate Car. White, 1 owner, 43,483 miles. £995
1976 Jaguar XJ 4.2 Coupé. Yellow, last owner 7 years. £2,995
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. £995
1962 Jaguar E Type 3.8 FHC. Red, Wolfrace wheels. £5,750
1959 Jaguar XK150S 3.8 FHC. BRG, wire wheels, overdrive, original log book. £6,250
1974 Jensen Interceptor Mk III. Automatic, green, air cond. £3,495
1978 Lancia Beta 2000 Spyder. Beige. £1,345
1973 Landrover 12-seater Safari Bus. Blue. ..... £1,995 + VAT
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
1979 Reg Lotus Elan 2+2. Brown, Wolfrace wheels. £3,650
1974 Lotus Europa Special. Black. £3,500
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

1980 MGB GT. Black, one owner, 36,409 miles, stainless exhaust. **£4,495. 1978 MGB GT.** Blue, 61,275 miles, sunroof. **£2,995. 1978 MGB GT.** Blue, last owner since 79, wire wheels. **£2,345. 1977 MGB Roadster.** Black. **£2,995. 1977/78/79 Midgets.** Choice of 3. **From £1,995. 1975 MGB GT.** Jubilee, sunroof. **£2,545. 1973 MGB.** Blaize, 1 owner, 34,598 miles, **£2,745. 1973 MGB GT.** White, sunroof, tinted glass. **£2,645. 1973 MGB GT.** Harvest gold, overdrive. **£1,695. 1968 MGC GT.** Blue, auto, w/w, last owner 12 years. **£3,795.**

1979 Mercedes 350SE Saloon. Brown, auto, electric sunroof and windows. £5,995
1976 Mercedes Benz 240 Diesel. Automatic, brown £2,695
1964 Mercedes Benz 230SL. hard / soft tops, blue, manual. £5,495
1980 Mazda Montrose GLS. auto coupé. Green, 50,785 miles. £2,495
Porsche 924. LHD, yellow, X-Reg (imported) £2,595
1968 Morris Mini Mk II Cooper. 998cc, beige and white. £1,295
1979 Porsche 924. Red, manual, electric windows etc. £4,495
1982 Renault Fuego GTS. Automatic, 33,880 miles, grey, one owner. £3,595
1981 Renault 18 TS Soleil Estate. Beige, 18,210 miles, sunroof. £2,495
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. Beige, full sunroof, Wolfrace wheels. £3,295
TR7's. Choice of various colours/extras including drophead/coupés. ..... From £1,295
Triumph TR6's. Choice of 3, red/white/purple. ..... From £2,995
TRIUMPH STAGS. Choice of black/red or yellow, overdrive/auto. £3,195
1976 Simca Matra S 1500 Bagheera. 3-seater coupe, green, lhd, 37,423 miles. £3,445
Triumph Spitfires. Choice of 5, 1975/79. ..... from £995
1961 Vanden Plas Princess Hearse. Details on request £1,995

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

CRONK

Quality without question

'84 (A) 316 4-Dr. Opal, s/roof, o/drive **£8,295**
'84 (B) 316. Black, sunroof, o/d, stereo **£8,250**
'82 (X) 320. Brazil, s/roof, alloys **£6,250**
'83 (Y) 320i Auto. Safari, pas **£8,295**
'83 (A) 518. Opal, s/roof **£6,995**
'84 (B) 520i Auto. Arctic, s/roof, c/locking, stereo **£10,995**
'84 (B) 520i. Polaris, s/roof, c/locking, stereo **£10,750**
'84 (B) 525 ETA. Black, e/windows, sunroof, alloys **£12,495**
'84 (A) 528i Auto. Arctic, s/roof, green tint, Mahle wheels **£12,995**
'85 (B) 535i. Agate, Sports seats, Sports gearbox, esr, UK supplied, delivery mileage only **£19,750**
'84 (A) 628 CSi Auto. Alpine, s/roof, ABS, computer, stereo, Recaros **£16,995**
'84 (B) 735i Auto. Executive, bronze **£24,995**

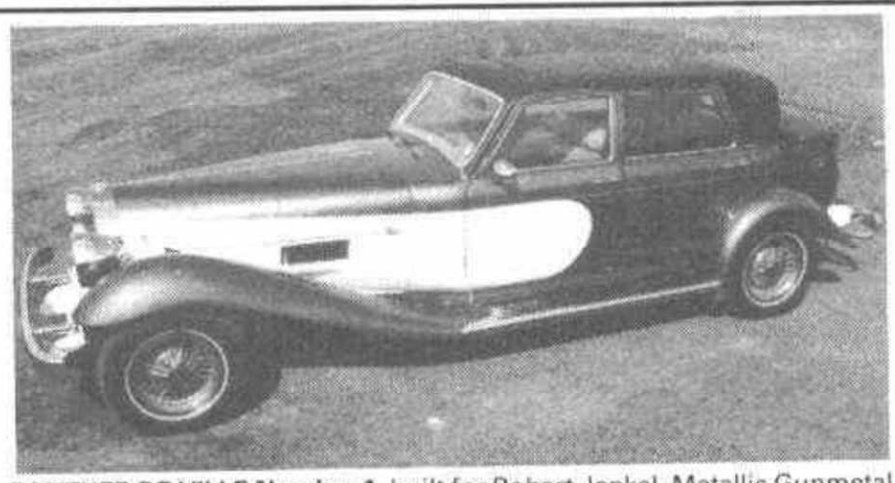
BELL STREET, REIGATE, SURREY
Tel: (07372) 22223/21231
OUTWOOD LANE, CHIPSTEAD, SURREY
Tel: (07375) 56221

Approved Used Cars

From Early August
Brighton Road, Salfords, Redhill, Surrey
(0293) 772000

MOTOR MOLEVALLEY GROUP

Zoo Garage, Chessington, Surrey. 01-394 1114



PANTHER DE VILLE Number 1, built for Robert Jankel, Metallic Gunmetal over silver, with London Tan Connolly hide, asking price £35,000



1980 Panther Lima, red / black, 19,000 miles £5,850



1982 (Model) 911SC Sport Targa, white, 26,000 mls, 1 owner £17,950

ALSO IN STOCK

1979V Ferrari 308GTB 26,000m, metallic blue, air cond. £13,950
1978/9 Panther Lima's choice of two low mileage examples. £4,850
1983A Mazda RX7 11,000m, one owner, sunroof, burgundy. £7,495
1981X Jaguar XJS HE black, elec s/roof, 46,000 miles. £10,950
1979 VW Beetle Convertible rhd, 30,000m, history. £6,495
1984 VW Golf GTI 12,000m, red, s/roof, alloys. £6,950
1981X Triumph Spitfire blue, one owner, 15,000 miles. £3,950

Telex 23152 Ref 712

LEFT HAND DRIVE CARS, MERCEDES, PORSCHE, BMW & FERRARI



TRANSEUROPEAN CARRIAGE CO.

NEW AND USED LEFT HAND DRIVE CARS ONLY. EUROPEAN SPECIFICATION. FUR USA OR UK USE. FULL SHIPPING FACILITIES

MERCEDES

NEW 230E W124. White, blue, loaded, lhd. £12,950
NEW 200 W124. Diamond blue, all extras, lhd. £11,950
NEW 190D. Champagne met, extras, lhd. £9,500
1981 380SEL. Brown met, velour, extras, lhd. £13,950
1983 280SE. Blue met, many extras, lhd. £12,950
1982 300D. Met blue, all extras, lhd. £6,950
1980 280TE Estate. Silver met, lhd. £7,500
1980 300TD Estate. Beige, cloth, extras, lhd. £8,500
1979 450SLC. M. gold, black leather, extras, lhd. £13,950
1978 450SEL 6.9. Met grey, beige, all extras, lhd. £13,950
1978 450SL. Black, leather, all extras, lhd. £14,500
1978 280SL. Met. blue, leather, extras, lhd. £13,500
1978 280SL. Met. red, many extras, lhd. £13,500
1978 280SE. Champagne, extras, lhd. £5,950

1978 230CE. White, blue cloth, extras, lhd. £4,950
1978 280SEL. Black, extras, lhd. £5,950
1978 280S. Deep blue, extras, lhd. £3,950
1978 230. Yellow, black tex, extras, lhd. £2,950
1977 350SEL. Met. grey, loaded, lhd. £6,950
1971 280SE 3.5 Coupe. Lapis blue, leather, lhd. £11,950
1958 190SL. Met. anthracite, mint, lhd. £12,950
1967 280SL. Met. silver, lhd. £9,995

PORSCHE

1984 911SC Cabriolet. White, leather, lhd. £18,950
1983 911SC Cabriolet. White, black leather, lhd. £17,500
1982 930 3.3 Turbo. Pearl met., loaded, lhd. £22,500
1982 930 3.3 Turbo. White, loaded, lhd. £22,500
1980 930 3.3 Turbo. Met. anthracite, loaded, lhd. £21,950

1980 930 3.3 Turbo. Met. silver, loaded, lhd. £21,900
1980 928S. Met. oak green, loaded, lhd. £14,500
1980 911SC Targa. Met. anthracite, extras, lhd. £12,500
1980 911SC Targa. Oak green, black velour, lhd. £11,500
1979 911SC Turbo Body. Met. blue, extras, lhd. £11,950
1979 911SC. Guards red, velour excellent, lhd. £10,950
1978 911S. Met. pacific blue, full extras, lhd. £8,950
1978 911S Targa. Guards red, spoilers, lhd. £9,500

BMW

NEW 318I. Met. maroon, loaded, lhd. £10,950
1980 745I Turbo. Polaris silver, velour, loaded, lhd. £9,950
1980 635 CSI. Silver, black leather, loaded, lhd. £8,950
1980 633CSI. Met. silver, leather, loaded, lhd. £8,500



1981 323I. Silver, blue cloth, extras, lhd. £4,950
1980 323I. Silver, black velour, BBS, loaded, lhd. £4,950
1980 320. Black, beige velour, extras, lhd. £3,950

ROLLS ROYCE

1974 Bentley Corniche Convertible. Loaded, rhd. £28,950
1971 Corniche. Met. blue, black leather, rhd. £13,500
1970 Shadow I. Gold, cream leather, loaded, rhd. £8,950

FERRARI

1979 308GTS. Rosso red, leather, fully loaded, lhd. £22,950

Units G1 & G2, Carkers Lane, Highgate Rd, Kentish Town, London NW5,

Tel: 01-485 1015/4134. Telex: 262795 TRANS

LOTUS 17 CHASSIS No. 666



1983 BELLINI CHAMPIONSHIP WINNING CAR DRIVEN BY CHRIS SMITH

LOTUS Mk9 EX-LUMSDEN, BARBER

ENQUIRIES TO CHRIS SMITH c/o WESTFIELD SPORTS CARS LTD,
5 GIBBONS IND. PARK, KINGSWINFORD DY6 8XF
0384 279650. TELEX: 335494 WFIELD G.

ATTENTION MEN ONLY

If she has a beautiful body cover her and protect her with a 100% TOP QUALITY COTTO DUST COVER FROM ADRIAN SACKS. Unique semi-tailored covers with elasticated en for sports cars up to 13ft 2in long £34.75, up to 15ft 4in long £37.75, 16ft 9in £39.75. Al available: Semi-tailored covers for saloon cars up to 17ft long £47.75. Intermediate siz 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, Alvi Aston Martin, Austin, Austin Healey, BMW, Bristol, Chevron, Daimler, Ferrari, For Ginetta, Jaguar, Jensen, Lancia, Lola, Lotus, Maserati, MG, Mercedes, Morgan, Porsch Riley, Rover, Sunbeam Talbot, Sunbeam Tiger, Triumph, TVR, Volvo, VW. Affixed to yo cover for only £5. Other emblems a pleasure, add £2.25 per cover p. and p. All prices in 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 engin 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 BD 11QW. Telephone: Bradford (0274) 394147 (office hours) or Ilkle (0943) 602372 evenings and Sundays. ***All overseas enquiries welcom***

Dearne Valley Motors

SOUTH YORKS

SPORTS AND CLASSIC SPECIALISTS

1974 N LOTUS EUROPA BIG VALVE. 5-speed, JPS, full cream leather, beautiful throughout. £3,950
1971 K LOTUS ELAN 2+2. Bright red with black interior, exceptional bodywork, excellent. £3,300
1971 J LOTUS 7 SER IV. Lotus green, full weather equipment, extensively restored. £3,650
1981 X LOTUS SUNBEAM. Black with silver coachband, low mileage, very clean throughout, hilarious performance for only £4,750
1978 TVR 3000M. Maroon with cream coachband, superbly attractive, properly serviced and maintained, awaiting proud owner. £4,650
1978 PANTHER LIMA 2.3-LITRE. White with navy blue panels, low mileage, very good condition throughout. £3,650
1974 MGB GT V8. Chrome bumper, a classic and collectable MG, excellent value for money. £3,695
1979 MGB ROADSTER. Yellow with black hood, meticulously serviced, recent new clutch. £3,350
1982 VOLKSWAGEN GOLF GTi. Five-speed, silver with special decals and motifs, very attractive, low mileage. £4,850
1976 TRIUMPH STAG. Manual/overdrive, blue with tan interior, low mileage, some history, exceptional. £4,650
1978 MERCEDES BENZ 350SE. Metallic chestnut, T-Reg, two owners, full history, beautiful. £5,650
1969 MGC GT. Blue with black leather, overdrive model with exceptional bodywork, classic 'sleeper' on upgrade. £2,750
1984 VAUXHALL ASTRA CELEBRITY. Many extras, fifty miles only from new. £5,450
EXPECTED: 'E' Type 4.2 2+2 1967 Series I in red. Fully restored. Phone for further details.

IMMACULATE SPORTS CARS PURCHASED OR SOLD ON COMMISSION PLEASE PHONE FOR DETAILS

URGENTLY REQUIRED: TVR — MG V8 — ANY NICE SPORTS/CLASSIC CAR
WE ARE ONLY 2 MILES FROM M1 JUNCTION 33-34

0709 95 SHEFFIELD RD, ROTHERHAM 382966

PORSCHE SPARES

MASSIVE DISCOUNTS ON O.E PORSCHE PARTS

	911	*924*
Shock Absorbers (Boge)	Front £34.00	£34.00
(Koni also available)	Rear £34.00	£19.55
Brake Pads (ATE, Jurid)	Front From £9.20	From £16.00
	Rear From £9.20	Shoes £9.80
Brake Calipers (ATE)	Front From £69.00	£46.60
	Rear From £63.00	—
Brake Discs	Front £29.35	£24.15
	Rear £36.80	—
Brake Hoses	Front £6.15	£7.20
	Rear £5.80	£5.35
Master Cylinders	From £48.30	From £54.00
Master Cylinder Repair Kits	From £13.35	£15.56
Caliper Repair Kit	From £3.27	From £2.15
Wheel Bearing Kits	From £10.18	£8.23
	Rear £25.30	£11.45
Clutch Plate (Disc)	72- £69.47	£32.50
Clutch Cover (Pressure Plate)	72- £92.00	£34.96
Clutch Bearing	72- £31.33	£8.97
Clutch Plate (Disc — Sportmatic)	72- £22.56	—
Clutch Cover (Pressure Plate — Sportmatic)	72- £49.22	—
Clutch Bearing	72- £36.35	—
Air Filters	From £7.90	From £5.11
Oil Filters	From £4.33	From £2.58
Fuel Filters	From £8.51	From £8.51

Full range of filters for all Porsche in stock

911 Pistons and Barrels from **£99.95** each. 924 Pistons from **£37.15** (standard and oversize). Big End Bearings 911 from **£14.45** 924 **£12.21** (standard and oversize). Main Bearings 911 from **£31.17** 924 **£21.85.** Inlet Valves from **£7.35.** Exhaust Valves from **£14.66** each. Tensioners **£47.00** each. Timing Chains **£11.84.** Valve Guides **£2.65.** Gasket Sets: Head Sets 911 from **£58.95** 924 **£38.00.** Full Sets 911 from **£115.95.** Valve Cover Gaskets 911 inlet **£1.50** 911 ex **£2.00** 924 **£1.15.** Exhausts: 911 Silencers double skin **£185.00.** Stainless Steel Silencers **£422.00.** 911 Heat Exchangers from **£215.00** Stainless Steel **£405.00.** 924 Front Silencer **£61.60** Stainless Steel **£75.00.** Rear Box and Tail Pipe **£124.25** Stainless Steel **£189.00.** 928 Complete System in Stainless Steel **£599.00.** All our Stainless Steel Exhausts carry a 25 year guarantee. Bosch Platinum Plugs **£1.65** each. W3DP 911 Turbo **£8.95** each.

All above prices include VAT and are correct at time of press

FAST AND EFFICIENT NATIONWIDE DELIVERY

SERIES 9

0773 763396

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



MACDONALD M RACING

(established 1966)

NORTH EAST Morgan distributors

* SALES
* SPARES
* SERVICE
* REPAIRS
* TUNING
* MODIFICATION

*VINTAGE, HISTORIC & CLASSIC CAR SERVICE
*ROLLING ROAD **TUNING** FOR ALL CARS
*RACING CAR PREPARATION & DEVELOPMENT

I and J Macdonald Ltd., MAIDEN LAW GARAGE
LANCHESTER, COUNTY DURHAM. Tel: 0207 520916

Quality used Morgan's in the North

LIFES MOTORS LTD. 0704 31375

ESTABLISHED 1919

MORGANS URGENTLY WANTED FOR CASH



1982 +8, alloy body, many extras, low mileage.
1982 4/4 2 seater white w/w 16,000 miles.
1982 4/4 4 seater, 7,800 miles, many extras.
1981 4/4 4 seater, alloy body, extras.
1976 4/4 2 seater, chrome w/w, seperate beading etc.
1957 4/4 2 seater, red/black interior, tax & m.o.t.

WEST STREET, SOUTHPORT, LANCS. **Morgan dealers for over 50 years**

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

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

MORGAN 4/4 — 2-SEATERS

1971 Morgan 4/4 — 2-seater. Ivory, d/handles, recent repaint.
1972 Morgan 4/4 — 2-seater. Gold/brown leather recl seats, c/w/wheels, d/handles, c/l/rack, radio/cassette, Rally tuned engine, this Morgan has been the subject of a most extensive rebuild, both bodily and mechanically.
1977 Morgan 4/4 — 2-seater. Red/black leather, bench seat, w/wheels, d/handles, b/strap.
1978 Morgan 4/4 — 2-seater. Dark blue/black, w/wheels, d/handles, spots, 20,000 miles.
1979 Morgan 4/4 — 2-seater. Maroon-silver/black leather, spots, b/strap, l/rack, radio.

MORGAN 4/4 — 4-SEATER

1976 Morgan 4/4 — 4-seater. Dark blue/black leather, w/wheels, l/rack, d/handles, spots.
1977 Morgan 4/4 — 4-seater. Maroon/black, l/rack, spots, 18,000 miles, one owner.
1979 Morgan 4/4 — 4-seater. Yellow alloy/black leather, w/wheels, b/strap, 21,000 miles.
1981 Morgan 4/4 — 4-seater. Blue alloy/black, w/wheels, l/rack, d/handles, spots, radio, 1 owner, 9,800 miles.
1984 Morgan 4/4 — 4-seater. Red/black, w/cover, b/strap, b/bar, 6,000 miles.

MORGAN PLUS 8s

1973 Morgan +8. Dark blue/black, Private No, 40,000 miles.
1977 Morgan +8. Lightweight, last but one of 18 produced, silvergrey/ alloy/black leather, hard-top, 27,000 miles, most immaculate paint.
1979 Morgan +8. BR Green alloys/black, 23,000 miles.
1984 B Morgan +8. Brunswick Green/green leather trim, 60 miles only, obviously as new.

OTHER SPORTING CARS

1976 Triumph Stag Automatic. Blue, hard & soft tops, 1 owner, 46,000 miles.
1967 Mercedes 330SL, sports. White, hard & soft tops, service history.
1973 BMW 2002 Cabriolet. Red

PACKER-DUNCAN LTD

MIDLAND MORGAN AGENTS

WATERLOO GARAGE, HAGLEY ROAD
OLDSWINFORD, STOURBRIDGE.
TELEPHONE STOURBRIDGE 395186



HIRE ONE!



FROM SPORTSHIRE
589 8309



The London Morgan Distributors

July the month you realize that was made for the **Morgan** car. Roof down, blazing sun, wind in the hair etc. (We write this copy in June so here's hoping the weather does actually get warmer.) This month for a change we will talk about the **Morgan** 4/4s before the **Morgan** Plus 8s and in reverse order. First therefore is our 1973 **Morgan** 4/4 4-seater finished in Royal Ivory with black leather interior, wire wheels, luggage rack, door handles, 36,000 miles. This **Morgan** is in really good condition and was supplied by us to its last owner. Another **Morgan** 4-seater is finished in Signal Red with black interior, folding and reclining seats, wire wheels, rear fog lights, rivenhead material hood and tonneau, tow bar, 35,000 miles, radio. The Number plate of RED 444 does not go with it. Built in 1979. Another **Morgan** 4/4 2-seater also finished in signal red with wire wheels, luggage rack, door handles etc was built in 1981. A year later was built in Ice Blue another **Morgan** 4/4 2-seater with black interior, luggage rack, rostyle wheels, door handles, bonnet strap, spare wheel cover, folding windscreen, radio cassette, 27,000 miles. With a further two years passing by our next **Morgan** 4/4 2-seater was built in Nut Brown with rostyle wheels and black interior. This **Morgan** has had one owner from nouveau and he has only driven the car for 2,000 miles. **Morgan Plus 4 Coupé** 1961 in Green. Who said that??. Moving quickly on to our **Morgan** Plus 8s we have three to chose from. 1974 **Morgan** Plus 8 in White with black leather interior, roll bar, chrome luggage rack, bonnet strap, door handles, brown hood and tonneau cover. 1977 **Morgan** Plus 8 in light blue with stone leather interior carefully maintained car, supplied by us, 30,000 miles, folding and reclining seats, fold flat windscreen. 1980 **Morgan** Plus 8 in Mustard Yellow with black leather interior folding and reclining seats, ally body, door handles, luggage rack, locking fuel caps, 18,000 miles, two owners from new. Last but not least is a 1983 **Morgan** Plus 8 in Maroon red with black leather interior, 24,000 miles, wooden dash with matching steering wheel. Another **Morgan** supplied by us. Genuine **Morgan** spares and acessories supplied either here in South Kensington or in the post so if you have a problem with your **Morgan** come and see us and if you have a problem because you haven't got a **Morgan** the answer is the same.

morris stapleton Reece Mews, London SW7 01-589 6894

FOR SALE — continued

RS1600i, 1983. white, one owner, 22,000 miles. Tints, sunroof, electronic aerial, RS dealer maintained. First Class condition throughout. £6,750. Tel: (0603) 811954. (85690

LOTUS SUNBEAM. Y-reg 1983, moonstone / black, 11,000 miles, fabric sunroof, tinted windows, driving lamps, electric aerial, stereo radio / cassette, lucas alarm, never raced / rallied, vgc. £5,250 ono. Tel: 0752 666363. (85691

MGB GT V8. 1973 in white, chrome bumpers. A low mileage example of one of the real MG sportscars for sale on customers behalf at £3,650 ono. Dealer facilities. Tel: Cotswold (0451) 21463. (85692

AUSTIN SIX. 20 hp van 1929, restored, rewired, coach painted in black & royal blue regency stripe with sign writing. Beautiful appearance defies adequate description. Tax, MoT. £6,500. Cosham 378834, Portsmouth 825390. (85812

THINNING OUT COLLECTION. TR2 Longdoor 1955. Stored many years awaiting restoration. £1,100. TR3A 1960. Generally good. Needs Floors. £2,200. Ashley 1172 Sports. Fibreglass body on Ford chassis £425. Jaguar Mk 7M complete less windscreen for restoration £425. Cardiff (0222) 761774. (85516

FERRARI 308 GT4. 1979(V). 17,000 miles, red, tan leather, fsh, wide wheels radio cassette, air conditioning, immaculate and original condition, must be among the best available, hence £15,500. Tel: Bourne End (Bucks) 20663. (85685

TRIUMPH GT6 MK3. 1972L white, full spec, 64,000, genuinely excellent, but owner aged, 021-705 2404, evenings £2,100 ono. (85686

DATSUN 240Z. White, 58,000 miles, rust free, excellent condition, one owner. £1,650. Tel: East Knoyle 202. (85944

FOR SALE — continued

1973 2.7 CARRERA. RS Touring, chassis No 911 360 0814, fsh, lhd, offers circa £14,000+ (duty paid). Serious buyers only. Tel: 0608 61047 (after 8th July). (85817

ALPINE RENAULT A110. 1300 1973, fitted roll cage, DCOE Weber, new MoT, good condition £4,000. Tel: Godalming 21644. (85818

ASTON MARTIN. 1949, DB2 engine, gearbox and carburettors. £1,500. Tel: J. Taviner on 021-643 2541 (days), 021-707 1734 (evenings). (85942

JAGUAR S-TYPE 3.8 MKII/E-Type. Many engine parts for both. Four doors, bonnet, boot, bumper (S-Type). 1947 BMW three-litre CSI, pas, ac, severe frontal damage, engine intact. Offers. Tel: 0366-387762. (85943

AUSTIN CHUMMY. 1927, dismantled, body rebuilt, engine overhauled, all correct parts, complete except hood, rear seat, bonnet. £1,750. Tel: Kegworth 2778. (85945

FIAT BALILLA. 1935, Irish registered TT car, dismantled but lots of work done; new alloy long wings, other bodywork original; close gearbox, original wheels. £3,500. Tel: Kegworth 2778. (85945

MGB GT. 1975, body fully restored, excellent engine, low mileage, spotless damson paintwork, black Webasto sunroof, bumpers, spoiler. Other extras include overdrive, radio, chromed wheels. MoT May 1986, taxed December. £3,000. Tel: High Wycombe (0494) 712710. (85946

JAGUAR 340 SALOON MK2. 1968, dark blue, red upholstery, original car throughout, Jaguar specialist maintained. £2,500 ono. Tel: Melksham 702658 (Wilts). (85948

VAUXHALL 30/98 Velox tourer in course of construction from parts, complete major assemblies including coachwork. Swansea registered, sale due to work abroad. Tel: 0642 783119. (85949

FOR SALE — continued

AUSTIN/JENSEN A40 SPORTS. Registered 1952, based on the A40 Devon chassis four-seat convertible, alloy body by Jensen, white with red trim, completely restored, fitted new hood and tonneau. Attractive looking car. £3,500. Tel: Haslemere 3140 (after July 1st Petersfield 66795). (85947

MG TA. 1936, completely refurbished to high standard, MMM rebuild forces sale. Tel: 04555 2882 or 0533 777719. (85950

VW SCIROCCO STORM. August 1984 (B), immaculate condition, 12,000 miles, metallic brown, electric windows, sunroof, full leather interior, owners height forces very reluctant sale. £7,950 ono. Tel: 0392 217450 (work), 039287 7050 (home). (85951

HILLMAN MINX CONVERTIBLE Series IIIc. 1961, three owners, 25,000 miles, white, black hood, 12 months' MoT, immaculate condition. £2,000. Tel: Goudhurst 0580 211711. (85953

MASERATI KHAMSIN. 4.9-litre, five-speed, private number, red with black leather trim, beautiful Italian classic, absolute bargain. £8,595. Tel: 01-950 4483. (85954

E-TYPE ROADSTER. 1962, 3.8, carmen red, 280 photographs of two year professional restoration, original log book, some history, truly immaculate. £12,000. Tel: Brentwood 232992. (85955

JAGUAR E-TYPE V12 Roadster. Left hand drive, 800 kilometres, finished in Sebring red with biscuit interior and matching hood. The coachwork, interior and mechanics all sparkle as new. £21,000. Tel: 02216 2721. (85956

1938 LAGONDA V12 SPORTS SALOON. Short wheelbase, black body with original brown leather interior which is in excellent condition. Engine overhauled 5,000 miles ago, owned by same family from new and always maintained regardless of cost. £15,000 o.v.n.o. Tel: 025-126 2589. (85825

FOR SALE — continued

UNIQUE Fulcher-Constable MIDAS. Beautiful 1983 hand-built 1275 cc Midas. Interior designed and built in Connolly leather by coachbuilders Fulcher-Constable of Norwich. Unique, economical, fast, luxurious and reliable. Cost £12,000. Best offer over £5,500. Full details tel: 01-760 5768 (daytime) 01-642 5372 (eves). (85552

FERRARI 365 GT 2+2 1969 91,000 miles, Metallic Grey, MoT. May 86. Superb bodywork, £13,500 ono. Tel: Maidenhead (0628) 75657. (85583

NOVA. Original A.D.D. Product. Unmatched high performance sports car. Porsche engine. Newland gears. Connolly leather. Unique hydraulic canopy. Solid rosewood panels. Aerospace engineered. 3,500 hours labour (parts cost approx £12,000). Project completed. Possible part exchange. £7,500 ono. Telephone (Herts) Kelshall 210 or Royston 41108 late evenings. (85584

1933 RILEY MENTONE. Saloon 12 hp six cylinder, 33,000 miles from new, one owner until 1975. In good mechanical condition, bodywork in good condition. Tel: 0624 832586. (85586

RILEY NINE KESTREL. 1933, lovely original condition, utterly reliable everyday transport £4,500 ono. 0386 852787. (85587

TRIUMPH TR6, 1973, Primrose / white hardtop, rebuilt costing £7,500, truly superb, now £4,750 ono. Tel: 0386 852787. (85587

MERCEDES BENZ 350 SL Metallic Red, beige cloth interior, Automatic, PAS, E/windows, self locking, alloys, hard / soft tops, tints, rear seat, radio/cassette, 10 mths warranty spotless throughout, genuine reason for sale £12,000 ono. Tel: Alderby 503 Suffolk. (85588

RILEY RME 2½-litre (Jan 1951), Red / black. Original log. Average / good condition, slight interior attention required £1,750. Tel: Guisborough (0287) 37021. (85621



GOODWOOD– A PRIVATE VIEW

Nelson & Saunders announce the publication of 'Goodwood — A Private View' by the Reads. From 1949 and throughout the 50's Cyril Read took a series of uniquely informal photographs in the Goodwood Paddock. His son Robin, who was also a regular visitor to the Sussex circuit from the first meeting in 1948, has written a detailed commentary on the 100 photographs selected from this private collection.

Featured cars and drivers include:
Allard, Alfa, BRM, Cooper, ERA, ERA-Delage, Emeryson, Ferrari, HWM, Maserati, OSCA, Thin Wall.

Abecassis, Allard, Bira, Fairman, Farina, Flockhart, Gerard, Gonzalez, Moss, Parnell, Rolt, Taruffi.

A must for all vintage and historic racing enthusiasts, ask for 'Goodwood – A Private View' at your usual Bookshop, or if in difficulty order direct from the Publishers (add £1 to cover postage and packing). Access/Visa facilities available.

NELSON & SAUNDERS LIMITED, P.O. BOX 92, COBHAM, SURREY, KT11 2HE.
Telephone: (037284) 4241 or (0234) 712006.

John Britten

Morgan TVR

A young Hells Angel named Mike
Bought a Tasmin instead of a bike
When told that the car
Had no handlebar
He said "Ere mate, I'll drive whot I like"

The demand for **new TVRs** has accelerated so much that a waiting list is developing. Fortunately, your ever resourceful team at Arkley had the forethought to forward orders on your behalf. Soon to arrive a **Series II 350i Convertible,** in Racing Green Metallic with biscuit trim and gold model bands, also a **280i Convertible** in silver with blue cloth interior, and five gears to play with! Another **280i Convertible,** already ordered but there is still time for you to choose your dream colour, so phone right away.

Now is the height of the Summer sports car Season and TVR dropheads must be flavour of the month, judging by the number we have sold in the last couple



of weeks — so if you've got one you want to sell please ring us right away. You'll be amazed at the keen prices offered by our salesmen! The ones we've managed to hang on to at the moment include: **1984B TVR 350i Convertible,** in luscious Mist Blue, which has only covered 2,400 miles, carefully run in, blue interior, your chance to own the latest updated model, with the high powered heater demister system, at £12,500. **1984A, 280i Convertible,** Crystal green, power assisted steering, 13,000 miles, immaculate pedigree, supplied new by ourselves and gently used in the West Country, £10,500 to some lucky person. Also A registered — a **1983 280i Convertible** in startling white, 5 speed, 15,000 miles, supplied and serviced by us yet again, so no skeletons in this cupboard, only £10,000 (you used to be able to buy a house for that!) **1983Y, 280i**

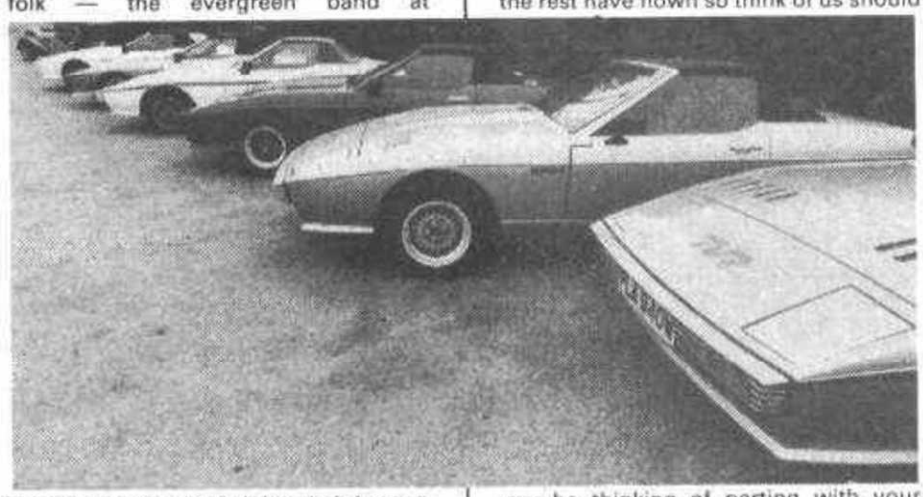


Convertible, Italian Racing red, 5 gears again, £8,950, but may already be sold. **1981W 280i Convertible, automatic,** a must for the City commuter on these hot, cloudless days, gleaming black paintwork and latest type BHS wheels, its looks belie its age (a real Joan Collins car), must be an automatic choice at £7,650. For those who prefer a more solid outlook to life we have a **1980 Tasmin 2.8 fixed head** in Royal Blue with stone interior, a glass sunroof and only 36,000 miles, carefully maintained at the Factory and complete with the late model underfloor exhaust system (to stop your switches melting), the best early **Tasmin** we have ever had, £7,250. Another **1980W** registered **Tasmin 280i hard top** in maroon, 41,000 miles and regularly serviced by our good selves, £5,950. For those concerned over their insurance ratings our **1982X 200 fixed head** will surely fit the bill, star struck





Cosmos Blue, power steering for city parking, only 15,000 miles by its one owner, £6,950. Our M Series stock is headed by a most rare **Taimar SE, 1980** in gold with Compomotive split rims, sunroof, radio cassette, walnut facia completes this stunning car at £7,950. A choice of two **Turbos,** starting with the **1979 Taimar Turbo** in gold, brown modelband, Wolfrace wheels, fabric sunroof, power packed performance, at £5,500. The other is a **1976, 3000M Turbo** in black with white side stripes, petrifying performance for a paltry £4,500! More gold in the shape of a **1978 Taimar,** also with sunroof, radio cassette and alloy wheels, 46,000 cherished miles, £4,750. It's nice to see a **Vixen** here again in the shape of "Mike Barnes's" **69 Vixen** in Bright Orange with sunroof and only he has driven it from 1961 — a truly vintage TVR. Now for an everyday story of Worcestershire folk — the evergreen band at



Pickersleigh Road are doing their best to satisfy the continuing demand for their wonderful traditional motorcar. Isn't it amazing that so many people have tried, and failed, to capture that certain something that an old fashioned, red blooded, British sportscar always had until British Leyland came along and ruined it for everybody, thank goodness for Morgans! New cars still come to us in a steady trickle, but are all alloted to those wise, forward thinking people who had the good sense to get their order in early (Nysha's son's +8 was ordered for him at birth!) However, all is not lost for here today we can offer a **1981X, +8** in Imperial Crimson, our favourite colour, black leather upholstery, 32,000 miles, with one dedicated owner / driver, who liked the burble his stainless steel exhaust gave it, yours for £9,750. A **4/4 2-seater** of 83 vintage, was owned previously by a British Army Captain,



drives by num-bers, coloured Deep Camoflage Green, with wire wheels, radar illusive alloy body and wings, folding windscreen (perhaps he was a tank commander) only 10,000 miles covered on the ranges, using every one of its five forward speeds, £9,950. The condition of our **1981 W registered 4/4** defies even our adjectiverous, abounding description but it is good! Nut brown in colour, wire spoked rims, alloy body and wings, stone interior and weather equipment, 5,400 miles and never a dirty hand laid on her — truly immaculate. **1980V 4/4 2-seater** in black, with red leather upholstery and wire wheels, sold new by us and always returned for its regular services, 25,000 miles, £7,500. The only **four-seater** here today is a **1980** in Padma green, alloy body, brown leather and wire wheels, only 18,000 miles and it won a concourse for its previous owner — all the rest have flown so think of us should you be thinking of parting with your loved one (Morgans only please) — our cheques have never been bigger. Others we've got lumbered with this month are an **1984A VW Scirocco GL** in metallic blue, with alloy wheels, ex-photographic executive, priced at £4,850, and a **'74 Q plated VW Beetle Convertible,** fun for all the family at £3,500. We have two built **Arkleys** in stock this month — a **1970** in bright red at under £1,000 and a **1971K** in Bugatti blue, one of the nicest we have ever seen at £1,750. For those of a more ambitious nature you can build your own using our ever popular **Arkley kit** which is still priced at £390. Things are really buzzing at Arkley this summer so give your helpful team a ring for further tempting news. We eagerly await your calls.

STOP PRESS

Morgan 4/4 1980W. Brown and beige, just in, ring for details.



JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

FOR SALE — continued

TVR TAIMAR. 1978, 29,000 miles, excellent condition, long MoT, sunroof, cloth interior, stereo, stainless exhaust, Halogens. £4,750 ono. Tel: 070541 2343 eves. and weekends (Hants). (85622

BENTLEY CONTINENTAL 1961, James Young Flying Spur. Astral Blue, Grey interior, usual refinements. Excellent condition. £10,950. Tel: evenings 05644 2271. (85624

1970 LOTUS SEVEN S4 160 B.H.P. Vegantune Lotus Twin Cam. £3,500. Tel: Ogmore Valley (0656) 840691. (85623

1921 ROLLS-ROYCE SILVER GHOST. Maroon open 4-seater by Maythorne. Excellent condition following restoration. As new engine fitted for use in film Lawrence of Arabia. Present owner for 25 years. Ill health forces sale. £40,000. Donald Steed, The Badleys, Gt. Waldingfield, Sudbury, Suffolk, or Phone Sudbury 72613 between 5 and 7.30 (evenings). (85625

ALVIS TD21, 1959, Coachbuilt Saloon, automatic, £3,000 spent 1978, unused recently, giveaway £995. Tel: 01-205 0426. (85626

LOTUS ELAN S.2. 1966. A 3½ year rebuild has just been completed, rebuilt engine / gearbox, new suspension, brakes, hood, trim and five new tyres finished in gold leaf colours, it is totally immaculate. £4,500. Tel: (0884) 821257 Devon. (85628

RILEY 4 DOOR TOURER 1929, excellent condition, recent engine rebuild, taxed and MoT. £6,500 ono. Pulborough 3896. (85629

LANCER TURBO 2000. White, 1982, one owner, 30,000, stereo, new tyres, super example of limited edition. Excellent bodily, mechanically and reliability. £4,450. Tel: Great Missenden 3445. (85009

LOTUS ELAN 2+2 130/5. 1974, J.P.S. Commerorative Edition, Oatmeal trim, Sundym glass, £4,250. For details please tel: Inverness (0463) 790737 / 790506. (85821

LAGONDA 2-LITRE SUPERCHARGED 1930. Tourer, Black fabric body, green Connolly hide interior, black cycle wings and bonnet, very original car in concours condition. Zoller blower, P-100 bullseye headlamps, Diamond Radiator stoneguard. Well known club car. £18,500 o.v.n.o. Tel: 025-126 2589. (85825

ALFA ROMEO 2000 SPIDER, 1975, yellow, excellent condition, fully remetalled and repainted. £4,500 o.n.o. Possible Alfa part exchange. Tel: Whelan 0903-753579 (Sussex). (85826

RILEY LYNX 1934, Four door tourer, fully refurbished including rebuilt 9 engine, repainted, retrimmed, etc. In excellant condition. Road fund and MoT. £6,250. Tel: 0373-830108. (85827

1968 MK1 AUSTIN Cooper 'S', in original specification, as supplied by the BMC Special Tuning Dept, Abingdon, with straight cut box, 1293cc engine, BMC matching reclining bucket seats, etc, tartan red / black, 55,000 miles, two owners from new, on blocks from mid 79 to late 84 when overhauled with MoT. A classic car and collectors item, for sale by tender. For further information and details of viewing, contact Stuart Glass on 01-727 3121. (86185

GN SPECIAL, Historic sprint car, fitted with 2 Ariel 1000 cc engines with supercharger, potential 100 hp per 5 cwt, £5000. Tel: 03745 4174. (86186

WOLSELEY HORNET Special, Eustace Watkins tourer, the prettiest of all Hornets, £5,000. Tel: 03745 4174. (86186

TR2, 1955. Old English White, black leather trim, new weather equipment, immaculate condition, will deliver anywhere, exchange poss. Tel: 0602 234762. (86187

ALFA ROMEO Giulia Spyder, 1964, very low mileage, excellent condition, original hood etc, MoT'd, £2,995. NSU RO80, N-Reg, very good Wankel, could be made absolutely excellent, £995. Greeves Anglian Trials, overhauled, interesting history £450. Tel: 0268 726225 (Essex). (86189

VOLVO 221 ESTATE, 1967, 72,000 miles, second car, rarely used, new exhaust, near immaculate, £1,800. Tel: 01-393 6108 eves or weekends. (86191

FORD PREFECT 1951, 37,000 miles, no rust, original paint, perfect leather upholstery, mechanically good, reconditioned engine, £750. Replies to Box No. 7005. (86192

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

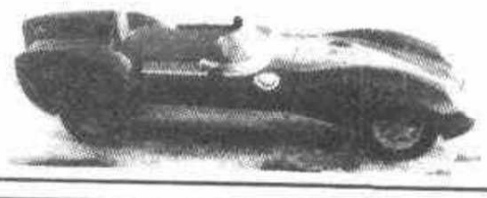
DUNCAN HAMILTON & Co. Ltd.
BAGSHOT (0276) 71010

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

WESTFIELD ELEVEN



1984 replica, 1985 engine, fully roadgoing, 1986 tax, MoT, 120 mph *or* 40 mpg, comfortable, carpeted two-seater ready for touring or racing. Cup winner
Price Guide £6,000
Tel: 021-454 7078 R. Atkinson

maserati

From stock new/used parts for post-war competition cars and six-cylinder production models.
RICHARD CRUMP ● GROOMS BARN ● BULLS CROSS RIDE ● WALTHAM CROSS ● HERTFORDSHIRE ● Tel: Waltham Cross 22121

TR7-TR7-TR7

1982 "Y" Convertible, gold, 15,000 miles, 1 owner.	**£4,995**
1982 "X" Convertible, red, 16,000 miles, 1 owner.	**£4,995**
1982 "X" Convertible, silver, 21,000 miles, 1 owner.	**£4,795**
1981 "X" Convertible, aqua, 17,000 miles, alloys.	**£4,295**
1981 "W" Convertible, opporto, 27,000 miles, 1 owner.	**£3,995**
1981 "W" Convertible, platinum, alloys, 24,000 miles.	**£3,995**

TR7's always required.
Distance no object.
Frederick Charles (Cars) Ltd
82-90 Priory Road, Kenilworth
Tel: 0926 53636

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

Headlinings, leathercloths, 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.

XJS HE

MARCH '82



TWR body conversion Feb '85. One previous owner, 36,000 miles F.S.H. AM/FM radio cassette, cruise control, air conditioning, Sundym. Silver blue over silver grey with black leather interior. Superb condition.
Price includes TWR 515 Plate
£18,250
Tel: 0727 60715

MOTORCYCLE SPORT 50p

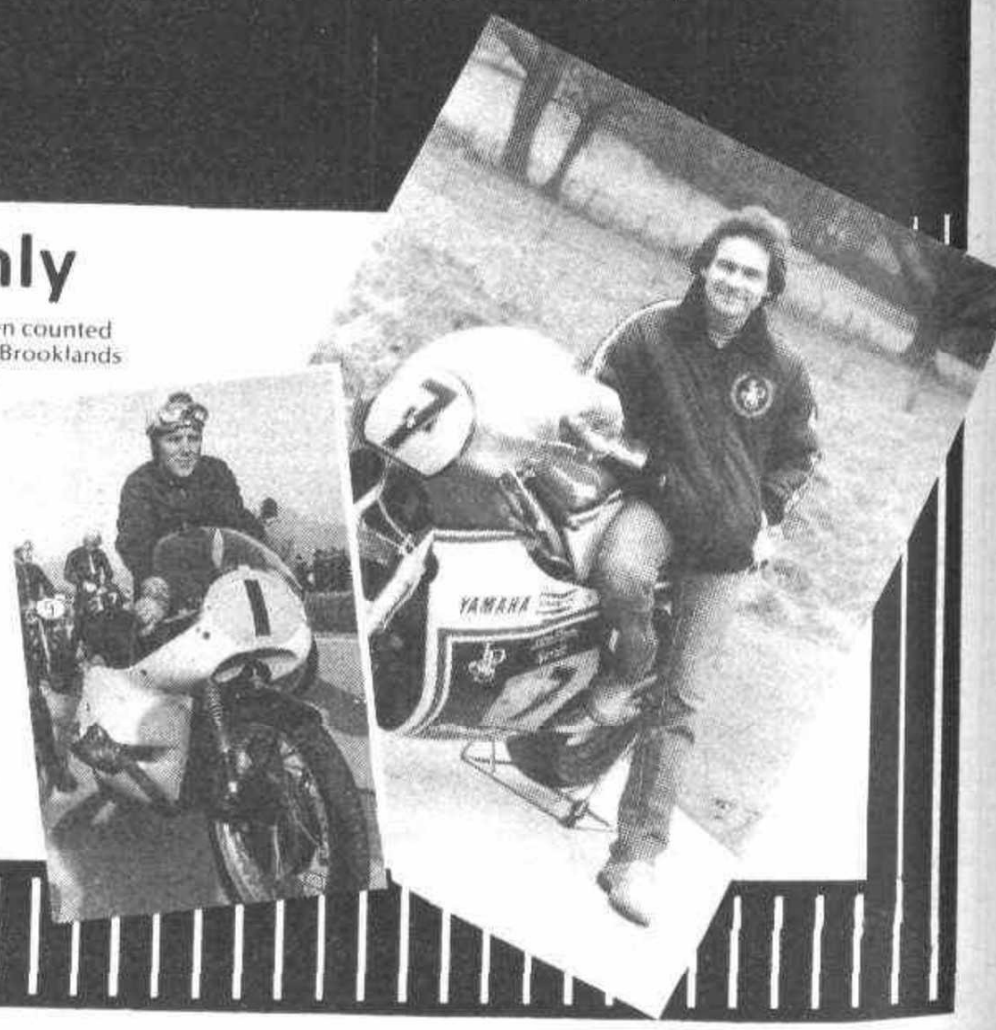
The quality monthly

People who thought the British motorcycle industry had been counted out years ago will be pleased to know that a super sporting "Brooklands 30M" . . . akin to the revered Norton single, but brought up to date with 80's technology . . . is being built at Datchet, a mile or two down the road from England's most famous non-Comprehensive. It is described and road-tested in this month's Motorcycle Sport published on the 7th.

MOTORCYCLE SPORT, currently in its 22nd year of publication, retains a position as a well balanced, well read monthly for the enthusiast, who has a lifetime interest in his hobby.

MOTORCYCLE SPORT covers the broad spectrum of motorcycling, from racing to road tests, touring to technical. A regular feature, On the Market, reviews current clothing, accessories and spares for the benefit of our readership.

Available through your newsagent or by subscription from: Standard House, Bonhill Street, London EC2A 4DA.
A member of the Teesdale group of companies.



HENDON WAY MOTORS

1985 (SERIES) LOTUS ESPRIT TURBO. Silver, 12,000 miles, leather, air cond., one owner.
1983 LOTUS Esprit Turbo. Black, 26,000 miles, ½ leather, air cond., one owner.
1983 (MODEL) LOTUS Esprit S3. White, 19,000 miles, ½ leather.
1982 LOTUS Esprit S3. Red, 28,000 miles.
1982 LOTUS Esprit S3. Silver, 26,000 miles.
1982 (SERIES) LOTUS Esprit S3. Black, 27,000 miles.
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.
1972 LOTUS Elan S4/Sprint. Gold Leaf colours.
1985 MORGAN PLUS 8. Brown, 5,000 miles leather int.
1982 (SERIES) MORGAN Plus 8. Ivory, 12,000 miles only, extras.
1981 MORGAN Plus 8. Brown, 12,000 miles, leather int.
1985 MORGAN 4/4 XR3. 2-seater, blue, 5-speed.
1985 MORGAN 4/4 XR3. 2-seater, red, 5-speed.
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.
1982 FERRARI GTSi. Red, 16,000 miles, leather, deep spoiler, air cond.
1983 (SERIES) FERRARI Mondial QV. Black, magnolia hide, 11,000 miles.
1982 FERRARI 308 GTSi. Red, 22,000 miles.
1981 FERRARI 308GTB. Red, 19,000 miles.
1980 (SERIES) FERRARI 308 GT4. Blue, 36,000 miles.
1973 FERRARI 246 GT. Red, 56,000 miles.
1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.
1973 JAGUAR E-Type V12 Roadster. Manual, BRG, 49,000 miles.
1973 JAGUAR V12 Roadster. Auto, blue, 40,000 miles, two owners.
1984 PORSCHE 911 Carrera Sport Targa. Gold, 9,000 miles.
1984 (SERIES) PORSCHE 911 Carrera Sport Cabriolet. Bronze, 9,000 miles.
1984 (SERIES) Porsche 911 SC Cabriolet. Black, 21,000 miles.
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 Coupé. Black, 39,000 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 (MODEL) PORSCHE 911 SC Sport Targa. Ice blue, full history.
1981 PORSCHE 911 SC TARGA. Pewter, full history.
1981 (SERIES) PORSCHE 911 SC Sports Coupé. Met ice green, 35,000 miles.
1980 PORSCHE 911 SC Sport Coupé. Black, low mileage.
1981 PORSCHE 3.3 Turbo. Met black, 29,000 miles.
1981 (MODEL) PORSCHE 911 SC SPORTS TARGA. Met blue.
1980 PORSCHE 928 S2. Zinc, 6,000 miles, full leather.
1984 PORSCHE 928 S2. Black, 3,000 miles, full leather int, hi-fi pack, Sports suspension, esr.
1983 PORSCHE 928 S. Auto, silver, 23,000 miles.
1982 PORSCHE 928 S. Auto, white, 34,000 miles.
1981 PORSCHE 928. Auto, met black, A/C, history.
1980 PORSCHE 928. Auto, bronze.
1980 PORSCHE 928 S. Auto, met bronze.
1984 PORSCHE 944. Silver, 20,000 miles.
1984 PORSCHE 944. Red, 18,000 miles.
1983 PORSCHE 944 Lux. Guards Red, 15,000 miles.
1983 PORSCHE 944. Met silver, 12,000 miles.
1983 (MODEL) PORSCHE 944. Burgundy, 19,000 miles.
1981 PORSCHE 924 Carrera GT. Black, 26,000 miles.
1983 (MODEL) PORSCHE 924 Lux. Auto, red, 8,000 miles.
1983 (SERIES) PORSCHE 924 Lux. Blue.
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.
1985 AUDI QUATTRO 90. 5,000 miles, tornado red.
1985 JAGUAR XJS 3.6 Coupé. White, 6,000 miles, computer, wash/wipe.
1984 METRO TURBO. Black, 15,000 miles.

NEW SCIMITAR SALES & SERVICE
SCIMITAR PARTS SERVICE

393-395 Hendon Way London NW4 LP3 telephone 01-202 8011/2

FOR SALE — continued

BMW 3-LITRE CSi, lightweight Alpina Coupé, superb collectors condition, 41,000 miles, £8,750. 1980 TR7 in black, 5-speed gearbox, sunroof, alloy wheels, 48,000 miles, £2,950. 1958 MG ZB Varietone, exceptional condition, one owner for many years, £2,950. 1961 Ford Anglia 105E, one former owner, 47,000 miles, £750. Wentworth Motor Co., Fishermans Walk, Southbourne, Bournemouth. Tel: 0202 425606 (Trade). (86190

MORGAN 4/4 1979, two seater, red, black interior, wire wheels, 18,000 miles only, excellent condition with long MoT, £6,000. Tel: 061-427 1876 (Plus 4). (86193

DELLOW MKI, 1951, *silver / black, restored* condition with original side valve engine etc, £3,250. Tel: 061-427 1876 (Plus 4). (86193

SAAB 900 TURBO, 1984 (B), 5 door, 5,000 miles, walnut metallic, sunroof, stereo radio / cassette, rear spoiler, all usual extras, plus more fitted, just superb, £8,000 for quick sale. Tel: Canterbury (0227) 831352. (86196

1937 RILEY KESTREL, 12 HP, six light touring saloon, £4,000, for details. Tel: Ipswich (0473) 212883. (86197

MORGAN 4/4 4-seater, 1982X, royal ivory, dark brown leather, matching hood, wire wheels, aluminium body and wings, 17,000 miles, one owner, £8,500. Tel: 0984 32405 (Somerset). (86198

BENTLEY (W.O.), 30-98, or Bugatti, will exchange 3.3 Turbo Porsche plus cash for right car. Tel: 0204 494377 eves. (86199

E-TYPE, 66. 4.2 2+2 auto, original, all documents from new, 26,000 miles warranted, full history, real investment at £7,995 ono. Tel: Shrewsbury (0743) 77642. (86200

LOTUS ELITE, 1964, Reg 5520 D, Ford engine, steel wheels etc, not running, immaculate body, sensible offers. Tel: Lewes 479388. (86205

FOR SALE — continued

MERCEDES 280CE, Coupe, 1974, electric sunroof, stereo, good condition, £2,500. Tel: Wem (0939) 33360 (Shrops). (86201

TR6, 1972, 150 bhp, yellow, h/s tops, original, 4 new tyres, MoT April 1986, needs detailed attention, £2,250. Tel: 01-627 3572 eves. (86202

DAIMLER SOVEREIGN 1969, excellent condition, owned by one family from new, sable with cinnamon interior, new fuel tanks and all suspension parts last year, maintained to full working order throughout, £1,500 ono. Tel: Maidstone (0622) 51844 after 8pm. (86203

LHD MERCEDES 230SL, 1965, £7,950. LHD Mercedes 280SL, 1968, £8,450. LHD Mercedes 350SL, 1973, £8,350. LHD Mercedes 280SL, 1978, £11,750. All cars left hand drive, both tops and in excellent condition. Tel: Dorking 883795. (86204

F2 LOTUS 69, ex-Ikuzawa, HSCC eligible, as raced this season, offers to: W. Patterson, 8 Colby Park, Belfast 8, N.I.. Tel: 0232 665196. (86206

LHD MERCEDES 380SE, midnight blue, greay leather, electric sunroof and windows and more, £11,950. Tel: Dorking 883795. (86207

CLASSIC MGB Roadster, 1962, iris blue, wire wheels, low mileage, immaculate, concours condition, offers. Tel: 021-478 3634. (86208

LOTUS EUROPA SPECIAL. 1974, yellow, JPS specification, running-in, factory 150 bhp engine and overhauled gearbox, MoT June 1986, 59,000 miles, excellent condition. £4,500 ono. Tel: Canterbury 453056 evenings. (86298

MORRIS EIGHT SERIES E. 1939 saloon, one owner 1970, original warranty, drivers manual, colour brochure, some spares, reupholstered, taxed, MoT. £1,000 no offers. Tel: 0274 612512/812952. (86297

FOR SALE — continued

MORGAN 4/4 4-SEATER. Delivery mileage, red, wires, most extras. £11,500. Tel: 021 454 6769 (day), 0734 783164 (eve/weekends). (86302

VW SCIROCCO GTI. 1982, black/red trim, genuine 19,000 miles. This elegant car is in superb condition and has sunroof, stereo and factory extras. £5,500 ono. Tel: 0227 455863. (86301

MG TWIN CAM COUPÉ. 1959, original, sound, running order, no rot. £3,500. Tel: 0691 72 659. (86300

MASERATI MERAK. 1977, cherished number, good condition for year. £6,450. Tel: 0562 740900 *(daytime), Stourbridge* 394945 (evenings). (86299

RILEY LYNX TOURER. 1933, black, red leather, history, engineer maintained, immaculate, photos. £7,200 ono. Tel: 0823 46613. (86296

LOTUS ELEVEN CLIMAX. Club chassis 285, Reg. No. WAC 849, some history, ex-John Turvey, rebuilt, repanelled by Williams Pritchard, taxed, MoT, vgc. £12,000. Tel: Calne (0249) 817338. (86294

SPECIALIST CARS OFFER: Ferrari 308 GT4, 1974, fabulous, £5,950. Lamborghini Urraco, 1973, rebuilt engine, black, £6,250. Porsche 911 Targa, air conditioning, lhd, white/leather trim, £5,950. Porsche 911S, gold, history, £4,250. Porsche 924, history, 1978, white, £4,250. Aston Martin DB6 Vantage, requires restoration, fabulous engine, £4,250. Maserati Ghibli, totally rebuilt, red, new white leather, £14,950. Lotus Elan DHC, cherished number, totally rebuilt, £3,950. Lotus Elan S3 FHC, enthusiast's car, £2,950. Daimler Dart, black, excellent mechanics, fabulous condition, £3,750. TR3 A, 1959, signal red, retrimmed, £3,250. Appointments only, export a pleasure. Tel: 021 778 2111 (9 to 5), 05646 2523. (T)(86293

FOR SALE — continued

MGC ROADSTER. 1968, red, soft/hard tops, beautiful rebuilt car. £3,750. Tel: 0767 260175. (86292

E-TYPE V12. 76,000 miles, three previous owners, stereo, English white, beige interior, £1,100 spent on engine, MoT, taxed, lovely car in excellent condition. £4,950. Tel: 01-950 3902. (86291

280ZX TURBOCHARGED. 1981, immaculate, silver/blue, one owner, Datsun serviced, stereo, 42,000 miles. £3,950. Tel: Bristol 734231 (home), 0454 322766 (office). (86290

MGC GT. 1970, rebuilt engine, wire wheels, sunroof, s/s exhaust, interior retrimmed, *good all round.* £2,500. Tel: Peasmarsh (079721) 345. (86289

RARE CONVERTIBLE Alfa Romeo GTC. 1967, twin cam, five-speed, four-seat, red, tan trim, Bertone/Superleggera coachwork, superb. £4,950. Tel: 09327 86819 (day), 0932 223213 (eve). (86288

JAGUAR XJS MANUAL. Rare, superb condition. £3,450. Tel: 0932 223213 (eve), 09327 86819 (day). (86288

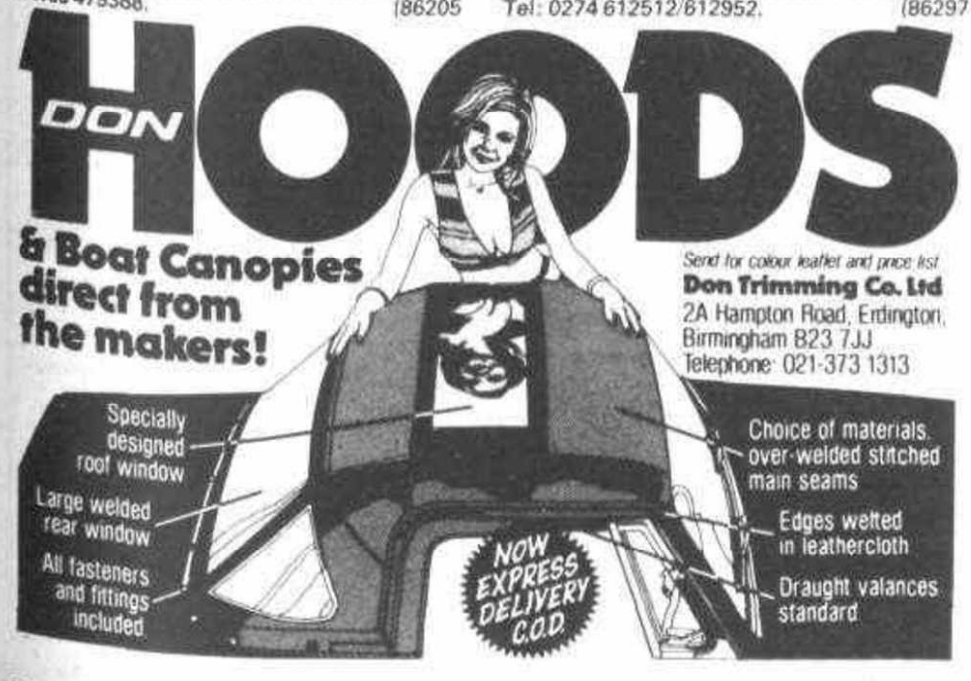
PORSCHE 924 LUX. 1983, black/oatmeal, 18,500 miles, perfect condition, away until 13.7.85. Offered at trade-in price of £9,100. Tel: 0449 720930 (Suffolk). (86286

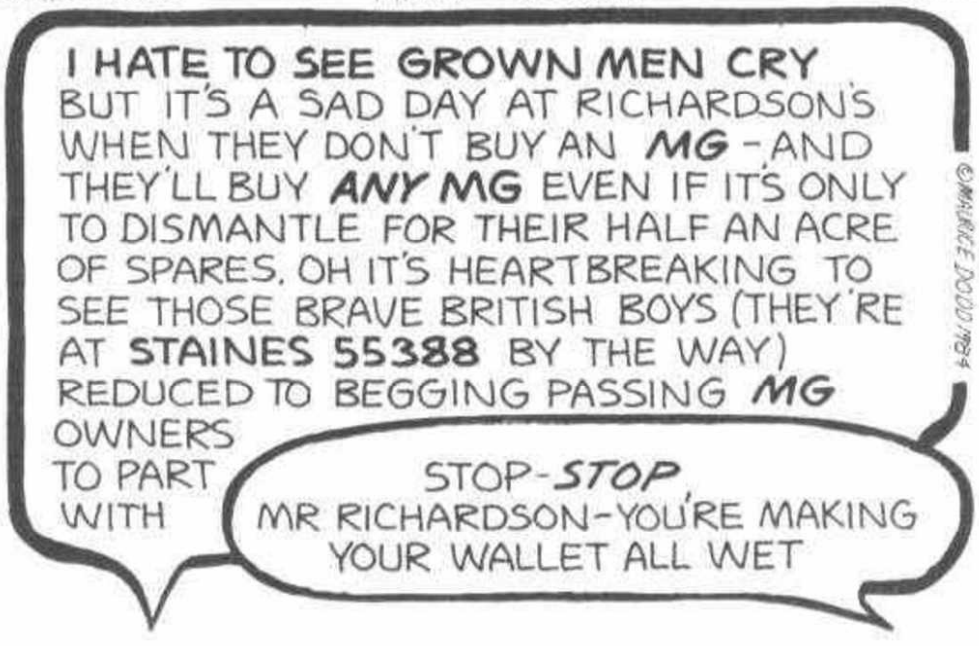
RELIANT SCIMITAR. 1974, overdrive, excellent condition, no faults, MoT, taxed. £1,400. Tel: Bournemouth 0202 304601. (86287

VANDEN PLAS 4-LITRE "R". 1967, Rolls engine, genuine 49,000 miles from new, beautiful car, taxed, MoT. £1,500. Tel: Bournemouth 0202 304601. (86287

LOTUS ELAN SPRINT DHC. 1971, yellow/white, new chassis, reconditioned engine etc, immaculate finish, one owner from new. Must sell to best offer. Tel: 0609 5245. (86282

TR7. 1981, Convertible, genuine 9,000 miles, one owner, summer use only. £3,600. Tel: 0872 862373. (86281





ANGOULEME 85
circuit des remparts

21 and 22
SEPTEMBER

5th
EUROPEAN
CHAMPIONSHIP
OF VETERAN AND
VINTAGE CARS

CHALLENGE **REMY MARTIN**



open to particularly fine automobiles

1st prize :
YOUR WEIGHT IN COGNAC

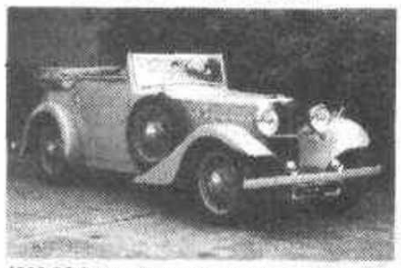


Winning automobile of the 1984 Championship

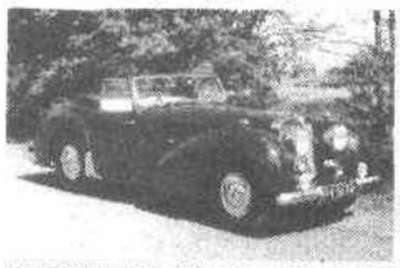
information and applications :
Association du Circuit des Remparts - Hôtel de Ville
16016 Angoulême (France) - Tél. : (33) 45 38.98.44

MOTOSPOT

NORTH KILWORTH, LEICS LE17 6EP.
(Just off J1 M6 or J20 M1)



1933 AC 2-Litre 3 pos. drophead £7,450
1929 AUSTIN 7 Gordon England Stadium Sports £4,450
1927 AUSTIN 20/6. Mulliner saloon £5,995
1928 AUSTIN 7. Chummy £4,200
1929 MORGAN JAP V. Family £5,250
1936 MG PB. Excellent £7,950
1973 LINCOLN V12 ZEPHYR £7,950
1909 CHATER-LEA 500 M/cycle dated £2,500
1922 AJS 350 M/cycle. 2,000 miles



1949 TRIUMPH 2000 ROADSTER. Mint £6,800
1930 SINGER JUNIOR TOURER. V. Pretty £4,250
1969 MGC GT. 55,000 miles, superb £3,550
1952 HEALEY Abbot convertible £4,450
1955 DAIMLER Conquest Roadster £6,200
1928 HUMBER 14/40 TOURER £7,150
1936 BSA Scout Sport (4 wheel) £4,500

MORE HERE AND WANTED
ALL SOLD *PROPERLY* SORTED, SERVICED
MoT'd READY TO USE.
TO VISIT RING 04555 2548 10am-8pm.

1922 SILVER GHOST
Baker de Ville

Excellent condition
Extensive
mechanical overhaul
including complete
engine rebuild by
Coldwell
Engineering of
Sheffield
Bills available

£29,990

Telephone
0621 740136
After 6pm

Over 30 years constant involvement and experience with veteran vintage sports/racing 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.



1967 Mercedes 300SE Coupé *ready for full use, MoT, reliable, fast, elegant. Another rough car the same available for spares or restoration.*

Rolls-Royce 1930 *... fixed coupé by Thrupp & ... SOLD ... the car has had two previ... known owners.*

1939 Rover 12 Sports Saloon *for restoration.*

1925 Rover *twin cam 16/50 twin camshaft prototype sports saloon V-windscreen, 2 door, fully restored and very rare.*

Two rough **1935 MG P types** *for restoration.*

1969 Aston Martin DBS *sound needing some restoration but excellent car & a sound investment.*

1927 Citroën B12 Tourer *with spares, nice car for restoration.*

1924 Fiat 519 Weyman 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.*



1948 Jaguar *1½-litre sports saloon completely original car needing full restoration but in generally sound condition.*



1903 Stevens-Duryea, *full 4 seat Brighton Run car, VCC dated, 20hp twin cylinder, in mint concours after extensive rebuild of an original car.*

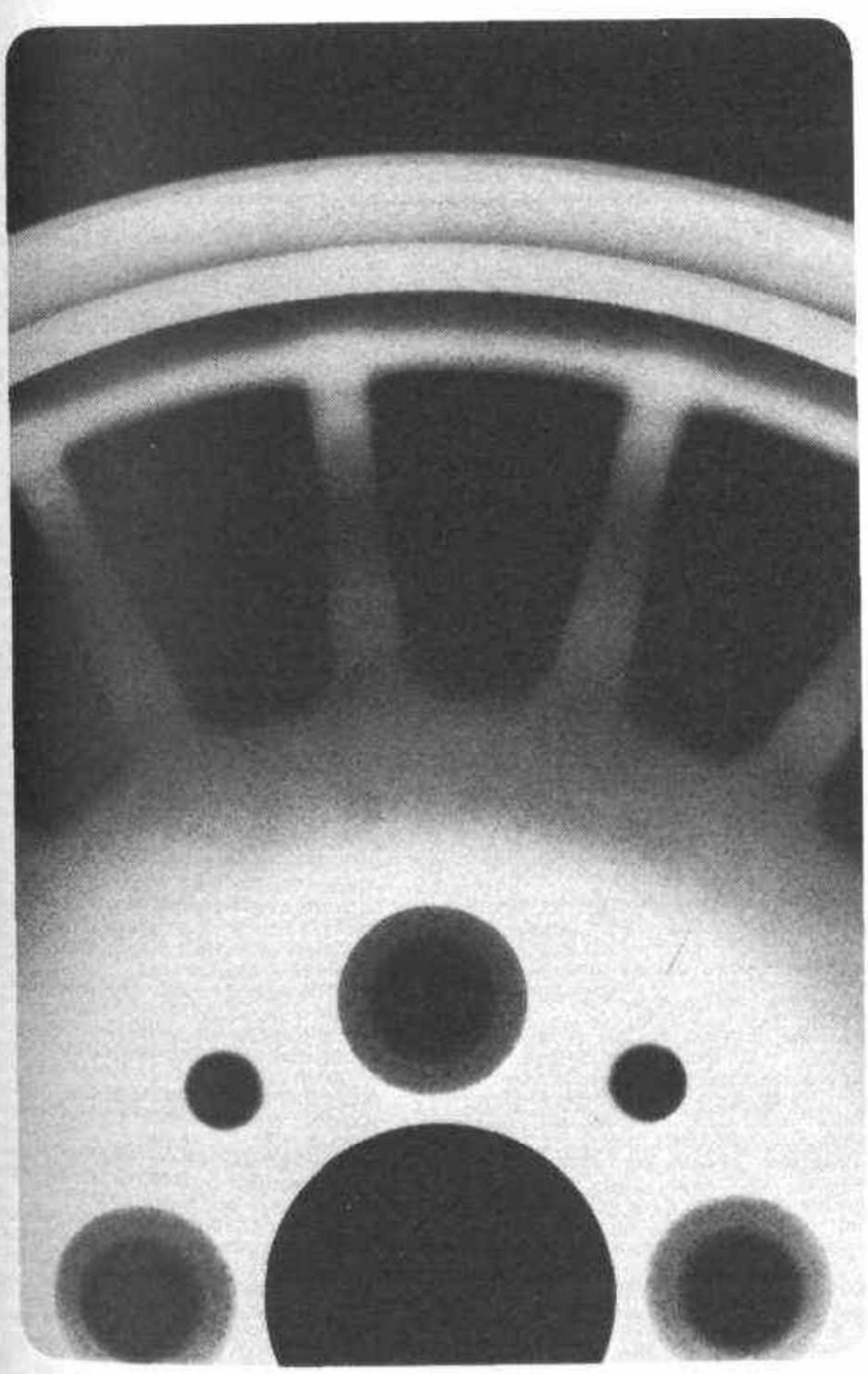
1933 Singer Le Mans — *available, completely original car needing full restoration but in generally sound condition, chassis etc, bodywork stripped for paint. A car with good provenance and worth the time and money involved.*

1939 Vauxhall 12 *Saloon, mint original condition, ideal for agent showroom or daily use.*

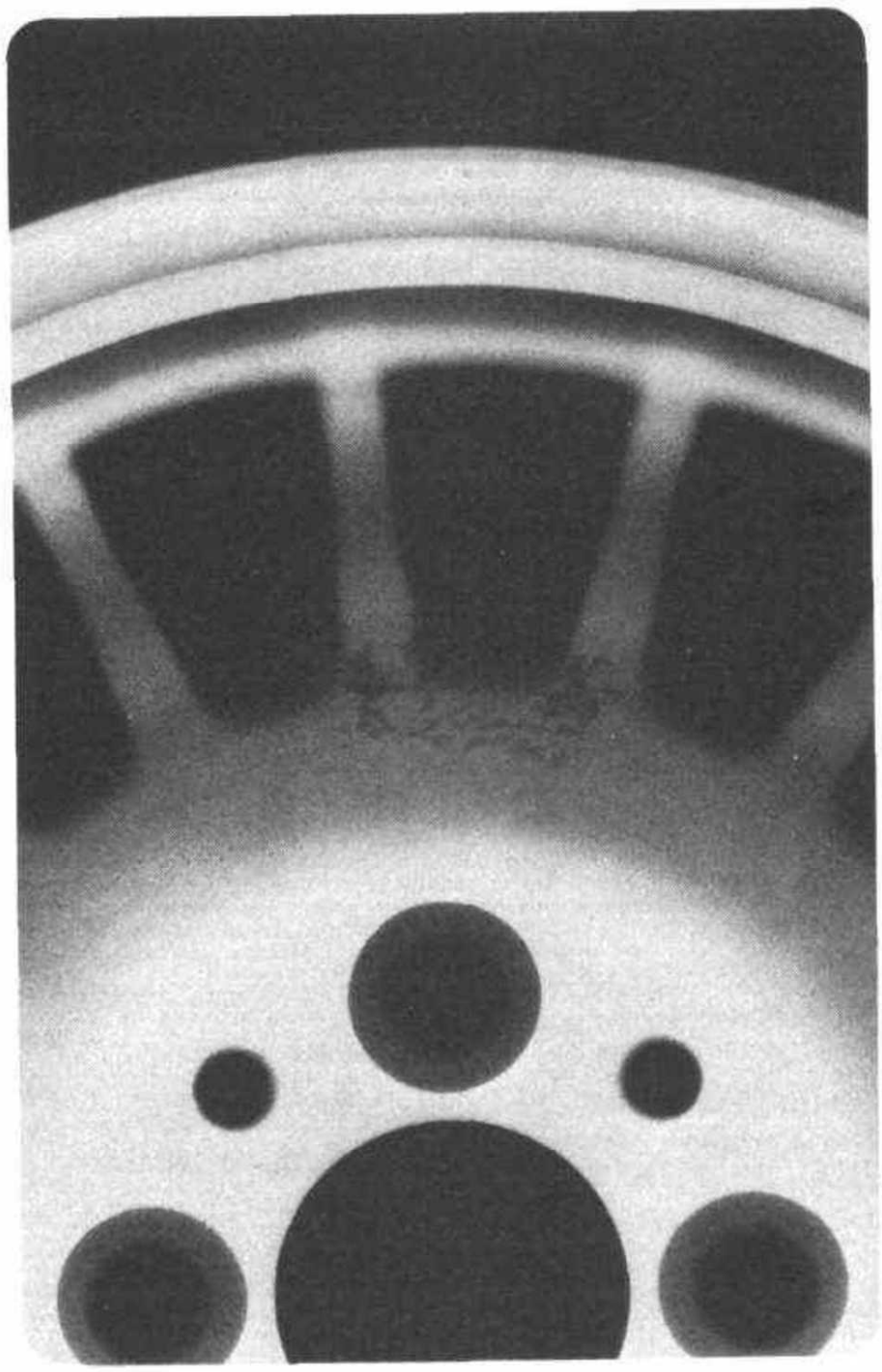
VETERAN, EDWARDIAN, VINTAGE CAR & MOTORCYCLE SPECIALIST

WCRS

IF YOU HAD X-RAY EYES, YOU'D SEE MORE THAN A DIFFERENCE IN PRICE.



A GENUINE BMW ALLOY WHEEL.



A CHEAPER ALTERNATIVE.

If you've ever wondered why a genuine BMW alloy wheel costs rather more than some alternatives, these X-Rays should make the reason clear.

Whilst the two wheels may look much the same on the surface, the X-Ray shows that the cheaper version is not all it's cracked up to be.

And it's those invisible faults in the structure that make the difference between a wheel that's unsafe and one you can stake your life on.

Because every single alloy wheel is X-Rayed first, there's precious little chance of a faulty one ever leaving the factory.

And the X-Ray test is only one of dozens of safety tests BMW insist on.

BMW alloy wheels are constantly torture tested to prove their mettle.

Some are subjected to hundreds of impacts against a kerb; others have to bear stresses that would warp any lesser wheel.

BMW also simulate driving with over twice the 'maximum' load, on wheels which are set at the wrong angle.

Indeed, they have even gone to the lengths of creating a computerised test rig which reproduces the effect of driving round the 22½km Nurburgring race track – the toughest in the world.

It all goes to prove that BMW wheels, like all BMW genuine parts, are built to perform to the limit.

Anyone can produce lower cost parts, just by lowering the standards.

And no doubt they'll claim that, in pursuit of perfection, BMW go too far.

But now you've seen through a cheap alloy wheel, how far would you like to go on that?

THE ULTIMATE DRIVING MACHINE.
(KEEP IT THAT WAY)

FOR THE NAME OF YOUR NEAREST BMW DEALER RING 01-897 6665 OR WRITE TO BMW INFORMATION SERVICE, PO BOX 46, HOUNSLOW, MIDDLESEX.

All but one of our cars advertised in last month's issue have now been sold so we therefore are particularly keen buyers of 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).

FOR SALE — continued

DAIMLER DART C-SPEC SP250. 1963, totally renovated, re-upholstered, magnolia leather/blue piping, resprayed midnight blue, re-carpeted Wedgewood blue, rechromed, new hood, tonneau, hood cover in magnolia, works hard top (relined), s/s exhaust, r/pinion steering and servo-assisted brakes, absolutely superb condition. £6,950 ono. Tel: 0727 61499 x 24 hours. (86285

TRIUMPH DOLOMITE SPRINT. 1980, W-Reg., 53,000 miles, excellently maintained, undersealed, taxed, MoT. £1,650. Tel: 0943 601951. (86284

MORRIS TRAVELLER. 1965, green, beautiful, 69,683 miles, one owner Vicar, excellent woodwork, garaged throughout, MoT. What offers over £1,500. Tel: Exmouth 279595. (86283

ALVIS SPEED 20 Charlesworth Sports Saloon. Complete, sound car, requires restoration. £2,950. Tel: 0242 673134 (Glos). (86280

PIPER P2. K-Reg, one owner, low warranted mileage, rare collector's car, recent complete restoration, now better than new, year's MoT. £3,250 ono. Tel: 0420 34709. (86279

E-TYPE SERIES I 4.2 Drophead Coupé. Red, good condition, full history. £6,500. Tel: Sunbury 61245. (86278

GOLF GTI 1800. 1983, A-Reg, Mars red, factory sunroof, twin headlamps, stereo, 18,000 miles, well cared for example. £5,500. Tel: East Grinstead 27077. (86276

TR3A 1961, Red, cream interior, overdrive, 72 spoke chrome wires, new tyres, body, chassis, immaculate. £3,950. Tel: Maidenhead 31332. (85958

LOTUS ELITE 1978, red with black velour, 42,000 miles, NCT's, 5 speed, alloys, tints, stereo. £4,000. Tel: Bishops Stortford (0279) 731542. (85959

1928 AUSTIN Seven Chummy, two owners from new, extremely original, very good condition, award winner. £4,750. Box No. 7003. (85960

TRIUMPH ROADSTER 1800, above average condition, full MoT, only used summer, mostly original, this very attractive open tourer has dickey seats and is now much sought after. Seen south Shropshire. Tel: after 7 pm, Richards-Castle 623. £3,500 ono. (85961

1933 ROVER Meteor Speed Twenty, unique James Young Sports Saloon, restoration project 95% complete. Tel: Loxwood 753195. (85970

FOR SALE — continued

MGA 1600 Roadster, 1960, one owner 15 years, good condition. £3,500. Tel: Tavistock 832741. (85962

PORSCHE 911 SC Sport Coupé, 1981, light metallic blue with berber trim, pdm, 25,000 accident free miles, one owner from new, still looks and drives like new car. £16,400. Tel: daytime 05435 77904 evenings 021 384 3292. (85966

MG ZA MAGNETTE, 1956, Goldseal engine, s/steel exhaust, new tyres/clutch, MoT/Taxed 11/85. £450. MGA 1500 fhc, 1958, three owners, full history. MGA twin cam roadster 1959, ex Crosfield Lightweight Racer. Complete Restoration required. Offers. Tel: 021 478 3634. (85967

MGB GT V8, 1974, Citroën, 56,000 miles, front and rear spoilers, headlamp cowls, sunroof, towbar, stereo casette radio, spare set Cobra supaslot wheels and tyres, exceptional condition throughout. £4,250. Tel: Northampton 881694. (85968

TR6 1973, 44,500 miles, colour mauve, pristine condition, royal Doulton smoked glass windows, hard top in white vinyl, lined black velour, has been exhibited. Tax and MoT till September 1985, must be seen to be appreciated. £4,900. Tel: (04023) 43303 days, (0268) 415928 evenings. (85972

1934 RILEY IMP Ulster Bodywork, totally professionally rebuilt concours winner. Close ratio manual box, present owner 12 years, immaculate, sensible offers, might p/exchange. Tel: Welwyn 4127. (85973

XJS V-REG, 40,000 miles, Jaguar maintained, refrigeration, quick sale. £4,150. Tel: 01-205 3458. (85976

FERRARI 308 GT4, 1979, V-Reg, red, excellent condition. £11,000 or exchange Lotus Esprit up to £8,000. Tel: Leic 738634. (85974

STAG, 1976, 56,000 miles, white in good condition, original V8 engine, auto, hard/soft top. £2,450. Tel: Hope Valley 0433 50526. (85977

1928 AUSTIN CHUMMY, restored to a high standard, finished in yellow and black, 12 months MoT. £4,250. For further details Tel: St Cross (098 682) 347 Suffolk. (85980

TRIUMPH STAG. 1977, white exceptionally nice condition, soft and hard tops, new pas rack, recent exhaust, alloy wheels, MoT, taxed. £3,450 ono. Tel: Saddleworth 71487, evenings only. (85981

XR31 ESCORT, Y-Reg, one owner, immaculate, executive pack, £4,800. Tel: Swansea (0792) 203639 eves. (86233

FOR SALE — continued

ASTON MARTIN DBS, Straight 6, storm red, engine overhauled, new clutch, got to be seen to really appreciate, not excessive at £6,000. Taxed and MoT. Tel: Saddleworth 71487, evenings only. (85981

1968 MG MIDGET B.R.G. totally rebuilt, multiple concours wins, without doubt, one of the best and most original in the country. Depicted in Harvey's 'Spridgets' book pg.203 and colour plate 19. £3,950. Tel: Smarden (023377) 523. (86228

BENTLEY MK VI 1948, rebuilt as Tourer, aluminium panelled bodywork, mechanically overhauled, car complete except for weather equipment, £6,750, part exchange considered, available after July 6. Tel: 021 354 5645. (86229

BMW 3.0 CS. Manual, 1972, Coupé, met. blue, 71,000 miles from new, all original. Excellent example for £3,000. Tel: (0407) 860 548. (86230

ALFA GTV6. Y-Reg, March 1983, silver with black upholstery. Electric windows and mirrors, expensive stereo, 16,000 miles, still under guarantee, £6,150. Tel: 051 924 5565. (86231

TRIUMPH TR6. 1974 red, overdrive, hard / soft tops, immaculate, carefully maintained at Cox & Buckles, £3,500. Tel: Cullen 01-622 8092. (86232

E-TYPE 4.2 FHC, 1971, red, 33,000 miles, immaculate, £9,500. Tel: Swansea (0792) 463000. (86233

SINGER 1½-litre Sports 1934, Signal Red, Tax, MoT, good condition, offers. Tel: Fareham (0329) 287154. (86234

1921 AC Brooklands 200 Mile Race car replica, 1½-litre, supercharged Anzani engine. Polished aluminium 1½ seat body. Consistently successful VSCC competitor for many years. £9,750. Trailer and spares if required. Tel: 061-485 1049. (86235

SUNBEAM SPEED 20. 1933 3-litre six cylinder, four seat tourer. Regular race competitor, winner Pace Trophy 1982, taxed and tested. Reluctant sale to finance next season's project. £5,950. Tel: Roy Sevier, 0335 70236. (86237

LOTUS EXCEL. Y-Reg. Stolen / Recovered, light damage to front. Taxed, Radio cassette. £5,950. Tel: 01-697 3300. (86237

BENTLEY. 1934, 3½-litre, attractive open 4 seater. Car No. B-74-BL, best offer over £8,000 accepted, further information from L. G. Blackman. Tel: 0304-812349. (Dover). (86195

FOR SALE — continued

PANHARD LEVASSOR 1925. Very Sleeve Valve Saloon. 11 HP, remak original unrestored condition, £5,000. 03745 4174. (86

LOTUS CORTINA MKI. All panels, Bullet best bits, £2,500. Tel: 03745-4174. (86

MORGAN PLUS 8, 1979, very special tuned engine, c/r gearbox, rack and pi steering, Panhard Rod, Konis, alloy b leather interior, roll bar, bonnet strap, sp wheel cover, dateless registration, mileage, fabulous road car but competiti required, £8,895, or swop Porsche Turbo. Tel: Market Rasen 843753. (86

FRAZER NASH TT. Replica 1933. Historic Many new parts, for further details write No. 7006 (86

1935 MG N, 6 cylinder O.H.C. Comple rebuilt mechanically, Williams & Pritch body similar N.E. Dark green / black t Very good condition throughout. M Various spares. What offers? Guildf 63182 (office) Runfold 2449 (home) (86

RILEY MONACO 1937, Aluminum bod sports saloon. Bodily & Mechanically good condition, a nice car for £1,600. 0209 714705. (86

PORSCHE 911S 1968, registration KAG Guards red with black interior, 5 spoke al wheels, radio with electric aerial, tor converter with electric clutch, front spoi Doctor's car, last owned by Gara Proprietor. Very fast and looks new. £3,2 Tel: 0480 61898 (Cambs). (86

AUSTIN HEALEY 3000. 1967 Concours p winner absolutely superb example £10,0 ono. Would accept big Healey for restorati as part exchange. Tel: 0565-830511 Day. 0 973 4686 Evening. (86

1927 MORRIS OXFORD 4-Seater Tourer v original, taxed, tested, £5,750, ono. T Doncaster 743636 anytime. (86

1929 HILLMAN 14 in excellent conditi Taxed, complete with host spares includi spare engine. Tel: 0244-312615. (86

BMW M535i, 1981 W. Finished in Pola Silver / blue interior. Extras include: C/R b LSD, BBS Alloys / XDX tyres. Recaros, st s/roof, electric windows, central locking pl usual M-series refinements. 66,000 mil one family owned from new. £5,950. T Home 053-186-343. Work 021-2 3394. (86

JAGUAR 420G Mk10. 1968. Opalescent Gre Tax. MoT. Excellent condition. £1,450. T 01-789 7497. (86

WANTED



Wanted LHD SL or SLC Mercedes 1954-1980
Also, LHD or RHD Rolls Royce, 1950-1980 Classic MGs 1929-1955

H J SIBLEY CLASSIC CARS
Crowthorne Road, North Kensington, LONDON W10 6RR.
Tel: 01-968 6335/6 or 0288 3428.
Buyer calls.

ELTONS Est. 1984

Special Cars for Special People
Offer

1984 (Sept) ARGO JM 14 B Formula Ford 2000. Chassis No 14. White, scholar engine, 1 race only, sorted set up and ready to race. **£6,495**

1979 (V) Jaguar XJ6 Series III 4.2 Auto Saloon. Costswold yellow/red leather trim, fitted black vinyl roof, pas, radio/cassette etc. **£4,995**

1978 (S) Ford Granada 2.8 GL Auto Saloon, Met. oyster gold/cloth trim, fitted pas, sunroof, radio/cassette, towbar etc. **£1,995**

1958 Velocette Venom. Details on request.

Part Exchange Welcome
Finance Arranged
Fine Motor Cars Urgently Required
View by appointment only
15 Ragleth Grove
Trowbridge, Wiltshire
Tel: Trowbridge (02214) 64564
or Westbury (0373) 822682

LIDDELL & HORNER



1954 Bentley R Saloon. Automatic finished in black over green with brown leather an outstanding example. *(Illus)* **£9,500**

1952 Rolls Royce Silver Wraith. James Young sports saloon, good history excellent condition. **£12,750**

1957 Bentley S1 Continental. by Park Ward manual transmission, the last of the sporting Bentleys. **£13,750**

Motor Cycles

1923 Omega 350 cc 2 stroke in very original condition. **£975**

1923 Ariel 500 cc belt drive machine stored many years. **£750.**

View any time by appointment
Westover Farm
Goodworth Clatford
Andover, Hants SP11 7LF
Telephone: Andover (0264) 23643

Balmoral

AUTOMOBILE COMPANY LIMITED

Shipping arranged worldwide.
20 minutes from central London.
TELEPHONE FOR APPOINTMENT TO VIEW.

01-761 1155

(after hours answerphone)

260 Knights Hill,
(Jet Petrol Station)
West Norwood, London SE27



1960 Bentley Drophead by M.P.W. Regal red, beige interior, new hood, one of the best examples to be found. **£34,500**



Bentley 1964 S3. Blue over black. Blue interior. **£9,750**



Rolls-Royce 1957 Silver Cloud I. Shell over Tudor, excellent red interior.



Bentley 1956 S1. Silver over maroon, green interior, sunroof. **£6,450**

Also:
Bentley 1968 "T"-Type. Silver over blue, beige interior. **£5,750**
Bentley "R"-Type 1953. Black, brown interior.
Rolls-Royce Silver Cloud 1964. Parts only. **£2,650**
Bentley 1957. Finished in green, green interior, power steering, automatic, nice order throughout. **£7,550**
Bentley 1950 Mk VI. Shell over Tudor, blue interior, nice order. **£5,950**
Bentley 1951 Mk VI. Black over silver, very nice red interior, nice cond. **£7,250**
Bentley 1951 Mk VI. Silver over black, grey interior. Just serviced and brake overhaul completed. **£7,350**

URGENTLY REQUIRED
ALL TYPES OF BENTLEY AND ROLLS-ROYCE
Also vintage or classic cars, and sports cars.

FOR SALE — continued

MASERATI CITROËN SM. 1971, left-drive 28,000 miles only, superb in gleaming factory black, 5-speed, power steering, air conditioned, magnificent original example, probably one of the best in the world! £4,950. Tel: 01-788 4744. Wimbledon. (86220

450 SLC MERCEDES SPORTS £2,000 only, 1975, electric sunroof / windows 50,000 miles but seriously damaged n/s front suspension, wing etc, not driveable. Tel: 01-788 4744. Wimbledon. (86220

MGB ROADSTER. One owner, bought Canada 1978, brought to England 1979. Antipollution devices removed and kept. Replaced by Dellortos twinchoke and Janspeed exhaust. Only 28,000 miles, rarely driven in wet, not in winter. Baby forces sale of immaculate prized possession. Sensible offers. Tel: 0477 37690. (86221

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. Tel: 01-903 6566/01-903 7873. (86222

1939 MG TA TICKFORD, completely original and in excellent restored condition. One previous owner. Offers around £15,000 invited for this extremely rare and desireable model. Tel: 0225-832389. Evenings or weekends. (86223

RILEY 1935 LINCOCK 12/6 COUPÉ. Rare and elegant car, one of 3 known. Dry-stored half its life and refurbished approaching concours. Preselector, KO w/w, Tax, MoT, quantity of spares, Handbook, history. S.A.E. for photo. Buying competition car, £6,750 Hall, 52 Watergate Street, Chester. Tel: 0244-24731 (Office). (86225

BRISTOL 408 Mk II. Excellent condition. Stainless exhaust, new tyres. Faultless interior 12 month MoT. Will bring to view. P/ex possible. Nottm 585260. Evenings 0623 550348. £3,600. (86227

PORSCHE 911, 1967, Sportomatic, complete professional rebuild, accounts available, original specification and colour, superb condition, 12 months MoT. Blaupunkt radio, must be seen £5,500. Tel: 0535 53408 (Yorks). (86210

MGA 1600 MKII TOURER. 1962, in old English white. £2,500. Tel: Liphook (0428) 724513. (86307

FOR SALE — continued

SCIMITAR GTE. 1971, 59,000 miles, overdrive, Wolfraces, RS motor, s/s exhaust, towbar, etc, new MoT. £1,050 ono. Tel: 0747 3589 evenings/weekends. (86304

RILEY MERLIN 12/4. 1936, original and complete, stored long time, good body and mechanics, straight forward restoration required. £1,275. Tel: 0673 843285 (Lincs). (86305

GOLF GTI. 1983, all white, Karmann special edition, including computer, Blaupunkt radio, 15,000 miles. £7,800. Tel: 0908 677523. (86306

MERCEDES 280SL CONVERTIBLE. 1967, lhd, four-speed manual, pas, stereo, both tops, superb condition. £10,000. Tel: 0932 223213 or 01-894 3236. (86308

OSI GT. 1967, lhd, rare, superb Italian coachwork, German V6 mechanics, "Classic Car Exhibition" show car. £4,950. Tel: 01-894 3236. (86308

ALFA ROMEO 1750 GTV MK2. 1971, Dutch blue with beige upholstery, very good condition, two owners from new. £1,950. Tel: Battle 3571 (Sussex). (86309

LANCIA BETA SPYDER 2000. 1981, red, four-seater convertible, one owner, carefully maintained, full history and rust guarantee, stereo radio/cassette, new hood, MoT until March 1986, company car forces sale. £2,800. Tel: 01-942 5347. (86310

JAGUAR XK150 DHC. 1958, 3.4-litre, overdrive, Cotswold blue, red leather, immaculate, POA. 1964 Jaguar MkII, 3.4, overdrive, dark blue, grey leather, chrome wire wheels, immaculate, POA. Both vehicles owned last 10 years. Apply Mr B. Pearce. Tel: 01-427 3841 days, 01-950 1554 evenings (trade). (86311

SINGER VOGUE. 1967, cherished member of one family since new, beautiful condition throughout, 50,792 miles only, tax August, MoT April '86. £995. Tel: 025125/2966 (evenings). (86312

MERCEDES 230SL COUPÉ/CONVERTIBLE. 1965, automatic, power steering, white with blue trim, regularly serviced by Mercedes agents, one owner, genuine 48,000 miles, immaculate collectors item. Offers. Tel: 021-454 6489. (86313

ALVIS TD21 convertible, ex-Douglas Bader. £7,000 spent to date on chassis / bodywork restoration by leading coachworks. Some assembly, painting and trimming now required to complete. Considerable potential. £2,750. Tel: (04917) 622. (86056

FOR SALE — continued

1937 DELAHAYE 135-MS three position drophead. Extremely rare, elegant Chapron coachwork. Restored, runs well. Fitted discs, but wire wheels available. £24,500. 1932 Alvis Speed 20 Cross Ellis tourer. Sound original condition, repainted. £11,950. Exchange + cash. Vauxhall 30/98, big Sunbeam, Alvis 4.3, 4-cylinder "Brighton" car, supercharged Alfa, Lancia Lambda, 3/4.5 Bentley. WHY? Tel: 01-737 3861, 01-274 8109. Telex 267569. (85829

MERCEDES 280 SL 1968 Maroon, hard and soft tops, new engine and gearbox, approx 17,000 miles ago, full MoT, Taxed. £8,995. Tel: Ashtead 73017. (85895

FRAZER NASH BMW, 2-seater sports 319/55 model, 1935, very rare, good condition, many spares. £7,500. Tel: 0458 50310. (86052

TRIUMPH TR6. Genuine car in immaculate condition. Registered May 1974, 57,000 miles, overdrive, stereo radio / cassette. £3,300. Tel: 0347 810183 (North Yorks). (86053

LAGONDA LG45, 1936, sports saloon. Immaculate. £9,850. Rolls or Bentley any condition considered part exchange, cash either way. Tel: 0242 673134, Glos. (86054

WO BENTLEY, 1927. Chassis shortened to speed model length, "A" box, tourer etc. £26,750. Tel: 01-366 7056 evenings only please. (86057

RILEY RMA, 1949. In need of restoration. Sensible offers. Tel: (0243) 606201. (86058

HEALEY 100/4, 1954, BNI. Runs and fully complete but requires restoring. Bargain. £1,550. Tel: (0695) 421 405, Mike Abbas. (T.) (86060

MGB GTV8, 1974. Harvest gold, probably the best available, one owner from new. Very reluctant sale. £5,000 ono. Mason. Tel: Stafford 780660. (86061

1929 MG MIDGET "M"-Type. Red. Completely rebuilt, nickel radiator etc. £4,650. Tel: Ashford (Kent) 0233 20155. (86064

LOTUS ELAN S4 DHC, 1970. Much money spent recently; new chassis etc. £4,250 ono. Tel: 061 439 4128 (Bramhall). (86065

1954 HEALEY TICKFORD, 2-door coupé. A rare car in excellent original condition. Tax, MoT. £2,350. Tel: Luton 576036. (86069

BMW 323i, Auto. 9,700 miles from new. Power steering, timted glass, electric mirrors. This mileage is guaranteed, spare tyre unused. MoT and Tax until 1986. £5,750 ono. Cirencester. Tel: 0285 69254. (86070

FOR SALE — continued

E-TYPE ROADSTER, 1969, Reg No. BAOL. Stored since 1978, requires paint and some bodywork. £5,350 ono. Tel: 061 439 4128 (Bramhall). (86065

E-TYPE SERIES 1 FHC, 1962. Flat floor, No 189 Factory order . Black, Dunlops test car. Totally rebuilt to original condition. £12,500. 240 Mk II Saloon, manual, overdrive, superb. £3,250 ono. Tel: 01-385 0916. (86071

MORGAN +8 1979 "T" Reg. 47,000 miles. Silver / blue metallic wings, red leather interior. Rollover bar, "Konis". Full service history, MoT, vgc. Best offer over £7,500. Tel: Byfleet 43675 (daytime), Guildford 62413 (evenings). (86072

AUSTIN SEVEN, 1935 sports. 1,300 miles since total rebuild. Chrome radiator, traditional style fabric body. Year MoT. £1,650. Tel: Northampton 61578 (home), Long Buckby 842898 (office). (86073

LAGONDA LG45. Completly restored, chassis & mechanics. Rapide body frame and fittings. Riley Nine Imp, rebuilt chassis and engine. New ash frame. Nothing missing. Tel: 01-590 6210, 01-597 0617 bus. (86096

PORSCHE 3.3 TURBO 1981 X. Pristine condition, mechanically faultless. Full history, official Porsche warranty, absolutely superb, £21,950, P.X. possible. Tel: Ottershaw 3947. (86188

1982 (X) TR7 CONV. 17,000 miles. £4,595. 1982 (X) Fiat X19 21,000 miles, £4,495. 1980 (V) MGB GT 22,000 miles, £4,495. Usual Dealer facilities. Tel: (02977) 460 (Dorset) (T). ACC

MGB ROADSTER 1979, white with black soft and hardtops. 25,000 miles. One previous owner, MG Secretary. £3,250. Tel: (Day) 01-551 7171 or (eve) Tel: Upminster 26571. ACC

ROLLS ROYCE 20/25 Mann Egerton Sports Saloon needs restoration, original body. £7,950. Tel: 0404 822324 (Devon). (86314

MGTD II Red, has been restored, three owners from new best offer over £7,000. Tel: 0404 822324 (Devon). (86314

1967 MORRIS MINOR 1000 Mint condition drives like new, bargain £1,950. Tel: 0404 822324 (Devon). (86314

AUSTIN 7 MILITARY TOURER very rare, only two left? been restored, £3,500. Tel: 0404 822324 (Devon). (86314

BENTLEY CONTINENTAL FLYING SPUR S II only one in the world to this specification? Been restored, £16,500. Tel: 0404 822324 (Devon). (86314

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.

Prancing Horse (Garages) Ltd.

YORKSHIRE'S SOLE LOTUS DISTRIBUTOR

Early delivery on all 1985 specification models
ESPRIT TURBO. Pearlescent white, blue ½ leather, air cond. ..... LIST
EXCEL. Essex blue, p.a.s, ½ leather/silver interior. ..... LIST
EXCEL. Red, champagne, ½ leather, p.a.s. ..... LIST

DEMONSTRATION MODELS AVAILABLE AT HUGE SAVINGS ON LIST

ESPRIT TURBO. Feb. '85, white, ½ leather, red, air cond., sunroof, stereo, radio cassette, new on the road price £25,500. Our price £22,500
EXCEL. Feb. '85, glacier blue metallic, full leather magnolia, p.a.s., stereo radio cassette, now on the price £19,000. Our price £16,995

SPECIALISTS IN SALES AND SERVICE TO THE FERRARI OWNER

FERRARI 400i. 1980, manual, celeste blue metallic, magnolia hide, one owner, f.s.h. £17,995
FERRARI 308 GT4. 1979, metallic blue, beige leather/blue cloth inserts, f.s.h., sunroof. £12,250
LOTUS ELITE. "V" Reg. red and black/black leather, 30,000 miles, two owners. £6,995
AUSTIN HEALEY 3000 MARK II. 1962, two-tone brown/cream, fully restored. £8,500
MERCEDES 350SL. 1980, silver, blue trim, 23,000 miles, f.s.h. £15,995
1974 MGB ROADSTER. 41,000 miles, 2 owners, damask red, pristine condition. £4,450

AVAILABLE SHORTLY
LOTUS ESPRIT TURBO. 1984, red, ½ tan leather int., air cond., sunroof, stereo radio / cassette, a fabulous car with only 11,000 miles. ..... POA

WE ARE ANXIOUS TO PURCHASE CARBURETTOR FERRARIS
OPEN MON-FRI 9-5.30pm, SAT 10-4pm, SUN 10-12NOON

PERSONAL HELP FROM EXPERTS IN LEASING.
FOR THE BEST WAY TO MINIMISE YOUR COMPANY CAR COSTS CONTACT MIKE LEWIN.

THE LOTUS LEADERS
KIRKBURTON, HUDDERSFIELD.
(0484) 606087

Does HPE stand for HIGH PREMIUMS EVERMORE?



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

M CONFIDENTIAL
Mr/Mrs/Miss Age Occupation
Address
Full/Prov/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 ☐
PLEASE ENCLOSE FULL DETAILS OF ANY ACCIDENTS OR CONVICTIONS

FOR SALE — continued

BENTLEY SPECIAL (MK VI) MoT, Taxed, needs tidying great potential great fun. £9,500. Tel: 0404 822324 (Devon). (86314
ROLLS ROYCE Barker Saloon restored, MoT. Offers over £12,000. Tel: 0404 822324 (Devon). (86314
BENTLEY 3½-Litre (Derby) saloon needs restoring, very undervalued model. Buy now at the reasonable price of £3,750. Tel: 0404 (822324) Devon. (86314
TRIUMPH STAG 1974 M Reg. Manual. O/D. Yellow, black trim. PAS. Only 27,500 miles. Superb and original condition. H/S Tops, new tyres. Taxed and MoT to 31/10/85. Service records. Investment £6,150. Tel: Worthing (0903) 782452. (86315
PORSCHE 911E LHD stored several years. No rust, no bubbles, bodily, mechanically performance virtually as new. Genuinely immaculate, any trial or examination. £5,850 ono. Tel: 0606 49405. Evenings 056-589 3275. (86317
BENTLEY MK VI 1949. Very sound, good and original low mileage, with black cellulose and blue leather inside. (Chrome strip down the side and late pattern seat). Two registered owners since 1958, known to be main agent maintained 1958-1967. Only 3,000 miles since 1967, but always with MoT certificate and properly stored. Price is £5,250 ono. Tel: 0684 72779. (86318
SALE OF TWO CARS, from private collection: AC 428 convertible, 1968, dove grey, 2 owners, 42,000 miles. History, 12 months MoT. Excellent condition, £17,900 or sensible offers. Iso Lele, 1974, Ford V8, Auto, PAS, needs total restoration hence £1,950. Or take £18,900 the pair. Consider interesting p/ex's. Tel: 01-599 1502 (Business hours only). (86319
ALL-LHD CAR/VAN makes supplied new and used. Export prices new Mercedes 190 £6,990, Corolla (Toyota) £2,900, used FRE200, Starlet 3D/79 £750, Mercedes 200D-78 Special £2,995, 300D-77 £3,100, 240D-82/3 £4,875, Hiace Caravan 75/6 £1,150 etc. Tel: 01-689 3247. LHD-165 Windmill RD. Croydon London. (86321
TR6 1975, Red, H/S tops, very low mileage, Pristine showroom condition, must be seen, £5,650. Tel: (04868) 5928. (86324
PEGASO Z.102.B Carrozzeria Touring Coupé. 3.2-litre DOHC V.8, 5-speed transaxle, featured Supercar Classics Winter 1983/1984. Exceedingly rare. Tel: (01) 995-9577/352-1803. (86326



MIKE ABBAS
19 Middlewood Road, Aughton, Lancashire L39 6RG England
(0695) 421405 anytime

Callers by appointment only please

Morgan 1963 + 4, 2 seater, wire wheels, superb old English white, new red Connolly leather, chrome luggage rack, simply magnificent £6,950
Lotus Elan 1965 Series II. Left hand drive, drophead, knock on wheels, superb red paintwork, superb condition £4,750
Mercedes 280 SL 1971, Hard and Soft tops, gleaming red, 2 owners, automatic, power steering, excellent condition £6,950
Lotus Elan S4 Yellow / white, big valve twin cam, with Dellorto carburettors, recent new Lotus chassis, good body, interior only fair £3,950
Marcos 1970 V6 Ford 3-Litre, gleaming red, steel chassis, excellent original condition £2,950
Coming in soon: Lotus 7.

CARS SIMILAR TO THE ABOVE ALWAYS PURCHASED.

I always have cars similar to above. I can always obtain any sports car you require at a sensible price, delivery to anywhere you require. Dover, Calais, Ostend, Hamburg, Oslo, Gothenburg, Esbjerg, Rotterdam. Shipping to Japan, USA, Australia, Far East & Middle East my speciality.

FOR SALE — continued

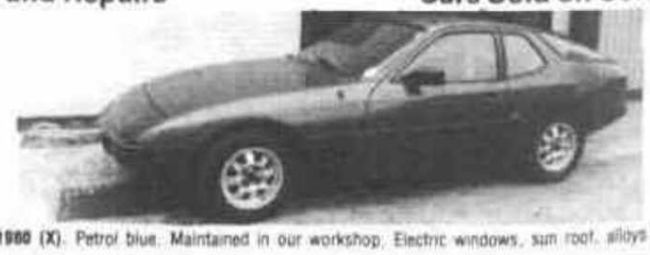
MERCEDES, PEUGEOT, TOYOTAS. Sales Service Spares sale, all parts reduced. Mercedes geniune alloy wheels, German £45, RP119 Coupé Saloon stack h/lamps £90, RP195 s/class, h/lamps £65, RP121 f/wings £45, RP 96 etc Peugeot Diesel vacpumps £IE, RP126 504 f/r/wings £27. Tel: 01-689 4299 LHD. 165 Windmill Rd, Croydon London. (86321
TVR. 3000M 1979 V. One owner, 27,000 miles. Engineer maintained, locking petrol cap, factory glass sunroof, metallic silver, clarion digital radio/cassette, Taxed, year's MoT. £6,950. May take Mini moke or interesting old car as part exchange. Tel: 0400 72386 work, 0400-72838 home. (86322
TRIUMPH STAG 1975 P. White original engine manual overdrive, tow bar, year's MoT, excellent condition, smart usable car £3,950. May take interesting old car or Motor Cycle as part payment. Tel: 0400-72386 work 0400 72838 work. (86322
VOLVO 1800S. 1963, Pearl white, Cowhorn bumper type. Fully restored to original condition. Garaged and only used in summer. MoT. Taxed. Reluctant sale £3,600. Tel: Midhurst (073081) 2562. (86323
BENTLEY MK VI RADFORD COUNTRYMAN. 1947 Bentley Wooden Estate car. See Green Book page 246. Total restoration project. Tel: 01-995 9577/352 1803. (86326
FIAT 130 PININFARINA COUPÉ. Mechanically excellent. Sliding sunroof, an appreciating design classic. Tel: (01) 995-9577/352-1803. (86326
RILEY NINE SPECIAL Sport/racer, looks superb, similar Ulster Imp nearest to £4,750. Tel: 01-363 6710. (86327
MERCEDES 600 SALOON. 1971, air cond., sunroof, drinks cabinet, curtains to rear, full service history, metallic blue with tan hide, a stunning example of probably the world's finest saloon, £25,000. Tel: 01-701 4756. (86400
LOTUS SEVEN, for details of models in stock please. Tel: 01-653 6742, 01-669 7386. (77595
MARCOS V6 1969, MoT, gold / yellow, Wolfrace wheels, all extras, £2,500 for the bargain. Tel: 0634 50654/387037. (83743
DELAGE D.I. 1923 Fixed head coupe with Dickey by Cadogan, excellent running order. £7,950 ono. pos p/ex cheaper Sports / Vintage car. Tel: Cholderton 257 (Salisbury). (84783
SUNBEAM TALBOT 80. 1951. Excellent neglected condition, original tool kit and interesting history. £650ono. R. Wilson. Tel: 01-686 9258 (work). (83092
ROVER 3½ LITRE Coupé, 1968, original black, 32,000 miles, excellent condition. £1,995. Tel: 0773 46048 eves. (85352

WANTED

AUSTIN SEVEN wanted, sports, tourer, saloon, any condition considered. 'Snowline'. Tel: Stokesley 710518. (85819
AUSTIN HEALEY 3000 Mk3 wanted, prefer good condition. Please help. Tel: (0695) 421405. (86060
GENUINE COOMBS 3.8 Jaguar, must be in a good condition. Tel: 08893 2165, eves after 7.00pm. (86055
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. (86068
MG T-TYPE wanted privately by MG enthusiast, anything considered, please call Ruislip 74581. (85895

DK ENGINEERING

Ferrari, Jaguar and Porsche Service and Repairs
Sales and Service Cars Sold on Commission



Porsche 924 1980 (X). Petrol blue. Maintained in our workshop. Electric windows, sun roof, alloys wheels, radio / cassette. £6,250
Ferrari 400i Cabriolet 1982. 16,000 miles. Blue Ribot with biscuit hide. TRX wheels and tyres. Superb conversion. £36,000
Ferrari GT Boano 1956. Red, aluminium body, LHD, race history, restoration just completed with exception of trim. Original spec. £27,000
Wanted. Ferrari 246 Dino Spyder, 308 GTS and fibreglass GTB

Telephone Watford 0923 55246
Unit D, 200 Rickmansworth Road, Watford, Herts WD1 7JS.

WANTED — continued

PORSCHE 911SC targa wanted privately 1978/9 must be immaculate, low mileage, with service history, prefer red or white. Mr Weeks, 4 Sunningwell Village, Oxford. Tel: 0865 730659. (85898

WANTED good pre-war Tourer or excellent sportscar urgently, anywhere. Allan Hemming Doncaster 743636. Anytime. (86217

AUSTIN HEALEY 3000 wanted, excellent / superb restored condition only, please. Tel: 061-427 1876. (86193

TR7 CONVERTIBLES wanted, Frederick Charles Ltd, 82-96 Priory Road, Kenilworth. Tel: 0926 53636. (ACC

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 5633. (200873

WANTED GOOD restored pre-war cars of mint classic sports cars, top cash. Motospot. Tel: 04555 2548 anytime. Lutterworth. (214122

WANTED: SPORTS cars and sports saloons, the very best prices paid for the right cars. Cash or banker's draft, HP settled, will collect anywhere. Tony Gilbert Cars, 84-86 London Road, Coventry. Tel: Coventry (0203) 24660 (83581

PORSCHE 911 Turbo 82/83 model with fsh, required by private buyer, prefer one owner, low mileage example in mint condition. Please forward full details to B. Hughes, 34 Central Rd, Rudheath, Northwich, Cheshire. (84336

URGENTLY REQUIRED all Sports cars especially MGs, highest cash prices paid instantly, will travel. Convent Motors, Ashford, Middx. Tel: 52005. (73736

ALVIS WANTED: Pre-war tourer or drophead preferred but any model considered, immediate decision and cash. Tel: Luton 576036. (82066

WANTED, vintage and pre-war sports cars or tourers, any open car, best prices paid instantly. Tel: Mr Jaye, 052528 225 (Bucks). (82069

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 an old or interesting Ferrari, Rolls, Bentley, Sports or Racing car, distance no object! Condition immaterial, best payment. Tel: 01-385 1805 (West London). (78198

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

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

I WISH TO purchase a Morgan 1960 to 1970 model, any condition even if needing a rebuild. Travel anywhere. Tel: 0695 421405. (78711

ALVIS WANTED: Pre-war tourer or drophead prefered but any model considered, immediate decision and cash. Tel: Luton 576036. (70533

PAINTINGS by Gordon Crosby, Roy Nockolds, Geo Ham, Montaut, Gamy, wanted. Cash, confidential, collect. Tel: Kenneth Ball on Brighton (0273) 690000, evenings (07918) 3000. (85118

MG PB wanted privately. Must be sound and original. Details to Hardwick, 6 Overslade Lane. Tel: Rugby (0788) 812740. (85123

MOTOR CAR Sales Brochures. 1900 to date. Mini to Ferrari, single items to collections, please offer anything, cash paid. Tel: 0206 331052. (85118

PORSHE 356 wanted by enthusiast. Any model. 03745-4174.

Dursley Pedersen cycle wanted, any condition. Tel: 03745-4174. (86240

PRE "72 MORGAN +8 or 4-seater in good condition. Will collect. Ingvar Fredriksson, P.O. Box 102, S 76200 Rimbo, Sweden. (86242

SUPERCHARGERS WANTED, all makes and sizes of supercharger required, also manifolds, service tools, spares, drawings and related literature, also SU 'H' type carburettors 1¼" to 2". Tel: 0691 72 659. (86194

WANTED — continued

ROLLS ROYCE open tourer. Late twenties. Wanted privately. Tel: 0624 814547. (85820

WANTED, ROLLS ROYCE 25/30 Cylinder head, Land Rover diesel engine, car transporter trailer. Write, Cherry Tree Farm, Waterswallows Road, Fairfield, Buxton, Derbyshire. (85824

WANTED VANGUARD or Triumph engined Morgan pre-1965, prefer slab front drop head but others considered. Also Triumph 1800/2000 Roadster. Class 1 condition or near. Fullest details to Knight, Old Post Cottage, Bintree, Norfolk. (85413

BENTLEY AND Rolls Royce wanted. Any model or age. Especially required S1, S2, S3 series cars, Prewar and Silver Shadows. Condition immaterial for any car. Collection arranged. Prompt personal attention. Tel: daytime 01-761 1155, evening 01-698 4395. (85550

PACKARD 1934 eleventh series convertible coupé. Must be original and complete and in good overall condition. Concours standard not necessary. Right hand drive. Buckmaster Brettenham, Ipswich. Tel: evenings 04493 348. (85630

MOTOR SPORT bound volumes Nos 1-59 inclusive or major part. Will collect. Please Telephone Mark Palman office 01-486 7200 eves 01-361 8072. (Acc

VAUXHALL 30/98, s/c Alfa, Alvis tourer, Healey Silverstone, XK roadster, or anything interesting in goodish usable condition. Cash. Tel: 01-737 3861, 01-274 8109. (85829

MISCELLANEOUS

INDIVIDUAL VEHICLES RESEARCH. I specialise in researching vehicle histories. Original registration marks and date of first U.K. registration proven. Previous owners traced. Secrets of your car's past uncovered; Vintage, Veteran, PvT. Registration and licensing specialist. T. C. Sargeant, Goudhurst, Kent TN17 1JP. (0580) 211303. (86325

FLY TO THE BRITISH GRAND PRIX. In a Hughes 500 Helicopter on July 21st, 1985. Prices from £100 return. Champagne available at the pick-up point. Book early to avoid disappointment. Tel: Colchester (0206) 572535. (86320

SET OF COMPETITION WIRE WHEELS suitable for Jaguar E-Type 3.8 or similar. Road use only. Cost over £400, will accept £250. Tel: 0978 762048. (85823

VINTAGE AND CLASSIC LAMPS. Pair American C. M. Hall Lamp Co headlamps. Pair Lucas 7¾" headlamps on mounting stalk, Bullnose Morris type. Lucas LB140 Bi-Flex long range. RB 170 and L3. 2 Mercedes Bosch rim and star engraved glass 7¾" approx. Unrestored, offers. Tel: 026477 2982 (Hants). (85693

THACKWELLS MOTORSPORT 1985. Illus catalogue of rare motor racing books, posters and programmes. £3 UK, $US8 cash. Overseas airmail. PO Box 22, Twyford, Reading, UK. (85515

MOTOR SPORT. Aug 49-Dec 85, 4 missing. Autosport. Aug 51-Feb 68, 749 copies. Offers. Shipley, Ashby Road, Loughborough. Tel: (0509) 212797. (85551

COVERED STORAGE TO LET at £1 sq ft pa. Would suit vintage collection etc. Tel: 0242 36770. (85627

ENAMELLED BADGE RESTORATION SERVICE. Comprehensive service using genuine glass. Pamela David Enamels, Bascote House, Bascote, Leamington Spa. Tel: (0926 81) 7115. (85631

PRINCE BIRABONG'S BRDC badge No F24. Offers. Also early AA, RAC and others, including mascots. Bulls Eye P100's. Bentley Mk VI spots, opera, coach, vintage motorcycle sets and other lamps. Box No 7001. (85879

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. (85893

SUBSTANTIAL COLLECTION of current & rare/out of print motoring & motor racing books (including autographed & limited editions), periodicals, sales brochures, factory workshop manuals, parts catalogues, owner's manuals, press folders, annuals, photographs, memorabilia, posters, original oil paintings, etc from England, Europe & America 1930-1980. Please enclose with your specific inquiry 2 air mail postage stamps to Box 7002. (85900

MG "L" front axle with stubs. £35.00. PA rear axle casing. £18.50. Pair PA/B doors. £20.00. SA petrol tank. £12.50. KI front apron. £10.00. "K" front cross tube. £8.50. 2 PA/B side (body) irons. £10.50 each. TA spare wheel carrier. £10.50. TC front splined hubs. £7.50. New TA/C wheel spokes. 50p each. New 19" PA/B/L/F/J2 wheel spokes. 50p each. "Quoins", Jarvis Lane, Steyning, Sussex. Tel: (0903) 813355. (85957

CHARLES MORTIMER'S summer 1985 list of transport ephemera out now. Free in UK, $2 overseas. Japonica Cottage, The Green, Badby, nr Daventry, Northants. (ACC

Hexagon



1961 3.8 E-Type Jaguar. Chassis No. 51, flat floor, outside bonnet locks, gunmetal with black trim, chrome wire wheels. **£13,995**



1977 450SEL 6.9. Icon gold / black hide, one family from new, 33,000 miles. This must still be one of the most comprehensively equipped and fastest production saloons ever made (air conditioning, electric roof, etc fitted as standard), grace, space and colossal pace, as that other well known luxury car maker used to advertise. (Cost new in excess of £30,000). **£13,995**



1984 Ferrari GTB Quattrovalve. White, tan leather, air conditioning. **£26,995**



Cooper 500 MkV. Ex-Concours winner, inexpensive historic eventer at. **£5,995**

PORSCHE
1982 Turbo. Silver, blue hide, 33,000 miles. **£24,995**
1984 911 Carrera Cabriolet. Pewter / brown hide, Sports seats, 6,000 m. **£26,995**
1984 911 Carrera Targa Sport. Guards red / black. **£24,995**
MERCEDES BENZ
1984 380SL. Thistle green / beige, alloys, factory rear seat, 8,000 miles. **£24,995**
1983A 500SL. Champagne / beige, ABS, rear seat conversion, 22,000 miles. **£24,995**
500SEL. Aug 1st Delivery. Midnight blue / beige hide, alloys, esr, e/seats. ..... **LIST**
500SL. August 1st Delivery. Midnight blue / beige cloth, rear seat conversion. ..... **LIST**
1983A 280E. Champagne/tan, esr, e windows, ABS, RHR, alloys, 21,000 miles. **£12,995**
BMW
1983 635CSi Auto. Graphite metallic / cherry leather, one owner, supplied and serviced by us from new, 13,000 miles. **£17,395**
1983 635 CSi Manual. Burgundy with beige hide, Recaro seats, 22,000 miles. **£16,995**
1985 Model 735SE Auto. Blue with blue hide, memory seats, 7,000 miles. **£23,495**
1985 Model 520i Auto. Platenen/pine, msr, headlamp w/w, stereo, 9,000 miles. **£10,495**
1985 Model 323i 5-speed. Red / black hide, MSR, alloys, stereo, 9,000 miles. **£12,195**
1984B 318i 5-speed. Bahama beige, stereo, 8,000 miles. **£8,795**
1984B 323i 4-door 5-speed. Cost new over £18,000, total spec. **£14,495**

We are **BRITISH TELECOM** Carphone dealers. Cost is not excessive and starts on a lease basis of about £40 per month for a typical installation. Please telephone for our free booklet.

01-348 5151

MISCELLANEOUS — cont.

BUGATTI. Front axle in good condition, also pair of rear springs. Will fit Type 38, 43, 44 & 49. Sensible offers please. Peter Whenman. Tel: 025 126 2589. (85825

ROLLS-ROYCE SILVER GHOST. Early carburettor in excellent condition. Also starter motor. Offers. Tel: 025 126 2589. (85825

AUTOMOBILE YEAR 1972-81. Offers. Tel: 0978 762048. (85823

MOTOR SPORT. 1947-1985. Veteran & Vintage, ⅔ complete. V&V, 76 issues. £10. Vintage & Thoroughbred, 98% complete. AM, 26 issues, 1950-1985. Ferrari, 51 issues! Complete runs: Collectors Car, Sporting Cars, Supercar Classics, Practical Classics, Automobile, Thoroughbred & Classic Car, Old Motor & Classic Sportscar. Quality marques booklist available! Aston Martin manual 1921-1958. MGA, Kenlowe / Wheels, c. 1959. Radiomobile / Phillips. Tel: 021 478 3634. (85967

SILVER LADY. Original standing. 1936. Good condition. Offers. Tel: (0734) 744527. (85900

ROLLS-ROYCE, BENTLEY. Vast stock of spares. Send your requirements to Dudley Ball, Westview Church Rd, Hockley, Essex. (85965

MOTOR SPORT. 1963 to date, some 1962 plus 1968 Mille Miglia reprint, complete £90. Heathfield, Sussex. Tel: (04352 6583). (85971

MOTOR SPORT. Books, lifetime's collection. Compatriot of McLarens, photographs, autographs and memorabilia. For auction August 24th. Catalogue air mailed £1. Crows Nest Books, 592 Victoria St, Hamilton, New Zealand. (85975

LE MANS 1959. Rare framed original race poster. Beligond Art. Best offer secures. PO Box 22, Twyford, Reading, UK. (85979

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 Yorkshie. Tel: Batley 470773. (72027

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

MOTORING, BOOKS and magazines, massive sale, clearance prices, lists available. Terry Wills, Salter Street, Berkeley, Gloucestershire. (84648

ROLLS ROYCE 20 and 20/25 cylinder heads, brand new, available. Fully assembled, new valves, springs, core-plugs etc, stove finish, export arranged, limited batch, price £1,980. Why risk an old head which can cost as much? Alden Ltd, 72 Charlotte Street, London W1. Tel: 01-323 0862. Telex: 21698. (83776

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. (84048

MERCEDES WORKSHOP manuals, genuine works issue, a few copies each of most post war including 190SL, 300SL. State year, model Automobilia, 30 West Drive, Brighton. (84181

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. Cudham industries, 36 Boston Road, Kirton, Boston, Lincs PE20 1DS. (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

ARNOTT BLOWER kit BMC8? £375 TR2/3 hardtop £120. TR3A front apron £130, radiator £35, 6K Cobra £30, Berkeley T60 bodyshell comp Swansea £90. Tel: 0474 58368 after 7 pm. (85327

SCHNEIDER TROPHY 1929 offical programme, 1923 Olympia Motor Show brochures. Bean Arrol-Johnston, Austin 7 plus Motor for the Millions', Swift, Trojan, Lewis 10, perfect, offers. Tel: 01-669 0606. (85356

FERRARI OWNERS. set of five Borrani wire wheels, brand new, suitable for Daytona or similar. New price in excess of £1,500, will accept £1,100 ono. Tel: Wokingham (0734) 792638. (85122

MISCELLANEOUS — cont.

AVAILABLE TO needy vintage/PVT club magazine; spare time to technical editor/writer/photographer (qualified engineer). Minimal expenses — sight/sounds heavenly machinery adequate reward. Similar service available to business, but not so generous. Tel: 02774 3463 (Essex). (85357

RARE out of print books, catalogues, handbooks, brochures, profiles, sent £1 note for next three quarterly catalogues. Automobilia, 30 West Drive, Brighton. (84583

1900 LOCOMOBILE STEAM car engine, No 3115 for sale. Wanted 20 hp Stanley steam car engine or spares. Lowe, 3 Styles Way, Beckenham, Kent. Tel: 01-650 3993. (85276

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. (85065

HOUSE. 3 bedrooms, Semi-detached, Banstead, Surrey, very good decorative order, fine views, 25ft 6in × 16ft 6ins garage with inspection pit, power, light, water, drainage. £51,950. Tel: Peter Watts 01-997 6662 (work). 07373 60571 (home). (86215

OHC MG PARTS. One complete M Type Rolling chassis less engine: one M Type chassis frame, one P Type chassis frame with MG Registration number and large quantity of assorted pre-war Minor / MG spares and literature. Tel: Stafford (0785) 51569. (86224

SUPER CHARGER. Suitable for small engine with oil pressure controlled clutch. Various supercharger spares and accessories, late 1920's, Jowett rear axle complete and Morris Oxford front axle with wheels. Tel: Stafford 51569 (0785). (86224

Jaguar (Mk 2) engines, wire wheels, Brooks trunks, wheels/tyres many sizes, Morris rads, Citroen DS bits, bonnets, glass, wheels, inards etc. Tel: 01-737 6324. (85829

LUCAS BULB Horn, C45YV dynamo w/tach drive, 5" Rev. Counter, Smiths 3" clock, Bosch curved trumpet horn, set Riley 9 cable brake shoes. Box No: 7004. (86063

RARE PHOTO collection — 302 b/w photos — 1967 — 61 photos G.P., Targa, Le Mans, Porsche/ F2 approx 911 races 80-84 on 142 A3 size sheets, 32 frames per sheet/99 photo's. 76-79 sports, F1 etc. Best offer secures lot. P.O. box 22. Twyford, Reading. (86059

MOTOR SPORT, V&V plus large selection of new & old books for sale. S.A.E + 50p for lists. Simon Lewis, Yorkdean, Parkend, Lydney, Glos. Tel: 0594 562818. (86067

OLD MOTORING literature bought & sold — current (spring) 36 page catalogue available £1 UK — £1.50 o/seas airmail. Summer catalogue due out mid July. Les Wilson, Woodvine Cottage, 52 Manchester Rd, Astley, Manchester M29 7EJ. Tel: (0942) 893632. (86068

FORTHCOMING EVENTS

FLY TO THE BRITISH GRAND PRIX. In a Hughes 500 Helicopter on July 21st, 1985. Prices from £100 return. Champagne available at the pick-up point. Book early to avoid disappointment. Tel: Colchester (0206) 572535. (86320

VINTAGE AUSTIN RALLY Annual Ashover Vintage Rally. Autojumble, August 18th. Entry Forms: Frank Smith, Butts House, Ashover, Derbyshire. (86062

INTERNATIONAL CAR RALLYE and Festival of Transport. August 24th-25th. National Motor Museum, Beaulieu. Details from "Specials", 168 King St, Hammersmith, London W6. Tel: 01-602 5947, 01-748 3627. (85894

BSA FRONT WHEEL DRIVE Club National Rally, July 14th at Westonbirt School, Tetbury, Gloucestershire. All BSA three and four wheeled cars and appropriate memorabilia welcome. Peter Cook, Secretary. Tel: Worplesdon (0483) 233752. (85978

MASERATI CLUB. Owners and enthusiasts, details from the Secretary, M. J. Miles, The Paddock, Abbotts Ann, Andover SP11 7NT. Tel: 0264 710312. (43001

DONCASTER RACECOURSE AUTOJUMBLE and collectors car mart, Saturday July 13th, 10am. Usual 250 12 ft stalls selling all motoring spares, bar and cafeteria. Details. Tel: 0302 539709. (85581

"LONDON STOCKWELL toy and model collectors swap, meet July 13th 10.15am St Michaels Church Hall, Stockwell, Park Road, SW9. Dinky, Corgi, Matchbox, trains etc. Buy sell swap — future dates October 26 — December 28. Tel: 01-733 9964" (86277

NEW VINTAGE + PVT car rally in Derbyshire, part of Hayfield sheepdog trials & country show. September 21st & 22nd. All entries receive plaque, award for most original car. Details from Westview Garage, Glossop Road, Little Hayfield, Stockport, Cheshire. Tel: New Mills 43488. (86303

EVENTS — continued

WITHAM Historic Vehicle Club present their 8th Annual Vintage Vehicle gathering on 3rd and 4th August 1985 at Church Road, Hatfield Peverel, Essex. Details from J.C. Goodman, 2 Chippingdell, Witham, Essex. (Tel: 0376 516918 evenings / weekends) (86216

OCTOBER 5th, MALVERN WORCS. Enormous undercover show to include Car Club, Autojumble, Sell Your Own Car Sale, Two Stage Concours (to include everyday use), and full Outside Driving Event with Paddock Display — in all 25 acres. Huge facilities, children's entertainments — all sponsored by "Exchange and Mart Magazine". A prestigious event. Large SAE 35 Britten Drive, Malvern. Tel: 06845 60180 evenings. Stall and stand bookings now being taken. (83995

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

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

MUSEUM ACTION DAY. National Motor Museum, Beaulieu, Hampshire — Sunday 14th July. Two different Grand Cavalcades. Historic Caravan Rally. Visit "Wheels", the Museum's new million pound display. See behind the scenes in the Workshops and the Libraries. All are welcome. Those coming in pre-1966 vehicles admitted at half price. Tel: Steve Dagnell 0590 612345 for details. (84649

YOU MUST GET TO the Mid Wales Festival of Transport at Welshpool, Powys — three days of fun, excitement and interest for all the family — July 12th, 13th and 14th. All kinds of vintage and modern transport including steam trains, canal cruises, helicopter flights, traction engines, model railway exhibition and autojumble. Lots of rides! Don't miss this this super weekend. For details contact The Organiser, Festival of Transport, Ladywell House, Newton, Powys SY16 1JB. (84650

EVENTS — continued

BOLTON AUTOJUMBLE, Saturday July 2 Sports Centre, Silverwell St, Bolton. The for bike bits, car bits also. (84

CLUBS

THE AUSTIN COUNTIES Car Club welco owners and enthusiasts of Austin mo (1939-54) 8-16 hp, A40, A70, A90 and commercial vehicles. Magazine, sp service, local meetings, annual Membership secretary: S. M. Pars Swallowfield Farm, Church Road, Mann Heath, Horsham RH13 6JE. (84

AC OWNERS. If you own an AC or interested why not join the club. Mon magazine, meetings, sprint, "Concou dinner dance, film shows etc. Details f Membership Secretary, Tudor House, Ma Road, Great Bowden, Market Harboro Leicestershire. (77

THE MG CAR CLUB offers extens activities, everything from local social eve to full race meetings. Technical aid support for all models pre-1930 to cur production. Spares and service scheme v associated discounts and specia insurance plus an award-winning magaz For further information on the original Club, founded 1930, and its 65 associa overseas centres please contact the MG PO Box 251, Studley, Warwickshire B80 7 Tel: 052785 3666. (209

THE AUTO SUNDAY 7th JULY 1985. Fan day out, Autojumble and Conco competition (all classes). Country p setting near Bracknell. Anticipa attendance 10,000 plus. Book early. En details Tel: Brackness 54995. Proceeds charity. (81

SITUATIONS VACANT

EXPERIENCED engineer / fitter required small engineering firm in West Oxfordsh specialising in the mechanical restoration pre-war Rolls and Bentley. Must be capab of working to the highest standard Machine shop experience an advantag Fiennes Engineering, Clanfield M Clanfield, Oxon OX8 2RX. Tel: 036781 43 (859

ENTHUSIAST / PARTNER with some worki capital, for London office financing a importing / sales sports cars. Tel: 01 8 9697.

Cash loans against prestige cars. Tel: 01-6 9697. (862

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

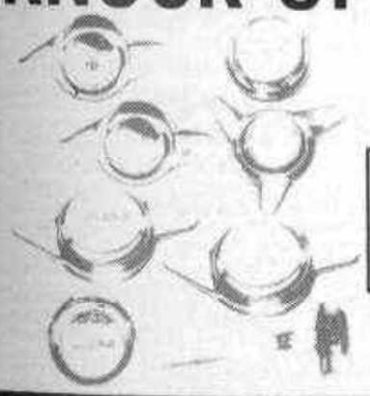
BRITISH GRAND PRIX
21st July 1985
DOLLAR HELICOPTERS
OFFER
Traffic Free — Return Flights — North Banbury to Silverstone
£117 per person inc VAT
For Details Telephone
01-223 2323 or Coventry 304231

FERRARI MONIDIAL QV



1983 red with magnolia hide interior. Approx 25,000 miles excellent condition, fast & economical, 2+2 seater.
£21,950
P/X & FINANCE POSSIBLE
Tel: 0493 79627 anytime

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

TEAM DESIGNER JACKETS

NEW EXCLUSIVE DESIGN 85
HIS OR HERS CUSTOMISED CLOTHING AT ITS BEST

FOUR COLOUR COMBINATIONS
THREE LOGOS
FOUR SIZES

Shower proof
machine washable
spin or tumble dry

Individually crafted in British factory by British workers using British materials (insulated polycotton).

Stitched in logo
FERRARI
PORSCHE
BMW



Four colour combinations
All black, red piping
All red, grey piping
Duotone grey, red piping
Duotone blue, yellow piping
(please give second choice when ordering)
Sizes: S 34"/36"; M 38"; L 40"; XL 42"/44"
Style may vary slightly from illustration

Send cheque or postal order for £29.95 plus £1.55 postage and packing to
TEAM DESIGNER 85
Orchard House, Hanthorpe, nr Bourne, Lincs PE10 0RE
please allow 14 days for delivery. Full money back guarantee

The Foundry 26 High Street # Bramley **Bramley nr Guildford Surrey**

70 Rolls Royce Phantom IV. Dark blue, grey hide, 854 mls.	£100,000	**84 Porsche 911 Carrera Sport Targa.** Black, Sport seats, 7,000 mls.	£26,995
79 Rolls Royce Silver Shadow II. Moorland, one owner, 13,000 mls.	£25,995	**84 Porsche 911 Carrera Sport Targa.** Met. zinc, black hide.	£23,995
77 Bentley T II. Moorland green, magnolia hide, 29,000 mls.	£19,995	**82 Porsche 911 Sport Targa.** Met. wine, hide, a/c, 25,000 mls.	£20,995
83 Mercedes 380SEC. Met. blue, blue velour, total spec, 17,000 mls.	£26,995	**84 Porsche 911 Carrera Sport Targa.** Black, good spec, (B).	£27,995
84 Mercedes 380SE. Met. thistle, high spec, 7,000 mls.	£23,995	**84 Porsche 924 Lux.** Guards red, s/roof, 8,000 mls.	£12,495
82 Mercedes 500SEL. Met. silver, total spec, 17,000 mls.	£22,995	**83 Jaguar XJS.** Met. blue, black hide, a/c, 9,000 mls.	£16,995
77 Mercedes 450SEL 6.9. Met. silver, total spec, 9,000 mls.	£19,995	**65 Jaguar E Type Roadster.** Red, total restoration.	£19,995
83 Mercedes 280SE. Met. petrol blue, e/s/r, alloys, e/w, 17,000 mls.	£17,495	**74 Jaguar V12 E Type Roadster.** Manual, azure blue, 12,000 mls.	£17,995
81 Mercedes 280SE. Met. silver, e/s/r, e/seats, 27,000 mls.	£13,995	**71 Jaguar V12 E Type Roadster.** Manual, silver, one owner, 16,000.	£17,995
79 Mercedes 450SLC. Met. silver, total spec, 10,000 mls.	£23,995	**73 Jaguar V12 E Type Roadster.** Auto, 160 mls.	£29,995
79 Mercedes 450SLC. White, e/s/r, alloys, 24,000 mls.	£16,995	**62 Jaguar 3.8 E Type Roadster.** Red, total restoration.	£19,995
79 Mercedes 450SLC. Met. thistle, total spec, 41,000 mls.	£15,995	**70 Jaguar D Type Long Nose Lynx.** British Racing Green.	£26,995
80 Mercedes 450SLC. Met. thistle, e/s/r, alloys, 34,000 mls.	£15,995	**78 Chevrolet Corvette.** Split roof, auto, 9,000 mls.	£11,495
77 Mercedes 450SLC. Met. blue, total spec, 46,000 mls.	£12,995	**70 Maserati Ghibli Spyder.** Auto and PAS, LHD, silver.	£49,995
78 Mercedes 500SLC. Met. thistle, beige hide, total spec, 30,000 mls.	£16,995	**70 Royal F1000.** 2 seat race car, road registered.	£3,995
81 Mercedes 380SLC. Met. silver, total spec, 18,000 mls.	£22,995	**85 AC Cobra.** LHD, Autocraft, details on request.	£29,995
81 Mercedes 380SLC. White, total spec, 24,000 mls.	£22,995	**43 Willys Jeep.** Green, superbly restored.	£6,995
83 Mercedes 280SE. Ivory, e/s/r, ABS, stereo, 14,000 mls.	£16,995	**53 MG TD.** Black, green hide, totally refurbished.	£11,995
84 Mercedes 280TE. Midnight blue, high spec, 10,000 mls.	£17,495	**80 MGB Roadster.** White, rostyle wheels, 12,000 mls.	£5,995
82 Mercedes 280TE. Met. petrol, leather, s/r, a/c, alloys, 21,000 mls.	£13,995	**78 Panther J72.** White, auto and PAS, a/c, 3,000 mls.	£22,995
85 Porsche 3.3 Turbo. Guards red, total spec, 880 mls.	£41,995	**81 Triumph TR8 Convertible.** One of 35 RHD, 11,000 mls.	£9,995
83 Porsche 3.3 Turbo. Black, full spec, 6,000 mls.	£34,995	**24 Citroën Cloverleaf.** Three-seat tourer, classic car.	£6,995
84 Porsche 3.3 Turbo. White, black hide, full spec, 14,000 mls.	£33,995	**80 MGB GT.** Black, w/wheels, deliver mileage.	£8,995
83 Porsche 3.3 Turbo. Guards red, full spec, 9,000 mls.	£33,995	**71 Morris Mini.** 1390 cc, white, Recaro seats.	£4,495
83 Porsche 3.3 Turbo. Met. blue, total spec, 16,000 mls.	£32,995	**82 Range Rover Vogue.** Auto, met. gold, a/c, 16,000 mls.	£13,495
81 Porsche 3.3 Turbo. Met. rosewood, full spec, 13,000 mls.	£26,495	**84 Range Rover Vogue.** Silver, 5-speed, a/c.	£16,995
63 Porsche 356B Cabriolet. Ivory, totally refurbished mls.	£25,000	**84 VW Golf GTI Cabriolet.** Met. blue, very special, 7,000 mls.	£11,495
85 Porsche 928S. Met. iris blue, very high spec, 2,000 mls.	£37,995	**83 VW Golf GTI Cabriolet.** White, limited edition, 8,000 mls.	£8,245
84 Porsche 928S Auto. Met. zinc, a/c, e/s/r, 5,000 mls.	£33,995	**83 VW Golf GTI.** All white cabriolet, Kamei bodystyle, 11,000 mls.	£8,495
80 Porsche 928 Auto. Met. blue, a/c, 21,000 mls.	£14,995	**83 VW Golf GTI Campaign.** Met. silver, s/roof, mint, 6,000 mls.	£7,495
85 Porsche 911 Carrera Sport Coupé. Black, good spec, 3,000 mls.	£28,995	**81 VW Scirocco.** Met. blue, s/roof, one owner, 19,000 mls.	£4,995
		83 Morgan Plus 8. Red, alloy body, one owner, 3,000 mls.	£12,495

0483 898159 **EXCEPTIONAL LOW MILEAGE CARS PURCHASED** **0483 898159**



1953 Bentley R Type, shell grey with light grey interior, factory sunshine roof, superb car to drive.

Buyer Calls

H J SIBLEY CLASSIC CARS

Crowthorne Road, North Kensington, London W10 6RR

Tel: 01-968 6335/6 or 0288 3428

ALSO IN STOCK
1976 Rolls Royce Silver Shadow LHD USA specs.
1974 Rolls Royce Silver Shadow LHD USA specs.
1967 Rolls Royce Silver Shadow.
1961 Rolls Royce Silver Cloud II.

Also over 30 Rolls Royce, Bentley, Daimler and Princess Limousine, Jaguar etc for sale.
WANTED classic Rolls Royce, MG, Alvis, Jaguar, Delage, Delahaye etc 1930-1955.



1968 Rolls Royce Silver Shadow Convertible, porcelain white, excellent light blue leather, 63,000 original miles. Magnificent example of this appreciating classic.

CLASSIC CARS IMPORTED / EXPORTED WORLDWIDE



ROLLS ROYCE SILVER CLOUD

In addition to our work on vintage Rolls Royces, we have a department specialising in service and minor repairs of the more modern Silver Clouds, Shadows and Mk VI Bentleys.

Wanted: pre 1931 Morris spares

THE COOKE GROUP
West Avenue, Wigston, Leicester LE8 2FB
Tel: (0533) 881234

CLASSIC models

Dept MS, 126 Botchergate, Carlisle, Cumbria.
Tel. 0228 38250

MODEL CAR KITS

1/43 scale kits

1985 Ford RS 200 Rallye	£14.35	1984 Mustang GTP IMSA	£14.35
1985 Renault RE60 F1	£12.95	1984 Porsche 962 — Daytona	£12.95
1985 Minardi M185 F1	£12.95	1964 AC Cobra — Targa F.	£13.95
1985 Alfa Romeo 185T F1	£12.95	1981 Citroen Visa — Mid eng.	£14.35
1984 Ford Thunderbird NASCAR	£15.65	1984 Audi Quattro Sport	£12.95
1984 Chevrolet Monte Carlo NASCAR	£15.65	1950 Healey Silverstone	£10.12
1985 Ferrari 156 85	£12.95	1926 Renault Record Car	£10.87
1984 MG Metro 6R4 Rally	£12.95	1938 Packard 12 Roadster	£12.08
1961 Ferrari 156 shark nose	£11.99	1961 Ferguson 4WD F1	£10.12
1983 Lancia LC2 GpC	£12.95	1959 Jaguar XK150	£10.12
1982 Ligier JS19 F1	£12.50	1933 Cadillac V16 Conv	£20.70
1953 Ferrari 750 Monza	£8.95	1939 MG EX135 Record Car	£15.00
1984 Alfa Romeo 184T F1	£14.75	1936 Jaguar SS1 Tourer	£15.00
1985 Lancia Delta S4 Rally	£13.50	1933 Rolls Royce Phantom II	£18.00
1983 Aston Martin Pepsi Challenger	£14.38	1938 Triumph Dolomite Roadster	£8.95
1985 Porsche 959 — P Dakar	£14.35	1938 Railton Sportsman Coupe	£9.45

P&P 50p. Access / Barclaycard welcome.
Send £1 for our 1985 Catalogue.

Newlands Motors

SPECIALIST AND CLASSIC CARS
Forest Row, Sussex (034282) 2274



Mercedes Benz 280SE 3.5 Convertible, 1971. 1 owner, 70,000m, whiskey gold. **POA**



Mercedes Benz 350SL, 1979. Blue, 2 owners, 67,000m. **£11,750**



Daimler Dart SP-250, 1961. BRG, Black leather, cww, show car. **£6,950**



Daimler Sovereign 4.2, 1969. 1 owner, 49,000m, fawn, red leather. **£1,995**

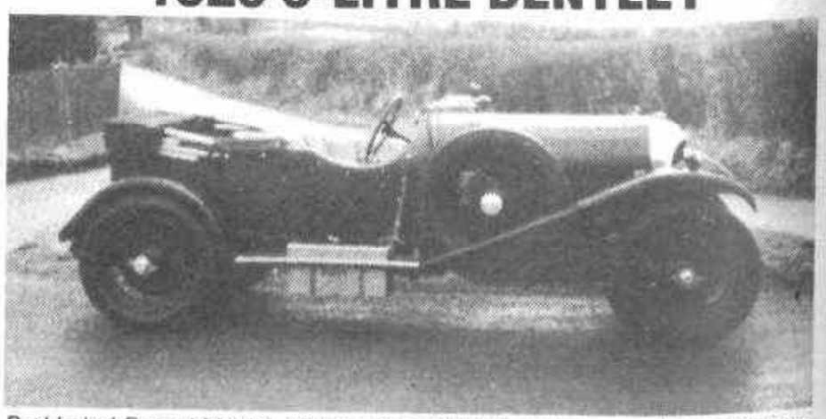
Jaguar XK120 Roadster 1954. CWW, BRG. **POA**
Jaguar V12 E Type 2+2, 1971. Chrome wheels, red. **£8,950**
Porsche 911 SC Sport Coupe, 1979. Guards red, 48,000m, Reg 919 FFU. **£11,950**
Mercedes Benz 280SE 3.5 Saloon, 1971. 51,000m. **£3,250**
Ferrari 275GTB Long Nose. Red, 56,000m. **POA**
Ford Capri 2.8 Injection, 1983. 5 speed, black, 22,000m. **£5,950**
Ford Escort RS2000 Custom, 1980. 1 owner, 33,000m. **£4,250**
Citroën SM. 54,000m, 2 owners, aqua blue. **£4,950**
Range Rover 1979V. Red, sunroof, etc. **£4,450**

SIMILAR CARS WANTED FOR PURCHASE

Chris Drake Collectors Cars Ltd

Specialists in the sale of high performance collectors road cars and historic competition cars.

1926 3-LITRE BENTLEY



Red Label Speed Model, Chassis No. RT1541. First owner Woolf Barnato. Raced at Brooklands Callingham / Barnato. Dark Blue / Light Grey interior, excellent condition.

Also in stock
1970 Lola 212. FVC Ford, chassis no. 39.
1964 Merlyn Mk6A. Ford twin cam, chassis no. 68 RS.
1960 Lola MkII. FJ Ford, chassis no. BRJ 8.
1960 Lotus 18. FJ Ford, chassis no. 9871/12.
1958 Lotus 15 Series II. 2-litre Climax, chassis no. 15/610.
1957 Maserati 450S V8. 4½-litre, chassis no. 4510.
1956 Maserati 300S. 3-litre, chassis no. 3069.
1952 Cooper Bristol MkI. 2-litre F2, ex Peter Walker / Whitehead.

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

TIM WALKER (RESTORATIONS)

Restoration, repairs and maintenance undertaken on veteran, vintage, PVT and classic cars. Collection and delivery available

AYLESBURY 748419/77596

'84 CORVETTE

New, un-registered, E-marked, fully loaded, Midnight Black.

£25,000 ono

Phone 0234-59933 for details.

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.

ARCHAEOLOGISTS

Are you an Archaeologist? Do you have layers of stratified junk in your garage or attic dating back over the last 25 years or more? If so read on:

We are seeking old specimens of vinyl plastic numbers or letters purchased in 1963 or 1964, where those letters are each on a rectangular backing card split across the back of the letter. They would probably have been bought for a motorcycle or car number plate or for making up a notice or sign, and probably from Halfords or from Plastic Adhesive Numerals at Colchester. A reward is offered for authentic specimens that can be accurately dated. If you think you are in the hunt, get digging now!

. . . and let Box No 6951 know of your success.



From PSL, the enthusiasts' publisher.

ROY SALVADORI: RACING DRIVER

Roy Salvadori and Anthony Pritchard. *Foreword by Sir Jack Brabham.* The autobiographical story of a flamboyant and daring driver whose remarkable versatility earned him success in many different racing classes. £12.95

PORSCHE STORY

Julius Weitmann. *More than 600 pictures.* A brilliant photographic essay tracing Porsche's competition achievements from 1950 to 1984. *A tribute to those who made Porsche a machine to be reckoned with.*

REVISED EDITION £19.95

From your bookseller or:

Patrick Stephens Limited

Dept 964A, Denington Estate, Wellingborough, Northants. NN8 2RQ. Telephone (0933) 72525. Telex 311072 THOPUB G.

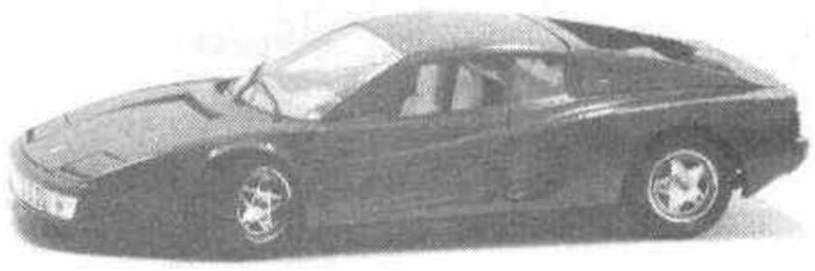
24 hour telephone ordering service for VISA *and* ACCESS *cardholders. When ordering from the publisher please add £1.00 per book to cover postage.*

ST MARTINS ACCESSORIES LTD

DINERS CLUB INTERNATIONAL

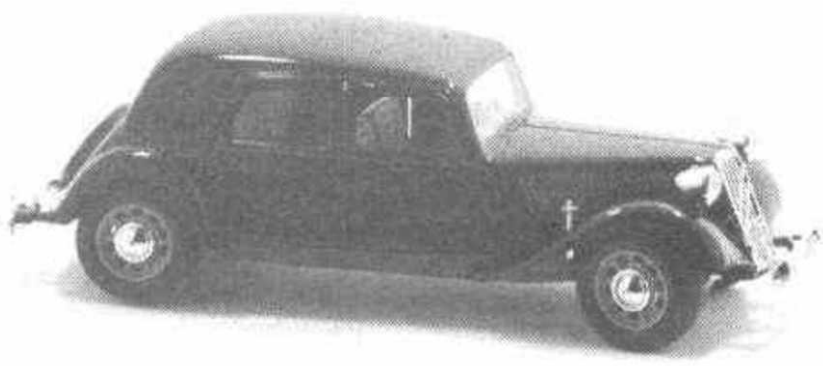
AMERICAN EXPRESS

SPECIALIST IN MODEL CARS



LATEST RELEASE

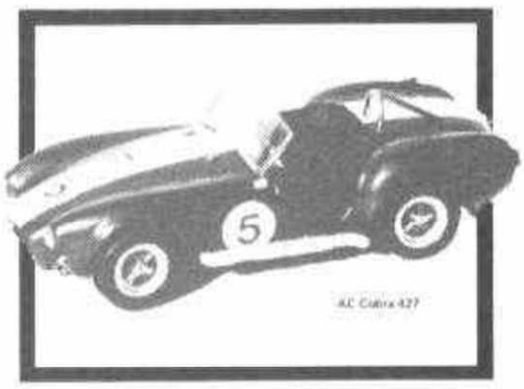
From Burago 1/18th Scale 1985 Ferrari Testarossa in Ferrari Red with opening doors and luggage compartment. Detailed engine and wheel steering! £10.99 + p/p UK £1.50. Overseas mailing on application.



ALSO NEW FROM BURAGO in 1/24th scale Citroën 15 CVTA in Black with engine detail and opening doors and steering. £5.95 + 75p p/p U.K. Overseas mailing price on application.

ST MARTINS ACCESSORIES LTD

SPECIALISTS IN MODEL CARS



• CATALOGUE 1985 •

95 St. Martins Lane, London WC2
Telephone 01-836 9742

St. Martins Accessories Ltd. 1985/6. Illustrated catalogue. 72 pages full of Kits and Fully Built Models of all sizes and prices. Price £2.00.
We have a superb mail order service for the UK and for any where else in the World. Mail and telephone orders accepted on Cheque, American Express, Access, Visa card, Bank Americard, Dinners Club, Mastercharge, Chargex and Eurocard etc. Shop hours are Monday-Friday 9.30am till 6pm. Saturday 10.00am till 4pm.

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

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.

BEAULIEU CARS LIMITED

fine cars and engineering excellence

VINTAGE RESTORATION & REPAIRS
SPECIALIST CARS LOCATED & EXPORTED
PROFESSIONAL STORAGE

Beaulieu Cars Limited,
Beaulieu, Hants SO4 7YE
Telephone (0590) 612444

Agents for Alfa Romeo & Suzuki

BRISTOL at R. F. FUGGLE LTD.

1982	603	£19,850
1978	412 S2	£11,250
1976	411 MkV	£11,750
1975	411 MkIV	£10,250
1957	405 Saloon	£9,850

Bushey Heath, Herts. 01-950 1685

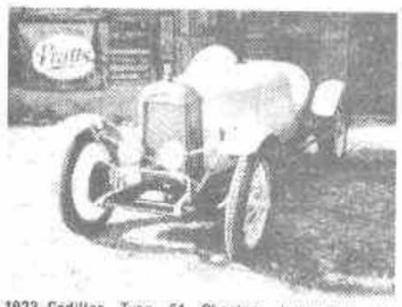
GASKETS

Head, manifold, etc., made specially to pattern. Any make, any 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

DAVID HOWARD CARS

RANVILLES FARM, ROMSEY, HAMPSHIRE: Tel: Southampton 814481



1923 Cadillac Type 61 Phaeton. Impressive car, restored to the highest standard. £12,850
1924 Cluley 10.5 HP 4 Seater Tourer. Attractive VSCC light car. £5,350
1925 Sunbeam 20/60 Two Seater Coupe with Dickey. Coachwork by Brainsby. Superb restoration. £17,500
1929 Amilcar CGS Surbaisse Competition Two Seater. A lot of fun at modest cost *(illus.)*. £5,950

1932 MG 8/33 D Type Midget Four Seater. On the Montlhery chassis. Beautiful ground up restoration, 4,000 hours spent. Show condition. £8,500
1935 Austin 18 HP Hertford Saloon. Original with charming history. Finished in grey with matching leather. £3,750
1936 Vauxhall 20 HP Wingham Tourer. By Martin Walter. One family owned from new. New hood and paint. £4,850
1936 Alvis Speed 20 Charlesworth Saloon. Excellent mechanics but coachwork in retirement hence. £3,850
1957 Aston Martin DB2-4 Mkll. Bills for £5,000 on mechanics. Superb driver's car. 50th psi recommended at. £4,750
1962 Jaguar 3.8 E-Type FHC. History, list of JDC concours wins. Opalescent blue, pristine. £9,750
1974 Range Rover. Maintained to a very high standard. £2,950
1982 Y Reg Audi 100CS. Limited edition, auto., red, unmarked condition, my own transport, bargain. £4,950

The Bargain Barn contains a **1926 Austin 12/4 Clifton Tourer** for complete restoration, a **1962 Ford Consul Mkll Saloon**, good, and a **Fordson Standard Tractor** in excellent condition.

Please telephone for an appointment to view. We are situated 2 miles from Romsey on the A31 Bournemouth road. Part exchanges welcomed.

SHIPPING

TO

ALL DESTINATIONS WORLDWIDE

* COMPLETE EXPORT SERVICE
* HOUSEHOLD AND PERSONAL EFFECTS
* VEHICLE SPARES

Contact:

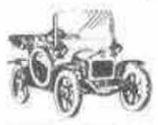
BOYES CONNING FREIGHT
SOUTHAMPTON
(Est. 1972)
Tel: (0703) 437551/2
Tlx: 477171 "BOYCO"

STEWART SKILBECK

HISTORIC VEHICLE SPECIALIST

1955 Austin Healey 100M. Restored to highest standard. £6,75
1937 MG TA 2-seater sports. Tidy car. £4,85
1948 Healey Duncan Drone. 2-seater sports racing car, very fast. £5,35
1930 Morris Major. 6 cylinder folding head saloon. Well restored vintage car. £3,75
1932 Morris Minor. 2-seater open tourer pretty car. £2,30
1959 Austin Healey 3000 Mk1 2+2 Sports. Very smart, blue over white. £3,95
Pre-war Rolls-Royce, Bentley, MG or Family Tourers urgently required.

Callers by appointment please



Landing Lane,
Hemingbrough, Selby,
North Yorkshire
YO8 7RA
Tel: 0757 638713

JOHN LEWIS

CLASSIC MERCEDES SPECIALISTS

4 Heathman's Rd.
Parson's Green Lane
Fulham SW6

Telephone 01-731 3734



1971 MERCEDES 280SE 3.5 COUPÉ. Finished in silver metallic, blue hide interior, automatic, power steering, electric windows, one owner from new, 80,000 miles, full Mercedes service history. A prime example of this sought after Coupé. ***Also three others in stock*** in the following colours: dark red metallic, black hide, silver blue metallic, blue hide and sand metallic with black hide.

Also in stock

1969 MERCEDES 300SEL 6.3 SALOON, LEFT HAND DRIVE. White/blue velour, air cond., all extras, ideal for export.
1964 MERCEDES 300SE CONVERTIBLE. Finished in black with black hide interior and black hood. A manual transmission model that has had a total ground-up restoration and covered only 500 miles since completion. ***Also*** a **1963 300 Convertible** finished in black, with tan hide interior, automatic, power steering, 80,000 miles and full service history. Excellent first class condition.
1963 MERCEDES 220SE COUPÉ Pontoon model, dark grey metallic, red hide interior.
1962 MERCEDES 190SL. Black with black hide interior, fully restored and in first class condition.
1959 MERCEDES 220S CONVERTIBLE. Finished in burgundy with cream hide interior, one family ownership, 61,000 miles only, a first class original example.
1959 MERCEDES 300D ADENAUER SALOON. Left hand drive, a very original, rare example, priced to sell.
1956 MERCEDES 190SL. Finished in red with tan interior, black hard top, excellent.

WORKSHOP AVAILABLE

HEMEL HEMPSTEAD

Recently constructed 1,800 sq ft workshop unit with full motor trade permission to include light industrial, restoration and retail. External parking for 8. Gas heating. New 12 year lease; 3 year reviews. £6,000 pa excl.

£5,000 Premium

BOX 6950

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)

PAUL BECK

HIGH STREET, STALHAM, NORWICH, NORFOLK. NR12 9BB
Telephone: STALHAM (0692) 81534

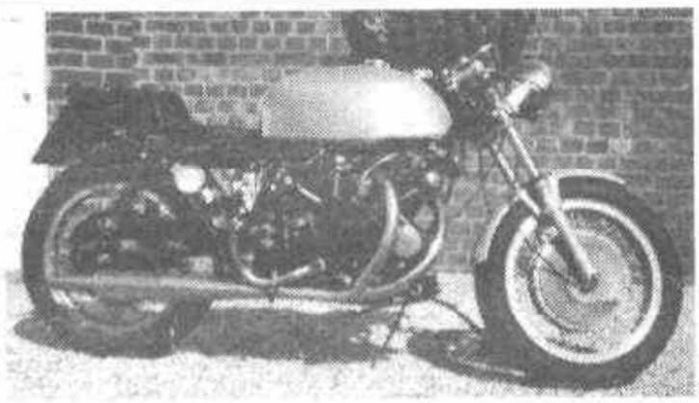


1975. 365. B. Boxer 14,000 miles from new. Full dinol A/rust treatment. Competition clutch/exhaust. 512 wheels. Terrific and perfect example. The property of existing owner since 1979. Price **£25,000** (no offers).

PRIVATE COLLECTION FOR SALE

Reason for sale — both vehicles **not used** since 1980 apart from routine oil changes and adjustments etc.

Phone 079881-589
evenings. (Sussex)



1970 Egli Vincent fitted Laverda, racing forks, wheels and tank. Recent complete mechanical rebuild, parts and machining u/taken by Tony Mourne. Shadow engine spec. in, beautiful order with present owner since 1973. Price **£4,500** (no offers).

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

1960 MORRIS MINI AS NEW

Genuine mileage — 32,479.
One lady owner.
Mechanics completely checked, resprayed, undersealed and recarpeted.
MoT from date of purchase.
OFFERS AROUND £2,000

1948 MORRIS TEN SALOON

Mileage — 69,691.
Two owners.
MoT until December 5th 1985 when engine and body repairs will be necessary.
ALL OFFERS CONSIDERED.

G. C. CLENCH
CASTLE PARADE GARAGE, USK, GWENT
TEL: 029 13 2014

Conlon Classic cars

LOTUS 7 : AC COBRA : GT40

all built to order and spec delivery world wide

Secondhand specialist cars in stock

0656 862981

R. S. WILLIAMS

ASTON MARTIN SPECIALISTS OFFER THE FOLLOWING USED CARS.

Aston Martin DB5. Silver with red interior, RSW reconditioned engine to be run in, stainless steel exhaust, chrome wire wheels. **£15,500**

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 1974. Brown with natural hide, manual gearbox, 30,000 miles since full engine overhaul, stainless steel exhaust. **£9,250**

Aston Martin V8 1977. Factory fitted wooden dash etc, ex-William Towns development car, many special features. **£12,750**

Aston Martin DBS V8 1972. Carburetter conversion, automatic, Aztec with black interior. Exceptional. **£8,750**

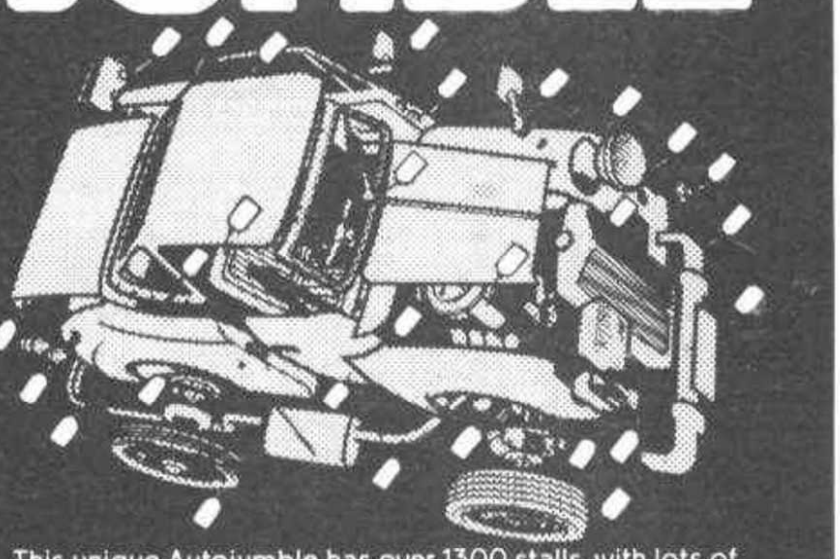
Aston Martin V8 1981. Canterbury blue with tan interior, one owner, 37,000 miles. **£24,000**

Aston Martin Volante 1980. High mileage but factory maintained including recent £10,000 refurbishment, totally unmarked body & interior. **£27,500**

The above cars are covered by a 4 months parts & labour guarantee

31-35 PADFIELD ROAD, SE5 9AA
Tel: 01-733 1062

INTERNATIONAL AUTO JUMBLE



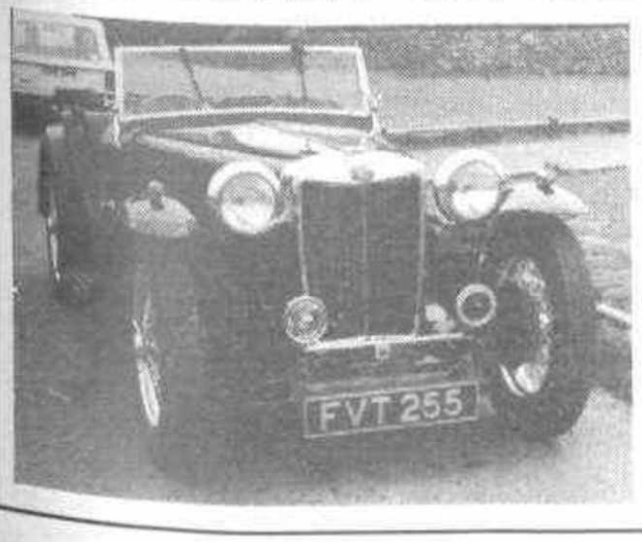
This unique Autojumble has over 1300 stalls, with lots of spare parts, relics, books, magazines, prints, old transport toys, as well as nearly a hundred cars for sale.

7/8 Sept Opens 10 am

Beaulieu

Come both days – reduced 2 Day Admission Ticket available.

WANTED CLASSIC MG



1927-1955

Sports, Tourer dhc, saloon, any condition, concours to unrestored. Mr. Mills, 33 Bude Street, Appledore, Devon. Distance no object.

Tel: 02372-71284

CLASSIC AUTOMOBILES OF LONDON LTD

Armoury Way, London SW18 1EZ. Telephone: 01-871 1357

Open 7 days a week



1935 Rolls-Royce 20/25 Sedanca de ville by Thrupp & Maberly. Blue coachwork with black wings and blue interior. An outstanding example of this attractive and elegant car.

Telephone: 01-871 1357

ALSO IN STOCK

1961 Jaguar E-Type Series 1 Roadster. Chassis number 74. The most desirable E-Type in outstanding, restored condition. **£19,750**

1928 Rolls-Royce Phantom II Tourer. Blue coachwork with black wings and cream hide interior. A truly magnificent car in every way.

1967 Austin Healey 3000 MkIII. LHD, a superb, low mileage car with red coachwork and c.w.w. **£8,750**

1927 Chevrolet Tourer. Very attractive ivory coachwork with contrasting black wings and wooden spoked wheels. **£8,750**

1914 Wolseley Stelite Tourer. Yellow with black wings and occasional seat. Exquisite. **£9,750**

1963 Rolls-Royce Silver Cloud III. LHD, shell over Tudor grey, an outstanding example of this classic post-war Rolls-Royce.

Bentley 2 2 Sports. Burgundy coachwork with black interior. Looks sensational and drives like a dream. **£14,750**

1934 Riley Lynx Tourer. Ivory coachwork with spotless red interior. Excellent restoration. **£8,750**

1971 Rolls Royce Silver Shadow. Light blue. Excellent condition. **£9,750**

1933 Lagonda 16/80 Tourer. Very attractive coachwork in yellow with contrasting black wings. **£17,750**

1949 Daimler Drophead Coupe. White coachwork with brown interior in superb restored condition. **£6,750**



1933 Lagonda 3-Litre Tourer. Green coachwork with black interior. A very attractive car in superb condition.

Other excellent cars available, please telephone.
Overseas enquiries welcomed; shipping arranged.
We also buy good condition interesting cars.

Specialists in restoration of original cars. Reproduction bodies from photo's or drawings. Wingmaking and all panels made in aluminium or steel. Louvre cutting.

Also ash framing fuel and oil tanks. Pipe bending and manifolding, pattern making and machining for castings.





Rod Jolley Coachbuilding

SPECIALIST PANEL BEATING & ASH FRAMING
37 GORDLETON INDUSTRIAL PARK, SWAY ROAD, LYMINGTON, HANTS. TEL: (05980) 683702

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 restoration 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**

1983 Fiesta XR2. Black, 1 owner. . . . **£4,500**

1977 BMW 3.0 Si. Red, alloys. . . . **£1,495**

1959 Morris 1000. Excellent. **£1,800**

Bugatti Type 35B. Fully restored. Expected soon. . . . . **POA**

Also: Frogeye Sprite & Triumph TR4. For restoration — offers.

WANTED — CARS SIMILAR TO ABOVE

NOSTALGIA

ONE EXTREME TO THE OTHER

After five consecutive washed-out local Pub monthly get-togethers, & the two square mile lake that was Silverstone for 'MOTOR 100', someone-up-there decided "enough is enough" & provided the most perfect day imaginable for our **10th ANNIVERSARY 'GOAT' MEETING. My thanks go to all who attended,** especially the mass turnout of TR's & also for the patience shown in getting parked! I had the unique experience of driving one of the **Grand Prix Cooper Bristols** on the road (... is fun!) & **'COB 1'** made its first public display this year showing its new 'Hi-line' look (2" increase in ride-height to alleviate the sump-guard generating 3ft. sparks at each dimple in the road surface!), which has totally altered the character of its appearance — **now even more aggressive.**

IMPORTANT NOTE: TEETHING TROUBLES WITH CELLNET TELEPHONES means that you may have difficulty getting through on my new number below (& remember the ringing tone sounds like an extended engaged signal). PLEASE BE PATIENT & KEEP TRYING; if unsuccessful, there still remains my other home / business number — 0992 51093

TWO BRAND NEW AC MKIV SPORTS

As Autokraft's European distributor for their fabulous (0-100 m.p.h. in 12.9 secs.), handbuilt, aluminium-bodied sportcars (I've now sold ten) — I'm proud to offer probably the last two new 'latest 1986 specification' examples in UK / European form. These are, of course, genuine AC's, not Cobra replicas!

(i) LEFT-HAND DRIVE, unregistered. Maroon with black trim. 240 b.h.p. DIN. Type-approved for most of Europe. Delivery mileage.

(ii) RIGHT-HAND DRIVE, UK registered July '85. Metallic blue with tan trim. Modified engine (c.270 b.h.p.). Delivery mileage.

1967 AC COBRA 289 Mk 3 — R.H.D. One of only approx. 6 left in the UK, (the last one sold over 3 years ago). Totally re stored 5,000 miles ago; full '427' S/C body with Halibrands etc.; 306 b.h.p. engine; light metallic green; black trim. Absolutely magnificent throughout.



THE GOAT PUB (Hertford Heath) — July 7th. / Aug 4th
NATIONAL CONCOURS — Brands Hatch — July 21st.

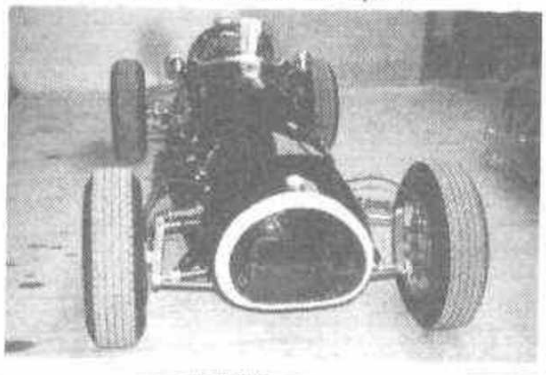
A PAIR OF HISTORIC GRAND PRIX COOPERS.

The opportunity to purchase a Historic Racing Car eligible for International Events supporting current British and European Grand Prix etc., for a sum of less than six figures, is becoming increasingly rare. For a 'matching pair' to be offered is, I believe, a unique and unrepeatable occurrence.

1952 COOPER BRISTOL MK 1 — Ex Barber / Rout / Thomas. FIA / HSCC / VSCC registered; totally restored by Peter Denty, TT Workshops etc. **(Photo; car displayed at 'Motor 100'.)**

1953 COOPER BRISTOL MK 1 — Ex Works / Winkelmann / Langton; VSCC Registered (FIA eligible); totally restored by Barry Simpson / TT Workshops etc.

Both cars are in B.R.G., and are in the most perfect 'Concours' condition achievable. Will separate!





EXCLUSIVE FINE ART PORTRAITS OFFER

'COB 1' (my 700 b.h.p. Twin turbocharged 7-litre AC Cobra) is depicted in a superb 27" x 19" colour portrait (above), for £10 — or as an equally splendid 24" x 30" b/w photographic print for £5. Similar b/w prints of 1951 Jaguar XK120 Roadster Reg. No. XKL and 1965 Ferrari 275 GTB/LN 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'

NEW TEL NO:

0860 321981

9 a.m.-10 p.m., 7 days per week

. . . . or, if unanswered / unobtainable . . . .

0992 51093

Write: BRIAR FORGE, VICARAGE CAUSEWAY, HERTFORD HEATH, HERTS., SG13 7RT.

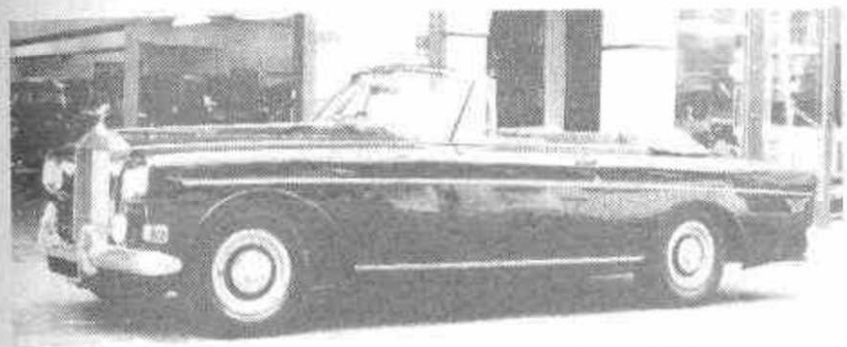
VISITS BY APPOINTMENT ONLY

01-499 9951
(Monday-Saturday)

Laurence Kayne of Berkeley Square Ltd.

London's Leading Rolls-Royce Stockists

(0488) 72184
(evenings & weekends, nr. Newbury)



1965 ROLLS ROYCE SILVER CLOUD III CONVERTIBLES. by Mulliner Park Ward. The choice of two fine examples. One manufactured to Californian specification Left hand drive with Air conditioning absolutely rust free. The other having undergone extensive recent restoration.

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.
1977 ROLLS ROYCE SILVER SHADOW II. Exeter Blue. A fabulous well maintained example.
1975 ROLLS ROYCE CAMARGUE. Finished in Larkspur. Modified to US safety specs.
1974 ROLLS ROYCE SILVER SHADOW. Flared wheel arch model. Excellent value.
1972/3 ROLLS ROYCE CORNICHE CONVERTIBLE. Finished in Embassy Black with new mohair hood.
1971 ROLLS ROYCE SILVER SHADOWS. The choice of five low mileage examples.
1965 ROLLS ROYCE SILVER CLOUD III. Beautiful coachwork and superb 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.
1964 ROLLS ROYCE SILVER CLOUD III LEFT HAND DRIVE. Air Conditioning.
1963 BENTLEY S3. In Sage and Smoke Green. A choice of three outstanding examples.
1963 BENTLEY S3 Continental Flying Spur. By H. J. Mulliner. Fine original example.
1961 BENTLEY S2 SPORTS SALOON. Finished in Sable with Tan hide trim. Fully serviced.
1933 ROLLS ROYCE PHANTOM II. Polished Aluminium Barker Tourer. Fabulous condition.
1928 ROLLS PHANTOM I. Open Boat Tailed Tourer. Fully restored to perfection.
1973 CADILLAC ELDORADO CONVERTIBLE. Black on Black. Fully power operated.
1966 MERCEDES 600 PULLMAN. Outstanding in appearance and condition only 40,000 miles.
1960 JAGUAR XK150S. Finished in Carnival Red with Black hide trim and chrome wire wheels.

18 BRUTON PLACE, BERKELEY SQUARE, LONDON W1X 7AB E.&O.E.

Pioneer Automobiles

Tel: Andover (0264) 50507/50509 office or 64699 home

Please telephone for appointment to view, 7 days a week



1932 ALVIS 12/60 4-seater tourer by Cross & Ellis in maroon / black. Runs very nicely, apparently 2 owners who have allowed her to mellow rather than deteriorate. **£6,250**

1922 TALBOT 8/18 2-seater with dicky. Lovable light car, with MoT and taxed. **£4,500**
1929 STANDARD 4-seat tourer. Immac but highly original, MoT and taxed. **£5,500**
1936 HILLMAN HAWK. Large and rare, one family owner since 1937, MoT and taxed. **£3,500**
1960 MGA Mk2 roadster. Lovely red 2-seater ready for the summer, MoT. **£3,500**
1976 JAGUAR 3.4 XJ6. Mostly one dentist owner, but few fillings. MoT, taxed. **£995**
1977 MASERATI MERAK SS. Exotic projectile, much too fast for us, MoT. **£7,350**
MOTORCYCLES: Six very early Triumphs, 250 Greaves Trials, James Comet.
PART EXCHANGES SUFFERED. MORE AVAILABLE AND WANTED.

Straight EIGHT



Stutz Blackhawk Mk VI. Absolutely stunning Acrylic White, Black hide. Gold plated interior fittings, only 3,500 miles from new. **POA**



Delahaye Type 175. 2-door, coachbuilt coupe. 1949, by Figoni Filaschi, supplied new to Maharajah of Mysore. **POA**

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, ex-titled owner. **POA**
Corniche Saloon 80 Model. Champagne Hide piped in Blue. Midnight Blue over Le Mans Blue. Full history. Stunning! **£29,950**
Bristol 412, Convertible, 77. Regal Red, Black hide, auto, PAS, cruise. **£8,950**
Daimler SP250 Dart B Spec, Silver, Red Hide. Hard and soft tops, overdrive. **£5,950**
AC Cobra Replica. 1968. Electric Blue, Magnolia hide, wires, very quick. **£8,950**
Mercedes Benz 450SL late 78. Silver over Graphite Grey, 40,000 miles, full service history, AMG body styling, radio stereo, alloy wheels, etc. **£11,950**
Cadillac Eldorado Convertible, 71, 27,000 miles, magnificent Black, White leather. **POA**
Volkswagen Beetle Convertible, 74. White, Black interior, alloys, superb appearance, lhd. **£4,950**
Ferrari 365 GT 2+2, 1969 Italian Red, PAS, electric windows and quarter lights. **£11,950**
Aston Martin Lagonda 1982. Componant stereo, good history. **POA**
Bentley Mulsanne. LHD. Carnival Red with Beige hide interior, colour coded grille, etc. **POA**
Ford Model T Landaulette 1918. Black, deep buttoned int. Extremely attractive. **POA**

Jaguar 420G, 68. Midnight Blue, Grey leather, electric windows, auto PAS, concours. **£4,950**
Mercedes Benz 220S Cabriolet, 58, Signal Red, Beige hide, best available. **£15,950**
Rolls Royce Silver Shadow 1976. Masons Black over Silver Mink, Beige hide interior, 61,000 miles. Full Service History. **POA**
1975 Silver Shadow left hand drive. Silver Mink over Seychelles Blue, Dark Blue hide interior, white wall tyres. **POA**
Rolls Royce Silver Shadow, two door LHD Corniche style, Silver Mink, Dark Blue interior, very attractive car. **POA**
Silver Dawn 54. Royal Blue over Shell Grey. Automatic, sunroof, Grey hide. **POA**
1979 Aston Martin V8 5-speed Manual. Masons Black, Red hide, history, low mileage. **£17,950**
1974 Rolls-Royce Corniche. Caribbean Blue, Blue hide int, Black Everflex, history. **£15,950**
1970 Rolls-Royce 2-door, Silver Mink Blue hide, stunning appearance. **£13,950**
1976 Shadow. Masons Black over Shell Grey, Magnolia hide, left hand drive. **POA**
1979 Mercedes 280 CE. White, Blue hide interior, electric roof, headrests, stereo, alloys. **£6,950**
1963 Bentley S3. Black over Blue, Beige hide, history, truly exceptional. **£14,950**
1980 Bentley T2. Silver Mink over Seychelles Blue, Blue hide, history. **£17,950**

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



ASTON MARTINS: '54 DB 2/4 MKI Met. burgundy, new beige interior, **£6,500** *(left)*; **'54 DB 2/4 MKI CONVERTIBLE,** old English white, red hide, **£15,000** *(right)*; **'58 DB MK III,** ivory, black hide, overdrive, twin stainless exhaust, **£7,950.** All three cars are mechanically very sound and in excellent order.



1961 JAGUAR 'E' ROADSTER 'flat floor', No. 55 made, exceptional condition, very original, mechanically superb, chrome wire wheels, work hard top. **£14,500**

1973 AC 428 COUPÉ by FRUA, Ch. No. CF67, a 'body off' rebuild, now in super condition, 2 owners, 4,400 warranted mileage. **£13,500**



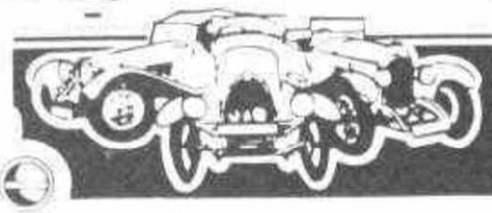


1949 SILVERSTONE HEALEY Ch. No. D13, powder blue, red white trim, mechanically and bodily very sound and original, last owner 18 years. **£9,500**

1948 HRG 1,500cc. Ch. No. W158, red/red leather, full weather equip., bill for £4,000 recent work — excellent mechanically and bodily. **£8,850**

1933 AUSTIN RACING CAR BY WRAGG; 1957 ACE BRISTOL; 1929 RILEY 12/4 1,500 cc RACING CAR; 1933 RILEY 6-cyl. 2-seater sporty by WILKINSON; 1904/5 DE DION BOUTON; 1915 FORD MODEL T ROADSTER; brand new **KENNEDY SQUIRE and many other fine cars.**

Birtsmorton (068 481) 525

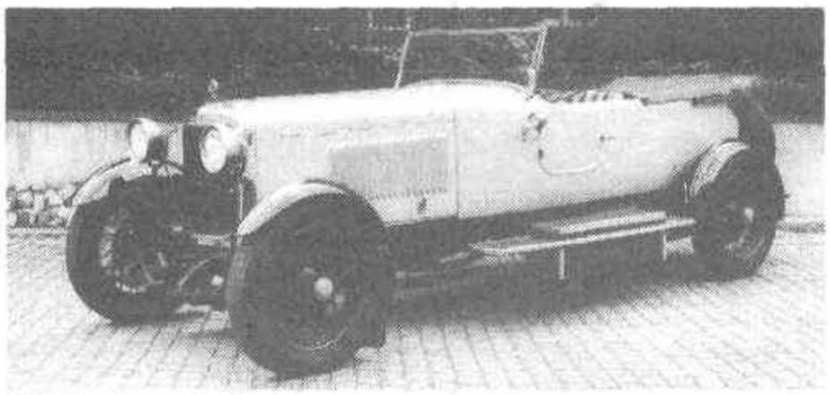


Nigel Dawes
Birtsmorton Court, Nr. Malvern
Worcestershire, England

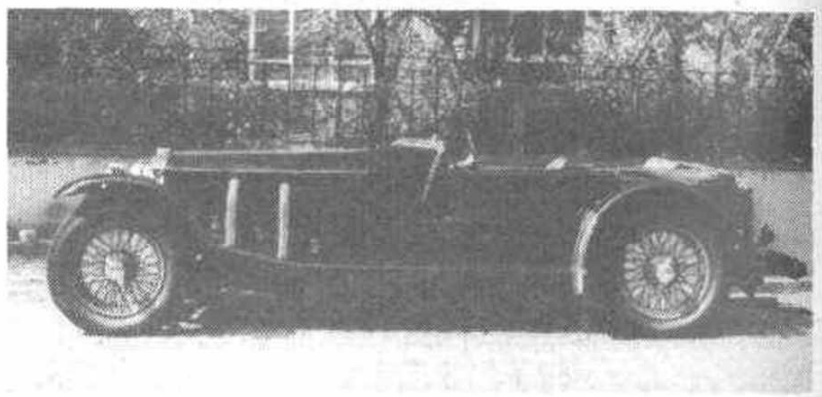
OPEN FROM
9.30-6.00
MONDAY TO
SATURDAY
SUNDAYS BY
APPOINTMENT ONLY

COYS
OF KENSINGTON
SPECIALISTS IN FINE HISTORIC AUTOMOBILES

WE WILL TRAVEL
ANYWHERE IN
THE WORLD
TO OBTAIN A
CLASSIC MOTOR
CAR



1926 Sunbeam 3-litre twin cam. The ultimate touring Sunbeam, capable of 100 miles per hour. This very advanced vintage touring car is finished in French blue with black wings and maroon hide interior, with black leather tonneau covers.



1934 Invicta 4½-litre, low chassis. Fully restored in black with red hide upholstery.

OTHER CARS IN STOCK
1908 Benz 45 hp. 8-litre Bentley. 1931 Cadillac V8. 1925 Sunbeam 3-litre. 1934 Bentley 3½-litre open tourer by VDP. Bugatti 57 C Atlante. Rolls-Royce Silver Ghost 2-seat and dickey by Park Ward. 1947 Bentley Mk IV. 1964 Bentley SIII Flying Spur. 1930 Bentley 8-litre. 1912 Rolls-Royce Silver Ghost. 1912 Renault 45 hp. 1938 Bugatti Type 57. Rolls-Royce Silver Dawn lhd. Bentley SII Flying Spur 2-door. MG TD. Invicta 4½-litre low chassis tourer. Alfa Romeo 2.3 DHC MG TF. Jaguar XK150 DHC. Morgan V twin 3-wheeler. Alfa Romeo 2.3, 8-cyl, supercharged. 1952 HWM Formula II. 1960 Elva Junior. Lotus 22. Cooper F2. Lotus 35. Stanguellini Formula Junior. Gemini Mk II Formula Junior.

Please write or telephone for illustrated stock list.

COYS OF KENSINGTON LTD. 2-4 QUEEN'S GATE MEWS. LONDON, SW7 5QJ, ENGLAND
TELEPHONE 01-584 7444. TELEX 892685 STAWAR G.

Peter Jarvis of Gemburgh Ltd.
LONDON

offers the following cars for sale

ROLLS-ROYCE

ROLLS-ROYCE SILVER SHADOW 1973. Left hand drive, ivory white with superb hide interior, all extras and air cond., conforms to U.S. safety standards.
ROLLS-ROYCE SILVER SHADOW 1974. Left hand drive. Walnut with magnolia interior and matching Everflex roof. Every possible extra including air cond. Meets U.S. safety standards.
ROLLS-ROYCE CORNICHE-STYLE 1967/68. Two door Mulliner Park Ward. Gold with tan hide interior, every extra.
BENTLEY SERIES III 1963. Porcelain white with superb hide interior. Usual extras.
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 U.S. safety standards.
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 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.
BENTLEY SERIES III SALOON 1963. Two tone silver chalice over tudor, with excellent hide interior. Usual extras including Whiteside tyres, history.
BENTLEY CONTINENTAL FASTBACK 1956 two door sports saloon. This very rare Bentley has only covered 60,000 miles, in dark blue with cherry red leather interior, auto, pas. Whiteside tyres, all usual tools complete.
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. 1110, 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. Regal red with magnolia hide interior and matching power top. Every extra possible, full history, meets U.S. safety standards.
ROLLS-ROYCE CORNICHE CONVERTIBLE 1972. Left hand drive. Embassy black with matching power top, beige hide interior, every extra, low mileage, service history, meets U.S. D.O.T.
ROLLS-ROYCE CORNICHE-STYLE CONVERTIBLE 1970. Left hand drive. Porcelain white with hide interior and matching power top, every possible extra, low mileage, service history. Meets U.S. D.O.T.
ROLLS-ROYCE SILVER SHADOW 1973. Light silver blue over Seychelles blue, matching interior, every possible extra, conforms to U.S. D.O.T.
ROLLS-ROYCE SILVER SHADOW 1970. Long wheelbase with electric division. Left hand drive, finished in masons black, with superb hide interior, fitted with every possible extra, low mileage, history, conforms to U.S. D.O.T.
ROLLS-ROYCE SILVER CLOUD III 1963. Finished in arctic white with excellent hide interior, usual refinements.
ROLLS-ROYCE SILVER SHADOW 1966. Ivory white with matching hide interior, usual extras, fully exportable.

ROLLS-ROYCE CORNICHE CONVERTIBLE 1973. Left hand drive. Acrylic white with navy hide interior and power top, every extra, low mileage, meets U.S. D.O.T.



ROLLS-ROYCE SILVER CLOUD 1962. Embassy black with tan hide interior, auto, pas, power windows and all usual extras, low mileage.
BENTLEY T SERIES 1966. Finished in sable with beige hide interior, every extra, history.
ROLLS-ROYCE CAMARGE 1974/75. Left hand drive, 49,000 miles, finished in ivory white with superb interior, every possible extra. The most expensive Rolls-Royce when new, meets U.S. D.O.T.
ROLLS-ROYCE CORNICHE CONVERTIBLE 1971. Left hand drive, finished in honey beige with tan hide interior and matching power top, every extra, meets U.S. D.O.T.

JAGUAR

JAGUAR XKE V12 CONVERTIBLE 1973. Left hand drive, old English white with cherry red interior, manual transmission, chrome wire wheels, meets U.S. D.O.T.
JAGUAR XKE V12 CONVERTIBLE 1973/74. Left hand drive, signal red/black interior, auto, pas, wire wheels, usual extras, conforms to U.S. safety spec.
JAGUAR XKE V12 2+2 1972. Left hand drive, signal red with beige interior, auto, pas, sunroof, chrome wheels, Whitewall tyres, meets U.S. safety spec.

PORSCHE

911 SC SPORT 1977 MODEL. Guards red with black interior, usual extras, sunroof, front and rear spoilers, low mileage, left hand drive, conforms to U.S. D.O.T.

MERCEDES BENZ

6.3 SALOON 1970. Left hand drive, blue with grey hide interior, auto, pas, usual extras, sunroof.
190SL SPORTS CONVERTIBLE 1961. Ivory white with cherry red interior, standard transmission.
280SE SPORTS 1968. Convertible with hard top, golden sand with black hide interior, fully equipped, pas.

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.

Sponsored by Thoroughbred & Classic cars

COYS AUTUMN AUCTION SEPTEMBER 7th 1985

Sponsored by Thoroughbred & Classic cars



TO BE HELD AT

RHINEFIELD HOUSE

BROCKENHURST, NEAR BEAULIEU

Take advantage of one of the most important car events of the year. Some 30,000 enthusiasts and buyers are expected to be in the New Forest Area for the Autojumble Weekend of September 7th and 8th. Entries are now being accepted. Early entries will take full advantage of our advertising campaign and will be assured prime lot numbers. Entries already received include Invicta 4½-litre, Rolls-Royce Phantom II Sedanca, MG TC, Aston Martin 1½-litre, Jaguar E-Type Roadster.

Coys reputation is based on sound advice and an excellent sales record both as auctioneers and dealers in fine motor cars. **No buyers premium** charged unlike other major auction houses. Top prices with low commission.

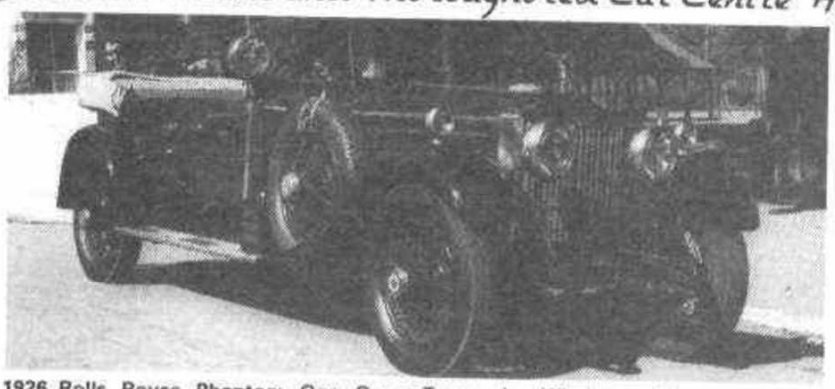
For advice, further details and entry forms contact

Coys of Kensington, Auction Department, 2-4 Queen's Gate Mews, London SW7 5QJ.
Telephone 01-584 7444. Telex 892685 Stawar G.

The world famous Paradise Garage

01-736 2302/3/4
telex 267689.

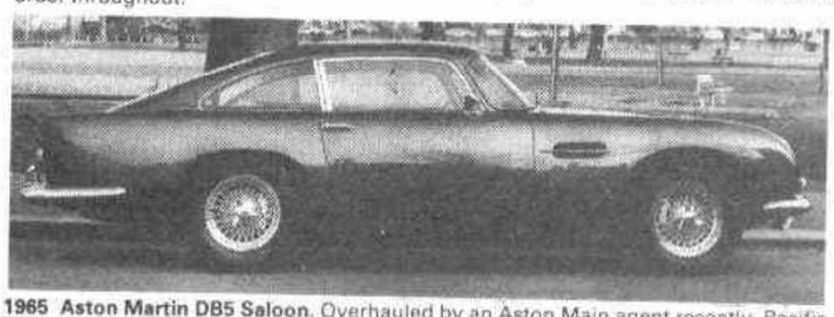
London's Classic and Thoroughbred Car Centre Heathmans Road, Parsons Green, Fulham, London SW6.



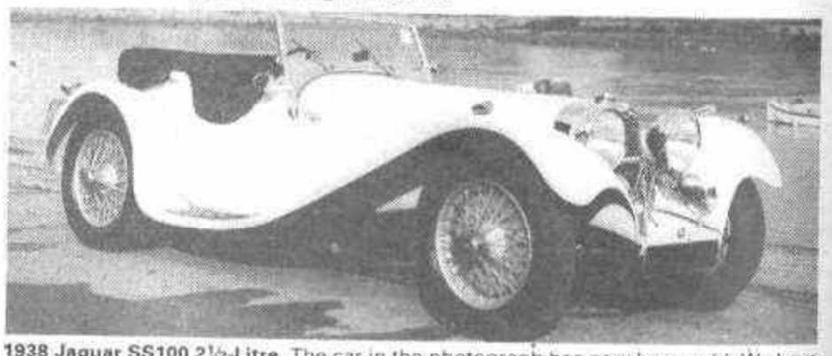
1926 Rolls Royce Phantom One Open Tourer by Windover. Most impressive coachwork carried on this exceptional Phantom I. Delivered to India in 1927 and returned to England with all original special equipment for restoration. Excellent order throughout.



1961 MGA Twin Cam. A rare and sought after British sports car. Superb restored order. British Racing Green with green leather.



1965 Aston Martin DB5 Saloon. Overhauled by an Aston Main agent recently. Pacific blue with blue leather. One of several superb Aston 4/5/6 in stock.



1938 Jaguar SS100 2½-Litre. The car in the photograph has now been sold. We have another undergoing restoration available shortly. Full details on request.

Other cars in stock:

1936 Alvis Speed 25 Charlesworth Sports Saloon.
1959 Austin Healey 3-Litre Mk. I.
1964 Austin Healey 3-Litre Mk. II.
1951 Bentley Mk VI Convertible by Park Ward.
1954 Bentley R Type Saloon.
1962 Fiat Topolino Convertible.
1930 Humber 1650 Allweather Tourer.
1961 MGA 1600 Mk II Roadster.
1962 MGA 1600 Mk II Roadster.
1936 Packard V12 Coupe Roadster.
1934 Rolls Royce 20/25 Owen Sedanca Coupé by Gurney Nutting.
1935 Rolls Royce 20/25 Formal Saloon by Mulliner.
1965 Rolls Royce Silver Cloud III. Choice of 3.

10 minutes from central London, 150 yds. from Parsons Green tube

Straight Six 6

EXCLUSIVELY CLASSIC SPORTS CAR SPECIALISTS
30 MIN FROM CENTRAL LONDON

HIGH STREET,
EDGWARE, MIDDX.
01-951 0188/9



XK 140 Drop Head left hand drive, carmen red, restored and in show condition. **£20,000**



E Type 3.8 Ser I Roadster Carmen red, factory hard top, chrome wires. **£15,000**



Ferrari 330 GT 2+2 Mk II superb rebuilt example in blue sera with Borrani wires. **£16,000**



AC 428 Convertible, one of 29 only made at Thames Ditton, simply an up market 7-litre Cobra. Automatic, chrome wire wheels, the best available example. **£25,000**

AC 428 Convertible, left hand drive, finished in black with magnolia hide. **£0,000**
AC Ace/Cobra, genuine 1958 Ace, left hand drive, fitted 289cu. Cobra V8, red. **£17,950**
Bentley Continental Flying Spur, rare four door James Young body, regal red. **£15,000**
Panther J72, one owner, blue metallic with chrome wires, manual + overdrive. **£16,000**

XK 150 Fixed Head, two restored examples in stock. Priced from. **£8,500**
Jaguar Mk II 3.8, British racing green, manual + overdrive, chrome wires. **£8,950**
Ferrari 308 GT4, racing red, air, superior rebuilt example. **£11,250**
OSI 20 TS Coupe, left hand drive, as featured in classic & sportscar. **£8,500**
Bristol 407, Chrysler V8 engine, Torqueflight transmission, maroon, excellent. **£5,500**
E Type V12 Roadster, Famous 'Egyptian' Custom show car, 37,000 miles from new.

SELECTED CARS SOLD ON COMMISSION

Phillips

FINE ART AUCTIONEERS & VALUERS SINCE 1796

For Sale by Auction

VETERAN, VINTAGE & CLASSIC VEHICLES

including Automobilia

Wednesday 11th September at 12 noon

to be held at

The Heritage Motor Museum, Syon Park, Brentford, Middlesex

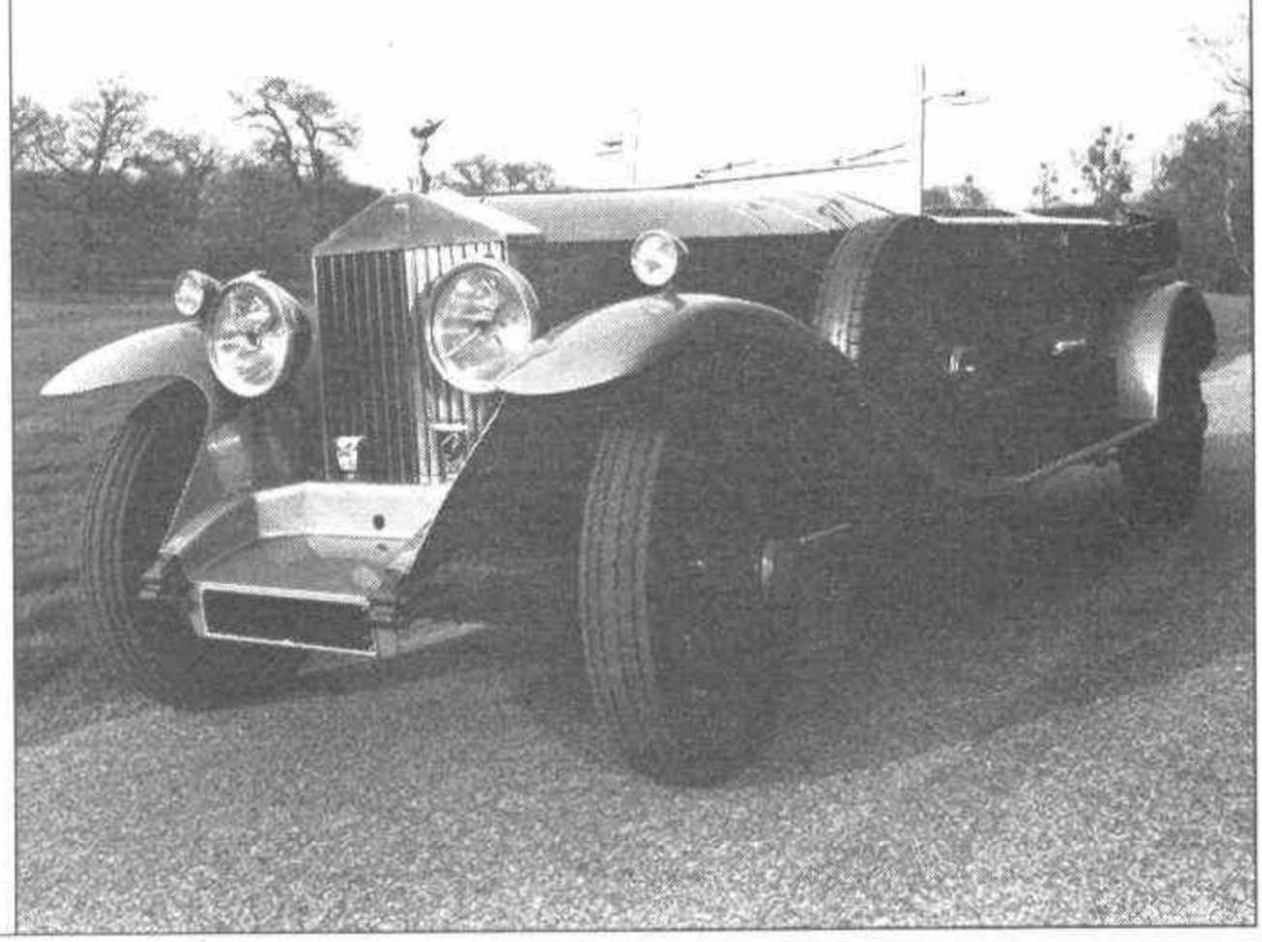
This sale is being held in association with The British Motor Industry Heritage Trust.

Entries can still be accepted for inclusion in this sale. For further information, please contact Michael Chapman (Consultant) on Farnham Common (02814) 4387 or Garth Lewis at the address below:

10 Salem Road, London W2. Tel: 01-221 5303

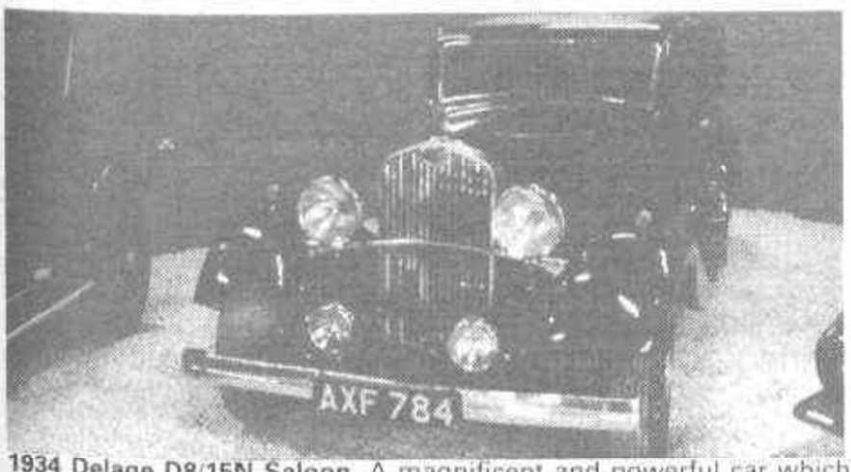
LONDON PARIS NEW YORK GENEVA BRUSSELS
Fifteen salerooms throughout the United Kingdom
Members of the Society of Fine Art Auctioneers

To be included in this sale: 1928 Rolls-Royce, "Phantom One," (40/50 HP) Hooper-Style, (Six cylinder), Torpedo Sports Tourer.



ROYLE HEPWORTH LTD

POOL ROAD, POOL IN WHARFEDALE, OTLEY, WEST YORKSHIRE LS21 1EG
Telephone: Arthington (0532) 843636



1934 Delage D8/15N Saloon. A magnificent and powerful car which has been in one family since new. **£22,500**



1974 Bristol 411 Series IV. The handsome lines of the aluminium body and effortless power make this a very desirable car. **£6,950**

1909	**Brush Runabout D30.** Single cylinder, VCC dated.	£10,000
1930	**Crossley 15.7 hp. Shelsley saloon.** Roomy and handsome.	£7,500
1915	**Ford Model T.** Delightful, VCC dated Edwardian.	£6,950
1908	**International Harvester Motor Wagonette.** High-wheeler.	£10,950
1929	**Lagonda 3-Litre.** Only known high chassis example left.	£20,850
1934	**Lagonda M45 2-seater by Wilders.** Immaculate.	£39,750
1962	**MGA 1600 Mk II.** FHC, superb condition.	£4,950
1936	**Riley 6 Cylinder 2-seater sports.** Fast and exciting.	£10,950
1929	**Rolls Royce 20.** Coachwork by Freestone & Webb.	£23,000
1929	**Rolls Royce 20 hp.** A saloon presented to Lord Baden-Powell by worldwide scouts.	£27,000
1911	**Sizaire Naudin.** Ex Olympia Show car — super order	£17,500
1964	**Sunbeam Alpine Series IV.** Optional hard top, wire wheels	£3,750
1933	**Triumph Super 8 Tourer.** With Dickey seat.	£3,600
1973	**Triumph TR6.** Fully documented rebuild.	£4,250
1933	**Vauxhall 14/6.** 4 speed gearbox and sunroof fitted.	£3,500
1973	**Volvo 1800ES.** Fitted with overdrive in top.	£3,500

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.

Tyres for good sports.

VINTAGE TYRES

VINTAGE TYRE SUPPLIES
12 DALSTON GARDENS
HONEYPOT LANE STANMORE
MIDDLESEX HA7 1BY
TELEX 922041
TELEPHONE
01-206 0722

DUNLOP RACING TYRES
CR65, 5-STUD AND ALL
OTHER PATTERNS EX.
STOCK NOW

MIDLANDS STOCKIST
RALPH WILDE, TYRE HOUSE
OFF CHURCH LANE
RADFORD SEMELE
LEAMINGTON SPA CV31 1TN
TELEPHONE
(0926) 26935

1898-1985

VETERAN, VINTAGE, CLASSIC, LOW PROFILE, WHITEWALL, CROSS PLY, BIAS BELTED AND ACCESS. PLEASE ASK FOR PRICE LIST. EXPORTS WORLDWIDE

SPEEDOS

REV COUNTERS
CLOCKS ETC. Most makes service exchanged or repaired. Large stocks of replacement flexible drives.
Prompt service
Auto Tempo Instrumentation Ltd.
140 Kings Cross Road, London
WC1X 9DS. Tel: 01-837 0633

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

MASCOTS & AUTOMOBILIA

Mascots badges lamps posters, books old models etc. Bought and Sold

Vincent HRD "B" Rapide 49. Ex. Lord £4,250
Mascots: Crossley, Cowey Flier, Policeman, RAF, Pegasus, Old Bill, SS Jag, Riley Skier, Greyhound, etc.
Lamps: Desmo, oil, sidelight, Lucas, F141, sidelight, Petroleum Silver King, Lucas Captain, Calcia King, Ed-Lite, etc.

Specialists in classic and vintage motor cycles.
Atlantic Motor Cycles
20 Station Road, Twyford Berks. RG10 9NT.
Tel: day 0734 342266. Evening 340096

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

MALCOLM C. ELDER

office: Enstone (060 872) 238
home: Steeple Aston (0869) 40606
UNIT 5, ENSTONE AIRFIELD, ENSTONE, OXFORDSHIRE, OX7 4NP.

Part exchanges considered. Callers preferably by appointment. Enquiries welcome.





1904	**BEESTON HUMBER** 10 12 *(Photo)*	£27,000	
1928	**STAR** 18/50 Mercury tourer	£10,500	
1929	**AUSTIN** Heavy 12/4 saloon	£4,750	
1929	**ROVER** 10 fabric cabriolet coupe	£4,500	
1929	**MORRIS** Oxford 6 coupe *(Photo)*	£4,850	
1931	**ALVIS** 12/60 Beetleback	£12,000	
1933	**LANCHESTER** 10 Cabriolet	£3,750	
1933	**TALBOT** 65 six light saloon	£4,950	
1954	**BRISTOL** 405 drophead	£12,000	
1955	**MERCEDES BENZ** 180 saloon	£2,750	
1955	**RILEY** 1½-litre RME saloon	£3,500	
1958	**AUSTIN** A95 Westminster	£1,599	
1961	**JAGUAR** 3.8 E-type fhc (to rebuild)	£3,650	
1963	**COOPER BRISTOL** sports	POA	
1964	**ALVIS** TE21 drophead	£8,500	
1972	**ISO** Rivolta Lele	£5,500	
1980	**CITROEN** Dyane 6	£1,250	
MOTORCYCLES:			
1930 s	**COTTON** 250 cc JAP sports	£475	
1938	**ROYAL ENFIELD** Bullet 500 cc	£1,250	
1939	**SUNBEAM** 350 cc 'Highcam' model	£1,500	
1950	**BMW** R51 500 cc twin	£1,400	
1963	**FRANCIS BARNETT** Cruiser 80	£450	

NEW TYRES STOCKED for older vehicles

Wanted: nice examples of interesting cars and motorcycles, vintage, PVT or classic.

COLDANES LIMITED



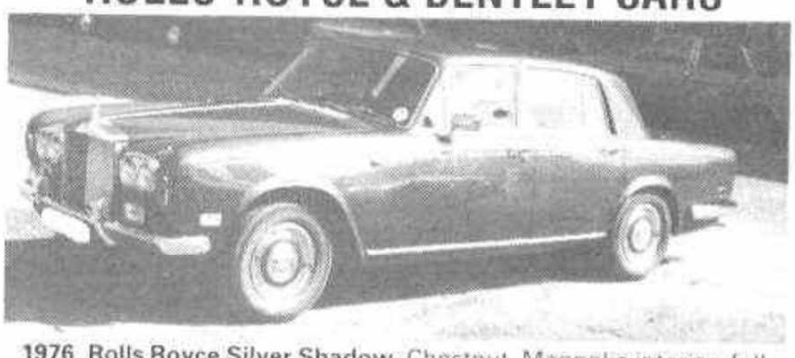
Rolls Royce Silver Wraith II — £23,000 **Austin Healey 3000 MkIIA**

WANTED: Sports cars of all periods: In particular Bentley (Vintage), Frazer Nash (all), 30/98 Vauxhall, Alvis 12/50, Bugatti, Jaguar C and D Types and lightweight E Type. Ferraris (Spyder and GT). Morgan +8

Alan Dunkerley — Ramsbottom 3616 evenings, Burnley 23596 days.

HEALEY BROS (A.E.) LTD

SPECIALISTS IN
ROLLS-ROYCE & BENTLEY CARS



1976 Rolls Royce Silver Shadow. Chestnut, Magnolia interior, full service history.
1969 Rolls Royce Silver Shadow. Garnet, some history.
Bentley SI Hearses. Choice of 3, suitable for restoration or conversion to estate cars.
1951 Bentley Mk 6. By James Young.
1970 Rolls Royce Silver Shadow. Low mileage, black over Seychelles blue. Full history.
1960 Bentley S2. Burgundy. Tan interior

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

MEADOWS



1975 ROLLS ROYCE CORNICHE CONVERTIBLE. Regency bronze, magnolia hide. **£29,750**



1976 ROLLS ROYCE SILVER SHADOW 33,000 miles Acrylic white, dark blue hide. **£14,950**



1947 PEUGEOT 204 PICKUP **£1,750 + VAT**



1960 MGA TWIN CAM Ivory with Red hide. **£5,950**

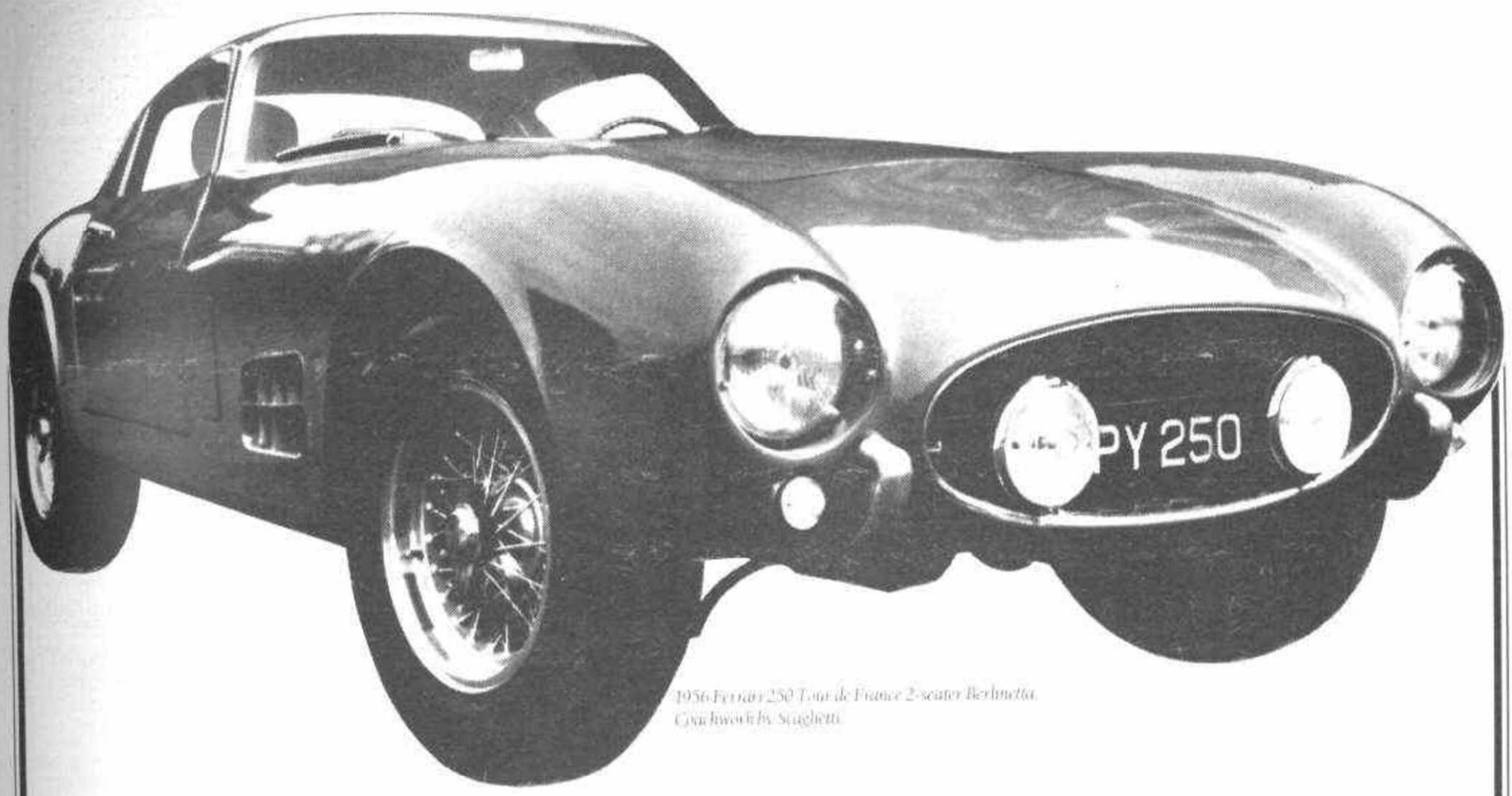
1972 ROLLS ROYCE SHADOW. Acrylic white. Dark blue hide. **£8,950**

1977 ROLLS ROYCE SHADOW II Pewter with Green hide Knee Roll and top Roll. **£14,950**

1975 TRIUMPH GT6. One owner 30,000 miles. **£2,975**

1964 MERCEDES 230 SL. White with back trim. **£5,950**

0304 612484 **0227 720472**



1956 Ferrari 250 Tour de France 2-seater Berlinetta.
Coachwork by Scaglietti.

The classic sale of classic cars.

Christie's at Motorfair, October 24th.

Motorfair at Earl's Court will be eagerly awaited by all those who share a passion for the motor car.

And needless to say this prestigious event wouldn't be the same without the presence of Christie's. In fact we've had the exclusive right to hold sales at Motorfair since it first began.

As the most experienced handlers of valuable collectors' cars, we attract many interested parties wishing to buy and sell. And with a worldwide network of offices (10 in the U.S.A. alone), we at Christie's hold regular sales overseas and are constantly in touch with the most important international buyers.

Many of these sales have seen record prices realised. Not least the 300,000 Swiss Francs paid by one collector for a 1910 Rolls-Royce Silver Ghost Limousine. While at the last Motorfair the above Ferrari sold for a then staggering £60,000.

If you have a valuable collectors' car you wish to sell, we'll be only too happy to give you the benefit of our experience. However, please note the closing date for entries is August 31st.

You can also seek help or advice from Christie's experts on the day of the event.

Should you want further information on Christie's sale, don't hesitate to contact Robert Brooks or Tom Rose at Christie's Vintage Motor Car Department, 85 Old Brompton Road, London SW7 3LD.

Or you can simply phone 01-581 7611.

CHRISTIE'S
SOUTH KENSINGTON

85 OLD BROMPTON ROAD, LONDON SW7 3LD. TELEPHONE: 01-581 7611

P&A Wood

AUTHORISED SERVICE DEALER

ROLLS ROYCE

Gt Bardfield, Essex, England
Telephone: Gt Dunmow (Std 0371) 810604



Bentley Mulsanne Turbo, 1983. Cotswold Beige with Beige upholstery piped in Dark Red. 10,000 miles only with one owner and full history. As new.



Bentley SIII, 1965. Sage over Smoke Green with Green upholstery. 49,000 miles only from new. Complete and original in every detail. An outstanding example.

SALES SERVICE REPAIRS
COMPLETE RESTORATIONS & SPARE PARTS

SALES 01-449 2984 (Evening) 01-445 1869

MIKE R. BERRY (LONDON)

ROLLS ROYCE & BENTLEY SPECIALIST — 55 LEICESTER RD BARNET HERTS

Vintage & Classic Car Specialists

URGENTLY WANTED

ALL MODELS OF

ROLLS ROYCE
AND
BENTLEYS

ALSO ANY TYPE OF
VINTAGE AND CLASSIC CARS or MOTORCYCLES

URGENTLY WANTED: ALL TYPES OF ROLLS-ROYCE, BENTLEY, CLASSIC CARS AND MOTORCYCLES, ETC.

01-584 7332

01-584 7472

DAN MARGULIES

12 QUEEN'S GATE PLACE MEWS, LONDON SW7

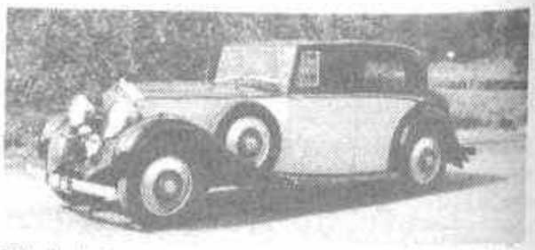
ESTABLISHED 1957



1934 Bugatti Type 57 Ventoux Coupé. Excellent original example.



1927 Bentley 3-Litre Short Chassis Speed Model.



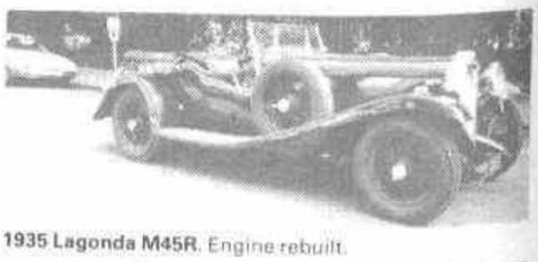
1935 Rolls Royce 20/25 Sports Saloon. By H. J. Mulliner.



1937 Talbot-Lago 4-Litre Sports / Racing Car.



1955 AC Ace 2-Litre Sports 2 Seater.



1935 Lagonda M45R. Engine rebuilt.



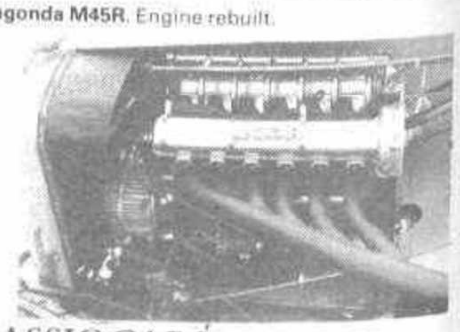
Under restoration

1924 Bugatti Type 35

1931 Bugatti Type 51

1931 Alfa Romeo Twin OHC 1750 Gran Tourismo. Chassis and engine rebuilt. (Drophead body now fitted) *(Illus left).*

1926 Amilcar 6C 1100 cc Supercharged. *(Illus right).*



HIGHEST CASH PRICES PAID FOR ALL VINTAGE AND CLASSIC CARS

BUGATTI SUBMARINE FOR SALE

Unique prototype model of high-speed transatlantic submarine, built by "Chantiers Navals Bugatti" in 1927. Length 3.3 metres, constructed of timber and brass.

The actual vessel was designed to be powered by eight x 12.75 litre Bugatti Royale engines, capable of 140 km/h cruising speed, and able to travel from Brest to New York in only 15 hours. It was Ettore Bugatti's considered alternative to the airships of the era.

Originally the property of the Bugatti family, the model was acquired from the Bugatti succession in 1977, since when it has been shown at three important Bugatti Exhibitions in London, Hamburg and Paris.

The model can be inspected at our Gallery in St James's, London, by appointment.

Price upon application

Serious Enquiries to:

KHACHADOURIAN GALLERY

60 Pall Mall, London SW1
Tel: 01-930 3333

Classic Automobiles
P.J. FISCHER

Specialist in low mileage, classic Rolls Royce & Bentley cars.



1957 SILVER CLOUD I. Auto, PAS, beautifully finished in Sand over Sable with beige interior. One owner car with 63,000 miles from new only. Oustanding condition!

ALSO IN STOCK THE FOLLOWING LOW MILEAGE CARS

1965 Silver Cloud III 48,000 miles. **1964 Silver Cloud III** LWB. **1963 Silver Cloud III** 73,000 miles. **1961 Silver Cloud II. 1958 Silver Cloud I. 1958 Bentley S1. 1964 Bentley S3. 1962 Mulliner** Bentley Coupé. **1969 MPW** Coupé. **1954 Silver Dawn. 1975 Shadow** LWB Left-drive. **1979 Shadow** LWB Left-drive. **1973 Bentley T** Left-drive. **1963 Bentley Coupé** Left-drive. **1961 J. Young** Cont., 40,000 miles. **1973 Phantom 6** Left-drive, 20,000 miles. **1957 S1 Continental** Convertible.

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

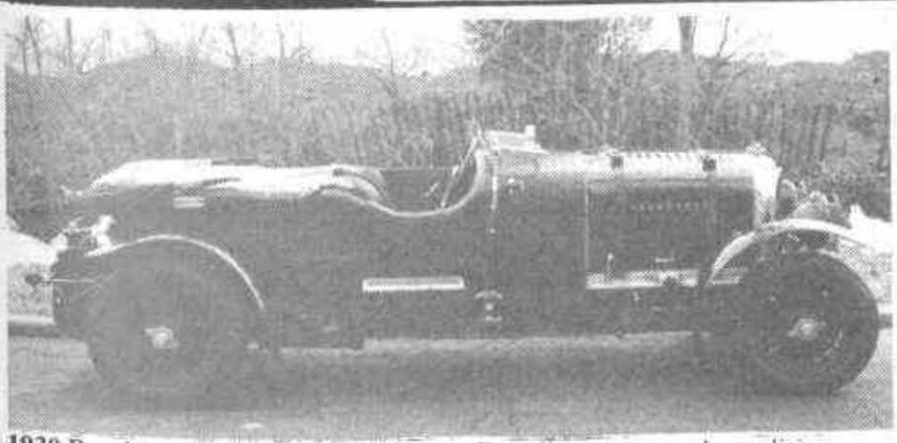


STANLEY MANN

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



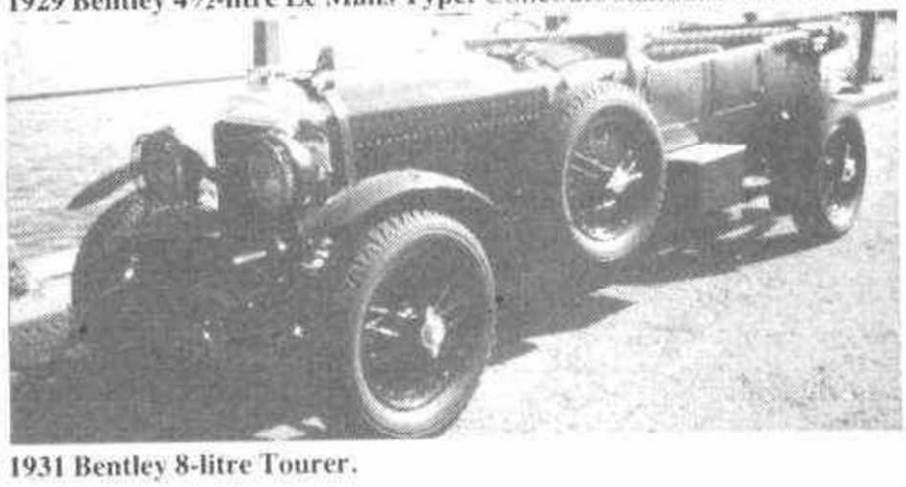
1930 Bentley 4½-litre Le Mans Type. Excellent restored condition.



1929 Bentley 4½-litre Le Mans Type. Concours standard restoration.



1978 Bentley T2. Morland green over pewter, excellent condition, full history, 62,000 miles. **£16,500.**



1931 Bentley 8-litre Tourer.



STORAGE AND PARKING OF FINE CARS

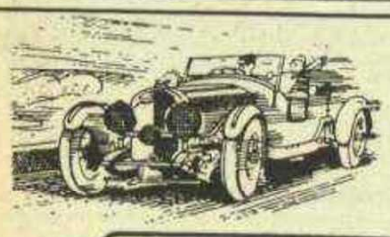


If you own an unusual car, doubtless you understand the need for professional parking and storage from time to time. There is one company specialising in the storage and garaging of fine cars who offer the best and most comprehensive service. Which explains why the company is bigger than the rest of 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'



Brands Hatch

July 21st

FESTIVAL OF YESTERYEAR

THE MOST EXTRAORDINARY HISTORIC MOTORING EVENT OF THE YEAR

in conjunction with the

national classic car concours

1,500 Exhibits
Autojumble

Enquiries
Tel: 0903 37612.

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

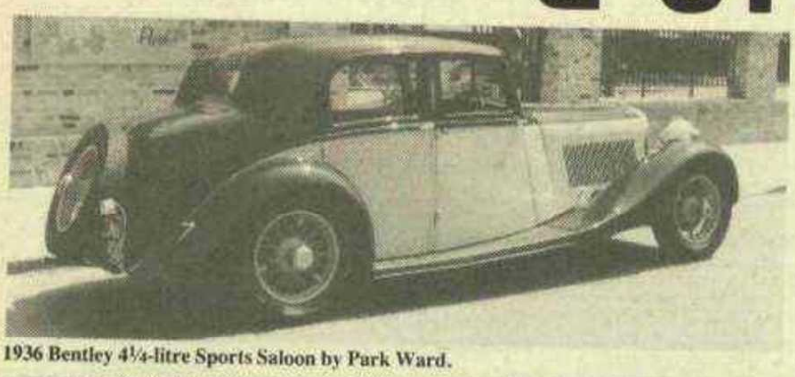
Coachbuilders award 1979

Tel: Cirencester (0285 861) 288

TELEPHONE: 01-385 9724/5/6/7

FRANK DALE & STEPSONS

TELEX: 885983 EFDALE G



1936 Bentley 4¼-litre Sports Saloon by Park Ward.



1963 Rolls Royce Silver Cloud III Saloon. Choice of 6.



1972 Rolls Royce Corniche Convertible. *Always a choice of Corniche Convertibles and Coupés.*



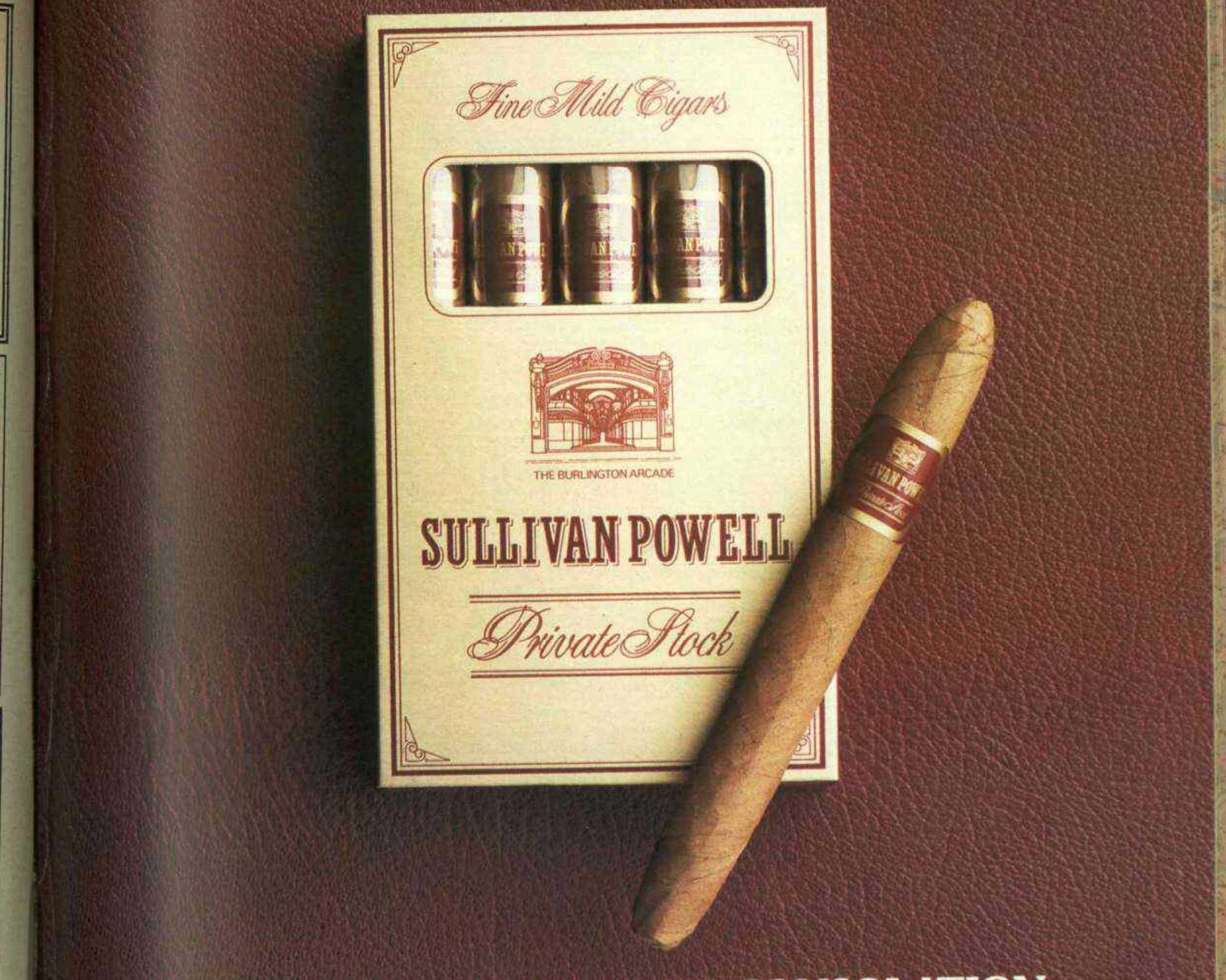
1963 Bentley S3 Continental Convertible. Choice of 3 Bentley Continentals.

We have 50 Rolls Royce and Bentley motor cars in stock from 1922-1979, carefully serviced and presented for the private owner to use and enjoy. We are happy to help with your enquiries.

We have a 24 hour message recording service. Opening hours: Monday to Friday 9 am - 6 pm
Please send for our illustrated stocklist. 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.



"THERE CAN BE NO FINER CONSOLATION FOR HAVING REACHED THE END OF DINNER."

THE BURLINGTON ARCADE

PRIVATE STOCK. A LARGE, MILD, AFTER-DINNER CIGAR, INDIVIDUALLY ROLLED.
AVAILABLE FROM BETTER TOBACCONISTS.

SULLIVAN POWELL

34 BURLINGTON ARCADE, LONDON W1

SP 005



MIDDLE TAR As defined by H.M. Government
DANGER: Government Health WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH