July 1978 Vol. L I V No. 7 40p

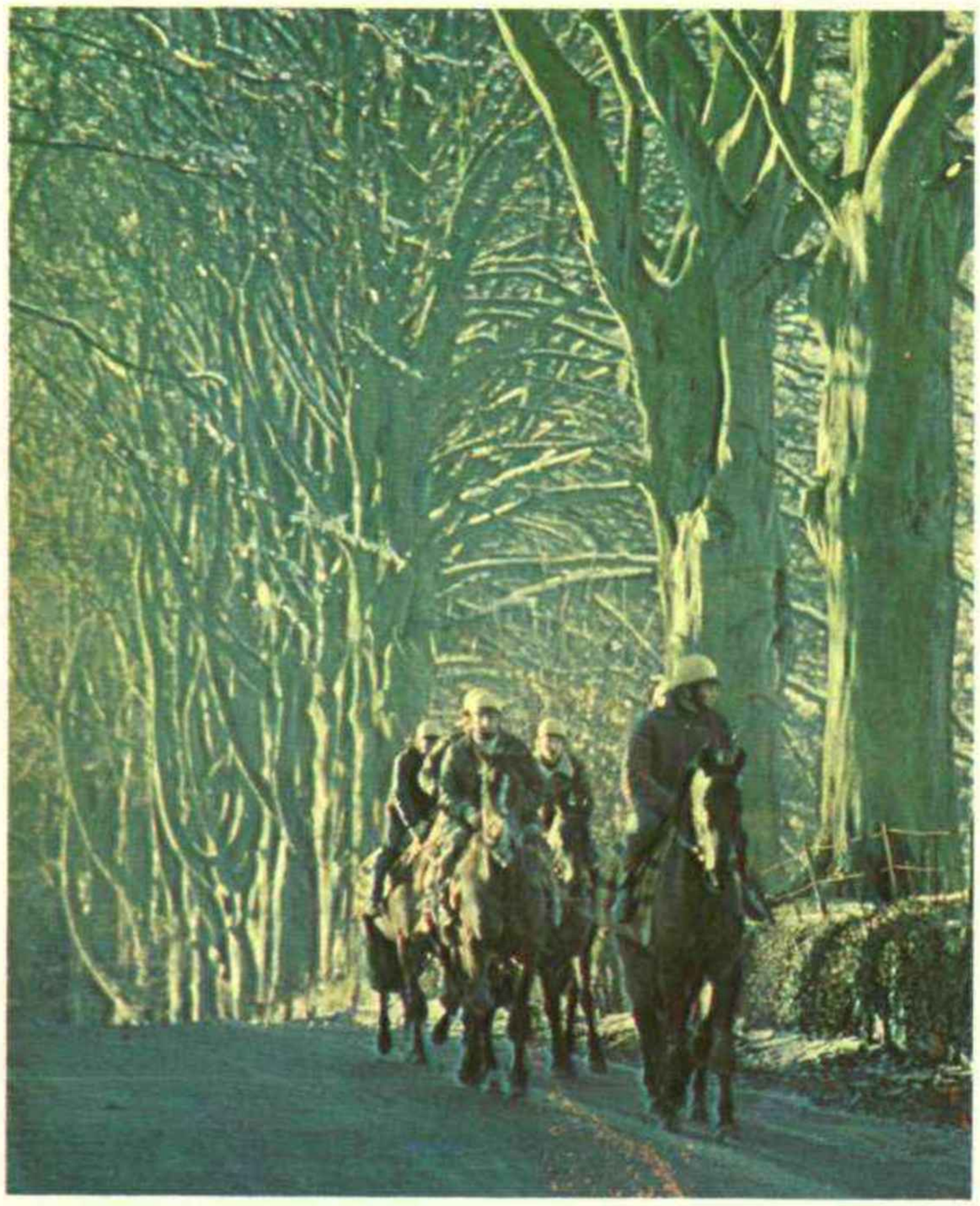
MOTOR SPORT

Founded in the year nineteen twenty-four





You can do it with Canon.



The Canon AE-1 is the camera that has taken the world of 35mm photography by storm.

No other camera has won total acclaim from photographers, professional or amateur, and in so short a time.

The first camera in the world to incorporate a Central Processing Unit (CPU) – a micro computer that controls all camera functions automatically and electronically with the utmost accuracy and speed. The AE-1 has a shutter priority system, an electromagnetic shutter with speeds from 2 secs to 1/1,000 sec and an ultrasensitive silicon photocell light meter for almost instantaneous automatic aperture setting. Even in very dim light (EV1), the camera only takes 40 milliseconds to respond.

But, CPU in the AE-1 not only determines exposure, it also automatically controls practically every working part. An essential difference from conventional cameras in that it possesses the functions of command, comparison and judgement. Meaning that it is capable of giving operational commands and ensuring accurate performance.

Now you can concentrate on the art of photography – the AE-1 will take care of everything else.

This high degree of precision is a technological revolution in design, manufacture and function. A revolution that also means better cameras cost less.

The full range of Canon interchangeable lenses, the world renowned system for photographic excellence, are available for use with the AE-1, along with many other accessories including the Canon Power winder A for continuous shooting up to 2 frames per second and full automatic capability – even on flash – with use of the Canon Speedlite.

Canon AE-1



Photographs by David Cairns, Daily Express photographer, three times, "Press Photographer of the Year"

FOR FULL TECHNICAL DATA WRITE YOUR NAME AND ADDRESS ON THIS ADVERTISEMENT AND POST WITHOUT DELAY. OR ASK YOUR LOCAL PHOTO DEALER FOR A DEMONSTRATION AND PRICE CHECK. CURRENT PRICES INC VAT ARE AROUND: £199.77 CANON AE-1 WITH 50mm f/1.8 LENS. £13.97 CASE. £69.93 POWER WINDER. £49.45 SPEEDLITE.

JJ Silber Limited, Engineers Way, Wembley, Middlesex HA9 0EA.

Canon

The image of precision

Caterham Car Sales

DISTRIBUTORS SUPER SEVEN AND TVR

USED LOTUS SEVENS

The following Sevens are being serviced at press date:–
1977 (S) Series III. Ford 1600 I.O. warrants 8,000 miles. 1976 (R) Series III Big Valve Twin Cam I.O. warrants 4,000 miles. 1971 Series IV Holbay/Ford.

USED CARS

1977 Lotus Esprit. Red, Choice at £7,495 and £7,695
1975 Lotus Europa Special/5. Choice at £3,995 and £4,250
1975 Lotus Elite 501. Yellow, One Owner £4,995
1973 Lotus Elan Sprint F.H.C. Blue/White £2,995
1976 Peugeot 504 Family Estate. Auto £3,495
1976 Lancia Beta Coupe 2000 Series II. Black £3,250
1974 Lotus Elan +2S 130/5. J.P.S. Livery Due Shortly.
1975 (P) Fiat Sport 124 Coupe 1800, Sunroof, One Owner £1,995
1972 Alfa Romeo 2000 GTV. L.H.D. £995

WANTED FOR CASH

We urgently require to purchase the following cars. They must be in good condition and average mileage for the year. Collection throughout UK arranged. Please telephone details and price required.

Lotus Seven — Lotus Europa
Lotus Elite — Lotus Sprint
Lotus Esprit — TVR 'M' Series
HP Account settled. Trade enquiries welcome.

LOTUS SEVEN CLUB

Home Counties Meet Thursday 6th July – Red Lion Margaretting, Essex. Thursday 3rd August – White Hart, Godstone, Surrey.
T Shirts "Too fast to race" or "21st Anniversary" £2.10 inc. p&p please state size.
Send 9p for details of membership.

MOTOR RACING

Jim Whiting currently leading the Dragster Championship can be seen in action on 2nd July at Radlett and 23rd July at Wroughton.
David Bettinson can be seen racing his Modsports Seven 1st July Castle Coombe.
9th July Snetterton. 23rd July Cadwell Park.
Road tests/brochures please send 27p.



NEW SUPER SEVEN

Now in 21st year of production. Continuous development on road and track have given the Super Seven Series III outstanding reliability and handling. Powered by the **Lotus Big-Valve Twin Cam** engine it is one of the fastest cars in the world 0-60 mph. **Banned from Production Sports Car** racing because it is **too fast to race. UK Prices** – Lotus Twin Cam approximately £4,000. Ford 1600 approximately £3,600. Also less engine and gearbox. Personal Export with L.H.D.

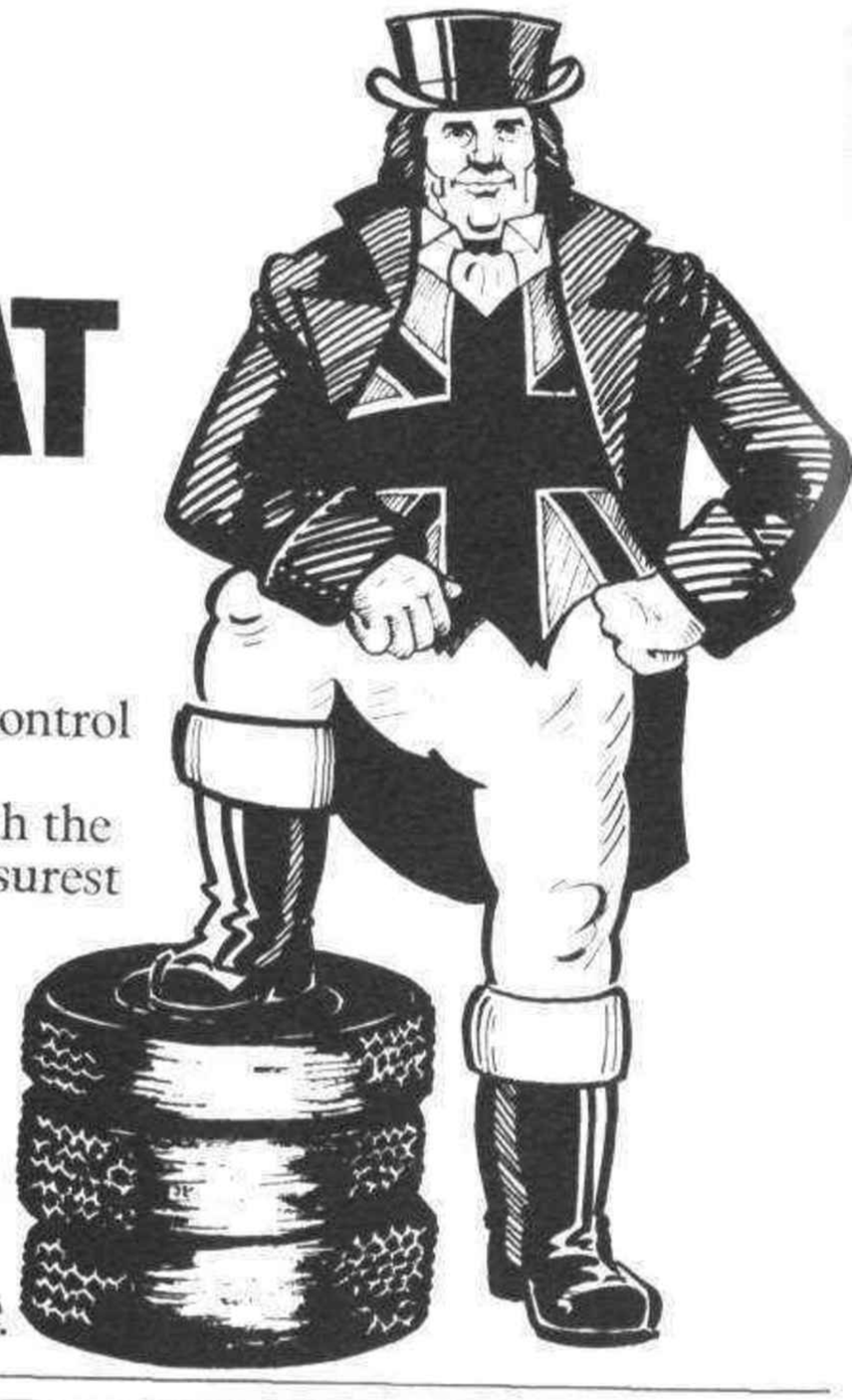


Telephone – Sales, Caterham 46666.
Parts Dept: 42382. Works: 42381
Directions – A22 South of Purley to Caterham by-pass roundabout. Last exit 'Caterham Hill'. Second cross-roads turn left into Town End. By rail. Travel to Caterham SR station and telephone us for transport.

NEW TVR CONVERTIBLE

At our Showrooms *now* for demonstration. Leasing available for companies and professional people. TVR Convertible price on road £6,490.00. £212.16 per month.
TVR Taimar – price on road £6,738.00, £220.27 per month.

GET TO GRIPS WITH THE GREAT BRITISH TYRE



The John Bull Radial, bred to give you positive control on any road or track - wet or dry.

The John Bull Envoy, the economy Crossply with the special tread rubber and pattern design that gives you the surest grip in any conditions.

John Bull tyres. Real quality, real value. And British to boot.

JOHN BULL®

Great British tyres, with a Great British name.

Rediscover the joys of fresh air motoring



with a HUBBARD air conditioning system and dispense with driver fatigue

FOR FURTHER DETAILS PLEASE CONTACT:–

HUBBARD ENGINEERING COMPANY LTD., HILLVIEW, OTLEY, Nr IPSWICH, IP4 9NP SUFFOLK, ENGLAND. Telephone: (047 339) 522. – Telex: 98291 HUBCOL G.

or

AUTO AIR CONDITIONING (UK) LTD., UNIT F, TUNNEL AVENUE TRADING ESTATE, 279-287 TUNNEL AVENUE, LONDON SE10. Telephone: 01-858 6475

BOOKS! NEW TITLES SALE OFFERS THE BEST IN PRINT

Connoisseur Carbooks

NOTE: We deal with all orders promptly and send out all books packed with care. Mail-order customers ordering six or more books at once, with a total value of £10.00 or more, will be sent a £1.00 credit voucher which may be used with their next order. Prices and other information in this advertisement are correct at time of going to press but may be subject to alteration. Watch our future ads. for details of new books as they are published.

TO ORDER
To order by post please send your order with cheque or PO payable to Connoisseur Carbooks at the address shown below. Prices include post/packing by surface mail UK and abroad. Overseas customers: please pay in sterling by international money order or cheque payable through a British bank, or add 80p if paying in your own currency. CALLERS ARE WELCOME TO VISIT US between 9.00 and 5.30 Monday-Friday, or between 10.00 and 4.00 on Saturdays. We have many books on sale which are not shown on this page and will be pleased to help you. TELEPHONE ENQUIRIES: 01 994 6783.

BARCLAYCARD ACCESS

We welcome Barclaycard and Access. *Please quote your card number and full name and address when ordering by phone or post.*

DALTON WATSON BOOKS. Large format pictorial histories. These superbly produced books are acknowledged as the best of their kind. Choose from:

Alfa Romeo, Milano. £8.35
Aston Martin And Lagonda. 400 illus. £9.35
BMW. 400 illus. £8.35
The Legendary Hispano-Suiza. 400 illus. £9.35
The Jaguar Tradition. £8.35
Lancia. 400 illus. £8.35
The Mighty Mercedes. £8.35
The Magic Of MG. £8.35
***Coachwork On Rolls-Royce* 1906-1939.** 700 illus. £12.35
Rolls-Royce: The Elegance Continues. 400 illus. £10.35
Rolls-Royce In America. £10.35
***Bentley: 50 Years Of The* Marque.** 600 illus. £10.35
Pinin Farina. 380 illus. £9.35

MORE ONE-MAKE BOOKS

Viva! Alfa Romeo. 272 pp. £8.60
Allard. Kinsella. 100 illus. £6.50
Allard: The Inside Story. Lush. 208 pp, 129 illus. £8.60
Armstrong-Siddeley Cars 1945-1960. 124 pp. £3.70
Aston Martin 1921-1942. £3.85
***Aston Martin Competition* Cars 1921-1967.** 90 pp. £3.85
Aston Martin 1963-1972. Gershon. 144 pp. £4.70
Aston Martin 1914-1940: A Pictorial Review. 192 pp. £5.50
Austin Seven: The Motor For The Million. 216 pp. £5.60
Austin Seven: A Pictorial Tribute. 120 illus. £3.10
Austin Seven In The 30s. £3.20
Austin Seven 1930-1935. £2.50
Austin Ten, 1932-1939. £3.20
Austin-Healey: The Story Of The Big Healeys. Geoffrey Healey. 256 pp. £8.60
Healeys And Austin Healeys. 2nd edition. 320 pp. £7.60
Bristol Cars And Engines. £5.05
Bugatti: Evolution Of A Style. 142 pp. £17.80
Bugatti: Thoroughbreds From Molsheim. 520 pp. £12.80
Bugatti: Le Pur-Sang Des Automobiles. 480 pp. £6.80
Grand Prix Bugatti. £5.10
70 Years Of Buick. 352 pp. 2000 illus. £14.35
Cadillac: 70 Years History. 416 pp. 500 illus. £16.80
60 Years Of Chevrolet. £14.35
Chevrolet: The Coming Of Age 1911-1942. 1180 illus. £17.10
Chevrolet USA — 1. Postwar to 1959. 1125 illus. £17.10
Chrysler & Imperial: The Postwar Years. 469 illus. £11.70
70 Years Of Chrysler. 384 pp. 2200 illus. £14.35
Citroen: The Great Marque Of France. 550 pp. over 500 illus. £12.80
Citroen Traction Avant 1934-1957. 100 pp. £3.20
The Cobra Story. 300 pp. £7.50
Ford Cobra Guide. 139 pp. £3.60
The Daimler Tradition. £8.85
Royal Daimlers. 469 pp. £10.85
The Dodge Story. 1600 illus. £14.35
Duesenberg, Mightiest American Motor Car. 275 illus. £11.25
Ferrari: The Man, The Machines. 348 pp. £18.85
Ferrari: The Sports & GT Cars. 264 pp. 600 illus. £22.35
Ferrari Formula 1 Cars 1948-1976. 300 illus. £16.80
The Ferrari Legend: The 250GT Competition Berlinetta. 382 pp. £25.80
Ferrari Brochures & Sales Literature: A Sourcebook 1948-1967. 288 pp. £15.60
Ferrari. Setright. 160 pp. £3.50
The Spyder California. 80 pp. 119 illus. £7.50
Ferrari: The Early Berlinettas & Competition Coupes. £6.05
Ferrari: The Early Spyders & Competition Roadsters. £6.80
Ferrari Cars 1957-1962. £3.20
Ferrari Cars 1946-1956. £2.50
The Works Escorts. Robson. 255 pp. 123 illus. £7.15
Ford In The 30s. Woudenberg. 144 pp. 210 illus. £3.05
Illustrated History Of Ford 1903-1970. 1400 illus. £14.35
Thunderbird 1955-1976. £2.25
Frazer Nash. 208 pp. £6.50
Hudson: The Postwar Years. 176 pp. 200 illus. £10.50
Isotta Fraschini. 353 pp. many illus. £18.80
Jaguar Sports Cars. Skilleter. 360 pp. 200 illus. £12.85
E-Type: End Of An Era. 248 pp. 124 illus. £12.85
Jaguar V-12 Engine: Design & Background. £1.15
Jaguar. Montagu. 160 pp. £3.50
Jaguar 'Road & Track' Road Tests. 130 illus. £4.70
History Of Lamborghini. £8.65
Lancia Fulvia. 76 pp. £3.50
Lancia Flaminia. 72 pp. £2.85
Story Of Lotus 1947-1960. £5.65
Maserati Sports Racing & GT Cars 1926-1975. 300 pp. £9.35
Maserati: A History. 399 pp. £7.35
Mercedes-Benz 300SL. £12.35
Mercedes-Benz Production Models 1946-1975. 175 pp. £10.55
The Mercedes-Benz Racing Cars. Ludvigsen. 312 pp. £18.35
MG: The Immortal T Series. 256 pp. 150 illus. £12.85
An MG Experience. 192 pp. £4.50
MG Cars In The 30s. £3.20
The Four-Wheeled Morgan, Volume 1: The Flat-Radiator Models. Hill. 144 pp. £6.00
Morgan: First & Last Of The Real Sports Cars. £7.60
More Morgan. 220 illus. £7.60
Morgan Cars 1936-1960. £2.20
The Bullnose & Flatnose Morris. 264 pp. £6.85
Mustang. 52 pp. 50 illus. £2.25
Nash Metropolitan 1954-1961. 64 pp. £2.50
Porsche: Double World Champion 1900-1977. 279 pp. £9.60
Porsche 911 Story. 200 pp. £6.50
Porsche 911 Guide. 120 pp. £2.95
We At Porsche. 290 pp. £6.50
Porsche Sport 1976-77. £6.55
Porsche Cars 1960-1964. £3.20
The Racing Porsches. 212 pp. £5.60
Porsche 'Road & Track' Road Tests. 1952-1976. £5.65
Riley Cars 1950-1955. 66 pp. £2.50
Riley Production & Competition History, Pre-1939. £5.60
Rolls-Royce: The History Of The Car. 196 pp. 278 illus. £7.80
The Rolls-Royce Motor Car. Bird & Hallows. 344 pp. £13.35
Book Of The Silver Ghost. 116 pp. 200 illus. £6.35
The American Rolls-Royce. Soutter. 288 pp. £17.60
The Rover Story. 176 pp. £6.50
Land-Rover: Workhorse Of The World. 148 pp. £5.50
Singer Sports Cars 1933-1954. £3.20
The Standard Car 1903-1963. 143 pp. 121 illus. £2.40
Georges Roesch & The Invincible Talbot. 496 pp. £6.10
TVR: Success Against The Odds. 224 pp. 150 illus. £7.60
Vanwall. 176 pp. £5.60

COMPETITION CASSETTES
A new series of high-quality stereo recordings from major races, including up to 60 minutes of on-track sound, interviews with *leading drivers and personalities and* informed commentaries. An ideal addition to a motorsporting library.
1978 Argentine & Brazil GPs £3.95
1978 International Trophy £3.95
1978 Monaco GP £4.75
(More titles to follow.)

Why not plan to visit us sometime? We have many more British and American books on sale than are listed on this page, with new titles constantly arriving, plenty of room to browse and a friendly atmosphere.

OLYSLAGER AUTO LIBRARY
World-famous photographic reference volumes. Choose from:

British Cars Of The Late 50s. £3.50
British Cars Early 50s. £3.50
British Cars Late 40s. £3.50
British Cars Early 40s. £3.50
British Cars Late 30s. £3.50
British Cars Early 30s. £3.50
American Cars 1960s. £4.80
American Cars 1950s. £3.50
American Cars 1940s. £3.50
American Cars 1930s. £3.50

MORE GOOD BOOKS

Complete Encyclopaedia Of Motor Cars. 704 pp. over 2200 photos, good colour. £14.80
Complete Catalogue Of British Cars. Covers over 700 makes, 1895-1974. 511 large pages, *1000 illus.* £13.35
The World Of Model Cars. 208 pp. 200 illus. £6.35
Restoration Of Vintage & Thoroughbred Cars. 192 pp. £5.50
Rust & Rot. 140 pp. £2.90
Panel Beating & Body Repairing. 370 pp. £6.65
Auto Restoration Tips & Techniques. 256 pp. £3.60
Car Mascots. 215 *illus.* £6.30
Passenger Cars 1924-1942. £2.20
British Light Cars 1930-39. £7.35
Encyclopaedia Of The American Automobile. 192 pp. *450 illus., most colour.* £5.80
German Automobile Coachwork. 150 pp, 350 illus. £14.80
Complete Guide to U.S. Cars 1966-1976. 224 pp. £5.60
Old Car Value Guide. £5.10
American Car Spotter's Guide 1940-1965. 2115 illus. £6.15

NEW AND SPECIAL INTEREST

OUR 1978 CATALOGUE. An essential reference work for the book-buyer! Almost 1000 titles listed and described under 10 different subject-headings. 64 pages. **40p**

Healey: The Handsome Brute. Harvey. Lavish, comprehensive book covering all aspects of the 4- and 6-cylinder models. 256 large pages, over 150 illus., some colour. **£12.85**

Mustang Does It! Ray Miller. The ultimate book on Mustang! Illustrates all models to 1973 in great detail, has 320 large pages and over 1300 photos including 16 pages of colour. **£17.10**

Brooklands. G. N. Georgano. Pictorial history of Brooklands produced jointly by Dalton Watson and The National Motor Museum. 112 pages, about 200 illus. **£5.80**

World Cars 1978. Reference guide to over 1000 latest cars from 35 countries plus articles on current trends, coachbuilding etc. 440 large pages, over 1100 illus., over 50 colour. Essential! **£13.80**

World Trucks No. 1: ERF. Kennett. First in a new series of commercial vehicle histories. 88 pages, over 100 illus. **£3.40**

World Trucks No. 2: Scania. Kennett. Second in series. 88 pages, almost 150 illus. **£3.40**

The Big Trucks. 'Pictorial parade' of American trucks which must be regarded as exceptional value. 82 large pages, 165 illus., 65 colour. **£3.15**

For The Record: My Years With Ferrari. Niki Lauda. This new autobiography must be regarded as one of the most important and revealing motor racing books of our time. 240 pages, 16 pages illus. Out this month. **£5.50**

Triumph Sports. New 'Autocar Special' recalling 54 competitive years by means of road tests, feature articles, drawings and photos including some colour. 132 large pages. **£2.80**

The Complete Car Modeller. Gerald Wingrove. Beautifully produced guide to model building by one of its finest practitioners. 152 large pages, 8 pages in colour, almost 200 illus. **£7.80**

American Truck Spotter's Guide 1920-1970. Tad Burness. Pictorial guide to almost 200 manufacturers, arranged by make and then by year. 333 pages, over 2000 illus! **£7.15**

The Hot One: Chevrolet 1955-1957. Pat Chappell. Full account of these exciting cars plus detailed production and technical data. 208 large pages, over 250 illus., 8 colour. **£13.85**

Ferrari: The Gran Turismo And Competition Berlinettas. Batchelor. 3rd in this author's successful series of books on specific Ferrari lines. 96 pages, about 100 illus. **£7.50**

The Story Of Lotus 1961-1971. Nye. Unobtainable in recent months but now reprinted to meet continuing demand. 288 large pages, almost 300 illus. **£9.35**

***Porsche: The 4-Cylinder, 4-Cam* Sports & Racing Cars.** Sloniger. Porsche devotees will welcome this authoritative, well illustrated book. 128 large pages, about 150 illus. **£8.05**

Project 928. Weitmann & Steinemann. Beautiful car, beautiful book! The complete development history of the Porsche 928 from first sketch to final product. This large format volume is illustrated in full colour throughout and has been produced with full factory co-operation. 160 pages, 219 colour illus. **£19.35**

***Shelby's Wildlife: The Cobras And* Mustangs.** Wyss. The full, factual and very well illustrated story of Carroll Shelby and his cars. 224 pages, almost 200 illus. **£11.05**

***Jaguar Drivers' Club Yearbook* 1977.** Skilleter. Covers club events in '77, plus photo history of the marque. 21 pages on XKs, postwar production chronology. Nicely *produced. 108 large pages.* 124 *illus.* **£5.90**

The Lea-Francis Story. Barrie Price. First full-length history, includes much technical *and historical information drawn* from company records and recalls competition activities. An important new book. 144 pages, 109 illus. **£6.05**

***Porsche: Excellence Was* Expected.** Ludvigsen. Massive, superbly produced volume devoting 875 large pages to Porsche history up to 928, with 1,000 photos, over 100 in colour. Expensive, yes, but for the Porsche devotee we believe essential. **£39.85**

Maserati: The Postwar Sportsracing Cars. Finn. Authoritative, packed with information on these exciting cars. 220 pages, 320 illus. **£9.35**

The Original Lotus Elite. Ortenburger. Excellent book *covering design and development,* competition, maintenance etc. 136 large pages, 180 illus. **£6.90**

The Triumph TRs: A Collector's Guide. Robson. Our current *best-seller, very well reviewed* and filled with accurate information from 1952 prototype to TR7. 128 pages, 147 illus. **£6.50**

The Restoration And Preservation Of Vintage And Classic Cars. Wood. Most complete book on this subject, clearly destined to become a standard reference work. 297 pages, over 200 illus. **£9.80**

American Car Spotter's Guide 1920-1939. 2600 illus. £7.15
Encyclopaedia Of The World's Classic Cars. 248 pp. £6.80
The Schlumpf Obsession. 120 colour illus. £7.80
Postwar British Thoroughbreds. 182 pp. £5.80
Encyclopaedia Of American Cars 1930-1942. 2000 illus. £14.35
Specialist Sports Cars. £4.80
Racing & Sports Car Chassis Design. 160 pp. £5.50
Racing Car Design & Development. 256 pp. £6.65
Autocourse 1977/78. £10.80
Motor Racing Year 1978. £4.20
The British Grand Prix, 1926-1976. 144 pp. 100 illus. £6.30
Classic Racing Cars. Posthumus. Over 200 illus. £5.80
Climax In Coventry. Hassan. 190 pp. £5.80

See top of page for order instructions. All orders to:

CONNOISSEUR CARBOOKS, 28&32 DEVONSHIRE ROAD, LONDON W4, ENGLAND

SPORTS MOTORS

LOTUS SCIMITAR GTE ALFA ROMEO LANCIA MORGAN

LOTUS

NEW ELITE 503 in gunmetal grey.
NEW ESPRIT in lagoon blue.
NEW ECLAT 523 in black.

ALFA ROMEO

NEW SUD TI (1300 c.c.). Choice of colours.
NEW ALFETTA 1.6 GT. Choice of colour.
NEW ALFETTA 2000 GTV. Choice of colour.
NEW 2000 ALFETTA Saloon. Choice of colour.
NEW STRADA 2000 GTV in black.
NEW STRADA 2000 GTV in met. beige or dark blue, with air conditioning.
NEW SPIDER in pine green (must be one of the last).
NEW SUD SUPER 1.3. Choice of many colours.
NEW SUD 5M. One only remaining, in white.
NEW SUD SPRINT. One only remaining, in orange.
NEW SPIDER. In green or blue.
1975 SUD. In Piper yellow, one owner **£1,595**
1977 ALFASUD 5M in white **£2,395**
1978 ALFETTA 1.6 GT in metallic silver **£4,495**
1978 ALFETTA 2000 Saloon in ivory.
1978 ALFASUD 5M in white or piper yellow **£2,695**
1975 1.6 GT Junior. Maroon **£2,495**
1978 SUD 5M in white **£2,695**
1978 SUD SPRINT in Dutch blue, cobra wheels **£3,895**

SCIMITAR GTE

NEW GTE O/drive, P.A.S., Wolfrace wheels, lam. screen, ivory.
1978 SCIMITAR GTE Auto, in Sierra tan, P.A.S., Tints, Wolfrace wheels **£6,850**

LANCIA

NEW 1600 Sedan. Choice of colours.
NEW 2000 Sedan. Choice of colours.
NEW 1600 and **2000 HPE.** Choice of colour.
NEW 1600 and 2000 Coupes. Choice of colours.
NEW MONTE CARLO TARGA, in silver.
NEW MONTE CARLO FIXED HEAD, in green.
1976 BETA Coupe 1600 in blue **£2,995**
1978 2000ES in white/blue trim **£4,250**
1978 1600 HPE in bronze Windsor **£4,650**
1977 Nov. LANCIA 1300 Coupe in white **£3,195**

NOW ON VIEW
GAMMA SEDAN
AND
GAMMA COUPE

MISCELLANEOUS

1976 MGB V8 in blaze, low mileage **£3,695**
1977 FIAT X19 in met. blue **£3,395**
1976 MGB V8. Harvest gold **£3,695**
1977 MGB GT in blue **£3,395**

250 PLYMOUTH GROVE MANCHESTER M13 0BG
Telephone 061-224 3325/6/7 Telex 668570
OPEN 9.30 a.m. - 6.30 p.m. CLOSED SUNDAY

Swanmore

HOME OF TOP QUALITY SPORTS & HIGH PERFORMANCE CARS

M.G.

1977 BGT, low mileage, overdrive, tinted glass **£3,345**
1977 BGT, one owner, overdrive, tinted glass **£3,295**
1975 BGT, overdrive, sunroof, one owner **£2,495**
1974 BGT, overdrive, radio, White/Black **£2,195**
1973 BGT, overdrive, radio, tinted glass **£1,795**
1975 BGT V8, overdrive, sunroof, P-Reg. **£3,295**
1974 BGT V8, overdrive, chrome wheels, radio **£2,495**
1976 B Rdstr., one owner, 12,000 miles, hard/soft tops **£2,595**
1975 B Rdstr., overdrive, radio, one owner **£2,095**
1976 MIDGET 1500c.c., radio, 1 owner, White **£1,725**

LOTUS

1973 +2S. 130/5-speed, tints, radio, Lagoon Blue **£2,795**
1972 +2S.130, L-Reg, sunroof, radio/stereo **£2,595**
1973 Elan Sprint Fixed Head Coupe. Tawny/White **£2,795**
1973 Europa Special, 5-speed, alloy wheels **£2,795**
1972 Europa Special, alloy wheels, radio, L-Reg. **£2,595**

TRIUMPH

1975 TR6, overdrive, headrests, one owner **£2,695**
1975 TR6, overdrive, detachable hard top **£2,595**
1974 TR6, N-Reg., overdrive, hard and soft tops **£2,395**
1973 TR6, overdrive, radio/cassette player **£1,895**
1977 Spitfire 1500, 7,000 miles, o/drive, S-Reg. **£2,495**

JAGUAR

1974 V12 E Type, low mileage, Red/Black trim **£5,995**
1973 V12 E Type, one owner, rare L.H. drive model **£5,995**
1973 V12 E Type, M-Reg., chrome wire wheels **£4,995**
1973 V12 E Type, low mileage, sunroof **£4,995**
1973 V12 E Type, M-Reg., Automatic. **£4,995**
1973 V12 E Type, manual, chrome wheels, radio **£4,895**
1972 V12 E Type, radio/stereo, Green Sand/Olive **£4,425**
1972 V12 E Type, low mileage, chrome wire wheels **£4,295**
1969 4.2 E Type, chrome wire wheels, radio/tape **£4,095**
1969 4.2 E Type, chrome wire wheels, radio/tape **£3,245**

RELIANT

1976 Scimitar GTE, power steering, elec. windows **£4,695**
1975 Scimitar GTE, tinted elec. windows, radio/stereo **£3,595**
1973 Scimitar GTE, sunroof, radio, chrome wheels **£2,495**
1974 Scimitar GTE, overdrive, chrome wheels, etc. **£2,795**

ROVER

1978 SD1 3500, delivery mileage only, elec. windows. **£6,995**
1977 SD1 3500 Automatic, 7,000 miles, one owner **£6,295**
1977 SD1 3500 Automatic, elec. sunroof, Brazilia. **£6,295**

OTHER MAKES

1977 Fiat X.1/9, 9,000 miles, one owner, alloy wheels **£3,195**
1977 Lancia Beta 2000 Coupe S.11, 9,000 miles, sunroof **£3,995**
1977 Datsun 160J SSS Coupe, one owner, 3,000 miles **£2,495**
1977 Fiat 128 Estate, one owner, radio, etc. **£1,995**
1974 Fiat 124 Sport Coupe, 1800 c.c., radio **£1,495**
1974 Jensen Interceptor, air cond., one owner **£4,795**
1973 BMW 2002 Touring, radio, Metallic Gold **£1,995**

TERMS – EXCHANGES – INSURANCE FACILITIES. LEASING FACILITIES AVAILABLE.

This is only part of our total stock – if you don't see what you are looking for give us a ring.

1174-80 Christchurch Rd Bournemouth Tel Bournemouth 423344 9am-7pm (Saturday 9am-6pm)

BELL & COLVILL LTD

Turbo esprit for T registration



BELL AND COLVILL are pleased to announce the availability of the **Turbo Esprit** for delivery in August. The Turbocharger will enable the car to reach 153 m.p.h. and raises the power output from 160 b.h.p. to 210 b.h.p. The car will now use less fuel than the standard version and the extra torque available throughout the rev. range will improve flexibility. The cost of the **Turbo Esprit** will be current list price of the standard **Esprit** plus £2,000 + VAT. For further information contact **Bobby Bell or Martin Colvill at our showrooms.**

LEASE A NEW 'T' MASERATI

KYALAMI. Finished in metallic red. Complete with hide upholstery, air conditioning and PAS. **Retail cost on the road £21,450 or £519.51 monthly**
KHAMSIN. Finished in red with black hide upholstery. Tint glass/air cond. **Retail cost on the road £22,133 or £536 monthly**
MERAK SS. Finished in black, complete with red hide upholstery, air cond./tint. glass. **Retail cost on the road £15,983 or £387 monthly**

LEASE A NEW 'T' ALFA ROMEO

ALL MODELS AVAILABLE FOR IMMEDIATE DELIVERY CHOICE OF COLOURS AND SPECIFICATIONS.

LEASING. Applicable only to companies or professional persons. All figures quoted are subject to status. **PRICES QUOTED are two year terms available to suit individual requirements.**

LEASE A NEW 'T' LOTUS

ELITE 504. Metallic silver with red leather upholstery, air cond. PAS and automatic transmission, electric door mirrors. **Retail cost on the road £13,580 or £331 monthly**

ELITE 504. Carnival red with black marcasite trim, air cond. PAS and automatic transmission, electric door mirrors. **Retail cost on the road £13,154 or £322 monthly**

ELITE 503. Black with black marcasite trim, air cond. PAS, electric door mirrors. **Retail cost on the road £12,995 or £318 monthly**

ELITE 503. Metallic bronze with champagne hide upholstery, air cond. PAS, electric door mirrors. **Retail cost on the road £13,420 or £329 monthly**

ELITE 503. White with black hide upholstery, air cond. PAS, electric door mirrors. **Retail cost on the road £13,280 or £325 monthly**

ECLAT 523. Metallic silver with black marcasite trim, air cond. PAS, electric door mirrors. **Retail cost on the road £12,581 or £308 monthly**

ECLAT 521. Metallic red with champagne hide upholstery, tinted glass, alloy wheels, electric door mirrors. **Retail cost on the road £12,002 or £294 monthly**

ECLAT 521. Metallic bronze with champagne hide upholstery, tinted glass, alloy wheels, electric door mirrors. **Retail cost on the road £12,002 or £294 monthly**

ECLAT 521. Carnival red with black marcasite upholstery, tinted glass, alloy wheels, electric door mirrors. **Retail cost on the road £11,076 or £271 monthly**

ESPRIT. Midnight blue with champagne hide upholstery, electric door mirrors. **Retail cost on the road £10,721 or £262 monthly**

ESPRIT. Bermuda blue with black marcasite upholstery, electric door mirrors. **Retail cost on the road £10,661 or £261 monthly**

ESPRIT. Metallic bronze with brown marcasite upholstery, electric door mirrors. **Retail cost on the road £10,801 or £264 monthly**

ESPRIT. Black with champagne hide upholstery, electric door mirrors. **Retail cost on the road £10,946 or £268 monthly**

SELECTION OF QUALITY USED CARS WHICH CAN ALSO BE LEASED

1977 MERAK SS. Silver, red hide upholstery, one owner, supplied and serviced by us. **£11,995 or £294 monthly**

1976 MASERATI Bora. Yellow, with black hide upholstery, 6,500 miles, one owner. **£11,995 or £294 monthly**

1977 MERAK SS. Metallic blue with black hide upholstery, one owner. **£12,750 or £312 monthly**

1976 MASERATI Khamsin. Auto trans, metallic red, tan hide, air cond. 11,000 miles. **£13,500**

1977 LOTUS Elite 503. Yellow, air cond, PAS, radio/stereo, one owner. **£8,750 or £331 monthly**

1977 LOTUS Eclat Sprint. Monaco white with alloy wheels, radio/stereo, one owner. **£7,950 or £195 monthly**

1976 LOTUS Eclat 520. Carnival red with beige cloth interior, radio/stereo, 10,000 miles, 1 owner. **£6,750 or £165 monthly**

1976 LOTUS Eclat 520. Yellow with beige cloth interior, one owner. **£6,495 or £159 monthly**

1976 LOTUS Elite 504. Gunmetal with automatic transmission, air conditioning, one owner. **£6,995 or £171 monthly**

1974 LOTUS Elan +2S 130/5. White with black interior, radio/stereo, supplied and serviced by us from new. **£3,750**

1974 LOTUS Europa Special. Roman purple with oatmeal upholstery, 38,000 miles. **£3,500**

1974 LOTUS Elan +2S 130/5. Roman purple, 18,000 miles only, sold and serviced by us. **£3,995**

1978 ALFA ROMEO Spider. Finished in red with black interior, 2,000 miles. **£5,995 or £147 monthly**

1976 ALFA ROMEO Spider. Prototype yellow, supplied and serviced by us, 10,000 miles. **£4,350 or £106 monthly**

1978 ALFETTA 2.0 Strada. Black with beige velour upholstery, electric sunroof, electric windows, alloy wheels, stereo. **£6,795 or £166 monthly**

1978 ALFETTA 2.0 GTV. Black with beige velour upholstery, one owner, low mileage. **£5,400 or £132 monthly**

1977 ALFETTA 2.0 GTV. Metallic green with velour upholstery, one owner, sold and serviced by us. **£4,495 or £110 monthly**

1977 ALFETTA 1.8 Saloon. Metallic silver, Ziebart rust treated, 11,000 miles. **£3,650 or £89 monthly**

1973 FERRARI Daytona. Metallic silver, black hide upholstery, full history and further details on request

1975 FERRARI Dino 308 GT4. Ferrari red, with beige interior, air conditioning, full Marenello history. **£8,500**

1975 TRIUMPH Stag. Manual, overdrive, hard/soft top, 1 owner, green. **£3,695**

1974 TRIUMPH Stag, Automatic. Hard/soft top, radio. **£3,150**

1977 LANCIA Beta 2000 HPE. Beige, green cloth upholstery, 1 owner, low mileage **£4,595**

1977 MGB GT. Red, 1 owner, cloth trim, sunroof, radio. **£3,395 or £112 monthly.**

1972 LANCIA Fulvia 1.6 HF Lusso. Metallic silver, black interior. **£1,595**

EPSOM ROAD (A.246) - WEST HORSLEY - Nr. GUILDFORD - SURREY

TELEPHONE: SHOWROOMS: EAST HORSLEY 4671

SHOWROOMS OPEN 9.00 AM - 7.00 PM MON. TO SAT. 2.00 - 6.00 PM SUNDAY

HARGREAVES & BAILEY LTD

OF BLACKPOOL
— THE SPORTS CAR SPECIALISTS OF THE NORTH —



SCIMITAR GTE
NEW 1978 MODELS

GTE. Celtic brown, o/d ..... **LIST**
GTE. White, o/d ..... **LIST**
GTE. Russet Red ..... **LIST**

DEMONSTRATION WITH PLEASURE

77 MG-B GT. Damask red. Undersealed, radio/cassette stereo, o/drive, striped cloth, Hella lamps, etc, etc. Impeccably maintained by 1 owner from new, but more than average mileage, hence the price **£3,295**

LANCIA Beta HPE 2000. Choice of two – Nov. 76 (black) and 77 (red). Both with low mileage and with radio, alloys, tints, velour, steel sunroof, rear wipe/wash, etc. **£4,250** and **£4,850**

VW Scirocco. Choice of two – 76 P (green metallic) and 76 R (Malaga red). Both low mileage and with radio, alloys, rear wipe/wash, etc. etc. **£3,375** and **£3,475**

1977 TOYOTA 2000 ST liftback Coupe. A sporting 4-seater with 5 speed box, radio, cloth, etc. 12,000 miles by 1 private owner. Service history, etc. **£3,195**

75 CAPRI 3000 Ghia Hatchback. Sunburst yellow/tobacco vinyl roof and sunroof. Full Ghia spec. including alloys, gold cloth, radio, rear wiper/wash, etc. Brilliant condition **£3,195**

Alfa Romeo

THE SUPERB NEW ALFASUD SPRINT FOR INSTANT DELIVERY – £3,999

ALFASUD Ti 1.3 (choice)	**£3,199**	**ALFETTA GTV 2000** (choice)	**£5,999**
ALFASUD SUPER 1.3 (choice)	**£3,099**	**ALFETTA GT 1.6** (choice)	**£4,999**
ALFASUD 5M (choice)	**£2,999**	**ALFETTA 2000 Sal.**	**£4,999**

ALFASUD SPRINT (choice) **£3,999**

ALL PRICES INC. INERTIA BELTS, PLATES & DELIVERY.

IMMEDIATE DELIVERY FROM STOCK ON ALL NEW ALFAS

1977 FIAT X19. 1,900 miles only and therefore as new. Targa top, alloys, radio, tints, h.r.w., fog lamps, etc. The "baby Ferrari" **£3,495**

ALFA ROMEO Alfetta GT 1800. Choice of two – 76 (Burgundy) and 76 (yellow). Both with customised paintwork. Varying extras include alloys, radio, stereo, etc. etc. Both low mileage and beautiful examples of this quick car **£3,895**

"R" REG FORD RS 2000. White, alloys, cloth, radio, tints, etc. 20,000 miles and immac. **£3,250**

"P" reg BMW 518. Black, 29,000 miles by 1 owner, radio, Armaglazed paintwork, cloth seats, etc. Magnificent condition **£3,425**

75 JAGUAR XJ6 4.2. L.W.B. Auto, P.A.S., electric windows, central locking, radio/cassete stereo, etc. **£5,350**

WE URGENTLY NEED
more MG, SCIMITAR, ALFA, LANCIA, MEXICO, RS, BMW, etc. Top prices willingly paid, but only top class cars please.

74 (N) BMW 3.0 CSI COUPE. Orange/black vinyl roof, P.A.S., sunroof, Alpina alloys, radio, stereo, etc. 1 owner and superb **£6,450**

76 ALFA ROMEO SPIDER 2000. Choice of two, red (4,170 miles only) and white (19,000 miles). Both radio and other extras ..... **£5,250 and £4,395**

TVR Choice of three – 76 and Nov 75 3000M, and 75 (P) 1600M. All heavily loaded with extras, all low mileage, all immaculate. **£4,350, £3,950 and £3,295**

76 SCIMITAR GTE. White, auto, P.A.S., alloys, tints, elect. windows, Blaupunkt radio, spots, etc., etc. Most lavish spec. and superb condition **£5,195**

76 ALFA ROMEO Alfasud 4-door. Midnight blue. Cloth seats. Sold and serviced by us. 12,000 miles by 1 owner **£1,735**

"P" reg. JAGUAR XJ 4.2. Pillarless coupe. Grenadier red, auto, P.A.S., black vinyl roof, hide interior, electric tinted windows, centre-locking, radio, stereo, chrome wheels, etc, etc. This very striking car has had 1 owner from new. Full service history **£5,945**



TVR FOR IMMEDIATE DELIVERY

SALES & SERVICE SECOND TO NONE!

TVR Taimar. White, lavish spec. ..**LIST**
TVR Taimar. Yellow ..... **LIST**
TVR Taimar. Met. blue ..... **LIST**
TVR 3000M. Havana brown ..... **LIST**
SEVERAL OTHER SPECS ARE IMMINENT

76 MG-B sports roadster. White, o/drive, radio, etc. 12,000 miles only by 1 owner and quite immaculate **£2,685**

75 VW MICROBUS. 8-seater, 31,000 miles. Blue/white, radio, undersealed, etc. Used as private vehicle and immaculate **£2,750**

76 LANCIA BETA COUPE 1600. Silver. Green velour interior, cassette, alloys, etc. Superb **£2,995**

We always stock about 70 used sporting/prestige cars – Mercedes, Rolls-Royce, Alfa, Lancia, Scimitar, MG, Mexico, RS2000, BMW, etc., etc.

75 SPITFIRE 1300. British racing green. A very attractive and economical sports car **£1,650**

"S" reg PANTHER Lima classic-style drophead roadster. B.R.G./white coachwork, chrome wires, spoiler, radio, full tonneau, etc., 850 miles only **£5,250**

SPECIALISED SERVICING & REPAIRS – SPORTS CAR INSURANCE – HIRE PURCHASE

ALFRED STREET SHOWROOMS, BLACKPOOL **KING STREET SHOWROOMS, BLACKPOOL**

Tel. 28401/2 **Open 6 days to 6 p.m.: Sundays by appointment only.** **Tel. 23862/3**



tim & zöe Randles

STOKE-ON-TRENT
THE PERFORMANCE CAR SPECIALISTS OF THE MIDLANDS

TVR LOTUS

TVR FOR IMMEDIATE DELIVERY NEW 1978 MODELS

ORDERS NOW BEING TAKEN FOR THE TVR DROPHEAD 3000, ENGINE AND TURBO CHARGED.

3000M in Gunmetal, sunroof, radio ..**LIST**

3000M in red, white model band, sunroof, tan trim ..... **LIST**

1972 (L) Lotus Seven Series IV in red, black trim, full weather equipment, series III exhaust, XAS tyres, two owners, 29,000 miles **£2,095**

1977 Triumph Spitfire 1500, o/drive, yellow hard/soft tops, low mileage **£2,445**

1976 Alfa Romeo 2000 Spyder D/H in silver grey, black trim, radio, tonneau cover, one owner, 13,000 miles, sold with private plate 41 KX **£4,295**

1976 (R) TVR 1600 M metallic blue, sunroof, radio, tinted glass, 18,000 miles **£3,595**

Jaguar V12 E-type roadster, (L) regd., in red, soft top & works hard top, burg. alarm, headrests, radio/tape, arriving soon **£4,695**

20% Deposit, 3 years to pay on New and Used Cars for Self Employed Individuals and Companies – or why not Lease your next vehicle. For confidential attention, details and demo's contact: Phil or Zöe on sales: 0782 48361/47623.

Open 7 days per week

1976 Scimitar GTE Auto in sierra tan with matching trim, latest model, chrome wheels, radio/cassette, one owner, 19,000 miles, power steering, tints **£4,895**

1973 Lotus +2 S130 one owner, metallic blue, oatmeal trim, sold and serviced by us **£2,395**

1972 (L) Lotus Elan +2S 130/5 in black, silver roof, two owners, 42,000 miles **£2,395**

1974 TVR 3000M light blue with matching blue trim, radio, sunroof, two owners, 39,000 miles **£3,195**

1977 Fiat X19, finished in coral metallic, one owner, 8,500 miles **£3,295**

1972 Ginetta G15 Coupe in white, black trim, radio/tape, one owner, 32,000 miles **£1,195**

1977 Lotus Esprit, in red, marcasite trim, 5,000, two owners, radio **£8,250**

1973 MG-B Roadster in blaze, black trim, two owners, tonneau cover, radio, 44,000 miles **£1,395**

1976 TVR 3000M in yellow, black trim, vinyl roof, sunroof, radio, 16,000 miles **£3,995**

1976 TVR 1600M in white, black vinyl roof, radio/cassette, one owner, 21,000 miles **£3.395**



LOTUS FOR IMMEDIATE DELIVERY NEW 1978 MODELS

Lotus Esprit, red, marcasite trim, radio ..... **LIST**

Lotus Eclat 522, white, black trim, radio ..... **LIST**

1975 Scimitar GTE, o/drive, ivory beige, tan trim, two owners, sold & serviced by us from new, radio/cassette **£3,595**

1973 TR6, overdrive, yellow, Wolfrace wheels **£1,945**

1975 Lancia Beta 1600 Spyder, finished in ivory, tan trim, radio, one owner, 25,000 miles, (P) regd. **£2,995**

1974 Fiat 130 Coupe, Auto in blue, Russett velour trim, red carpets, radio/cassette, two owners, 32,000 miles **£3,995**

1973 MG-B GT, o/drive in blaze, cloth trim, two owners, 37,000 miles ... **£1,895**

1976 Alfa Romeo Montreal, in tangerine, 5 speed box, RH drive .. **£5,750**

Visit our Collision Clinic for your Glass fibre repair work. Phone 0782 45691 for quotations.

Comprehensive range of Lotus & TVR spares. Phone 0782 45961 for COD service.

Factory trained staff for your performance car that refuses to perform.

1 MILE OFF M6 EXIT 15. **CAMPBELL ROAD, STOKE-ON-TRENT ST44DU** **OPEN WEEKENDS**

The aces are yours with KONI SHOCK ABSORBERS



WORLD CHAMPION FORMULA 1
The Formula 1 world championship has been won exclusively by Koni fitted cars since 1970.



SUPERB ROADHOLDING
You must have Koni shock absorbers for roadholding that is safe, sure, and superb in all conditions.



BETTER TRAVEL COMFORT
Koni roadholding power means more travel comfort inside the car.



ALWAYS PERFORM LIKE NEW
There's no slow-down in Koni roadholding. Koni are re-adjustable to always give peak performance.

Standard equipment on Ferrari, Lamborghini, Bristol, Aston Martin.
The manufacturers of the above—and of many other modern classics—have complete confidence in Koni and fit them as standard on current models.



You're the motorist with all the roadholding aces when you drive a car fitted with Koni shock absorbers. You need Koni *now*—they are available through your garage or accessory shop, or send coupon below to sole concessionaires.

Send coupon to: J. W. E. Banks & Sons Ltd., Dept. K15, Crowland, Peterborough PE6 0JP. Tel: Peterborough (0733) 210316.

Home Counties distributors: Ron Haynes Motor Sports Ltd., Cardain House, Burkes Road, Beaconsfield, Bucks HP9 1PA. Tel: Beaconsfield (04946) 5620.

Please send me prices and technical details of the appropriate Koni shock absorbers for my car.

Make of car ..... Model ..... Year .....

Name .....

Address .....

.....

STOP PRESS. Koni guarantee now extended to 2 years unlimited mileage on 80, 82, and 8000 series — additional proof of Koni quality and value.

OWN A WATCH OF THE FUTURE NOW with our interest-free credit plan. 10% deposit and nine equal monthly payments are all you pay.





Omega Chrono-Quartz ST 396 0839. The best of both worlds – an analogue display of time and date with a digital stop watch, both with the amazing accuracy of quartz. The stop watch has 'time-out' and 'lap' facilities and records to 1/10 second. The satin finished stainless steel case is water resistant and the watch is completed with a matching steel bracelet. Own it now for £37.50 deposit, followed by nine equal monthly payments of £37.50. Cash price £375. *No interest charges.*

Seiko Digital Quartz LC Chronograph FN 003
Continuous display of time with month and date available. Stop watch reads up to 12 hours (1/10 second for 1st 20 minute period). Backlight for night-time use. Water resistant. Stainless steel case and bracelet. Own it now for £7.50 deposit, followed by nine equal monthly payments of £7.50. Cash price £75. *No interest charges.*
Send the coupon now.

OMEGA
TISSOT
SEIKO

PARRYS OF MALVERN

Parrys Jewellers Ltd. Dept MS, Malvern, Worcs WR14 2AJ. Tel: Malvern (06845) 4077

Please send:

Omega watch: I enclose £37.50 deposit ☐ Seiko watch: I enclose £7.50 deposit ☐ Details of other specialist watches ☐

Name .....

Address .....

.....

MS7

COUNTY GARAGE

COVENTRY ROAD, WARWICK: 0926 44001/41156



BENTLEY T Series. First Reg'd Dec. 1966. Registration No. MS 34. Chassis No. SBH 1429. 1 private owner from new. 21,468 miles only. RS5 tyres, metallic shell silver grey, red leather, full service history, superb original condition **£10,750**

MG-B GT, S Reg'd. 1,000 miles, flamenco red, black striped seats, overdrive, Sundym, silent travel, undersealed, as new **£3,595**
1976 "R" Reg'd BMW 2500. Auto, PAS, £300 radio/stereo, alloy wheels, sunroof, Sundym, metallic claret, 22,000 miles, 1 owner **£5,800**
1976 FERRARI 308 GT4. Red, 19,000 miles, well maintained, original condition **£9,250**
1969 H Reg'd. BENTLEY T Series. Anthracite, grey leather interior, FSS model, electric sunroof, completely unmarked coachwork **£8,950**
RANGE ROVER (Carawagon Conversion). Fully equipped, elevating roof, 11,000 miles from new, white, Ziebart treated, electronic ignition, Kenlow fan, radio, in absolutely super condition. (RAC test report available), new current list price £11,500 ..... **£6,850**
1964 FERRARI V12 330 GT Coupe. 2 owners, 38,000 miles, unblemished Ferrari red, grey leather int., Borrani 72 spoke wheels, overdrive. A truly outstanding classic investment **£6,450**
1967 ASTON MARTIN DB6, AUTO. PAS, 3 owners, silver, dark blue leather, Sundym, chrome wire wheels, low mileage **£3,450**
1975 "P" MG-B GT V8. Flamenco red, overdrive, Sundym, radio, 27,000 miles **£3,150**
1959 AUSTIN HEALEY 100/6. Ice blue, works hard top, overdrive, wire wheels, a good sound example **£1,875**
1975 ALFETTA 1800. Saloon, white, black int., 5-speed, 18,000 miles **£2,375**
1977 MG MIDGET 1500. Pale Primrose, 13,000 miles, radio **£2,040**

1976 "R" MG-B SPORTS. Pale primrose, one owner, 13,400 miles, o/d, radio **£2,595**
TRIUMPH TR7, "R" Reg'd. BRG 5-speed, radio, Sundym, 12,000 miles **£2,795**
1977 TRIUMPH TR7. Famous car – actual one used in TV series "Wild Alliance", white, tartan interior, sliding glass sunroof, radio, 15,000 miles **£2,950**
1976 "R" Reg'd TRIUMPH TR7. Inca, 11,400 miles, radio, Sundym **£2,650**
1976 "R" Reg'd DATSUN 260Z 2+2. Supplying agents and 1 owner since. Met. light blue, self seeking radio, Stereo, Sundym, alloy wheels, 17,000 miles **£4,395**
1975 "P" (Nov) TRIUMPH TR6. 22,000 miles only, o/d, radio/stereo **£2,750**
1975 MG-B GT. Aconite, beige int., chrome wheels, o/d, sunroof, radio, 2 lady owners, 23,000 miles.
1977 SKODA S110 R Coupe. Russet, 11,000 miles, superb value **£1,240**
1975 DAIMLER Vanden Plas Double Six. Auto LWB, golden sand, beige leather, 1 owner, air conditioned, radio, very low mileage **£5,750**
1974 "N" Reg'd ALFA ROMEO 1.6 GT Junior. White, low mileage **£1,830**
1974 "N" MG Midget. Bronze yellow, low mileage.
1974 "N" ALFA ROMEO Montreal Coupe V8. RHD, white, 19,000 miles, radio/stereo, ex TV personality **£4,750**
MERCEDES 309D Motor Home. 21ft, R.H.D., diesel, 1 private owner, 26,000 miles, superbly equipped, please phone for details, fraction of new price **£5,350**
1973 "M" Reg'd RANGE ROVER. 24,000 miles, power steering, Sundym, radio, stereo, immaculate condition **£4,950**
1973 FORD Escort Mexico. White, excellent all round cond. **£1,195**
1966 AUSTIN HEALEY 3000 MK III. 2 owners, 45,000 miles, o/d, w/w, radio, exceptional, sound car **£3,950**
1972 RELIANT Scimitar GTE. Silver fox, auto, recent £700 overhaul, superb condition **£1,995**
L Reg'd TRIUMPH Stag, auto. PAS, radio, 1 owner, 39,000 miles, damson, black interior **£2,100**
1969 "H" LOTUS Elan 2+2 S. Carnival red, bills for £930 ..... **£1,595**
1972 MG-B GT. White, o/d, radio, very good condition **£1,395**
1972 MG-B Sports. Teal blue, o/d, radio **£1,235**
1970 TVR 1600 Vixen. Yellow, alloy wheels **£995**

Close Coupled 4-wheel car/commercial Trailer. 20 ft long 3 ton capacity. (Reputed cost £2,000) perfect condition **£595**

CARS SIMILAR TO ABOVE URGENTLY REQUIRED – WILL COLLECT

Camden Motors

LOTUS & RELIANT DEALERS

1975 ALFA ROMEO Alfetta 1.8 GT Beige, black trim **£3,249**
1977 ALFA ROMEO Alfasud Ti, Red, grey trim **£2,599**

1976 BMW 3.0 LA, Fjord Blue, Auto., PAS, Sundym, radio, HRW **£7,299**
1973 BMW 3.0 SA, Red, alloy wheels, tints, etc. **£3,299**

1976 DATSUN 260 Z 2+2, Red, sunroof, alloy wheels, radio/tape **£4,449**
1976 JAGUAR XJS Auto. British Racing Green **£8,999**

1972 JENSEN Interceptor, Bronze, full luxury spec. **£3,749**
1977 LANCIA Monte Carlo, Metallic Green, radio, alloy wheels **£4,999**

1977 (S) LANCIA Beta 2000 ES. Metallic Blue, tan trim **£3,749**
1976 LANCIA Beta 2000 HPE S2, Green, sunroof, alloy wheels **£4,299**

1976 LANCIA 2000 S2, Red, el. windows, sunroof, radio, HRW **£3,699**
1976 LOTUS Elite 501, White, sable trim **£6,499**
1977 LOTUS Esprit, Yellow, plaid trim **£7,299**

1977 LOTUS Esprit, White, marcasite trim **£7,499**
1977 LOTUS Eclat, Orange, oatmeal trim, radio/cassette, HRW **£7,699**

1976 LOTUS Elite 504, Green, tan upholstery **£6,999**
1976 LOTUS Elite 501, Yellow, black trim **£6,499**

1977 LOTUS Esprit, Orange, plaid trim **£7,499**
1977 MATRA SIMCA Bagheera, White, Sundym, radio/tape **£4,999**

1977 MG-B GT, Green, plaid trim, overdrive, HRW **£3,499**
1976 MG-B GT, White, overdrive, sunroof, HRW **£3,049**

1974 MG-B GT V8, Silver Grey, o/drive, tints, alloy wheels **£2,499**
1975 MG-B GT, Blue, vinyl roof, overdrive, radio, HRW **£2,549**

1976 MG-B GT, White, o/drive, chrome wheels, radio, etc. **£2,999**
1973 MG-B GT, Blue, olive trim, overdrive, HRW **£1,749**

1975 OPEL Manta, 1900 L, Blue, v/roof, sunroof, radio, HRW **£2,199**
1978 PANTHER Lima, Blue/Silver, wire whls., front spoiler, 200 miles only **£5,499**

1973 RELIANT GTE, Yellow, leather trim, radio, HRW **£2,499**
1973 RELIANT GTE, Auto. Yellow, v/roof, sunroof, all/whls., radio **£2,799**
1975 RELIANT GTE, Green, leather trim, o/drive, radio/tape, all/whls **£3,999**
1975 RELIANT GTE, Blue, el. windows, fog/spot lamps, all/whls, rad/tpe **£3,899**
1976 RELIANT GTE, Auto. Sierra Tan, PAS, el. winds & aerial, radio/tape **£4,749**

1976 RELIANT GTE Auto. Celtic Brown, PAS, el. winds, sunroof, alloy wheels, radio **£4,699**
1977 RELIANT GTE, celtic Brown, o/drive, sunroof, radio, HRW **£5,749**

1977 RELIANT GTE Auto. White, PAS, tints, el. winds, w/race whls, radio **£5,999**
1977 RELIANT GTE, Yellow, o/drive, el. aerial, all/whls, radio/tape **£5,799**

1977 (S) RELIANT GTE Auto. Russet Red, PAS, el. winds, all/whls, radio **£5,999**
1973 RENAULT 17 TS, Blue, sunroof, sp.wheels, radio **£1,649**

1977 SAAB 99 GL Combi Coupe Auto. Cream **£4,449**
1976 TOYOTA Celica 2000 GT Liftback, Silver, s/dym, radio **£2,599**

1973 TRIUMPH TR6, White, black trim, o/drive, radio **£1,999**
1977 TRIUMPH TR7, 5 speed, in Yellow, black trim **£2,999**

1977 TRIUMPH TR7 Automatic, in Red, s/roof, all/whls, radio/tape **£3,149**
1975 VOLKSWAGEN Scirocco TS, Yellow, radio, all/whls **£2,699**

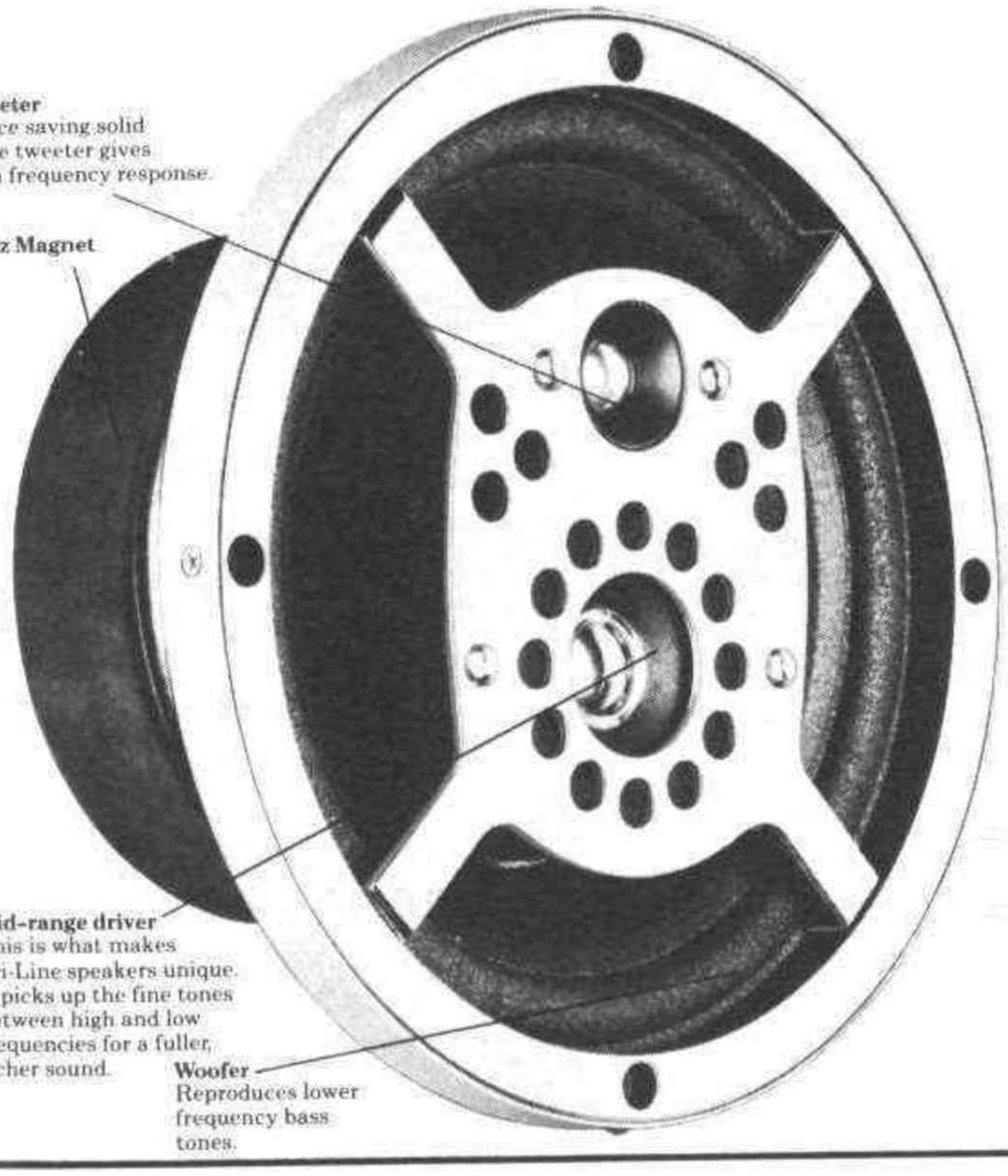
ALWAYS A LARGE SELECTION OF NEW LOTUS AND SCIMITAR MODELS AVAILABLE FOR IMMEDIATE DELIVERY.
Leasing available on all new models.

PART EXCHANGES WELCOME. H.P. & INSURANCE 'ON-THE-SPOT'
LATE MODEL CARS BOUGHT FOR CASH.

Lake St., Leighton Buzzard, Beds. Tel. Leighton Buzzard 2041.

OPEN DAILY 9-8 SUNDAY 10-6

Your pride and joy stereo player meets it's match.



These days there are some highly sophisticated car radios and tape players around.

You can pay over £200 for some of them.

But even if you do, the sound you get will only be as good as your speakers.

Which is where we come in.

It would be crazy to say our speakers compare with home hi-fi. But they're certainly the best in car hi-fi. Take our tri-axial 373's. They're really three speakers in one.

They've a 5¼" woofer, a ¾" horn tweeter, plus a 2" air suspension mid-range driver.

This produces a remarkable frequency response of 75 - 20,000 Hz., which is unheard of in such compact, door-mounting models.

They've a massive 20 oz magnet, a nominal input of 10 watts, though they'll handle a maximum of 20 watts, and 4 ohms impedance.

What's more they're only one of our range.

We've door-mounting, co-axial, convertible door and wedge speakers, as well as ones to fit into your rear parcel shelf.

They range in price, from £14 to £40 a pair.

And they're all designed with precisely one thing in mind.

To keep up, not with the Joneses, but with the Blaupunkts, Motorolas, Nationals, Philips, Pioneers, Radiomobiles, etcetera etcetera.

AUDIOLINE

Tri-axial, Co-axial, and Twin Cone Speakers.

Distributed by Harry Moss International Limited, Heming Road, Washford Industrial Estate, Redditch, Worcester. Telephone: 0527 23131.

Part No. 373 as illustrated £37.50 per pair R.R.P.

Holdspeed Cruise Control



Compact unit measures only 4" x 2" x 1" (100mm x 50mm x 25mm).

THE AUTOMATIC CHOICE FOR A SAFER, MORE ECONOMICAL AND RELAXED JOURNEY. DRIVE AND TOW IN COMFORT.

What is Holdspeed Cruise Control?

A 'failsafe' electronically operated throttle holding device. Easily fitted to all makes of vehicles, designed to relieve motoring fatigue and improve fuel economy.

How does it work?

Consisting of 2 modules – an electronic push button control unit mounted under the fascia panel, providing fingertip control, actuating an electromagnetic throttle holding unit which monitors throttle linkage motion by remote control.

How is it used?

Simply drive to the required speed and switch on. Your car will then maintain a near constant speed, relieving you of that right leg fatigue.

You are now free to relax and concentrate on the road ahead.

To go faster, simply further depress the accelerator – return to the pre-set throttle position will occur after relaxation of pedal pressure.

Automatic micro-second cancellation is provided at the slightest touch of the brakes or by a touch of the cancel button on the dash mounted control.

Users:-

Police. Ambulances. Fleet operators. Representatives. Company Directors. Those who tow caravans, horseboxes, boats. Large and small car owners, old and new models, specialist car manufacturers, terrain vehicles (Range Rovers, etc.).

What cruise control motoring means to you.

- Increased comfort and relaxation in driving.
- Elimination of fatigue, increasing safety in motoring.
- Constant driving speed improves fuel economy.
- Removes right leg discomfort.
- Relieves strain whilst towing caravans, boats, horseboxes, etc.
- Choke-free warm-up – set at fast engine speed before your journey.
- Creates a new dimension in driving.
- An important addition to modern driving control.
- Helps Drivers stay within official speed restrictions.

NEW 'plug-in' cable fitting system easily fitted to all vehicles British and Continental.

Price £36.95 inc p & p and VAT



Holdspeed Productions Ltd.,
Camberwell Terrace, Leamington Spa,
Warwickshire.
Telephone 37635 MS/26/78

Send for colour brochure including Motoring Press and Customer Comments.
Please send me (tick as applicable)

Literature ☐ Holdspeed Cruise Control ☐

I enclose cheque/P.O.

Barclaycard/Access No. .....

Name .....

Address .....

.....

Trade enquiries invited.



RAF Sheepskin Flying Jackets

Manufactured under licence from original manufacturer (IRVIN). The ONLY approved replica in the world. Each jacket has authenticating label. All sizes £108.00 inc. VAT and U.K. Post Air parcel: Europe £5.00, elsewhere £10.00. Also U.S.A.F. Flight Jackets and leather flying helmets. Details on request. Callers welcome. Export enquiries invited.

Aviation Leathercraft

MS 69 Brighton Road, Surbiton, Surrey. 01-399-3381.

RADBOURNE RACING

X1-9



£3,890

(on the road price)

magnesium wheels, metallic paint, tinted glass, heated rear screen, Targa top, personalised luggage, seatbelts, fog lamps. Backed by four years' X1-9 experience.

1600 cc conversion consisting of two twin choke Weber carbs etc. Phone for conversion price list

RADBOURNE RACING LIMITED

1a Clarendon Road, Holland Park Avenue, London W11. 01-727 5066.

FIAT

LOTUS

ELITE ECLAT ESPRIT



THE LOTUS ECLAT – One of the most orthodox of the new generation of prestige Lotus cars With a high standard of finish that has few obvious rivals

– IT CAN BE YOURS FOR –

ONLY £190 per month

WHEN YOU LEASE FROM US at CATHEDRAL

★ We pay cash for your existing car/s
★ You offset all rentals against tax
★ You improve your company cash flow
★ You make any profits available at end of lease
★ We will prove these claims to you/your accountant
★ Any other make of car available
★ Also available on some of our AA tested used performance cars – full details available
★ Available to business people, limited companies, VAT regd.

Contact: MR. A. FRASER on 0272 – 20031

9 am-8 pm Weekdays
9-6 Sats

CATHEDRAL CENTRE

College Green, Bristol
Telephone 20031

Subject to Finance Company approvals *Autocar

AUTOFARM

PORSCHE SPECIALISTS



For all repairs, conversions, servicing and accessories, plus a large range of spare parts:

73 911 E Coupe 2.4. Blood orange, black trim, radio, elec. windows **£4,950**

71 911 T. Blood orange, black trim, recon. engine, 58,000 miles **£3,500**

71 911 T Lux 2.2 Coupe. Blue, 67,000 miles, elec. windows, front & rear spoilers **£3,400**

1970 911 E Coupe 2.2. Viper green, black trim, alloy wheels, elec. windows **£2,950**



2.8-Litre Rally car. Fully prepared in 1974 factory bodyshell, twin plug engine, LHD. Phone Steve Carr for details.

77 911 style Body, 71 911 E engine/gearbox, 69 911 S car L reg., white, black trim. **£3,650**

76 911 Lux Targa. Bodyshell (P reg.).

Engine, transmission, electrical, mechanical and body bits galore. A vast stock of new and reconditioned parts for servicing and repair.
Vast range of competition, replacement and conversion parts manufactured by ourselves.

Did you know a 2.4 911 S engine will rebuild to 2.7 Carrera R.S. spec. very easily?

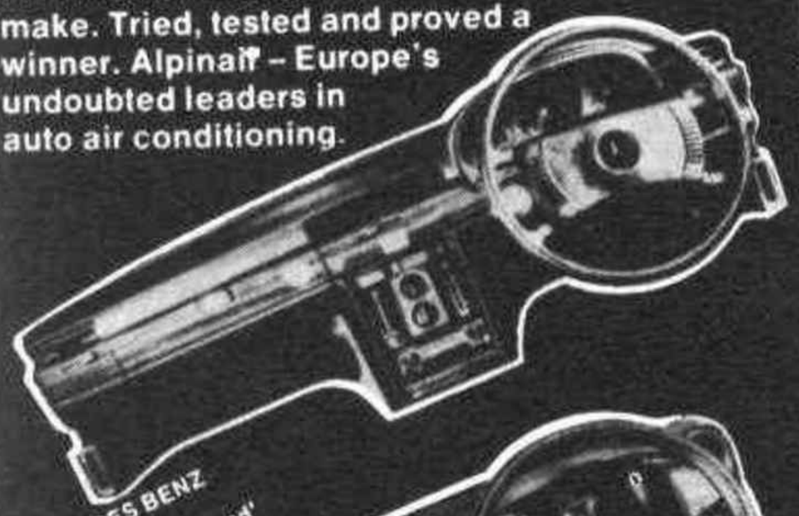
IF YOU ARE BUYING, SELLING, REPAIRING, CONVERTING OR DOING ANYTHING UNUSUAL TO A PORSCHE, GIVE US A RING OR COME AND SEE US.

5 HILL AVENUE, AMERSHAM, BUCKS.
Tel: Amersham (02403) 21112

alpinair

a few cool facts to clear the air

Enjoy the luxury of Alpinair air-conditioned driving. The system with maximum REFRIGERATION, DEHUMIDIFICATION AND FILTRATION which means no heater fug, no fumes, no misting-up, no draughts, no noise, no discomfort winter or summer – just relaxed, comfortable driving all the year round. Only Alpinair offers you such a wide variety of beautifully designed units which blend superbly with the dashboard of your car – whatever its make. Tried, tested and proved a winner. Alpinair – Europe's undoubted leaders in auto air conditioning.



MERCEDES BENZ
'S' SERIES
'Integrated Air Blend'
Alpinair system No. 28



CITROEN CX/GT1
'Integrated Air Blend'
Alpinair system No. 340



Our latest colour brochure is hot off the press. Send for your free copy today. It will give you all the facts and prices.

Wrap the cool car comfort of Alpinair around you.

alpinair

Details of air-conditioning, please

Name _____

Address _____

_____ Tel _____

Make/Model _____ Year _____

Engine capacity _____ Auto/Manual transmission _____

Power/Standard steering _____ LH or RH Drive _____

Alpinair Ltd., 174 Honeypot Lane, London, Stanmore, Middx. HA7 1EQ.
(adjacent Queensbury London Underground Station)

Telephone: 01-204 9633/8 Telex: 8813243

OMEGA

SPEEDMASTER CHRONOGRAPH

FOR ONLY £17.50 DEPOSIT



FLIGHT QUALIFIED BY N.A.S.A. FOR ALL MANNED SPACE MISSIONS

Precision Timing for The Professionals

To give precision timing under extreme conditions for the man of action, it's water-resistant case, integral stainless steel bracelet, sweep second hand and stop watch facility make it ideal for the Professionals way of life. Each instrument is engraved "Flight qualified by N.A.S.A. for all manned space missions. The first watch worn on the moon".
You can own a Speedmaster, for only £17.50 deposit followed by nine further payments of £17.50 spread over a period of nine months. Absolutely no extra charge for credit postage and packing. (Cash price £175.00 inc. V.A.T.)
This free credit facility is available for the purchase of all the Omega range of watches. You can have the watch you've always wanted right away. Tick the coupon, clip and return to Prestons Timer Division today. It's time you had an Omega.

FREE CREDIT

Capitol House, Churchgate, Bolton, Lancs.

PRESTONS Timer Division

Capitol House Churchgate Bolton Lancs.

☐ Please send me my Speedmaster Chronograph
I enclose deposit of £17.50
☐ Please send me the catalogue of Omega watches
available on free credit from Prestons.

NAME _____

ADDRESS _____

REGISTERED IN ENGLAND No. 541349 MO/7/78

BRADBURN & WEDGE GROUP

DATSUN SPORTS CARS IN STOCK

New Datsun 260Z in metallic blue, Sebring yellow or Aubergine.
New Datsun 260Z 2+2 in Silver, metallic Bronze, Flame red.
1977 Datsun 260Z 2+2 in dark metallic blue, S registered. **£5795**
1977 Datsun 260Z Sports in silver, one owner. **£4995**
1977 Datsun 260Z 2+2 super Samuri in red and gold. **£6995**
1976 Datsun 260Z 2+2 in silver. **£3995**
1975 Datsun 260Z 2+2 in silver. **£3495**
Datsun 240 ZG in sebring yellow, high performance version, for Japan home market only – special features include: long nose (group 4 homologated) complete with fared-in headlights, stop clock, corbeau seats; appliance wire mags, nissan ventilated disc brakes, limited slip diff, triple webers etc. **£4995**
1974 Datsun 240Z super Samuri in red and gold. **£3795**

TVR SPORTS CARS IN STOCK

New TVR 3000 M in metallic green offered for sale at the pre-increase price of..... **£5716**
TVR Taimar in yellow with chocolate colour band, registered 1st May 1978: this car would now cost new **£6920** but is offered at.... **ex-works**
New TVR 3000M drophead in white. **£6495**
New TVR Turbo drophead in Jaguar opalescent maroon with 'power lok' diff, rollover bar, wolfrace wheels, available shortly.

1977 TVR 3000M in metallic blue with cream colour band 16,000+ miles recorded. **£4395**
1977 TVR 1600M in metallic blue with vinyl roof, sunshine roof, radio, one owner, 8060 miles. **£3995**

SELECTED USED CARS IN STOCK INCLUDE:

Lancia Beta Monte Carlo in Verde, Blaupunkt stereo radio and cassette, 127 miles. **£6295**
Jaguar 'D' type replica. **£8250**
1976 Bristol 411, dark blue, electric sliding head, refrigeration, speed hold, red trim – shortly available for sale.
1975 MGB Roadster in Red. **£2350**
Daimler dart in red with hardtop.
Ex-works Jensen Healey, prodsports car, unregistered, in first class condition having competed in a few races, many spares, useable as road or race car. **£3995**
1978 Renault 30 automatic in silver grey. **£5995**
1976 Saab 99 GLE automatic in metallic brown. **£3895**
Lotus 30 289 cu in V8 Ford, ZF box, potential Group 4 HSCC events, chassis restored, at present having body panels repainted, and engine installed.
Datsun 240Z's and **260Z's** and **Bristol** cars in any condition bought for cash.
Spares and Service facilities available (including rolling road etc.)
Performance conversions carried out – specialists in repair work of any type on **240Z's, 260Z's** and spares supply for the same.

DATSUN TVR
Datsun and TVR Area Distributors

B&W
Bradburn & Wedge Group
41 Birmingham Road, Wolverhampton
Telephone 58456

PHT

Peter Townsend (Winchmore Hill) Limited

27, THE GREEN, WINCHMORE HILL, LONDON, N.21.
TEL. 01-882 1044/5/6



New Silver Shadow II. Honey Gold, delivery mileage. **P.O.A.**



1975 Silver Shadow Seychelles Caribbean, whitewalls. **£19,950**



1975 Silver Shadow Black with black Everflex, olive hide. **£19,950**



1968 Silver Shadow. Velvet green, 3 Speed, air cond. **£8,950**



1975 Porsche Turbo. Silver, full AFN service history. **£14,950**

1977	**Ferrari 308 GTB.** Met. silver, black leather, history.	**£12,450**
1977	**Ferrari 308 GT4 2 + 2.** Red, wide wheels, air conditioning	**£11,950**
1977	**Lotus Esprit.** Yellow with marcasite trim, radio/stereo	**£7,950**
1972	**Porsche 911T.** Targa, LHD, air cond., one owner, history	**£4,950**
1975	**Alfa Spider.** Monza red, black carpet, radio, new mohair hood	**£3,450**
1977	**Triumph TR7.** 5 Speed, red, tartan trim, radio, one owner	**£2,950**
1974	**BMW 2002 Auto.** Fiord blue. Webasto roof, radio	**£2,650**
1974	**Ford Capri 2000 Ghia.** White, black velour, radio/stereo	**£2,450**
1977	**Renault 5TL.** Red, black vinyl roof & fancy stripes	**£2,150**
1974	**Jensen Healey.** Red, hard & soft tops, tonneau cover	**£2,450**
1972	**Triumph TR6.** Red, black cockpit, radio, electric aerial	**£1,950**
1973	**Jensen Healey.** Red, black cockpit, radio, 28,000 miles	**£1,750**



1977 Jaguar XJS. Yellow gold, black int., radio, stereo. **£11,450**



1963 Corvette Stingray. Split window, fuel injection. **£4,950**



1972 Lotus Elan Sprint DUC. Low mileage, mint condition. **£2,950**



1972 Stag. Man o/drive, mimosa, radio, stereo. **£2,450**



1972 E Type V12 2 + 2. Man. blue with blue interior, **£4,750**

SPECIALISTS IN EXPORTING NEW AND USED FERRARI, PORSCHE, BMW, ROLLS-ROYCE, ASTON MARTIN, LOTUS, MASERATI, MERCEDES BENZ AND JAGUARS WORLDWIDE ..... LEASING FACILITIES AVAILABLE.

Panther Lima. The Open Invitation...

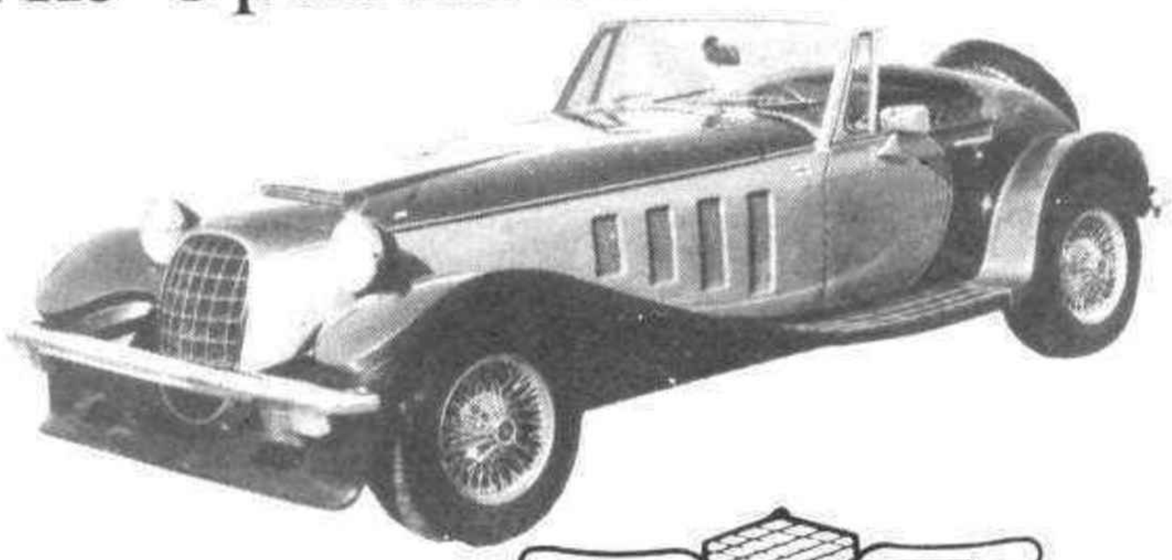
The Lima is a rebellion against the boredom of motoring today. The Lima is the only new classic convertible sports car available. The Lima is comfortable, fast, weather-proof and safe. The Lima is a superbly well made car which everybody can enjoy. The Lima is one of the most inexpensive handbuilt quality cars. With prices starting from around £6,000, the Lima opens up the world of Panther prestige to everyone.

The Lima is the only specialist car backed up by the strength of a major manufacturer's NATIONWIDE DEALER NETWORK. **ALL** VAUXHALL DEALERS OFFER PARTS AND SERVICING FOR THE LIMA AT VAUXHALL'S LOW PRICES.

The Lima offers V8 performance with factory warranted DTV tuning equipment.

The Lima is easy to insure at low cost through our special Lloyds scheme.

The Lima is now available for export. Enquiries are welcome.



PANTHER

TO SALES DEPARTMENT PANTHER WESTWINDS LIMITED
CANADA ROAD, BYFLEET, SURREY
TELEPHONE BYFLEET 41188 TELEX 928877
I AM VERY INTERESTED IN THE PANTHER LIMA
PLEASE SEND ME DETAILS ☐
PLEASE ARRANGE A DEMONSTRATION WITH MY LOCAL DEALER ☐
MR/MRS _____
ADDRESS _____

_____

TELEPHONE NO _____

MS7/78

Panther Lima. Main Dealers

We shall be pleased to arrange a demonstration drive with any of the following Vauxhall dealers, some of whom have a limited number of Limas remaining for summer delivery.

ABERDEEN, SMT, 0224-29216
ALTRINCHAM, Vantage, 061-980 3212
AYLESBURY, Shaw and Kilburn, 0296-82321
BANGOR, Ballyrobert, 024-783 2262
BERKHAMSTED, Shaw and Kilburn, 04427-2232
BIRMINGHAM, Ryland, 021-455 7171
BIRMINGHAM, Ryland, 021-360 7100
BISHOP'S STORTFORD, Franklin's, 0279-52304
BLACKBURN, Leaver, 0254-51192
BRADFORD, Tordoff, 0274-392321
BRISTOL, Welch, 0272-770411
BURY ST. EDMUNDS, Burrells, 0284-5621
CANNOCK, K & G, 05435-4403
CARDIFF, Nash, 0222-387221
CARLISLE, SMT, 0228-29401
CHESTER, Chester Engineering, 0244-24611
COLCHESTER, Scott Bros., 0206-61333
DERBY, Bristol Street, 0332-362661
DONCASTER, Thompsons, 0302-67483
DORKING, E. J. Baker, 0306-5022
EDINBURGH, SMT, 031-229 2488
GLASGOW, SMT, 041-332 2940
GLOUCESTER, Skipper, 0452-22231
GORING BY SEA, H. D. Steele, 0903-35125
HEMEL HEMPSTEAD, Shaw and Kilburn, 0442-51212
HULL, Thompsons, 0482-23681
ILFORD, Jessups, 01-554 8800
IPSWICH, Burrells, 0473-214121
LEICESTER, Batchelor Bowles, 0533-547515
LINCOLN, Charles Warner, 0522-31785
LIVERPOOL, Braid, 051-709 6741
LONDON NW9, Bristol Street, 01-205 6525
LONDON NW5, Shaw and Kilburn, 01-485 5555
LONDON SE6, Carris Motors, 01-698 3451
LUTON, Shaw and Kilburn, 0582-55944
MAIDSTONE, Drake and Fletcher, 0622-59161
MANCHESTER, Blakes, 061-834 8200
MANSFIELD, Neville, 0623-26101
NANTWICH, Robert Layland, 0270-64027
NORTHAMPTON, Grose, 0604-712525
NORTH SHIELDS, Harold Thompson, 08945-70346
OXFORD, City Motors, 0865-722455
PERTH, SMT, 0738-26241
PLYMOUTH, Turnbull, 0752-67111
READING, Great Western, 0734-55501
ROMFORD, Jessups, 0708-22311
SCUNTHORPE, Thompsons, 0724-3284
SOUTHAMPTON, Perrins, 0703-26492
SOUTHEND ON SEA, Jessups, 0702-43344
STOKESLEY, Stokesley Motors, 0642-710566
STRATFORD UPON AVON, Guyvers, 0789-66254
SUTTON IN ASHFIELD, Neville, 0623-511414
WATFORD, Shaw and Kilburn, 0923-31716
WORCESTER PARK, Jack Brabham, 01-337 0755

PANTHER

A YEAR'S FRE
THE DAY YOU
YOU HAVE
TO LOSE AND
TO

You may think a bank account is only necessary when you're pulling in a hefty salary.

Or when you have a lot of financial commitments round your neck.

Or when you want to settle down and get married.

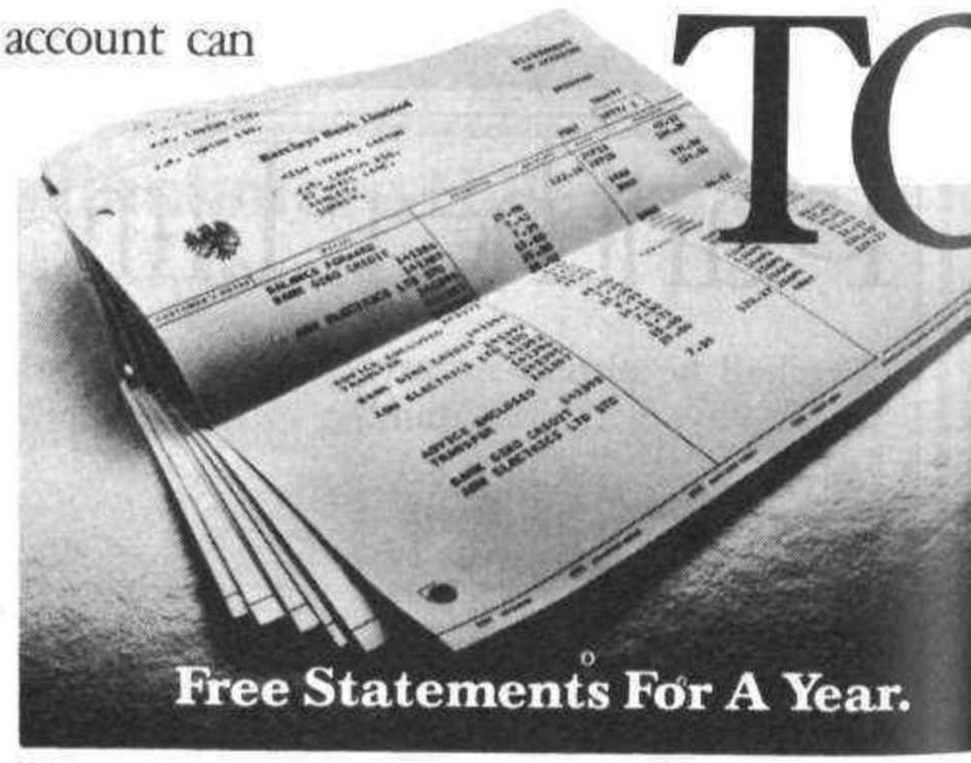
Don't you believe it.

Looking after money isn't easy at the best of times.

In your first year at work, you'll need all the help you can get. And a Barclays cheque account can help in many ways.

Not least, the fact that it's free.

For the twelve months after you leave school, we won't charge you a penny for running your account, no matter how little you keep in it.



You can have all the cheques, statements, bankers orders advice you need.

They're worth having, and just because they're free.

Paying by cheque is more venient than paying in cash, can be cheaper than paying Postal Order.

Not only that, it means don't have to carry a lot of around with you.

Your statements, which can have as often as you like,



BANKING FROM LEAVE SCHOOL. NOTHING EVERYTHING GAIN.



Promises, promises?

We're not asking you to take our word for it. We're asking you to find out for yourself.

If you'd like us to open an account for you before you start work, complete and send us the coupon below.

We'll arrange for the manager to contact you and send you a booklet we've written called "Starting Work. How to use your Bank."

Needless to say, it's free.

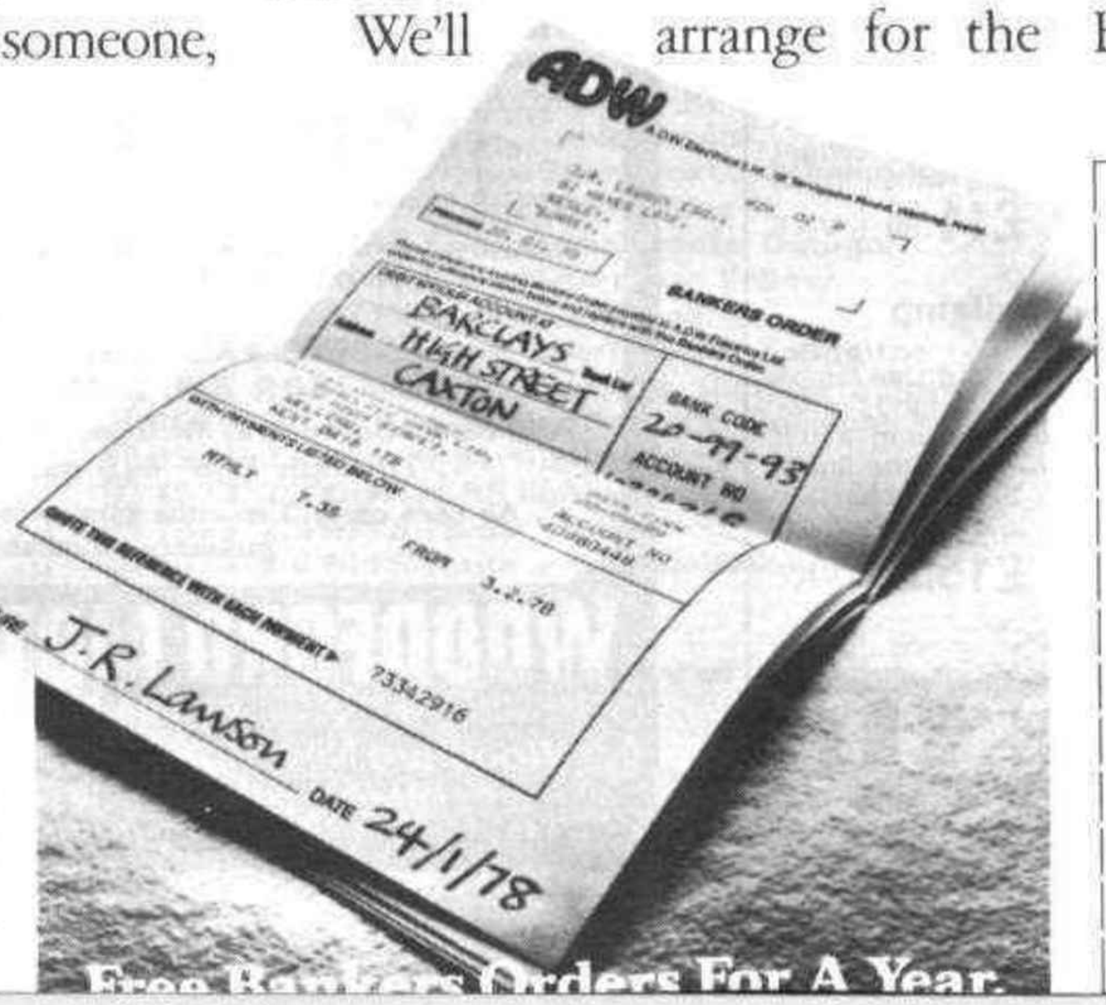
Because they show you exactly what has gone in and out of your account, and how much you have left.

Bankers orders are a way of paying regular bills like HP repayments, automatically.

You just tell us to pay someone, say, £7.35 on the 3rd of each month, and we will until you tell us to stop.

Advice can always come in handy too, and could save you making an expensive mistake.

If you want to discuss an HP deal, or how to save for a holiday, indeed anything, don't be afraid to ask your Barclays manager. He won't bite.



*Please send me a copy of 'Starting Work. How to use your Bank'.

*I am interested in opening a Cheque Account at your branch at

*DELETE AS REQUIRED GIVE FULL ADDRESS IF POSSIBLE

Please arrange for your local manager to contact me.

Name Mr/Miss (FORENAMES IN FULL)

Address

MSI

Telephone

Post to: John Lawson, Barclays Bank Limited, 16-18 New Bridge St, London EC4V 6HE.

BARCLAYS



WALKER & DEEKES SPORTS CARS

SPECIALISTS IN QUALITY TRIUMPH and MG SPORTS CARS



STOCK CONSTANTLY CHANGING SPORTS CARS ALWAYS WANTED

SELECTION FROM OUR PRESENT STOCK LIST

TRIUMPH

SPITFIRE, 1977 R reg. Aqua blue, hard and soft tops, overdrive, radio, tonneau, 9,000 miles	£2,545
SPITFIRE 1500, 1975. Mimosa yellow, radio	£1,695
SPITFIRE 1500, 1975, P reg. Java green, overdrive	£1,795
SPITFIRE, 1974 N reg. Mimosa yellow, roll bar, 20,000 miles	£1,595
SPITFIRE, 1974 M reg. White, radio/cassette	£1,465
SPITFIRE, 1973 L reg. White, radio	£1,250
SPITFIRE, 1973 L reg. Mallard green	£1,265
SPITFIRE, 1972. Damson, overdrive	£1,095
SPITFIRE, 1972. Saffron yellow, overdrive, cassette player	£1,075
SPITFIRE, 1971. Damson	£895
SPITFIRE Mk III, 1969 G reg. White, hard and soft tops	£695
GT6, 1973. Saffron yellow, overdrive, radio	£1,475
TR6, 1973 M reg. Mallard green, overdrive, Wolfrace wheels	£1,895

MG

MG-B GT, 1976 R reg. Sandglow, overdrive, sunroof	£2,995
MG-B GT, 1975 P reg. Olive, overdrive, radio, 19,000 miles	£2,595
MG-B Roadster, 1973. Teal blue, overdrive, one owner	£1,545
MG-B GT, 1971. White, 60,000 miles, Rostyle wheels	£1,245
MIDGET, 1976 R reg. Aqua blue, 5,000 miles only	£1,895
MIDGET, 1972, K reg. White, 48,000 miles	£895
MIDGET, 1970. White, wire wheels, 56,000 miles	£745
MIDGET, 1969. White, wire wheels, 55,000 miles	£695

WE OFFER A CHOICE OF GUARANTEES FROM 3 MONTHS TO 18 MONTHS LABOUR AND PARTS PLUS PART EXCHANGE AND FINANCE FACILITIES.

WALKER & DEEKES SPORTS CARS, SANDRIDGE GARAGE, ST ALBANS ROAD, SANDRIDGE, ST ALBANS

TELEPHONE ST ALBANS 61000 OR 58709

FUTURE TECMATICS LTD

most advanced motor car

ELECTRONICS

As a pioneer of Automotive Electronics Future Tecmatics Ltd. bring new concepts to the Motor Car. Advanced products now available for you to fit easily to your car.

HIGHWAYMAN

ELECTRONIC IGNITION UNIT

£29.00 + VAT

Obtainable from selected garages



ADVANCED ELECTRONIC TECHNOLOGY – DESIGNED TO SERVE AND SAVE

Advanced Electronic Technology Removes most of the shortcomings of the Conventional System & gives you:

- Improved Performance
- Reduced Petrol Consumption
- Suppressed misfiring at very high or very low R.P.M.
- Improved starting
- No maintenance required
- Designed for 10 years minimum life
- Trebles spark plug life

Highwayman MK11 is fitted with a changeover switch enabling conventional, electronic or anti-theft to be selected at a flick of a switch.

Windscreen Wash Monitor

Fitted in minutes to any rigid plastic washer bottle, the Wash Monitor warns you before you run out of water. You need never be caught with an empty bottle, which is of course illegal.

£11.90 + VAT

Car Security Switch

A key switch for use with Highwayman Electronic Ignition. The three position key switch can be locked in Electronic, conventional or OFF (Anti-theft) – making the car impossible to start without extensive rewiring under the bonnet.

£11.70 + VAT

Automatic Headlamp Timer

Switches headlamps and side lamps off automatically 20 seconds after turning off ignition – saving a flat battery caused by leaving the lights on, but giving you 20 secs. courtesy illumination time to find the front door.

£15.20 + VAT

For your nearest stockist contact

FUTURE TECMATICS LTD

Wokingham Rd. Bracknell Berks RG12 1ND Tel: Bracknell 50633

Alfa Romeo IN KENT

ALWAYS IN STOCK FOR IMMEDIATE DELIVERY

LEASING & FINANCE FACILITIES ON ALL MODELS

FOR COMPREHENSIVE PARTS & SERVICE

A SELECTION OF USED CARS AT ALL TIMES

MOTORWAY SPORTS CARS LTD.

BOUGHTON, NR. FAVERSHAM, KENT.

TEL: BOUGHTON 223/475/528

Alfa Romeo

AUTHORISED DEALER

SEE US FIRST

Say "Hello" to the GOOD BUYS

New/Used Scimitars + other used performance cars

Soonest delivery for choice of 3 new Scimitars. Please ring for specification.

Scimitar GTE, 1974. Automatic, dark blue, sunroof, electric tinted windows, alloy wheels	£3,050
Scimitar GTE 1977. Automatic, PAS, electric tinted windows, alloy wheels, sunroof and vinyl top, Celtic brown	£6,250
TVR 3000M, 1976. Chocolate, vinyl roof, tinted windows	£4,150
Mustang Ghia 1976. Low mileage, alloy wheels	£5,350
MG-B GT V8, 1976. Black, tan sunroof and vinyl top, radio/cassette, personal reg., one owner	£3,995
MG-B GT V8, 1976. Tahiti blue, black cloth trim, superb condition	£3,795
MG-B GT, 1977. Pale yellow, sunroof, vinyl top, radio, personal number	£3,695
MG-B Sports, 1976. Pale yellow, one owner, very low mileage, superb condition	£2,615
MG-B GT, 1974. Two owners, bracken, lovely condition, o/d	£2,250
Jensen Interceptor Mk 3. Air con., tint, sunroof, brown with cream leather	£3,995

LEASING FACILITIES AVAILABLE FOR ALL NEW CARS

Wanted! Scimitars, M.G.'s, Datsun 260's or 240's, Triumph TR5 & 6 models for cash

All cars carry 3 months guarantee with 24 months guarantee available.

WOODFORD MOTOR CO. LTD.

01-504 0017/9

Woodford New Road, Woodford Green, Essex.

The performance car people with the personal touch.

chorlton house motor company ltd

1976 (R) Triumph TR7 (Dec), 5 speed gearbox, one owner, 14,000 miles in yellow **£2,795**

1975 (N) Triumph TR6, hard top, o/d, two owners, 24,00 miles recorded, radio, yellow **£2,965**

1974 Triumph TR6, o/d, radio/stereo, two owners, 36,000 miles, white. A truly excellent example **£2,495**

1977 Fiat XI-9, radio, 9,000 miles, one owner, met. red **£3,300**

1978 S MG-B GT. Overdrive, 1,500 miles only, almost as new in bright red **£3,750**

1965 Morris Minor 1000 2 door, 21,000 miles only, full history known, white with red upholstery **£1,250**

1976 MG-B GT, o/d, radio, underseal, one owner, yellow, 19,000 miles **£2,975**

1974 MG-B GT, o/d, sunroof, head restraints, 34,000 miles recorded, white **£2,225**

1976 (R) MG Midget, one owner, Endrust underseal treatment, yellow, 16,000 miles **£1,825**

1975 MG-B GT. Overdrive, 2 owners, 23,000 miles only, radio, undersealed in red **£2,550**

1976 Ford Escort 1600 Sport, 2-door, two owners, white **£2,150**

1965 Mercedes 230 SL, Roadster, Auto, Pas, radio, met beige, sold as a collector's item **£2,600**

1977 (Model) Colt Celeste 1600 GS Coupe, 11,000 miles, 5 speed gearbox, radio etc. First reg. Sept. '76 **£2,550**

1977 Lancia Beta Monte Carlo. Hard top, one owner, 11,000 miles, radio **£4,990**

1974 Lotus Europa Twin cam JPS. One owner, 23,000 miles only, supplied by us new, radio.

1974 MG-B GT. Overdrive, headrests, Sundym glass, 27,000 miles, miles, chrome wheels, blaze.

1973 MG-B GT. Overdrive, tinted windows, radio, very low mileage, harvest gold, lady owner.

1972 MG-B GT. One lady owner, 37,000 miles recorded, full service history, mallard, overdrive.

1975 Renault 17 Gordini. Metallic silver, two owners, 29,000 miles, radio **£2,195**

1976 Lancia Beta Coupe 1600 S2. Two owners, radio/stereo, 24,000 miles only, meticulously maintained, green **£2,999**

1972 MG-B Roadster (L). Overdrive, low mileage, blue, service history **£1,399**

1975 1275 GT (P). Radio **£1,695**

1977 S reg VW Polo LS (1100 engine) 3,700 miles only, red **£2,699**

Part Exchange Finance
12 months warranty available

Top prices paid for cars similar to the above

Birmingham Road, Stratford-upon-Avon
Tel:
0789-67032/69205

HUGHES MOTOR COMPANY



THE PERSON-TO-PERSON PORSCHE PEOPLE



WHEN IT COMES TO THE QUESTION OF SERVICE . . . .

We are a privately owned Company specialising in the preparation, sale and servicing of Porsches. We aim to offer the finest selection of guaranteed 911 series cars available in the U.K. and will travel to any part of the Country to purchase and collect cars which meet our standards. Please telephone for details of our current stocks
Prior to sale, each car is comprehensively checked and properly prepared. Our first class parts and service facilities are available to discerning Porsche owners, who are invited to take advantage of either our one-day, or two-day, fixed price services. A courtesy car is available for use whilst your Porsche is at our premises. We are conveniently situated within easy reach of London, the Midlands and South Wales, so why not phone 098 54 666 with your name and address so that we may post you full details and prices of what we can offer

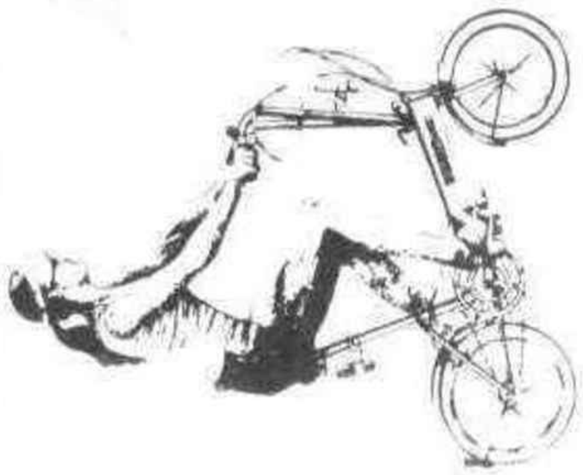
WHEN IT COMES TO THE QUESTION OF SALES . . .

Whereas we would suggest that you contact us for our latest stock list, we are setting out below the cars which are available at the time of going to press. In addition to being able to offer a competitive part exchange price for any make of car, we are also in a position to provide Leasing and Credit Facilities.

1978 3.0 911 SC Sports coupe, Met.Blue
1978 3.0 911 SC Targa, Black
1978 2.0 924 Lux Coupe. 5 Speed, Silver
1978 2.0 924 Lux Coupe, Red
1977 2.0 924 Coupe, White, Celebration Model
1977 2.0 924 Lux Coupe, Met. Bronze
1977 2.0 924 Coupe, Primrose Yellow
1977 2.0 924 Lux Coupe, Silver, air conditioned
1977 2.7 911 Lux Targa, Red
1977 2.7 911 Lux Coupe, Met. Blue
1976 2.7 Carrera Targa, Met. Copper
1976 2.7 911 Lux Coupe, Sportomatic, Met. Green
1976 2.7 911 Lux Targa, Silver
1975 2.7 Carrera Coupe, Peru Red
1975 Carrera Coupe, Apple Green
1975 911 Lux Coupe, Sportomatic, Mexico Blue
1974 2.7 911S Coupe, Royal Blue
1974 2.7 911S Coupe, Continental Orange
1974 2.7 911S Coupe, Primrose Yellow
1974 2.7 911 Coupe, Aubergine
1974 2.7 911 Coupe, Sportomatic, Tangerine
1974 911 Coupe, Sportomatic, Chocolate Brown
1974 2.7 911 Targa, Sportomatic, Primrose Yellow
1974 2.7 911 Targa, Apple Green
1973 2.7 Carrera RS lightweight Coupe, Unique
1973 2.4 911S Targa, White
1973 2.4 911S Targa, Primrose Yellow

We are the very best buyers of immaculate Porsches.

HEYTESBURY GARAGE · HEYTESBURY · (A36) · Nr WARMINSTER · WILTSHIRE BA12 0HQ
Tel. Sutton Veny (098 54) 666 or 501



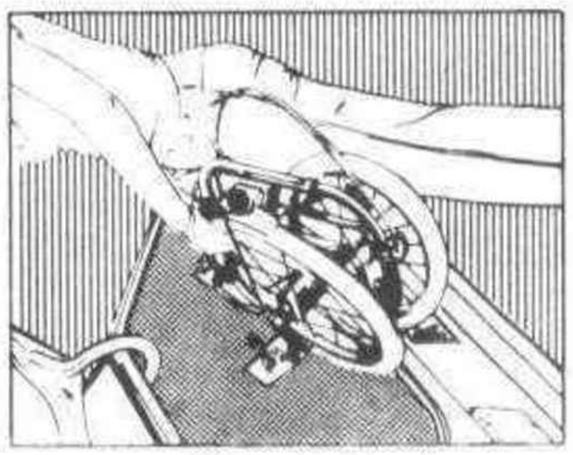
And go.

Vulcan Lighting and Leisure Ltd.,
Dept. MS1, Moorsom Street,
Birmingham B6 4NX 021-359 2583

portable

Ideal for the car, caravan, boat or aeroplane. Single speed 20½ lbs. £119.
Three speed 23 lbs. £129.
Carrying bag and lights extra.

Telephone, or complete the coupon for full details and the name of your nearest Bickerton Dealer.



Unfold.

Take your bike with you. The unique Bickerton portable is so light and folds so small that it fits into its own carrying bag and can go with you almost anywhere.
It's fully adjustable to suit any member of the family. And we've used the finest materials and components to ensure that it will give lasting service.

Please send me free brochure

Name
Address
Tel
Dept. MS1

SGT we sell freedom

The following is a selection from our constantly changing stock of 60 plus new and used cars. We can offer very attractive lease and credit facilities. All our cars are covered by a 12 month parts and labour warranty, with a complete after sales service. Demonstrations at your home or office. Please phone Roger Edwards for further details.

Alfa Romeo

NEW

New Alfa Romeo cars available for immediate or early delivery

SUD 5M. Silver green	from £2,999
SUD Super 1.3. Yellow, silver blue, brown	£3,099
SUD TI. Silver, green, yellow, blue, red	from £3,199
SUD Sprint. Brown, green, silver, red, white	from £4,099
ALFETTA 2000 Saloon. Red, blue	from £4,998
ALFETTA GTV. Green, brown, metallic red	from £5,999
ALFETTA Strada. Blue, red	from £7,499
SPIDER 2000 Convertible. Yellow	from £5,799

USED

1977 ALFETTA 1.6 Saloon. Red, radio	£2,995
1976 ALFETTA 1.6 Saloon. Red, cloth, radio	£2,695
1976 ALFETTA 1.6 GT. Red, radio	£3,995
1977 ALFETTA 1.8 Saloon. Green, radio	£3,750
1977 ALFETTA GTV. Red, radio, rustproofed	£4,495

Lotus

NEW

New Lotus cars available for immediate or early delivery

ESPRIT. Silver metallic, beige leather, radio	£10,980
ECLAT 523. Brown metallic, beige leather, vinyl roof	£12,784
ECLAT 521. Metallic blue, black marcasite	£10,270
ELITE 503. Metallic silver, beige leather	£13,285

USED

1972 (Nov.) ELAN SPRINT D/H. Gold leaf colours	£2,995
1976 ELITE 501. Lagoon blue, 1 owner, 20,000 miles	£6,250

SCIMITAR

NEW

New GTEs available for immediate or early delivery

GTE Automatic. Russet red with tan cloth int., pas, alloy wheels, e/aerial, tinted glass, laminated screen	£7,362
GTE Overdrive. White, blue cloth int, pas, alloy wheels, e/windows, e/aerial, radio/cassette	£7,301
GTE Overdrive. Quartz green, tan cloth int, alloy wheels, e/windows, pas	£7,097
GTE Overdrive. White, blue cloth interior. Alloy wheels, tinted glass, electric windows, power steering	£7,158

USED

1972 GTE Overdrive. Yellow, tan int., stereo	£2,295
1975 GTE Automatic. White, black int, sunroof, one owner	£3,395
1977 GTE Automatic. Blue, blue cloth int, alloy wheels, radio/cassette, 10,000 miles	£5,995

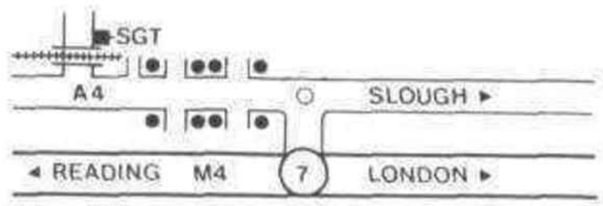
Morgan

New Morgans are built to individual order and personal requirements. The waiting list is rather long, please phone us for a delivery estimate.

USED

1978 4/4 four-seater. Metallic nutmeg brown, beige leather interior, wire wheels, rustproofed, 500 miles	£5,995
1978 PLUS 8. Nut brown, beige leather interior, aluminium body and wings, undersealed, tow bar, luggage carrier, 500 miles	£7,695

Service Our workshops are staffed by factory-trained technicians and provides the latest equipment. Please contact Grant Healey in Reception.



Parts We carry a comprehensive stock of spare parts for all the makes we handle and offer a 24 hour C.O.D. Service. Please contact Jerry Collis in the parts department.

Station Garage, Taplow, Maidenhead, Berks – Tel. Burnham 5353 or 64044

DCM

TR6	**1975**	Overdrive, 12,000 miles, mimosa	**£3,895**
TR6	**1975**	Overdrive, 15,000 miles, pimento	**£3,495**
TR6	**1975**	Overdrive, 27,000 miles, pimento	**£3,295**
TR6	**1975**	Overdrive, 25,000 miles, carmine	**£3,295**
TR6	**1974**	Overdrive, 23,000 miles, white	**£2,795**
TR6	**1974**	Overdrive, 29,000 miles, emerald green	**£2,695**
TR6	**1973**	Overdrive, 29,000 miles, white	**£2,295**
TR6	**1973**	Overdrive, 31,000 miles, carmine	**£2,295**
TR6	**1973**	Overdrive, 38,000 miles, sapphire blue	**£2,195**
TR6	**1972**	Overdrive, 49,000 miles, emerald green	**£1,995**
TR6	**1971**	Overdrive, 55,000 miles, green	**£1,895**
TR5	**1969**	Overdrive, 55,000 miles, yellow	**£1,895**

We also have a very fine **1959 TR3A** with every extra. The best 3A we have ever driven.



We at DCM live for TRs. We buy and sell them and we offer the most specialised service department in Europe to keep them in top condition. Every car we sell receives a thorough pre-sales preparation/service and is sold with a comprehensive guarantee. Hire purchase and part exchange can be arranged.

The TR centre will pay the highest prices for good used TRs, Jaguar XK/E types or Ferraris and will travel anywhere to view. Payments arranged by Bankers draft or cash.

Good TR's always wanted.



Ferrari Daytona. Black with black int., "pop up" headlamp model. 34,000 miles, air cond. **£14,750.**

1973 De Tomaso Pantera GTS. Red with black interior. 20,000 miles, shattering performance. **£6,950.**



1967 E Type Roadster Series 1. 17,000 miles only, white with black interior.

1970 Series 2 Roadster. £2,500 just spent on mechanics at Oldham & Crowther, excellent coachwork, regal red with black interior.

1978 Series Roadster. Silver with red interior, excellent condition throughout.
We are expecting a V12 Roadster that has covered only 300 miles from new.

Our stock of TR's changes constantly. Please telephone us for an up to date list.

We are very anxious to find a new mechanic to work on our TR's. We can offer pleasant working conditions and a very high rate of pay to an experienced man who can work unsupervised. Please telephone Richard Kwolek if you are interested

The TR Centre **21 Lexham Mews London W8 Tel. 01-937 1410**

phā′ėton, n. light fourwheeled open carriage. [Gk. *Phaethōn,* who drove the sun's chariot.]





Complete fully assembled body/chassis including windscreen, seat shell, instructions etc., etc.

£345 + VAT. Jig drilled chassis to take most parts from Cortina Mk I and 2 (except front suspension which is Triumph Herald, Vitesse or Spitfire)

Send 30p (3 x 10p pieces) for all details and colour brochure to:–

DUTTON

DUTTON SPORTS LTD (MSI) – NEWCROFT – TANGMERE – WEST SUSSEX

It took the greatest single breakthrough in motoring history to keep this car on the road.

"The greatest single breakthrough in motoring history"–that's how Gianpaolo Dallara, Lamborghini Consultant Engineer, described Pirelli's P7 radial, in Car Magazine (January 1978).

What's more, he put a small fortune where his mouth was.

After years of development, intensive testing and road work he decided to take Lamborghini's hottest creation, the Countach, back to the drawing board and redesign it around Pirelli's remarkable new P7.

The difference was staggering.

As well as the usual steel belts, the P7 has additional belts of nylon and a specially developed tread design and compound. It's this combination that gives the tyre phenomenal grip for cornering and acceleration. Just what Lamborghini needed to cope with the massive torque generated by the fastest car on the road.

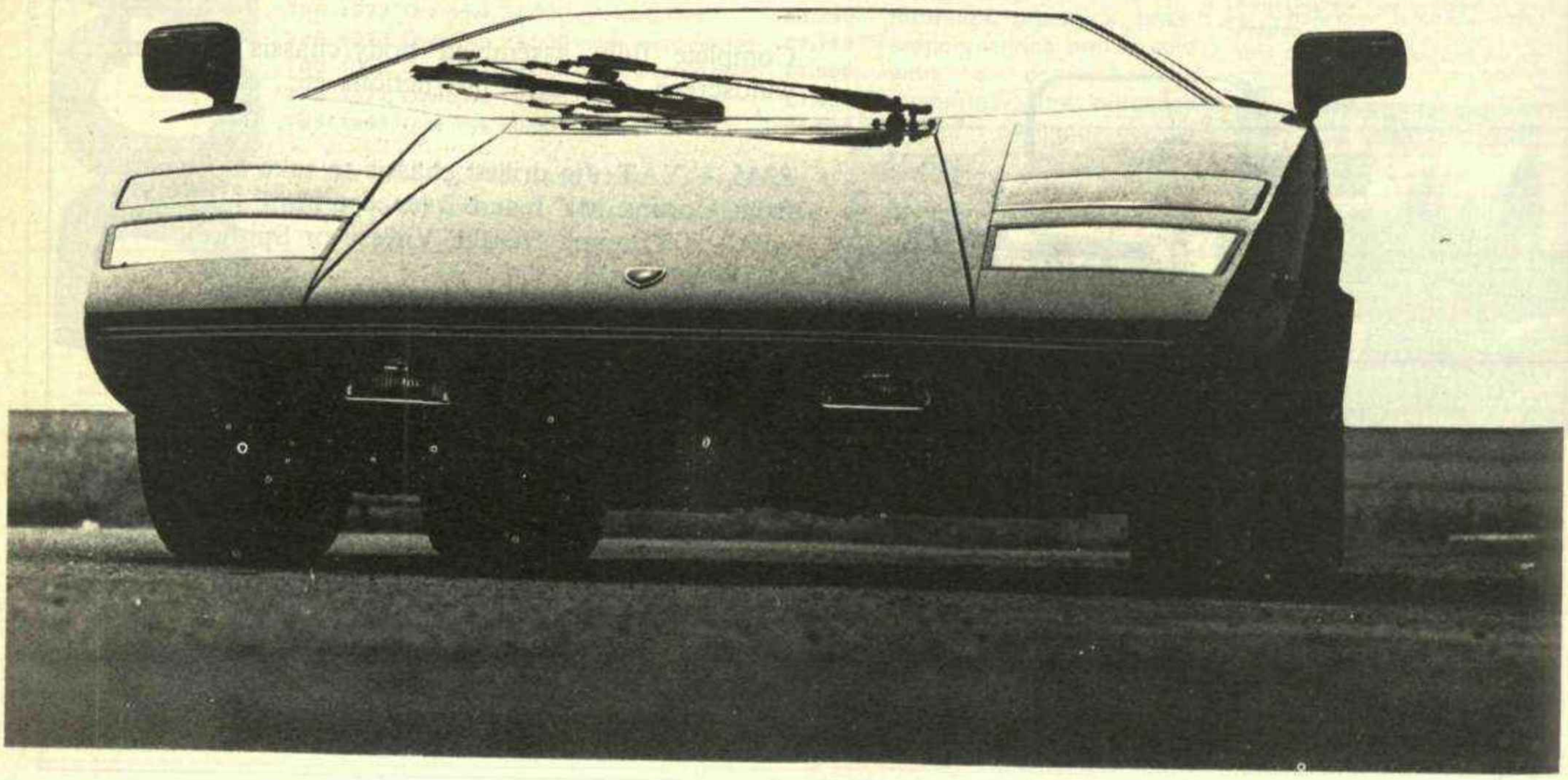
Of course, the new Countach S had to stop quickly, too. And, once again, P7 was just what the engineer ordered. As well as having superb grip for braking in both wet and dry conditions, the P7's low profile allowed Lamborghini to design more potent brakes within larger diameter wheels.

If you think buying new tyres for your car is expensive, imagine what it cost Lamborghini to create a new car for our tyres.

They thought it was worth it.

P7 put the Countach S on the road. And Lamborghini knew that only P7 was good enough to keep it there.

PIRELLI CINTURATO P7



MOTOR SPORT

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

VOL LV No. 8 JULY 1978

Fifty-fourth year of publication
Publication date first of the month

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA

Telephone: 01-628 4741

© Motor Sport Magazine Limited

CONTENTS

	page
Matters of Moment	933
Fixtures for July	934
Swedish Grand Prix	935
VSCC Oulton Park	938
Le Mans 24-hour Race	939
Scottish Rally	943
B O C Prescott	944
Ron Tauranac and RALT Cars	946
The Vauxhall Assembly at Luton	949
Veteran-Edwardian-Vintage	951
Vintage Postbag	952
A Chauffeur's Memoirs	957
Book Reviews	960
Cars in Books	961
FIA European International Historic Championship at AMOC Brands Hatch	963
De Grote Prijs van Belgie	964
Spanish Grand Prix	970
Reflections in the River	971
Notes on the Cars at Zolder and Jarama	972
Road Impressions: The Alfa Romeo Alfetta 2000	974
Acropolis Rally	978
A Maserati at Le Mans	997
Indianapolis 500	1000
The Lotus 79	1009
Historic Documents in Danger	1010
VSCC Silverstone Meeting	1010
Letters from Readers	1011

FRONT COVER PICTURE: SPANISH GRAND Prix winner Andretti bounces the wheels of the Lotus 79 over the kerb out of the Rampa Pegaso at Jarama on the way to his second victory in a row. The inside of the Lotus' skirt can be seen clearly beneath the car. Jarama's main straight lies between the paddock and the crowd in the background of this fore-shortened picture. Andretti has just lapped Stuck's ill-handling Shadow, behind him.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL:	Home	£7.60
	Overseas	£8.10
	U.S.A. and Canada	$17.20
AIRMAIL:	Europe	£9.20
	Middle East	£12.20
	Australasia	£14.60
	All other countries	£13.30

All prices include postage

MATTERS OF MOMENT

■ SEVENTY-FIVE YEARS OF VAUXHALL

As we recorded in the April Issue of MOTOR SPORT, the Ford Motor Company this year celebrates its 75th Anniversary of trading in this country. The occasion was marked at Beaulieu on May 18th when their Mr. Terry Beckett unveiled a static display of Ford Products in the "Hall of Fame" at the National Motor Museum. This year, too, Vauxhall Motors of Luton celebrates its true 75th Anniversary, because the very first Vauxhall car was made in London in 1903.

Vauxhall chose a more moving marking of this auspicious occasion, when a great assembly of Vauxhalls of all ages, sizes and types gathered at Luton on May 21st, as reported on page 949, and guests were addressed after lunch by Vauxhall Director Mr. Geoffrey Moore, in the absence of more senior Directors of this long-lived British Company who had been summonsed to fly to America at short notice at the bidding of their General Motors' masters. Among the celebrities present at Luton was the Mayor of this Bedfordshire town, who endorsed the good relations which his Council has with the Company and who congratulated it on employing 4,000 additional workers in a period of high unemployment elsewhere. Another Mayor and Lord Hill (the ex-"Radio Doctor", who lives locally), Lady Hill, and the Secretaries of the 30/98 Register and the more recently formed Vauxhall OC, whose members had made up the bulk of the impressive assembly of Vauxhall cars on that day, were also present.

It all started with a small 5-h.p. single-cylinder horizontally-engined car built at the Vauxhall Iron Works' premises in London, a firm founded in 1857 by a Scottish engineer, Alexander Wilson, for the manufacture of engines for Admiralty-pinnaces and river-tugs. After the departure of Mr. Wilson in 1894, F. W. Hodges, a marine-engineer trained by him, and J. H Chambers got out the very first Vauxhall car, of which it is thought that about 43 were built, priced at £150 each and an example of which, courtesy of the London Science Museum, was on display at the Anniversary Celebrations.

This early model was gradually improved to a form of 6-h.p. Vauxhall which those who spectate at VCC Brighton Runs will recognise, and early in 1905 a move was made to a factory at Luton.

Here manufacture was commenced, in a town then famous for its straw-hats, of a 9-h.p. car, followed at the 1906 Motor Show by an 18-h.p. four-cylinder Vauxhall, notable for those radiator and bonnet flutes which were to be a distinguishing feature of this famous make for more than half-a-century; they were dropped after 1959 but happily re-introduced for the 1972 FE Victor models. From the sporting viewpoint Vauxhall will forever be remembered for the splendid Laurence Pomeroy-designed "Prince Henry" and 30/98 cars, which were so well-known and successful at Brooklands and elsewhere, and occasionally even ran in road races. These led to the rugged 25-h.p. Vauxhall that saw much successful war-service and, after the Armistice, to the push-rod overhead-valve 23/60 tourer, greatly favoured by the upper-classes to nearly match the Daimlers of the aristocracy and the Rolls-Royces of the war-profiteers, and the similarly-valved 30/98, that immortal sporting motor-car. There was also the smaller, elegant 14/40 and the less-successful sleeve-valve 25/70.

What is more, Vauxhalls made real racing-cars, such as the 1912 and 1913 Coupe de *L'Auto* cars, the 1914 GP and TT cars, those slim Brooklands single-seaters driven by Kidner, Hancock and others (their 20-h.p. was the first car of this rating to exceed 100 m.p.h.), and those complex King/Ricardo 1922 3-litre TT Vauxhalls, developed into Raymond Mays' formidable sprint Vauxhall Villiers – the writer remembers seeing John Cobb beat the Thomas Special in a long-distance race on his first Brookands visit in 1927, this TT Vauxhall by then wearing a streamlined single-seater body.

In 1925 Vauxhall of Luton was acquired by the enormous General Motors of America complex, which, however, continued for a time very much in the former tradition, eschewing badge-engineering, until the very recent similarity of certain Opel and Vauxhall models. They got out a more practical (in American parlance) 20/60 Vauxhall which was the forerunner of a long line of sensible Vauxhall models, viewed in the light of customer-appeal. The Vauxhall Cadet came in 1930, in both 17-h.p. and 26-h.p. forms, and it was followed by the Light Six in 1933. The first popular British cars to offer independent-front-suspension were the 12-h.p. and 14-h.p. D-type Vauxhalls announced in 1935. Not so long before another World War engulfed the Motor Industry, Maurice Olley had evolved the well-remembered Vauxhall Ten, first British car of unitary construction, which combined a decent gait with a modest (40 m.p.g.) fuel-thirst, the latter achieved by using wide sparking-plug gaps to fire a weakened mixture. (At the time, both

Continued overleaf

Motor Sport Fixture List for July

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
July 1st	BRSCC (SW)	Castle Combe Circuit	Chippenham	Race Meeting (*R*)	14.00
July 1st	BMRMC	Donington Park Circuit	Derby	Race Meeting (*R*)	—
July 1st	**AMOC**	**Silverstone Circuit**	**Towcester, Northants**	**Race Meeting (INT)**	**14.00**
July 1st/2nd	**AMK Skoda AZNP**	—	**Czechoslovakia**	**Skoda Rally (European Rally Championship) (INT)**	—
July 1st/3rd	**AC Udine**	—	**Italy**	**Eastern Alps Rally (European Rally Championship) (INT)**	—
July 2nd	**FFSA**	**Paul Ricard**	**France**	**French Grand Prix (World Championship Round Nine) (INT)**	—
July 2nd	**Ente Autodromo Pergusa**	**Pergusa**	**Italy**	**European Formula Three Championship (INT)**	—
July 2nd	**Real Automovil Club de Espana**	**Jarama**	**Spain**	**European Championship for Sportscars (INT)**	—
July 2nd	BARC	Mallory Park Circuit	Leicester	Race Meeting (*R*)	14.15
July 2nd	BRSCC (N)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.45
July 2nd	LAC	Longridge Circuit	Preston	Race Meeting (*R*)	13.30
July 2nd	Maidstone & Mid-Kent MC	Great Farthingloe	Dover (179/293401)	Hammond Speed Hill Climb (*R*)	13.00
July 2nd	NSCC	Curborough	Lichfield	Sprint (*R*)	14.00
July 2nd	Sporting Owner DC	Bassingbourne	Royston	Sprint (*R*)	12.00
July 7/9th	**Automobilklub "Dolnoslaski"**	—	**Poland**	**Polish Rally (European Rally Championship) (INT)**	—
July 8th	BRSCC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.00
July 8/9th	Shipley & Dist. MC	C. D. Bramall Ltd., 146-148 Tong St., Bradford	104/181½308	C. D. Bramall Trophy Rally (*R*)	—
July 8/9th	Southern CC	Pickard Motor Hotel, Burgh Heath	—	Bryan Hatton Rally (*C*)	23.00
July 8/9th	Colchester & Dist. MC	Scotts Limited, Ipswich Rd., Colchester	168/015279½	Sunblest Rally (*C*)	23.31
July 9th	**SCCA**	**Watkins Glen**	**USA**	**World Championship for Makes/Can-Am (INT)**	—
July 9th	**ASA Armagnac Bigorre**	**Nogaro**	**France**	**European Formula Two Championship (INT)**	—
July 9th	**ADAC-Saarland e.V.**	**Nurburgring**	**Germany**	**European Touring Car Championship (INT)**	—
July 9th	BARC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	15.00
July 9th	BARC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.30
July 9th	NSCC	Cadwell Park Circuit	Louth, Lincs	Race Meeting (*R*)	—
July 9th	750 MC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.30
July 9th	Midland AC	Shelsley Walsh	Worcester	BARC Hill Climb Championship (*R*)	—
July 9th	BARC (S. Wales)	Pontypool Park, South Wales	—	RAC Hill Climb Championship	—
July 9th	Harrow CC	North Weald Airfield	Epping (167/490040)	Slalom Sprint (*R*)	12.00
July 9th	Airedale & Pennine MCC	Hartshead Moor Services (M62)	104/169½240½	Mintex Autotest (*R*)	10.30
July 15/16th	Rhyl & Dist. MC	Twigdons Garage, Promenade, Llandudno	—	Midsummer Rally (*R*)	22.39
July 16th	**RAC**	**Brands Hatch Circuit**	**Fawkham, Kent**	**British Grand Prix (World Championship Round Ten) (INT)**	**12.00**
July 16th	**AC Palermo**	**Enna**	**Italy**	**European Championship for Sportscars (INT)**	—
July 16th	**ASA du Nivernais**	**Magny-Cours**	**France**	**European Formula Three Championship (INT)**	—
July 16th	TEAC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.30
July 16th	Sheffield & Hallamshire MC	Cadwell Park Circuit	Louth, Lincs	BARC Hill Climb Championship (*R*)	—
July 19th	Maidstone & Mid-Kent MC	Detling Aerodrome, Maidstone	188/817596½	Invicta Autotest (*C*)	18.30
July 20th	Jersey MC LCC	Bouley Bay	Jersey	RAC Hill Climb Championship (*N*)	—
July 21st/23rd	**STH Sportfahrer Team Hunsruck e.V. im A.v.D.**	—	**Germany**	**Hunsruck Rally (European Rally Championship) (INT)**	—
July 22nd	BARC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.00
July 22nd	VSCC	Silverstone Circuit	Towcester, Northants	Race Meeting (*C*)	13.15
July 22nd	Guernsey MC CC	Val des Terres	Guernsey	RAC Hill Climb Championship (*N*)	—
July 22nd/23rd	**RACB**	**Francorchamps**	**Belgium**	**Spa 24 Hours (Group One) (INT)**	—
July 22nd/23rd	Wakefield & Dist. MSC	The Live Stock Centre, Murton, York	—	Calderford Trophy Rally (*R*)	23.01
July 23rd	**Ente Autodromo Pergusa**	**Pergusa**	**Italy**	**European Formula Two Championship (INT)**	—
July 23rd	BARC	Donington Park Circuits	Derby	Race Meeting (*R*)	14.00
July 23rd	BRSCC (N)	Cadwell Park Circuit	Louth, Lincs	Race Meeting (*R*)	14.00
July 23rd	SMRC	Ingliston Circuit	Edinburgh	Race Meeting (*R*)	14.00
July 23rd	RMC/Promotasport	Brands Hatch Circuit	Fawkham, Kent	Festival of Speed (*R*)	12.30
July 23rd	BARC (SW)	Gurston Down	Broadchalke	BARC Hill Climb Championship (*R*)	—
July 28/30th	**Automobil Clubul Roman**	—	**Romania**	**Danube Rally (European Rally Championship) (INT)**	—
July 29/30th	Morecambe CC	Burton M6 Service Area (North Bound)	97/520759	Mild & Bitter Rally (*C*)	—
July 30th	**A.v.D.**	**Hockenheim**	**Germany**	**German Grand Prix (World Championship Round Eleven) (INT)**	—
July 30th	**BRSCC (M)**	**Mallory Park Circuit**	**Leicester**	**Race Meeting (Aurora AFX Formula One Championship) (INT)**	**14.00**
July 30th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.00
July 30th	BRSCC (EA)	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
July 30th	NSCC	Croft Autodrome	Darlington	Race Meeting (*R*)	14.30
July 30th	750 MC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.30
July 30th	BARC (Y)	Harewood	Leeds	BARC Hill Climb Championship (*C*)	—
July 30th	Civil Service MA (W. Middx. group)	Charville Lane, Hayes	176/095835	Haymaker Autotests (*C*)	10.30
Aug. 4/5th	Ulster AC	Craigantlet	Belfast	RAC Hill Climb Championship (*N*)	—
Aug. 5th	**BRSCC (NW)**	**Oulton Park Circuit**	**Tarporley, Cheshire**	**Race Meeting (INT/R)**	**14.00**
Aug. 5th	Arbroath & Dist. MC	Bathing Bath, Arbroath	—	Arbroath Stages (*R*)	08.00
Aug. 6th	**Santamonica Team SR**	**Misano**	**Italy**	**European Formula Two Championship (INT)**	—
Aug. 6th	**Hyllinge MS**	**Knutstorp**	**Sweden**	**European Formula Three Championship (INT)**	—
Aug. 6th	**Nederlandse Autorensport Vereniging**	**Zandvoort**	**Holland**	**European Touring Car Championship (INT)**	—
Aug. 6th	**BRSCC (M)**	**Donington Park Circuit**	**Derby**	**Race Meeting (INT/R)**	**14.00**
Aug. 6th	BARC	Croft Autodrome	Darlington	Race Meeting (*R*)	14.00
Aug. 6th	RMC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	—
Aug. 6th	750 MC	Mallory Park Circuit	Leicester	Race Meeting (*R*)	14.30
Aug. 6th	Astra MC	Lydden Hill Circuit	Canterbury, Kent	Festival of Motor Sport (*R*)	14.00

MATTERS OF MOMENT –
Continued from previous page

the Proprietor and the present-Editor of MOTOR SPORT made good use of one of these Vauxhall Tens). The theme was continued after the war in the 12-h.p. Vauxhall. Before the holocaust, Vauxhall also made some big 25-h.p. luxury cars, with limousine bodies, thus successfully apeing more-renowned "carriage-trade" makes, but selling their cars for an astonishingly modest £330 in 1936, with heater, fog-lamp, reversing lamps, etc., these G-type Vauxhalls being capable of some 80 m.p.h.

On the commercial-vehicle front the GM Chevrolet had become the Bedford, of which more than 250,000, and 5,640 Churchill tanks were manufactured during the war years. To cope with increasing demand, a new 19½-acre plant was opened at Luton in 1950, ready fo

Continued on page 94



Lauda squeezes the controversial new Brabham-Alfa Romeo past Andretti to end the Lotus domination.

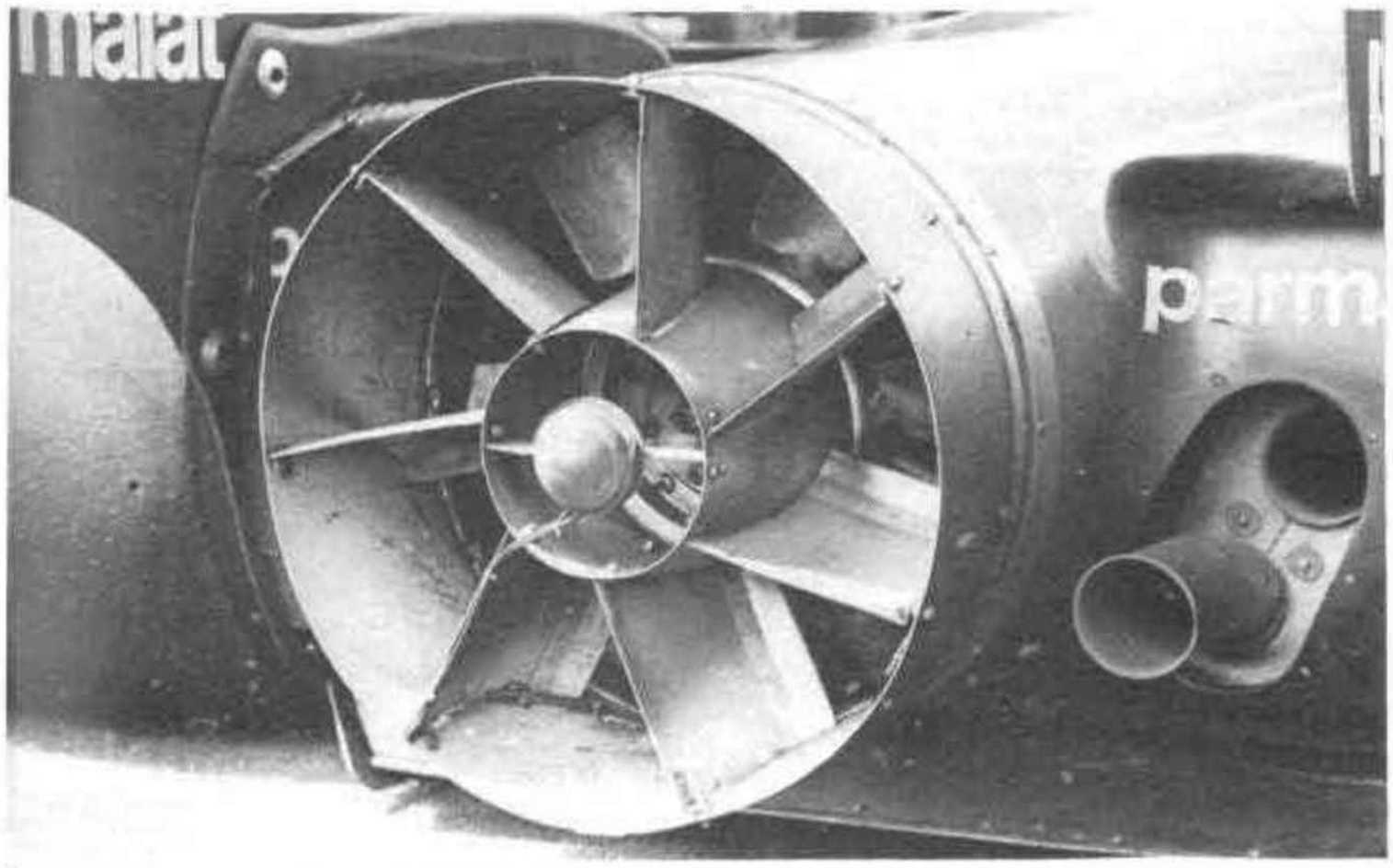
The Swedish Grand Prix

Brabham-Alfa Romeo win under a cloud

Anderstorp, June 17th

THE SUPERIORITY of the Lotus 79 "ground effects" car was severely challenged in the Swedish GP by the B-version of the BT46 Brabham-Alfa Romeo, a brilliantly conceived design even though there was considerable doubt as to its legality according to rules agreed upon by the Formula One Constructors Association and the CSI. The bone of contention was item 5 in Article 1 which is Definitions: Under the heading Aerodynamic Devices the definition states: – "Any part of the car whose primary function is to influence aerodynamic performance" is considered to be an Aerodynamic Device, and therefore according to Article 3, Item 7 "Aerodynamic devices must comply with the rules relating to coachwork (i.e. heights, widths etc.) and must be firmly fixed whilst the car is in motion. It is permissible to bridge the gap between the coachwork and ground by means of flexible structures subject to the coachwork measurements".

The Brabham team made experiments with BT46/2, one of their earlier test cars, and arrived in Sweden with BT46/6 (Lauda) and BT46/4 (Watson) modified in a similar manner. They had a large single water radiator lying flat on top of the Alfa Romeo flat-12 engine with the whole of the rear of the car between the wheels, totally enclosed and sealed off, with the exception of the upper surface of the radiator. At the back a very large fan was driven off the rear of the gearbox and this sucked all the air out from around the engine/gearbox area, which naturally caused cooling air to flow down through the horizontal radiator. So far so good. If the path from the underside of the radiator to the fan had been ducted and sealed there would have been no further discussion, but it was not. The fan could also suck away all the air around, and under the engine and also under the car. Flexible skirts under the car at the front, sides and rear, effectively sealed off the underside of the car so that the fan was creating a low pressure area under the car, causing a down load to be applied to the car (in effect, the reverse of a hovercraft). Now the important factor was that the Brabham team said that the primary function of the device was to draw air through the radiator and cool the engine. That was what they said. The arguments arose because certain constructors, principally Lotus, McLaren, Tyrrell, Surtees and Williams, did not accept what the Brabham team said. They maintained that the primary function



A cooling fan or aerodynamic device? Study the angle of the retaining blades and the revolving blades, then make up your own mind as to the purpose of the Brabham-Alfa Romeo's contentious tail design.

PRACTICE TIMES

No.	Driver	Friday a.m.	Friday p.m.	Saturday p.m.
1	N. Lauda	1. 25.410	1. 24.833	1. 22.783
2	J. Watson	1. 24.900	1. 25.522	1. 22.737
3	D. Pironi	1. 28.790	1. 27.462	1. 25.813
4	P. Depailler	1. 26.150	1. 24.259	1. 24.203
5	M. Andretti	1. 25.010	**1. 22.058**	**1. 22.158**
6	R. Peterson	1. 24.652	1. 23.710	1. 23.120
7	J. Hunt	1. 25.955	1. 24.761	1. 25.575
8	P. Tambay	1. 25.432	1. 25.683	1. 24.986
9	J. Mass	1. 28.153	1. 27.820	1. 26.787
10	K. Rosberg	1. 27.560	1. 27.677	1. 28.816
11	C. Reutemann	**1. 23.838**	1. 24.237	1. 23.737
12	G. Villeneuve	1. 24.906	1. 24.473	1. 23.730
14	E. Fittipaldi	1. 26.742	1. 25.419	1. 24.274
15	J. P. Jabouille	1. 24.859	1. 23.963	1. 24.356
16	H. J. Stuck	1. 27.504	1. 27.546	1. 27.011
17	G. Regazzoni	1. 27.551	1. 26.123	1. 25.007
18	R. Keegan	1. 28.282	1. 28.331	1. 28.479
19	V. Brambilla	1. 26.856	1. 26.618	1. 26.895
20	J. Scheckter	1. 25.306	1. 23.628	1. 23.621
22	J. Ickx	1. 29.438	1. 29.051	1. 28.400
25	H. Rebaque	1. 27.350	1. 27.139	1. 27.973
26	J. Laffite	1. 26.090	1. 25.409	1. 24.030
27	A. Jones	1. 26.476	1. 25.375	1. 23.951
30	B. Lunger	1. 28.388	1. 28.999	1. 28.495
35	R. Patrese	1. 26.290	1. 25.196	1. 23.369
36	R. Stommelen	1. 27.812	1. 28.791	1. 27.922
37	A. Merzario	1. 27.479	1. 27.546	1. 27.667

STARTING GRID

↑

2
J. Watson
(*Brabham-Alfa Romeo*)
BT46/4B
1 min. 22.737 sec.

5
M. Andretti
(*Lotus-Cosworth V8*)
79/3
1 min. 22.058 sec.

6
R. Peterson
(*Lotus-Cosworth V8*)
79/2
1 min. 23.120 sec.

1
N. Lauda
(*Brabham-Alfa Romeo*)
BT46/6B
1 min. 22.783 sec.

20
J. Scheckter
(*Wolf-Cosworth V8*)
WR5
1 min. 23.621 sec.

35
R. Patrese
(*Arrows-Cosworth V8*)
FA1/4
1 min. 23.369 sec.

11
C. Reutemann
(*Ferrari—flat-12*)
312T3/036
1 min. 23.737 sec.

12
G. Villeneuve
(*Ferrari—flat-12*)
312T3/034
1 min. 23.730 sec.

15
J. P. Jabouille
(*Renault V6 t/c*)
RS01/02
1 min. 23.963 sec.

27
A. Jones
(*Williams-Cosworth V8*)
FW06/001
1 min. 23.951 sec.

4
P. Depailler
(*Tyrrell-Cosworth V8*)
008/3
1 min. 24.203 sec.

26
J. Laffite
(*Ligier-Matra V12*)
JS7/JS9/01
1 min. 24.030 sec.

7
*J. Hunt
(*McLaren-Cosworth V8*)
M26/3
1 min. 24.761 sec.

14
E. Fittipaldi
(*Fittipaldi-Cosworth V8*)
F5A/3
1 min. 24.274 sec.

17
G. Regazzoni
(*Shadow-Cosworth V8*)
DN9/4A-2
1 min. 25.007 sec.

8
P. Tambay
(*McLaren-Cosworth V8*)
M26/5
1 min. 24.986 sec.

19
V. Brambilla
(*Surtees-Cosworth V8*)
TS20/01
1 min. 26.618 sec.

3
D. Pironi
(*Tyrrell-Cosworth V8*)
008/2-2
1 min. 25.813 sec.

16
H. J. Stuck
(*Shadow-Cosworth V8*)
DN9/1A
1 min. 27.011 sec.

9
J. Mass
(*ATS-Cosworth V8*)
HS1/1
1 min. 26.787 sec.

37
A. Merzario
(*Merzario-Cosworth V8*)
A1/01
1 min. 27.479 sec.

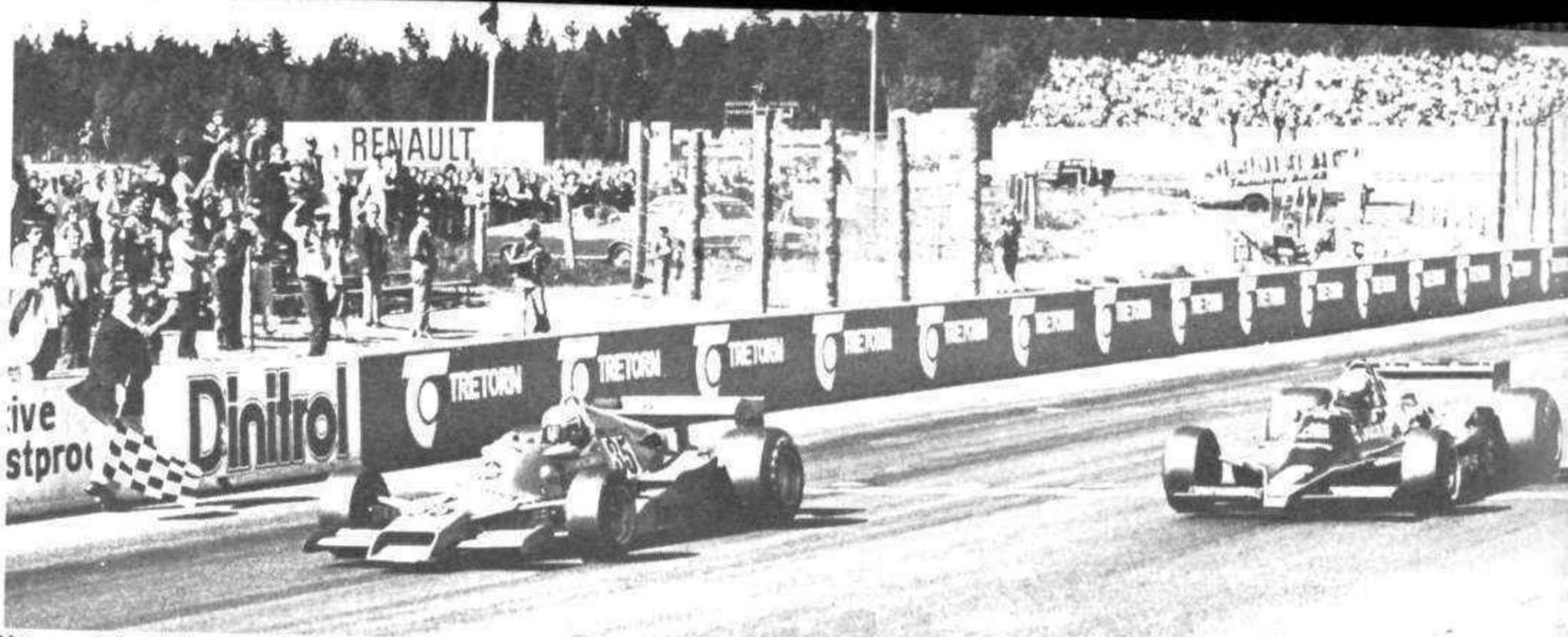
25
H. Rebaque
(*Lotus-Cosworth V8*)
78/4
1 min. 27.139 sec.

36
**R. Stommelen
(*Arrows-Cosworth V8*)
FA1/3-2
1 min. 27.812 sec.

10
K. Rosberg
(*ATS-Cosworth V8*)
HS1/2
1 min. 27.560 sec.

*Time recorded in McLaren M26/1.
**Time recorded in Arrows FA1/1.

Did not qualify:
18 R. Keegan (Surtees TS20/02) 1 min. 28.282 sec.
30 B. Lunger (McLaren M26/6) 1 min. 28.388 sec.
22 J. Ickx (Ensign MN08) 1 min. 28.400 sec.



Not a car's length between Patrese and Peterson at the end. The Swede had a terrific drive through the field after a puncture on the Lotus 79, but the yo Italian used rough tactics to hold second place for the Arrows.

influenced aerodynamic performance and therefore by Art. 3 It. 7 it had to be fixed whilst the car was in motion.

Before the race the Swedish organisers received five official protests, but turned them all down and allowed the Brabhams to take part. Niki Lauda really pressed Andretti's Lotus 79 throughout the first 37 laps of the 70 lap race, and we saw a piece of real motor racing demonstrated by two hard drivers, and they left the rest of the field far behind. On lap 38 Lauda went by into the lead and eight laps later there was an almighty bang as the Cosworth Development DFV in the Lotus destroyed itself, leaving the controversial Brabham-Alfa Romeo BT46B to cruise home to an easy victory. Putting aside aerodynamics and rules and regulations, it was a superb demonstration of motor racing between Cosworth DFV and Alfa Romeo flat-12, and the Alfa Romeo won convincingly.

But to go back to the beginning in this brief report, the Lotus 79 set the pace during practice, both Andretti and Peterson being in command until almost the end of the third practice session, when Watson and Lauda moved convincingly in amongst the Lotus cars. Until that point they had not been very impressive and the Brabham team had spent a lot of time adjusting the fan and the skirts and getting their "cooling system" to work correctly. Andretti was well established on pole position, three-quarters of a second ahead of Watson's Brabham, but Peterson could not match his team-leader's performance. From his front row position Watson muffed his start, while Lauda made the most of his position behind Andretti. Patrese, in his Arrows, followed them through on the right of the grid while Watson fouled up those on the left. In trying to regain lost ground Watson spun off and filled his engine with dirt. Peterson soon worked his way from fifth place into third place, but then got a puncture in a rear tyre from debris scattered by Pironi's Tyrrell 008/2-2 after it had collided with Brambilla's Surtees TS20/01. A stop for a new tyre put Peterson back into seventeenth place, but as in Belgium, the Swede got his head down and did a terrific drive up through the field into third place. In the closing laps he fought with Patrese, who had inherited second place when Andretti retired, but the young Italian wasn't going to relinquish second place that easily and used some pretty rough tactics to keep Peterson behind right through to the chequered flag.

Earlier, Alan Jones in the Williams FW06/001 had driven a very good race to vanquish the Ferraris of Reutemann and Villeneuve and then caught and passed Patrese, only to have the Arrows driver nudge him into a spin. Later a seized wheel bearing in the right front hub put the Williams car out of the race. In mid-field there was a very good race going on between Laffite (Ligier), Tambay (McLaren), Hunt (McLaren), Regazzoni (Shadow) and Fittipaldi (Fittipaldi), which continued right through to the finish, even though they were lapped by the leader. Laffite looked to have command of the situation until the Matra V12 engine gave a momentary hiccough, and Tambay, Regazz and Fittipaldi went by. Hunt played around w this lot for most of the race, the McLarens be outpaced by the front runners, and he discover that mid-field racing can be very hard a unruly. Down at the end of the field Hec Rebaque had a good race in his Lotus 78, again Jochen Mass in his ATS, and the Mexican w the battle.

Both Ferrari drivers were unhappy with th choice of Michelin tyres and made pit stops changing them, but it made little difference a they finished in lowly positions. Scheckter in t Wolf WR5 was never in the picture, though had gone well in practice, and during the race water leak developed and the S. African dro the car to a standstill, the Cosworth V8 becomi so hot that plastic parts in the injection syste melted!

Regardless of technical regulations, protest rules, decisions and so on, it was a very goo race, though the 50,000 Swedish spectators we disappointed not to see Peterson win, but usual he tried hard and drove brilliantly. H hasn't lost the magic touch, even if the science Formula One is a bit beyond him. Lauda was his ruthless and calculating best.

As we close for press controversy over the fa cooling/ground effects of the Brabham BT46 waxes strongly, and the outcome will hopefull be discussed in the August MOTOR SPORT Protests aside, and viewing the project as technical exercise, it was a huge success an Gordon Murray and his designers deserve ever credit, not only for the execution, but fo winning first time out. – D.S.J.



The mid-field dice between Tambay, Hunt, Fittipaldi and Regazzoni.

Results :

SWEDISH GRAND PRIX—Formula One—70 laps—Anderstorp—4.031 kilometres per lap 282.17 kilometres—Very Warm

1st :	N. Lauda (Brabham BT46/6B)	1 hr. 41 min. 00.606 sec.—167.6 k.p.h
2nd :	R. Patrese (Arrows FA1/4)	1 hr. 41 min. 34.625 sec.
3rd :	R. Peterson (Lotus 79/2)	1 hr. 41 min. 34.711 sec.
4th :	P. Tambay (McLaren M26/5)	1 lap behind
5th :	G. Regazzoni (Shadow DN9/4A-2)	1 lap behind
6th :	E. Fittipaldi (Fittipaldi FSA/3)	1 lap behind
7th :	J. Laffite (Ligier JS7/JS9/01)	1 lap behind
8th :	J. Hunt (McLaren M26/3)	1 lap behind
9th :	G. Villeneuve (Ferrari 312T3/034)	1 lap behind
10th :	C. Reutemann (Ferrari 312T3/036)	1 lap behind
11th :	H. J. Stuck (Shadow DN9/1A)	2 laps behind
12th :	H. Rebaque (Lotus 78/4)	2 laps behind
13th :	J. Mass (ATS HS1/1)	2 laps behind
14th :	R. Stommelen (Arrows FA1/3-2)	3 laps behind
15th :	K. Rosberg (ATS HS1/2)	7 laps behind
16th :	A. Merzario (Merzario A1/01)	8 laps behind—*not classified*

Fastest Lap: N. Lauda (Brabham BT46/6B) on lap 5, in 1 min. 24.836 sec.—171.0 k.p.h.

Retirements. V. Brambilla (Surtees TS20/01) accident, on lap 8; D. Pironi (Tyrrell 008/2-2) accident damage, on lap 9; J. Scheckter (Wolf WR5) engine overheated, on lap 17; J. Watson (Brabham BT46/4B) off road, jammed throttles, on lap 20; J. P. Jabouille (Renault RS01/02) oil pump failure, on lap 29; P. Depailler (Tyrrell 008/3) broken upright, on lap 43; A. Jones (Williams FW06/001) seized wheel bearing, on lap 47; M. Andretti (Lotus 79/3) engine failure, on lap 47.

24 *starters*—16 *finishers.*

THE WORLD CHAMPIONS TEAM UP WITH CHAMPION.



In every branch of motor sp... you'll find them – world champions winning on Champion Spark Plugs. Formula 1, Rally, Motor Cycle and Moto Cross.

All agree that the technical excellence and proven reliability of the world's number one spark plug really does pay off... they've got the trophies to prove it!

Champion.

The name says it all.

CHAMPION

THE WORLD'S No.1 SPARK PLUG

VSCC Oulton Park Race Meeting

THE Vintage Sports Car Club's enjoyable Seaman Trophies Meeting was held under ideal weather conditions on June 17th. The races from which it takes its title are the Richard Seaman Vintage and Historic Trophy events, each over 16 laps of the 1.654 mile road circuit.

The first of these was very good value, because we saw an intrepid Freddie Giles keep Ron Footitt's AC-powered GN Cognac Special well out in front of Harvey Hine in David Llewellyn's 8-litre Bentley 2-seater, for seven laps. Then the "heavy metal" got by and stormed away to win, but Freddy always had the Bentley in sight and even closed up on it on lap 13. Hine averaged 73.85 m.p.h. but Giles lapped faster, at 75.85 m.p.h., a new vintage lap-record, beating his previous best by 1.42 m.p.h. Third place went to Kain's Type 35B Bugatti, which sounded a bit "flat", and in a separate race behind him McWhir's AC-Frazer Nash held off the smart Type 35B Bugatti of Nick Mason, a car assembled from a load of bits, but lacking a crankshaft, so that a new one had to be cobbled up, they say at a cost of £2,000, making this 5th place all the more creditable. Balmer's long-tailed 4½-litre Bentley won the handicap but Russell's 8-litre Bentley only lasted for two laps. Mrs. Ford, wife of the Chairman of Cheshire CC, presented the laurel-wreath, after which Hine took Giles with him on his lap of honour.

The Historic Seaman race was notable because the Hon. Patrick Lindsay had virtually risen from his hospital bed to drive his ERA "Remus". Rival Chris Mann, who was driving the ex-Waller ERA, had lent a magneto for "Remus", jokingly remarking that it had been specially prepared to last only 15 laps! Lindsay drove splendidly, gaining a big lead inspite of a slight misfire when, sure enough, the magneto did pack up, after 14 laps, when no-one was in sight of the blue and yellow ERA. Lindsay had lapped Gahagan's 2-litre ERA by 11 laps and his best lap was at 77.84 m.p.h. a grand performance. Now Mann went on to win, at 74.78 m.p.h., from Marsh's ex-Seaman ERA and Fielding's 6C Maserati. Martin Morris was absent, as his ERA R11B needs new con-rods, and Summers' Type 34 Maserati alas lasted only one lap. Back in the field Brian Classic, using the grass, had his ERA ahead of Margulies' 4CL Maserati but could not catch Footitt in the Cognac. Cranage (MG) won the handicap.

Fitting another magneto, Lindsay came out for the 20-lap Allcomers' Race, and again he drove the ERA "Remus" splendidly, the only driver, in his *pre-war* car to keep in sight of a flying Ronnie Macpherson in his 1953 Cooper-Bristol. Bruce Halford, whose Lotus 16 many people thought would show the VSCC chaps how to do it, had gone straight on at the first corner in practise and the car was too badly damaged to start. Retirements made this race some five laps too long to hold our interest, and there were really two races, Lindsay chasing the Cooper-Bristol, until the ERA's engine tightened up after a gallant 11 laps, and behind Pilkington's Talbot-Lago keeping Simpson's Mk.1 Cooper-Bristol, and Vine's Mk.1 Cooper-Bristol, at bay, the latter able to stop and restart out on the circuit without being caught by the Monza Lister Jaguar. Langton's Cooper-Bristol broke a drive-shaft and came in with a rear wheel almost



Giles in the Cognac special held off Hine in Llewellyn's 8-litre Bentley for a stirring seven laps of first Seaman Trophy race.

(Photographs by Eric Y

detached, and Merritt's HW Alta tailed the field. The winning Cooper-Bristol lapped at 78.14 m.p.h. and averaged 76.70 m.p.h. and although in and out of the pits, Peter Mann in ERA R9B had a healthy car between times (fuel pressure problems?) and took the Pre-War award.

Of the supporting races, the first 6-lap Scratch Race saw "Veteran" Elwell-Smith come through to win in his International Aston Martin from Threlfall's V8 Lancia that had been tipped to do this, third place going to Dolton's blown 939 c.c. MG. On the final lap of the 5-lap Handicap that followed Smith's Anzani Frazer Nash passed McGrath's Austin Nippy, with Winder's Ulster-bodied Austin third. Gordon drove an orange Chummy Austin 7 with two aero-screens, shades of the George Chaplin days of long ago... The next Handicap was won by Burton's 2-litre Aston Martin, which has the engine from Dick Seaman's "Red Dragon". He led all the way but it was a very close finish, Whittaker's neat 4-litre 1928 Chrysler, which has recently had its ports cleaned up and which displays twin bunched exhaust manifolds, being half-a-length behind as they crossed the line, the American car having all but made up its 30 sec. handicap penalty. There was also quite a bunch closely contesting third place, which was taken by Duffy's Alvis-Riley Special. Walker, in McGrath's Austin, looked like winning the third Handicap, but was swamped a lap from home. Burton won again, from Rushton's M-type MG, and Liddell's back-braked Straker Squire, passing more modern vehicles anywhere it could, was a magnificent third. Orttewell's 1930 James Young 1750 Alfa Romeo coupe, which had won the *Cheshire Life Concours D'Elegance* Award, its hood now



"Remus" flying in Lindsay's hands.

furled, was beaten in the bunched finish but h nice to see a "beauty-prize" car also being rac The Martini Trophy on the *Concours Maintenance* was won by Green's 1934 4½-li Lagonda and Attock was given a special awa for having competed every year since 1953, w his 1929 Alvis, which is in regular use.

Back to the racing, Hine showed that previous win was no fluke, by cleaning up the lap Class Handicap and the Melville Trophy wi the big blue Bentley, from Farquhar's TT Riley and Eyre's Ulster-bodied Austin, the other cla winners being Tony Jones' Frazer Nash a Threlfall's Lancia, the Geoghegan Trophy goi to Farquhar. The final Handicap was a victo for Chris Mann's Monza Alfa Romeo in exciting scrap, the Talbot-Lago second, a Macpherson, who lapped at 78.35 m.p.h., faste of the day, third from scratch. It was a goo ending to a fine afternoon's racing, at the circu ably managed by Rex Foster. – W.B.

Results:-

Richard Seaman Vintage Trophy Race
- **1st:** H. P. Hine (Bentley), 73.85 m.p.h.
- **2nd:** F. G. Giles (Cognac Special)
- **3rd:** B. B. D. Kain (Bugatti)

Richard Seaman Historic Trophy Race
- **1st:** C. A. Mann (ERA), 74.78 m.p.h.
- **2nd:** P. Marsh (ERA)
- **3rd:** R. Fielding (Maserati)

Allcomers' Scratch Race
- **1st:** R. J. S.Macpherson (Cooper-Bristol), 76.70 m.p.h.
- **2nd:** R. A. Pilkington (Talbot-Lago)
- **3rd:** B. J. Simpson (Cooper-Bristol)

Six-lap Scratch Race
D. Elwell-Smith (Aston Martin), 61.78 m.p.h.

Seven-lap Class Handicap
H. P. Hine (Bentley), 69.54 m.p.h.

First 5-lap Handicap
R. J. B. Smith (Frazer Nash), 58.09 m.p.h.

Second 5-lap Handicap
W. Burton (Aston Martin), 59.70 m.p.h.

Third 5-lap Handicap
W. Burton (Aston Martin) 60.93 m.p.h.

Fourth 5-lap Handicap
C. A. Mann (Alfa Romeo), 69.28 m.p.h.

Fastest lap of the Meeting
R. J. Macpherson (Cooper-Bristol), 78.35 m.p.h.

Leaders to date in MOTOR SPORT Brooklands Memorial Troph Contest:
Pilkington (Talbot-Lago) and Duffy (Alvis-Riley), 39 points each, Hin (Bentley), Mann (ERA and Alfa Romeo), and Burton (Aston Martin 36 points each. (Next round, VSCC Silverstone, July 22nd.)

Austin Seven Rally

THE AVON TYRES Austin Seven Rally of the Bristol Austin Seven Club takes place at Berkeley Castle, near Bristol, on July 23rd. Open to all Austin Sevens, free entry is offered a week prior to the event. Entry forms from D. Shaw, Brian Cottage, Elverton, Olveston, Bristol. BF12 3AQ.

Les Vingt-Quatre Heures du Mans

Renault victorious at last

Le Mans (Sarthe) June 10th/11th

THE LE MANS 24 Hours has always been considered as the most important long distance race in the world, right from its inception in 1923. Never has its pre-eminence been more pronounced than this year, however. Held on the weekend of June 10th and 11th, the Automobile Club de L'Ouest's annual test of speed and endurance round the Circuit of the Sarthe was the only long distance race of this season to attract a major, full works effort from such factory teams as still support sports car racing.

Those few works teams – two, to be precise – did the 24 Hours of Le Mans proud. Both Porsche, hoping to complete a hat-trick at Le Mans, and Renault, striving desperately to avenge last year's humiliating defeat, entered four cars each, and there was a strong supporting cast of private and semi-private teams to back them up. Porsche's four cars consisted of three open Gp. 6 machines, labelled 936s, plus the very latest, 3.2-litre 935, the Gp. 5 car that won at Silverstone in May on its maiden outing and the engine of which develops anything between 750 and 850 b.h.p., depending on the setting of its twin turbochargers. Huge yet dramatic looking in its Martini liveried coupe-style bodywork, the 935 was to be driven by Rolf Stommelen and Manfred Schurti.

The 936s were powered by relatively puny 2.1-litre flat-six engines; but, like the 935, two of them had the very latest 12-valve, twin overhead camshaft, water cooled cylinder heads, as well as a separate turbocharger for each bank of cylinders. In this form the 936 motors produced around 580 b.h.p., and they propelled the cars entered for Jacky Ickx/Henri Pescarolo and Bob Wollek/Jurgen Barth. The remaining works Porsche was the 936 that won at Le Mans last year; it still had the older, rather less powerful single turbo engine, and was driven by Hurley Haywood, Peter Gregg and Reinhold Joest.

Against this powerful German onslaught, Renault fielded a quartet of their Alpine V6 sports-racers, although their plans took a knock when Patrick Tambay had to withdraw from the 24 Hours because of fire extinguisher burns suffered in the F2 race at Pau. Tambay's injury caused some hasty rearrangement of cockpit crews in the Renault camp, and in the end Patrick Depailler shared a car with Jean-Pierre Jabouille, Didier Pironi with Jean-Pierre Jaussaud, Jean-Pierre Jarier with Derek Bell, and French rally star Jean Ragnotti with Guy Frequelin and Jose Dolhem.



The Ragnotti/Frequelin/Dolhem Renault-Alpine A442 finished fourth. Colour pictures page 985.

The extreme speeds reached on the long straights of Le Mans have always nurtured technical novelties designed to snatch another 10 k.p.h. on Mulsanne or a shade more stability through the notorious kink. This year it was Renault's turn to come up with the most interesting aerodynamic experiment: a perspex windshield that almost completely enclosed the cockpit. In practice the best of the Renaults, a new car called the A443 that was powered by a 540 b.h.p., 2.1-litre engine, attained a staggering 228 m.p.h. on Mulsanne with the new "bubble top" in position. Without the semi-enclosed cockpit, the same car could manage no more than 216 m.p.h. (By way of comparison, the works Porsche 935/78 achieved 227 m.p.h., Ickx was radar trapped at 214 m.p.h. in the quickest of the Porsche 936s, and during the race though not in practice Alain de Cadenet's very special Lola-DFV was unofficially timed at over 220 m.p.h.).

Yet the Renault-Alpine A443 lapped the 13.64 kilometre circuit virtually as quickly without the rooflike "bubble top" as with it, and the drivers were far from happy with it. It made the cockpit hot and claustrophobic, and afforded them reduced visibility at night. Thus, for the race, Jabouille and Depailler used conventional open bodywork for their 2.1-litre engined A443, while Pironi and Jaussaud had the controversial high windshield fitted to their otherwise conventional 2-litre engined A442.

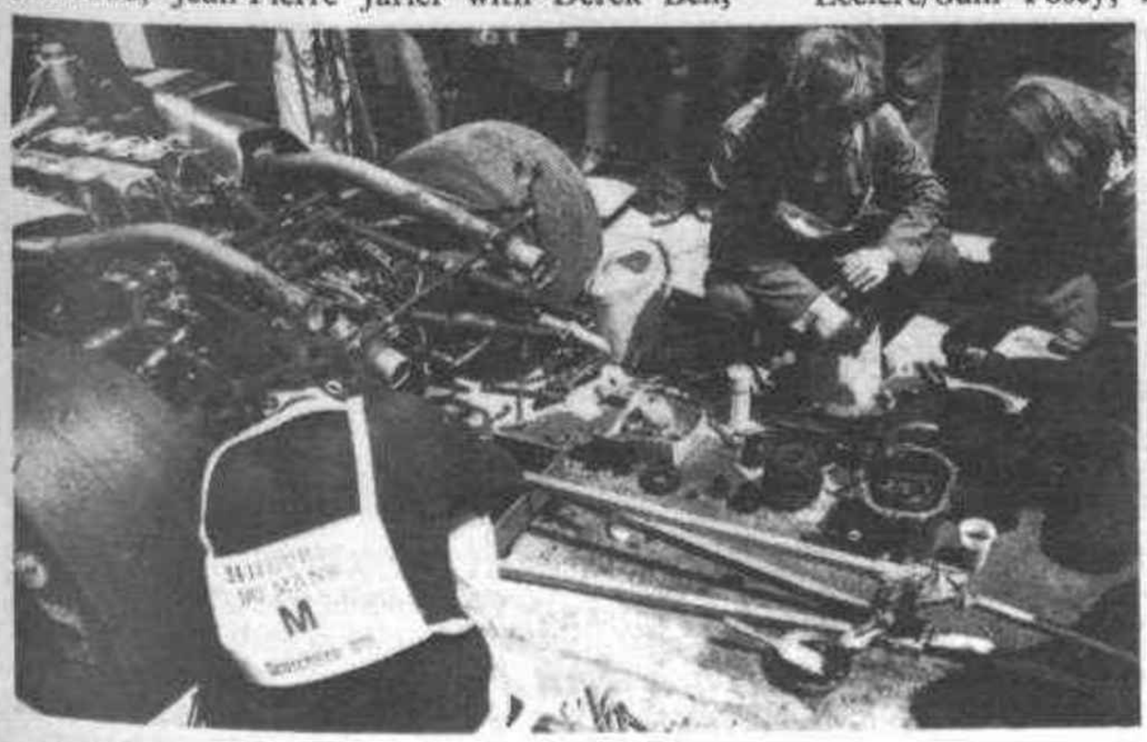
Outside the big budget works teams from Renault and Porsche, variety was the keynote of the entry, although Porsche Turbos and Carreras inevitably accounted for almost a third of the field. But there were plenty of Group 6 sports-racers as well – a pair of turbocharged, Renault V6 propelled Mirage M9s for Vern Schuppan/Jacques Laffite and Michele Leclere/Sam Posey; a trio of Cosworth DFV powered de Cadenet Lola T380s for Chris Craft and Alain de Cadenet himself, Simon Phillips/Nick Faure/John Beasley, and Bob Evans/John Cooper/Pete Lovett; Ian Bracey's brand new IBEC-Hesketh 308LM, driven in the race by Guy Edwards and Ian Grob; and no fewer than 15 2-litre cars, including the very swift Sauber-BMW of Marc Surer, Eugen Straehl and Harry Blumer, and its main class rival, the BMW (GB) Racing entered works Osella-BMW shared by Tom Walkinshaw, Dieter Quester and Rad Dougall. Among other smaller 2-litre sports-racers were a pair of British entered, Ford FVC powered Lolas and the Chevron-BDG B31 run jointly by Tony Charnell and Robin Smith.

Other entries of special interest included a trio of Peugeot V6 powered WMs in Le Mans' unique "Grand Touring Prototype" class, little French coupes built specifically for the 24 Hours and two of which were turbocharged. For the same category local resident Jean Rondeau had built another DFV engined coupe that he named after himself this year, having lost the Inaltera sponsorship that supported his team in 1976 and '77. One of the old Inalteras was there too, although now a private entry, as were five Ferrari Berlinetta Boxers, the sleek 4.9-litre flat-12 machines looking very purposeful though not, alas, entered by the Maranello factory.

Early in the first practice session, on the Wednesday evening before the race, Jacky Ickx shattered the lap record when he took his Porsche 936 round in 3 min. 27.6 sec., at an average speed of almost 147 m.p.h. That was 3.4 sec. better than the previous best ever lap of the current circuit, set by Arturo Merzario in a 3-litre Alfa Romeo during training for the 1974 race. The following day, on Thursday evening, the Renaults responded, as Depailler set a 3 min. 29.4 sec. lap in the slightly larger engined Alpine A443, still equipped with the semi-enclosed cockpit cover at that stage.

On the Wednesday, Stommelen had achieved 3 min. 30.9 sec. in the Group 5 Porsche 935 which remained third quickest overall, but on the second day of practice the car cooked its engine and holed a piston after being driven to the paddock through slow traffic on public roads. It was a fine, flag waving gesture, but that journey meant the team would have to run in a freshly rebuilt engine during the early stages of the race, preventing Schurti and Stommelen from realising the 935's full potential when it was most needed.

Alongside the Porsche 935 on the second row of the 55 car grid was the 936 of Wollek and Barth, after which came the Pironi/Jaussaud Renault-Alpine, the Gregg/Haywood Porsche 936, the other two Renault A442s, and then the best of the Mirages driven by Vern Schuppan.



How hopes of victory faded for the major British entry: gearbox problems on the De Cadenet-Lola.

When the race began in a rolling start at the traditional hour of four o'clock, Jabouille shot away from the outside of the front row to head a trio of Porsches into the Dunlop Curve. The new Renault was clearly appointed as "hare", for Jabouille completed the first lap a gargantuan 11.6 sec. ahead of the others, led by Ickx and Pironi and then Schurti, Leclere and Ragnotti.

With every lap Jabouille extended his advantage, but the Porsches were immediately in trouble. Both Ickx's 936 and Haywood's similar but older car came into the pits at the end of lap two and again after the fourth tour. The former needed attention to a sticking accelerator linkage and excessive fuel pressure (cured by switching off one of the car's two fuel pumps). The latter also had faulty accelerator linkage, and then returned for its turbocharger boost to be lowered from a wildly high 3 atmospheres to a more normal level of around 20 lb./p.s.i.

Jabouille led the race for almost an hour, but had to stop after 14 laps to refuel and to change the rear tyres. Pironi inherited the lead, returning it to the Jabouille/Depailler car when he himself refuelled and made way for Jaussaud on the 19th lap. Depailler, however, was in the pits again five laps later to report a serious vibration thought to be coming from the front bodywork. Another circuit proved that was not the cause, so he stopped again on lap 25 for a complete change of wheels. This time the problem was solved, but the two stops in consecutive laps dropped the number one Renault to eighth place, and left Jaussaud in a lead that he and his partner Pironi would hold almost without interruption until the seventh hour.

It was shortly after quarter distance that the Jabouille/Depailler Renault-Alpine regained the lead, by which time the Renault works team had annexed a position of crushing dominance, holding the top three places ahead of the works Porsches. Yet in reality their position was not as strong as it looked. Five hours after the start, the fastest Porsche, driven by Ickx and Pescarolo, had broken fifth gear, ensuring a 46 minute delay while the damage was repaired. Before that car had rejoined the race, the slowest of the 936s, the Haywood/Gregg car, required a new turbocharger, costing some 13 minutes while the unit was replaced. So far, so good for Renault. But during the seventh hour Porsche had decided to move Ickx into what was then their best placed car, the 936 of Wollek/Barth lying fourth behind the Renaults. With Ickx at the wheel, the leading Porsche was up to second place by midnight, and Renault's stranglehold no longer looked secure.

The threat to Renault's supremacy intensified when, at three in the morning, the A442 of Jarier and Bell had to be withdrawn with a broken crown wheel and pinion. But six hours later Porsche's challenge fell apart, when the Ickx/Wollek/Barth 936 broke its fifth gear, just as its sister machine had the previous evening. This time only 37 minutes were needed to rebuild the gearbox, but it left Renault firmly first and second again, although their fourth car, the Ragnotti/Frequelin/Dolhem machine, had also lost time because of a stripped gear.

Then at 10 o'clock on Sunday morning came the disaster that Renault team manager Gerard Larrousse must have feared. In an almost exact replica of last year's race, the Jabouille/Depailler Alpine A443 that had led continuously for 11 hours stopped at Mulsanne with a broken engine, a piston having failed.

Now the Renault "with the bubble on top", the semi-enclosed Pironi/Jaussaud car, again inherited the lead. Fortunately for the French team it was still running like a train, with an eight lap advantage over the repaired Porsche of Ickx, Wollek and Barth. It was still going strong six hours later when the chequered flag came down on the yellow and black car to mark Renault's first ever win at Le Mans. Its winning margin had shrunk to five laps, but that was more than enough to be safe, although Pironi was in a state of near collapse from heat exhaustion and actually fainted after crossing the line. Jaussaud was overcome with emotion on the victory rostrum as the realisation struck him that, at the age of 41, he had at long last achieved his life's ambition of winning an important motor race. The Michelin radial shod car had covered a record distance for the current circuit, completing 5,044 kms. in the 24 hours.

The Porsche 936 of Ickx, Wollek and Barth came a solid second, and after its change of turbocharger the Haywood/Gregg/Joest Porsche followed it home third. Hindered towards the end by their car's desire to leap out of fourth gear, Ragnotti, Frequelin, Dolhem and (for a brief late spell) Jabouille steered their A442 to a distant fourth place.

The fortunes of the others had been chequered in the extreme. Many cars had crashed, particularly on Mulsanne. In the worst of many enormous accidents on that five kilometre straight, the quickest of the French WM-Peugeots flattened a great length of guard-rail and broke into three pieces, seriously injuring its driver, Christian Debias. Having taken over the 2-litre class lead during the early hours of Sunday morning, Tony Charnell was incredibly lucky to escape totally unhurt from the wreck of his Chevron, which had hurtled right over the barriers and into the trees beyond after a suspension failure. Initially delayed by electrical problems, the Osella PA6 had fought back into a strong lead of the same class only for Quester to crash at high speed shortly after midnight and cut his face nastily.

In an American entered Porsche 935, Oliver Garretson lost control at the kink on Mulsanne and rolled over and over in an accident that lasted for almost half a mile. And at almost the exact moment that the leading Renault-Alpine retired on Sunday morning, the worst placed works Porsche 936 smashed into the guard rails at Porsche Curve while Jochen Mass was at the wheel. Mass had taken it over on Saturday night when Ickx switched to the car that came second; his progress back up the field had already been reversed as the car refused to give full power or revs. as the night wore on.

Mechanical misfortunes, too, were legion. The Leclere/Posey Mirage was abandoned out on the circuit before darkness fell when its electrical system packed up. The other Mirage, Schuppan and Laffite, lost hour after hour w alternator failure, throttle linkage failure, ge linkage failure and finally turbocharger failu Yet it kept going and finished tenth! Af reaching seventh place at one point in the ea laps, the Craft/de Cadenet Lola successive suffered lost wheel balance weights, ma electrical troubles, and then serious proble with both clutch and gearbox, all of whi conspired to leave it hobbling into 15th place the finish; nevertheless it was the first all Briti team to finish.

The two-year-old de Cadenet Lola of Phillip Faure and Beasley was excluded after droppi way behind with major gearbox and ge selection difficulties, while last year's de Caden car was not even allowed to start. It was exclud by the ACO's somewhat quaint qualifying ru in preference for a slow but French driv Porsche Carrera – even though John Cooper h been equal 18th fastest in practice with the Lo The new Ibec 308LM ran well between bouts misfiring, tyre blistering, balance weight losi and miscellaneous electrical faults, until Hesketh DFV cried enough on Sunday mornin only a few minutes after the team had had mend a split brake pipe. The Sauber that head the 2-litre division for the first three hours least finished, but only after a gearbox stri down and a long spell of misfiring a overheating.

Most of the Porsche Turbos fell prey mechanical mishaps, too, with holed pistons ve much in fashion among the customer 935s. T works car of Schurti and Stommelen, placed fif on Sunday morning, limped to the finish with broken piston seal that consumed oil in va quantities, though it held together to fini eighth. The Georg Loos entered 935 driven John Fitzpatrick lost time during the first ho when a hub bearing needed replacement a retired during the second when its engine brok A little later the Kremer Porsche 935 shared Englishmen Martin Raymond and Mike Fran and Frenchman "Steve" dropped out for simil reasons.

Avoiding all misadventures, however, Bria Redman brought the Porsche 935 he shared wi Americans Dick Barbour and Jon Paul into fine, class winning fifth place, narrowly beatin the similar Kremer car of Californians Ji Busby, Chris Cord and Rick Knoop. In spite his almost unparalleled endurance racing reco elsewhere, this was Redman's first ever finish Le Mans. For all the many British enthusiasts the circuit, that was probably the most cheerin result of all.–J.C.T.

24 HOURS OF LE MANS

Winners' distance—369 laps, 5,044.53 km.

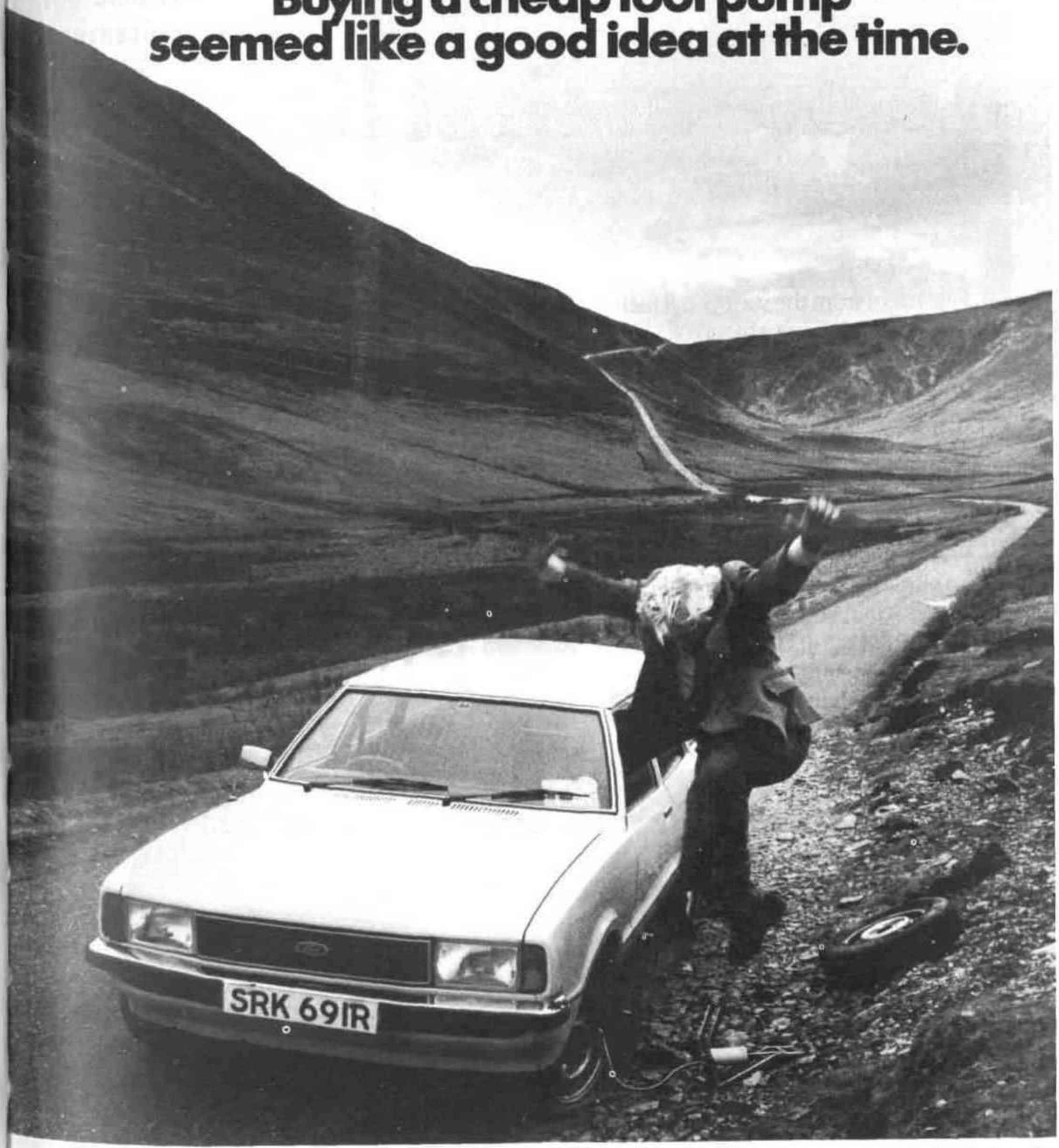
1st :	D. Pironi/J-P. Jaussaud (2.0 t/c. Renault-Alpine A442)	(210.19 k.p.h.)	369 lap
2nd:	B. Wollek/J. Barth/J. Ickx (2.1 t/c. Porsche 936/78)*		364 lap
3rd :	H. Haywood/P. Gregg/R. Joest (2.1 t/c. Porsche 936/77)		362 lap
4th :	J. Ragnotti/G. Frequelin/J. Dolhem (2.0 t/c. Renault-Alpine A442)		358 lap
5th :	B. Redman/D. Barbour/J. Paul (3.0 t/c. Porsche 935/77A)*		337 lap
6th :	J. Busby/C. Cord/R. Knoop (3.0 t/c. Porsche 935/77A)*		336 lap
7th :	A. Guarana/P. Gomes/M. Amaral (2.9 t/c. Porsche 935/76A)		329 lap
8th :	M. Schurti/R. Stommelen (3.2 t/c. Porsche 935/78)		326 lap
9th :	B. Darniche/J. Rondeau/J. Haran (3.0 Rondeau DFV M378)*		294 lap
10th :	V. Schuppan/J. Laffite/S. Posey (2.0 t/c. Mirage-Renault M9)		293 lap
11th :	M. Pignard/L. Rosstaud/L. Ferrier (2.0 Chevron-Chrysler B36)*		284 lap
12th :	A-C. Verney/X. Lapeyre/F. Servanin (3.0 Porsche Carrera)*		279 lap
13th :	A. Chevalley/F. Trisconi (3.0 Inaltera DFV)		279 lap
14th :	G. Spice/L. Perkins/J. Rulon-Miller (3.0 Porsche Carrera RS)		278 lap
15th :	C. Craft/A. de Cadenet (3.0 De Cadenet-Lola DFV T380)		273 lap
16th :	F. Migault/L. Guitteny/F. Vetsch (4.9 Ferrari 512 Berlinetta Boxer)		262 lap
17th :	C. Bussi/"Segolen"/J-C. Briavoine (3.0 t/c. Porsche 934)		259 lap
18th :	E. Strachl/M. Surer/H. Blumer (2.0 Sauber-BMW C5)		257 lap
19th :	S. Plastina/M. Luini/J-D. Grandjean (2.0 Cheetah-BDG G601)		250 lap
20th :	G. Bourdillat/A. Bernard/L. Favresse (3.0 Porsche Carrera)		241 lap
21st :	B. Sotty/G. Cuynet/J-C. Dutrey (2.0 Lola-BDG T294/6)		238 lap
22nd:	M. Elkoubi/P. Yver/P. Streiff (2.0 Lola-BDG T296)		232 lap
23rd :	M. Lateste/J-F. Auboiron/D. Lacaud (2.0 Lola-BMW T297)		217 lap
24th :	J. Winter/D. Schornstein/P. Gurdjian (3.0 t/c. Porsche 935/76A)		182 lap

*Class winners

Fastest Lap: J-P. Jabouille (2.1 t/c. Renault-Alpine A443) on lap 226 in 3 min. 34.2 sec. (229.24 k.p.h.)

55 *starters*—24 *finishers*.

Buying a cheap foot pump seemed like a good idea at the time.



Cheap foot pumps are likely to break down just when you need them most. What more could you expect – their frames are made of low grade metal, the barrels are usually of an inferior plastic, the valves don't always fit well and they're not guaranteed.

Dunlop 'Champion' and 'Major' foot pumps are not cheap, because they're not made cheaply. frames and solid brass for the barrels, and the valve is precision built to give extra long life. So you can expect them to work even in the toughest conditions. And Dunlop guarantees them for one year.

The Dunlop 'Major' Foot Pump has as large a capacity as any foot pump on the market. It's suitable for any inflating job, including truck and van tyres, and a convenient built-in pressure check valve ing the foot pump connector from the tyre valve.

The 'Champion' is slightly smaller, but is ev bit as rugged and durable as the 'Major.'

Don't waste your money on a foot pump t will let you down. Ask for the Dunlop 'Champion 'Major.'

DUNLOP

Love at first light.

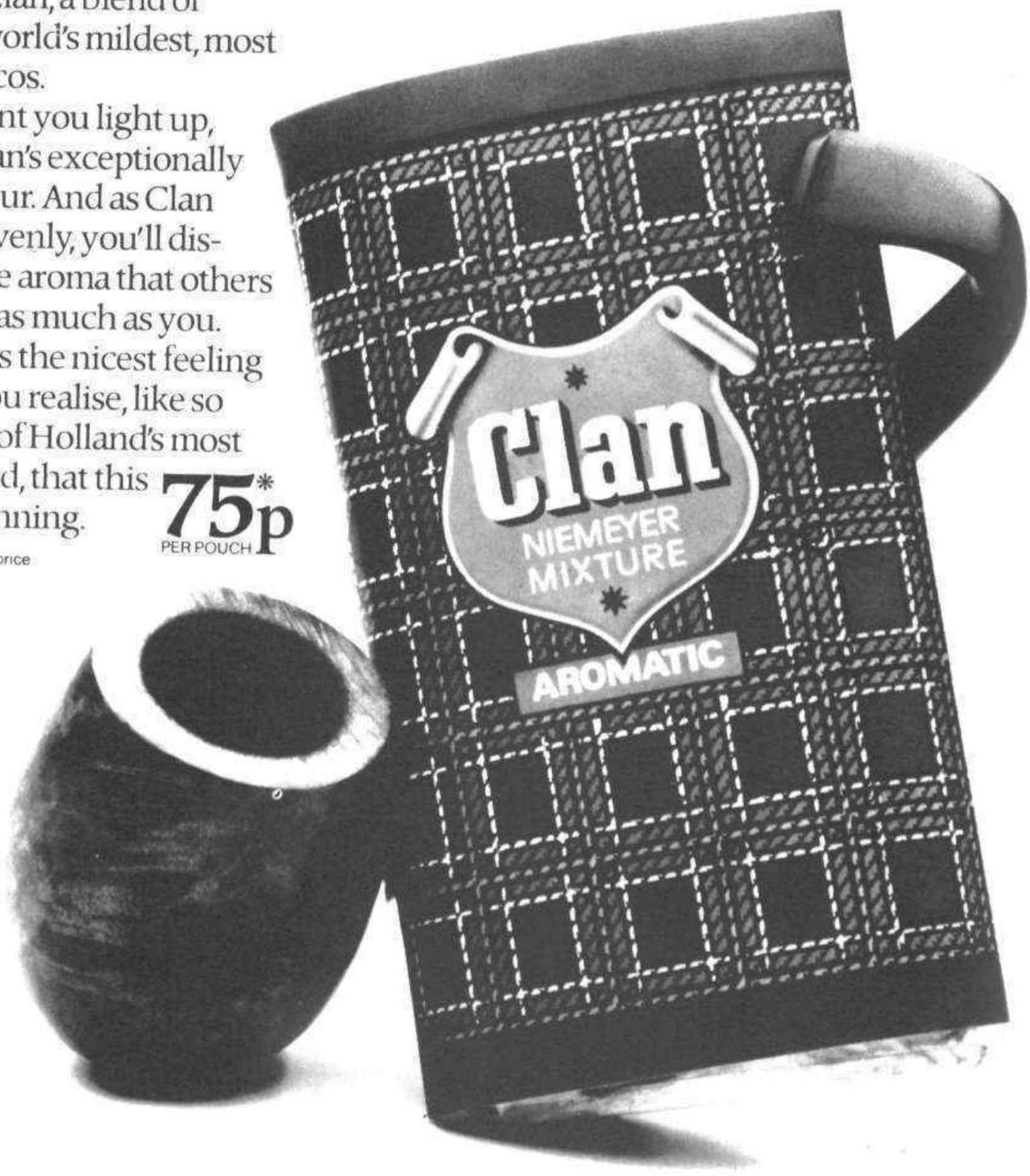
Right from the start you'll feel at home with Clan, a blend of twelve of the world's mildest, most fragrant tobaccos.

The moment you light up, you'll enjoy Clan's exceptionally mild, cool flavour. And as Clan burns slowly, evenly, you'll discover its unique aroma that others will appreciate as much as you.

But perhaps the nicest feeling comes when you realise, like so many smokers of Holland's most distinctive blend, that this is only the beginning.

75p* PER POUCH

*Importer's recommended retail price at time of going to press



Aromatic Clan. It's right from the word go.

The Scottish International Rally

Mikkola repeats the performance

LIKE A REPEAT performance of the Welsh Rally, the Ford works crew of Hannu Mikkola and Arne Hertz thoroughly trounced the opposition to win the fourth round of the Sedan Products Open Rally Championship: the Scottish International Rally. Retaining the superb form he showed in Wales, Mikkola's drive to victory was one of almost nonchalant ease, the quiet Finn (he no longer smokes or drinks, and has dieted to the correct weight for his height) demoralising the opposition with a string of first day fastest special stage times only flawed when a rear wheel puncture intervened after a ten stages out-of-ten performance. Soon after dawn of the following day Mikkola was nearly five minutes ahead of his nearest challengers, Markku Alén and Ilkka Kivimaki (Fiat 131 Abarth), and he slackened his pace accordingly. On the final day Mikkola only recorded one fastest time; such was the extent of his control.

As last year, the "Scottish" was based at the purpose-built Cairngorm resort town of Aviemore, a conglomeration of hotels and chalets best known as Scotland's ski centre, but still busy during the summer months as a tourist stop-over.

There were less than 90 starters for this year's rally and a dozen of these were Army Land Rovers. The cost of running such an event (the Scottish using only Forestry Commission roads throughout) is becoming alarmingly high and a proportion has to be passed on to competitors in their entry fees. Without the assistance of Esso, Lombard and White Horse Scotch Whisky, there would simply be no rally. One positive side effect is the natural selection this pre-empts: you have to be serious about your rallying to make such an outlay. Fewer competing crews are also much easier to manage, marshals man posts for a shorter duration and the entourage slips through the countryside between stages with equivalently less fuss.

In its formative years as a prestigious loose surface, special stage format, home international, the Scottish was a long drawn out, highly social rally. It still maintains a pleasant friendly ambiance, but the action is concentrated into one long day-night-day loop, with a further day of stages almost a legacy from bygone days. The rally started on Sunday morning, June 4th, and looped east and south to Perth for a supper halt before continuing through Fifeshire to the central stages, across to the traditional Argyllshire lap and north, during Monday, up the Great Glen to Inverness, before returning to Aviemore. Tuesday saw 11 special stages in the north east.

By the time cars arrived back in Aviemore on Monday evening, a predictable (and slightly depressing?) pattern had emerged with Finnish drivers occupying the first three places. Best British drivers were John Taylor and Roger Clark. This continued to the finish, except for Markku Alén retiring the Fiat early on Tuesday afternoon after an electrical fire and a distributor problem.

However, there was one cheering topic of conversation. It concerned the drive of 22-year-old Workington driver, Malcolm Wilson. Wilson was using the Escort RS1800 owned by Stuart Pegg (the car he drove with Pegg on the Welsh). This time Malcolm really got the bit between his teeth and used the night stages most effectively to climb through the field to be challenging Alén for second place by morning. Soon after, Wilson somersaulted off the road and out of the rally. He had started the event with a bent rear axle (only receiving the Escort three days before the start when the Datsun he was earmarked to drive failed to materialize) and on the special stage prior to his accident, Malcolm had clipped a boulder and splayed the front wheels, so it would be no exaggeration to say that his car was not handling well when he crashed.



Malcolm Wilson won the "Star of the Rally" Award, the up-and-coming Workington youngster challenging for second place until he rolled his Escort.

The occasional accident is all part of the game of learning how to drive at world-class speeds and it is heartening to see a young British driver so closely emulating the Scandinavian style – first you go quickly, then you crash, then you go even more quickly, knowing your limits. For Malcolm Wilson's Scottish performance, the organisers quite rightly bestowed on him the "Star of the Rally" award.

Although Mikkola and Wilson contrived to outshine all the others, it was pleasing to see that Dealer Team Vauxhall were back in the hunt with Pentti Airikkala quietly working up to a fine second place. Since their homologation refusal of cylinder head and clutch DTV had been burning the midnight oil at their Shepreth headquarters and when team manager Gerry Johnstone arrived with his two cars he correctly anticipated that the Chevettes would be "slower – but reliable." New, milder, camshafts were installed for this rally and the cars were, indeed, slow in comparison to Escort RS1800s, but with drivers of the calibre of Airikkala and Jim McRae it was obviously the right choice to provide the team with a morale boosting finish. DTV plans quite literally took a tumble when McRae flew off the track on the first special stage. Clouting a stout pine tree side on, the car was bent like a sausage, and for the remainder of the event it handled in a most strange manner, the engine unfortunately letting go on the penultimate stage.

On the group one front Brian Culcheth once again brought the Dealer Opel Team Kadett GT/E to the front, scoring ninth overall in the process, and with four firsts out of four events he has virtually assured Opel of the standard car category in the championship. Principal opposition came from Henry Inurrieta's Escort RS2000 and Terry Kaby's Triumph Dolomite Sprint. In the event Inurrieta retired on the first day after a "big" accident, and Kaby suffered a total of seven punctures, capped by a slow roll on the penultimate stage (finishing 14th O/A). Apart from Culcheth's computer-like performance with the Opel, Gretna driver Ivor Clark drove an inspired rally with his 1600 c.c. Chrysler Avenger, taking tenth overall and the private entrant category. His extrovert and thoroughly effective driving is a lesson for many "club" drivers. – I.S.



Chevette homolgation problems sorted, Airikkala took his to second overall.

Results:

1st:	Hannu Mikkola/Arne Hertz (Ford Escort RS1800)	266.38
2nd:	Pentti Airikkala/Mike Nicholson (Vauxhall Chevette)	274.36
3rd:	Roger Clark/Jim Porter (Ford Escort RS1800)	275.11
4th:	John Taylor/Phil Short (Ford Escort RS1800)	275.41
5th:	Graham Elsmore/Stuart Harrold (Ford Escort RS1800)	277.36
6th:	Drew Gallacher/David McHarg (Ford Escort RS1800)	281.27
7th:	Russell Brookes/John Brown (Ford Escort RS1800)	282.27
8th:	Charles Samson/Alec Samson (Ford Escort RS1800)	285.47
9th:	Brian Culcheth/Johnstone Syer (Opel Kadett GT/E)	291.47
10th:	Ivor Clark/Ken Wilson (Chrysler Avenger)	296.08

BOC Classic Prescott

THE BUGATTI OC holds many excellent Prescott hill-climbs during the season, the next being the Members' Summer Meeting on July 2nd, while the penultimate round of the RAC Hill-Climb Championship happens on September 2nd/3rd and the VSCC will be there, over the old shorter course, on August 5th/6th. On June 4th the 5th Classic fixture offered something on the nostalgia theme, because many of us who have known the attractive BOC venue since it opened in 1938 were enticed back, for a Cavalcade up the course, on Prescott's 40th birthday.

Those present, too many to list individually, included Cecil Clutton, CBE, who took Guy Griffiths up in the 1908 Itala, which now has a neat new body, with three spare wheels piled behind the seats, A. S. Heal, Peter Habershon who raced Maseratis, Sir Anthony Stamer, David Scott-Moncrieff, who had broken the cylinder block of the 30/98 he intended to run, the Club President Eric Giles, J. Roy Taylor, JP, Sonia Rolt, Peter Hampton, who ascended in the majesty of his magnificent white 36/220 Mercedes-Benz (MOTOR SPORT September, 1975), L. M. Ballamy in a 12/60 Alvis which preferred going forward to reversing, Jack Lemon Burton, Harold Hastings, Ted Eves, Richard Shakespeare, Jack Crowther, Bob Ansell, Rupert Instone, G. H. Symonds, J. M. P. Dowson, J. C. Byrom, George Mackie, Doc. Taylor (who was also competing), Jack Newton, Rivers Fletcher, Ron Barker and the Club President, Eric Giles. This happy Cavalcade of old-timers was opened by Ronnie Symondson, AFC, in a Bugatti, with Elsa Pomeroy as his fair passenger, and Peter Stubberfield was there, to drive his former single-seater 35B Bugatti, now owned by Frank Wall. I was driven up the hill by Peter Garnier in his immaculately-rebuilt Lancia Aprilia, surely the finest of the pre-war small saloons? This was a reminder of how I made a very good time in one of these cars at the social meeting which preceded the first Prescott hill-climb proper, but only because no-one else had been allowed to see the virgin course beforehand, whereas I had made many ascents of it in the process of reporting on this brave new venue for MOTOR SPORT. At a later meeting I entered an Aprilia but it broke an oil-pipe in practise; someone lent me another at the very last moment, but in the rain, in an unfamiliar car, I prefer to forget the time recorded ... I see from the Programme of the June 4th Meeting that, going down to look at Prescott for the first time, I averaged exactly 45 m.p.h. from Hanger Hill, Western Avenue, to Gotherington, in a Fiat Balilla saloon which would not exceed 64 m.p.h. and which had had to negotiate the then-busy towns of Uxbridge and High Wycombe en route, long before the M40 was thought of. So we didn't drive all that slowly in those days.

Entries at this Classic Meeting included many familiar VSCC cars, such as Arnold-Forster's 1912 chain-drive 5-litre Bugatti, contesting the Edwardian class with the 12-litre Itala, Llewellyn's 8-litre Bentley, the Caesar Special, the Monza Lister Jaguar, Williamson's 10½-litre V12 Delage, etc. There were many Morgan three-wheelers competing, grouped together in the orchard Paddock and, just below Ettore's field, the Bugatti competitors were similarly grouped, while a big marquee above the permanent restaurant marked the festive occasion. At lunch a signed programme was collected, to send to Raymond Mays, with congratulations on his CBE – recognition of a driver who was so frequently master of Prescott in his black ERA R4B/R4D. – W.B.



The 1908 12-litre Itala seen at Prescott's 40th Anniversary Meeting with its new body. It was the only car to run at this and the first ever Prescott hill-climb and it won an award at both. In July it celebrates its 70th birthday as a GP car.

BOC PRESCOTT (June 1978)
Provisional Results

Class A :		
1st :	G. Bibby (Morgan JAP)	66.4 sec.
2nd:	D. Andrews (Morgan JAP)	66.9 sec.
Class B :		
1st :	D. Clewley (MG TB)	57.1 sec.
2nd:	R. H. Newton (MG J2)	61.1 sec.
Class C : Sports Cars pre-1940 :		
1st :	M. Dods (AC)	60.1 sec.
Class C : Sports Cars 1945-1960 :		
1st :	M. Bowler (Frazer Nash)	57.5 sec.
2nd:	R. MacPherson (Frazer Nash)	57.5 sec.
Class D : Sports Cars pre-1940 :		
1st :	C. Jones (Riley)	57.4 sec.
Class D : Sports Cars 1945-1960 :		
1st :	T. Thompson (Triumph TR3A)	60.8 sec.
2nd:	B. Lake (Ferrari 250 SWB)	62.3 sec.
Class E : Sports Cars pre-1940 :		
1st :	D. Llewellyn (Bentley)	58.7 sec.
Class E : Sports Cars 1945-1960 :		
1st :	C. Stewart (HWM Jaguar)	55.2 sec.
2nd:	Mrs. C. Davies (HWM Alta Jaguar)	59.95 sec.
Class F :		
1st :	B. Brant (Cooper Mk. X)	52.5 sec.
2nd:	T. Cameron (Joe Pots)	52.51 sec.
Class G : Racing cars pre-1940 :		
1st :	B. Tuer (Morgan 3W)	57.0 sec.
Class G : Racing cars 1945-1960 :		
1st :	D. Andrews (Cooper JAP)	51.2 sec.
Class H :		
1st :	I. D. H. Preston (Bugatti T35BO)	56.5 sec.
Class J :		
1st :	C. Clutton (Itala)	68.1 sec.



A Frazer Nash and Crossley Ten leave a corner on the Ards circuit side by side during the 1932 Tourist Trophy race. Examples of both cars have been entered for the Golden Jubilee Celebrations this August.

The Ulster Tourist Trophy

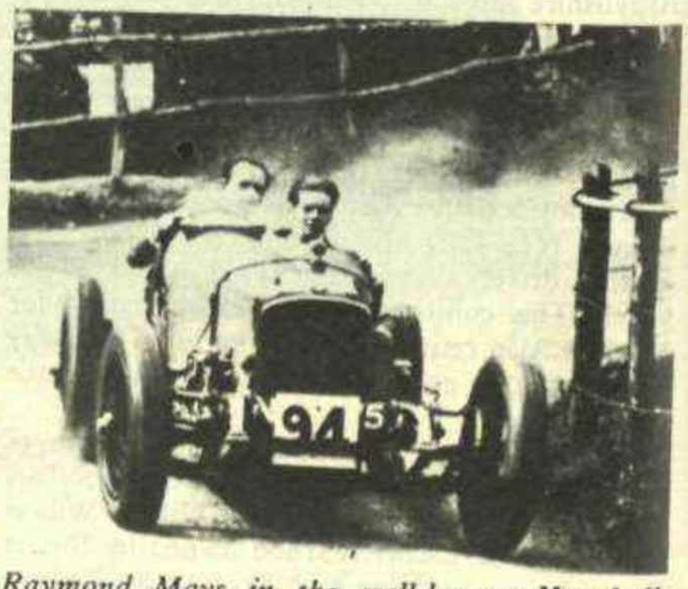
Entries for the commemorative run round the Ards TT circuit in Northern Ireland on August 19th continue to come in, the latest being a 1932 Crossley and a Brooklands Riley driven originally by S. C. H. Davis. The Ulster VCC and the Tourist Board are prepared to help with the finances for any genuine TT car travelling from England. E. R. Hall, who finished 2nd in 1934, 35 and 36 in a Derby-Bentley, has agreed to make the journey to Belfast to visit the scene of his epic drives. Further information from Michael Wylie, 17 Massey Park, Belfast, N. Ireland.

MATTERS OF MOMENT –
Continued from page 934

making the E-type Wyvern, Velox and Cresta Vauxhalls, of which more than 340,000 were produced. By the time of the Company's Golden Jubilee in 1953 the millionth vehicle had been made. The year 1957 saw the arrival of the well-known F-type Victors, of which 100,000 were turned out in the first 15 months, leading on to a total of 390,745 by 1961. In 1958 the new Parts and Accessories Depot was opened at Dunstable and the following year a new plant at Ellesmere Port was announced, by which time two-million Vauxhall and Bedford vehicles had been produced.

So the story of GM-Vauxhall success unfolds. New six-cylinder cars, the 1-litre Viva (a million made by 1971), the FD-Victors, and the rest, came to meet changing requirements among the motoring public. There were some disappointing Vauxhalls around this time, but this setback the Design Teams put behind them, aided no doubt by the 700-acre Vauxhall Proving Ground at Millbrook. Another new Service Centre had been opened at Toddington, near Dunstable, in 1967 and Vauxhall styling and research vehicles turned out, all leading to fresh impetus at Luton, where today the Research Centre operates at Chaul End, five miles away, zone-offices function at Edinburgh, Sheffield, Watford, Bristol, and in N. Ireland, and Vauxhall have a wholly-owned drop-forging subsidiary in Birmingham. All of which contributes to the present 35-model Vauxhall range, of eleven Chevette variants, nine different Vivas, nine Cavaliers if you include the two European 1300 models, and six different VX Vauxhalls, the latter, including the twin-carburetter VX 4/90 and the top-of-the-range VX2300 GLS.

Moreover, as with Ford, since the formation of Dealer Team Vauxhall in 1971 this old-established, once so-sporting make has again entered the competition-field, to dispel any notion that its cars are just stodgy family-types, successes in the fields of saloon-car racing and International rallying having proved the point; the new 2300 HS Vauxhall Chevette has been very notably confident, in the latter sport! To General Motors, Vauxhall of Luton may be only a tiny splash in a very-big bucket. But as part of the essential British Motor Industry, Vauxhall Motors is not to be under-estimated. It now employs around 33,000 people (the labour force in 1903 was about 150) and last year it sold 234,166 vehicles, representing a financial turnover of £627,500,000. So we were glad, in the merry month of May, to raise our champagne-glass and toast Vauxhall Motors of Luton. ...



Raymond Mays in the well-known Vauxhall-Villiers at Shelsley Walsh, where he made Fastest Time of the Day on no less then four occasions.

OFFICIAL TEST PROVES IT

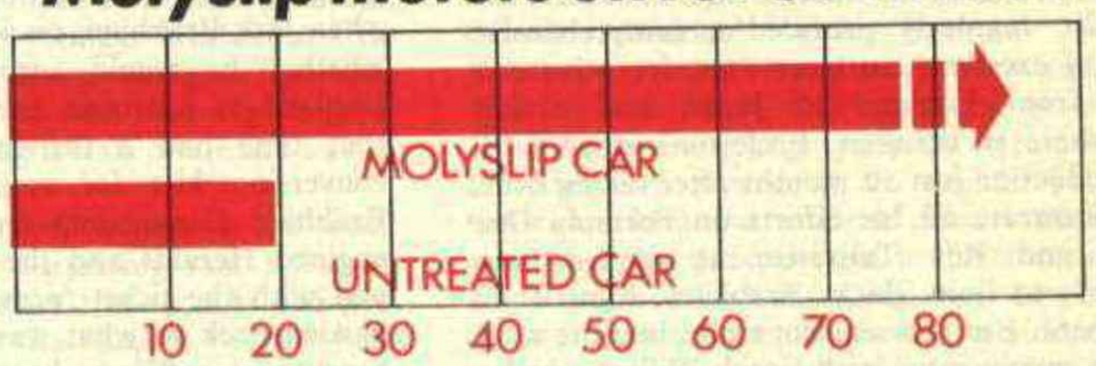
80 non-stop miles with no oil in the sump!

Dramatic proof of Molyslip's ability to protect your engine for a full 5,000 miles of hard motoring.

To prove Molyslip's massive engine protection we took 2 four year old Cortinas down to Crystal Palace racing circuit. One had been treated with Molyslip in the engine from new. Under official scrutiny we drained all the engine oil from both cars. Then drove them at speeds up to 60 mph.



Molyslip motors on for 80 miles+



After just 7 laps the untreated car ground to a halt – its big end bearings ruined. But the Molyslip car motored on, and on for another 31 laps. After 80 gruelling miles the test was stopped with the Molyslip car still running happily.

Dramatic proof of Molyslip's incredible engine protection. A tough super-slippery shield that's plated onto your engine's working surfaces, cutting down wear at critical starting and stopping periods when the oil film is incomplete.

Molyslip won't drain, wash or burn off, and will go on protecting your engine for a full 5,000 miles of hard motoring.

So if you want your engine to hold peak power and stay smooth and quiet, just add Molyslip to your oil.

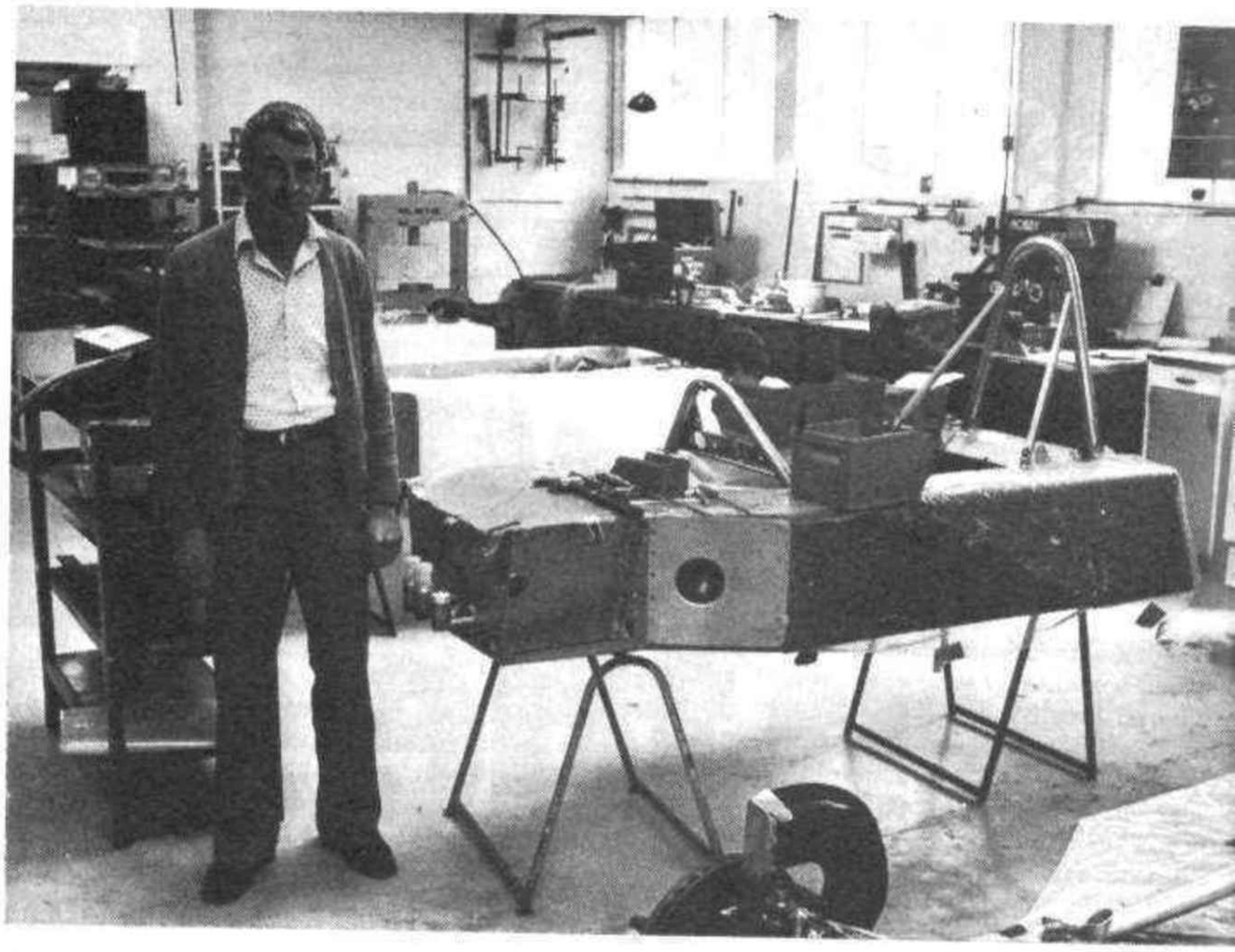
And remember, what Molyslip Red does for engines, Molyslip Green does for gear boxes.

MOLYSLIP

Plates on Protection!

Ron Tauranac and RALT Cars

Racing Car Manufacturers



Ron Tauranac stands by a half completed chassis in the spacious Ralt workshops, which have housed t company's assets since he acquired the buildings from Brabham about six months ago.

WHEN Bernie Ecclestone took over Motor Racing Developments, or Brabham as it was more commonly known, in 1971 from Ron Tauranac, it looked for a moment as though we had seen the last of the extremely talented Australian designer, who had been responsible for every single Brabham racing car up to that time. Brabhams had, for a long while, not only produced some of the finest Grand Prix cars, but had also regularly provided a comprehensive range of excellent customer cars, for privateers based from England to Japan and almost everywhere in between. Ecclestone stopped all the production just 12 months after taking over, to concentrate all his efforts on Formula One racing and Ron Tauranac, it seemed, was destined to join Jack Brabham himself in retirement. But this was not to be, because after a short involvement with Frank Williams and a year spent with Trojan, he bounced back with a vengeance to start up his own company, Ralt. And, since those final winter months of 1974, the firm has grown in leaps and bounds to establish itself as a racing car manufacturer to be reckoned with alongside March, Lola and Chevron.

So far this season, a total of 42 cars have been sold. From the beginning the initial design, penned by Tauranac, the RT1, has been constantly up-dated and developed and this chassis is now available in Formula Two, Formula Atlantic, Formula Three, Formula Super Vee and American Formula C trim. The most expensive chassis, the Formula Two, retails as a rolling chassis for £10,000, the Atlantic at £8,750 and the Formula Three at £7,500; prices which compare favourably with those of the rival manufacturers.

But the Ralt story, in essence, started not in deepest Surrey at the back end of 1974, but some 30 years ago in Australia. The first Ralt cars were built just after the war in Sydney where Ron lived. In the beginning he built a 500-c.c. car for himself to race followed by a sports car for his brother Austin, who, incidentally, still resides in Sydney where he recently sold road cars with Jack Brabham for a time. Ralt number three was another 500-c.c. single-seater, this being an improved version of the first chassis and, after having sold that first car, in which Ron had been quite successful both in hill-climbs and on the circuits, he decided to lay down a batch of five or six "customer" cars, for sale. He had just completed the construction of the fourth model when Jack Brabham, on a visit home, asked Ron whether he would accompany him back to England to construct racing cars. Brabham at that time had a thriving business preparing conversion kits for road car engines called Brabham Conversions (remember the Climax-engined Heralds and the like?). Ron accepted, and with the ticket (provided by Brabham) he headed back to what was really his homeland, because he had been born in England 34 years earlier, his parents having taken him to Australia before he was even aware of what countries actually were. His first work for Brabham was at a sports car race in America, and this was followed by a Formula Two event in Belgium. It was after this last meeting that the Tauranac family arrived in Britain, complete with belongings, on the boat which Ron "had loaded them onto" just before he himself left Australia.

Hard work wasn't something new to Ron and he soon settled into a full working day, and sometimes night, at Brabham's garage, finding time on his "spare" evenings to start the design of what was to be the first Brabham racing car, a Formula Junior, destined for Australian Gavin Youl. "Armed with a hacksaw and a few other tools, I built the car in a tiny little shed in Wimbledon, sometimes working well into the early hours to get it finished as soon as possible." Thus was the first ever Brabham born. It was christened the MRD, but all subsequent models bore the initals BT – BT standing for Brabham/Tauranac. The now legendary Brabham/Tauranac partnership lasted for many, many successful years and it would be pointless to relate it all here, but when the 1969 season was under way, Tauranac bought out his friend's share of the business and at the end of the following season, Brabham retired from racing, leaving Ron with the company. He continued for just one more year at the head of the organisation, and at the end of 1971 Brabham present-day owner, Bernie Ecclestone, moved and bought Ron's shares. Tauranac's interes however, seemed to be waning and he actual got to the stage where he was employin "outside" designers to come in and work unde him and design the cars that were to be offered that particular season's range. Eccleston however, soon decided, as sales plummeted, t concentrate all the company's efforts on Gran Prix racing and all other Brabham productio ceased at the end of the 1973 season, althoug spares were still made available for people wit Brabham production cars. It was at this time tha Tauranac amicably parted ways with th Brabham organisation.

Ron by now had already been back home wit his family, "to have a look around", but o finding himself with nothing to do for a change he quickly returned to England, deciding tha retirement was out, for the time being anyway When he got back, he accepted an offer to work with his friend Frank Williams, as an adviser Frank was using March Grand Prix cars. But by the time the slow-arriving Len Bailey-designed Politoys project appeared mid-way through the season, Ron had already commenced work at Trojan after having been asked by Trojan's Peter Agg to work as a consultant on the many McLaren M21 Formula Two chassis that Agg had taken delivery of. It had been decided that they should all be converted into Formula 5000 cars. The chassis had gone quite quickly in Formula Two in the hands of Jody Scheckter and when some modifications had been carried out and a 5-litre block inserted, the car proved to be far from slow, with Scheckter mopping up in the lucrative American championship, while the many models raced in the British series also proved fast in the hands of people like Bob Evans, Keith Holland and, on one or two occasions, John Watson. It was promptly agreed to build a follow up, and at the start of 1974, the Formula 5000 T102 appeared. But,

unfortunately, it was the only one that ever appeared, because as the petrol crisis loomed it was decided to shelve the project and the initial idea of building half a dozen cars was scrapped. The Formula One derivative, the T103, raced in the European Grands Prix, but failed to show anything like the form that previous Tauranac-designed Formula One cars had shown, due to a total lack of testing and a small budget – on which they worked wonders! Tim Schenken rarely finished competitively with the red and white car, although he only once failed to qualify it in what was a very "busy" Grand Prix season. When the year finally wound up, Tauranac began to think again of retirement.

It was on one of his "idle" days that he began to think of something to do with his time once again and he remembered a young, bespectacled Aussie by the name of Larry Perkins, who had pulled up outside his home one afternoon with a rather tatty Formula Three GRD which he was using in races all over Europe.

"I put in a few rivets for the lad and gave him some helpful advice and I had often thought that it would be nice to provide him with something really competitive to race, so I decided to design a chassis which he and his mechanic could build up themselves." And so, during the final months of 1974 Ron Tauranac made up his mind to re-establish Ralt racing cars. He sat down and began to design what would be "a simple, easy to maintain, yet competitive racing car, one which could be updated, modified and redeveloped as the years wore on." And that he did.

It was not long before word spread that Ron Tauranac was going to be back in business in the near future, and one of those to hear was Alain Fenn, who had previously worked with Ron at Motor Racing Developments. When Fenn heard the news he jumped on an aeroplane and headed to England from the States, where he had been working for Fred Opert, to join Ron and then the ball really started rolling. In the beginning their evenings would be spent at Ron's house, where Ron himself could be found upstairs designing and drawing, while Alain would be downstairs occupying the telephone, ordering parts and trying to find somewhere to build the cars and house all the bits and pieces. They eventually came across premises in Snelgar Road in Woking and it was from there that the first cars were



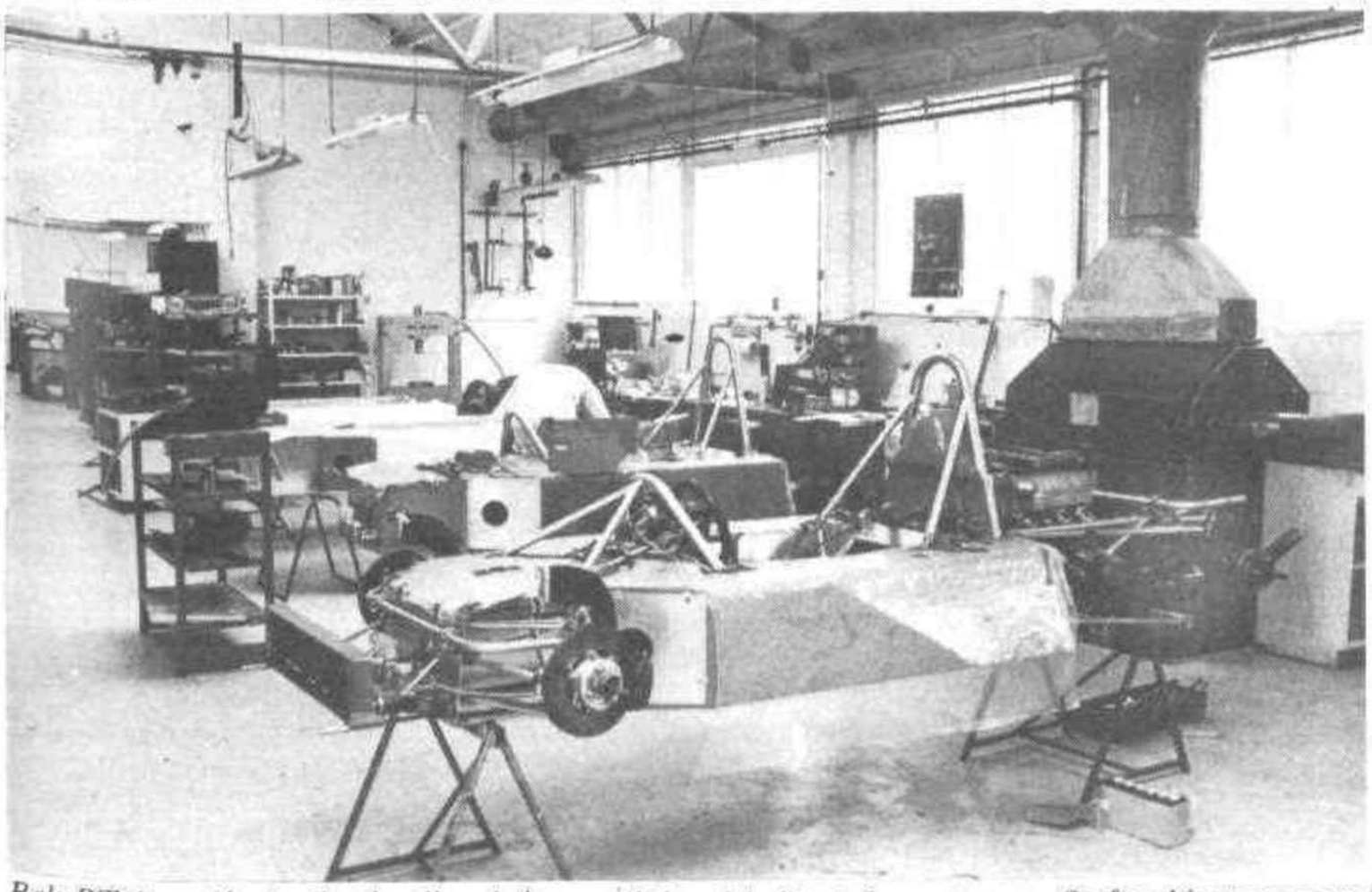
American youngster Eddie Cheever raced a Ralt Formula Two car in the European championship in late 1976 and throughout 1977 under the Ron Dennis project Four banner.

produced. As planned the first chassis was for Larry Perkins, while the others from the initial batch of five went to the Italian Roberto Marazzi, through Ralt's agent in Italy Chuck McCarty, who, having great confidence in Ron, had agreed almost immediately to have one of his new designs, to Swede Ulf Svensson, who like McCarty, had bought Brabhams for many seasons and was very pro-Ron Tauranac, to Terry Perkins, Larry's younger brother, and to John MacDonald in Hong Kong. That first season the Woking-based manufacturers built a total of 10 cars, utilising a staff of around half a dozen.

The car received "rave" notices in the press abroad and it wasn't surprising that a lot of orders were placed before the 1976 season got under way. The fact that Larry Perkins had come away with the European Formula Three championship with his works-loaned car obviously helped enormously. Out of the 10 cars built in the first season, four were Formula Three cars while there were three Formula Two and Formula Atlantic cars that were produced. All of them were still designated Ralt RT1s, despite the slight differences in design brought about because of the different engines, and the RT1 shape was carried through into 1976, when once again Formula Two, Formula Atlantic and Formula Three cars were built. By this time Ron had extra foreign agents in Brian Robertson (North America) and Bertram Schafer (Germany). As more and more work was being done at the firm's tiny premises, it became obvious that new, larger premises were needed if the company was going to expand properly. Quite a substantial amount of new machinery and plant also added weight to the need to move elsewhere, but first of all Ralt had to get their cars out to the waiting customers on time, so they stayed put and produced 30 of the updated RT1s for the 1976 season.

The majority of these were Formula Three cars, but towards the end of the year Ron Dennis, who had previously run Formula Two Marches, switched to Ralt and young American Eddie Cheever raced the car, making enough of an impression in it to persuade Dennis, who had at one time worked with Tauranac at Brabhams, to run a three-car team of Ralt-BMWs in the formula for the following season, with Cheever, Ingo Hoffman and, occasionally, Hans Stuck as the drivers.

Tauranac had obviously lost none of his design talent from the Brabham days, and in the RT1 he had a very good car. Not long after Dennis had made his intentions clear as to what he would be running in 1977, Ferrari announced that they would be returning to the Formula with their V6 Dino engine, and Ron was requested to modify the RT1 so that the "tall" engine could be fitted to two of his chassis for the Italian Minardi team to run. Things were really looking up now and with a host of orders for Formula Three cars, the money started to come rolling in. This, in view of the successes the car had had, and the prices being asked by Ralt for the rolling chassis, compared to the more (and in some cases much more) expensive cars from other manufacturers, wasn't really too surprising. Indeed, it would be true to say that the Ralt cars had ironically filled the vacant gap in the market



Ralt RT1's on the production line, being readied and built up for customers. So far this year around thirty cars have been sold.



At the Monaco Formula Three race at the start of May, Nelson Piquet's Ralt leads a similar car around the Rascasse Hairpin.

left by Motor Racing Developments when Ecclestone stopped the production of customer cars.

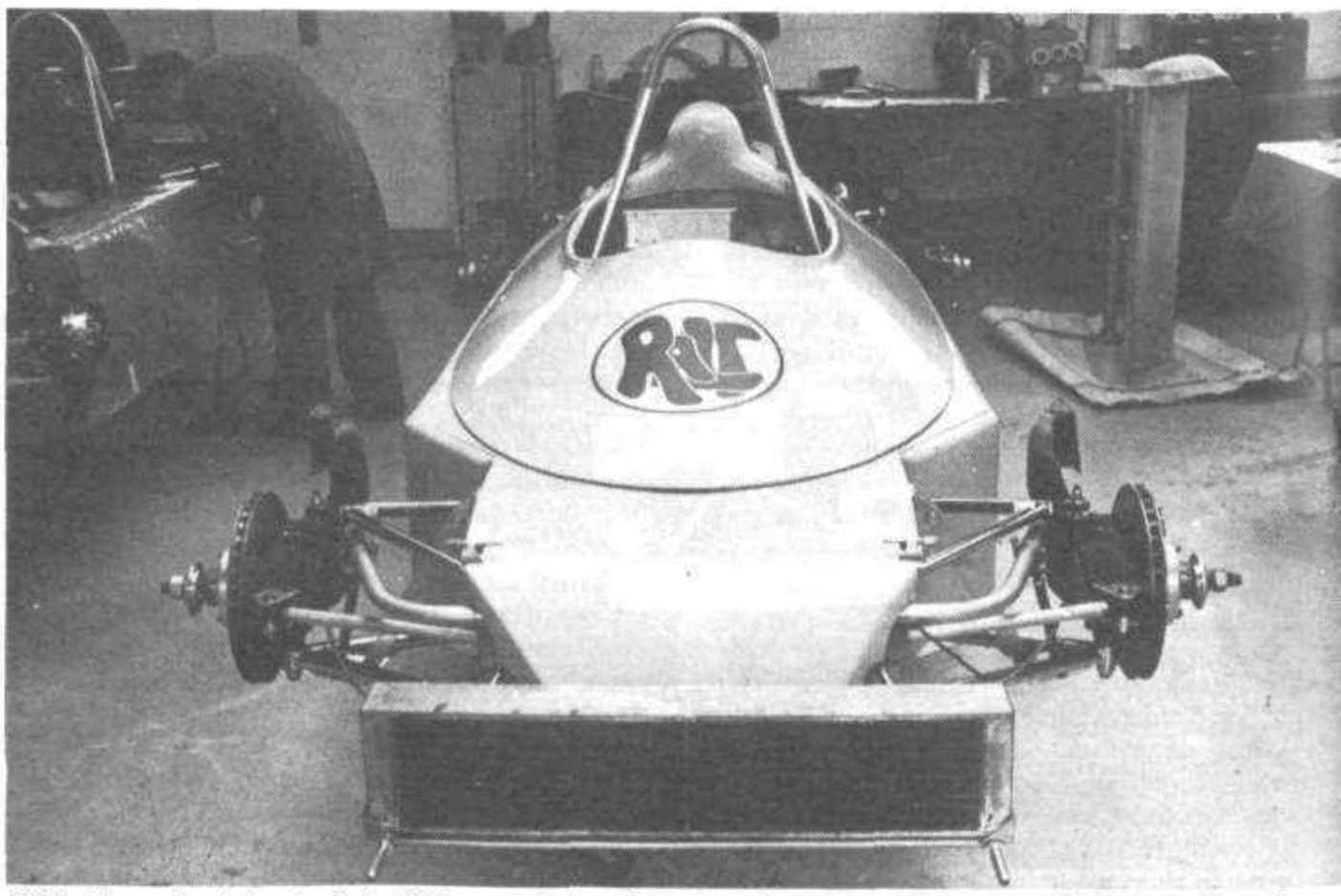
Last season Ralt had their most successful year in terms of overall sales and results on the race tracks, selling a grand total of 41 cars, while the Tauranac-designed chassis took second and seventh places in the European F2 championship with Eddie Cheever and Ingo Hoffman, the former scoring the first championship Formula Two win for Ralt at Rouen as well as finishing second behind Jochen Mass's works March at the Nurburgring. The Ferrari-engined Ralts never really went well, more probably due to the fact that the engines were unmodified, unlike those that appeared in a Chevron which had different installation and a shallower sump. The car did, however, show well on one occasion, at Misano, when Formula Three "hot-shoe" Elio de Angelis was conducting the car. But the Italians seemed to want to concentrate on the Chevron so the potential shown at Misano was never fully realised. In Formula Three the most successful cars were those of Swede Anders Olofsson, Brazilian Nelson Piquet, Jack Brabham's son Geoffrey and de Angelis. Ralt were also well represented in the North American Formula Atlantic series, with Bertil Roos amongst their drivers.

At the end of the season, Tauranac up-rooted the factory in Snelgar Road and moved everything down to the newly vacated Brabham workshops in New Haw near Weybridge. And it is here that Ralt currently reside and will most likely do so for quite some time. Most of the work needed to produce the cars is done "at home", so to speak, but some of it is shipped out to specialist firms like Arch Motors (for the fabrication of monocoques), Protoco (for fibreglass) and other smaller companies for the various sundry items that are needed to build up modern-day racing cars.

Presently there are approximately 15 people employed at the new factory, this figure not including the numerous drivers who appear regularly to work on their own respective cars. Tauranac is pleased with his new workshops: "In fact we've got everything we need here, offices, design quarters, a machine shop, a production floor, and various other small buildings that house Formula Three cars that belong to privateers like Nelson Piquet, Geoffrey Brabham, Rob Wilson and so on. It makes the old place look like a toy shop." Piquet, along with Britain's Derek Warwick, has headed the Ralt Formula Three challenge this season in this country, while overseas, drivers like Dutchman Jan Lammers have carried the flag. This year's Ralt, still known as the RT1, despite its differences from its 1977 predecessor, in terms of modifications and improvements, hasn't sold quite as well as in 1977 up to now, but that isn't to say that sales have dropped dramatically. There are only a few new cars in F2, the reason for this being that the Minardi team elected to run their Ferrari units in Chevrons and Ron Dennis decided to use Marches because of BMW's involvement with his drivers, Eddie Cheever and Ingo Hoffmann. But German Super Vee ace Axel Plankenhorn has already shown that the car is far from uncompetitive, as did Larry Perkins, when he drove the car in the opening Formula Two race at Thruxton. This season has also seen the Super Vee variant come good on the Continent in the hands of Kenneth Persson and especially in the States where a Ralt currently leads the championship. But by far the most unusual Ralt this season is the one that will compete in the Citicorp Can-Am Challenge with American Tony Cicale at the wheel. This car which is basically a Formula Two chassis, hasn't actually been built up by Ralt themselves but by the driver in question. In fact, Tauranac hasn't any real plans to build sports cars at the moment, although he freely admits that it is a possibility in the future, should the market so dictate. Staying in North America, Ralt's leading Atlantic driver this year is the experienced Bobby Rahal, who can be relied upon to go well.

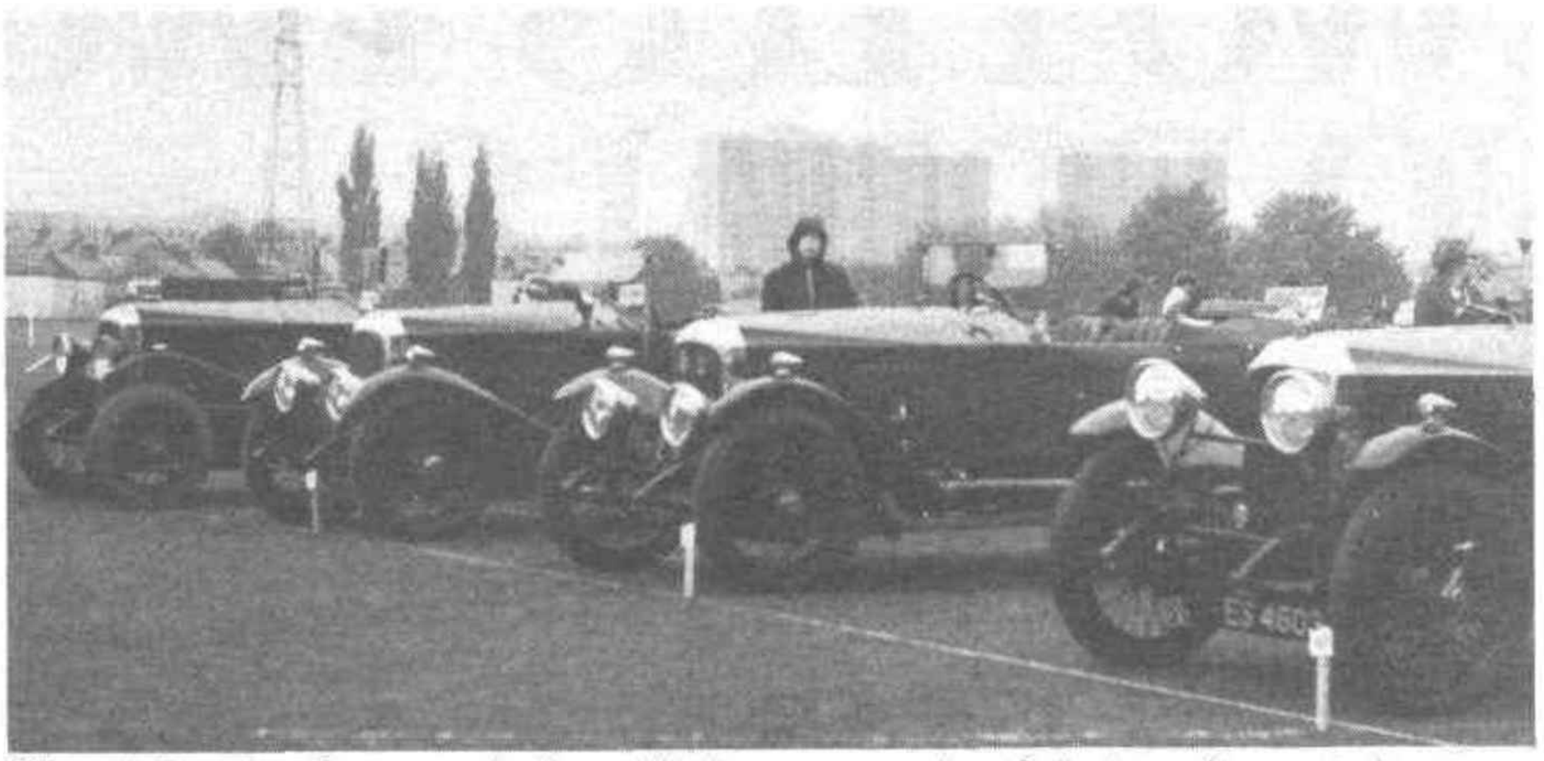
One subject that we haven't touched upon as yet though is the possibility of a Formula One Ralt. Many thought that when Ron started building cars once more that a Formula One chassis was likely to be a certainty. However, this hasn't been so. At one stage rumours were rife that a car would be built up for Australian Alan Jones to drive, with the backing of Hong Kong businessman Teddy Yip and this car did in fact materialise, this chassis being the car that Keijo Rosberg took to victory in the ridiculous Silverstone International Trophy, labelled the Theodore (after Teddy Yip) and designed by Tauranac, with later extra design work from Len Bailey. But Tauranac hasn't any immediate ambition to get back into Grand Prix racing although he did freely admit that if the Aurora AFX British Formula One championship was a bit better supported, then he would give serious consideration to running a car for somebody, although not a works car – "we don't want to run any works cars at the moment."

But thinking realistically, it is difficult to believe that Ron Tauranac, after all his Formula One achievements at Brabham, won't eventually build a Ralt Grand Prix car. He has reached the point where he now has a chassis which is super competitive in every formula for which it was designed and when you consider his statement "I've never built cars to make money, I've only ever wanted to prove my mechanical abilities to be better than those of anybody else," you realise that Formula One must surely be a natural progression. Only time will tell. – M.C.S.



This Formula Atlantic Ralt RT1 was shipped to America while we were at the Weylock works.

The Vauxhall Assembly at Luton



The 30/98 park at Luton, resplendent with about 25 examples of the finest vintage sports car.

AS REPORTED elsewhere in this issue of MOTOR SPORT, Vauxhall Motors Ltd. celebrated their 75th Anniversary with a party at Luton on May 21st, at which the largest collection of Vauxhall cars representative of this period ever brought together was assembled at the Vauxhall Motors' Sports Ground. There isn't space for a full report of this auspicious occasion but I cannot let it pass without some coverage – although I note that another such "gathering of the flutes" is due to happen in the year 2003....

I looked first, naturally, at the 30/98 park, for this Vauxhall model is undoubtedly the finest of all vintage sports cars. Only about 25 had been invited, because the intention was to spread the display over the full 75 years of Vauxhall production but, as David Marsh said in his speech at the luncheon, many more could have come had they been wanted – there was plenty of room for them. Those assembled were mostly cars well-known to the VSCC. Milligan's OE Velox had come down from Norfolk, its original under-bonnet jack still in evidence after more than 300,000 miles. Quartermaine presented the E/OE model he races, with enormous Voisin front brakes, and Cameron Millar's blue Wensum had a VSCC badge neatly forming the centre of its mudguard-bracing stays. There was the replica Velox now owned by P. L. Morgan, behind which Jack Moor used to tow his GN "Wasp", Mike Bullett's hydraulic-braked OE Velox, David Marsh's rebuilt Velox, blue with alloy bonnet, which was once a saloon, Palmer's ex-Plowman OE Special two-seater with a huge power-bulge on its bonnet, a car that has covered over 100 miles in the hour at Montlhery (not merely "hit 100 mph", as the programme had it), Parker's very smart grey Wensum, said to have been raced at Brooklands by Major Cole (this I don't recollect – perhaps it ran in High Speed Trials?), and Stollen's yellow Wensum, bought in Eire last year.



A splendid Vauxhall Cadet.

One of the nicest 30/98s present was Dr. Barnard's 1924 low-radiator Velox, rebuilt from "a bag of bolts" and now resplendent with engine-turned dashboard and on 880 x 120 tyres – no wonder it gained the prize in this section (a Griffin mascot, suitably mounted). Almost equally pleasing was Buckley's 1920 E-type Grosvenor-bodied two-seater. Streeter had brought his very nice ex-Lord Doune 1922 E-type, once enmeshed in the Sword collection, Jeddere-Fisher came, complete with wife and black labrador, in his well-known car of the same age and type, and Bunty Scott-Moncrieff had his 1924 OE Special present, which he still races, notable for a central gear-change, Dunlop Racing tyres, and many tins of Duckhams oil in the tonneau.

The less-ancient Vauxhalls made a great display. One has tended to think of them as undistinguished tinwear but Ron Shier, Secretary of the Vauxhall OC, has shown that these cars are just as diverse and interesting as any others. My eye was drawn immediately to his 1938 25-h.p. GY Martin Walter cabriolet, in cream, with matching wheels and one of those hoods that furl like those on typical German drophead bodies of this period. It reminded me that when I motored in a Morris Eight through the night to report the sand-races at Southport for MOTOR SPORT before the war, and back again through the next night (no lolly for hotels in those days!) we had some spare passes and stopped, naturally, to offer one to a girl who was walking towards the beach. After the racing we told her we intended to eat before our nocturnal return journey to London, inviting her to join us. We were considerably shaken when she accepted but said she must first collect her car – which turned out to be a similar cream Vauxhall drophead, but on a smaller h.p. chassis, I think.

To return to Luton 78, Gillham's 1930 DX Mk. 2 14-h.p. saloon was in nice "everyday" order, Mullen had a 1936 DY 12-h.p. with a Wingham cabriolet door-pillarless body (not a "pillowless" body, as a pre-war MOTOR SPORT tester once wrote, of a similarly-bodied Bianchi), another open Vauxhall was Forrest's 1935 DX 14-h.p. Airline Sports, Tony Hull produced a fine slab of Vauxhall in the form of his 1939 GY 25-h.p. saloon, Horn's 1935 DX Mk. 1 had its h.t. leads carefully spaced out, Brown's 1939 H-type Ten carried many plaques, Whittaker's 1934 ASY Light Six had its Tickford hood neatly furled, Butter came in an ASX Stratford Sports, Mackenzie's 1951 L-type Velox reminded me of a past MOTOR SPORT road-test (yes, really!) and all the way from Holland was a 1933 VX Cadet with smart Denton d.h. body, in cream and red.

There were two 20/60 Hurlingham sports models, on down to a 1964 HA Viva which has done 80,000 miles on its original engine in its original owner's care. Kilby's 1932 VY, claimed to be Britain's first car with a synchromesh gearbox, boasted window blinds, Jones' 1951 L-type Velox is (I expect) awaiting restoration, and very impressive were two 1939 GL 25-h.p. Grosvenor limousines, Cyril Smith's a car once owned by the Marchioness of Lansdown (her crest is on the doors) and rebuilt after being gutted in a fire, and Douglas Sharp's still doing a little hire-car work in Portsmouth. Both have leather upholstery in front, Bedford cloth in the parlour, and wind-up glass partitions. Malcolm Marsh's was similar but a year younger, without the partition and with leather upholstery throughout. Davey's 1938 12-6 was given a reconditioned 14-6 engine in 1960; it had come all the way from Cornwall, adding to its 398,000 miles. In terms of long-mileage, the Five-Nines Club had three entries, of which a 1953 E-type Vauxhall Velox claimed 347,500 miles, on the original engine. Another prize was awarded in this section, of a more modern Vauxhall mascot on a plinth – it went to Mr. and Mrs. Whittaker's 1934 Light-Six Tickford saloon, judged the nicest car present, on a practical rather than a beauty, aspect.

That was all I had time for before lunch was served. In the tastefully-arranged marquee was the 1903 Vauxhall lent by the Science Museum, so this really was a full-representative display. The veteran was offset by some Vauxhall Styling Research vehicles and out in the field were all the veteran/vintage cars the Company owns (most of which I have driven), from the 1904 6 h.p. to their 1926 30/98, and embracing the famous Prince Henry and war-time 25-h.p. tourers, and a fine 1923 back-braked 23/60 tourer, the latter supplemented by Sharp's 1924 23/60 with those kidney-box front brakes. In curious contrast were the modern racing and rally Vauxhalls, DTV's racing Firenza "Old Nail", Gerry Marshall's "Spa" Magnum 2300, the saloon-racing "Baby Bertha", a Rally Chevette 2300 HS, and Gerry Marshall's own (130 m.p.h. they say) road-going Chevette 2300 HS Special.

A formidable display indeed, from which I was privileged to drive effortlessly and rapidly away in a road-test Vauxhall Chevette 2300 HS saloon, its engine possessing twin-overhead-camshafts actuating four-valves-per-cylinder, as in the 1922 TT Vauxhall racing cars. – W.B.

TWO PLUS TWO WITH NO EQUALS.



The Beta Coupé Range: Beta Coupé 1300 – £3,760.38*.
Beta Coupé 1600 (as illustrated) – £4,375.80*. Beta Coupé 2000 – £4,788.81*.

If, like most Englishmen, you have an eye for a sleek Italian shape, you've probably wondered whether Lancia's Beta Coupé could possibly be as good as it looks. The short answer is as follows.

It is.

In the first place, its performance is just as wolfish as its appearance. The 1600cc twin overhead cam engine of the Beta 1600 Coupé gives it a top speed of around 112mph and quite startling pace through the five speed gearbox.

There are also 2000cc and 1300cc versions which are, respectively, a little faster and a little slower.

Handling is more than equal to the performance. There's front wheel drive and all-round independent suspension for limpet-like cornering. And servo-assisted 4-wheel disc braking for exceptional stopping power.

Inside however, the Beta Coupé is the very opposite of the hairy chested sports car.

There are contoured seats covered with comfortable cloth upholstery and built-in headrests at the front. Soft fitted carpets over every inch of floor. An efficient heating and ventilation system. Inertia reel seat belts as standard.

And there's a full complement of instruments, including electronic rev counter, oil level, oil pressure and oil temperature gauges.

The Beta Coupé also has several hidden benefits. Like a rigid steel passenger safety cocoon, with front and rear sections designed to absorb accident impacts. And under-body sealing and interbody cavity injection to fight off corrosion. Plus a 12-month unlimited mileage guarantee.

So if you're looking for a lot of pace, a lot of performance, a lot of luxury, a lot of safety and a lot of envy, take a look at a Lancia Beta Coupé.

No two plus two adds up to more of a car.

LANCIA

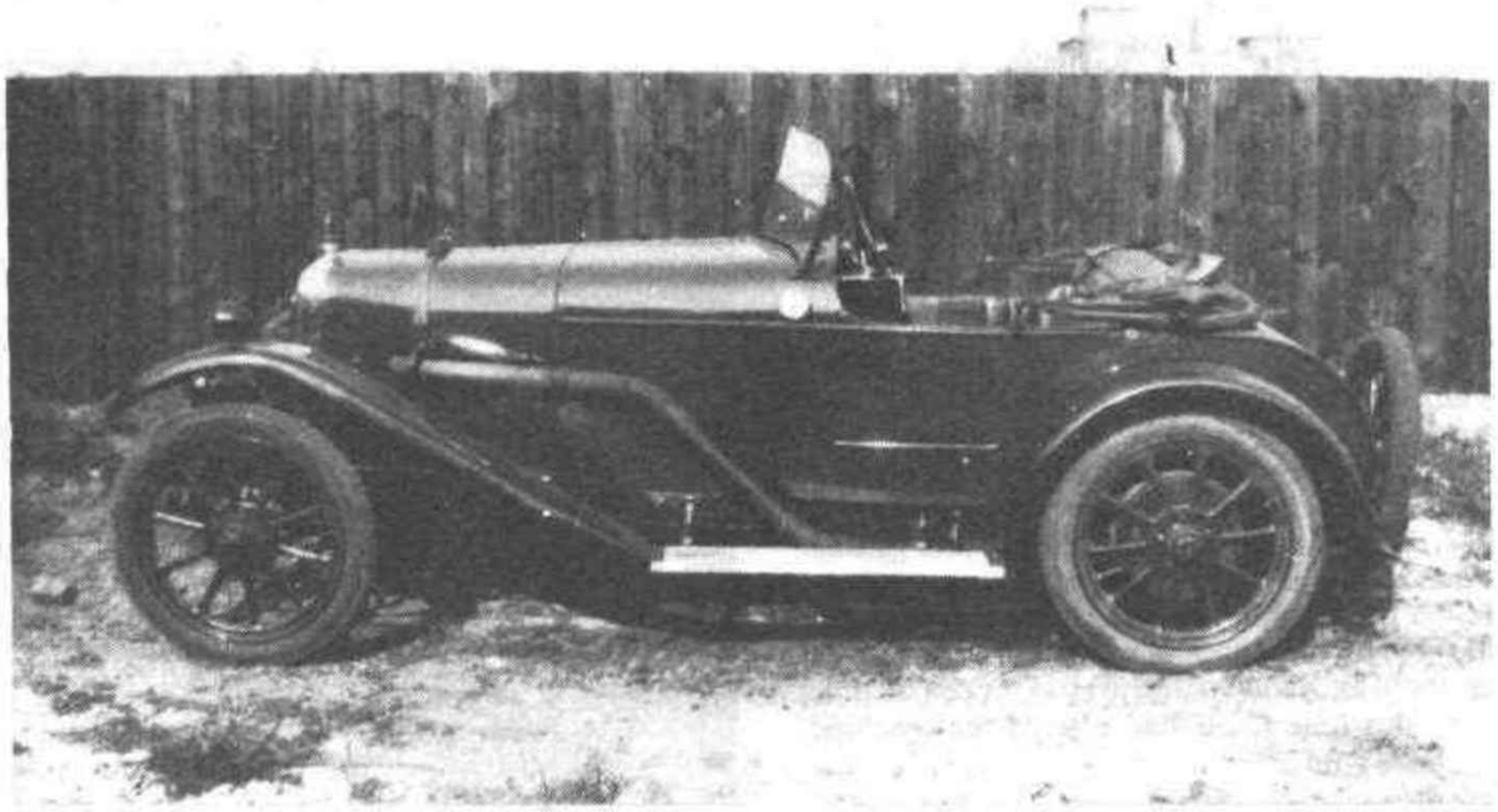
The most Italian car.

Lancia (England) Ltd., Alperton, Middlesex. Tel: 01-998 5355 (24-hour sales enquiry service).

*Prices include VAT at 8% and car tax, inertia reel seatbelts and delivery charges (UK mainland), but exclude number plates.
Prices* of other Lancia ranges start at: Beta Saloons – £3,292.38; Beta HPE (High Performance Estate) – £5,025.15; Beta Spyders – £4,959.63. The Beta Monte-Carlo costs £5,927.22.
Personal Export: If you are eligible to purchase a Lancia free of taxes, contact our Export Department.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS



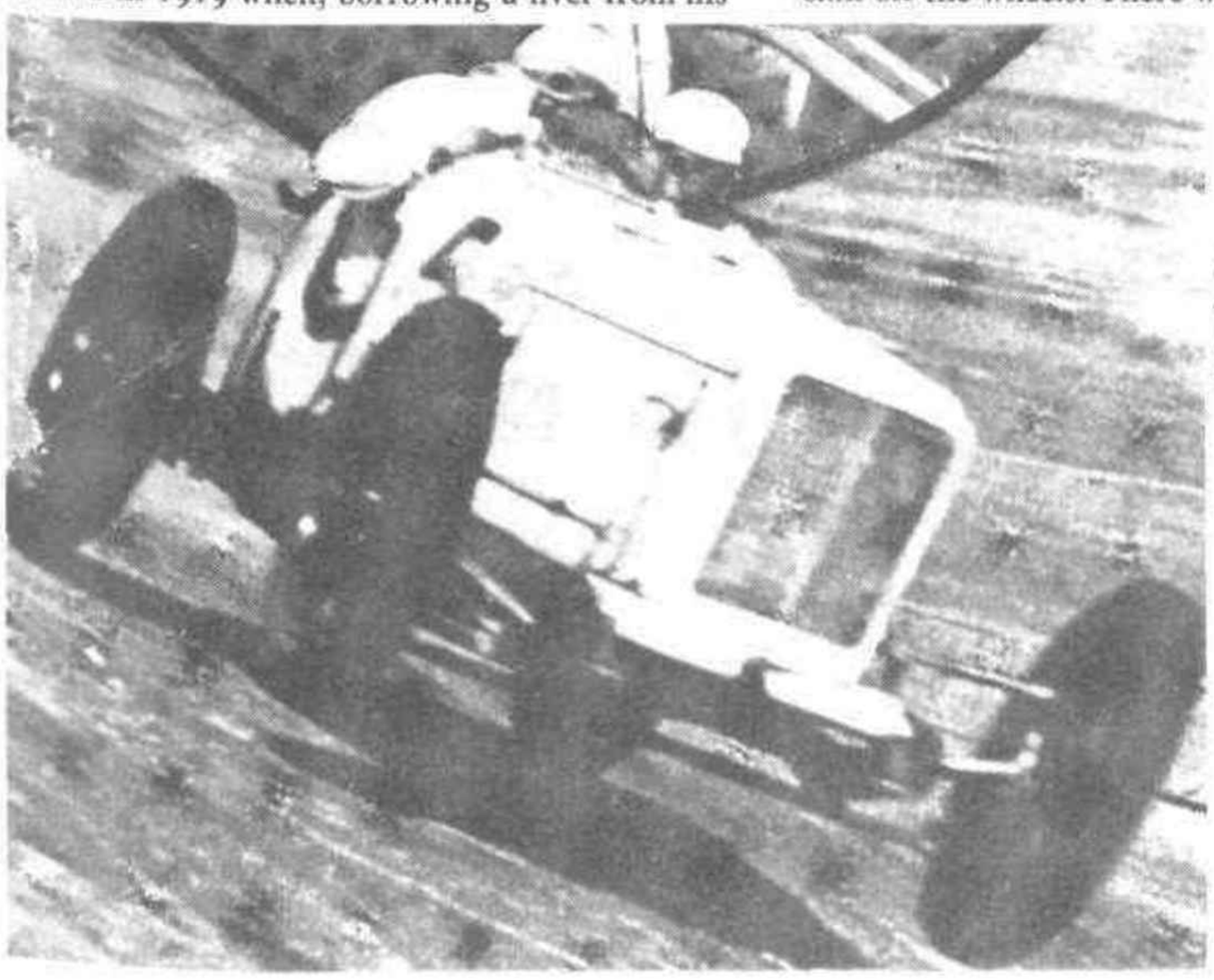
The well-known racing Aston Martin "Bunny" after it finished racing was used on the road by R. Dallas Brett OBE, whose "Cars I have Owned" article we hope to publish next month.

A chat with E. L Bouts

FINDING MYSELF in Wolverhampton – one-time home of "The Sunbeam" – the other day I parked the Rover 3500 in a cul-de-sac (to the apparent disgust of a local resident!) and crossed the busy road to the very-smart, up-to-date premises of Bouts Motors, in Merridale Lane, to have a chat with the old Brooklands' driver, Ernest Leslie Bouts. In post-war years Bouts had been well known as an Alfa Romeo dealer, his son looking after the service side of a flourishing business, which to date has sold some 3,000 Alfa Romeos, used to deal in Volvos, and until recently was also selling BMWs. They are proud of their prompt dispatch of spare parts, using the nearby Airport when this is expedient. Bouts still drives an Alfa Romeo saloon in a manner that befits an ex-racing driver. But although we have a great respect for this make at Standard House, it was the former Brooklands' days I intended to chat about.

That this would be easy was apparent from the scale model of a 2-litre GP Sunbeam, about six-inches long, on Mr. Bouts' desk, and a big framed photograph on his office wall, showing him in action in one of these cars on the Brooklands' banking. Aged 75, the subject of my pause in the busy city is smartly-dressed, looks very fit, and explains that he keeps the garden at his Wolverhampton house in trim, as a means of exercise. His connection with motor transport started in 1919 when, borrowing a fiver from his father, he began to trade in ex-WD vehicles, motorcycles at first, finding this more amusing than his apprenticeship to the Printing Trade, which he had started at the age of 13, earning 2d. (-1p) an hour. His own mount at the time was a TT Rudge.

This trading carried many risks but some plums – as when the young Bouts bought an American Mack truck for £95 and sold it for £1,050 a few days later. During the war his brother, who was in the Army, drove one of these Macks, used for aerodrome-building at Bicester. When the bottom fell out of this kind of buying and selling Bouts and his brother started an ambitious Transport business, running regular services from their home town of Ilford, to the North. Bouts drove himself at first, carrying miscellaneous loads with a Y-type sleeve-valve Daimler. All manner of makes were used on these pioneer long-distance haulage services but eventually Bouts opted for ex-WD Leylands. He can still show you picture-postcards of these, including a fine solid-tyred Leyland articulated van, inscribed "BOUTS BROS., London-Manchester Daily Services", a big petrol tank over the cab assisting in these long runs. They ran 16 services a night, at their peak. Power petrol was used and Bouts recalls that the solid tyres gave as much trouble as the later pneumatics, as they would peel like a banana skin off the wheels. There was also a period when Dunlop's used a faulty rubber mix (I seem to remember this affecting private-car tyres as well – does anyone recall this?) so that pneumatic tyres would burst with a loud report, sending up clouds of dust, in 20 miles or so! Bouts remembers that the best tyres at this time were the French Bergougnan, made in this country. Incidentally, he tells of how one of his lengthened box-vans, on a Leyland solid-tyred chassis, was the pride of the fleet, as it had a very nice dovetailed wood-slatted body – that is, until its second day out, when a 5-ton Foden steam-waggon scraped all down one side of it. When Bouts remonstrated with the driver he said "Don't worry, Guv., I took the side out of a London 'bus yesterday" – "You had to admire his sense of humour", says Bouts philosophically.



E. L. Bouts on the Brooklands Banking in his 2-litre Grand Prix Sunbeam.

It was tyre problems with his vans that brought Bouts into motor racing. Kaye Don, who was with Avon's, supplied him with tyres and introduced Bouts to Brooklands. By 1928, when the transport fleet numbered 50 vehicles and he was buying new QH2s from Leyland's, he decided to race himself. He paid Kaye Don £240 for his successful, if dangerous, 1919 5-litre Indianapolis Sunbeam. Today Bouts has no pictures of this car but I remember it very well, because it was one of the first racing cars I photographed, with my Box Brownie camera, when I accompanied my mother and her sister to Brooklands in a hired 14 h.p. cream Armstrong Siddeley landaulette for Saturday practice before the 1929 Easter Meeting. The ladies had wanted a little run out into the country from S. London, and I had immediately suggested Weybridge! What is more, we easily persuaded the young driver that he should take us for a flip round the Track. So, after paying ten-bob, off we went, keeping well to the left while racing cars, including Bouts' red 5-litre Sunbeam, went roaring past – but not for long, because even at 50 m.p.h. the tyres didn't like it and our hire-car chauffeur was soon mending one or more punctures. I had that photograph enlarged and for a long time it was among my most prized possessions. I wish I had it now, to give to E.L.B....

The 5-litre Sunbeam was serviced by T & T's at the Track, with some work done on it by Bouts and his friends. It was driven for Bouts by other drivers, including Jack Dunfee and Kaye Don. (There was another 5-litre Indianapolis Sunbeam at Brooklands, the ex-Segrave car bought by W. B. Scott from Phil Paddon, driven by Oliver Bertram in a sprint event, and sold by Scott to his friend Armstrong Payn, who put a Martin Walter fabric body on it. (Alaistair Miller and

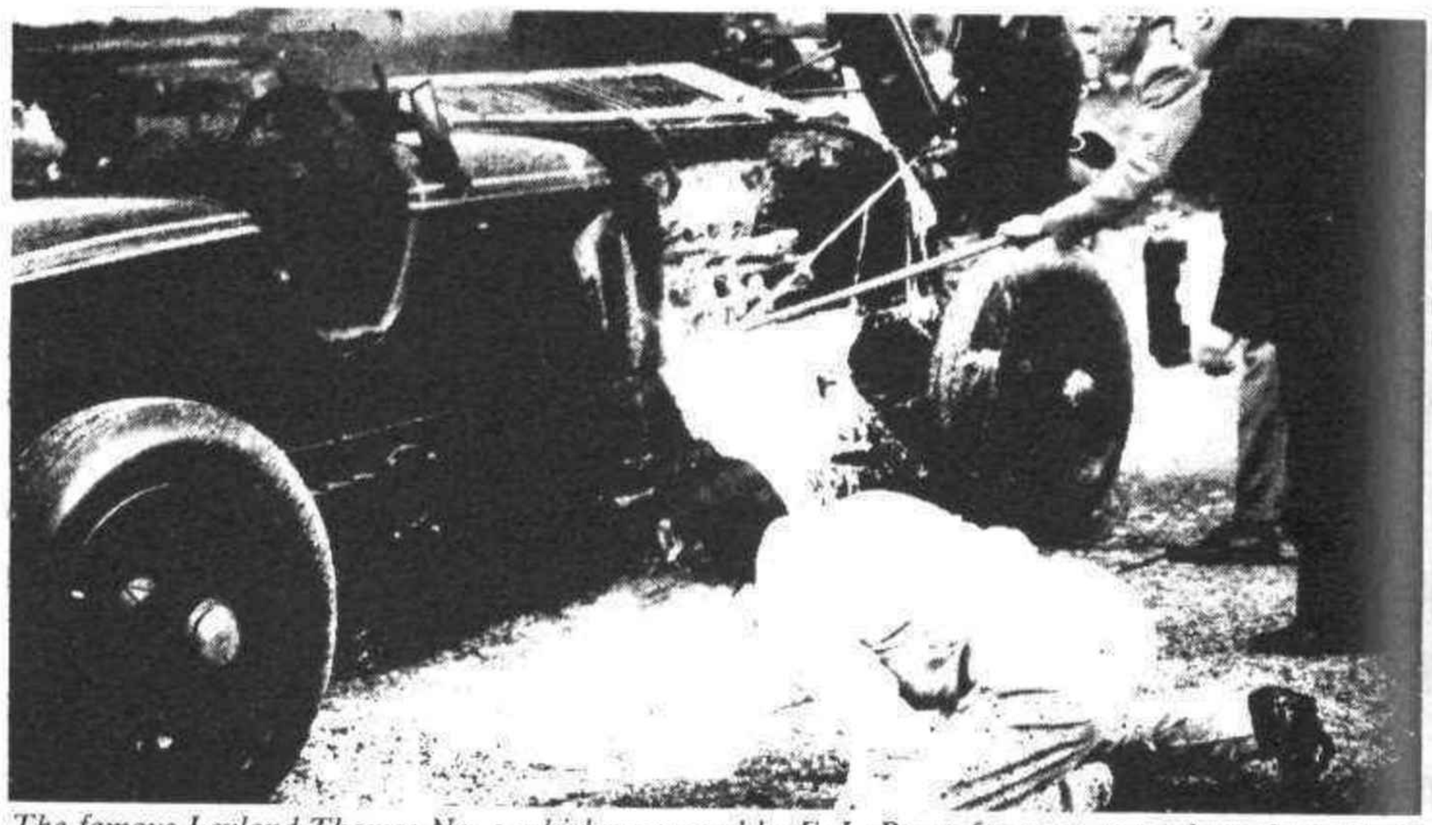
Campbell also drove these 5-litres. But that is another story.)

Space precludes a breakdown of all the successes gained by Bouts' car, but he dead-heated in the Taylor Cup sprint race at the 1928 Autumn Brooklands Meeting, with Taylor's own Delage II, won the 90 m.p.h. Short Handicap at the 1929 Easter Meeting at 96.37 m.p.h. from scratch, lapping at 104.41 m.p.h., and that year Bouts won the same race at Whitsun, at 103.10 m.p.h., again from the scratch mark, his lap-speed now up to 112.68 m.p.h. He then won the Lightning Long Handicap at the August Meeting, at 105.83 m.p.h., the Sunbeam getting round during this race at 113.19 m.p.h. In 1931 it won the Lincoln Long Handicap. The big car also gained a number of second places. Its best lap speed in Bouts' hands was at 113.71 m.p.h.

By this time Bouts had entered the coaching business, with some fine Leyland Tiger coaches, one of which was hired to take Henry Ford and his colleagues to Dagenham to inspect their then-new factory. These coaches ran from Ilford to many of the popular seaside resorts. Their proprietor could now afford luxury cars for his journeys to Brooklands and he favoured Ballots and Delages, including the straight-eight models. Bouts had by now purchased one of the 1924 2-litre GP Sunbeams, for £450. It was a tricky car to handle in a high wind and was by now over-handicapped, but its new owner lapped in it at over 117 m.p.h. at the 1930 BARC Whitsun Meeting, when finishing second to Cobb's V12 Delage. Bouts also ran the blue and white car in Mountain Handicaps at the Track. But it gradually gave more and more trouble and was eventually sold to Bill Humphreys of Amilcar memory. For a time both Sunbeams were run by Bouts at the same meetings, but the bigger one developed crankshaft trouble. It was sold for scrap, around 1934.

Les Bouts' last racing car was the No. 1 Parry Thomas Leyland, then fitted with a Vanden Plas body. He was disqualified for going so high on the banking in it during a race in 1933 that he baulked John Cobb in the 24-litre Napier Railton (a car that is now in the Midlands Motor Museum). This was rather hard on Bouts, because the Napier-Railton was making its very first racing appearance and it came up so fast, setting a new s.s. lap-record, that other drivers had not expected to be overtaken by it so soon – Dixon's Riley also obstructed it. In trying to get more speed out of the old Leyland Bouts says he asked Ken Taylor of T & T's to do some drastic tuning, with the result that, when Reg Munday was driving it in a later race and was anxious to try to get his 130 m.p.h. badge, the engine disintegrated in a very big way, and fell onto the concrete as the car was coming off the Home banking, as I well remember. During the war, when it was in Munday's yard – he also ran a haulage business – enemy bombs finished off this historic car.

The slump of the 1930s caused Bouts to abandon his haulage and coach businesses and, as he says, never again are we likely to have the fun and freedom we enjoyed in those days. –W.B.



The famous Leyland-Thomas No. 1 which was raced by E. L. Bouts for some years, here shown on its last appearance in the hands of R. G. Munday at Brooklands, when the engine fell out and the car caught fire.

V-E-V Miscellany. – The Lancia Consortium, which is an off-shoot of the Lancia MC, has issued a Questionnaire, which it would be glad if non-members who know of any "missing" Lancias or spares for same would kindly complete and return – the form can be obtained from John Reeve, 26 Murray Mews, London, NW1 or from John Turner, 112 Culford Road, London, N1; as the former explains, the Consortium caters for the spares requirements of the 2% of the 13,000 Lancia Lambdas that appear to have survived World-wise and it needs to know of any "lost" Lancias in order to estimate what people are likely to require in the way of spares for these cars in the next five years. The Roesch Talbot Spares Section of the STD Register is now handled by Keith Richardson, 34 St. James Park, Bath (0225-316826), which can help those who require such parts or have any to dispose of. The ex-Fane, ex-Earl Howe 328 BMW is now being used for appropriate racing in America, *vide* the journal of the VSC of America, whose Treasurer, incidentally, is G. L. Steward, Jr., omitted by the Secretary from a recently revised list of that Club's officials. The STD Register has recently enrolled the owner of an early Sunbeam 20/60 landaulette, in Barcelona, the son of the car's original owner, who is starting to restore it. The Register's Wolverhampton Week-End takes place on July 1st/2nd, so if you like looking at the older Sunbeams. . . . That week-end, also, the Riley Register has its Coventry get-together, based on the EuroCrest Hotel, Walsgrove, when Tony Bird will be Guest of Honour.

Invitation and Registration Forms for the RAC TT Golden Jubilee Celebrations on the Ards circuit, to take place on August 19, are now available from the Ulster VCC, contact either The Lord Dunleath, Ballywalter Park, Newtownards, Co. Down (Ballywater 203) or Michael C. White, 17 Massey Park, Belfast, BT4 2JK. There are travel concessions, £50 starting money for cars arriving from outside N. Ireland, 5-gallon petrol vouchers for cars eligible for the main event, etc., and return of the £5 entry fee for certain competitors. The Amilcar Register continues to enrol new members, including someone who has imported two Amilcars in pieces from America, a US Navy person with a 1926 CGS purchased in Spain, and the owner of a 1924/26 CGS three-seater. The Spring number of *Bugantics* contained the expected fascinating Bugatti material, including an article by Hugh Conway, CBE, on the Bugatti Type numbers, and more about the Schlumpf Collection, and the works of art of Rembrandt and Ettore Bugatti. That other unchanged traditional club magazine, the *Bentley Drivers Club Review* carried in its May issue interesting articles on the Experimental No. 1 Bentley by Nobby Clarke and notes on the "works" modifications made to the long-distance Brooklands and Le Mans Bentleys by Walter Hassan, OBE, CEng., MIMech.E. That 1930 Renault Nervastella which MOTOR SPORT wrote up in March 1971 has come on the market. In Australia a 1921 Type CO2 Delage with boat-decked open Labourdette body has been found in a marine engineer's emporium, in good condition and complete with war-time gas-producer. In connection with its 75th anniversary celebrations at Luton (reported elsewhere), Vauxhall Motors Ltd. produced some excellent commemorative literature. This included a 56-page illustrated booklet depicting most of the more important cars made by Vauxhall from 1903 onwards, a coloured folder in the same idiom, which contains a big picture of Vauxhall Motors' own 1911 Prince Henry model, and a fine catalogue of the cars at the Luton assembly, the last-named including many historic items, such as a reproduction of a painting by Bill Chambers, a former Vauxhall staff artist, of Summers' 30/98 competing at Boulogne in 1924; although that race was *not* the French Grand Prix and another picture which puzzles Vauxhalls, which they suggest shows a TT Vauxhall competing in a French race, actually shows Watson's Coupe de *L'Auto* Vauxhall cornering during the 1913 race of that title, at Boulogne. – W.B.

Vintage Postbag

Riley 9 History

Sir,

It was with great interest and a keen sense of nostalgia that I read your article "The Brooklands Speed Model Riley Nine" in the March issue.

My close association with Riley (Coventry) Ltd. started in 1922 when I was with Leverett, Thorpe & Kearton Ltd., New Bond Street, the London Main Dealers for Riley and Arrol Johnston. Those seasoned motor trade pioneers, Ernest E. Leverett and S. Gordon Mar-

shall, were Managing Director and Sales Manager respectively, and my youthful companions were Victor Leverett and Geoffrey Salmon, son of Arthur Salmon of The Garage & Motor Agent. To we three youngsters the lively 10.8 h.p. Riley promised, and provided, far more excitement and sporting activity than the staid A. J.

Eventually Victor Leverett had an offer he couldn't refuse and left for a spell with Lanchester, and S. Gordon Marshall joined Riley as Sales Manager in Coventry. Later Victor Leverett left Lanchester and became Manager of the Riley London showroom in North Audley Street where I joined him in 1925. By 1927 I was Trade Representative, the only one, with, believe it or not, the whole of Great Britain as my territory. You can imagine the immense mileage I covered, mainly in a 12 h.p. Special Tourer and a "Red Winger", for the 12 h.p. models were still the mainstay of the business.

The "Nine" shown at Olympia in 1926, as a rather ordinary-looking panel tourer with artillery wheels, had indeed been a sensation, and was in great demand, but much had to be done to improve the chassis, real production had to be organised, and additional bodies designed. Thus 1927 was a year of tremendous activity. Capt. Cecil Riley and Tatlow, Test Department, during their lengthy stay in Europe, had many redesigned or modified parts sent out to them. The engine was no great problem for it was basically right. Incidentally, I think I am right in saying that Percy Riley built the prototype in 1922, and it then lay around for two years before being seriously considered as the basis for a new model.

A Monaco saloon prototype, with modified chassis, appeared at the first 1927 Shelsey Walsh in the hands of A. J. Phippen, not a member of the firm, but a trials driver who was frequently a member of a works team with Victor Leverett and Victor Wallsgrove, and he was allowed a courtesy ascent. [Which solves a previous mystery – Ed.]

The development of the Speed Model arose from a meeting of Percy Riley with Parry Thomas in 1926, but as you surmised Thomas had little time to do more than initiate the project. The design can be attributed, in its entirety, to Reid Railton, who achieved a remarkable result in a very short time. The first "Speed Models" were certainly produced by T & T, but by 1928 production did commence in Coventry. Following the 1927 Show the demand for the Nine became overwhelming and I returned to the London showroom, and late in 1928 the few Brooklands models delivered to us came from Coventry.

My own experience with the Brooklands model tends to agreement with the theory that the very low build did make the beginnings of a slide difficult to detect, particularly with a full tank. I can well remember Vic Gillow being caught out in the Ulster TT of, I think, 1931, within my clear view from the commentator's box, at the first corner just after the start. Whilst on the subject of the TT may I say that I think it was in 1932 that Whitcroft won, at I believe 74 m.p.h., and not 1931.

My favourite Nine was a fabric-bodied sports tourer with a high-compression engine, twin Solex, and high axle-ratio. Having a standard radiator, a water pump was not required.

Turning to your suggestion that after 1928 Rileys appeared to ignore the Brooklands, I suggest one has to put the situation into perspective. At a time when other makers could offer anything off the peg the demand for Riley Nines was such that they had a waiting list that can only be compared with that of Rolls-Royce and Jaguar in recent years. In these circumstances the emphasis of production had to be upon the models in popular demand. During these years a great time was had by all. Rileys were a cult and were doing well in races, trials and hill-climbs, the newly-formed Riley Motor Club, of which I was an early member, was in great form with frequent rallies and social events, and we had finished in good time in the first Brighton Run, on a Riley Tricar despite a broken frame which we repaired with a length of gas pipe found on a scrap-heap in Crawley. Late in 1928 I was appointed London Service Manager at the new Service Depot in The Palace of Industry, Wembley, where I had a most interesting time dealing with our many enthusiastic owners, such as the Earl of March, then with Bentley Motors, and Dudley Toop, to name but two. However, at the end of 1929, I had an attractive offer from the great Ford Motor Co. to join their Lincoln Car Division and my direct association with Riley came to an end. My interest, of course, remained, and even now we have the diamond badge, at least, in the garage for my wife has an immaculate Elf.

S. WRIGHT SELLARS (Col.)
Bushey Heath

Mr. Parks' Brooklands Riley with its orginal body, pictured in Cambridge in 1941 whilst the property of Prof. Stevenson.

A Brooklands-Model Riley 9

Sir,

I read Mr. Hewitt's letter with more than a little surprise, for I am the owner of Brooklands Riley PG 472 (or what's left of it). I acquired the chassis and some other bits in 1967 from one Philip Palmer who had built up one Brooklands out of two and I had the bits that were left over. The chassis (No. 8055) had a body frame of angle iron welded to it! (the things some people do!) which I promptly attacked with a hacksaw and I think I exchanged the body with a Treen-owner for a bottle of the hard stuff. However the frame is badly damaged at the swan neck on one side, which leads me to believe that it was involved in an accident between 1948 and 1965 (see below) which probably destroyed the original body.

In 1967 I had correspondence with a Prof. Stevenson, then at Aberdeen University, who had owned the car from 1939 to 1948; he sold it to someone at de Havilland's at Hatfield. Prof. Stevenson supplied the photograph at Cambridge in 1941. The car still had its body in 1948. It turned up at an auction at Beaulieu with the angle-iron body, in 1965.

The photograph shows the standard road-going steel body with a long tail and having the o/s door longer than the n/s one, this feature being to ease access under the low steering wheel, which may have led to the remark about long doors in the *Autocar* article, if the reporter only looked at one side of it. Prof. Stevenson said that the car had an aluminium instrument panel that was engine-turned; could this, I wonder, indicate that the car was specially prepared for a *Concours* class at the Brighton Motor Rally? If anyone can fill in the gaps, 1931-1939, and 1948-1965, I shall be extremely grateful.

Over the years I have collected enough bits to commence the restoration of this car, though I still need a lot of bits, and I hope to commence this shortly. Some time ago I drew a working plan of the long-tailed body from GK 4407, which was owned for many years by Edgar Kehoe of Liphook, but it was sold about four years ago and has completely vanished – or has it?

PETER PARKS
Hampshire Area Sec., Riley Register
Bordon

Sorting Out the Amilcar Sixes

Sir,

It was a pleasure to read an article on the Amilcar Sixes, it being some 30 years since the last article on them in MOTOR SPORT. There is no doubt that the Six was produced to combat the twin-cam 4-cylinder Salmsons which were more than a match for the side-valve Amilcars, design work being started

during the winter of 1924, as the first car ran as early as April 1925, unsupercharged as the blower was not ready. The original car was designated Type CO, engine dimensions were 55 x 77, 1,097 c.c. Three, or possibly four, of these were built during 1925/6, and ran in many events on the Continent. There were two chassis lengths and these cars had the integral head and block construction with roller-bearing crankshafts. Various supercharger layouts were tried, until finally the supercharger-lobes were placed horizontally and the straight manifold was fed from the the top of the casing, the 40 mm. Solex being underneath. The chassis was given extra stiffening by wrapping the undertray right round the outside of it, and the front spring shackle was soon replaced by a sliding joint. The rear engine mounting was rigid, not flexible, but adjustable by placing washers between the engine and the little column on which it stood, in order to reduce transmission vibration by lining up the drive-line. The front axle was of c-section, not tubular.

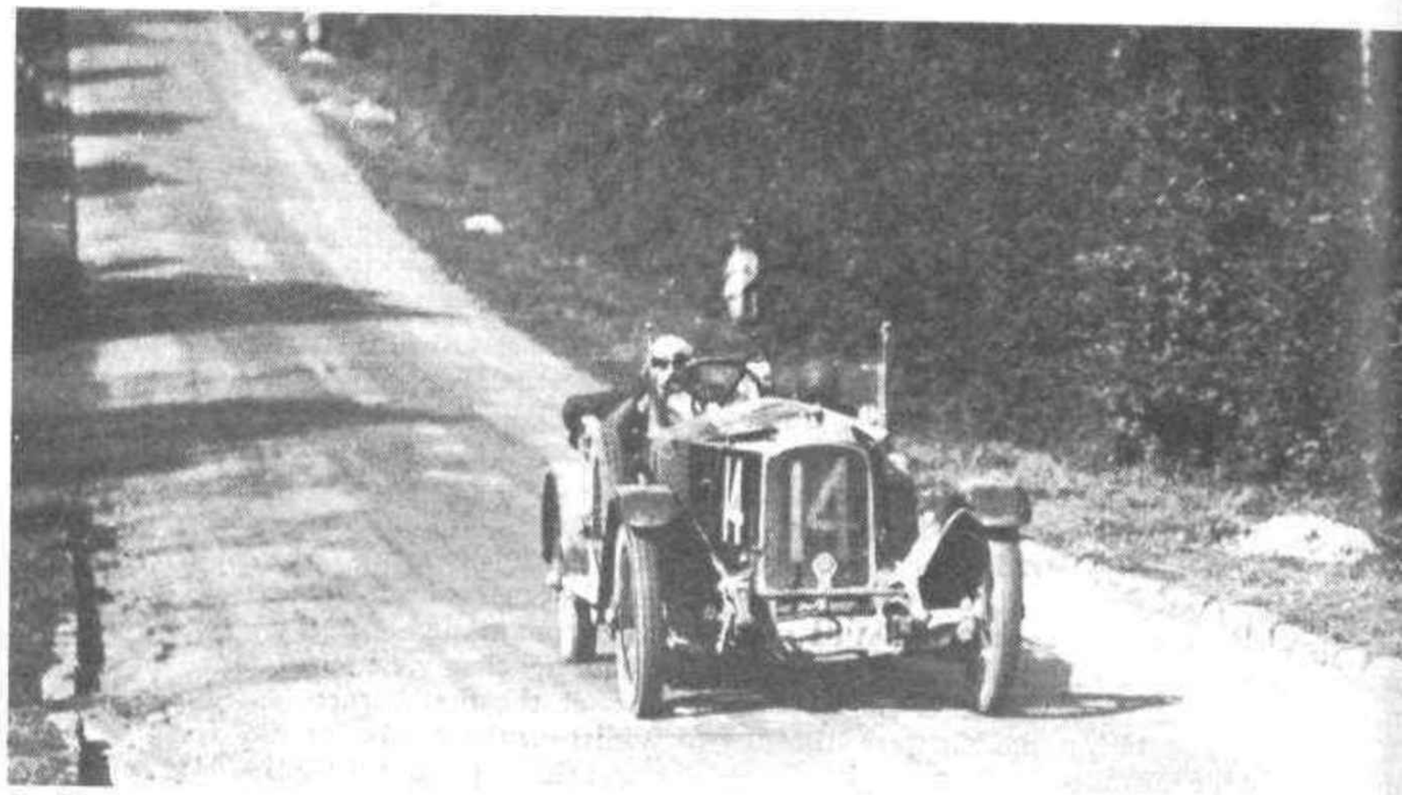
Their only foray into England was for the 1926 JCC 200-Mile Race, as you state. Your photograph of No. 38 is Arthur Duray's car.

For the 1927 season new cars were built, with offset engine and transmission, engine dimensions being altered to 56 × 74 (1,094 c.c.) designated Type MCO. There were five or six of these offset chassis, plus two very narrow ones known as MCO Record used for the 1928 Arpajon Speed Trials, one using a block opened up to 58 mm. to put it into the 1,500 c.c. class. The offset cars ran in the 1927 200-Mile Race sponsored by Vernon Balls, who told me he had to pay the factory £1,000 to get them to send the cars over.

The private owners' cars came about by a wish to enter Le Mans, for which a production run of 50 was necessary (the blower Bentley was a production car for the same reason, I believe). This was Type C6 (not 6C nor G6), and the engines had a detachable head and plain bearings, engine dimensions being 56 × 74 (1,094 c.c.). These cars had a differential and there was room inside for a passenger who didn't mind getting oily. The oil tank was between the dumb-irons, which causes owners a minute or two of anxiety while waiting for the oil pressure to arrive; the works very soon put the oil tank for the racers beside the driver. In the event, only one car was entered for Le Mans by the factory in 1926. This ran with a 4-cylinder engine as the Six was not ready. It crashed during the race; the driver Marius Mestivier was killed. Amilcar did not return to Le Mans until the late 1930s.

According to Vernon Balls, eight of these cars were imported by him, mostly during 1928. It was a team of these C6s, privately-entered, which contested the 1928 200-Mile Race. The reason for Balls' spin in this race was that he was suffering from sciatica, and he just "locked up" as he went into the corner, so he had to leave the car to do what it could for him. Luckily, in those days there was sand where now there is Armco, so he was able to carry on.

Balls commissioned the factory to put a C6 engine in one of the offset chassis but when it arrived he found he needed the money, so it it was sold. This is believed to be Miss Maconochie's car, later purchased by Henken Widengren and converted into the teardrop-shaped car which he used for the hour record at Montlhéry. Later campaigned by Courtney



R. F. Summers' 30/98 *Vauxhall at the Boulogne Races, September* 1923. *See the letter from Mr Demaus.*

and Pat Green, it went to the late Nigel Moores and has not been seen for many a year.

YX10 was Balls' other car, used in the 1928 TT. Later, driven by J. C. Byrom, it is thought to be the car raced post-war by Jack Hayward and also purchased by Nigel Moores, now re-registered DCE 191.

YW 91, Beris Harcourt-Wood's 1928 200-Mile Race car, was subsequently used by Goldie-Gardner. It later became the very fast Clayton-Amilcar, fitted with Amherst-Villiers blower. It was then purchased by Owen Finch, re-registered MPC 702, and most of the best bits found their way onto his other car, the ex-Humphreys car distinguishable by its chromium-plated chassis (original registration unknown, later NPA 217).

YU 12 was the car run in the 1930 500-mile race by Brian Twist and Bob Porter. During the war it lived in the loft at Zere's ZN Motors, together with another one reputedly ex-Widengren. The two were purchased by John Tozer after the war. Tozer also had YW 91 and the best engine went into YU 12, while the Clayton car was sold. It is now nearing the end of a monumental rebuild and appeared at last year's Brooklands Reunion. As did NPA 217 and also YU 12, now registered OXW 1 by Tozer and campaigned by him around 1960. The other ex-Zere car, registered OXW 2, was run by Tozer's colleague Rex Clutton until it blew up, since when Tula Engineering have rebuilt it over a long period.

I am unable to trace Scott's car. Balls' 1928 200-Mile Race car was YU 13 and it could be either the Humphreys car, or OXW 2. Or neither!

One Amilcar Six became the basis of the Spikins Special, which evolved into the Laystall Special, now no longer Amilcar in any way. Another chassis was used for the engine of the Ridley Special after the original car had crashed at Brooklands; it is also being rebuilt. It never had a proper body after the Ridley engine was installed.

The car seen in my hands is a chassis which came from Germany by a roundabout route, with an engine from France, so it is not one of the Vernon Balls imports. It is only two years since it was run, so memories need not be too long. . . .

About another dozen C6s are known to exist around the World. Several of the MCOs have survived. One CO, after a very hard life including a spell on a Wall of Death, is now in this country, unfortunately lacking its 6-cylinder engine, removed before the war and replaced by a 4-cylinder for long-distance racing. It is almost certainly Martin's 1926 200-Mile Race-winning car and if anybody can supply a photograph of the 1926 team, like the 1927 photo heading your article, to help identification it would be appreciated (and willingly paid for).

Addington DESMOND PEACOCK

[And I had intended to be brief about Amilcar Sixes! However, Mr. Peacock's letter is far too interesting and informative to be ignored. W. B. Scott has also written reminding me that although he finished the 200-Mile Race covered in oil, this was from a broken oil pipe, not from mechanical trouble. He did a lot with his Amilcar Six, as I said in the article about his racing career (MOTOR SPORT, December 1976), such as taking Class G records, with his wife, up to 500 miles, without any trouble, also in 1928, for which Amilcar's gave him a gold watch. He also ran in the smaller Brooklands Meetings, as when his wife in their GP Sunbeam beat Scott in the Amilcar by a very small margin indeed in a 50-mile race at a Middlesex County AC Meeting and with the Amilcar won at a Surbiton MC Meeting, at 89¼ m.p.h. and then Scott won another race at 90.05 m.p.h. Incidentally, Scott bought a new 4-cylinder Amilcar the year he came down from Cambridge – Ed.]

Salmson *v.* Amilcar

Sir,

After perusing your splendid article in the May number, the sentence: "Nothing more was heard for some time ..." started a train of thoughts. In a bound volume of an old and long deceased Dutch weekly *Auto-Leven* No. 27 of 7/7/26 the tedious French GP at Miramas Autodrome was covered. The supporting races for 1,100, 750 and 500 c.c. cars saved the day. In this event three 6-cylinder supercharged Amilcars competed against four Salmsons, two BNC and a Dufour-Giraud. Although at the beginning of the race the Amilcars took the lead, the whole team

disappeared, owing to valve spring trouble. Duray's car caught fire twice, without injuries to the driver. After 254 km. the finishing order was as follows: 1st, Casse (Salmson); 2nd, Gendrot (Salmson); 3rd, Gubernatis (BNC); 4th, Rousseau (Salmson); 5th, de Joncy (BNC); 6th, Dufour (Dufour-Giraud); 7th, Victor (Salmson).

To be safe on all sides I checked this result by reading "Great Racing Marques No. VI Salmson" by Kent Karslake in MOTOR SPORT, August 1927. The same finishing order of the Salmson cars is given. As an old Salmson enthusiast I feel obliged to report this Amilcar defeat!

Bloemendaal J. C. K. Alte

Those Boulogne Races

Sir,

It was with great pleasure that I read the fascinating account of the 1923 Boulogne races in the May issue. However, I feel that the Aston-Martin entered by Mrs. Agnew and driven by R. C. Morgan has received scant justice, for surely if *The Autocar* of September 7, 1923 and numerous other sources are to be believed, it was this car, and not, strictly speaking, the Salmson, which was credited with 2nd place to Segrave, as the Salmson was not running in the same class, being awarded 1st position in the lower capacity class. While it is true that Mrs. Agnew did indeed bravely act as riding mechanic to R. C. Morgan, the wording of the article might give rise to the impression that Morgan was some hireling, whereas he was an old Etonian whom Mrs. Agnew later married. As one who was lucky enough to have owned the Aston-Martin in question, "Green Pea", I recall as one of the most pleasurable and exciting days of my life the occasion when I was privileged to meet Mr. and Mrs. Morgan and to learn from them at first-hand of their many races and successes with this car.

You may also be interested in the enclosed photographs, one of the Aston-Martin cornering during the Boulogne event, the other of R. F. Summers' 30/98 Vauxhall on the switchback "Montagnes Russes" section of the circuit at that same Boulogne week-end in 1923.

Tenbury Wells A. B. DEMAUS

"A Parry Thomas Day"

Sir,

Your article "A Parry Thomas Day" made very interesting reading (May issue). The Sunbeam sidecar outfit you mention is used as daily transport by its elderly gentleman owner who lives in or about Chirk on the A5. The Bullnose also lives in this large village together with a Morris Minor s.v. saloon of *c.* 1930. Both these Morris products were rebuilt from virtually scrap condition. You mention the cunning use of some Minerva hubs for the front axle on "Babs", this axle was recovered from a Wrexham scrapyard about the same time as "Babs" was disinterred. This axle proved a valuable source of spares for some three vehicles in due course.

The brakes/drums and back plates were used to refurbish an identical system on a classic French motor car which has been the subject of a number of letters re its location in copies of the *Veteran and Vintage Magazine* of the not-too-distant past. As you mention, the hubs were used in the "Babs" rebuild. It was quite remarkable to see "Babs" sole surviving front wheel complete with smooth tyre slide onto the splines of these hubs. I believe also that the central hub nuts holding the wheels onto the hubs were adapted for use on "Babs".

Eventually the bare axle beam went back onto a Minerva discovered in an Essex scrapyard by a Mr. J. Tregenza. It would be interesting to know just where the roving scrapmen found this Minerva axle in the first instance.

Ruthin MICHAEL C. JONES



R. C. Morgan, with Mrs. Marion Agnew as mechanic, taking "Green Pea", the ex-1922 GP Aston Martin, to second place in the 1923 Boulogne Race.

An early Morris Minor

Sir,

I write in the hope that I may be able to contact someone who can assist me in the restoration of an early Morris Minor. The basic vehicle is an overhead-camshaft Minor of 1930 fitted with a boat-tail body originally made by Coventry Motor & Sundries Co. Ltd. of Spon End, Coventry.



A Morris Minor fitted with a smilar body to that of Mr. Edwards'.

The hood frame and all the seating is missing from the remains I possess and in order that I may replace these items by reproduction I would like to contact anyone who has ever owned a Morris Minor with a similar body—especially one-time owners who may still have snap-shots depicting the car. I should add that the front end arrangement poses a few problems as the only photograph I have shows the rear end.

West Hanningford HARRY EDWARDS
Club Historian,
Morris Register

A Singer Claim

Sir,

As a reader since 1951 and a many times advertiser and purchaser via your Cars for for Sale column I feel I must take you to task, reference your paragraph headed "Misleading" in Matters of Moment, page 606, May Issue.

In Ian Grange's advertisement in the April issue he offered for sale the "Spikins Bantam" which was a single-seater special built and developed by Bob Spikins in 1935-36. This car had a very highly developed 972 c.c. Singer engine supercharged at 9 p.s.i. and capable of 7,500 r.p.m. in the gears. In 1936 he did lap Brooklands' Outer Circuit at 114 m.p.h. and the Mountain Circuit at 71 m.p.h. So you see, Mr. Grange was not indulging in "gross exaggeration" as far as the performance of this vehicle was concerned, as to a value of £6,500 – well that's another matter and would really only concern an intending purchaser.

Many thanks for an excellent magazine.

Rhyl K. ROWLANDS

[I am unrepentant. The advertisement referred to said the Singer lapped at 114 m.p.h. at the 1936 Brooklands Easter Meeting and it did nothing of the kind. I remember the Spikins Singer, and have checked its appearances in BARC races in 1934-36. The best lap speed officially recorded in a BARC race was 96.71 m.p.h., by Basil de Mattos, in the August 1st Short Handicap in 1936, after which it was a non-starter in its next race.

Ed.]

Which Lea-Francis Was This?

Sir,

I wonder if your readers can throw any light on my query?

On page 138 of "The Lea-Francis Story", so well reviewed in your May issue, is a picture of "Hyper", KD 7361, Ch. No. 14062.

This chassis number is not included in any of the race cars chapter for any year.

My brother had this car in the early 1930s and we were under the impression that it had been raced in the TT by Dan Higgen. Certainly its general appearance with slats on top of bonnet, wire gauze on windscreen, shattering noise and performance, all gave the impression of an ex-Road Racing Car.

In "Hough's" book – "A History of the World's Sports Cars", Allen and Unwin, 1961, there is a picture on page 174, Fig. 93, of Higgen's Leaf, following a Mercedes in the 1929 TT. The registration number appears to be KD 7361. This would, if correct, confirm

our belief. Could it be that the registration number KD 7361 was switched to a later chassis?

I have photos of this car when in my brother's possession but as I have no negatives I want to retain them.

Perhaps the owner of KD 7361 has the solution. Anyway, I hope my brother was not sold a car under false pretences. He almost certainly was over a "Le Mans" Lorraine Dietrich which he always thought was a team car. I did not discover, until years after, that there were some 30 replicas, with inscribed plate under dash . . . "Le Mans" etc. I believe the key is the size of the oil coolers. My photographs do not show these well enough to form any opinion. Did any team cars come to UK? His had been fitted with a two-seat and dickey, looked like James Young. A pleasant car, much smoother than Bentley's and fast.

Kensington H. M. CRUMP

More About the Bentley-Siddeley

Sir,

In "Vintage Postbag" Geoff Healey mentions the twin-cam 3-litre engine designed by W. O. Bentley for Armstrong Siddeley. I was certainly much concerned with the 2.3-litre Siddeley engine, but I was also engaged upon carburetter work on the 3-litre as well. I drove the car quite a bit, usually in company with Mervyn Cutler or John Densham. I believe twin SUs were originally used, but Mr. Allard wanted to use a single Stromberg, as with other Siddeley models. He designed an extra two-port tract, which bolted onto the manifold ports used by SU. Because the new system looked a lot of cold induction, I suggested to Mr. Allard that a hot water jacket round the new portion might be beneficial, and I believe this was done. I cannot trace copies of any figures.



The Saxon referred to by Mr. Comber.

I can add a little more to the general history of the project. According to my note at the time, the first car I worked on bore not the Cotal gearbox, but a Wilson box with Newton centrifugal clutch. I noted that the clutch permitted the engine r.p.m. to rise too high before engagement, rather apt to cover-up any possible flat-spot, which I believed to be cheating. I recall being present at several meetings with W. O. and Donald Bastow. But in the late '30s I had worked with W. O. on the carburation of the V12 Lagonda. Then, Brooklands was still functioning, and, as Lagonda used it for testing, I was glad to get in a little Brooklands driving before the track was demolished.

I do not believe "Sammy" Sampietro had anything to do with the 3.4-litre Sapphire engine, but believe Charles Goodacre did. I myself was responsible for the carburation, with both single and twin Stromberg carb retters.

Strewley Common C. H. FISHE CEng., FIMech.E, MSA

[Mr. Fisher is the well-known carburati expert, whose erudite articles I used to re in *The Automobile Engineer*, etc. – Ed.]

Yet Another Saxo

Sir,

Interesting article you wrote on the Saxo so wondered if the enclosed photo might be interest. This car used to be in Italy, owned a retired American banker called Zack (sho for Zacheus) Candé. He used to be a regul competitor on rallies out there as he lived ne Genoa but has, I think, now returned to th States.

Clanville MIC COMBE

RAC Rally Pamphlet

THE BRITISH Tourist Authority has produce an informative pamphlet on the Lombard RA Rally of Great Britain. It is aimed at publicisin this popular and prestigious event amon potential overseas visitors to Britain and directed at tourists more than enthusiast Written in such a way as to appeal to those wh know little about rallying, it include approximate maps, colour photographs and eve hints on route planning, where to stay, what t wear and safety whilst watching special stage Produced in English, Dutch, French, German Italian and Spanish, the pamphlet is availabl free of charge from BTA offices in Holland France, Germany, Italy, Spain, Belgium an Scandinavia, or from 64 St. James' Street London SW1A 1NF. – G.P.

A breathtaking choice from Alfa Romeo: the Alfasud

Alfa Romeo really spoil you for choice, with three Alfasuds. The Super, the Ti and the Sprint.

Each one boasts a potent front-drive engine, a flexible 5-speed gearbox, an interior to cosset the most finicky of maiden aunts, and roadholding that makes even the average sports car look pedestrian.

Take the Super on the right. A four door family saloon that tops 96 mph. Opening-up the Super in other ways is equally rewarding: inside you'll find a rare combination of style and luxury.



Alfasud Super 1·3. £3,100.

956

A Chauffeur's Memoirs

SIXTEEN YEARS ago I received two school exercise-books – the old sort if you remember, with arithmetical and multiplication tables on the back covers – which contained a long account of the motoring life of one of MOTOR SPORT's readers, who in his time had been a motor mechanic and a chauffeur, going back to pre-1914 times. The story seemed too long to use, at the time, especially as much of it was concerned with the constructional and mechanical features of the early motor vehicles, more suited to an historical text-book about car-design than for these columns, as well as with the driving of them.

So the books were laid aside. In turning out my study the other day I came upon them again and, re-reading them after this passage of time, I decided that I must at least *precis* these reminiscences of long-ago motoring, which had been so diligently compiled by Alexander Hood, alas since deceased. Perhaps it was the title he gave his story – "Jock's Crocks" – that stopped me from doing this in the first place ... Here, then, is the outline of his life story: –

Brought up in a small croft in Northern Scotland, in those days a journey of four or five miles to the local market-town (in his Grandfather's gig) was a great adventure. The only mechanical transport likely to be encountered would be a traction-engine towing a threshing-mill or perhaps a steam-roller repairing the road. That was around 1902/3, when the only car the boy had seen was that of a local magnate who visited his school. But one of the masters there mentioned that his son, a doctor, had an Ariel motor-bicycle. Most of the boys went bare-footed in those far-off times but a few had push-bicycles, almost all without free-wheels. Yet the schooling seems to have been very sound, even for a boy whose Grandfather's 15-acre small-holding, converted from moorland, was merely copyhold, that is, owned by a landlord.

Mechanics, however, played no part in the school curriculum. This did not prevent the lad starting after leaving school, in a cycle-cum-motor-repair shop, to which he had to cycle 14 miles there and back, morning and night, on his Path-Racer bicycle. This must have been after the Coronation, as Hood was then still at school – he remembered intending to write about the crowning of the King in his Coronation essay but he omitted the "n" from crowning, which earned him a rebuke from the Dominie, who remarked that HM the King was, in fact, a *humble* man! It was 1906 when the boy got this first job, working to start with on bicycles. The lads there seemed to have a good deal of fun. For instance, apart from the usual pranks on newcomers, like giving them electric shocks from trembler coils or telling them to stand against a door "to be measured-up as a proper mechanic", whereupon someone would hit the other side of the door with a hammer, raising a neat egg-like swelling on the victim's head, they used to bet a workmate that he couldn't crank a big Daimler over and, while he was trying his hardest, the horn, atop the bonnet in the then-customary Daimler style, would be loudly blown, causing the chap on the handle to fall backwards – into a conveniently placed pan of water, normally used for immersing inner-tubes after vulcanising....

Among the cars at this Scottish garage were a single-cylinder Wolseley, aged even then, which had broken some vital part because its owner, oiling its long driving chain with a piece of wood, had let this get caught up in the links, a twin-cylinder Wolseley that had such a difficult gear-change that only its chauffeur could master it, and a two-stroke Jewell with two-speed epicyclic gears that so foxed the garage foreman that in it he made wild leaps about the shop and eventually pinned young Hood harmlessly against a wall. There was also an old Locomobile steamer that was destined to run on a light railway in India and which had to be specially fettled accordingly. One day it caught fire and there were some hectic moments pushing other cars out of the garage.

Occasionally the boy was sent down to the railway station, with a can of petrol, to make ready one of the new 8-h.p. Rovers which used to arrive thus, the Boss then driving them back to the garage, where they were cleaned up ready for delivery. Swift cars were also supplied and were remembered as quite reliable little cars. The chauffeur for one of these Swifts was trained to drive it at the garage but was apt to leave it in gear. One morning he swung it, the engine started at once, and the Swift knocked him down and went on to flatten a petrol-can against the wall. He was unharmed, but he had learnt his lesson.... Another of these two-cylinder Swifts stripped its back-axle and after a new crown wheel and bevel had been fitted by Hood it was repeatedly returned as being too noisy. Eventually the Boss took this up with Swift's, who admitted the gears had not been matched and sent a proper pair – proof of the engineering standards expected even with inexpensive cars in the Edwardian age. Another car popular in this part of Scotland at that time, and one of which the garage used as a hire-car, was the two-cylinder chain-drive 10/12 Peugeot, with low-tension ignition, and an oddly-shaped radiator referred to as the "bars of soap". There was also



Alfasud Ti 1·3. £3,200.

or the Alfasud.

Such exclusivity isn't expensive. Just £4,300 for a car that'll make you feel like a million dollars.

Like all Alfas, these Alfasuds are covered by a unique back-up programme 'AlfaPlus' which gives you 12 months' unlimited mileage cover, free routine service parts for the first 24,000 miles, 12,000 miles between main services, and an all-inclusive price.

Alfa Romeo

Alfa Romeo (GB) Limited, Edgware Road, London NW2 6LX. Telephone: 01-450 8641.

the Alfasud

Everything the fleet-of-foot Super can do, the Ti (above) does a little bit better. 0–60 is achieved in an eye-twinkling 11.8 seconds. Subtleties more apparent to the naked eye, like two doors and front and rear spoilers, add a sporting appearance to match the performance.

If our saloons take your breath away, our stunning coupé, the new Sprint 1·5 (on the right), will make you and the bystanders gasp.



Alfasud Sprint 1·5. £4,300.

an ancient Arrol-Johnston, apt to break its crankshaft if its horizontally-opposed two-cylinder engine misfired, which once happened when the chauffeur had been warned by his master to stop, but had tried to carry on.

Another garage, at which Hood was employed later, around 1907/8, had a White & Poppe-engined 12/14 Singer, which did the hire-work. One day it ran away downhill after the simple prop.-shaft universal joint had shed its single bolt, allowing the axle to move forward and render the brakes inoperative. A bull was struck and winded in the runaway car's passage but it stopped eventually against an uphill bank. An even bigger Singer, the one with a circular radiator and thus advertised as "The Car with the Ring Distinction", was acquired in 1908 for the hire jobs (I remember we refused to buy such a car in 1940, priced at £7, because it had only one tyre! – Ed.), and they also ran an Orleans. The latter car had large plugs in the base of its barrel crankcase and one day, when the Boss took it out, one of these came loose, all the oil was lost, and the bronze big-ends seized and twisted the crankshaft. Later still came a Colonial-type Thornycroft, which gave very good service. Hood was dressed up as a chauffeur to accompany his Boss in it on a long hire job, the only trouble being a puncture, cured by changing the tube for one from the bag of spare tubes they carried. This car was eventually sold to someone whose house was at the top of a very severe hill, for which the first-speed was just too high; so the car invariably came home in reverse....

The Thornycroft is thought to have had a Leyden-Jar Lodge Igniter. A brush car, in for repairs, used to start "on the switch". By now all the famous makes were arriving in Scotland, including a chauffeur-driven Westinghouse. Most of the big cars were chauffeur-driven. Of all the miscellanous makes which came in for repairs, the Renault was remarkable for its absence, which said much for its reliability. Hood thought, there were a few Britannias about – Hood wondered if they were made by the lathe people – and in 1909 a chauffeur-friend of his was driving one, until his Guv'nor bought a "Sweet Seventeen" Maudslay, then regarded as "a very fine car". One of the old hands left the garage to drive, as a chauffeur, a larger overhead-camshaft Maudslay, "another very fine car, with an amazingly quiet engine". The 16/20 Wolseley was very popular, especially as a town-carriage, and among remembered repairs done at the garage was that of fitting a new big-end to one of the rare i.o.e. 30-h.p. Rolls-Royces.

So these reminiscences from long ago continue – about a big 65-h.p. Daimler driven by a Dutch chauffeur which "really could go" ("but watch it when cranking-up" said Hood, "as with the throttle fully open the ignition was also fully advanced"), of the foreman's difficulty in finding the gears on a Wilson-Pilcher, of the garage getting hold of two ex-Scottish Trials' cars, a Rover and a Wolseley, for the Boss to drive, and of polishing-up the brass on a new two-cylinder Darracq which was to be put in a shop-window and sold in a raffle – as invariably happens, it was won by a wealthy person who already had several cars. Wanting to learn to drive, the boy who was now a young man – but it is still before the First World War – went to another garage and took lessons on a very old two-cylinder Argyll, "with atrocious steering." He later asked if he might tune-up its engine, as the tappets were wide open, etc. After having attended to this, the owner was asked to try the difference but, revving the old engine too fast, it blew up with a bang, shedding timing wheels and other parts all over the floor ... There are stories of further practical jokes, and of odd breakdowns. One of the latter concerned a Fiat which would never run on more than three cylinders and had to be sent back to the Fiat works. Its chauffeur later confessed that the gate-stop of the drive had fouled its exposed flywheel, fracturing the end crankshaft bearing.

When the local doctor bought a 12/14 Fiat his coachman came to the garage for driving lessons. Hood was sent by train one day to fetch a Minerva motorcycle whose owner couldn't it – the first motorcycle he had ridden. However, the garage clerk had a belt-drive TT Triumph which he later lent to Hood for a brief run, which he describes as "delightful". There was also a very aged MMC-engined Excelsior motorcycle in the garage, which the boys used to work on in their spare time, in the hope of making it run. That they had standards is indicated by the care Hood had to take even in scraping and fitting a bush to the tiller steering-gear of an early Lanchester.

The garage to which the subject of these memoirs had transferred was in a larger town, where there were trams, so his traffic-driving had to be proficient. The garage owner here had built himself a quaint little car, using a single-cylinder Peugeot engine and solid tyres, like a bath-chair. He exchanged this for one of the early one-lunger Cadillacs, "which chugged along very nicely". and also a Hurst, which was "impossibly high geared" and once shed its carden-shaft on the road.

Our by-now-experienced mechanic tried to get a job replacing a run big-end on the Durham-Churchill lorry used by a local brewer, but the brewer preferred to ply his men with beer and get it done that way. However, he fixed Hood up with a hire-job, driving a venerable Panhard-Levassor with side-chains and a Kerbs carburetter, the gears so musical that the old car "could be heard humming along quite a long way off". Not liking this job, a game-keeper's post was taken, which also involved keeping in good fettle the Ruston-Hornsby oil-engine that generated current for the house lighting-plant.

After a spell in hospital, our ex-garage boy found himself, in 1915, working for another garage where a Studebaker was used for taxi-work, the Proprietor here being the former doctor's chauffeur. Although the Studebaker was a new car it soon lost second-gear in its back-axle gearbox and also broke its engine-bearings. On being stripped down it appeared that one of the gears hadn't been hardened during manufacture. The war was now developing, so Hood, seeing an advertisement in a motor journal for volunteer mechanics and drivers, went to Glasgow and joined up with the 52nd Lowland Division. He soon found himself at Grove Park, before going on to Bulford Camp. At the former depot he encountered a rare car, a Herald, which one of his mates thought had a Ballot engine. The mascot on it was in the form of one of the Apostles. From Salisbury Plain the troops went to a village near Newbury, awaiting their motor transport, after the Division had gone on to the Dardanelles, some of the men being involved in the serious railway accident at Gretna Green.

When the lorries arrived they were seen to be 3-ton sleeve-valve Daimlers, with some lighter Daimlers, and 20-h.p. Daimler staff-cars with the gearbox back-axle, for the Officers, supplemented by Douglas and Model-H Triumph motorcycles and a Clyno sidecar outfit. These were for the Supply Column; the Ammunition Company was issued with American Locomobile trucks. They went to the Somme well before the July 1916 offensive. This war period is glossed over, except for humorous memories, as when some soldier told an Officer that their magneto "had gone west", to receive the curt reply: "I don't care where it has gone, you can fetch it later; now get your vehicle moving." ... As more and more shipping was lost, spares for the Locomobile became scarce and some were seen running with Daimler radiators. It is recalled that over the bad going these Peerless lorries were the best, but that they gave a rough ride. "They got through where many other makes floundered." The Dennis lorries were "quite fast", and the Albion were "an excellent job, but governed down, so that they were too slow to get out of trouble". Thus some of them "copped it near the Asylum at Ypres." Hood heard a story that the Karriers, Straker-Squires and some other makes were condemned and taken out of general service. The Talbots were remembered as excellent but apt to break road-springs.

The war ended for Hood at Kempton Park, pulling ex-army and RAF lorries out of the mud, persuading them to start, and driving them onto the road. The useful FWD truck is recalled, also the crib called the British Quad. Apparently the latter had a clutch that was difficult to disengage, causing the vehicle to creep – someone had been killed when crushed between two of them, so the order was always slip into neutral before stopping. Having stayed with a friend from his Unit, who had brought Hood's bagpipes back from the Front for him, it was away to drive a 35/50 Fiat for a lady who lived in London but owned a local estate. Hood first spent a fortnight with Fiat's at Wembley, learning about the car. It was probably one of the last Continental cars to be delivered before the war stopped imports, he said, it having been bought in late 1914 or early 1915. It had the "usual nice Fiat finish" but a multi-plate clutch running in oil, "that juddered if the lubricant was too thin, dragged if it were too thick". The foot-brake and clutch were inter-connected, "which made for skidding in London", the water-cooling tank for this transmission brake had been removed at some time. Another snag was that Fiat used to pack the ends of the back-axle casing with heavy grease, to keep oil off the brake drums. On a long descent the grease would melt, reducing braking power to nil....

This Fiat was driven over the Grampians "where grass was growing in the centre of the road and no other vehicle was encountered," to Glasgow, for shipment to Waterford. Returning from Ireland just before "the troubles" the railway truck intended for the car was not in evidence at Fishguard, so the Fiat was driven to London over snowy roads, with an overnight stop at Brecon. London was reached the following evening, but our chauffeur then drove into the wrong garage by mistake and had to knock down a door-jamb to get the Fiat out. Hood enjoyed this job, and to his employer's mother, an elderly titled lady, he owed much of his knowledge of London. On one occasion he took her to Sandown, in the company of one of the race-course officials. The old lady remained in the car, but asked Hood to go over to a bunch of chauffeurs to obtain a tip for the next race; it must have been a good one, as back at her hotel she handed him a 10/- note! This position ended when the Fiat's owner had to go to France for health reasons and didn't require her car there. It was *shipped* back to Aberdeen, a normal procedure in those days.

Next, there was a temporary job as chauffeur to a visiting shooting-tenant, who ran a Crossley and a Hupmobile. After that job had ended a telegram arrived, asking if Hood would be

interested in a permanent position in Sussex. This was accepted and the Crossley, which had been left in Scotland, was shipped to London. At his new post the chauffeur found also a 1914 Clegg-Darracq landaulette, "a pretty little car in a nice shade of khaki with surrounds of dark brown, lined in gold. But the driving seat was a trifle cramped. The Hupmobile was "an extremely tough little job. Everyone agreed you simply could not knock these cars out", and Hood thought the only thing that surpassed it was the Dodge, of which one was used by a friend for hire-work and "ran 60,000 miles without a decoke". The Crossley, an ex-RAF vehicle, was a different proposition. It seemed to have had a hard time and was a terror for pinking, so much so that it had to be run on pure Benzole. Later ¼"-plates were inserted under the cylinders, to help matters. "It never actually let the side down," but another Crossley that replaced it was a far better car.

This second Crossley was supposed to have been used by the RAF in Germany but to have covered a very small mileage. It set off in the hands of its new owner, to the North with luggage aboard, and on the way the cover enclosing the front universal-joint on the propeller-shaft ripped to pieces and had to be replaced by a blacksmith, who skilfully made up tiny brackets to bolt it back in place. On arrival at its destination the under-chauffeur found that an engine-bearer had fractured. It was repaired by getting the estate blacksmith to forge a plate which was riveted inside the broken bracket. The Crossley then returned to Sussex and the Guv'nor went out for the day with Tom, his under-chauffeur, driving him. Hood noticed that they had not returned by their usual time. Much later he saw the Guv'nor arrive home in a Model-T Ford, looking displeased. He told Hood that they had "a rare old time" with the ex-RAF Crossley. First, a front wheel had flown off and bounded over a hedge. Thinking it would be safer to put it back using the locking-rings from a back wheel, this was done and the journey was resumed, until the back wheel came off. That was the end of it, so far as the owner was concerned. He said never again would he go out in the car. The very next morning Tom was instructed to take the "thing" back from whence it had come. Incidentally, this was a garage that housed "an enormous four-cylinder Fiat, fitted with a large landaulette body and reputed to be one of a batch of chassis intended for armoured cars in Russia."

After this sad experience with the Crossley the estate acquired a 1923 40/50-h.p. Rolls-Royce and with a Barker cabriolet body. Hood was sent for two weeks to the Rolls-Royce Instructional School in Derby to learn how to drive and maintain it. *(See* MOTOR SPORT, June issue, page 801). In addition to this car the son had an 8-h.p. Talbot, remembered as "a real little flier", and a pleasant little car to drive". The gardeners, though, used to grumble at the manner in which it shifted the gravel on the curved drive, due to the absence of a differential ... It was succeeded by an Aston-Martin.

Another car was needed to replace the unreliable Crossley and although the Guv'nor had tried a Rolls-Royce Twenty, he had found the body much too small, although he was "delighted with the performance." So his chauffeur went to the next Olympia Show to look for a substitute. Hood thought that the only suitable cars for his employer were the Lanchester Twenty-One and the American Hudson. When his master returned from abroad he reported this.

For some time he heard no more. Then, calling at the London flat one day to collect his master, Hood was told to leave the car and accompany him to the Lanchester showrooms in New Bond Street. There they had a good look at the new 21-h.p. car and a few days later Dr. Lanchester himself called to demonstrate it. An order was placed on the spot, but the car was taken away to have some special accessories fitted. It was delivered soon afterwards and "proved to be one of the nicest cars it had been my privilege to drive", recalled Hood. "The springing was excellent and the four-wheel-brakes made it an exceptionally safe car" (unlike the rear-wheel and transmission brakes of the 40/50 Rolls-Royce, which had given its chauffeur some very anxious moments).

The only problem with this Lanchester was that on those oddly-hummocked roads in the Pennines, over the moorlands, the back tyres would come into contact with the mudguards unless the speed was drastically reduced. Otherwise, and it did some very long runs, this Lanchester was "all quite trouble free", any bothers that cropped up being "the fault of the accessories." In 1925 the family moved permanently to the North and although Hood thought he would enjoy this, he found that his old friends and acquaintances had gone, so he gave notice and returned to Sussex, where he was out of work for five months.

Jobs were very difficult to obtain at this time – one London post for which Hood applied had had 400 applicants, which the advertiser, an ex-Naval man, had whittled down to four, of which our chauffeur was one. But he did not get it; "I expect it went to an ex-Navy driver". However,

continued on page 961

Alfa Romeo Authorised Dealers

TAX FREE MILITARY & DIPLOMATIC SALES
ALFA ROMEO (GB) LTD
Edgware Road, London NW2 6LX
Tel: 01-450 8641

AVON
IAN D. SWIFT GARAGES LTD.
54-56 Redcliffe Street, Bristol BS1 6AT
Tel: (0272) 27668
WELLSWAY MOTORS
Wellsway, Bath. Tel: (0225) 29887

BEDFORDSHIRE
ALEC NORMAN (GARAGES) LTD
Shuttleworth Road, Cardington
Bedford MK41 0EP. Tel: (0234) 66411

BERKSHIRE
ORMSBY CARS LTD
108 Bath Road, Reading RG1 7LU
Tel: (0734) 586425

BUCKINGHAMSHIRE
ADAMS CONTINENTAL
Oakfield Road, Aylesbury
Tel: (0296) 27395
AMERSHAM MOTORS
Chesham Road, Amersham
Tel: (02403) 2299
BOBTMAN GARAGES (DENHAM) LTD
Main Central Road
Denham Green UB9 5EY
Tel: (0895) 35778
PENN GARAGE
36 Hazlemere Road, Penn
High Wycombe (049 481) 2267
THE RIVER GARAGE
14 London Road, Old Stratford
Milton Keynes MK19 6AA
Tel: (0908) 562193
STATION GARAGE
Station Road, Taplow
Tel: Burnham (06286) 5167

CAMBRIDGESHIRE
BENSTEAD & PEACOCK CO LTD
69/71 Cambridge Road
Peterborough PE1 2HB
Tel: (0733) 52441/2
MERCER GARAGE LTD
180 Histon Road, Cambridge CB3 7PP
Tel: (0223) 67766

CHESHIRE
CATES GB, FRODSHAM LTD
Bridge Lane, Frodsham WA6 7AH
Tel: (0928) 31101
MANGOLE'S (USED CARS) LTD
The Northern Performance Car Centre
London Road (A50), Alvaston
Nr. Knutsford WA16 9NW
Tel: Lower Peover (056581) 2691

CLEVELAND
MARSKE MOTORS
CONTINENTAL LTD
Helmsley Avenue, Marske by Sea
Tel: Redcar (0642 47) 1751

CORNWALL
GOSLING'S GARAGE
R. & S. M. Flint, Minadew Road
Ewarp, TR4 8HG
Tel: (07268) 4468/3993 &
(ANSAFONE 5581) (STD ENTRY)
St. Kew Highway Hayle Tel: (0736) 753101

CUMBRIA
STAVELEY MOTORS LTD
High Garage, High Kendal LA8 9DD
Tel: Staveley (0539) 821432

DERBYSHIRE
WOOLES MOTORS (DERBY) LTD
145 Warwick Road, Derby DE3 8HU
Tel: (0332) 22928
WOODLEIGH MOTOR SALES LTD
193 North Wingfield Road, Grassmoor
Chesterfield Tel: (0246) 850638

DEVON
CREMHALES GARAGES (SOUTH WEST) LTD
Collation Garage, Collation St. Mary
Paignton TQ4 7QF
Tel: (0803) 556567 & 556205
GOOSE GREEN GARAGE
Hennock Road, Marsh Barton
Exeter EX2 8RU Tel: (0392) 37337
GOOSE GREEN GARAGE
The Square, Torrington EX38 8HN
Tel: (08052) 2555-6
SEYMOUR HORWELL GARAGE
Wellington Street
Newton Abbot TQ12 1JW
Tel: (0626) 2545/6256

DORSET
AUTO SERVICE GARAGE
FRIARS CLIFF LTD
Mudeford BH23 4AX
Tel: Highcliffe (04252) 5151
CAREYNS LTD (WESSEX)
Trinity Street, Dorchester DT1 1TJ
Tel: (0305) 4414

ESSEX
BRIDGE MOTORS (BOCKING) LTD
Bridge House, Bocking, Braintree
Tel: (0376) 24181
BYFORD BROS. MOTORS
114-120 Arterial Road
Leigh-on-Sea SS9 4DG
Tel: Southend (0702) 525109
ORANGE MOTORS
BRENTWOOD LTD
Brook Street, Brentwood CM14 5LG
Tel: (0277) 211651
GLOUCESTERSHIRE
G. R. FOREY & CO. LTD.
Carisbrooke Motors, Lansdown Road
Stroud GL5 1BY Tel: (045 36) 4685/2364
H. P. J. GARAGES LTD
Uddington Service Station
Moreton-in-Marsh GL56 0RW
Stow-on-the-Wold (0451) 30132

GREATER LONDON
BURLINGTON CARS (N.W.) LTD
37 Camden Road NW1 Tel: 01-485 9111
COLLIVER GRAHAM
(NORTHWOOD) LTD
1 Eastbury Road, Northwood HA6 3BX
Tel: 92 24115
HERACOMBE HIGHGATE LTD
26 North End, Highgate N6 4QD
Tel: 01-348 5151
D. KINGHAM LTD
39-41 South End, Croydon CR0 1BD
Tel: 01-680 0477
CHARLES LOCK MOTORS LTD
274 Baker Street, Enfield EN1 3LU
Tel: 01-367 3111
LONDON SPORTS CAR CENTRE
Cannon House, High Street
Edgware HA8 7LY Tel: 01-952 6177
M.T.C. CARS LTD
171 Westbourne Grove W11 2RT
Tel: 01-727 1445
MOTORTUNE LTD
250 Brompton Road SW1 2AT
Tel: 01-581 1038
PORTMAN GARAGES LTD
92 George Street
Baker Street W1M 5PB
Tel: 01-935 9418
SHEEN GATE GARAGE
410-416 Upper Richmond Road West
East Sheen SW14 7DR Tel: 01-876 1630
T. & E. GARAGE (WIMBLEDON) LTD
19 Hartfield Road, Wimbledon SW19
Tel: 01-540 7525

GREATER MANCHESTER
RALPH MILLETT & CO. LTD
5-12 Peter Street, Manchester M2 5GR
Tel: 061-831 7447
SPORTS MOTORS
(MANCHESTER) LTD
750 Plymouth Grove
Manchester M13 0BG Tel: 061-224 3335
WESTUNE LTD
Crown Lane, Horwich, Bolton BL6 5HW
Tel: 02043 68621

HAMPSHIRE
CLOVERLEAF CARS
(ANDOVER) LTD
Salisbury Road, Andover SP10 2EU
Tel: (0264) 61566
HOLYCAVEN ENGINEERING
Southern Garage, 111-113 Havant Road
Cosham Tel: (07016) 88651
WIGGINS GARAGES LTD
13 Park Street, Shirley, Southampton
Tel: (0703) 783622

HERTFORDSHIRE
CAMBRIDGE ROAD GARAGE
120 Cambridge Road
Sawbridgeworth CM21 9BU
Tel: Bishop's Stortford (0279) 724857
G.T. HARPER
(SPECIALIST CARS) LTD
Hertford Road, Broadwater
Stevenage SG2 8RB Tel: (0438) 51565
WATERS CONTINENTAL
Queensway
Hemel Hempstead HP2 4RT
Tel: (0442) 51466
WATERS CONTINENTAL
On the A1 (NB/SB) A1(M) J10
Tel: (0438 65) 71470

HUMBERSIDE
JOHN BEAUFORD (HULL) LTD
Ferm Garage, Springbank, Hull HU3 6TG
Tel: (0482) 20879
TERRY BURGESS (MOTORS) LTD
Anlaby Road, Grimsby DN31 1RW
Tel: (0472) 58622

ISLE OF MAN
EXHICARS LTD
Highlight Garage, Kirkmichael Circle
Douglas Tel: (0624) 24114

ISLE OF WIGHT
HOOPER & CHILDS (SANDOWN) LTD
Station Avenue, Sandown PO36 8HJ
Tel: (098 384) 2562

KENT
ASHFORD MOTORS
Crystal Road, Ashford
Nr. Maidstone ME20 7AG
Tel: (0622) 78613
MOTORWAY SPORTS CARS LTD
224-232 The Street, Brasted
Nr. Sevenoaks ME6 0AH
Tel: (0959) 77 (203-4-7)
RAWSON (T.M.S.) LTD
Speedway House, Dunks Hill Parade
Tunbridge Wells TN4 8HN Tel: (0732) 364388
SUNGROVE PARK MOTORS LTD
146 Board Ash Lane, Bromley BR1 5BZ
Tel: 01-857 2251 4

LANCASHIRE
HAMBLETON'S & BAILEY LTD
13 King Street, Blackpool
Tel: (0253) 29401
TOM WORTHINGTON LTD
Co. Norwood Motor House, Deepdale Road
Co. Harwood, Nr. Blackburn BB6 7HH
Tel: (0254) 885512
WOOLLEY (HOLDINGS) LTD
Montague Street, Blackburn
Tel: (0254) 51661

LEICESTERSHIRE
ROGER CLARK (CARS) LTD
45-49 Coventry Road
Narborough LE9 5GE Tel: (0533) 866303
THE GLEBE GARAGE
(LEICESTER) LTD
2 Saxby Street, Leicester LE2 0NB
Tel: (0533) 543309

LINCOLNSHIRE
MALTBY GARAGE LTD
Horncastle Road, Boston PE21 9BN
Tel: (0205) 64108
F. K. SHARPE LTD
210 Newark Road, Lincoln LN5 8RR
Tel: (0522) 22329

MERSEYSIDE
CURLEY'S OF AINSDALE
609-615 Liverpool Road, Ainsdale
Southport PR8 3NT Tel: (0704) 79088
THINGWALL GARAGE LTD
Barnston Road, Thingwall
Tel: (051) 648 1315

NORFOLK
ROBINSONS AUTOSTAR
GARAGE LTD
Hingham Causeway, Hingham Street
Norwich NR2 4LX Tel: (0603) 612111
JIM RUSSELL
London Road
Downham Market PE38 0DF
Tel: (0366 83) 3347

NORTHAMPTONSHIRE
DOVE OF NORTHAMPTON LTD
283B Michael's Road
Northampton NN1 3JU Tel: (0604) 39431

NORTHUMBERLAND
FAWCINGTON GARAGE LTD
Stagshaw, Corbridge NE45 5QR
Tel: Great Whittington (043 472) 236

NOTTINGHAMSHIRE
BRISTOL STREET MOTORS
(SHERWOOD) LTD
323-333 Mansfield Road
Nottingham NG5 2EG Tel: (0602) 606666

OXFORDSHIRE
MINNS MOTORS (ABINGDON) LTD
Corner House Garage, Abingdon
Nr. Oxford OX13 6BS Tel: (0865) 730131

SOMERSET
L. J. IRVINE & SONS LTD
Bristol Road, Bridgwater
Tel: (0278) 55133
JOHN MEAD OF YEOVIL LTD
Hollow Lane, Handford, Yeovil BA20 2AU
Tel: (0935) 5581

STAFFORDSHIRE
D.T.C. MOTOR SERVICES LTD
Bromwich Street
Newcastle-under-Lyme ST5 3HD
Tel: (0782) 617391
RICHARD ROSE CARS LTD
Burslem New Road, Hanley
Stoke-on-Trent
Tel: Hanley (0782) 286213
STAFFORD CARS
Main Street, Stretton, Burton-on-Trent
Tel: (0283) 62410

SUFFOLK
ANGLIA GARAGE
Derby Road, Ipswich Tel: (0473) 59511
WOODSIDE GARAGE
Ingham, Bury St. Edmunds
Tel: Culford (028 484) 341

SURREY
BELL & COLVIN (CATERHAM)
169-173 Croydon Road
Caterham CR3 6PE Tel: (0) 4911
BELL & COLVIN LTD
Epsom Road West Horsley
Nr. Guildford KT24 6AU
Tel: East Horsley (04865) 3671
PAGET AUTOS (CHEAM) LTD
Paget House, Upper Mulgrave Road
Cheam SM2 7AZ Tel: (01-642) 0166
ROADLINE CARS LTD
3 Pyle Street, Camberley
Tel: (0276) 28951
THOMSON & TAYLER
(BROOKLANDS) LTD
62 Portsmouth Road, Cobham KT11 1JR
Tel: (0932) 5900
SUSSEX – East
THE NEWICK GARAGE LTD
Church Road, Newick BN8 4JU
Tel: (082 572) 3233
SUSSEX – West
ANCA GARAGE (WORTHING) LTD
187 Findon Road, Worthing BN14 0ER
Tel: Findon (090 671) 4022
ROGATE GARAGE LTD
Rogate, Petersfield GU31 5EP
Tel: (073 082) 389
THOMAS HARRINGTON
(HORSHAM) LTD
2-4 Brighton Road, Horsham RH13 6BA
Tel: (0403) 60245

TYNE & WEAR
LYLE'S GARAGE
Diana Street, Newcastle upon Tyne
Tel: (0632) 27314

WARWICKSHIRE
CHEYLESMORE GARAGE
(COVENTRY) LTD
Qib Sutherland Avenue
Coventry CV5 6NJ Tel: (0203) 45140
HAWTHORN GARAGE
(STREETLY) LTD
62 Chester Road North, Streetly
Sutton Coldfield, Birmingham B74 4SP
Tel: (021) 353 0345
G. M. WYATT (STRATFORD) LTD
Alcester Road, Stratford-on-Avon
Tel: (0789) 2468/9/1501

WEST MIDLANDS
E. S. ROUTS MOTORS LTD
Merridale Lane,
Wolverhampton WV3 9RG
Tel: (0902) 20195
MAHOOD (SCOTTS) LTD
683-687 Stratford Road
Birmingham B11 4DU
Tel: (021) 778 3295/6

WORCESTERSHIRE
JACK HUMPHRIES & CO. LTD
Mill Bank Garage, Mill Street
Kidderminster DY10 1QJ
Tel: (0562) 2708
NORTH WORCESTERSHIRE
MOTORS LTD
127-135 Hagley Road, Old Swinford
Stourbridge DY8 2JA Tel: (038 43) 5031

YORKSHIRE NORTH
AL WYCKERSHAW
Leeman Road, York YO2 4HB
Tel: (0904) 27773

YORKSHIRE SOUTH
CENTRAL MOTORS OF SCOTLAND
STREET LTD.
Scotland Street, Sheffield S3 7BZ
Tel: (0742) 75541
HARLEY GARAGE CO. LTD.
Northgate, Horbersham (0709 6)40
Tel: (0484) 20602

YORKSHIRE WEST
ANDREW BROS. (BRADFORD) LTD
Oak Lane, Bradford BD9 4DB
Tel: (0274) 39552
WHITE GARAGE
The Whitehaven Motor Co. Ltd
Leeds Otley Road,
Pool-in-Wharfedale LS21 1DA
Tel: (0532) 842909
YORK ROAD GARAGE
(Garage Sales) Ltd., York Road, Leeds
Tel: (0532) 32777

NORTH WALES
REDMOND BROS (LLEN)
Whitchurch Road, Wrexham
Nr. Wrexham LL13 0DE Tel: (0978) 2496

SOUTH WALES
S. L. MOTORS
129 Pontypridd Road, Caerphilly CF8 1LL
Tel: (0222) 883777
SOUTH WALES SERVICE STATIONS
Llanrhos, Llandudno
Tel: (0633) 42056

SCOTLAND
BRAE HEAD GARAGE (1970) LTD
Dalgety Avenue, Kirkcaldy
Tel: (0592) 60898
FORRESTER AUTOMOBILES
MOTOR SERVICES
Main Street, Gatehouse
Nr. Dunfermline
Tel: Newmills (0383) 882 343
FORRESTER LTD
Tollcross, Glasgow Tel: 041-336 7611
FISHER GARAGE
(FORFAR) LTD
Arbroath Road, Forfar
Edinburgh Office: 031-661 2511
FISHER GARAGE
(FORFAR) LTD
20 Canning Street, Edinburgh EH3 8EG
Tel: 031-229 2911
GRAHAM & MORTON LTD
Burghmuir, Perth PH1 3RS
Tel: (0738) 36771
GEORGE STEAD (PERTH) LTD
547 Great Western Road
Aberdeen AB1 5NP Tel: (0224) 47777
HAMILTONS (PERTH) LTD
Hamilton Garage, 250 Glasgow Road
Perth PH2 0LT
Tel: Perth (0738) 36721
THE SMART GROUP LTD
137 Academy Street, Inverness
Tel: (0463) 34351
WEST END GARAGE
(1961) LTD
Queen Street, Dumfries
Nr. Dundee DD5 1AN Tel: (0382)
WHITE CRAIG MOTORS (1977) LTD
60 Dalsetter Road, Glasgow G13 1BX
Tel: (041) 434 4200
WILSON BROS. LTD
Kilbirnie Ayrshire KA25 7DS
Tel: (0505) 683333

NORTHERN IRELAND
MALCOLM GINGLES
Mill Street
Ballymena, Co. Antrim
Tel: (0266) 2077
MALCOLM GINGLES
Broadway Service Station, Ballymena
Tel: (0266) 61133

CHANNEL ISLANDS
Guernsey
SYMONDS (C.I.) LTD
Forest Road, St. Peter Port
Tel: (0481) 21351
Jersey
MILLIGANS GARAGE LTD
Tunnel Street, St. Helier
Tel: 27 000
EIRE
THE ALFA MOTOR CO. LTD
42-44 Lower Leeson Street, Dublin
Tel: 764181

Book Reviews

"No Echo In The Sky" by Harald Penrose 134 pp. 8¾" x 5½". *(Aris & Phillips Ltd., Teddington House, Warminster,* £6.50).

I have referred to this little book previously; it has been out-of-print for a long time, since Cassell first published it in 1958 and very hard indeed to find in even the specialist aviation bookshops. Now it has been reprinted, in a collection of 35 revived, previously out-of-print, books covering the literature and history of aviation sponsored by Arno Press of New York, an associate of the *New York Times*. I am very glad of this, because Harald Penrose, one-time Westland test-pilot, has such a fine command of English, and knows so much about the flight of birds and of aeroplanes, and has had such a wide experience of the latter, that this auto-biographical work of his should be enjoyed enormously by all who have the romance and adventure of flying at heart.

"No Echo In The Sky" is in the form of 15 short but beautifully-written chapters, each one covering a vivid experience of the author-pilot's. Penrose writes from the viewpoint of one who has savoured the pleasure and the drama of flying to the full, and knows how to describe it in writings which can justifiably be described as literature; yet the technicalities are there – the r.p.m. and m.p.h. figures, etc., to hold the attention of the purely mechanically-minded. The first chapter of this book describes the boy Penrose cycling to a local field and having a joy-ride in an Avro 504, in 1919. The next is about how he was taught to fly, in a Westland biplane, after he had joined the Yeovil Company in 1926. The third short but so-descriptive chapter is concerned with trying a Bristol fighter, in 1927, "my first relatively-powerful aeroplane, after slow school machines ..." Notice that they were aeroplanes to Penrose, not aircraft ...

So this grandly fascinating little book unfolds, with wonderful insights into a test-pilot's life, each piece brief but perfectly rounded-out. There is the fun Penrose had in his high-wing Westland Widgeon monoplane, until it was burned-out in a curious accident. He describes next his high-altitude flight in a specially-stripped, super-charged, two-seater Houston-Westland Bristol Pegasus-engined biplane, which they hoped would climb a mile higher than the ceiling of the current Bristol Bulldog fighter and which was to try for a flight over Everest; Penrose got it laboriously to 37,500 feet, at which altitude the temperature was –65 deg., when the engine stopped and he had to get it in on the glide at Shoreham, Tangmere or Hamble – "Why had I forgotten Gosport and Lee?' – in this age of no radio aids and with no blind-flying instruments; "Home in that instant became very far away ... tomorrow would be won only if today, and in this hour, no mistakes were made, and fortune smiled."

Then we have another adventure, when the Westland PV7, "the biggest high-wing monoplane than had yet been made," broke up on a test-flight and he had to jump from it and land by parachute, back in the late summer of 1934. From that marvellously-described memory Penrose then tells us what it was like to test-fly for the first time, watched by the staff responsible for it, a Rolls-Royce-engined R.A.F. Westland Pterodactyl tail-less monoplane, early in 1935, of an alarmingly low cliff flight he made in his home-built Pegasus sailplane on a windy day off the Dorset cliffs in 1936, and of his first experience flying a fixed-pitch, wooden-propellered Supermarine Spitfire at Martlesham in 1938.

War was closing in and the latter part of the book covers flying a captured Messerschmitt Me109 during hostilities, with the danger of being shot-up by an inquisitive Spitfire (the German machine's direct-fuel-injection gave it "instantaneous and perfect" pick-up), praise for the Westland Lysander, having to force-land a Westland Welkin twin-R-R-Merlin prototype in the war-time radio-silence of 1943 when an engine went out and cabin pressurisation failed at 47,000 ft. over Cornwall, and he gives us a graphic impression of what jet-propulsion seemed like in 1945, flying an R.A.F. Gloster Meteor (and the undercarriage warning-lights failed, as this borrowed aeroplane was due to come in to land, with zero fuel!) The book closes with Penrose going on the BOAC familiarisation flight to Singapore in 1952 in the then-new De Haviland Comet air-liner and, a fitting finale, his test-flying of the Westland Wyvern strike-fighter, the 319th-type he had flown, from its initial flight in 1943 to its acceptance by Squadrons in 1953. One flight ended in a landing in this machine, which had killed at least four of Harald's close friends, with one aileron out of action, after a terminal-velocity dive had all but ended in disaster, the eighth close-call the author had had in this aeroplane...

To quote further from "No Echo In The Sky" is unnecessary. I need only say that I enjoyed it very much indeed, this book about flying which is also about the beauty of the English countryside at different times of the year (it is illustrated by Keith Shackleton's excellent drawings), and that I think some of you might, too. – W.B.

"Brooklands – A Pictorial History" by G. N. Georgano. 112 pp. 9½" x 7". *(Dalton Watson Ltd., Beaulieu Books, 76, Wardour Street, London, W1V 4AN.* £5.25).

By my reckoning there have already been six books about Brooklands as a Motor Course and Aerodrome, including the original "Wheels Take Wings" and the Grenville standard history. So one might question whether another is necessary. Such a thought could, however, never enter the head of a true-blue Brooklands *aficionado,* because to those of us to whom the now-defunct Track was sheer magic, Heaven-on-Earth, there can never be too much published about it.

In this little book, the first in a Beaulieu Books series published by Dalton Watson, which Lord Montagu of Beaulieu has graciously said he hopes I will regard as "a pictorial complement to your great work on Brooklands", Nick Georgano has got together a splendid assortment of pictures which capture admirably the atmosphere and happening at Brooklands, along all those years when it was active almost every day of a summer week. He covers in this happy fashion not only the motor and motor-cycle racing but the flying, the Brooklands' people, the oddities, and the very flavour of the place. Naturally quite a number of the photographs reproduced have appeared elsewhere. Inevitably, the book opens with views of the Track being constructed. Some of the pictures have filled-in a trifle and a larger format would have helped, but mostly the reproduction, on high-quality art-paper, of these undeniably rare and historic pictures, is good. Georgano has not attempted to make his book a brief history of Brooklands. He has preferred to use pictures, no all by any means solely of celebrities or famou cars, which bring out the inimitable "feel" of th old Track. The girls are there, in the perio fashions, there are some fine aeroplane picture there is a good one of "Ebby" and others of othe famous Brooklands' officials, or little-know corners and aspects of the Brooklands estate, an the book concludes with an amusing picture o two Brooklands "bobbies" and an aerial view o how the area at the Fork was engulfed during th last war by BAC buildings, so that the ol landmarks have almost vanished. Typica Brooklands' posters are used as end-papers.

The Preface is by His Grace the Duke o Richmond and Gordon and I was prevailed upo to write the Foreword. So I am glad to say tha Georgano is nearly 100% accurate. If an comment is justified, it might be to remark tha the List of Contents is not followed out wit Chapter headings, that references to Frazer Nas cars should be non-hyphenated, that althoug the girl on the Trump motorcycle became Mr Hawkes, she was then Miss Janson (but this explained later), that Alistair Miller occupied th bungalow within the Track before, not *afte* Parry Thomas, that "Babs" only had a Leylan radiator for a short time, Kaye Don's name wrongly given on page 45 and the light-c towing the Benz on page 48 is a BAC *not* a Eric-Campbell, and it is surely towing Hornsted 100-h.p., *not* his 200-h.p. Benz? However, that niggling criticism and the book stands as a fin record of what Brooklands, from 1907 to 193 was all about. More unfortunate is the confusio between the BRDC 500 Mile Race and the JC International Trophy Race of 1933, on page 5

My favourite picture is that of the aer engined Wolseley Viper being towed in th Paddock behind a Model-T Ford. Th remarkable ramp operated by an official t dissuade drivers from speeding through th tunnel is shown, the veteran cars, the Greenba electric truck, the Dynasphere, the ABC wind waggon, the "bookies", the Test Hill, etc, etc it's all there, and one view suggests that befor the 1914/18 war there was a fence dividing th return-road from the tunnel entrance-roa which wasn't there in my day. If the picture Jack Duller's Duesenberg is no better than a poo snapshot, there is an interesting picture of th Barnato-Hassan in its earlier form, and Jill Scot is seen in the Leyland Thomas No. 1. A pit however, that one picture of three ladies an their DH Tiger Moth is presumably a pose publicity one, as the propeller is being swun without the use of wheel-chocks. There is wealth of browsing in this Beaulieu Book, whic all those who loved Brooklands cannot fail t enjoy, even if the price is about as steep as th famous bankings! – W.B.

"The Complete Car Modeller" by Gerald Wingrove. 151 pp. 12" x 8". *(Eyre Methu Ltd., Associated Book Publishers Ltd., Fetter Lane, London, EC4P 4EE* £6.95).

The aim of this large, coffee-table category boo is to take the reader behind the scenes of Gera Wingrove's workshop and explain the exactin methods by which he creates near-perfect moto car replicas from various materials. Hence th "complete" in the book's title – rendered "compleat", I understand, if the same service performed for anglers. The better to explain h methods, and also to whet the appetite of h readers for such model-making, Wingrove ha many fine photographs to supplement the text, stages in the construction of the models and the models themselves. The latter depicts some

his more delectable creations – Tulipwood Hispano-Suiza, Model-J Duesenberg, blower-4½ Bentley, Model-T Ford, etc. There is a complete chapter about how to make the Duesenberg. Some of the pictures are difficult to recognise as they are not captioned and you need to read the text to identify them.

But if you like masses of such pictures, step-by-step instructions, and examples of the end-product, such as a splendid miniature Bugatti alloy-spoke wheel or a straight-eight Duesenberg engine and gearbox no bigger than the palm of a man's hand, this is the book for you. It contains plans of many old cars, including the aforesaid Bentley and Hispano-Suiza, 1909 40/50 Rolls-Royce two-seater, Type 43 Bugatti, low-chassis 4½-litre Invicta, SSK Mercedes-Benz, TT Replica Frazer Nash, J2 MG Midget, 1750 Alfa Romeo, etc., off-set by one for a Lotus Type 72. W.B.

* * *

The second volume (soft-covered) of the SCC of S. Australia's "Motoring History Book" has been issued, covering motor-car portraits from 1901 to 1918. Those interested should contact the Club at 260, Port Rush Road, Beulah Park, SA 5067.

* * *

A 128-page soft-cover book "Crashworthiness of Vehicles" by W. Johnson and A. G. Mamalis has been published by Mechanical Engineering Publications Ltd., PO Box 24, Northgate Avenue, London, SW1H 9JJ priced at £4. It covers motorcycles, aeroplanes, ships, trains and elevators as well as cars and should be of value to those concerned with this morbid aspect of mobilisation. Racing car shunts have been expertly dealt with previously but this book might add some recent knowledge under this heading. – W.B.

* * *

Steam enthusiasts should note that the Road Locomotive Society has issued three reprints, of the old Clayton & Shuttleworth and Fowler Ploughing Engine catalogues, copiously and rather magnificently illustrated, which can be obtained for £2.55 and £1.65, respectively, and also a little book which Eddison's, the steam-roller people, issued to their drivers to ensure that they understood the Road Traffic Act of 1931 in respect of steam vehicles, which is available for 60p. All these prices include postage and those interested can obtain these reproductions from: P. C. Smart, Stoneleigh, 9, Vine Lane, Boundstone, Farnham, Surrey, GU10 4TD.

* * *

The RAC has now issued a book of town-plans covering Central England, including East Anglia and Wales, No. 2 in this series, priced at £1.90. W.B.

Cars In Books

KEN FIDGEN of the STD Register, has sent me the following for this column: –

Here is a "Cars in Books" reference for you if it has not already cropped up in the past. Cecil Beaton in "My Bolivian Aunt – A memoir" (Weidenfeld and Nicolson) writes: – . . . "Her hats alone caused a sensation in London – though they were difficult to manoeuvre whenever she went out in her open carriage. When Welby, the driver who now became chauffeur, appeared at the wheel of the new Sunbeam with its canework body, lots of highly polished brass-fittings, and an inconveniently low roof, the situation became even more fraught." The hats belonged to Uncle Percy's wife and the date at the beginning of the chapter is 1902. This is the only reference unfortunately. Presumably this would have been a 1904 or later-model Sunbeam, perhaps a 12/16. – W.B.

OLD CHAUFFEUR –
continued from page 959

in 1926 he obtained a place with a local landowner, with whom he stayed for eleven years. His task was to drive the new Morris-Oxford they had just acquired. This new car was supplemented for station-work by a 1905 single-cylinder 8-h.p. De Dion Bouton. Originally this had been bought to replace a horse-and-trap and when the previous chauffeur had gone to tow it home he had taken the gamekeeper with him, to steer the car. There had been a mishap of some sort and the De Dion had run into a tree. However, the chauffeur put on a modern radiator, and bonnet to match, and converted the body into a pick-up truck with detachable seats. This little car was known as "Mutt and Jeff" to the staff.

As Hood's old foreman had told him all about De Dions he had no difficulty in keeping this old specimen going and on one occasion it took a party of boy-scouts to Portsmouth and back, under the care of its former driver, without mishap. Admittedly, on one run back from the station the engine stopped suddenly with an awful knock, because the automatic inlet valve had snapped off at the cotter end and fallen into the cylinder. The piston was unharmed, and a new valve was turned up on the Britannia lathe in the estate workshop, a lathe exactly the same as that at the first garage where Hood had worked, except that it had an extra long bed so that half-shafts for the bigger De Dion Bouton car, that the Morris-Oxford had replaced, could be machined thereon. At this place the years passed to an established routine, and Hood was privileged to drive "some very distinguished people."

By 1933 the subject of these reminiscences had a place of his own and wanted to leave but he was persuaded to stay on and drive the Austin Sixteen that had replaced the Morris-Oxford. Even after he had left he was called on frequently to help out, until a suitable man was engaged out of several subsequent chauffeurs they had. Some time after this Hood was asked to drive a gentleman who had contracted neuritis in one of his arms. The car, a fluid-flywheel Daimler, which was apt to break its road springs. This job, intended to last a fortnight, went on for two months and in the end became permanent, Hood filling in time by helping the millwright at the gentleman's factory, when not needed on the car. They were making machinery associated with the breweries and a very happy time ended only because of war-time petrol-rationing. So ended a long driving career, with Hood finally delivering wireless-batteries and then becoming an attendant at a water works, until his eventual retirement in 1958.

Finally, what of Hood's own cars? Around 1927 he bought an old BSA motorcycle combination, which "was quite a good runner and pulled particularly well up hills". This was replaced by a reliable 4-h.p. Douglas and sidecar, followed by an aged Model-H Triumph "which served me very well indeed and did some very long runs". It was in due time converted from belt to chain drive. A bout of influenza implied changing to a car, so a 1921 Albert was discovered and purchased. Hood said of it: "This little car was a nice job, beautifully finished, a great hill-climber, and quite fast as well." But the back-wheel brakes were very poor and after a very close shave in Edinburgh, the Albert having been driven up to Scotland during a period of leave, it was changed for a flat-radiator 1927 Morris with the 11.9-h.p. Cowley engine, although there were "years of service left" in the old Albert, which was very comfortable, with its rear cantilever springs – but spares for it were getting difficult. The Morris had an inferior finish and wasn't as comfortable but it gave good service, once doing 485 miles in a day on a journey from Lincolnshire to the North of Scotland. Perhaps it was the way the headlamps were adjusted, but this Morris had a special attraction for rabbits. Hood knew every inch of these cars and used sensibly to replace the half-shafts periodically, if the splines showed signs of wear. This Morris ended up in a breaker's yard.

Hood's next car was a 1928 Austin Heavy-Twelve saloon, which he used for hire-work. This Austin, Reg. No. UC 2393, went eventually to his grandson and was then sold but is, I understand, still on the road. Bargains which the old chauffeur passed by included, he recalled, " a lovely Voisin left for breaking-up", also a very old two-seater Zedel, an early Morris two-seater with Continental engine that was for sale in Brighton for £15, and a huge 45-h.p. Renault tourer offered "for next to nothing". Then around 1947 there was a 1914 40/50-h.p. Rolls-Royce going for £25 and a friend's Morris-Cowley saloon with new Fort Dunlop tyres and a new battery and magneto, for sale for £16. "But", said Hood, "Money was scarcer then and I already had my Austin ... " – W.B.

July MG attractions

THE MG CAR CLUB LTD. has some interesting events planned in July. On the second the Northern *Concours d'Elegance* and Motoring Gymkhana is to be held at Thoresby Hall, near Ollerton, Newark, Notts. Members who require an entry form should write (with an s.a.e.) to A. C. Webb, 10 Allestree Drive, Dronfield, Sheffield, S18 5QR.

The North Western Centre are holding a restricted status sprint at Oulton Park. That is on Saturday July 29th, while the Sunday is reserved for a *concours* and gymkhana. More details from D. J. Rainsbury, 67 Barnfield Crescent, Sale, Cheshire.

750 MC search for females

THE 750 MC are to join the hunt for promising lady competition drivers: we wish them better reactions than the giant Ford Motor Co. effort recently received from disgruntled losers in their search for female rallyists! The 750 MC have staged an end-of-season race for ladies for some time (this year it is at Silverstone, October 14th), but now women will be encouraged to take part in the club's racing formula on a more regular basis. MCD circuits will be offering a trophy, £200 and a drive in one of their Escort Sports to "a lady member showing the greatest potential ..."

Karting GP

THE FOUR classes that go to make up top level karting, ranging from 125 c.c. to 250 c.c., will contest the British Kart Grand Prix on July 29/30th. Each class will have its own GP title to squabble over. Recognising the serious nature of modern karting, the full GP Silverstone circuit layout has been reserved for the spectacular men and machines. Binoculars may be needed to sort out the man you wish to support amongst the 60 machines that will take the grid for each race! Lap speeds are expected to better those recorded by 1.6-litre Formula Fords, which now have a lap record speed of slightly over 100 m.p.h.

To Mercedes-Ben
round performance is a
as our car's performance



zyour all
asimportant
e.

At Mercedes-Benz, we realise that one way to improve conditions on the roads is to improve the life and performance of drivers in our cars.

Which means that driving a Mercedes-Benz is unlike driving any other car.

The seat feels firm and actually supports you. The controls are just where you expect them to be.

For the first time perhaps, you will enjoy 'all-round visibility.'

And to find your most comfortable driving position, you can adjust the seat any number of ways.

When you feel comfortable, you also feel alert and confident.

And long journeys tend to take less out of you.

None of this, of course, has come about by accident.

It is the result of many years research into everything that can affect your life behind the wheel.

EVER CHANGING ROAD CONDITIONS.

At the last count there were a staggering 14 million cars jostling for position on Britain's roads.

Road conditions vary from town to town, country to country.

All these factors are considered when we design our cars.

In fact the reason our cars are so right for today's roads is because we began developing them many years ago, often anticipating problems before they even happen.

In the same way, we are now finding solutions to the problems that will face drivers in the mid '80s.

EXPERT ADVICE.

Doctors and psychologists are as important to us as engineers and designers.

For example orthopaedic surgeons advised us on how best to support the driver's back. Psychologists, in laboratory controlled tests, subject drivers to situations of danger and stress to see how they will cope.

The results of their efforts can be seen in the smallest details: even our cars' interiors are designed to give you a calm and relaxed driving environment.

CARS WHICH INSPIRE CONFIDENCE.

Confidence behind the wheel of a car is a phrase that is loosely bandied around by most car manufacturers.

In our case, it happens to be true.

In a Mercedes-Benz car, nothing has been overlooked or left to chance. Which, in these times of mass production, is a reassuring thought.

In short, the car is the perfect balance of styling, engineering, space and comfort.

Meanwhile, our team of experts continue the long and painstaking task of further improving Mercedes-Benz cars.

Right now, however, we suggest you visit another team of experts: your local Mercedes-Benz dealer.

After his performance, you'll know everything you will ever need to know about the Mercedes-Benz range of cars.

Mercedes-Benz.
The way every car should be built.

Mercedes-Benz (United Kingdom) Limited, Great West Road, Brentford, Middlesex TW8 9AH.
Tel: 01-560 2151. For enquiries about export and diplomatic purchase contact Export Sales Division.

FIA European International Historic Championship opener at AMOC Brands Hatch

THE OPENING round of the FIA European International Historic Championship was held at the Aston Martin Owners' Club Brands Hatch race meeting on Sunday, May 21st. Sponsored by Chapman Spooner, who are Aston dealers based in Walsall, the event was run in two separate sixteen-lap parts; the first being for sports cars and the second for single-seaters.

Nineteen cars came to the grid for the sports-car race, headed by the Lister-Jaguars of David Ham and Bobby Bell. Rupert Glydon's fleet little Lola Mk.1 completed the front row. Bell made the best start by far and led up to Druids from Chris Drake (Lister-Jaguar), Ham and John Harper, who too was racing a Lister. Drake's larger-engined Lister was soon overcome by both Harper and Ham and these two quickly began to make an impression on the leader. Ham really had the bit between his teeth, and after outbraking Harper at Paddock on lap 10, he gained on Bell hand over fist and passed for the lead in exactly the same place on the very next tour. On the final lap Bell dropped to third when Harper cruised past to take the runner-up position. Glydon, meanwhile, recovered from his poor start to take fourth from Drake and thus break a total Lister-Jaguar domination.

The second FIA Historic race soon developed into a two horse battle for the lead between the BRM P25 of Rob Lamplough and the sleek Lotus 16 of ex-Grand Prix man Bruce Halford. The last named took the lead on the eighth lap and looked as though he would run out an easy winner until cruel luck struck on the last lap and the green car coasted across the finishing line, after the BRM, with a snapped throttle cable. Behind, Roddy McPherson was fortunate to beat the similar Cooper-Bristol of Simon Philips after Philips had executed a spin at McLaren on lap 10.

Supporting the two FIA races was a full seven event programme and the best of these events, not surprisingly, were the Classic Sports Car race, which was won by Jeffray Johnstone's Lotus 23B from the similar models of Brian Cocks and Michael Evans and the closing Group Four Historic Sports Car Race, where Richard Pilkington's tremendous Alfa Romeo T33/3 beat the equally suberb Lola T70 of Richard Bond. – M.C.S.



The start of the first FIA Historic race, for Sports cars, with the Lister-Jaguars of David Ham (far left) and Bobby Bell outdragging the Little Lola Mk.1 of Rupert Glydon on the right. The Listers of John Harper and Chris Drake are pulling away from the second row.

British motor racing wealth

BROWSING through *British Racing News*, the official journal of the BRSCC, we came across an article introducing the sponsors this large club needs to oil the wheels of its competition programme. It was not the sponsors' names that caught our eye but some interesting financial statistics.

This season the BRSCC itself will distribute £55,000 in sponsored prize money, though that figure also includes expenditure on racing championships as well as individual racing rewards. The club estimate that British motor racing as a whole receives nearly a quarter of a million pounds per annum (actually £225,000) when their own efforts are incorporated together with those of other clubs.

Sensibly the BRSCC point out that most of these sponsors – and the names vary from the familiar high street ring of McVities to specialist products such as those from Aleybars – that these sponsors are spending about the same amount of money again on various publicity exercises to promote their sponsorship.

The club comment that they feel motor racing "probably would survive without such backing," but that we should recognise the contribution such sponsors make. They add that, well before the season started, both the BRSCC and other organisers had sold all of their championships and major races.



Mario Andretti was the complete master of this year's Belgian Grand Prix at Zolder. The American dominated both practice and the race with the striking Lotus 79, and as a result, took a four point lead in the World Championship.

De Grote Prijs van Belgie

Lotus Joy Day

Terlamen-Zolder, May 21st

THE BELGIAN GRAND PRIX seems to have settled down into the smallness and anonymity of the Terlamen-Zolder circuit, just off the Antwerp-Liège autoroute. What was once the Grand Prix de Belgique on the magnificent Spa-Francorchamps circuit in the forests of the Ardennes, with lap speeds of 160 m.p.h. or more, is now resigned to being a simple Formula One event among three days of practice, saloon-car racing, mini-car racing and all the fun of the fair. As the Zolder circuit, of 4.262 kilometres in length, can only allow 24 starters there had to be some weeding out before the race took place on Sunday May 21st at 3 p.m. In addition to Mr. Ecclestone's "chosen twenty" (or F1CA members), invitations were given to Renault (Jabouille), Frank Williams (Jones), Arrows (Patrese) and Hesketh (Daly), not to take part in the race necessarily, but to be allowed to join in the official practice on Friday and Saturday. The previous week the rest of the hopefuls who wanted to take part had a qualifying session all to themselves, all running on a "regulation" type of Goodyear tyre and the result was that Bruno Giacomelli (third works McLaren M26/7), Rolf Stommelen (Arrows), René Arnoux (Martini MK23/1) and Keijo Rosberg (Theodore) all qualified to go forward into the official practice days, though not necessarily into the race itself; that depended on official practice times, so there were still four drivers who were not going to take part in the race. Those left behind on the Thursday before race week were Rebaque (Lotus 78), Merzario with his own car, and Lunger (McLaren M26/6). When this initial weeding out had taken place the Belgian organisers tried to infiltrate two of their own drivers into the system, these being Patrick Neve and Bernard de Dryver, but Bernard de Obergruppenführer Ecclestone would have none of it, so the two Belgian hopefuls became spectators. There are times when you wonder if the Belgians are running their own Grand Prix or not!

After this initial weeding out the serious business (if racing on the little Zolder circuit can be considered serious) began, with the regulation two practice sessions on Friday, one and half hours in the morning and an hour in the afternoon. The paddock seemed to be very full of Tyrrell racing cars, for in addition to 008/3 (Depailler) and 008/4 (Pironi) the test car 008/1 was being prepared between test sessions at Anderstorp in Sweden and Paul Ricard in southern France, and 008/2 re-appeared all brand new and shiny after a comprehensive rebuild with a reskinned monocoque so that it was actually 008/2-2. The Brabham-Alfa Romeo team were unchanged from Monaco, with Lauda (BT46/4) and Watson (BT46/3) and BT46/5 as the spare, all of them still on normal disc brakes, the special carbon-fibre ones undergoing development work. Team Lotus had finished off their Lotus 79 which appeared briefly at Monaco, and it was now Andretti's foremost car, his earlier car 78/3 standing by as a spare. Peterson was still in 78/2, until such time as another Lotus 79 is completed, when he will take over the Andretti car, the team-leader having the new one. Hunt's McLaren M26/4 was fitted with new discs to its front brakes, with many more cooling slots in the periphery, and Tambay's car M26/5 was ready, but the driver was not; his left ankle and foot were suffering badly from skin burns caused by a fire-extinguisher going off in the cockpit of his Formula Two car during the recent race at Pau. McLaren M26/3 was the spare for the team, but with Tambay having to go to England for treatment to his foot, the McLaren team were down to one driver with three cars. This meeting was the debut of Bruno Giacomelli in a number of races this season, with a brand new McLaren M26/7, tailored to fit the plump little Italian, who is a protégé of Marlboro. When it was obvious that Tambay was in no state to drive, Giacomelli was upgraded temporarily into number 2 position in the McLaren team. Normally he will run as a full works-supported entry, but separate from the Hunt, Tambay duo.

Reutemann and Villeneuve were the Michelin-shod Ferrari two-some, as usual, using cars 035 and 034, respectively, with 033 as the spare standing by with Reutemann's number 11 on it. The Surtees Team was running its two new TS20 cars that appeared in practice at Monaco, and Scheckter was in the new and functional looking Wolf WR5, with WR1 standing by in case of trouble. Stuck and Regazzoni were in the two Shadows, the former still in DN9/1A but the latter in a completely rebuilt car, following his Monaco accident, this now being DN9/4A-2. The Renault team had their two turbocharged cars, numbers 2 and 3, and Fittipaldi was in his Copersucar sponsored F5A/3, with number 2 as the spare. Jacky Ickx was in the Ensign MN06, with MN08 as the spare and the Ligier team had temporarily abandoned their new car that appeared at Monaco and Laffite was using the interim car, JS7/JS9/01 in long-wheelbase form, with JS7/03 in short-wheelbase form as the spare car. Alan Jones had the usual two Williams cars, using 001 as his race car, and 002 as the stand-by. The Arrows team had rebuilt Patrese's car FA1/3, which he had bent in practice at Monaco, using a new monocoque tub, so this now became FA1/3-2; Stommelen was in F1A/2 and the original car FA1/1 was the team spare.

Of the rest of the runners Derek Daly had the use of two Hesketh cars, numbers 308E/5 and 308E/4, Arnoux was in the lone Martini MK23/1, Rosberg in the Theodore TR1-2, Jochen Mass was in his usual ATS HS1/2 and Alberto Colombo appeared in the ATS HS1/1 in place of Jean-Pierre Jarier who has gone off to do other things. With Tambay on the sick list there was room for another runner, and as first of the pre-practice non-qualifiers Brett Lunger suddenly found himself with an entry, so there was some frantic rushing about to get his two McLarens to the circuit.

The weather was dry but very overcast and dull and the whole circuit had been resurfaced and was looking very smooth. Obviously lap times were going to be better than previously, but nobody bargained for quite such an improvement as Andretti recorded with the now properly finished-off Lotus 79/2. With very little effort he just

disappeared from everyone's reach, the new "ground effects" Lotus 79 (described in detail elsewhere in this issue) was phenomenal. With almost "neutral-steer" properties and running very smoothly it left everyone behind, even those like Wolf who had nearly caught up the Lotus 78 on technical worth! In the morning session Andretti clocked 1 min. 21.78 sec., the nearest rival being Reutemann in the Michelin-shod Ferrari T3 with 1 min. 22.60 sec., while in the afternoon he improved to 1 min. 21.48 sec. Next best in the afternoon was Scheckter with the Wolf WR5 with 1 min. 22.12 sec., followed by Reutemann who improved to 1 min. 22.35 sec. There was a lot of weeping and moaning about Goodyear tyres not being able to challenge the Michelins, but in fact Andretti was happily running the Lotus 79 on Goodyear tyres, and having no trouble from the Michelin-shod Ferraris. In fact, if the car is right, the engine is right and the driver is right, one begins to wonder if tyres are all that important. They do make a handy excuse for any team that has got something wrong in its system, or cannot juggle all its variables into a workable equation. There was no doubt that Colin Chapman had got his equation of Lotus 79 chassis plus Cosworth engine plus Hewland gearbox plus Andretti's driving plus Goodyear tyres, absolutely right for the Zolder circuit.

On such a short, twisty circuit, the spread of times from fastest to slowest was quite remarkable, from Andretti at 1 min. 21.48 sec. at the end of the day, to Rosberg at 1 min. 28.28 sec. The Ligier was actually slower but had trouble, as did Stuck with his Shadow, an engine failure in the morning preventing him from practising in the afternoon. A remarkable feature of the first day of practice was the reliability factor, for only the spare Renault, the spare Ensign and the spare McLaren were used. The French team broke the V6 engine in RS01/03 in the morning, the Ensign team had a water leak into a sparking plug recess in the engine of MN06 (before Ickx was happy with the spare car MN08 all the springs and shock-absorbers had to be transferred from MN06!) and the engine in Hunt's McLaren M26/4 went sick in the afternoon so that he did the last 30 minutes of practice in M26/3. The Wolf team were so content with their new car WR5 and the way it was going that they almost forgot where they had left WR1, which was standing by as a spare.

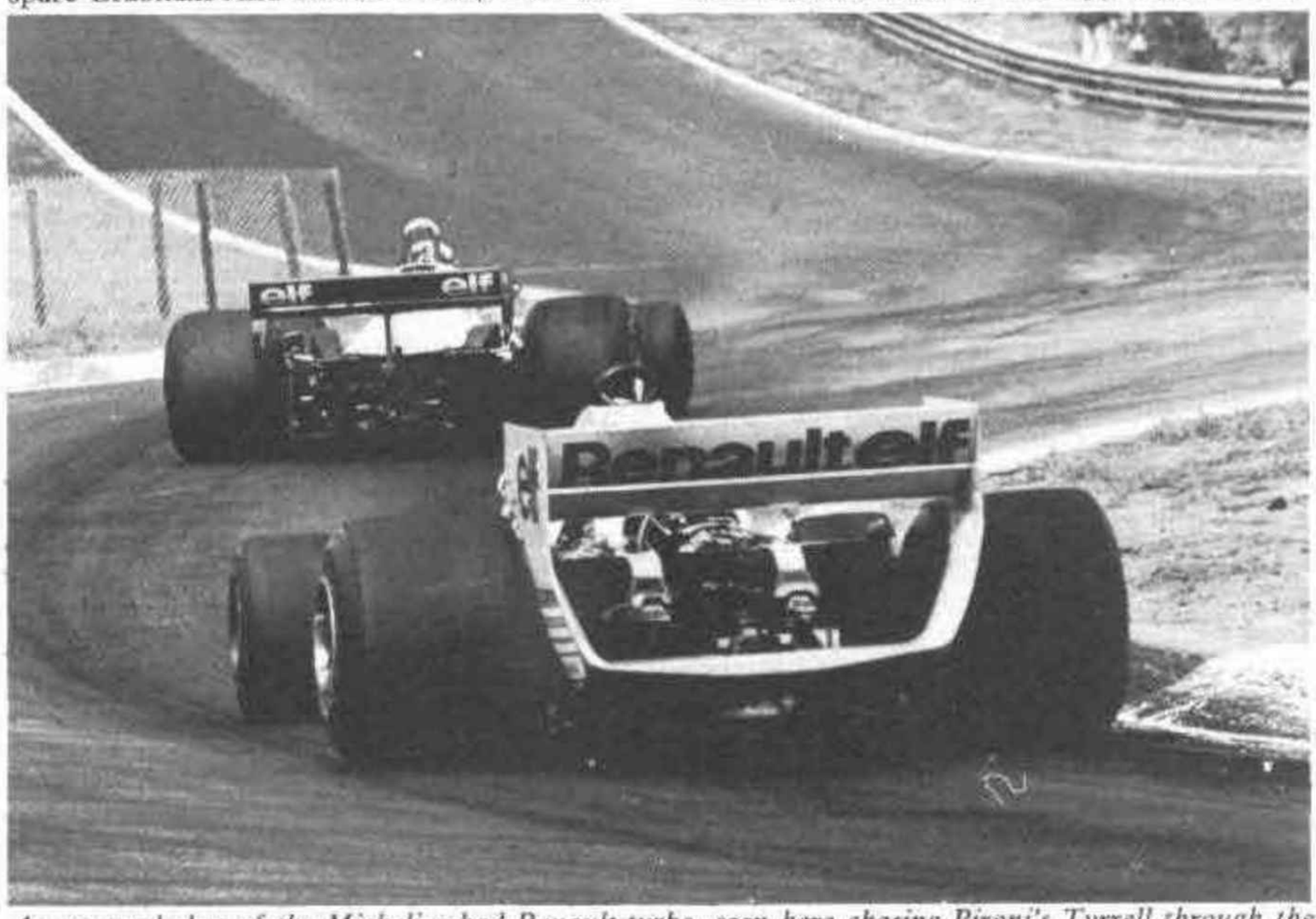
After the two practice sessions the overall scene was much as it usually is, with all the usual front runners at the front, the mid-field runners in a jumble in the middle and the hopefuls still at the back. Gilles Villeneuve we now expected to be near the front, and he usually, is while Riccardo Patrese was very well up with the Tony Southgate-designed Arrows car, a sure sign that the Shadow breakaway group have got themselves organised. As always, just behind the front runners was Alan Jones with the Saudia Airlines-sponsored Williams car, the team having worked their way on to the organisers' invite-list and on to Goodyear's favoured list by hard work rather than influence.

On Saturday morning the weather was very dull and grey with rain showers not far from the circuit, but happily they kept away from Zolder. The 1½ hours of practice were for full-tank testing and tyre choices to be made before the final fling for an all-too-short one hour timed session in the afternoon. It is usually the final hour that decides the grid formation and decides who the unlucky ones will be who will not start the race, in spite of all their efforts. Saturday morning is also used by most teams to check that their spare cars are in good order and to check and cross-check fuel consumption figures, especially if you are like Team Lotus who have cut the tank capacity of the Type 79 to almost dodgy limits. Reutemann tried the spare Ferrari, number 033, and decided he preferred it to the one he had been using, Lauda tried the spare Brabham-Alfa Romeo BT46/5 but was quite happy with his original car, and Jones tried the spare Williams 002 to see if it was all right and found it wasn't! Tyre vibrations caused brake-pad "knock-off" and as he braked for the *chicane* behind the pits the pedal went to the floor, a second jab on the pedal retrieved the brakes, but it was too late, he was too deep into the ess-bend and going too fast. He "straight-lined" the *chicane* and nearly got away with it, but went through the catch-fences. That was all right, except that a fence pole crashed into the cockpit and dealt him a severe blow on the upper part of his

ENTRY								
No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Brabham	N. Lauda	Brabham	BT46/4	Alfa Romeo	Alfa Romeo	Goodyear	Parmalat Foods
2	Brabham	J. Watson	Brabham	BT46/3	Alfa Romeo	Alfa Romeo	Goodyear	Parmalat Foods
3	Tyrrell	D. Pironi	Tyrrell	008/4	Cosworth V8	Hewland	Goodyear	ELF-Citibank
4	Tyrrell	P. Depailler	Tyrrell	008/3	Cosworth V8	Hewland	Goodyear	ELF-Citibank
5	Lotus	M. Andretti	Lotus	79/2	Cosworth V8	Hewland	Goodyear	John Player
6	Lotus	R. Peterson	Lotus	78/2	Cosworth V8	Hewland	Goodyear	John Player
7	McLaren	J Hunt	McLaren	M26/4	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
8	McLaren	P. Tambay	McLaren	M26/5	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
9	ATS	M. Mass	ATS-March	HS1/2	Cosworth V8	Hewland	Goodyear	ATS Wheels
10	ATS	A. Colombo	ATS-March	HS1/1	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	C. Reutemann	Ferrari	312T3/035	Ferrari—flat-12	Ferrari	Michelin	Fiat
12	Ferrari	G. Villeneuve	Ferrari	312T3/034	Ferrari—flat-12	Ferrari	Michelin	Fiat
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F5A/3	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS01/03	Renault V6 t/c	Hewland	Michelin	ELF
16	Shadow	H. J. Stuck	Shadow	DN9/1A	Cosworth V8	Hewland	Goodyear	Villiger Cigars
17	Shadow	G. Regazzoni	Shadow	DN9/4A-2	Cosworth V8	Hewland	Goodyear	Villiger Cigars
18	Surtees	R. Keegan	Surtees	TS20/02	Cosworth V8	Hewland	Goodyear	BAF-Durex
19	Surtees	V. Brambilla	Surtees	TS20/01	Cosworth V8	Hewland	Goodyear	Beta Tools
20	Wolf	J. Scheckter	Wolf	WR5	Cosworth V8	Hewland	Goodyear	Walter Wolf
22	Ensign	J. Ickx	Ensign	MN06	Cosworth V8	Hewland	Goodyear	Tissot Watches
24	Hesketh	D. Daly	Hesketh	308E/5	Cosworth V8	Hewland	Goodyear	Olympus Cameras
25	Ligier	J. Laffite	Ligier	JS7/JS9/01	Matra V12	Hewland	Goodyear	Gitanes Cigarettes
27	Williams	A. Jones	Williams	FW06/001	Cosworth V8	Hewland	Goodyear	Saudia Airlines
30	B & S Fabs.	B. Lunger	McLaren	M26/6	Cosworth V8	Hewland	Goodyear	L & M Tobacco
31	Martini	R. Arnoux	Martini	MK23/1	Cosworth V8	Hewland	Goodyear	RMO
32	Theodore	K. Rosberg	Theodore	TR1-2	Cosworth V8	Hewland	Goodyear	Teddy Yip
33	McLaren	B. Giacomelli	McLaren	M26/7	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
35	Arrows	R. Patrese	Arrows	FA1/3	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
36	Arrows	R. Stommelen	Arrows	FA1/2	Cosworth V8	Hewland	Goodyear	Warsteiner Beer

Spare Cars:

Brabham-Alfa Romeo BT46/5	— Used by Watson Friday p.m.
Tyrrell-Cosworth V8 008/2-2	— Not used
Lotus-Cosworth V8 78/3	— Not used
McLaren-Cosworth V8 M26/3	— Used by Hunt Friday p.m.
Ferrari—flat-12 312T3/033	— Used by Reutemann Sat. p.m. and race
Fittipaldi-Cosworth V8 F5A/2	— Not used
Renault V6 t/c RS01/02	— Used by Jabouille Friday a.m./p.m. and Sat. p.m.
Wolf-Cosworth V8 WR1	— Not used
Ensign-Cosworth V8 MN08	— Used by Ickx Friday a.m./p.m.
Hesketh-Cosworth V8 308E/4	— Used by Daly Sat. p.m.
Ligier-Matra V12 JS7/03	— Not used
Williams-Cosworth V8 FW06/002	— Crashed Sat. a.m. testing
McLaren-Cosworth V8 M23/11	— Not used
Arrows-Cosworth V8 FA1/1	— Not used



An unusual shot of the Michelin-shod Renault-turbo, seen here chasing Pironi's Tyrrell through the chicane and up the hill.

right arm. The car was a bit knocked about, but fortunately was not intended for the race. The McLaren team were wondering what they had done wrong, for at one point it looked as though they were down to one driver and four cars! As the little dumpy Giacomelli was getting out of his car he stumbled and twisted his ankle, which added to a wrist damaged in the Pau Formula Two race, and the fact that he was a bit uncomfortable in his McLaren's cockpit, left the team with a bronzed and fit James Hunt surrounded by four healthy McLaren cars. Bandages and will-power got Giacomelli into the scene again, as they did for Alan Jones who was soon ready to have a go in Williams 001 in the afternoon.

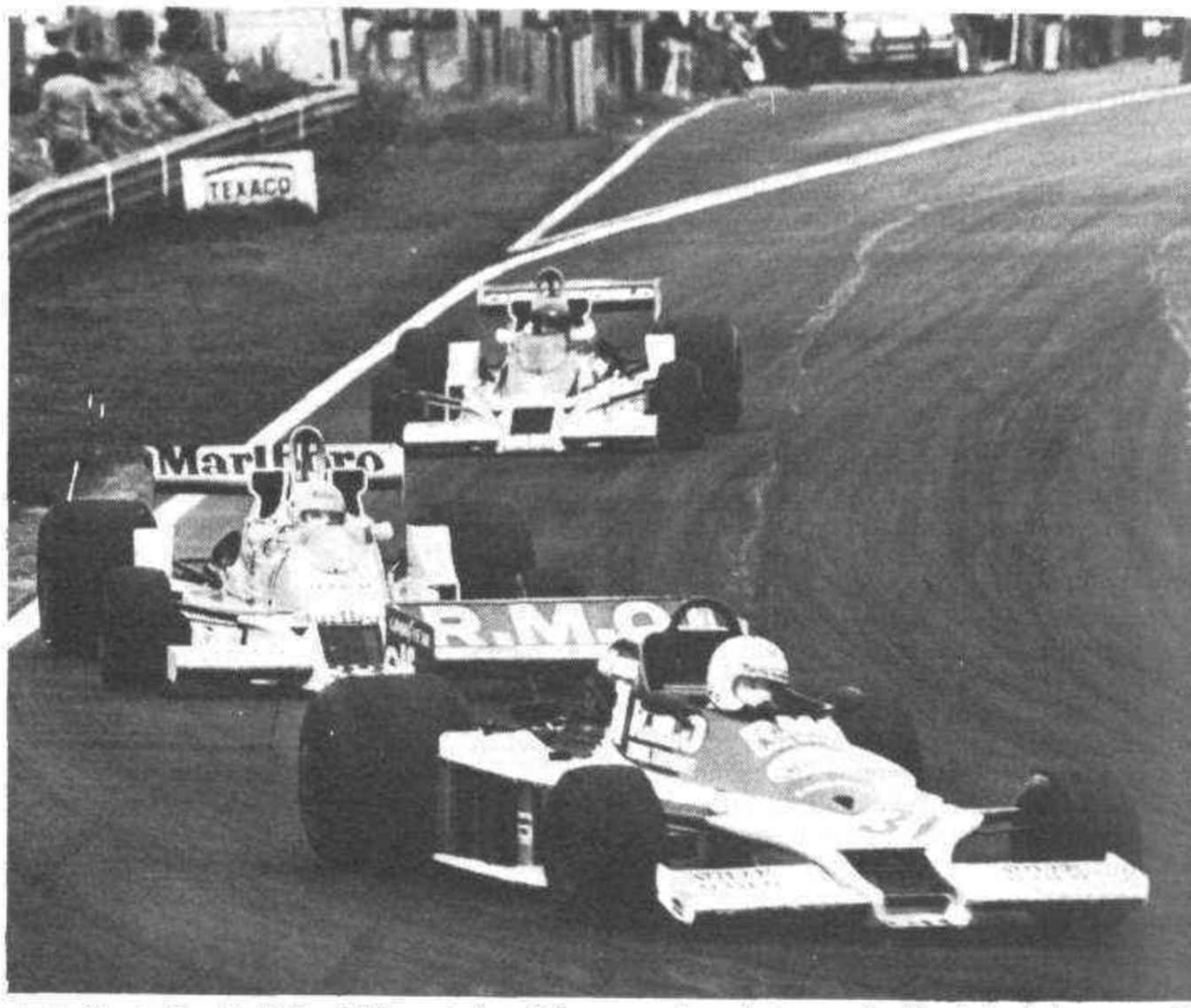
For the final hour conditions were grey but fine and Andretti simply annihilated any signs of opposition from 12-cylinder cars, Michelin-tyred cars, drivers who say they are better than he is, teams who claim more power, cleverer designers, and all the rest. Without using super-trick qualifying Goodyear tyres he

STARTING GRID

5 M. Andretti (*Lotus-Cosworth V8*) 79/2 1 min. 20.90 sec.	11 C. Reutemann (*Ferrari—flat-12*) 312T3/033 1 min. 21.69 sec.
1 N. Lauda (*Brabham-Alfa Romeo*) BT46/4 1 min. 21.70 sec.	12 G. Villeneuve (*Ferrari—flat-12*) 312T3/034 1 min. 21.77 sec.
20 J. Scheckter (*Wolf-Cosworth V8*) WR5 1 min. 22.12 sec.	7 J. Hunt (*McLaren-Cosworth V8*) M26/4 1 min. 22.50 sec.
6 R. Peterson (*Lotus-Cosworth V8*) 78/2 1 min. 22.62 sec.	35 R. Patrese (*Arrows-Cosworth V8*) FA1/3-2 1 min. 23.25 sec.
2 J. Watson (*Brabham-Alfa Romeo*) BT46/3 1 min. 23.26 sec.	15 J. P. Jabouille (*Renault V6 t/c*) RS01/03 1 min. 23.58 sec.
27 A. Jones (*Williams-Cosworth V8*) FW06/001 1 min. 23.71 sec.	19 V. Brambilla (*Surtees-Cosworth V8*) TS20/01 1 min. 23.78 sec.
4 P. Depailler (*Tyrrell-Cosworth V8*) 008/3 1 min. 23.82 sec.	26 J. Laffite (*Ligier-Matra V12*) JS7/JS9/01 1 min. 23.90 sec.
14 E. Fittipaldi (*Fittipaldi-Cosworth V8*) F5A/3 1 min. 24.11 sec.	9 J. Mass* (*ATS-Cosworth V8*) HS1/1 1 min. 24.14 sec.
36 R. Stommelen (*Arrows-Cosworth V8*) FA1/2 1 min. 24.14 sec.	17 G. Regazzoni (*Shadow-Cosworth V8*) DN9/4A-2 1 min. 24.18 sec.
31 R. Arnoux (*Martini-Cosworth V8*) MK23/1 1 min. 24.28 sec.	16 H. J. Stuck (*Shadow-Cosworth V8*) DN9/1A 1 min. 24.47 sec.
33 B. Giacomelli (*McLaren-Cosworth V8*) M26/7 1 min. 24.81 sec.	22 J. Ickx (*Ensign-Cosworth V8*) MN06 1 min. 24.82 sec.
3 D. Pironi (*Tyrrell-Cosworth V8*) 008/4 1 min. 24.85 sec.	30 B. Lunger (*McLaren-Cosworth V8*) M26/6 1 min. 24.99 sec.

*Time recorded in ATS-Cosworth V8 HS1/2

Did not qualify:
18 R. Keegan (Surtees-Cosworth V8 TS20/02) 1 min. 25.40 sec.
24 D. Daly (Hesketh-Cosworth V8 308E/5) 1 min. 25.69 sec.
32 K. Rosberg (Theodore-Cosworth V8 TR1-2) 1 min. 25.87 sec.
10 A. Colombo (ATS-Cosworth V8 HS1/1) 1 min. 26.01 sec.



A sterling tail-end of the field scrap lasted for many laps between the Martini of Arnoux and McLarens of Giacomelli and Lunger. Lunger came out on top in the end to finish seventh.

whistled round in 1 min. 21.20 sec., a quarter of a second better than his best Friday time, and then went round in 1 min. 20.90 sec. after a bit of juggling with "paired" tyres, matching and balancing the feel of the front to the rear and left to the right, which is all done by sensitivity, providing everything else on the car is right, and everything appeared to be extremely "right" with the Lotus 79. Andretti's main remark, amid the smiles, seemed to be "that Colin Chapman's done it again." (How long ago was it when the Team Lotus cars were at the back of the grid and a lot of people said "they are finished"—two years?) The next best, for what it was worth, was Reutemann with the Ferrari 033, with 1 min. 21.69 sec., closely followed by Lauda with the Alfa Romeo powered Brabham with 1 min. 21.70 sec. and Villeneuve with 1 min. 21.77 sec. After that anything over 1 min. 22 sec. seemed pathetic, though in fact there had been some good driving taking place and some hard trying by some of the drivers.

With only one opportunity to qualify Lunger just scraped onto the back of the grid with his McLaren M26/6, pushing out Daly (Hesketh), Rosberg (Theodore), Keegan (Surtees) and Colombo (ATS). It was fortunate for the ATS team that Colombo failed to qualify, for just before the end of practice Mass and Giacomelli misunderstood each other in an overtaking manoeuvre, and the German driver crashed his ATS badly. He was able to take his team-mate's car for the race. The yellow flags for this incident caused Reutemann to slow down and Derek Daly ran into a rear wheel of the Ferrari and bounced off into the Armco. The result was an undamaged Ferrari and a bent Hesketh. Among other small skirmishes in this final hectic hour, the Renault 03 arrived in the pit lane with a merry little bonfire burning around its turbocharger unit, caused by a leaking oil seal, and Keegan's Surtees was whee away with a broken Cosworth engine. Th were the usual excuses, like being baulked the super-fast lap, or having the wrong ty on at the wrong moment, or not getting best Goodyear tyres, or the superiority of Michelin tyres, but when it was all over th was little doubt that Colin Chapman a Team Lotus had got their latest version the Lotus 79 really working and Ma Andretti was making good use of all attributes.

Last year he was on pole position with Lotus 78 with a time of 1 min. 24.64 sec., nearest rival being Watson (Brabham-Al with 1 min. 26.18 sec. This year in the Lo 79, on the newly resurfaced circuit, he w again on pole position with 1 min. 20.90 s and his nearest rival was Reutemann (Ferr 312T3) with 1 min. 21.69 sec. First we h that the Cosworth V8 is finished, then t Team Lotus are finished, then that Goody tyres are finished, and at one time I ev thought Andretti was finished! There people who still find Formula One dull a boring!

After a morning of "fair-ground" distr tions the time approached for what was to the "Grand Prix de Belgique", but what w in reality the Zolder Formula One race, the "Grote Prijs van Belgie". A thirty-minu "warm-up" session in the morning h produced a small fuel leak on Patres Arrows, and a split rubber gaiter on t left-hand drive-shaft on Fittipaldi's car, bo of which were soon corrected, otherwise seemed alarmingly serene. The injured Jo and Giacomelli were ready to race, the tou Australian opining that the pain goes aw once you start racing. At the ready, in case last-minute panics, were Ferrari 035 Reutemann, as he had decided he wanted race the spare car, with narrow front trac

Villeneuve's had been modified likewise during practice, the new and unused Tyrrell for Depailler, the short-wheelbase Ligier JS7 for Laffite and the unused Lotus 78/3 for Andretti. As it turned out none of them were needed. The 70-lap race was due to start at 3 p.m. and at 2.35 p.m. Fittipaldi led the cars out of the pits to drive a lap round to the warm-up grid. Eventually all 24 cars arrived on the grid and by 2.45 p.m. they were lined up correctly in pairs. At one minute to 3 p.m. Andretti on the left of the road and Reutemann on the right, led the procession of 24 cars round a full lap of "warm-up" and everyone pulled up on the starting grid proper. The red light was still glowing as Reutemann's Ferrari began to creep over the starting line; then the green light came on, the black and gold Lotus 79 surged forward with rear wheels spinning, and was gone. Reutemann's Ferrari hung slightly as he snatched second gear early, to avoid spinning his Michelin tyres, but from all accounts second gear was not there and he quickly took third, but initial momentum was lost and cars were passing the Ferrari on all sides. Before the bulk of the field were half-way past the pits there was a bumping and boring that would have done credit to Formula Ford. Scheckter thought he would "jump" Lauda's Brabham on the outside by putting his left-side wheels on the grass, Hunt was following Villeneuve around Reutemann on the right of the grid, and Patrese was making a demon start from his good grid position. On the left of the grid Scheckter clipped Lauda's Brabham and flicked the 12-cylinder car into the barriers, while on the right Patrese punted Hunt's McLaren up the back and sent it veering left across the path of the rest of the grid. In the ensuing mêlée Fittipaldi was forced to brake to avoid the wayward McLaren and got hit up the back by Ickx with the Ensign, and Pironi's Tyrrell rode up the wheels of the Martini and flew in the air.

When the excitement subsided a very angry Lauda was climbing out of his bent Brabham, a despairing Hunt was wondering what he had done wrong and Fittipaldi was looking blacker than usual, his car out of the race. On the warm-up lap Jabouille had collided with Watson, the Ulsterman's rear aerofoil being knocked askew, and now Pironi's Tyrrell and Ickx's Ensign were not the best adjusted cars on the track. Andretti was long gone away from all the unruliness, with Villeneuve in second place, followed by Scheckter, Peterson and Patrese nose-to-tail. At the end of lap 2 it was all over, Andretti was so far in front it was ridiculous and all he had to do was to play the game at his own pace, which he proceeded to do. He pulled out a comfortable lead over Villeneuve and then let the young Ferrari driver set the pace of the race, knowing he could pull out a second or more a lap whenever he wanted to. It was pure Chapman and Team Lotus magic, the Lotus 79 never looking strained, Mario Andretti virtually coasting along comfortably out of reach of the Ferrari, with little or no strain on the Cosworth development engine, the Hewland gearbox or the Lotus chassis. For Lotus enthusiasts it was a joy day. For the rest it was racing and anguish.

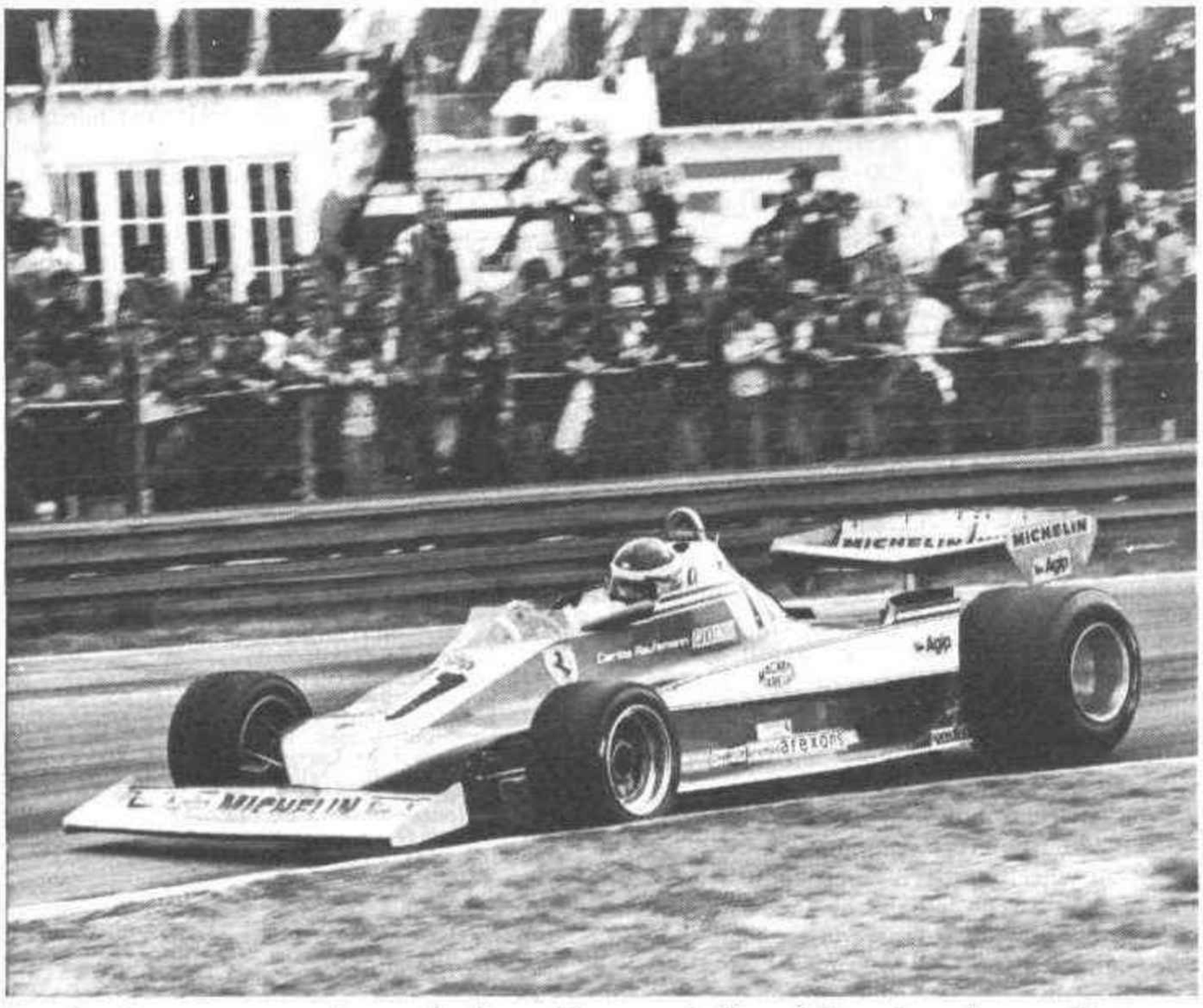
After being engulfed at the start Reutemann shook himself free of unnecessary opposition and settled into seventh place behind Watson's Brabham, with a gallant Jochen Mass keeping up with them in his team-mate's ATS.

PRACTICE TIMES

No.	Driver	Friday a.m.	Friday p.m.	Saturday p.m.
1	N. Lauda	1. 23.34	1. 22.65	1. 21.70
2	J. Watson	1. 23.51	1. 23.96	1. 23.26
3	D. Pironi	1. 25.89	1. 25.55	1. 24.85
4	P. Depailler	1. 24.71	1. 24.03	1. 23.82
5	M. Andretti	**1. 21.78**	**1. 21.48**	**1. 20.90**
6	R. Peterson	1. 23.51	1. 23.26	1. 22.62
7	J. Hunt	1. 23.16	1. 23.16	1. 22.50
8	P. Tambay	no practice	no practice	no practice
9	J. Mass	1. 26.68	1. 25.90	1. 24.14
10	A. Colombo	1. 26.83	1. 26.51	1. 26.01
11	C. Reutemann	1. 22.60	1. 22.35	1. 21.69
12	G. Villeneuve	1. 23.05	1. 23.21	1. 21.77
14	E. Fittipaldi	1. 25.73	1. 24.11	1. 24.20
15	J. P. Jabouille	1. 24.10	1. 23.58	1. 23.91
16	H. J. Stuck	1. 48.55	no practice	1. 24.47
17	G. Regazzoni	1. 25.11	1. 24.28	1. 24.18
18	R. Keegan	1. 26.82	1. 25.40	1. 26.65
19	V. Brambilla	1. 24.76	1. 25.07	1. 23.78
20	J. Scheckter	1. 23.12	1. 22.12	1. 22.35
22	J. Ickx	1. 26.07	1. 24.82	1. 25.07
24	D. Daly	1. 25.69	1. 26.01	1. 25.69
26	J. Laffite	1. 24.12	1. 35.34	1. 23.90
27	A. Jones	1. 23.93	1. 23.71	1. 23.97
30	B. Lunger	no practice	no practice	1. 24.99
31	R. Arnoux	1. 24.29	1. 24.28	1. 24.59
32	K. Rosberg	1. 32.03	1. 28.28	1. 25.87
33	B. Giacomelli	1. 28.30	1. 25.47	1. 24.81
35	R. Patrese	1. 25.07	1. 23.46	1. 23.25
36	R. Stommelen	1. 24.21	1. 24.60	1. 24.14

Peterson was indicating that Scheckter was in his way, but the Wolf driver had blinkers on and wasn't impressed. Ickx had called at the pits for a new nose cowling and framework to replace that bent on the back of Fittipaldi's car, and the Renault had its usual gaggle of frustrated Cosworth-powered cars behind it, among them Jones and Depailler. As Scheckter started lap 8 a determined Peterson forced his way by on the first corner and was gone, and a moment later Alan Jones was in the pits with the Williams to have another pair of front wheels and tyres fitted as he couldn't really control the front end on the existing ones. One by one the struggling mob of tail-enders were getting by the Renault, and the thought occurred that if a private-team had perpetrated the turbocharged car, "Obergruppenführer Ecclestone" would have banned it long ago. Once Peterson had gone Scheckter headed for the pits to have a loose h.t. lead fixed, but was soon back again to have the front tyres changed, these two stops, at 10 laps and 14 laps, dropping him right out of the picture.

There wasn't too much competitive racing taking place at the front of the field, Andretti was playing cat-and-mouse with Villeneuve, who was doing a first class job holding second place, while Peterson was a comfortable third. Patrese in fourth place was having to keep an eye on his mirrors as a rather dispirited Reutemann was beginning to think he ought to have fourth place. Watson stopped to have some different tyres fitted to his Brabham, hopefully to make it feel better, and Jones was back in the pits at 15 laps for another change of front tyres, this time to a different compound altogether. Ickx also stopped to try some different tyres, and the Renault stopped with brake trouble. Watson had a big spin on the right-hand bend leading into the back straight and bounced over the kerb and smashed the bottom of the Alfa Romeo engine, limping back to the pits to retire. In mid-field Mass had been going well, thanks to a good grid position and a good start, but now his gearbox was breaking up and he gradually dropped back. Having been the first of the back-markers to get by the Renault, Brambilla was holding a good sixth place, but Depailler and Laffite were closing up on him pretty rapidly. In the early stages of the race Stuck had ran into the back of his team-mate, but while the Swiss continued unaware that the thump had broken a gearbox oil pipe, the



In spite of a poor start and gear selection problems on the Ferrari throughout the race, Reutemann persevered his way to third place at the close, which gave him enough points to keep him in touch with Andretti and Depailler at the top of the drivers' championship points table.

German had to stop for repairs to the nose cowling. While the front half of the race seemed serene and confident, the back half was untidy and ragged. Brambilla stopped to change front tyres, Stommelen went off the road, and Scheckter stopped for a change of front tyres. Patrese spoilt the scene at the front when he came into the pits with the rear suspension cross-member broken, and that was that, which let a relieved Reutemann move up into fourth place. Depailler and Laffite had been pounding along well, making up for time lost early in the race, but now the Tyrrell began to have gearbox trouble and Depailler slowed, leaving the Ligier-Matra to go on its way in fifth place.

At half-distance, which was 35 laps of the 4.262-kilometre circuit, there were only eight cars on the same lap, with Andretti going as slow as Villeneuve, rather than disappearing into the distance, followed by Peterson, Reutemann, Laffite, Depailler, Regazzoni and Pironi. A lap down came Giacomelli, Arnoux and Lunger in very close company and actually swopping places. They were followed a long way back by a miserable Mass, with fewer and fewer gears in the Hewland box on his ATS, Stuck, Jones, Brambilla, Ickx and Jabouille in the Renault with dodgy brakes, and a dejected Scheckter. Another five laps saw Regazzoni's Shadow disappear when the final drive ran out of oil, and as this was happening Villeneuve was in trouble. Just as the little French-Canadian driver braked for the first left-hand corner past the pits his left-front tyre burst, and though he swooped about a bit he kept control and had to limp round the whole of lap 40 with the tyre disintegrating. By the time he got to the pits the wheel was locked solid and skating along on the mangled tyre and he was down in fourth place, Peterson and Reutemann having passed him while he was limping along. The nose aerofoil was a bit tattered, but he soon set off again with a new wheel and tyre fitted, but was well down in sixth place, and was actually lapped by Andretti as he left the pits.

There were now only four cars on the same lap, Andretti's Lotus 79, Peterson's Lotus 78, Reutemann's Ferrari, and Laffite's Ligier-Matra. It was Lotus joy day, with the new Type 79 leading the now obsolete Type 78, and Goodyear were beginning to wonder why they had been getting in a flap, while the Michelin men were wondering where they had gone wrong. With no need to hurry Andretti let Villeneuve go by and get back on the same lap, while Depailler was going slower and slower as his gearbox broke up, finally giving up at the pits after 51 laps. Among the back-markers Giacomelli got the better of Arnoux and Lunger and pulled away from them, though later he spun and they both went by. Gathering himself up the little Italian caught and passed Arnoux, but failed to catch Lunger.

All was now set for a triumphant Lotus 1-2, but at the end of lap 56 there was consternation as Peterson came hurtling down the pit lane with his left-front tyre completely worn out. New front wheels and tyres were on in record time and the Swede left the pit lane at about 100 m.p.h., in spite of a red warning, and nearly collected the Ensign as he rejoined the race in fourth position, behind the Ligier and in front of Villeneuve. If one could have seen Peterson's face behind his visor, the well-known "glazed over" look was on it and his progress back up towards the front was "vintage Peterson" at his best. Almost unnoticed Scheckter spun off at the *chicane* before the pits and ended his race in the sand. In a matter of seven laps Peterson stormed up to, past, and away from the Ligier, as if it wasn't there, and up to, past, and away from Reutemann's Ferrari in like manner. It was Peterson magic, which, as in South Africa, belied any idea that the Swede is past his prime. He just needs a little incentive to rev. him up. On lap 57 he was fourth and on lap 67 he was back in second place, having caught and overtaken Laffite's Ligier and Reutemann's Ferrari, just like that. It was Super-Swede at his best. For the last three laps it was a triumphant Lotus 1-2, but the excitement wasn't over. Brambilla's Surtees had expired at the pits in a cloud of smoke when a piston broke, Jones was struggling along with a broken exhaust manifold pipe, Mass was limping along with very few operative gears in his Hewland gearbox, and Laffite was inspired by Peterson and thought he ought to take third place off Reutemann, but the dreaded yellow peril was between them, in the shape of the Renault, and it seems completely incapable of getting out of the way. As they started the last lap Laffite got by the Renault and closed on Reutemann's Ferrari down the straight behind the pits. On the approach to the *chicane* the Ligier was half a length ahead, but on the wrong side of the road and on the wrong line. As they turned into the left-hander the two cars touched and spun, the Ligier going backwards off the road with bent suspension, the Ferrari gathering itself up and continuing! With the left side of the car damaged and marked by the Ligier's rear wheel, Reutemann finished an unhappy third, with Villeneuve in fourth place. Laffite would have been the only other driver to complete the 70 laps, as it was he was in the sand at 69½ laps, so he was given fifth place, ahead of all the also-rans. The result was Lotus 1-2, Ferrari 3-4, but all the joy was in Team Lotus.—D.S.J.



John Watson, conversing here with Brabham designer Gordon Murray, sports his new "twin-visored" Bell helmet, the centre-piece intended to deflect errant catch-fence poles.

Results :

BELGIAN GRAND PRIX—Formula One—70 laps—Zolder—4.262 kilometres per lap—298.34 kilometres
Cool and Grey

1st :	M. Andretti (Lotus 79/2)	1 hr. 39 min. 52.02 sec.—179.240 k.p.h.
2nd:	R. Peterson (Lotus 78/2)	1 hr. 40 min. 01.92 sec.
3rd :	C. Reutemann (Ferrari 312T3/033)	1 hr. 40 min. 16.36 sec.
4th :	G. Villeneuve (Ferrari 312T3/034)	1 hr. 40 min. 39.06 sec.
5th :	J. Laffite (Ligier JS7/JS9/01)	1 lap behind—(*not running at finish*)
6th :	D. Pironi (Tyrrell 008/4)	1 lap behind
7th :	B. Lunger (McLaren M26/6)	1 lap behind
8th :	B. Giacomelli (McLaren M26/7)	1 lap behind
9th :	R. Arnoux (Martini MK23/1)	2 laps behind
10th :	A. Jones (Williams FW06/001)	2 laps behind
11th :	J. Mass (ATS HS1/1)	2 laps behind
12th :	J. Ickx (Ensign MN06)	4 laps behind
13th :	V. Brambilla (Surtees TS20/01)	7 laps behind—(*not running at finish*)
14th :	J. P. Jabouille (Renault RS01/03)	*Not classified, but still running*

Fastest Lap: R. Peterson (Lotus 78/2) on lap 66, in 1 min. 23.13 sec.—184.635 k.p.h.

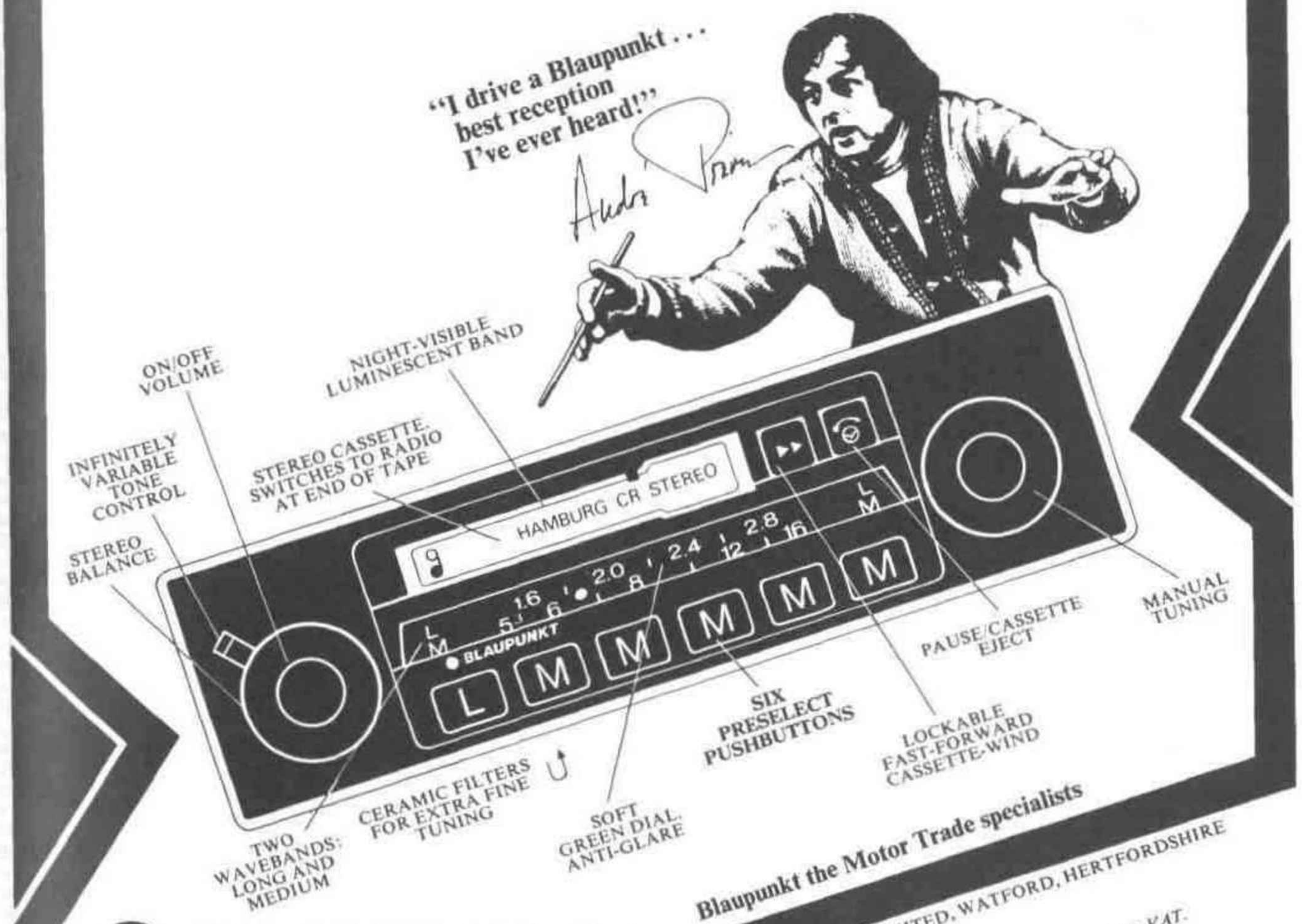
Retirements: J. Hunt (McLaren M26/4) accident at start; N. Lauda (Brabham BT46/4) accident at start; E. Fittipaldi (Fittipaldi F5A/3) accident at start; J. Watson (Brabham BT46/3) accident, on lap 19; R. Stommelen (Arrows FA1/2) accident, on lap 27; R. Patrese (Arrows FA1/3-2) broken rear suspension, on lap 32; G. Regazzoni (Shadow DN9/4A-2) loss of gearbox oil, on lap 41; P. Depailler (Tyrrell 008/3) broken gearbox, on lap 52; J. Scheckter (Wolf WR5) spun off, on lap 54; H. J. Stuck (Shadow DN9/1A) spun off, on lap 57.

24 *starters*—14 *finishers.*

New value from Europe's No.1–the Blaupunkt Hamburg CR

car radio · stereo-cassette

At £119.60*, an exceptionally versatile sound system
for an exceptionally low price.



BLAUPUNKT
BOSCH Group

Blaupunkt the Motor Trade specialists

ROBERT BOSCH LIMITED, WATFORD, HERTFORDSHIRE

• Recommended retail price excluding VAT.

The Spanish Grand Prix

Lotus annihilate the opposition

Jarama, June 4th

JUST AS THE Belgian GP (reported elsewhere in this issue) has sunk to a steady low at the Zolder circuit, the Spanish GP has done a similar thing at the twisty little Jarama circuit, out in the country to the north of Madrid. It is not the sort of circuit on which memorable high-speed driving can be seen, nor much in the way of wheel-to-wheel dicing, but as a simple safe circuit for today's Formula One, it is adequate. In its favour it does have a couple of downhill bends, and a reasonable length of straight, while the pits and paddock are good and conducive to a nice atmosphere around the workshops and garages. By the day before practice was due to begin all the giant Volvo, Ford, Scania-Vabis and Fiat articulated transporters had arrived and packed themselves into the garage area. They are giant transporters, as was shown by that of Team Lotus, when four racing cars were unloaded from its interior, the two regular Team Lotus 78 cars, numbers 2 and 3, the Belgian GP-winning Lotus 79/2 and a brand new car, 79/3. This new one was destined for Andretti, while Peterson took over the Belgian-winning car, and both drivers had their usual Lotus 78 as stand by in case of emergency. Team Lotus really did look strong.

Before the official practice began at 10 a.m. on Friday, for the regulation hour and a half, there was a little preliminary skirmish among the "rabbits" from which the four best would be let into the 10 a.m. practice. As Arnoux did not appear with the Martini car, and Ongais did not appear with the American-owned Shadow DN9, it left five contestants for the four places, so it was not so much which four would qualify for practice, but which one would fail. It proved to be Rosberg with the Ralt-based Theodore car. That business sorted out it meant there were 28 drivers ready for the two days of official practice, from which four were going to be disappointed (or frustrated) by the end of Saturday afternoon. As things turned out there were 26 frustrated drivers by the end of Friday afternoon, for the two Lotus 79 drivers not only dominated practice, they demoralised it. Within the overall practice scene there was another fierce competition going on among the mid-field runners to qualify for the special attention of Goodyear. The tyre firm had named their chosen drivers who would get the best tyres possible, and the two best of the rest at the end of the first day of practice would get special tyres for the second day. In consequence practice was full of interest, with three major competitions taking place, the first for the front row of the grid, the second to be the two best runners on "standard" Goodyear tyres, and the third to scrape into the top 24 in order to take part in the race.

As far as the fast end of the entry was concerned tyres were of little consequence, the game was "catch the Lotus". When Lotus were recording laps around the 1 min. 19 sec. mark, the others were at 1 min. 20 sec., when they got down into the 1 min. 19 sec., the Lotus pit were

Continued in colour on page 990.



Andretti and the Lotus 79: rapidly becoming an invincible combination.

ENTRY

No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Brabham	N. Lauda	Brabham	BT46/6	Alfa Romeo	Alfa Romeo	Goodyear	Parmalat Foods
2	Brabham	J. Watson	Brabham	BT46/4	Alfa Romeo	Alfa Romeo	Goodyear	Parmalat Foods
3	Tyrrell	D. Pironi	Tyrrell	008/2-2	Cosworth V8	Hewland	Goodyear	ELF-Citibank
4	Tyrrell	P. Depailler	Tyrrell	008/3	Cosworth V8	Hewland	Goodyear	ELF-Citibank
5	Lotus	M. Andretti	Lotus	79/3	Cosworth V8	Hewland	Goodyear	John Player-Olympus Cameras
6	Lotus	R. Peterson	Lotus	79/2	Cosworth V8	Hewland	Goodyear	John Player-Olympus Cameras
7	McLaren	J. Hunt	McLaren	M26/4	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
8	McLaren	P. Tambay	McLaren	M26/5	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
9	ATS	J. Mass	ATS-March	HS1/2	Cosworth V8	Hewland	Goodyear	ATS Wheels
10	ATS	A. Colombo	ATS-March	HS1/1	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	C. Reutemann	Ferrari	312T3/033	Ferrari—flat-12	Ferrari	Michelin	Fiat-Agip
12	Ferrari	G. Villeneuve	Ferrari	312T3/034	Ferrari—flat-12	Ferrari	Michelin	Fiat-Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F5A/3	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS01/03	Cosworth V8	Hewland	Michelin	ELF
16	Shadow	H. J. Stuck	Shadow	DN9/1A	Cosworth V8	Hewland	Goodyear	Villiger Cigars
17	Shadow	G. Regazzoni	Shadow	DN9/4A-2	Cosworth V8	Hewland	Goodyear	Villiger Cigars
18	Surtees	R. Keegan	Surtees	TS20/02	Cosworth V8	Hewland	Goodyear	Durex-BAF
19	Surtees	V. Brambilla	Surtees	TS20/01	Cosworth V8	Hewland	Goodyear	Beta Tools
20	Wolf	J. Scheckter	Wolf	WR5	Cosworth V8	Hewland	Goodyear	Walter Wolf-Castrol
22	Ensign	J. Ickx	Ensign	MN08	Cosworth V8	Hewland	Goodyear	Tissot Watches
25	Rebaque	H. Rebaque	Lotus	78/1	Cosworth V8	Hewland	Goodyear	—
26	Ligier	J. Laffite	Ligier	JS9/01	Matra V12	Hewland	Goodyear	Gitanes Cigarettes
27	Williams	A. Jones	Williams	FW06/002-2	Cosworth V8	Hewland	Goodyear	Saudia Airlines
28	Villota	E. Villota	McLaren	M23/7	Cosworth V8	Hewland	Goodyear	Centro Asegurador
30	B & S Fabs.	B. Lunger	McLaren	M26/6	Cosworth V8	Hewland	Goodyear	L & M Tobacco
32	Theodore	K. Rosberg	Theodore	TR1-2	Cosworth V8	Hewland	Goodyear	Teddy Yip
35	Arrows	R. Patrese	Arrows	FA1/4	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
36	Arrows	R. Stommelen	Arrows	FA1/3-2	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
37	Merzario	A. Merzario	Merzario	A1/01	Cosworth V8	Hewland	Goodyear	Flor-bath

Spare Cars:

Brabham-Alfa Romeo BT46/5	— Not used
Tyrrell-Cosworth V8 008/4-2	— Used by Depailler Sat. p.m.
Lotus-Cosworth V8 78/3	— Not used
Lotus-Cosworth V8 78/2	— Not used
McLaren-Cosworth V8 M26/3	— Used Sat. p.m. and race by Hunt
Ferrari—flat-12 312T3/035	— Not used
Fittipaldi-Cosworth V8 F5A/2	— Used by Fittipaldi Friday a.m.
Renault V6 t/c RS01/02	— Used by Jabouille all practice and race
Wolf-Cosworth V8 WR1	— Not used
Ensign-Cosworth V8 MN05	— Not used
Lotus-Cosworth V8 78/4	— Used by Rebaque Sat. p.m.
Ligier-Matra V12 JS7/JS9/01	— Used by Laffite Sat. p.m.
Williams-Cosworth V8 FW06/001	— Not used
McLaren-Cosworth V8 M23/6	— Used by Villota Sat. p.m.
McLaren-Cosworth V8 M23/11	— Used by Lunger Sat. p.m.
Arrows-Cosworth V8 FA1/1	— Not used

STARTING GRID

↑

6
R. Peterson
(*Lotus-Cosworth V8*)
79/2
1 min. 16.68 sec.

5
M. Andretti
(*Lotus-Cosworth V8*)
79/3
1 min. 16.39 sec.

7
*J. Hunt
(*McLaren-Cosworth V8*)
M26/3
1 min. 17.66 sec.

11
C. Reutemann
(*Ferrari—flat-12*)
312T3/033
1 min. 17.40 sec.

1
N. Lauda
(*Brabham-Alfa Romeo*)
BT46/6
1 min. 17.94 sec.

12
G. Villeneuve
(*Ferrari—flat-12*)
312T3/034
1 min. 17.76 sec.

35
R. Patrese
(*Arrows-Cosworth V8*)
FA1/4
1 min. 18.14 sec.

2
J. Watson
(*Brabham-Alfa Romeo*)
BT46/4
1 min. 17.98 sec.

26
J. Laffite
(*Ligier-Matra V12*)
JS9/01
1 min. 18.42 sec.

20
J. Scheckter
(*Wolf-Cosworth V8*)
WR5
1 min. 18.24 sec.

4
P. Depailler
(*Tyrrell-Cosworth V8*)
008/3
1 min. 19.06 sec.

15
J. P. Jabouille
(*Renault-V6 t/c*)
RS01/02
1 min. 18.99 sec.

8
P. Tambay
(*McLaren-Cosworth V8*)
M26/5
1 min. 19.28 sec.

3
D. Pironi
(*Tyrrell-Cosworth V8*)
008/2-2
1 min. 19.11 sec.

19
V. Brambilla
(*Surtees-Cosworth V8*)
TS20/01
1 min. 19.71 sec.

14
E. Fittipaldi
(*Fittipaldi-Cosworth V8*)
F5A/3
1 min. 19.33 sec.

27
A. Jones
(*Williams-Cosworth V8*)
FW06/002-2
1 min. 19.99 sec.

9
J. Mass
(*ATS-Cosworth V8*)
HS1/1
1 min. 19.98 sec.

25
H. Rebaque
(*Lotus-Cosworth V8*)
78/1
1 min. 20.21 sec.

36
R. Stommelen
(*Arrows-Cosworth V8*)
FA1/3-2
1 min. 20.03 sec.

17
G. Regazzoni
(*Shadow-Cosworth V8*)
DN9/4A-2
1 min. 20.67 sec.

22
J. Ickx
(*Ensign-Cosworth V8*)
MN08
1 min. 20.36 sec.

16
H. J. Stuck
(*Shadow-Cosworth V8*)
DN9/1A
1 min. 20.87 sec.

18
R. Keegan
(*Surtees-Cosworth V8*)
TS20/02
1 min. 20.77 sec.

*Time recorded in McLaren M26/4.

Did not qualify:

37 A. Merzario (Merzario-Cosworth V8 A1/01) 1 min. 20.91 sec.
30 B. Lunger (McLaren-Cosworth V8 M26/6) 1 min. 21.17 sec.
28 E. Villota (McLaren-Cosworth V8 M23/7) 1 min. 21.55 sec.
10 A. Colombo (ATS-Cosworth V8 HS1/2) 1 min. 21.59 sec.

Reflections in the River

THERE WAS a time, not so long ago, when I could reflect on the Spanish GP while sitting in a bull-ring waiting for the action to begin. Before the Formula One Constructors' Association organised the Grand Prix events to suit their own financial purposes, the timing of an event was left to the organising club, who usually fitted it in with some domestic happening. The Spanish organisers held their race fairly early in the day so that it was all over in good time for those interested to get to the Sunday afternoon bull-fight. The ideal setting for my part was when the Spanish GP was on the Montjuich Park circuit in Barcelona; you could travel from the hotel to the foot of the circuit on the underground train, and when the race was over you could walk to the bull-ring. Having watched men "dicing with death" with 450 horsepower racing cars, I found it fascinating to then watch men "dicing with death" in a bull-ring with a ton of fighting bull, and in many ways similar human characteristics were required for success in both categories.

Today the Spanish GP is stuck at the Jarama Autodrome, out in the country some miles north of Madrid, and though it used to be possible to belt back into town after the race, to get to the bull-fight, leaving others to listen to the excuses from those drivers who didn't win, now it is impossible. For commercial and money-making reasons, that few people will explain in detail, the race is held late in the afternoon so once the dust had settled all I could do was look down into the Jarama River and reflect on that remarkable chap Colin Chapman, who leads and inspires all the designers and workers at Team Lotus to produce cars like the Lotus 79. The Jarama River featured strongly in a crucial turning point in modern Spanish history, when a particularly bloody and fierce piece of fighting took place north of Madrid during the Spanish Civil War of 1936, and the river was said to have turned red from the blood of the fallen. Today it follows the same path through the countryside, on the opposite side of the Madrid-Burgos motorway to the Circuito Permanente del Jarama, and it is brown and muddy, like any other river. The Spanish GP goes back to an isolated event in 1913, won by a Rolls-Royce, and began as a serious Grand Prix event in 1924. It continued pretty regularly until 1936, when it suddenly stopped, to restart again in 1947. Most other Grand Prix histories run steadily from the early twenties up to 1939, when Germany and Great Britain put a stop to motor-racing by indulging in a war, and they start again in the late forties, when the dust of the world conflict had subsided. In the motor sporting world one tends to forget that Spanish motor-racing stopped three years earlier than most countries, by reason of the Civil War in which the dictator General Franco overthrew the Republic, who in their turn had deposed the monarchy a few years earlier. With Franco's death the rule of Spain passed back to the monarchy, and the present King Don Juan Carlos de Borbon was the President of Honour of this years event, the 24th Gran Premio de Espana. His arrival in the Royal helicopter made an enormous cloud of dust and by all accounts nearly deprived *Autosport* readers of their scribe's practice notes, but it was a nice touch that all the drivers took the trouble to get out of their cars, removed their gloves and helmets, and walked back to the Royal platform to pay their respects to the Royal patron. In most respects the organisation of the Spanish GP was very good, but someone goofed in the end of race organisation. The cars were flagged off into a *parc-ferme* for after-race scrutineering, way beyond the end of the pit-lane, while the Royal greetings and traditional presentation of cups and garlands to the first three to finish was arranged at the control tower at the beginning of the pit-lane. Colin Chapman was heading towards the Royal gathering to greet his drivers when he realised they were being shepherded into a compound nearly half a mile away. While he returned at the trot, the organisers and dignitaries were waiting hopefully. After a long time Chapman, with Andretti, followed by Peterson and Laffite fought their way through the crowds to arrive hot and dishevelled at the Royal presentation. The presentation was done in a Royal and dignified manner, befitting a Grand Prix, there was none of the unruly and ill-mannered spraying (and wasting!) of Moet et Chandon champagne by ill-bred morons. If the first three cars could have been stopped at the foot of the control tower at the end of the slowing down lap, the Gran Premio de Espana would have ended on a much nicer note.

During practice the Spanish scrutineers were quietly going around the pits checking on various legal requirements, such as heights of rear aerofoils, widths of front ones and so on. While practice was in progress they drew a ballot for three cars, which were swept off the track as soon as practice finished, and weighed just as they stood. This was only a spot-check as there was no knowledge of how much fuel was in the tanks, and the regulations specify a minimum weight of 575 kg. without fuel. At one spot-check the Ensign weighed 608 kg., Rebaque's long-wheelbase Lotus 78 weighed 625 kg. and Reutemann's Ferrari weighed 635 kg.

When a racing car crashes unexpectedly it is usually through mechanical failure, rather than driver error. If a crash is driver-inspired there are usually signs leading up to it, like the collision between Laffite and Reutemann on the last lap of the recent Belgian GP, or the inevitable collision between Andretti and Hunt at last year's Dutch GP. Other crashes that have occasioned little surprise were Andretti in last year's Japanese GP, or Villeneuve at Long Beach this year. The unexpected one to Reutemann in the Spanish GP caused everyone to ask "what happened?" Some eye-witnesses were convinced that the throttles stuck open, others said he was on the wrong line, but afterwards Reutemann's team-mate went and looked at the scene of the crash and could only find three sets of tyre marks made by heavy braking. If the throttles had stuck open the driver would certainly have used all the braking possible, leaving tyre marks on the road, but there would have been four sets, not three, so the evidence pointed to something being amiss in the region of the left-rear wheel, whose tyre made no mark on the road. What had happened was that the shaft inside the hub-carrier, or upright, had sheered by one of the bearings, so two things happened; there was no drive from the differential to the left rear-wheel, nor was there any braking effect from the inboard-mounted rear brake. At racing speeds there is no possibility of stopping with only three tyres transmitting the braking effort, and equally, with one-wheel drive there is no possibility of spinning the car or even trying to get round the corner. Poor Reutemann was committed to a nasty accident through no fault of his own. Those who said he was "off-line" cannot have watched on that particular corner very intelligently, for it is one corner on the circuit where there must be six different approaches, depending on a number of things, like your speed out of the previous corner, your method of taking the particular left-hander concerned in the accident, where you want your car to be in readiness for the next tight right-hander which follows almost immediately, and the handling characteristics of your car. Watching the top runners on that corner in practice shows a surprising variety of approaches.

When a driver has an accident like that he likes to know the true cause, and when people suggested a stuck throttle, Reutemann was adamant that it was not the cause, and he should know if anyone does. There is a myth that Ferraris do not break things, like some English racing cars, but this accident proves that Ferraris break like anything else. At Zolder Alan Jones had a practice accident in the Williams that observers said was caused by jammed throttles as he approached the *chicane*. He was quite certain that was not the cause and insisted that on first application the brake pedal had gone right down with no effect. A second jab at the pedal produced some braking effort but by then he was well past his braking point and going too fast into the left-hander of the ess-bend. With the brakes hard on he deliberately "straight-lined" the ess-bend, over the kerbs and ended up in the catch-fences on the far side. People who saw the accident were convinced it was caused by stuck throttles and not brake trouble, because they could see smoke coming from the front tyres. What they did not know was that Jones had made two jabs at the brake pedal and when the brakes did work it was too late. Of course, there are drivers who don't drive anywhere near that limit, so they can have two goes at a brake pedal and still get round the corner.

This particular accident was eventually traced to tyre or engine vibrations causing "pad knock-off", where the brake pads vibrate back into the caliper pistons so that the first pedal movement merely pumps enough fluid to move the pads out to the disc, and another movement is needed to press the pads onto the disc. This vibration phenomenon only happened round the series of right-hand bends at the top end of the Zolder circuit, where the brakes are not used. Then its flat-out down the straight and heavy braking for the *chicane*. Most brake calipers have small springs behind the pads to counteract this vibration, but the spare Williams car which Jones was trying out during untimed practice, had not been modified in this way. The point of recounting this incident is to show that whatever an accident may look like, the driver knows best, and Reutemann knew full well his throttles had not stuck open on the Ferrari, just as Jones knew they had not stuck on the Williams.

Until Ferrari joined Michelin the Goodyear company were not taking the French firm too seriously, for their initial appearance with Renault caused little concern. It was not until the Ferrari/Michelin combine won in Brazil that Goodyear woke up, and nearly fell over themselves in doing so. Until this time there was a more-or-less "standard" tyre for each circuit, which everyone used, but once the battle was on, all manner of special Goodyear tyres began to appear, but only for certain drivers and an air of discontent began to grow amongst the team. Goodyear could not produce a vast selection of tyres for everyone and recently issued an edict. They named seven drivers, all of whom were potential race-winners, and said that these would get the best and most suitable tyres possible. They also added another driver to the list, making eight chosen ones. Of the rest, who would only get a "standard" or "control" tyre, they

said that the best two drivers at the end of the first day of practice would qualify for some "super" tyres for the final practice and the race. If one of the "also-rans" proved to be very much quicker than the rest on "control" tyres, then he would get immediate extra assistance. The seven-plus-one drivers were named as Lauda, Watson (Brabham), Depailler (Tyrrell), Andretti, Peterson (Lotus), Hunt (McLaren), Scheckter (Wolf) and Fittipaldi. The last named caused some eyebrows to be raised and started a certain amount of "ticking" in the paddock. Of the first seven being likely winners there is no doubt, but why add Fittipaldi. The answer is simple, Goodyear are in the tyre business, not the entertainment business as people like Stewart and Ecclestone would have us believe, and the tyre business is a very big commercial affair. Brazil is a very big customer for Goodyear tyres, Fittipaldi's team is sponsored by the state-owned Copersucar firm ... Need I go on?

Among the likely-lads on standard rubber there are some good runners, like Tambay (McLaren), Pironi (Tyrrell), Jones (Williams), Brambilla (Surtees), Patrese (Arrows), and Laffitte (Ligier), so the first-day practice for this lot has become a race in itself. Tambay and Pironi have an unfair advantage because there is no way Goodyear can prevent them using their number one driver's cast-off "super-sticky" qualifying tyres, although ethics would suggest this should not happen; but ethics went out of the door as Formula One racing took over from old-fashioned Grand Prix racing.

Firms who put money in motor-racing, supporting a driver or a team are in a chancy business as regards what they get for their money. Most of them will say they merely want exposure in the Formula One scene. Their advertising men will tell you that the many thousands who watch Formula One racing are a captive audience who can be brain-washed into buying Marlboro cigarettes, or John Player, Gitanes or Chesterfield, depending on who you are listening to. Secretly they all want to be on the band-wagon of a winning team, but if they are on a losing team you will get the old PR "exposure" story. At the beginning of the season there was a lot of ballyhoo about Olympus Cameras putting £250,000 in the Hesketh team with Divina Galica as the driver. Anyone who knows anything about Formula One racing would not put money into the Hesketh team if winning was the objective, nor into Miss Galica if you wanted to beat Hunt, Andretti, Lauda, Peterson, Scheckter and quite a few more. So we all presumed that Olympus Cameras were merely well-meaning philanthropists with money to spare. Not so. They recently reviewed their situation and switched their large bag of gold from Hesketh to Lotus, and their support from the well-meaning Miss Galica to the hard-headed racers Andretti and Peterson. On a Lotus the size of the advertisement depends on how much money you pay. John Player & Sons pay an enormous sum of money to Team Lotus so the Lotus cars are called John Player Specials. Now Olympus Cameras have taken the advertising space along each side of the cars as well as a large area of the drivers' flame-proof overalls. Spain was the first appearance of Olympus money in the Lotus pot of gold and Team Lotus came up trumps. First and second in the race. What Olympus Cameras get out of it is now up to them. Chapman has given them the opportunity.

Another Team Lotus sponsor is Valvoline Oil, who have bought the nose fins of the Lotus cars for advertising purposes. They follow up victory with advertising of their products, using pictures of "Mario and Ronnie", but what a pity they show a Lotus 78 and not a Lotus 79, which is doing the winning. Another happy sponsor of the Lotus team is NGK, the Japanese sparking plug firm. There are people who think all Formula One cars run on Champion sparking plugs; true that at one time they did, like they all ran on Goodyear tyres, but not any more. Lotus victories are not so much a feather in the cap of NGK, but a thorn in the side of Champion. There is much more to Formula One racing than there appears on the surface.

One final word on the Spanish GP. The time-keepers gave everyone's fastest lap during the race. Needless to say Andretti was quickest in 1 min. 20.06 sec., with Peterson next with 1 min. 20.40 sec., but Hunt was right in there with 1 min. 20.44 sec. The next best was Reutemann with 1 min. 20.78 sec. Slowest was Rebaque with 1 min. 23.46 sec., in the prototype Lotus 78, but not to the same specifications as when it was a works car. – D.S.J.

Notes on the Cars at Zolder and Jarama

WITH TWO Grand Prix events appearing in one issue of MOTOR SPORT [And, hopefully, a brief report on the Swedish Grand Prix.—Ed.] and little change on the mechanical scene it is sufficient to note the cars used at the two races collectively.

Brabham :

At Zolder BT46/4 was used by Lauda, but only covered a few yards in the race as it was barged into by Scheckter in the Wolf and ended up against the guard-rail with the left-side suspensions damaged. It was repaired and taken to Jarama where it was used by Watson to finish fifth. At Zolder Watson had used BT46/3 but during the race he had a wild spin and bounced over the track edge, damaging the bottom of the engine, which caused his retirement. Back at the factory it was discovered that the monocoque was also badly damaged so it was put to one side. A brand new car was completed in time for Spain and Lauda drove this one, BT46/6, until the engine broke in the race. At both meetings BT46/5 was the team spare, but was not needed. None of the cars were using the carbon-fibre brakes.

Between races an experimental car which was fitted with radiators on top of the engine instead of in the nose of the car, was tried out in secret at Brands Hatch. At the was a very large fan that sucked air thro the radiators and expelled it behind the and the Brabham word was that the merely assisted cooling. However, it appeared to draw out all the air around engine, and under the car and there w plastic skirts all round the lower edge of car, rubbing on the ground, so that the was creating a low-pressure area under car, which had the effect of drawing the down onto the ground, thus increasing loading on the tyres and improving adhesion. This car appeared again in a ty testing session at Brands Hatch following Spanish GP and there is some discussion to whether the system constitutes a mov aerodynamic device, contrary to the regu tions.



On the left of the Ferrari cockpit is a small lever for operating the stiffness of the rear anti-roll bar on the Lotus principle.

The original BT46, which appeared on t last year, had surface radiators along t flanks of the monocoque, but these did work properly and a revision to wide radiators in the nose of the car was mad Clearly Gordon Murray is not satisfied wi nose-mounted radiators, but the triangu section of the monocoque prevents him follo ing the Lotus and Ferrari layout of duct radiators in the side-pods. The experiment Brabham BT46 with the sucker-fan must n be confused with the new car which has bee on test at the Alfa Romeo test-track at Bolocc between Milan and Turin. Known as th "Alfa-Alfa" to distinguish it from th Brabham-Alfa, this is an entirely new c designed and built by Alfa Romeo them selves, and has the stamp of the Alfa Rome sports car about its general shape. It is no really expected to race before next year, an though Vittorio Brambilla has been doing th test-driving it is not clear at the moment wh is expecting to race it.

Tyrrell :

The Tyrrell drivers retained the cars the used at Monaco for the Belgian event Pironi in 008/4 and Depailler in 008/3, and the team spare was a brand new car that was in effect a complete rebuild of Pironi's original car 008/2. He crashed it in South America and though it was repaired adequately the monocoque was permanently bent. When the team returned home from S. Africa this car was completely dismantled, some of the parts being used to build up 008/4. A complete new monocoque was built for 008/2 and it became a "second-generation" car, number 008/2-2, acting as the team spare in Belgium. The original 008, the number one car, is now a test-vehicle and was at Zolder on its way from Anderstorp in Sweden to Paul Ricard in France, and the team's facilities were being used to change the gearbox ratios and final drive, before the test-truck continued on its way south.

In the Belgian race Pironi in 008/4 was launched in the air during the start-line mêlée, and the car landed heavily and awkwardly, twisting the monocoque and bending the suspension. With different handling characteristics on left-hand bends to those on right-hand bends, Pironi drove as well as he could and finished sixth. When the car was returned home to the factory it was found that there was an enormous weight difference on the two front wheels, of more than 90 lb. As set up when being built the weight difference is around half-a-pound! The monocoque

was so twisted it was scrapped and a "second-generation" car was built up using the parts that were undamaged, to create 008/4-2. In Spain this car became the team spare.

For the Spanish race Pironi used 008/2-2 and Depailler used 008/3, and both cars had repositioned oil-coolers at the rear. Previously they have been mounted upright on top of the monocoque sides, in front of the rear wheels and angled slightly into the wind. Now they were lying flat, with ducting around them, one on each side, and there were wind deflectors on the sides of the engine cowling.

The third version of the Lotus 79 took part in its first Grand Prix in Belgium and Andretti won with ease. This was 79/2, which had first appeared, albeit briefly, at the International Trophy at Silverstone. After the accident there it not only had a major rebuild, but underwent a lot of re-designing around the back-end, principally to fit a Hewland gearbox in place of the Lotus-Getrag gearbox. In this revised form 79/2 appeared in practice at Monaco, but was not raced. After winning the Belgian race it was handed over to the Lotus number two driver, Ronnie Peterson, while Mario Andretti had a brand new car, number 79/3. In Spain they finished 1-2 in the order 79/3 and 79/2. Last year's cars were on hand at both the Belgian and Spanish races, with 78/3 acting as Andretti's spare car, though not being used, and Peterson finished second in Belgium with 78/2. In Spain he did not need to use 78/2. The other two Lotus 78 cars that were built, the long-wheelbase prototype car 78/1 and the last to be built 78/4 have both been sold to the Rebaque family, and no doubt there would be plenty of customers for the now obsolete team cars, 78/2 and 78/3.

McLaren :

Some new front brake discs were tried on Hunt's regular McLaren, number M26/4 in the Belgian GP, but the starting line accident eliminated the car within a few yards. These new discs, by Lockheed, had many more radial slots cast in them, to aid the cooling air centrifuging from the hub. In the accident the car was not badly damaged and Hunt was driving it again in Spain during practice when it collided with Villota's spinning McLaren M23/7. This time the right-front corner was demolished the accident tearing a great gash in the corner of the monocoque. This meant that Hunt had to drive the spare car in the Spanish race, M26/3. At Zolder Tambay was on the sick-list with an injured ankle so could not drive and his car M26/5 was not used at all. He raced with it in Spain but spun off into the loose sand at the edge of the track and could not restart.

At Monaco it was announced that a third works McLaren would be entered in some races for the Italian Formula Two star, Bruno Giacomelli. His first outing was the Belgian GP and he had a brand new car, number M26/7, specially tailored to fit his small dumpy stature, with the seat mounted well forward. With a prior Formula Two engagement he was not entered for the Spanish race, so M26/7 stayed at home. Brett Lunger continues to run his McLaren M26/6, with his earlier car M23/11 as a stand-by, and Villota appeared in Spain with the two cars he has been running in British club racing. The one he had the accident with Hunt in was originally a one-off Formula 5000 McLaren, designated M25/1, but after having a Cosworth DFV installed and being converted to Formula One specification it took the number M23/7. His spare car was M23/6, but he failed to qualify for the race.

ATS:

The 1977 Penske PC4 cars which were modified into 1978 ATS cars by Robin Herd of March Engineering lack any sort of serious development programme, but continue to be entered everywhere with a singular lack of success. After Monaco Jean-Pierre Jarier left the team and his place was taken by a relatively unknown Italian Formula Two driver, one Alberto Colombo. He took over HS1/1, while Jochen Mass continued with HS1/2, and at Zolder Mass had an accident in the last practice session. As Colombo had not qualified for the race Mass took HS1/1 for the Belgian GP and subsequently decided to stay with it in Spain, Colombo taking HS1/2 and once again not qualifying.

Ferrari :

The Scuderia Ferrari arrived at Zolder with three cars, 035 for Reutemann, 034 for Villeneuve and 033 as the spare. During practice Reutemann tried the spare car and preferred it, so used it for the race. In Spain he continued to use 033 and it was with this car that he had his spectacular crash, when a hub shaft sheared. Villeneuve continued to use 034 and the spare car was the latest T3, number 035.

Fittipaldi :

While Ralph Bellamy is in Sao Paulo designing and building a new car for Emerson Fittipaldi, the team continue to use F5A/2 and F5A/3, their up-rated 1977 designs, which Caliri and Bellamy have modified along Lotus 78 lines, with radiators in the side pods, full length skirts, adjustable rear roll-bar, oil tank between the engine and gearbox and chisel-nose with canard fins. In Belgium and Spain Fittipaldi raced F5A/3, though he did not get far at Zolder, being hit up the back in the starting line fracas. In Spain F5A/2 was fitted with a locked differential (remember the excitement last year when it was suggested that Andretti was using one on the Lotus 78?) but it did not take Fittipaldi many laps to discover he didn't like the feel of a solid rear axle.

Renault :

The turbocharged V6 Renault engine seems to be getting more reliable and is finishing races, but not yet without pit stops. It certainly has good top speed and is quite good on a clear track where Jean-Pierre Jabouille can take corners in his own method, the pick-up out of corners not being good. In race-traffic it is a different story, and the "yellow-peril" is embarrassing to the mid-field runners who want to corner faster, but can't match its speed on the straights. The team continue to ring the changes on 02 and 03, both being designated officially as Type RS01. The exhaust side of the turbocharger unit continues to give trouble with overheating, and also caused trouble for the inboard rear brakes at Zolder; also the V6 Renault-Gordini engine breaks things internally during practice. At Zolder Jabouille raced 03 and at Jarama he raced 02.

Shadow :

The two DN9 Shadow cars, 1A for Stuck and 4A-2 for Regazzoni, seem to be suffering from lack of a test-programme as well as engine unreliability. With no spare car a broken engine in practice means the driver has to miss a lot of practice time. After Regazzoni's accident in the pre-race warm-up at Monaco his car had to be rebuilt around a new monocoque, which would have become the team's spare car, so DN9/4A became a "second-generation" car. DN9/3A, which was delivered to the American Interscope team in California for the Long Beach race has not been seen at either Zolder or Jarama.

Surtees :

John Surtees got on top of some of his problems by the Belgian race and both the new TS20 cars were raceworthy, except that Keegan did not qualify. Brambilla continues to use TS20/01 and Keegan TS20/02 and in Spain not only did they both qualify but they both ran non-stop throughout the race. Team Surtees has not had it so good for a long time.

Wolf :

The new Wolf WR5, which Colin Chapman cheekily described as being "... not bad, nearly as good as a Lotus 78", is now the team's mainstay, Jody Scheckter being very happy with it. It was too new and untried at Monaco, so was not raced, but at Zolder and Jarama it was used all the time, the spare car WR1 being taken along in case of emergency, but not being used at all. WR5 is a car that encourages the air to go underneath it, in order to create a down-force by reason of creating a depression under the side-pods, like Lotus did last year with the model 78. but not like they are doing this year with the 79.

At Zolder Scheckter barged into Lauda's Brabham at the start and bent the suspension and later in the race he spun off the track and creased the monocoque, so that before Spain the monocoque had to be unriveted and fitted with new panels. Not the prettiest of cars, the Wolf WR5 is functional, and seems to be making progress, the old series even in 1978 form already looking obsolete.

Ensign :

The single-car Ensign team, with Jackie Ickx driving for them, struggle along with their 1977 cars, using MN06 and MN08, the latter being the one raced by Tambay last year for Teddy Yip. At Zolder MN06 was raced and at Jarama MN08 was used.

Ligier :

The new Ligier-Matra JS9/01 which appeared at Monaco was not taken to Zolder as the team were having second-thoughts about the enormous rear aerofoil that blended into the bodywork. In consequence Laffite raced the interim car JS7/JS9/01 in Belgium, bending the back suspension and denting the side of the monocoque in his accident with Reutemann on the last lap. This car has a large alloy spacer between the engine and gearbox, giving a long wheelbase, which Laffite finds easier to handle. The spare car in Belgium was JS7/03 in short-wheelbase form, without the large spacer. In Spain the JS9/01 re-appeared with a JS7 type rear aerofoil arrangement, and Laffite drove it into a good third place. The spare car in Spain was the interim car JS7/JS9/01.

Continued on page 1009

ROAD IMPRESSIONS

The Alfa Romeo Alfetta 2000

A four-door saloon with soul

ALFA ROMEO have lacked a saloon in the competitive 2-litre class since the 2000. The most prestigious saloon they could muster was the Alfetta with 1.6 or 1.8-litre engine, a shade close in competition to the new Giulietta, which should be on sale in Britain in 1.6-litre form very soon. As expected, Alfa have now upgraded the four-door Alfetta by dropping in the 2-litre version of the famous all-aluminium, twin overhead camshaft, straight-four engine. The benefit is slight in terms of extra performance and puts the Alfetta 2.0 in a higher tax bracket for those who must pay the Inland Revenue for the privilege of having a company car. More important than the engine change are concurrent improvements in styling, space utilisation, appointments and suspension. The result is a compact, high performance, four-door, sophisticated saloon with endearing, sporting driving characteristics. It carries the prestige of the Alfa badge and all the engineering delights which go with it, yet wrapped in a pleasingly conservative package. In the four years since I gave the early Alfetta 1.8 a fairly lukewarm reception in my MOTOR SPORT road test, the model has matured considerably. I found myself bubbling with enthusiasm for this latest version, excellent value at £4,799.

The 2.0 is identifiable by its two rectangular, halogen headlights in place of four round ones, modified stainless steel bumpers with polyurethane protectors, and redesigned rear lights, while the slightly longer tail gives a touch better balance to the gentle wedge shape. All the 4,385 mm. increase in length is reflected in increased boot space, which is generous indeed at 21 cu. ft. Other details include flush-fitting, push-button door handles and extended air-outlet grilles in the rear quarter panels.

The interior has been completely redesigned, with a new facia, seats and steering wheel. Rear seat passengers benefit from



Instrumentation is a little messy and heater ducts abound.



The slight wedge shape of this four-door Alfa Romeo is maintained, although the boot is longe

7 cm. more legroom and 2 cm. headroom, achieved by increasing the rake of the back rest, and foot rests are an added luxury.

This saloon shares the same engine as the GTV 2000 coupé, another Alfa Romeo which we rated highly in MOTOR SPORT. In its latest European emission guise this big-hearted aluminium "four", with its twin, chain-driven camshafts and two, twin-choke, side draught Dell'Orto carburetters gives 122 b.h.p. DIN at 5,300 r.p.m. and 129 lb. ft. torque at 4,400 r.p.m. Its 1,962 c.c. is obtained from a bore of 84 mm., 4 mm. up on the 1,779-c.c. engine of the old Alfetta 1.8, and an 88.5 mm. stroke. With a compression ratio of 9 to 1, the five-bearing engine, with nitrided crankshaft, hemispherical combustion chambers and finned, aluminium sump demands four-star fuel.

The traditional crispness of the Alfa engine is allied in this new Alfetta to the sophisticated front engine/rear transaxle arrangement which is common now to all the revised range of Alfa Nord products, save for the Farina-bodied Spider (still in production for some European countries but, alas, not for Britain). The transaxle unit containing the five-speed gearbox, clutch and differential is Silentbloc-mounted to two body cross-members and driven by a two-piece propshaft. Last time we remarked about the antecedents of this type of front engine/rear wheel drive, optimum weight distribution layout we had a spate of letters saying, "but you didn't mention so-and-so". This time I'll add one of my own: the Maserati 300S, personally significant because I am writing these road impressions in a Le Mans hotel bedroom after racing a 300S in the Le Mans historic race. Hopefully, if I catch up with my schedule, a story on the car and the race should appear elsewhere in this issue. Like the famous sports racing Maserati, the Alfetta 2000 uses De Dion rear suspension as a means of reducing unsprung weight while keeping the wheels vertical and the tyre contact area constant. The De Dion tube is triangulated by a pair of stout longitudinal struts connected to a forward body cross-member. Lateral location is by means of a Watts linkage, pivoting on the centre of the tube. The arrangement is completed by coil springs, telescopic shock-absorbers and an anti-roll bar. The 9.84 in. diameter rear disc brakes are mounted inboard, where the handbrake operates on the main pads.

Torsion bar, wishbone front suspension has telescopic shock-absorbers and an anti-roll bar. Alfa Nord ventured into rack pinion steering with the Alfetta 1.8 and t is retained, along with outboard disc brakes

Underbonnet accessibility has been i proved now the bonnet hinges have be moved to the rear, although the bonn release was almost impossibly stiff on t test car. I was pleased to see that the dip-sti is accessible on the left of the engine inste of hidden under the distributor as on r Spider.

The interior of this latest Alfetta is notab more sumptuous, though I was sorry to fi the attractive and comfortable cloth uph stery sported by the test car to be a £129 extra. A touch of austerity remains in th large area of insipid, brown, plastic fac panelling with a loud, central 2000 badg Stylists have been allowed too much of a han in the design of the instruments, all groupe behind a single glass pane in a rectangula cowl ahead of the driver. The opposite rota tional directions of the speedometer (clock wise) and tachometer (anti-clockwise) needle is particularly annoying, if not confusing Barrel-type auxiliary instruments for wate temperature, oil pressure and fuel tan contents, a clock and batteries of warning lights sit between the main instruments Switches for lights, winkers, washers and wipers are column mounted. The test car's washers were slow to build up pressure, as in a staff GTV 2000. The heated rear screen, rear fog lights and hazard warning lights have illuminated switches on the right of the facia rail. A reasonably deep facia glovebox contains a full-length vanity mirror, but doesn't lock and there are oddments trays under the passenger side facia and in the centre console.

This new Alfetta's heating system is a triumph of over-complexity. No less than eleven adjustable and swivelling ventilation, demisting and heating outlets pock-mark the facia and under-facia. Goodness knows what they are all supposed to do: in spite of following the handbook to the letter I found it difficult to direct warm air on to the feet or to find the right mix of heating and ventilation. Eventually the temperature would even out comfortably, but the system would not be up to rapid thawing out of frozen feet in the Italian Alps. The temperature control lever acts on a thermostat which is supposed to keep the air temperature constant and when set to maximum automatically switches on the electric fan, its three speeds also operable by a separate switch.

Italy. Drive on the right side and get 36 pence off every gallon.

The British are still convinced that foreigners drive on the wrong side of the road ... But in Italy this eccentricity is more than compensated for by petrol coupons which allow the visitor 27% discount on the price of a gallon (equivalent to a saving of 36p) and for the intrepid Briton the greatest reward is the country itself; Italy offers so much that is off the tourist track, and there is no better way of discovering it than by car.

Petrol Coupons (and the equally useful and money-saving museum card) are available through CIT, RAC, Barclays Bank International, or by prior arrangement through any branch of Barclays Bank.

Free breakdown services are available and there are toll reductions on selected motorways.

When you think about it perhaps those foreigners have got something right.

The price of petrol in Italy.

Figures based at the rate of exchange of 1590 lire to one pound sterling, as on May 22nd.

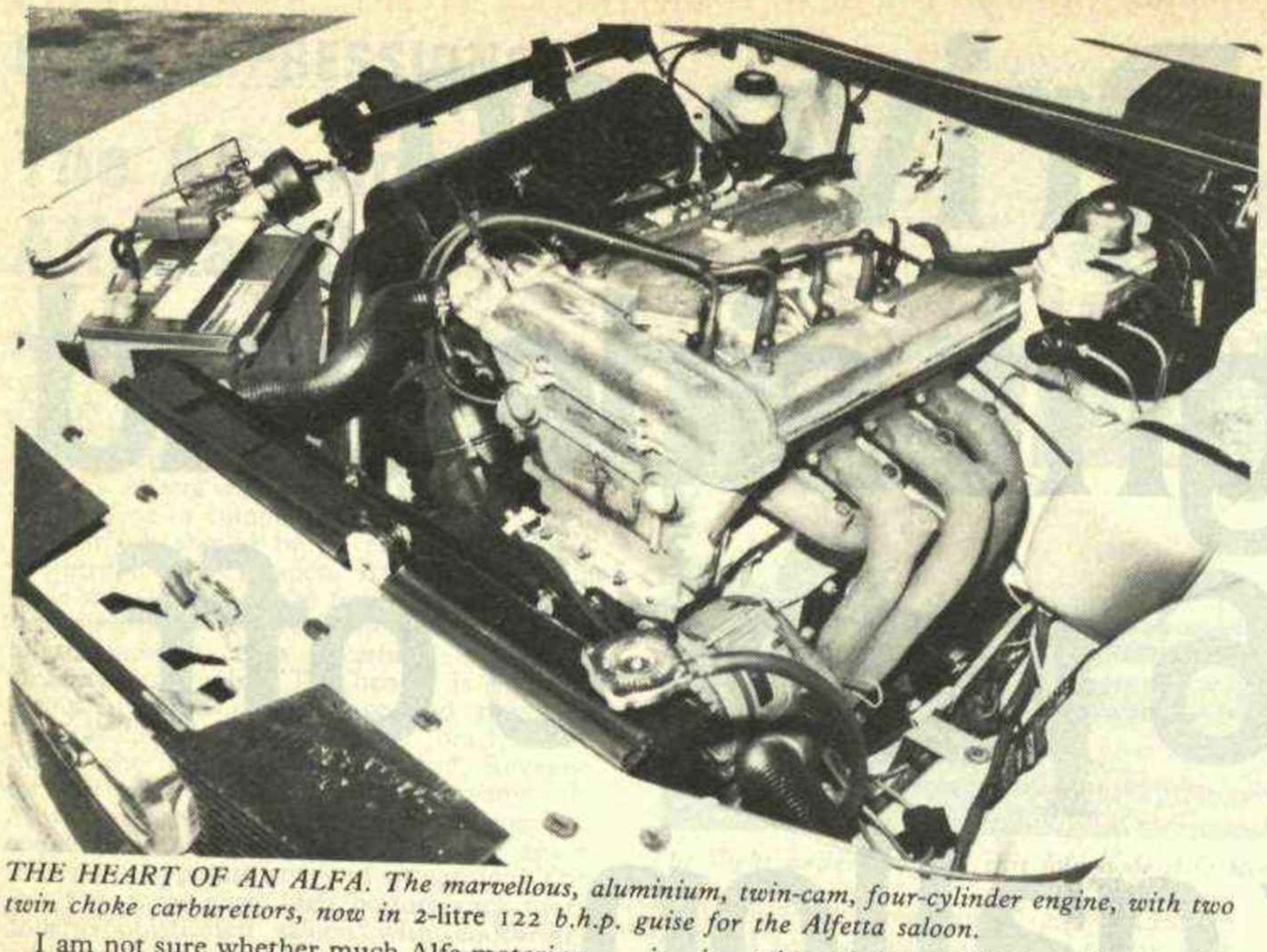
1 gallon of ordinary costs	£1.39
with petrol coupons	£1.02
saving	£0.37
1 gallon of super costs	£1.43
with petrol coupons	£1.07
saving	£0.36

Petrol Coupons are available through CIT, RAC, Barclays Bank International and Barclays Bank.

For more information write to:
Italian State Tourist Office,
201 Regent Street, London W1.
Telephone 01-439 2311



Network of Italian Motorways
January 1978
—— Open: Km5,481
---- Under construction: Km395
..... Plans approved: Km905



THE HEART OF AN ALFA. The marvellous, aluminium, twin-cam, four-cylinder engine, with two twin choke carburettors, now in 2-litre *122 b.h.p. guise for the Alfetta saloon.*

I am not sure whether much Alfa motoring over the intervening years has moulded my body to fit, or whether the driving position really has been improved since the early Alfetta. Whatever, I found the 2000 a comfortable car to drive and the new front seats particularly good. Of all my colleagues who drove the test car, only a 6 ft. 3 in. ad. man complained about comfort. The steering column is adjustable for rake but not for reach and the driver's seat does not have the clever height adjustment of the GTV 2000. A new steering wheel has a padded rim and a horn push in each of its three spokes. Pedals are ideally spaced and there is a generously-sized rest for the left foot.

If the front seat belts fitted to the test car were representative, I am surprised that the Alfetta 2000 complies with European regulations. Marked "Sabet, made in Torino" on one side and "Britax" on the other, these inertia belts became trapped and twisted in the guide loops on the centre pillars and had begun to fray in a few thousand miles. In short, they were useless. If this is the norm, Alfa Romeo must do something about it.

Some road-test cars are so pallid that all the little niggles overshadow the impression behind the wheel. The Alfetta 2000 is such an inspiring, lively and delightful car to drive that any grunts and gripes are instantly forgiven once its wheels are turning. This Alfa Romeo has more soul than any other medium-sized family saloon—which is what it is, in spite of its pedigree and sporting flavour.



A touch of Alfa Sud characterises the rectangular headlamp version of the Alfetta.

The traditional matched hand throttle and choke under the facia can be ignored for cold starting: a few priming pumps on the throttle suffice to inject life when the key is turned. Within half a minute the twin-cam crackle becomes clean and smooth. To move the golf-club-shaped lever into first or second when the transaxle is cold remains a crunchy affair and even when warm it pays to ease the lever gently into first from rest, for the synchro will baulk at violence. Otherwise the gearchange, through its long linkage to the back of the car, is much improved, even since the GTV 2000 test car of late 1976. There is strong spring bias into the third/fourth plane and the linkages are a little bit sloppy and noisy, but the change itself is now accurate, easy and free from baulking, except from rest. It is allied to five beautifully spaced ratios, of which the 0.83-to-1 fifth is an "all-times" gear rather than an overdrive, thanks to the low 4.1-to-1 final drive ratio. Such a comparatively low final drive means that the speeds in the gears are low too (an indicated 31, 51, 75 m.p.h. and 100 m.p.h. at the 5,650-r.p.m. red line) so a fair amount of gearchanging is necessary at modest speeds. This has always been the case with, and, perhaps curiously, part of the charm of, Alfa Romeos because of the sweetness of engine and gear ratios. On the other hand, the engine is so flexible that it will run down to 1,000 r.p.m. without protest and can be popped straight from second to fourth or third to fifth if the driver is in a lazy mood. treatment which the heavier saloon took as happily as my lighter Spider. The response in the lower ratios is ideal for tackling London traffic with an alacrity which I doubt any comparably sized saloon can match.

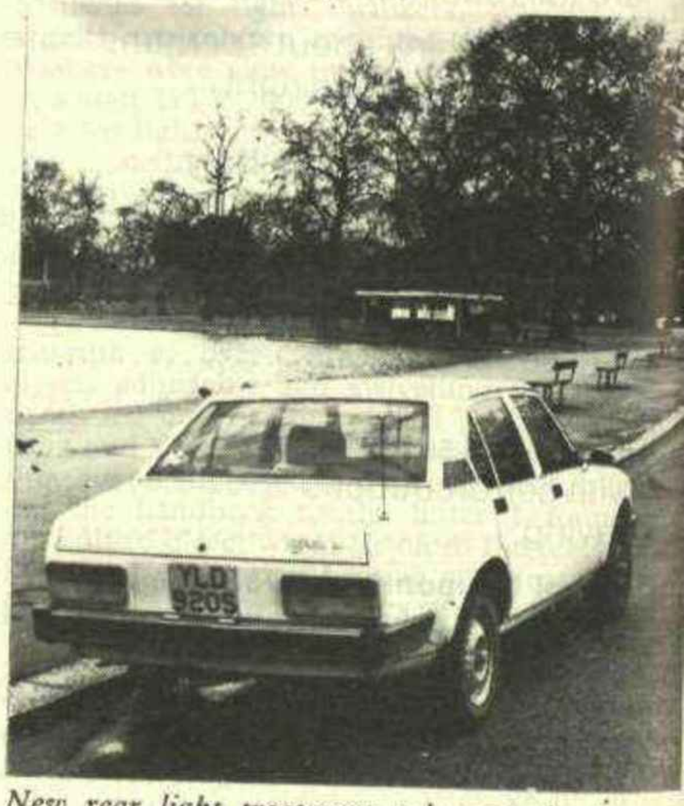
In its noise levels, this Alfetta comes near to being all things to all men. The enthusiast will delight in the crisp, urgent crackle as the throttles are opened, yet the level is not high enough to be offensive to sensitive ears. On a steady throttle the noise from the lovely straight-four is remarkably muted, while suspension and road noise insulation is first class, better, I think, than in the GTV 2000. Wind noise is moderate. The combination of noise suppression, happy gearing, stability and good high-speed ride ensures that the Alfetta 2000 retains that magical, even mysterious Alfa Romeo capability of making three-fi cruising speeds feel like 60 m.p.h. Alfa Ro claim a 114-m.p.h. maximum: the test proved capable of hanging on to a frie 3-litre Capri, out of the slipstream, with cars indicating 121 m.p.h., a genuine 116/ Fuel consumption varied from 20-21 m commuting into London to 26-27 m.p.g. long run. The tank holds 10.9 gallons.

Excellent balance and roadholding, on modestly dimensioned 165 HR 14 Mich XASs, have removed some of the tail-ha handling sparkle for which earlier Alfas renowned. The truth is that the Alfet handling and roadholding is much m efficient and cornering speeds much hig The chassis behaviour has been much proved since the earlier Alfettas and this 2 version has stiffer torsion bars and a thin anti-roll bar at the front. Its suspension comparatively soft yet well damped, its v free handling tending towards understeer modest speeds, simply growing more neu as speed increases. It is almost impossible lose grip at either end in the dry, even w deliberate provocation. Nevertheless n comers to Alfa motoring might feel the Alf to be a little nervous; all Alfas feel to have t means of communication with the driver, w soon learns the code. Indeed, the Alfetta 2 is the most forgiving of cars. The tail can made to break away in the wet, but correct is easy, albeit accompanied by a lurch as car regains its straight-ahead posture, j like the road test Alfetta of 1974. The ra and pinion steering is a little more rubbe than that of some Alfas, yet still smooth a communicative, if a bit heavy at low speed Presumably because of different weig distribution, traction is not so good as that the GTV 2000, although still far superior BMW, Dolomite Sprint *et al.* On the oth hand the comfortable ride is much better, le choppy than that of the GTV.

The scintillating performance and handli is matched by brakes which put other mediu sized cars to shame. Initially, I thought the a little bit over-servoed in comparison wi other Alfas, but soon found them as progre sive and impressive as ever.

I have complained about Alfa Romeo pai finish in the past; the test car showed a gre improvement, the paint much toughe Service intervals are 12,000 miles, althoug personal experience would suggest 8,000 mil to be more sensible.

Any plainness in this Alfa package is mor than made up for by its inherent mechanic character. With such excellent, lively, sportin characteristics, four doors and five seats, it hard to beat at any price.—C.R.



New rear light treatment enhances the longer tail.

Once Arnie brings out the Bacardi, half-time can last for hours.

At Arnie's, football matches are always keenly contested, for the whole of the first half.

Then Arnie treats his team to a pep-talk and some cool glasses of Bacardi rum with ice, mixed with "Coke" or whatever takes their fancy.

This does wonders for team morale.

In fact, if it stays light, they may even get round to playing the second half.



Bacardi rum.

The one from the sun.



RALLY REVIEW

ACROPOLIS RALLY

"Fortunately for the driver, all the dust is behind the car", a "Voice of Kenya" reporter once said during a Safari ra commentary. Walter Rohrl put up a polished performance his Fiat 131 Abarth to take a v)ctory which he has deserved a long time.

BEFORE the lure of the Safari began to attract the more adventurous competitors from Europe, several rallies laid claim to that old and worn-out *cliché*, the roughest and toughest. One of these events was the Acropolis Rally, and whilst the advance of civilisation has spread spoil-sport tarmacadam over many of Europe's fine mountain roads, the Greek event can still boast a high degree of unspoilt natural going. One can hardly call it virgin, for in its twenty-five years (one year less than the Safari) it has seen much coming and going; it is more a rally which has stayed rough as others all around it have become smoother.

As unmetalled roads become fewer, save in forests and on other private land, the mountains of Greece continue to provide the country's rally organisers with a fine selection of tortuous tracks which are the envy of many other rally people who are without the advantage of wild, craggy countryside right on their doorsteps. The Automobile and Touring Club of Greece makes full use of their seemingly perpetual Utopia, and the Acropolis Rally continues to enjoy a reputation for toughness which few, if any, other events in Europe can match. We are not saying that no other event is better, for one can hardly make a direct comparison of the Acropolis with a Scandinavian snow rally, or even the smooth-gravel forest racing of the RAC Rally. What we are saying is that one would be hard pressed to find an event which uses rougher, more punishing roads.

The route twists and climbs from sea level to lofty mountains, along steep, rocky tracks flanked by sheer, unguarded drops which would bring gasps from the ranks of the GPDA and which must have made even Zeus falter in his stride. Not only skill but physical stamina is needed for a good result on the Acropolis Rally, for the heat and the dust bring on fatigue very quickly. We recall a year when co-drivers were faltering in the reading of their notes as they struggled to fight off tiredness, and even drivers were stopping to douse their heads under cooling village pumps.

But the Acropolis is not all a mechanised rock climb. Some of its special stages are on tarmac roads, but these present difficulties which are not encountered elsewhere. Greek asphalt seems to have a special property; even when dry it is as slippery as most other tarmac is when it is wet, but when it becomes wet it is almost like ice. Tyre screeching is as common in Athens as horn-blowing, and much of it is due to this strange consistency of the tarmac and not entirely to Mediterranean exuberance.

Racing tyres are obviously used on these smooth tarmac stages, but they have to be treated with great respect for it is very easy indeed to spin off. What is more, cars are set up for rough roads, and racing tyres are not really complementary to high suspension settings.

By tradition, the rally starts and finishes at the foot of the hill upon which perches the ancient pillars of the Acropolis in Athens. But Athens is a hot, sticky, noisy, traffic-ridden city, and over the years competitors have preferred to base themselves at village of Glyfada, some 15 miles along coast, where the proximity of the cool sea more than compensates for the noise air traffic passing directly overhead at lit over tree-top height on its way to and fr nearby Athens airport. Rally headquarters always been at the organisers' clubhouse Athens centre, but even the journey to a from the city has not persuaded visiti competitors that they should move away fr what has become their traditional base cam

Recognising this, the organisers now ro the rally back to Glyfada, not Athens, for 20-hour half-way stop, where accommodat is provided at the expensive (but free for th one night) bungalow complex around As Beach. During the week of the rally, th wooded complex becomes its own open-a multi-make workshop. Trailers, tyre truc and service cars are dotted around, along wi worn and dirty practice cars and the shi ones to be used in the event, and mechan work in the open, taking full advantage of t weather. It is a hive of activity in an admirab setting, and superbly convenient since ever one seems to be gathered in that one area.

The rally itself is based on some 50-o special stages which are strung out all ov the country, the first leg on the Greek mai land to the north of Athens and the secon to the west, across the Corinth Canal in t Peloponnissos. But the competition is n confined entirely to stages which are closed other traffic for the duration of the even The inter-stage routes, on open public roa

are pretty tightly timed as well, and he who stops for even the quickest of servicing jobs will find himself hard pressed not to lose a few minutes or so at the next time control.

In other parts of Europe, particularly in Britain, special stage events are what they say they are. Road sections between stages have very easy averages, by law, in order that there will be no reason to dice among ordinary traffic, but in Greece the official attitude seems to be based on as much enthusiasm as that of the thousands who go out to watch. Journeys are given time allowances which are only just adequate, and there are places where even refuelling stops must be made only if absolutely necessary, and even then in the knowledge that precious minutes might be lost. Tyre change points are arranged in advance, after reconnaissance runs, in sections where there will be least chance of losing time, and even then drivers must be prepared to drive very quickly on open public roads. Some even prepare for this very likely eventuality by making full pace notes not only on the special stages but on the tightest road sections as well.

It is indeed quite a sight to see a car scrabbling for grip as it is driven at high speed along the narrow, twisty, dirt road of a mountain village, raising clouds of choking dust, watched and even encouraged by policemen as it passes within inches of the village populace sitting on rows of chairs outside their homes. They are quite unmoved by the proximity of the cars, and their only outward expressions of concern are slow hand movements to shield the tops of their glasses so that dust particles will not settle in their ouzo. Some villagers see hardly any traffic at all throughout the year, so woe betide any official who tries to deny them the right to watch the amazing annual spectacle of strange-tongued foreigners apparently bent on destroying their cars as quickly as possible. There is no official relaxation of traffic laws, of course, and the rally regulations are emphatic that they should be observed, but there is an unwritten understanding, almost as well grounded as the laws themselves, that tolerance should aid the passage of the Acropolis Rally.



Of three works Opel Kadetts only that of Achim Warmbold survived, but he took fifth place behind two works Fiats and two works Datsuns.

Views in the Greek mountains are often striking, but it's never a good idea to look at where you have been, nor where you might go if you made a mistake. The car is the Stratos of "Siroco" which finished sixth after being rolled.



It's not the acquisition o
It's what on

The adage states that power corrupts, and absolute power corrupts absolutely. But there have been those who have not wanted power for its own sake. Rather, they have seen it as a necessity for achieving great ideas, for creating brilliant enterprises and for improving the way we live.

Power in the hands of peopl of imagination and responsibility

BMW Concessionaires (GB) Ltd., 991 Great West Road, Brentford, Middle

power that's important.
e does with it.

can bring exceptional benefits.
In certain ways a BMW reflects this special destiny. It has the disciplined power that is essential to fulfil its brilliant concept.

The BMW range:
316 – £4,249. 320 – £5,349. 320A – £5,729. 323i – £6,249.
518 – £5,599. 518A – £5,989. 520 – £6,499. 520A – £6,889.
525 – £7,490. 525A – £7,880. 528i – £8,599. 528iA – £8,989.
633CSi (A) – £14,799. 728 – £9,449. 728A – £9,874. 730 – £11,149.
730A – £11,574. 733i – £12,149. 733iA – £12,574.
All prices include front and rear seat belts, car tax and VAT. Number plates and delivery extra.
Prices correct at time of going to press.

se) 01-568 9155. Export, NATO & Diplomatic: 56 Park Lane, London W.1. 01-629 9277.



For the joy of motoring.



The new, squarer Datsun 160Js don't look as agile as their more streamlined forerunners, but they are lighter and have better handling. Pictured is the car of Shekhar and Yvonne Mehta which finished third. They were married in Nairobi after the Safari.

In the early part of the year there have been close and very exciting tussles between Ford and Fiat, unquestionably the two most closely matched rivals presently contesting World Championship events. But although Fiat is going all out to win the series again this year, Ford has declared no such intention and the Acropolis Rally was not included in the Boreham team's budget allocation for 1978. The result was a comfortable win for the Italian team, even though there were plenty of other works teams with cars in the event.

Manufacturers represented by official teams were Fiat, Toyota, Datsun, Opel, Citroën, Skoda, Lada, Polski-Fiat, Wartburg and Trabant, and there were even two very oriental-looking Daihatsu A20KDs, entered and driven by Greeks but watched over very closely by quite a group of Japanese. Perhaps it was an exploratory exercise, but the cars' inscrutable guardians were saying nothing.

Toyota was represented by the company's Brussels-based European team with two 2-litre Celicas for Andersson and Thérier. Last year, when the cars could run in group four, they had sixteen-valve engines and plenty of winning potential, but they are now in group two and their eight-valve engines, when prepared to produce something like the required power, seem to lose reliability. Both cars went far better than most people expected, Thérier getting up to third place and Andersson picking up very quickly after losing time early in the rally when a fuel filter became blocked, but they both succumbed to engine failure which had not been diagnosed at the time of writing.

Datsun sent two of their new-shape 160Js which are much squarer than the previous models but seem to handle better. They look much heavier, but we are told that they are not. With a few Japanese engineers to look after things, and a vast army of mechanics provided by the Greek importers, the cars were driven by Mehta and Källström, both excellent performers in endurance rallies and both with good records in Greece. These two were well matched, and although they each encountered small problems there was nothing serious to produce huge chunks of time loss. The result was a consistency which brought third and fourth places. For a long time there was some doubt as to who would take which, and official times didn't help much here because there seemed to be quite a number of little errors creeping into the results, but brake failure a handful of stages from the end cost Källström some time and he had to give best to Mehta who had his wife Yvonne as his very capable co-driver.

On the subject of times and results, we may say that although the Acropolis Rally is ofte held up as an example of organisational efficien by the CSI (its chief organiser is himself a CS official) there are some areas in which it falls dow No-one will dispute the toughness of the rally, n its technical slickness in the field, nor the way which the Athens-based helmsman is always control, but the stage times were really rather slo getting back to Rally Headquarters, and co sequently slow being conveyed back to competito and their teams. As always, it was far better a more up-to-date to rely on the times being record on their comparison charts by works teams than wait for those which were processed at Ral Headquarters. It is the accepted practice, and h been for many years, for co-drivers to note t times of their rivals at every stage, as well as the own, so that they and their team managers w have a constant picture of progress without havi to check constantly at the rally office, which mig be many hundreds of miles away. Radio is alwa an advantage in this respect, and if a team manag cannot get to the end of a certain stage he will a his crews to give him their times (and those rivals if they know them) over the air.

The Opel team consisted of three Kadetts f Kulläng, Warmbold and veteran Greek driv Pesmazoglou who won the event twice in its ear days, including the ELPA Rally which was t forerunner of the Acropolis. But Pesmazoglou w not long before going out of the rally, and Kullä went out later with axle failure no doubt caused distortion in an earlier roll.

The saving grace for the team was Warmbol fifth place, behind the two Fiats and the tw Datsuns, the German driver's partner on th occasion being none other than Hans-Erik Sylwa the Swede who is Blomqvist's regular co-driver the Saab team.

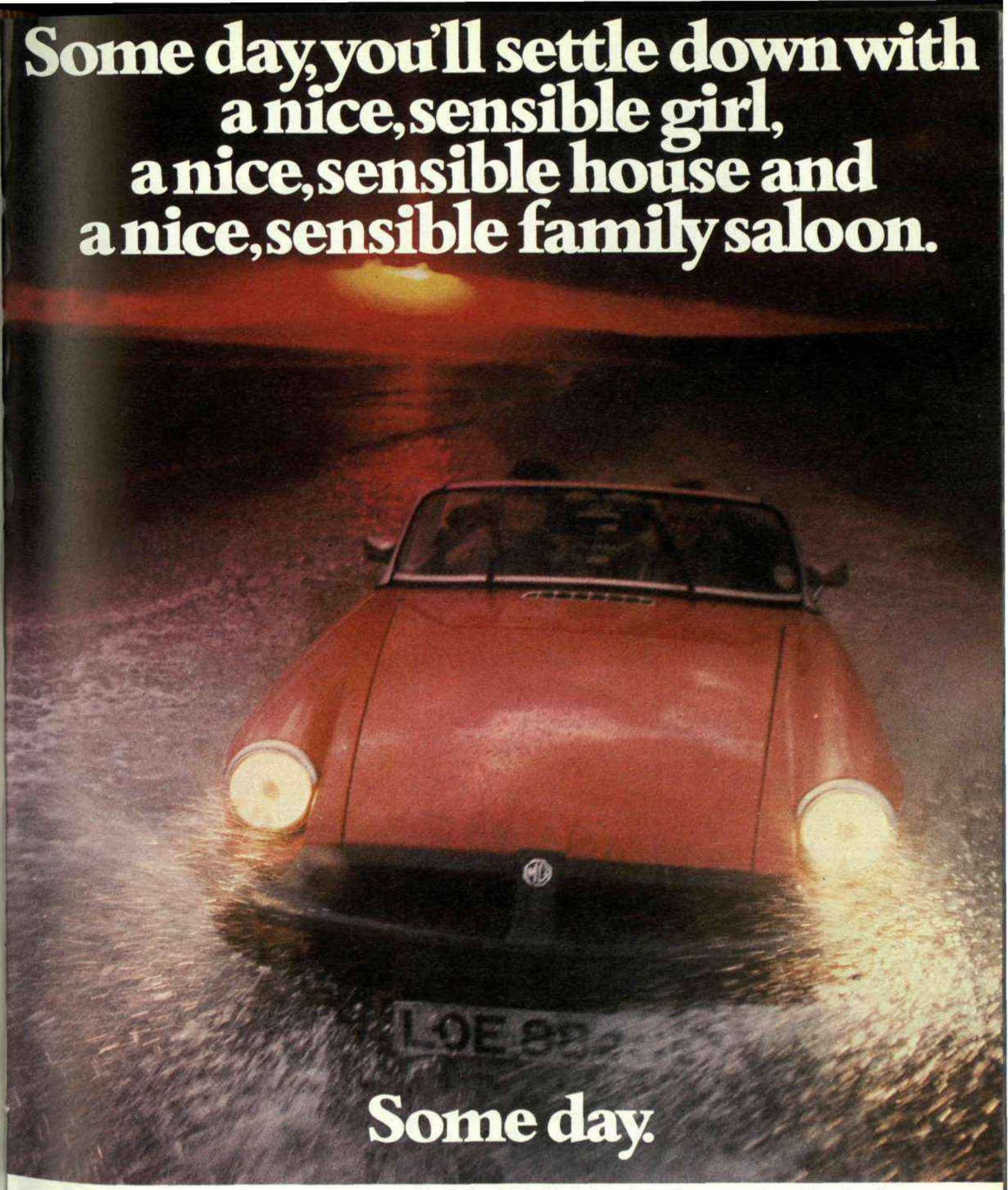
The successful Fiat team brought two of the cars to first and second places, only losing a 1-2 victory when Munari's car suffered suspensi collapse. Earlier he had been troubled when driveshaft coupling lost its lubrication and beg

Continued on page 10

Billy Coleman and Jim Porter tackled the rally privately in a 16-valve Escort RS built by David Sutt Alas, three punctures cost much time and they came close to running out of tyres before finish seventh.



Some day, you'll settle down with a nice, sensible girl, a nice, sensible house and a nice, sensible family saloon.



Some day.

Some day, the MGB's 1798cc engine with big twin SU HIFA carbs might not interest you anymore.

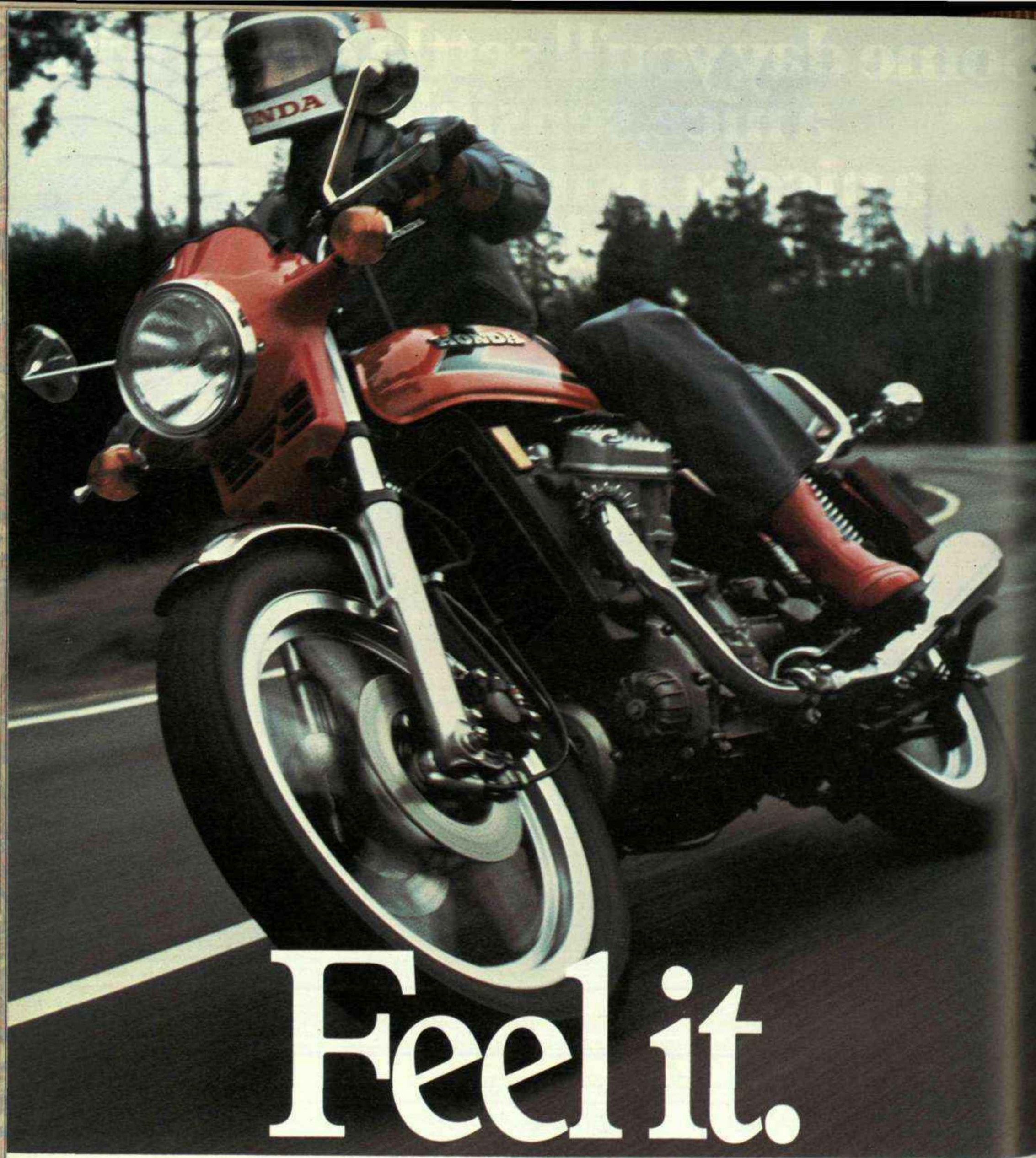
Nor the 0-60mph in 11.6 seconds, torque of 104lbs/ft at 2500rpm, 97bhp at 5000rpm, Rostyle wheels with 165SR-14 radial tyres and servo-assisted 10.75 inch front discs.

Even the independent suspension with anti-roll bars, 4-speed gearbox with overdrive, rack and pinion steering, full sports car instrumentation and interior equipment may leave you unmoved.

Some day, perhaps.

But surely not yet.

MG B SPORTS



Whatever rave reviews you've
read about the CX500, they're only
half the story.
Set out on a test ride, and
discover what it's really all about.
Because the best way to feel
it, is to ride it.

HONDA

LES VINGT-QUATRE HEURES DU MANS

WINNER OF THE Le Mans 24 hours after a well-nigh faultless run was the works Renault-Alpine A442 driven by Didier Pironi and Jean-Pierre Jaussaud. The two Frenchmen covered 369 laps, or 5044 kilometres, during the race, a record for the current Le Mans circuit. Almost totally enclosing the cockpit, the experimental windscreen endowed the car with a greater top speed on Mulsanne Straight but left the drivers very hot and tired. Below, the scene around the pits, as a Mirage-Renault chases a gaggle of slower cars past the crowded enclosures. (Continued overleaf).



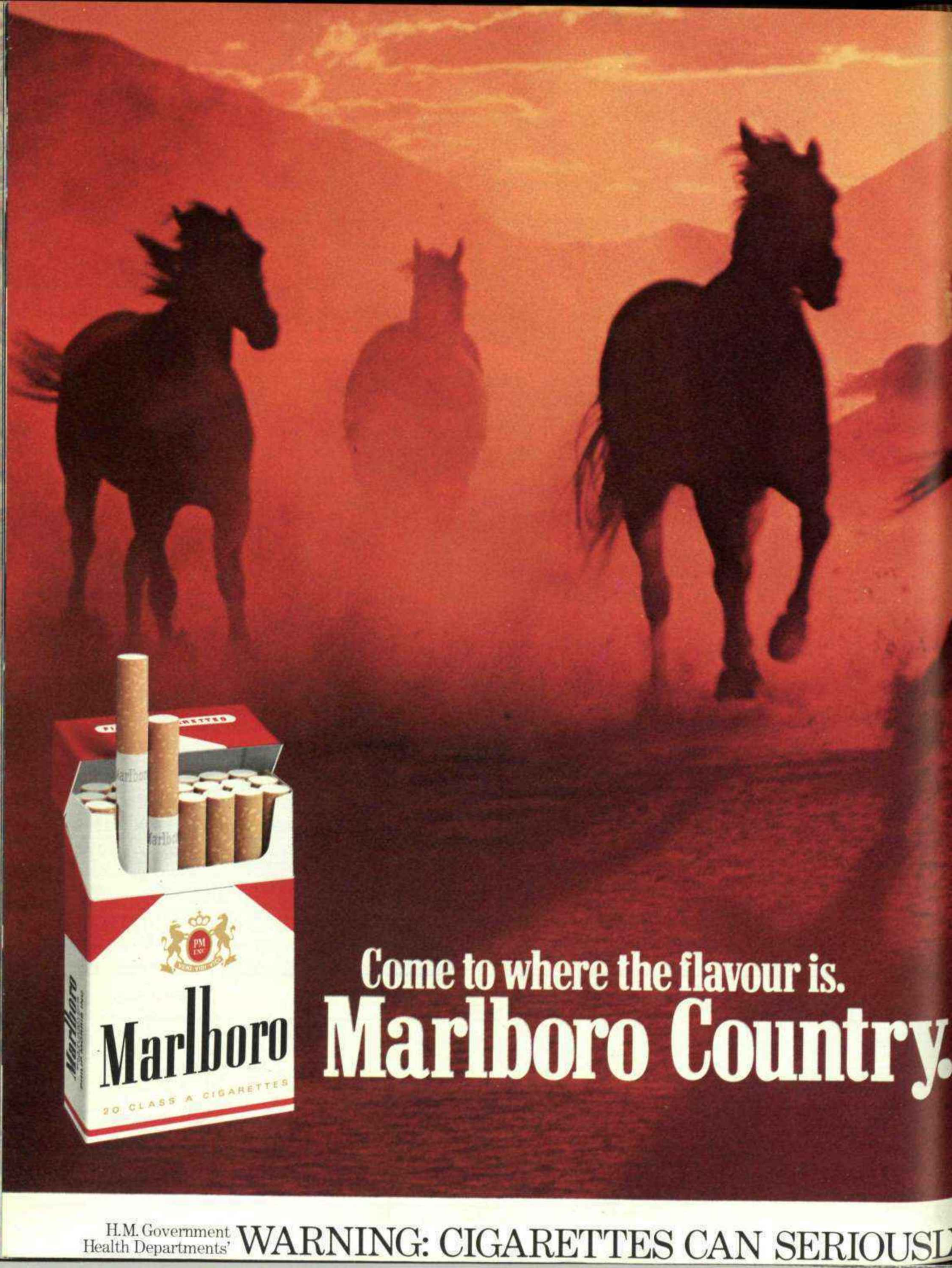


VARIETY OF SHAPE and design is the essence of Le Mans. Above, the brand new Ibec-Hesketh driven by Guy Edwards and Ian Grob until its DFV engine failed on Sunday morning; top right, the latest de Cadenet Lola, taken to 15th place by Chris Craft and Alain de Cadenet despite acute clutch and gearbox problems; right, the Porsche 935 that carried Brian Redman to fifth place and his first ever finish in the 24 Hours, along with Jon Paul and car owner Dick Barbour; below, the works Martini Porsche 936 that finished second in the hands of Bob Wollek, Jurgen Barth and Jacky Ickx after losing time with a broken fifth gear.

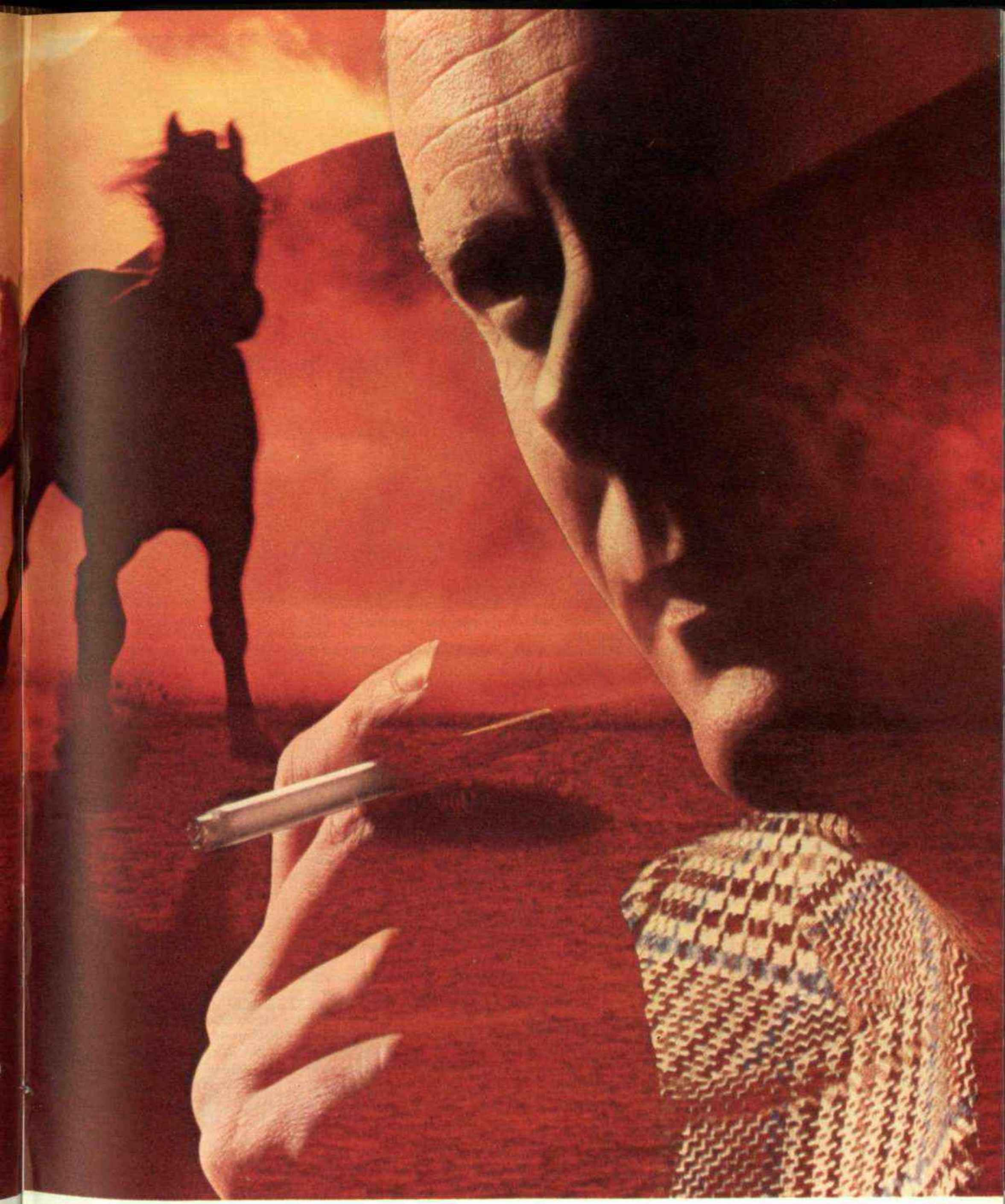




ESSO/LOMBARD INTERNATIONAL SCOTTISH RALLY HANNU MIKKOLA (above) traversing the Port Clair special stage above Loch Ness dominated the fourth round of the Sedan Open Rally Championship, showing complete mastery of the dry, hard and dusty conditions. In the process of extending a considerable "buffer" over the opposition, Mikkola only failed to record the quickest time on three of the 30 special stages leading to the midway breakfast halt after a non stop day and night looping Scotland clockwise from the Cairngorms to the Great Glen. Brian Culcheth (*below*) gave Dealer Opel team their fourth consecutive group one category win and Culcheth's four-out-of-four result with the Kadett GT/E virtually guarantees Opel of that category. Culcheth's tidy driving style showed with the proud claim from Goodyear that his Opel suffered no punctures – no mean achievement after driving 250 miles of rough forestry roads.



H.M. Government Health Departments' WARNING: CIGARETTES CAN SERIOUSL



Y DAMAGE YOUR HEALTH. LOW TO MIDDLE TAR.



The Spanish Grand Prix

Continued from page 970

showing 1 min. 18 sec., when the others scratched into 1 min. 18 sec., Lotus were down to 1 min. 17 sec. and so it went on. To make matters worse it was not just one Lotus, but two. Andretti was driving the brand new Lotus 79 and Peterson was in 79/2, and making very good use of it. Traffic on the "mickey-mouse" circuit was very heavy and both Lotus drivers were finding it difficult to get a completely clear lap while doing 1 min. 17 sec., the circuit seemed to be full of famous names in famous cars lapping a whole second or more slower, while the lesser lights and the "rabbits" were four and five seconds off the pace. In such a brief lap time this was not only remarkable, it was almost unbelievable, and made the job of the Lotus drivers very difficult. At one point Andretti was down below 1 min. 17 sec. and all set for an all-out effort, with the best tyre combination fitted and a minimum of fuel, anticipating a lap approaching 1 min. 15 sec., in a three-lap burst, when he got badly baulked and had to go on for five laps, and ran out of fuel just as he was well wound up! This took the pressure off the other teams, some of whom were actually within a second of Andretti's times, but then they nearly gave up, for while the Lotus mechanics were rescuing their number one driver, the Lotus number two driver was on terrific form and leapt into the overall lead with 1 min. 16.68 sec. The Lotus 79 had made its point in no uncertain terms, with Peterson on pole position, Andretti alongside, and both drivers convinced that the cars could get into the 1 min. 15 sec. bracket on a less crowded track. The whole effort was quite breathtaking.

Reutemann, Hunt and Watson had been making heroic efforts, but were not really in sight of the two Lotus cars, while Scheckter, Lauda and Villeneuve were looking like good mid-field runners. In the Goodyear race Laffite and Patrese had come out on top by a pretty wide margin, and right down the bottom were Colombo, Keegan, Villota and Merzario. There had been various troubles, but none that were going to affect the overall scene, Stuck had his engine break quite early on, Jones was bothered by gearbox trouble and Tambay was playing carefully in view of his painful left ankle. Laffite had been using the new Ligier JS9, but without its vast rear aerofoil that merged into the bodywork, a normal JS7 type aerofoil being used.

By the time the afternoon session began at 1 p.m. it was very hot indeed, and the most important piece of equipment being used by the mechanics was an umbrella to shade the driver while waiting in the pit lane. The McLaren team were trying a double front aerofoil arrangement on Hunt's car, using the normal chisel-nose and fins, with the extra aerofoil above the nose, mounted on struts attached to the front bulkhead. For the brief hour of practice the air and track temperature was too high, compared to the morning, so there was little hope of anyone approaching the Lotus times. Even though the whole pace was nearly a second slower, Andretti was still in front, but not without his troubles. At one point he was getting through experiments with different tyre combinations quicker than the Goodyear people could mount the tyres on the spare Lotus wheels, and while waiting the injection system on the Cosworth engine developed vapour lock and just refused to work. Cold water was poured over the fuel pump and

With his McLaren fitted with "sprint" tyres th would only last a short while at their peak, Jam Hunt was able to lead the opening five laps, aft an electrifying start. Here he is chased Andretti's Lotus, Reutemann's Ferrari, Watson Brabham-Alfa, Villeneuve's Ferrari, Patrese Arrows and the rest on the first lap.

the injection unit, air bottles were exhausted o the starter motor, the sweating mechanics pushe the car, but still it would not fire. Preciou practice time was slipping by, and outwardl completely unmoved Andretti sat in the ca waiting patiently while his mechanics did all the knew to get the engine started. On the Lotus 7 everything is so tightly packed in and so totall enclosed, that when the car stops the heat in th engine bay cannot escape. Eventually the vapou bubbles were dispersed and the engine ran as we as ever, and Andretti rejoined the practice, bu the whole rhythm of experimenting and adjustin had been broken. Although Peterson was onl fourth fastest in the afternoon, with Reutemann's Ferrari and Lauda's Brabham-Alfa Romeo between the two Lotus cars, the overal scene was still one of Lotus domination. Laffite was going really well in the new Ligier, being fifth fastest in the afternoon, ahead of Scheckter with the Wolf WR5 and the number two drivers of the Brabham and Ferrari teams. The Shadow mechanics had failed to change the engine in Stuck's car in time, so the lanky German missed the afternoon session completely, and Alan Jones was frustrated when the injection unit on the spare Williams car played up and he could not use it to make a comparative test with 002 which he had used in the morning.

As practice was coming to an end, the Spanish driver Villota lost control of his McLaren on the fast downhill bend leading on to the pit straight, and as he spun wildly Regazzoni missed him by a

PRACTICE TIMES

No.	Driver	Friday a.m.	Friday p.m.	Saturday p.m.
1	N. Lauda	1. 18.30	1. 18.19	1. 17.94
2	J. Watson	1. 17.98	1. 18.86	1. 18.57
3	D. Pironi	1. 20.32	1. 20.55	1. 19.11
4	P. Depailler	1. 19.06	1. 19.32	1. 19.40
5	M. Andretti	1. 16.98	**1. 17.61**	**1. 16.39**
6	R. Peterson	**1. 16.68**	1. 18.33	1. 17.96
7	J. Hunt	1. 17.66	1. 19.43	1. 18.28
8	P. Tambay	1. 19.76	1. 20.17	1. 19.28
9	J. Mass	1. 20.50	1. 20.82	1. 19.98
10	A. Colombo	1. 23.11	1. 22.05	1. 21.59
11	C. Reutemann	1. 17.64	1. 18.17	1. 17.40
12	G. Villeneuve	1. 18.55	1. 18.89	1. 17.76
14	E. Fittipaldi	1. 20.50	1. 20.27	1. 19.33
15	J. P. Jabouille	1. 18.99	1. 20.42	1. 19.62
16	H. J. Stuck	1. 20.87	no practice	1. 21.51
17	G. Regazzoni	1. 21.30	1. 21.13	1. 20.67
18	R. Keegan	1. 22.93	1. 21.99	1. 20.77
19	V. Brambilla	1. 19.71	1. 20.38	1. 20.54
20	J. Scheckter	1. 18.24	1. 18.85	1. 18.54
22	J. Ickx	1. 20.36	1. 21.08	1. 20.54
25	H. Rebaque	1. 20.21	1. 21.51	1. 21.54
26	J. Laffite	1. 18.83	1. 18.42	1. 18.57
27	A. Jones	1. 19.99	1. 20.37	1. 20.41
28	E. Villota	1. 21.55	1. 22.41	1. 22.84
30	B. Lunger	1. 21.17	1. 22.07	1. 21.51
35	R. Patrese	1. 19.20	1. 19.99	1. 18.14
36	R. Stommelen	1. 20.03	1. 20.72	1. 20.25
37	A. Merzario	1. 21.42	1. 21.43	1. 20.91

PRE-PRACTICE TIMES

No.	Driver	Friday a.m.	
25	H. Rebaque	1. 19.84	*Did not qualify*
30	B. Lunger	1. 20.19	
32	K. Rosberg	1. 21.25	
36	R. Stommelen	1. 19.97	
37	A. Merzario	1. 20.03	

hair's-breadth, but the next car along caught it fair and square. It was Hunt in McLaren M26/4, and the right front corner was pushed back into the monocoque, the suspension members twisted and torn and it was the end of its useful life as far as the Spanish GP was concerned. Hunt got away with a bruised right hand and Villota was unhurt. Such is the affluence of Formula One of



Colin Chapman and the Lotus pit-crew patiently wait for their drivers to bring the two black and gold cars round past the start/finish line once more, above. Below, Jacques Lafitte brought the slab-sided Ligier-Matra JS9 into a creditable third place, having used the "special" Goodyear tyres to good effect.



these days that both men had spare cars ready for them next morning. Hunt taking the spare works McLaren M26/3 and Villota his earlier McLaren M23/6.

Saturday morning was testing time; for checking fuel consumption, tyre wear, handling in racing conditions of weight and balance, and a general fact-finding and confirmation session before the final hour of timed practice in which there was the last chance to claim a good grid position or merely to scrape on to the back of the grid. During the morning session some teams checked that their spare cars were race-worthy, others still tried to get good lap times, while some like McLaren continued to have trouble. The engine in Tambay's McLaren M26/5 broke so there was some feverish work by the Colnbrook chaps to change the engine in time for the afternoon session. This panic was caused by Hunt already needing the spare car, there only being one between the two drivers. Team Lotus were so confident in their pair of Lotus 79 cars that they didn't bother to run the old Lotus 78 cars, and Wolf were equally happy with their WR5, so that WR1 was not used. Ligier, however, ran their interim car JS7/JS9/01 and convinced themselves that the new JS9 was all right. Even on tyres that would last the 75 laps and carrying a full load of petrol the two Lotus drivers were lapping in times that many of the other competitors would have liked to be able to record with near empty tanks and super-sticky qualifying tyres. The only ray of sunshine that filtered through to the other teams from the Lotus pit, apart from the hot Spanish sun, was the sight of boiling water bubbling out of the overflow pipes on the Lotus 79 cars, and mechanics pouring cold water on the mechanical fuel pumps, the injection pumps and the radiators. While out on the track and running



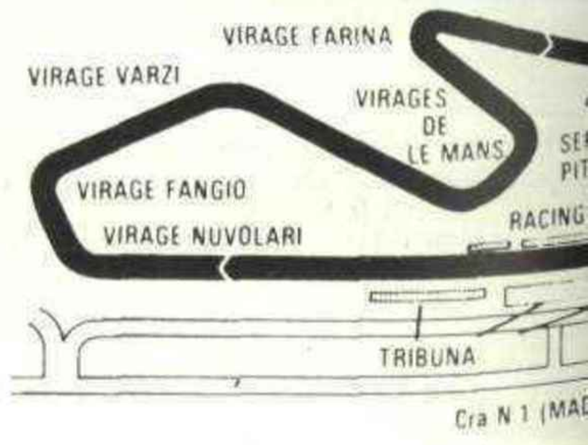
Jody Scheckter's Wolf WR5 harries Peterson's Lotus through the Rampa Pegaso in the early laps of the race, right. Despite being held up on the first lap by Jabouille's errant Renault-turbo, which dropped him right down the field, Patrick Depailler (below) drove well thereafter, and was placed eighth when engine problems in his Tyrrell forced him out at 51 laps.



fast the cooling system of the Lotus was worki perfectly, but a slow run down the pit-lane a standing still in the hot sunshine was causi overheating and vapour-locking. Team Lo were not unduly worried as they did not inte their drivers to spend much time in the pits, to run slowly. This slight problem was indicat

CIRCUITO PERMANENTE D

3.404 kilometres
2.155 miles



Cra N 1 (MAD



of the efficiency of the Lotus 79 when in its normal habitat, which is out on the track and running fast. Some designers think that Colin Chapman runs things a bit too close to the limit for comfort, but he always did, and if you don't you'll never get an advantage over your rivals.

The last hour looked as though it was going to build up into a glorious thrash with all the stops pulled out and everyone throwing caution to the winds. It turned out the complete opposite, principally due to Andretti going out for a brief handful of laps and recording 1 min. 16.8 sec., while everyone else was trying to get below 1 min. 18 sec. He then tried a different set of tyres and recorded 1 min. 16.39 sec., which deflated everyone, even his team-mate. He gave up at that point and sat on the pit-wall to watch the others, not from complacency, but because the static overheating trouble was becoming a nuisance every time he stopped at the pits. While Team Lotus were spreading alarm and despondency among the other top teams, and finding nothing wrong with Goodyear's latest tyres, or being frightened by Ferrari and Michelin, there was gloom at the other end of the field as certain drivers realised they were going to be in the last four. Lunger put paid to his chances of escaping relegation by spinning off into the sand in his McLaren M26/6. Although he resumed practice in McLaren M23/11 he had little hope of qualifying. The Williams team were not as happy as usual, as their disastrous first day of practice had ruled them out of the Goodyear short-list-for-special-attention, and all Alan Jones could do was to fumble about among the also-rans, while Patrese on the best Goodyears was making the best use of them and was up near the front.

With Andretti's shattering 1 min. 16.39 sec. from Saturday and Peterson's 1 min. 16.68 sec. from Friday the two Lotus 79s occupied the front of the grid in a class of their own, regardless of 12-cylinder power, Michelin tyres or brilliant new young drivers. There would appear to be times when experience counts, and this seemed to be one of them. Among the "usual faces in the usual places" at the front of the grid, that of Villeneuve in the second Ferrari is becoming a regular and consistent occurrence, and Patrese with the first of the Arrows is beginning to make a consistent impression. In spite of what a lot of people say and think, Hunt is seldom far away from the front, and this time was fourth fastest, and in the second row with Reutemann.

On Sunday the skies were not quite as clear as they had been, but it was still more than warm enough and the race was due to start at the very late hour of 4 p.m. Just before midday there was a 30-minute "final-test-session" for the fortunate 24 who were going to take part in the 75-lap race, though few of them could see it being much of a race with Andretti and Peterson on the front row in the 1978 Lotus cars. Those who were left out were Merzario, Lunger, Villota and Colombo, while Rebaque and Keegan were delighted to have qualified.

As this was the 75th anniversary of the Royal Automobile Club of Spain, the arrival of the reigning King and Queen by royal helicopter was a special occasion. After the drivers had driven their cars from the pit lane, round the circuit to the "dummy grid" in front of the main grandstand, they all removed their helmets and were presented to the King at the foot of the control tower. He wished all the participants "Good Luck" and most of them thought to themselves "we'll need more than that," with those two sleek black Lotus cars on the front row of the grid. Andretti was a whole second better than the best of the rest, which seemed impossible on such a short "mickey-mouse" circuit. When averaging 100 m.p.h., a full second was a lot of distance. One driver who did not intend to give up and whimper, was James Hunt. As always, he was out to stir things up, and his McLaren was mounted on unsuitable tyres for the full 75 laps, but very good ones for a dynamic sprint for as long as they would last. His team-mate Tambay was set for the full distance. Hunt's attitude was that if he couldn't win he might as well enjoy himself, rather than trail along dejectedly, hoping trouble would strike the Lotus lads.

As 4 p.m. approached, engines were started, the grid and the pits were cleared and the two black cars, with their gold advertising lettering, led the field away on the warm-up lap. The 12 pairs of cars paused on the grid, at the foot of the



Jochen Mass once again qualified the troublesome German ATS HS1, nee Penske, and then produced a really workman-like performance in the race to take the car into an eventual ninth position.

EL JARAMA





The dice between John Watson's Brabham-Alfa, Laffite's Ligier-Matra (almost hidden) and Peterson's Lotus was resolved in favour of the Swedish drive who, after a dreadful start, confirmed once again that he has lost none of his "tiger", with a spirited drive into second place behind team-mate Andrett

giant control tower, the red light changed to green quicker than some drivers expected and the race was on. Andretti made a good start and so did Reutemann, behind him, but Peterson had not been paying attention and fumbled his getaway. In a start that would have made the drag-racing fans cheer, Hunt took his McLaren off the line and shot between Peterson and Reutemann. Before the end of the pits he swooped past Andretti on the left and then dived across to the right and aimed for the first corner with the brakes hard on, knowing that if anyone (particularly Andretti) was going to get by he would have to take the long way round the outside. The whole manoeuvre was "racer" Hunt at his brilliant best, and he must have had an evil grin on his face as he led the field through the tight corners on the back leg of the circuit.

For five glorious laps Hunt drove his heart out, using every inch of the road, and more, as the McLaren slid over the kerbs in a superb all-or-nothing display. A slightly ruffled Andretti sat back and watched this display of sheer enthusiasm and joy, and then as they started lap six the Lotus closed up, went by, and it was all over. Hunt had had his moment of glory and now the serious motor-race began and Andretti just drove away into the distance. Those opening laps stood Hunt in good stead, for though Andretti passed him with ease, it meant he was in a sound second place, with only Reutemann's Ferrari in sight behind him, in third place. Then came Watson, Villeneuve, Patrese, and Laffite with a gap to the next group that consisted of Scheckter, Peterson and Lauda, followed by Pironi and Tambay. Right at the back of the field came the yellow Renault, for Jabouille had been elbowed out of the pack on the first corner, and had spun. This solved all the problems of the turbo-car holding people up, but unfortunately Depailler got baulked by the spinning Renault and got a bit left behind.

At 10 laps the scene settled down, with Andretti and Hunt well away, Reutemann in a lonely third place, then Watson with Villeneuve, Patrese, Laffite and Peterson lined up behind him and pushing hard. Lauda had got clear of Scheckter and was aiming to join the group ahead, but in ninth place the World Champion was going to need more than skill to ever see the leader. Pironi and Tambay were behind Scheckter and then came Mass, Brambilla, Depailler, Regazzoni, Fittipaldi and Jones all fairly close, with Stuck dropping back from them as his Shadow was not handling too well. Keegan, Rebaque, Jabouille and Stommelen brought up the rear, as Ickx was in the pits having the throttle linkage on the Ensign looked at. The Renault was giving a good display of its claimed 500 b.h.p. as it wafted past Rebaque along the main straight, and shortly afterwards did the same with Keegan's Surtees.

It was clear that Ferrari and Michelin ha made a mistake over the tyres fitted to the tw red cars from Maranello, for Reutemann wa losing all contact with the leaders and Villeneuv had dropped to the back of his group, and wa passed by Lauda on lap 16. Whereas Hunt ha made a deliberate choice of unsuitable tyre, an was holding on to second place as long as h could, and enjoying it, the Ferrari drivers wer very frustrated. Fittipaldi decided his tyres wer not right and stopped to change them, an Tambay had gone missing, the McLaren stuck i the sand and unable to restart. The Frenchma had been driving without using the clutch fo gear-changing, in order to rest his left ankl which was sore, and he muffed a chang down and spun off the track. Although h restarted the engine he could not get any gri and had to abandon a perfectly healthy car. O lap 20 Rebaque's Lotus 78 was making an awfu noise as it went by the pits and he stopped nex time round. A complete exhaust pipe had broke off, from the cylinder head to the junction for th tail pipe, due to grounding over the bevelle kerbs, the young Mexican not being experience enough to know where you can run over kerb and where you shouldn't. On lap 22 Patres disappeared from a good fifth position when th Cosworth engine in his Arrows broke, an Reutemann was visibly dropping back from Hun into Watson's sight. Andretti was now beginnin

to lap the tail enders, not that it caused him any trouble, and he even went by the Renault as if it was not there. His complete command of the race was exactly as expected, but Peterson stuck in sixth place was all wrong, though it was difficult to see what the Swede was going to do about it, with Laffite and Watson in front of him and Lauda close behind. Not an easy bunch to deal with, even for an inspired Peterson, and after his bad start he was not looking all that inspired, but he was thinking about it.

With Villeneuve now down in eighth place and being worried by Scheckter and Pironi, and Reutemann holding a tenuous third place, the Ferrari/Michelin combo decided it was time for a change, so both drivers were signalled in. At the end of lap 28 Reutemann headed down the pit lane to where new wheels and tyres were laid out ready, and the mechanics changed all four very rapidly. They had just finished when Villeneuve appeared down the pit lane and there was a bit of a scramble to let Reutemann's car off the jacks and send him on his way as the second Ferrari pulled up. Even though the next set of wheels and tyres were still in the pit, the Ferrari boys did a pretty quick job and as Villeneuve drove off down the pit lane, Andretti went by to complete his 29th lap, so the young French-Canadian was now a full lap behind. Reutemann had resumed in tenth place, behind the two Tyrrells of Pironi and Depailler. All this left Watson in third place, a long way behind Hunt, while Andretti had a very comfortable and relaxed 12-second lead. The foursome of Watson, Laffite, Peterson and Lauda looked as though it had reached a stale-mate situation, except that the Lotus driver could see an opportunity just ahead. They were coming up to lap a group of tail enders and in the ensuing melee Watson went from third place on lap 36 to sixth place on lap 38, and Peterson was leading the bunch when the pushing and shoving and dust had died down. Watson's excuse for this and the fact that he began to drop back, was that he was having trouble with his gearbox. Be that as it may, the fact was that Peterson, Laffite and Lauda began to close up on Hunt, with Peterson looking as though he wanted second place.

The Tyrrell team were having a mixed race in eighth and ninth places, for just as Depailler overtook Scheckter, Reutemann overtook Pironi, so it was a case of win one, lose one, but it was all mid-field stuff and of little consequence. Andretti was now 20 seconds ahead and cruising along comfortably, while Hunt was still in second place, even though his tyres were wearing thin. Peterson was still a long way back, but was closing steadily and Laffite and Lauda were staying with him. While Reutemann was picking up the odd place here and there, Villeneuve was not making much progress, so he was called in again and another set of tyres were fitted. As Peterson got his sights on Hunt's McLaren on lap 50, Depailler was into the pits with a misfiring engine. The ignition unit was changed but before this was done the second Tyrrell was also into the pits with an equally erratic engine. Depailler did another lap, with no improvement so the plugs were removed and one of them had bits of metal on it, from something nasty inside the engine, so that was the end. Pironi's trouble was simply a loose lead in the h.t. system and it was soon rectified and he was back on full song.

As they started lap 53 Peterson wafted by Hunt's McLaren and into second place and three laps later Laffite went by the McLaren and then Lauda went by. Hunt's tyres were used up and he should have stopped by now, but the decision was being left to him, and it was not until lap 60 that he finally headed down the pit lane to have all four wheels and tyres changed, but he had let the others get too far ahead. What had delayed his decision was the sight of Lauda's Brabham by the side of the track on lap 57, with a broken Alfa Romeo engine, which meant that Hunt was back in fourth place, and then a lot of excitement and confusion on lap 58 when Reutemann's Ferrari went off the track in a big way, bounced over the guard-rails and was caught by the debris nets protecting the back of the paddock. The swarthy Argentinian climbed out with bruises on his chest, leaving the Ferrari hanging in the nets like a fly in a spider's web.

By the time Hunt had changed tyres and got back into the race he was a lap down and in sixth place, with no hope of improvement, unless someone dropped out. There were only 15 laps to go and Lotus were once again in first and second places, this time with two Type 79 cars, and one felt they could probably have done the same thing with last year's cars! With just over 20 seconds between them the two sleek black cars toured on to victory, having completely annihilated all opposition for the second race in succession. Laffite brought the new Ligier home to a good sporting third, followed by Scheckter in a distant fourth place and Watson fifth. An exhausted Hunt was sixth, one lap down, having driven as hard as he knew how, and the rest followed at varying intervals, not at all happy for their future as Team Lotus seem to be on a winning streak with the bit between their teeth. The remaining Ferrari was tenth, running the last third of the race with a split exhaust pipe and sounding awful. John Surtees could see a ray of hope on the horizon as both his cars had run non-stop throughout the race, Brambilla being seventh, one lap down, and Keegan eleventh, two laps down. – D.S.J.

Results :

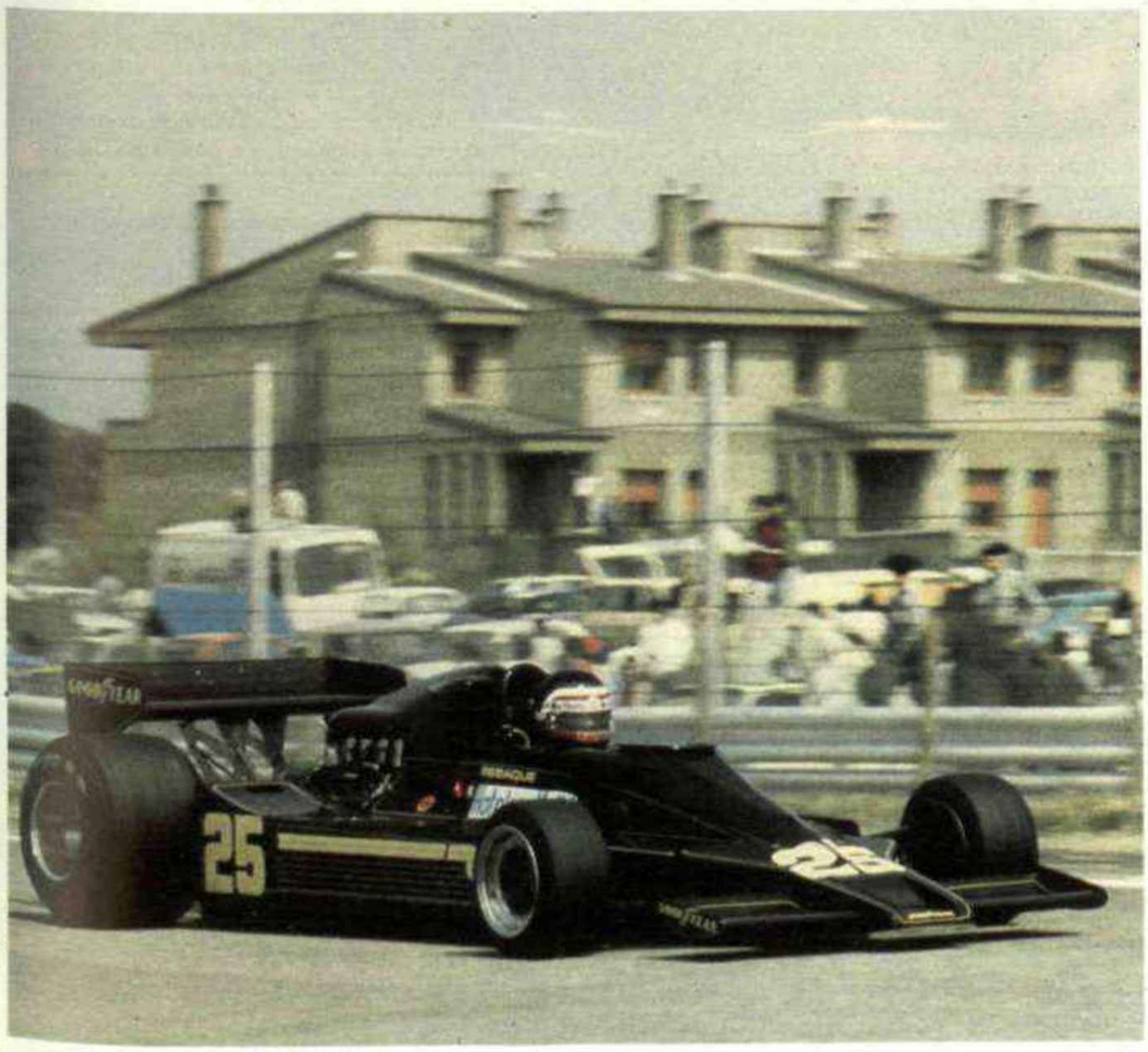
SPANISH GRAND PRIX—Formula One—75 laps—Jarama—3.404 kilometres per lap—255.324 kilometres
Very Warm

1st :	M. Andretti (Lotus 79/3)	1 hr. 41 min. 47.06 sec.—150.523 k.p.h.
2nd :	R. Peterson (Lotus 79/2)	1 hr. 42 min. 06.62 sec.
3rd :	J. Laffite (Ligier JS9/01)	1 hr. 42 min. 24.30 sec.
4th :	J. Scheckter (Wolf WR5)	1 hr. 42 min. 47.12 sec.
5th :	J. Watson (Brabham BT46/4)	1 hr. 42 min. 52.99 sec.
6th :	J. Hunt (McLaren M26/3)	1 lap behind
7th :	V. Brambilla (Surtees TS20/01)	1 lap behind
8th :	A. Jones (Williams FW06/002-2)	1 lap behind
9th :	J. Mass (ATS HS1/1)	1 lap behind
10th :	G. Villeneuve (Ferrari 312T3/034)	1 lap behind
11th :	R. Keegan (Surtees TS20/02)	2 laps behind
12th :	D. Pironi (Tyrrell 008/2-2)	4 laps behind
13th :	J. P. Jabouille (Renault RS01/02)	4 laps behind
14th :	R. Stommelen (Arrows FA1/3-2)	4 laps behind
15th :	G. Regazzoni (Shadow DN9/4A-2)	8 laps behind—*not running at finish*
16th :	J. Ickx (Ensign MN08)	11 laps behind—*not classified*
17th :	E. Fittipaldi (Fittipaldi F5A/3)	13 laps behind—*not classified*

Fastest Lap: M. Andretti (Lotus 79/3) on lap 5, in 1 min. 20.06 sec. – 150.523 k.p.h.

Retirements: P. Tambay (McLaren M26/5) spun off track, on lap 17; R. Patrese (Arrows FA1/4) engine failure, on lap 22; H. Rebaque (Lotus 78/1) broken exhaust system, on lap 22; H. J. Stuck (Shadow DN9/1A) bad handling, on lap 46; P. Depailler (Tyrrell 008/3) engine failure, on lap 52; N. Lauda (Brabham BT46/6) engine failure, on lap 57; C. Reutemann (Ferrari 312T3/033) accident, on lap 58.

24 *starters*—17 *finishers*.



Young Mexican driver Hector Rebaque made good use of his intensive practice programme at Jarama and he qualified his ex-works Lotus 78 with little difficulty.

IT'S MADE THE WAY THEY DON'T MAKE THEM ANYMORE.



Mass production isn't a term that applies to the Lotus Eclat; it's hand-made.

A craftsman-built, 2+2, British coupé with all the tradition plus Lotus technology.

Individually constructed along crisp, clean, aerodynamic lines in glass fibre on a rigid steel backbone chassis for real strength and total performance.

A wide torque range ensuring smooth acceleration to a top speed of 132 m.p.h. is standard performance from the Lotus 907, 16 valve, twin-cam engine.

Discover for yourself the luxurious Eclat interior – the ultimate in space, comfort and styling.

You may have thought they don't make them the way they used to, but everything about the Eclat will prove you wrong.

éclat

The Eclat is available from around £10,000 including seat belts, V.A.T., and car tax. Also available with power steering, air conditioning and automatic gear box. For a test drive or information on buying, leasing or The Lotus Owners Insurance Scheme, contact your local dealer.

Lotus Cars Limited (Marketing), Norwich, Norfolk NR14 8EZ. Telephone: Wymondham (0953) 603411

Lotus
HAND BUILT CARS

A Maserati at Le Mans

Testing a Maserati 300S in the Le Mans round of the FIA European Historic Championship

MOSS 4 min. 49 sec., read the pit signalling board hung out in front of me at Mulsanne Corner, and there, in the mirror, sure enough, the familiar number seven on the nose of a Maserati 250F. This was a weird sensation, the turning back of the clock over twenty years, except that twenty years ago I would have been driving a school desk on this hot, sunny Thursday afternoon, instead of tussling with the wheel of a racing Maserati with the trident badge of Stirling Moss, every schoolboy's hero, breathing down my neck on this last lap of practice.

It was nostalgic, but not a dream. We were practising for the second round of the 1978 FIA European Historic Championship and Moss had come out of retirement to drive, and eventually win with, Anthony Bamford's JCB Maserati 250F in this prestigious round held before the start of Les Vingt-Quatre Heures Du Mans, at Le Sarthe on June 10th. My Maserati was the sports racing development of Moss's 250F Grand Prix car, the 300S, the classically beautiful 3-litre car with which Maserati set out to win the new World Sports Car Championship from the much more powerful Mercedes in 1955. They failed to win, finishing fourth in the Championship that year, improving to second in 1956, but the 300S, of which approximately 26 were built from the 1954 prototype, chassis number 3051 (now owned by Michael Johnson in Northern Ireland), to the last, chassis number 3080, delivered in June 1958, took many important victories along the way. Moss had several wins in the model and continues to regard it with affection, the nearest thing in its delectable handling to his beloved 250F.





MOTOR SPORT's Deputy Editor takes Norman's Maserati 300S through the Esses at Le Mans on the way to a class win in the FIA Historic Championship Race. The cut-out switch on the screen pillar was a last minute, temporary modification to please the French scrutineer. The lovely lines of the classic 300S are shown on the left. This later type body has gill type side vents.

My 300S was chassis number 3072, one of the later cars, which Maserati records show was completed, or may have been delivered, on April 27th 1957. It had been kindly loaned to me by my good friend Victor Norman, whose superb Ferrari 250GT SWB Lightweight Berlinetta I tested in last November's MOTOR SPORT. I am deeply grateful to Vic for not only loaning me this valuable historic car, but also for delaying its much regreted sale to a new owner in order to fulfill his promise to me of a drive in the Le Mans race.

This immaculate, and very original, red 300S has no known history, as is the case with many racing cars which found their way to South America, as this one did, probably when new. It was found in Brazil and brought to Britain by Colin Crabbe about three years ago. Crabbe recalls driving it through the centre of Sao Paulo, "to see how it went!" From appearances and mechanical condition it had not had a great deal of use. Incidentally, Crabbe knows of three more of these rare sports racers in Brazil, but regrets they are not worth retrieving today because Brazilian prices are now higher than for European examples. Crabbe sold 3072 to Scotsman Jeffrey Johnstone. A rather disastrous engine rebuild by one firm after an internal calamity was eventually sorted out by Ted Bailey, whose thorough workmanship has ensured no further problems. Johnstone ran this Maserati in about six races, while Norman, who acquired it from him in May 1977, has run it in two, winning his class in the first round of this year's British Group 1 Historic Championship at Thruxton, but defeated in the Brands Hatch race by a fouled plug on the line. Many spares have been acquired along the way, so that 3072's engine block is topped by the head from 3054 with 3072's head currently a spare.

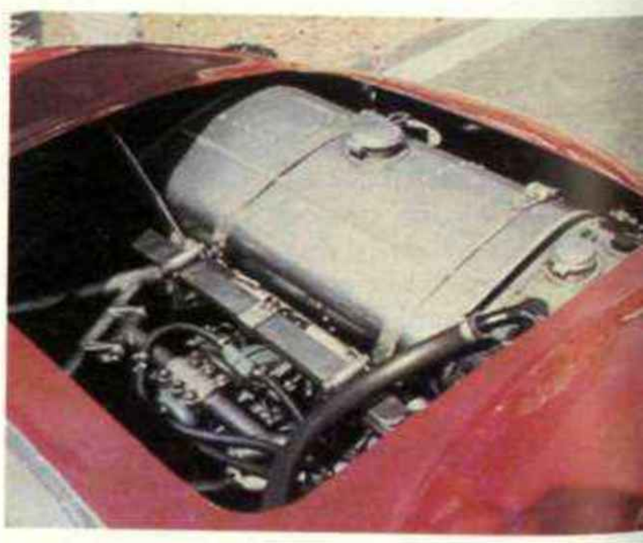
The 300S was Maserati's first "production" over two-litre sports racing car, a more potent contestant for the World Championship than the two-litre A6GCS. Although conceiving it from the start in early 1954 as a sports racing derivative of the 250F, Maserati shied up several blind alleys in development until the final form shaped into the first true 300S, 3051, late that same year. Engine development stages, all based on the straight-six 250F engine, included a normal 2½-litre 250F engine detuned to run on petrol, two 2.8-litre versions and an overbored 3-litre unit. The final version of the 300S engine kept the 84 mm. 250F bore size with the stroke increased from 75 mm. to 90 mm., the capacity being 2,991 c.c. In external appearance and in all



Leading a mixed bunch down the hill into the Esses for the first time after an appalling start, above. Note the twin-plug head and twin magnetos and the 26 b.h.p., six-cylinder 300S engine, left. A minimum of instrumentation, centre. Seat cushions had been removed for the race. Puddles of Castrol R40 stain t floor in this post-race shot. Beautifully crafted tanks, transaxle and transverse leaf-sprung De Dion rear suspension fill the tail.







except stroke and detail design the 300S engine was effectively identical to the 250F. It had a cast aluminium block with pressed-in liners, a seven main bearing crankshaft, gear driven, twin-overhead camshafts in the aluminium cylinder head, which contained hemispherical combustion chambers and two plugs per cylinder operated by two Marelli distributors, one each side of the engine's front end. The valves had triple coil springs and were operated from the wide lobe camshafts by finger-type followers. The long stroke of the 300S engine demanded that the camshafts had a greater lift than those of the 250F. Triple, twin-choke, 45DC03 Webers were fitted. A three-element (two for scavenging, one for feeding), gear-driven pump on the front of the engine circulated oil through the dry sump system.

In its original form the 300S engine gave 245 b.h.p. Larger valves and an increase in compression ratio from 9.25:1 to 9.5:1 lifted this to 260 b.h.p. at 6,500 r.p.m. for the 1957 models. This would be the specification to which 3072 was built, although the head from 3054 would have had small valves.

The 300S aluminium body was mounted on a large-diameter, steel tube chassis. Into this Maserati placed 250F running gear, including front coil spring, wishbone suspension, the wishbones beautifully crafted out of polished, forged steel, the De Dion rear end with transverse leaf spring and a four-speed, all-synchromesh constant mesh transaxle with straight cut gears. A handful of later cars had five-speed transaxles – 3072 has four speeds. The multi-plate clutch remained at the engine end of the propshaft.

At a time when Jaguar had all-disc brakes on the D-type, Maserati stuck to ribbed drums on the 300S. 5.00 x 16 in. Borrani wire wheels were fitted, shod with 6.00 x 16 and 6.50 x 16 tyres front and rear. The wheelbase was 91 in. the front track 51.2 in. and the rear track 49.2 in. Weight, empty, but with a spare wheel fitted atop the rear suspension, was quoted as 730 kg. All cars were built with right-hand drive.

The last time a Maserati 300S ran at Le Mans was in 1958. It failed to finish in the 24-hour race. Could I do better for the 300S over only seven laps of the fast, 13.64-kilometre circuit of the Sarthe just twenty years later?

Although Norman's Rosso Racing company had the 300S ready for Le Mans in good time, my participation hung in the balance right till the last minute. Taking a racing car abroad is n easy matter, as I was to find out. There wa insurance on the Maserati to arrange (£300 o the first £5,000 for the race, £10 for £20,000 o all other risks between leaving and returning the Maserati's Cirencester base). A carnet for th unregistered racing car had to be obtained fro the RAC (in the arrangement of which the lad in the Pall Mall office was most helpful requiring a bank guarantee to cover duty shoul the car not be returned to Britain. The drive must have a visa from the RAC Motor Spo Division to permit him to race abroad. In th midst of all the paper formalities I found mysel without a tow car. Here, Gerry Marshall came t the rescue with a 1967 Jaguar 420, conveniently part-exchanged at his Marshall-Wingfiel emporium. Then the loan of a trailer fe through. This became a really desperate situatio from which I was saved by the generosity o Colin Page, of Blue-Line Car Hire, Brentwood.

To cut a long story short, I made it to Le Mans in time for scrutineering on the Wednesday morning, prior to the Saturday race. All the French scrutineers seemed to be bothered about was whether or not an external battery switch was fitted. Most of the British-entered cars,

including the Maserati, lacked them. We cobbled one up quickly, without butchering the precious bodywork, with the aid of an old jump-lead and a spare cut-out switch which we mounted on a handy hole in the nearside screen pillar.

After scrutineering we had a respite until our one, four-lap practice session on the Thursday afternoon. At this stage, although the 300S had lived with me for several days I had yet to sit in it, let alone drive it. The trials of running a temperamental racing car from a distant era were yet to be learned. For a start it requires muscle: while the untemperamental D-types and Lister Jaguars can be moved about the paddock at will under their own power, this Maserati has to be pushed. The engine will not take kindly to running at low revs, even on the Champion N7Y warm-up plugs, the multi-plate clutch is either in or out – with a 70 m.p.h. first gear – and cannot be depressed for more than 8 seconds for fear of shattering the release bearing. No dynamo is fitted (the engine runs on magnetos), so starting, except on the startline, has to be assisted by jump-leads to conserve the on-board battery.

The engine had to be warmed up on its soft N7Ys well before practice and the race, then all 12 plugs changed for hard Champion N60Rs. As a precaution, new sets of plugs were used in both practice and the race.

Nothing could be simpler than the cockpit layout of the 300S, which made acclimatisation easy. There are only three, black-faced, Jaeger Switzerland dials to watch in the little alloy facia: a central, chronometric tachometer with red tell-tale needle; an oil pressure gauge, which ran on maximum all the time; and a water temperature gauge which didn't budge above 65-70 deg. The upright, leather trimmed, bucket driver's seat is fixed, the wood-rimmed wheel with its central Maserati horn push (but no horn – it was put there for road events like the Mille Miglia) is quite close to, making a straight arm position impossible, and the alloy-knobbed gear lever is in a proper H-pattern gate, with a flick-over stop protecting reverse, over and down to the right. The closely-spaced alloy pedals hinge on the floor. A flick switch on the left of the facia operates the electric fuel pumps, there is a conventional ignition key, which turns an extra notch to work the headlights and the magneto switch on the right has positions 1 or 2 for testing individual "mags" and 1-2 for normal running.

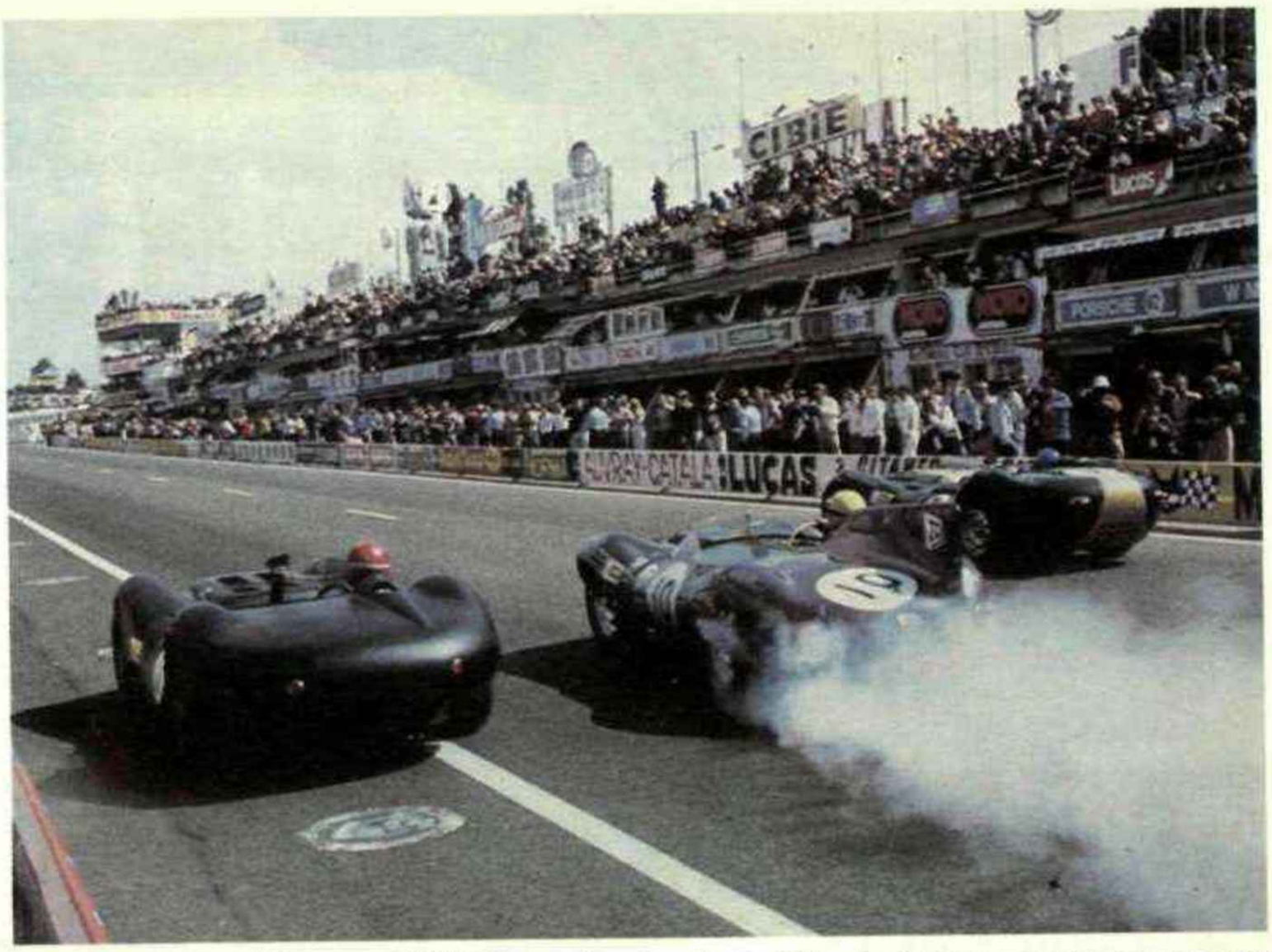
This was to be the first time I had driven any racing car remotely similar to this Maserati, so I approached practice with trepidation, worried by some comments of "it's a handful," reassured by Moss's "it's an easy car for the inexperienced." Moss was right. Once I had the car rolling out of that first gear situation I felt absolutely at home in it – not at home enough to chuck it around with abandon, but enough to feel comfortably secure. The feeling came from excellent balance and direct steering. The drum brakes were more problematical, very effective in stopping power, but pulling violently to the right when cold – and they were cold several times a lap at the end of the long Sarthe "blinds". But the biggest problem on lap times was going to be the gearing, for I was having to back right off down the Mulsanne Straight, letting the long-geared Jaguar engined cars fly past at least 20 m.p.h. faster. Nevertheless, we were a satisfactory ninth fastest overall, just short of a 100 m.p.h. lap in 5 min. 12.7 sec., 5.9 sec quicker than the Maserati's owner in his incredibly lovely, ex-Ecurie Ecosse D-type, MWS 302, just totally restored by Lynx Engineering. Bobby Bell took pole with his Lister Jaguar, followed by Willie Green in Bamford's 1957 Le Mans-winning D-type, Moss, Harper's Lister Jaguar, Morris's D-type, the Listers of Bowler and Ham and Drake's D-type, which ran its bearings in the process.

The start of the race was a fiasco for me. Firstly the battery only just found enough power to start the engine on the line. Then the starter dropped the flag immediately after showing the 30 sec. board: I hadn't my visor down or the car in gear (remember the 8 sec. clutch dip) and Norman nearly rammed his own car from the rear. Poor David Ham, similarly caught out, engaged reverse on the row in front.

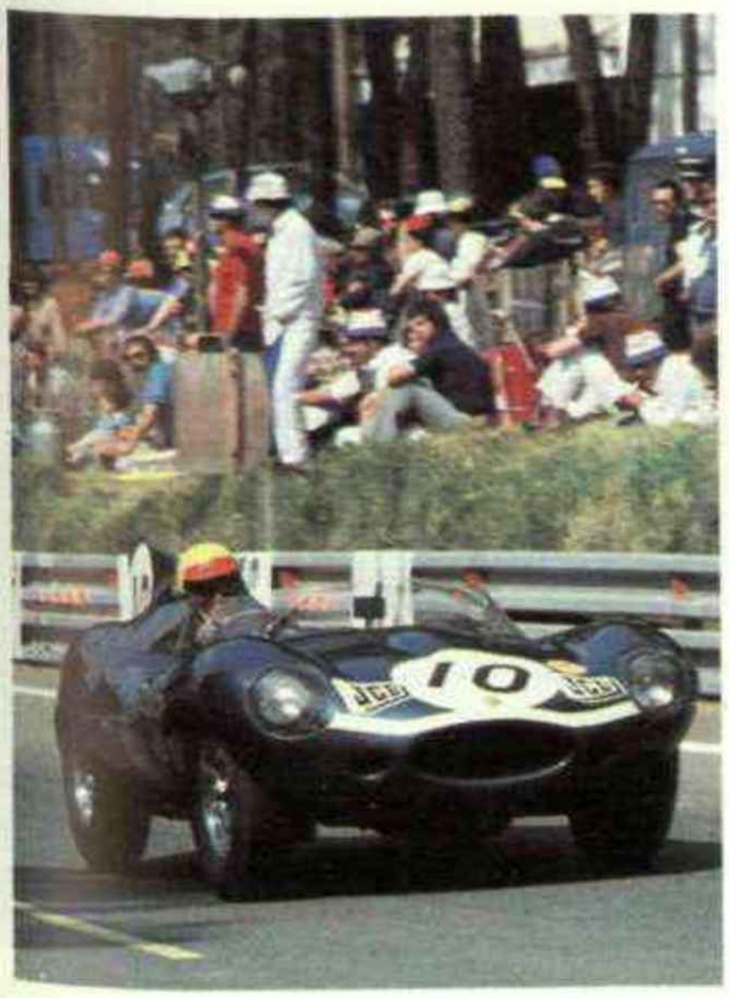
I can't remember every detail of the race except for a brief dice with Norman, until the D-type pulled away on Mulsanne, and a superb scrap with Phillipe Renault's C-type and John Goate's sideways Aston Martin DB4GT, the 300S superior to both under braking and on the twisty bits, until their extra speed on Mulsanne took them away.

Alas, I had been misled on the rev limit. I stuck fastidiously to the 6,000 r.p.m. advised, backing off to 5,750 r.p.m. on Mulsanne, probably no more than 140 m.p.h. Not until I was back in England did I discover that maximum power didn't occur until 6,500 r.p.m. In fact I probably lost out little except in top gear speed, for the long stroke engine became a bit lethargic towards 6,000 r.p.m. in the gears, but packed lots of punch between there and about 3,500, below which it would fluff if too much throttle was applied out of the slower corners like Arnage. With hardly a gap between third and top it paid to change up at 5,750 r.p.m. when using the 6,000 r.p.m. limit. At those speeds even the flat-out kink on Mulsanne felt leisurely, the Maserati reassuringly stable, although the dated aerodynamics could be felt as the car went light over the last blind brow. But the 300S was always a "handling" rather than "power and speed" car. It began to live round the kinks up to Arnage, the Curves round to the new White House, the handling neutral to oversteer on its L-section Dunlops, although I was too inhibited by the car's value to indulge in classic four-wheel drifting. If the steering was accurate it was also heavy on my right hand, but the gearchange with short movements through the positive gate, was delightful, each move accompanied by a glorious six-cylinder roar from the two open exhausts.

Eventually the handling began to feel less predictable and the reason began to fly round the cockpit. Castrol R40! Its escape route from wherever was also taking it over the rear tyres, with dramatic effect in a high-speed spin at White House, when I lost a place to J.-F. Renault's Cooper-Jaguar. But with seven gallons of "R" in the dry sump tank, I reasoned that I could finish with a bit of care. A slow spin at Mulsanne corner when the rear wheels locked was my only other drama.



Smoke pours from his tyres as Willie Green spins the wheels of Bamford's D-type at the start of the Le Mans Historic Race, but Bobby Bell's green and yellow, pole position Lister Jaguar has the edge on him, while Harper's Lister Jaguar shoots through from the second row.



TWENTY-ONE YEARS ON. – Willie Green tries and fails for a celebratory Le Mans win in the 1957 Le Mans-winning Jaguar D-type.



A moving moment for Stirling Moss on the victory rostrum as the British National Anthem lauds his belated first victory at Le Mans. It was no easy victory for Moss, in Bamford's Maserati 250F, above, who showed that his competitive spirit has not declined in those 16 years since Goodwood, by engaging in a fierce duel with Willie Green's D-type, which ended when Green spun on the very last corner.

Meanwhile, Moss and Green were having a terrific battle at the front of the field, though alas I could not see it. The Lister Jaguars of Harper and Bell had expired after setting the pace from the start, Harper's having split a couple of liners on the first long blast down Mulsanne Straight and Bell's having succumbed to bearing failure at the start of Mulsanne on his third lap. For most of the seven laps Moss tailed Green relentlessly, content to hold on the pressure from behind as long as possible. The thinking, waiting Moss of old was still there, to show through when he outbraked Green into the tight and oily Arnage on the last lap. Through the Porsche Curves and Ford Esses Green pushed the D-type to its limit in an affort to catch the flying Moss. The rest of us had half suspected that Anthony Bamford might have tipped Willie the wink to let Moss win should the opportunity arise, but if that was the case Green certainly wasn't heeding his entrant's word in this battle royal. Green made a last, desperate effort to pass the Maserati through the Esses on to the finishing straight, but "overcooked" it, spun through 360 degrees and gyrated once more under too much power in the atempted recovery. Moss crossed the line nine seconds ahead, to a rousing cheer from the excited crowd. To prove that this had been no stage managed finale, Moss had set the fastest lap of the race on the heated last circuit, with a time of 4 min. 36.7 sec., 177.463 k.p.h. Just like old times.

Forty seconds down on Green came Martin Morris in the green, ex-works D-type, OKV 3, from Michael Bowler in John Pearson's Lister Jaguar. As for myself, soaked in vegetable oil from helmet to shoes and with a scarcely transparent visor, I was too late to haul back Jean-Francois Renault's Cooper-Jaguar before



the flag and had to be content with tenth place out of the 38 classified finishers. What mattered more to me was that the Maserati remained in one piece, but I was pleased too to have won the up to 1957 3-litre class from Chris Aston's Aston Martin DB3S, proof of the 300S's competitiveness in the Historic Championship.

C.R.

Results

1st: S. Moss (Maserati 250F) ..... 32 min. 51.0 sec.
2nd: W. Green (Jaguar D-type) ..... 33 min. 00.4 sec.
3rd: M. Morris (Jaguar D-type) ..... 33 min. 40.0 sec.
4th: M. Bowler (Lister Jaguar)
5th: R. Bond (Ferrari Testa Rossa)
6th: V. Norman (Jaguar D-type)
7th: J. Goate (Aston Martin DB4GT)
8th: P. Renault (Jaguar C-type)
9th: J.-F. Renault (Cooper-Jaguar)
10th: C. Richardson (Maserati 300S)

19 starters, 38 classified finishers

INDIANAPOLIS 500

A triumph in America for the British engineers

EARLIER THIS YEAR we reported how th development of the turbocharged Cosworth V engine (the 2.6-litre DFX) was proceeding Northampton. Following on that account seems appropriate that we should tell reade how those engines fared in the race they did n quite succeed in winning last year, th Indianapolis 500. In short, the result was magnificent achievement for British engineerin talent, the younger Unser brother (Al) winning an average 161.363 m.p.h. in the Lola T50 DFX prepared by Chaparral. As you expe today, the gearbox was of Hewland design. second place was another British-built car, th Penske PC6-DFX driven by Tom Sneva Offenhauser engines propelled the third an fourth-placed cars, but fifth and sixth position also went to Cosworth DFX-engined machine

Sneva's Penske also set an awesome 202.1 m.p.h., as the fastest time in practice for th annual classic. Cosworth-engined cars dominate practice speeds at the top, annexing the first fiv positions (three of them at four-lap averages ov 200 m.p.h.!) and holding seven places in the to ten.

We have congratulated the British *enginee* for the very good reason that this success ha been a matter of anglo-American co-operation The Penskes are built in Poole, Dorset, but the are run and maintained from Reading Pennsylvania; the Lola is another transatlanti effort and we applaud the success of th Chaparral team who have previously, with little help from their giant friends at Gener Motors, displayed some innovative sports ca engineering that would be welcome again i Europe today.

Cosworth made 25 DFX engines for th season, four such units for the Unser Lola. Sale manager Jack Field told us, "the Unser engine were built in Britain with their engine man Frit Weitz here on an extended stay. These engine had 7.5-to-1 compression instead of the mor usual 8-to-1. There was very close liaiso between Cosworth and Lola: we went down ther to supervise the fitting of the first engine into th chassis."

This winter Cosworth expect to build ten DF engines a month from November to January t produce another 30 units. Many of the teams i America are expected to pass their present unit onto other teams further down the field, so it i quite possible that there will be over 50 such engines in circulation next year, completing th quiet revolution in USAC.

Doubtless the Chancellor of the Exchequer will take the currency earned by Lola, Cosworth Hewland and others to plough into the much publicised woes of the main British moto industry. Is it not about time the amazing succes that Britain enjoys in motorised sport wa encouraged instead of ignored? – J.W.

PS: D.S.J. has thought about the Cosworth achievement and concludes this must be the firs time a British engine has won at Indianapolis Indeed the last *European* success he can recall i that of Maserati in the 1940s. Lola last won th 500 in 1966 with Graham Hill at the wheel while in 1965 Jim Clark took the richest race o all, driving the special Lotus with the American racing Ford V8 engine.

WORLD LEADER

Rothmans
The greatest name in King Size



WORLD'S LARGEST SELLING KING SIZE VIRGINIA

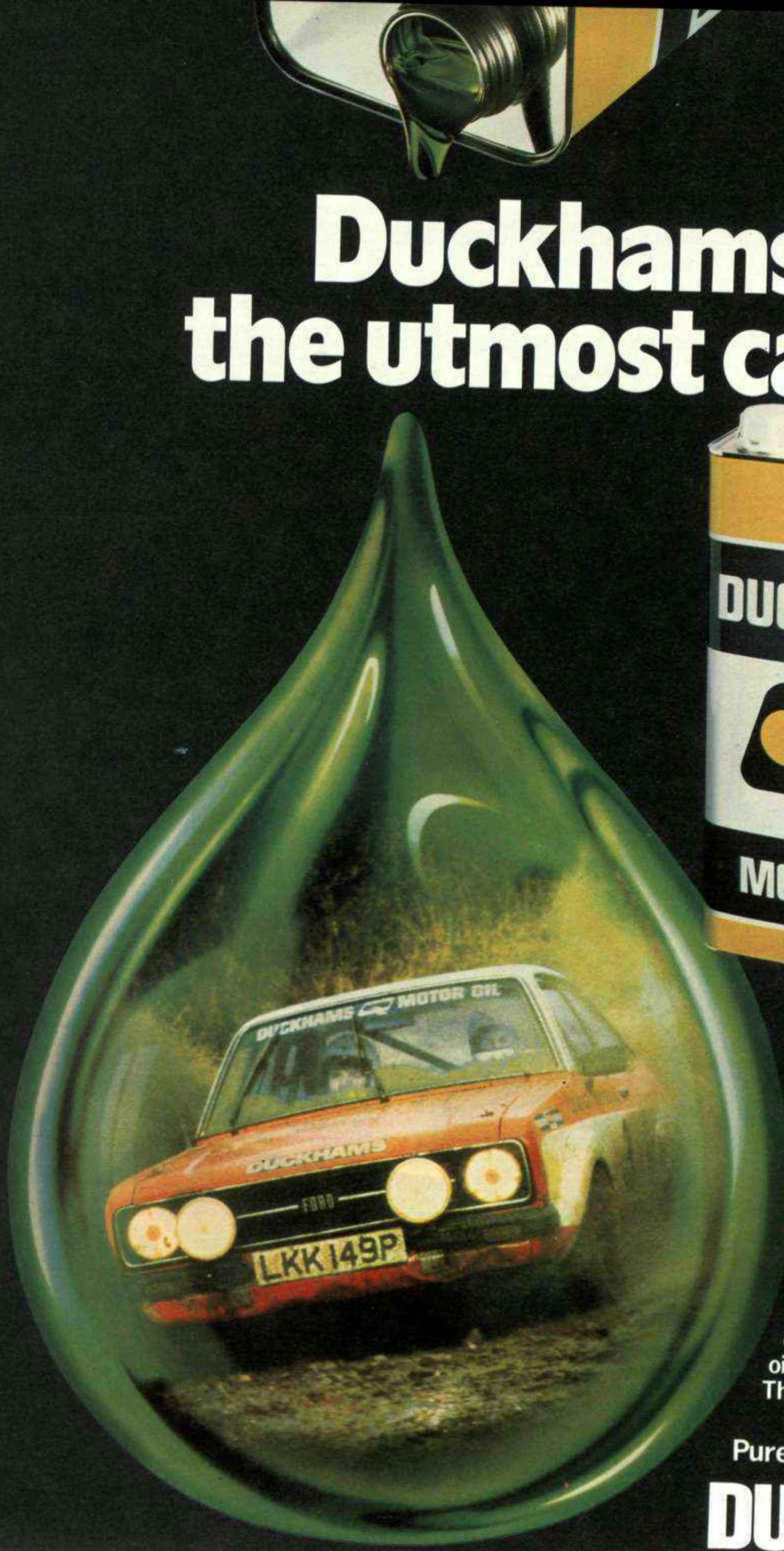
the best tobacco money can buy

MIDDLE TAR As defined in H.M. Government Tables.

H.M. Government Health Departments' WARNING:

Duckhams: the utmost care.





Change to Duckhams and you'll know why so many enthusiasts choose it.
You'll feel the good driving out the bad, caring for every moving part.
You'll feel in charge of a cleaner, sweeter, more responsive engine.
Very simply Duckhams takes the utmost care of your engine. That's what Duckhams oil technology is all about.
The utmost care.

Pure, green, protective

DUCKHAMS

Ronnie
WILDCAT
JEANS AND JACKETS

BELGIAN GRAND PRIX

THE BELGIAN GRAND PRIX was action packed and full of incident from start to finish. At the start, above, Scheckter's Wolf is moving up fast after disposing of Lauda's Brabham-Alfa, already firmly embedded in the Armco barriers to the right. In the middle of the pack, James Hunt's McLaren is sideways after a collision with Patrese's Arrows. In the resultant melee, Fittipaldi was forced to brake violently to avoid the wayward McLaren and was promptly hit up the rear by Ickx's Ensign. Meanwhile, Andretti and Villeneuve make good their getaway. Villeneuve did a first class job of trying to stay with the dominant Andretti, but tragedy struck the young French-Canadian on the fortieth lap when a tyre burst going into the first corner. Here, left, he struggles back to the pits with the tyre on his Ferrari in shreds. He eventually recovered to fourth after his pit-stop. Ronnie Peterson, bottom, was on top form once more, and despite a lightning pit-stop to change a worn-out front tyre, he recovered brilliantly to make it a Lotus 1-2 behind his victorious team-mate Andretti.

Franklin Mint Limited presents

The Official Emblems of the World's Greatest Automobiles

in brilliant enamel colours on sterling silver...
selectively plated with pure 24 carat gold.



Ingots shown actual si

A limited edition collection of sterling silver ingots . . . each hand-enamelled with the colourful marque of one of the fifty greatest cars of all time.



Rolls-Royce. Mercedes. Benz. Jaguar. Datsun. Volvo. Citroën. Lincoln. Bentley. Packard. Maserati. Austro-Daimler. Isotta-Fraschini. Bugatti . . .

BRILLIANT, EXCITING, COLOURFUL – the emblems of the great cars are among the world's *most stirring symbols. From the famous 'Charg*ing Bull' of Lamborghini to the 'Rampant Lion' of Peugeot . . . from the multi-coloured Viking ship emblem of Rover to the heraldic shield of Cadillac, they are vivid and powerful reminders of the greatness of the cars they represent.

Now, to for ever honour the fifty greatest cars of all time, The Franklin Mint is proud to present 'The Official Emblems of the World's Greatest Automobiles' . . . in the fascinating medium of *hand-enamelled sterling silver ingots.*

The fifty ingots that make up this new collection will each be minted mirror-bright, in the enduring richness of solid sterling silver. And each ingot will bear – in brilliant hand-enamelled colours – an authentic re-creation of the official 'marque' or emblem of one of these, the fifty greatest automobiles of all time.

MINTED SILVER, HAND-ENAMELLED COLOURS. Due to the distinctive and colourful character of the auto emblems themselves, the creation of these ingots has demanded the blending of two honoured art traditions. The fine art of *minting* in precious metals . . . and the highly-specialised art of *hand-enamelling.*

Each silver ingot will first be minted mirror-bright, to the exacting artistic standards of The Franklin Mint. Each one will bear a faithful re-creation of the emblem design of one of these great cars. And – to prepare the ingots for the hand-enamelling – these designs will be *deeply recessed* into the surface of the ingots.

Then – and only then – will these specially-minted silver ingots be passed along to the skilled hand-enamellers who will complete the work.

The hand-enamelling of these ingots is a particularly demanding task. For each emblem design must now be *individually hand-painted* with rich enamel colours . . . and each of the colours must be applied separately, one by one. The beautiful Alfa-Romeo marque, for example, will require the step-by-step hand-application of five different enamel colours – red, white, green, light blue and dark blue.

But the results are worth all the effort! For against the polished silver background of its minted surface, each ingot will carry the official emblem of one of the greatest cars in the world – in a stunning re-creation that is authentic and true to the original in both colour and design.

To accurately represent the many emblems in which *gold* appears, moreover, *24 carat gold* will be used. For example, the famous US Duesenberg Eagle will be entirely plated in precious gold, with the 'Duesenberg Straight 8' lettering in hand-enamelled blue.

Each ingot, measuring approximately 2.8 by 4.5 centimetres, will contain 23.3 grammes of solid sterling silver. And the reverse of each one will be minted with the name of the car and the country with which it is identified.

SOLID OAK DISPLAY CHEST. To protect and display the complete collection of fifty hand-enamelled silver ingots, each subscriber will receive a custom-designed collector's chest. Crafted of solid oak, this handsome chest will be fitted with a transparent top – so that all the ingots can be viewed and admired even when the lid is closed.

Along with each ingot, the subscriber will also receive a specially-written commentary containing detailed information about the history and symbolism of the emblem depicted.

Thus, as you build your collection, you will also learn the fascinating story *behind* each emblem. The intriguing tale of the 'Taurus' of Lamborghini – and of the dramatic 'Lion of Belfort,' which appears on the Peugeot emblem. How the Mercedes got its beautiful name – and why the Maserati emblem includes a 'Neptune's Trident.' Why the Alfa-Romeo marque features the distinctive Red Cross of the First Crusade. The story behind the unique 'Double-Headed Eagle' on the Austro-Daimler emblem. The heraldic significance of the Cadillac and Packard emblems. And all the other intriguing symbols – both of ancient times and of our own day – which are the recognised marques of the greatest cars in the world.

Subscribers will receive their hand-enamelled sterling silver ingots at the convenient rate of one per month, beginning in September 1978. The issue price for each ingot is £25, and this price is *guaranteed* for the entire series, except for any change there may be in the rate of VAT. Moreover, there will be no additional charge for either the solid oak display chest or the specially-prepared commentaries – both will be included as part of the collection.

LIMITED AVAILABILITY. These brilliant, hand-enamelled silver ingots form a limited edition collection of unusual distinction and desirability. Bearing the official marques of the greatest cars in the world, the ingots are at the same time superb *handcrafted works of art* – resplendent with a jewel-like beauty all their own.

Possessing them, therefore, will give you and your family endless hours of satisfaction and pleasure – a pleasure that will continue and grow for many years to come.

The single, limited edition of 'The Official Emblems of the World's Greatest Automobiles' is available only by subscription application in selected countries with a worldwide closing date of 31st August, 1978. Subscription rolls for the UK, however, will close on 31st July, 1978 and all applications must be postmarked by this date in order to be accepted. Any applications bearing later postmarks will, with regret, be refused and returned together with any accompanying remittance. There is a further limit of one collection per subscriber. Thus the total edition will be limited to the exact number of applications received postmarked by the worldwide closing date, 31st August, 1978. A very few individual ingots are being presented to appropriate automobile companies.

Franklin Mint Limited, Bromley Road, London SE6 2XG.



SUBSCRIPTION APPLICATION

The Official Emblems of the World's Greatest Automobiles

Valid only if postmarked by 31st July, 1978.
Limit: one collection per subscriber.

Post to:
Franklin Mint Limited, Bromley Road, London SE6 2XG.

Please enter my subscription for 'The Official Emblems of the World's Greatest Automobiles' consisting of fifty hand-enamelled sterling silver ingots, weighing 23.3 grammes each, to be issued to me at the rate of one ingot per month, beginning in September 1978. I will also receive a solid oak collector's chest, plus special reference materials, as part of my subscription. The price of £25 per ingot is guaranteed for the entire series, except for any change there may be in the rate of VAT.

I prefer to pay for my collection as follows:

☐ I enclose £25 as payment for my first ingot and I agree to pay the same amount upon receipt of a monthly invoice for each subsequent ingot.

☐ By credit card. Please charge my credit card with £25 upon despatch of my first ingot. I agree for my card to be charged monthly with the same amount upon despatch of each subsequent ingot.

☐ Access ☐ American Express ☐ Barclaycard

Credit card account number

Signature _____
All applications are subject to acceptance by Franklin Mint Limited

Mr/Mrs/Miss _____
Please print clearly

Address _____

_____

Postcode _____

There are two traditional methods of limiting editions: by preannounced number or by limited offering period. This edition is limited to the exact number of collections ordered by subscription application by the worldwide closing date of 31st August, 1978.

© 1978 Franklin Mint Limited. Company registered in England No. 357382.
VAT No. 235 7585 38.

MS100

THE JOY RIDE



We all talk about enjoying driving. When was the last time you did?

We recommend to you the Mini 1275 GT.©

Enjoy its performance: 0-60 in under 14 seconds and a top speed, if you can use it, of 87mph. A speed that's exhilarating in a Mini, particularly when it's married to the roadhugging response of front-wheel drive. 54bhp doesn't keep you waiting, either.

Enjoy its style: in the 1275's case, style goes a lot farther than the distinctive side-stripe. It's a GT in every sense of the phrase, with standard fittings like a leather bound steering wheel, a short racy gearstick, Denovo tyres, all-round independent suspension, tachometer and twin mirrors.

And enjoy its sophistication. The Mini is a world-beater in terms of mechanical reliability. The 1275 GT adds the comfort of rake adjusting front seats, fitted carpeting, comprehensive instrumentation and precisely adjustable temperature controls. Supercover and the most accessible after-sales care in Britain keep it happily on the road.

Drive any Mini and you'll enjoy yourself immensely.

Drive a new 1275 GT and have the joy ride of your life.

HAPPINESS IS  **SHAPED**

Mini

From Austin Morris with Superco

*'Mini' is a registered trade mark.

All performance figures courtesy of Motor Magazine.

THE NURBURGRING 1,000 kms

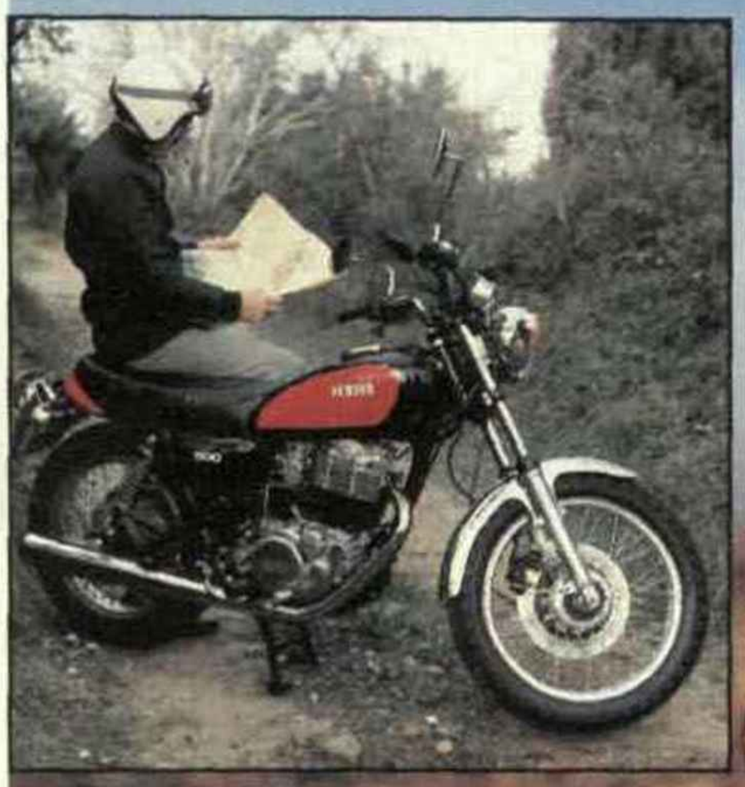
FOR THE FIRST time ever, the ADAC ran its annual 1,000-kilometre race at Nurburgring as a two-part event on May 28th, splitting this fifth round of the World Championship for makes into two 22-lap heats. In the first heat, the Gelo Porsche 935 of Klaus Ludwig and Hans Heyer (*pictured above*) emerged victorious after several faster cars had dropped out. John Fitzpatrick's sister car retired with a blown head gasket, Toine Hezemans crashed a third Gelo Porsche after tangling with a backmarker, Rolf Stommelen's turbocharged Toyota Celica suffered an engine failure, while the rival Kremer Porsche 935 of Bob Wollek and Henri Pescarolo lost a strong lead when Pescarolo spun and damaged its nose avoiding a slower car. In heat two, Wollek/Pescarolo were first past the flag; but on aggregate times the winners remained Ludwig and Heyer, joined during the second part by a recovered Toine Hezemans. Second in heat one, heat two and on aggregate was the Max Moritz-entered Porsche 935 shared by Manfred Schurti and Jacky Ickx, pictured below at the Karussel.

For the single-minded.

If your thoughts are for the old style big single cylinder motorcycle, then the new Yamaha SR500 is for you. This "big thumper" encourages all the fun of the past, without the fuss and here's why:

- 499 c.c. 4 stroke, single cylinder overhead camshaft engine.
- Front disc and rear drum brakes.
- Self-cancelling indicators.
- Oil-in-the-frame lubrication.
- 5 speed ultra smooth gearbox.
- A combination of an automatic advance mechanism, piston indicator and compression release lever to simplify starting.

These and many other sophisticated Yamaha engineering features make the slim, light weight SR500 a real pleasure to ride. See one soon at your nearest Yamaha dealer, there are over 500 dealers country wide.



SR500

Second mirror, optional extra.

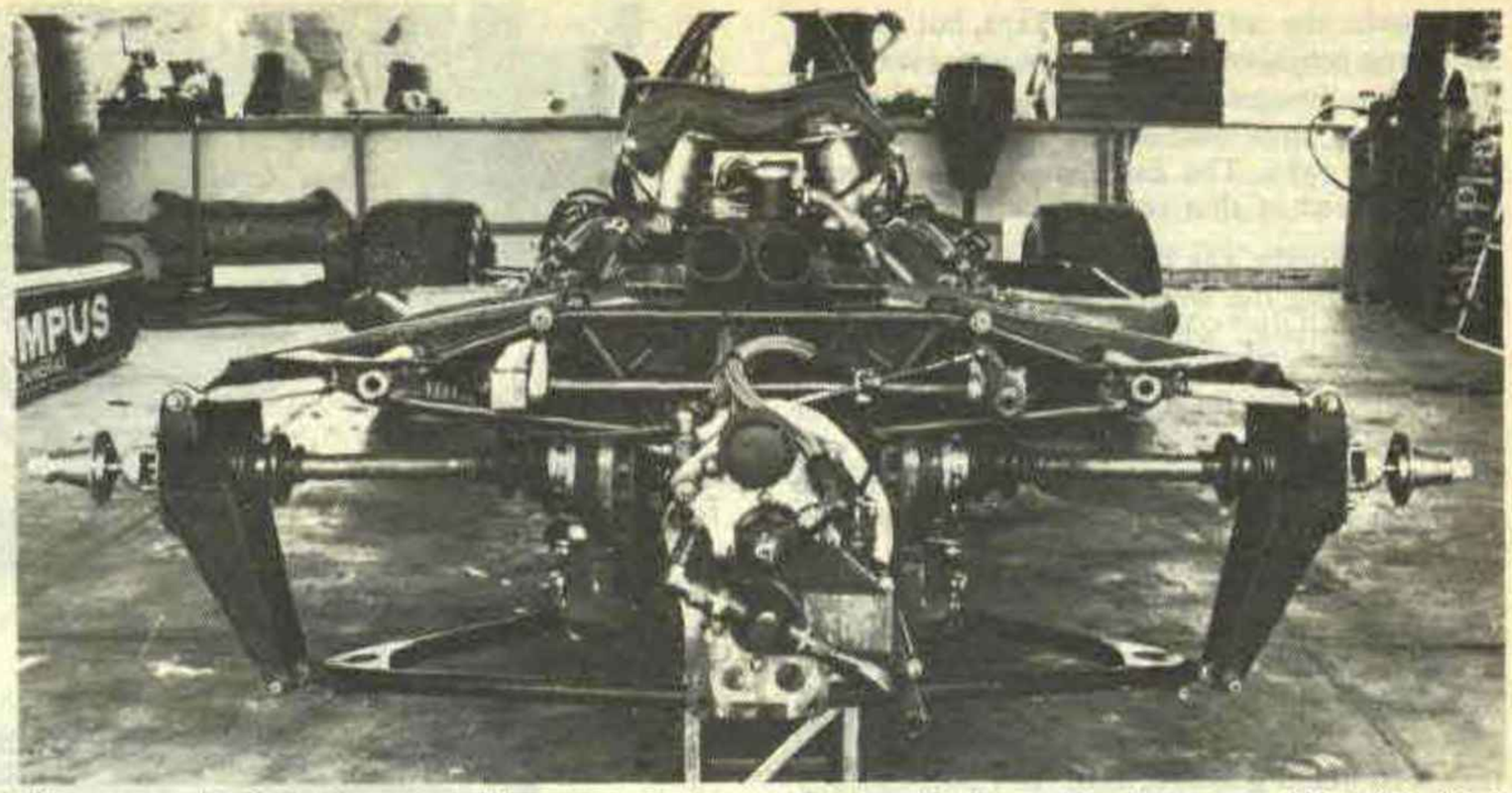
YAMAHA

For further details contact:
The Marketing Department,
Mitsui Machinery Sales (U.K.),
Oakcroft Road, Chessington,
Surrey, KT9 1SA.

The Lotus 79

THE CASUAL observer could be forgiven for thinking that the Lotus 79 is little more than an updated Lotus 78, but he would be very wrong, for not only is this year's Lotus Formula One car a completely new design, it is working on different principles to last year's model. Agreed, the principles stem from knowledge gained with the Lotus 78, but they are a development from, rather than an extension of, what went before.

Last year it became clear that Colin Chapman and his engineers at Hethel were seeking to make use of the air-flow under the car, at a time when most designers were attempting to prevent any air passing under their cars. By using the air-flow under the car to create a down-force the car was being pulled down onto the ground, thus loading the tyres more and getting more grip in the corners. This effect was also being used on the straight to keep the tyres loaded and at a closer working temperature for maximum grip in the corners from the moment of entry, rather than having to start cornering and wait for the rubber temperature to rise to the optimum during cornering. This attribute of the Lotus 78 was very noticeable on long corners that keep on going round, like the one at the top end of the Zolder circuit, and the high-speed semi-circle at Anderstorp. The cost of this increased cornering power was a diminution of maximum speed, due to tyre loading and drag of the air-flow under the car, so that the Lotus 78 was not at its best on circuits with lots of high-speed straight-line running. The side-pods on the Lotus 78, which extended outwards almost to the full width of the car, contained water radiators and under these was formed an upside-down aerofoil section, about on a level with the cockpit. The air passing under the car and flowing across this "wing" section created a down-force, and side-skirts which rubbed on the ground made sure the air flowed parallel with the axis of the car. After passing "under" this wing-section the air had to find its own way out of the back of the car, through the tangle of exhaust pipes, spring unit, suspension members, drive-shaft and rear wheel upright on each side. Petrol in the Lotus 78 was carried in side tanks and a third tank behind the driver, with a change-over valve controlled by cable from a push-pull control on the left of the instrument panel. While racing the Lotus 78 Andretti would operate this change-over valve to ensure that the level of fuel dropped the same amount on each side, rather than letting one tank empty first and then switching to the other one. This way he kept the side-to-side balance of the car the way he wanted it, which was all part of his method of driving as if the car was on rails, rather than letting the tail slide out in a spectacular, but time-wasting over-steer slide. This ability to drive smoothly with all four tyres sharing the cornering loads, meant that he could also make the most of a low-percentage limited-slip differential, almost to the point of having a solid axle in effect.



The rear end of Lotus 79/3 without its wheels and bodywork illustrating how everything has been mounted close in to the Hewland gearbox to give a clear path for the air passing under the car.

The aerodynamic theories and studies that have been going on at Hethel for a number of years now, were beginning to pay off, but not as effectively as expected. In the design of the Lotus 79 a step further forward has been made, following the aerodynamic studies. It was clear that air passing under the car could be made to work effectively, not forgetting the air passing over the car, of course, which was already working well within the CSI limits on nose-fins and rear aerofoils, but it was thought better use could be made of the shape under the car. In place of air flowing across an upside-down wing section, it was decided to go to a more basic conception of making the under-side of the car form a venturi with the ground, as air passing through a venturi drops in pressure as it expands. A drop in the pressure exerts a negative force on the walls of the venturi, and as the ground cannot rise up, the car has to be pulled down, thus giving the much desired increase in load on the tyres. A venturi is not effective if it is cluttered up inside, so the object of the Lotus 79 was to clear the path of the air on each side of the monocoque. This was done by eliminating the side petrol tanks, and putting all the petrol in a single tank behind the driver, raising the exhaust pipes up from the cylinder heads and over the top, mounting the rear suspension unit well inboard, alongside the brake discs, reducing the sizes of suspension members to a minimum and slimming down the fabricated rear hub carriers so that they were virtually inside the rear tyre width. The single fuel tank holding 34 gallons and one pint in the case of 79/2, meant the driver had to sit farther forward, and to balance out the weight distribution the oil radiator was moved from the nose to the left side of the car, while all the water cooling was in the right side of the car.

The fibre-glass side-pods that run the full length between the wheels have the venturi shape under them, from the radiators rearwards, so that the under-car aerodynamics effect is taking place farther back than on the Lotus 78. These side-pods are completely detachable, and when removed show a very slim riveted aluminium monocoque of remarkable simplicity and strength, and its underside is so clean and smooth that it is almost breath-taking when seen from below. The fibreglass side-pods extend outwards to the inner face of the rear tyres, and have side-skirts that can float up and down with the outer double skin of the pod. These skirts drop by their own weight and stay in contact with the ground as the car rises and falls on its suspension. There are limit stops to prevent them falling out if the car becomes airborne. The moveable skirt, or side wall, is made from a honeycomb material of great strength and light weight, and the rubbing surface in contact with the ground is a hard plastic material.

Not forgetting the air above the car, the bodywork envelops the entire engine, and extends back over the gearbox and under the rear aerofoil, with the two exhaust tail-pipes emerging through a slot in the middle above the gearbox. At the front the chisel-nose is very slim, with wide canard fins, and the suspension units are actually inside the driver's foot-well, covered by aluminium bulges. They are operated by fabricated rocker-arms and are joined by a tiny anti-roll bar, which is adjustable for strength within the cockpit. The lower wishbones at the front are exceedingly slim and tubular, and the braided brake pipes are inside them, emerging at the outer ends to feed into the twin calipers without being in the airstream. At the rear the top of the hub carrier, or upright, operates a box-section rocker arm, the inner end of which operates on the inboard spring unit, and an adjustable strut at the rear of the carrier locates and provides means of altering rear wheel angles. At the base of the upright a very slim tubular wishbone is pivoted at its apex and the inner pivots of this wishbone are almost on the centre-line of the car, under the gearbox. Above the gearbox is an anti-roll bar, adjustable for stiffness like the front one by a cockpit control.

Whereas the Lotus 78 could come under the category of a "wing car" as popularised by Tony Southgate when he was designing the Shadow DN9 and the Arrows FA1, the Lotus 79 is more a "ground-effects" car, a principle started many years ago by Jim Hall on his Chaparral Can-Am car, except that the Lotus does not extract air

---

NOTES ON THE CARS –
continued from page 973

Williams :

In Belgium Alan Jones had a lurid accident in FW06/002 during the Saturday morning test-session, due to brake trouble, and before Spain all the components were fitted to a new monocoque, to create FW06/002-2. The damaged monocoque was taken apart and rebuilt as a stand-by unit. The car used in the race in Belgium was FW06/001, and this became the spare car for Spain, the rebuilt one being used in the race.

Arrows :

The new car that first appeared at Monaco and which Patrese crashed in practice was rebuilt around a new monocoque and appeared at Zolder as a new car, designated FA1/3-2, using the monocoque which had been destined for a fourth car. Patrese drove this car, while Stommelen had FA1/2 and the original car FA1/1 was the team spare. In the race Stommelen crashed and wrecked FA1/2, but before Spain a fourth car was completed and this appeared new at Jarama where Patrese drove it, FA1/4. In consequence Stommelen took over FA1/3-2 and the original car FA1/1 remained as the spare.—D.S.J.

from under the car with sucker fans, but uses the air. Some people in Formula One are saying that without a "wing-car" they will be left behind. What they have over-looked is that they are talking of 1977. The Lotus 79 is another step further ahead of that concept.

The prototype car 79/1 was on test at Paul Ricard during the winter, and used the Lotus-Getrag gearbox, which is a further Lotus development story in itself. This first car was never raced, but provided the knowledge for improving the detail work on the second car, 79/2. This appeared at Silverstone for the International Trophy meeting and was severely bent when Andretti went off the road at Abbey Curve and hit the stationary Shadow DN9 of Regazzoni, which had been abandoned. A major design fault in the Lotus-Getrag gearbox came to light about this time, so while 79/2 was being rebuilt the whole rear end was re-designed to take a Hewland gearbox, until the Lotus gearbox was ready. In effect, the car that eventually appeared at Monaco was the third design version of the Lotus 79. It ran in its first Grand Prix in Belgium, and won with ease. Another car was built in time for the Spanish GP and this won on its first appearance, while 79/2 finished second. The prototype car 79/1 is being used for gearbox development work at the Lotus test-track at Hethel.

Designing and building a car like the Lotus 79 is one thing, making it work is another matter altogether. With a sensitive driver like Andretti the finer points of the Lotus 79 can be used to the maximum, not necessarily to make it any faster than the one driven by the inspiration and innate skill of Peterson, but to make the driver's task easier. Andretti is able to juggle with all the variables of tyre compounds, tyre sizes, tyre constructions, anti-roll bar settings, spring-rates, aerofoil loadings front and rear, suspension settings, wheel loadings, camber angles and so on, to get the car to handle and "feel" exactly as he wants it for any part of any circuit and, with a bit of luck, all round a circuit. When he has achieved this, providing there is time during practice, it means that his fastest lap is not a lucky fluke, but one that he can repeat to order for as long as you like. On the other hand,



The anti-roll bar controls on the left of the cockpit of 79/2 driven by Andretti to win the Belgian GP. They are positioned comfortably within reach of his gloved hand.

Peterson, who does not have this "feel" for adjusting a car to such fine limits but has enormous natural fast-driving talent, will lap as fast as Andretti, but not necessarily to order, nor indefinitely. For a given result that Peterson may find hard work, Andretti would find it easy.

In the cockpit of the Lotus 79, on the left, are two controls, one is a short lever like a small gear-lever, that slides along a tube with notches for location. It pulls and pushes a cable that controls the hardness or softness of the rear anti-roll bar. Just in front of it is a round knob that moves in and out, turning to lock in any position, and this controls the stiffness of the front anti-roll bar. Varying the stiffness of roll on the suspension affects the handling of the car, trimming it rather like an aircraft. Clearly these two controls on the Lotus 79 are not for decoration, so I asked Andretti if he would give me a short run-down on how he used them, while driving the car. His answer was simple and honest, "No, I won't". We looked at each other for a moment in complete silence, and then in all seriousness he added: "That's information I don't even give my team-mate." You have to respect a driver like that.

Later, in conversation, I posed the same question to Peterson and he was much more explicit, admitting that he didn't really mess about with them very much. He said that as the car had been tailored for Andretti he found them difficult to operate, due to his longer arms, and the only way he could slide the knob of the rear one was by using his right hand across his thigh. That afternoon on the straight at Jarama he had reached across and moved the knob ready for the right-hander at the end, only to find he could not bring his arm back. He had trapped his glove in the ratchet mechanism! After that he left them alone. You don't need the mechanical skill and sympathy of an Andretti to go fast if you have a natural animal-instinct for high-speed driving, but if you have this sympathy you can go fast with less effort. Moss, Clark and Stewart drove in this realism by instinct, not by application as Andretti does. – D.S.J.

HISTORIC DOCUMENTS IN DANGER

AS WE close for Press we learn with some alarm that, although the Swansea Vehicle Licensing Centre has been very understanding about returning old Log-Books to owners of the older vehicles under the new computerised centralised registering of all motor vehicles, Log-Books relating to vehicles which have been scrapped or are not in current use, are in grave danger of being pulped. If this happens a great deal of immensely valuable historical data will be gone beyond recall. For instance, an historian may be researching a particular vehicle, such as an old racing car, from photographs which disclose its original Reg. No. From study of old Log-Books the history of the car could then be properly filled in.

If millions of pounds are justified in running museums, restoring historic buildings, and generally preserving Britain's heritage, surely it is vital to keep intact all records appertaining to the earlier motor vehicles, vehicles which are now such a great part of the historical scene?

As we understand the situation, Log-Books relating to scrapped vehicles are at present stored in a shed at Llandow. Already, either due to carelessness or by design, it seems that the index to these, placing them under the respective County Councils that originally issued them, has been destroyed. *Soon it could be that the entire collections of Log-Books will be destroyed.* We believe that the Historic Vehicles Clubs Joint Committee is aware of the situation and that Lord Montagu had suggested that Michael Ware, Curator of the National Motor Museum, be approached, as he might be able to help, if permission could be obtained to transfer the records to Beaulieu.

We wonder whether His Lordship is aware of the magnitude of the task? It seems that these Log-Books, numbering around 10-million, are stored in some 50,000 cartons, the total weight of which is in the region of 700-tonnes. Nevertheless, they form an invaluable record, even if only the earliest records and those appertaining to the more historic vehicles could be extracted. They certainly MUST NOT BE DESTROYED, at least until this has been attempted. Possibly they could be re-sorted over a period of time, perhaps under the Government's Jobs Creation Scheme, by volunteers from the car clubs, or whatever? The matter merits urgent attention, and a promise that the contents of the cartons at Llandow will be seen to be as important as any other historical records. – W.B.

VSCC SILVERSTONE MEETING

THE third VSCC race meeting of 1978 takes place over the Silverstone Club circuit on July 22nd, starting at about 13.15 hours. This is the Boulogne Trophy Meeting, featuring the 10-lap scratch race of that title, for vintage racing cars. In addition, there will be the 15-lap Hawthorn Trophy scratch race for historic racing cars, an 8-lap All-Comers' scratch race, and an 8-lap Fox & Nicholl handicap for pre-war sports cars in road-trim, of over 2,950 c.c. or 2,237 c.c. if supercharged. These races will be supported by shorter handicap and scratch races, in one of which even the usually pedestrian vintage light-cars will show their paces. Entries close by first post on July 3rd, to the VSCC. A parade of Lea-Francis cars will take place during the afternoon. This meeting should also see the MOTOR SPORT Brooklands Memorial Trophy Contest really warming-up, as the only other Meeting at which points in it can be scored is the VSCC Cadwell Park Meeting on August 27th. Admission to the Silverstone course and grandstands for non-VSCC members is £1.50 per head, and a Paddock transfer costs another 50p. Dogs are not admitted. – W.B.

Letters from Readers

N.B. –Opinions expressed are those of our Correspondents and MOTOR SPORT *does not necessarily associate itself with them.* –E D.

Misleading Advertisements

Sir,

Recent advertisements issued by the authorities who advocate the wearing of seat belts contain the following statement: –

"Crashing at 25 m.p.h. head on into a similar car travelling at 25 m.p.h. is equivalent to crashing into an (immovable) brick wall at 50 m.p.h."

This is simply untrue! Such a statement belongs in a book of "Schoolboy Howlers" – not in an official advertisement by those professing to be qualified to offer advice. Mathematically inclined readers may confirm the error as follows: –

Consider a pair of similar cars of mass "m" travelling at speed "v". Each car has kinetic energy of $1/2mv^2$.

After a head-on crash, no movement remains – energy is zero. Hence the energy dissipated in deformation of the cars and their occupants is $1/2mv^2$ per car.

Now consider one car of mass "m" travelling at speed "2v". Kinetic energy is $1/2m(2v)^2 = 2mv^2$ –, 4 times the previous figure, for doubled speed.

When this car hits an immovable wall, energy to the extent of $2mv^2$ will cause very considerably more damage than in the first case.

Readers who distrust mathematics may prefer the following entirely logical confirmation: –

Consider two identical, symmetrical cars travelling at equal speeds, colliding head on. By the definition of total symmetry, both cars will come to rest, crushed equally and symmetrically. Hence no part of either car will project beyond the point of impact – being directly in line with another identical part of the other car, which would resist such projection. Hence the noses of each car will be crushed, at the point of impact, to a vertical plane, co-incident with the nose of the other. Thus an infinitely thin, but infinitely strong, infinitely immovable wall could have existed at the impact point without affecting in any way the damage to either car! Thus clearly crashing a car at 25 m.p.h. head-on into an identical car at 25 m.p.h. is the same as crashing the same car into an immovable wall at 25 *m.p.h.*, NOT at 50 *m.p.h.*

The offending advertisement continues, that a 25 m.p.h. crash head-on, being equivalent to 50 m.p.h. into a wall is equivalent to a vertical free fall from some quoted considerable height. The true figure for a 25 m.p.h. crash into car or wall is a height of 21 feet. The true figure for 50 m.p.h. is 84 feet.

Hanworth I. R. FRANCIS

Computer Confusion

Sir,

I've no doubt that your May editorial concerning "Computer Confusion" has spurred many an owner of pre-war motor-cars into putting pen to paper expressing their frustrations whilst attempting to get their cars correctly documented. We first tangled with DVLC when our Austin Seven four-seater tourer was registered as an Austin Seven 2-axle-rigid-body Saloon Convertible. Our first letters fell on stony ground because they re-registered it as an Austin Seven Coupe then it became an Austin Seven Cabriolet and finally after a rather blunt letter it came back correctly documented and with an apologetic letter from DVLC. All was well we thought until we received a registration document for another of our cars, a 1939 Morgan, describing it as a Morgan two-axle-rigid-body "Taxi".

If it wasn't such a tragic waste of money these goings on might almost be described as comic.

Warmley GRAHAME & SUE RILEY

Dr. Ackroyd Stuart

Sir,

I was very interested in J. B. Perrett's reference to Ackroyd Stuart as during the mid-1940s I lived in Chipstable, a small and isolated village in West Somerset which was the base of a firm of agricultural engineers established in 1847 known as W. H. Pool and Sons.

At that time the younger son, Alfred, was still alive and although then in his seventies was a most clear and lucid man to talk to on anything connected with engineering or science.

Whenever Diesel was mentioned he very bluntly said "Diesel never invented an engine, Father and a clergyman called Ackroyd Stuart invented the compression ignition engine, Diesel only perfected it".

In the '40s the 3½-h.p. prototype and a larger engine were still working in his shops, as were many others on local farms after nearly 50 years' use.

They were horizontal engines run on paraffin or TVO which entered the engine straight through an atmospheric valve with no vaporiser or carburettor and were started by swinging after the head and inlet had been warmed for a few minutes by a cast iron blowlamp which was hinged on the engine frame.

A catalogue of *circa* 1905 claims "Royal Letters Patent"; not living near the Patent Office or Science Museum I have never checked up on the patents but this seems to confirm John Perrett's view that Stuart preceded Diesel.

It would be interesting to know more of Stuart, whether he was a clergyman, and whether he worked with Pool or if Pool used his designs under licence?

Bridport JOHN STICKLAND

A Briton in Bahrain

Sir,

How sad it is to have to relate to you that having arrived recently in Bahrain to take up my new job I was informed by my colleagues that British cars are almost totally unavailable here. The reasons for this are simple: Japanese and American cars rule the roost. This I have subsequently discovered is because they are readily available, reliable in the harsh climatic conditions and for the most part cheaper than their British counterparts. As in the past I have always been sufficiently patriotic (some say foolish) to buy British, it was with traitorous guilt feelings that I eventually presented myself at the "Alqaisi Trading Establishment" (sic) with a view to purchasing a Honda Accord. Though a little disconcerted by the fact that I had to buy blind (no one is allowed to test drive anything out here) I eventually ordered a metallic blue, five-speed manual model with air conditioning. The car was delivered within 12 hours! I would add almost as an aside that I am very pleased with the car, though it is annoyingly "lumpy" at high revs. I was equally pleased with the price of £2,850 - on the road, considerably less than say, a Chevette Saloon or similar model in Bahrain. I am in danger of becoming a "petroholic" at 13 pence per gallon (your comments on a postcard please, Mr. Healey). The insurance was however rather painful to the wallet at £241 fully comprehensive, though this was partly because of my tender years!

I have decided that in my next life I am going to become a car salesman in Bahrain; largely as a result of the very rapidly expanding business community here, 800 new cars are being registered every month, which is not bad at all for an island with a population of only 250,000. I must say that some of these new vehicles are more familiar than others to a Britisher, as one does not regularly see Hyundais, Daihatsus, Subarus or Suzukis (yes, cars!) at the local golfclub. As far as the exotica are concerned there is a large number of Shadows, Mercedes, Cadillacs etc., to be seen amongst the wealthier Arabs, and I have even spotted a Porsche Turbo, and a Urraco (the latter very briefly as my own mount runs out of steam at 150 k.p.h.).

May I end by saying that one of the few things that I have refused to sacrifice since leaving "the smoke" is my monthly copy of your excellent magazine. It gets better with age, and I am eagerly awaiting my next issue (even at £1.50 per copy as it is out here, it is cheap at the price).

Manama, Bahrain. NIGEL J. WRIGHT

P.S. I am ashamed to have to inform you, particularly as a Tyrrell fanatic, that my parents recently spent the entire GP weekend in Monaco, but did not watch the race. I will never be able to show my face again at a BRSCC film show!

A Shattering Tale

Sir,

In view of all the glowing publicity and praise surrounding the Japanese cars which are being sold in the UK at the moment I feel I ought to relate to you the saga of my Datsun, and the broken windscreen. It puts all tales of British manufacturers' poor service into perspective. After all, with all the credits the British press have been handing out, the odd debit will not come amiss.

I bought my Datsun 180B Estate last August in England, and took it to Germany, where I am serving as a teacher. The car is insured in England and carries British Army registration plates . . . which means that to all intents and purposes it is still British, even though it is running in a foreign country, Germany.

According to the road test in *Motor* on August 27th last year, the car should have been fitted with a laminated windscreen. As you know laminated windscreens do not shatter when they break.

When the windscreen on my Datsun shattered *last October* it not only shattered, but also fell into the car cutting the hands and legs of my front seat passenger. – The fragments of glass were tiny and razor sharp.

Since that time I have had to put up with service that can only be described as abominable. The facilities that Datsun offered in Germany were abysmal.

Although the car was bought in the UK, Datsun GB refused to help me. Local agents non-

existent. Help from so-called main agents nil . . . "It will be faster if you get the windscreen yourself" – reply from Datsun UK. The car is being run in Germany and Datsun service is Universal. "Universally what?" I asked myself. Datsun UK had washed their hands of the matter.

Datsun Germany took the matter up. I have now been without a screen for two months. "Yes we have windscreens, but not tinted. Have a clear one because the tinted ones will take a long time to come." They promised before Christmas, and I needed the car over Christmas. The clear screen arrived at my nearest "local" agent on January 16th . . . my Christmas holiday ruined. After three months of trial and tribulation I managed to get a screen fitted at a cost to me of £150. Although the shattering happened on the open road with no other vehicle about and Datsun refuse to accept liability for it.

The windscreen fitted by German experts is in the process of coming out at the moment . . .

The moral seems to be never take a British-bought Datsun overseas as you may find the cost of the trip wildly inflated by repairs, even assuming you can get them done at all. It took well over two months to find a Datsun windscreen in Germany and three to get it fitted.

BFPO 32 JOHN LITTLEWOOD

(Buy British, perhaps? – Ed.)

Stiffer MoT

Sir,

I am most concerned, and look to your magazine for assistance, my problem is centred around MoT tests.

As the daily user of a 1932 Ford Model B upon which my family and I rely for transport, I am worried at the rumours I hear of the plans for changes in the MoT test requirements for 1979.

Whilst endeavouring to keep my car up to scratch, certain things, and in my case it is the brakes, will never perform as well as a modern car, and for there to be a flat test for all cars strikes me as very unfair.

What I am suggesting is that your magazine publishes in some detail the proposals for these new tests so that the numerous users of old cars can see the horrors in store for them and perhaps club together with a view to petitioning the Minister whose baby this is.

I might add a comment, from published figures for 1977 for the counties of Avon and Somerset: only 2% of all the road accidents recorded were caused by vehicle faults. The other causes were almost exclusively driver error. I wish the Government would pour the finance from MoT testing into driver instruction.

Westbury-on-Trym PAUL WHEATCROFT

Mugged

Sir,

It may interest you to know the lengths to which people will go to obtain your magazine. Whilst staying in Nice for the Monaco Grand Prix and sitting quietly at an outside bar table having a drink and reading MOTOR SPORT, I was "mugged" by about five youths who knocked me to the ground and started to kick etc. However, help was close by and they soon ran off and the only item they managed to take was a copy of MOTOR SPORT.

Appleton MICHAEL D. COOKSON

Delightful Dolomite

Sir,

With reference to A. De Vere-Smythe's letter in the March issue of MOTOR SPORT.

I too am the delighted owner of a Triumph Dolomite Sprint and also consider it a vastly underrated motor car.

Purchased in 1974 it has completed 15,000 miles and so far the only fault has been the mechanical petrol pump, which leaked and which I have replaced with an electric one.

I obtained a speed of 117 m.p.h. in England before bringing it to S. Africa in October '74.

It is as steady as a rock at all speeds.

The performance is very similar to my S3 Continental Bentley, needless to say with the exception of the running costs!

Is it true that the production of this model has been discontinued? – if so, why?

It must be one of the best Triumphs ever produced.

S. Coast, Natal, S. Africa R. W. LANGTON

(The Dolomite Sprint remains in production, and will do so for the foreseeable future, says Leyland. In fact production of all the Dolomite range ceased for a couple of months during the dramas at the Speke factory. – Ed.)

Screwy

Sir,

Regarding Mr. G. I. Biggs' letter (May MOTOR SPORT), surely the reason we drive on the right stems from the time we rode horses and approached other riders right to right leaving our sword arms free, just in case; probably why modern boy racers talk of a carve up? Also probably why there aren't so many left-handers around today.

Talking of left and right why should MGs have l.h. threads on right-hand knock-off wheel nuts, while Lotus have r.h. threads on r.h. side?

Surely the splines prevent any torque being transmitted to the nuts. Further, even if there were no splines, while the torque from the rear axle driving the wheel would tend to tighten the nut, in the case of the front wheel where the road is driving the wheel which in turn drives the axle, this would tend to undo a l.h. thread?

Port Erin, IoM K. BEARPARK

Spares Inflation

Sir,

Eleven years ago I wrote to you bemoaning the efficiency of local Alfa Romeo agents, with reference to availability of spares. I still just about manage to run an Alfa – a 1968 Spider Duetto. In fact I have had it too long, it's too much a part of me, keeps me poor and has caused about as much heartache as people themselves can give. Anyhow the point is, I write calling for justification for my latest experience. I asked my newest local agent for a brake master cylinder kit. The agent I usually deal with could not locate one! Time involved was no problem, as within a day I paid £11.27 trade price for a small box of rubber parts. They were made by Girling of England with an Alfa Romeo sticker across the box – printed "genuine spare part". The person who fitted the kit checked a general motor factor in Torbay – their price for the same Girling kit – £2 and a few pence, retail!

My original supplier replied to my complaint that this occurrence was not uncommon and Alfa were not prepared to change the situation. However, as a customer I may have more success – where does one begin?

This £9 difference and obvious high profit somewhere along the line must be unfair trading surely, or is it just tough luck? Besides feeling very foolish at not "shopping around" as usual, this has made me very disgruntled indeed. If the expected high price is asked in these sort of circumstances let's at least have a genuine Alfa Romeo box complete with "crest".

Marlsdon, S. Devon CAROLE LANDEN

(The practice is not restricted to Alfa Romeo, alas. – Ed.)

Triumph Hi

Sir,

Having followed the correspondence on Triumphs for the last few months I feel th record should now be set straight.

In the early 30s the Triumph con marketed the following models: Super 7, and the Scorpion.

In 1933 the Popular 10 and a 4-seater t called the Southern Cross came on the m This SX had the 9.5-h.p. Coventry C engine.

In 1934 and until 1936, the com marketed the Gloria range with 9.5, and h.p. four-cylinder and 12.5 and 15.7 six-cyl engines. There being one Four and one S the market at any one time.

The Gloria also was offered in the C Vitesse variant with a tuned engine. The bodywork offered during these years being seater Southern Cross and two 4-seaters Monte Carlo with a slab tank and the C Tourer with a boot. The Gloria Tourer of also being called the Speed Model. The rally car being the first to bear the name M Carlo. In 1937 the Vitesse and Dolomite S and Dolomite Tourer came into being. cars using the same chassis as the Gloria new engine of Triumph design, a four-cyl 1,767 c.c. engine and a six-cylinder 1,991 engine.

I hope that this clears up the controversy the models marketed by Triumph during the

It should also be noted that the performan the 2-seat SX was greatly superior to that early 4-seater that bore the same name.

Torquay ROGER K

More Marina Mumbl

Sir,

I am afraid I cannot endorse the commen Messrs. Thompson and Stiell regarding British Leyland Marina. Mine is a company which is regularly serviced at 3,000 mile inter and is a 1.3 coupe version that has to-recorded 37,000 miles. During this time the has suffered the following faults. From deliv the car had a serious water leak into the near front footwell depositing water 1½" deep on journey alone. Both seat belts were defec from the outset and were replaced by a diffe type. The differential was a faulty unit requi replacement at 5,000 miles. The windsc wiper motor burnt out after 8,000 miles road incidentally this being a part that it took Leyland stockist three weeks to acquire. O electrical failures have included a defec heated rear screen switch and more seriously repeated failure of the offside rear indicator u Braking at any speed, in excess of 60 m. results in dangerous vibration of the steer wheel. At 35,000 miles the gear selectors br leaving the car with the benefit of 2nd and gear only for a weekend. From new the car generated so much noise on a motorway at m.p.h. that it has prohibited any civilised man of conversation. Finally, the car will freque not start at all after standing out in the rain an evening. I believe that British Leyland h advertised this car as tested and proven, I do consider that any car which has such a catalo of problems including not only detailed fa during manufacture but also design inadequa can be reasonably held to be satisfactorily tes and proven.

I would further suggest that my car is not unfortunate exception since many of the fa listed above, including the water leaka

ACROPOLIS RALLY

Continued from page 982

overheating so much that mechanics were obliged to change the shaft lest it should fail altogether in some inaccessible place on a special stage. This took time and it delayed Munari somewhat on the road. When he later arrived at one of the short rest stops he found the two other 131 Abarths already being serviced and the mechanics had no time to carry out the routine preventive jobs which are invariably done whenever there is time. Particularly on rough events such as this one, such work includes the replacement of shock-absorbers even if they look and feel quite normal, and whilst the two other Fiats re-started the rally with new shock-absorbers, Munari was still on his old ones. Unfortunately for him, one of them failed, on the rear side, and it was not long before the suspension collapsed completely and he was out.

Fiat's two other drivers, Walter Röhrl and Markku Alén, seemed to play cat and mouse for a while, but Röhrl had the edge on Alén and only slowed down when he felt it was necessary to avoid breaking the car, and when his lead could stand a possible small reduction. With no Italian driver left in the running (Röhrl is German and Alén a Finn) national pride didn't come into things at all, as it has in the past, and the only really specific instruction given to the two drivers was that one of them should win. They were not to have a full-scale personal duel which might result in the breakage of both their cars. Their problems were minor ones, although Alén several times needed driveshaft replacement after the failure of coupling gaiters such as Munari had experienced.

The result of the Acropolis Rally brings Fiat's points total in the World Rally Championship to 64, but Coleman's seventh place brought Ford up to 50, which means that the Italians are still not a full first place score (18 points) ahead of Ford. The remaining rounds are the Thousand Lakes Rally, the Critérium du Québec, the Sanremo Rally, Tour of Corsica, RAC Rally and, if it ever does find a firm calendar date, the Bandama Rally in the Ivory Coast.

But more significant than Fiat's increased lead was the personal achievement of Walter Röhrl. This exceptional young German driver has suffered many a disappointment due to car failure, and this Acropolis win was just what he needed to prevent his pessimism becoming too deep-rooted. He first came to notice when he drove a 2.3-litre Capri amazingly well in the Olympia Rally in Germany in 1972, getting right up among the leaders even without notes. Since then he has driven much for Opel but those were the team's unreliable days and mechanical failures put him out of rally after rally. He has since joined Fiat, and from the beginning he made a big impression. This win is something which he has richly deserved for a long time.

G.P.

Results :

1st :	W. Röhrl/C. Geistdorfer (Fiat 131 Abarth Gp. 4)	10h. 00m. 50s.
2nd:	M. Alén/I. Kivimäki (Fiat 131 Abarth Gp. 4)	10h. 10m. 54s.
3rd :	C. Mehta/Y. Mehta (Datsun 160J Gp. 2)	10h. 23m. 36s.
4th :	H. Källström/C. Billstam (Datsun 160J Gp. 2)	10h. 24m. 01s.
5th :	A. Warmbold/H-E. Sylwan (Opel Kadett GT/E Gp. 2)	10h. 54m. 19s.
6th :	"Siroco"/M. Makrinos (Lancia Stratos Gp. 4)	11h. 04m. 17s.
7th :	B. Coleman/J. Porter (Ford Escort RS Gp. 4)	11h. 13m. 49s.
8th :	E. Gallo/A. Arkentis (Toyota Celica 1600 Gp. 2)	11h. 36m. 32s.
9th :	M. Zapadlo/J. Motal (Skoda 130RS Gp. 2)	11h. 41m. 23s.
10th :	S. Brundza/A. Girdauskas (Lada 1600 Gp. 2)	11h. 44m. 49s.

159 *starters*, 39 *finishers*

steering wheel vibration, level of noise and gear selector failure are faults which are all too common in other Marinas within the Company Fleet.

Cricklade S. H. BAWTREE

Redressing the Leyland Balance

Sir,

In view of the amount of "Leyland bashing" sometimes in your editorial, but mainly in your letters column, perhaps we might be allowed to redress the balance a little.

We have been running a company Range Rover for over two years and 24,000 miles, with most of the mileage covered in the UK, but some in Western Europe.

The car has never let us down, and is extremely comfortable both for driver and passengers (although elderly passengers find it difficult to reach the rear seats). Apart from some transmission noise it is ideal long distance transport, and will cruise comfortably on the autobahn at 145 k.p.h. (90 m.p.h.) plus. Fuel consumption averages 15/16 m.p.g.

It is a good strong no-nonsense workhorse in all weather conditions over a variety of road and off-road surfaces, and carries over half a tonne when required.

It is serviced by Dutton-Forshaw at Maidstone, and whilst they didn't supply the vehicle, look after it as if they had. We are most impressed with the attitude and skills of both the service and bodyshop staff, which will certainly influence where we purchase our next BL vehicle.

Parts supply has been exemplary, even during the 1977 strike, thanks to the kind assistance of Leyland Service and Parts personnel at Cowley and Coventry.

No mass produced vehicle is perfect, and our Range Rover is no exception. A distance piece in the gearbox disintegrated (noticed during a service), wind whistled through the passenger door and the tailgate rusted. All three faults were rectified promptly, thoroughly, and courteously by Dutton-Forshaw at no cost to ourselves during the two year warranty period. We took out second year Supercover as a very sensible insurance, you probably won't need it, but it's nice to know it's there.

There were absolutely no arguments over the warranty claims, and Dutton-Forshaw and BL Cars are to be congratulated in their handling of what is very often a sensitive customer relations situation.

The Range Rover is very much admired and respected in West Germany, as it is throughout Europe. Whilst visiting Germany last November I was told that the West German police forces would like to have Range Rovers for autobahn police patrol work, but have had their requests refused pending the arrival of the new Daimler-Benz/Haflinger 4WD vehicle.

Patriotism seems peculiarly foreign to the British, if you'll pardon the pun.

Unlike some of your readers who have no connections, we have some connection with BL Cars (as suppliers of service protection products) but we don't feel that this has unduly influenced BL Cars, Dutton-Forshaw or ourselves with regard to our Range Rover. We think that it is an example of a very fine product of British Engineering.

Thank you BL Cars.

As a private motorist, like C.R. I have a 3.8 Mk. 2 (the second since 1970) and feel the same way about the car as he does (MOTOR SPORT March 1978).

I know he once said "we are selling Jaguars not Lyons", but when are we going to see the definitive biography of Sir Williams Lyons, and the revised history of his distinctive cars? Cars that have brought great pleasure to motorists all over the world and a not inconsiderable amount of hard currency back to Britain.

Thank you for a unique magazine, which I have been reading since 1953, Please never "modernise".

Ashford, Kent COLIN W. HUMBERSTONE

Left or Right?

Sir,

With reference to G. I. Bigg's correspondence in your May issue, the answer does of course lie with our former (and perhaps future?) mode of transport, the horse.

The ancient Church distrusted those who were sinistral and encouraged the sole use of one's right hand. Consequently in order to wield one's sword, lance, halberd or what have you at one's opponent it was preferential to pass to the left.

Europeans and Americans merely wanted to be different or were pacifist.

Mahe, Seychelles M.C. KING-HARMAN

Starting a 40/50 Royce, for a Penny

Sir,

I was interested in your reminiscences of the R-R Chauffeur's school, but surely the remark about putting a coin under the extra air valve is wrong.

I do not see how it could be done. To start my Ghost when cold, you put the coin under the low speed jet lever, and incidentally put the steering column mixture control on full rich FIRST.

Crosby R. J. EVANS
Manx Motor Museum

(At last, someone has told me how this trick with the penny is done! – Ed.)

TAILPIECE



(Photo by A. B. Skinner)
A signpost on the Grayshott-Headley Down road near Hindhead in Surrey.

CLASSIFIED ADVERTISEMENT SECTION

Lineage advertisements are for private readers only and must be pre-paid and in writing

RATES 10p per word (maximum 80 words) £1.50 minimum charge. (Maximum of two cars per reader.)

BOX NOs. 60p extra per advertisement. Replies to Box ..... "MOTOR SPORT" Standard House, Bonhill St., London, EC2A 4DA.

COPY DATE By first post on 20th. Advertisements held over will be inserted in 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. 8 or 9 for information.

FOR SALE

MORGAN PLUS 4. 1952. Flat-Rad. 2-seater. Coming to end of total restoration including new body, new ash frame, retrimmed in black leather, repainted signal red. Offers invited. Possibly p/ex restorable Morgan/XK Jaguar. Leeds 676369. (14471

ROVER 80. 1960. M.o.T. and taxed. 118,000 miles, one caring owner, good condition, daily use. Offers £800. Tel: Birmingham (021) 449-1468 evenings. (14474

ROVER 12. 1937. Good condition, but needs attention, plus many spares. £400 o.n.o. Market Rasen 2271 evenings. (14506

ALFA ROMEO 1300GT. Superb condition, recent engine rebuild by Alfa expert, new exhaust system. £845. Tel: 0703 557481 or 01-636 7700 (ext 211) during office hours. (14505

LANCIA 2000 COUPE. 1976 Farina model, white, 17,000 miles, radio, heater, will allow any AA test, HP easily arranged. £2,495. Telephone 061-224-3982 after 7 p.m. (14511

ROVER 100. 1962. M.o.T d and taxed, excellent condition throughout, low mileage for year, original tools, manuals, usual extras plus radio. £500 o.n.o. Watford 30722 after 6 p.m. (14512

1932 AUSTIN Seven Swallow Saloon. Restored to original specification. £1,750. Evenings/weekends 0303 41292 (Kent). (14228

WIDE WHEELS, off Midget, speedline, five C/W radials including two new. £65. Ross-on-Wye 3149. (14359

1931 ROVER Ten Saloon. Re-upholstered, re-wired etc. Body in primer. Needs mostly paintwork to complete. £1,200. Telephone 01-959 5902 (London). (14917

AUSTIN SEVEN Special, 1934, dismantled Supaloy head, 4 branch manifold, glass fibre body, plus many spares, also shed full of Seven spares for sale or swap. Four Ford V8 Pilot wheels and tyres, like new. Michelin X. All open to offers. Ringwood 2888. (14360

LOTUS EUROPA Special, 4th to last made (ex. Peter Butterworth), 20,000 miles, pristine condition. £4,250. Phone Scunthorpe 2363. Christchurch, Dorset 6140. Serious enquiries only please. (14362

1935 BEDFORD Shooting-brake 7-seater. Mechanically good, woodwork and interior need attention, very rare and impressive. Offers around £1,500. 01-874 3537. (14366

ALVIS TD21 automatic. Wire wheels, new headlining, carpets. Battery & Exhaust, genuine 87,000 miles. 01-670 2672. (14367

DAIMLER SOVEREIGN. 1967, auto, PAS, immaculate condition, undersealed from new. £1,095. 01-670 2672. (14368

66 3.4 JAGUAR 'S' TYPE. Automatic, power steering, h.r.w., 12 months M.o.T., cream with cherry-red leather interior, very nice condition. £800 o.n.o. Isherwood 0926 27272, 0926 21656 or 0926 32312. (14369

TRIUMPH GLORIA. Approx. 1936. 6 cylinder, complete. £250. Tel: Clevedon, Nr. Bristol 873493. (14371

GILBERN INVADER Mk. II, gold tinted glass, h.r.w., usual extras, 39,000 miles, excellent example. £1,650. Princes Risborough 5436. (14372

FOR SALE. 1960 Alfa Romeo Giulietta Sprint 1300. £125 o.n.o. to clear. Tel: Ardington 480277 evenings Adlington 480907. (14373

SCIMITAR 72 auto, recent bills for £600, extras £1,400. Tel: Doncaster 743683. (14374

MG-B GT. 1972, sunshine roof, harvest gold, recent respray, radio, very good condition. £1,385 o.n.o. Preston 45794 evenings. (14376

1950 RILEY RMA. Beautiful car, splendid investment, real eye catcher. Offers over £1,000. Telephone Newport, Shropshire 812274. (14377

AH 3000 MK. III. 1964, red over black, near concours condition, engine rebuilt 2,000 miles ago. £3,300. Tel: 061-928 1216 (6-7 p.m.). (14378

ALVIS TC 21 DROPHEAD Rebuilt engine. Some bodywork, renovation required. £1,750. 01-670 2672. (14379

LOTUS 7 SIII. Completely original, BRG 1970 model, alloy wheels, superb condition. £2,500. Naphill 3389. (13997

ALVIS DROPHEAD Coupe TD21. Green with brown leather interior and hood, only 100 miles since rebuilt engine and new clutch. A joy to drive. £1,950. 01-229 7100 and 01-459 3511. (13919

TWO-SEATER CONVERTIBLE with Dickey, 1935 Austin 10/4 tourer, M.o.T., used daily, very pretty. £1,950. Might exchange modern car, Brighton 555498. (13764

ASTON MARTIN DB6 Automatic. 1967 model, very good condtion, power assisted steering, Sundym glass, recent engine overhaul. £2,875 o.n.o. 041-881 8927. (13478

ASTON MARTIN DB5 Convertible. 1965. A collector's item. Fully restored to concours condition. Dark green with natural interior and hood. Tinted glass and chrome wire wheels. Aluminium exhausts. £3,500 has been spent. Price £6,500. 01-788 9340 evenings. (13487

LOTUS ELAN +2S130. May 1972. M.o.T. taxed. £1,800 o.n.o. Great Leighs 366 evenings. 01-534 3844 daytime. (13491

TRIUMPH 1962 TR4. Rebuilt, red, overdrive, wire wheels, Surrey top. £900. P. Rands, 1 Green Royd Ave., Hunsworth, Cleckheaton, Yorkshire. Cleck 877767. (14380

XK 150 JAGUAR. 1960. 3.8 FHC, green with matching leather interior, same owner last six years, good value at £3,500 o.n.o. Ring Chudleigh (Devon) 853104 for accurate further details. Owner lost interest. (14381

MG PA. 1934, 2-seater, extensively rebuilt. Ford mechanics. Offers. 26 Main Street, Limekilns, Fife. Office telephone Inverkeithing 2121, extension 2311. (14383

FOR SALE—continued

JAGUAR 2.4 Mk. II. White, 1960, full M.o.T., clean and sound throughout. £500 o.n.o. 0532 455149. (14382

1968 CHRYSLER IMPERIAL. 4-door saloon, 440 ci V8 engine, dual refrigerated air conditioning, AM/FM stereo, power steering, brakes, automatic transmission, left-hand-drive. Best offer over £2,000. Box 5782. (14361

1965 FORD MUSTANG six-cylinder. Left-hand-drive, refrigerated air conditioning, AM/FM stereo, new RAG top, excellent mechanical condition. Best offer over £1,500. Box No. 5782. (14361

WOLSELEY 15/50. 1957, one owner from new, 44,000 miles, v.g.c., taxed, M.O.T. Offers. Crayford (Kent) 422223. (14384

MG MIDGET. M reg., orange, new clutch and gearbox one year ago. £1,100 o.n.o. Telephone Broughton (Preston) 862961 for details. (14475

MG-A 1600 ROADSTER. 1960, all steel in chariot red, black interior, new suspension, steering, brake parts, all chrome renewed, fitted luggage rack, superb example. £1,750. Northampton 408432 evenings. (14470

JENSEN HEALEY Mk. II, June 74. Blue/tan interior, H/top, stereo, 22,000 miles only. £2,200. Tel: Dugglelby 01-748 6086 day, 01-992 3330 eve. (14161

ROLLS-ROYCE, 1928 – 20 h.p. 4 light – body by Cockshoot. Very good mechanical order. MoT April, 1979. Body requires attention. £4,500. J. Brotherhood – Telephone (09284) Manley 484 – (0244) Chester 314456 (office hours). (14150

MORRIS MINOR, 1955. Split screen model, 803 c.c. engine (rebuilt), new tyres, long MoT, interior good, new carpets. Coachpainted black, gold leaf line. £685. Alderminster (Warwickshire) 351, after 4th June. (14160

TR6 N REGISTERED roadster, overdrive, tonneau, headrests. Pimento red – all in excellent condition – £1,995 for quick sale. Phone 289 3770 evenings. (14241

ALPHA 2000 GVT, 1974. Excellent condition throughout, mechanically and body. £2,500. Tel: Hagley 2661. (14242

FIAT X19, March 1978. 5,000 miles, metallic green, radio, absolutely immaculate, long warranty. £3,250. Tel. 01-228 0509. (14565

GILBERN INVADER Saloon. Red with red interior. Lovely car. £1,650. Mrs. Lawes. Tel: Llawhaden 258 (West Wales). (14566

DAIMLER V8. D registration white automatic. 2 owners – mother and daughter. MoT. Runs beautifully. Offers: Day 01-229 9531, evenings 01-435 1318. (14567

ALVIS TD21 1961 Saloon Automatic. In very good condition. Metallic blue, grey upholstery. Maintained red triangle. Service history. Offers over £1,500. Telephone Northill (076-727) 650. (14629

MORRIS 8 1939 Series II 4 door Saloon with sliding roof. Engine just run in. Body very good, needs re-trim. Completely original car in daily use. Many spares included at £950 o.n.o. 061-432 0376. (14626

TRIUMPH. EXCELLENT example of original styling in Britain's most thoroughbred sports – the Spitfire. Family expansion forces sale of late Mk. II, 1966. Racing green, wire wheels, 66,000, copy original logbook. Maintained regardless of cost, £1,295 o.n.o. Woodruff, Cambridge 61188. (14622

TVR 2500M 1972 (L) metallic blue, sunroof, Sundym, SAH stage 3 engine, triple 40 DCOE Webers, SAH uprated brakes, new XAS tyres, MoT, Tax 79. Very, very quick. £1,800. Hereford 67490 evenings. (14571

GARAGE BULGING, must ease collection of well loved vehicles. How about my late 1975 Lancia Beta Coupe. Waxoyled and with radio, for about £2,250. Or a decent Citroen Dyane for £550 to include a host of spares. Thompson, The Orchard, Rookery Lane, Broughton, Stockbridge, Hants. Tel: Broughton 237. (14662

TVR VIXEN S2. Lotus twin cam. 1970. Sable brown, black fabric trim. Radio. 12 months MoT. Alloys, new SP's. Beautiful. £1,195. Bishops Stortford (0279) 74666, Herts. (14665

MORGAN THREE-WHEELER. 1949. F4 in excellent condition. Rebuilt to high standard. Offers around £2,000. 17 Marlborough Road, Maidenhead, Berks. Telephone 35141. (14627

1963 ALVIS TD21 3-litre Saloon, manual. Grey, red interior, 80,000 recorded miles, owned since 7,000. Recent MoT, good condition, £2,000. York 768244, evenings. (14473

MG-B ROADSTER, 1973. Only 34,000 miles. Painted black and reupholstered red leather 1977. Overdrive. Radio. MoT to March 1979. Exceptional condition. £1,700. Phone Broadway (Worcs.) 3644. (14658

VOLVO 1800 ES manual/overdrive. Green with tan leather interior. Superlative condition. Hardglaze paint protection. Never seen one better. £3,500 o.v.n.o. Guisborough (0287) 34230. (14661

MG TD, 1953. Reg. MUF 78. Restored from chassis up to better than excellent standard. £4,250 o.v.n.o. Bradford 678956. (14659

JAGUAR 420G. Spotless condition. Recent £700 overhaul, new tyres, battery etc. Taxed and MoT. Possibly no better example. £1,450. Tel: 01-449 3006 evenings. (14569

VOLVO P1800 ES (Sports Estate). 72 model. One private owner from new. Certified 42,000 miles. All main dealer service records. Superb example of this fast appreciating car. AA or any test very welcome. Radio, tax, Sundym, overdrive, leather trim. £3,250. Windsor 54173. (14572

1948 6C2500 Alfa Romeo Castagna Sport Cabriolet. Very rare and impressive coachwork. Excellent condition and fun to drive. Surely the best used in Switzerland. Serious offers. 196, rue Bernex 1233 – Bernex, Geneva, Switzerland. (67589

FOR SALE—continued

1955 1900CSS Alfa Romeo Touring Superleggera Berlinetta. Reconditioned engine, gearbox, brakes, electrical system, new exhaust and tyres. 5 speeds model, alloy Borrani wire wheels. A very fast car. Serious offers. 196, rue Bernex, 1233 – Bernex, Geneva, Switzerland. (67589

AUSTIN HEALEY 3000 Mk. III, 1964. All original. Colour BRG with black int. Absolutely unmarked, exceptional condition. Radio etc. Inc. Offers around £3,250. Oswestry 3410. (14664

ALFA ROMEO 1.6 Alfetta GT 'R' – Webasto Sunroof, R/tape four speakers e/aerial etc. Red. Dinitrol treated. 10,200 miles, superb. Any inspection. £3,850. Bognor Regis 5836. (14663

PANTHER LIMA: Red/black, 8,000 miles, wire wheels, tonneau etc. Excellent cond., £5,200 o.n.o. Painswick (0452) 813338. (14912

1957 HEALEY 100/6, much work done, immaculate. 1959 Frogeye, steel body, original. £1,700 and £800 or exchange plus cash for immaculate Elan, Europa, Lotus 7. Details Bradford 70106, evenings. (14913

1948 AUSTIN 16. Genuine low mileage. Runs, needs restoration, investment. Highest offer secures. 01-302 4002 eves. (14914

JAGUAR 4200, 1969. Automatic. PAS. Electric windows. MoT. Sound condition. Superb investment. £685. Gaylard, Taunton 412454. (14915

REBUILD, NEW C Spec. chassis. New hood. Excellent bodywork and interior. MoT. Superb car. For full details Phone 01-351 1857 (evenings and w/e). (22350

VINTAGE RILEY 9. Trinity, 1933. Restorable. Offers over £500. Yatton 833705. (14365

BENTLEY SI with Empress Line coachwork by Hoopers. Fully restored, new paintwork, retrimmed interior. Finished to high standards throughout. 01-730 9436 (day). (22350

1924 20 H.P. Doctor's Coupe. Artillery wheels, twin mounted spares, two wheel brake, centre gear change model. Fully restored, new paint and tilmwork. Magnificent car. 01-730 9436 (day). (22350

998 c.c. STILETTO. Gold/black, extensively modified, twin Webers, discs etc. £800 o.n.o. For details ring John 01-658 2043 (eves). (14715

AUSTIN SEVEN Opal, 1933, 2-seater. Recent work includes complete engine, steering and suspension overhaul. Very sound but still requires some attention. £850. Tel: Great Dunmow (0371) 810604 or 810669. (14909

ALFA ROMEO 1600 GT Junior, 1975. White, beautiful car, new clutch recently fitted, bills available. 31,000 miles, radio, electric aerial. £2,200. Office 235 9254. Home 727 1594. (14713

DAIMLER 1964 250, mint, saloon, low mileage, metallic silver, red leather interior, garaged. £1,295 o.n.o. 01-491 7322 Ext. 28 or Walton-on-Thames (Surrey) 41945 evenings. (14708

1949 MK. 6 Bentley. Renovated, new head lining, carpets. Nine months MoT. Resprayed. £2,650 o.n.o. Phone Barnsley 6044. (14709

TALBOT 105 VDP Tourer, 1933. Complete and almost original. In good condition and regular use. Offers over £8,900. View Sussex. Tel: 043 56 480. (14710

ASTON MARTIN Volante, 1968. Auto. Superb mechanically and appearance. £7,950. Tel: 043 56 480. (14710

1929 MG 18/80 2½-litre OHC Sports Tourer. Completely restored mechanically, re-nickelled, interior tidy. Colour dark maroon. £5,700. King, 38 Downs Park West, Westbury Park, Bristol BS6 7QL. 0272 629887. (14714

ASTON MARTIN, 1963 Series 5. Four speed box with overdrive, 36,000 miles from new. Excellent condition. Owned by enthusiast during the past nine years. £3,750. Tel. Audley 720585. (14712

SCIMITAR GTE. Late '74 (N). Manual/overdrive, emerald green, tan interior, 36,000 miles, perfect condition, any inspection. Offered very reluctantly at £2,500 o.n.o. Biggin Hill 75502 eves. (14815

MORRIS EIGHT 2-door Saloon, 1937. Good running order. Complete with many spares. £550 o.n.o. Cooke, Brook Cottage, Yeovil Marsh, Som. Phone Yeovil 4734. (14816

1970 JENSEN F.F. Mk. I 4 wheel drive. Dark blue, white hide interior, electric aerial, radio, 4 speakers, seat belts, Maxaret anti skid, Selectaride suspension, 30,000 genuine miles. Absolutely immaculate. £5,000 o.n.o. Phone Jersey 43045 after 6 p.m. (14821

MGC GT, 1968. Original condition. Genuine 30,000 miles from new. MoT and taxed to November. £1,200. Hereford 760016 evenings. (14822

JAGUAR 3.8 Mk. II. Manual, overdrive, wire wheels, power steering. One family from new in 1963. Totally original, with period accessories. Exceptional condition. Cotswold blue, blue interior. Will sell end July to best offer over £2,000. Cheltenham 31617. Viewing London possible. (14820

TR6 ROADSTER, 1971. Damson, tonneau cover. Recent engine overhaul. Good bodywork. MoT 10 months. Tax 4 months. £1,600. Ring 0772 36328 (Lancs). (14911

JAGUAR 3.4 S. Manual, o/d, PAS, white, red leather interior, new tyres and clutch £695. Also Jaguar 2.4-litre, Mk. II, manual, o/d, red metallic with red leather interior. Very smart £645. Rushden 55055. (14910

STAG '74. Carmen, tan interior, hard and soft tops, electric windows, electric aerial, real wheels, 26,000 recorded mileage, immaculate throughout. £2,925 o.n.o. – must sell. Phone: Butler 01-828 7141 day, 01-789 1854 evening. (14916

E-TYPE 4.2 1967, red, h.c., completely renovated, re-sprayed, re-chromed, c.w.w., new engine, £4,000. Guildford 62865. (14906



PAGE & MOY LTD

The Motor Racing Tour Operators

GERMAN GP
July 30 from £37

AUSTRIAN GP
August 13 from £99

DUTCH GP
August 27 from £25

ITALIAN GP
Sept. 10 from £65

And watch this space for news of a fabulous U.S. and Canadian Grand Prix Tour

PAGE & MOY LTD

136-138 LONDON ROAD, LEICESTER LE2 1EN

Tel.: (STD 0533) 552521 (Reservations only)

Air Travel Organiser's Licence No. 133 BC

Please send your 1978 Motor Racing Brochure

Name .....

Address .....

..... M.S. July

TDK Sports Cars



MG-B GT V8, 1975 (chrome bumpers), superbly finished in Teal blue, tan interior, recorded mileage 23,000, outstanding example **£2,995**

MG-B GT, 1973(M), finished in white, navy blue trim. Overdrive, radio, superb example **£1,895**

MG-B ROADSTER, 1971 (K), specially finished in black, overdrive, chrome w/wheels, radio **£1,195**



JENSEN HEALEY GT, 1975 (P), superbly finished in metallic blue, black cloth interior, 5-speed gearbox, elec. windows, radio/stereo **£3,295**

LOTUS EUROPA S2, 1971 (K), finished in carnival red. Alloy wheels, radio **£1,795**

LOTUS ELAN S4 F.H.C. 1970, finished in white, radio **£1,595**



TRIUMPH TR6, 1974 (N), finished in magenta, overdrive, radio **£2,295**

TRIUMPH TR6 1973 (M), finished in carmine red, detachable hardtop, overdrive, radio **£2,095**

TRIUMPH SPITFIRE 1500, 1976, finished in orange, radio, recorded mileage 18,000 ..... **£1,995**

TRIUMPH GT6, 1972, finished in saffron yellow, overdrive, radio, H.R.W. superb example **£1,295**



OLDSMOBILE TORONADO, 1972, finished in metallic silver, black interior, 450 cu.in. automatic, pas, air conditioning, power seats, power windows, central locking **£1,995**

FORD MUSTANG MACH 1, 1972 right-hand drive, finished in yellow, 302 cu.in. automatic, air conditioning, radio **£2,495**

AMC HORNET, 1974, finished in white, economical 6 cyl. engine, automatic, pas. **£2,295**

CHRYSLER CH SALOON, 1973, finished in metallic blue, automatic, pas, air conditioning **£2,195**

WANTED ! Well maintained Sports Cars and American Cars for cash or Part Exchange.

5, CANNING ROAD, WEALDSTONE, HARROW MIDDLESEX HA3 7SP

TELEPHONE 01-863 6117

SeriesTwo

SERIES TWO LIMITED
387-389 CHAPTER ROAD
LONDON NW2 5NG
Tel: 01-459-7256/7/8.
REG. IN ENGLAND 1345760

SPECIALIST AUTOMOTIVE SALES, WITH OUR OWN EXPERT FITTING SERVICE

Distributors and fitting agents for–

KONI
SHOCK ABSORBERS AND STRUT INSERTS
PLUS LOADADJUSTERS AND LEVER ARM/TELESCOPIC CONVERSIONS
Complete range of Koni shock absorbers for all **JAGUARS** back to 1949 fitted or supplied. Mark V to XJS

mobelec auto electrics
ELECTRONIC IGNITION
Kits for old and new cars from £26.00

CIBIÉ
HEAD LAMP CONVERSIONS FROM £20
Fog and Driving Lamps also sold and fitted. Complete range including spare parts supplied from stock.
Our workshops have a new Cibie Regloscope for really accurate beam setting.

MOCAL
OIL COOLER EQUIPMENT
Comprehensive range of kits available (plus all sensors, hoses etc.)
ONE-OFFS fitted in our workshops

** Please phone for fitting quote.*
** While you wait fitting by appointment if required.*

Dollis Hill Tube Station pedestrian entrance next door.
Oxford Circus 20 minutes away on Bakerloo Line.
Business Hours 9.00 am – 5.30 pm Monday to Friday.

JENSEN

PARTS & SERVICE LTD.

KELVIN WAY, WEST BROMWICH, WEST MIDLANDS, B70 7JU
TELEPHONE — 021 - 553 6741

IT IS NO LONGER POSSIBLE TO PURCHASE A NEW JENSEN. IT IS HOWEVER POSSIBLE TO ACQUIRE ONE OF OUR BEAUTIFUL USED JENSENS AT A MOST REASONABLE PRICE FOR A CAR OF THIS QUALITY. ALL OUR CARS ARE PREPARED TO A HIGH STANDARD AND HAVE A GENEROUS WARRANTY.



1974 Interceptor III Havana brown with special Mocha Brown interior. Gold coachline and radio/cassette player.

1973 Interceptor III. Silver Grey/Black vinyl roof with black interior and radio/8 track stereo.

1968 FF I Havana Brown/vinyl roof with cream interior and radio.

COMPLETE SERVICING & RENOVATING FACILITIES AVAILABLE. ALL ENQUIRIES TO RAY HODGKINS

YOUR GUARANTEE IS OUR NAME

NOW OPEN

–RETAIL COUNTER–

Monday to Friday **9.30** to **5.30.**

Saturday **9.00.** to **12.30.**

TELEPHONE 021-525 5995

12 MONTHS GUARANTEE

PARTS & LABOUR ON MOST OF THE FOLLOWING BETTER CARS ★ BETTER VALUE ★ BETTER SERVICE

25% DEPOSIT AND OVER 36 MONTHS FOR SELF EMPLOYED AND LIMITED COMPANIES

Note: Guarantee is transferable to your local garage.

1977 FIAT X19 open sports with targa top. Finished in metallic orange with striped fabric trim. One owner, low mileage, HRW, alloy wheels plus all the usual sports extras. Ideal for the summer months at **£3,350**

JUST READ THIS

1977 TR7 in red with tartan trim, tinted windows, HRW, 5 speed gearbox, one owner, low mileage, offered at **£2,995**

1976 MG-B GT in red with navy fabric trim. Fitted chrome Rostyle wheels, tinted glass, overdrive, HRW, new style bumpers, a beautiful one owner sports car at **£2,995**

V8 MG-B GT in citrus yellow with black fabric trim. Tinted glass, head restraints, overdrive, low mileage, alloy wheels. This fast appreciating sports car is offered at **£2,750**

1975 MG-B Roadster in bracken with tan trim. Fitted overdrive, radio, new style bumpers, Rostyle wheels, reclining seats etc. at **£2,295**

1975 MG-B Roadster in orange with tan trim. Fitted spotlights, radio, overdrive, a good looking sports at **£2,295**

R reg. MEXICO 1600 in white with black coachlines. Fitted RS wide wheels, black fabric trim, bucket seats, HRW, spotlights, head restraints, front and rear spoilers. A sports saloon at **£2,575**

CORVETTE Stingray 1976. Black with split roof, fully loaded, lots of extras, low mileage, coming in this weekend.

1973 TRIUMPH TR6. Purple with gold coachline, fitted hard top with sunroof, overdrive, head restraints, in supreme condition **£2,375**

N reg. GT6 in dark blue with black fabric trim, tinted glass, overdrive, radio/stereo, low mileage, HRW, a real beauty at **£1,875**

R reg MG Midget 1500 in black with black trim. Fitted Rostyle wheels, gold coachline, low mileage, radio. A nice example at **£2,095**

P reg TRIUMPH Spitfire in orange with tan trim. Fitted overdrive, hard top, radio, low mileage at **£1,795**

M reg SPITFIRE in mimosa yellow with black trim, fitted hard top, spotlights, rear fog lights, head restraints etc. Offered at **£1,575**

R reg MINI 1275 GT in blaze with beige trim, HRW, reclining seats, low mileage, Denovo safety wheels. A clean example of this quick family saloon at **£1,795**

P reg CAPRI 16,000 JPS. White with gold coachline, gold fabric trim, alloy wheels, low mileage **£2,675**

Supreme Auto's



King Cross Service Station, King Cross Road, Halifax 56761

JULY 1977

TRIUMPH STAG

Ex Company Director's car.

Hardtop/soft top, full underseal and cavity seal treatment, radio/stereo, manual with overdrive, maker's warranty with full second year Supercover until July 1979. Java green with black hardtop. Only 9,522 miles.

£5,500

Lex Motor Company, Hyde, Cheshire. Telephone 061 368 1311/2/3

AUTOMAR
(Bristol)

TVR

SPORTS CAR DISTRIBUTORS FOR THE WEST COUNTRY

Tel: 0272-55784

1966 Sunbeam Alpine GT
Hard and soft tops, 28,000 miles recorded, lots of bills etc., indicating mileage to be correct, complete with tonneau cover, radio, overdrive, finished in bright red with black hard top and black interior, priced at **£1,500**

1969 VW Kharman Ghia Coupe
One owner, 51,000 miles, beautifully finished in pale blue with black interior. This car should be seen to be appreciated, priced at **£1,600**

MALONEY and RHODES LTD

PERNE ROAD CAMBRIDGE
Tel 0223 47268
TELEX 81616

QUEENSBERRY ROAD GARAGE

KETTERING, NORTHANTS. TEL: KETTERING 3351
Agents for RELIANT, TVR & JENSEN TVR
NEW SCIMITAR GTEs
Early delivery on all models.

SCIMITAR	**GTE O/D.** Everest white, Wolfrace wheels.
TVR	**GTE O/D.** White with blue coach band, Wolfrace wheels, L.F.S.
	Convertible. White, black trim, radio.
	Taimar. Burgundy, cream coach band and sunroof, cloth seats.
	3000M. Red, white coach band, matching sun & vinyl roof.

USED CARS

SCIMITAR	**1975 GTE.** Yellow, tan vinyl roof, O/D, tinted glass, radio/stereo, alloy wheels **£3,695**
TVR	**1968 GT Coupe.** Black, O/D, radio, in excellent order **£1,395**
	1976 3000M. Brown, oatmeal, sun & vinyl roof, radio/cassette, low mileage **£4,250**
	1975 (P) 1600M. White, blue trim, vinyl roof, radio, Wolfrace wheels, low mileage **£3,295**
LOTUS	**Elan 2 + 2.** Red with silver roof, 5 speed box, radio, in immaculate condition **£3,495**
	1972 D/H Coupe Sprint. Red & white, radio, a little beauty **£2,495**
TRIUMPH	**1971 TR6 Roadster.** Yellow, fitted twin carbs, new overdrive unit in good condition **£1,495**

CONTACT US FOR LEASING OF SCIMITARS & TVR.

TVR TURNER'S GARAGE TVR

TOLLERTON, YORK

Tel: Tollerton (03473) 345

New Taimar in Mexico brown, brown sunroof, oatmeal trim, cloth seats.
New 3000M. Tobacco leaf, brown roof/sunroof, oatmeal trim.
1977 (Oct.) 3000M. Mexico brown, oatmeal sunroof, radio, O/D (demonstration car).
Arriving shortly: **1977 (Aug) 3000M.** White, black roof/sunroof, radio.
1976 Triumph 2000. Maple, 20,000 miles, one owner.

NEW 3000M, TAIMARS & NEW CONVERTIBLE FOR EARLY DELIVERY.
LEASING, FINANCE AND INSURANCE ARRANGED.
Please ring for brochures or any further information.
We are situated 10 miles north of York, off A19.
OPEN MONDAY-SATURDAY UNTIL 7 P.M.

The Chequered Flag

London's Leading Sports Car Specialists

For the finest selection of hand-picked sports and Gran Turismo cars Phone: 01-995 0022/3/4

NEW MODELS ON SHOW NOW



LANCIA

GAMMA 4 DOOR BERLINA

London's leading Lancia Dealer are proud to announce the magnificent new GAMMA 4 door Berlina. Test drive welcomed. Earliest delivery for sale, lease or H.P. Full range of Beta series II saloons (1300, 1600 & 2000) & HPEs (1600 & 2000) available from stock.

AUSTIN HEALEY 3000 MKIII. Very attractive 1964 car in black over red with red leather interior, new hood, carpets, etc., overdrive, wire wheels **£3,995**

MG-B ROADSTERS. Currently 5 hand-picked versions with overdrive, 1972-7, various colours and extras from **£1,395 to £2,895**

LANCIA FULVIA 1.6 HF LUSSO. Choice of 2 of these limited production coupes in rosso corsa with black trim, a 1972 and a one-owner 1978 model from **£1,685**

ALFA ROMEO 2000 SPYDER 1976. Choice of 2 of these classic Italian roadsters. Metallic silver or white from **£3,985**

MG-B GT'S. Currently 14 of these popular cars in various colours, most radio or tape, overdrive, cloth, tints, etc. 1972-7 from **£1,495**

LANCIA BETA HPE. Choice of 3 1600 and 2000 versions of this popular sporting estate, 1976-7 from **£3,285**

TRIUMPH TR7. Choice of 3 in Java green or white with 4-speed box. Pimento red with 5-speed. 1976/7 from **£2,485**

JAGUAR 5.3 XJ. Magnificent in Cardinal red with black leather & black vinyl roof, fuel-injection, auto, PAS, air-cond, tinted-glass, elec. windows and aerial, centre-locking, Wolfrace wheels, etc. etc. 1976 **£7,265**

BMW 2002 TII. Extremely tidy example finished in metallic topasbraun with beige cloth trim, sliding steel roof, tinted-glass, alloy wheels. 1974 **£2,685**



TVR

NEW TVR CONVERTIBLE

We are delighted to announce the new soft-top TVR. Available in 3000cc and (strictly for the brave) Turbo versions. Prices from **£6,390.** Demonstrator now available, in addition we have the full range:– **3000M, TAIMAR** & **TURBO.** Further information on request.

PONTIAC FIREBIRD TRANS-AM. Striking in metallic silver with black & red Firebird decals, black interior, PAS, auto, air-cond, tinted-elec. windows. Nominal mileage by sole owner. 1977 **£6,685**

LANCIA BETA 1600 COUPES. Choice of 4 1975-7 cars in various colours, extras include stereo radio/cassette, etc. All are 5-speed & alloy wheels. from **£2,495**

MG-B GT V8. White with tan cloth, overdrive, radio/stereo-tape, tinted-glass, alloy wheels, etc. 1974 **£2,785**

TOYOTA CELICA GT TWIN CAM LIFT BACK. Attractive in metallic green with champagne trim, 5-speed, radio/cassette. 1977 **£3,385**

SCIMITAR GTE. Choice of 5 hand-picked examples in various colours, 2 with sunroofs, 1972-3-4-5 from **£2,265**

JAGUAR V12E 2+2. One owner car, finished in primrose yellow with black leather, auto, PAS, 1972 **£3,985**

RELIANT SCIMITAR GTE

The revised and enlarged **GTE** is now available. More room, more comfort, more elegance. This highly practical high-performance estate car can be yours from **£6,617.** Please call or ring for a quotation, demonstrations with pleasure.



LANCIA

GAMMA COUPE GRAN TURISMO

Sensational new GAMMA COUPE is now our top of the range car. It complements the sporting range of Lancia Beta Coupes (1300, 1600 & 2000), Spiders (1600 & 2000) and the fantastic Monte Carlo (hard and soft top). Please phone for earliest availability.

LANCIA MONTE CARLO SPIDER. Unblemished example in metallic green with brown cloth trim, low mileage by sole owner. 1977 'S' **£5,285**

DATSUN 260Z. Striking in orange with black trim, Wolfrace wheels, radio/stereo, etc. 1975. **£3,385**

PANTHER LIMA. Silver Jubilee model finished in two-tone opalescent silver with grey/black trim, chrome wire wheels, air-dam, nominal mileage only. 1978 **£5,385**

LANCIA BETA 1600 SPYDER. Delightful 1975/6 model in Rosso Campanella with tan cloth trim, one owner. **£3,385**

ASTON-MARTIN DB6 COUPE. Oystershell with red leather, auto, PAS, elec. tinted windows, radio/stereo tape elec. aerial, chrome wire wheels, etc. Collectors car reg'd in 1970 **£4,985**

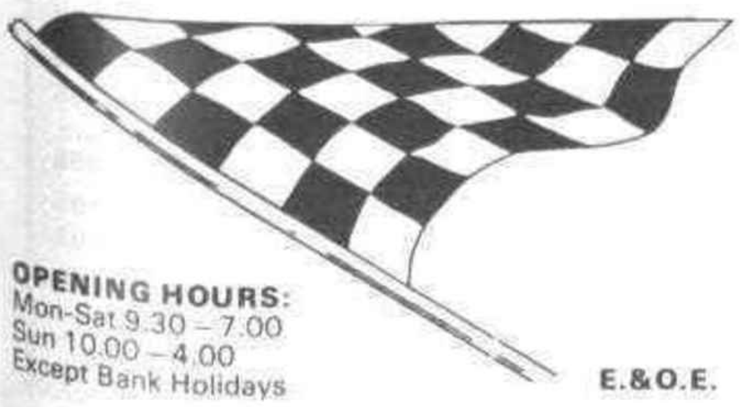
DATSUN 260Z 2 + 2. Attractive in Copper metallic with black cloth, radio/stereo, alloy wheels, tinted-glass, etc. 1976 **£4,585**

TRIUMPH TR6, Choice of 4 overdrive 1973-4 roadsters in mimosa yellow, sapphire blue or emerald green, 2 with hard tops from **£1,995**

SCIMITAR GTE. 1977 auto car in russett red with beige cloth, PAS, tinted-glass, alloy wheels, radio/stereo-tape, etc. 9,000 miles by sole owner **£5,985**

MATRA-SIMCA BAGHEERA 'S'. Very low mileage example of this Gallic 3-seater sportscar. Lime green with green cloth, sunroof, tinted-glass, etc. 1977 **£4,585**

For Sales or Leasing Information on any of these Superb New Motor Cars please contact the Sales Office on (01) 995 0022/3/4. Demonstration Cars.



OPENING HOURS:
Mon-Sat 9.30 – 7.00
Sun 10.00 – 4.00
Except Bank Holidays

E.&O.E.

Chiswick High Road London W4

01-995 0022
Telex: 8811126

Reliant Scimitar and TVR at 548-560, High Road, W.4.
Lancia Solus Dealers at 512-518 High Road, W.4.
Please note: Service & Stores: 01-995 0102/4

TRAFALGAR MOTOR COMPANY

1975 Lotus Europa Special JPS. 27,000 miles, oatmeal cloth, 8 track stereo.

1974 (N) Lotus Europa Special. Sienna, 29,000 miles, oatmeal cloth, Sundym, radio stereo.

1974 Lotus Europa Special. Roman purple, 30,000 miles, oatmeal cloth, radio, stereo.

1973 (M) Lotus Europa Special. Mimosa, 34,000 miles, oatmeal, Sundym, radio, stereo.

1973 (M) Lotus Europa Special. 29,000 miles, Pacific blue, oatmeal, Sundym, 8 track stereo.

1973 Lotus Europa Special JPS (Number 32). Oatmeal cloth, Sundym glass all round, radio, cassette, stereo, alloys, one of the rare original one hundred JPS manufactured to commemorate Lotus GP win.

(S) reg. Lotus Europa Special. Lagoon Blue, 25,000 miles, oatmeal cloth, Sundym, radio cassette.

1973 Lotus Europa Special. Aqua blue, oatmeal, alloys, Sundym, radio, stereo.

1973 Lotus Europa Special. Yellow, one owner, oatmeal, Sundym, radio stereo, alloys.

1972 Lotus Europa Twin Cam. JPS.

1969 Lotus Europa S2. White, 26,000 miles only from new, two owners, Sundym, radio, stereo, alloys, unbelievable condition, can only appreciate, ideal investment potential.

1976 Lotus Elite 501. Red, 25,000 miles.

1972 Vanden Plas 1300. Radio, stereo.

Porsche 911S 2.7 Targa. Metallic blue, one owner, 9,000 miles, Sundym glass, radio, rear wiper, spotlights, headlamp washer, left hand drive.

1977 Fiat X1.9. Metallic tangerine, one owner, alloy wheels.

1972 Jaguar E Type V12 2+2. Regency red, biscuit trim, automatic, Sundym, radio, stereo, pressed steel wheels.

1976 (R) Mini 1275 GT. White, 11,000 miles, blue velour trim, Denovos.

1973 Mini 1000 Automatic. 30,000 miles.

1971 Mini Cooper S Mk. 3. Low mileage, standard condition.

1973 Vanden Plas 1300 Automatic. Radio.

Ansafone 24 hr

68 HIGH STREET, EDGWARE, MIDDX. – 01-951 1533

MOTOR-DROME

B'MOUTH SPORTS CARS 28698

ROLLS-ROYCE Silver Ghosts. A choice of two. One 1921 open tourer original only 7,000 miles! One 1921 open tourer, total restored only 30,000 miles! Both Hooper bodied & concours. A full description available for genuine purchasers.

MERCEDES 250 SE Coupe, 1966 (2 door). Only 2 owners since new! Maroon with tan leather trim, auto and P.A.S. This car is absolutely magnificent and drives as if it were new. Certainly an appreciating asset at only **£2,695**

ROLLS-ROYCE Cloud III Continental. M.P.W. (2 door) 1966, light metallic blue, magnolia trim, air-conditioning, electric Sundym glass etc., 88,000 miles, mint condition. A rare opportunity to acquire possibly one of the finest examples available **£17,995**

VOLVO P1800 ES (Sports Estate) Nov. 1972. Only one owner, 38,000 miles, metallic light blue/blk leather trim, Sundym and sunroof. Superb .. **£3,495**

ROLLS-ROYCE, 1935 Phantom II Continental by Freestone & Webb. Details on request. Full restoration nearing completion.

MASERATI MERAK, 1976. Only 10,000 miles, metallic gold/blk leather trim, Sundym, air cond., electric windows, cassette/radio, it's "Merakulous" and exceptional. Cost new today £16,000 plus. Only **£9,995**

LOTUS Elite 502 1974 (N Reg'd.), only one owner & 31,000 miles. Air-cond. & electric windows (tints). Roman purple/beige trim, desirable & superb. One not to missed **£4,995**

SPECIAL BUILT MINI 1275 GT by ourselves. Rolls-Royce gold, magnolia leather trim, modified bodywork, etc., extras too numerous to mention. Details on request. Like a baby Rolls! .. **£3,995**

MERCEDES 230 SL 1964, light beige, brown trim, manual & P.A.S., H & S tops, truly superb & very fine example of this classic sports car **£3,495**

(A 12 MONTHS AUTOGUARD WARRANTY IS OFFERED ON ANY OF OUR CARS).

ROLLS-ROYCE/BENTLEYS ALWAYS A VARIED SELECTION IN STOCK. COLOURED PHOTOGRAPHS AND SHIPPING AVAILABLE ON REQUEST.

If you don't see what you are looking for, give us a ring (Mr. Chris Newman or Mr. Ken Simpson). Our stock of Rolls-Royce and Bentley cars is constantly changing. Also we are always willing to purchase top quality second-hand vehicles of the type we sell.

9–13 CHARMINSTER ROAD, BOURNEMOUTH
TELEPHONE (0202) 28698

DON KENDALL LIMITED

12 MONTHS WARRANTY LABOUR & PARTS



1972 (L) Spitfire, overdrive, yellow, unmarked **£1,095.**

1975 (P) Humber Sceptre, overdrive, radio, metallic walnut **£1,695.**



1973 (M) TR6; Red with gold lines, stereo, overdrive, beautiful **£1,995.**

1975 (N) Alfasud TI. Dark blue, 18,000 miles, new exhaust, 1 owner **£1,695.**

1974 Peugeot 104. White, new M.o.T., unmarked **£1,195.**



1973 (M) Mini 1000. Original black cellulose, alloy sports wheels, dark windows, stereo, rear wipe, alarm system, racing wheel. Auto. **£995.**

1976 (P) Renault 12 L, yellow, one owner **£1,595.**



1977 Colt Celeste 1600 ST. Yellow, cloth interior, radio, Sundym, lovely condition **£2,295.**

WE ARE INTERESTED IN BUYING SPORTS CARS AS WELL AS ROLLS-ROYCE AND BENTLEY

Apem Works 114 St Albans Road
Watford Herts Telephone Watford 29645

RICKMANSWORTH SPORTS CARS

201 HIGH STREET · RICKMANSWORTH · HERTS

Mercedes 280 SL Auto 1971. Reg. No. DES 28, finished in dark blue/matching interior **£6,395**

Morgan Plus 8. 1976 R 17,000 miles recorded, white **£5,795**

Reliant Scimitar GTE. 1974, O/D, chrome wheels, red/tan interior . **£2,995**

Lotus Esprit 1975. 10,000 miles, white/tartan interior **£7,895**

TR6 1975 P. O/D, hard/soft tops, carmine red **£2,895**

TR6 1972 L. O/D, sapphire blue **£1,675**

Jensen Healey GT 1976 P. 17,000 miles recorded, metallic dark brown/tan leather interior, 1 owner **£3,595**

BMW 2002 FH Coupe. Dark blue/grey cord interior **£2,295**

MG-B Roadster. Automatic, 1972, low mileage, blaze orange **£1,585**

MG-B Roadster. 1976/77 red & blue from **£2,595**

MG-B GT. 1978. All extras, 4,000 miles, red **£3,850**

MG-B GT. 1973/74/75/76/77, choice of 9 from **£1,825**

MG-B GT V8. 1975 chrome bumper model, white **£2,995**

MG-B GT V8. 1973, M, white **£2,185**

Triumph Spitfires. 1976/77 red or green, from **£1,995**

TR7. Choice of three (one fitted Sprint engine), red/blue or brown, from **£2,895**

TR7. Tahiti blue **£2,495**

TR7. 1978, 100 miles only, white **£3,895**

18 MONTHS' WARRANTY AVAILABLE ON ALL CARS. FINANCE ARRANGED – PART EXCHANGE WELCOME

Rickmansworth (87) 75369 & 78079

9.30 am – 6 pm Monday Friday. 9.30 am – 5.0 pm Sat. Closed Sunday.
GOOD SPORTS CARS ALWAYS PURCHASED FOR CASH.

Frederick Charles (Cars) Ltd.

Gulson Road Garage, Gulson Road, Coventry. Tel: 0203 27518 & 25051

TVR SCIMITAR TR6





TVR

New Convertible in silver metallic with black cloth trim, tonneau, radio, sports wheels

New Taimar in emerald green with white coachband and sunroof, oatmeal cloth interior

1978 (April) S Taimar in bronze yellow with tan coachband and sunroof oatmeal trim, stereo cassette, 3,000 miles only **£5,795**

TRs

1978 (May Regd) TR7 in white L/H/D. Air conditioning, 5 speed, delivery mileage only **£3,395**

1977 R TR7 in white with black interior, blue coachband, alloy wheels, sunroof, radio, 11,000 miles **£2,995**

1977 R TR7 in Inca yellow, black interior, radio, cassette and other extras, 9,000 miles **£2,995**

1976 P TR7 in white with black trim, fitted radio, undersealed, 10,000 miles only by one owner **£2,595**

1975 (Dec) P TR6 Roadster, in mimosa with tan interior, overdrive, XAS tyres, headrests, undersealed, 19,000 miles, one of the last **£2,995**

1974 N TR6 Roadster, in maple with black interior, overdrive, radio, headrests, 44,000 miles, truly immaculate **£2,595**

1974 N TR6 Roadster, in emerald green, black interior, overdrive, radio, undersealed, headrests, 38,000 miles **£2,495**

1974 M TR6 Roadster, in magenta, black interior, overdrive, radio, headrests, 41,000 miles **£2,295**

1974 M TR6 Roadster, mimosa, tan interior, overdrive, radio, undersealed, 43,000 miles **£2,295**

1973 M TR6 Roadster, white, black interior, overdrive, radio, 38,000 miles **£2,295**

1973 L TR6 Roadster, carmine, tan interior, overdrive, radio, undersealed 47,000 miles **£1,995**

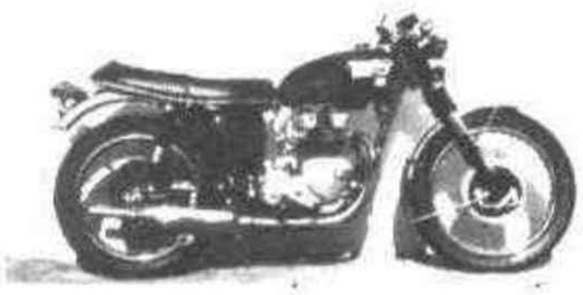
1972 L TR6 Roadster, white, black interior, overdrive, radio, headrests, 52,000 miles **£1,595**

1977 R MG-B GT, blaze, black cloth trim, sunroof, radio, undersealed, 8,000 miles **£3,195**

1976 (Aug) R LANCIA Fulvia 1.3 Rallye, metallic blue, tan cloth trim, 16,000 miles only **£2,595**

1975 N MG-B GT, blaze, black cloth trim, sunroof, radio, overdrive, 33,000 miles **£2,495**

Frederick Charles Cars Ltd



1967 TRIUMPH/Tiger 100 SS/Daytona, in gleaming black/alloy/chrome, a showpiece **£695**

SCIMITAR

New GTE in Caspian blue, cloth trim, manual overdrive, power steering, electric windows, tinted glass.

New GTE in Celtic brown with matching cloth trim, manual overdrive, power steering, electric windows, tinted glass.

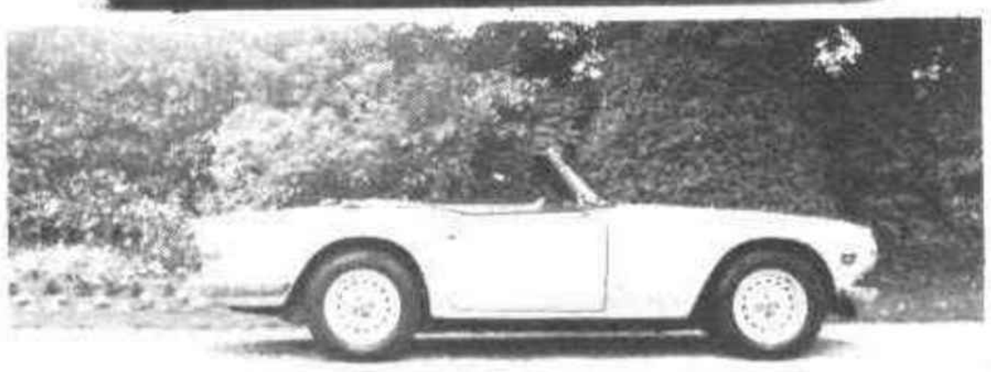
New GTE in Alaska white, blue cloth trim, automatic, power steering, electric windows, tinted glass.

1975 N TRIUMPH Spitfire 1500, in mimosa, tan trim, radio, tonneau, 29,000 miles **£1,725**

1974 M TRIUMPH Spitfire, in French blue, white hood, black trim, overdrive, radio, tonneau **£1,495**

1972 K MG-B GT, in B.R.G. with tan cloth interior, Sundym glass, chrome Rostyle wheels, H.R.W., 44,000 miles **£1,395**





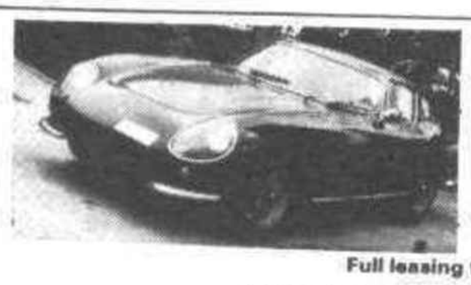
TR6'S LEFT AND RIGHT HAND DRIVE, MORGANS; TVR and SIMILAR SPORTS CARS ALWAYS REQUIRED. DISTANCE NO OBJECT. IMMEDIATE PAYMENT IN CASH.

SHIPPING ARRANGED TO ANY PART OF THE WORLD.

We offer full spares facilities for Scimitar, T.V.R. and TR6.

Motor Agents Association

Motor Agents Association



D K ENGINEERING

ASTON MARTIN DB4GT. We have two examples available of this highly rated car, of which 75 were built and approximately 35 remain in this country. Both in exceptionally good order. **£8,750**
AC 428 FRUA FIXED HEAD COUPE, 1970. 30,000 miles, silver with black hide interior. Full overhaul including solid tappet conversion now completed. A truly outstanding example. **£6,800**
FERRARI 275 GTB/2 1965. An opportunity to purchase lightweight aluminium Scaglietti bodied car, which is right hand drive and has the high performance 6 carburettor engine. One of only a handful built with this specification, colour red. **P.O.A.**



Full leasing facilities available. Intereating Astons, Ferraris, Jaguars always available, part exchange possible, similar cars purchased.

Telephone David Cottingham on Northwood 25435 for details or write to 24, Davenham Avenue Northwood Middx.

01-736 4495

SPARES
Remember this number next time you have trouble finding any Rolls Royce or Bentley parts.

Export Parts Agency. Heathmans Road, Parsons Green, London SW6.

JEM MARSH *Marcos*

JEM MARSH, FOUNDER OF MARCOS, offers a Selection of personally vetted cars which have been through our Restoration Workshops.

1971 Marcos 3-litre Volvo. Red, leather upholstery, new chassis.
1968 Marcos 1600. White, alloy wheels.
1971 Marcos 3-litre Volvo. Yellow, sunroof, electric windows.
1969 Marcos 3-litre Ford. Orange, electric windows, overdrive.

Telephone Jem Marsh personally on
WARMINSTER (STD 0985) 214777
COMPREHENSIVE RANGE OF SPARES AND TECHNICAL SERVICE – WESTBURY (STD 0373) 864097
Hours of opening: 9 a.m. – 5 p.m. Monday to Friday.
Saturday and Sunday **by Appointment only.**
To avoid disappointment please 'phone Jem Marsh personally, before calling.

WANTED FOR CASH
MARCOS CARS, ALL YEARS, ALL MODELS

JEM MARSH, BOREHAM RD., WARMINSTER, WILTS
PHONE: WARMINSTER (0985) 214777

POLARIS

TVR

Grayshott, HINDHEAD, SURREY.
Tel. 042873-5363.

PETWORTH, SUSSEX.
Tel. 0798-43208.

TVR	**New 3000M.** Silver, sun roof, radio/stereo	List
	New Taimar. White, sun roof	List
	New Convertible. Red or silver	List
TOYOTA	**New Celica GT twin cam.** Black metallic	List
	New Celica ST 2000 Lift back. Red	List
	New Celica ST 1600 Coupe. Blue metallic	List
USED	**76S Alfa Romeo 1.8 GT.** Alloy wheels, 23,000	£3,385
	75 Alfa Romeo 2000 GTV SE. 30,000, white	£2,765
	76 BMW 1502. White, radio, 29,000	£2,550
	71 Jaguar E 4.2 F.H.C. White, 50,000	£2,935
	73 Jensen Interceptor. Red, 29,000	£4,650
	77 Series Lancia Beta 2000. 12,000, red	£2,965
	73 Ferrari Daytona blue	£13,500

FINANCE & LEASING TERMS AVAILABLE AT KEEN RATES
CASH BUYERS OF ALL SPECIALIST CARS.

161 MAWNEY ROAD, ROMFORD ESSEX, RM7 8RP.
Tel.: ROMFORD 22717
BUSINESS HOURS 9.30 am – 7 pm



12 MONTHS' PARTS & LABOUR GUARANTEE
CASH PAID FOR LOW-MILEAGE SPORTS CARS

TR7, 1977 S Reg. Yellow with tartan trim, 6,000 miles **£3,250**

TR7, 1977. Red with tartan trim, 14,000 miles **£2,950**

TR7, 1976. White with black cloth trim, radio cassette, 23,000 miles **£2,595**

TR6, 1974 N. Pimento red, h/soft top, 23,000 miles **£2,450**

TR6, 1972 L Reg. Red with black trim, o/drive **£1,695**

TRIUMPH Spitfire, 1974. Choice of two, red and yellow with hard tops **£1,595**

TRIUMPH Spitfire, 1972. Damson red, o/drive & h/top, v.g.c. **£1,195**

TRIUMPH GT6. Choice of three, 1972/3/4, from **£1,195**

TRIUMPH Stag, 1974 N Reg. Magenta, h/soft tops, auto & PAS **£2,750**

MG-B GT V8 M Reg. Harvest gold & 1 owner from new, genuine 28,000 miles. A credit to its previous owner **£2,495**

MG-B GT, 1975. Anniversary model, green & gold, 19,000 miles **£2,795**

MG-B GT, 1975 P Reg. Finished in blaze orange with full cloth trim **£2,495**
MG-B GT, 1972/3/4. Choice of five, all fitted with o/drive, radios, Rostyle wheels & cloth trim, from **£1,495**
MG-B D/H, 1975 P Reg. Limeflower with o/drive, 18,000 miles **£2,250**
MG-B D/H, 1972/3/4. Choice of four, red, green, blue & yellow all with o/drive. Some with h/tops, from **£1,395**

ASTON MARTIN, G Reg, DBS 6. Coach finished in flame orange, with sparkling rust-free chrome wire wheels. Fastidiously maintained by previous owner to a very high standard **£3,750**

DATSUN 260Z, 1974. Silver with Wolfrace wheels & s/roof, 8 track stereo, 25,000 miles **£2,595**
LOTUS +2S 130/5, 1974 Model with cloth seats, black with gold cockpit & mag. wheels **£2,895**
LOTUS +2, 1968. Recent £300 respray. Finished in met. gold. A real eye-catcher having covered 60,000 miles **£1,495**

PHONE US IF YOU DO NOT SEE A CAR TO SUIT YOUR PARTICULAR REQUIREMENTS. WE HAVE A CONSTANTLY CHANGING STOCK AND SO WILL PROBABLY BE ABLE TO HELP YOU. 50 PLUS SPORTS CARS IN STOCK

JAGUAR E Type V12 2+2 Auto. Finished in cameron green with tan leather upholstery & chrome pressed steel wheels & white walls, 8 track radio stereo, 40,000 miles **£3,450**

JAGUAR E Type V12 2+2, Manual 1973. Finished in silver with sunroof. Tinted glass, chrome pressed steel wheels & white walls **£4,950**

DAIMLER Double 6 N Reg. Finished in dark blue & Van-den Plas chrome strips. Genuine 40,000 miles with full service history **£3,950**

DAIMLER XJ6, N Reg. Regency red with biscuit interior, chrome pressed steel wheels & new white-wall tyres. Electric tinted windows & refrigeration **£4,450**

JAGUAR XJ6, 1974. Dark blue with light beige leather upholstery, chrome pressed steel wheels & w/wall tyres. Refrigeration, 42,000 miles **£4,250**

JENSEN HEALEY, 1973. Blaze orange with black interior, hard & soft top. A very pretty car **£1,595**

JENSEN HEALEY, N Reg. Large rubber bumper model. Finished in white with black upholstery, 29,000 miles **£2,295**

JENSEN Interceptor, 1972. Black with black leather upholstery, alloy mag. wheels with white-wall tyres. Refrigeration **£3,395**

JENSEN INTERCEPTOR, M Reg. Reef blue & beautiful, 38,000 miles, usual extras – tints & electric windows, mag. wheels & refrigeration **£3,950**



Merryfields



HAVAS PACKING & SHIPPING LTD.

The new name with 25 years experience behind it.
The company who **Think cars, Talk cars and SHIP CARS.**
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



MATRA

Red 2+2 Targe, 1 of only 2 RHD's, mid engine: 1700 German Ford V4 110 m.p.h., 30-40 m.p.g. Fibreglass body, outstanding example, 1972, 31,000 miles
£1,775
Ring Mr. Brown (office hours),
01-549 5560.

CAR DUST COVERS

Made of lightweight, tightly woven silk-like material with pull-tight hem on all four sides. With the advantage of being fire resistant, and easy washable.

14' x 8'6" £14. 16' x 8'6" £16. 18' x 10'6" £19.50.
20' x 10'6" £21.50 22' x 12'6" £30. 28' x 12'6" £38.

All prices include VAT. £1.50 P&P on any quantity
Cheque with order payable to R.S.B.E.
1 Greenwood Road, Stoke Golding, Nr. Nuneaton, Warks.

COACH TRIMMERS

Robert Betteridge Co Ltd (Est 16 years)
29 Queens Gate Place Mews SW7 5BG





All types of trim work undertaken, hoods, headlinings, vinyl roof, carpeting, seating etc. Interior restorations, completely or partly. We are very experienced in Rolls-Royce, Bentley, Veteran, Vintage and Classic cars.

Ring 01-584 5661 – Quotations – Bookings

ALFACENTA *Car Sales*

OFFER THE FOLLOWING SELECTION

Alfacenta Car Sales offer high quality Alfa Romeos at competitive prices, all of which have been thoroughly inspected in our workshops. Our present stock includes:

1964 2600 Spyder Mk.2. All black, 55,000 recorded miles. A rare and exciting tourer of classic beauty. Price and full details on application.

1973 2000 Gt Veloce. Silver with black interior, radio, Ziebart, 55,000 recorded miles, vgc. **£1,750**

1975 2000 Gt Veloce. Alfa red, navy cloth upholstery, radio, one owner, 8,200 recorded miles (genuine) **£3,595**

TOP PRICES OFFERED FOR ALL MODELS.

BUYERS CAN CALL BY ARRANGEMENT.

Eversley Basingstoke Hants: Telephone: Yateley (0252) 876125 (4 lines)
Members of M.A.A. Vehicle Collection & Delivery Open 6 Days a week Barclaycards Ansafone

---

demon tweeks

Alan Minshaw Racing



Shock Absorbers Suspension Wheels Tyres Racewear

We are THE Specialists

We at Demon Tweeks pride ourselves on having the largest range of shock absorbers in stock in the country. For the past seven years we have built up a vast experience on all matters to do with suspension for road, race and rally applications, and we now have a reputation second to none for fast mail order delivery from our huge stocks. If you require shocks, coil springs, leaf springs, wheels, tyres or race/rally preparation gear including a full range of racewear, then we are the experts. Call in or telephone with your application, we cater for cars old and new, our full time mail order department will ensure really reliable delivery, and all you need do is tell us your Access or Barclaycard number for instant dispatch.

Demon Tweeks is run by 'veteran' racing driver Alan Minshaw, (he's been at it for twenty years now!) and you have his personal guarantee of an honest deal on all goods purchased. Here are your contacts: Alan Minshaw, Proprietor. Malcolm Marriott, Ken Ankers, Steve Kerr, Eddie Linton, Sales. Barbara Pickles, Reception, Marie Jacks, Pam Davies, Mail Order.

Send a large SAE for fully illustrated DEMON TWEEKS catalogue. (And discount price list!)

Dept. ARM **High Street, Tattenhall, Nr. Chester, Cheshire.**

Tel:(0829) 70625/70055 wheels & tyres 70038
Open 9-5.30 Mon. to Sat. 11-1 Sundays

BARCLAYCARD VISA



THE PRESTIGE CAR CENTRE
DERELIOTT CONVERSIONS LTD.

DISTRIBUTORS TVR · Maserati · De Tomaso

DEMONSTRATION CARS AVAILABLE
New Scimitar GTE
New Maserati Merak SS
New Tomaso Deauville
New TVR Taimar
Early delivery on all Maserati and De Tomaso models

NEW CARS IN STOCK
Maserati Merak SS. Red ..... **List**
Maserati Kyalami. Rosso Rubino metallic ..... **List**
TVR Taimar. Red ..... **List**
TVR 3000 M. Yellow ..... **List**
TVR Convertible ..... **List**
Scimitar GTE. Auto, Lincoln green .. **List**
Scimitar GTE. Manual, brown ..... **List**
Scimitar GTE. Auto, russet red ..... **List**
Scimitar GTE. Manual, blue ..... **List**

A SELECTION OF USED CARS
S Reg. Maserati Merak SS. Metallic Rosso Rubino with mushroom leather upholstery, air cond., tint glass, stereo/radio. Our ex show/managing director's car (would cost new on the road, just under £17,000) offered at .. **£14,950**

78 TVR Taimar. Our ex-show car, only 4,000 miles, all usual extras including sunshine roof, model coach band, locking fuel cap, door mirror, special paint finish in harvest beige, a great saving at ... **£6,250**

75 BMW 3.0CSI. Metalic turkis/beige vinyl roof, usual extras **£6,750**

75 Jaguar XJ6 4.2. Auto, white with leather trim, usual extras, only 25,000 miles, service history **£5,150**
74 Jaguar XJ6 4.2. Auto, lavender with dark blue leather trim, usual extras **£3,650**
74 Lotus Elite 502. Lagoon blue, low mileage **£4,750**
(N) Datsun 260 Z. With samuri conversion, including Wolfrace wheels and customised paint finish, one owner, only 31,000 miles, all usual extras, immaculate condition throughout **£3,250**

Head Office: **Thurstaston, Wirral, Merseyside. Tel. 051-648 5656.**
Welsh Branch: **115 Conway Road, Llandudno Junction. Tel. Deganwy (0492) 84444.**

Ottershaw
for OPEL

25 NEW OPELS IN STOCK FOR IMMEDIATE DELIVERY

A selection of our used Opels with 12 months warranty.

1978 Manta SRB. Black, velour, sunroof and tint, chassis pack, spoiler, stereo radio/stereo, 7,000 miles, our Managing Director's car **£4,395.**
1975 Commodore G.S.E. Automatic Coupe. Royal red, radio/stereo, sunroof and tint, one owner. **£3,995.**
1977 (S) Manta Berlinetta. 5,000 miles only. **£3,995.**
1977 Manta Berlinetta. Radio, 12,000 miles. **£3,795.**
1976 Ascona 1.9 SR 4 door. One owner, 20,000 miles, maintained by us from new. **£2,595.**
1976 Kadett 1.2 Special. £1,695.
1973 (M) Rekord Automatic Coupe. Monza blue, sunroof. **£1,595.**

Please phone if you do not see the Opel you require. We may have it in stock.

Ottershaw Motor Company Limited

SPINNEY HILL, ADDLESTONE, SURREY

Situated on A319 between Addlestone & Chobham 10 min. from M3

Tel.:
Ottershaw 2514 or 2326

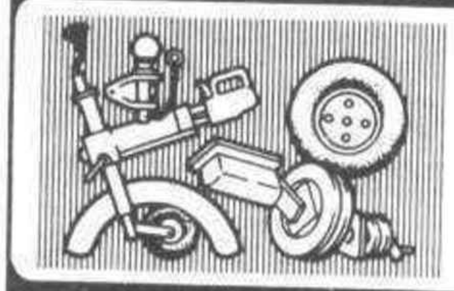
HOODS
and Tonneau Covers



Welded Seams – Welded Windows
Guaranteed Not To Leak – Money Back Undertaking
We manufacture best quality PVC hoods and tonneau covers for all leading makes of British Sports Cars and Convertibles including.
SPRITE, MIDGET, MGB, SPITFIRE, TRs, HERALD/VITESSE, MORRIS 1000 available in black and choice of colours.
COMPETITIVE PRICES – FAST DELIVERY
Send or telephone for brochure and latest price list.
Ask about SUNROOFS – 1 day fitting service

Suffolk Trimmers Ltd
STANTON, BURY ST EDMUNDS, SUFFOLK. IP 31 2AR TEL: 0359 50513

TRAILERCRAFT



The TRAILERCRAFT range of parts covers all your requirements for trailer construction from **STOCK.**
SUPERSPENSION units, hubs, wheels, and tyres, couplings and many other items are in our fully illustrated catalogue, a copy of which can be yours free of charge upon receipt of a large S.A.E. One of our many stockists will be near you.

TRAILER PARTS

MANUFACTURED & DISTRIBUTED WORLD WIDE BY:
barton hover eng. ltd
RATCLIFFE ROAD INDUSTRIAL ESTATE, ATHERSTONE, WARKS. CV9 1JA. Tel 4884. Telex 341961

PORSCHE



356 SPARES SPECIALISTS

Full range of 356 new, used and reconditioned spares to restore your 356 to original spec.
356 & 911 service parts:– Brakes, clutches, silencers, filters, gaskets.

Mail Order Service Available.
Service and Restoration undertaken.

911 T, 1971, Sportomatic. Blue/beige, full history. **£3,500.**
911 T 1969. Kelly Green, 2 owners. **£2,500.**
911 T, 1972, Sportomatic. Sepia/tan, full history. **£4,500.**
911 T, 1972, LHD Sportomatic. Sepia/tan, full history. **£3,750.**
911 T, 1972. Silver/black, electric, full history. **£4,500.**

WANTED – ALL **911** AND **365** IN ANY CONDITION.

01-883 0639

HERTFORDSHIRE SPORTS CARS LTD.
33 STATION RD. RICKMANSWORTH HERTS.

BGT V8 1976. Red, sunroof **£3,750**
BGT 1976. Blaze, o/d, hrw, radio, superb **£3,199**
BGT 1976. Yellow, o/d, hrw, beautiful **£2,999**
MG-B 1976. Green, o/d, radio **£2,599**
MG-B 1976. Red, o/d, radio **£2,599**
MG-B 1975. (chrome bumper model), damask, o/d **£2,250**
MG-B 1974. O/d, radio, bronze **£1,899**
Midget 1973. Harvest gold, v.g.c. .. **£1,199**
Porsche 911S 2.7. Platignum e/roof etc., superb **£7,250**
350SL 1972. Manual, white, h/s tops **£6,950**
XJS 1976. Auto, maroon, all refinements **£9,250**
V12 E Type 2+2 'M' reg. Superb . **£4,750**
Jensen Healey 'N' reg. Harvest gold, super **£2,399**
RS2000 'N' reg. Blue, beautiful throughout **£2,099**
TR7 1977. Auto, white, sunroof, superb **£3,099**
TR6 1974. Blue, o/d, outstanding condition **£2,599**
TR6 1973. Yellow, o/d **£1,899**
TR6 1976. Black, o/d, Wolfrace wheels **£1,599**
Spitfire 1976. Red, o/d, radio, superb **£2,099**
Spitfire 1975. Red, radio, beautiful **£1,799**
Spitfire 1973. Mallard green, h/top, radio **£1,299**
Range Rover 'M' reg. Special paintwork, Wolfrace wheels etc. **£4,750**

UP TO 100 GUARANTEED USED CARS IN STOCK
RICKMANSWORTH (87) 73382 75204 70496
WANTED ALL SPORTS CARS OPEN 7 DAYS A WEEK

DAVID CLARK CARS

140, Finchley Road, London, N.W.3 Tel: 01-794 1031/2

242-248 High Street Barnet, Herts Tel: 01-441 1419



1973 Daytona, l.h.d., only 3,000 miles, **£18,500**



1970 ASTON MARTIN DB6 Mk II. Auto, silver/red hide, 2 owners, 58,000 miles **£5,950**

FERRARI

400 GT. Auto, rosso, tan hide, delivery mileage **£25,700**
1976 (R) 308 GT4 2+2. Met. blue, cream leather, air cond., radio/stereo, 12,000 miles, service record **£10,750**
1978 BMW 633 CSI. Auto, met. ruby red, black leather, air cond., mahle wheels, 3,000 miles, as new **£15,250**
1974 Mercedes 450 SL. Met. green, tan trim, c/locking, e/windows, tints, service record **£10,450**
1977 LOTUS Esprit. Red with tartan trim, 9,000 miles **£6,950**
1975 (P) JAGUAR 4.2 Coupe. Black with olive trim, 34,000 miles **£5,750**
1973 (M) TR6. Yellow, 57,000 miles **£1,720**
1976 SCIROCCO TS. Black with tartan trim, 23,000 miles, complete service record **£2,995**
1965 GTB. Rosso Chiaro/black leather. Recent £2,000 engine rebuild, service record **£12,500**
1978 308 GTS. Rosso Chiaro/black leather, air cond, del mileage ..... **P.O.A.**
1975 308 GT4, 2+2. Met. silver/black cloth, 21,000 miles, full history **£8,750**

1978 MERCEDES 450 SL. Met. ice green/cloth trim, alloy wheels, Becker radio/stereo, e/windows, tinted glass, del. mileage **£17,500**
1975 (P) MERCEDES 450 SL. Magnetite blue/blue trim, radio/stereo, 36,000 miles **£11,950**
1970 ASTON MARTIN DBS V8 LHD. Manual, dark blue/tan leather, 10,000 miles **£6,750**
1975 (P) BRISTOL 412 Convertible. White/black leather **£12,950**
1969 ISO GRIFFO. Manual, yellow/black leather, 2 owners, 29,000 miles. Superb **£7,500**
1977 SCIMITAR GTE. Manual, o/d, red, e/windows, c/wheels, Phillips radio/stereo, 7,000 miles **£5,750**
1974 SPITFIRE. White/black trim, radio/stereo, 25,000 miles **£1,495**
1975 BMW 3.0 Csi. Fjord blue/blue velour, vinyl roof, e/roof, radio/stereo **£7,950**
1975 BMW 3.3 LA. Met. silver, every extra fitted, 21,000 miles, full service record **£7,750**
1964 CLOUD III. Burgundy over shell grey, excellent **£9,500**

ARRIVING SHORTLY. 308 GTB, 61 Bentley Convertible, 78 Porsche Turbo.

GREENCOAT MOTOR COMPANY

29 VAUXHALL BRIDGE ROAD LONDON SW1

Tel.: 01-821 0245



1977 (Dec.) ALFA 2000 GTV. In black with grey velour, alloy wheels, sunroof, tints, rad./cassette, 6,000 miles, as new. **£4,850**



1973 MERCEDES 280CE Coupe. Metallic dark blue blue tex, el. sun roof, radio, auto, PAS, superb condition. **£4,250**



1974 FERRARI Dino 246 GT. In white with black leather, rad./stereo, one owner, 28,000 miles. **£8,450.**



1974 JAGUAR E V/12 Roadster. In white, black leather, auto, Sundym, rad./stereo, 1 owner, 34,000 miles. **£6,950.**

1974 JAGUAR E V/12 Roadster. Special finish in pale blue, dark blue leather, auto, Sundym, rad./stereo, 1 owner, only 27,000 miles. **£7,450**

1973 JAGUAR E V/12 Roadster. Lavender, black cloth trim, rad./cassette, chrome pressed wheels, white wall tyres, manual, 36,000 miles, immaculate. **£6,250**

1976 MERCEDES 280 SE. Light stone, blue cloth, el. sun roof, radio, tow bar, 1 owner, full service record, 27,000 miles, perfect. **£9,950**



1976 ALFA MONTREAL. Metallic silver, blue cloth, one owner, 4,300 miles only radio/stereo, five speed manual g/box, alloy wheels. **£6,750.**

1976 JAGUAR XJS. Red with comprehensive extras, an immaculate car, low mileage. **£8,950.**

1976 FERRARI 308 GT4 2+2. 21,000 miles, white with black leather interio int., radio/stereo, air cond., to our usual immaculate standard. **£9,500.**

JAGUAR XJ6. Choice of two, under 24,000 miles, both saloons and one owner, unmarked, allso 1977 4.2 XJ6, saloon due in at the time of going to press. ALso the possibility of a AC 428 Fastback Coupe, 35,000 miles, a very rare car!



1973 JAGUAR E V/12 Roadster. In signal red, black trim, manual, Sundym, white wall tyres, rad./stereo, 33,000 miles. **£6,450**

1973 JAGUAR E V/12 Roadster. In azure blue, black trim and hood, auto, chrome pressed wheels, Sundym, rad./stereo. **£6,250**

1976 DATSUN 260Z 2+2. Red, black trim, radio, 2 owners, 19,000 miles, exceptional. **£4,475**

1976 Dec. ROVER 3500 SDI. Brasilia, manual, el. windows, tow bar, only 13,000 miles. **£5,450**

1975 MERCEDES 450SE. Metallic blue, parchment trim, el. sun roof, rad./stereo, 23,000 miles. **£10,450**

MURRAY JACOBSEN

Unit C, Oakcroft Road, Chessington, Surrey KT9 1RO

Tel.: 01-391 0088 day, or Dorking (0306) 86609 eves.





1936 Ford V8 Fire engine **£1,650**
1921? Ford Model T with military back **£3,500**
1940 Thornycroft Sturdy **£650**
1935 Morris 14/6 S2 ..... **£1,100**
1936 Aston Martin 2-ltr saloon **£2,750**
1951 Bristol 401 saloon **£1,500**
1965 Austin Healey 3000 Mk. 3 ..... **£2,250**
1974 Jensen Interceptor 3J **£4,500**
1938 Morris Minor PO Line Van **£2,350**
1933 Austin 7 4-seat tourer **£2,350**
1929 Austin Chummy for restoration **£900**
1931 Austin 7 Box needs finishing **£450**
1958 Jaguar XK 150 FHC **£4,750**
1951 Royal Enfield **£350**

For further details please phone. View by appointment only please.

WANTED AUSTIN 7'S ANY TYPE OR CONDITION. FINANCE AND PART EXCHANGE (MODERN OR OTHERWISE)

JENSEN–HEALEY

Parts and Service Dealer
Full Service and Repair Facilities.

GEOFF. BLOOR GARAGES,
13/17 Radcliffe Road,
West Bridgford, Nottingham

Tel: Nottm. 865543

MYSTERY

MORGAN BUYER
01-440 2462
DAYTIME
05902 3666
EVENINGS/WEEKENDS

VINTAGE CAR COACHWORK

If you are restoring a vintage car and are having problems with the bodywork, we can help by providing anything from a single piece of ash to a complete replica body, at a very realistic price.

Jim Marland. Bolton 592061



Nigel Dawes

BIRTSMORTON COURT NR. MALVERN /A438 6miles off J9 M5 WORCESTERSHIRE. TELEPHONE BIRTSMORTON 068 481 525
VISITS BY APPOINTMENT ONLY



1926 MORRIS COWLEY. (Bullnose), 2 seater with Dickey. 2 owners from new.



1962 LAGONDA RAPIDE. Body by Superleggera, deep blue/beige, very full specification, (only 55 made) in very original and outstanding condition.



1929 RILEY BIARRITZ. 4 door sports saloon, entire fabric body/maroon trim.

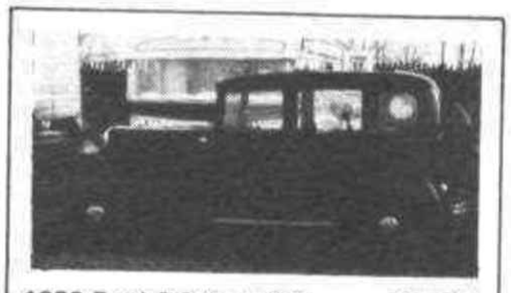
ASTON MARTINS
DB 2/4 Mk I. Choice of two 1954/3.
DB 2/4 Mk I. Convertible 1954.
DB Series 2. 1960
DB6 Vantage Manual. 1969
DBS '6' Auto. 1969
DBS '6' Vantage Manual. 1971

JAGUARS
XK 150 'S' FHC. 1959
XK. 150 Convertible Auto. 1958
'E' type FHC 2 + 2 Auto. 1967



BRISTOLS
401. 1952
403. 1954
404. LHD. 1958
405. 1955
406. 1960

LOTUS
Elite. 1962



1929 Ford A 2 dr. saloon **£2,300**
1931 Austin Henley **£950**
1931 Morris Cowley **£550**
1933 Austin 12/4 saloon **£1,250**
1934 Standard 10 saloon **£650**
1935 Austin 10 Litchfield **£300**
1935 Morris 12 saloon **£950**
1937 Humber 12 saloon **£750**
1954 Riley 1½ saloon **£550**
1956 Morris Minor **£500**

Telephone Woodhall Spa 52649 or Wainfleet 331.

JOHN LEWIS

America's Classic Car Man in London

OFFERS

1950 Freestone & Webb Bentley Mk. VI. **£4,995**
1966 Mercedes 220SE convertible. **£4,500**
1964 Mercedes 220SE coupe. **£1,595**
1962 Mercedes 180C saloon. **£595**
1968 E-Type Jaguar Series 1½ roadster. **£3,250**
1965 Jaguar 2.4 Mark II (near mint). **£1,895**
1955 Rover 75 saloon. **£525**

For complete details & to view, please phone 01-289 3051 or write 36 Warrington Crescent, London W9

DUNCAN HAMILTON & CO., LTD.

PROUDLY OFFER



1958 Jaguar 2.4 Mk.1, finished in Grey with Blue trim. Two owners from new, 22,000 miles only. A wonderful investment.



Our **SUPERIOR 2200 MOTORHOME** is now available for sale. A very full and comprehensive specification. 25,000 miles only. Immediate delivery, please call for further details.



FOR HIRE

This magnificent 29 ft. **SUPERIOR LA COSTA MOTORHOME** is available for hire throughout 1978. Sleeps six people. Equipment includes three air conditioning and refrigeration units, hot and cold running water, deep freeze and large refrigerator, colour television. We also provide a new motor cycle mounted on the back and a new inflatable dinghy included in the hire charges. No Continental surcharge. The rental charge is £550 per week, which breaks down to only £13 per head per night if there are six passengers on board. For the holiday of a lifetime please call us for reservations and further details.



The original famous ex-Cob 1. 7 litre **AC Cobra** is now available to the discerning and brave only! Finished in maroon with beige trim, 5,000 miles only. Possibly the ultimate road/classic car.



1965 Rolls Royce Silver Cloud III. Steel blue with grey trim, 84,000 miles only, original factory fitted Air Conditioning. Full service history, magnificent in all respects.

AS SPECIALISTS IN JAGUAR AND CLASSIC MOTOR CARS FOR THE LAST 30 YEARS WE ARE ALWAYS INTERESTED IN PURCHASING DESIRABLE AND OUTSTANDING VEHICLES.

THE SQUARE
TELEX 28905

BAGSHOT

SURREY
TEL.: BAGSHOT (0276) 71010

FINANCE FOR OLD CARS

YOU FIND THE CAR – WE FIND THE MONEY

Fairholme Finance Ltd
129 Ealing Road, Wembley, Middx. Tel 01-903 3222

1938 4¼-litre BENTLEY

Freestone & Webb bodied 4-door saloon with razor-edge styling. Genuine mileage 74,200. Reg. No. CTF 148. Chassis No. B66LS.

Offers Invited
RUTTERS GARAGE LTD.
BRIDGNORTH 2581

CATALOGUE No. 4 OUT NOW

Trim, Upholstery Coachfittings, Accessories, Electrical items

for the restoration and maintenance of
VETERAN, VINTAGE PRE/POST-WAR VEHICLES

PAUL BECK

available by **quick** and **efficient** worldwide **mail order service**
UK 60p. Europe 85p (post paid)
USA and elsewhere $3.00 (bills) (air post paid)
PAUL BECK, HAPPISBURGH, NORWICH, NORFOLK
NR 12 0RX. ENGLAND. Tel.: Walcott 367.

THE COMPLETE NUMBER PLATE SERVICE

Don't spoil your beautiful car with incorrect or modern reflective number plates. We can offer the complete number plate service – the correct style, type and size to suit *your* car be it veteran, vintage, classic, modern or custom. Silver peak are now available. Stamped addressed envelope for details.

JAMESIGNS

Oakcroft Road, Chessington, Surrey. 01-391 1199

Access, Barclaycard, American Express, Diners Cards Accepted. Overseas enquiries welcome.



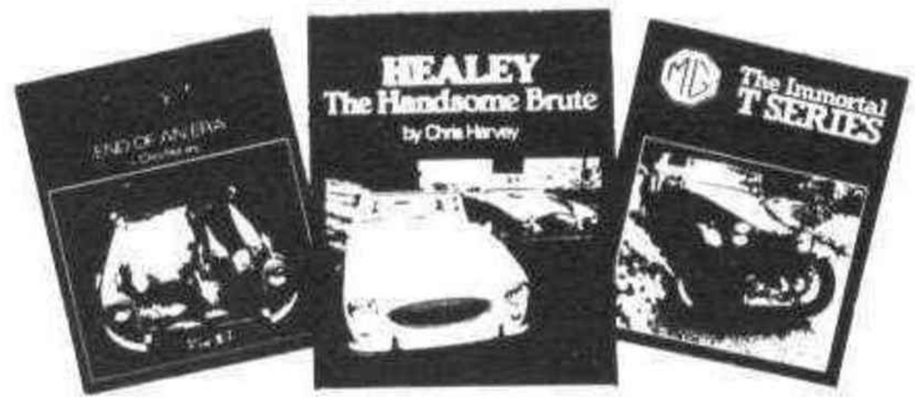
BENTLEY 4¼

on 1951 Mk. VI chassis,
Lovely condition, chrome, chassis, engine excellent.
£7,850

phone:
CHELTENHAM 0242 22497

Oxford Illustrated Press

CAR SERIES
by Chris Harvey



Large format 256pp 16pp colour

E Type: End of an Era
'. . . amazing photos . . . *E Type: End of an Era* is nothing short of astounding' *Custom Car*
'. . . disarming wit . . . excellent model-by-model analysis . . . nicely illustrated' *Road and Track*

MG: The Immortal T Series
'. . . fascinating and beautifully produced . . . without a doubt this is the new bible for T-Type enthusiasts everywhere . . .' *Motor Sport*

*

- **Healey: The Handsome Brute** *Publication date July 13 1978*
- **Jaguar XK** *Publication date Autumn 1978*

Available from your local bookseller or by post from:
Connoisseur Carbooks
32 Devonshire Road London W4
at **£12.85** each incl. p&p

CONNOISSEUR CARBOOKS SPECIAL! Books signed by the author will be sent to those who order first

£23,000 PRIZE MONEY

to be won at the largest national CONCOURS D'ELEGANCE of the year

TOWN & COUNTRY MOTORING FESTIVAL

SATURDAY 26th AUGUST
SUNDAY 27th 1978
MONDAY 28th
At the Royal Showground

- Applications from ALL VEHICLE CLUBS for the INTER-CLUB TROPHY – best team of ten vehicles.
- NINETEEN INDIVIDUAL CLASSES for all types of vehicles – VETERAN, VINTAGE, P.V.T., CLASSIC, SPORTS & RACING CARS, HISTORIC COMMERCIAL VEHICLES, CUSTOM CARS etc.
- Plus many 'Special' awards including 'Best Vehicle of Show' to be exhibited at The Motor Show.
- Sotheby's Veteran, Vintage & Classic Motor Vehicle sale.
- Exhibiting & Retailing facilities available.
- FREE ENTRY – Send NOW for entry forms, closing date 7th JULY 1978.



TOWN & COUNTRY MOTORING FESTIVAL, R.A.S.E.,
National Agricultural Centre, Stoneleigh, Kenilworth, Warwickshire CV8 2LZ Telephone 0203 56151

VICTORIA CARRIAGE CO.



HAVE PLEASURE IN ANNOUNCING A UNIQUE SALES SERVICE FOR OWNERS OF THOROUGHBRED AND CLASSIC MOTOR CARS

We have developed, at the request of clients, a service to sell on commission any Thoroughbred or Classic motor car in good condition or of reasonable rarity. The advantages of this service are many.

There is a continuous advertising campaign reaching all parts of the world.

Professional sales and maintenance staff always in attendance on vehicles and their prospective purchasers.

Cars displayed in what is probably the largest specialist car showroom in Europe (the above is only a small part of our premises).

Full shipping facilities for overseas sales and clients.

All cars fully insured whilst on premises.

No charge to client whilst car is unsold.

Please do not hesitate to contact us for further information or visit our premises and discuss details with our staff.

199 Buckingham Palace Rd., London, SW1.
Telephone: 01-730 9438 — 01-730 9439

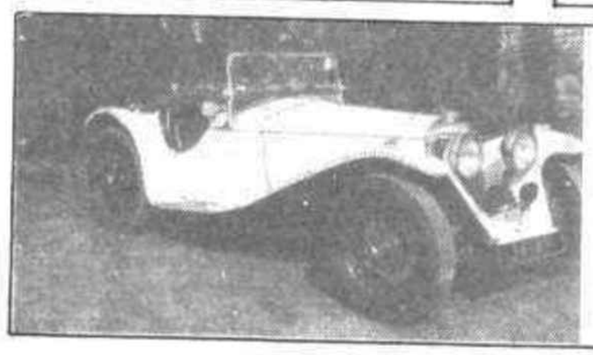
DYNAMIC BALANCING

Basset Down are the balancing people. Write or 'phone for priced leaflet.

Basset Down Ltd,
Swindon, SN4 9PQ.
Telephone 0793-812331



Simon J. Robinson *MGA Specialist*
Spares, Cars, Restorations. MGA's bought & sold. All Spares immediately Available.
Burns Farm, Dacre, Harrogate, North Yorkshire.
Tel: Harrogate 780519 S.T.D. 0423



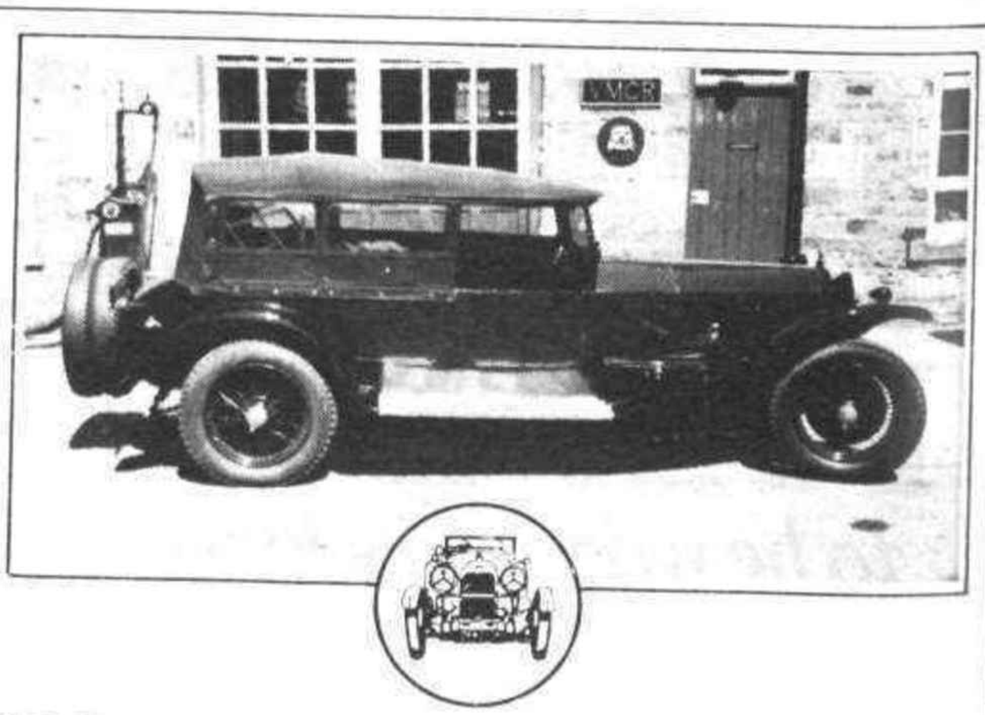
1934 RILEY IMP

With unique reg. no 341 MP (original no. also available).

ASHLEY 2407
(Staffs)

our speciality is Shipping Cars with quality preparation, collection & delivery service to & from all areas World Wide

Wilton Carriage Company
18 Charing Cross Road, London WC2
Phone: 01 240 2088/9 & Ruislip 38358 a/hrs



1927 7th series Lancia Lambda. For sale — engine overhaul just completed

VINTAGE MOTOR CAR RESTORATION

OUR SPACIOUS PREMISES CAN ACCOMMODATE UP TO 25 VEHICLES AND ARE EQUIPPED TO REPAIR OR COMPLETELY RESTORE YOUR VINTAGE OR THOROUGHBRED MOTOR CAR

DAVID A. C. ROYLE

The Old School, Staindrop
Nr. Darlington, North of England
Telephone Staindrop (083-36) 452

•CHROME PLATING•
SPECIALIST RESTORING AND REPLATING SERVICE
ONE-OFF or MASS PRODUCTION

•BEAD BLASTING•
Baker Polishing & Plating Works,
Unit 11, Paramount Ind. Est.,
Sandown Road, Watford, Herts.

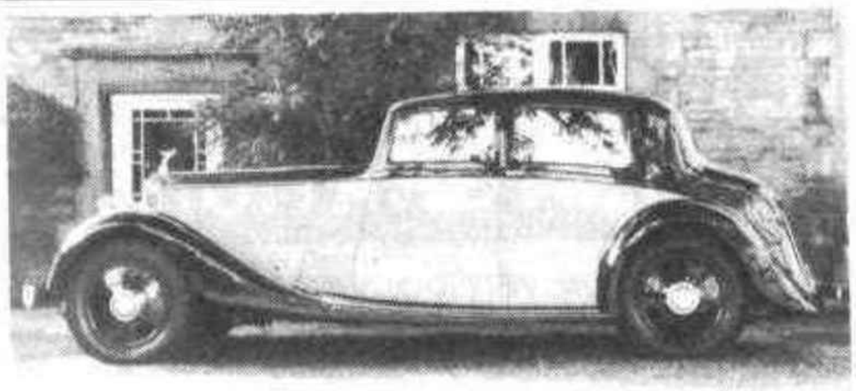
•WATFORD 29309•

NEW PARTS FOR OLD FORDS

NEWFORD PARTS CENTRE
FISHWICK LANE, HIGHER WHEELTON, CHORLEY, LANCS.
Telephone: 0254 - 830343
Most parts in stock for Models 1950 - 1968
NEW AND REBUILT ENGINES & GEARBOXES

Hartford Motors (Oxford) Ltd. Oxford (0865) 49966

FOR YOUR CLASSIC & VINTAGE CAR
RESTORATIONS, MECHANICAL WORK OF ALL TYPES.
M.o.T. TESTING, SHOTBLASTING.
Seacourt Tower, West Way, Oxford.



On behalf of a client we have been asked to negotiate the sale of this motor car.
1935 ROLLS-ROYCE 20/25 Hooper four door sports saloon. First Registered in December 1935. There is a comprehensive dossier on the motor car. Photographs and further information are available upon request.
Price: £11.000 or near offer.
ARRANGEMENTS TO VIEW can be made with **MICHAEL J. WATSON** at **MARSHALL (CAMBRIDGE) LIMITED,** 7 Oundle Road, Peterborough. Telephone: Peterborough 66011.

C.A.R.S. Ltd

The Rolls-Royce and Bentley restoration experts

have had numerous enquiries
from customers wishing to purchase an old
Rolls-Royce or Bentley.
So if you have one,
regardless of condition,
contact us, we will value it and
either sell it for you or
put you in touch with one of our customers
and you can deal direct.

Coachbuilders & Automobile Renovating Services Ltd.
Unit 3, Alston Lane Industrial Estate
CHELTENHAM TEL. 29924

Closed for annual holiday first two weeks July

CHRISTIE'S
In association with
Lord Montagu of Beaulieu

COLLECTORS CAR SALES

The next sale,
including motor cycles
and commercial vehicles
is to be held at

BEAULIEU

AT THE
NATIONAL MOTOR MUSEUM
HAMPSHIRE, ENGLAND

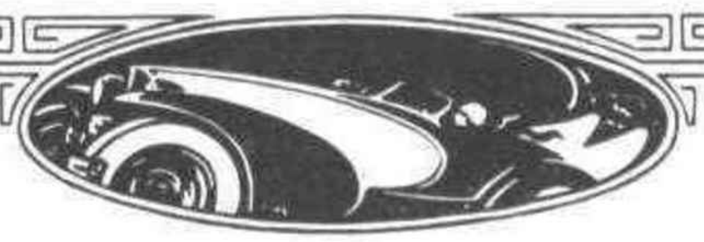
ON
TUESDAY JULY 11th, 1978

Entry by catalogue only,
purchaseable in advance from
Christies, South Kensington.

Details from Robert M. Brooks
AUTOMOBILE DEPARTMENT

Christie's
South Kensington

85 OLD BROMPTON ROAD, LONDON SW7 3JS
TELEPHONE 01-581 2231 TELEX 916429



Transcar ship more personal export cars home from Europe than all 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, 43-44 New Bond Street, London W1Y 9HB. Tel. 01-491 4121.

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.

RILEYS 1946 – 1954

E. T. LUNDEGAARD

33 KING EDWARD AVENUE, GLOUCESTER
Tel: GLOUCESTER (0452) 23440

SPARES ARE NO PROBLEM – JUST CONTACT THE SPECIALISTS
(Parts list 40p)

SAME DAY DESPATCH.
SALOONS AND CONVERTIBLES REQUIRED.
IMMEDIATE DECISION, IMMEDIATE CASH.

WILDAE RESTORATIONS LTD

FULL RESTORATION ON VETERAN VINTAGE SPORTS RACING CLASSIC CARS.

NEW ASH FRAMES and Replica Bodies made to customers' requirements. Panelled in Aluminium, Steel or Fabric.

One-off Parts machined to original pattern or prints. King-pins, Bushes, etc.

Full Chassis Restoration Undertaken

KNOWLE YARD, BRAUNTON, NORTH DEVON
TEL: BRAUNTON 813814

MOTOR INSURANCE

WE CAN OFFER YOU THE MOST COMPETITIVE INSURANCE AVAILABLE. THE CHART BELOW SHOWS WHAT YOU COULD PAY FOR FULLY COMPREHENSIVE COVER WITH MAXIMUM BONUS AND CLEAN RECORD. AGED OVER 35

CAR	Rural	London
MINI, ESCORT, 1100, FIAT, VIVA, HERALD	£24	£41
CORTINA, AVENGER, MARINA, VW	£24	£45
ROVER, TRIUMPH, CAPRI GT	£48	£78
SPITFIRE, COOPER, MIDGET	£48	£78
ALFA ROMEO, BMW, MERCEDES, MGB	£66	£108
LOTUS, TVR, TR6, E-TYPE, SCIMITAR	£90	£135

WE SPECIALISE IN SPORTS CARS AND PROBLEM CASES
WE ARE ABLE TO QUOTE ON ANY CAR NOT LISTED ABOVE

BEFORE YOU RENEW YOUR PRESENT POLICY COMPLETE THE FORM BELOW AND YOU WILL RECEIVE BY RETURN THE BEST COVER AT THE MOST REALISTIC PREMIUM, OR TELEPHONE FOR AN INSTANT QUOTATION.

Name..... Age..... Nationality.....
Address .....
Occupation..... *Full/Prov. Lice. No. Years.....
Make of Car..... Model..... C.C.....
Year..... Value..... *Garaged. Yes/No
Cover required : *Comp. / Third Party Fire & Theft / Third Party.
Drivers : *Owner Only / Owner and Wife / Any Driver.
Used for : *Social and Pleasure / Business / Commercial.
I am entitled to ..... years No Claims Bonus with ..... Ins. Co.
Details of any convictions or accidents: .....
* DELETE AS NECESSARY AND POST TO

HAMPTON INSURANCE BROKERS
91 CROWN ROAD, TWICKENHAM, MIDDLESEX
TEL: 01-891 1266/7/8
OFFICE OPEN DAILY 10 am - 5 pm Monday-Friday
Agents for B.I.A. COMPANIES & AT LLOYDS
TERMS AVAILABLE

NO RUBBING DOWN · NO PRIMER · NO PREPARATION

HOW Brush-On HAMMERITE

STOPS RUST! ADDS YRS. TO CAR LIFE AIR DRY 15 MINS.

8 SUPERB METALLIC COLOURS
SAME DAY DESPATCH





HM GOV'T TEST REPORT: 'Does all makers claim' Perfect UNDERBODY SEAL & Anti-Corrosive.
BRUSH ON ROLLER or SPRAY on car sills, under wings, vehicle chassis, even rusted areas. Tough, RESILIENT SILICONISED ENAMEL. Saves a fortune, costs so little. Keeps engine housing clean and rust free. **SAVES TAIL PIPE RENEWAL.** Produces smooth wipe-clean, **fully protected surface. AIR DRY 15 MIN.** Definitely outlasts conventional underbody seals many times. Quick hose-down shifts surface film, speeds up heavy transport MoT inspection, no hard work! No undercoats on old paint, bare metal. No brush marks.
THE JOB'S DONE QUICKLY, IN ONE COAT! Easily applied anytime. Cures damp walls, floors. **SUPERB METALLIC COLS** Silver Grey, Bronze, Lt. Green, Mid & Dk. Green, Lt. & Dk. Blue, Black. **1 litre,** covers 80 sq. ft. **£3.29,** 85p carr. **½ gall. £6.02,** 85p carr. **1 gall. £9.56** 85p carr. (*cheaper by the gallon*)

"NEW LOOK" HIGH GLOSS COLOUR FINISH on CARS, M'CYCLES, VANS etc

FAR TOUGHER than Mfr's original! 8 COLOURS (above). Outside test panels still glossy after 8 yrs! USERS REPORT: "Quality of finish most amazing." "Best finish ever had." "Wonderful! All the ad. says." A SUPER UNUSUAL FINISH ON LARGEST CAR – 60 MIN. Makes car bodywork, m'cycles like NEW! Min. preparation. No u/coat. Covers scratches, fibre-glass. No rain spots. EASY with spray-gun (not supplied). Absolutely superb finish! Dries smooth, even gloss. Send for SPRAY KIT 2.5 litres (.55 Gal.) HAMMERITE & 2.5 litres (.55 Gal.) Special **FIREPROOF** thinners. Incl. full inst'ns. Only **£8.59,** 85p carr. Please state colour. All orders despatched per return.

PROTECTS ANY SURFACE MACHINERY · ENGINES HEATERS (STANDS 300°F)

HAMMERITE – "HAS PROVED EVERY BIT AS GOOD AS CLAIMED" *Car Conversions.* **FINISH TOUGH AND GLOSSY".** *Autocar.* **METALLIC** (high gloss) HAMMERED ENAMEL protects against oil, acid, water. Surface finish acts like a non stick pan. Simple wipe clean renews gloss of tough metallic finish. One **brushing** protects heaters (stands 300 F.) engines, all machinery, timber, boat trailers (resists sea water & abuse) **Use on any surface. TRIAL OFFER:** 250 ml. (44 pint) TIN incl. HAND BRUSHED col. samples! Full info. all uses (does car wheels or complete m'cycle). State colour. Orders dispatched same day as received. **Send 97p + 31p p/pk.** (Quantity reductions).

TRIAL OFFER

POST COUPON NOW!

Quan.	Descript'n	Col.	Price

Rush my order as shown
Encl. CHQ./M.O./P.O./Cash £.....
Name .....
PRINT CAPS
Address .....
..... Code.....

FINNIGANS LTD. (MS) Eltringham Wks. PRUDHOE Northumberland Ph. 0661-32411
Regd. Office No. 354 180 (London)

Yeovil Festival of Transport

Entries invited for Cars, Commercials, Fire Engines, Military Vehicles, Farm Tractors, Stationary Engines, Bicycles, Motorcycles, Racing Cars, Custom Cars, Steam Lorries and Traction Engines, Horse Drawn Vehicles, Historic Boats and Aircraft. Also Autojumble, Market Traders and Trade Exhibition

Details and Entry Forms from Keith McGee, Festival Administrator, 38 Kenmore Drive, Yeovil, Somerset, Tel. Yeovil (0935) 4630

Barwick Park Yeovil Somerset

12th-13th August 1978

Promoted by Yeovil Car Club
Sponsored by Mercedes-Benz (United Kingdom) Ltd

VEHICLE SHIPPING

Through our capable staff we offer possibly the best vehicle shipping service to USA and other destinations world wide.

All shipments can be covered by full Marine Insurance.

Please contact our London office for quotation or advice on the best method of shipping your car.

CROXSON FORWARDING LTD.
88 LIND ROAD, SUTTON, SURREY
Telephone: 01-642 8605 Telex: 8812719
Agencies at: Southampton, Dover, New York, Rotterdam, Felixtowe.

Classic Restorations

Electrical, Electronic, Mechanical & Instrumentation Engineers — Bespoke Upholstery

SPECIALIST WORLD-WIDE SERVICE
for
Renovation of all dashboard instruments, Hobson petrol Telegauge instruments & valve radio sets
D.I.Y. Telegauge kits

Princess Services

Sheerline & Princess cars, limousines, hearses for sale & wanted
Specialist spare service, all models 1947-1968
S.A.E. and 30p Spares Lists, 20p Cars Available

Midvil House, Brant Broughton, Nr. Lincoln LN5 0SH
Tel: Loveden 72674, STD Code 0400



"Toulmin-Toulmin"

LEADERS IN THE WORLD OF MG SPARES

"T" type thro' "A", "B", "C" and "V8"

SPECIAL NEWS!! MGC Rack and Pinions.

MG 'A' grab handles.
'A'/'B'/'C' rocker bushes/shafts and rockers.
'TA'/'B'/'C' linings and rivets.
'TD'/'F'/'YB' gearbox parts.
Carpeting and trim panels, hoods and tonneaus all models.

We know no boundaries!

TOULMIN MOTORS (1962) LTD
103 Windmill Road, Brentford, Middlesex, England.
Tel: 01-560 1722/2228

MOTOR INSURANCE

Premiums payable annually or quarterly

Why pay inflated premiums when we can offer secure cover at low rates? Competitive quotations given for any make of car and drivers of all ages, including those with adverse accident or conviction records. Immediate cover can be arranged.

TERMINUS INSURANCE BROKERS LTD.

224 RAILTON RD., LONDON SE24 0JR
Tel.: 01-274 4962

Hours: 9.30 to 6.00: Sat. 9.30 to 1.00

A quotation can be obtained by telephoning the above number or posting this coupon.

Name..... Address.....

.....

Occupation..... Age..... Business / Pleasure Use

Full / Prov. Licence for..... years. Comp. / Third Party / T.P.F. & T. cover.

Owner only / and wife / any driver / named driver, age.....

Make of car..... Model.....

C.C..... Value..... Year..... Car Garaged / Left in open.

Present insurers..... No claim bonus..... years.

Age of youngest driver..... Quote for Annual / Quarterly policy.

Details of all accidents and convictions should be enclosed, including those of additional drivers. MS 25

MG SPECIALISTS

NTG SERVICES

NTG MOTOR SERVICES LTD

Dept. M, 21 St. Margarets Green, Ipswich 1P4 2BN England. Telephone: Ipswich 211240.

We now offer world-wide mail & telephone sales via credit card. Telephone or mail your order with your card details for fast despatch of spares for:

TA-TC-TD-TF-YA-YB-ZA-ZB-MG-A-MG-B or MIDGET

Illustrated catalogues for above (state model) 35p (UK) or $2 (overseas airmail). Shop hours Tues. to Sat. 10 am to 4.30 pm.

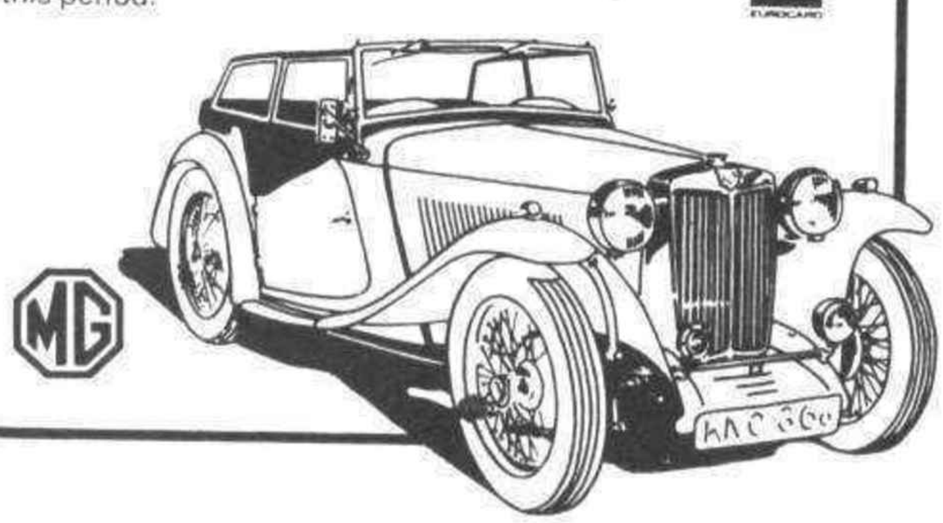
BARCLAYCARD

Access Buy it with Access

master charge

EUROCARD

Please note: Annual holiday closing August 20th to September 4th. Correspondence will be dealt with during this period.



WILLIAM M. TAYLOR

"The Man with the Mania"

ROLLS-ROYCE and BENTLEY CONNOISSEUR

Meticulous mechanical work. Engines rebuilt repainted and rig tested. Exchange engine service for some models. Cars or engines collected and delivered. General advice, help and moral encouragement to fellow cherishers.

Knowebank, Yetts o Muckhart, Dollar, Clackmannanshire. FK14 7JT. Telephone: Muckhart 331

AT THE JUNCTION OF THE A823 and A91

WANTED ROLLS-ROYCE AND BENTLEY

All examples of Rolls-Royce and Bentley motor cars sought by serious buyer with ample cash funds.

Condition and distance immaterial.

01 - 351 1857

Evenings and Weekends

CAR-SHIPMENT

AA Recommended

RAC Recommended

with the

DANIEL HUSTINGS GROUP

Specialists in World Wide Car Shipment
Vehicle storage – steam cleaning – marine insurance cover

INTERNATIONAL

Car Collection & Delivery
Contact:

DANIEL HUSTINGS LTD.
63 North Acton Road, London NW10 6PJ.
Tel.: 01-961 1000 & 01-961 1335. Telex: 23563.
Cables: Danhus London.

INSURANCE

FOR

SALOON/SPORTS CARS

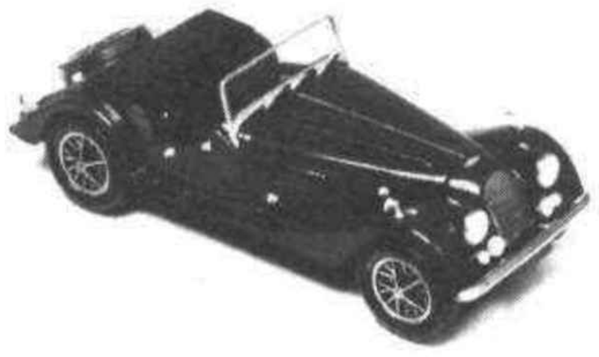
- ★ **Competitive rates for sports and high performance cars**
- ★ **Exceptionally good terms for convicted drivers**
- ★ **Best rates for young drivers**
- ★ **Annual and short period policies**
- ★ **Discounts for many occupations**
- ★ **Discounts for drivers over 60**
- ★ **Mature motorist policies**
- ★ **Starter discounts for motorists without a no claims bonus**
- ★ **Immediate cover**
- ★ **Easy payments plans**

St Albans (0727) 30101

Jackman Smith & Co

41 HATFIELD ROAD, ST ALBANS HERTFORDSHIRE, AL1 4JE

METAL MODEL CAR KITS TO LARGE 1/24 SCALE



NEW MORGAN PLUS 4 WITH ENGINE DETAIL £29.95 inc. VAT

POST FREE
ALSO AVAILABLE BRM 328 2-SEATER

We have been appointed agents for Danhausen of West Germany, the above is one of the first of a new range of 1/24th scale models available now. Send 10p stamps for illustrated catalogue of the Finecast range inc. Danhausen or Danhausen leaflet only 7½p.

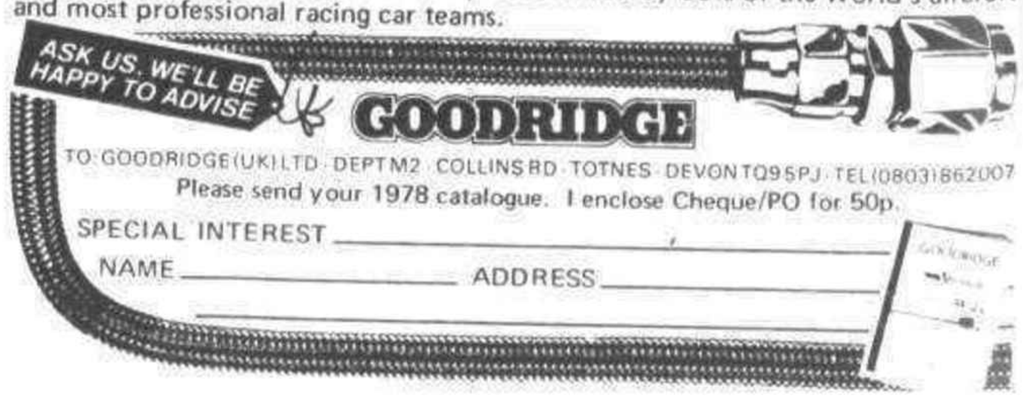
WILLS FINECAST **Lower Road, Forest Row, Sussex, RH18 5HE**

Tell us your hose problem We'll give you the Aeroquip answer

Goodridge Aeroquip hose is stainless steel braided synthetic rubber or Teflon, suitable for any vehicle application.

Goodridge Aeroquip hose, designed for aircraft applications are light, flexible, resistant to high temperature, high pressure, fire, corrosion and abrasion.

A high quality, high performance product used by 90% of the World's aircraft and most professional racing car teams.



REPLICA BODIES

Replica bodies built to customers' requirements

ROLLS-ROYCE, BENTLEY, BUGATTI, ETC.

Complete restorations undertaken. All panel work, wings, etc. Ash frames repainting, coach finish, and upholstery work.

Mechanical Rebuilds

ASHTON KEYNES
VINTAGE RESTORATION
ASHTON KEYNES
SWINDON, WILTS.
Tel.: Ashton Keynes 288

Vintage Automobile Coach Trimming

Professional work exclusively carried out in true authentic styling by specialists. This organisation caters for skill and requirements in trimming and experience from many years of familiarity with vintage cars.

Please consult us about free advice and quotations.

SOUTHDOWN COACH TRIMMING SERVICE

32 KINGS AVENUE POOLE
DORSET BH14 9QG
Telephone 0202 745319

VEHICLE SHIPPING

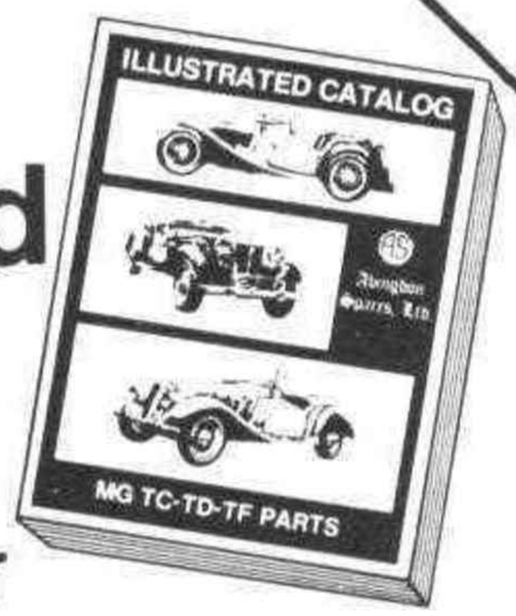
Formed five years ago to meet the need for a highly specialist company engaged solely in the shipment of vehicles on a worldwide basis, economy freight set incredibly high standards and is now the acknowledged leader.

Our rates are unbeatable and our ambassador service the very best. Why not give us a call or write for an immediate quotation ... then compare with the rest.

economyfreight

14, Freeman Avenue, Henley, Ipswich.
Telephone Witnesham (047385) 575

Illustrated Parts Catalog & price list for MG TC-TD-TF



Restore your car with parts from the company run by enthusiasts...for enthusiasts.

Abingdon Spares offers a complete 65-page catalog for the "T"-Series MG with individual component breakdowns to assist in the servicing and restoration of TC, TD and TF models. This fully illustrated reference catalog includes a Price Supplement listing close to 3,000 items currently available ex stock.

Price **$5.00** in U.S. funds by Air Mail Post or use International Money Order.

"Try us for fastest daily world-wide service."

Abingdon Spares, Ltd.

1329 Highland Ave., Needham, Mass. 02192, U.S.A.

Barry Simpson Engineering Ltd.

Restoration and repairs to vintage, historic and classic cars by engineers and skilled craftsmen.

For 9 years we have been restoring and repairing cars here in the West Country for customers all over the U.K. and overseas, although our employees have many more years experience of working on fine machinery.

If you are thinking of having work carried out on your car why not write to us or call in when we shall be delighted to show you around our workshops.

CIDER WORKS, ABBOTSKERSWELL,
NEWTON ABBOT, DEVON, TQ12 5NP.
Telephone: NEWTON ABBOT 3815.

CUT YOUR MOTOR INSURANCE COSTS

MAXIMUM DISCOUNTS for all vehicles and drivers even without no claims bonus.

SECURITY OF LLOYD'S UNDERWRITERS AND B.I.A. COMPANIES

QUARTERLY AND ANNUAL POLICIES ARRANGED – INSTALMENT FACILITIES

Tel.: 01-272 7661

FOR QUOTATIONS COMPLETE COUPON

Name ..... Age .....
Address .....
.....
Occupation .....
Period of residence in U.K. ..... Full/Provisional Licence for ..... years
Comp. / TPF & T / TP only. Excess Nil / £15 / £25 / £50 / £100.
Make of car ..... Model ..... Year ..... c.c. .....
Value..... Kept in open / Garage.
Will anyone under 25 drive?..... Will anyone under 21 drive?.....
Owner only / Owner and wife / any driver. Business / pleasure use. I am entitled to .....years no claim bonus with .....
Insurance Co. Quarterly / Annual policy.
Please enclose particulars of Additional Drivers, accidents and convictions. If no claims bonus not earned, please advise details of driving record in order that consideration may be given in further discounts.

MITCHELL & PARTNERS
15, Archway Road, London, N.19.
01-272 7661 (3 lines)

TOP QUALITY TAILORED TOTAL CAR CARPETING

FROM £11·25 COMPLETE



EXCEPTIONAL VALUE

From the people with over 10 years experience of manufacturing and selling car carpets (over 50 000 complete sets sold). For the whole floor and tunnel not just the front including rubber heel mat etc. On the cars marked * the sills and front wheel arches are optional, for all other cars they are included. Perfect fit guaranteed even around the gearbox and tunnel sections which are sewn in where necessary. Colours black, blue, green, red, charcoal, beige and brown. We list the exact range of car models for which carpets are mass produced and available. We cut the carpet to fit the car not to fit a price. Send large S.A.E. with 7p stamp for details of models not listed and other products. Prices for 100% polypropylene rot proof plain carpet. Add £1 to prices for heavy foam back.

Complete satisfaction guaranteed or your money refunded.

Order now from, or for details, samples (enclose large S.A.E. with 7p stamp) to

AUTOCARPETS LTD, Dept. MS F
Brighouse, Yorks HD6 1BT. Tel: (0484) 714324.

Prices quoted include postage & V.A.T.

*All Minis, *Imps, Escorts, *1100/*1300 Datsun 120Y, 100A, 1200 coupe Capri I, TR 4, Peugeot 104. **£11.25**

Cortina MK I & II, Capri II, Viva HA, HB, HC, all 1800s, *Allegro, *Minor, Marina, Sprite/Midget, MGC, Herald, Toledo, Golf/Polo, Avenger, Fiat 126, 127. **£12.25**

Cortina MK III & IV, MGA, MGB, MGB (GT) (without boot), Maxi, Hunter/Minx, Victor FE, Lada, TR6, Dolomite. **£13.25**

Spitfire 3 & 4 **£14.25**

MGB (GT) including boot **£16.25**

Carpet Studs £1·08 for 12. Double sided Tape 5 yds 54p
Wheel Arches 54p. Sills 54p

M.G. HOODS
BY POST
IN BLACK DOUBLE DUCK
All "T" Model Hoods, Tonneaux, Screens to bolt to your frames.
M.G.-A Hoods and Tonneaux in Vynide.
A. C. WINMILL
49 TONSTALL RD., MITCHAM
01-648 6981

WESTFORD TRAILERS, DROITWICH, WORCS
Car transportation service. Trailer capacity 2 tons. Continental assignments undertaken.
Telephone Christine
09057 3912, 09057 2081
24 hour service.

AUSTIN-HEALEY
COMPREHENSIVE RANGE OF NEW PARTS AVAILABLE FOR 100, 100/6, 3000 MODELS.
Send large SAE for Parts List.
SOUTHERN CARBURETTERS
49, THE BROADWAY, WIMBLEDON, SW19.
Phone: 01-540 8128

TYRES

550-17 New covers	£19.63
550-18 New covers	£19.63
550-19 New covers Lucas	£32.00
700-20 New Covers Denman	£49.00
670-16 RS5 New covers	£26.60

Plus carriage, plus V.A.T.
HAMPSTEAD TYRES LTD.
31-35 Fortune Green Rd., Lond N.W.6. Tel.: 01-435 8988/49

ROLA

ROLA SHIPPING LTD
INTERNATIONAL CAR SHIPPERS
offer their usual fast, efficient service at extremel competitive rates. Immediate quotations given
4a Deodar Rd, Putney, London SW15. 'Phone 01-789 7205/74

Before you buy a new car hood
send for our new colour catalogue and price list. See what the best in the business can do for you.
DON
Trimming Co. Ltd.
2A, Hampton Rd
Erdington
Birmingham B23 7JJ
Telephone: 021-373 1313



SCORPION
RACING DRIVERS SCHOOL
THRUXTON

IF YOU HAVE THE TALENT .....
WE HAVE THE TECHNIQUE .....
To teach you to be a competent, safe, and very fast Racing Driver – with us, you will have expert instruction by Professional Racing Drivers on how to handle full race Formula Fords.
We will give you the opportunity to win a free race in one of our works cars in a public race. This prize is awarded every month to one of our pupils.
Join us for the full 4 day concentrated course for only £275, or on a lesson by lesson basis from £25.
Please write or telephone for a brochure to:–
'SCORPION RACING'
HIGH STREET, AMESBURY, WILTS. TEL: AMESBURY 2690

MAIL ORDER TODAY

MOTOR BOOKS & ACCESSORIES
33(MS)ST.MARTIN'S CT. ST.MARTIN'S LANE LONDON WC2N 4AL phone 01-836 5370

PERSONAL SHOPPERS WELCOME
All prices subject to alteration without notice

New Books

For the Record by Lauda	£5.70
Rich Mixture by Phil Irving *(Reprint)*	£5.60
D.I.Y. Guide to Van Conversion (U.S.)	£3.85
The Complete Auto Electric Handbook	£4.50
Auto Electronics Simplified	£4.50
D.I.Y. Guide to Auto Body Repair/Painting	£4.50
Customizing Your Pickup	£4.50
Summer of Triumph – Life of Jimmy Caruthers	£6.55
Bolides de L'Age d'Or 1920-40	£12.65
Great Racing Drivers	£4.35
Les Automobiles Delage	£27.00
Source Book of Motorcycles	£3.00
The Steam Scene: Vol. 4 (Traction Engines, etc.)	£4.65
World Trucks No. 1 – ERF	£3.70
World Trucks No. 2 – Scania	£3.70
Model Car, Truck & Motorcycle Handbook	£6.00
The Story of Kawasaki	£6.70
How to Buy a Motorcycle	£3.95
The Automotive Photography of Peter Coltrin	£8.50
Creative Customizing	£5.40
Car Styling: Bertone	£10.65
The Cars that Henry Ford Built	£14.25
Brooklands – A Pictorial History	£6.15
MGA/MGB/MGC – A Collectors Guide	£6.70
Ford Trucks & Transport	£6.25
Team Lotus	£7.75
Quai de Javel, Quai de Andre Citroen, Vol. 2 *(Includes Commercial & Military Vehicles)*	£20.95
The United States Grand Prix (1908-77)	£5.70
Healey – The Handsome Brute	£12.95
Automobile Quarterly Vol.15 No. 4 (Adler/Olds 88/Arnolt/Velues)	£6.55
Automobile Quarterly – Annual Subscription *All back issues available*	£21.95
We have obtained a few copies of ..... The Grand Prix Car 1954/1966	£15.66
Automobile Year No. 25	£18.75
The Vintage Auto Almanac 1978	£4.25
Autocourse '77-'78	£10.95
Automobiles of the World	£9.35
Automobile Review 1978	£10.50
World Cars 1978	£14.20
The Motorcar – An Illustrated History	£8.85
'The Motor' Road Tests 1977	£3.75
Car Mascots	£6.45
A Pictorial History of the Motor Car	£4.85
The Age of the Automobile	£4.85
The Encyclopedia of the World's Classic Cars	£6.85
Car Styling Pininfarina	£7.25
Pinin Farina	£9.40
The Mudge Pond Express (Sam Posey)	£6.00
Great Names &reat Marques (AQ)	£20.45
30 Ans de Vehicules d'Incendie en France	£13.50
Les Voitures Francaises de 1920-1921	£13.50
Motoring My Way (Sedgewick)	£7.55
Rolling Sculpture	£13.60
A History of Motor Racing by Boddy	£8.95
Great Motor Sport of the Thirties	£7.70
US Cars 1957	£1.70
Cars to Remember from Motor Trend	£10.50
Car Craft – Street Freaks	£1.65
I.A.R.	£7.05
BMW	£8.35
BMW Road Tests (R & T)	£4.10
The Cobra Story *(Reprint)*	£7.50
The Real Corvette	£17.25
The Dodge Story	£13.35
Armstrong-Siddeley Cars 1945-1960	£3.65
The Nifty Fifties Fords	£15.50
Off Road Handbook	£4.15
Some Unusual Engines	£6.65
Post-war British Thoroughbreds	£5.80
The History of the Motorcar	£8.70
The Unfair Advantage (Mark Donohue)	£8.45
The Complete Car Modeller	£7.85
Modelling Military Vehicles	£5.10
Model Cars of the World	£3.00
The Complete Book of Hillclimbing & Sprinting	£4.55
Geliebte Alte Automobile	£17.50
Deutsche Autos 1920-1945	£15.45
Deutsche Kleinwagen	£12.65
AC	£3.45
Alfa Romeo – Illust. Story of Alfa Romeo	£8.25
Alfa Romeo *(New Australian Book)*	£8.25
Viva! Alfa Romeo	£8.90
Allard – The Inside Story	£8.65
Allard by Kinsella	£6.75
The Aston Martin 1½ litre International	£10.00
Aston Martin and Lagonda *(400 illustrs.)*	£9.40
Aston Martin 1914 to 1940 – A Historical Review	£5.70
Bugatti: Evolution of a Style	£17.95
Bugatti – Dokumentation einer Automobilmarke	£20.95
Bugatti – Thoro'breds from Molsheim	£12.95
Bugatti – Le pur-sang des Automobiles	£6.85
70 Years of Buick	£13.35
70 Years of Chrysler	£13.35
Cadillac 1902-1961	£2.95
Chevrolet: USA-1 1946-1959	£15.85
Chevrolet: The Coming of Age 1911-1942	£15.35
The Chevrolet Racing Engine	£4.45
Racing the Small Block Chevs	£4.50
Chrysler Cars 1930-1939	£3.15
Chrysler & Imperial – The Post-war Years	£11.15
Citroen – The Great Marque of France	£12.85
Dodge Cars 1924-38	£2.45
1957 Ferrari Yearbook	£20.25
1960 Ferrari Yearbook	£26.95
1966 Ferrari Yearbook	£27.25
The Ferrari Legend – 250 GT Competition	£26.00
Ferrari: Brochure and Sales Literature – A Source Book 1946-1967	£15.70
Ferrari – The Man, The Machines	£18.90
Ferrari – The Sports and G.T. Cars	£22.45
Ferrari Formula 1 Cars 1948-1976	£16.75
Ferrari – The Early Berlinettas & Competition Coupes	£6.00
Ferrari – The Early Spyders & Competition Roadsters	£6.75
Grand Prix Ferrari by Pritchard	£6.05
Ferrari *(Reprint of Ballantine Title)*	£3.45
Ferrari 275/330 GT/330 GTC Handbook	£6.15
Ferrari 246, 365 GT, 365 GTB Handbook	£7.15
Ferrari 275 and 330 Parts Book	£5.00
Ferrari: Operating, Maintenance and Servicing 1948-1963	£15.70
Ferrari: The Gran Turismo & Competition Berlinettas	£7.90
Ferrari, LUI	£2.90
Ferrari 1946-56	£2.45
Ferrari Cars 1957-1962	£3.15
The Ferrari V12 Sports Cars 1946-56	£3.10
The Spyder California	£7.50
Ferrari Road Tests (R & T)	£4.10
Frazer-Nash by Thirlby	£6.75
Hispano-Suiza	£9.40
Hudson – The Postwar Years	£10.50
Hudson & Railton Cars 1936-1940	£3.15
Isotta Fraschini	£17.00
The Schlumph Obsession	£7.90
The Schlumph Automobile Collection	£13.85
The Encyclopedia of American Cars 1930-42	£14.00
Collector – Car Auction Report (US) No.1	£5.00
The Cult of the Big Rigs	£5.95
The Dream Machine: The Golden Age of American Automobiles 1946-1959	£15.85
The Olympian Cars – The Great American Luxury Automobiles of the Twenties & Thirties	£17.00
The Automobile in America	£20.50
Special Interest American cars 1930-1960	£3.15
The Complete Catalogue of British Cars	£13.50
Bristol Cars and Engines by Setright	£5.05
Rallying 1978 *(300 illustrs.)*	£5.80
Castrol Rally Manual 3	£2.95
British Light Cars 1930-1939 – Their Design and Restoration	£7.35
Auto Restoration Tips & Techniques	£3.90
Peugeot	£14.95
Porsche – Double World Champions	£9.70
Porsche Cars 1952-56	£2.45
Porsche Cars 1957-1960	£2.45
Porsche Cars 1960-1964	£3.15
The Racing Porsches – Paul Frere	£5.60
Porsche 911 Guide	£2.90
Porsche 911 Story	£6.60
Porsche Road Tests (R & T)	£5.35
We at Porsche	£6.85
Porsche: The 4-cylinder 4-Cam Sports Racing Cars	£8.35
Project Porsche 928 *English Edition*	£19.50
Projekt Porsche 928	£15.75
Das Grosse Buch Porsche Typen	£13.25
Porsche! Excellence was Expected – The Complete History of the Sports & Racing Cars *(875pp 1000 illts)*	£40.25
Kaleidoscope of Motorcycling	£5.70
The Story of B.S.A. Motorcycles	£6.70
Motocourse '77-'78	£9.95
Classic Motorcycles	£15.60
Moto Guzzi	£18.95
Motorcycles and Scooters from 1945	£3.95
Motorcycles to 1945	£3.50
Bahnstormer (BMW) Motorcycles – Setright	£5.70
British Racing Motorcycles	£5.60
Isle of Man T.T. *(Paperback)*	£2.50
Triumph Motorcycles	£5.55
The Vincent-HRD Story	£6.20
Vincent – Fifty Years of the Marque	£5.65
Winning Autocross Nobs II Competition	£6.40
The Norton Story	£4.50
Douglas – The Best Twin	£5.95
The Scott Motorcycle	£4.80
Two-Stroke Tuner's Handbook	£3.60
P.C.V. – Philip Vincent Autobiography	£4.75
British Cars of the Early 30's 1930-34	£3.50
British Cars of the Late 30's 1935-39	£3.50
British Cars of the Early 40's	£3.50
British Cars of the Late 40's	£3.50
British Cars of the Early 50's	£3.50
British Cars of the Late 50's	£3.50
American Car Spotters' Guide 1920-39	£7.25
American Car Spotters' Guide 1940-1965	£5.80
Complete Encyclopedia of Motor Cars	£15.15
SU Carburettors	£2.35
Stromberg Carburettors	£2.35
Flying on the Ground – Fittipaldi	£3.45
Cadillac – Standard of the World (to 77)	£16.95
Corvette – A Piece of the Action 1953-78	£26.35
Corvette – America's Star Spangled Sports Car	£17.15
Corvette: From Six to Stingray	£5.50
Packard Cars 1920-1942	£3.15
The Packard 1942-1962	£13.00
Cross Country Cars from 1945	£3.50
Automobile Quarterly's World of Cars	£7.25
Royal Daimlers	£10.95
The Daimler Tradition	£8.65
Sixty Years of Chevrolet	£11.90
Road Racing 1936 by Chula (Paperback)	£1.20
Bits and Pieces by Bira (Paperback)	£1.20
Full Throttle by Birkin (Paperback)	£1.25
Wheels at Speed by Chula *(Paperback)*	£1.20
Wheelspin by May *(Paperback)*	£1.20
Gurney's Eagles	£7.35
The Survivors Vol. I – European Classics	£17.25
The Original Lotus Elite	£6.90
The Story of Lotus 1947-1960	£5.75
Lotus 61-71: Design Revolution *(Reprint)*	£9.35
Mustang Does It!	£17.50
The American Ford	£16.75
From Here to Obscurity – Model T Ford	£15.35
Model 'A' Henry's Lady	£15.35
Illustrated History of the Ford 1903-1970	£13.35
The Model 'T' Ford Owner	£5.85
Model 'T' Ford Service Shop Manual	£4.45
The Formula Ford Book	£5.70
The Ford V8 Affair	£15.35
Ford in the Thirties	£2.90
Works Escorts	£6.65
Graham by Graham Hill and N. Ewart	£4.45
Hailwood	£5.20
King Richard	£7.25
Jochen Rindt – The story of a Champion	£4.15
Ronnie Peterson	£4.30
The Incredible A. J. Foyt *(new Edn '77)*	£5.30
Foyt	£4.65
Jo Siffert	£3.15
James Hunt – Against all the Odds	£4.75
Jody – An autobiography of Jody Scheckter	£5.50
King of the Road – Richard Petty	£7.35
Niki Lauda – Formula 1: The Art and Technique of Grand Prix Driving	£9.90
The Illustrated History of the Indianapolis '500'	£12.75
Indy '500' Yearbook 1977	£4.15
Car Interior Restoration	£2.65
Essentials of Upholstery and Trim for Vintage and Classic	£7.25
Antique Auto – Body Decoration for the Restorer	£3.65
Body Accessories for the Restorer	£3.65
Body Brasswork for the Restorer	£3.65
Body Woodwork	£3.65
Body Leatherwork	£3.65
Metalwork	£3.65
Body Top Work	£3.65
Restoring Convertibles	£6.00
Restoration & Preservation of Vintage & Classic Cars	£8.85
Restoration of Vintage, Thoroughbred Cars	£5.70
The Batsford Guide to Vintage Cars	£4.00
The Batsford Guide to Vintage Sports & Racing Cars	£4.45
A Vintage Car Casebook	£5.00
Vintage Station Wagon Shop Service	£8.50
Classic Racing Cars by Posthumus	£5.90
Georges Roesch and the Invincible Talbot	£5.70
The Austin Seven	£5.50
Austin Seven in the Thirties	£3.15
The Austin Seven 1930-35	£2.45
Austin Seven Specials	£3.50
Austin Healey – The Big Healeys	£8.75
Healeys and Austin Healeys	£6.60
Lancia	£8.10
La Favolosa Lancia	£6.15
Lancia Fulvia	£3.40
The Lee-Francis Story	£6.35
The Mighty Mercedes	£8.35
The Mercedes-Benz Racing Cars	£18.45
Mercedes-Benz 300SL	£10.05
Mercedes-Benz: Production Models 1946-1975	£10.75
The New Mercedes Benz Guide	£2.95
Maserati – The Postwar Sports Racing Cars *(Soft Cover)*	£9.45
Maserati GT – Car for the Connoisseur	£10.10
Maserati – A History by Pritchard	£7.10
Maserati – Sports, Racing & GT Cars	£9.15
British Specialist Cars – Vol. 2	£4.25
Specials – J. Bolster *(Reprint)*	£3.15
American Classic Cars (The Survivors Series Vol. 2)	£16.90
Encyclopedia of American Automobiles	£5.90
American Cars of the 1930's	£3.50
American Cars of the 1940's	£3.50
American Cars of the 1950's	£3.50
American Cars of the 1960's	£5.00
The Racing Driver – Denis Jenkinson	£5.15
What's It Like Out There Andretti	£4.40
Glass Fibre Autobody Construction Simplified	£3.15
The Land Rover	£5.55
GMC Gems 1900-1950	£6.60
Keen Kenworth Trucks 1915-1955	£6.60
Impressive Internationals 1907-1947	£6.60
Trucker – A Portrait of the Last American Cowboy	£5.10
American Fire Engines since 1900	£13.75
American Trucks of the Early 30's	£3.50
American Trucks of the Late 30's	£3.50
The Leyland Bus	£14.35
Buses and Coaches from 1940	£2.90
Buses & Coaches 1945-1965	£4.10
Buses of London	£5.65
Fire Engines & Fire Fighting	£3.70
Fire Engines in colour	£2.05
A Photographic History of Taxicabs	£3.80
The Complete Book of Pick-ups & Vans No. 2	£2.90
The Agricultural Tractor 1855-1950	£11.00
Steam Power in Agriculture *(Colour)*	£4.30
Kaleidoscope of Farm Tractors	£5.70
Farm Tractors in Colour	£2.30
The Complete Van Book (Custom)	£5.15
Light Vans and Trucks 1919-1939	£3.95
Heavy Goods Vehicles 1919-1939	£3.90
Lorries, Trucks and Vans 1897-1927	£1.85
Lorries, Trucks & Vans since 1928	£3.10
Preserved Lorries	£6.15
Earth-Moving Vehicles	£3.50
Wreckers and Recovery Vehicles	£3.50
Kraftfahrzeuge der Feuerwehr und des Sanitatsdienstes (German fire-engines & service vehicles since 1900)	£10.55
Fire and Crash Vehicles from 1910	£4.40
Fire-fighting Vehicles 1840-1950	£3.50
Scammell Vehicles	£3.50
The Military Jeep Complete Service Book (Willys MB/Ford GPW)	£8.55
MG in the Thirties	£3.15
M.G. Cars 1929-34	£2.45
M.G. Cars 1935-40	£2.45
M.G. Cars 1948-51	£2.45
M.G. Cars 1952-54	£2.45
M.G. Cars 1955-57	£2.45
M.G. Cars 1957-59	£2.45
MG: The Sports Car America loved first	£10.50
MG – The Immortal 'T' Series	£12.95
The 'T' Series MG	£7.25
The Magic of MG	£8.15
An MG Experience	£4.50
Riley Cars 1932/35	£2.45
Riley Cars 1936/39	£2.45
Riley Cars 1940/45	£2.45
Riley Cars 1945/50	£2.45
Riley Cars 1950-55	£2.45
Singer Sports Cars 1933-54	£3.15
Jaguar XK120/140/150 Manual *(Reprint of Official)*	£20.50
'E' Type – End of an Era	£12.95
SS Jaguar '100' OLX 801	£7.00
Jaguar & SS Cars 1931/37	£2.45
Jaguar & SS Cars 1937/47	£2.45
Jaguar Cars 1948/51	£2.45
Jaguar 1951-53	£2.45
Jaguar Cars 1954-55	£2.45
Jaguar Cars 1955/57	£2.45
Jaguar	£3.30
The Jaguar Driver's Yearbook 1977/78	£6.00
Jaguar! Motor Racing and the Manufacturer	£3.85
Jaguar Tradition	£8.40
History of Lamborghini	£8.70
Morgan 1936-60 (4 Wheelers)	£2.45
More Morgan (Illustrated History)	£6.60
Morgan – First & Last of the Real Sports Cars	£6.60
Four-Wheeled Morgans – The Flat Radiator Models	£6.00
Morgan Sports	£2.10
Bentley 1919-1929	£3.15
Bentley 1929-1934	£3.15
Bentley 1934-1939	£2.45
Bentley 1940-1945	£3.15
Bentley 1945-1950	£2.45
The American Rolls-Royce	£17.00
Coachwork on Rolls-Royce 1906-1939	£12.20
The Rolls-Royce Motor Car	£11.35
Rolls-Royce America	£10.15
Rolls-Royce – The History of the Car	£5.95
Rolls-Royce Alpine Compendium 1913/73	£3.90
Rolls-Royce by Setright	£3.30
A Brief Guide to Rolls-Royce and Bentley Cars 1925-65	£2.40
Rolls-Royce The Elegance Continues	£10.15
Rolls Royce 1930-1935	£2.45
Rolls Royce 1935-1940	£2.45
Rolls Royce 1940-1950	£3.15
The Rover Story	£6.75
The Triumph TR's – A Collectors Guide	£6.50
Super Power – A Do-It-Yourself Guide to Turbocharging, Supercharging, F.I. & Nitro	£4.65
Turbocharging and Supercharging for Maximum Power	£4.50
Turbochargers	£4.15
Emergency & High Speed Driving Techniques	£5.35
How to Make Your Car Handle	£4.15
Road Vehicle Aerodynamics	£8.15
Streamlining & Car Aerodynamics	£2.95
Advanced Race Car Suspension Development	£4.35
Race Car Braking Systems	£3.10
Race Car Engineering & Mechanics	£10.50
Racing Car Design & Development	£6.60
Racing & Sports Car Chassis Design	£5.10
Transistor Ignition Systems	£4.35
Hot Rod Vans No. 4	£1.85
Hot Rod Vans No. 5	£1.85
4-Wheel & Off-Road	£1.85
Pick-ups & Mini-Trucks	£1.85
How to Hot Rod Volkswagen Engines	£4.20
How to Modify Your Mini	£4.15
Basic Bodywork and Painting No. 4	£2.20
Custom Painting, Art Murals & Graphics	£5.50
The Art of Custom Painting	£6.75
The Sports Car	£5.15
The Sports Car Engine – It's tuning & modification	£4.85
Valve Mechanism for High Speed Engines	£4.50
Valve Timing for Maximum Output	95p
Prepare to Win – Carroll Smith	£7.75
Racing Engine Preparation-Comprehensive	£4.95
Sixteen Cylinder Motorcars: Illd. History	£17.00
Customizing Your Van	£2.95
Fixing Up Your Van on a Budget	£3.90

WORKSHOP MANUALS
Don't be confused by some of the advertising that you see – those are almost certainly not the official manufacturers' manuals. In most cases we can supply the REAL thing which has ALL the answers. They are, of course, more expensive, but with workshop labour charges at £8.00 an hour, £4.50 per hour, it does not take much 'common' to see the sense of buying them.
Ask us if we can supply your manual, (enclosing S.A.E.)

AIRCRAFT, ARMS & ARMOUR BOOKS CATALOGUE 60p

BOOKS: Prices include postage, packing to Anywhere in the World

GASKETS

Head, manifold, etc., made specially to pattern. Any make, age, or quantity. Manufacturers sets also available. S.A.E. with enquiries. C.O.D., Postal Service.

LIPSCOMBE and HESSEY,
Marine Engineers,
Victoria Road,
Eton Wick, Windsor.
Telephone 64413

THE LEADING NAME IN TOWING BRACKETS

WITTER TOWING BRACKETS

Over a million made.
Nationwide Stockists & Specialist Fitters. Look in Yellow Pages for your local Witter Specialist or write for details.

C. P. WITTER LIMITED
CHESTER 18. TEL: 0244 41166

WHEELS

WIRE & EASY CLEAN
SPECIALIST REPAIRERS
WHEEL STOVE ENAMELLING
West London Repair Co Ltd,
5, Lancaster Road,
Wimbledon,
S.W.19. 01-946 6316.
Est. over 40 years.

Est. 1928
MOST SIZES IN STOCK
Veteran — Vintage
TYRES
E. H. HAMILTON & SON (M.S.),
22-24 VICARAGE STREET,
YEOVIL, SOM.
Tel.: 23927. After 6 p.m. 5945.

Motor Insurance at competitive rates
Premiums by instalments if required.
A HYDE-EAST & CO., LTD.
Hyde House, 2 Guildford Park Road, Guildford, Surrey. Telephone: Guildford 64545/6/7

FOR SCIMITARS

Stages 1, 2 and 3 engine tuning, fully rebuilt engines, gearboxes, overdrives and rear axles, stainless steel heavy duty exhaust systems and tubular headers, bodywork, GTE Bib spoilers. SAE for list
Quotations and advice gladly given

ROBIN REW, Overbeck House, Greens Norton, Towcester, Northants. Tel. TOW (0327) 50753. 8.30 – 7 pm.



AND FOR SABRES TOO!!

The ALFACENTA

Alfa Romeo SALES · SERVICE · SPARES

Alfa Car Hire Export Trimming Re-chroming In-car Entertainment Restoration

For the discerning Alfa Romeo lover we meet three particular needs. First, a range of fine used cars with up to 12,000 mile/12 month warranty is always available.

Second, a service department staffed by craftsmen to carry out mechanical and coachbuilding repairs to an exacting and guaranteed standard, supported moreover by sensible charges.

Finally, our spares department carries large stocks of new and secondhand parts for most models, and all are guaranteed.

Eversley Basingstoke Hants: Telephone: Yateley (0252) 876125 (4 lines)
Members of M.A.A. Vehicle Collection & Delivery Open 6 days a week Barclaycards Ansafone

Burlen Services



BUTEC ZENITH SOLEX STROMBERG

TVR **MAIN AGENTS** **Morgan**

Complete Exhaust Systems	
Austin-Healey 100/4	£23.00
Austin-Healey 100/6 3000 Mk.1 & 2	£27.25
Austin-Healey 3000 Mk.3	£49.24
Jaguar XK 140 & 150	£50.20
M.G. TA/TB/TC Box & Tail	£8.50
M.G. TD Box & Tail	£8.50
M.G. TF	£16.55
'Y' Type 1½-Litre	£12.50
M.G. A 1500/1600	£14.00
M.G. B/M.G. B-GT	£30.00
M.G. C-GT	£45.50
TR2 & 3	£14.40
TR4	£18.75
Riley 1½-Litre	£26.50

Big Healey Steel Body Panels	
Front Wings	£75.00
Rear wings	£68.00
Inner Rear Wing Panel & wheel arch	£35.00
Boot Floors	£13.00
Inner Sills (full set)	£18.00
Outer Sills (pair)	£22.00
Door Shut Plates 100/6 Mk I, II & III	£8.75

All prices subject to carriage and VAT.
All prices are correct at time of going to press.

New TVRs in stock	
Taimar, red, extras	£5,995
1973 2500M	£2,450

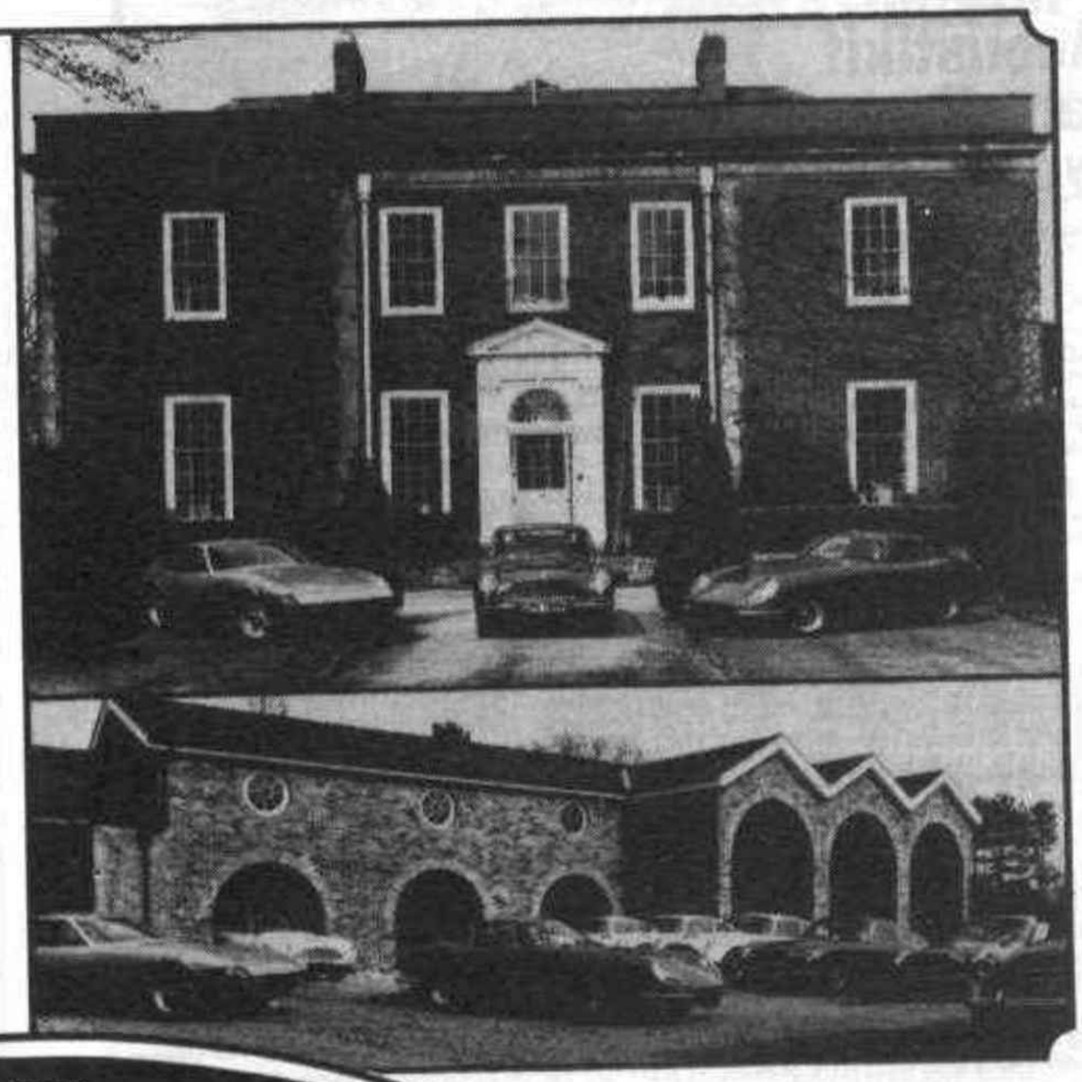
Other Popular Systems Available.

Greencroft Garage, The Greencroft, Salisbury, Wilts. Tel.: Salisbury 5100

The Nick Shrigley-Feigl Collection is disposing of the following cars:

FERRARI 330GT. Good mechanically, some body work required.
FERRARI 246GT. Low mileage, blue, unmarked.
ASTON MARTIN DB6 Vantage. Manual, low mileage, slight cosmetic attention required.
ASTON MARTIN DB6 Mk. 2. Standard engine, automatic gearbox, beautiful, low mileage.
ASTON MARTIN DB5. Standard engine, manual gearbox, white, maintained regardless of cost.
ASTON MARTIN DB5. Standard engine, manual, indigo blue, excellent.
JAGUAR XK120 Roadster. Totally original specification, not altered in anyway – unusual.
JAGUAR XK140 Fixed head coupe. Very sound but requires renovation.
AUSTIN HEALEY 3000 Mk. 3. Professonally rebuilt.
MG-A TWIN CAM Roadster. Original specification.

We also have a selection of DB5 and DB6 Aston Martins in various conditions.



For details, Telephone Knutsford 4861 or 53828. Viewing of cars offered for sale by prior appointment only.

THE Nick Shrigley-Feigl COLLECTION

WANTED
Ferraris, DB Series Aston Martins and other interesting sporting and grand touring cars.

Quality SOFT TOPS



AT DIRECT FROM FACTORY PRICES

L.T.C. have supplied replacement tops to the trade for over 25 years. All in top quality Black P.V.C. with electrically welded windows and seams. Complete with fasteners and instructions. Plus 1 year's guarantee and 7 days' money back warranty.

ALL PRICES INCLUDE V.A.T.

		Hoods	Tonneaus
Sprites/Midgets	from	£21.60	£13.95
Lotus S1 to S4		£28.50	£14.85
M.G. 'A'		£25.00	£13.95
M.G. 'B'		£32.40	£14.75
Spitfires 1 to 4	from	£27.00	£14.95
Herald/Vitesse		£29.15	£14.75
TR's 2 to 5	from	£28.00	£14.95
TR6		£37.80	£14.95
Morris Minor 1000		£31.30	£14.95
Alpines 1 to 5		£28.50	£14.95
Jaguar E & V12		£31.50	£14.60

OTHER MODELS AVAILABLE

Cash with order plus £1.30 p.&p. or send for FREE colour catalogue.

Access/Barclaycard welcome. Just send number.

The London Trimming Co. Ltd.

Store A, Marshgate Estate, Taplow, Nr. Maidenhead, Berks SL6 ONG.

Tel: BURNHAM (Bucks) 2742

24 hr. answering service

Save £££'s at Cavendish

OVER 100 MODELS IN STOCK

THE IN-CAR SPECIALISTS



Our Price £83.95 plus FREE speakers worth £7.95

Philips AC460

Superb LW/MW car radio with stereo cassette player. This model features turnolock button which allows tuning in permanently to six stations. Bass, treble and balance controls, fast forward and rewind.

Pye 2273 Autoreverse

Our Price £39.95 plus FREE speakers worth £7.95



Complete compact dual polarity unit with finger-tip slider controls, fast forward/rewind. 5W per channel. Amazing low price



Amstrad 9000

Our Price £49.95 Complete with speakers

AM/FM Stereo Radio and Cassette in-Dash fitting. Full stereo radio, 16 watts music power, multiplex stereo on FM band with stereo beacon. Independent stereo, balance and tone controls, fast forward wind, end of tape indicator, auto stop.



Our Price £55.95

Plus FREE Speakers worth £7.95

Superb value

Sharp 5200-Stereo Car Cassette Player.

Take your favourite music with you with our latest 2 wave band stereo radio/cassette player. 7 watts per channel, rewind and forward wind, auto eject.

ALSO IN STOCK
Sharp 5751 72.95
Sharp 5350 76.95
Sharp 5750 86.95
Sharp 5300 59.95



Our Price £86.95

Plus FREE Speakers worth £7.95

Aiwa 2040

New Superb in-dash auto-reverse cassette car stereo with FM stereo AM radio 5w per channel output. Auto or manual reverse cassette mechanism and with interference suppression circuit.



Our Price £62.95 plus FREE speakers worth £7.95

Sony TC 24 F

Tremendous new in-car stereo cassette radio from Sony. Features include MW/VHF stereo radio, in-dash fitting, 5W per channel auto stop, fast forward and balance and tone controls.

Stereo Playback

Aiwa 1050	P.O.A.
Amstrad 9010	£36.95
Beltek MS 300	£36.95
Hitachi CS270	£61.95
Hitachi 220	£44.95
Harry Moss 330	£43.95
Javelin RS1000	£29.95
Javelin 4103	£45.95
National 1131	P.O.A.
National CX5000	P.O.A.
Philips AC060	£41.95
Pioneer KP212	P.O.A.
Pye 2272	£31.95
Roadstar RS1550	£96.95
Sanyo 4020	£34.95
Sony TC 17	£57.95

Stereo & StereoRadio

Amstrad 9050	£68.95	*National 841	P.O.A.
Amstrad 9070	£73.95	*Philips AC 550	£152.95
Amstrad 9090	£49.95	*Pioneer KP 5090	P.O.A.
Audioline 345	£66.95	*Pioneer KP 5300	P.O.A.
Beltek MR500	£84.95	*Pioneer KP 8000	P.O.A.
Fulton 777	£55.95	*Pioneer KP 8300	P.O.A.
*Hitachi CSK 419	£139.95	*Roadstar 3100	£119.95
*Hitachi CSK 2240	P.O.A.	Sony TC 24 FA	£62.95
*Hitachi CS 329 A/R	P.O.A.	Sony TC 28	£88.95
*Hitachi 238	£82.95	Sony TC 34	£104.95
*Javelin RS 2750	£99.95	Sharp 5300	£59.95
*Javelin 2970	£109.95	Sharp 5350	£76.95
*National CQ 7300	P.O.A.	*Sharp 5750	£86.95
National CQ 840	P.O.A.	Sharp 5751	£72.95

*Fitted with interference suppression circuit.

Stereo & Radio

Amstrad 9020	£38.95
Harry Moss 333	£39.95
Hitachi CSW227	£73.95
Javelin 2920	£99.95
National 440	P.O.A.
Philips AC260	£53.95
Radiomobile 319	£99.95
Radiomobile 309	£67.95
Sony TC 24 F1	£59.95

Car Radio

Harry Moss 331	£22.95
Hitachi WM855	£28.95
Pioneer GX3300	P.O.A.
Philips 361	£27.95
Philips 783	£48.95
Radiomobile 1160	£26.95
Radiomobile 1170	£32.95
Sharp 947	£25.95
Salmar CR63	£12.95

THE ABOVE WITH FREE SPEAKERS WORTH £7.95

Cavendish Sales CASSETTE CENTRE

279/283 WHITECHAPEL RD., LONDON E1

Tel: 01-247 3453 Open 9am-6pm Mon-Sat

Right next door to Whitechapel Underground Station

Phone your Access/Barclaycard No. over with your order for prompt delivery

ALL PRICES INCLUDE VAT

Prices and availability correct at 4/5/78

ADD P&P £1

TRAIN & RAC

with Jim Russe

RACING DRIVERS SCH

Snetterton Circuit, Norw

NR16 2JX, Norfo

Tel: Quidenham 4



Write for full details and free colour broch

JIM RUSSELL

USES & RECOMMENDS

Esso

RESTORATION SERVICE

Mechanical and Bodywork, Respray. One-off manufacturing, Pattern-making, Castings, Gear-cutting, Vintage car supplied, Survey, advice and valuatio service. Repairs and servicing of a Vintage and Veteran cars. Send £1.1 for Brochure and price list.

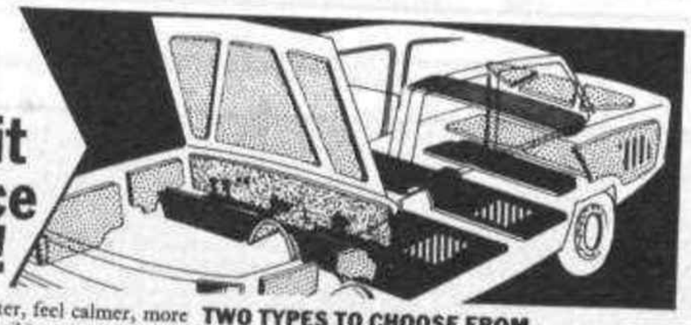
For Sale 1960 Rover 100 in superb condition **£1,250**

Bugatti, MG, Bullnose Morris, Rolls-Royce '20 and 20/25, Park Ward Specialists Morris Bodies available.

The Cooke Group

Head Office:
WEST AVENUE, WIGSTON, LEICESTER
Tel.: (0533) 881234

See how an Acoustikit can silence your car!



Stop noise and start driving better, feel calmer, more relaxed. It's easy with an Acoustikit, now even more effective, with a completely new combination of materials, and covering up to 50% more than similar products, at no more cost!

WHY ACOUSTIKITS? A typical Super Acoustikit contains 4 different materials, selected as most suitable for insulating a particular car part. And Acoustikits go further by dealing with noise from engine and boot compartments *at source*.

TWO TYPES TO CHOOSE FROM.

1. SUPER ACOUSTIKITS. Insulate the entire car.

2. UNDERBONNET ACOUSTIKITS. For engine compartment only. Basic materials also available.

EASY-TO-FIT. Acoustikits are ready cut and simple to fit. Complete with adhesive and easy-to-follow instructions.

MONEY-BACK ASSURANCE. Full refund if not completely satisfied.

LOOK HERE FOR YOUR CAR

If your car is not listed here, write or telephone as there is not sufficient space to show our entire range.

Alfa Romeo		
Alfasud	£5·75	£18·75
Alfetta	£6·35	£23·70
Audi		
100	£7·00	£28·70
80 Sal/Est	£7·10	£26·25
BLMH		
Mini Sal/Club	£5·75	£18·75
Mini Club Est	£5·75	£22·45
Mini Pickup	£5·75	£11·70
Mini Van	£5·75	£23·90
1100/1300	£6·35	£23·15
Sprite/Midget	£8·35	£21·05
Maxi	£6·05	£24·85
Allegro Sal/Est	£6·05	£25·30
Marina Sal/Est/Coupe	£7·95	£27·50
Marina Van	£7·95	£40·00
MG B & GT	£8·35	£24·60
18/22 Princess	£7·00	£26·35
Chrysler		
Avenger Sal/Est	£8·35	£26·35
Hunter '67 on	£6·60	£26·35
Alpine '75 on	£6·80	£26·35
Citroen		
2CV	£6·25	£23·50
Dyane 6	£6·55	£26·40
Ami 8	£6·55	£24·70
GS Club/Est	£5·75	£22·05
Datsun		
Cherry 100A	£6·20	£24·60
F11 Sal/Est/Cou	£6·05	£24·85
120Y Sal/Est/Cou	£6·55	£24·85
140J/160J	£6·20	£24·85
160B/180B/Est	£6·20	£24·85
Fiat		
124/126/127	£6·80	£24·85
128/3P/Berl.	£6·20	£24·30
131/132	£6·90	£25·00
Ford		
Fiesta/Ghia	£5·75	£22·00
Escort I/II/Ghia	£7·25	£25·95
Escort I/IIEst	£7·50	£26·20
Capri	£7·00	£25·30
Cortina		
Mk II Sal/Est	£7·60	£26·35
Mk III Sal/Est	£7·00	£26·80
IV Sal/Est/Ghia	£7·00	£26·80
Consul Sal/Est	£8·75	£26·80
Granada I/II Sal/Est/Ghia	£7·00	£24·55
Honda		
Civic/Accord	£5·75	£22·90
Lada Sal/Est	£7·00	£25·00
Peugeot		
104/304 Sal/Est	£6·35	£24·85
504 Sal/Est	£7·60	£25·30
Renault		
4, 5, 6, 15, 16, 17	£6·55	£23·15
12 Sal/Est, 14	£6·55	£24·25
20/30	£6·55	£24·55
Saab		
95/96 V4	£7·60	£24·25
99	£7·00	£23·50
Simca		
1000	£6·35	£22·45
1100	£5·75	£18·75
1301 Sal/Est, 1501	£7·00	£23·15
Toyota 1000	£5·45	£24·75
Triumph		
Toledo/Dolomite	£6·55	£24·85
1300/1500	£6·55	£24·85
2000 Mk I & II	£7·50	£26·40
Spitfire II-IV GT6 I-III	£10·35	£23·90
TR7	£5·45	£18·75
Vauxhall		
Chevette (range)	£6·35	£23·10
Viva HB/HC Sal	£7·00	£25·00
Viva HB/HC Est	£7·25	£25·25
Victor FD Sal/Est	£8·35	£26·55
Victor FE Sal/Est	£7·25	£24·25
Cavalier Sal/Cou	£6·50	£26·40
Bedford HA Van	£7·00	£38·00
Volvo/Daf		
33/44/55/66	£6·20	£24·85
140/240 Sal/Est	£8·35	£26·55
VW		
Polo/Golf	£6·00	£23·10
Passat Sal/5 dr/Est	£7·00	£26·35

ALL PRICES QUOTED INCLUDE VALUE ADDED TAX. Prices: Under bonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add part carriage of £1·30 for underbonnet Acoustikits and £2·20 for Super Acoustikits (mainland charges, others subject to quotation).

DIOZONS LIMITED OFFERTON INDUSTRIAL ESTATE STOCKPORT SK2 5YB

YOUR NO RISK ORDER FORM—*Hurry! Post Today!*

TO: ACOUSTIKIT DIVISION · DIOZONS LIMITED Dept. MS91

Offerton Industrial Estate · Offerton · Stockport SK2 5YB · Tel: 061 480 3791

Please send me: Super Acoustikit/Underbonnet Acoustikit/Details of basic materials* for my car Make _____ Model _____ Year _____

I enclose cheque/PO* (payable to Diozons Limited) for £ _____ (cost of kit plus part carriage charge). *Delete as appropriate.

Name _____

Address _____

Reg No 1251815 England

Acoustikits—The silent revolution in motoring

CAPITAL LETTERS

Barclaycard & Access facilities available, please quote acc. no.

New Loctite Lock 'n Seal

One drop keeps nuts, bolts & screws firmly in their place.



Only 56p +VAT

* Can be undone with normal hand tools.

* Available from Halfords and all leading motor accessory shops.

LOCTITE®

Automotive Maintenance Products

Watchmead, Welwyn Garden City, Herts AL7 1JB

Telephone
WESTBURY 823603

TF Workshops Ltd.–

Specialists in the restoration and repair of

VINTAGE, P.V.T. & HISTORIC CARS

Particularly

BMW & BRISTOL

A full range of services is available including very high quality

PAINTING, PANEL BEATING AND TRIM

137 WEST WILTS TRADING ESTATE, WESTBURY, WILTS.

WOOLIES OFFER GOOD VALUE, SERVICE AND ADVICE

We stock upholstery items and accessories for Vintage, Throughbred & Classic motor enthusiasts world wide
Our prices are keen .....
Our mail order is by return .....
CALLERS are now particularly welcome at our new premises where there IS room to look round at leisure and consider the savings on carriage charges. Open 0900–1700 weekdays and any other times by appointment. **NEW Fully Illustrated Slimline Catalogue** due out in August, still 35p post paid. (Overseas: Europe 45p, U.S.A. $2 bill airpost paid).

Ian & Caroline Woolstenholmes are:
"WOOLIES MS", 9a Exeter Street, Bourne, Lincs PE10 9NJ.
Tel.: Bourne (07782) 2731
or after hours 4847

CAR HOOD TOPS THE LOT!



- **HOODS & TONNEAUX** MIDGETS, SPRITES, MGB, MGC, SPITFIRES, TR4/A, TR5, TR6, HERALD, VITESSE, ETC., ETC.
- **SUN ROOFS**
- **VINYL ROOFS** FITTED IN A DAY
- **RENOVATION** EXPERT TRIM SERVICE

DIRECT FROM FACTORY PRICES ON CRAFTSMAN MADE, TOP QUALITY PRODUCTS

Car Hood Co. Ltd

- 73 Southern Row, Ladbroke Grove, W10. Tel: 01-969 7148.
- 49 The Viaduct, Roxeth Green Ave., South Harrow. Tel: 01-422 6674.
- Industrial Estate, Station Rd., Hailsham, Sussex. Tel. 0323-841399
- 452 Holdenhurst Rd., Bournemouth. Tel: 0202 33631
- Soft Top Centre, White House Garage, Oxford Rd., Nettlebed, Oxon. Tel: Nettlebed 641251

LOTUS *Elan to Esprit*

Fully restored cars
Selected partially restored cars
Reconditioned engines
Tuned Lotus engines
Tuned Ford engines
Cylinder head repairs
Crankshaft grinding
Camshaft grinding
Cylinder boring
Engine balancing
Rolling road service
Chassis frames supplied
Chassis frames fitted
Chassis frames repaired
All suspension and body repairs
Gelcoat repairs and resprays
Retrimming
Insurance repairs
C.O.D. spares service

The Complete Lotus Service

VEGANTUNE

CRADGE BANK, SPALDING, LINCS.
TEL: 0775 4846/7

WHAT CAR INSURANCE IS BEST FOR YOU?

The answer supplied on 01–733 5102

Or, for details and a GUARANTEED QUOTATION, without obligation, send the coupon to:
TAYLOR PRICE & CO.,
5 BLOOMSBURY PLACE, LONDON, WC1A 2QA

CONFIDENTIAL

Name ..... Age ..... yrs
(Mr/Mrs/Miss)

Address .....

Occupation ..... Full/Prov. licence ..... yrs

Make and 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 ☐
Will the car by garaged YES ☐ NO ☐
Will the car be used for business YES ☐ NO ☐ or commuting YES ☐ NO ☐

PLEASE ENCLOSE DETAILS OF ANY ACCIDENTS OR MOTOR CONVICTIONS

MS7

IT COULD NEVER HAPPEN TO YOU....



....Or could it?



Safeguard your car's cooling system by simply pouring in protection. The unique protection of Bar's Leaks. Whatever the season, an ever present insurance against losing your cool. Or springing a leak and getting all steamed up. Leading car manufacturers and motorists the world over use Bar's products.

Why not you?

RELY ON THE PROTECTOR!

BAR'S LEAKS

23, Aintree Road, Perivale, Greenford, Middlesex.
Telephone 01-998 9923

SEBRING MGB/C TARGA

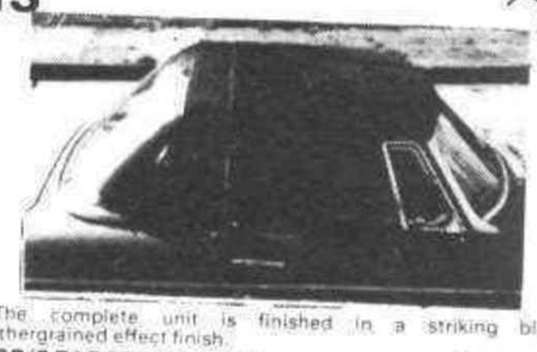
A HARDTOP FOR ALL SEASONS



● A hardtop unique in concept with 2 detachable roof sections one or both of which can be easily removed and stored behind the seats or in the boot



● The central hoop section secures a large wrap around rear screen which offers improved visibility and is available in a smoke tint as an additional extra.



● The complete unit is finished in a striking black leathergrained effect finish.

MGB/C TARGA HARDTOP ..... **£150+VAT**

Please enquire for fuller details on the Targa. Kindly send s.a.e. stating model of car for details on our range of Fastback and Works-Type Hardtops for MGB, Spitfire Mk. 1-3 & 4, Sprite/Midget, TR4-6, Herald/Vitesse & Alpine from £88 + VAT.

FIBRESPORTS 34/36 Bowlers Croft, Cranes Industrial Area, Basildon, Essex. TEL: BASILDON 282723 & 2733

MOTOR INSURANCE

POSSIBLE DISCOUNTS AVAILABLE

- 40% 1st YEAR BONUS
- 30% INTRO BONUS
- 25% POLICE OFFICERS DISCOUNT
- 20% OWNER DRIVERS DISCOUNT
- 20% INSURED & SPOUSE
- 20% CIVIL SERVANTS
- 20% OFFICE WORKERS & 10% YOUNG DRIVERS DISCOUNT
- ALL CONVICTED & SPORTS CAR DRIVERS AT REASONABLE RATES

WRITE OR TELEPHONE WITHOUT OBLIGATION TO:-

C. T. MOTOR POLICIES LTD.
256 GREEN LANES, LONDON N.13
01-882 4541

get RAC maps- or get lost !

from all newsagents and booksellers

Superior Quality CAR CARPETS

TUFTED PILE CARPET FOR ANY CAR



FOR QUALITY, SERVICE AND VALUE!!! Buy direct from the manufacturer, who supply Motor Manufacturers, Factors, Trimmers and Traders.
We supply WHOLE OF INTERIOR car carpet—NOT JUST FLOOR!!
We use MANUFACTURERS ORIGINAL QUALITY TUFTED PILE CARPET, as used and specified by BLMC, FORD, VAUXHALL, CHRYSLER etc. and supply for ANY CAR, BRITISH, FOREIGN OR ORIENTAL, old or new. All cut to manufacturers original patterns, and include BOUND EDGES, SILLS, & SIDE TRIMMING, WHEEL ARCHES, GEAR BOX, TUNNEL and sewn in HEEL PAD
ESCORT, MINI, IMP, 1100, MINOR 1000, VIVA, SPITFIRE, M.G.B's, MIDGETS, SPRITES, "C's, TR4, 5, 6, TOLEDO, 1300, 1800, CORTINA, CORSAIR, VICTOR, CAPRI, AVENGER, HUNTER, MARINA, HERALD, HEALEY, FORD, BLMC, VAUXHALL, CHRYSLER, RENAULT, CITROEN, FIAT, ALFA, VOLVO, TOYOTA, DATSUN, HONDA, VW, BMW, AUDI, SIMCA, DAF, LADA.
FULL SET £11.50 FRONT ONLY £8.50 JAGS, ROVERS, ROLLS, BENTLEY, MERCS, STAG, RANGE ROVER, JENSEN, LOTUS, SCIMITAR. **FULL SET £13.75 FRONT ONLY £9.50** Prompt despatch. 100's more patterns. **Carpet fixing studs 10 for 60p. COLOURS**—Black, Blue, Red, Green, Brown, Tan, Beige, Gold. **WE ALSO HAVE MANY PATTERNS FOR VINTAGE AND COLLECTORS CARS. FULL SET £15 TO £25.** Send for details.
THE FOLLOWING MOULDED MANUFACTURERS ORIGINAL CARPETS IN STOCK FOR SAME DAY DESPATCH. (Most colours, phone for details):—
ESCORT, CAPRI, CORTINA MK 3/4, CONSUL/GRANADA, MINI, MARINA, 1800, SPITFIRE, TOLEDO/1500, TR7, AVENGER, HUNTER, CHEVETTE, VIVA, VICTOR, RANGE ROVER, ROVER 2000, 3500, 3.5, SD1, FIAT 124, LADA, ALEGRO, etc **FULL SET £12 TO £20.**

100% Satisfaction OR MONEY BACK NO QUIBBLE GUARANTEE

If your car's not listed, or you've been let down by others—GIVE US A TRY!!

We also have an expert fitting service. If you are in the area, please call in. Trade enquiries welcome. State model, year, and colour of carpet, phone, or enclose cheque/P.O. (C.O.D. 50p extra). Send large SAE for carpet samples. ALL PRICES INCLUDE VAT & P&P.

Earlwood Motor Products Ltd.
Dept MS 56 Norfolk Street, Liverpool L1 OBE Tel. 051 708 8881

NO EXTRA FOR POST & PACKING
TO: EARLWOOD MOTOR PRODUCTS PLEASE SEND ME (Tick as appropriate)
FULL SET CAR CARPETS @ £____ ☐ NAME ____
FRONT SET CAR CARPETS @ £____ ☐ ADDRESS ____
FIXING STUDS (10 for 60p) ____
COLOUR OF CARPET ____ TEL. NO. ____
CAR MAKE ____ MODEL ____ Please debit my ACCESS/BARCLAYCARD account
YEAR ____ C.O.D. 50p EXTRA ☐ MY NUMBER IS ____
MS7 I enclose cheque/P.O. payable to EARLWOOD MOTOR PRODUCTS VALUE £____
INDEPENDENT COMPANY Reg. No. England 1253426

KONI

SHOCK ABSORBERS

THE ULTIMATE IN QUALITY · TRANSFORMS RIDE COMFORT & ROADHOLDING · COMBATS LEAN, PITCH & WALLOW · PLUS WEAR ADJUSTMENT, GIVING GREATER MILEAGE

LOAD-A-JUSTERS SHOCK ABSORBERS

fast deliveries from

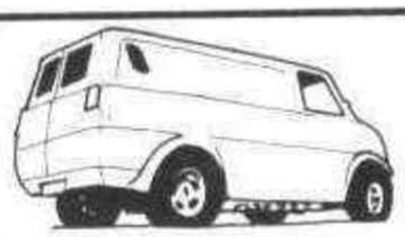
RON HAYNES

OFFICIAL HOME COUNTIES DISTRIBUTORS
For KONI Shock Absorbers & Load-a-justers, Autoballans & Sanlins
World's leading stockists of SUSPENSION AIDS for TOWING & OVERLADEN CARS & VANS

Autoballans
BOGE LOAD DISTRIBUTORS
EASIRIDE
AUTO SANLINS SUSPENSIONS
ARMSTRONG LOAD JUSTERS & AIR JACKERS
WOODHEAD LOADMASTER
STABILIZERS
CARLIGHT STABILIZER
MONROE LOAD LEVELLERS RIDE LEVELLERS
SPAX EVEN KEEL

Send for Catalogue to:
RON HAYNES Motor Sports Ltd
THE SUSPENSION CENTRE
P.O. BOX 56, CARDAIN HOUSE, BURKES ROAD, BEACONSFIELD BUCKS HP9 1PA Tel: Beaconsfield (04946) 5620.









TURBO POWER

Increase the power and torque of your engine the easy way. Install a Rotomaster Turbosonic turbo charger. A comprehensive range of turbines, waste-gates and accessories always in stock, plus bolt-on kits for many popular cars. Send 85p for illustrated brochure and price list to sole UK distributors:

JANSPEED Southampton Rd., Salisbury, Wilts., SP1 2LN Tel: 0722 6955

Turbochargers by Hugh MacInnes, technical director of Rotomaster. The 'Turbo Bible' covers design, sizing, installation, carbs, intercooling, street and race cars, motorcycles and boats price £3.95 post free.



British Auto Spares

Specialising in exporting parts for
JAGUAR, JENSEN, BENTLEY, ROLLS ROYCE, LOTUS, TV.R CARS

SAINT AARONS, USK ROAD, CAERLEON, GWENT, UK

JAGUAR CARPETS

BEAUTIFULLY MADE CARPETS TO THE ORIGINAL JAGUAR SPECIFICATION, AVAILABLE IN FULL OR PART SETS.

EXAMPLE:	E TYPE SERIES I & II		XJ6 SERIES I & II
Full set	£45.00	Full set	£58.00
Two floor pieces	£28.00	Four floor pieces	£32.00

Boot sets and Hardura panels for most models.

Phone for prices of other models; XJS, XJ12, Mk II, all E types, 420, 420G, Mk. 10, Daimler, SP250, XK150, 120, 140.

C.O.D. SERVICE ● WORLDWIDE EXPORTS

Australian Agent: Tel. Melbourne 95.6581

PHONE 0633 420608

'E' TYPE CENTRE—LONDON

(SEAFORTH EXPORT LTD.)
27 BELSIZE LANE, LONDON N.W.3.
(01-435 7614 Anytime 01-794 8088)
5A PINDOCK MEWS, MAIDA VALE, W.9.
(01-286 2668 Business Hours)



THE LARGEST SELECTION OF CLASSIC 'E' TYPES IN U.K. (ROADSTERS, 2+2, F.H.C.)



WE ALSO SPECIALISE IN SELLING/EXPORTING QUALITY DESIRABLE SPORTS/SALOON CARS. L.H.D./R.H.D. (ROLLS ROYCE, BENTLEY, ASTON, FERRARI).
EUROPEAN, AMERICAN, AUSTRALIAN MARKET ENQUIRIES WELCOME

OUR STOCK CHANGES CONSISTENTLY. PLEASE RING OR WRITE FOR DETAILS.

LOWEST RATES WITH INSTALMENTS

Lloyd's & B.I.A. Companies only

YOUNG DRIVERS | COMMERCIAL VEHICLES | SPORT & GT CARS
MOTOR CYCLES | SELF DRIVE HIRE | 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. .....
O.O.D/ANY DRIVER/NAME DRIVERS .....
Value £ ..... Garaged YES/NO. Anybody to drive under 21 YES/NO. under 25 years YES/NO. Business/Pleasure Use. I am entitled to .... years 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.

TELEPHONE: 01-906 1299 | **Motts Godwin Insurance Brokers** 561 Watford Way, Mill Hill, London, NW7 4RT

★ SUPER DE-LUXE CAR SEAT COVERS



IN SIMULATED SHEEPSKIN
12 SUPER COLOURS
TO CHOOSE FROM INCLUDING PLAIN AND CHECK PLAID DESIGN

£4.99 PER PAIR
PLUS 76p (P&P)

100% SATISFACTION OR MONEY REFUND

- ★ FREE LEATHER KEY FOB ON ALL ORDERS
- ★ 12 SUPER COLOURS
- ★ TOTAL SLIP OVER COVER
- ★ NO TAPES TO WORK LOOSE
- ★ LUXURIOUS 100% ACRYLIC
- ★ 100% SRETCH NYLON BACK AND SIDE PANELS
- ★ MACHINE WASH
- ★ DRIP DRY

IN NATURAL CREAM ● BLACK ● BEIGE ● CHOCOLATE ● COPPER OR SILVER GREY ● CHECKS IN RED ● BLUE ● GREEN ● GOLD ● GREY ● BEIGE

COMPLETE SET* (2 FRONT & REAR) *PLUS* ***FREE*** STEERING WHEEL COVER

ONLY £11.99
PLUS 96p (P&P)

THOUSANDS OF SATISFIED CUSTOMERS
BEWARE OF SKIMPY IMITATIONS. Slips on like a glove
Keeps new upholstery like new
Cool in summer, warm in winter. Machine wash. Drip dry.

***HIGH BACK MODELS— COMPLETE SET £14.95 INC. P&P.**

TO: STAMFORD SHEEPSKIN PRODUCTS, 532 HUDDERSFIELD ROAD, STALYBRIDGE, CHESHIRE.

Rush me
Pairs of Seat Covers at £5.75 (INC. P&P)
Rear Seat Covers at £7.95 (INC. P&P)
One Seat Cover at £3.65 (INC. P&P)
Steering Wheel Cover at £1.35 (INC. P&P)
Complete Set at £12.95 (INC. P&P)
High Back Seat Covers at £7.75 (INC. P&P)

I enclose P.O. Cheque £

YEAR OF CAR
MAKE
MODEL
COLOUR REQUIRED
PLAIN/CHECK

NAME
ADDRESS
MS/7
BLOCK LETTERS PLEASE

THE ITALIAN CONNECTION
AND
E. B. SPARES

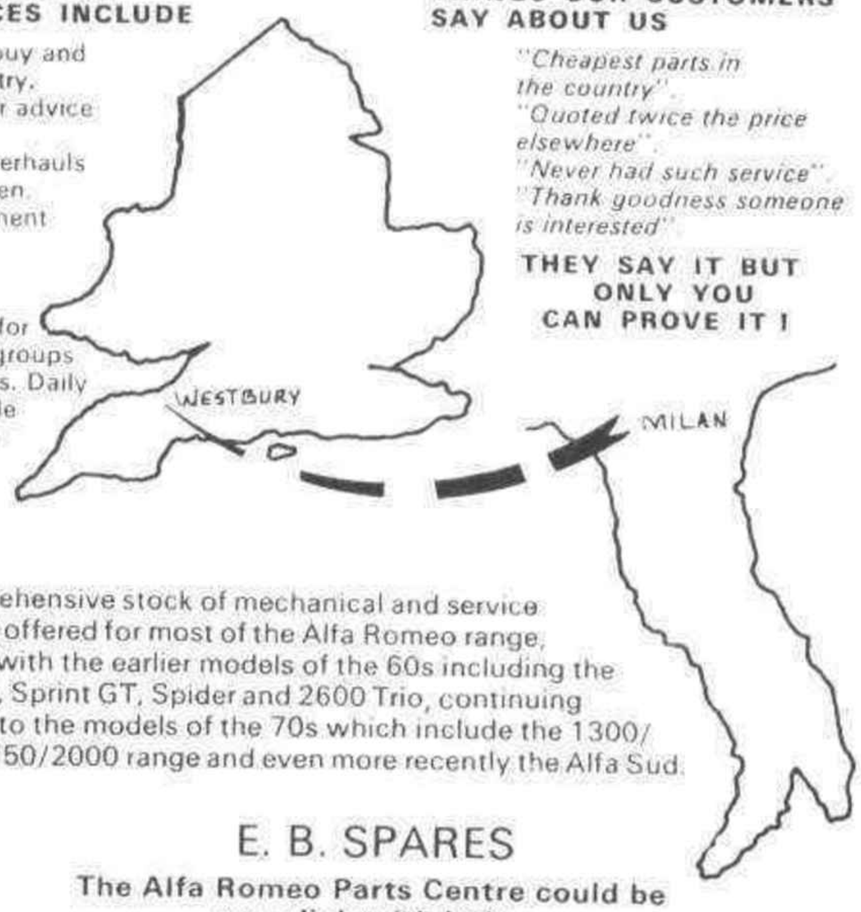
SPECIAL ALFA SERVICES INCLUDE

Unique buy and sell registry.
Customer advice service.
Major overhauls undertaken.
Replacement hoods.
Bulk buying facilities for trade or groups of owners. Daily worldwide despatch of parts.

THINGS OUR CUSTOMERS SAY ABOUT US

"Cheapest parts in the country".
"Quoted twice the price elsewhere".
"Never had such service".
"Thank goodness someone is interested"

THEY SAY IT BUT ONLY YOU CAN PROVE IT !



A comprehensive stock of mechanical and service parts are offered for most of the Alfa Romeo range, starting with the earlier models of the 60s including the Giulia TI, Sprint GT, Spider and 2600 Trio, continuing through to the models of the 70s which include the 1300/1600/1750/2000 range and even more recently the Alfa Sud.

E. B. SPARES

The Alfa Romeo Parts Centre could be your link with Italy.

Ring, write or call,

2 WASHINGTON ROAD,
WEST WILTS TRADING ESTATE, WESTBURY, WILTS.
Tel.: Westbury 823856. Code 037. 3.

SPECIALISED ENGINES



Ford Only Engine Specialists. All fully guaranteed for all Parts and Labour in Writing. All Engines completely reconditioned. All Tuned Engines we prefer you to see built up. Full Specification Sheet with Tuned Engines.

SPECIALISING IN 'V' AND OHC ENGINES.

Standard type reconditioned full engines from:
Examples: 105E/1200 **£88.** 1500GT **£97.** 1300/1500 PXF **£91.** 1600/2,000 OHC **£148.** V4 1700/2,000's **£165.** V6 2.5/3,000 **£189.**

BIG ENGINES FOR LITTLE ONES.
1500 for 1200 **£115.** 2,000 OHC for 1600 OHC **£201.** 3,000 for 2.5 V6 **£217.**

TUNED ENGINES
STAGE I 1500 GT **£151.**
STAGE I 1300/1600 XF **£166.**
STAGE I 1600/2,000 OHC **£209.**
STAGE II 1500 GT **£187.**
STAGE II 1300/1600 XF **£212.**

TUNED 'V'S
V4 STAGE I **£222.**
V4 STAGE II **£256.**
V6 STAGE I **£262.**
V6 STAGE II from **£311.**

All tuned engines have gas flowed heads and balanced pistons and rods. Stage II versions have bigger valves.
Example: Stage I V6 is based on the RS 3 100. Stage II V6 big valve heads and [illegible] of modified inlet/exhaust manifolds. Cams, and carbs.

Test our NEW CAPRI III 3.1 DEMON-STRATOR.

FITTING OF STANDARD AND OHC ENGINES £14.00.
Fitting of 'VEE' Engines. £19.00.
ALL PRICES SUBJECT TO 8% V.A.T
S.A.E. FOR DETAILS

SPECIALISED ENGINES

Manorway Industrial Estate, Bridge Road, Grays, Essex.
Grays Thurrock 78606.

"Is your MOTOR INSURANCE due for RENEWAL?"

If your policy is shortly to expire or you are soon to change your car you may well be **FACED WITH INCREASED COSTS.** However, this is an ever-changing market and we have recently obtained new terms from several insurers offering **VERY ATTRACTIVE PREMIUMS** and it may therefore be worth your while to obtain a quotation from us **NOW!**

For example

"LOWER RATES FOR COMPREHENSIVE COVER ON HIGHER GROUP SPORTS AND G.T. CARS FOR DRIVERS OVER 25."

"REALISTIC THIRD PARTY RATES ON ALL CARS INCLUDING SPITFIRES/MGBs ETC. FOR YOUNG DRIVERS."

PLUS –

"INCREASED BONUS SCALE TO 65%" – "SIX AND NINE MONTH POLICIES FOR NEW DRIVERS" – "SEVERAL NEW OCCUPATION SCHEMES" – "AGREED VALUES" – "REDUCED TERMS ON SOME FOREIGN CARS" – "ANNUAL GREEN CARDS" – **"SYMPATHETIC ATTENTION FOR DRIVERS WITH ADVERSE RECORDS."**

A BRIEF TELEPHONE CALL TO OUR OFFICES WILL ENSURE AN IMMEDIATE QUOTATION AND IF REQUIRED A FULL DETAILED QUOTATION AND PREMIUM INSTALMENT PLAN WILL BE SENT WITHOUT OBLIGATION.

MRB INSURANCE BROKERS LTD

313 HIGH ROAD, CHADWELL HEATH, ROMFORD, ESSEX

TELEPHONE 01-597 7319
(DIRECT QUOTATION LINE)

OFFICE HOURS MON-FRI 10.00 am-1.00 pm 2.00 pm-5.00 pm
SAT 10. am-1.00 pm.

John Brown wheels

Warwick Wedgnock Lane, Wedgnock Industrial Estate, WARWICK, Tel: (0926) 46131
London 226 Kilburn High Road, Kilburn, LONDON NW6, Tel: (01) 328-1214 or 6413
Croydon 226-232 London Road, CROYDON, Tel: (01) 686-6831/2
Manchester University Precinct Centre, Oxford Road, MANCHESTER, Tel: (061) 273-3507 or 3642

For the best names around...

FIAMM · SEATS Paddy Hopkirk · B.F.Goodrich · Thrush · KORI · astrali · KONI · Apollo · APPLIANCE · intersport · CAL CUSTOM · SPAX · HAWK · BILLOVER · wolfrace · TWISTER · CORBEAU · 100+ · momo · TRANS-AM RSR

Mail Order
Apart from our shops we offer a first class Mail Order service from our Warwick headquarters. Send a stamped addressed envelope for a copy of our latest illustrated price list.



Credit Terms
We offer Credit Terms (as well as Access/Barclaycard facilities) on all our products. These consist of a 20% deposit and five monthly payments. Send a stamped addressed envelope to Warwick for further details.

Romford 1057-1063 High Road, Chadwell Heath, ROMFORD
Paris 42 Rue Carnot, 92300 Levallois, PARIS
Bristol 36 Bristington Hill, Bristington, BRISTOL, Tel: (0272) 779316
Sleaford Speedway Service Station, Anwick Corner, SLEAFORD, Tel: (0526) 837362

STUNG BY GARAGE BILLS?

BAFFLED BY YOUR CAR?

THIS REMARKABLE BOOK

MAKES EVERY MOTORIST A MASTER MECHANIC

SEE HOW YOU SAVE!

Job	Garage Cost	D.I.Y. Cost
Decarbonising valve grinding engine tune	£41.93	£7.93
Fitting set of new piston rings	£41.58	£10.83
Fitting replacement brake shoes and pads	£14.37	£6.12
Renewing clutch plate	£19.04	£5.54

PROVE IT YOURSELF- ON 10 DAYS FREE TRIAL!



You'll have to open the pages of the Workshop Manual to believe it. Immediately, you'll get a new clear understanding of what's what under your car bonnet. You'll grasp the 'Ins' and 'Outs' of cylinders, pipes, carburetters like a skilled garage mechanic – yet you won't have a massive bill at the end of it!

HERE'S EXACTLY HOW THE STEP-BY-STEP INSTRUCTIONS HELP YOU TO SAVE £££'s.

- Simple find-the-fault charts
- Easy to follow repair and servicing instructions
- Clear, large diagrams and photographs
- Average contents 175 pages
- Detailed repair and servicing data
- Oil-proof, dirt-defying cover

IMMEDIATE DESPATCH

BY MAIL Complete and post your Free Trial Voucher, but send no money now. If after 10 days you decide to keep the manual, send us cheque/PO for £3.95. Post & packing are included. If you decide not to keep the manual, return it within 10 days and pay us nothing.

IS YOUR CAR HERE?

AUDI
80, 90, Super 90
100 S, LS
ALFA ROMEO
Alfasud
Giulia 1600 Ti/Ti Super
AUSTIN
Allegro
Mini, Clubman
Mini Cooper, Cooper S
A35, A35 Farina
A40, A40 Cambridge
A60, A110
1100, 1300, Mk 1, 2, 3
Maxi, 1800, 2200
18/22 Series
10/12 Cwt, 24 Vans
AUSTIN HEALEY
Sprite I to 6
100 S, 3000
BEDFORD
CA, CF Vans
Beagle HA
BMW
316, 320
518, 520, 528i
1500, 1600
2002, 2002
2500, 2800, 3.0 S, 3.3 Li
CHRYSLER
180, Alpine
Alpine
Avenger
CITROEN
DS19, DS21, DS23, GS21
Ami 6, 8, Dyane 6, 8
GS
DAF
33, 44, 55, 66, 66, 1300
DAIMLER
Sovereign 2.8, 3.4, 4.2
DATSUN
Bluebird 1600, 1800
Cherry 100A, 120A
Violet 1400, 1600
1200, 1200, 120Y
1300, 1400, 1600
Pick-up 521, 620 Series
FIAT
124, 125, 128
126, 127, 131, 132
500, 600, 850
X1/9
FORD
Anglia, Prefect
Escort 1100, 1300
Fiesta
Cortina, Lotus
Consul Mk 1, 2
Zephyr, Zodiac Mk 1, 2, 3
Zephyr, Zodiac Mk IV, V6
Consul, Granada
Classic, Capri
Capri
HILLMAN
Avenger, GT
Minx Series I to 6
Super Minx Mk I to 6
New Minx
Hunter, GT
HONDA
N360, N600, Z
Civic 1200, 1500
Accord
JAGUAR
Mk 2, 4, 5
XK 120, 140, 150, 150S
2.4, 3.4, 3.8 Mk 1, 2
3.4S, 3.8S, 420
240, 340
E Type V12, 3.8, 4.2
XJ6 2.8, 4.2 Litre
XJ12, XJS
LANDROVER
2, 2.2a, 3
LEYLAND
Sherpa
MAZDA
616, 808, 818
RX 2, 4160, RX 3
1000, 1200, 1300
1500, 1800
MERCEDES-BENZ
190, 190C, 200
220, 230, 250
220 D, 240, 300
MG
Midget 1500
Midget Mk I to 3, 1500
Magnette ZA, ZB
MGA, MGB, MGB GT
1100, 1300, Mk 1, 2
MORRIS
Minor Series 2, 1000
Oxford 2, 3, 4, 5, 6
Mini, Clubman
Mini Cooper
1100, 1300, Mk 1, 2, 3
1800, 2200
Marina
NSU
Prinz 1 to 4
1000, 1200
OPEL
Ascona, Manta
Rallye, Olympia
Kadett C
PEUGEOT
204, 304, 404, 1500
104, 504, 1500
PORSCHE
911, 912
PRINCESS
18, 22 Series
RELIANT
Regal
RENAULT
4, 6, 4, 5, 6
8, 55, 10, 90, R10, 1100
12, 15, 16, 17
14, 32
RILEY
1.5
Elf Mk 1 to 3
1100 Mk 1, 2, 1300
ROVER
60 to 110
3500, 2600S
3 Litre, 2000, 2200
Range Rover
SAAB
95, 96, Sport
99
SIMCA
1000
1100, 1200
1100, 1301, 1500, 1501
SINGER
Chamois, Sport
Gazelle Series 2A to E
New Gazelle
Vogue Mk 1 to 3
Vogue 1725
SUNBEAM
Rapier, H120, Alpine
Imp, Sport, Stiletto
1250, 1500, 1300, 1600
YOYOTA
Corona, Celica 1600
Corolla 1100, 1200, 1600
TRIUMPH
Dolomite 1850, Toledo
Dolomite 1300, 1500
Herald
Spitfire Mk 1 to 4
Stag
Vitesse 1600, 2 Litre
1H2, 3, 3A, 4, 4A, 5, 6, 7
1300, 1300TC, 2500, 2500TC
2000, 2.5 PI Mk 1, 2
VANDEN PLAS
3 Litre
1100 Mk 1, 2, 3, 1300
VAUXHALL
Victor 1, 2, FB, FC, 101
Victor VX4/90
Victor 1600, 2300
Victor 3300, Ventora
Victor FE, Ventora
Velox, Cresta, PA, PB
Cresta PC, Estate
Viva HA, HB, HC
Firenza, 1159cc, 1256cc
Chevette
Cavalier
VOLKSWAGEN
Beetle
Golf
Type 1200, 1500
Type 1300, 1700
Karmann Ghia
Passat
Polo
Rabbit
Scirocco
411
1600 Fastback
VOLVO
66 GL
120, 140 Series
160 Series
240, 260 Series
1800
WOLSELEY
15/50, 1500
18/85 Six
6/90, 6/110, Mk 1, 2
Hornet Mk 1 to 3
1100, 1300, Mk 1, 2, 3

Manuals for these cars ONLY £3.75 Plus 20p Post & Package

YOUR FREE TRIAL VOUCHER

Send no money!

To **AUTOBOOKS LTD** Golden Lane Brighton BN1 2QJ

Please send me a Workshop Manual on 10 days Free Approval. I promise to send you £3.95 if I decide to keep the book.
Otherwise I will return it within 10 days and pay you nothing.

Year _____ Make _____

Model _____

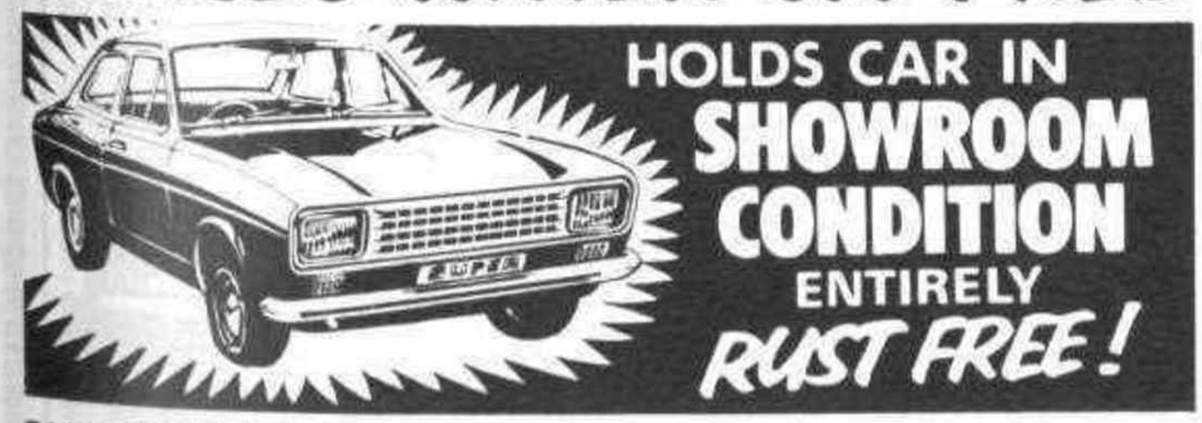
NAME _____

ADDRESS _____

_____ MS13

Registered in England 606186 **Autobooks**

CHASES WATER OFF MILD STEEL PLATE IN 7 SECS!





RUST GNAWS UPWARDS to metal surfaces, despite dedicated polishing. Factory-NEW cars hide rust pinpoints within faulty seams, spot-welded joints. Assembly line rivets, bolts, crack paint on prefab panels. Rust air damp creeps through thinnest gaps. Grows, spreads, penetrates. Gnaws metal. Brush-on rust killers can't restore surface bubbles damage. Every inch of surface rust scraped and painted over still leaves devilish rust on the UNDER side. Hidden! And deep in-below corrosion weakens suspension, load-bearing members, brake cables, sills, box sections. The very vital spots that Waxoyl rustproofs for evermore! Lowers rust depreciation by at least £150 p.a. (AA estimate).

Most up-to-date rust inhibitor known to science

Rival inhibitors ABSORB water and oxygen, become exhausted. Stop working. Rust reactivates. MOST UP-TO-DATE Waxoyl **chases** moisture. KILLS rust. Blocks reactivation for all time!

TRADE HOUSES CHARGE UP TO £80 for rustproofing, mostly for labour. DO-IT-YOURSELF with Waxoyl at only ONE TENTH of cost. Pay simply for raw materials at **manufacturer's** prices. Save up to 50% on competitors materials. Needs no further attention apart from 30 sec. wheel arch Autumn check. Never cracks or flakes off. Self-healing if scraped. Polorised molecules creep over punctured area.

FORGET CORROSION. Waxoyl micro rust killer inhibitor resembles tadpoles! Tails' penetrate oil, grease, mud with magnetic speed attracted to metal like dust to LP records. With deadly efficiency molecules sink deep into every minute pore within entire vehicle surface. Replaces air moisture, stops and KILLS iron oxide rusting. Tadpole 'heads' seal off metal with continuous water-repellent skin. RUSTFREE CAR 'sleeps out' immune to winter rust havoc: vicious road salt, rain, mud, slush. Deep within metal pores Waxoyl NEVER STOPS WORKING!

KILLS SUMMER DAMP RUST HAZARDS on wet sticky days. Protects raw metal edges within sills, box sections, door panels as trapped condensation drips into pools of moisture, even in garaged car. FORGET CORROSION!

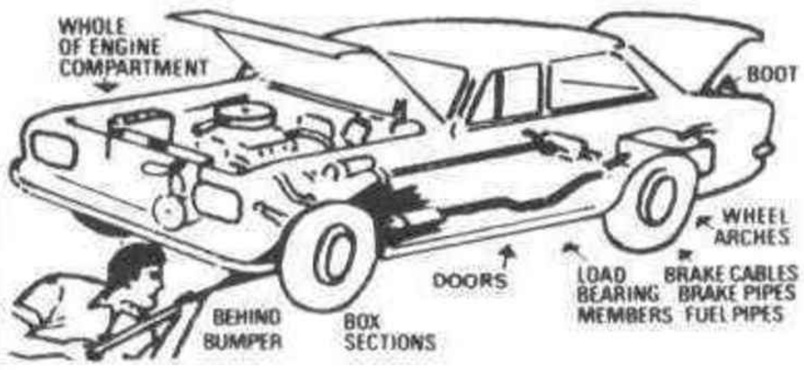
WAXOYL KILLS rust outright, doesn't just slow it down. Send now. Per return despatch with easy, illustrated instructions.

PROTECTS IN GRUELLING WINTER conditions. One simple, quick WAXOYL application NOW ensures complete year after year protection.

EASY, QUICK, CLEAN!

NO NEED TO CRAWL UNDER CAR (in most cases). Finnigan's Applicator forces airless spray into entire car underbody.

HEAVY COATING. One gallon equivalent to THIRTY aerosols **at one sixth of cost!**



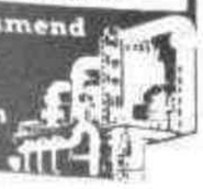
AA REPORTS after FOUR WINTERS "No rust on WAXOYL treated areas"



LAING off-shore's largest Rig uses WAXOYL on sea-washed equipment

One of world's biggest OIL COMPANIES says: "Of all rustproofers tested, ONLY WAXOYL KILLS existing rust"

ICI recommend WAXOYL for brine circulation pipes



EASILY RUSTPROOF CAR IN ½ A DAY!

LIVENS-UP OLDER CARS. Revives 'tired' electrical insulation. Dispels water in plugs, distributor. Instant wet weather starting **permanently**. One coating outlasts engine. **Wax content lubricates.** Saves repairs. Restores trade-in value. Eases door closure: smooths window mechanism. Silences road noise, hidden squeaks and rattles. Use coupon now.

NO PREPARATION. NO SKILL. NO SPECIAL EQUIPMENT. Thin dust layers act as 'binding' agent. FINNIGAN'S APPLICATOR rustproofs wheel-arch in only 30 SECS! Forceful airless spray up to 4 ft. long. 100% EFFECTIVE SWIRLING ACTION and shaped nozzle, sprays right into small screw holes. No drilling. No mess. No waste.

WHY BIG WORLD USERS TRUST WAXOYL RUSTPROOFING

WAXOYL DOES AS IT SAYS... Kills rust. Users report: SWISS GOVT. LAB TESTS: **'Proved to standards far higher than any known competitor'**. CITROEN CAR CLUB: **'Fantastic stuff'**. BRITISH STEEL CRP'N: **'Most satisfactory'**. SWISS AUTO RACING A.G.: **'Clean, easy application. No after cleaning'**. WESTERLY MARINE, PORTSMOUTH: **'Waxoyl protection excellent on marine diesel oil tanks'**. (Tank bases otherwise impossible to rustproof, standing on supports). MOTOR MAGAZINE: **'Remains active indefinitely'**. CHRYSLER CENTRE, BASEL: **'Application so clean. Entirely satisfied'**. ROVER SPORTS REG. MEMBER: **'197,000 miles. No sign of Waxoyl penetration'**. LEICESTER: **'On '72 Beetle since new; extremely satisfied'**. AUSTRALIA (NSW): **'On Rover 3,500, coating still intact in corrosive sea air'**. CHESTERFIELD: **'9 yr. old, Waxoyl-coated Volvo looks less than half its age'**. Some short-lived rustproofers use thin cheap oil for cavities. (we have tested them all!) Others, with harmful acids first need to be washed off. (Or cost more because of separate rust-killer applications.) Those relying upon zinc content eventually fail. WAXOYL is clean, exceptionally easy and quick to apply. Order now, deal direct with an old established manufacturing concern, with world wide reputation for honesty and fair dealing. Order direct with every confidence.

SOME REGULAR USERS: Min. of Defence, Post Office Telephones, Police, Sussex County Council, Fire Brigades, Northern Gas Board, Royal Navy, British Oxygen, Dept. of Safety in Mines, BICC, Coles Cranes.

ORDER DIRECT. SMALL CAR SIZES: 5 litres (1.1 gal.) £4.98+85p carr. BIG CAR: 10 litres (2.2 gal.) £9.27+85p. 20 litres (4.4 gal.) DRUM £17.16+95p. Finnigan's Applicator £1.95. 28p p/p. TRIAL OFFER: 500 ml (.88pt) TIN for your trigger oil can test behind chrome strips (or brush on door edges, free brake linkages, etc). Send 85p add 58p p/p.

TRIAL OFFER

FINNIGAN'S LTD., (MSW) Eltringham Works, PRUDHOE, Northumberland.
Phone.: 0661 32411.
Rush my order as shown (please tick box).

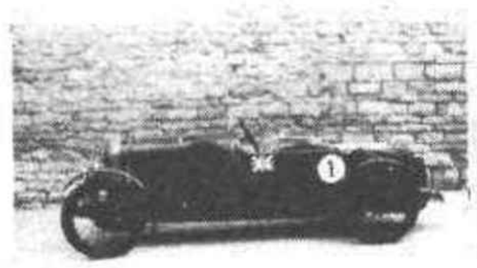
- ☐ 5 litres
- ☐ 10 litres
- ☐ 20 litres
- ☐ Applicator
- ☐ Trial Offer

Chq/PO/MO/cash £ .....
Name .....
Block caps
Address .....
.....
.....

Regd. Office No. 354180 (London)

Old Motors

32 HIGH STREET
STOKE GOLDINGTON
BUCKS. Tel 271





1920 Standard 2-str & Dickey. **£3,950**
1932 Austin 7 Box saloon **£795**
1933 MG LI Magna 4 str sports **£2,250**
1934 MG NA 4 str Tourer **£2,250**
1937 MG TA 2 str Sports **£1,750**
1937 Triumph Southern Cross 2 str. **£2,500**
1965 Jaguar Mk II 3.4 w/w, o/d **£1,250**

1918 Sunbeam M/C combo 500 cc **£1,600**
1927 Raleigh M/C 250 cc **£500**
1973 BMW R90s M/C **£1,300**

Bentley 4½-litre electric car *Illustrated*
Edwardian Childs pedal Car *Illustrated*

WANTED URGENTLY: Pre-War Sports and Tourers, M/Cycles etc. Similar machines purchased and part exchanged.

SO WHO CARES IF YOU DO?



The T-shirt costs £2.95 The sweatshirt costs £5.95. The hooded sweatshirt costs £7.95.
Superb quality garments. Colours: navy blue, sky blue, black, bottle green, white, yellow or red.
Sizes: small (30"-32"), medium (34"-36"), large (38"-40").
And introducing the IDONTGOTO UNIVERSITY tie, with the original words and emblem embroidered in gold in the centre of a navy blue background. **£4.50.**
All prices include post and packing.
All products available by mail order only from: Mr Wadsworth's Clothing Company Limited, FREEPOST, Knutsford, Cheshire WA16 7BR.

Dear Mr Wadsworth, please send me the following:

	Quantity	1st colour	2nd	Size
T-shirts				
Sweatshirts				
Hooded sweatshirts				
Ties				

I enclose cheque/postal order for £

Name

Address

Money back if not completely satisfied.
Please allow 21 days for delivery. MS

FOR SALE—continued

TR7 – 5-SPEED, August 1977. White. 6,000 miles. Fastidious Leyland engineer owner. £2,950. Available 22 July. 021-445 2115. (15160

1968 DAIMLER V8-250 Automatic. Dove grey with maroon hide. Long MoT. Most of original tools. Radiomobile. A very fine example in beautiful original condition. £875. Phone Brinscall 831096 (Lancashire). (15161

LOTUS ELITE. Superb example of Colin Chapman's original masterpiece. Fibreglass bodywork painstakingly restored and repainted Brooklands green. New carpets and trim. 1,220 Coventry Climax engine fully rebuilt. New clutch and reconditioned MG gearbox. Independent front and rear suspension with all new bushes and bearings. All round disc brakes with new seals and pads. A car capable of 115 m.p.h. and 45 m.p.g. with legendary roadholding. Classic economical motoring from 1959. £2,350. Huddersfield 663616. (15159

BMW 316, 1976. Metallic green. 19,000 miles. Excellent condition, can be seen in London. £3,250. Coventry 414914. (15158

MG "K/L" cyl. head, "P" steering box, MG "F" style ENV gearbox with cross-shaft. Some other MG spares. Tel. 074788 671 (Wilts.) (15157

ROLLS-ROYCE Phantom I H. J. Mulliner four light fabric bodied Weymann Saloon. Chassis No. 54 FH. Identical to middle picture "Those Elegant", page 143. Very original condition with extremely sporting coachwork. £1,000 spent during last two years ownership on new tyres, removing and resetting rear road springs, rewiring and reconditioning all electrical units, replacing glass, red leather interior, red carpets, black ebonite woodwork. All very original and in good condition. Marchal headlamps, Opra lamps at waist level. £16,950. Tel. 0925 76 2317. (15156

WOLSELEY 8, 1946. MoT & taxed for 12 months. Much recent work including complete brake overhaul. New battery. In exceptionally good condition. Ready to be driven anywhere. Photos available. £650 o.n.o. Tel. 074788 671 (Wilts.) (15157

TVR 3000M, S reg. Overdrive, white, black vinyl roof, sunroof, radio, HRW, Sundym, taxed. 15,000, immaculate, £4,300. Camberley 61080. (15155

ROVER 3½-LITRE Coupe. 1972. 52,000 miles, Bordeaux red, grey roof, tan trim. Beautiful looking car turns heads everywhere. Excellent mechanically. £1,350. Ring Welwyn 5592 evenings. (15154

12/50 ALVIS, 1927 TG Sportsman's Saloon. Attractive, needs work but not major rebuild. £2,250. All replies considered. Box No. 5786. (14921

FROGEYE FOR SALE: 1959. Two year rebuild completed. All steel and original. H/T S/T and tonneau. Potential concours car. £925. Box No. 5784. (14932

MG TF. Wires. Professionally rebuilt, rebodied to concours standards. BRG, tan, £5,250. Consider exchange. 01-886 3080, evenings. (22381

ROLLS 20/25, 1934. Stylish sports saloon, coachwork by Gurney Nutting. Unrestored but in very original condition. £4,950. Box No. 5789. (14818

BENTLEY MK. VI, 1948. Spotless coachwork, black over silver, sunroof, interior completely re-trimmed in Connolly hide, new carpets. Drives beautifully, no expense spared by present owner. A truly superb example. £4,750. No dealers. Rusper (Sussex) 234. (14961

MG-A FHC, 1960. Completely restored, resprayed red, black leather interior, wires, rechromed, recarpeted, rebuilt engine, gold S gearbox. Year's MoT. Excellent. £1,800 o.n.o. Camborne 713508. (14962

BENTLEY: RARE 4-litre four light saloon at Christie's Beaulieu, July 11th. For details tel: 062-485 236. (14972

1976 FIAT 124 Sport 1800. Silver metallic, low mileage, Cromodora wheels, radio, tinted glass, headrests, rustproofed, soundproofed, absolutely immaculate condition. £2,400. Harlow (Essex) 24384. (14971

AUSTIN HEALEY 3000 Mk. 3. 1965. National Healey Day Concours Winner. Totally rebuilt. Chrome wire wheels, overdrive, soft top, works hard top, long/short tonneaus, boot rack. Ice blue/white. Genuinely immaculate throughout. Offers around £4,500. Phone (Box, Wilts.) 022121 2657. (14970

G REG, TVR Vixen. Recent bottom end rebuild, w/w, radio, work required hence £575 o.n.o. Also 1275 Mk. I Sprite, originally a circuit car. Weber carb., at present with Lenham body but loads of spares including tatty steel bonnet. Interesting, solid car. Garaged several years, reg. no. 1427 N. £500 or offers. Tel. Cardiff 751048 evenings. (14969

FORD ANGLIA, 1948. Reg. No. MG 7155. Sound and complete. Needs renovation. Low recorded mileage. £150. Buyer collects. Tel. Shrewsbury 3460. (14967

ASTON MARTIN DB5, 1964. Excellent condition. Factory serviced and recently overhauled ZF box, radio, stereo. Dubonnet rosso/beige trim. CWW. Full history. £3,650 o.n.o. Days 01-734 7614, eves. Westerham 62296. (14966

MG TC, 1947. Recent rebuild, excellent condition. Taxed. Used regularly. £3,400. Phone 01-348 8981 evenings. (14965

LOTUS CORTINA Mk. II. 1970. Probably the finest in the country. Ermine white with red coach line, black vinyl roof. 45,000 miles, never used in winter. Ziebart. Formula 70's. Luminition. Cibies head and fog. Motorola, electric aerial, oil cooler. New exhaust. 12 months MoT. £1,500 o.n.o. Tel. Earby 3382 after 6 p.m. (14964

MORGAN 4+4, 1975. 27,000 miles, red, many extras. MoT June 79. V. good condition. £4,100 o.n.o. Genuine interest only. Hemel Hempstead 58278. (14963

MG TD, 1952. Red. 12 months MoT, nice condition. £3,500. 0794 (Hants.) 40096. (15020

ALFA ROMEO 2000 GTV. M reg. 44,000 miles, sand. Taxed, MoT, radio. £1,625. 0794 (Hants.) 40096. (15020

TR3A DRIVEN from works. 1959, by the one owner. In superb mechanical and bodily condition. Offers around £1,500. Tel. Hertford 54798. (15023

ASTON MARTIN DB6, 1967. Auto, 72,000 genuine mileage. Beige with black interior – in superb condition and completely original throughout. Personal Reg. Chrome wires, PAS, radio-cassette, taxed and MoT. A sound investment. £3,700. Telephone Bolton (Lancs.) (0204) 40889. (15025

ALFA ROMEO Spider Veloce 2000. R registration. One owner, white, electric aerial, 4,000 miles (genuine). Unbelievable condition – £4,950. Telephone Thetford 4835 or 3951. (15021

TR6, 1973. Red, immaculate, really wide tyres, radio, many other extras. Looks fantastic. £1,850 daytime 589 2539 weekdays. (14191

FOR SALE—continued

TRIUMPH SPITFIRE, 1973. Genuine 18,000 miles from new, two owners. Damask red, tan trim. Undersealed. Tonneau cover, boot lid carrier. Superb condition throughout. £1,395. Might part exchange. Telephone Horam Road 2465 (Sussex). (15017

E-TYPE JAGUAR Roadster. Convertible. July 1964. 3.8-litre engine no. RA7207-9, chassis No. 850915. Faultless condition, fastidiously maintained. 63,500 miles. £3,500. Telephone 01-992 7732 or 01-567 8555. (15015

MG-B GT V8. 1974. Damask red, one owner, low mileage, o/d, radio, alloys, tinted windows, HRW, headrests, new XAS tyres. Mint condition, 12 months MoT. Bargain £2,195. Tel. Pantymwyn 514 (near Chester) after July 6th. (15026

BMW 502 Saloon, 1959. Very good condition, however big-end rattle. MoT. Offers. Grimsby 43963. (15000

1954 SUNBEAM Talbot 90, one family ownership, good condition, very low mileage. £1,500 o.n.o. Rees, Littledunwood, Weobley, Herefordshire. Weobley 261. (15002

AUSTIN COOPER 1275 S. 1966. Unique car, totally original, 39,000 genuine miles. Taxed, MoT. £1,850. Phone Hoddesdon (Herts.) 64703 for further details. (15007

MG-C GT, 1969. Snowberry white, 45,000 miles, sunroof, Sundym, radio, stereo, electric aerial, genuine sheepskin cover, HRW, W/W. Taxed & tested. A beautiful example of a very rare and thoroughbred sports car. Must be seen to be appreciated. An investment at £1,500. Part exchange considered. Miller, Milton Abbas (0258) 880721. (15006

PORSCHE CARRERA Targa, 1974. Yellow, side lettering, large spoiler, l/slip diff. Blaupunkt Bamburg stereo. New tyres. AFN maintained. £9,250. PX possible. Helston (03265) 62279. (15005

1936 AUSTIN Nippy, maroon. Concours condition. Engine rebuilt. £2,580 o.n.o. Huddersfield 29164 after 7 p.m. (15004

ROLLS-ROYCE, 1961. Black with beige interior. 67,000 miles. Beautiful condition throughout. £6,900. Medway 41065. (15010

ROVER 1939 Saloon. Rating 16.9. Very clean, excellent running order. £750. Teversham 2321, near Cambridge, evenings or weekends please. (15011

DE TOMASO Pantera, reg. Nov. 72. RHD. 30,000 miles, dark blue. Immac. cond. New tyres etc. £6,250 o.n.o. 01-651 0152. (15262

RELIANT SCIMITAR GTE. Sept. 1975 P registered. 26,000 miles, overdrive, Alaska blue/black interior. Well looked after car. £3,600 o.n.o. Ring 0384 211164. (15264

LANCIA FULVIA Rallye 1.3. 1968. Taxed. MoT. Excellent condition. Reasonable price for appreciating classic. £575. Cheltenham 55569 evenings. (15263

BENTLEY "R" TYPE, 1954. Mulliner "Light Weight" aluminium body. Automatic. Excellent condition. £6,250. Danehill (Sussex) 259. (15265

MORGAN +4 coupé. 1961. Rebuilt over last 4 years and finished in BR green with black trim. New parts include chassis, ash framework, steel wings, aluminium panelling, wiring loom, windscreen, chrome trim, carburettors etc. Rebuilt engine. Chrome luggage rack. Wire wheels. As new condition. Offers over £6,500. Teignmouth 5411 (Devon). (15266

MORGAN 4/4 4-str., R reg. Yellow/tan leather upholstery. Restall seats. Rustproofed. 10,000 miles only. Immaculate. £4,850. Lymm 4097 (Cheshire). (15267

MG-B GT, 1973. Glacier white, overdrive, HRW, radio, rustproofed, maker's oil pressure, RAC inspected. Taxed, tested. Immaculate. £1,625 o.n.o. Oxford 771995. (15268

MORGAN FAMILY Aero. 1930. 2-speeder, air cooled JAP. Excellent restored example. £2,850. Leicester 412005. (15271

1936 RILEY Kestrel Sprite. Kestrel engine just completely overhauled. Excellent tyres, wheels, good paint, chrome. Sunroof. Good all round condition. Price £1,500 o.v.n.o. Phone 06465/401 Dale, Pembrokeshire. (15272

LANCIA BETA coupé 1600, "S" registered. 6,000 miles. Yellow. Electric windows. £3,250. Rugby 61521. (15273

MORRIS COWLEY Six. 1933. Saloon – sliding roof – immaculate. £1,500. Tel. 022 986 439 (Greenodd) Cumbria. (15275

MG PB, 1936. Complete rebuild, concours condition. £5,000. Box No. 5793. (15274

1951 LAGONDA DB 2.6-litre 4-door Saloon. Pictured in April "Thoroughbred and Classic Car" article, in good condition throughout. Mechanically sound. MoT. Five good tyres. Woodwork in excellent finish. Must sell: moving abroad. Best offer. Telephone 01-229 2523 evenings or Winkfield Row 5431 (near Ascot). (15279

MG-B GT, P reg. (big bumpers). Lovely looking and well looked after motor car. Tahiti blue, overdrive, sunshine roof, radio and automatic electric aerial. 13 in. leather wheel. Rostyles, good tints. Most reluctant sale – wife prefers Mini! £2,500. Mike Jenkins, Bristol 643605. (15280

AUSTIN RUBY, 1937. Professionally repainted and reupholstered. New kingpins and bushes, well shod, uses no oil. Completely reliable. £1,510. Tel. Hungerford 3506. (14086

PAIR OF PORSCHE – magnificent 1970 911S, 54,000 miles, known as "Ferdinand", together with a nice 1963 356B, 58,000 miles, known as "Hermann". A matched pair in blood orange priced at £6,500. Tel: 0535 62544 (Yorkshire). (15276

SUNBEAM ALPINE Mk. IV. 1964 GT model. Reg. No. LHD 456. Fitted from new with Borg Warner automatic box as optional extra. Genuine low mileage, 59,000. Two owners from new. Nicely finished Rootes midnight blue with original light blue trim. MoT December. £750. Lewis, Hull 564795. (15278

TRIUMPH STAG, "L". Manual/overdrive. White/black. Hard/soft top. 8 track stereo/radio. One careful owner. Immaculate. 51,000 miles. Michelin. £2,000. Portsmouth 25960 evenings. (15153

ASTON MARTIN V8. 1975 P registration. Manual, one private fastidious owner, 14,300 miles only. Genuine reason for sale. £12,250. Scalford (Leics.) 225. (15152

CORVETTE STINGRAY 454 split roof late shape. 1974. Hurst shift manual, electric tinted windows, air conditioning, Wolfrace wheels, wide low profile tyres. Thrush sidewinders. 37,000 recorded miles. Orange with black interior. "S" reg. £5,375. P.X. 01-399 6633/01-398 7720. (15151

AUSTIN 7 Ulster replica. 1930 mechanics. Gould built body. MoT. Fully equipped road car, eligible A7 assoc., racing, etc. Totally restored 1974/75. £1,875. Phone Brookwood (Surrey) 3669. (15149

Autosearch

Ferrari Daytona. One owner, low mileage and full history from new in 1973. This car has recently been the subject of very considerable expenditure on renovation and restoration. Finished in Ferrari red with tan hide interior. A set of Borrani wire wheels is available. **£16,950.**

Ferrari 275 GTB4. L.h.d., two owners from new, 57,000 km. Red with black interior. Offered with all UK taxes paid. The 4-cam 275 is rapidly gaining a position as Ferrari's most sought after road car. There are 25 r.h.d. examples in Britain, none of which is currently (or likely in the near future to be) for sale. **£16,000**

Rolls-Royce Shadow II. A 1978, S-registered car that has covered only 1,800 miles. Finished in onyx, with olive Everflex roof and green hide interior. Offered at **£33,500.**

Rolls-Royce Corniche. A one-owner car that has covered 19,000 miles from new in 1975. Supplied and maintained by Jack Barclay. Finished in black on shell grey. **£29,950**

Rolls-Royce Mulliner Park Ward 2-door Coupe. 1968. 58,000 miles. All the usual Rolls-Royce refinements for this model (the predecessor to the Corniche), including air conditioning. **£12,750.**

Porsche Turbo. 1977, S-registered specimen in white with green interior, electric sunroof, radio/cassette, Pirelli P7s. L.h.d. **£18,950**

Mercedes-Benz 350SE. Metallic blue, with automatic transmission, power assisted steering, central door locking, head and arm rests, heated rear window, tinted glass. 1976. 27,000 miles. **£11,450.**

Range Rover. Choice of two. Both 1976 P-registered.

One in green with full option pack (tinted glass, cloth upholstery, two bar, rear window wiper, etc.), 6,000 miles only. One owner. Full history. Power assisted steering. **£7,995.**

The second in white with tan interior. Power assisted steering. Electric windows. Spotlights. Tow bar. Rear window wiper. Radio. 18,900 miles. **£7,750.**

BMW 3.0 CSL. A two owner example of the rare lightweight model, with fuel injection and power assisted steering. Metallic green with black interior. Tinted glass. **£3,995.**

Jaguar V-12 E-type. A 1974 convertible in black with chrome wire wheels. 35,000 miles. Two owners. **£6,950.**

CanAm cars, suitable for Group 4 historic events in Britain: we are re-importing from the United States and will shortly have available the following:
McLaren M6GT 454 Chevrolet engine in road tune,
McLaren M8F 427 race-prepared Chevrolet.
McLaren M1B 327 Chevrolet.
McLaren M1A 3.5-litre alloy Oldsmobile in race tune.
Lola T222 427 race Chevrolet.

Contact Autosearch for further details.

Viewing 7 days a week – but by appointment only, please.

AUTOSEARCH
Brokers of Fine Cars

OCKHAM ROAD SOUTH, EAST HORSLEY, SURREY.
Tel: East Horsley (048 65) 2741 (24 hour answering service).
East Horsley (048 65) 2793.
Evenings and weekends: Midhurst (073 081) 2679.

US ASSOCIATE COMPANY:
Autosearch West,
Authorized Ferrari Parts & Service
15401 Chemical Lane, Huntingdon Beach, California 92649
Phone: (714) 894-9849

PERFORMANCE CARS

GREAT WEST ROAD
BRENTFORD MIDDX.
Tel: 01-560 7011

ONE MILE WEST OF CHISWICK ROUNDABOUT AND M4 EXIT No.2.

OUR NEAREST TUBE STATION IS SOUTH EALING ON THE PICCADILLY LINE, THEN CROSS TO OUR REPAIR DIVISION (W. H. COCK AND SONS) FOR TRANSPORT

PLEASE NOTE STOCK CHANGING DAILY, PLEASE PHONE FOR YOUR CHOICE OF CAR – WE MAY HAVE IT IN STOCK

ALL QUOTED MILEAGES ARE WARRANTED. UNASHAMED AND FEARLESS, YEARS AND PRICES CLEARLY STATED. THIS HAS BEEN OUR POLICY SINCE 1946



1968 Aston Martin DB6, £700 spent on engine, automatic box and brakes, respray would improve **£2,500**

1967 Austin Healey 3000 Mk. III, silver grey with red trim, overdrive, wire wheels, radio, original log book, two owners only, hand book **£2,395**

1973 BMW 3.0S1, maroon/grey velour trim, one owner **£2,795**

1967 Cadillac Sedan de-ville, metallic green, ex late Jean Paul Getty, 35,668 miles, tinted, all electric **£2,500**

1968 Daimler Sovereign 4.2 automatic, p.a.s. blue, engine just rebuilt, radio, automatic, h.r.w. **£1,495**

1954 Daimler Conquest Century 2½-litre, black, 18,474 miles, original log book shows two owners, first for 21 years (lady) **£1,995**

1963 Daimler SP250, 'C' spec., silver, red trim **£1,775**

1965 Daimler "V8" 250, white, automatic, power steering, radio **£745**

1976 Jensen Healey GT 2 + 2, all black, one owner, 14,252 miles, 5 speed gearbox, electric windows, tinted glass, alloy wheels, radio, electrical aerial, rear wiper, h.r.w. **£3,995**

1967 Jaguar 420 Automatic, dark blue, approx. £250 spent by us, brakes, carbs, exhausts, timing chains etc **£795**

1967 Jaguar 420 Automatic, grey/red, Webasto sun roof, radio **£645**

1954 Jaguar XK120 drophead, one family owner last 11 years, wire wheels **£4,500**

1968 (G) Lotus Elan S4, f.h.c., white/black, electric windows, knock-on wheels, last owner 4 years, £108 just spent including new clutch **£1,295**

1977 MG-B GT, green/orange stripe trim, one owner, 15,053 miles, overdrive, radiomobile, Glima-glass, headrests, door mirrors, h.r.w., spare unused **£3,295**

1977 (S) MG-B GT, primrose/orange stripe, one owner, 13,042 miles, headrests, tinted glass, overdrive, h.r.w. **£3,295**

1976 MG-B GT yellow/black, one owner, 19,918 miles, wire wheels, tinted, overdrive, radio, h.r.w. **£2,895**

1975 (P) MG-B GT, citron, radio-cassette, overdrive, headrests, h.r.w., door mirrors . **£2,545**

1974 (N) MG-B GT, citron/black nylon, tinted glass, overdrive, headrests, two owners, recorded mileage 30,251 ..... **£2,195**

1974 (N) MG-B, l.h.d. American spec, blaze/black, overdrive, two owners, 47,477 miles, Cadulac underseal, headrests **£1,895**

1973 (M) MG-B GT, damask red, navy trim, overdrive, £200 spent by us on brakes, shocks, carbs etc, invoice available, h.r.w., one owner **£1,795**

1972 MG-B GT, automatic, aqua, two owners **£1,695**

1971 K MG Midget, blaze, black trim, hard and soft tops, wire wheels, Mich 'X', exchange gearbox fitted Feb 1978 ..... **£1,045**

1969 MG 'C' 2,912 cc, red/black, radio, leather wheel, tonneau cover, loose covers, new "windows" in hood **£845**

1952 MG TD 1250 cc, red/tan, original log book, phone for details **£3,500**

Morgan + 8, black, delivery mileage, special paintwork, leather, reclining seats, lightweight body, petrol lock **£7,545**

1978 Morgan + 8, silver/black, delivery mileage, special paintwork, reclining seats, rack, lightweight body, rust proofed, 5 speed box **£7,995**

1974 (N) Jaguar "V12" Roadster, azure blue/black, automatic, p.a.s., hard and soft tops, chrome wire wheels, radio, cassette, 28,252 miles **£6,300**

1973 Reliant Scimitar GTE, ivory beige/tan, automatic, radio, stereo, rear wiper, h.r.w., excellent service history **£2,495**

1912 Rolls-Royce, Silver Ghost Tourer by Regent Carriage Company and J. Rothschild et Fils Ltd **£50,000**

1974 Triumph Spitfire Mk. 4, green mallard/black, radio, tonneau, recent tyres **£1,365**

1977 Triumph TR7, 7,013 miles, one owner, yellow/black nylon, radio, h.r.w., headrests, sundym **£2,695**

1977 Triumph TR7, red/black nylon, one owner, 10,197 miles, h.r.w., headrests, sundym .. **£2,695**

1963 Sunbeam Alpine GT Mk.III, red/black, one owner, 54,694 miles, overdrive, hardtop **£945**

1975 (P) Triumph 2000 TC, yellow/brown nylon, one owner, overdrive, h.r.w., headrests, tinted glass, 13,099 miles **£2,495**

1965 Volvo P1800, red/black, overdrive, spotlights, mirrors, radio, stereo, record player **£895**

TOP CASH PRICES PAID FOR GOOD CARS.

Call in with your car, complete the coupon or phone 01–560 7011. Scottish sellers please note: our buyer visits Scotland frequently. No formalities, delivery taken in Scotland.

I have for sale/part exchange a .....

..... for which I expect £.....

I am interested in .....

NAME .....

ADDRESS .....

.....

Telephone No. home/office .....

ROLLS-ROYCE

For Expert Service and mechanical repairs to all pre- and post-war models at sensible rates. Modern, fully equipped workshops, complete with special equipment for working on all ROLLS-ROYCE and BENTLEY CARS.

Electrical repairs and rewiring carried out.

Spare parts specialists.

AUTOMATIC GEARBOX SPECIALISTS

Contact:

MICHAEL WALKER'S GARAGE – Established 1929

5-7 Goldsworth Indust. Estate, WOKING – 62825 – SURREY, GU21 1LY

Car collection and delivery at no extra charge.

BENTLEYS

WANTED AMERICAN CONVERTIBLE COUPES PRE 1940

COMMISSION PAID FOR INFORMATION LEADING TO PURCHASE

061 941 1908

CRAIGAVON BOROUGH COUNCIL

Offers are invited for a **Daimer 4½-litre 1964** Black Limousine, Ex Mayoral Car, full leather interior, good tyres, requires some attention.

Inspection by arrangement with the Chief Technical Officer Telephone Portadown 33366.

Offers in sealed envelopes marked "Daimler Limousine" should reach the Clerk of Council, Town Hall, Edward Street, Portadown, Craigavon, Northern Ireland not later than 4.00 p.m. on Friday, 28th July, 1978.

The highest or any offer will not necessarily be accepted.

W. J. Mayes, Clerk of Council, Town Hall, Edward Street, Portadown, Craigavon.

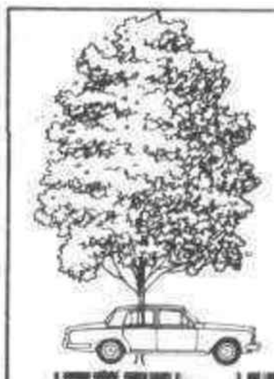


CAR MOTORCYCLE



WIRE WHEEL
Spoke Cleaning Brush
£1.50 post paid

from:
C. Young, Hunterscombe, Dorking Rd, Leatherhead, Surrey, KT22 8JT.



Compton Oak Automobiles

OFFER



Bentley Continental S.3 1964. Regal red with black hide, whitewall tyres, tinted glass, radio/stereo. An immaculate example of this rare model.

Mercedes Benz 190 SL Coupe. Hard and soft top model. This car has just undergone a major restoration, finished in metallic silver with red interior **£2,950**



Bentley Mk. VI. 1951. Finished in Dark Green with Grey leather. Two owners, 136,000 miles with full service history. A magnificent example. **£3,950**

Mercedes Benz 300 SL Gullwing 1955. silver with red interior, genuine mileage 82,000. Immaculate condition throughout. Very rare thoroughbred

BMW 2500 Saloon. White/Navy velour int., s/roof, tint/glass **£2,650**
BMW 3.0 CSA 1973 Taiga green/black velour, p.a.s., tinted glass **£4,695**
Cadillac Fleetwood Brougham 1971 White/blue leather, automatic, p.a.s., electric roof, electric windows **£2,750**
Mercedes Benz 190 SL Hard/soft top model, silver, red interior, immaculate example **£2,950**
Maserati Citroen S.M. Carb model 1972 gold/brown leather, air conditioning, tinted glass **£2,495**
Jaguar 'E' Type 3.8 F.H.C. 1962 Signal red/black hide, totally rebuilt, pristine condition **£1,895**
Jensen Interceptor Black /beige hide, sun roof, Wolfrace wheels **£1,595**
MG-A 1600 MkII 1961 Red cellulose, red leather interior, immaculate example **£2,750**
Bentley S.1 1955 Shell grey over Tudor grey, average condition for year **£1,095**
Volkswagen Karman Ghia 1972 Yellow, black roof, low mileage, immaculate condition

WORLD WIDE SHIPPING AVAILABLE. PART EXCHANGE.

TO VIEW PLEASE CONTACT

DAVID NOLAN

on TWYFORD 713697 (Hampshire).

Classic Cars of Coventry

JAGUARS ★ JAGUARS ★ JAGUARS

We know and love these best of all. Have you noticed in recent months that we seem to be asking less than the so called private advertiser. I suggest if you want a good car at a fair price to come and see ours, save yourself time and money, we're only 5 minutes from the motorway.

XK 120/140 factory prototype. Lofty England chassis No.2, Reg. No. OVC 199. Now being rebuilt from chassis up. Disc brakes, wire wheels, "D" spec. engine. Price dependent on stage of completion.

1951 XK 120 ROADSTER. A really super old car in original condition. £4,250

1959 XK 150 DHC. Special equipment model, chrome wires, o/drive, much major restoration. £5,500

1967 "420" Sunshine roof, power steering, chrome wheels. This really is a picture in Carmen red. £1,250. We have four more, two with overdrive from £350.



Our Mk. X and 420 G Convertible (photo) from £3,500 'Autocar' said 1.4.78. "Even at that price it looks like a classic worth much more".

Mk. VII, Mk. VIII & X. Several to choose from £350 - £1,750.

E-Types fhc and Roadster undergoing restoration.

JAGUAR Mk. I & II. At the time of writing 15 to choose from, eg: 1967 Mk.II 3.4 o/drive, sunroof, good £850. 1962 3.4, o/drive, taxed, MOT, scruffy £175. 1958 2.4 Mk.I, 27,000 miles £1,450. 1967 3.8 Mk.II reconditioned engine, brakes, suspension £750. 1969 240, tinted windows, o/drive £1,250. 3.8 Mk.II, restored regardless of expense £3,950.

A SELECTION OF OTHER INTERESTING CARS:–



1961 AUSTIN HEALEY 3000 MK.I o/drive, wires. £1,750

1967 AUSTIN HEALEY 3000 MK.III. Fabulous (photo) £3,250

1959 ALVIS TD21 d/head coupe by Park Ward. A really handsome car, new hood, low mileage. £2,950

1948 ARMSTRONG SIDDELEY "HURRICANE". A rare 4-seater tourer, new hood. £1,950. 1954 SAPPHIRE £575.

1957 DAIMLER DK 400 LIMOUSINE £500. 1953 CONQUEST £250.

1953 VAUXHALL "VELOX". Not our usual stock I know, but this is rather special. One owner, 25,000 miles, totally original and if painted would be as new. Must be driven to be believed. Stored for about 10 years. £950.

1961 AC "GREYHOUND". Powered by Bristol. Why has nobody bought this? Only £2,250.

1959 ALVIS TD21 SPORTS SALOON. Much above average, fitted wire wheels £1,450.

1953 JENSEN INTERCEPTOR 2 door coupe. I was going to trim it, but as we have not £1,250.

1967 FIAT 2300. 4 seat G.T. by Ghia £975

1955 SUNBEAM-TALBOT MK. III. We have this at £475, also a pair of D.H.C.'s at £150 (the two).

EXPORT AND DELIVERY ARRANGED

Please contact Graig Hinton at EARL SHILTON (0455) 45698.

Postal address only: 19 Billington Road East, Elmesthorpe, Nr. Earl Shilton, Leicestershire, England.

OCTAGON SPORTS CARS LTD., CHART SUTTON, KENT ME17 3RX, ENGLAND



1954 MG TF 1250 cc. Superb original car, ready to drive away. Offers or part exchange any interesting vehicle, pre 1950 MG or **£3,950**

ALSO AVAILABLE:
1968 Morgan 4/4 2-seater **£2,950.**
1967 Morgan 4/4 2-seater **£3,250.**
1968 Morgan 4/4 4-seater **£2,950.**
1949 MG TC black with green **£4,500.**
1947 MG TC red with tan **£4,500.**
1930 Sunbeam Roadster **£7,750**
1975 MG-B GT Blue 26,000 miles **£2,250.**
1933 MG J2 'original' but needs engine work to complete. **£1,500.**
1947 MG TC Black with red **£3,450.**
1932 Riley Monaco Saloon, superb little car **£1,250**

OFFERS EXCHANGES CONSIDERED

ALL OUTSTANDING PRE 1962 MGs WANTED.

MG TA TB TC TD TF Spares:
Extensive range always in stock, despatched worldwide by mail order.



Illustrated mail order catalogue available, s.a.e. U.K., Europe 50p, Outside Europe $2.00 (bills).

Due to constant requests some MG PA-PB-J2 etc. parts becoming available.

BY MAIL ORDER FOR THE OCTAGON LUGGAGE CARRIER



MG PA-PB-J2, MG TA-TB-TC-TD chrome plated with all fittings, **£27.00** inc. carr. and VAT. For **MG TF & MG A, £29.16** inc. carr. and VAT. For the **MORGAN** (2 seater), **£27.00** inc. carr. and VAT. For the **MORGAN** (4 seater), **£27.00** inc. carr. and VAT.

OVERSEAS CUSTOMERS. Please add 10% to above prices for delivery outside the UK. ALL CARRIERS ARE TO ORIGINAL STYLING.

INTERESTING CLASSIC AND VINTAGE VEHICLES WANTED FOR CASH OR EXCHANGE

VIEW BY APPOINTMENT ONLY PLEASE Tel: 062-786-3445

Registered Office: 19-21 Grosvenor Park Road, London E17, England

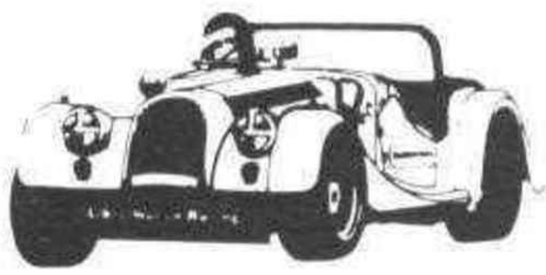
LIBRA MOTIVE

The *Morgan* Specialists

Visit our Showroom, 2 minutes Finchley Road Tube.
6-10 Rosemont Road, Hampstead, London NW3 6NE.
Service 01-435-8159 • Sales 01-794-7009

WE BUY & SELL MORGANS

'76R	4/4	4 Str. Green	12,000	76P +8 Green	20,000
'73L	4/4	2 Str. Red	60,000	75N +8 Silver	19,000
'67E	4/4	2 Str. Blue	1600 c.c.	74M +8 Orange	14,000



OFFICIAL *Morgan* SERVICE AGENTS.

FOR SALE—continued

FOR SALE: 1966 Jensen CV 8. Automatic transmission. Good mechanical condition. Slight attention required to paintwork. Private Sale. £1,750 o.n.o. Tel. 01-935 5180. (15415

DAIMLER V8 250. 1964 recent M.o.T. and exhausts, recon auto and engine, 4 new Michelin XAS tyres, brakes refitted and padded, this vehicle is not a rusting wreck and has covered 66,000 miles with 2 previous owners. £925. Phone Dartford 70903. (15349

JAGUAR XJS. White, red leather trim, usual refinements, special order manual gearbox, impeccable, 20,000 miles, service history, lady owner. £9,850. Godalming 22956. (15318

DATSUN 240Z. 1973, 5-speed, in most immaculate condition throughout. Wolfrace, rear screen wiper, real sheepskins, Hitatchi radio, Sony cassette, burglar alarm, Lucas spots, air horns. £1,950 o.n.o. Penkridge 2078. (15325

FIAT 124 COUPE. K reg. 1600 c.c. long M.o.T. yellow, excellent condition. £895 o.n.o. Ford Cortina 2000 GT. 1973, long M.o.T. taxed, exceptional condition throughout. £1,195 o.n.o. Tel. Yeovil 4630. (15315

1933 RILEY 9 MONACO. Nice original car, used daily, long M.o.T. but scope for improvement. Offers around £950. Rugby 832525. (15316

ALFA ROMEO Alfetta GT 1.6. 1977. 'S' black, beige cloth, 14,000 miles. Zeibart rustproofed, boringly reliable, sale due to ban. £3,750. Tel. Steventon 513 any time (persevere). (15319

FERRARI 365 GT. 1976, 1 owner, 10,000 miles, air conditioning, radio, stereo, leather interior, as new condition, l.h.d., must be seen. £12,900. 01-228 3903 (office hours). 15327

FIAT X 1/9. 1974. Dark green, excellent condition, 1 owner, low mileage, n.r.w. alloy wheels, l.h.d. 'S' reg. taxed, year's M.o.T. £1,700. 01-228 8976 (office hours). (15327

1960 JAGUAR 3.8 Mk.II. Manual, o/d, Sherwood green, one owner 52,000 miles. Marchal, Motorola, Cinturatos, Konis, Kenlowe fan, high-geared steering, stiff anti-roll bar, superb original condition, minimal rust. £2,000 or offer. Ruddock, Cop Castle, Bringsty, Worcester. Tel. Knightwick (088-62) 397. (15322

ASTON MARTIN DB5. 1964, one owner, just resprayed, extensive overhaul. £3,500. A. H. L. Eccles, Bryn Cottage, Penmaen, Swansea (044 124) 233. (15324

MG-A 1600. 1969. DH Coupé for restoration. £275. Also 1969 MG-C GT sun roof, Wolfrace wheels, n.r.w. £750. Bagshot 75005. (15326

X19 FIAT. May 1977, one owner, metallic blue, 10,000 miles, immaculate throughout. £3,200. Tel. Portsmouth 732889 office, Cosham 75348 home. (15328

ALVIS TA14. 1948, 4-door saloon, mechanically very good, recently re-chromed and re-sprayed. £800. Dronfield 415167. (15329

DAIMLER V8 250. H registered, one owner (civil servant, now retired), 51,000 careful miles, Webasto, undersealed and garaged from new, service history, almost totally immaculate. £2,200 o.n.o. Bramley (Surrey) 8186. (15330

PONTIAC PARRISIENNE, drophead, G reg, taxed, long M.o.T. power hood, £800 o.v.n.o. or p/exchange smaller car. Phone Linnet 6827 evenings/weekends. (15332

FOR SALE—continued

1971 MINI COOPER S MK III. Completely rebuilt 3,000 miles ago including engine, gearbox, suspension, body and complete interior. Offers or part exchange E-type or any TR range etc., cash adjustment either way. Tel. 021-445 2768. (15331

COOPER S. Truly immaculate example, red/black completely rebuilt 1975 with new bodyshell and all new parts, recent complete engine and gearbox rebuilds, £1,200. Tunbridge Wells 30545. (15334

SCIMITAR GTE. 1976 (Series II), chrome alloys, manual, overdrive, tinted screen, radio. £2,950 o.n.o. Ripley (Derbys) 43304/47125. (15335

ASTON MARTIN DB2/4 Mk. I. 1955, maroon, red leather, beautiful condition throughout, present owner 14 years, complete history, 85,000 miles, a really fine example of this rare model. £3,500 or offers. Blandford 52925 (Dorset). (15336

PORSCHE 2.2-LITRE 911 T Lux, 1971, white, black interior, exceptional condition, 40,000 miles, 2 owners, electric sunroof, window and aerial, radio, rear wiper, tinted glass, full service record. £3,450. Tel. Royston, Herts 42010. 15337

MG PB unique 1936 road/racing car, occasional two seater. Brands and sprint history, eligible HSCC events, completely rebuilt and immaculate in red. Four Amals 938 c.c. engine. Tonneau, aeroscreens, M.o.T., MG No. plate. Offers around £7,000. Tel. Bexhill (Sussex) 217797. (15338

AUSTIN HEALEY 3000 Mk III, 1966, one owner, genuine 36,000 miles, new hood and exhausts, fogs, manual, always carefully maintained, splendid condition. £3,500 o.n.o. Bracknell 24072 Office. (15340

AUSTIN HEALEY 100/4 BN1 superb professionally rebuilt example, genuine reason for sale, no rust or fibreglass. £1,800 o.n.o. 061-980 3945. (15341

ALFA ROMEO SPYDER 2000 Veloce, 1972, genuine 43,000 miles, new clutch recently fitted, tax and M.o.T. £1,675 o.n.o. 061-980 3945. (15341

TWO 1957 Austin Healey 100/6's. One with wire wheels, overdrive, taxed and M.o.T. The other, a runner with poor body, many new and second hand spares including a manufacturer's hard top. Offers over £2,000 for the lot. Telephone Bransgore 72313. (15342

ALFA ROMEO 1.6 GT Junior, late 1976 (R), maroon/beige cloth trim, superb throughout. £2,500 o.n.o. Phone Ashford (Middx) 54844. (15343

MG J2 SPRINT/HILL-CLIMB car. 1½-seater, pointed-tail body, blown PA engine, Magnette hydraulic conversion, brakes, very fast and competitive car, spares include cylinder block and pistons, diff assy, axle shafts and hubs etc., etc., trailer included. £3,500. Phone 0734-693107 day or 0734-341390 evenings. (15344

LOTUS XI Le Mans. Restored to fantastic condition from chassis upwards, few small items needed to complete. £4,750. Phone 0734-693107 day or 0734 341390 eves. (15344

LOTUS CORTINA Mk. I. 1966, in exceptional and original condition, immaculate, white with green paintwork, must be one of the finest. £1,000 required. Telephone Axminster 33767. (15348

MORGAN PLUS 8. Superb condition, resprayed, retrimmed, house purchase forces sale. Offers around £4,000. Berkswell 32751. (15348

LANCIA STRATOS for sale. Feb 78, available end July. Tel. Bunbury (Cheshire) (0829) 260077. (15024

FOR SALE—continued

2 MG-As for renovation only, 1500 d.h.c. Send offers or for details reply to Box No. 5976, (Cornwall). (15347

MORRIS MINOR. 1931 (single-piece radiator), concours condition, early s.v. engine, timbers in sound condition, repainted crimson and black, sunshine roof, genuine 59,000 miles and only 5,000 miles since engine overhaul. £2,500. 041-334 3488. (15350

BMW 3.0Si. 1975, P, dark blue with grey cloth upholstery, power assisted steering, tinted windows, radio/stereo, company maintained and in very good order throughout, recent clutch, exhaust and tyres, 42,000 miles. £4,950. Tel. office 01 407 9587 or home Chelmsford 71948. (15293

LOTUS 7 Series III, 1970, completely rewired. Offers. Phone Milford Haven 4160 evenings. (15013

ALFA 2000 GTV. 1977, finished in periwinkle blue, metallic with beige cloth upholstery and Alfa alloy wheels, radio/stereo, Endrusted, service history available, maintained in outstanding condition by one Company Director owner, 18,000 miles. £4,750. New GTV Strada arriving August. Tel. office 01-407 9587 or home 01-368 7964. (15293

AUSTIN 7 Saloon 1931, undergoing complete rebuild but failing eyesight prevents completion, mainly some upholstery and wiring need finishing, many spares. £950 (Berkshire). Box No. 5790. (15008

ALFA ROMEO MONTREAL. 1975. A rare opportunity to acquire one of only 400 r.h.d. cars imported, spares readily available. Magnificent appearance with shattering performance and 20 m.p.g. capability. Finished in metallic brown with mustard cloth upholstery. Rustproofed, tinted electric windows, radio/stereo, enthusiast maintained, full service history, 41,000 miles. At £4,750 this car must be an appreciating investment. Private sale. Tel office 01-407 9587 evenings 01-221 6881 weekends Painswick (0452) 812665. (15293

ROVER 110. 1974, one owner, 59,300 miles, needs attention. £200 o.n.o. Tel. 01-946 3548. (15147

BENTLEY UNIQUE R type estate. Body needs some restoration, mechanically rebuilt hence price £3,850. Maserati 3500 GTI. 1962, good example, r.h.d. £1,950. Box No. 5791. (15019

TR7, 1976 "P". Red, black trim, 17,000 miles only. Fitted radio, excellent condition unfortunately have to sell. £2,300. Tel. Northbourne (Dorset) 77368. (15365

LANCIA FULVIA 1.3S Coupe. One owner. Almost as new. 4,000 miles. 1976 registration. Metallic blue, tan trim. Wife's cherished car. £2,600. Tel. 0332-831168. (15364

1924 BULLNOSE Morris Cowley 4-seater tourer, completely rebuilt, superb condition. Concours winner. Must be best available £5,500. Tel. 0783 42313. (15363

LOTUS +2S 130. L Reg. White, black interior. Long MoT, engine rebuilt 1,000 miles. £2,380. (0373) 812 744. (15362

ROVER TOURER 1934-36 wanted by enthusiast for regular use. Good price paid. Sheppard 01-427 9829. (15373

AUSTIN 7 CHUMMY (early 1929). Recently restored, in excellent condition, 12 months MoT. £2,700. Tel. 0492 (Llanrwst) 640175. (15372

FOR SALE—continued

BARGAIN OF THE YEAR: 1975 BMW 3.0 LA Fjord metallic blue, sunroof, tints, Blue Spot stereo, 38,000 miles, owner leaving country, must sell, £4,500 o.n.o. Tel. 0604 714648 office hours or 0604 493601. (15381

MG-B GT V8, 1974. Harvest gold/black fabric. Overdrive, chrome wheels, tinted glass, headrests, radio, etc. Tax/MoT. Excellent condition. Bargain £2,000 no offers. Southport (0704) 67296 (evenings). (15370

TR3A 1958. Good mechanical condition, clean appearance. Long MoT, glass fibre front wings. Sensible offers for an average example. Tel. Prudhoe (Northumberland) 32172. (15368

1927 ROLLS-ROYCE 20 h.p. In good mechanical condition but with poor shooting brake body. Ideal restoration project. £4,500 o.n.o. Basingstoke (0256) 65083. (15367

DAIMLER V8 250 for restoration. Mechanically very good, good interior, body fair. £150 o.n.o. Also many Jaguar spares inc. pair rear wings for E Type f.h.c. (new). 01-997 4578 or 01-995 8343. (15366

1935 WOLSELEY Hornet 12 h.p. six cylinder saloon, excellent Hornet special engine, chassis and bodywork in beautiful condition. Probably one of the best available. Open to offers. Tel. Crick (Northants) 823303. (15374

FERRARI 250 GT Europa Series 2. 1954. Rebuilt right hand drive. Box No. 5798. (15371

LANCIA BETA 2000 Coupe 'R' Registered under 23,000 miles. Director's car, late 76, offers around £3,300. Ring Aldridge 51938 evenings. 021-556 1921 day. (15388

1954 MORRIS Oxford. Immaculate condition, 36,000 original owner. Full MoT. Taxed, first £450. 50 Bath Terr., Gosforth, Newcastle upon Tyne. Tel. 843606. (15377

1932 AUSTIN 12/6. Taxed, MoT, drives well, body and paint good. Needs interior trim, hence price of £650.00. 1948 350 c.c. Douglas motorcycle in very good order. MoT price £500. Guy 'Long Close', Liddington, Nr. Swindon. Tel. Wanborough 225. (15376

MK2 ESCORT Mexico Jan. 1976. Ziebart, reclining seats, radio, 36,000 miles. Lovingly maintained. Taxed December. One owner. £2,100. Tel. 01-449 5364. (15375

MG-B GT 1971, Overdrive, radio, 64,000. MoT 3/79. Midnight blue, well maintained. £1,185. Woodstock (Oxfordshire) 811414. (15382

LOTUS ELAN +2S 1970. Yellow, very good condition, all usual extras, everything works. Good tyres. Taxed, year's MoT. £1,400 or part exchange. Aberdeen 35786. (15380

1933 MORRIS Oxford, tax, MoT. Engine and brakes overhauled, recent tyres and battery. £750 o.n.o. Bicester 42912. (15379

1963 MORGAN 4.4 Lovingly restored. Bodywork inc. new ash frame, reupholstered, resprayed, new hood plus many other new parts. A Morgan worth seeing, offers around £3,000. Daytime Newton Abbot 4716. Evening Bovey Tracey 833159. Devon. (15378

E-TYPE Classic Series I 2+2 CWW, gleaming red coachwork, matching leather interior, very special registration number, taxed, tested, superb investment. £2,600 o.n.o. Mr. Hickford, Milton Keynes (0908) 315381 day, 613183 Eve/Weekend. (15394

MIKE DUNCAN LTD

Midlands Morgan Agent

92 WINDMILL HILL,
HALESOWEN, BIRMINGHAM

TEL:
CRADLEY HEATH (0384) 67675

1977 MORGAN 4/4 4 seater, flame red, black interior, reclining seats, luggage rack, bonnet strap, one owner from new, 5,500 miles.

1974 MORGAN 4/4 4 seater, signal red, wire wheels, black interior, reclining seats, bonnet strap, luggage rack, reversing lights, rear bumper, wing mirrors, locking petrol cap, 31,000 miles

1970 MORGAN 2 seater, off white, black interior, easy clean wheels, luggage rack.



1969 MORGAN 4/4 2 seater, Brunswick green, wire wheels, luggage rack, reversing lights.

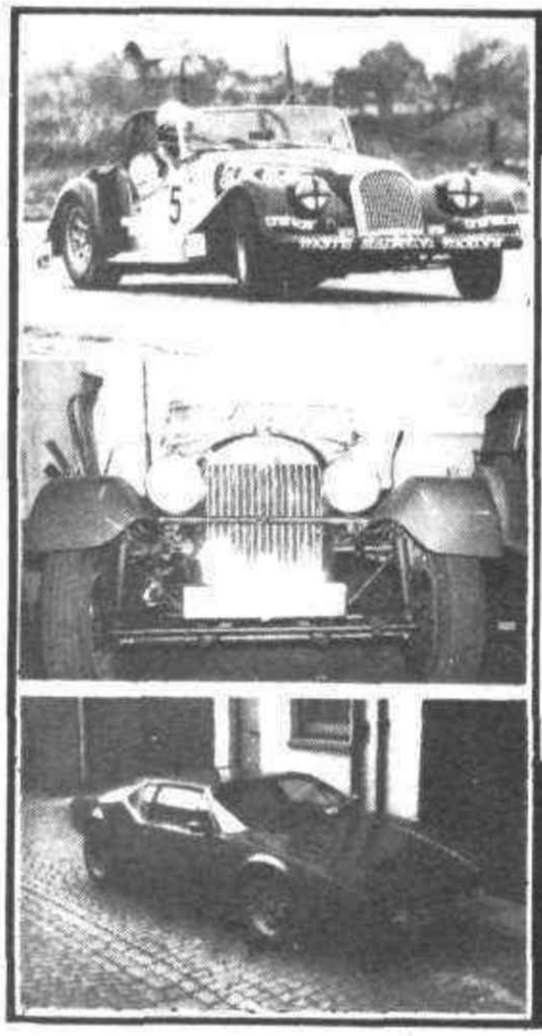
1968 MORGAN 4/4 2 seater, Yellow black leather interior, wire wheels.

JAGUAR XK140 Red fixed head coupe.

MG Midget 1974, Black, tan interior, 4 door mirrors, tonneaux, radio

TRIUMPH SPITFIRE 1974 Sapphire, blueblack hardtop, wide wheels.

MORGAN ties £1.75. **MORGAN** badges £0.75. **MORGAN** key fobs £1.10. **MORGAN** Sports Book £1.95. **MORGAN** First and last £6.95. More **MORGAN** £6.95. The four-wheeled **MORGAN** £5.45. All prices include p & p.



The London *Morgan* Distributors

We want your Morgans!
Thinking of selling? Give us a ring for top cash offers

July at last, the sun's out, people are playing tennis, the sweet smell of Pimms No. 1 is in the air, bring your Jam Jar to Reece Mews now and change it for a delectable Morgan.

This month's colour scheme design award winner must be our 1977 **Morgan 4/4** finished in opalescent silver with grey leather, wire wheels, 3,000 miles, spare wheel cover, as new.

For the 4 seater type, a 1977 **Morgan 4/4** 4 seater, signal red, 9,000 miles, reclining seats, luggage rack, as new, £5,250.

1974 **Morgan +8,** flame red, leather interior, 30,000 miles, no more details at present but price around £4,650.

1972L **Morgan +8,** silver metallic, brand new engine (must be the first), resprayed and retrimmed at the Morgan Motor Co. (or "Heaven" to Morgan fanatics), many extras including roll bar, 4 branch manifolds, headrests, luggage rack, American type side lights, £3,895.

1972, registered 1975 **Morgan 4/4** 2 seater, as describe last month (Cyprus war etc.), only 16,000 miles, silver san metallic, black leather, bucket seats, wire wheels, mir condition, £3,595.

I am still dizzy following 61 laps of Oulton Park, one of ou prodsport championship rounds. Unfortunately as the temp that day was 82°F the +8 decided to get rather hot after 4 laps and blew the fan sender unit out of the rad. Precio time was lost replacing this item but the car finished 6t nevertheless (+8 owners you have been warned).

Morgans are whistling in and out quite rapidly at th moment, so telephone us with any enquiries re current stock

Also in our mews stable, we have a 1977 **De Tomas Pantera GTS,** (tomato red), 5,000 miles from new, a conditioning, S.7 V8 power, truly immaculate condition, onl £9,950.

a 1974 **BMW 2002 Turbo,** 39,000 miles, 2 owners, silve with factory turbo stripes, service history, £3,495.

Please do not hesitate to call us for sales, parts, service, merely advice.

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE–continued

RARE MOTOR 1926 Huppmobil Straight 8. Two-seater rolling chassis, completely restored, many spares including nearly complete engine, chassis, axles, steering, new tyres, offers. Rogate (07308) 663. (15389

ELAN D/H SES4. Red, 2 owners, recent respray, 59,000 miles, new Lotus hood, Rotoflexes and bearings, Tonneau, Webers, radio, V/good tyres, maker's oil pressure, not the usual uncared for car, must be seen. £1,525. 01-361 0277. (15384

JAGUAR E-TYPE 1965, f.h.c. 4.2 Series 1. Red, black interior, recent new engine, clutch, sunroof, electronic ignition, taxed, MoT. £2,000 o.n.o. P/E considered. Burton on Trent 703565. (15383

BENTLEY "T" 1968. Full history, air conditioned, Michelin X, steel grey, black interior. Offers. Frensham (025-125) 3473. (15392

MG-B GT 1973. Teal blue, tan cloth interior, head rests, overdrive, wire wheels, HRW, 34,000 miles, beautiful condition. £1,895. 040 486 338, Upottery, Devon. (15393

DAIMLER SP250 1962, genuine 55,000 miles with documentary proof, maker's oil pressure, runs beautifully, interior very good, body very good, hard and soft tops like new, valuable registration number, factory fitted radio, newish battery, tyres, exhausts, spare engine, MoT May 1979. Probably one of the finest original examples. £2,250. Evenings Oxshott 3125. (15390

LOTUS ELAN Sprint d.h.c. M Reg. BRM coachwork, 8 track stereo, very low mileage. Outstanding condition throughout. £2,595. Tel: Mansfield 642406 or 57329 evenings. (15399

JAGUAR MK II, 2.4, 1965. Very sound original condition, radio, good tyres, new battery, needs new ball joints for MoT. £195. Preston 36629. (15397

JAGUAR XK140 d.h.c. 1955, requires total restoration. £1,295. Tel: 01-235 5279 day, 01-449 4540 evenings. (15396

1933 ALVIS SPEED 20 SA Cross and Ellis Tourer. Sound original condition, MoT. Many spares available, offers over £5,000. R. Banks, Clive House, Dial Close, Seend, Wilts. (15395

MORGAN +8 March 1975. Immaculately kept second car, black with black interior, radio, tonneau, electric fuel pump etc. 29,000 miles. £5,300. Chester 35107. (15360

TRIUMPH SPITFIRE 1500 Nov. 1976. Taxed, undersealed, 9,000 miles, Tahiti blue/black. Immaculate, one owner. £2,200 o.n.o. Chorleywood (09278) 2682 after July 7th. (15358

ASTON MARTIN DB6. 1969, manual, p.a.s., c.w.w., excellent all round condition £3,950. Ford 10 tourer, 1938, believed only 36 built so very rare car. Good condition, new hood and sidescreens, mechanically excellent £985. East Grinstead 23155. (15357

300SL Mercedes-Benz 2-seater roadster. Hard/soft tops, bright red, 1958. Dorking (2252 day) (6618 home) (Surrey). (15356

BENTLEY MK 6 1947. Lovely looking example, new Connolly leather interior, recently repainted £4,500 or might exchange. Dorking (2252 day) (6618 home) (Surrey). (15356

ASTON MARTIN DB5. 1965. In superb original condition, maintained by AMOC enthusiast. £3,750 o.n.o. Tel. Wallingford (0491) 36390. (15458

1956 XK 140 FHC – needing rebuild (mainly rear end). Offers. Tel. 061-790 5662. (15451

FOR SALE–continued

1936 ROVER 14 Saloon (D back type). Wire wheels, sun-roof, superb condition throughout. Blue and black coachwork. Original blue leather interior, 60,000 miles, believed genuine. Engine just professionally rebuilt with all new parts. New MoT £2,500. Milstead 222. (15355

RARE CONVERTIBLE, 1.8 1975 red Marina. One of 100 converted by Mumfords £1,950 o.n.o. Churchdown 713384. (15354

E-TYPE 1966 Ser. I 4.2 2-seater f.h.c. Metallic silver, blue grey interior, chrome wire wheels. £1,650 o.n.o. 021-355 5926. (15353

FIAT TOPOLINO 1955. Grey convertible, 30,000 miles, original logbook and handbook, house change forces sale. Replies to Box No. 5797. (15352

"E" TYPE JAGUAR 4.2 2+2 1970. White, black interior, sunroof, stereo. MoT and Taxed for 12 months. Offers £2,700 plus. Tel: 0924 271168. (15351

MERCEDES LHD 250 SE. First registered 19.12.67. Grey with black interior. Fitted electric sunroof, radio, American headlamps. £800. Photo on request SAE. Romford 22751. (15442

STANDARD 8, black, 1955. Mechanically good. Regular daily use. Offers. Phone Gloucester 413907 evenings. (15443

ALFA ROMEO Guilia Sprint Speciale 1,600 c.c. RHD. Rare collector's car in good condition. Red, black leather interior. Sensible offers around £1,500. Also Alfa Guilia Super Saloon 1,600 c.c. 1969 model reg. 1973 (L) £200 spent on engine. Near new exhaust, dynamo, brakes relined. Fast, nice condition. £275. View before July 7th or after July 21st. Phone 029 667 386 (North Marston, Buckingham). (15444

AUSTIN HEALEY 3000 Mk. 2, 1962. Retrimmed, resprayed. No fibreglass panels, v.g.c. New pistons, big ends, oil pump. Tel. Farnham (Surrey) 22612. (15445

ALVIS TD 21, 1960. Fair condition, MoT, 1 owner since 1968. £1,350 o.n.o. Phone Woking 67037. (15446

MORGAN +8, 1970. Low mileage, enthusiast maintained from new, immaculate, new hood and tonneau. £3,600 o.n.o. 01-589 5111, ext. 2449/2, weekdays, or write 5 Gartmoor Gdns., London SW19. (15447

1929 AUSTIN Seven Mulliner. Fabric Saloon. Completely rebuilt, requires finishing. Parts available including new front wings. Best offer. Shrewsbury 63051. (15449

BUY MY Pint Sized Ferrari. Metallic orange X19, reg. no. RDE 119S. Only 3,300 m. Regret to sell but house purchase forces sale, so only £3,100 to good home. Ring Haverfordwest 890812. (15450

1964 DAIMLER Majestic Major, deep blue/silver, superb leather and woodwork, two owners, excellent condition. Handles beautifully, MoT, taxed. £1,400 o.n.o. 226 9750. (15452

BENTLEY S2, 86,000 miles, 2 owners; 1961. Very good original condition. £4,900. Phone Steeton (0535) 52299. (15448

ALFETTA 1.8, silver, 24,000 miles, 1976. Radio etc. £1,990. Phone Keighley, West Yorkshire (0535) 602218. (15448

LOTUS 7, Series 3 Twin-Cam, 1974. Excellent condition, red and aluminium. Long MoT & tax. Full weather equipment. £2,795 o.n.o. Phone 01-540 6117 after 6 p.m. (15459

FOR SALE–continued

TR5, MARCH 1968. 58,000 miles. Signal red, wires, o/drive. 5 new SP Sports. Sept. 77. Radio. Garaged. Taxed August. MoT September. Small amount body tidying hence £950. McCall. 01-235 4545 day. 01-789 1638 (not 18 July-8 Aug.) (15454

JAGUAR 3.8 Mk. 2 manual overdrive, 1966. 65,000 miles, full history, original log book etc. Immaculate dark blue body, excellent chrome and mechanical condition first class. £1,400. Odiham 2295. (15460

DAIMLER CONQUEST, 1953. Good condition. Tax and MoT till Jan. 79. £650 o.n.o. 021-444 6012 (B'ham). (15456

TR6, MAY 1973 with unique R TR6 registration number. 33,000 genuine miles. White, black interior, overdrive. 1 owner last 4½ years. Superb example. Offers over £2,650. 363 4610 evenings. (15455

LOTUS ELAN S4 DHC, 1969. Excellent condition, appreciating car. Ring Tonbridge 365543 for details. Offers around £1,500. (15482

LANCIA FULVIA 1.3 S Coupe, 1974. Brown, 1 year MoT, radio. Good cond. £1,495 o.n.o. Blackpool 24313. (15484

BMW 3.0 CSI. White, blue interior, headrests, sunroof, Alpina wheels. Very low mileage. Manufactured 1975, absolutely as new condition. Electric windows. LHD. 'S' registered, taxed. £5,500. 01-228 7220. (15485

BMW 2.8 CS. Black, blue interior, 1971. HRW, electric windows. Immaculate condition. Carello fog lights, extras. LHD. Must be seen. £1,800. 01-228 7220. (15485

MG TD2, 1953. Body rebuilt in rich black, good quality rechroming. Interior completely reupholstered in red to match the red hood and side screens (10 months). Engine recently overhauled plus new wiring, radiator and rear springs. Used every day for last two years. Taxed and long MoT of course. Offers around £3,845. 021-476 6028. (15478

LOTUS ELAN +2, 1969. Rebuilt engine, new suspension. Long MoT. Exchange for Austin 7 or similar. Cash adjustment. Crowborough 5857. (15479

FOR SALE Alvis TE21 Drophead Automatic. £3,400 o.n.o. Phone: Northwood 26594. (15480

ASTON MARTIN DBS V8. L reg. November 1972. Brown with cream leather interior, alloy wheels, air conditioning, new tyres. £3,950. Might accept exchange. Dorking 2252 (Dorking 6618 home), Surrey. (15481

ASTON MARTIN DBS Mk. 2, 1970. Chrome wire wheels, Sundym, electric windows. Investment, £5,000. Finance available. (Dorking 2252 day) (Dorking 6618 home), Surrey. (15481

RED DEVIL – 246 Dino Ferrari. Complete rebuild, respray, new upholstery, leather, new tyres, stereo. Maintained by Maranello. Low mileage. £9,000. Telephone for appointment – Cranbrook 2654. (15473

1964 3.8 JAGUAR Saloon. Golden sand. MoT September 1978. Good engine, bodywork good. £895 o.n.o. Ring Hurst Green 415. (15474

1948 1½-LITRE Jaguar. Complete. Collector's car. Good condition for the year. £1,650 o.n.o. Ring Hurst Green 415. (15474

NEW MORGAN 4/4 2-seater expected shortly. Specification and offers to Box No. 5801. (15476

FOR SALE–continued

LANCIA 2000 HF Coupe, "N" 1974. Sil sunroof, elec. windows, 38,000 miles. £2,150 o. Telephone: Bolton 492585 after the 7th of J 1978. (154

1974 "N" AUDI 80 GT. 38,000 miles, red, al wheels, usual refinements. £2,000 o.n.o. Telepho Bolton 55046. (154

TVR TAIMAR, white with chocolate contrast ba sunroof, radio, Sundym. Just 12 months old, sup condition, fantastic performance combined w hand-built quality and a non rust body. Bargain £4,990. Phone Bishops Cleeve 2617. (154

ASTON MARTIN DB6 Superleggera, 19 Manual, fiesta red with black interior, 50,000 mi Mint condition bodily and mechanically, engine reconditioned. Specification includes Sundym gl electric windows, PAS, Selectaride, S/S exhau electronic ignition, Kenlowe fans. Brand new ty and MoT – must be one of the best availa £4,950. Tel. Sturton-le-Steeple 465 (North Not after 4th July. (154

LOTUS SEVEN Series Three, 1975. The ultim Seven, fitted with "BDA" engine 300 miles a Rapid acceleration, car only done 5,500 miles. L of extras. Immaculate red/alloy. Offers arou £3,900 or exchange for Morgan or MG. Telephone 0253 811413. (154

MG-A 1600 Coupe, 1959. Good condition. W wheels. Mechanics perfect. Offers around £700. 0253 811413. (154

MAGNIFICENT SEVEN SIII, 1976. Big val black/aluminium. Every possible extra. 7,000 mi Stored during winter months. Possibly best in Concours winner Lotus open day 11.6.78. Compl with purpose made trailer and cover. £3,500. Menston 0943 72624. (154

LANCIA BETA 1600 Saloon, August 19 12,000 miles, immaculate condition. Owner go abroad. Offers around £2,690. Bolt 63592. (154

MORGAN 4/4, 1977, British Racing Green. 8 miles only. Alloy body/wings, leather reclining se in matching colour. Wire wheels, bonnet strap s £5,550. Buckingham 5356. No offers. (154

MG-B GT, late 72. Blaze, blue trim. Reg. No. 0 727. O/drive, radio, headrests. Long MoT. Go condition. £1,200 o.n.o. Phone (Greenock 047 20633. (154

SINGER LE MANS, 1934. Excellent condit throughout. Very original. One owner 40 ye £2,300. Tel. Long Eaton 2164. (154

LANCIA AURELIA B20, 1952 Series 2. Sil bodywork, unrestored and outstandingly origin commensurate with mileage of only 58,000. Tot stripped mechanically and rebuilt to an exceptio standard, replacing with new, all compone showing any wear and those likely to show wear next 50,000 miles; inventory available. Origi Italian owner until 1975. Italian registrati documents and plates with the car. Substantial pr required. Stonehouse (Gloucestersh 4740. (154

MG A's: A MK. I roadster, a really beautiful s having been professionally restored in every aspe and a Mk. II f.h.c., again totally restored. Apolog for no address or phone number, but am in t process of moving, hence the reason for t regretted, yet urgent sale. Please reply Box N 5800. (154

Hire a Sports Car

Morgan 4/4 & +8s, MGBs, MGB GT
V8s, Triumph TR7s, TVR Convertibles, Mercedes 350SLs.

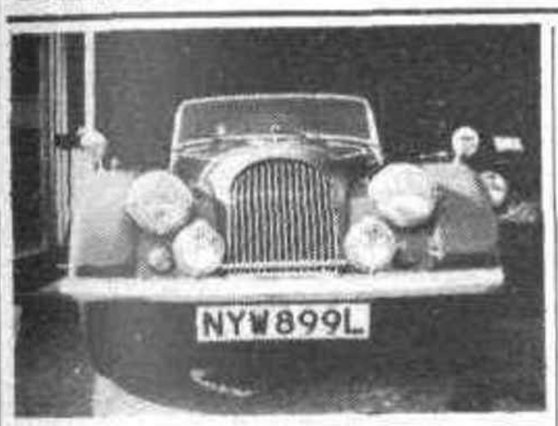
sportshire

Reece Mews, London SW7 01-589 6894 01-589 8309



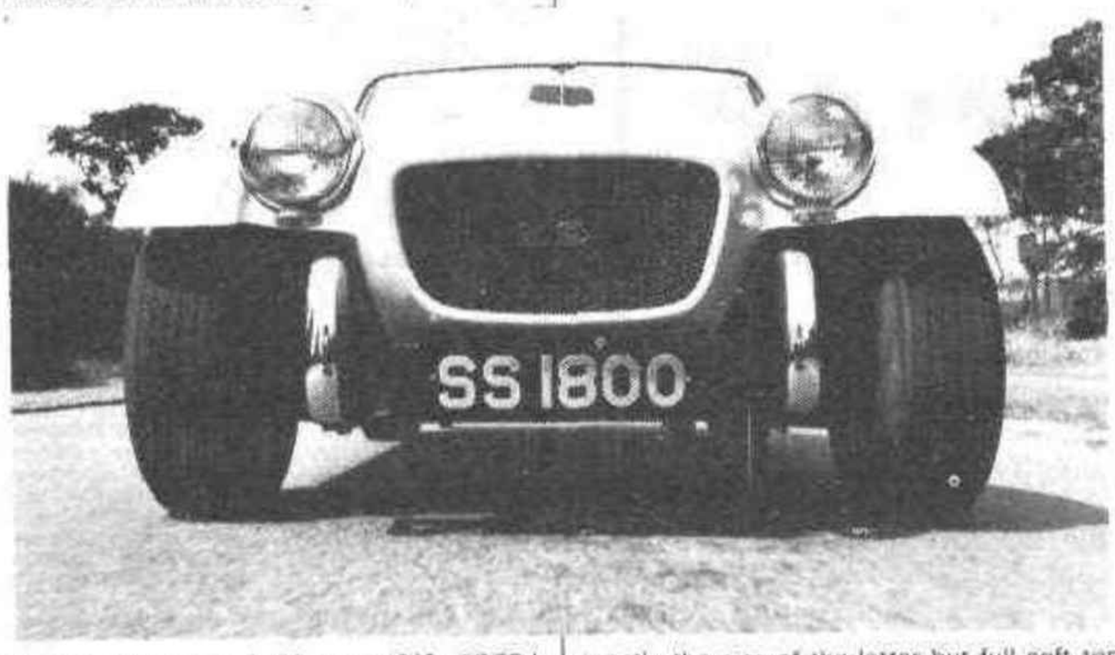
John Britten

Morgan
TVR



Four-wheeled friends that will carry you far: the Morgan, the Arkley and the TVR. **Morgan 4/4 4-seater,** 1974, Indigo blue, black leather, grid, one owner who writes "Please find a kind and warm home for this reliable friend that we enjoyed so many memorable occasions with". **Morgan Plus 8,** 1976R, Royal Ivory, black leather, rear bumper, grid, one owner who was (and is) a member of what we now have to call the "equal and opposite" sex, garaged day and night, leathered off after rain. **Morgan 4/4,** 1968G, Canary yellow, wire wheels, WRSW, second time we have had this car, single figure reg. no. **Morgan 4/4,** 1975P, metallic blue, wire wheels, bucket seats, radio, not only a second timer for the car, but 4th Morgan we have had from its most recent owner (now Plus 8 equipped). **Morgan 4/4 4-seater,** 1971K, 2-tone green, an appropriate colour, since it looks like $1,000,000.00. **Morgan Plus 8,** 1974N, Silver grey, bonnet strap, led a quiet life in the wastes of Cumberland. **Morgan 4/4,** 1968, BRG, Brooklands wheel, wooden dashboard. **Morgan 4/4,** 1977s (Dec.), black, green leather, alloy body, chrome wire wheels, previously owned by someone who has has the excellent taste to purchase one of the two or three most beautiful saloon cars ever made – a Bristol 400. **Morgan 4/4,** 1972L, Canary yellow, wire wheels, plus 8 spots, bonnet strap, wing mirrors, outside handles, an old friend now spending its third summer holiday at Arkley-by-the-Sea. **Morgan 4/4,** 1975, Signal red, wire wheels, one of many Morgans pre-owned by an antique dealer (by the way, they really do describe cars as *pre-owned* in America and I noticed one English garage who has caught on to this habit which to me, says more about the car dealer than the car). **Morgan 4/4 4-seater,** 1976R, Royal Ivory, red leather, wire wheels, grid, woodrim, owned by a chap who does colour prints for "Classic Car". **Morgan 4/4,** 1974, Deep Brunswick green, Janspeed engine, bucket seats, spotlamps, classified ad. readers please NB that the registration letters are VGC. **Morgan 4/4,** 1975P, blue, wire wheels, stone leather, bucket seats, one owner. **Morgan 4/4 4-seater,** 1972, Golden yellow, wire wheels, rear bumper, another 3rd time Arkley guest. **Morgan Plus 8,** 1973, Royal Ivory, leather trim, reclining and folding seats, outside handles, rear bumper, better hurry as a Mr. Wong from Hong Kong is very interested. **Morgan 4/4,** Dec. 1971, Deep Bruswick green, bucket seats, radio/stereo. Personally I am always deeply distrustful of cars fitted with too many audio entertainments – they are often littered with grubby cassettes, cigarette ash and sweet papers, and one imagines that their owners are so deafened with heavy rock music that their ears would not detect any tell-tale change of engine note. This car, owned by a loving lady, must be the exception that proves the rule. **Morgan 4/4,** 1975P, Signal red, wire wheels, brown leather, bonnet strap, a well-brought-up car from the Shires.

Morgan 4/4, 1969, orange, wire wheels. **Morgan 4/4 4-seater,** 1974, Signal red, wire wheels, reclining seats, grid, by a series of happy chances this car's engine has the best performance of any 4/4 we've ever tried (and that includes our thoroughly blueprinted Prodsports 4/4 that won the Championship in



nineteen-umpty-tum). **Morgan 4/4,** 1970J, Nut brown + brown leather, chrome wire wheels, was originally owned by Bill Hopkins the gentlemanly prodsports driver. **Morgan 4/4 4-seater,** 1973M, Royal Ivory, wire wheels, bonnet strap, badge bar etc. **Morgan 4/4,** 1971K, Royal Ivory, wire wheels, bucket seats, spots. **Morgan 4/4,** 1972 Orange, aero screen, leather trim, wire wheels, 2 owners. **TVR Taimar,** Dec. 1977, red with model band, sunroof, overdrive, radio with (I hardly like to mention it) cassette player, taken back in part-exchange for a new TVR Turbo. **TVR 3000M,** 1974, black, tan interior, Wolfrace wheels, one owner. **TVR Taimar,** 1977, red, model band, sunroof, radio, no cassette player, no sweet papers. **TVR 3000M,** 1973M, red, sunroof, reclining seats. **TVR 3000M,** 1976, green, cream



vinyl roof, radio, sunshine roof, oatmeal trim, one owner. **Alfa Romeo 2000 Spider,** 1976, dark blue, radio, gears + camshafts = 7, this model is the very last of the traditional Alfas which most people love but I don't – although it does have the easiest to fold, quietest at speed hood of any sports car. **Jensen Healey "Mk II",** 1974, yellow, hard and soft top. **Mini Moke,** about 1966, red, hardtop included. **Arkley SS,** Regal red, alloy wheels. **Arkley SS,** orange, Wolfrace wheels. I didn't wish to conceal the age of these Arklies, but the information is not, at this moment in time, to hand. Another **Arkley SS,** black, 1500 unit, beige trim. **Suzuki GT bike,** 1975, gold crash bars, boot, cover. We have a 1978, 2000 mile international Harvester Scout SSII which is a cross between a Jeep and a Range Rover – exactly the size of the latter but full soft-top and detachable sidescreens, 5.7 litre V8, LHD, power steering, auto transmission, 10" wide All Terrain tyres on wide slot-spoke wheels; similar model won the 1977 Baja 1000, g'teed to knock them out in the Kings Rd. **NEW MORGANS:** I am visiting Malvern Link next Wednesday and will see what messages I can bring back in a cleft stick or otherwise. Brochures, price lists, test drives always available. **NEW TVR:** We have several cars in stock to a choice of specs, including the liftback Taimar and the new Convertible, demo. fleet on hand including the Porsche-eating TVR Turbo. **ARKLEY SS:** Due to increased sales it now seems that there will be delivery delays for some months on the Arkley kit, except for occasions when a batch has just been completed. Please allow 2 months in order to avoid disappointment. The Arkley among all kit cars offers the most distinctive and functional styling for the least cost and the least mechanical disruption – the only bits you have to touch, as I recollect, are the silencer, the overflow tank (where fitted) and the wiper motor (some years only). 25p stamps + SAE will take you the first step of the way towards sanitising your Spridget. A few bits and pieces; wire wheel conversion kit for Morgan 4/4 including hubs and 5 wheels (new) £284.36 + 8 % VAT. We stock







the hard-to-get exhaust manifold for 4/4 1600. Alpina suspension parts + set of Bilsteins for BMW "3" series, new late '77, road use only, half price (which will surprise you). Just arrived: **Morgan 4/4,** 1969H, County cream, a surburban-owned car which is living proof of the saying "You lose on the wings what you gain on the roundabouts". We have a number of books on the Morgan, the TVR and kit cars (including a 3-page section on the Arkley SS). People sometimes ask what the SS in Arkley stands for; the truth is we just chose the letters to go with a registration number we had (SS 1800) but you could say they stand for Slightly Smaller, or perhaps Shrunken Spridget. Personally I'm not too keen on names for cars especially if they amount to an attempt at subliminal below-the belt marketing strategy by slick psychology-school-trained advertising practitioners. I'm speaking of, for instance, a pressed-tin, family saloon aimed at the downtrodden middle management Bristow type being called the Avenger. Thank goodness people don't take these names too seriously, otherwise the machismo drivers of Avengers, Victors and Spitfires would all be



nerfing one another off the road (and the Scirocco would be re-named the VW Messerschmitt Me109 for the Battle of Britain 1979-style). But as cars have evidently got to have made-up names, how about some a little nearer the truth? If cars are named after the places where their owners would actually be likely to spend their hols (or keep their boats), we would have: Morris Mudberth (was Marina); Ford Costa Brava (was Capri); Chrysler Pennine (was Alpine); Lancia Margate (was Monte Carlo). Then of course the car names that indicate an aspiration to social rank ought to be cut down to size as well: Ford 3rd Secretary (was Consul); Dodge Flat Cap (was Coronet); Volkswagen Tiddleywinks (was Polo) Vauxhall Vassal (was Viscount). But seriously, is it any wonder that cars that would identify their owners with a little thing that lives down at the end of the garden (Riley Elf, Hillman Imp, Austin Healey Sprite etc) have invariably turned out to be failures, sales-wise?



JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

Garnetts Guiseley

LOTUS IN YORKS

NEW LOTUS CARS

New ELITE 503. Chestnut metallic, vinyl roof, refrigeration, pas. **£13,051**
New ELITE 501. Silver metallic, black vinyl roof, black trim, Sundym. **£11,665**
New ELITE 501. Chestnut metallic, vinyl roof, pas, Sundym. **£12,012**
New ELITE 501. White, black vinyl roof, Sundym. **£11,545**
New ECLAT 521. Red, black vinyl roof, Sundym. **£10,932**
New ECLAT 521. Lagoon metallic, black vinyl roof, Sundym. **£11,072**
New ESPRIT. Silver metallic, black trim. **£10,646**

USED LOTUS CARS

1976 ECLAT 520. White with sprint decals, Wolfrace wheels, stereo, one owner, 26,000 miles. **£5,945**
1974 ELITE 502. Lagoon metallic, refrigeration, 26,000 miles. **£4,975**
1974 EUROPA Special. Roman purple, 30,000 miles. **£3,295**
1973 ELAN Sprint fhc. Team Gold Leaf, 40,000 miles. **£2,650**

LEASING SPECIALISTS

Leeds (0532) 505914/5

Lotus



The Sports Car Centre

89 Bramley Road, Oakwood, N14 4EY Tel.: 01-882 4495/1603

1974	**LAMBORGHINI Urraco P250.** Finished in red, black trim, 28,000 miles, service history, superb example	£6,500
1974N	**LOTUS Elite 502.** Metallic purple, white trim, 30,000 miles, all usual extras	£4,595
1973M	**E-Type 2+2.** Mid blue, tan trim, 45,000 miles, radio/stereo, immaculate condition	£4,850
1976	**LOTUS Elite 503.** Finished in white, very low mileage, all usual refinements	£6,995
1976R	**LANCIA Beta HPE.** Bangkok yellow, genuine 7,000 miles, one lady owner, as new condition	£3,750
1976	**Series LANCIA BETA Spyder.** Finished in red, 30,000 miles, superb condition throughout	£3,250
1976	**Series MG-B GT Jubilee.** Only 26,000 miles, radio, alloy wheels, tinted glass	£2,795
1974N	**LOTUS Europa Special.** Roman purple, oatmeal trim, 39,000 miles, Sundym glass, radio. Superb example of this now rare car	£3,495
1974N	**RELIANT Scimitar GTE.** Nevada yellow, only 20,000 miles, one owner, many extras	£2,795
1975	**LOTUS Seven S IV, 1300 GT.** Yellow, alloy wheels, one of the last kit built cars	£2,250
1973M	**LANCIA Fulvia 1.3S.** Fern green, white trim, genuine 35,000 miles, absolutely immaculate	£1,695
1973M	**MG-B Roadster.** Choice of two, both low mileage and in very good order	£1,595
1973	**TRIUMPH TR6.** 29,000 miles, magenta R/stereo, O/D, exceptional condition	£1,795
1972L	**TRIUMPH TR6.** Saffron H/S tops, stereo, O/D, 48,000 miles, recent extensive service	£1,595
1972L	**MG-B GT.** Teal blue, tan cloth trim, one owner from new, low mileage	£1,495
1971	**MG-B Roadster.** Blaze, black trim, radio, very low mileage	£1,095
1971	**TRIUMPH Stag.** Sienna with tan trim, man, O/D, engine overhaul just completed	£1,495
1971	**GILBERN Invader.** Black, red leather trim, one of the very few automatic versions produced	£1,495

INVESTMENT CARS

1967N	**E Type JAGUAR 2+2.** Imported in 1975 and stored. It has covered a genuine 40,000 miles and had only one owner. The car is in outstanding condition	£3,250

FOR SALE—continued

SCIMITAR GTE. 1972. Overdrive, 50,000 miles. Leather seats, new stainless exhaust, new tyres, new clutch, new Spax dampers, new lamps. Magnificent car. £2,350. Balcombe 496 (Haywards Heath). (15464
WOLSELEY 15/50, 1958. Genuine 61,000 miles. long MoT. Used daily. Excellent restoration prospect. Replies to Box No. 5802. (15486
JAGUAR MK. II, 1962. 3.4 manual with o/d gearbox. Low mileage, totally rust free and original. £1,650. Tel. Dunstable 606974. (15461
SAVE £1,000 on list price. Alfetta GTV 2000, S reg., red, charcoal velour upholstery, only 4,000 miles. £4,995. Contact Nigel Rosser, 01-868 8215. (22075
1725 RED Sunbeam Alpine 2 seater. Radio, overdrive, airhorns, respray, known since new. Ring Kingston Blount 52737. Ask for Rosemary. (15381
PORSCHE 911T 2.2 litre, dark blue, r.h.d., L registered. Touring use only by three owners, lifetime maintenance record. £3,250. East Marden (Sussex) 232. (15386
ALVIS 12/70. 1939. Bertelli Tourer. White. New CWP and batteries. Good hood and tyres. £4,000. Guildford 810308. (15563
LANCIA FULVIA 1.3S Coupe. M reg. Red. Excellent condition. £1,795. Telephone Buckingham 3053. (15564
MG TC, 1949. £2,500 o.n.o. Phone Beaconsfield 4250. (15565
FX 1.9 R regd. 3,900 careful miles. £3,350. Hall, Outwood Heads Lane, Hessle, N. Humberside 0482 648886. (15566
ALFA ROMEO 1750 GTV, 1970. Recent reconditioned engine and gearbox. Nice example of this model. Tow bar. £1,025. Hayling Island 67568 evenings. (15567
LOTUS ELAN Sprint, 1972. Tinted windows, recent MoT, 6 months tax. Radio, 37,000 miles. Almost new HRSP sports, superb condition, phenomenal performance. Most reluctant sale due to job abroad. £2,100. No offers. Tel. Prestatyn 4033. (15568
MG VA Drophead Coupe, 1938/9. Treasured possession many years. Beautiful, immaculate, very original. Deep cream, black interior, rechromed, new Everflex hood, five new Indias and tubes. Engine just rebuilt (requires 'running-in', etc.). Marchal signpost lamp, badges etc. Blowers manual. Offers around £5,000. Par 2531 (Cornwall). (15569
MG-B ROADSTER – L registration. Blaze. Overdrive, radio, stainless steel exhaust, Spax adjustables. Very low mileage, immaculate – you won't be disappointed! £1,100 o.v.n.o. Telephone Leeds 672771. (15570
MORGAN +8 lightweight, 1976 R. Dark red paintwork, stone leather trim. Beautifully maintained by Morgan enthusiast. £6,250. Tel. Southend-on-Sea (0702) 544676. (15582
ALFA ROMEO 2000 GTV, 1973. Only 38,000 miles. Ziebarted. Dark blue, beige interior with matching vinyl roof. Fast, beautiful car. Must sell, going abroad, hence £1,750 o.n.o. 021-429 8546 evenings. (15583
FULVIA ZAGATO Sport Coupe. M reg. Pink/white. Mint condition. £2,000. Tel. Peterborough 54270 mornings, Stamford 2212 evening. (15584
MG-C GT. Auto. Superb condition, low mileage, white wires, £995 or exchange for open sports. Cash adjustment. Greenhalgh, 01-882 1333. (15586
MG TC, 1946. MoT 11 months, taxed August. Maroon coach enamel, excellent condition throughout. Completely reconditioned engine 4,000 miles ago. My car for last 14 years. £3,050. Telephone Bildeston (Suffolk) 740404. (15587
MG TA, 1936. A rare car having been restored to a high standard which has won a number of concours awards. £4,500. Alderminster 526. (15590
AUSTIN HEALEY 3000 Mk. III, 1967. 'F' registered. Finished in white with red hide upholstery. A complete restoration from chassis upwards nearing completion. A beautiful example, offered at £3,950. For details phone 01-876 3751 evenings. (15588
1932 ROLLS-ROYCE 20/25 in very good order. Low mileage. Good mechanically. Excellent chrome. Highly polished green/black paintwork. Well shod wire wheels. Taxed. MoT. Original hearse stripped internally for conversion to estate car or caravanette. Ideal for antique dealer or musical group, giving prestige transport for only £3,950. Tel. 023 572317. (15591
LAGONDA 1929 2-litre high chassis Speed Model, 2 seater tourer, £3,800. Also spare engine, gearbox, back axle etc., £500. Plymtree 307 (Devon). (15592
MG ZB Varitone, 1959. In very good condition. Engine rebuilt, bodywork extensively renovated, long MoT. £850. Phone Blandford 53306. (15593
ALFA ROMEO 2000 GT Veloce/SE fixed head coupe (limited production), 1975. Metallic olive green, vinyl roof, tinted glass, alloy wheels fitted 185/XVS tyres, radio/stereo cassette, many extras. Superb condition, meticulous owner from new, full service history. £3,500. Tel. Liphook (Hampshire) 722614. (15594
JAGUAR XK150. White. DHC Auto, 1958. Excellent body and mechanics. Rechromed, cellulosed, trimmed. New hood and carpets. MoT 12 months, taxed. £4,250. 0752 335651 (Plymouth). (15595
ALVIS TB 14 2-seater Sports, 1950. Very rare. Superb 100% original condition, tools etc. Only 44,000 miles, virtually one owner. Too good to restore. MoT. PX considered. Luton 597522. (15596
SUNBEAM TALBOT 90 Mk. III, 1955. Taxed, MoT. V.g.c. must be seen to appreciate. Spares included. PX something sporty, worth the same, about £700. W.H.Y.? Straight sale negotiable. Please ring Aldershot 28312. (15597
PEERLESS 1929 4-door Sedan believed two owners and one of three in Europe, excellent order due to being in dry climate until 1975, considerable interesting history. £6,500. Farnham Common (02814) 4599. (15598
ROVER 3500 (old shape), Dec. 77. As new, 3,000 miles only. Auto, PAS, avocado/tan leather, Ziebart, Supercover. £4,950. Thurlestone 649 (Devon). (15599
FIAT 128 SL Coupe, March '75. One owner. Main dealer serviced. Red/black. Excellent condition. £1,050. Thurlestone 649 (Devon). (15599
MG-B ROADSTER, 1977(S). 15,000 miles, flamenco, radio, Selmar alarm. Total underseal protection. Overdrive, still under warranty. Must sell therefore offers around £2,800. Camberley 33099. (15604
GINETTA G15, 1972. White, black trim. One owner, excellent condition. Recent 998 c.c. conversion. Cassette, alloys etc. £1,285. Hartlepool 61127 evenings. (15605

FOR SALE—continued

IMPOVERISHED ENTHUSIAST forced to s Rolls 2-door MPW. Corniche trim, 56,000 mil immaculate condition and recent £1,500 servi 1970 but looks later. £13,375 and Mercedes 2 SE 3.5 automatic 1971 Saloon. Also immacula and superb running order. £2,875. Can be se Bournemouth area or Hampton Court. Telepho evenings 0202 (Canford Cliffs) 700200. (156
1951 STANDARD 8, prime for total renovation may split for spares. Offers 'phone Grantham (S 0476) 3298. (156
MEG MUST go. Attractive MG YB. Wife's car fo years. £800 spent on professional restoration, see another loving owner. £950 o.n.o. Tel. Bingley, Yorks (097-66) 3156. (156
ALFA ROMEO Spyder 2000. P reg. U/seal radio, 23,000 miles. Blue, excellent order. Offe £3,750. B. Canter 0472 56143 daytime. (156
BENTLEY 3-LITRE Speed Model, 1925. Tota rebuilt but authentic in every detail, probably best in existence. £15,250. Also spare engine sale. Tel. 0642 218321 (office), 0642 7831 (home). (156
LOTUS EUROPA Special, "N" registered, 5-spe box, twin cam engine, stereo radio-cassette. £3,50 Telephone Newport 812129, evenin weekends. (156
GILBERN INVADER Mk. II. Manual, overdri electric windows. Silver grey, recent respray, n exhaust, tyres. Year's MoT, stereo radio/casset Reluctant sale due to family increase. Offers arou £1,650. Nottingham 253379. (156
JO 7209 on rough 1933 Morris Minor Salo £125. Also approx. 200 race, rally, car a motorcycle magazines from early sixties, £2 Oxford 61432. (155
HEALEY 3000 Mk. III, late 1967 model, low mil Ivory/black, overdrive, excellent original conditi Engine and all running gear recently overhaul receipts held. New MoT. £3,250. Beaconsfi 4464. (155
RENAULT 17TS, 1976 R. White, black sp stripe. Beige interior, luxury cloth seats. 19,0 miles, excellent condition, very fast. £2,690 o.n Peterborough (0733 53553) after 8th July. (155
LANCIA 1.6 HF. Mendoza blue. Radio casset electric aerial. Good example of this rapid machi £1,800 part exchange considered. Day 01-4 8892 ext. 50, evenings 01-228 8250. (155
TRIUMPH ROADSTER 1800. Regularly us Rewired, new hood, envelope, exhaust. Masses spares. Full history. £1,600 o.n.o. Allen, Gainsborough Crescent, Eastbour 762021. (155
E-TYPE JAGUAR Roadster, 1970. Black, 3 n tyres, extras. £2,295. Mr. Kidd. Work: Lanc 62481. (155
LOTUS ELAN +2S, 1974. Maintained in first cl condition regardless of cost. Engine and many oth mechanical parts renewed within the last 10,0 miles. 5 new tyres. This must be a good investme at £2,950. Tel. Luton 841435. (155
LOTUS SEVEN, 1959 Series I. 700 miles sin chassis up restoration, now in superb conditi Must be as new. BMC 'A' engine. £2,650. Pho 0543 490232, Smith, Westfield House, Armita Staffs. (155
TRIUMPH GT6 Mk. 3, 1971. Very good conditi All usual extras for year. £965 o.n.o. Moreton-Marsh 50416. (155
MORGAN 4/4, November 1974. 40,000 miles, seater, red/black, wire wheels, luggage ra Excellent condition and needs no attention. £3,80 am most reluctant to sell this beautiful car b unfortunately it has become too small for c requirements. A rare opportunity to acquire Morgan in Manchester. Telephone 061 881 22 office hours, and Alderley Edge 58228 evenings. (155
HISPANO SUIZA Tipo 60. Running chassis w tourer body frame. Unfinished special. Offers wh seen. Southend-on-Sea 0702 547783. (155
ASTON MARTIN V8, 1973. Silver, black tri manual. Air conditioning, stereo/radio. 43,000 mil fabulous car. £4,950 or exchange something spo or interesting. Bishops Waltham 2858. (156
1936 AC four-seater Sports. Superb condition af total restoration. Very smooth. Drives like ne £7,000. Clarry, 31 Spinfield Mount, Marlow, Buc Tel. 4494. (156
MG-C ROADSTER, 1968. Genuine low mileag Hard/soft tops and tonneau. Overdrive, GT whee radio. Excellent condition throughout. MoT 1 ye Only £800. Telephone Nairn (0667) 52540. (156
IMMACULATE 1971 Porsche 911T Sportsma 2 owners, 59,000 miles, full history. Fitted elect windows, 'S' wheels, radio/stereo, rear wiper, tin front spoiler, 911 registration. Re-offered at £3,1 due to back word or possible cheaper interest exchange. Sheffield 669737. (156
1947 MG Y Type. Taxed, MoT. Excellent conditi must be inspected to appreciate the quality of t classic car. Bargain £1,200 o.n.o. Tel. 02 63489. (156
AUSTIN HEALEY 3000 Mk. III, 1964, 4,5 miles, wires, overdrive, many new parts includi steel front and rear wings. £2,500. Tel. Works 770387. (156
TR3, 1957. Full spec. Wires, o/drive, hardtop, so top, full and qtr. tonneau. 12 months MoT. All ste very original, white with red interior. Two owners la 12 years. Sensible offers please. Manchester 06 962 4441 anytime. (156
1½-Litre RM RILEY. Very good original conditi New tyres. Taxed, MoT. £595 o.n.o. Telepho Chesterfield 450415 (daytime). (156
MG, RARE 1934 model "K". Needs restoratio realistic offers invited. Phone: Southampt 434697. (156
MORGAN 4/4, 1973. 50,000 miles, 2-seat £3,500. Brighton 737924 (day), Henfield 25 (eve). (156
MG-C ROADSTER. Bermuda top, wires, Motoro Excellent rust free black and chrome. New Z exhaust, suspension. Superb mechanics (76,00 Taxed, new test. Bargain £900. Neath (063 56505. (156
G REG. Austin Healey Sprite. BRG, wire whee laminated screen, 8,080 miles. Only one own £1,200 o.n.o. Phone Stratford-on-Av 69904. (156
1970 JAGUAR XJ6 Automatic. Faulty gearb otherwise excellent condition. Taxed. MoT 1 ye £700. Ebbw Vale 304359. (156
AUSTIN 7 Duple Two-seater, 1927. Rebuilt and very good condition. Taxed & MoT. £3,000. 06 427 1876. (156
ASTON MARTIN DB6 Vantage, 1969. Metal bronze with chrome wire wheels. Very go condition. Long MoT. £3,850. 061-4 1876. (156

FOR SALE—continued

SCIROCCO TS (Sept. 75 "P"). 39,000 miles, 1 owner, Endrust 6 year guarantee. Palma metallic green, rear windscreen wiper, Mobelec etc. Absolutely immaculate. £2,600 o.n.o. Tel: (0222) 755231. (15643

SUNBEAM RAPIER, 1966. Philips radio, radials. New MoT, 4 months tax. V.g.c., £275. Phone Morecambe (Lancs.) 416492. (15647

RELIANT SCIMITAR GTE, manual overdrive, "S" reg. 7,000 miles, white with blue cloth trim. Cobra wheels, tinted and electric windows, stereo cassette radio with electric aerial. Power steering and many other extras. £6,600 o.n.o. Phone Colwyn Bay (0492) 56624. (15646

JENSEN INTERCEPTOR III – 1973. 29,500 miles. Havana brown, beige hide. Air conditioned, stereo radio/cassette. All maker's extras. £2,000 plus improvements since Nov. 78 include new stainless steel exhaust system, 5 new tyres, water/hydraulic hoses renewed. Bills available. £5,950. Telephone Mr. N. Keen (0285) 5275 (day) or 2633 (eve/w.e.). (15615

ROVER 95, 1964. Two tone green. Excellent original example £395. Heath, Taunton (0823) 412691. (15627

LOTUS EUROPA S2. 1971. Professionally resprayed in absolutely superb JPS style black with gold pinstriping. New tyres, exhaust. 60,000 miles. Genuinely superior example in mechanically excellent condition. £1,695 P/X possible. Telephone Hertford (0992) 57473. (15625

SCIMITAR GTE Automatic. March 73. Beaujolais red. £1,950. Genuine 106,000 miles Lence price. Webasto 8 track/radio owned from new. Rustington (090 62) 71702. (15623

FRAZER-NASH, 1934. original "Shelsley" reg. BMP 848 Gough engine, twin supercharged. Subject to a complete detailed rebuild over the last two years and now complete and run in. Unique and expensive. Contact Ron Footit days, Cleobury Mortimer (02 995) 218. (15622

TR5, O/D, w/w, elect. ign., Kenlowe, radio, good original condition. Year's MoT, £1,050. Waterlooville (Hants.) 51990. (15621

MORGAN 4/4 4-seater, November 1972. Very good condition. £3,300 o.n.o. Tel. Adlington (0257) 481815. (15618

LOTUS ELITE 501, 1975 N regd. in pimento with beige cloth trim. 12 months MoT and 12 months transferable parts and labour warranty up to £200 per time. Just 30,000 miles, and in immaculate condition throughout. New 5-speed gearbox and clutch recently fitted. All usual Lotus refinements and stereo cassette player and radio. Will only sell to a good home! £5,425 o.n.o. Telephone Halifax (0422) 60049. (15620

MAGNIFICENT WOOD & PICKETT London Taxi, December 1972. Converted when new to the highest standard in red velour, lambswool rugs, 8-seats, electric windows, cigar lighters all round and lots more. This is a tremendous car that could provide a lot of fun and serve to a good purpose, e.g. Club, Hire, Hotel. Low mileage. Offers. 01-373 2296. (15617

1978 MORGAN 4/4 1600 two seater. Green, as new, 1,500 miles. Bucket seats, door handles, rust-proofed, fog lights, side mirror, wire wheels, boot rack, burglar alarm, map light, overriders, tonneau. £5,100 will answer after 10th July (holidays). Box No. 5804. (15600

MARCOS 3-LITRE Volvo, 1971 "K" reg. Immaculate condition, yellow, sunroof, electric windows etc. Phone Bolton (0204) 653596. Realistic offers only please. (15607

MG TF 1250, 1954. British Racing Green, original leather interior, comprehensive chassis and mechanical rebuild over recent three years. A very nice original car. Further details on request. 01-262 7383. (15624

LOTUS ELITE SII. 1962. Finished in Lotus primrose yellow. A very pretty car in exceptional condition. Stage II Climax engine, ZF gearbox. Original documents. £2,495. 01-262 7383. (15024

ALFA 1750 GTV. £950. Only 43,000 miles. White, cassette, 5-speed, Avons. New clutch, exhaust, decoke. Tow-bar unused. May be seen London. Ticehurst 200384 after 4.30 p.m. (22558

1912 ROLLS-ROYCE Silver Ghost Tourer. Concours winner. 1928 6½-litre Bentley Tourer. Both vehicles restored to mint condition. One must go! Price on application. Peter Taylor Cars, 367b Glen Osmond Road, Glen Osmond, South Australia 5064. Tel. Adelaide 797942. (13981

1961 JAGUAR 3.8 E-type Roadster. Finished in gleaming old English white with black leather interior. Restored professionally regardless of cost to exceptionally high standard. Substantial offers required for this increasingly rare and desirable classic car. Phone Bath 0225 20257. (15651

JAGUAR 3.8 Mk. II. O/drive, white, red leather trim. Radio, new clutch and brakes fitted. 12 months MoT. £575 o.n.o. Stamford, Lincs. 0780 4312. (15649

SCIMITAR GTE, July 1973. Superb condition, 36,000 miles, green, tan interior, chrome wheels, stereo radio/cassette. MoT and taxed. £2,200 o.n.o. Part exchange considered. Rainford 4247. (22517

ALFA ROMEO GTV 2000. "L" reg. 24,000 miles. Italian red. Radio and Alfa refinements. Absolutely immaculate, virtually as new. £1,950. Midhurst 2787. (22557

FOR SALE. The original Allard-Dragster designed and built by Sidney Allard as the first true dragster outside the USA. Rolling chassis only – complete with fully enveloping body and trailer. Collectors item – needs restoration. £1,000 o.n.o. Swindon 20433. (22516

FOR SALE – Our managing director's personal car. Unusual Fiat 131 2 door 1600 special body. But fitted with 1,800 c.c. twin-cam engine, fully balanced, Abarth camshafts and exhaust system, 2 twin Weber carbs on special manifold. Koni shocks, oil cooler, 6" magnesium alloy wheels with low-profile tyres. Finished in metallic silver grey with blue velour trim. Accept £3,449. Tel. 01-727 5066. (22515

FERRARI DINO 246 GT Spyder. 1974. Ferrari red. 26,000 miles. Personal plate. Cassette/stereo. Regretfully selling this beautiful example, one of last ever built. Realistically priced £7,995. Would consider part exchange smaller car. 01-977 0399. (15629

DAIMLER V8 250. 1964. Ice white, recent re-spray, auto., 32,000 miles shown. Tickover confirms. Bamister parts for genuine reason. £600 or ovet secures. Tel: 01-874 6366. (22559

LANCIA 2000HF coupé. Feb. 76. Last one UK registered. Chairman's personal transport. Silver metallic/blue jersey. 42,000, well cared for. Owner buying new Gamma. £2,750. Mr. Peers, 01-464 3661 (office). (15763

AUSTIN ULSTER Replica. BRG, good condition. VSCC member. Steeton (0535) 53408. (15754

FOR SALE—continued

RILEY RMF. Reimported from Singapore, hence no rust, much spent, but needs finishing. £425. Ferrari Dino 246, superb condition. £6,500. South Benfleet 4174, Essex. (15745

LOTUS SEVEN Series IV. 1300 c.c., 1972L, yellow, Wolfrace wheels, 29,000 miles, virtually unmarked. £2,650. Plumtree 5077, (Nottingham). (15742

1931 D8S DELAGE. 4-seat tourer, completely restored, just completed 700 miles in France, concours. 1925 Morris Oxford Bull Nose open tourer, completely rebuilt, also pistons/crank, concours. Offers invited for these privately owned vehicles. Apply L. H. Codd, Silver St., Barnstaple, Devon. Tel. 2064 business hours. (22563

ELAN SPRINT. 1971, D.H.C., new M.o.T., needs respray, mechanically sound, urgent sale. £1,500. Barry 740054. (15744

1967 DAIMLER V8, sports saloon. Manual gearbox, overdrive, two owners and 48,000 miles from new, new clutch, exhaust, radial tyres and just serviced, metallic grey, red leather interior. £1,800 o.v.n.o. 01-458 1398 almost anytime. (22561

AUSTIN HEALEY 3000, MK III. 1966, overdrive, metallic blue, completely overhauled, mechanically by specialist. £2,950. 01-904 3384. (22562

JAGUAR 240. 1968. Manual/overdrive, 62,000 miles, new clutch and tyres, good condition. £750. 01-904 3384. (22562

MORGAN 4/4 2-seater. Aug. '74, golden yellow, wire wheels, +8 spots, reclining seats, luggage rack, tonneau. Radiomobile stereo cassette player, 21,000 miles from new. Offers over £4,000. Telephone Lancing 3077, (Sussex). (15748

DAIMLER 420, Sovereign, 1968, white, red interior, auto p.a.s., many extras, genuine 8,000 miles, recent Beaulieu concours award, offers over £3,000. Bransgore 72492 (Hants). (15751

JAGUAR XK 150 d.h.c. 1958, part restored, new wings front and rear, chassis refurbished, new internal panels, all the parts are there, they need putting together. £1,750. Tel: 01-501 1616. (15529

EXCEPTIONAL MG-B GT. June 1972, M.o.T., taxed till November, Fully Ziebart, rust proofed from new, blaze red, black interior, Rostyle wheels, radial tyres, Webasto roof, reclining seats with headrests, overdrive, electronic ignition, oil cooler, Kenlowe fan, radio. Recent clutch and batteries, genuine 41,000 miles. £1,450. 01-669 2905. (15747

PORSCHE 911T 2.2-litre, dark blue, r.h.d., L-registered. Touring use only by three owners, lifetime maintenance record. £3,250. East Marden (Sussex) 232. (13154

1921, MODEL "T" Ford, one ton truck, Canvas tilt, Salisbury cab. Very pretty vehicle with rare original overdrive unit. Engine and gearbox recently rebuilt. Seen in films and television. A real classic. Sensible offers only (Horley) 02934 72437. (12937

DM DELAGE Figoni fixed-head coupé. 3-litre cycle wings, very imposing car, excellent condition. £6,800. Phone 021-308 1078. (15750

LANCIA 2000 SEDAN. 1972, recent top overhaul, new headlamps and radiator, h.r.w., power steering, two new tyres, fully rustproofed and expertly maintained in first class condition in all respects, long M.o.T. £1,050. Market Harborough 880247 (evening). (15749

MEXICO 71. J reg. electric blue, fitted 8CF 2, HP/HC, cooler, 28/36 Weber, baffled sump, extractor manifold, comp. clutch, beautiful condition. £750 o.n.o. Bath 858634. (15748

LANCIA FULVIA 1300 S3 coupé. N reg. Only 23,000 miles. Good condition. Malvern 63464 weekday. (15752

JAGUAR XK150. BRG. 1959. 3.8-litre. MoT till 1/79. Very good condition throughout. £3,200 o.n.o. 01-370 1169. (15753

FERRARI DINO Spyder. 1973. Midnight blue, leather interior, 37,000 miles, electric windows, radio cassette stereo. Taxed. Fabulous condition. £6,950. 01-789 8525 or 01-352 5258 evenings. (22564



"They floggem terdeath"

. . says phone.

"Flog who?" says you.

"Emgees. All sports cars. Stanstereason; young owners, boy racers, jumpin' up an' dahn onna throttle – they floggem terdeath."

"I'm not a boy racer."

"Dint say you was squire, but yore advert, that mileage, well – inna real car it'd be a proposition but inna nemgee . ."

"Why're you answering the ad then?"

"Gotta friend, squire, arst me ter ring forrim."

"Friend completely inarticulate then?"

"Nah 'es not disabled but I know the game, see? Look – I'll come roun' an' make yer a noffer. Fairynuff?"

"She rang earlier."

"Who?"

"Fairy Nuff. I also heard from Izzy Tadeal and Sheikh Onnit but I've decided to accept an offer from Richardson's."

"You some kind of nutter?"

"I must be – not to have gone to Richardson's in the first place. They like MG's. They like MG owners. They don't think we're boy racers – in fact they believe we tend to look after our cars better than the average owner."

"Listen – this is mylastoffer . ."

"Can't be – he rang earlier. Richardson's – that's *my* last word."

RICHARDSON'S

We buy, sell and dismantle – we've got a thing about MG's.

MOOR LANE, STAINES. PHONE STAINES 55388

DAVID D. DALEY



1932 RILEY GAMECOCK £3,400



1932 BSA 3 WHEELER £1,750

ALSO

1951 RILEY 2½ Drophead **£2,200**
1954 MORRIS Minor (one old lady owner) **£895**
1964 MERCEDES 220 SE Convertible **£2,650**
1949 MK. 6 BENTLEY £2,950
1963 LOTUS Elan (hard & soft tops) **£1,350**
1954 ALVIS Grey Lady Saloon **£1,850**
1951 MG TA Saloon **£475**
1959 JAGUAR MK. 9 Saloon **£1,600**

WANTED: GOOD CLASSIC CARS

PHONE:
CHORLEY WOOD
(092 78) 4413

We are situated 20 minutes from Heathrow Airport.

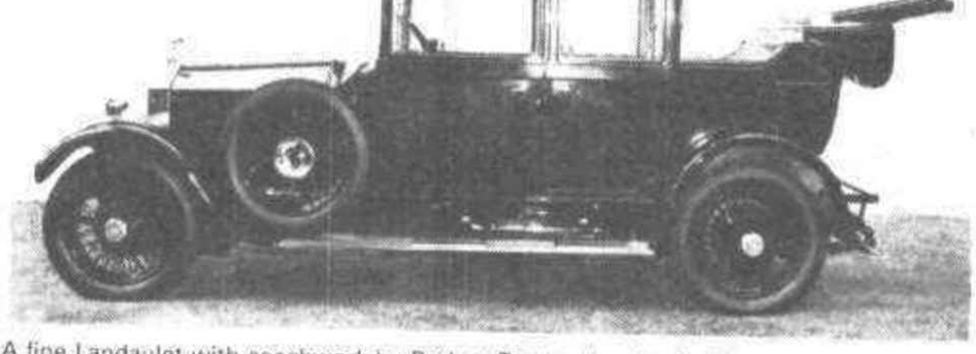
ROLLS-ROYCE & BENTLEY SALES & SERVICE

P&A Wood

offer

1926 ROLLS-ROYCE TWENTY

Chassis No. GOK 48



A fine Landaulet with coachwork by Barker. Restored and refurbished to a high standard by the private owner, this is equipped with Japanned hide folding quarters, sideways facing folding occasional seats, silk Purdah blinds to the owner's compartment and Barker patent double dip headlamps. Coach painted in Cardinal red with black mudwings and roof: upholstered in French grey Bedford cord with Wilton carpeting to the rear and black hide to the front. Mechanically excellent all round.

Great Bardfield, Braintree, Essex
Tel: No. Great Dunmow (0371) 810604

PLEASE TELEPHONE FOR DETAILS OF CARS FOR SALE

LIDDELL AND HORNER

QUALITY MOTOR CARS



1957 Rolls Royce Silver Cloud Saloon. Finished in silver grey with green interior. PAS. 78,000 miles, much history **£4,850**

1957 Bentley SI Saloon. Finished in black, grey interior, PAS, a very sound example **£3,550**

1952 Bentley "R" type. Fixed head Coupe, by Park Ward (bottom 253 Green Book) very original & smart, finished in 2 greys **£5,250**

1950 Bentley Mk VI 4¼-litre. Sports Saloon finished in blue, grey interior **£1,850**

1949 Bentley Mk VI 4¼-litre. Sports Saloon finished in grey with blue interior, requires some restoration, interior original & nice **£1,750**

1948 Bentley Mk VI. Freestone & Webb Sports Saloon, basically sound requires some restoration **£2,500**

1921 Rolls Royce 40/50 HP. Open drive limousine, original & very sound, used for international touring in recent years.

1939 Sunbeam 500cc. High cam. A very outstanding machine **£750**

Westover Farm,
Goodworth Clatford,
Andover, Hampshire

Telephone: ANDOVER 3643



FERRARI 275GTB. Short nose. Excellent original condition. Red. Campagnola wheels etc.



FERRARI 330GTC. Exceptional. Low mileage. 400 miles since £5,000 spent (all bills available)



FACEL VEGA. Facel 11. Exceptional condition. The only car ever to be made in Paris and looks it. Supreme elegance.



1970 MASERATI Mexico. Two owners, full history under 50,000 from new. Superb condition.



ISO GRIFO. White, beige interior. Four speed manual transmission. Scintillating performance with reliability.



£2,750. PORSCHE 911T Targa. LHD. Full history from new, low mileage, always Porsche maintained. Totally immaculate.



BRISTOL 404. The "Businessman's Express. Totally original, immaculate condition. Full Bristol Service history from new.



£2,000 1964 PORSCHE 356 C. Exceptionally original and sound condition throughout.



ALVIS TD21 – 100 Graber Special Drophead. One-off built for a friend of Graber's, who has owned the car from new. Very low mileage, concours condition.



£4,250. JAGUAR XK120. Excellent condition throughout.



£2,350. ISO 'Fidia', LHD. A superb large, effortless touring car. Exotic though inexpensive.



BENTLEY 3½ Litre, Very attractive two door by Barker.

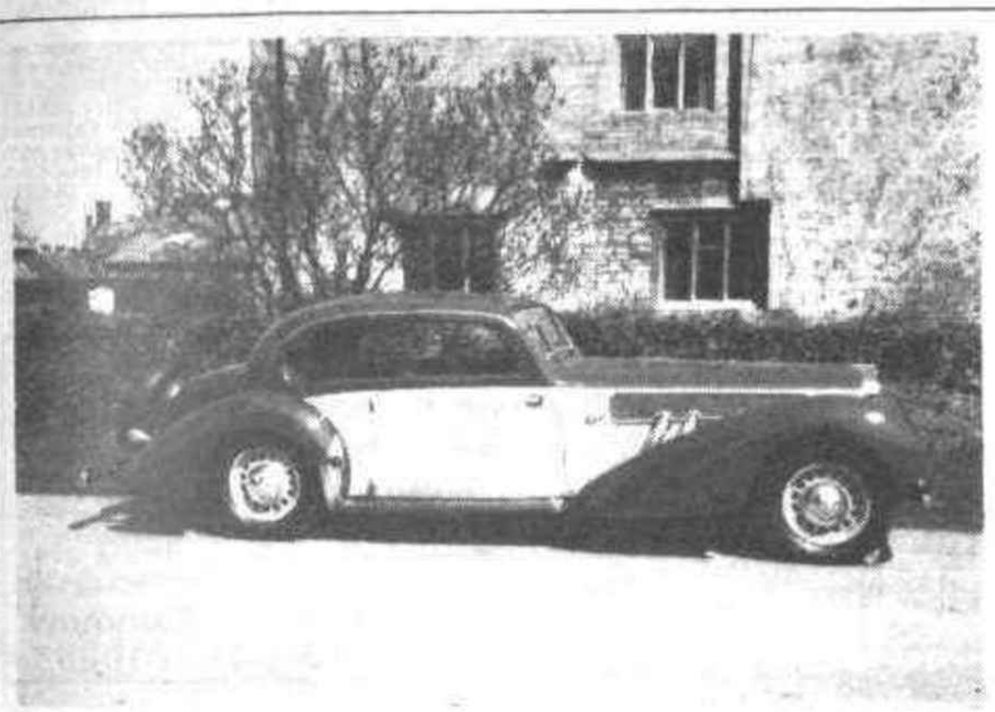
VINTAGE AND CLASSIC CARS SIMILAR TO THE ABOVE URGENTLY REQUIRED

Also in stock:- ASTON MARTIN DB2/4. AC ACECA. 1928 ALVIS FWD Supercharged. BENTLEY Special 4½ litre. LANCIA 3C.

BRIAN CLASSIC LTD.

BUCKLOW HILL 830423 (Cheshire)

N.B. It is absolutely essential to telephone for an appointment to view the above cars.



This 1936 Delage D8 - 120 had its coachwork and upholstery completely restored by us in six months to enable our Swiss customer to take the car on a Continental Tour.

For your restoration contact:

Antique Automobiles Ltd.,

35-39 Main Street,
BASTON, Nr. Peterborough. PE6 9NX
Telephone 07786 288/488

AERO SCREENS



Fits all Sports Cars. Laminated Glass. Polished Alloy Frame. Chrome Fittings. **£12.00** each including all UK charges. Overseas customers add extra mailing.

Kimble Eng. Ltd:
33 Highfield Road,
Birmingham B28 0EV
England.
021-777 2011

MG-A CHROME GRILLES



For MG-A 1500 and 1600 Mk I only **£45.00.** each including all UK charges.

EUROPEAN AND KNOCK-OFF HUB NUTS



MG-A FRONT BUMPERS. Limited stock only

8 and 12 threads per inch. MG crested or Plain. **£7.40** including all UK charges. Overseas customers add extra mailing.

---

maserati

3700 G.T.I.S. Series II Sebring. Engine just rebuilt, new tyres and clutch. Coachwork in grey silver with white leather interior. Wire wheels, radio, left hand drive. **£3,500.**

From stock new and used spares/parts for A6G/1500, 2000, 3500, 3700, 4000, Sebring, Mistral. Overseas enquiries welcome. Servicing under the supervision of Bill McGrath by appointment.

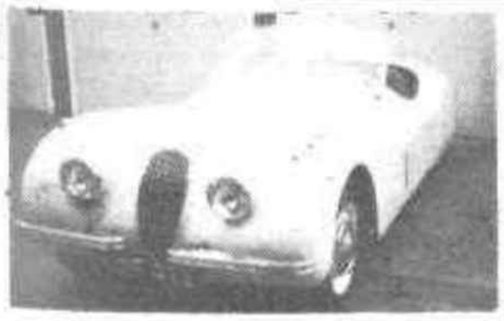
RICHARD CRUMP : GROOMS BARN
BULLS CROSS RIDE : WALTHAM CROSS
HERTFORDSHIRE : Tel: Waltham Cross 22121

NOSTALGIA

THERE CAME A BIG SPYDER...!

God and the police willing, I shall hopefully have driven to the **St. John Horsfall Historic Meeting** at **Silverstone (July 1st)** in a **"street-legal" LOLA T160 CAN-AM SPYDER;** just sitting in this fearsome monster with the engine off terrifies me! Meanwhile on the track, the **NOSTALGIA HWM-JAGUAR** in the capable hands of **Chris Stewart** has been performing well enough to **WIN ITS CLASS** at **CLASSIC PRESCOTT (June 4th),** and hold **JOINT 1st PLACE OVERALL in the 1978 UK HISTORIC CHAMPIONSHIP to date;** also our **GINETTA G10** has now completed a round of the **CLASSIC SPORTSCAR CHAMPIONSHIP,** with, we hope, most of the bugs left dying in the paddock!

HOLIDAYS: 1 WEEK WITH CHILDREN SOMETIME SOON. 3 WEEKS WITH LONG-SUFFERING WIFE ON AMERICA'S WEST COAST (including LAGUNA SECA etc.) FROM AUGUST 14th; CONTACT ME NOW IF YOU WANT TO MEET; ANSWERING MACHINE/RESIDENT HOUSE GUEST WILL TAKE MESSAGES AND RELAY THEM IN MY ABSENCE.



1950 JAGUAR XK 120 ROADSTER – KDF 425; those who saw this magnificent example in the paddock at Prescott (June 3rd/4th) would, I think, agree that this is one of the very top XK 120's in the country; 38,000 m., original everything, with the respray from bare metal by CP Autokraft (formerly Cobra Parts) being a literal "work of art". – **92 pts.** *Photo.*



1953 FRAZER NASH LE MANS COUPE – YMK 5; This famous car completed Le Mans in consecutive years, winning its class and establishing a new class record in 1953; proper works BS4 engine and all the original Le Mans fittings; original log book etc. too! Superb road/historic Gp. 1 car – **90 pts.** *Photo*



1967 MERCEDES 250 SE SALOON – RHM 999F; 34,000 m., original to the 1967 factory, chocolate brown paintwork etc.; if there is a Mercedes Owners' "Concours" this should surely win its class as it has understandably been mistaken for a brand new car!

1967/70 EX WORKS MGC LIGHT-WEIGHT GT – VHY 5H; Chassis 104L, the famous Targa Florio car featured in colour in Thoroughbred and Classic Car (Dec. '77); 3,000 m. from new and totally original; special "works" everything! Another splendid historic Gp4 road/racing car which is also eminently usable for shopping etc. – **86 pts.** *Photo*

1960 ASTON MARTIN DB4 SERIES 1; restored bodily by Aston Martin Ltd., and mechanically by Robin Hamilton; a nice car indeed – **84 pts.**

1959 AUSTIN HEALEY SPRITE; an extremely original and pleasant example, the recent subject of a good restoration throughout – **84 pts.**

HOPEFULLY COMING
1936 BENTLEY 4¼ PARK WARD SALOON; totally restored.



1956 JAGUAR XK 140 FHC – 6 HPL; totally restored with a particularly nice interior and clean engine compartment.

1966 ABARTH 2000 RS SPYDER; an extremely pretty and amazingly rapid (2 litre, 205 b.h.p. Twin Cam) sports-racing car; fully road legal and eligible for historic events being one of the European Hill climb Championship models. **90 pts.** *Photo*

1966 ALFA ROMEO GIULIA 1600 GTA; one of the very rare all-aluminium lightweight road/racing cars, so successful in international events; totally original with all the proper "works" fittings; road registered and used, and also eligible for historic events of course; left hand drive, 47,000 km. from new. **84 pts.**

STOP PRESS. 1970 EX-TEAM McLAREN M8D; most famous Sports racer which gained the Can Am championship for Denny Hulme; whole car literally as new – **98 pts. (hopefully at Silverstone July 1st).**

THE 'POINTS SYSTEM' reflects my intention to offer only the very highest quality in the type of cars I sell, among which are often the best examples in the world; scores are to accepted International Concours ratings, but for appearance only, not for originality etc. **SWOPS ALWAYS CONSIDERED.**

NEXT "GOAT" MEETING – WED. JULY 5th – 7 pm. (Sorry about the weather on June 7th!)

ROD LEACH

TEL.: HERTFORD 58891 (STD. DIAL 0992 58891)
9 a.m. - 10 p.m., 7 days per week
24-HOUR ANSWERING MACHINE FOR OTHER TIMES
WRITE: BRIAR FORGE, VICARAGE CAUSEWAY, HERTFORD HEATH, HERTS., SG13 7RL.
VISIT STRICTLY BY APPOINTMENT ONLY.

1934 Merryweather Fire Engine **£3,950**
1934 Merryweather Fire Escape with 70ft turntable ladder **£3,950**
1968 Jaguar 340 automatic, white **P.O.A.**
1941 Standard Fordson Tractor on pneumatic tyres **£375**

FOR RESTORATION
1938 SS Jaguar 1.5 saloon **£1,675**
1939 Rover 16 Standard saloon **£425**
1949 Bradford Van c/w spare van for spares **£350**
1947 Morris Series E GPO van **£250**
1 Edwards Wheeling M/C for car wing work, etc. **£125 + VAT**

JACK RUNDLE
STICKNEY 429 (LINCS)
Evenings.

LHD XK JAGS

'56 XK 140 DHC. Auto, W.W., LHD, mint, rust free ... **£5,350**

'59 XK 150 DHC. C.W.W., o/d, famous actor car, mint, rust free, LHD **£5,800**

'59 XK 150 Roadster. W.W., o/d, LHD, rust free, 1 owner, full history **£5,950**

'56XK 140 Roadster. W.W. L.H.D., C type, rust free, mint **£5,500**

TEL: 01-286 8630
(ANY TIME).

110 The Drive Hove BN3 6GP
Sussex England.
Telephone Brighton 735064
or 23551 (STD Code 0273)
Telex 87312 Answerback Tyres

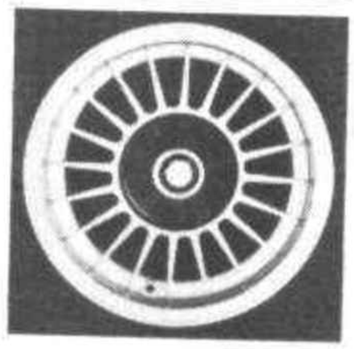
DIRECT MARKETING

REPLACEMENT ALLOY WHEELS

ALLOY (CAST) SUITABLE FOR FITMENT FOR PORSCHE 911/912 SERIES IN THE FOLLOWING SIZES:
6 x 15 £85.21 each
7 x 15 £98.85 each
8 x 15 £122.70 each
9 x 15 £150.98 each



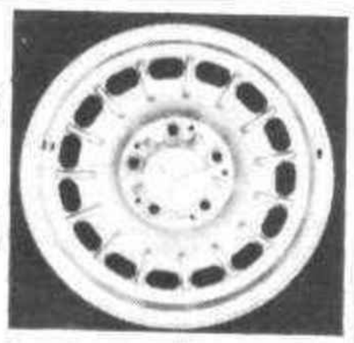
TRANSFORMATION KITS AVAILABLE FOR MOST PORSCHE MODELS. FOR TECHNICAL DETAILS AND FITMENT PARTICULARS **TEL. 0273 737344.** FOR SUPPLY DETAILS. **TEL. 024 353571.**



ALPINA STYLE ALLOY WHEELS SUITABLE FOR FITMENT FOR BMW 2, 3, 5, 6 & 7 SERIES.
SILVER FINISH
5.5 x 13 £27.50
GREY FINISH
5.5 x 13 £30.08
6 x 13 £32.50
6 x 14 £32.50
7 x 14 £46.71

ALLOY WHEELS SUITABLE FOR FITMENT TO MERCEDES-BENZ 200 SERIES AND 350 AND 450 SPORTS COUPES.

6 x 14 and 6.5 x 14 are £66.51 each and include wheel nuts.



Also Available:
Alloy wheels suitable for Renault 4 & 5. 5½ x 13 £22.50 inludes nuts.
New range of alloy wheels, suitable for all models of BMW, FORD, VW/Audi and most imported vehicles. From £30.00

The above Replica Wheels are all in stock and can be collected from our Sussex Warehouse or delivered at your cost. All wheels are exclusive of VAT and with the exception of Porsche are in boxes of 4 and priced per wheel.

24 HOUR TELEPHONE 024353-571

FOR SALE–continued

MORGAN PLUS Four Plus, unusual FHC. Requires some work to reassemble but many spare, difficult to obtain, body parts included. Very few of these models exist in Europe. £1,650. P/ex considered for interesting older vehicle. Ash Green 872391. (15786
MORGAN 4/4 four-seater, 1971 (Jan.), 48,000 miles recorded. Recently rebuilt, resprayed (red) and reupholstered (black). Excellent condition for year £3,500 o.n.o. Ring Morecambe (0524) 62539. (15787
LANCIA FLAMINIA 3C 2.5 convertible with hardtop. LHD. Aluminium body by Touring just repainted midnight blue, with new hood and carpets. Recored radiator, rechromed, new battery. £2,000. Also luxury 4-seater Flaminia Farina coupé, white with tan leather interior. £875 o.n.o. Northampton (0604) 33978 Tuesdays-Saturdays, but Preston Capes (032736) 372 on Sundays and Mondays. Moving house, must sell. (15785
TVR 1600M, May 75. Car in immaculate yellow with black trim. 35,000 miles, taxed and MoT. Sunroof, radio/cassette, plus lots of other extras. £2,850 o.n.o. 01-543 2689 evenings (Wimbledon). (15784
LANCIA FULVIA, K regd., taxed, MoT. Sunroof, fogs, HRW, superb condition, 58,000 miles. £950 secures. Avonside 2357. (15783
IVORY PORSCHE 911T, 1968. In superb condition throughout. Sportomatic spoiler. Low mileage. Best offer around £2,200. Genuine enquiries please. Phone Owen, Southampton 775555 X776 office hours. (15778
ALVIS DROPHEAD coupé, 1961, manual. Excellent condition inside and out. New lined hood. £2,500. Horndean 596356 evenings. (15782
LOTUS PLUS 2S/5, 1974. Immaculate black with oatmeal interior. 20,000 miles only. Just fully serviced. Our baby needs more space. £3,450 o.n.o. Telephone 01-727 8949. (15780
TR6, 1974. Red, convertible, 31,900 miles. Excellent condition, undersealed and wax treated. Overdrive, electric fan, nearly new tyres, radio, extras. Reluctant sale – offers above £2,250. Dr. Sanderson – Cambridge 892277 (weekday) West Wratting 541 (evenings). (15779
XK150 S 3.8, 1960. Fantastic condition, new leather interior, white/black. Perfect mechanics. Bodywork excellent. First offer over £4,000 secures. Phone 01-437 6629 day, 01-286 8717 nights. (15776

FOR SALE–continued

HEALEY 3000 Mark IIA. Good overall conditi Solid wheels, many extras, long test/tax. One ow seven years. First £1,850. Wormley (042 87 3156. (158
LANCIA FULVIA 1.3 S3 2-door coupé. Register Oct. 1974 (N). 45,000 miles, yellow, green tri Blaupunkt radio. Good condition. £1,750 o.n Redbourn 3516 (near St. Albans). (158
COOMBS JAGUAR Mk. II, 3.8, 1964. Only owners, 49,000 miles from new. Pale metallic blu unmarked grey interior. Manual, overdrive. No ru service history. £2,950. 01-789 8525 work or 0 352 5258 evenings. (225

DERBY BENTLEYS

1935 3½ Park Ward saloon, original and very sound.
1939 4¼ Park Ward saloon, mechanically excellent.
1939 Mark V Park Ward saloon, partially dismantled, very rare.
1937 4¼ James Young 3 position drophead, 2- seater (a one off).
Also several Mark V's in poor condition.

Tel: Great Dunmow (0371) 810604 or 810669

Lister Jaguar, 1959. Ready to race.
Silver Shadow, 1970. Blue with tan, very good value.
Lancia Zagato, 1,800 c.c. Ally body, very rare.
Honda 750 and **650.** Exceptional.
MG-C GT. Very well kept motor car.

P.V.R. 0242 602013
9.30 or 5.30



ARMSTRONG SIDDELEY HURRICANE

convertible 1953. Excellent original condition having covered only 38,500 miles Offers around **£3,000** invited.

BLACKMORE 821275
(Essex)



1970 Ferrari 365 GT Finished in white with black leather interior, electric windows and powered steering, 52,000 miles from new. Excellent condition **£4,750**

ALSO AVAILABLE

1965 Abarth 1300 OT. Road/Racing GT 1300 twin cam engine, twin plug head, dry sump. Completely rebuilt. Registered for road use.

1954 Riley RME 1½-litre. Maroon with black vinyl roof, original interior in maroon leather, recently repainted and new vinyl roof fitted. 3 owners, with 61,000 miles. Superb condition **£1,950**

1965 Lancia Flaminia 3C Coupe. Silver grey with red leather interior. New clutch, exhaust and alternator just fitted. A good original car **£1,300**

1954 BSA Winged Wheel. Lady's bicycle with 35cc engine, 161 miles from new **£175**

Wanted: Ferrari, Maserati and any sports/racing cars.
Wanted: MG TF/D/C in any condition.

JOHN SPERO
AT
MORRIS STAPLETON.
01-589 5259 **LONDON, S.W.7.** **01-589 6894**

HENDON WAY MOTORS

1975 LOTUS Europa Special. 5 speed, met. blue, 21,000 miles, alloys, sundym, radio/stereo.
1975 (Series) LOTUS Europa Special. 5 speed, JPS, 29,000 miles, alloys, sundym, radio/stereo.
1973 LOTUS Europa Special. Primrose, 30,000 miles, alloys, sundym, radio/stereo.
1973 LOTUS Europa Special. 5 speed, white, one owner, alloys, sundym, radio/stereo.
1972 LOTUS Europa TC. Met blue, 22,000 miles, one owner, sundym.
1973 LOTUS Elan Sprint, dhc. Maroon, 35,000 miles, sundym, radio.
1972 (Series) LOTUS Elan Sprint, fhc. Green, sunroof, 40,000 miles, radio/stereo.
1962 LOTUS Super Seven, Series II, 21,000 miles only, Cosworth engine.
1978 MORGAN Plus 8, lhd. Red, white leather, extras, del mileage.
1975 MORGAN Plus 8. Met silver, 18,000 miles, radio, leather.
1974 MORGAN Plus 8. Primrose, 17,000 miles, radio, extras.
1973 MORGAN Plus 8. Blood orange, 31,000 miles, extras.
1976 MORGAN 4/4 2-seater, Ivory, 9,000 miles, w/w, extras.
1973 MORGAN 4/4. 2-seater, White, 30,000 miles, extras.
1971 (Series) MORGAN 4/4 2-seater, Primrose, w/w.
1975 MORGAN 4/4 4-seater, Ivory, 38,000 miles, extras, w/w.
1974 MORGAN 4/4 4-seater, Navy, 30,000 miles, w/w.
1973 (Series) MORGAN 4/4 4-seater, Maroon, 26,000 miles, w/w.
1972 FERRARI Daytona 365 GTB4. Primrose, 29,000 miles, leather, air cond, radio/stereo.
1974 (Series) FERRARI Dino 246 GT. Primrose, 30,000 miles, factory flared arches, radio/stereo.
1973 FERRARI Dino 246 GT Spyder. Red, low mileage, leather int.
1972 FERRARI Dino 246 GT. Primrose, leather int, 36,000 miles.
1973 (Series) JAGUAR E Type 2+2 V12 Manual, Ivory, 14,000 miles only, cww, radio/stereo.
1974 (Series) JAGUAR E Type 2+2 V12. Manual, Navy, 36,000 miles sundym, radio/stereo.
1973 JAGUAR E Type 2+2 V12. Manual, azure blue, 37,000 miles, sundym, radio/stereo.
1970 JAGUAR E Type 4.2 fhc, Navy, low mileage, radio, cww.
1970 JAGUAR E Type 4.2 2+2. Manual, 49,000 only, cww, new engine, sundym, sun roof.
1958 XK 150, fhc, BRG w/w.
1976 PORSCHE TURBO. Met burgundy, 14,000miles.
1972 PORSCHE 91.T, lhd, Black.
1968 Aston Martin DBS6 Auto, white, air cond.
1968 Aston Martin DBS6. 5 speed, BRG, cww.

393-395 Hendon Way London NW4 LP3 telephone 01-202 8011/2

FOR SALE–continued

FIAT DINO 2-litre Ferrari engine. Bertone body, LHD, no rust. Dino red. Looks like small DBS Aston Martin, £1,800 o.n.o. Phone Peter, Tarporley 2093, Cheshire. (15755
1932 A7 Box Saloon, short chassis. Needs restoring, roof needs most attention. £450 o.n.o. Phone Peter, Tarporley 2093, Cheshire. (15755
BMW 2002 Tii Golf, "N" reg. 35,000 miles. Sunroof, tints, alloy wheels, radio/stereo cassette. Immaculate throughout. £2,800. Tel: Tonbridge 353901 evenings/weekends. (15764
MG TF, 1954. Red, wire wheels. MoT Aug. Price includes new Naylor body with doors. £3,500. Phone: Day 01-508 9427, evening Hatfield Heath 291. (15765
SUNBEAM TIGER 260. 1967. 59,000 miles from new. BRG with black trim. H/top (soft top as new). Tonneau, radio. Cosmic wheels and original steels. New Goodyear G/Prix tyres. Taxed. MoT. Fastidiously maintained and in superb condition. Investment £2,000. Hertford 0992 551241. (15758
1933 AUSTIN 7 "65" model (Nippy) Sports. Original and complete, part restored. Offers over £800. Tel. Tarvin 41114. (15756
ALFASUD TI, 1977 S reg. 10,500 miles, immaculate. Many extras. £2,590 o.n.o. Phone Newport Pagnell 610866. (15762
LANCIA 2000 Sedan, 1973. Zeibarted, taxed, MoT. Stereo, electric aerial and fan. New exhaust, starter, alternator, battery, tyres. Immaculate. £1,200 or exchange. 01-856 2499. (15761
TR7, 1977. Under 14,000 miles, yellow/vinyl top, u/sealed, Sundym, stereo cassette radio. Taxed March 79. Director's car, meticulously maintained and immaculate. £2,550. Telephone Worksop 771954. (15757
1950 AC 2-litre Sports Saloon. Probably finest example available. MoT tested 8/12/78. Wonderful investment. £1,250. 01-856 0772. (15759
CORVETTE STINGRAY, 1970. Split roof, concours condition, 32,000 miles. 350 CI auto, PAS, elec. windows. Probably the finest available. £4,250. Luton 596637. (15760
LOTUS ELITE Series II/SE, 1962. In immaculate condition, used as reliable everyday transport. Offers over £3,000. Hayling Island 66648. (15772
DAIMLER SP250, 1963. C spec. Extensive mechanical rebuild, respray. Red with grey interior, immaculate. Tax and MoT. £1,750 o.n.o. Evenings, Ripley, Derby 0773 42638. (15771
ALFA ROMEO Giulietta Sprint GT. White with grey leather trim. F registered but stored most of life. Genuine 42,000 miles only. Free from corrosion or body damage and mechanically perfect, mint condition. Possibly the best Alfa Sprint of its age available. £850. Phone 0342 712547, Copthorne 712547. (15770
JAGUAR 3.4 S. 1966, recent respray in original DK metallic grey, beautiful red interior with repolished woodwork, reconditioned autobox just fitted, good engine and suspension, new brake master cyl., good G800 radials. An excellent and attractive car. Reason for sale now using 3.8 E Type laid up for winter. MoT till Nov., taxed. £680. John Baker, Kingsclere 298744 (nr Newbury). Member of JDC. No time wasters please. (15767
1960 AC Greyhound 2.2-litre, Bristol engine with overdrive. Rare 2+2 (adults) alloy coupé. Red with matching leather interior. Two owners from new. Beautiful appreciating car. £2,500 o.n.o. Northampton (0604) 830341. (15769

FOR SALE–continued

ALFA ROMEO GTC Giulia Sprint 1,600 c.c. Very rare 4-seater convertible. 1966 model, but in a very good state of preservation having been laid up every winter for the last eight years. No rust. 54,000 miles with attractive lines and great fun to drive. £1,750 o.n.o. Telephone Empingham (078-086) 256 – in Rutland. (15496
LANCIA 2000 HF Coupe, 1974. Sunroof, tinted glass, electric windows, power steering, 5-speed box, white. £1,495. Phone Rotherfield (E. Sussex) 2458. (15766
ASTON MARTIN DB6 II Manual, 1970 (J). Last but 23 of this outstanding series. One elderly owner until last year, 52,000 miles. Full service history. Original burnt almond paintwork, tan leather. Virtually mint throughout. £7,250. Henley 5791. (15768
PORSCHE 911 RS Lightweight, 1973. One of very few RHD models. 0-60 5.5 secs., 0-100 in 13.0 secs. This puts you into the Porsche Turbo, Lamborghini Countach acceleration class with reliability and fuel consumption typically Porsche. Maintained in the last few years regardless of cost, e.g. new (Porsche) exhaust and heat exchangers. This car is immaculate. £8,000. Phone Simon Moores 061 236 6661 (work) or 0455 209070 in evenings. (15773
MG-B GT, 1973. Damask red, vinyl roof. Reg. no. 737 TF. 48,000 miles. £1,550 o.n.o. Tel. 0482 888679. (15774
BENTLEY Mk 6. Requires some work but generally sound. Offers. P. Thomas, 1, Heatherlands, Rise Road, Ascot, Berks. Ascot 12063. (15823
ASTON MARTIN DBS V8. 1972. S.R.S. auto, upholstery magnificent condition in every detail, up to date service history, low mileage, complete with cherished registration. £3,895. 01-455 7275 (London). (15824
E-TYPE JAGUAR V12. Black roadster. 1972, manual. £2,500 recently spent. 32,000 certified mileage, superb condition, will be worth £10,000 next year! £5,800. 01-455 7275. (15824
MORRIS 8 1934 pre series. Very original. M.o.T. June 1979. £575. Naphill 3312. (15831
E-TYPE 2+2. December 1970, one of the last 4.2's, very low genuine mileage, and two owners from new, mechanically excellent, immaculate rust-free bodywork, C.W.W., sunroof, etc. £3,250. For further details ring 01-606 3281. (15826
LANCIA FULVIA Zagato S2. 1972. L-reg., dark blue, beige interior, 43,000 miles, Zeibart undersealed, Radiomobile, excellent condition, garage kept. £1,390 o.n.o. Tel: 01-602 0218 or 0233 25484. (15830
LANCIA 2,000 Coupe HF 1973. In extremely good condition, well maintained, fuel injection. £1,375. 043-57 350, East Sussex. (15828
TVR, 1600M. 1976, November, silver, 10,000 miles, vinyl roof, sunroof, elec. ignition, radio, etc., immaculate. £3,200 o.n.o. Tel. 01-643 1032. (15825
LOTUS ELAN SPRINT, DHC. 1971. 54,000 miles, maintained to high standard, forced sale – heartbroken. £1,925. 01-254 3365 evenings. (15827
LOTUS 7, 1962 997 c.c. Ford Engine, hood sidescreens and tonneau, dark green, £2,000 o.n.o. Phone: Haynes (Beds.) 471. (15832
D-TYPE JAGUAR. 3,000 miles from new, Isotta Fraschini, 5,000 miles from new, both mint. 01-828 6306 or write 32 Carlisle Mansions, SW1. (15833

FOR SALE–continued

CITROEN 15. 1953, big boot model, l.h.d., classic car collector's item, stored several years, 25,000 miles, good condition for year, renovation to bring to perfection. £1,050 o.n.o. Fleet 28272, Hants. (15829
1977 S MG-B Roadster. Overdrive, white, mint condition second car with extras, worth £500. (Cavityseal rustproofed, stereo radio/cassette, polished alloy wheels and Omnibob hardtop with tinted screen/roof panels.) Second year warranty, 8,000 miles. Costs £4,250 new. Accept £3,150, or £2,950 without hardtop, stereo, alloy wheels. High Flatts (048488) 415. (15777
1970 LOTUS Elan +2 "S". Like new (11,000 miles). MoT. £2,600 o.n.o. Tel. 504 9266. (15789
MASERATI INDY 4700 Automatic, 1971K. Metallic blue with beige hide, all usual extras. £4,950, might P/X. 01-286 1865. (15788
MERCEDES 220 SE Convertible, 1964. 60,000 miles, full service history. £2,950, might P/X. 01-286 1865. (15788
PORSCHE CARRERA RS Lightweight LHD, 1973. Electric roof, leather Recarros, white with red wheels, 40,000 miles. Full service history. £6,950, might P/X. 01-286 5315. (15788
AUSTIN HEALEY 3000 Mk. I. Two owners from new, h/soft tops, w/w, o/d. Engine, gearbox rebuilt. Excellent condition. £2,750 o.n.o. Tel. Reading 82281. (15790
LOTUS ELAN +2S 130/5. N reg. Superb rare car in metallic lagoon blue with oatmeal interior. Extras include alloy wheels, stereo cassette, Konis and balanced rebuilt engine. Specialist maintained by its two owners. A true opportunity at £3,395 o.n.o. 681-834 0611 (day) or 061-795 8368 (evenings). (15791
E-TYPE V12 2+2 FHC, K reg. Carmen red, black trim. Radio, HRW, MoT and taxed 1979. New complete exhaust, new clutch just fitted. 2 new white walled Formula 70 tyres. Below average mileage, excellent condition throughout. Sale due to imminent arrival of XJS. Private sale £3,950. Phone Cropredy 308 (Oxfordshire). (15800
LOTUS ELAN +2 130/5. 1973. 36,000 miles. Full service history, full MoT. Bronze, tan interior, matching vinyl roof, radio, electric aerial, alloy wheels. £2,550. Tel. 088 94 (Rugeley) 4873. (15798
TURNER SPORTS, 1963. Featured Classic Car, May 1977. Soft top, tonneau, tuned Ford 1500 GT. GRP body, wire wheels, electric fan, handbook. Slight attention required hence £425 o.n.o. Nottingham 830823. (15797
MORGAN 4/4 two-seater, 1969. Black with red hood and sidescreens, wire wheels. Offers over £2,500. Tel. Cadnam 2171 evenings. (15795
AUSTIN HEALEY 3000 Mk. III, 1965. Tahiti blue, o/d and radio. Engine and body recently rebuilt. New hood, carpets, etc. £2,500. 01-204 1752. (15794
RILEY MONACO, 1931. Totally rebuilt, superb motor car in every way. Price £2,250. Full details, Southampton 767090. (15793
AUSTIN 7, 1931, short chassis box saloon. Rebuilt, beautiful little car. £1,250. Full details Southampton 767090. (15793
JAGUAR E-TYPE V12 2+2. K registration. Only 28,000 miles. History, taxed, radio, stereo, etc. Completely undamaged. Perfectly maintained. Absolutely superb condition throughout. Owner going abroad. Investment £4,750 o.n.o. 021-354 4434. (15811

FOR SALE–continued

1974 JENSEN Interceptor III. Company chairman's car, maintained regardless of expense. New engine fitted 1977 and recent respray. £5,000 o.n.o. For further details telephone Sue Barrow on 0793 (Swindon) 30111 (office hours). (15792
LOTUS ELAN +2S 130/5, 1973. Superb lagoon blue, oatmeal trim, Sundym, radio, alloy wheels, HRW, recent doughnuts, clutch, rear wheel bearings etc. Full service record. New MoT. £2,650. Bristol 211068 or Shipston on Stour 61539. (15802
ALFA ROMEO Alfetta GTV 2000. Plum with luxurious cloth velour trim, 20,000 miles, new tyres, radio. Reg. February 1977 (R). Would now be over £6,000 to this specification new, so must be a bargain at £4,100. Ring Michael Lindsay – 0223/55252 (day) or 0223/891219 (evenings). (15810
TVR GRANTURA rolling chassis. Knock-on wire wheels. Stripped for racing £75 o.n.o. Ring Bed. (0234) 66604 after six p.m. (15807
ALFA 2000 Saloon, late 1972. Full history known. Private sale. 49,000 miles. £895. Bournemouth 426247. (15805
AUSTIN HEALEY 3000 Mk. I. 1961. Totally restored, beautiful condition. Two tone red/black, hard/soft top, wire wheels. £2,800 o.n.o. Available at 01-549 6902 after July 12th. (15806
GT6 MK. 3. Overdrive. Beautiful, low mileage example of this scarce model. £200 just spent on 12,000 miles service, rear brake reline, new silencer and alternator, professional polishing. Taxed and year's MoT. £1,450. Telephone 01-940 3563. (15809
E-TYPE JAGUAR, 1965 FHC 4.2-litre. Taxed, MoT. Extremely tidy for year. £1,650. Tel. 0924 470297 (nr. Leeds). (15808
"E" TYPE Jaguar FHC Series II, 1971. Signal red/black trim. Excellent condition throughout. £3,500 o.n.o. Telephone Storrington 2560 after 6 p.m. (15818
MORGAN PLUS 8. March '77. White, 5 speed, Am. conversion lights. Total Protection underbody protection, reclining seats, headlight guards, locking fuel caps, luggage rack, rear bumper. Economical, fast and reliable. Taxed to Feb. '79. Genuine reason for sale. £7,000 o.n.o. evenings Mundesley (Norfolk) 720567. (15815
JENSEN HEALEY, June 1974. Year's test, taxed September. 2 owners, well maintained. Tyres and bodywork good. Piranha electronic ignition, radio with electric aerial. £1,925 nearest. Phone Swansea 53826 (day), 32073 (home) to view. (15820
LOTUS ELAN S3 SE DHC. Yellow, completely restored, condition as new. First offer over £1,600. Tel. Frilford Heath 391656. (15821
MG TA, 1937. An unrestored but basically sound example. Needs some work but is running and has MoT. Superb number plate. £2,350. Tel. 01-318 2499. (15816
1935 TRIUMPH Gloria 12/4 saloon. Engine & chassis professionally reconditioned for experimental purposes. Body needs attention to make attractive car. £700 o.n.o. Yateley 873267 evenings. (15814
MINOR CONVERTIBLE, 1953. 800 c.c. OHV. Generally sound, but needs plenty of work. £145. Kegworth 2778. (15819
LOTUS ELAN convertible, 1972K registered. Rebuilt, recent engine, shocker, brake overhauls, 12 month's MoT. JPS colours with sprint decals. £1,050 for quick sale, need cash. Kegworth 2778. (15819

Colin Grant West One

136-142 FINCHLEY ROAD, LONDON NW3. 01-794 0039/0030



MERCEDES 450 SE 1975. Met silver, air cond., e. roof. **£10,950.**
MERCEDES 450 SLC 1974. Met. green, e. roof, alloys. **£10,450**
MERCEDES 450 SEL 1974. Silver, air cond. e. roof. **£9,950**



BMW 2002 Turbo, 1975 Dec. History, e. roof, mint. **£4,950.** *Also* Black **Turbo,** '75 **£4,500**
LOTUS Elite 503, 1976. Red, air cond., PAS, 14,000 miles. **£6,950.**



ALFA Montreal S Reg. LHD, met. gold, 45,000 miles. **£4,250.**
PORSCHE 911 Lux, 1973. Roman purple, e. roof, 57,000 miles. **£5,750.**



PONTIAC Transam, 1977. Black, 14,000 miles, air cond. **£5,950.**
JAGUAR XJS, 1977. S Reg. Auto., blue, 9,000 miles. **£11,950.** *Also* Red, '77, auto, 11,000 miles **£11,750**

PORSCHE | BMW | Ferrari

Don't be locked out of house or car again!



The new large size hidden magnetic key box holds spare ignition and door keys and is magnetically firmly fixed to any hidden steel surface like the underside of car bumper or wing.

PORTH DIRECT SUPPLIES
4 Meadway, P.O. Box 10, Colwyn Bay, CLWYD.



1964	ROLLS-ROYCE Cloud III	**£8,250**
1949	BENTLEY Mk. VI Mulliner	**£5,250**
1953	BENTLEY Mk. VI James Young	**£2,500**
1937	ROLLS PIII Windover	**£6,500**
1928	AUSTIN 16 Doctor's Coupe	**£3,950**
1963	SUNBEAM Harrington	**£750**
1956	CITROEN Light 15 LWB	**£850**
1965	ROVER 3-litre Coupe	**£750**
1948	ROLLS Park Ward	**£5,250**
	BRISTOL 403 Concours	**£3,250**

QUINT 061 928 2922

1924 Bentley 3 Litre

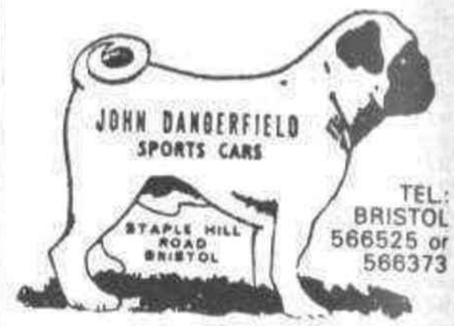


Class Winner Kensington Gardens, Dorchester Hotel Show Car

One of the best original vintage Bentleys in the world. In virtually new condition after being completely dismantled, fully overhauled, both mechanically and bodily, rebuilt all by Richard Moss with small mileage since. Beautiful large open, rare 4 door **PARK WARD** coachbuilt tourer body. Superb long chassis on beaded edge tyres with high ratio crown wheel and pinion, speed model. Twin S.U. slopers and manifold, Autovac feed, twin M.L. CG4 magnetos. Twin plugs and four valves per cylinder, etc. etc. etc. History from new with second family from 1928-1949; I purchased in 1959. Best offer sought by end of month. Would consider part exchanges.

Only 30 miles north of London, ½ hour from London Airport.

R. G. TOONE,
Elm House, Edlesborough, Dunstable, Beds.
Phone Eaton Bray (0525) 221157



SCIMITAR AND MORGAN
DISTRIBUTORS
COLT DEALERS

NEW VEHICLES

GTEs for instant delivery include; Reliant Red, Sierra Tan, with Automatic. Various extras. Please phone for details.

COLT RANGE. All models in stock – instant delivery.

USED

1977 GTE. Overdrive, Russet red, power steering, alloy wheels, elec. aerial, 15,135 miles **£6,000**

1977 GTE, S Reg. Russet red, automatic, power steering, tinted electric windows, cassette player, headrests, 11,900 miles. Taxed – March etc. Maintained by us **£6,250**

1974 M.G.-B GT. Bronze yellow, overdrive, recon. engine, new tyres, radio **£2,350**

1977 COLT Celeste 2000 GT. California orange. Taxed. Our Demo. 9,000 miles **£2,350**

1975 GTE Manual. Supplied & maintained by us, brown **£3,500**

1976 SPITFIRE. White, 15,500 miles **£2,000**

1976 MORGAN 2-seater. Royal Ivory, lots of extras, one owner, 14,400 miles **£5,000**

1975 MIDGET. White, radio, one owner, rustproofed, taxed to January, mileage 20,000, new short motor 2000 miles **£1,725**

1975 COLT 1400 2 door. Metallic blue, one owner, tow bar, 26,000 miles **£1,600**

1974 MORGAN 2-seater. Bright orange, bucket seats, stereo, door handles, one lady owner, 10,800 miles **£4,600**

1972 SPITFIRE. Green, radio, tonneau. New ZX tyres **£1,150**

1974 TR6. White, works hard top, *NEW* engine, new clutch, shock absorbers, etc. **£3,250**

1974 TR6. Green, overdrive. New short engine **£2,500**

1973 GTE, Overdrive. Highland purple/tan leather, sunshine roof, alloy wheels, 29,600 miles **£3,000**

1976 MORGAN 4 seater. Orange, usual extras, one owner, supplied by us, 9,500 miles **£5,500**

1973 MIDGET. Teal blue **£1,450**

1972 MORGAN 2 seater. Red, 35,000 miles **£3,500**

1973 TRIUMPH Stag. hard & Soft tops, automatic, radio & stereo, recon. engine. Reg. No. RAM 30 ..... **£2,750**

1966 MORRIS 1000. 4 door deluxe. Dark blue/light blue, one lady owner, 23,000 miles **£1,500**

1939 MORGAN 2-seater Coupe. Complete with Coventry Climax engine spares **£2,750**

Comprehensive parts stock for Scimitar and Colt. We will dispatch parts anywhere in the country.

Scimitar Roof Racks now available.

Hours 9 to 6 Monday to Saturday. Direct Parts Line 567721. Parts Dept. closes 1 pm Sat.

OMNIBOB HARD-TOP STOCKISTS

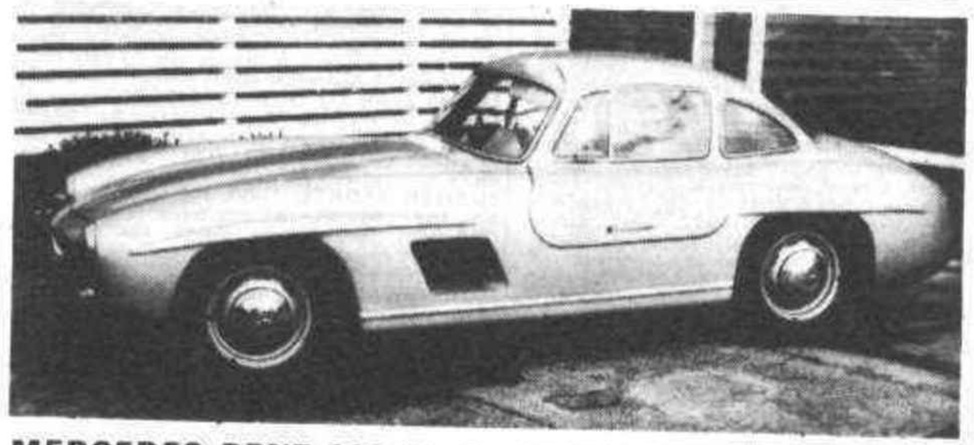
WHAT SCHOOL DID YOU GO TO?



Introducing "The Old School Tie," embroidered in gold on a navy blue background. Available by mail order only from:

Mr Wadsworth's Clothing Co. Ltd. FREEPOST, King Street, Knutsford, Cheshire WA16 7BR.

Please send me____Old School Ties at **£4.50** each including postage and and packing.
I enclose cheque or postal order for for £_____
Name_____
Address_____
_____
_____
Money back if not completely satisfied. Please allow 21 days delivery MS



MERCEDES BENZ 300 SL Gullwing coupe. Silver with Red interior. A rare opportunity to acquire one of the world's great post-war cars.



LOTUS ELITE. Similar to photo. Dark blue with chrome wire wheels and fitted with ZF box. Superb throughout. Priced most reasonably at **£2,350.**

ALSO AVAILABLE
1962 JAGUAR E TYPE Fixed head coupe. Gunmetal with Red interior. **£2,950.**
1955 JAGUAR XK 140 Drophead coupe. BRG with Green interior. **£3,950.**

For further details please telephone:

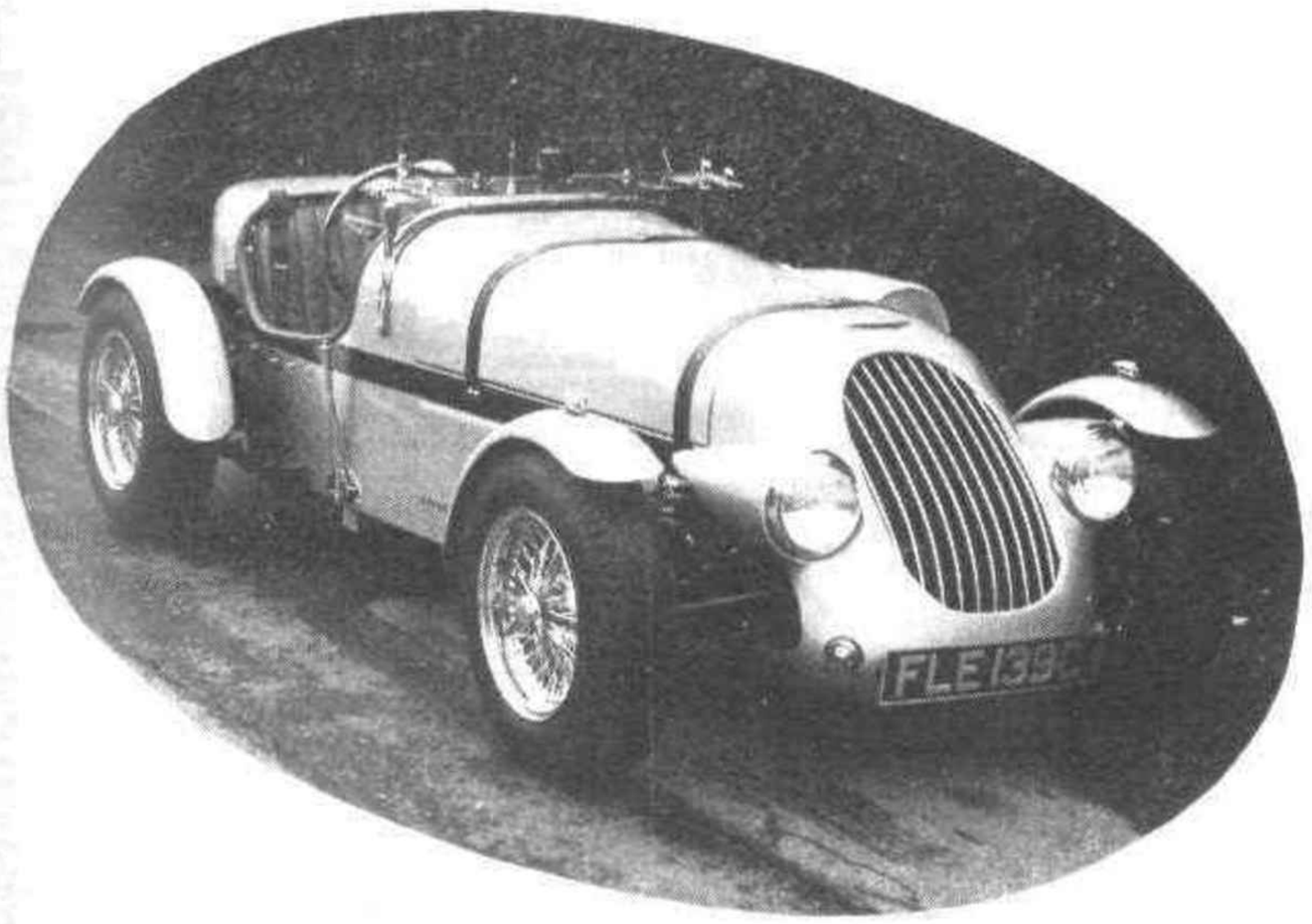
DAVID MULVANEY at 09252 6823.

or write to:

10 High Street, Newton-le-Willows, Merseyside.

THE LENHAM HEALEY

FAST AND UNCOMPROMISING



1959 MGA Roadster. Twin cam, red with black trim, superb **£3,000**

1963 Healey 3000 Convertible. O/drive **£2,650**

1962/3 Daimler SP 250. Choice of two **£1,900**

1955 Healey 100/4. Very original, black with red trim, o/drive **£2,695**

1956 Healey 100/6. BRG with tan trim, w/wheels, o/drive **£2,695**

1959 MGA 1500 FHC. Very nice to drive **£1,395**

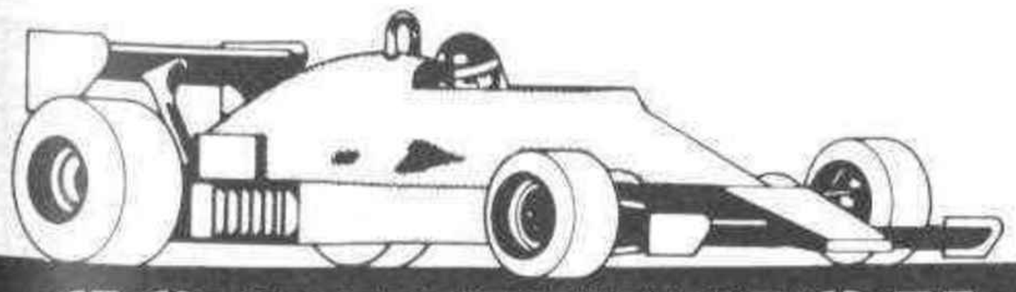
PRE-WAR

1932 Sunbeam Speed 20. Sportsman's Saloon, in need of restoration **£1,000**

1934 Crossley Quicksilver. Sunroof four light saloon, some finishing work required **£850**

We have at present two converted cars left in stock. They are both based on the 1960 3000 chassis (124 bhp approx) and specification includes overdrive, full width screen with wipers and aero screens. One is Italian Racing Red with black hide, the other traditional Healey Ice blue with blue hide, priced at £5,350.

Lenham Motor Co. Ltd., 47, West Street, Harrietsham, Kent. Tel. 06274-570.



COMPETITION CASSETTES

THE AUTHENTIC SOUND OF MOTORSPORT

Competition Cassettes capture the unique excitement of top class motor sport in authentic stereo sound. The build up, with practice day interviews with drivers and teams. The atmosphere, with gossip from the pits and the roar of the cars around the circuit. The race itself, with commentary and expert analysis.

Order now from our series to mid-season. Future titles mailed 14 days after the event. Tick titles required.

Competition Cassettes Ltd., 94 Evelyn Avenue, Ruislip, England HA4 8AJ.

BLOCK LETTERS PLEASE – label used for mailing

- ☐ ARGENTINE & BRAZIL GRANDS PRIX £4.00*
- ☐ SILVERSTONE INTERNATIONAL TROPHY £4.00*
- ☐ MONACO GRAND PRIX £4.75
- ☐ BELGIAN GRAND PRIX £4.50*
- ☐ LE MANS 24 HOURS £4.50*
- ☐ SWEDISH & FRENCH GRANDS PRIX £4.50*
- ☐ BRITISH GRAND PRIX £4.50*

all prices include VAT, post and packing. Overseas orders add 50p (Europe), £1.25 (elsewhere)

NAME _____

ADDRESS _____

_____

POSTCODE _____

TVR

SPORTS FOR TVR CARS

All is now revealed. THE OPEN SECRET. The TVR CONVERTIBLE can be paraded, demonstrated, admired and BOUGHT (you could sell the family silver or take out a second mortgage – its worth it). The lines of the new model are really CLASSIC – reminiscent of the 'E' but cleaner more up-to-date and altogether less voluptuous. Congratulations TVR – it is superb.

Ring us on 0709 2966, for details and demonstration.

Star bargain of the month HAS to be:

TVR 3000M – 1978 demo model, nurtured like a baby! Just broken 2,000 miles, met. blue/dark blue coachband, vinyl roof, radio, Goodyears and positively one of the last fitted with the magic OVERDRIVE. Cost new in this spec. now in excess of £6,500. Yours for a mere **£5,450**

TVR TAIMAR. Superb colour scheme in burgundy with oatmeal **£6,400**

1975 (June) RELIANT SCIMITAR GTE. White/Black vinyl roof, man./overdrive, leather seats, tints, radio/cassette, sunroof. Immaculate **£3,450**

1953 JAGUAR XK 120 DHC. Silver grey, absolutely superb **£6,750**

1970 TVR TUSCAN V6. Man. with overdrive. Met. blue/gold. 55,000 miles. A rare flyer to eclipse the Vixens! **£1,795**

1971 LOTUS SEVEN S4. Skateboard with hood. Full Vegantune Holbay 1,760 c.c. unit only 8,000 miles ago. Absolutely uncomfortable and magnificent! **£2,195**

TRIUMPH TR6. Choose from 4, all with o/d. 2 x 73, 2 x 74 ..... **£1,795, £1,845, £2,295 & £2,495**

1975 TRIUMPH STAG. Auto. H/S tops. 30,000 miles, radio, cassette **£3,795**

1975 MG B GT. Red and superb, o/d. 22,000 miles **£2,500**

1974 MG B GT 'N' reg'd. Black bumpers, o/d, maroon **£2,375**

1974 TRIUMPH SPITFIRE, N REG. Soft top, white, full tonneau **£1,425**

1976 BMW R90S. Immaculate condition, full set of Krauser fitted panniers. The ultimate touring motorcycle. **£1,850**

We buy: 'E' types, MG, MG V8, Scimitar, GT6, TVR etc.

Dearne Valley Motors

95 SHEFFIELD ROAD, ROTHERHAM, SOUTH YORKSHIRE. TEL. 0709 2966.

127 WATH ROAD, MEXBOROUGH, SOUTH YORKSHIRE. TEL. 0709 883235

2 mins. from M1 motorway (junctions 33 or 34) on A630 into Rotherham.

WANTED

REQUIRED: MULLINER Park Ward Drophead Coupe, Rolls or Bentley, Year 1960-1966. Purchaser prepared to pay high price for car in good condition. Tel: L. Dovey, Cardiff 4396). (15385

MG TD or TF in reasonable order. Please write 75 Hamilton Road, Great Yarmouth. Telephone 2736. (15333

WANTED PRIVATELY Mercedes 230, 250, or 280 SL sports. Any condition considered. Telephone 061-431 4033 p.m. (15369

TR2/3/3A. Help, Help, Help! Ex TR owner/register member still can't find a good TR, up to £2,000. Ring Geoff Fry, Hawthorn (0225) 810917. (15321

WANTED ENGINE for 1903 Invicta motorcycle. Marshall, 2 Rue De l'Eglise, Le Plessis-Luzarches 95270 France. Phone 4710180. (15323

ASTON MARTIN DB5/6/S/Volante. Must be manual gearbox, by AMOC member. Please tel. Wallingford (0491) 36390. (15458

WANTED, MK. I version Escort Mexico/RS2000 or Capri RS3100. Custom pack preferred. Telephone Hertford (0992) 57473. (15150

DE TOMASO Pantera, low mileage up to 1976, also Rolls-Royce two door Shadow, up to 50,000 miles. Telephone before 10th July, Tel: 062-485 236. (15277

FERRARI DAYTONA. I will buy the best 365GTB4 in UK. Stevenart, "La Maison Rose", 22 Rue De La Gare, B 5561 Gendron Celles, Belgium. (F67677

WANTED MOTOR SPORTS to complete volumes. Volume 13 No. 1 Dec. 1936, Vol. 13 No. 7 June 1937, Jan., Sep., October 1946. Good condition essential. Please indicate price required. Replies to Box No. 5795. (15146

CASH FOR 65/66 Shelby Mustang GT 350 race version. 1256 E. Medlock, Phoenix, Arizona 85014 USA. (15029

ROLLS-ROYCE Silver Wraith, Dawn, or Cloud I. Strictly private. 061-485 2093 (home). (15014

MG-As WANTED by genuine enthusiasts. Absolutely anything considered. Phone Harrogate (0423) 780519. (14817

EDWARDIAN SPORTS car or elegant formal carriage wanted. Must be really good condition. Would consider vintage classic e.g. Hispano, Bugatti, Alfa, Rolls, Bentley or better. 01-737 3426. (7218

HISPANO BUGATTI Phantom, Ghost or other luxury car wanted. Good order essential. 01-828 7449. (5879

WANTED: Enthusiast requires any interesting sports or racing car; also PVT. Any age! Any condition! Immediate payment! Telephone: 01-385 1805 (Kensington). (20414

XKE OR 120 wanted, good or mint, no cheap rebuilt rubbish. Cash purchase. Box 5762. (13115

AC ACE Bristol wanted. Absolute top cash price offered by VSCC member. Mint or poor condition. Richard Shaw, 5, Ruskin Close, London, NW11 7AU. (13115

PRIVATE COLLECTOR wants Jaguar Mk. V Drophead (other interesting and Jaguar cars considered). A. Dobson, Gilthrigg, Levens, Kendal. Tel. 0448 60437 Night. (21791

WANTED HEALEY Silverstone. (Healey 100/4 considered). Phone 0448 60215, night. (21791

DELAGE 8 CYL. cabriolet or coupe, concours condition or near. Smits J. van Ryckevorsellaan 24 Moergestel Holland. Phone 4243 1585 evenings. (12828

SELLING YOUR MG? Reach hundreds of MG enthusiasts searching for a sound, well maintained model. Details of your car will reach over four thousand subscribers and an advertisement of up to thirty words will cost you only two pounds per month. Send your advertisement together with your name and address and a cheque or postal order for two pounds to: The MG Owners Club, 13 Church End, Over, Cambridgeshire. (Your free copy of "Buying MG" will be sent automatically). Trade enquiries welcome. (22297

WANTED: V8 racing engines (Plymouth, Chevrolet, Ford, GT 40, Gurney-Eagle, Formula 5000, etc.). Tuned exhausts for GT 40, Cobra and Corvette cars and spares; any condition; will travel. Vignau, 4 Rue Joutx-Aigues, 31000 Toulouse, France. (22248

MOTOR MAGAZINES wanted, especially Motor, Autocar, Road & Track, Car & Driver, Motor Sport, Car. Also any other motor journals from home or overseas. Those covering 1970 to 1978 most urgently needed. Please telephone Peter Hart on Cobham (Surrey) 5051. (22341

WANTED BY COLLECTOR Ferrari SWB Berlinetta, GTO, 275 LM, 365 GTB 4 Daytona, Racing and Spider. Offers for cars in excellent condition should be addressed to Box No. 5788. (F67535

DAIMLER SP250 Dart required by private cash purchaser. Must be in sound and original condition. All replies answered in confidence. Box No. 5787. (14919

AUSTIN 7 Van. Private collector requires original example. Send price and details to Box No. 5785. (14922

CITROEN LIGHT 12 or 15 Roadster. Any condition considered. Contact D. Boyd, telephone (business hours) Evesham 45071. (14899

PORSCHE 904 wanted. Robert Richter, Box 148, Mpls. Mn. 55440, USA. (67587

FORD PREFECT upright model, with MoT, prefer pre-1949. Cuyten, Somerenseweg 8, Heeze, Holland. (14628

WANTED FOR restoration, Wolseley Hornet Special 1932-3 period. Prefer complete car, but anything considered. Hucknall 4154 (Nottinghamshire). (14623

WANTED AUSTIN A90 Atlantic – DHC only – good condition. Offers to: PUT 15b, rue Sclessin – 4000 Liege – Belgium. (22148

MERCEDES 6.3, left hand drive in excellent or better condition for export. Box No. 5783. (67624

MG LITERATURE wanted. L-Type Magna Parts List/Catalogues, "The Sports Car", "MG Magazine", early "Safety Fasts", and other MG literature. Morland, King's Cottage, Somersham, Ipswich (831628). (14570

LHD BENTLEY or Rolls. Buyer prefers Continental Convert. 2 door, or small sedan '55 to '67. Must be exceptionally immaculate – low mileage. Contact Mr. Stewart – Box 3136, Monterey, Calif. 93940. Tel. 408/659-2321, or local office in London, 01-730 2249. (F7639

WANTED E-TYPE Roadster, good mechanics. Will pay up to £1,400. Phone St. Helens (0744) 55719 (Lancs.). (14933

OFFSIDE FRONT wing Jaguar Mark II. New preferred, good used considered. Telephone Nuneaton (0682) 384688. (15457

LOTUS SEVEN Series 3 in good condition wanted. Cash ready, private sale. Ballard, 2 Lowbrook Lane, Solihull. 0564 823045. (15616

WANTED–continued

AC GREYHOUND for about £1,500. Details to 7 Babbington Gardens, Dumfries. (15812

BRISTOL 406 through 410. Must be excellent, with service history, serious private buyer. Tenterden 2189. (15817

WANTED BRISTOL 403, 404 or 405 preferably one owner excellent condition, low mileage and Jaguar 1948 MK. 4 2½-ltr., same condition with M.o.T. Juttner, 22 Langham House Close, Ham Common, Richmond-upon-Thames, Surrey. (15804

PRE-WAR LAGONDA, Aston Martin Tourer required by private collector, also MG-A. 021-308 1078. (15750

WHEELS 710 x 90 disc four stud, Jaeger 3 in. speedometer, white face miles or kilometres. Also Renault 9.8 1924 crown wheel. Phone 0734-340124 (Berks). (15743

6" C.A.V. HEADLAMP ACP 92 wanted. Also any 2 speeder Morgan spares, JAP radiator, body. Maidstone 27428. (15398

MISCELLANEOUS

SHAPED METAL car trunk by Pottes of Michigan, ex Page, 2-cylinder Aster engine type 26K No. 8177. Offers. 0684 292405 evenings. (15775

AUTOCAR, MOTOR, Motor Sport, V&V, Light Car, Motor Cycle, Speed etc. Loose and bound copies available and wanted. Sales catalogues. Car Commercial and M'cycle purchased singly or collections. Write or phone: Pook, The Old Vicarage, Rotherley, Leics. Phone 0533 303920. (11442

SURFBLAZER, small powerboat 225 c.c. engine, brand new, only used 3 times, handles just like a motorcycle, capable of speeds up to 30 m.p.h. £450. Tel. Dartford 28772 after 6.30 p.m. (22560

JAGUAR XK 120 engine, good condition. £100. Stenton (0535) 53408. (15764

DUST SHEETS, 100% cotton cloth, sizes: 15' x 10' £15, 17' x 10' £17, 19' x 11' £18.50, 20' x 12' £20, 22' x 12' £23.50, 24' x 12' £25.50. Cash with order please, plus £1.35 each postage. To Hornby-Smith, 22A Lancaster Mews, London W2. 01-402 3214. (15795

TWELVE CAR clocks including Smiths, Watford, Jaeger and Marchal and P100 headlamps, MG TA/B/C parts. P. Thomas 1 Heatherlands, Rise Road, Ascot, Berks. Ascot 21063. (15823

E-TYPE JAGUAR bonnet, late 1968, undamaged, painted red. Offers. Tel: 0742 81204. (15799

GRAND Auction/Autojumble/Automarket at Castle Ashby, Northampton, Saturday September 2nd. Auction, drive-in, drive past, no entry fee, 7½% commission. Automarket (for those who know exactly what their vehicle is worth!) entrance £5-10 (dependent on value). Automarket, large (unlimited number) stalls, with table, for £8. For fullest details see future Motor Sports or send s.a.e. Mike Carter, 14 Broadway, SW1. (This event not recommended for cars over £10,000 — wait for October 31st Alexandra Palace sale for these. Already entered: D-Type Jaguar, 3,000 miles from new, and Isotta Fraschini, 5,000 miles from new.) (15833

AUSTIN-HEALEY Works hardtop for 3000, £85 or exchange for Mk. III with cash adjustment. Manchester 061 962 4441. (15635

BENTLEY MK. VI, 3 scrap cars, 2 mainly complete, most spares available. Best offer. T. J. Utting, 42 Yarmouth Road, North Walsham, Norfolk. Tel: North Walsham 3707/8 (day), 2235 (evenings). (15640

PRE-WAR RR spares for sale. Includes Phantom I engine. Ghost rear axle, 20 and 20/25 body parts, axles, springs, etc. T. J. Utting, 42 Yarmouth Road, North Walsham, Norfolk. Tel: North Walsham 3707/8 (day), 2235 (evenings). (15640

VINTAGE CAR – Volumes 1953-1957, IOTA 1949-1953, Motor Racing 1954-1963, Sporting Motorist 1962-1963, Sports Cars Aug. 1955-Dec. 1958. Books are from my private collection and are fully bound in Rexine. Offers to: M. J. Andrew, "Wharton", Wood Lane, Gedling, Nottingham NG4 4AD. Tel: Nottingham 247176. (15636

WOODEN AEROPLANE propeller, 5 ft. diameter, stamped "Cirrus Minor". £40. Tel. 0543 490232. (15578

MERCEDES BENZ & Austin Taxi (Leyland). All types, new, s/h and recondition parts. Specialise crash repairs, 24-hrs. recovery. Tel: 01-689 4269. GT-165, Windmill Rd., Croydon, London (UK). (15585

MOTOR SPORT, Motor and Autocar, individual copies 1945 to date. Send wants list and SAE to Smith, 1 Gleneagles, Malvern Way, Ealing, London W13 8DZ. (15606

ARNOTT 160 blower c/w pulleys, blow off valve, SU, excellent condition, suit MG TC/YA. Offers over £125. Also Shorrock extension nosepiece with pulleys. Ford manifold. £20. Three s/h 500 x 19 tyres £22.50. Tel. (0458) 72467. (15614

LANCIA FLAMINIA spares available. SAE enquiries. Clarke, 31 Southbrook Rd., Lee, London, SE12 8LH. Tel. 01-852 8904. (15589

ADVERTISER WOULD like to contact enthusiast who would like to drive a Ferrari, Maserati or similar but has not the financial resources. He must be over 25, live within 25 miles of London and be capable of housing and overhauling such machinery. Advertiser will buy car, driving time shared, also profit when car is sold. Write stating skills. Box No. 5803. (15602

VINTAGE BENTLEY 3-litre components: 9 9½" frame, Speed Model engine, radiator, axles, clutch, gearbox, brakes, steering, starter, dynamo, magnetos, 21" wheels etc. etc. Log book, no body, c. 95% complete chassis. Possibly last opportunity for DIY enthusiast. Offers: Kelvedon 70279 after 3 July. (15619

MOTO GUZZI 850 T3, F reg. 4,500 miles, handlebar fairing, never winter or rain driven, black, halogen light, lower bars. Mint. £1,350 o.n.o. 044284 2444. (15622

MOTOR SPORT 1968-1977, complete. Motoring News 1967-1977, complete. Must go, offers. Ring 0244-54 3877 (Chester). (15453

BULL-NOSE Morris parts, radiator, steering, engine, 2 gearboxes, front axle, springs, wheels, lamps, horn etc. Offers. Rogate (073 080) 663. (15389

RARE BOOK for sale. Motor Bodywork (1924). Design and construction etc., Herbert J. Butler. 492 pp. plates of specs. plus many photos. Almost mint copy. Offers? Box No. 5799. (15483

BULLNOSE MORRIS spares wanted, especially chassis, tank, screen, logbook, w.h.y. Also Austin Chimmy radiator. 75 Hamilton Road, Great Yarmouth. Telephone 04932736. (15333

MOTOR SPORT, 1981-73 bound, 74-76 loose. £30. Buyer collects. Tel. Hamble 2104. (15471

MISCELLANEOUS – continued

VINTAGE SHELSLEY WALSH hill climb on Saturday July 8th is also a Lancia Day, please come in your ancient or modern Lancia. First climb, 2.30 p.m. Vintage Silverstone is on Saturday July 22nd and includes a Lea-Francis Parade. First race 1.15 p.m. Organised by the VSCC. (15012

VINTAGE AUSTIN Register 6th Ashover Vintage rally, Autojumble August 13th. Entry forms: Frank Smith, Marshbrook, Butts Road, Ashover, Derbyshire. (15009

BUY SALES brochures, catalogues, magazines before 1940 on cars, commercial vehicles and motorcycles. Possibilities of exchange. J. Kupelian, 7 Sportlaan 1900 Overyse, Belgium. (22438

SMALL EDWARDIAN HOUSE, 3 good bedrooms, for sale; garaging for 7 cars with workshop; space plus income. Adjoinging open woodland in pleasant village near Newbury 2 miles junction 13 M4. £33,500 o.n.o. Tel: Adnams 0635 200368 after six. (15012

TRIMMING UNDERTAKEN, from single seats etc. to complete re-trim; craftesman work at competitive prices. Tel. Rusper (Sussex) 234. (14961

BOLTON AUTOJUMBLE and Fleamarket, Saturday August 12th, in the Drill Hall, Silverwell Street, Bolton. Vintage vehicles, spare parts and literature, as well as antiques, coins, old toys, militaria, railwayana, etc. Largest event of its type in the country. Admission 20p. Children and OAPs 10p. 10 a.m. to 3 p.m. Refreshments all day. Stalls available £6 from Alan Whitehead, Pool Fold Farm, Church rd., Bolton. Tel: Bolton 491763. (15018

REGISTRATION NUMBERS club annual rally, Harewood House, Sunday 10th September. Open to all owners of cherished registrations & collectors & earlier vehicles. Details from RNC, 81 Station Parade, Harrogate, N. Yorks, HG1 1ST. Tel: 0423 65430 10 a.m. – 6 p.m. daily. (14968

CAR TRANSPORT Specialised low cost car transport; expert care, full insurance. Ring for a return load quotation. North Rode (02603) 440, (Junction 17 M6. (14923

AUTOCAR, every weekly road test torn out since May 1934 to present date, also every show report magazine since 1927. All complete and in good condition. Sheffield. Offers. Box No. 5794. (15288

H.T. BOLTS, Nyloc Nuts, rod ends, etc. Complete postal fastener service. Send stamp only for Price List. Diamond Engineering Co., 8, Letchmore Rd., Stevenage, Herts. Tel: (0438) 56695. (15285

MOTOR SPORT since 1929 reconstruction. Complete bound volumes 6-53 (1929-77) except first issue. Collect from London. Offers to Box No. 5792. (15294

MG-A, MG-B, Sprite and Midget tonneau covers also Midget/Sprite front and rear shockers. Tel: Stanford-le-Hope 77281. (15292

MG-J2 1932, cycle wings, dismantled, E93A engine, few parts missing, sale or exchange pre-war running saloon, preferably Austin 7/10. Spalding 4050. (15270

PRE-50 AMERICAN Auto Club Rally of the Giants, Sunday July 9th, Cotswold Wildlife Park, Burford, Oxon, late entries required. All American vehicles, also V8 Pilots to 1959 welcome. Tel: Mursley 377 (Bucks). (15144

TRIMMING UNDERTAKEN on all classic, vintage and thoroughbred motors, from Austin Seven to Phantom IIs. Specialises in XK150 complete re-trim or individual items. Gothic Lodge Workshop, Hartland, N. Devon. Call in or Tel: Hartland Trimming 02374 535. (15345

1974 PIRELLI CALENDAR. Owners handbooks, AH3000 Mk I & II, A110 Westminster 4.2 E-Type Supplement manual. All immaculate. Offers. Tel: 0286 830096. (15339

"VINTAGE" car rally and fair, Sunday July 16, 1978 at Melbourn Village College, Royston, Herts. Classes for all vehicles constructed before 1958. Concours d'Elegance and (optional) gymkhana. Entry fee 50p. Amusements, stalls, dog show, beer tent etc. Entry forms from Derek Green, 34, Shortlands Green, Welwyn Garden City, Herts. Tel: Welwyn Garden (96) 33349. (15320

4.75 – 5.00 X 19 Tyres. Three unused covers for sale. Two Goodyear one Dunlop. £14 each. Buyer collects. Tel: Grantham 2617. (14928

SMALL Penny Farthing cycle, 42 ins. By C.R. Roberts, Coventry. Perfect order. This is a collector's piece. Phone Datston Cumbria 710268. (14711

MOTOR SPORT 101 copies 1962/78 all different. Buyer collects. £11. Tel: 78-73731 (Epping). (24978

CLEARANCE "LENHAM" HARDTOPS, finished in vinyl effect and fitted. Spitfire Mk I – III and Mk. IV, Frogeye Sprite and MG-B. Just £50 each. Tel: Weston Sports Cars, Weston-S-Mare 413570. (14819

JAGUAR MASCOTS: Brand new, small type, as fitted 420/Mk. 10. Ideal as bonnet mascot or ornament. £12 each. Carriage paid worldwide. Special discount for quantities. Queens Motor Factors, Great Eastern Road, Sudbury, Suffolk, England. Tel: Sudbury 73525. (11899

BUYING AN MG? Send a large stamped addressed envelope for a free list of MG cars for sale throughout the British Isles. "Buying MG" is published continuously and also contains a buyers' guide, points to watch, insurance tips and details of the MG Owners' Club. No charge but remember the s.a.e. please. The Secretary, MG Owners' Club, 13, Church End, Over, Cambridgeshire. (27297

"WINGS & WHEELS" Transport Extravaganza at Hylands Park, Writtle, Chelmsford on 22nd/23rd July, 1978 by Round Table 132. Entries are still being accepted in all classes as follows:–Steam, Vintage, Veteran, Sports Cars, Classic Cars, Motor Bikes, Custom Cars and Aircraft. Some trade stands also available. For further information please write to:– P. K. Rushen, 20 Boxwell Road, Chelmsford, Essex. Tel. No. (home) 0245 67638, (work) 0245 64393. (22514

BULLNOSE MORRIS radiators 100% brand new with hand made solid nickel silver shell and correct Osberton pattern core. P. Stevenson, 669 London Road, Coventry 301738. (15650

HISPANO SUIZA T49 restored chassis, no body. Includes lamps (Marchal 12") instruments & some spares. Circa 1927. Also Mercedes Benz Mannheim. Completely restored chassis, new tourer body (after SS) needs finishing. Tatty Sunbeam Saloon. Running but, rough. Enquiries to: Tanglewood Lodge, Common Road, Stanmore, Middx. 01-950 1019. (15601

VINTAGE 20ft. Motor canoe. 1926 Watermota engine, restored to first class condition. Seen Teddington. £1,500. 01-337 4969. (14375

BSF AND UNF high tensile, plated bolts and nuts, washers in assorted packs. SAE please for free leaflet. Overseas enquiries invited. E. A. Clare, 25A Lenton Road, Nottingham. (14625

MISCELLANEOUS – continued

OLDSMOBILE ALLOY V8 4,800 engine. Built by Oldsmobile development department in USA and as used by John Cannon in F5000, engine as follows: Alloy block/heads, dry sump, Carrello rods, steel crank, Forge-Tru pistons (just fitted), Iskendarian cam, 4 x 1DA Webers, complete with manifolds, clutch 3 plate (centered). Absolute bargain at £1,100. Last time on brake 430 b.h.p. Contact either Robin Gordon, 061-432 3803 evenings. Or Alan Minshaw, Tattenhall 70038. Also available Weaver dry sump pump, £150 (New £450). (14661

MOTOR SPORT. Most issues 1972-78, £7. 21 Woodland Cresc., Kelloe, Durham. (22190

AVRO 504, Tutor and Anson, Hawker Tomtit, Hurricane and Sea Fury, Gloster Gladiator and Meteor, Bristol Boxkite and F.2b, de Havilland Beaver and Vampire, Supermarine Spitfire, Vickers Varsity and Westland Lysander. These are just some of the famous historic aircraft due at the once-only Military Air Pageant at Old Warden Aerodrome on the A1 near Biggleswade, Beds, on Sunday 30th July. Inclusive charge £5 for car and all occupants. Pedestrian, cyclist or coach passenger £1; child 50p. Gates open 11 a.m. (14830

EASTBOURNE Historic Vehicle Club present their 3rd Annual "Festival of Transport" at Broad Farm, Hellingly on August 26th, 27th and 28th. Classes for historic vehicles of all ages and types; 500 entries expected. Driving tests, free evening entertainment, fine plaques, no entry fee SAE to: Ian Dean, 4a Church Road, Polegate, Sussex, BN26 5BX for entry form. (11750

CAR TRANSPORTATION and recovery. Personal service. Any time any distance, with insurance. Telephone: 051-645 0474 (daytime); 051-645 0474 (after hours). (12488

VINTAGE MOTORSHOP buys and sells motoring literature: Handbooks, magazines and books always in stock and always wanted. Please call Thursday, Friday and Saturday, 11-5.30, 500 Bradford Road, Batley, Yorkshire, Batley 470773. (12489

ROLLS-ROYCE and classic cars – first time exhibited – many rare and part of John Critchley's Classic Collection. Entry 30p towards rebuilding the old pier, Weston-super-Mare – open daily. (21128

CAR TRANSPORTER SERVICE: UK and Continental coverage. Vintage, modern and light commercials. 1, 2 and 3 car transporters available. 24-hour recovery service. Careful handling. Tel: Brian Orgles, Farnborough (Kent) 58730 (STD 0689). (22932

DELL'ORTO carburetters/spare parts: Everything available. Enormous stocks, prompt despatch. Export anywhere. Dell'Orto Concessionaires, 13 Boult St., Reading 598955. (22038

CARTREK NATIONWIDE Recovery Service. Local, National and Continental. Single and double transporters available. Personal efficient service. Full insurance. Long or short term storage. RAC appointed. Tel: 01-393 4715 (24-hr. Ansafone) or Esher (STD 0372) 62785. (7429

AC OWNERS! If you own an AC or are interested, why not join? Monthly newsletter, meetings, annual magazine, sprint, Concours, dinner dance, film shows, etc. Details from: Membership Secretary, 4 Portsmouth Rd., Camberley, Surrey, GU15 1LA. (38907

MASERATI CLUB for owners and enthusiasts of the marque. Officially recognised by the factory. Details from the Secretary/Treasurer, Mr. J. Miles, The Paddock, Salisbury Rd., Abbot's Ann, Andover. Tel: Abbot's Ann 312. (39987

CARS TRANSPORTED with utmost care, anywhere/any time, at reasonable rates. Veteran, vintage and race meetings attended by appointment. Brent Recovery Service, 01-864 6389 (Harrow). (20585

CAR TRANSPORTATION and recovery. Specialised services nationwide. Immediate quotation. Personal attention. C. E. Ltd., Crick, Northants. (Junction 18 M1/M6). Tel: 0788 815981. (6935

PETROL CANS – Original 2 gall. steel cans with brass screw caps, in clean s/h condition, £3.50 each inc. carr. 34 Castle Boulevard, Nottingham. Phone 412222. (13751

MG CAR CLUB for all models past and present. 10,000 members and 60 centres worldwide. Extensive UK activities: full race mild competition, concours, touring, 80 local monthly meetings nationwide, technical advice, guidance, some discount privileges. International monthly mag. RAC and Leyland authenticated MGCC/MS. PO Box 126, Brentwood, Essex. (20933

FREE VALUATION of your vintage/classic car. Send fullest details plus SAE to: Mike Carter, 14 Broadway, SW1. (20844

SPECIALISED CAR transportation by Range Rer/Trailer. Anywhere – Any time. Arley (Northwich) 321. (21646

EXCHANGES

SILVER GOBLETS (six), silver dish, cut glass and silver claret jug, two Stuart Devlin goblets, Annigoni Churchill silver tray, insurance value £1,642, exchange small or medium British car or sell. Phone 021-550 7182 evenings. (15648

EXCHANGE seaworthy British sailing boat – four berths – complete inventory, electronics and 10 h.p. motor – delivery with trailer. For British Classic or Sports car in v.g.c. Offers to: Keppenne – Heirbestre – 4804 Jalhay – Belgium. (22148

MUSTANG 6-cylinder manual, one owner 1972, excellent condition, L.H.D. for MG-B GT or sell £2,000. Tel: Saundersfoot (Wales) 81-2261. (14504

LOTUS 7 S3 Big valve N-reg. 40,000 miles, excellent condition, for Morgan 4/4. Jenkins, Carmarthen 5244, Night Pontarddulais 882395. (15781

20/25 ROLLS-R '33 Show Limo. Needing body repair for 14/40 Sunbeam Coupe. Royston (Herts.) 46794. (15359

SITUATIONS VACANT

STOREMAN needed for Vintage Tyre Supplies Ltd., Neasden. Interesting work, will attend rallies etc., gear provided. 30 hour week commencing at £45.00. Contact: Brian Elliott – Tel. 01-450 6468. (15148

SITUATION WANTED

GRADUATE, 26, enthusiast seeks interesting work with Classic/Sports cars. Absolutely anything considered. All replies answered. Box No. 5805. (15639

CHARLES MORTIMER

Europe's Leading Stockist for all Motoring Literature visits you to buy

CORNER HOUSE, BULLS GREEN, EWHURST, SURREY
Tel.: 897 (day), 687 (eves)

CYCLE WINGS

(DOMED & BEADED)

5" Fronts £3 pr Rears £3.50 pr
6" Fronts £4 pr Rears £4.50 pr
7" Fronts £5 pr Rears £5.50 pr

Postage £1 pairs, £2 sets

D W FERGUSON
Bath Road Garage, Nailsworth, Glos.

HOWE MANIFOLDS

Cams, Heads, Exhausts,
INLETS, WEBERS, SILENCERS, ELAN, SCIMITAR, ALL LOTUS etc.

S.A.E. list. Please state engine/car.
Open to 7.30 pm. Near Brands Hatch

HOWE EXHAUSTS
Rear Hollyville Cafe, Main Road A20
West Kingsdown, Kent. Tel.: 2347

BRISTOLS

Several **2-litre** runners, non runners and breakers for sale. Also lots of s/hand spares including cylinder heads (also suitable for the pre-war BMW). Blocks, crankshafts and bearings, gearboxes, 406 windscreen, diffs, new 2-litre exhaust systems etc., etc. Special one-off Bristol 401 and 1936 Alvis Firebird.

Brian May: 021-430 3767

A USEFUL PRESENT WHICH WILL LAST FOR LIFE
GIVE A HIGH SENSITIVITY 12v RADARSPOTTER

New 12v Model



DON'T COLLECT AN ENDORSEMENT, ACT NOW. **YOU KNOW IT MAKES SENSE.**
FOR PROTECTION BY RETURN **SEND £27** for MODEL 6 – (operating from internal batteries) Or £31 for **NEW** 12 volt high sensitivity MODEL 7* Operating from interior light or any 12 volt source. (Air Mail £2 extra.)
*TESTED & GUARANTEED by sole manufacturers:–

AUDAX INTERNATIONAL MARKETING, (Box 10), 45 GREEN LANE, PURLEY, SURREY, U.K. Tel: 01-660 2896

TERRY & BARRY BONE

"QUOINS", JARVIS LANE, STEYNING, SUSSEX. TEL: STEYNING 812962 (CODE 0903)

PHONE for appointment, please

MG TC 1947. Outright concours car	**£5,250**
MG TA 1938. 100 pts concours winner	**£4,500**
MG KI 1934. Needs work (parts missing)	**£850**
MG NA 1935. Kit form Rebuild	**£750**
MG L 1933. Sports 2-seater	**£1,300**
MG L 1934. Saloon (unrestored)	**£1,700**



AUCTION SALE

OF COLLECTORS CARS & SPARES
AT WARDS FARM, WOODCOTE, Nr. READING

on THURSDAY JULY 20

Dispersal of entire stock of cars and rolling chassis and large selection of spare parts, mainly pre-war, incl. many Austin 7; also Manx Norton. Together with WORKSHOP MACHINES & TOOLS

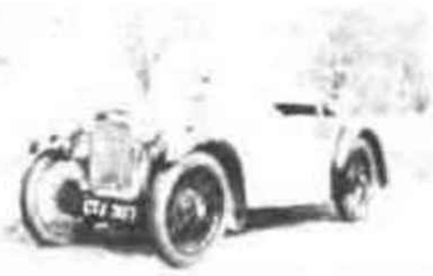
Further **QUALITY ENTRIES INVITED** immediately

CATALOGUES 30p from the Auctioneers:
THIMBLEBY & SHORLAND
31 Great Knollys St., **READING,** RG1 7HU (Tel. 54438)

Malcolm C. Elder Tel: Steeple Aston (0869) 40606

Town House, Paines Hill, Steeple Aston, Oxfordshire

Part exchanges considered. Callers preferably by appointment.

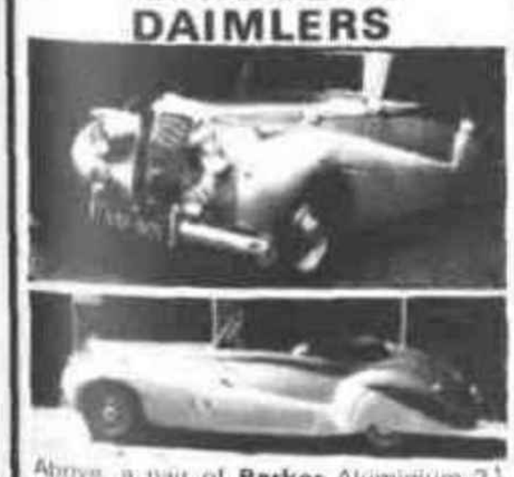




1932	**Vauxhall** Cadet saloon	£2,500
1936	**Austin** 10 saloon	£650
1936	**Austin** 7 Nippy (Photo)	£2,850
1937	**Hillman** Minx tourer	£1,600
1937	**Pontiac** str. 8 sln. RHD	£2,500
1952	**Jowett** Javelin. Lovely	£875
1952	**Jowett** Jupiter special bodied coupe. Eligible HSCC racing	£1,200
1952	**Lea Francis** 14hp saloon	£585
1954	**Bentley** R-type Continental Coupe by Graber (photo)	£10,500
1958	**Rover** 90. Nice car	£625
1960	**Ford** Sunliner Convertible	£495
1963	**Alvis** TD21 sln. 5-speed	£1,395
1972	**Fiat** 128 2 door sln.	£695
1973	**Rover** 3.5 Coupe	£1,595
	Horsedrawn **Phaeton** 2-seat & luggage well. 4-wheeler. No shafts	£525 + VAT

Wanted: nice examples of interesting cars and motorcycles, vintage, PVT or classic.

SPORTSCAR GARAGES DAIMLERS



Above: a pair of **Barker** Aluminium 2½ litre **Special Sports Coupes** recently sold. **Another** now in process, rebored, new hood and interior, rechromed, recellulosed, etc.



Hooper Empress Razor-Edge, as above. Ready shortly. Also a **Freestone and Webb** DE 27 Limousine.



Barker 4-str. D.H.C., above, now sold but another started. Replacement engine, to be rechromed, rehooded, recellulosed, etc.

Wanted: Daimlers similar to above.

UNION WALK, SHOREDITCH, LONDON E2 8HP

(Union Walk: Off Waterson Street from the Kingsland Road at Shoreditch Tube: Old Street.)

Tel: 01–729 1221



1969 A.C. 428 Frua Convertible. Auto, chrome w.w., big, black and beautiful. One of only 16 R.H.D. made **£8,500**



1939 Ford 30 h.p. Sedan Flat Head V8, good value **£1,250**



1954 Bentley R-Type with very rare 4-door coach-built body by James Young. Very nice condition apart from some paintwork blemishes **£4,500**



1962 Daimler SP.250 'B' Spec. Very nice condition, a classic of the near future **£1,950**

1936 Austin Nippy 2 seater. Cream, new red leather **£2,250**

Ian Grange
Handforth Hall,
Handforth, Cheshire
Tel. Wilmslow 27968

Straight Six

5a Charlotte Mews
London W1
viewing by appointment only
01-458 3172 Telex 21698
Aldena G
world-wide shipping service available

International dealers in fine cars

ALSO AVAILABLE:–

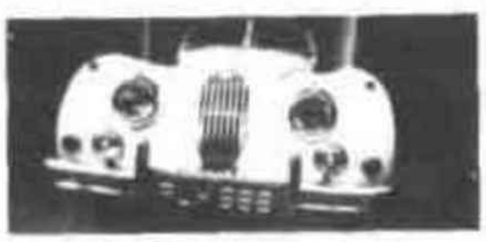
XK 120 DHC Road/Race car. Tax & MoT 1 year **£3,000**
XK 120 Roadster. New engine **£5,000**
XK 150 3.8 'S'. Rebuilt body, excellent car **£5,000**
XK 120 FHC. Totally original & fantastic **£4,750**
XK 150 3.4 'S'. Mint condition throughout **£5,000**
XK 150 for rebuild **£1,800**
XK 120 FHC for rebuild **£1,600**
AC ACE Jaguar engine **£4,500**
Plus: **Six left-hand drive SK's** from USA, various models, all roadsters & dropheads.



XK 150 3.4. Manual, overdrive. Chrome wire wheels, mint condition, three owners **£7,000**



XK 150 3.8 'S' DHC. 3 owners from new, genuine 38,000 miles. Totally original, interior as new **£6,000**

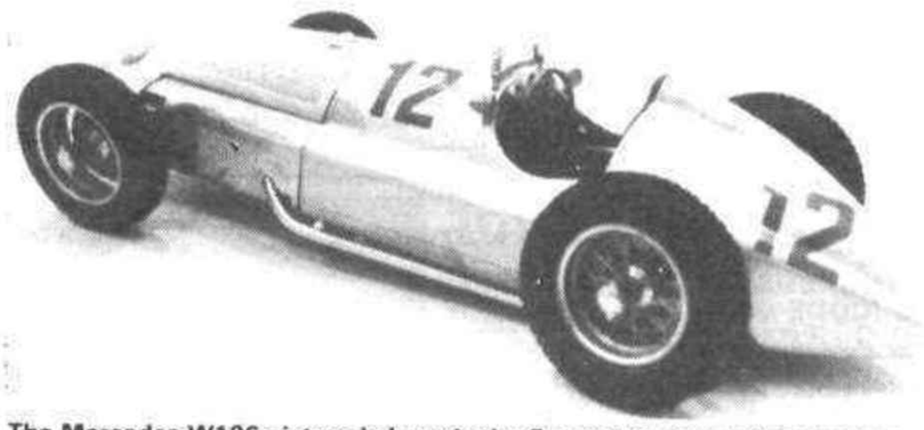


XK 140 Roadster the first production model of only 47 made. This is 'S' model with wire wheels **£7,500**
Austin Healey 3000 Mk 3. Wire wheels **£2,750**
XK 150 'S' 3.8 Manual O/D. Wires, choice of 5 from **£4,250**



Please telephone for current stock position as new classic sports cars continually arriving.
Repairs and rebuilding undertaken by specialists to sports cars.

MODEL MASTERPIECE



The Mercedes W196 pictured above is the finest and most detailed metal model of an historic Grand Prix car that it has been our good fortune to see. In 1: 20th scale and about 9" long it was put together from a brand new type of metal super-detailed kit of parts that will be available for the first time this month. Apart from having captured the lines of the original car beautifully the creator of this model has included many unique features like bolt together construction of pre-painted parts with no finishing to be done at all. The wire wheels are 02/10mm world patent with correctly patterned rubber tyres fitted, steering works by rack and pinion, the engine is perfectly detailed with nothing omitted, bonnet is hinged so that you can see the engine, the cockpit is fully detailed with all instruments and controls included, independent suspension which operates is also included as is a working De Dion rear axle with fully working couplings! This 1939 V12 3-litre beauty must be the model GP car of the year even if the new JPS is Mario's dream! The kit of parts is simplicity itself to construct by following the fully illustrated plans included with each set – in other words it is easy for you to make a model as good as the one pictured. **All it will cost you is £52.49 and as an introductory offer on this new type of model we'll charge no postage or packing (UK only).** There is a faint chance that we may build a few for those who do not wish to do it themselves but the price would be around £150 each. Meanwhile from the same maker we have an equally beautiful 1932 Alfa Romeo P3 in kit form for £33.99, a team Ferrari version for the same price, Targa type with side spare for £37.25 and twin-rear wheeled hill climber for £37.88. All post free but only while this ad runs in Motor Sport.



The superb TR7 rally car pictured above is in 1: 43rd scale as are many of today's best models. Available both in easy-to-build kit form and occasionally built (price £9.95) it is typical of the new high standard of small scale metal kit cars that we are the World's leading stockists of. Published this month (we hope) will be our new profusely illustrated, painstakingly researched catalogue of the World's best small scale model cars in both kit and hand-built form. In it you'll find just who makes an Arrows, the new Tyrrell, Patrese's car or even a Bugatti T43 or low chassis Invicta. The new catalogue titled bravely "Model Cars 1978" costs £2 post free UK. Meanwhile listed below is a selection of fine scale metal kit cars that we think you could build easily and be proud to own. Add 50p post for single model orders or 25p each for multiples, overseas ask for quote – the're about £1 each air mail.

METAL KITS FROM STOCK

TR7 Rally or road	£5.95	Ensign-Tissot F1	£5.45
Triumph Stag	£7.95	McLaren M23 (Jane!)	£5.45
Jaguar XK120	£5.95	Maserati 250 F	£5.95
Wolf F1 WR1	£5.95	BRM 2½-litre 1959	£5.95
Martini Brabham F1	£5.95	Triumph Dolomite (Dron)	£6.25
Tyrrell P34/2 F1	£5.95	Porsche 935 Vaillant '77	£6.25
ATS HS001 F1	£5.75	Porsche 935 JMS X-Ray LM '77	£6.25
Copersucar F1 76 or 77	£5.45		

PRODUCTION & HAND BUILT* MODELS

Porsche 911 Turbo	£1.83	Lagonda Rapide '37*	£9.95
Renault 2CV 6	£1.35	Jaguar XK120 FHC*	£9.95
'39 Rolls-Royce Cabriolet	£3.89	Pierce Silver Arrow*	£14.95
Fiat 75HP GP 1904	£2.49	Tucker Torpedo*	£14.95
Fiat 100 HP GP 1905	£2.49	Packard Light 8*	£14.95
Ferrari 312T	£2.45	'38 Citroen Traction	£4.25
Ligier Gitanes F1	£2.45	MGA Twin Cam*	£15.95
Porsche 928	£1.83	MGA 1600*	£15.95

BRIAN HARVEY'S
GRAND PRIX MODELS
173/175 Watling Street (A5 road)
Radlett, Herts, UK
Tel.: Radlett (09276) 7898
Weekdays – Open to callers by appointment.
Saturdays to everyone – 10 am to 5.30 pm
Mail order dept. open 6 days each week – by phone.

Buy it with your

AUTOMOBILIA

THE CLASSIC CAR CENTRE ONLY 1¼ MILES FROM LONDON'S MARBLE ARCH
3, 4 & 5, ANDOVER PLACE, MAIDA VALE, LONDON, N.W.6
(01) 624 0591. EVES (01) 286 8251

JAGUARS BOUGHT AND SOLD PLUS FULL RENOVATING SERVICE

ALWAYS 30 VEHICLES IN STOCK THROUGH THE FULL RANGE FROM MK. I TO MK. II, MK. IX, X, 420, 420G, DAIMLER V8, ALLARD FOUR SEATER DROPHEAD, CONCOURS JAGUAR MK VII & VARIOUS E TYPES.

OPENING HOURS MON-FRI 9.30-6.00 SAT. APPT. ONLY

WE SPEAK FRENCH, GERMAN AND DUTCH

Appreciating Cars

RESTORED CARS
1953 MGTD2 Sports.
1972 JENSEN-HEALEY Sports.
2 MORRIS MINOR Convertibles.
BEING RESTORED – Ready July/August
1952 AUSTIN A40 Sports.
1952 CITROEN LIGHT 15.
1958 TRIUMPH TR3A.
1959 JAGUAR XK150 FHC.
1966 JAGUAR E Type FHC.
1967 AUSTIN HEALEY 3000 Mk 3.
Plus a Selection of Unrestored Cars.

MANOR Garage, High St., Box, near Bath, Wilts.
Phone (022-121) 2317
9am-5pm

SALOP CLASSIC CARS LTD.

GRANVILLE AVENUE, NEWPORT, SALOP Telephone: 0952 811772

Aston Martin DB5, 1964. Metallic maroon, black trim, fitted with Vantage engine and stainless exhaust. **£3,200.**

Jaguar E-Type roadster, 1962. This car is in superb order and must be one of the best anywhere. Fitted with 4.2 engine and all synchro box. **£4,750.**

Jaguar Mk. II. Always a selection available, current prices range from **£250** to **£700.**

Daimler 2½-litre V8. A beautiful example that has been lovingly maintained, still with its original tools. **£1,250.**

Lotus 7, 1960. Perfect for the summer, fitted with the 1172 sv engine, 3 speed box with O/D on all gears. Frugal fun for only **£1,700.**

McLaren M1B. Fully race prepared and in near "Concours" condition, details on application.

Atilla Chevrolet. Complete and ready to race, now fitted with Hewland gearbox. **£4,800.**

Cooper "Intercontinental" single-seater chassis. No engine or box, but with a spare set of very wide wheels and tyres.

Aston Martin spares currently on offer include a DB4 engine, complete and in running order and a DB4 4-speed gearbox.

XXX **MAIN DISTRIBUTORS OF ROYAL DOULTON VINYLEX** TYNESIDE

LAMINATED WINDSCREENS

Healey 100/4	**£32.15**
Healey 100/6	**£31.15**
Healey 3000 Mk. III	**£33.00**
MGA Sports Roadster	**£26.00**
MGA Hard Top Coupe	**£37.75**
Triumph TR2, TR3	**£28.15**
Jaguar XK 150	**£46.50**

THOUSANDS OF SCREENS IN STOCK. LAMINATED AND TOUGHED, VINTAGE FRAMES REGLAZED IN LAMINATED GLASS.

SPECIAL OFFER. GLASSES SUBJECT TO BEING UNSOLD. PRICES QUOTED INCLUDE VAT 8%.

HEALEY 3000 DOOR GLASSES: AVAILABLE LATER THIS YEAR

TOUGHENED WINDSCREENS

Bond 875	**£9.18**
Bond Equipe 2 litre Mk. III	**£10.82**

BIRMINGHAM	COVENTRY	WALSALL
SAFETY GLASS CO. LTD	SAFETY GLASS CO. LTD	SAFETY GLASS CO. LTD
LOWER ESSEX ST. BIRMINGHAM B5 6SS	RAYTON ROAD EXHALL COVENTRY CV7 9EL	MARLOW STREET WALSALL WS2 8AQ.
Tel.: 021-622 2114/5	Tel.: 0203 315013	Tel.: WALSALL 22306

DAIMLER 2.5 V8 1966
Two lady owners from new, 60,000 miles, trim etc. perfect, good running order, needs tidying and M.o.T.

JAGUAR 3.4 1964
60,000 miles, manual with overdrive, good running order, brakes suspension and bodywork renovated, new front wings, bottom half resprayed, 99% finished.

DAIMLER 2.8 XJ6 1970
J. reg., manual with overdrive, 54,000 miles, new pistons just fitted, new tyres, M.o.T., good running order, comfortable car.
£2,250 for the three – might split if enough interest.

COLIN DUNBAR,
DUMFRIES
Telephone: DUMFRIES
2594 (DAY)

WANTED CLASSIC CARS

Enthusiastic buyer with ample cash funds requires all models of pre- and post-war classic and thoroughbred cars.

Condition and distance immaterial

01-351 1857

Evenings and weekends.

PADDON BROTHERS OF KNIGHTSBRIDGE



1953 Bentley 'R' type Continental 2-door Fastback Coupe by H. J. Mulliner. Two owners only from new, quite outstanding condition.

1972 (Oct.) Bentley 'T' series 4-door saloon. Two owners from new. Compliant suspension and full 1973 specification.
1972 Rolls Royce Silver Shadow, 4 door saloon, 64,000 miles only from new, new gearbox just fitted.
1959 Rolls Royce Silver Cloud I sports saloon. Genuine 44,000 miles only from new.

ROLLS-ROYCE SPECIALISTS FOR 70 YEARS
SPECIALISED SERVICE FOR ALL MODELS OF ROLLS-ROYCE AND BENTLEY
60, CHEVAL PLACE, LONDON, SW7
TEL.: 01-589 9477

Crossbow House Antiques

Stoneymeadow Road, High Blantyre,
Blantyre 822378 ***Scotland*** Blantyre 823106



1958 BENTLEY SI Convertible.



1964 ROLLS ROYCE Silver Cloud III.
82,000 miles **£7,250.**



1958 ROLLS ROYCE Silver Cloud I.
90,000 miles.



1958 ROLLS ROYCE Silver Cloud I.
50,000 miles.



1964 ROLLS ROYCE Silver Cloud III.
38,000 miles.



1965 ROLLS ROYCE Silver Cloud III.
50,000 miles.

Crossbow House Antiques are keen to purchase any *Low mileage* Silver Cloud I, II or III.

Linden Alcock & Co

Chartered Surveyors
Fine Art and Vintage Transport Auctioneers
Estate Agents and Valuers

8/9/10 Bridge Street, Hereford (0432) 68600

144/6 New Bond Street, London W1 (01) 493 4766

Principal: Linden C. T. Alcock, ARICS, ASVA, AIArb, ARVA.

FIFTH INTERNATIONAL AUCTION

of

VINTAGE & COLLECTORS' CARS & MOTOR-CYCLES

at

Park Hall, Wormelow, Hereford

on TUESDAY, 25th JULY – 12 noon

(Viewing Monday 24th 2.00-7.00 pm and sale day)

to be followed by a
Special Auction of
MASCOTS & BADGES
Dinky toys, books, early spares and accessories

FURTHER ENTRIES INVITED

(Entries close first post July 3rd)

Entries include: Rolls Royce Wraith & 20/25; Bentley S2; Willys MB; Jaguar SS3½ & XK150; Aero Morgan; 1923 Morris Oxford; Sunbeam 20.9 tourer; AC Cobra; 1932 Austin 12/4, Mercedes Benz 190 SL; 1936 Armstrong Siddeley; 1949 Land Rover, etc. plus Vincent Black Shadow, Ariel Square Four combination; 1927 B.S.A.; 1927 A.J.S., etc.

As usual we invite prospective vendors and purchasers to ring Linden Alcock or Enid Lloyd to discuss entries received so far. 72 mint or fine condition vehicles found new homes at our April auction. Sale premises are in rural but accessible location with ample free parking, vast ballroom and marquee, bars, etc.

TELEPHONE: BYFLEET 44233

BROOKLANDS OF BYFLEET LIMITED

Home of the Performance Car

OYSTER LANE, HIGH ROAD, BYFLEET

OVER 100 CARS IN STOCK, PLUS THE WHOLE TOYOTA RANGE INCLUDING THE EXCITING NEW CELICA TWIN CAM!!

1965 Bentley SIII Saloon. A very rare specimen of this now most popular model. Equally as valuable as the Cloud III, the interior of the car is quite remarkable for its beautiful original condition. Finished in Velvet and Mistletoe Green with Green leather. **£11,600.**

1961 Bentley Continental 2 Door SII Saloon. A very beautiful example of this elegant car. Finished in Regal Red with Black leather. **£19,000.**

1956 Bentley SI Continental Slipper Back by H. J. Mulliner. A most beautiful example, only 78,000 miles from new. A very complete documented history is available with the car. Metallic Pearl Black, Red leather and carpets. **£22,000.**

1926 Rolls-Royce Phantom I Sports Tourer. This quite unique car was exported to Paris in 1926, and brought back to England in 1936 as a saloon. The car underwent a complete rebuild about 10 years ago, and a most beautiful Skiff Boat Tailed Sports Tourer body in aluminium and teak was fitted. This is the most impressive vintage Rolls you have ever seen. Crowds gather whenever this magnificent tourer is parked. A pleasure to drive. **£26,750.**

1958 Aston Martin DB Mk. III Fixed Head Coupe with Lift-Back. Unused for many years its condition is quite unbelievable as the car was completely restored to concours standard. Although 20 years of age, its performance is most exhilarating. **£9,800.**

1977 Lancia Beta 1300 Saloon. One owner only, 18,000 miles from new, yellow. **£2,495.**

1970 Lancia Fulvia 1.3S Coupe. Only 25,000 miles from new. In metallic silver. **£1,195.**

1958 Facel Vega HK500. Only 45,000 miles from new. Completely original Silver, Red leather. **£5,600**

1974 Model Lancia Fulvia 1.3 Coupe. A really superb car finished in Monza Red. Serviced by us since new. **£1,850.**

PARTICULARS OF THE FAST TWIN SCREW DIESEL CRUISER "JUST DANDY"



BUILDERS: A. E. Freeser & Company Limited at Hayling Island 1963.
DESIGNER: Builders.
CONSTRUCTION: Aluminium alloy riveted. Hard Chine form. Medium 'V' hull section.
ENGINES: Twin, handed Turbo-charged Perkins 6/354 diesels with 'V' drives give 27 knots cruising speed with 31 knots maximum speed. Fuel consumption 12 g.p.h. Fuel capacity 120 gallons. Range approx. 250 miles.
ELECTRICS: 24 volts from 4 x 6 volts 140 amp/hour batteries. Electric navigation lights. Four internal lights.
DIMENSIONS: 27 ft. L.O.A. 23 ft. 6 in. L.W.L. 10 ft. 4 in. Beam. 2 ft. 6 in. Draft.
FRESH WATER: Approx. 20 gallons.
GROUND TACKLE: 35 lb. CQR anchor with adequate chain.
STEERING: Wheel with Whitlock Marine Steering Equipment.
ACCOMMODATION: From forward: Sleeps 4; Headroom 6 ft. Forepeak with chain locker and stowages. Saloon with cabinet with drawers and cupboard (P) 'Dinette' to seat 4 (P) converts to double berth. 'L' shaped galley (P) with sink unit, 2 burner and grill Calor gas cooker, drawers, cupboards stowages etc. Settee berth with bunk cover (S) (Top bunk not fitted at present). Large open cockpit with engine compartment under approx. 8 ft. x 8 ft.
INVENTORY: Radio telephone; 'Graviner' automatic fire extinguisher in engine compartment. Pulpit. Two fire extinguishers. Blue 'Vynide'-covered mattresses and upholstery. Compass. 'Jabsco' Water Puppy pump. Hand operated bilge pump. Various warps, fenders, tools etc. White cockpit cover.
REMARKS: "JUST DANDY" has just undergone a major overhaul, including one completely re-conditioned engine. New stainless steel propeller shafts, bearings etc. Re-painted new Tread-Master decking. This magnificently strong super sea-going boat handles like a Ferrari. Total cruising hours of this craft since new do not exceed 400 hours. The vessel is open for inspection at Byfleet. To build a comparable boat today would cost over £35,000.

A bargain at only **£14,900.**

1963 BENTLEY H. J. MULLINER 2 DOOR CONTINENTAL SIII SALOON.



This superb and most original car has only done 73,000 miles from new. It has only had 2 owners, and the last owner has used the car very little over the last few years. To drive this car is a real pleasure, a very tight chassis, not like the majority of these Bentleys on offer which have been round the clock four or five times. The interior is completely original and superb. Finished in Shell Grey over Black Pearl. Red Leather and carpets.

£22,000.

1973 Lancia Fulvia 1600 H.F. Lusso Coupe. One very careful Doctor owner from new. **£2,250.**

1973 Model Triumph GT6 Coupe. This is a genuine one owner car from new, and has been maintained by an engineer from the Triumph Motor Company for its owner. Finished in Red, fitted overdrive. **£1,695.**

The most unusual VW Beetle in existence. Over £3,000 has been spent on this car. Custom-built with every conceivable gadget and extra. A superb 4 seater sports car. Must be seen. **£2,400.**

1974 Model MGB GT V8. A collectors piece, finished in Blaze. Very low mileage. **£3,900.**

1974 N Reg. MGB V8. Finished in Aconite. Only 28,000 miles, many extras. Zeibarted. **£3,900.**

1974 Chevrolet Monte Carlo fixed head 2 Door Coupe. One English owner, a Colonel in the British Army. Only 23,000 miles. This must be one of the very best looking American cars ever made. Reg'd. 1977. **£4,900.**

BMW Motor Cycle 600 c.c. Model 60R. Incredible condition and indistinguishable from new, except by its special finish. It is probably better than new. Restored by an elderly gentleman as a labour of love over many years. Complete with brand new Stadium crash helmet in police colours size 7⅛. Immaculate. **£1,895.**

Van Den Plas 4 litre. This fine example is finished in Black over Sage Green with leather to match. The carpeting and woodwork are in excellent condition and in keeping with the rest of this outstanding example. **£1,750.**

A Brace of Stinging Horrible **Wolseley Hornets.** We are being stung to death by them. Crayford Convertibles, with consecutive registration numbers, 1967, they can be exported to America – Ideal for the lucky twins, whose father has three grand to spend.

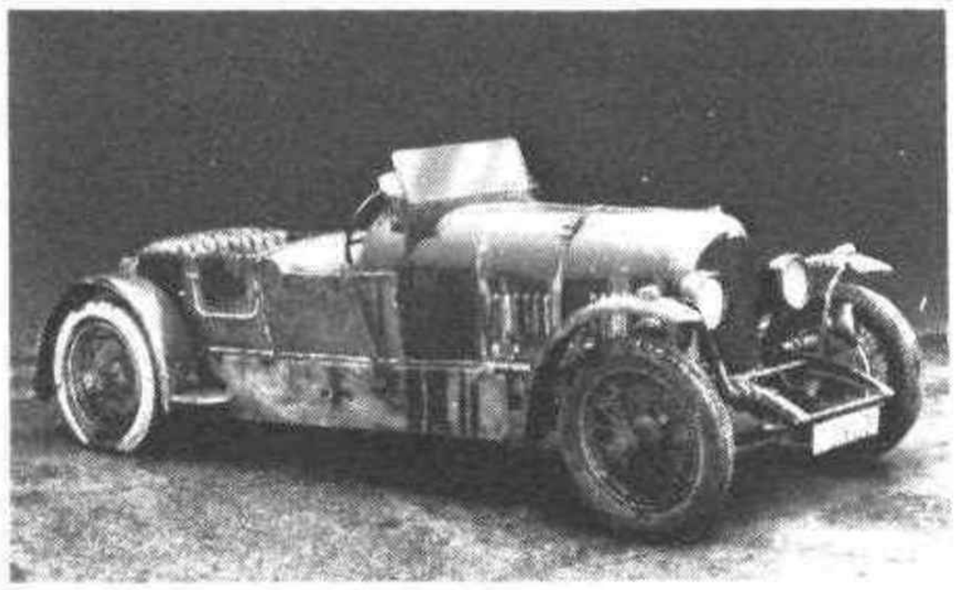
WE ARE TOYOTA MAIN DEALERS AND HAVE THE FOLLOWING CARS FOR IMMEDIATE DELIVERY:

OPEN 9 AM-7.30 PM MONDAY TO FRIDAY. 9 AM-6 PM SATURDAY. SUNDAY – 10 AM TO 5 PM.

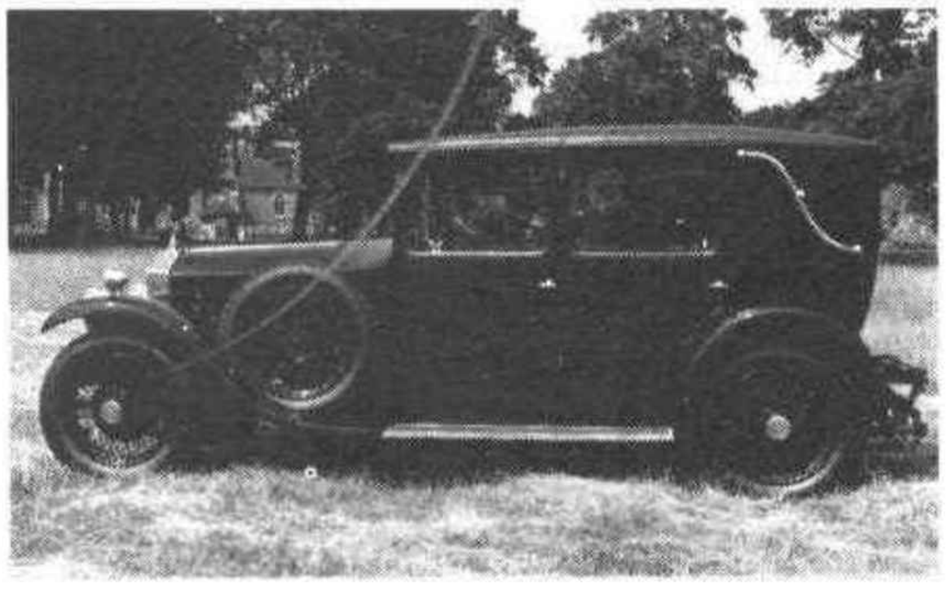
Sotheby's in association with the Town & Country Motoring Festival announce a special sale of Classic and Special Interest Motor Vehicles to include the 'Blue Peter' Key Note Appeal 1928 Humber 14/40 Tourer at the Royal Showground, Kenilworth, Warwickshire on Monday, 28th August 1978, with viewing on the two preceding days.

SELECTED LATE ENTRIES CAN STILL BE ACCEPTED

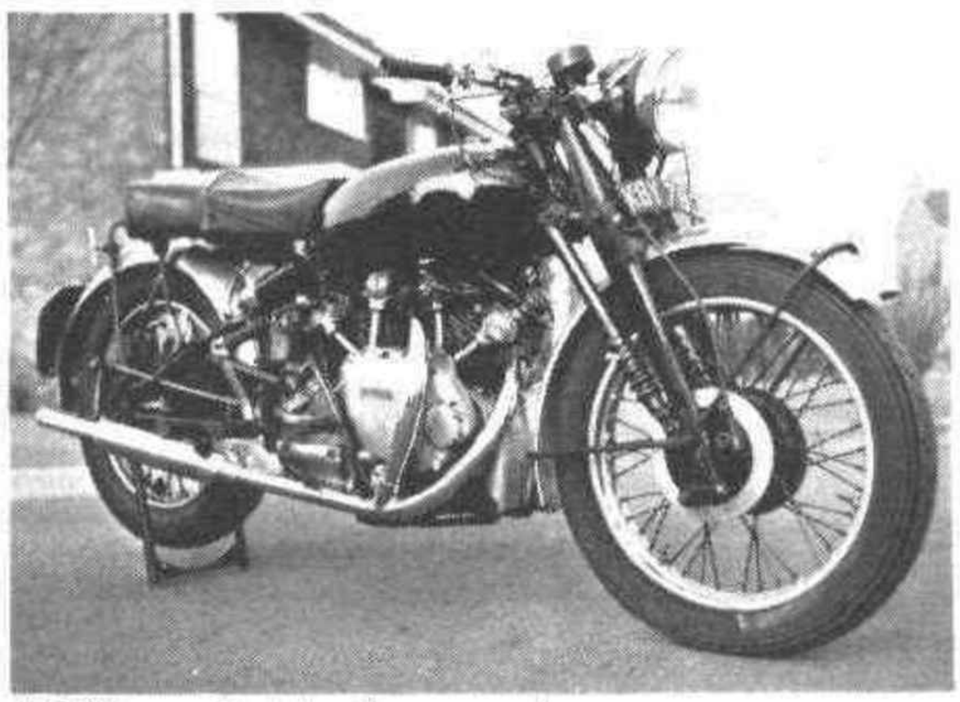
The following are some of the prices realised at Sotheby's sale of Veteran, Vintage and Special Interest Vehicles which was held at Donington Park on 22nd April 1978.



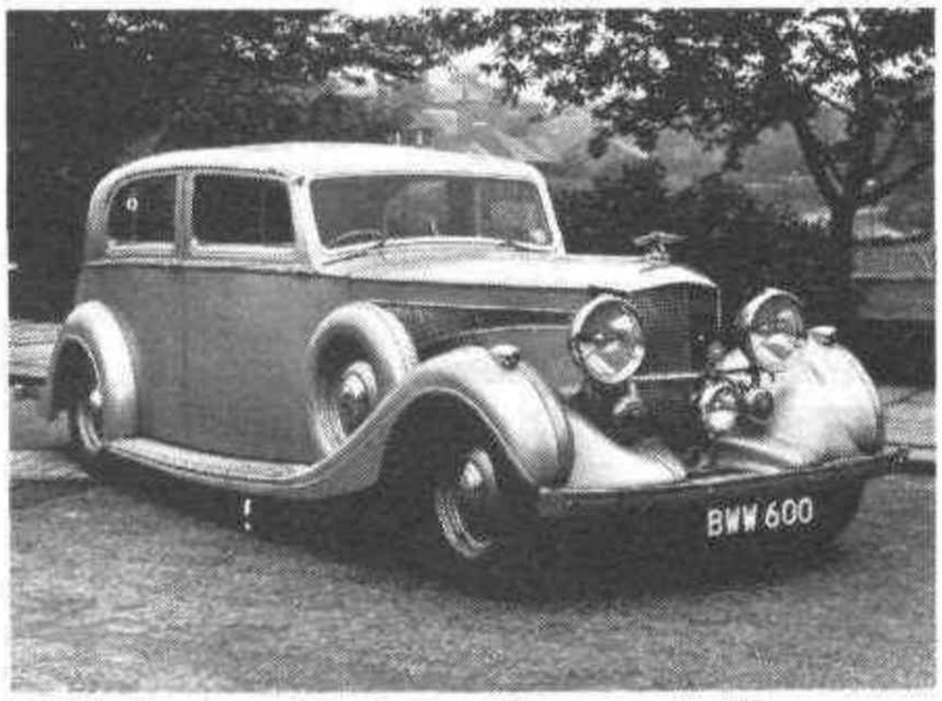
1923 Blue Label Bentley 3-litre (totally unrestored).
Sold for £11,000.



1928 Rolls-Royce Twenty Weymann fabric saloon by H. J. Mulliner. Sold for £10,500.



1952 Vincent Rapide solo motorcycle.
Sold for £2,600.



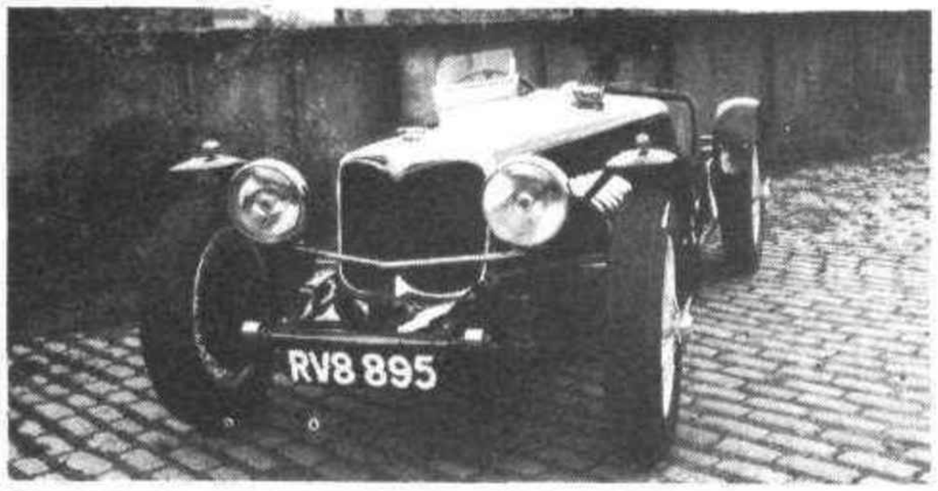
1937 Railton Long Chassis Special limousine by Rippon.
Sold for £7,800.

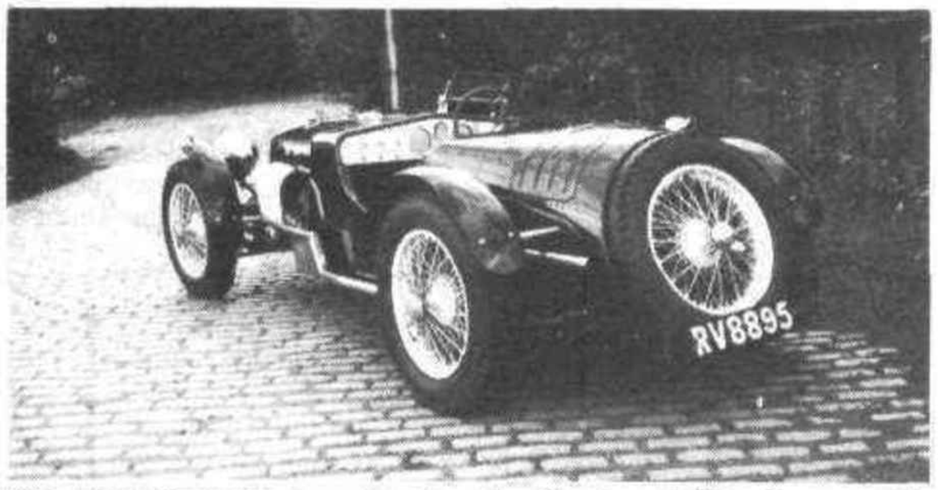
For further information, telephone Michael Worthington-Williams on Burgess Hill (04446) 44889.

Sotheby's FOUNDED 1744

Sotheby Parke Bernet & Co., 34–35 New Bond Street, London W1A 2AA. Telephone (01) 493 8080.

R. J. NEWSHOLME Ltd.





1936 Riley Chassis, converted by Mr. Alverton of Riley fame to Riley "Grebe" body during 1960s, with chromed outside exhausts etc. 6 cylinder 1,650cc engine. Very fast & tractable sports car & believed only one of this design now existing **£8,850**

Ring: Keighley (0535) 65850 or write to
CONEY LANE, KEIGHLEY, WEST YORKSHIRE.

SATURDAY p.m. & SUNDAY BY APPOINTMENT PLEASE

B. M. Ellis of Huddersfield Ltd.

"ELLIS HOUSE"
DUNDAS STREET
HUDDERSFIELD

Telephone 0484 32126 **After hours 0484 31426**



1954 'R'-Type. Tudor grey, blue interior, gen. mileage 71,000.

1964 Rolls-Royce Silver Cloud III. Antelope sand, beige interior, genuine mileage 68,000.

1963 Rolls-Royce Silver Cloud III. Pine green, refrigeration, 3 owners, 69,000 miles.

1956 Rolls-Royce Silver Cloud I. Sand and sable, gen. mileage 66,000. *(Photo.)*

1953 Bentley 'R'-Type. Shell over tudor grey. 100,000 miles, superb condition.

1953 Bentley 'R'-type. Sand and sable, 100,000 miles, superb condition.

1956 Bentley SI. Two tone blue and grey, red leather interior.

1961 Bentley SII. Sage and smoke green, red interior, 79,000 miles from new.

1974 Land Rover 12-seater Safari. Blue/cream, towing equipment, free-wheel hubs, privately used and in first class condition, 31,000 miles from new.

1975 Triumph Stag. O/d., magenta, h/s tops, tinted, glass radio, 17,000 miles.

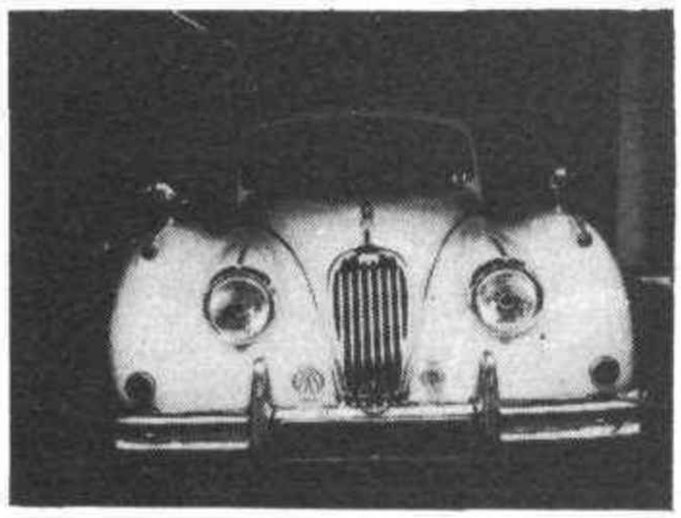
1974 MGB GT V8. Harvest gold, radio, Ziebart, beautiful condition, one previous owner.

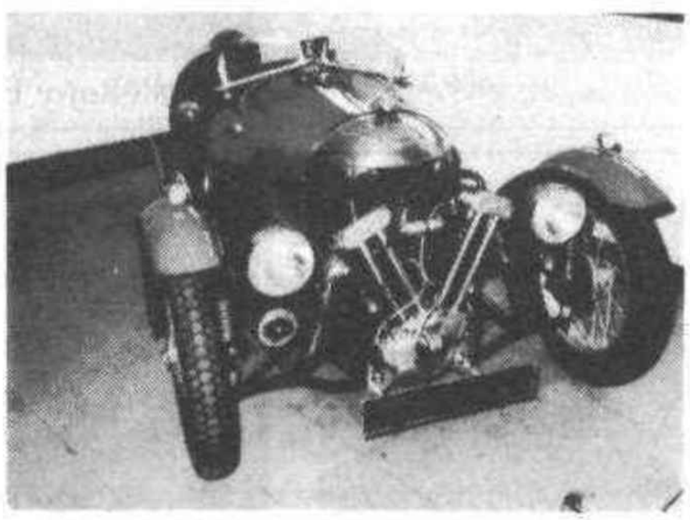
1975(P) Rover 2200 S.C. Lunar grey, 8,500 miles genuine.

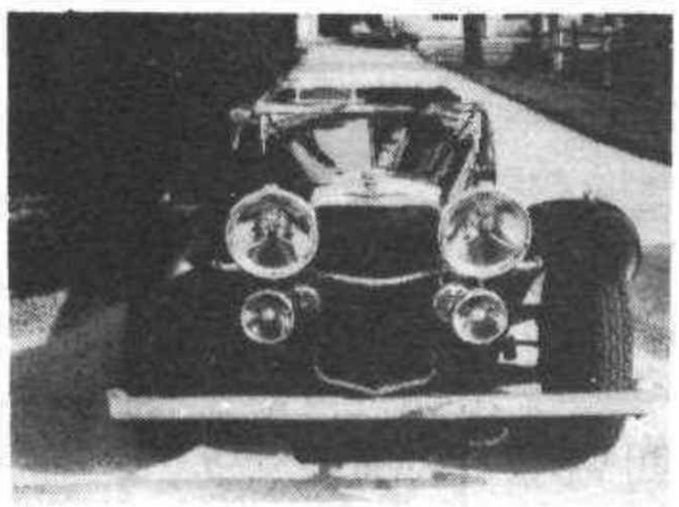
1964 Rolls-Royce Silver Cloud III. Black pearl over shell grey, 92,000 miles.

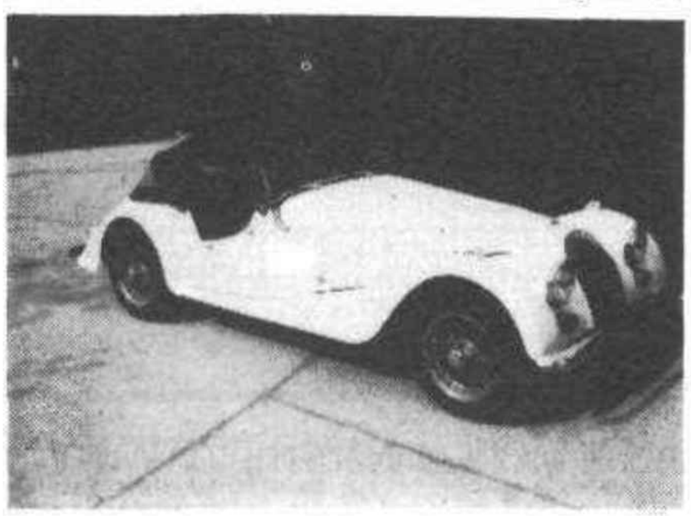
WE ARE ALSO WILLING TO BUY ROLLS-ROYCE AND BENTLEY
ALL OUR CARS IN SUPERB CONDITION

Trojan collection of the month









Top left. The rest of the car is as beautiful as this frontal view. 1954 **XK140**. F.H.C. customed by Hooper for Indian Royalty – pale blue with powder blue interior. 28,000 recorded miles. Drives like a dream. HIS gift to HER and very expensive!

Top right. 1931 Aero **Morgan** 1100cc J.A.P. In superb condition. Red with black interior – totally restored and ready to go.

Lower left. Speed – Elegance – Comfort. The summer to enjoy. **Alvis** speed 20/25 Sports Tourer. 1934. I.F.S. synchromesh gearbox, full weather equipment.

Lower right. ONE NEW **Morgan** 4/4 2 seater sports. White with black leather interior – chrome wire wheels, locking petrol cap, fully rust-proofed. Even now a collector's car. With a four years waiting list, the premium is worth it!

WANTED. Your discarded **Mercedes** 300 SL Gull-Wing and Roadster. Your magnificent **MG** – VA, SA, and WA Tickford dropheads. Your **Rolls Royce** Silver Ghost – preferably the pre-war one! And really any motley assortment of **Hispano's, Isotta's** and supercharged **Alfa's**.

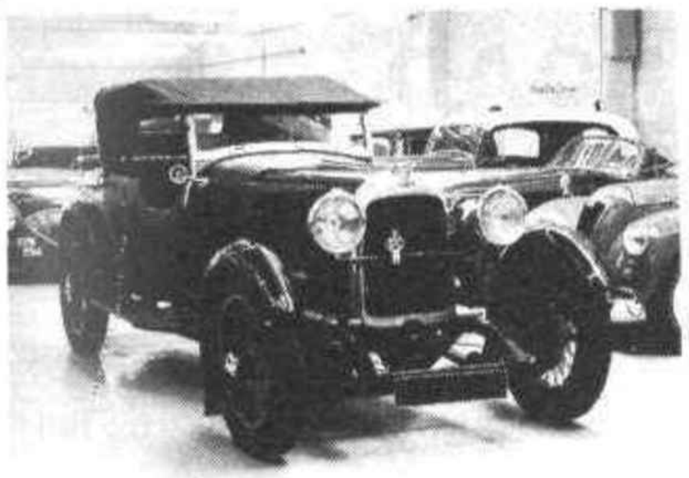
TROJAN LIMITED
VINTAGE CARS DIVISION, THE SQUARE, FOREST ROW, SUSSEX, ENGLAND.
Telephone: 0342 713011 Telex 95649 • Viewing by appointment only.

The world famous

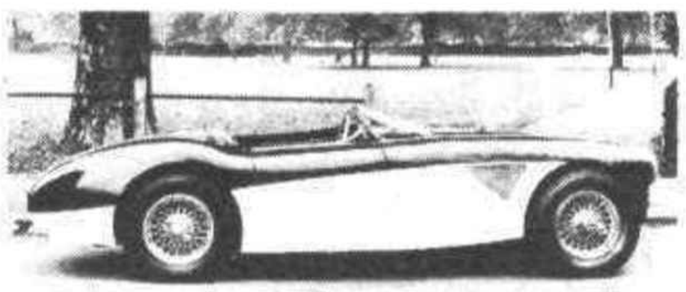
Paradise Garage

London's Classic and Thoroughbred Car Centre

Heathmans Road Parsons Green, Fulham, SW6 01-736 2302



1930 LAGONDA 2 LITRE LOW CHASSIS



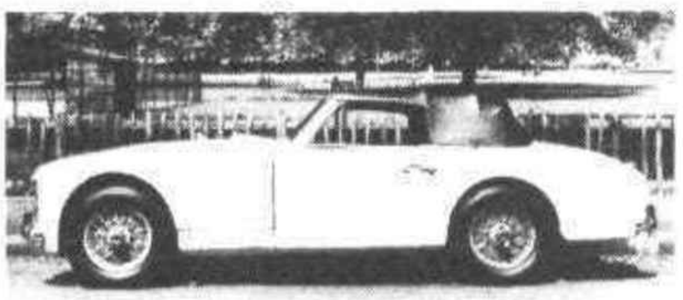
1955 HEALEY 100 M RACER



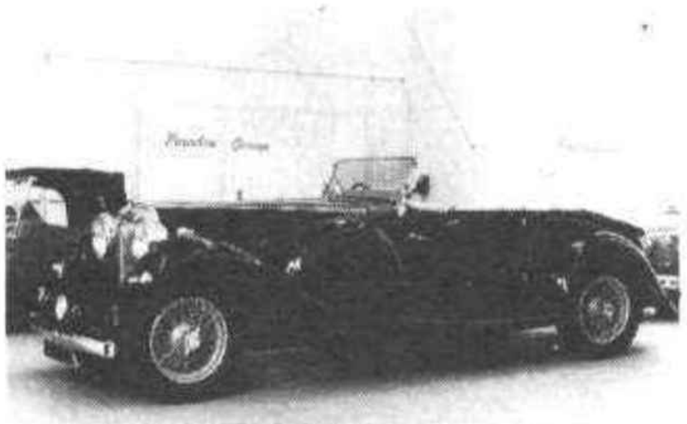
1950 DAIMLER CONQUEST ROADSTER



1958 JAGUAR XK150



1957 ASTON MARTIN DB2/4



1935 LAGONDA LG 45



1952 JAGUAR XK120. Left Hand Drive



1965 AUSTIN Healey Mk III 3000



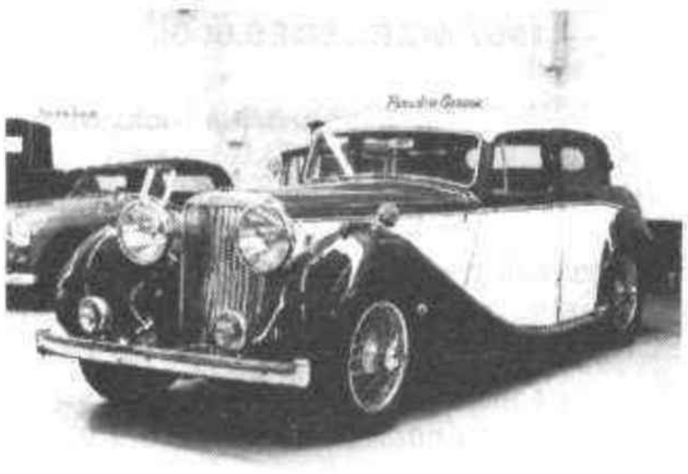
1968 E TYPE JAGUAR



1962 ASTON MARTIN DB4



1957 MERCEDES 190 SL



1947 JAGUAR 3½ LITRE

AND MANY MORE CLASSIC CARS IN STOCK

EUROPE'S LEADING SPECIALIST CAR SALES

VICTORIA CARRIAGE CO.

invite entries for their next

BUCKINGHAM PALACE ROAD
PUBLIC AUCTION

to be held on

SATURDAY AUGUST 19th

If you have a fine Vintage or Classic Car allow us to show it to over 2,000 prospective buyers and realise its full value. These days can you afford the risk of undervaluing your car?
Entries to include 50 Rolls-Royce, Bentley, Veteran, Vintage and over 300 Classic Cars expected.



1966 'E' TYPE 4.2 COUPE



1963 ROLLS-ROYCE SCIII GRABER BODY



1938 BUICK LIMO



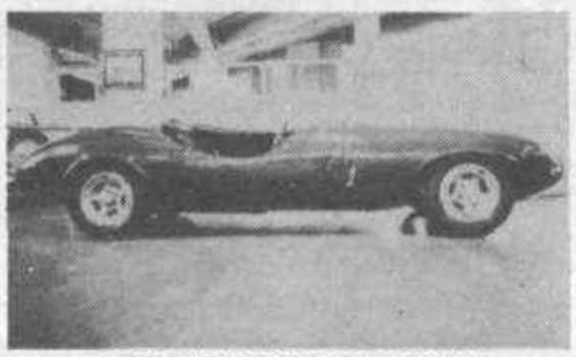
1956 AUSTIN PRINCESS



1952 FORDSON TRUCK



1967 MERCEDES 600



1970 'E' TYPE SPECIAL



1968 P1800 S

Further entries include:

1949 BENTLEY MK 6
1963 ROLLS CLOUD 3
1957 BENTLEY S1
1926 MORRIS BULLNOSE
1950 TRIUMPH ROADSTER
1948 MG TC
1963 ALVIS DROPHEAD
1948 ROVER
1934 AUSTIN RUBY
1936 BENTLEY
1934 AUSTIN

Entries will be limited to the first 400 vehicles with a minimum valuation and/or reserve price of £1,000. Cars with an over optimistic reserve will not be accepted. Early entries will receive reduced rates of commission. NO SALE – NO COMMISSION.

Victoria Carriage Company have a permanent display of motor cars for sale at Buckingham Palace Road and any car unsold at the auction can remain on the showroom floor on the Sale or Return Scheme now being offered.

Illustrated Catalogues £4.00 U.K. £5.00 Overseas Air Mail.

SALE COMMENCES 11am SHARP

199 Buckingham Palace Rd, London, S.W.1.

Telephone 01-730 9438. 01-730 9439 Telex 886838

EUROPE'S LEADING SPECIALIST CAR SALES

VICTORIA CARRIAGE CO.

AUCTION

MORE THAN 300 CARS EXPECTED



1934 SUNBEAM



1948 RILEY R.M.E.



1967 ASTON MARTIN DB6



1959 JAGUAR MK I 3.4



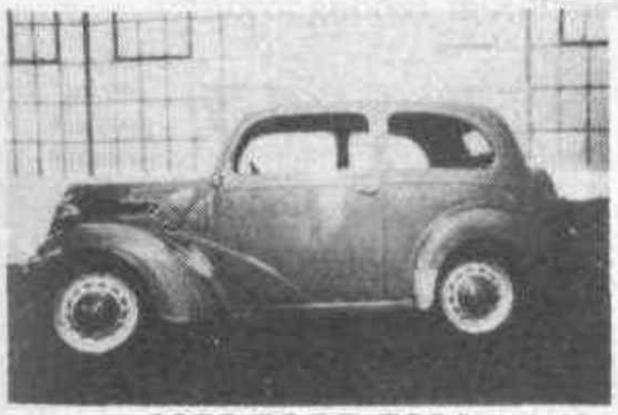
1963 AUSTIN HEALEY 3000 MK III



1948 ROVER 14

Further entries include:

1959 JAGUAR 150
1963 JAGUAR MK 2
1961 ALVIS TD 21
1958 ROLLS CLOUD I
1959 JAGUAR 150 D/H
1952 MG TD
1950 HEALEY
1962 ASTON MARTIN
1955 ASTON MARTIN
1966 ASTON MARTIN
1958 ROVER 90
1962 R/R P/5
1970 R/R S/S
1960 JAG MK 9
1958 JAG MK I
1957 JAG 140
1958 BRISTOL



1955 FORD E93A



1973 FERRARI DINO SPYDER



1955 TRIUMPH TR3A

Early entry will allow the company to advertise your car in international publications and direct mail brochures for the maximum exposure before the sale. This will attract buyers to the auction that are interested in *your* car.

Be sure to request your entry form today.

Prospective bidders must register prior to the auction and leave a refundable £100 deposit to obtain a bidder's card.

Entry to the auction will be by catalogue only.

UK £4.00 Overseas Airmail £5.00
SALE COMMENCES 11am SHARP

199 Buckingham Palace Rd, London, S.W.1.

Telephone 01-730 9438 · 01-730 9439 Telex 886838

DAN MARGULIES

12 QUEEN'S GATE PLACE MEWS Off Cromwell Road
LONDON, S.W.7 01-584 7332/01-584 7472



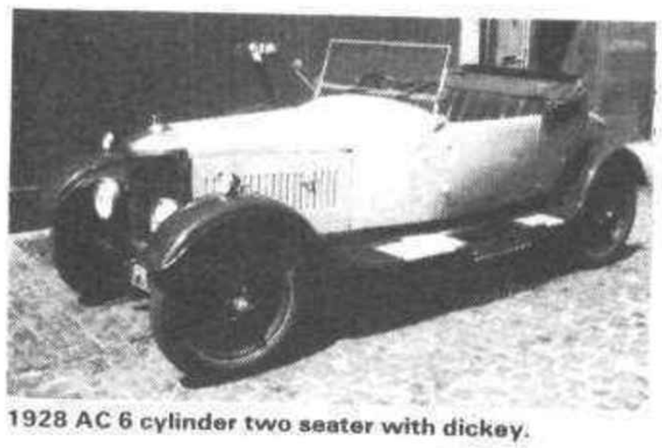
1935 BENTLEY 3½-Litre Van den Plas four seater tourer, original car in fine condition.



1929 O.M. 2-Litre Tipo 665. One of the six cars specially modified to run in the Tourist Trophy, fitted with the original Corsica coachwork.



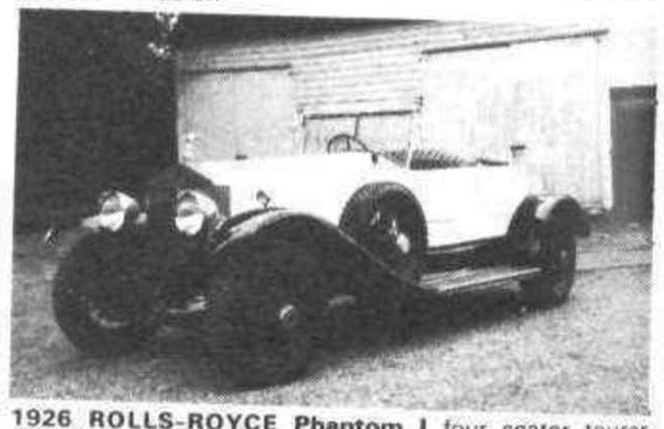
1932 LAGONDA 3-Litre four seater tourer. Fine example. Also available 1931 Lagonda 2-Litre low chassis four seater tourer.



1928 AC 6 cylinder two seater with dickey.



1931 ROLLS-ROYCE 20/25 Sedanca de Ville by Windover.



1926 ROLLS-ROYCE Phantom I four seater tourer. Interesting sporting coachwork, chassis number 44 DC.

1927 AMILCAR C6 1100 c.c. 6 cylinder super-charged competition two seater.

1931 ROLLS-ROYCE Phantom II Continental Sports Saloon by H. J. Mulliner.
1929 BENTLEY 4½-Litre three position Drophead Coupe by Park Ward.
1926 BENTLEY 3-Litre long chassis tourer.
1933 ALVIS Speed 20 Tourer.
1925 ROLLS-ROYCE 20 fixed head coupe by Park Ward.
1955 BRISTOL 2-Litre Sports racing car.
1938 MG TA two-seater.

1936 ALTA 2-Litre supercharged sports racing car.
1928 LANCIA Lambda 8th Series.
1927 BUGATTI 35B Grand Prix car.
1928 MINERVA Type AK Weyman Limousine.
1928 HISPANO SUIZA H6B Touring car.
1937 ALVIS 4.3-Litre Van den Plas short chassis tourer.

HIGHEST CASH PRICES PAID FOR ALL VINTAGE AND CLASSIC CARS

01-235 4613 (OFFICE)

MIKE R. BERRY (LONDON)

ROLLS ROYCE & BENTLEY SPECIALIST

2, CHESTER CL., CHESTER ST., LONDON S.W.1.

01-445 1869 (EVENINGS)



ROLLS-ROYCE, 1965, Silver Cloud III. A fine example of this standard steel 4 door sports saloon. Superbly finished in astral blue over shell grey. Trimmed in blue-grey hide, extremely original throughout. Just fully serviced, taxed and tested.



ROLLS-ROYCE, 1972, Silver Shadow. Standard 4 door sports saloon. A fine 2 owner example with only 51,000 miles recorded. Elegantly finished in champagne grey with black roof. Interior in black hide piped in red. Air conditioning, speed hold etc. etc. A fine example just serviced throughout.



ROLLS-ROYCE, 1961, Silver Cloud II. Another fine example of this 4 door sports saloon. Finished in Caribbean blue and tudor grey with contrasting plum hide trim and carpet. Indicated mileage 79,000. Just serviced, taxed and tested.



BENTLEY, 1966, T Series. Standard 4 door sports saloon finished in shell grey with red hide trim and carpet. Moderate mileage recorded. Just fully serviced. An exceptional example of this early series.



ROLLS-ROYCE, 1972, convertible finished in porcelain white with a contrasting red hood and matching hide interior trim. 2 owners, full service history with only 30,000 miles recorded. A truly outstanding specimen of this rare and desirable series.



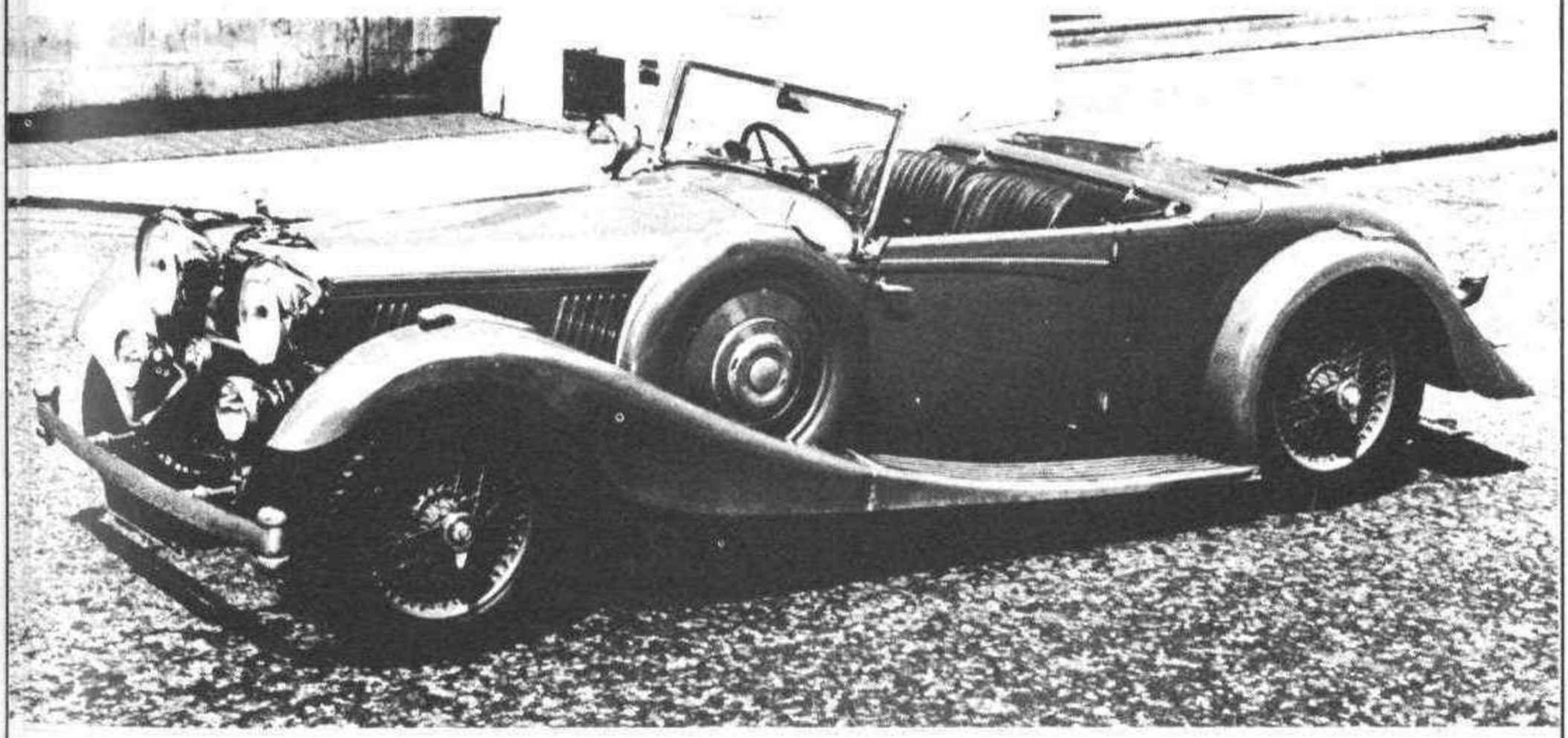
BENTLEY, 1958, S1 standard 4 door sports saloon. Automatic transmission and power assisted steering. Finished in cardinal red with grey hide trim and carpet. Excellent service record. Recorded 95,000. Just serviced throughout and MoT tested.

URGENTLY WANTED, ALL TYPES OF CLASSIC, VINTAGE AND THOROUGHBRED CARS AND MOTORCYCLES

OPEN FROM
9-30 TO 6.00 WEEKDAYS
SATURDAYS & SUNDAYS
BY APPOINTMENT

COYS OF KENSINGTON

"WE WILL TRAVEL
ANYWHERE IN THE WORLD
TO OBTAIN A CLASSIC
MOTOR CAR"



1935 ALVIS SPEED TWENTY 2-SEATER ROADSTER WITH DICKEY

This is an SC series car with coachwork by Charlesworth. It has had two owners only since new, the first until 1954 and the second until last year. This is a well-documented car and we even have the coachbuilder's original design sketch.
Condition is excellent original throughout, with grey paint and fine original red leather trim. The car is extremely pleasant to drive and is, without doubt, one of the nicest post-vintage thoroughbred motor cars we have owned.

From our stock list:

1911 Metallurgique 2-seater.
1913 Rolls-Royce Silver Ghost Torpedo Tourer by Mulliner.
1917 American La France Fire Engine.
1926 Delaunay Belleville Limousine.
1929 Hispano Suiza D.H.C.
1930 Rolls-Royce 20/25 F.H.C. by Gurney Nutting
1930 M.G. 18/80 Mark II.
1932 Rolls-Royce 20/25 D.H.C. by Mulliner.
1933 Rolls-Royce PII Sedanca de Ville by Thrupp Maberley.
1935 Lagonda LG45 Tourer.
1938 Lagonda LG6 D.H.C.
1938 Rolls-Royce PIII Sedanca de Ville by Mulliner.
1939 Mercedes Benz 540K Cabriolet A (running, low mileage, unrestored).
1950 Jaguar Mark V convertible, unrestored.
Jaguar Mark V saloon, unrestored – £3,250 the two.
1960 Rolls-Royce SC II (one owner, 49,000 miles, full history £8,750).
1964 Jaguar 3.8 Coombs Mark II (low mileage, full history £2,950).
1970 Corvette Sting Ray, 454 (split roof, manual £4,750).

COYS OF KENSINGTON (SALES) LIMITED
2-31 QUEENS GATE MEWS LONDON SW7 ENGLAND TELEPHONE 01-584 7444
TELEX 28604 Mono Ref. 1765.

Laurence Kayne

at **COOKHAM DEAN MOTOR CO**
Church Road, Cookham Dean, Berks,
nr. Maidenhead Tel. Marlow (06284) 6161

Hours of business: 9.00-6.00 p.m. Monday to Saturday. Sundays – Appointments only.



1961 Bentley Continental £10,500



1954 Rolls-Royce Silver Dawn £8,950



1962 Rolls-Royce Phantom V, LHD.



1948 Rolls-Royce Sedanca De-Ville.



1973 Fiat 130 F/H/C By Pina Farina.

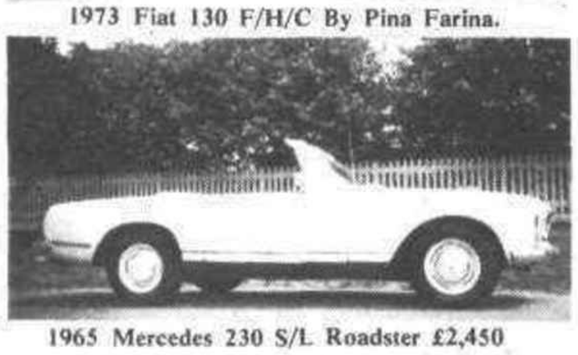


1963 Rolls-Royce Silver Cloud III £8,950



1957 Silver Cloud I P.A.S. £5,950

1957 Bentley F/H/C by James Young.



1965 Mercedes 230 S/L Roadster £2,450

1967 Rolls-Royce by H. J. Mulliner.



1950 Bentley Mk. VI Fully restored £3,950

1967 Aston Martin DB6 Estate £7,750

The above together with a further selection of Classic Cars can be viewed at our garage, which is 15 minutes from Heathrow Airport and only 30 minutes from London's Paddington Station to Maidenhead, where our chauffeur will be happy to collect you.

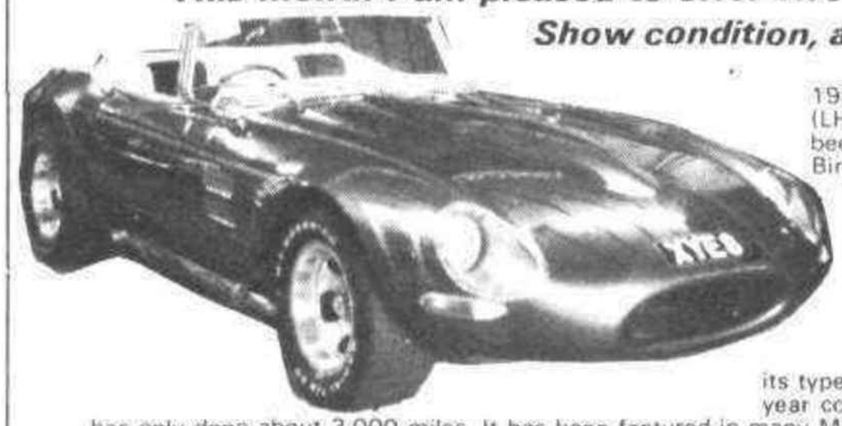
01-723 2731 **Vintage Autos Ltd.** 01-723 2731

Managing Director: J. BOND, A.M.Inst.B.E.

ESTABLISHED OVER 30 YEARS.

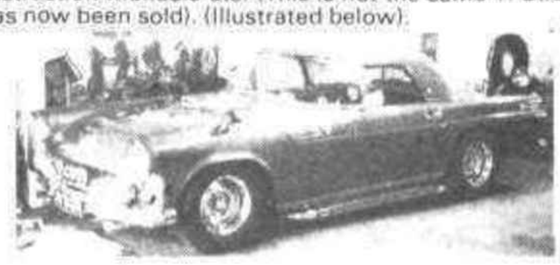
The ORIGINAL Specialists in Restored Vintage, Veteran and Classic Cars.
Acknowledged throughout the world as having the finest condition cars of their type in the U.K.

This month I am pleased to offer two Superb Post-War Classic Sports Cars, each fully restored to full Show condition, and the finest examples of their type that exist.



1955 FORD THUNDERBIRD Classic Sports 2-seater. Reg. No. 10 BGN. Hard and soft tops, auto, power steering (LHD), brakes, electric windows and seats, etc. Since about 1960 this has been my own personal car, it has only been used in the summer months, never driven in the rain and maintained regardless of cost by England's top T. Bird specialist. Since its 3 year restoration to the highest possible standards (mechanics, coachwork etc.) it has not been used, and is only being sold with great regret, because of lack of garage space. It has many, many custombuilt extras too numerous to include in this advert, and is fitted special American chrome wheels and twin side pipe exhausts etc., and its new special American paintwork is like glass, and has to be seen to be believed. Since new it has only done 59,000 miles, has a complete history and cannot be compared to any other T. Bird, and has its original instruction manuals etc. (This is not the same T. Bird that was advertised a couple of months ago, which has now been sold). (Illustrated below).

1965 JAGUAR E TYPE 4.2 Custombuilt 2 seater sports roadster. Reg. No. XYE 8. This is the only example of its type, and cannot be compared to any other E Type. Since its 3 year complete rebuild (all mechanics and full customising etc.) it has only done about 3,000 miles. It has been featured in many Motor Magazines and was the winner of The Best Street Car Award at The National Custom Car Show. It has many special extras and custom fitting too numerous to include in this advert, and is fitted special alloy wheels with wide tyres, twin chrome sidepipe exhausts, and custom "glass finish" American paintwork etc., and complete customised interior etc., original instruction manuals and history from new. (This superb custom built E Type was sold a few months ago, but because of unforeseen circumstances, the client was unable to take delivery, and is now being re-offered for sale). (Illustrated above left).



I regret that above photos do nothing to show the "crowd stopping" looks and condition of these cars, and they must be inspected to be appreciated.

OTHER MAKES IN STOCK OR BEING RESTORED INCLUDE
BENTLEY, ROLLS-ROYCE, ALFA ROMEO, DELAGE, MG, LAGO, TALBOT, BUGATTI ETC.
Plus other classics that are not advertised.

I REQUIRE FOR A CLIENT, A MINT CONDITION MERCEDES 230 SL ROADSTER

I ONLY SELL CARS THAT ARE RESTORED, AND DO NOT SELL SPARES OR TYRES OF ANY KIND.
I WILL PAY TOP CASH PRICES FOR CARS OF THE TYPE I SELL, BUT NO OLD BANGERS, PURCHASED, SOLD OR TAKEN IN PART EXCHANGE.

Hours of Opening: Monday – Friday, 9 a.m. – 5 p.m. Saturdays and other times by appointment only.
Telegraphic address: Concourcar, London, W.2.

20 BROOK MEWS NORTH-LANCASTER GATE-HYDE PARK W2 3BW

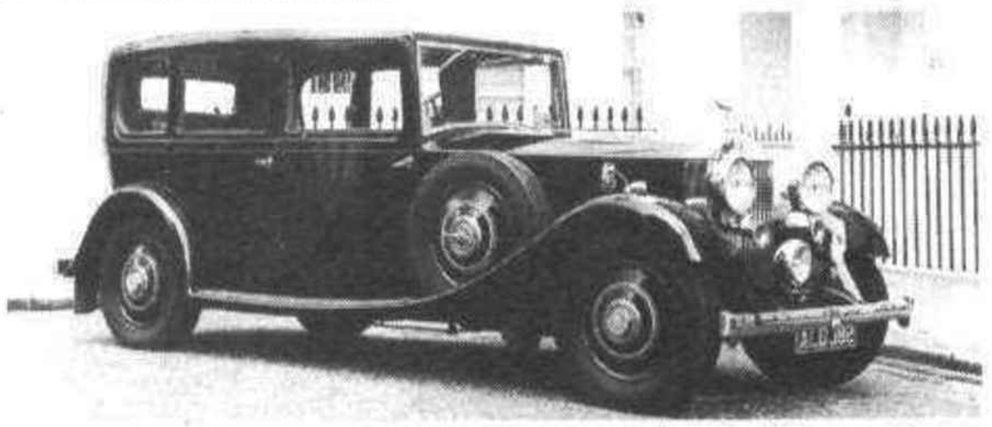
Clarendons

THE CLARENDON CARRIAGE COMPANY LIMITED. BELGRAVIA GARAGE. 28A CAROLINE TERRACE.
LONDON SW1W 8JT TEL. 01-730 9811/4. TELEX 21792. CABLES CLASSICAR LONDON SW1.

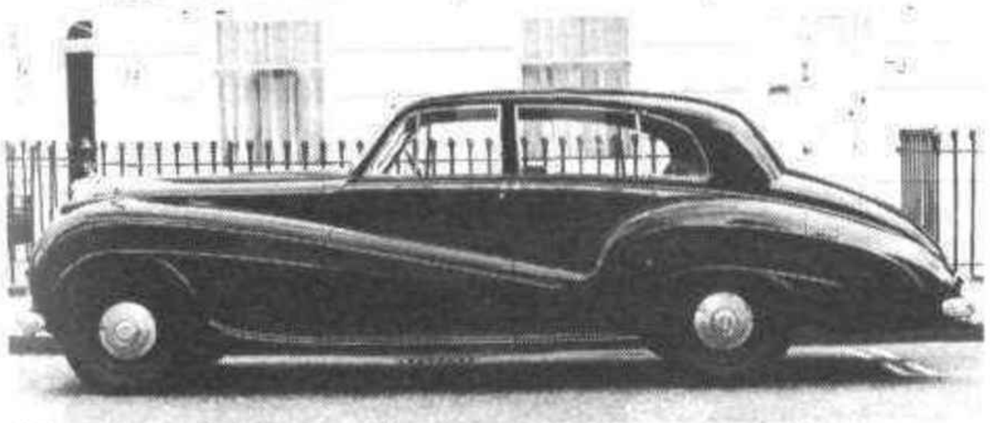
Specialists in Vintage and Classic Rolls-Royce and Bentley motor cars offer the following from a large stock of pre-war and post-war automobiles, on view at our showrooms.



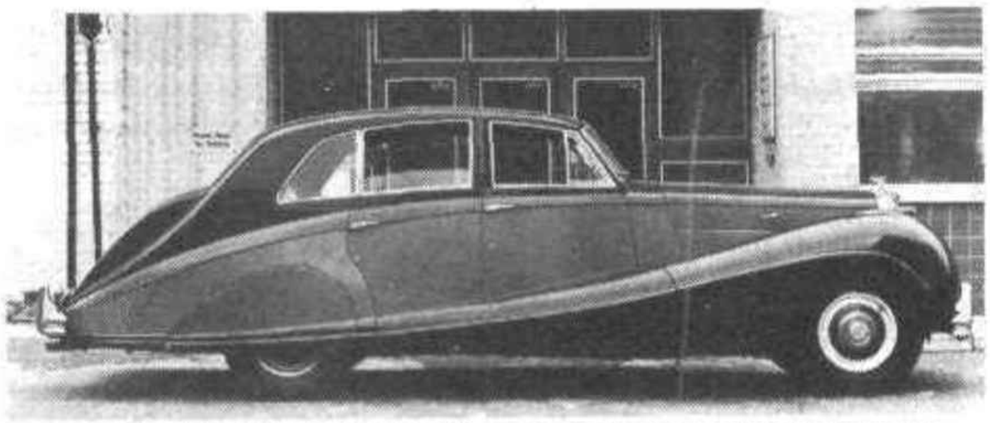
1935 ROLLS-ROYCE 20/25 Park Ward Sports Saloon.



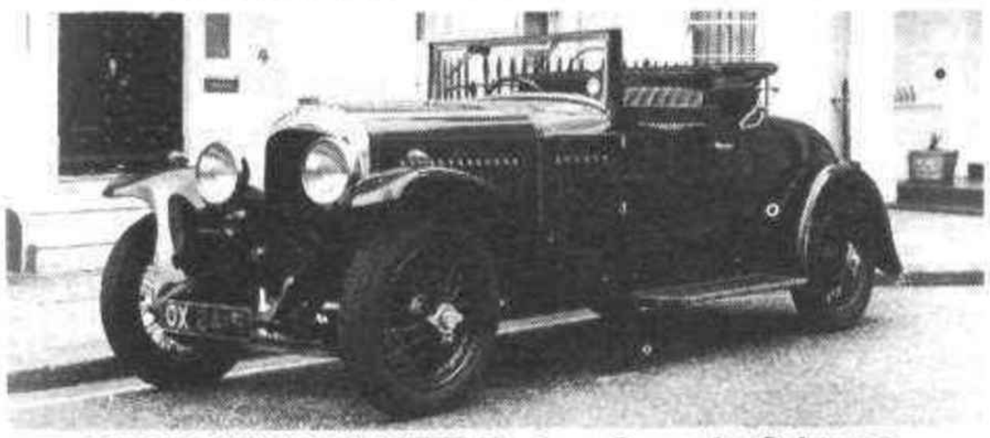
1933 ROLLS-ROYCE 20/25 Windover "D BACK" Limousine.



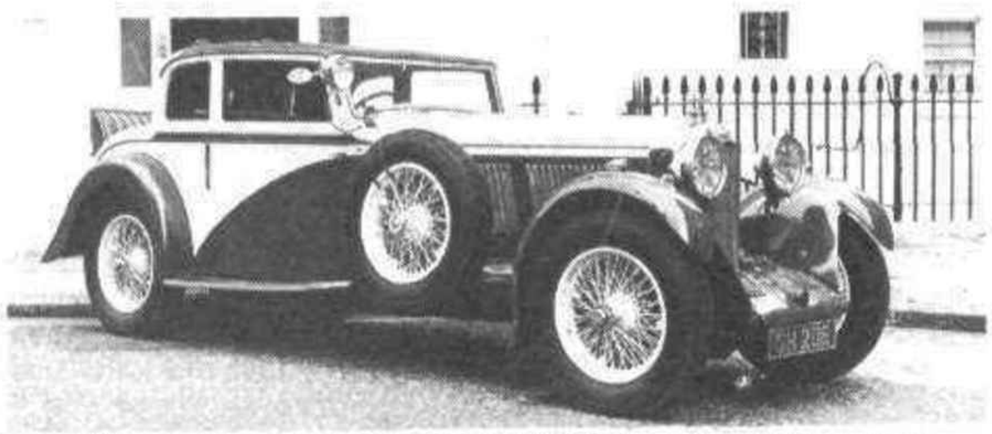
1954 BENTLEY R TYPE Mulliner Lightweight.



1956 BENTLEY R TYPE Hooper "Empress Line" Saloon.



1928 BENTLEY 4½ LITRE Doctors Coupe by Salmons.



1930 BENTLEY 6½ LITRE Speed Six by Mayfair Carriage.



1964 BENTLEY S III Flying Spur. Regal Red.



1957 BENTLEY SI 2 door Continental by James Young.



1964 ROLLS-ROYCE SILVER CLOUD III. Black.



1962 ROLLS-ROYCE SILVER CLOUD II. Dawn Blue.

We have a further selection of over 40 fine Rolls-Royce and Bentley motor cars in stock.

Worldwide Shipping Arrangements Made.

Please contact us if you wish to sell your pre-1966 Rolls Royce or Bentley

Roland Duce Ltd.

VINTAGE AND SPECIALIST CARS

MARKET OVERTON, Nr. OAKHAM, RUTLAND, LEICESTERSHIRE.
Tel., Thistleton (057283) 261/2 and 232.

Hours of business: 9.30 a.m. to 5.30 p.m. Monday to Saturday. Sundays–appointments only.



1934 Talbot 65TT Replica. **£5,650.**



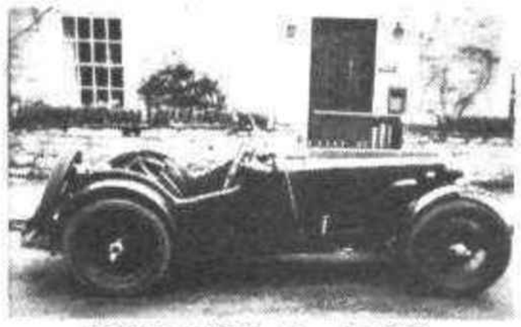
1929 Austin 7 Saloon. **£2,350.**



1928 Lagonda 2 litre low chassis. **£8,850.**



1926 Clyno 4 seat tourer. **£3,950.**



1933 MG K3 Replica. **£4,850.**



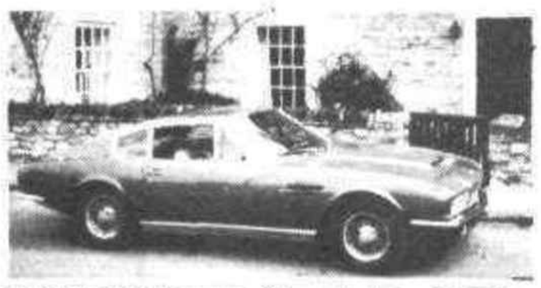
1927 Rover 4-seat Tourer. **£4,350.**

1919 Sequeville Hoyau	**£6,850**
1933 Triumph Super 7	**£1,850**
1931 Morris Oxford	**£1,975**
1934 Austin Ruby Saloon	**£1,275**

1934 Bentley 3½ H. J. Mulliner	**£5,450**
1935 Standard Avon 4-seat Tourer	**£3,750**
1948 MG TC	**£4,350**
1936 Austin Ruby Tourer	**£1,375**



1973 BMW CSA. £4,650.



1971 DBS6 Vantage, Manual, white. **£4,950.**



1972 Mercedes 350SL. £7,250.

1961 Alvis TD21 d/h	**£2,950**
1961 Alvis TD21 Saloon	**£1,725**
1964 Alvis TE21 saloon	**£1,875**
1966 Alfa GTC 4-seat d/h	**£1,975**
1959 A/C Ace CA	**£2,950**
1959 Jaguar XK150 Roadster	**£6,850**
1959 Jaguar XK150S d/h	**£5,550**
1966 Jaguar E-type 2+2	**£3,350**

1971 DBS V8	**£4,350**
1970 DB6 Mk. II auto	**£5,850**
1969 DB6 manual, dubonnet	**£4,150**
1968 DB6 metallic brown, manual	**£3,950**
1966 DB6 manual, Vantage, silver	**£4,150**
1966 DB6 manual, blue	**£3,750**
1965 DB5 manual, 5-speed, blue	**£3,950**
1964 DB5 sage green	**£4,150**
1962 DB4 blue	**£2,750**
1961 DB4 red	**£2,750**
1961 DB4 silver SR	**£3,450**
1959 DB4 metallic green	**£3,850**
1955 DB2/4 Mk. II	**£2,550**

1951 Bentley Mk. 6 silver	**£2,950**
1951 Bentley Mk. 6 silver	**£3,590**
1950 Bentley Mk. 6 black	**£5,950**
1954 Bentley R type	**£3,950**
1954 Bentley R type auto	**£4,350**
1959 Triumph TR3A	**£1,975**
1967 Triumph TR5	**£1,975**



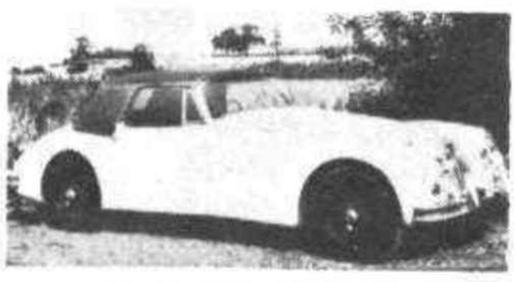
1956 Rolls-Royce Cloud I. (Conversion). **£4,850.**



Aston Martin DB5.



1949 Triumph Roadster. £3,150.



1959 XK150S d/h **£5,550.**



1963 Porsche 356B Super 90. £2,350.



1951 AC Ace. £6,150.

Part Exchange. Motoring book stockists. Low rate finance arranged.

MINT DESIRABLE CARS REQUIRED

ROBBINS OF PUTNEY LTD.

Celebrate fifty-seven years of selling superb cars. The family business you can trust.

A CONTINENTAL COLLECTION



1957 S series CONTINENTAL 2-door "Fastback" Saloon by H. J. Mulliner. Beautifully finished in dark green with beige leather upholstery. Recorded mileage 71,000.



1960 S2 CONTINENTAL 4-door Saloon by James Young. Strikingly finished in white with scarlet leather upholstery. Electrically operated windows.



1964 S3 CONTINENTAL Drophead Coupe by H. J. Mulliner, Park Ward. Finished in sand with red hood and beige leather upholstery. Electrically operated windows.

1959 S SERIES CONTINENTAL 4-door "Flying Spur" Saloon by H. J. Mulliner. Finished in Regal red with beige leather upholstery.

1965 S3 CONTINENTAL 4-door "Flying Spur" Saloon by H. J. Mulliner, Park Ward. Finished in garnet with beige leather upholstery. Electrically operated windows.

1960 S2 CONTINENTAL Drophead Coupe by Park Ward. This motorcar has had the wings converted to the complete external appearance of an S3 Continental. Finished in black with black hood and grey leather upholstery. Electrically operated windows.

1961 S2 CONTINENTAL Drophead Coupe by Park Ward. Finished in walnut with beige hood and beige leather upholstery. Full custom built refrigerated air conditioning. Electrically operated windows.

It is possible that this special collection will not have arrived in our stock before this advertisement appears, but prompt application is invited to ensure availability.

We also offer the following Bentley Continental cars in addition to our usual wide selection of the best used Rolls-Royce motorcars:

1964 S3 CONTINENTAL 2-door Saloon by H. J. Mulliner, Park Ward. Finished in ivory with beige velour upholstery. *(Photo)*

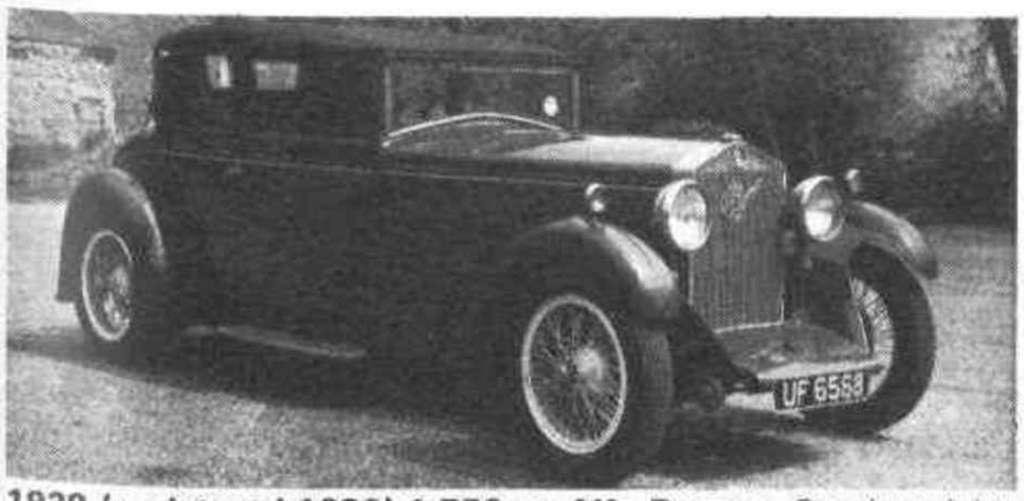


1964 S3 CONTINENTAL Drophead Coupe by H. J. Mulliner, Park Ward. Finished in Seychelles blue with light blue hood and upholstery. 64,000 miles only from new. Electrically operated windows.

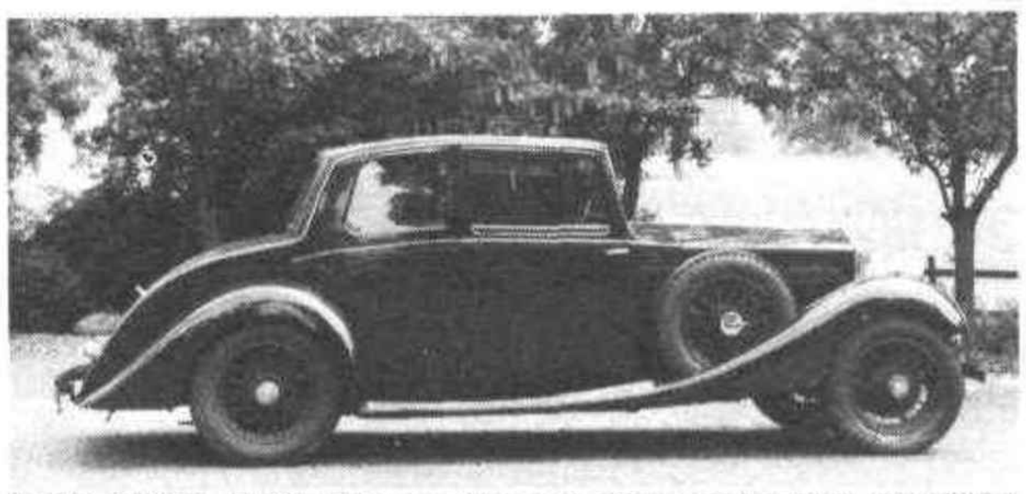
96-98 UPPER RICHMOND ROAD, PUTNEY SW15 2SR Telephone: 01-788 7881 24-hour Answering Service

DAVID SCOTT-MONCRIEFF & SON LTD.

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927



1929 (registered 1930) 1,750 cc Alfa Romeo. Coachwork by James Young of Bromley. One owner since 1961 has rebuilt the engine and done much mechanical work. Retrimmed in maroon hide with Alfa red paintwork. We ask for this collector's car, only **£7,950**



1934 20/25 Rolls-Royce two-door four-seater Top Hat fixed head coupe. Coachbuilt by Gurney Nutting with much work done. Finished in midnight blue with beige interior. Instantly usable with superb mechanics. **£9,750**

SEND FOR FREE STOCK LIST

We are open all week and until 1.00 p.m. Saturdays

SHOWROOM & OFFICE:
2 Macclesfield Road,
Leek, Staffs., ST13 8LA.
Telephone: 0538 384300
or 0538 384020

WORKSHOPS:
West Street,
Leek, Staffs.
Telephone: Leek 384020

Cables: 'Buntycars, Leek, Staffs'.
Telex: 36440 ROLCAR G.

Estimates given for Rolls-Royce and Bentley repairs and trim work undertaken in our workshops.

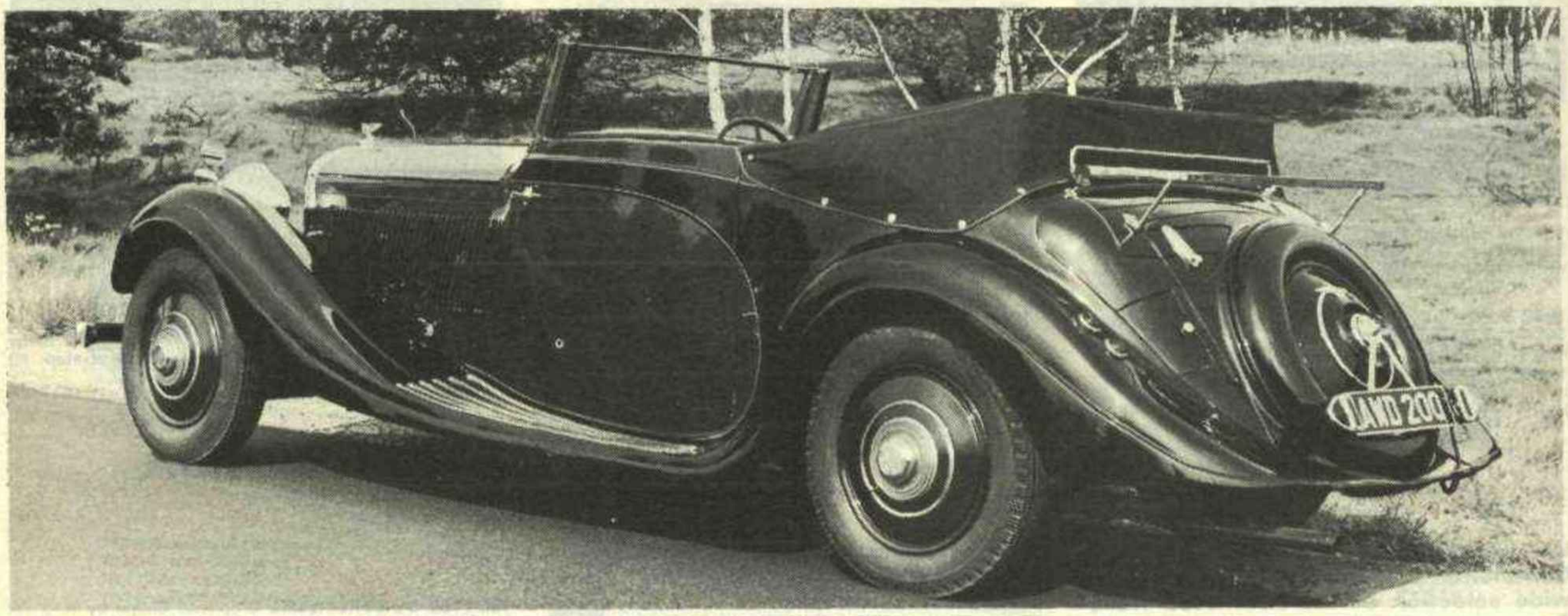
TELEPHONE:
01-385 9724/5/6/7

FRANK DALE & STEPSONS

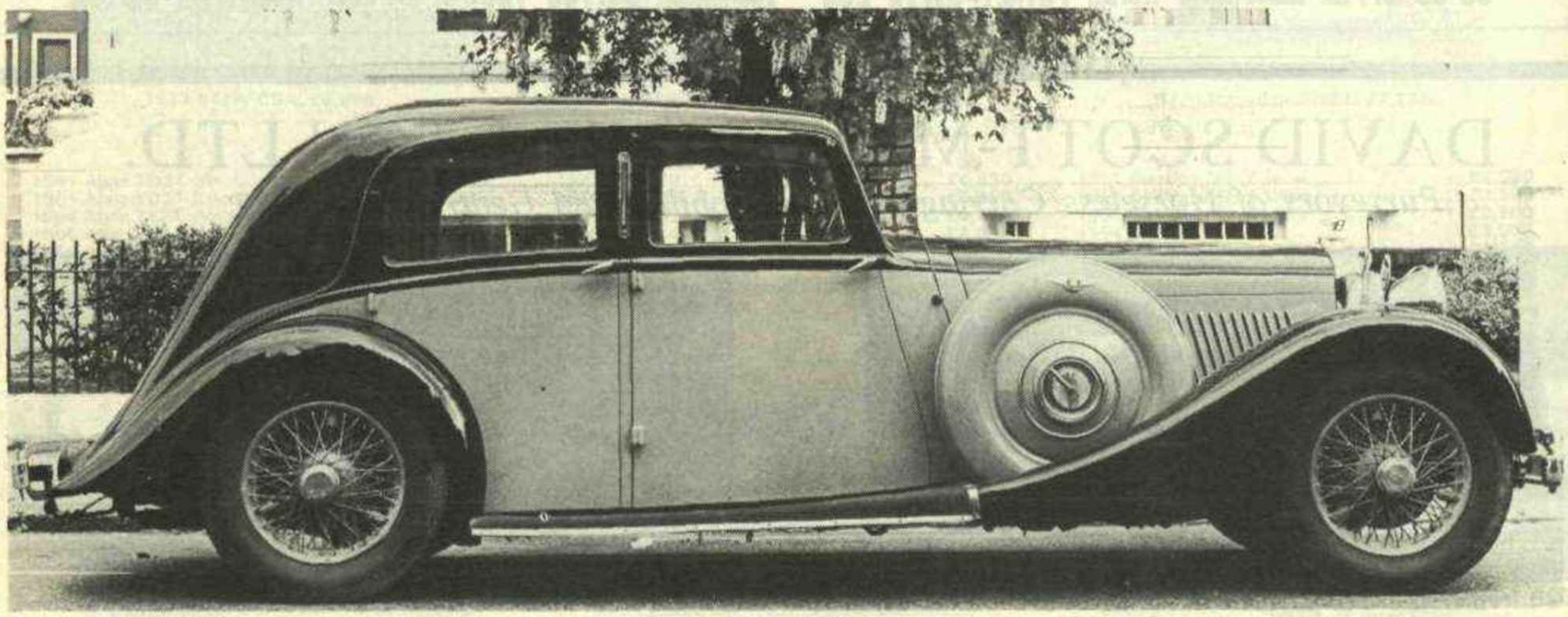
TELEX:
885983 EFDALE G

(Member of the Frank Dale Group)

We offer here two examples from our stock of 45 cars, ranging in date from 1935 to 1975



1936 Bentley 3½-litre Coupé by J. Gurney-Nutting. Extensively re-furbished and restored, uniquely styled and finished in black over locomotive green with Napier green hide, black folding top fully lined in grey and matching grey Wilton carpets. An unusually tight and entirely rattle-free specimen.



1937 Bentley 4¼-litre special saloon by Park Ward & Co. The subject of a recent engine overhaul by a leading Bentley specialist and attractively finished in black over peacock blue with the original tan hide interior and re-polished veneer cappings. An all-Alloy-bodied car.

At this time we will be pleased to hear from any owner contemplating the disposal of his Rolls-Royce, Bentley or other thoroughbred car. Advice and valuations will freely be given without a recipient incurring obligation to us.

OPENING HOURS 9 am-6 pm. SATURDAY BY APPOINTMENT ONLY.

We have a 24-hour message-recording service for the benefit of those who call out of business hours. If calling from overseas please authorise us to telephone "collect".

101 FARM LANE, FULHAM, LONDON SW6 1QH

E & OE

Printed by Tee & Whiten and J. Mead Ltd., and associated companies, 21 City Road, London, E.C.1, for the publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.

EUROPE'S LEADING CLASSIC CAR CENTRE

VICTORIA CARRIAGE CO.

SPECIALISTS IN CLASSIC CARS

Offer the following from a large selection of Post-War Automobiles

1966 Jaguar Mk 10, white, e/windows
1964 Jaguar 3.4S, red, automatic
1965 Jaguar 3.4S, Met Blue, manual
1968 Jaguar 420, green, manual
1965 Jaguar 3.8S, dark blue, auto
1970 Jaguar 420G, dark blue, e/windows
1966 Jaguar 3.8S, dark green
1967 Jaguar 420, Yellow, auto, sun roof
1959 Jaguar XK 150, white, Coupe
1966 Jensen CV8 Mk III, met. blue
1938 Austin Ruby Tourer, green



Ferrari Dino. 1973, choice of 2.



Austin Healey 3000, choice of 5.



Jaguar XK150 coupe, choice of 3.

1957 Jaguar 2.4 Mk I, saloon, auto, grey
1962 Jaguar 2.4 Mk II, red, manual
1960 Nash Metropolitain, Coupe
1968 Jaguar 240 Mk II, white, manual, o/d
1968 Jaguar 340 Mk II, white, manual, o/d
1969 Jaguar 420 G Saloon, dark blue, e/windows
1966 Jaguar Mk II 3.4, grey, manual, o/d
1966 Jaguar 3.4S, red, manual
1967 Jaguar 420, white, manual
1967 Jaguar 420, black, w/w, sun roof
1962 Jaguar 3.8 Coombes, silver, manual, w/w
1956 Jaguar XK 140 Roadster, auto, LHD
1960 Jaguar Mk IX, auto, grey-maroon
1955 Jaguar XK 120 Roadster, white
1959 Jaguar XK 150 S, Coupe, red, w/w
1965 Jaguar 3.4 Mk II (4.2), white, manual
1961 Jaguar Mk IX, auto, grey, two owners
1961 Jaguar Mk II (3.4), manual blue
1967 Daimler 420, green, auto, 23,000
1965 Daimler V8 250, metallic gold, auto
1912 Daimler Tourer, 3 door, grey
1969 Daimler V8 250, auto, dark blue
1965 Daimler V.8 250, auto, red
1922 Dodge, 4 door Sedan, black-blue, (4cyl.)
1971 Pontiac Parisienne, 4 door Sedan
1968 Lincoln Continental, mint
1938 Buick McLaughlin Limousine, black
1973 Pontiac Gran Prix Coupe, auto
1957 Nash Metropolitan (Riley), white-black
1960 Rover 80 Saloon, o/d, grey-blue
1955 Rover 75 Saloon, manual, beige, LHD
1960 Rover 100 Saloon, o/d, manual, black, 1 owner
1955 Rover 75 Saloon, o/d, manual, green, 1 owner
1973 Dodge Charger 383, (Belgium plates)
1955 Sunbeam Talbot Saloon, manual
1954 Lagonda 3 litre saloon, manual, maroon
1968 Fiat Vignale Samantha Coupe, e/windows
1953 Armstrong Siddeley Sapphire, green
1922 ABC Roadster, aluminium bodied, 2 str.
1950 MG TD Roadster, red, beige interior and hood
1936 Delage D.6 Saloon, maroon, s/auto
1966 Mercedes 220SE Coupe, auto, blue
1967 Bristol 409 saloon, auto, silver
1955 Austin Limousine by Vanden Plas, black
1972 Alfa Romeo 2000 Spyder Veloce d/h Coupe
1953 MG TF Roadster, red beige
1960 Austin Healey 3000 Roadster, red
1958 Austin Healey Sprite Mk I, green
1958 MG Magnette Saloon, green, 90,000
1973 MG Midget 'Custom' Roadster, black, etc.
1969 Humber Hawk (partitioned), black, LHD
1930 Austin Seven, black-burgundy, concours
1954 Mercedes 220 Saloon, black-cream, manual
1938 Alvis 1½ litre D/H Coupe, black
1957 Rolls Royce SC1, green, new engine
1964 Rover 110, green, manual
1971 Jaguar V12 'E', auto.
1905 Renault Rolling Chassis
1921 Morris Commercial Rolling Chassis
1965 Jaguar 3.4S Saloon, two tone brown
1955 Jaguar Mk VII, black, manual, s/roof
1957 Bristol 40S 4-dr, grey
1961 Alvis TD21, manual, w/w
1954 AC 2 litre Spts. Saloon, blue, 57,000
1958 Mercedes 220 SE Coupe, red/black, RHD
1965 Mercedes 220 SE Coupe, met. blue, auto.
1967 Jaguar 340, manual, white, history

1955 Humber Tickford D/H, green
1966 Daimler Majestic, auto., green
1933 Vauxhall Boat Tailed Tourer 'Silent Speed'
1958 MG Magnette Saloon, varitone brown, concours
1956 Mercedes 190 SL Roadster, LHD
1965 Alvis TE21, history, blue, 5 speed., ZF, PAS
1948 Rover 75 P3, green, history
1973 Ferrari Dino, blue, mint
1968 BMW 2000 Coupe, silver, mint
1968 MGC Roadster, white
1965 Austin Healey 3000 III, white D/H



Jaguar 'E' Type roadster, choice of 4.



1933 AC roadster, low mileage, excellent condition.



Jaguar V12 'E' Type, choice of 3.



Aston Martin DB5, choice of 6 models.



Bentley SII, choice of 4 models



Jaguar MK II, choice of 30 different models.

We have a wide selection of over 140 cars in stock.
For further information please write or telephone, our staff will be happy to help you
Contact us first if you wish to sell your Classic or Thoroughbred car.

WORLD WIDE SHIPPING SERVICE AVAILABLE. TELEX 886838 CABLES VICARCO LONDON SW1

199 Buckingham Palace Rd, London, S.W.1.

Telephone 01-730 9438. 01-730 9439 Telex 886838



MICHELIN RADIALS